



UPDATED PLEASANT HILL ROAD CONCEPT



Prepared by KCI Technologies, Inc.

Appendix - August 2024

Includes Traffic Count Data & Capacity Reports

Capacity Analysis Results

1 –

HCM Existing Year 2024 Results

HCM 6th Signalized Intersection Summary
1: Pleasant Hill Rd & Old Norcross Rd

Existing 2024
AM Peak Hour

| |  |  |  |  |  |  |  |  |  |  |  |  |
|--|---|---|---|---|---|---|--|---|---|---|---|---|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL |
| Lane Configurations |  |  |  |  |  |  | |  |  |  | |  |
| Traffic Volume (veh/h) | 48 | 221 | 106 | 88 | 499 | 616 | 6 | 106 | 1437 | 42 | 10 | 323 |
| Future Volume (veh/h) | 48 | 221 | 106 | 88 | 499 | 616 | 6 | 106 | 1437 | 42 | 10 | 323 |
| Initial Q (Qb), veh | 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 |
| Parking Bus, Adj | 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 | | | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | | 1826 | 1826 | 1826 | | 1826 |
| Adj Flow Rate, veh/h | 53 | 243 | 116 | 97 | 548 | 677 | | 116 | 1579 | 46 | | 355 |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | | 0.91 | 0.91 | 0.91 | | 0.91 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | | 5 | 5 | 5 | | 5 |
| Cap, veh/h | 110 | 486 | 217 | 224 | 571 | 255 | | 158 | 2556 | 793 | | 402 |
| Arrive On Green | 0.03 | 0.14 | 0.14 | 0.06 | 0.16 | 0.16 | | 0.05 | 0.51 | 0.51 | | 0.12 |
| Sat Flow, veh/h | 1781 | 3554 | 1585 | 1781 | 3554 | 1585 | | 3374 | 4985 | 1547 | | 3374 |
| Grp Volume(v), veh/h | 53 | 243 | 116 | 97 | 548 | 677 | | 116 | 1579 | 46 | | 355 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1777 | 1585 | 1781 | 1777 | 1585 | | 1687 | 1662 | 1547 | | 1687 |
| Q Serve(g_s), s | 4.1 | 10.1 | 10.9 | 7.4 | 24.5 | 25.7 | | 5.4 | 36.1 | 2.4 | | 16.6 |
| Cycle Q Clear(g_c), s | 4.1 | 10.1 | 10.9 | 7.4 | 24.5 | 25.7 | | 5.4 | 36.1 | 2.4 | | 16.6 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 110 | 486 | 217 | 224 | 571 | 255 | | 158 | 2556 | 793 | | 402 |
| V/C Ratio(X) | 0.48 | 0.50 | 0.54 | 0.43 | 0.96 | 2.66 | | 0.73 | 0.62 | 0.06 | | 0.88 |
| Avail Cap(c_a), veh/h | 178 | 549 | 245 | 260 | 571 | 255 | | 266 | 2556 | 793 | | 472 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 0.92 | 0.92 | 0.92 | | 1.00 |
| Uniform Delay (d), s/veh | 58.1 | 64.0 | 64.3 | 55.2 | 66.6 | 67.2 | | 75.3 | 27.8 | 19.6 | | 69.4 |
| Incr Delay (d2), s/veh | 3.3 | 0.8 | 2.0 | 1.3 | 27.9 | 757.8 | | 5.9 | 1.0 | 0.1 | | 16.0 |
| 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 |
| %ile BackOfQ(50%),veh/ln | 1.9 | 4.6 | 4.5 | 3.4 | 13.1 | 63.8 | | 2.5 | 14.4 | 0.9 | | 8.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 61.3 | 64.8 | 66.4 | 56.5 | 94.5 | 824.9 | | 81.2 | 28.8 | 19.7 | | 85.4 |
| LnGrp LOS | E | E | E | E | F | F | | F | C | B | | F |
| Approach Vol, veh/h | | 412 | | | 1322 | | | | 1741 | | | |
| Approach Delay, s/veh | | 64.8 | | | 465.8 | | | | 32.1 | | | |
| Approach LOS | | E | | | F | | | | C | | | |
| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 25.6 | 89.4 | 15.7 | 29.2 | 14.9 | 100.2 | 11.9 | 33.0 | | | | |
| Change Period (Y+Rc), s | 6.6 | 7.4 | 6.4 | * 7.3 | 7.4 | 7.4 | 6.4 | * 7.3 | | | | |
| Max Green Setting (Gmax), s | 22.4 | 72.6 | 12.6 | * 25 | 12.6 | 81.6 | 11.6 | * 26 | | | | |
| Max Q Clear Time (g_c+I1), s | 18.6 | 38.1 | 9.4 | 12.9 | 7.4 | 21.7 | 6.1 | 27.7 | | | | |
| Green Ext Time (p_c), s | 0.5 | 15.0 | 0.1 | 1.3 | 0.1 | 10.2 | 0.0 | 0.0 | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 6th Ctrl Delay | | | | 150.4 | | | | | | | | |
| HCM 6th LOS | | | | F | | | | | | | | |
| Notes | | | | | | | | | | | | |
| User approved ignoring U-Turning movement. | | | | | | | | | | | | |
| * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier. | | | | | | | | | | | | |

HCM 6th Signalized Intersection Summary
 1: Pleasant Hill Rd & Old Norcross Rd

Existing 2024
 AM Peak Hour



| Movement | SBT | SBR |
|------------------------------|------|------|
| Lane Configurations | ↑↑↑ | ↑ |
| Traffic Volume (veh/h) | 1029 | 25 |
| Future Volume (veh/h) | 1029 | 25 |
| Initial Q (Qb), veh | 0 | 0 |
| Ped-Bike Adj(A_pbT) | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 |
| Work Zone On Approach | No | |
| Adj Sat Flow, veh/h/ln | 1826 | 1826 |
| Adj Flow Rate, veh/h | 1131 | 27 |
| Peak Hour Factor | 0.91 | 0.91 |
| Percent Heavy Veh, % | 5 | 5 |
| Cap, veh/h | 2890 | 897 |
| Arrive On Green | 0.58 | 0.58 |
| Sat Flow, veh/h | 4985 | 1547 |
| Grp Volume(v), veh/h | 1131 | 27 |
| Grp Sat Flow(s),veh/h/ln | 1662 | 1547 |
| Q Serve(g_s), s | 19.7 | 1.2 |
| Cycle Q Clear(g_c), s | 19.7 | 1.2 |
| Prop In Lane | | 1.00 |
| Lane Grp Cap(c), veh/h | 2890 | 897 |
| V/C Ratio(X) | 0.39 | 0.03 |
| Avail Cap(c_a), veh/h | 2890 | 897 |
| HCM Platoon Ratio | 1.00 | 1.00 |
| Upstream Filter(l) | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 18.3 | 14.4 |
| Incr Delay (d2), s/veh | 0.4 | 0.1 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 7.6 | 0.4 |
| Unsig. Movement Delay, s/veh | | |
| LnGrp Delay(d),s/veh | 18.7 | 14.4 |
| LnGrp LOS | B | B |
| Approach Vol, veh/h | 1513 | |
| Approach Delay, s/veh | 34.2 | |
| Approach LOS | C | |
| Timer - Assigned Phs | | |

HCM 6th Signalized Intersection Summary
 2: Pleasant Hill Rd & Gwinnett Prado

Existing 2024
 AM Peak Hour



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBU | SBL | SBT |
|------------------------------|------|-------|------|-------|------|-------|------|-------|------|-----|------|------|
| Lane Configurations | | ↖ | ↗ | | ↔ | | ↖ | ↑↑↑ | | | ↘ | ↑↑↑ |
| Traffic Volume (veh/h) | 4 | 2 | 6 | 6 | 4 | 4 | 4 | 1738 | 1 | 1 | 5 | 1212 |
| Future Volume (veh/h) | 4 | 2 | 6 | 6 | 4 | 4 | 4 | 1738 | 1 | 1 | 5 | 1212 |
| 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 | |
| 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 |
| 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 |
| Adj Flow Rate, veh/h | 4 | 2 | 7 | 7 | 4 | 4 | 4 | 1931 | 1 | | 6 | 1347 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | | 0.90 | 0.90 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | | 2 | 2 |
| Cap, veh/h | 56 | 18 | 35 | 47 | 11 | 9 | 379 | 4503 | 2 | | 235 | 4386 |
| Arrive On Green | 0.02 | 0.02 | 0.02 | 0.02 | 0.02 | 0.02 | 0.01 | 0.85 | 0.85 | | 0.01 | 0.86 |
| Sat Flow, veh/h | 850 | 822 | 1585 | 623 | 487 | 404 | 1781 | 5271 | 3 | | 1781 | 5106 |
| Grp Volume(v), veh/h | 6 | 0 | 7 | 15 | 0 | 0 | 4 | 1247 | 685 | | 6 | 1347 |
| Grp Sat Flow(s),veh/h/ln | 1672 | 0 | 1585 | 1514 | 0 | 0 | 1781 | 1702 | 1870 | | 1781 | 1702 |
| Q Serve(g_s), s | 0.0 | 0.0 | 0.7 | 1.1 | 0.0 | 0.0 | 0.1 | 13.5 | 13.5 | | 0.1 | 8.1 |
| Cycle Q Clear(g_c), s | 0.5 | 0.0 | 0.7 | 1.6 | 0.0 | 0.0 | 0.1 | 13.5 | 13.5 | | 0.1 | 8.1 |
| Prop In Lane | 0.67 | | 1.00 | 0.47 | | 0.27 | 1.00 | | 0.00 | | 1.00 | |
| Lane Grp Cap(c), veh/h | 75 | 0 | 35 | 67 | 0 | 0 | 379 | 2908 | 1597 | | 235 | 4386 |
| V/C Ratio(X) | 0.08 | 0.00 | 0.20 | 0.22 | 0.00 | 0.00 | 0.01 | 0.43 | 0.43 | | 0.03 | 0.31 |
| Avail Cap(c_a), veh/h | 172 | 0 | 136 | 165 | 0 | 0 | 507 | 2908 | 1597 | | 355 | 4386 |
| 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 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 | 1.00 | | 0.91 | 0.91 |
| Uniform Delay (d), s/veh | 76.7 | 0.0 | 76.8 | 77.3 | 0.0 | 0.0 | 1.8 | 2.7 | 2.7 | | 2.1 | 2.2 |
| Incr Delay (d2), s/veh | 0.5 | 0.0 | 2.7 | 1.7 | 0.0 | 0.0 | 0.0 | 0.5 | 0.8 | | 0.0 | 0.2 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.3 | 0.0 | 0.3 | 0.6 | 0.0 | 0.0 | 0.0 | 3.3 | 3.8 | | 0.0 | 1.8 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 77.2 | 0.0 | 79.5 | 79.0 | 0.0 | 0.0 | 1.8 | 3.1 | 3.5 | | 2.2 | 2.3 |
| LnGrp LOS | E | A | E | E | A | A | A | A | A | | A | A |
| Approach Vol, veh/h | | 13 | | | 15 | | | 1936 | | | | 1361 |
| Approach Delay, s/veh | | 78.4 | | | 79.0 | | | 3.3 | | | | 2.3 |
| Approach LOS | | E | | | E | | | A | | | | A |
| Timer - Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 7.3 | 142.9 | | 9.9 | 6.5 | 143.6 | | 9.9 | | | | |
| Change Period (Y+Rc), s | 6.1 | 6.2 | | * 6.3 | 5.7 | 6.2 | | * 6.3 | | | | |
| Max Green Setting (Gmax), s | 11.9 | 115.8 | | * 14 | 12.3 | 115.8 | | * 14 | | | | |
| Max Q Clear Time (g_c+I1), s | 2.1 | 15.5 | | 2.7 | 2.1 | 10.1 | | 3.6 | | | | |
| Green Ext Time (p_c), s | 0.0 | 25.4 | | 0.0 | 0.0 | 13.6 | | 0.0 | | | | |

Intersection Summary

| | |
|--------------------|-----|
| HCM 6th Ctrl Delay | 3.5 |
| HCM 6th LOS | A |

Notes

- User approved pedestrian interval to be less than phase max green.
- User approved ignoring U-Turning movement.
- * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
 2: Pleasant Hill Rd & Gwinnett Prado

Existing 2024
 AM Peak Hour

| Movement | SBR |
|------------------------------|------|
| Lane Configurations | |
| Traffic Volume (veh/h) | 7 |
| Future Volume (veh/h) | 7 |
| Initial Q (Qb), veh | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 |
| Parking Bus, Adj | 1.00 |
| Work Zone On Approach | |
| Adj Sat Flow, veh/h/ln | 1870 |
| Adj Flow Rate, veh/h | 8 |
| Peak Hour Factor | 0.90 |
| Percent Heavy Veh, % | 2 |
| Cap, veh/h | 1361 |
| Arrive On Green | 0.86 |
| Sat Flow, veh/h | 1585 |
| Grp Volume(v), veh/h | 8 |
| Grp Sat Flow(s),veh/h/ln | 1585 |
| Q Serve(g_s), s | 0.1 |
| Cycle Q Clear(g_c), s | 0.1 |
| Prop In Lane | 1.00 |
| Lane Grp Cap(c), veh/h | 1361 |
| V/C Ratio(X) | 0.01 |
| Avail Cap(c_a), veh/h | 1361 |
| HCM Platoon Ratio | 1.00 |
| Upstream Filter(l) | 0.91 |
| Uniform Delay (d), s/veh | 1.6 |
| Incr Delay (d2), s/veh | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.0 |
| Unsig. Movement Delay, s/veh | |
| LnGrp Delay(d),s/veh | 1.6 |
| LnGrp LOS | A |
| Approach Vol, veh/h | |
| Approach Delay, s/veh | |
| Approach LOS | |
| Timer - Assigned Phs | |

HCM 6th Signalized Intersection Summary
3: Pleasant Hill Rd & Gwinnett Station

Existing 2024
AM Peak Hour



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBL | SBT |
|------------------------------|-------|-------|------|------|------|-------|-----|------|------|------|------|------|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | ↑↑↑ | | ↕ | ↑↑↑ |
| Traffic Volume (veh/h) | 22 | 3 | 12 | 9 | 0 | 5 | 15 | 31 | 1628 | 6 | 5 | 1213 |
| Future Volume (veh/h) | 22 | 3 | 12 | 9 | 0 | 5 | 15 | 31 | 1628 | 6 | 5 | 1213 |
| Initial Q (Qb), veh | 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 | |
| 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 |
| 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 |
| Adj Flow Rate, veh/h | 23 | 3 | 13 | 9 | 0 | 5 | | 33 | 1714 | 6 | 5 | 1277 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 65 | 6 | 18 | 66 | 7 | 20 | | 419 | 4466 | 16 | 276 | 4241 |
| Arrive On Green | 0.03 | 0.03 | 0.03 | 0.03 | 0.00 | 0.03 | | 0.02 | 0.85 | 0.85 | 0.01 | 0.83 |
| Sat Flow, veh/h | 876 | 168 | 522 | 876 | 219 | 608 | | 1781 | 5253 | 18 | 1781 | 5106 |
| Grp Volume(v), veh/h | 39 | 0 | 0 | 14 | 0 | 0 | | 33 | 1111 | 609 | 5 | 1277 |
| Grp Sat Flow(s),veh/h/ln | 1566 | 0 | 0 | 1703 | 0 | 0 | | 1781 | 1702 | 1867 | 1781 | 1702 |
| Q Serve(g_s), s | 2.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.4 | 11.6 | 11.6 | 0.1 | 9.0 |
| Cycle Q Clear(g_c), s | 3.9 | 0.0 | 0.0 | 1.2 | 0.0 | 0.0 | | 0.4 | 11.6 | 11.6 | 0.1 | 9.0 |
| Prop In Lane | 0.59 | | 0.33 | 0.64 | | 0.36 | | 1.00 | | 0.01 | 1.00 | |
| Lane Grp Cap(c), veh/h | 88 | 0 | 0 | 94 | 0 | 0 | | 419 | 2894 | 1587 | 276 | 4241 |
| V/C Ratio(X) | 0.44 | 0.00 | 0.00 | 0.15 | 0.00 | 0.00 | | 0.08 | 0.38 | 0.38 | 0.02 | 0.30 |
| Avail Cap(c_a), veh/h | 169 | 0 | 0 | 173 | 0 | 0 | | 513 | 2894 | 1587 | 405 | 4241 |
| 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 |
| Upstream Filter(l) | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 | | 0.69 | 0.69 | 0.69 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 76.5 | 0.0 | 0.0 | 75.3 | 0.0 | 0.0 | | 2.0 | 2.7 | 2.7 | 2.4 | 3.1 |
| Incr Delay (d2), s/veh | 3.4 | 0.0 | 0.0 | 0.7 | 0.0 | 0.0 | | 0.1 | 0.3 | 0.5 | 0.0 | 0.2 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 1.7 | 0.0 | 0.0 | 0.6 | 0.0 | 0.0 | | 0.1 | 2.8 | 3.2 | 0.0 | 2.4 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 79.9 | 0.0 | 0.0 | 76.0 | 0.0 | 0.0 | | 2.1 | 2.9 | 3.2 | 2.4 | 3.2 |
| LnGrp LOS | E | A | A | E | A | A | | A | A | A | A | A |
| Approach Vol, veh/h | | 39 | | | 14 | | | | 1753 | | | 1294 |
| Approach Delay, s/veh | | 79.9 | | | 76.0 | | | | 3.0 | | | 3.2 |
| Approach LOS | | E | | | E | | | | A | | | A |
| Timer - Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | | 8 | | | |
| Phs Duration (G+Y+Rc), s | 6.4 | 142.2 | | 11.4 | 9.5 | 139.1 | | | 11.4 | | | |
| Change Period (Y+Rc), s | * 5.4 | 6.2 | | 6.0 | 5.7 | 6.2 | | | 6.0 | | | |
| Max Green Setting (Gmax), s | * 13 | 115.8 | | 14.0 | 12.3 | 115.8 | | | 14.0 | | | |
| Max Q Clear Time (g_c+I1), s | 2.1 | 13.6 | | 5.9 | 2.4 | 11.0 | | | 3.2 | | | |
| Green Ext Time (p_c), s | 0.0 | 19.6 | | 0.1 | 0.0 | 12.4 | | | 0.0 | | | |

Intersection Summary

| | |
|--------------------|-----|
| HCM 6th Ctrl Delay | 4.4 |
| HCM 6th LOS | A |

Notes

- User approved pedestrian interval to be less than phase max green.
- User approved ignoring U-Turning movement.
- * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

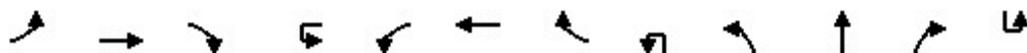
HCM 6th Signalized Intersection Summary
 3: Pleasant Hill Rd & Gwinnett Station

Existing 2024
 AM Peak Hour

| Movement | SBR |
|------------------------------|------|
| Lane Configurations | |
| Traffic Volume (veh/h) | 11 |
| Future Volume (veh/h) | 11 |
| Initial Q (Qb), veh | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 |
| Parking Bus, Adj | 1.00 |
| Work Zone On Approach | |
| Adj Sat Flow, veh/h/ln | 1870 |
| Adj Flow Rate, veh/h | 12 |
| Peak Hour Factor | 0.95 |
| Percent Heavy Veh, % | 2 |
| Cap, veh/h | 1316 |
| Arrive On Green | 0.83 |
| Sat Flow, veh/h | 1585 |
| Grp Volume(v), veh/h | 12 |
| Grp Sat Flow(s),veh/h/ln | 1585 |
| Q Serve(g_s), s | 0.2 |
| Cycle Q Clear(g_c), s | 0.2 |
| Prop In Lane | 1.00 |
| Lane Grp Cap(c), veh/h | 1316 |
| V/C Ratio(X) | 0.01 |
| Avail Cap(c_a), veh/h | 1316 |
| HCM Platoon Ratio | 1.00 |
| Upstream Filter(l) | 1.00 |
| Uniform Delay (d), s/veh | 2.3 |
| Incr Delay (d2), s/veh | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.1 |
| Unsig. Movement Delay, s/veh | |
| LnGrp Delay(d),s/veh | 2.3 |
| LnGrp LOS | A |
| Approach Vol, veh/h | |
| Approach Delay, s/veh | |
| Approach LOS | |
| Timer - Assigned Phs | |

HCM 6th Signalized Intersection Summary
4: Pleasant Hill Rd & Satellite Blvd

Existing 2024
AM Peak Hour



| Movement | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU |
|------------------------------|------|-------|------|------|------|-------|-------|------|------|------|------|-----|
| Lane Configurations | ⇌ | ↑↑↑ | ↗ | | ⇌ | ↑↑↑ | | | ⇌ | ↑↑↑ | ↗ | |
| Traffic Volume (veh/h) | 50 | 278 | 126 | 1 | 146 | 924 | 59 | 3 | 268 | 1722 | 265 | 4 |
| Future Volume (veh/h) | 50 | 278 | 126 | 1 | 146 | 924 | 59 | 3 | 268 | 1722 | 265 | 4 |
| Initial Q (Qb), veh | 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 | |
| Parking Bus, Adj | 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 | | | |
| Adj Sat Flow, veh/h/ln | 1841 | 1841 | 1841 | | 1841 | 1841 | 1841 | | 1841 | 1841 | 1841 | |
| Adj Flow Rate, veh/h | 51 | 281 | 127 | | 147 | 933 | 60 | | 271 | 1739 | 268 | |
| Peak Hour Factor | 0.99 | 0.99 | 0.99 | | 0.99 | 0.99 | 0.99 | | 0.99 | 0.99 | 0.99 | |
| Percent Heavy Veh, % | 4 | 4 | 4 | | 4 | 4 | 4 | | 4 | 4 | 4 | |
| Cap, veh/h | 95 | 704 | 219 | | 190 | 811 | 52 | | 327 | 3014 | 936 | |
| Arrive On Green | 0.03 | 0.14 | 0.14 | | 0.06 | 0.17 | 0.17 | | 0.10 | 0.60 | 0.60 | |
| Sat Flow, veh/h | 3401 | 5025 | 1560 | | 3401 | 4825 | 310 | | 3401 | 5025 | 1560 | |
| Grp Volume(v), veh/h | 51 | 281 | 127 | | 147 | 647 | 346 | | 271 | 1739 | 268 | |
| Grp Sat Flow(s),veh/h/ln | 1700 | 1675 | 1560 | | 1700 | 1675 | 1785 | | 1700 | 1675 | 1560 | |
| Q Serve(g_s), s | 2.4 | 8.1 | 12.2 | | 6.8 | 26.9 | 26.9 | | 12.5 | 33.9 | 13.3 | |
| Cycle Q Clear(g_c), s | 2.4 | 8.1 | 12.2 | | 6.8 | 26.9 | 26.9 | | 12.5 | 33.9 | 13.3 | |
| Prop In Lane | 1.00 | | 1.00 | | 1.00 | | 0.17 | | 1.00 | | 1.00 | |
| Lane Grp Cap(c), veh/h | 95 | 704 | 219 | | 190 | 563 | 300 | | 327 | 3014 | 936 | |
| V/C Ratio(X) | 0.54 | 0.40 | 0.58 | | 0.77 | 1.15 | 1.15 | | 0.83 | 0.58 | 0.29 | |
| Avail Cap(c_a), veh/h | 380 | 1002 | 311 | | 274 | 563 | 300 | | 806 | 3014 | 936 | |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 0.84 | 0.84 | 0.84 | |
| Uniform Delay (d), s/veh | 76.7 | 62.6 | 64.4 | | 74.5 | 66.5 | 66.6 | | 71.0 | 19.6 | 15.5 | |
| Incr Delay (d2), s/veh | 4.6 | 0.4 | 2.4 | | 8.1 | 86.2 | 99.8 | | 4.5 | 0.7 | 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 | |
| %ile BackOfQ(50%),veh/ln | 1.1 | 3.5 | 4.9 | | 3.2 | 18.1 | 20.4 | | 5.6 | 13.0 | 4.8 | |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 81.3 | 63.0 | 66.8 | | 82.6 | 152.7 | 166.4 | | 75.5 | 20.3 | 16.1 | |
| LnGrp LOS | F | E | E | | F | F | F | | E | C | B | |
| Approach Vol, veh/h | | 459 | | | | 1140 | | | | 2278 | | |
| Approach Delay, s/veh | | 66.1 | | | | 147.8 | | | | 26.4 | | |
| Approach LOS | | E | | | | F | | | | C | | |
| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 11.4 | 103.1 | 16.1 | 29.5 | 22.5 | 91.9 | 11.6 | 34.0 | | | | |
| Change Period (Y+Rc), s | 7.0 | 7.1 | 7.1 | 7.1 | 7.1 | 7.1 | 7.1 | 7.1 | | | | |
| Max Green Setting (Gmax), s | 11.0 | 75.9 | 12.9 | 31.9 | 37.9 | 48.9 | 17.9 | 26.9 | | | | |
| Max Q Clear Time (g_c+I1), s | 4.1 | 35.9 | 8.8 | 14.2 | 14.5 | 24.2 | 4.4 | 28.9 | | | | |
| Green Ext Time (p_c), s | 0.0 | 19.9 | 0.1 | 1.9 | 0.9 | 8.2 | 0.1 | 0.0 | | | | |

Intersection Summary

| | |
|--------------------|------|
| HCM 6th Ctrl Delay | 57.0 |
| HCM 6th LOS | E |

Notes

User approved ignoring U-Turning movement.

HCM 6th Signalized Intersection Summary
 4: Pleasant Hill Rd & Satellite Blvd

Existing 2024
 AM Peak Hour



| Movement | SBL | SBT | SBR |
|------------------------------|------|------|------|
| Lane Configurations | ⇐⇐ | ⇑⇑⇑ | ⇐ |
| Traffic Volume (veh/h) | 46 | 1111 | 50 |
| Future Volume (veh/h) | 46 | 1111 | 50 |
| Initial Q (Qb), veh | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | |
| Adj Sat Flow, veh/h/ln | 1841 | 1841 | 1841 |
| Adj Flow Rate, veh/h | 46 | 1122 | 51 |
| Peak Hour Factor | 0.99 | 0.99 | 0.99 |
| Percent Heavy Veh, % | 4 | 4 | 4 |
| Cap, veh/h | 93 | 2612 | 119 |
| Arrive On Green | 0.03 | 0.53 | 0.53 |
| Sat Flow, veh/h | 3401 | 4927 | 224 |
| Grp Volume(v), veh/h | 46 | 763 | 410 |
| Grp Sat Flow(s),veh/h/ln | 1700 | 1675 | 1800 |
| Q Serve(g_s), s | 2.1 | 22.2 | 22.2 |
| Cycle Q Clear(g_c), s | 2.1 | 22.2 | 22.2 |
| Prop In Lane | 1.00 | | 0.12 |
| Lane Grp Cap(c), veh/h | 93 | 1776 | 954 |
| V/C Ratio(X) | 0.50 | 0.43 | 0.43 |
| Avail Cap(c_a), veh/h | 234 | 1776 | 954 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 |
| Upstream Filter(l) | 0.96 | 0.96 | 0.96 |
| Uniform Delay (d), s/veh | 76.7 | 22.9 | 22.9 |
| Incr Delay (d2), s/veh | 3.9 | 0.7 | 1.4 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 1.0 | 8.8 | 9.7 |
| Unsig. Movement Delay, s/veh | | | |
| LnGrp Delay(d),s/veh | 80.7 | 23.6 | 24.2 |
| LnGrp LOS | F | C | C |
| Approach Vol, veh/h | | 1219 | |
| Approach Delay, s/veh | | 26.0 | |
| Approach LOS | | C | |
| Timer - Assigned Phs | | | |

HCM 6th Signalized Intersection Summary
5: Pleasant Hill Rd & Mall Blvd

Existing 2024
AM Peak Hour



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL |
|------------------------------|------|-------|------|------|-------|-------|-----|------|-------|------|-----|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 2 | 1 | 2 | 12 | 1 | 14 | 7 | 12 | 2231 | 20 | 4 | 10 |
| Future Volume (veh/h) | 2 | 1 | 2 | 12 | 1 | 14 | 7 | 12 | 2231 | 20 | 4 | 10 |
| Initial Q (Qb), veh | 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 |
| Parking Bus, Adj | 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 | | | | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | | 1870 | 1870 | 1870 | | 1870 |
| Adj Flow Rate, veh/h | 2 | 1 | 2 | 13 | 1 | 15 | | 13 | 2348 | 21 | | 11 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | 0.95 | | 0.95 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | | 2 | 2 | 2 | | 2 |
| Cap, veh/h | 78 | 14 | 27 | 77 | 46 | 39 | | 357 | 4419 | 39 | | 174 |
| Arrive On Green | 0.02 | 0.02 | 0.02 | 0.02 | 0.02 | 0.02 | | 0.01 | 0.85 | 0.85 | | 0.01 |
| Sat Flow, veh/h | 1397 | 557 | 1113 | 1414 | 1870 | 1585 | | 1781 | 5219 | 47 | | 1781 |
| Grp Volume(v), veh/h | 2 | 0 | 3 | 13 | 1 | 15 | | 13 | 1530 | 839 | | 11 |
| Grp Sat Flow(s),veh/h/ln | 1397 | 0 | 1670 | 1414 | 1870 | 1585 | | 1781 | 1702 | 1862 | | 1781 |
| Q Serve(g_s), s | 0.2 | 0.0 | 0.3 | 1.5 | 0.1 | 1.5 | | 0.2 | 20.0 | 20.1 | | 0.1 |
| Cycle Q Clear(g_c), s | 0.3 | 0.0 | 0.3 | 1.7 | 0.1 | 1.5 | | 0.2 | 20.0 | 20.1 | | 0.1 |
| Prop In Lane | 1.00 | | 0.67 | 1.00 | | 1.00 | | 1.00 | | 0.03 | | 1.00 |
| Lane Grp Cap(c), veh/h | 78 | 0 | 41 | 77 | 46 | 39 | | 357 | 2882 | 1577 | | 174 |
| V/C Ratio(X) | 0.03 | 0.00 | 0.07 | 0.17 | 0.02 | 0.39 | | 0.04 | 0.53 | 0.53 | | 0.06 |
| Avail Cap(c_a), veh/h | 538 | 0 | 590 | 544 | 664 | 563 | | 465 | 2882 | 1577 | | 288 |
| HCM Platoon Ratio | 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 | 1.00 | 1.00 | | 0.81 | 0.81 | 0.81 | | 0.83 |
| Uniform Delay (d), s/veh | 76.3 | 0.0 | 76.3 | 77.1 | 76.2 | 76.9 | | 1.9 | 3.4 | 3.4 | | 3.0 |
| Incr Delay (d2), s/veh | 0.1 | 0.0 | 0.8 | 1.0 | 0.2 | 6.3 | | 0.0 | 0.6 | 1.0 | | 0.1 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.1 | 0.0 | 0.1 | 0.6 | 0.0 | 0.7 | | 0.0 | 5.1 | 5.8 | | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 76.5 | 0.0 | 77.0 | 78.2 | 76.4 | 83.1 | | 2.0 | 4.0 | 4.5 | | 3.1 |
| LnGrp LOS | E | A | E | E | E | F | | A | A | A | | A |
| Approach Vol, veh/h | | 5 | | | 29 | | | | 2382 | | | |
| Approach Delay, s/veh | | 76.8 | | | 80.7 | | | | 4.1 | | | |
| Approach LOS | | E | | | F | | | | A | | | |
| Timer - Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | | 8 | | | |
| Phs Duration (G+Y+Rc), s | 7.8 | 141.8 | | 10.4 | 8.3 | 141.3 | | | 10.4 | | | |
| Change Period (Y+Rc), s | 5.9 | * 6.3 | | 6.5 | * 6.1 | * 6.3 | | | * 6.5 | | | |
| Max Green Setting (Gmax), s | 12.1 | * 73 | | 56.5 | * 12 | * 73 | | | * 57 | | | |
| Max Q Clear Time (g_c+I1), s | 2.1 | 22.1 | | 2.3 | 2.2 | 11.5 | | | 3.7 | | | |
| Green Ext Time (p_c), s | 0.0 | 30.6 | | 0.0 | 0.0 | 13.6 | | | 0.1 | | | |

Intersection Summary

| | |
|--------------------|-----|
| HCM 6th Ctrl Delay | 4.4 |
| HCM 6th LOS | A |

Notes

User approved ignoring U-Turning movement.

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

HCM 6th Signalized Intersection Summary
 5: Pleasant Hill Rd & Mall Blvd

Existing 2024
 AM Peak Hour



| Movement | SBT | SBR |
|------------------------------|------|------|
| Lane Configurations | ↑↑↑ | |
| Traffic Volume (veh/h) | 1376 | 3 |
| Future Volume (veh/h) | 1376 | 3 |
| Initial Q (Qb), veh | 0 | 0 |
| Ped-Bike Adj(A_pbT) | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 |
| Work Zone On Approach | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 |
| Adj Flow Rate, veh/h | 1448 | 3 |
| Peak Hour Factor | 0.95 | 0.95 |
| Percent Heavy Veh, % | 2 | 2 |
| Cap, veh/h | 4440 | 9 |
| Arrive On Green | 0.84 | 0.84 |
| Sat Flow, veh/h | 5262 | 11 |
| Grp Volume(v), veh/h | 937 | 514 |
| Grp Sat Flow(s),veh/h/ln | 1702 | 1868 |
| Q Serve(g_s), s | 9.5 | 9.5 |
| Cycle Q Clear(g_c), s | 9.5 | 9.5 |
| Prop In Lane | | 0.01 |
| Lane Grp Cap(c), veh/h | 2872 | 1577 |
| V/C Ratio(X) | 0.33 | 0.33 |
| Avail Cap(c_a), veh/h | 2872 | 1577 |
| HCM Platoon Ratio | 1.00 | 1.00 |
| Upstream Filter(l) | 0.83 | 0.83 |
| Uniform Delay (d), s/veh | 2.7 | 2.7 |
| Incr Delay (d2), s/veh | 0.3 | 0.5 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 2.4 | 2.7 |
| Unsig. Movement Delay, s/veh | | |
| LnGrp Delay(d),s/veh | 2.9 | 3.2 |
| LnGrp LOS | A | A |
| Approach Vol, veh/h | 1462 | |
| Approach Delay, s/veh | 3.0 | |
| Approach LOS | A | |
| Timer - Assigned Phs | | |

HCM 6th Signalized Intersection Summary
6: Pleasant Hill Rd & Gwinnett Place Dr

Existing 2024
AM Peak Hour



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBL | SBT |
|------------------------------|-------|-------|-------|-------|------|-------|-------|-------|------|------|------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 49 | 35 | 7 | 56 | 9 | 14 | 21 | 45 | 2165 | 85 | 12 | 1354 |
| Future Volume (veh/h) | 49 | 35 | 7 | 56 | 9 | 14 | 21 | 45 | 2165 | 85 | 12 | 1354 |
| Initial Q (Qb), veh | 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 | |
| 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 |
| 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 |
| Adj Flow Rate, veh/h | 51 | 36 | 7 | 58 | 9 | 14 | | 46 | 2232 | 88 | 12 | 1396 |
| Peak Hour Factor | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 66 | 60 | 12 | 100 | 21 | 32 | | 338 | 3867 | 1200 | 157 | 3838 |
| Arrive On Green | 0.04 | 0.04 | 0.04 | 0.03 | 0.03 | 0.03 | | 0.03 | 0.76 | 0.76 | 0.01 | 0.74 |
| Sat Flow, veh/h | 1781 | 1521 | 296 | 3456 | 660 | 1026 | | 1781 | 5106 | 1585 | 1781 | 5178 |
| Grp Volume(v), veh/h | 51 | 0 | 43 | 58 | 0 | 23 | | 46 | 2232 | 88 | 12 | 918 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 0 | 1817 | 1728 | 0 | 1686 | | 1781 | 1702 | 1585 | 1781 | 1702 |
| Q Serve(g_s), s | 4.5 | 0.0 | 3.7 | 2.7 | 0.0 | 2.1 | | 1.0 | 30.2 | 2.3 | 0.3 | 15.3 |
| Cycle Q Clear(g_c), s | 4.5 | 0.0 | 3.7 | 2.7 | 0.0 | 2.1 | | 1.0 | 30.2 | 2.3 | 0.3 | 15.3 |
| Prop In Lane | 1.00 | | 0.16 | 1.00 | | 0.61 | | 1.00 | | 1.00 | 1.00 | |
| Lane Grp Cap(c), veh/h | 66 | 0 | 72 | 100 | 0 | 52 | | 338 | 3867 | 1200 | 157 | 2523 |
| V/C Ratio(X) | 0.78 | 0.00 | 0.60 | 0.58 | 0.00 | 0.44 | | 0.14 | 0.58 | 0.07 | 0.08 | 0.36 |
| Avail Cap(c_a), veh/h | 125 | 0 | 128 | 244 | 0 | 119 | | 417 | 3867 | 1200 | 266 | 2523 |
| 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 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | | 0.83 | 0.83 | 0.83 | 0.96 | 0.96 |
| Uniform Delay (d), s/veh | 76.4 | 0.0 | 75.6 | 76.7 | 0.0 | 76.1 | | 5.2 | 8.4 | 5.0 | 7.4 | 7.3 |
| Incr Delay (d2), s/veh | 17.7 | 0.0 | 7.6 | 5.3 | 0.0 | 5.7 | | 0.2 | 0.5 | 0.1 | 0.2 | 0.4 |
| 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 |
| %ile BackOfQ(50%),veh/ln | 2.4 | 0.0 | 1.9 | 1.3 | 0.0 | 1.0 | | 0.3 | 10.0 | 0.8 | 0.1 | 5.3 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 94.1 | 0.0 | 83.2 | 82.0 | 0.0 | 81.8 | | 5.4 | 8.9 | 5.1 | 7.6 | 7.7 |
| LnGrp LOS | F | A | F | F | A | F | | A | A | A | A | A |
| Approach Vol, veh/h | | 94 | | | 81 | | | | 2366 | | | 1430 |
| Approach Delay, s/veh | | 89.1 | | | 81.9 | | | | 8.7 | | | 7.8 |
| Approach LOS | | F | | | F | | | | A | | | A |
| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 8.3 | 127.4 | 11.3 | 13.0 | 10.9 | 124.8 | 12.7 | 11.7 | | | | |
| Change Period (Y+Rc), s | * 6.2 | * 6.2 | * 6.7 | * 6.7 | 6.5 | * 6.2 | * 6.8 | * 6.7 | | | | |
| Max Green Setting (Gmax), s | * 12 | * 1E2 | * 11 | * 11 | 11.5 | * 1E2 | * 11 | * 11 | | | | |
| Max Q Clear Time (g_c+I1), s | 2.3 | 32.2 | 4.7 | 5.7 | 3.0 | 17.3 | 6.5 | 4.1 | | | | |
| Green Ext Time (p_c), s | 0.0 | 35.4 | 0.1 | 0.0 | 0.0 | 13.3 | 0.0 | 0.0 | | | | |

Intersection Summary

| | |
|--------------------|------|
| HCM 6th Ctrl Delay | 11.8 |
| HCM 6th LOS | B |

Notes

- User approved pedestrian interval to be less than phase max green.
- User approved ignoring U-Turning movement.
- * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
 6: Pleasant Hill Rd & Gwinnett Place Dr

Existing 2024
 AM Peak Hour



| Movement | SBR |
|-------------------------------------|------|
| Lane Configurations | |
| Traffic Volume (veh/h) | 21 |
| Future Volume (veh/h) | 21 |
| Initial Q (Qb), veh | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 |
| Parking Bus, Adj | 1.00 |
| Work Zone On Approach | |
| Adj Sat Flow, veh/h/ln | 1870 |
| Adj Flow Rate, veh/h | 22 |
| Peak Hour Factor | 0.97 |
| Percent Heavy Veh, % | 2 |
| Cap, veh/h | 60 |
| Arrive On Green | 0.74 |
| Sat Flow, veh/h | 82 |
| Grp Volume(v), veh/h | 500 |
| Grp Sat Flow(s),veh/h/ln | 1856 |
| Q Serve(g_s), s | 15.3 |
| Cycle Q Clear(g_c), s | 15.3 |
| Prop In Lane | 0.04 |
| Lane Grp Cap(c), veh/h | 1375 |
| V/C Ratio(X) | 0.36 |
| Avail Cap(c_a), veh/h | 1375 |
| HCM Platoon Ratio | 1.00 |
| Upstream Filter(l) | 0.96 |
| Uniform Delay (d), s/veh | 7.3 |
| Incr Delay (d2), s/veh | 0.7 |
| Initial Q Delay(d3),s/veh | 0.0 |
| %ile BackOfQ(50%),veh/ln | 5.9 |
| Unsig. Movement Delay, s/veh | |
| LnGrp Delay(d),s/veh | 8.1 |
| LnGrp LOS | A |
| Approach Vol, veh/h | |
| Approach Delay, s/veh | |
| Approach LOS | |
| Timer - Assigned Phs | |

HCM Signalized Intersection Capacity Analysis

7: Pleasant Hill Rd & Venture Dr

Existing 2024
AM Peak Hour



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBL | SBT |
|-----------------------------------|------|------|-------|------|------|---------------------------|-------|-------|-------|------|------|-------|
| Lane Configurations | | | ↑↑ | | | ↑ | | ↑ | ↑↑↑ | | | ↑↑↑ |
| Traffic Volume (vph) | 0 | 0 | 217 | 0 | 0 | 50 | 15 | 400 | 2260 | 89 | 0 | 1442 |
| Future Volume (vph) | 0 | 0 | 217 | 0 | 0 | 50 | 15 | 400 | 2260 | 89 | 0 | 1442 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | | 6.0 | | | 6.0 | | 5.7 | 6.0 | | | 6.0 |
| Lane Util. Factor | | | 0.88 | | | 1.00 | | 1.00 | 0.91 | | | 0.91 |
| Frt | | | 0.85 | | | 0.86 | | 1.00 | 0.99 | | | 1.00 |
| Flt Protected | | | 1.00 | | | 1.00 | | 0.95 | 1.00 | | | 1.00 |
| Satd. Flow (prot) | | | 2787 | | | 1611 | | 1770 | 5056 | | | 5061 |
| Flt Permitted | | | 1.00 | | | 1.00 | | 0.09 | 1.00 | | | 1.00 |
| Satd. Flow (perm) | | | 2787 | | | 1611 | | 164 | 5056 | | | 5061 |
| Peak-hour factor, PHF | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 |
| Adj. Flow (vph) | 0 | 0 | 224 | 0 | 0 | 52 | 15 | 412 | 2330 | 92 | 0 | 1487 |
| RTOR Reduction (vph) | 0 | 0 | 215 | 0 | 0 | 50 | 0 | 0 | 1 | 0 | 0 | 2 |
| Lane Group Flow (vph) | 0 | 0 | 9 | 0 | 0 | 2 | 0 | 427 | 2421 | 0 | 0 | 1533 |
| Turn Type | | | Perm | | | Perm | pm+pt | pm+pt | NA | | | NA |
| Protected Phases | | | | | | | 5 | 5 | 2 | | | 6 |
| Permitted Phases | | | 4 | | | 8 | 2 | 2 | | | | |
| Actuated Green, G (s) | | | 6.5 | | | 6.5 | | 141.5 | 141.5 | | | 78.5 |
| Effective Green, g (s) | | | 6.5 | | | 6.5 | | 141.5 | 141.5 | | | 78.5 |
| Actuated g/C Ratio | | | 0.04 | | | 0.04 | | 0.88 | 0.88 | | | 0.49 |
| Clearance Time (s) | | | 6.0 | | | 6.0 | | 5.7 | 6.0 | | | 6.0 |
| Vehicle Extension (s) | | | 3.0 | | | 3.0 | | 3.0 | 3.0 | | | 3.0 |
| Lane Grp Cap (vph) | | | 113 | | | 65 | | 720 | 4471 | | | 2483 |
| v/s Ratio Prot | | | | | | | | c0.21 | 0.48 | | | c0.30 |
| v/s Ratio Perm | | | c0.00 | | | 0.00 | | 0.31 | | | | |
| v/c Ratio | | | 0.08 | | | 0.03 | | 0.59 | 0.54 | | | 0.62 |
| Uniform Delay, d1 | | | 73.9 | | | 73.7 | | 29.3 | 2.1 | | | 29.8 |
| Progression Factor | | | 1.00 | | | 1.00 | | 0.96 | 1.89 | | | 0.77 |
| Incremental Delay, d2 | | | 0.3 | | | 0.2 | | 0.7 | 0.2 | | | 1.1 |
| Delay (s) | | | 74.2 | | | 73.9 | | 28.9 | 4.1 | | | 24.0 |
| Level of Service | | | E | | | E | | C | A | | | C |
| Approach Delay (s) | | 74.2 | | | 73.9 | | | | 7.8 | | | 24.0 |
| Approach LOS | | E | | | E | | | | A | | | C |
| Intersection Summary | | | | | | | | | | | | |
| HCM 2000 Control Delay | | | 17.1 | | | HCM 2000 Level of Service | | | B | | | |
| HCM 2000 Volume to Capacity ratio | | | 0.58 | | | | | | | | | |
| Actuated Cycle Length (s) | | | 160.0 | | | Sum of lost time (s) | | | 17.7 | | | |
| Intersection Capacity Utilization | | | 74.2% | | | ICU Level of Service | | | D | | | |
| Analysis Period (min) | | | 15 | | | | | | | | | |

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
 7: Pleasant Hill Rd & Venture Dr

Existing 2024
 AM Peak Hour



| | |
|------------------------|------|
| Movement | SBR |
| Lane Configurations | |
| Traffic Volume (vph) | 47 |
| Future Volume (vph) | 47 |
| Ideal Flow (vphpl) | 1900 |
| Total Lost time (s) | |
| Lane Util. Factor | |
| Frt | |
| Flt Protected | |
| Satd. Flow (prot) | |
| Flt Permitted | |
| Satd. Flow (perm) | |
| Peak-hour factor, PHF | 0.97 |
| Adj. Flow (vph) | 48 |
| RTOR Reduction (vph) | 0 |
| Lane Group Flow (vph) | 0 |
| Turn Type | |
| Protected Phases | |
| Permitted Phases | |
| Actuated Green, G (s) | |
| Effective Green, g (s) | |
| Actuated g/C Ratio | |
| Clearance Time (s) | |
| Vehicle Extension (s) | |
| Lane Grp Cap (vph) | |
| v/s Ratio Prot | |
| v/s Ratio Perm | |
| v/c Ratio | |
| Uniform Delay, d1 | |
| Progression Factor | |
| Incremental Delay, d2 | |
| Delay (s) | |
| Level of Service | |
| Approach Delay (s) | |
| Approach LOS | |
| Intersection Summary | |

HCM 6th Signalized Intersection Summary
 10: Pleasant Hill Rd & Shackelford Rd/Breckinridge Rd

Existing 2024
 AM Peak Hour



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|--|------|------|------|------|-------|-------|------|------|------|------|------|------|
| Lane Configurations | ↔↔ | ↑↑ | ↗ | ↔↔ | ↑↑ | ↗ | ↔↔ | ↑↑↔ | | ↔↔ | ↑↑↔ | |
| Traffic Volume (veh/h) | 155 | 150 | 53 | 109 | 593 | 381 | 124 | 1889 | 64 | 169 | 950 | 443 |
| Future Volume (veh/h) | 155 | 150 | 53 | 109 | 593 | 381 | 124 | 1889 | 64 | 169 | 950 | 443 |
| 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 | 161 | 156 | 55 | 114 | 618 | 397 | 129 | 1968 | 67 | 176 | 990 | 461 |
| Peak Hour Factor | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 203 | 648 | 289 | 157 | 600 | 267 | 173 | 2678 | 91 | 223 | 1844 | 859 |
| Arrive On Green | 0.06 | 0.18 | 0.18 | 0.05 | 0.17 | 0.17 | 0.05 | 0.53 | 0.53 | 0.06 | 0.54 | 0.54 |
| Sat Flow, veh/h | 3456 | 3554 | 1585 | 3456 | 3554 | 1585 | 3456 | 5071 | 172 | 3456 | 3404 | 1585 |
| Grp Volume(v), veh/h | 161 | 156 | 55 | 114 | 618 | 397 | 129 | 1320 | 715 | 176 | 990 | 461 |
| Grp Sat Flow(s),veh/h/ln | 1728 | 1777 | 1585 | 1728 | 1777 | 1585 | 1728 | 1702 | 1839 | 1728 | 1702 | 1585 |
| Q Serve(g_s), s | 7.4 | 6.0 | 4.7 | 5.2 | 27.0 | 27.0 | 5.9 | 47.8 | 48.0 | 8.0 | 30.1 | 30.1 |
| Cycle Q Clear(g_c), s | 7.4 | 6.0 | 4.7 | 5.2 | 27.0 | 27.0 | 5.9 | 47.8 | 48.0 | 8.0 | 30.1 | 30.1 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.09 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 203 | 648 | 289 | 157 | 600 | 267 | 173 | 1797 | 971 | 223 | 1844 | 859 |
| V/C Ratio(X) | 0.79 | 0.24 | 0.19 | 0.73 | 1.03 | 1.48 | 0.75 | 0.73 | 0.74 | 0.79 | 0.54 | 0.54 |
| Avail Cap(c_a), veh/h | 229 | 648 | 289 | 229 | 600 | 267 | 270 | 1797 | 971 | 359 | 1844 | 859 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.65 | 0.65 | 0.65 | 0.72 | 0.72 | 0.72 |
| Uniform Delay (d), s/veh | 74.3 | 56.0 | 55.4 | 75.4 | 66.5 | 66.5 | 75.0 | 29.1 | 29.2 | 73.8 | 23.7 | 23.7 |
| Incr Delay (d2), s/veh | 15.5 | 0.2 | 0.3 | 6.3 | 44.8 | 236.9 | 4.1 | 1.8 | 3.3 | 4.5 | 0.8 | 1.7 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 3.7 | 2.7 | 1.9 | 2.5 | 16.0 | 28.6 | 2.7 | 19.9 | 22.1 | 3.7 | 12.4 | 11.8 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 89.8 | 56.1 | 55.7 | 81.7 | 111.3 | 303.4 | 79.1 | 30.9 | 32.4 | 78.3 | 24.5 | 25.4 |
| LnGrp LOS | F | E | E | F | F | F | E | C | C | E | C | C |
| Approach Vol, veh/h | | 372 | | | 1129 | | | 2164 | | | 1627 | |
| Approach Delay, s/veh | | 70.7 | | | 175.9 | | | 34.3 | | | 30.6 | |
| Approach LOS | | E | | | F | | | C | | | C | |
| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 17.7 | 91.5 | 14.7 | 36.2 | 15.5 | 93.7 | 16.8 | 34.0 | | | | |
| Change Period (Y+Rc), s | 7.4 | 7.0 | 7.4 | * 7 | 7.5 | 7.0 | 7.4 | * 7 | | | | |
| Max Green Setting (Gmax), s | 16.6 | 77.0 | 10.6 | * 27 | 12.5 | 81.0 | 10.6 | * 27 | | | | |
| Max Q Clear Time (g_c+I1), s | 10.0 | 50.0 | 7.2 | 8.0 | 7.9 | 32.1 | 9.4 | 29.0 | | | | |
| Green Ext Time (p_c), s | 0.3 | 18.1 | 0.1 | 1.0 | 0.1 | 15.5 | 0.1 | 0.0 | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 6th Ctrl Delay | | | 65.9 | | | | | | | | | |
| HCM 6th LOS | | | E | | | | | | | | | |
| Notes | | | | | | | | | | | | |
| * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier. | | | | | | | | | | | | |

HCM 6th Signalized Intersection Summary
 11: Pleasant Hill Rd & Crestwood Pkwy/Koger Blvd

Existing 2024
 AM Peak Hour



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBL | SBT |
|------------------------------|------|-------|------|------|------|-------|-------|------|------|------|------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 51 | 101 | 28 | 96 | 157 | 34 | 14 | 65 | 1948 | 83 | 64 | 939 |
| Future Volume (veh/h) | 51 | 101 | 28 | 96 | 157 | 34 | 14 | 65 | 1948 | 83 | 64 | 939 |
| Initial Q (Qb), veh | 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 | |
| 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 |
| 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 |
| Adj Flow Rate, veh/h | 54 | 107 | 30 | 102 | 167 | 36 | | 69 | 2072 | 88 | 68 | 999 |
| Peak Hour Factor | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 130 | 138 | 117 | 182 | 195 | 165 | | 87 | 3259 | 138 | 106 | 2847 |
| Arrive On Green | 0.04 | 0.07 | 0.07 | 0.06 | 0.10 | 0.10 | | 0.05 | 0.65 | 0.65 | 0.03 | 0.63 |
| Sat Flow, veh/h | 1781 | 1870 | 1585 | 1781 | 1870 | 1585 | | 1781 | 5023 | 213 | 3456 | 4537 |
| Grp Volume(v), veh/h | 54 | 107 | 30 | 102 | 167 | 36 | | 69 | 1402 | 758 | 68 | 749 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1870 | 1585 | 1781 | 1870 | 1585 | | 1781 | 1702 | 1832 | 1728 | 1702 |
| Q Serve(g_s), s | 4.4 | 9.0 | 2.9 | 8.4 | 14.1 | 3.3 | | 6.1 | 39.3 | 39.7 | 3.1 | 16.8 |
| Cycle Q Clear(g_c), s | 4.4 | 9.0 | 2.9 | 8.4 | 14.1 | 3.3 | | 6.1 | 39.3 | 39.7 | 3.1 | 16.8 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | | 1.00 | | 0.12 | 1.00 | |
| Lane Grp Cap(c), veh/h | 130 | 138 | 117 | 182 | 195 | 165 | | 87 | 2209 | 1189 | 106 | 2136 |
| V/C Ratio(X) | 0.42 | 0.78 | 0.26 | 0.56 | 0.86 | 0.22 | | 0.79 | 0.63 | 0.64 | 0.64 | 0.35 |
| Avail Cap(c_a), veh/h | 190 | 235 | 199 | 244 | 293 | 249 | | 191 | 2209 | 1189 | 231 | 2136 |
| 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 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 0.56 | 0.56 | 0.56 | 0.81 | 0.81 |
| Uniform Delay (d), s/veh | 65.5 | 72.8 | 70.0 | 63.3 | 70.5 | 65.7 | | 75.3 | 16.8 | 16.8 | 76.7 | 14.2 |
| Incr Delay (d2), s/veh | 2.1 | 8.9 | 1.1 | 2.7 | 14.6 | 0.7 | | 8.7 | 0.8 | 1.5 | 5.1 | 0.4 |
| 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 |
| %ile BackOfQ(50%),veh/ln | 2.1 | 4.7 | 1.2 | 4.0 | 7.6 | 1.4 | | 3.0 | 15.4 | 16.9 | 1.5 | 6.7 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 67.6 | 81.7 | 71.1 | 65.9 | 85.1 | 66.3 | | 84.0 | 17.6 | 18.3 | 81.8 | 14.6 |
| LnGrp LOS | E | F | E | E | F | E | | F | B | B | F | B |
| Approach Vol, veh/h | | 191 | | | 305 | | | | 2229 | | | 1205 |
| Approach Delay, s/veh | | 76.1 | | | 76.5 | | | | 19.9 | | | 18.5 |
| Approach LOS | | E | | | E | | | | B | | | B |
| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 12.2 | 111.6 | 17.5 | 18.7 | 15.6 | 108.2 | 12.6 | 23.6 | | | | |
| Change Period (Y+Rc), s | 7.3 | 7.8 | 7.1 | 6.9 | 7.8 | 7.8 | * 6.7 | 6.9 | | | | |
| Max Green Setting (Gmax), s | 10.7 | 84.2 | 15.9 | 20.1 | 17.2 | 77.2 | * 11 | 25.1 | | | | |
| Max Q Clear Time (g_c+I1), s | 5.1 | 41.7 | 10.4 | 11.0 | 8.1 | 18.9 | 6.4 | 16.1 | | | | |
| Green Ext Time (p_c), s | 0.1 | 26.2 | 0.1 | 0.4 | 0.1 | 10.5 | 0.0 | 0.6 | | | | |

Intersection Summary

| | |
|--------------------|------|
| HCM 6th Ctrl Delay | 26.6 |
| HCM 6th LOS | C |

Notes

- User approved ignoring U-Turning movement.
- * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
 11: Pleasant Hill Rd & Crestwood Pkwy/Koger Blvd

Existing 2024
 AM Peak Hour

| Movement | SBR |
|-------------------------------------|------|
| Lane Configurations | |
| Traffic Volume (veh/h) | 130 |
| Future Volume (veh/h) | 130 |
| Initial Q (Qb), veh | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 |
| Parking Bus, Adj | 1.00 |
| Work Zone On Approach | |
| Adj Sat Flow, veh/h/ln | 1870 |
| Adj Flow Rate, veh/h | 138 |
| Peak Hour Factor | 0.94 |
| Percent Heavy Veh, % | 2 |
| Cap, veh/h | 392 |
| Arrive On Green | 0.63 |
| Sat Flow, veh/h | 625 |
| Grp Volume(v), veh/h | 388 |
| Grp Sat Flow(s),veh/h/ln | 1758 |
| Q Serve(g_s), s | 16.9 |
| Cycle Q Clear(g_c), s | 16.9 |
| Prop In Lane | 0.36 |
| Lane Grp Cap(c), veh/h | 1103 |
| V/C Ratio(X) | 0.35 |
| Avail Cap(c_a), veh/h | 1103 |
| HCM Platoon Ratio | 1.00 |
| Upstream Filter(l) | 0.81 |
| Uniform Delay (d), s/veh | 14.2 |
| Incr Delay (d2), s/veh | 0.7 |
| Initial Q Delay(d3),s/veh | 0.0 |
| %ile BackOfQ(50%),veh/ln | 7.0 |
| Unsig. Movement Delay, s/veh | |
| LnGrp Delay(d),s/veh | 15.0 |
| LnGrp LOS | B |
| Approach Vol, veh/h | |
| Approach Delay, s/veh | |
| Approach LOS | |
| Timer - Assigned Phs | |

HCM 6th Signalized Intersection Summary
 12: Pleasant Hill Rd & Sweetwater Rd

Existing 2024
 AM Peak Hour



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL |
|------------------------------|------|------|-------|------|-------|-------|-------|------|------|------|-----|-------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 124 | 102 | 40 | 166 | 301 | 315 | 25 | 79 | 1702 | 59 | 4 | 103 |
| Future Volume (veh/h) | 124 | 102 | 40 | 166 | 301 | 315 | 25 | 79 | 1702 | 59 | 4 | 103 |
| Initial Q (Qb), veh | 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 |
| Parking Bus, Adj | 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 | | | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | | 1870 | 1870 | 1870 | | 1870 |
| Adj Flow Rate, veh/h | 135 | 111 | 43 | 180 | 327 | 342 | | 86 | 1850 | 64 | | 112 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | | 0.92 | 0.92 | 0.92 | | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | | 2 | 2 | 2 | | 2 |
| Cap, veh/h | 176 | 310 | 263 | 321 | 310 | 263 | | 106 | 2608 | 90 | | 132 |
| Arrive On Green | 0.07 | 0.17 | 0.17 | 0.08 | 0.17 | 0.17 | | 0.06 | 0.51 | 0.51 | | 0.07 |
| Sat Flow, veh/h | 1781 | 1870 | 1585 | 1781 | 1870 | 1585 | | 1781 | 5068 | 175 | | 1781 |
| Grp Volume(v), veh/h | 135 | 111 | 43 | 180 | 327 | 342 | | 86 | 1242 | 672 | | 112 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1870 | 1585 | 1781 | 1870 | 1585 | | 1781 | 1702 | 1839 | | 1781 |
| Q Serve(g_s), s | 10.0 | 8.4 | 3.7 | 12.3 | 26.5 | 26.5 | | 7.6 | 44.6 | 44.7 | | 9.9 |
| Cycle Q Clear(g_c), s | 10.0 | 8.4 | 3.7 | 12.3 | 26.5 | 26.5 | | 7.6 | 44.6 | 44.7 | | 9.9 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | | 1.00 | | 0.10 | | 1.00 |
| Lane Grp Cap(c), veh/h | 176 | 310 | 263 | 321 | 310 | 263 | | 106 | 1752 | 946 | | 132 |
| V/C Ratio(X) | 0.77 | 0.36 | 0.16 | 0.56 | 1.06 | 1.30 | | 0.81 | 0.71 | 0.71 | | 0.85 |
| Avail Cap(c_a), veh/h | 176 | 310 | 263 | 321 | 310 | 263 | | 180 | 1752 | 946 | | 140 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 |
| Upstream Filter(l) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 0.75 | 0.75 | 0.75 | | 0.89 |
| Uniform Delay (d), s/veh | 52.3 | 59.2 | 57.2 | 52.1 | 66.8 | 66.8 | | 74.4 | 29.7 | 29.7 | | 73.2 |
| Incr Delay (d2), s/veh | 18.0 | 0.7 | 0.3 | 2.2 | 66.5 | 161.2 | | 10.6 | 1.9 | 3.4 | | 31.5 |
| 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 |
| %ile BackOfQ(50%),veh/ln | 5.4 | 4.1 | 1.5 | 0.8 | 18.4 | 22.5 | | 3.8 | 18.7 | 20.7 | | 5.7 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 70.3 | 59.9 | 57.5 | 54.3 | 133.3 | 227.9 | | 85.0 | 31.5 | 33.1 | | 104.7 |
| LnGrp LOS | E | E | E | D | F | F | | F | C | C | | F |
| Approach Vol, veh/h | | 289 | | | 849 | | | | 2000 | | | |
| Approach Delay, s/veh | | 64.4 | | | 154.6 | | | | 34.4 | | | |
| Approach LOS | | E | | | F | | | | C | | | |
| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 19.3 | 89.7 | 18.0 | 33.0 | 15.3 | 93.7 | 18.0 | 33.0 | | | | |
| Change Period (Y+Rc), s | 7.4 | 7.4 | * 5.7 | 6.5 | * 5.8 | 7.4 | * 6.2 | 6.5 | | | | |
| Max Green Setting (Gmax), s | 12.6 | 81.6 | * 12 | 26.5 | * 16 | 79.6 | * 12 | 26.5 | | | | |
| Max Q Clear Time (g_c+I1), s | 11.9 | 46.7 | 14.3 | 10.4 | 9.6 | 17.9 | 12.0 | 28.5 | | | | |
| Green Ext Time (p_c), s | 0.0 | 19.8 | 0.0 | 0.6 | 0.1 | 7.7 | 0.0 | 0.0 | | | | |

Intersection Summary

| | |
|--------------------|------|
| HCM 6th Ctrl Delay | 59.9 |
| HCM 6th LOS | E |

Notes

User approved ignoring U-Turning movement.

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

HCM 6th Signalized Intersection Summary
 12: Pleasant Hill Rd & Sweetwater Rd

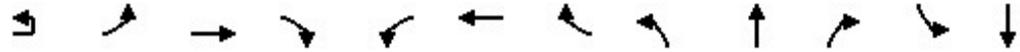
Existing 2024
 AM Peak Hour



| Movement | SBT | SBR |
|------------------------------|------|------|
| Lane Configurations | ↑↑↑ | ↘ |
| Traffic Volume (veh/h) | 801 | 48 |
| Future Volume (veh/h) | 801 | 48 |
| Initial Q (Qb), veh | 0 | 0 |
| Ped-Bike Adj(A_pbT) | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 |
| Work Zone On Approach | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 |
| Adj Flow Rate, veh/h | 871 | 52 |
| Peak Hour Factor | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 |
| Cap, veh/h | 2658 | 158 |
| Arrive On Green | 0.54 | 0.54 |
| Sat Flow, veh/h | 4928 | 293 |
| Grp Volume(v), veh/h | 601 | 322 |
| Grp Sat Flow(s),veh/h/ln | 1702 | 1818 |
| Q Serve(g_s), s | 15.8 | 15.9 |
| Cycle Q Clear(g_c), s | 15.8 | 15.9 |
| Prop In Lane | | 0.16 |
| Lane Grp Cap(c), veh/h | 1836 | 980 |
| V/C Ratio(X) | 0.33 | 0.33 |
| Avail Cap(c_a), veh/h | 1836 | 980 |
| HCM Platoon Ratio | 1.00 | 1.00 |
| Upstream Filter(l) | 0.89 | 0.89 |
| Uniform Delay (d), s/veh | 20.6 | 20.6 |
| Incr Delay (d2), s/veh | 0.4 | 0.8 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 6.5 | 7.1 |
| Unsig. Movement Delay, s/veh | | |
| LnGrp Delay(d),s/veh | 21.0 | 21.4 |
| LnGrp LOS | C | C |
| Approach Vol, veh/h | 1035 | |
| Approach Delay, s/veh | 30.2 | |
| Approach LOS | C | |
| Timer - Assigned Phs | | |

HCM 6th Signalized Intersection Summary
 13: Pleasant Hill Rd & Club Dr

Existing 2024
 AM Peak Hour



| Movement | EBU | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT |
|------------------------------|------|-------|------|------|-------|-------|------|-------|-------|------|------|------|
| Lane Configurations | | ↘ | ↗ | ↗ | ↘ | ↗ | ↗ | ↗ | ↗ | | ↘ | ↗ |
| Traffic Volume (veh/h) | 18 | 61 | 185 | 175 | 137 | 558 | 187 | 1641 | 1564 | 82 | 92 | 698 |
| Future Volume (veh/h) | 18 | 61 | 185 | 175 | 137 | 558 | 187 | 1641 | 1564 | 82 | 92 | 698 |
| Initial Q (Qb), veh | | 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 | |
| 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 |
| 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 |
| Adj Flow Rate, veh/h | | 62 | 189 | 179 | 140 | 569 | 191 | 1674 | 1596 | 84 | 94 | 712 |
| Peak Hour Factor | | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 |
| Percent Heavy Veh, % | | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | | 79 | 409 | 321 | 119 | 504 | 225 | 1199 | 2931 | 154 | 135 | 1939 |
| Arrive On Green | | 0.04 | 0.12 | 0.12 | 0.07 | 0.14 | 0.14 | 0.24 | 0.59 | 0.59 | 0.04 | 0.39 |
| Sat Flow, veh/h | | 1781 | 3554 | 2790 | 1781 | 3554 | 1585 | 5023 | 4966 | 261 | 3456 | 4963 |
| Grp Volume(v), veh/h | | 62 | 189 | 179 | 140 | 569 | 191 | 1674 | 1094 | 586 | 94 | 487 |
| Grp Sat Flow(s),veh/h/ln | | 1781 | 1777 | 1395 | 1781 | 1777 | 1585 | 1674 | 1702 | 1823 | 1728 | 1702 |
| Q Serve(g_s), s | | 5.5 | 8.0 | 9.7 | 10.7 | 22.7 | 18.8 | 38.2 | 31.0 | 31.1 | 4.3 | 16.3 |
| Cycle Q Clear(g_c), s | | 5.5 | 8.0 | 9.7 | 10.7 | 22.7 | 18.8 | 38.2 | 31.0 | 31.1 | 4.3 | 16.3 |
| Prop In Lane | | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.14 | 1.00 | |
| Lane Grp Cap(c), veh/h | | 79 | 409 | 321 | 119 | 504 | 225 | 1199 | 2009 | 1076 | 135 | 1330 |
| V/C Ratio(X) | | 0.78 | 0.46 | 0.56 | 1.18 | 1.13 | 0.85 | 1.40 | 0.54 | 0.54 | 0.70 | 0.37 |
| Avail Cap(c_a), veh/h | | 205 | 615 | 483 | 119 | 504 | 225 | 1199 | 2009 | 1076 | 199 | 1330 |
| 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 |
| Upstream Filter(I) | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.93 | 0.93 |
| Uniform Delay (d), s/veh | | 75.7 | 66.2 | 66.9 | 74.7 | 68.7 | 67.0 | 60.9 | 19.8 | 19.8 | 75.9 | 34.7 |
| Incr Delay (d2), s/veh | | 15.4 | 0.8 | 1.5 | 137.1 | 80.4 | 25.1 | 183.3 | 1.1 | 2.0 | 5.9 | 0.7 |
| 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 |
| %ile BackOfQ(50%),veh/ln | | 2.9 | 3.7 | 3.6 | 9.5 | 16.0 | 9.2 | 36.6 | 12.6 | 13.8 | 2.0 | 7.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | | 91.1 | 67.0 | 68.5 | 211.8 | 149.1 | 92.1 | 244.2 | 20.9 | 21.8 | 81.8 | 35.4 |
| LnGrp LOS | | F | E | E | F | F | F | F | C | C | F | D |
| Approach Vol, veh/h | | | 430 | | | 900 | | | 3354 | | | 844 |
| Approach Delay, s/veh | | | 71.1 | | | 146.7 | | | 132.5 | | | 40.8 |
| Approach LOS | | | E | | | F | | | F | | | D |
| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 14.1 | 102.2 | 18.0 | 25.7 | 46.0 | 70.3 | 13.7 | 30.0 | | | | |
| Change Period (Y+Rc), s | 7.8 | 7.8 | 7.3 | 7.3 | 7.8 | 7.8 | 6.6 | * 7.3 | | | | |
| Max Green Setting (Gmax), s | 9.2 | 82.2 | 10.7 | 27.7 | 38.2 | 53.2 | 18.4 | * 23 | | | | |
| Max Q Clear Time (g_c+I1), s | 6.3 | 33.1 | 12.7 | 11.7 | 40.2 | 18.4 | 7.5 | 24.7 | | | | |
| Green Ext Time (p_c), s | 0.1 | 18.9 | 0.0 | 1.7 | 0.0 | 5.6 | 0.1 | 0.0 | | | | |

Intersection Summary

| | |
|--------------------|-------|
| HCM 6th Ctrl Delay | 116.0 |
| HCM 6th LOS | F |

Notes

User approved ignoring U-Turning movement.

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

HCM 6th Signalized Intersection Summary
 13: Pleasant Hill Rd & Club Dr

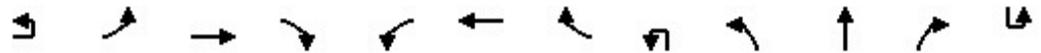
Existing 2024
 AM Peak Hour



| Movement | SBR |
|-------------------------------------|------|
| Lane Configurations | |
| Traffic Volume (veh/h) | 37 |
| Future Volume (veh/h) | 37 |
| Initial Q (Qb), veh | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 |
| Parking Bus, Adj | 1.00 |
| Work Zone On Approach | |
| Adj Sat Flow, veh/h/ln | 1870 |
| Adj Flow Rate, veh/h | 38 |
| Peak Hour Factor | 0.98 |
| Percent Heavy Veh, % | 2 |
| Cap, veh/h | 103 |
| Arrive On Green | 0.39 |
| Sat Flow, veh/h | 264 |
| Grp Volume(v), veh/h | 263 |
| Grp Sat Flow(s),veh/h/ln | 1823 |
| Q Serve(g_s), s | 16.4 |
| Cycle Q Clear(g_c), s | 16.4 |
| Prop In Lane | 0.14 |
| Lane Grp Cap(c), veh/h | 712 |
| V/C Ratio(X) | 0.37 |
| Avail Cap(c_a), veh/h | 712 |
| HCM Platoon Ratio | 1.00 |
| Upstream Filter(l) | 0.93 |
| Uniform Delay (d), s/veh | 34.7 |
| Incr Delay (d2), s/veh | 1.4 |
| Initial Q Delay(d3),s/veh | 0.0 |
| %ile BackOfQ(50%),veh/ln | 7.7 |
| Unsig. Movement Delay, s/veh | |
| LnGrp Delay(d),s/veh | 36.1 |
| LnGrp LOS | D |
| Approach Vol, veh/h | |
| Approach Delay, s/veh | |
| Approach LOS | |
| Timer - Assigned Phs | |

HCM 6th Signalized Intersection Summary
1: Pleasant Hill Rd & Old Norcross Rd

Existing 2024
PM Peak Hour



| Movement | EBU | EBL | EBT | EBR | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU |
|------------------------------|------|------|------|-------|------|-------|-------|-------|------|------|------|-----|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 1 | 40 | 382 | 124 | 104 | 346 | 514 | 8 | 153 | 1167 | 123 | 8 |
| Future Volume (veh/h) | 1 | 40 | 382 | 124 | 104 | 346 | 514 | 8 | 153 | 1167 | 123 | 8 |
| Initial Q (Qb), veh | | 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 | |
| Parking Bus, Adj | | 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 | | |
| Adj Sat Flow, veh/h/ln | | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | | 1870 | 1870 | 1870 | |
| Adj Flow Rate, veh/h | | 43 | 411 | 133 | 112 | 372 | 553 | | 165 | 1255 | 132 | |
| Peak Hour Factor | | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | | 0.93 | 0.93 | 0.93 | |
| Percent Heavy Veh, % | | 2 | 2 | 2 | 2 | 2 | 2 | | 2 | 2 | 2 | |
| Cap, veh/h | | 137 | 477 | 213 | 176 | 606 | 270 | | 206 | 2105 | 653 | |
| Arrive On Green | | 0.03 | 0.13 | 0.13 | 0.06 | 0.17 | 0.17 | | 0.06 | 0.41 | 0.41 | |
| Sat Flow, veh/h | | 1781 | 3554 | 1585 | 1781 | 3554 | 1585 | | 3456 | 5106 | 1585 | |
| Grp Volume(v), veh/h | | 43 | 411 | 133 | 112 | 372 | 553 | | 165 | 1255 | 132 | |
| Grp Sat Flow(s),veh/h/ln | | 1781 | 1777 | 1585 | 1781 | 1777 | 1585 | | 1728 | 1702 | 1585 | |
| Q Serve(g_s), s | | 3.5 | 19.2 | 13.5 | 9.0 | 16.5 | 29.0 | | 8.0 | 32.6 | 9.1 | |
| Cycle Q Clear(g_c), s | | 3.5 | 19.2 | 13.5 | 9.0 | 16.5 | 29.0 | | 8.0 | 32.6 | 9.1 | |
| Prop In Lane | | 1.00 | | 1.00 | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| Lane Grp Cap(c), veh/h | | 137 | 477 | 213 | 176 | 606 | 270 | | 206 | 2105 | 653 | |
| V/C Ratio(X) | | 0.31 | 0.86 | 0.63 | 0.64 | 0.61 | 2.05 | | 0.80 | 0.60 | 0.20 | |
| Avail Cap(c_a), veh/h | | 229 | 579 | 258 | 203 | 606 | 270 | | 256 | 2105 | 653 | |
| HCM Platoon Ratio | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Upstream Filter(I) | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 0.93 | 0.93 | 0.93 | |
| Uniform Delay (d), s/veh | | 61.4 | 72.1 | 69.6 | 58.2 | 65.3 | 70.5 | | 78.9 | 38.9 | 32.0 | |
| Incr Delay (d2), s/veh | | 1.3 | 10.9 | 3.3 | 5.2 | 1.8 | 483.1 | | 12.7 | 1.2 | 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 | |
| %ile BackOfQ(50%),veh/ln | | 1.6 | 9.4 | 5.6 | 4.3 | 7.6 | 47.9 | | 3.9 | 13.8 | 3.6 | |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | | 62.7 | 83.0 | 72.9 | 63.4 | 67.2 | 553.6 | | 91.7 | 40.1 | 32.7 | |
| LnGrp LOS | | E | F | E | E | E | F | | F | D | C | |
| Approach Vol, veh/h | | | 587 | | | 1037 | | | | 1552 | | |
| Approach Delay, s/veh | | | 79.2 | | | 326.1 | | | | 45.0 | | |
| Approach LOS | | | E | | | F | | | | D | | |
| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 45.0 | 77.5 | 17.4 | 30.1 | 17.5 | 105.0 | 11.2 | 36.3 | | | | |
| Change Period (Y+Rc), s | 6.6 | 7.4 | 6.4 | * 7.3 | 7.4 | 7.4 | 6.4 | * 7.3 | | | | |
| Max Green Setting (Gmax), s | 38.4 | 62.6 | 13.6 | * 28 | 12.6 | 87.6 | 13.6 | * 28 | | | | |
| Max Q Clear Time (g_c+I1), s | 40.4 | 34.6 | 11.0 | 21.2 | 10.0 | 33.2 | 5.5 | 31.0 | | | | |
| Green Ext Time (p_c), s | 0.0 | 10.6 | 0.1 | 1.6 | 0.1 | 16.5 | 0.0 | 0.0 | | | | |

Intersection Summary

| | |
|--------------------|-------|
| HCM 6th Ctrl Delay | 102.4 |
| HCM 6th LOS | F |

Notes

User approved ignoring U-Turning movement.

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

HCM 6th Signalized Intersection Summary
 1: Pleasant Hill Rd & Old Norcross Rd

Existing 2024
 PM Peak Hour

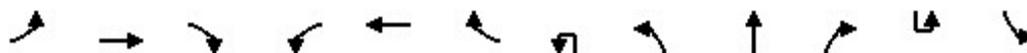


| Movement | SBL | SBT | SBR |
|------------------------------|------|------|------|
| Lane Configurations | ↔↔ | ↑↑↑ | ↔ |
| Traffic Volume (veh/h) | 727 | 1429 | 43 |
| Future Volume (veh/h) | 727 | 1429 | 43 |
| Initial Q (Qb), veh | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 782 | 1537 | 46 |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 |
| Percent Heavy Veh, % | 2 | 2 | 2 |
| Cap, veh/h | 781 | 2930 | 910 |
| Arrive On Green | 0.23 | 0.57 | 0.57 |
| Sat Flow, veh/h | 3456 | 5106 | 1585 |
| Grp Volume(v), veh/h | 782 | 1537 | 46 |
| Grp Sat Flow(s),veh/h/ln | 1728 | 1702 | 1585 |
| Q Serve(g_s), s | 38.4 | 31.2 | 2.2 |
| Cycle Q Clear(g_c), s | 38.4 | 31.2 | 2.2 |
| Prop In Lane | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 781 | 2930 | 910 |
| V/C Ratio(X) | 1.00 | 0.52 | 0.05 |
| Avail Cap(c_a), veh/h | 781 | 2930 | 910 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 |
| Upstream Filter(l) | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 65.8 | 22.1 | 15.9 |
| Incr Delay (d2), s/veh | 32.7 | 0.7 | 0.1 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 20.3 | 12.5 | 0.8 |
| Unsig. Movement Delay, s/veh | | | |
| LnGrp Delay(d),s/veh | 98.5 | 22.8 | 16.0 |
| LnGrp LOS | F | C | B |
| Approach Vol, veh/h | | 2365 | |
| Approach Delay, s/veh | | 47.7 | |
| Approach LOS | | D | |
| Timer - Assigned Phs | | | |

HCM 6th Signalized Intersection Summary

2: Pleasant Hill Rd & Gwinnett Prado

Existing 2024
PM Peak Hour



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL |
|------------------------------|------|-------|------|-------|-------|-------|-----|------|-------|------|-----|------|
| Lane Configurations | | ↔ | ↔ | | ↔ | | | ↔ | ↑↑↑ | | | ↔ |
| Traffic Volume (veh/h) | 28 | 2 | 36 | 51 | 3 | 54 | 4 | 23 | 1457 | 17 | 5 | 54 |
| Future Volume (veh/h) | 28 | 2 | 36 | 51 | 3 | 54 | 4 | 23 | 1457 | 17 | 5 | 54 |
| Initial Q (Qb), veh | 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 |
| Parking Bus, Adj | 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 | | | | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | | 1870 | 1870 | 1870 | | 1870 |
| Adj Flow Rate, veh/h | 29 | 2 | 38 | 53 | 3 | 56 | | 24 | 1518 | 18 | | 56 |
| Peak Hour Factor | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | | 0.96 | 0.96 | 0.96 | | 0.96 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | | 2 | 2 | 2 | | 2 |
| Cap, veh/h | 116 | 7 | 128 | 68 | 7 | 43 | | 271 | 4071 | 48 | | 325 |
| Arrive On Green | 0.08 | 0.08 | 0.08 | 0.08 | 0.08 | 0.08 | | 0.02 | 0.78 | 0.78 | | 0.03 |
| Sat Flow, veh/h | 929 | 83 | 1585 | 452 | 86 | 538 | | 1781 | 5202 | 62 | | 1781 |
| Grp Volume(v), veh/h | 31 | 0 | 38 | 112 | 0 | 0 | | 24 | 993 | 543 | | 56 |
| Grp Sat Flow(s),veh/h/ln | 1012 | 0 | 1585 | 1075 | 0 | 0 | | 1781 | 1702 | 1859 | | 1781 |
| Q Serve(g_s), s | 0.0 | 0.0 | 3.8 | 8.8 | 0.0 | 0.0 | | 0.5 | 15.2 | 15.2 | | 1.0 |
| Cycle Q Clear(g_c), s | 4.9 | 0.0 | 3.8 | 13.7 | 0.0 | 0.0 | | 0.5 | 15.2 | 15.2 | | 1.0 |
| Prop In Lane | 0.94 | | 1.00 | 0.47 | | 0.50 | | 1.00 | | 0.03 | | 1.00 |
| Lane Grp Cap(c), veh/h | 123 | 0 | 128 | 118 | 0 | 0 | | 271 | 2664 | 1455 | | 325 |
| V/C Ratio(X) | 0.25 | 0.00 | 0.30 | 0.95 | 0.00 | 0.00 | | 0.09 | 0.37 | 0.37 | | 0.17 |
| Avail Cap(c_a), veh/h | 125 | 0 | 131 | 118 | 0 | 0 | | 364 | 2664 | 1455 | | 401 |
| HCM Platoon Ratio | 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 | 1.00 | 1.00 | | 0.82 |
| Uniform Delay (d), s/veh | 74.0 | 0.0 | 73.6 | 80.8 | 0.0 | 0.0 | | 4.2 | 5.7 | 5.7 | | 4.0 |
| Incr Delay (d2), s/veh | 1.1 | 0.0 | 1.3 | 67.3 | 0.0 | 0.0 | | 0.1 | 0.4 | 0.7 | | 0.2 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.0 |
| %ile BackOfQ(50%),veh/ln | 1.3 | 0.0 | 1.6 | 7.2 | 0.0 | 0.0 | | 0.2 | 5.0 | 5.6 | | 0.3 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 75.1 | 0.0 | 74.9 | 148.1 | 0.0 | 0.0 | | 4.3 | 6.1 | 6.4 | | 4.2 |
| LnGrp LOS | E | A | E | F | A | A | | A | A | A | | A |
| Approach Vol, veh/h | | 69 | | | 112 | | | | 1560 | | | |
| Approach Delay, s/veh | | 75.0 | | | 148.1 | | | | 6.2 | | | |
| Approach LOS | | E | | | F | | | | A | | | |
| Timer - Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | | 8 | | | |
| Phs Duration (G+Y+Rc), s | 10.7 | 139.3 | | 20.0 | 9.1 | 140.9 | | | 20.0 | | | |
| Change Period (Y+Rc), s | 6.1 | 6.2 | | * 6.3 | 5.7 | 6.2 | | | * 6.3 | | | |
| Max Green Setting (Gmax), s | 11.9 | 125.8 | | * 14 | 12.3 | 125.8 | | | * 14 | | | |
| Max Q Clear Time (g_c+I1), s | 3.0 | 17.2 | | 6.9 | 2.5 | 19.5 | | | 15.7 | | | |
| Green Ext Time (p_c), s | 0.1 | 15.6 | | 0.1 | 0.0 | 21.5 | | | 0.0 | | | |

Intersection Summary

| | |
|--------------------|------|
| HCM 6th Ctrl Delay | 11.8 |
| HCM 6th LOS | B |

Notes

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

User approved ignoring U-Turning movement.

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

HCM 6th Signalized Intersection Summary
 2: Pleasant Hill Rd & Gwinnett Prado

Existing 2024
 PM Peak Hour

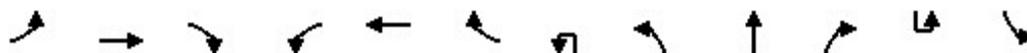


| Movement | SBT | SBR |
|------------------------------|------|------|
| Lane Configurations | ↑↑↑ | ↑ |
| Traffic Volume (veh/h) | 1626 | 36 |
| Future Volume (veh/h) | 1626 | 36 |
| Initial Q (Qb), veh | 0 | 0 |
| Ped-Bike Adj(A_pbT) | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 |
| Work Zone On Approach | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 |
| Adj Flow Rate, veh/h | 1694 | 38 |
| Peak Hour Factor | 0.96 | 0.96 |
| Percent Heavy Veh, % | 2 | 2 |
| Cap, veh/h | 4046 | 1256 |
| Arrive On Green | 0.79 | 0.79 |
| Sat Flow, veh/h | 5106 | 1585 |
| Grp Volume(v), veh/h | 1694 | 38 |
| Grp Sat Flow(s),veh/h/ln | 1702 | 1585 |
| Q Serve(g_s), s | 17.5 | 0.9 |
| Cycle Q Clear(g_c), s | 17.5 | 0.9 |
| Prop In Lane | | 1.00 |
| Lane Grp Cap(c), veh/h | 4046 | 1256 |
| V/C Ratio(X) | 0.42 | 0.03 |
| Avail Cap(c_a), veh/h | 4046 | 1256 |
| HCM Platoon Ratio | 1.00 | 1.00 |
| Upstream Filter(l) | 0.82 | 0.82 |
| Uniform Delay (d), s/veh | 5.5 | 3.8 |
| Incr Delay (d2), s/veh | 0.3 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 5.6 | 0.3 |
| Unsig. Movement Delay, s/veh | | |
| LnGrp Delay(d),s/veh | 5.7 | 3.8 |
| LnGrp LOS | A | A |
| Approach Vol, veh/h | 1788 | |
| Approach Delay, s/veh | 5.7 | |
| Approach LOS | A | |
| Timer - Assigned Phs | | |

HCM 6th Signalized Intersection Summary

3: Pleasant Hill Rd & Gwinnett Station

Existing 2024
PM Peak Hour



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL |
|------------------------------|-------|-------|------|------|------|-------|-----|------|------|------|-----|------|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | ↑↑↑ | | | ↕ |
| Traffic Volume (veh/h) | 23 | 6 | 33 | 58 | 3 | 11 | 10 | 43 | 1458 | 33 | 2 | 26 |
| Future Volume (veh/h) | 23 | 6 | 33 | 58 | 3 | 11 | 10 | 43 | 1458 | 33 | 2 | 26 |
| Initial Q (Qb), veh | 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 |
| Parking Bus, Adj | 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 | | | | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | | 1870 | 1870 | 1870 | | 1870 |
| Adj Flow Rate, veh/h | 24 | 6 | 34 | 60 | 3 | 11 | | 45 | 1519 | 34 | | 27 |
| Peak Hour Factor | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | | 0.96 | 0.96 | 0.96 | | 0.96 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | | 2 | 2 | 2 | | 2 |
| Cap, veh/h | 62 | 19 | 58 | 111 | 5 | 13 | | 271 | 4166 | 93 | | 323 |
| Arrive On Green | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | | 0.03 | 0.81 | 0.81 | | 0.02 |
| Sat Flow, veh/h | 503 | 296 | 905 | 1117 | 70 | 207 | | 1781 | 5139 | 115 | | 1781 |
| Grp Volume(v), veh/h | 64 | 0 | 0 | 74 | 0 | 0 | | 45 | 1006 | 547 | | 27 |
| Grp Sat Flow(s),veh/h/ln | 1703 | 0 | 0 | 1394 | 0 | 0 | | 1781 | 1702 | 1850 | | 1781 |
| Q Serve(g_s), s | 0.0 | 0.0 | 0.0 | 2.9 | 0.0 | 0.0 | | 0.7 | 13.5 | 13.5 | | 0.5 |
| Cycle Q Clear(g_c), s | 6.1 | 0.0 | 0.0 | 8.9 | 0.0 | 0.0 | | 0.7 | 13.5 | 13.5 | | 0.5 |
| Prop In Lane | 0.37 | | 0.53 | 0.81 | | 0.15 | | 1.00 | | 0.06 | | 1.00 |
| Lane Grp Cap(c), veh/h | 139 | 0 | 0 | 128 | 0 | 0 | | 271 | 2759 | 1499 | | 323 |
| V/C Ratio(X) | 0.46 | 0.00 | 0.00 | 0.58 | 0.00 | 0.00 | | 0.17 | 0.36 | 0.36 | | 0.08 |
| Avail Cap(c_a), veh/h | 166 | 0 | 0 | 153 | 0 | 0 | | 354 | 2759 | 1499 | | 418 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 |
| Upstream Filter(l) | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 | | 0.62 | 0.62 | 0.62 | | 1.00 |
| Uniform Delay (d), s/veh | 77.2 | 0.0 | 0.0 | 78.6 | 0.0 | 0.0 | | 3.6 | 4.3 | 4.3 | | 3.1 |
| Incr Delay (d2), s/veh | 2.4 | 0.0 | 0.0 | 4.0 | 0.0 | 0.0 | | 0.2 | 0.2 | 0.4 | | 0.1 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.0 |
| %ile BackOfQ(50%),veh/ln | 2.8 | 0.0 | 0.0 | 3.4 | 0.0 | 0.0 | | 0.2 | 4.1 | 4.5 | | 0.1 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 79.6 | 0.0 | 0.0 | 82.6 | 0.0 | 0.0 | | 3.8 | 4.6 | 4.8 | | 3.2 |
| LnGrp LOS | E | A | A | F | A | A | | A | A | A | | A |
| Approach Vol, veh/h | | 64 | | | 74 | | | | 1598 | | | |
| Approach Delay, s/veh | | 79.6 | | | 82.6 | | | | 4.6 | | | |
| Approach LOS | | E | | | F | | | | A | | | |
| Timer - Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 9.0 | 144.0 | | 17.0 | 10.1 | 142.9 | | 17.0 | | | | |
| Change Period (Y+Rc), s | * 5.4 | 6.2 | | 6.0 | 5.7 | 6.2 | | 6.0 | | | | |
| Max Green Setting (Gmax), s | * 13 | 125.8 | | 14.0 | 12.3 | 125.8 | | 14.0 | | | | |
| Max Q Clear Time (g_c+I1), s | 2.5 | 15.5 | | 8.1 | 2.7 | 19.7 | | 10.9 | | | | |
| Green Ext Time (p_c), s | 0.0 | 16.0 | | 0.1 | 0.0 | 23.7 | | 0.1 | | | | |

Intersection Summary

| | |
|--------------------|-----|
| HCM 6th Ctrl Delay | 7.9 |
| HCM 6th LOS | A |

Notes

- User approved pedestrian interval to be less than phase max green.
- User approved ignoring U-Turning movement.
- * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
 3: Pleasant Hill Rd & Gwinnett Station

Existing 2024
 PM Peak Hour



| Movement | SBT | SBR |
|------------------------------|------|------|
| Lane Configurations | ↑↑↑ | ↑ |
| Traffic Volume (veh/h) | 1699 | 34 |
| Future Volume (veh/h) | 1699 | 34 |
| Initial Q (Qb), veh | 0 | 0 |
| Ped-Bike Adj(A_pbT) | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 |
| Work Zone On Approach | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 |
| Adj Flow Rate, veh/h | 1770 | 35 |
| Peak Hour Factor | 0.96 | 0.96 |
| Percent Heavy Veh, % | 2 | 2 |
| Cap, veh/h | 4106 | 1275 |
| Arrive On Green | 0.80 | 0.80 |
| Sat Flow, veh/h | 5106 | 1585 |
| Grp Volume(v), veh/h | 1770 | 35 |
| Grp Sat Flow(s),veh/h/ln | 1702 | 1585 |
| Q Serve(g_s), s | 17.7 | 0.8 |
| Cycle Q Clear(g_c), s | 17.7 | 0.8 |
| Prop In Lane | | 1.00 |
| Lane Grp Cap(c), veh/h | 4106 | 1275 |
| V/C Ratio(X) | 0.43 | 0.03 |
| Avail Cap(c_a), veh/h | 4106 | 1275 |
| HCM Platoon Ratio | 1.00 | 1.00 |
| Upstream Filter(l) | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 5.0 | 3.3 |
| Incr Delay (d2), s/veh | 0.3 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 5.5 | 0.2 |
| Unsig. Movement Delay, s/veh | | |
| LnGrp Delay(d),s/veh | 5.3 | 3.4 |
| LnGrp LOS | A | A |
| Approach Vol, veh/h | 1832 | |
| Approach Delay, s/veh | 5.3 | |
| Approach LOS | A | |
| Timer - Assigned Phs | | |

HCM 6th Signalized Intersection Summary
4: Pleasant Hill Rd & Satellite Blvd

Existing 2024
PM Peak Hour



| Movement | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR |
|------------------------------|------|-------|------|------|------|-------|------|------|-----|------|------|------|
| Lane Configurations | | ↔↔ | ↑↑↑ | ↗ | | ↔↔ | ↑↑↑ | | | ↔↔ | ↑↑↑ | ↗ |
| Traffic Volume (veh/h) | 1 | 124 | 544 | 152 | 1 | 173 | 574 | 73 | 2 | 282 | 1275 | 137 |
| Future Volume (veh/h) | 1 | 124 | 544 | 152 | 1 | 173 | 574 | 73 | 2 | 282 | 1275 | 137 |
| Initial Q (Qb), veh | | 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 |
| Parking Bus, Adj | | 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 | |
| Adj Sat Flow, veh/h/ln | | 1841 | 1841 | 1841 | | 1841 | 1841 | 1841 | | 1826 | 1826 | 1826 |
| Adj Flow Rate, veh/h | | 131 | 573 | 160 | | 182 | 604 | 77 | | 297 | 1342 | 144 |
| Peak Hour Factor | | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, % | | 4 | 4 | 4 | | 4 | 4 | 4 | | 5 | 5 | 5 |
| Cap, veh/h | | 175 | 722 | 224 | | 228 | 719 | 91 | | 345 | 3075 | 955 |
| Arrive On Green | | 0.05 | 0.14 | 0.14 | | 0.07 | 0.16 | 0.16 | | 0.10 | 0.62 | 0.62 |
| Sat Flow, veh/h | | 3401 | 5025 | 1560 | | 3401 | 4519 | 569 | | 3374 | 4985 | 1547 |
| Grp Volume(v), veh/h | | 131 | 573 | 160 | | 182 | 446 | 235 | | 297 | 1342 | 144 |
| Grp Sat Flow(s),veh/h/ln | | 1700 | 1675 | 1560 | | 1700 | 1675 | 1738 | | 1687 | 1662 | 1547 |
| Q Serve(g_s), s | | 6.5 | 18.7 | 16.6 | | 9.0 | 21.9 | 22.4 | | 14.7 | 24.0 | 6.7 |
| Cycle Q Clear(g_c), s | | 6.5 | 18.7 | 16.6 | | 9.0 | 21.9 | 22.4 | | 14.7 | 24.0 | 6.7 |
| Prop In Lane | | 1.00 | | 1.00 | | 1.00 | | 0.33 | | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | | 175 | 722 | 224 | | 228 | 533 | 277 | | 345 | 3075 | 955 |
| V/C Ratio(X) | | 0.75 | 0.79 | 0.71 | | 0.80 | 0.84 | 0.85 | | 0.86 | 0.44 | 0.15 |
| Avail Cap(c_a), veh/h | | 510 | 1049 | 326 | | 470 | 660 | 343 | | 506 | 3075 | 955 |
| HCM Platoon Ratio | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 |
| Upstream Filter(l) | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 0.92 | 0.92 | 0.92 |
| Uniform Delay (d), s/veh | | 79.5 | 70.3 | 69.4 | | 78.2 | 69.3 | 69.5 | | 75.1 | 17.1 | 13.8 |
| Incr Delay (d2), s/veh | | 6.2 | 2.7 | 4.2 | | 6.3 | 7.7 | 15.3 | | 9.1 | 0.4 | 0.3 |
| Initial Q Delay(d3),s/veh | | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | | 3.0 | 8.1 | 6.8 | | 4.1 | 9.9 | 11.0 | | 6.8 | 9.2 | 2.4 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | | 85.7 | 73.0 | 73.6 | | 84.5 | 77.0 | 84.8 | | 84.2 | 17.5 | 14.1 |
| LnGrp LOS | | F | E | E | | F | E | F | | F | B | B |
| Approach Vol, veh/h | | | 864 | | | | 863 | | | | 1783 | |
| Approach Delay, s/veh | | | 75.1 | | | | 80.7 | | | | 28.3 | |
| Approach LOS | | | E | | | | F | | | | C | |
| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 15.8 | 109.4 | 15.9 | 28.9 | 21.9 | 103.3 | 13.3 | 31.6 | | | | |
| Change Period (Y+Rc), s | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | | | | |
| Max Green Setting (Gmax), s | 20.5 | 72.5 | 23.5 | 35.5 | 25.5 | 67.5 | 25.5 | 33.5 | | | | |
| Max Q Clear Time (g_c+I1), s | 10.9 | 26.0 | 11.0 | 20.7 | 16.7 | 26.8 | 8.5 | 24.4 | | | | |
| Green Ext Time (p_c), s | 0.4 | 13.5 | 0.4 | 3.6 | 0.7 | 11.0 | 0.3 | 2.7 | | | | |

| Intersection Summary | | | | | | | | | | | | |
|----------------------|--|--|------|--|--|--|--|--|--|--|--|--|
| HCM 6th Ctrl Delay | | | 45.5 | | | | | | | | | |
| HCM 6th LOS | | | D | | | | | | | | | |

Notes

User approved ignoring U-Turning movement.

HCM 6th Signalized Intersection Summary
 4: Pleasant Hill Rd & Satellite Blvd

Existing 2024
 PM Peak Hour

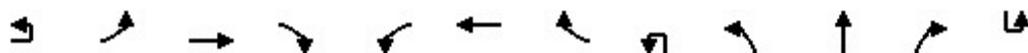


| Movement | SBU | SBL | SBT | SBR |
|------------------------------|-----|------|------|------|
| Lane Configurations | | | | |
| Traffic Volume (veh/h) | 1 | 171 | 1145 | 99 |
| Future Volume (veh/h) | 1 | 171 | 1145 | 99 |
| Initial Q (Qb), veh | | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | | 1.00 | | 1.00 |
| Parking Bus, Adj | | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | | No | |
| Adj Sat Flow, veh/h/ln | | 1826 | 1826 | 1826 |
| Adj Flow Rate, veh/h | | 180 | 1205 | 104 |
| Peak Hour Factor | | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, % | | 5 | 5 | 5 |
| Cap, veh/h | | 224 | 2716 | 234 |
| Arrive On Green | | 0.07 | 0.58 | 0.58 |
| Sat Flow, veh/h | | 3374 | 4673 | 403 |
| Grp Volume(v), veh/h | | 180 | 857 | 452 |
| Grp Sat Flow(s),veh/h/ln | | 1687 | 1662 | 1753 |
| Q Serve(g_s), s | | 8.9 | 24.7 | 24.8 |
| Cycle Q Clear(g_c), s | | 8.9 | 24.7 | 24.8 |
| Prop In Lane | | 1.00 | | 0.23 |
| Lane Grp Cap(c), veh/h | | 224 | 1931 | 1019 |
| V/C Ratio(X) | | 0.80 | 0.44 | 0.44 |
| Avail Cap(c_a), veh/h | | 407 | 1931 | 1019 |
| HCM Platoon Ratio | | 1.00 | 1.00 | 1.00 |
| Upstream Filter(l) | | 0.90 | 0.90 | 0.90 |
| Uniform Delay (d), s/veh | | 78.2 | 20.1 | 20.1 |
| Incr Delay (d2), s/veh | | 5.9 | 0.7 | 1.3 |
| Initial Q Delay(d3),s/veh | | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | | 4.1 | 9.7 | 10.4 |
| Unsig. Movement Delay, s/veh | | | | |
| LnGrp Delay(d),s/veh | | 84.2 | 20.8 | 21.4 |
| LnGrp LOS | | F | C | C |
| Approach Vol, veh/h | | | 1489 | |
| Approach Delay, s/veh | | | 28.6 | |
| Approach LOS | | | C | |
| Timer - Assigned Phs | | | | |

HCM 6th Signalized Intersection Summary

5: Pleasant Hill Rd & Mall Blvd

Existing 2024
PM Peak Hour



| Movement | EBU | EBL | EBT | EBR | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU |
|------------------------------|------|-------|------|------|-------|-------|------|-------|------|------|------|-----|
| Lane Configurations | | ↔ | ↔ | | ↔ | ↑ | ↔ | | ↔ | ↑↑↑ | | |
| Traffic Volume (veh/h) | 1 | 31 | 20 | 12 | 52 | 16 | 56 | 4 | 61 | 1586 | 45 | 5 |
| Future Volume (veh/h) | 1 | 31 | 20 | 12 | 52 | 16 | 56 | 4 | 61 | 1586 | 45 | 5 |
| Initial Q (Qb), veh | | 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 | |
| Parking Bus, Adj | | 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 | | |
| Adj Sat Flow, veh/h/ln | | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | | 1826 | 1826 | 1826 | |
| Adj Flow Rate, veh/h | | 32 | 21 | 12 | 54 | 16 | 58 | | 63 | 1635 | 46 | |
| Peak Hour Factor | | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | | 0.97 | 0.97 | 0.97 | |
| Percent Heavy Veh, % | | 2 | 2 | 2 | 2 | 2 | 2 | | 5 | 5 | 5 | |
| Cap, veh/h | | 125 | 79 | 45 | 115 | 132 | 112 | | 346 | 4029 | 113 | |
| Arrive On Green | | 0.07 | 0.07 | 0.07 | 0.07 | 0.07 | 0.07 | | 0.03 | 0.81 | 0.81 | |
| Sat Flow, veh/h | | 1326 | 1117 | 638 | 1376 | 1870 | 1585 | | 1739 | 4984 | 140 | |
| Grp Volume(v), veh/h | | 32 | 0 | 33 | 54 | 16 | 58 | | 63 | 1090 | 591 | |
| Grp Sat Flow(s),veh/h/ln | | 1326 | 0 | 1755 | 1376 | 1870 | 1585 | | 1739 | 1662 | 1801 | |
| Q Serve(g_s), s | | 3.9 | 0.0 | 3.0 | 6.6 | 1.4 | 6.0 | | 1.2 | 15.9 | 15.9 | |
| Cycle Q Clear(g_c), s | | 5.3 | 0.0 | 3.0 | 9.6 | 1.4 | 6.0 | | 1.2 | 15.9 | 15.9 | |
| Prop In Lane | | 1.00 | | 0.36 | 1.00 | | 1.00 | | 1.00 | | 0.08 | |
| Lane Grp Cap(c), veh/h | | 125 | 0 | 124 | 115 | 132 | 112 | | 346 | 2687 | 1456 | |
| V/C Ratio(X) | | 0.26 | 0.00 | 0.27 | 0.47 | 0.12 | 0.52 | | 0.18 | 0.41 | 0.41 | |
| Avail Cap(c_a), veh/h | | 309 | 0 | 367 | 308 | 394 | 334 | | 419 | 2687 | 1456 | |
| HCM Platoon Ratio | | 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 | 1.00 | 1.00 | | 0.88 | 0.88 | 0.88 | |
| Uniform Delay (d), s/veh | | 76.6 | 0.0 | 74.9 | 79.4 | 74.1 | 76.2 | | 3.6 | 4.6 | 4.6 | |
| Incr Delay (d2), s/veh | | 1.1 | 0.0 | 1.1 | 3.0 | 0.4 | 3.7 | | 0.2 | 0.4 | 0.7 | |
| Initial Q Delay(d3),s/veh | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | |
| %ile BackOfQ(50%),veh/ln | | 1.4 | 0.0 | 1.4 | 2.4 | 0.7 | 2.6 | | 0.4 | 4.8 | 5.3 | |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | | 77.6 | 0.0 | 76.0 | 82.4 | 74.5 | 79.9 | | 3.8 | 5.0 | 5.4 | |
| LnGrp LOS | | E | A | E | F | E | E | | A | A | A | |
| Approach Vol, veh/h | | | 65 | | | 128 | | | | 1744 | | |
| Approach Delay, s/veh | | | 76.8 | | | 80.3 | | | | 5.1 | | |
| Approach LOS | | | E | | | F | | | | A | | |
| Timer - Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 7.8 | 143.7 | | 18.5 | 10.8 | 140.7 | | 18.5 | | | | |
| Change Period (Y+Rc), s | 5.9 | * 6.3 | | 6.5 | * 6.1 | * 6.3 | | * 6.5 | | | | |
| Max Green Setting (Gmax), s | 12.1 | * 1E2 | | 35.5 | * 12 | * 1E2 | | * 36 | | | | |
| Max Q Clear Time (g_c+I1), s | 2.2 | 17.9 | | 7.3 | 3.2 | 16.0 | | 11.6 | | | | |
| Green Ext Time (p_c), s | 0.0 | 18.7 | | 0.2 | 0.1 | 14.0 | | 0.4 | | | | |

Intersection Summary

| | |
|--------------------|-----|
| HCM 6th Ctrl Delay | 9.5 |
| HCM 6th LOS | A |

Notes

User approved ignoring U-Turning movement.

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

HCM 6th Signalized Intersection Summary
 5: Pleasant Hill Rd & Mall Blvd

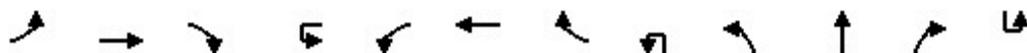
Existing 2024
 PM Peak Hour



| Movement | SBL | SBT | SBR |
|------------------------------|------|------|------|
| Lane Configurations | ↩ | ↑↑↑ | ↪ |
| Traffic Volume (veh/h) | 10 | 1367 | 36 |
| Future Volume (veh/h) | 10 | 1367 | 36 |
| Initial Q (Qb), veh | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | |
| Adj Sat Flow, veh/h/ln | 1826 | 1826 | 1826 |
| Adj Flow Rate, veh/h | 10 | 1409 | 37 |
| Peak Hour Factor | 0.97 | 0.97 | 0.97 |
| Percent Heavy Veh, % | 5 | 5 | 5 |
| Cap, veh/h | 267 | 3948 | 104 |
| Arrive On Green | 0.01 | 0.79 | 0.79 |
| Sat Flow, veh/h | 1739 | 4994 | 131 |
| Grp Volume(v), veh/h | 10 | 938 | 508 |
| Grp Sat Flow(s),veh/h/ln | 1739 | 1662 | 1802 |
| Q Serve(g_s), s | 0.2 | 14.0 | 14.0 |
| Cycle Q Clear(g_c), s | 0.2 | 14.0 | 14.0 |
| Prop In Lane | 1.00 | | 0.07 |
| Lane Grp Cap(c), veh/h | 267 | 2627 | 1425 |
| V/C Ratio(X) | 0.04 | 0.36 | 0.36 |
| Avail Cap(c_a), veh/h | 371 | 2627 | 1425 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 |
| Upstream Filter(l) | 0.47 | 0.47 | 0.47 |
| Uniform Delay (d), s/veh | 3.9 | 5.2 | 5.2 |
| Incr Delay (d2), s/veh | 0.0 | 0.2 | 0.3 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.1 | 4.4 | 4.8 |
| Unsig. Movement Delay, s/veh | | | |
| LnGrp Delay(d),s/veh | 3.9 | 5.4 | 5.5 |
| LnGrp LOS | A | A | A |
| Approach Vol, veh/h | | 1456 | |
| Approach Delay, s/veh | | 5.4 | |
| Approach LOS | | A | |
| Timer - Assigned Phs | | | |

HCM 6th Signalized Intersection Summary
6: Pleasant Hill Rd & Gwinnett Place Dr

Existing 2024
PM Peak Hour



| Movement | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU |
|------------------------------|-------|---------|-------|-------|------|---------|-------|-------|------|------|------|-----|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 76 | 33 | 31 | 1 | 166 | 31 | 49 | 33 | 48 | 1582 | 103 | 1 |
| Future Volume (veh/h) | 76 | 33 | 31 | 1 | 166 | 31 | 49 | 33 | 48 | 1582 | 103 | 1 |
| Initial Q (Qb), veh | 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 | |
| Parking Bus, Adj | 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 | | | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | | 1870 | 1870 | 1870 | | 1870 | 1870 | 1870 | |
| Adj Flow Rate, veh/h | 79 | 34 | 32 | | 173 | 32 | 51 | | 50 | 1648 | 107 | |
| Peak Hour Factor | 0.96 | 0.96 | 0.96 | | 0.96 | 0.96 | 0.96 | | 0.96 | 0.96 | 0.96 | |
| Percent Heavy Veh, % | 2 | 2 | 2 | | 2 | 2 | 2 | | 2 | 2 | 2 | |
| Cap, veh/h | 97 | 47 | 45 | | 216 | 39 | 63 | | 300 | 3642 | 1131 | |
| Arrive On Green | 0.05 | 0.05 | 0.05 | | 0.06 | 0.06 | 0.06 | | 0.03 | 0.71 | 0.71 | |
| Sat Flow, veh/h | 1781 | 886 | 834 | | 3456 | 649 | 1035 | | 1781 | 5106 | 1585 | |
| Grp Volume(v), veh/h | 79 | 0 | 66 | | 173 | 0 | 83 | | 50 | 1648 | 107 | |
| Grp Sat Flow(s),veh/h/ln | 1781 | 0 | 1720 | | 1728 | 0 | 1684 | | 1781 | 1702 | 1585 | |
| Q Serve(g_s), s | 7.5 | 0.0 | 6.4 | | 8.4 | 0.0 | 8.3 | | 1.3 | 23.2 | 3.5 | |
| Cycle Q Clear(g_c), s | 7.5 | 0.0 | 6.4 | | 8.4 | 0.0 | 8.3 | | 1.3 | 23.2 | 3.5 | |
| Prop In Lane | 1.00 | | 0.48 | | 1.00 | | 0.61 | | 1.00 | | 1.00 | |
| Lane Grp Cap(c), veh/h | 97 | 0 | 92 | | 216 | 0 | 102 | | 300 | 3642 | 1131 | |
| V/C Ratio(X) | 0.81 | 0.00 | 0.72 | | 0.80 | 0.00 | 0.81 | | 0.17 | 0.45 | 0.09 | |
| Avail Cap(c_a), veh/h | 159 | 0 | 114 | | 311 | 0 | 112 | | 373 | 3642 | 1131 | |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Upstream Filter(l) | 1.00 | 0.00 | 1.00 | | 1.00 | 0.00 | 1.00 | | 0.92 | 0.92 | 0.92 | |
| Uniform Delay (d), s/veh | 79.5 | 0.0 | 79.2 | | 78.7 | 0.0 | 78.9 | | 7.7 | 10.3 | 7.5 | |
| Incr Delay (d2), s/veh | 14.6 | 0.0 | 15.0 | | 9.3 | 0.0 | 32.8 | | 0.2 | 0.4 | 0.2 | |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | |
| %ile BackOfQ(50%),veh/ln | 3.8 | 0.0 | 3.3 | | 4.0 | 0.0 | 4.5 | | 0.5 | 8.4 | 1.3 | |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 94.1 | 0.0 | 94.2 | | 87.9 | 0.0 | 111.7 | | 7.9 | 10.7 | 7.6 | |
| LnGrp LOS | F | A | F | | F | A | F | | A | B | A | |
| Approach Vol, veh/h | | 145 | | | | 256 | | | | 1805 | | |
| Approach Delay, s/veh | | 94.2 | | | | 95.6 | | | | 10.4 | | |
| Approach LOS | | F | | | | F | | | | B | | |
| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 9.4 | 127.5 | 17.3 | 15.8 | 11.0 | 125.9 | 16.1 | 17.0 | | | | |
| Change Period (Y+Rc), s | * 6.2 | * 6.2 | * 6.7 | * 6.7 | 6.5 | * 6.2 | * 6.8 | * 6.7 | | | | |
| Max Green Setting (Gmax), s | * 12 | * 1.1E2 | * 15 | * 11 | 11.5 | * 1.1E2 | * 15 | * 11 | | | | |
| Max Q Clear Time (g_c+I1), s | 2.6 | 25.2 | 10.4 | 8.4 | 3.3 | 21.7 | 9.5 | 10.3 | | | | |
| Green Ext Time (p_c), s | 0.0 | 20.6 | 0.2 | 0.1 | 0.0 | 16.4 | 0.1 | 0.0 | | | | |

Intersection Summary

| | |
|--------------------|------|
| HCM 6th Ctrl Delay | 19.8 |
| HCM 6th LOS | B |

Notes

- User approved pedestrian interval to be less than phase max green.
- User approved ignoring U-Turning movement.
- * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
6: Pleasant Hill Rd & Gwinnett Place Dr

Existing 2024
PM Peak Hour



| Movement | SBL | SBT | SBR |
|------------------------------|------|------|------|
| Lane Configurations | | | |
| Traffic Volume (veh/h) | 21 | 1396 | 22 |
| Future Volume (veh/h) | 21 | 1396 | 22 |
| Initial Q (Qb), veh | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 22 | 1454 | 23 |
| Peak Hour Factor | 0.96 | 0.96 | 0.96 |
| Percent Heavy Veh, % | 2 | 2 | 2 |
| Cap, veh/h | 234 | 3645 | 58 |
| Arrive On Green | 0.02 | 0.70 | 0.70 |
| Sat Flow, veh/h | 1781 | 5178 | 82 |
| Grp Volume(v), veh/h | 22 | 956 | 521 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1702 | 1856 |
| Q Serve(g_s), s | 0.6 | 19.7 | 19.7 |
| Cycle Q Clear(g_c), s | 0.6 | 19.7 | 19.7 |
| Prop In Lane | 1.00 | | 0.04 |
| Lane Grp Cap(c), veh/h | 234 | 2396 | 1306 |
| V/C Ratio(X) | 0.09 | 0.40 | 0.40 |
| Avail Cap(c_a), veh/h | 324 | 2396 | 1306 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 |
| Upstream Filter(l) | 0.93 | 0.93 | 0.93 |
| Uniform Delay (d), s/veh | 8.1 | 10.4 | 10.4 |
| Incr Delay (d2), s/veh | 0.2 | 0.5 | 0.8 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.2 | 7.5 | 8.4 |
| Unsig. Movement Delay, s/veh | | | |
| LnGrp Delay(d),s/veh | 8.3 | 10.8 | 11.2 |
| LnGrp LOS | A | B | B |
| Approach Vol, veh/h | | 1499 | |
| Approach Delay, s/veh | | 10.9 | |
| Approach LOS | | B | |
| Timer - Assigned Phs | | | |

HCM Signalized Intersection Capacity Analysis
7: Pleasant Hill Rd & Venture Dr

Existing 2024
PM Peak Hour

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBL | SBT |
| Lane Configurations | | |  | | |  | |  |  |  | |  |
| Traffic Volume (vph) | 0 | 0 | 500 | 0 | 0 | 30 | 3 | 333 | 1694 | 71 | 0 | 1574 |
| Future Volume (vph) | 0 | 0 | 500 | 0 | 0 | 30 | 3 | 333 | 1694 | 71 | 0 | 1574 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | | 6.0 | | | 6.0 | | 5.7 | 6.0 | | | 6.0 |
| Lane Util. Factor | | | 0.88 | | | 1.00 | | 1.00 | 0.91 | | | 0.91 |
| Frt | | | 0.85 | | | 0.86 | | 1.00 | 0.99 | | | 0.99 |
| Flt Protected | | | 1.00 | | | 1.00 | | 0.95 | 1.00 | | | 1.00 |
| Satd. Flow (prot) | | | 2787 | | | 1611 | | 1770 | 5055 | | | 5059 |
| Flt Permitted | | | 1.00 | | | 1.00 | | 0.09 | 1.00 | | | 1.00 |
| Satd. Flow (perm) | | | 2787 | | | 1611 | | 160 | 5055 | | | 5059 |
| Peak-hour factor, PHF | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 |
| Adj. Flow (vph) | 0 | 0 | 515 | 0 | 0 | 31 | 3 | 343 | 1746 | 73 | 0 | 1623 |
| RTOR Reduction (vph) | 0 | 0 | 461 | 0 | 0 | 29 | 0 | 0 | 1 | 0 | 0 | 2 |
| Lane Group Flow (vph) | 0 | 0 | 54 | 0 | 0 | 2 | 0 | 346 | 1818 | 0 | 0 | 1680 |
| Turn Type | | | Perm | | | Perm | pm+pt | pm+pt | NA | | | NA |
| Protected Phases | | | | | | | 5 | 5 | 2 | | | 6 |
| Permitted Phases | | | 4 | | | 8 | 2 | 2 | | | | |
| Actuated Green, G (s) | | | 9.5 | | | 9.5 | | 148.5 | 148.5 | | | 98.3 |
| Effective Green, g (s) | | | 9.5 | | | 9.5 | | 148.5 | 148.5 | | | 98.3 |
| Actuated g/C Ratio | | | 0.06 | | | 0.06 | | 0.87 | 0.87 | | | 0.58 |
| Clearance Time (s) | | | 6.0 | | | 6.0 | | 5.7 | 6.0 | | | 6.0 |
| Vehicle Extension (s) | | | 3.0 | | | 3.0 | | 3.0 | 3.0 | | | 3.0 |
| Lane Grp Cap (vph) | | | 155 | | | 90 | | 561 | 4415 | | | 2925 |
| v/s Ratio Prot | | | | | | | | c0.16 | 0.36 | | | 0.33 |
| v/s Ratio Perm | | | c0.02 | | | 0.00 | | c0.38 | | | | |
| v/c Ratio | | | 0.35 | | | 0.02 | | 0.62 | 0.41 | | | 0.57 |
| Uniform Delay, d1 | | | 77.3 | | | 75.8 | | 35.0 | 2.1 | | | 22.6 |
| Progression Factor | | | 1.00 | | | 1.00 | | 0.75 | 1.54 | | | 1.21 |
| Incremental Delay, d2 | | | 1.4 | | | 0.1 | | 1.5 | 0.2 | | | 0.7 |
| Delay (s) | | | 78.6 | | | 75.9 | | 27.8 | 3.5 | | | 28.0 |
| Level of Service | | | E | | | E | | C | A | | | C |
| Approach Delay (s) | | 78.6 | | | 75.9 | | | | 7.4 | | | 28.0 |
| Approach LOS | | E | | | E | | | | A | | | C |
| Intersection Summary | | | | | | | | | | | | |
| HCM 2000 Control Delay | | | 24.1 | | | HCM 2000 Level of Service | | | C | | | |
| HCM 2000 Volume to Capacity ratio | | | 0.61 | | | | | | | | | |
| Actuated Cycle Length (s) | | | 170.0 | | | Sum of lost time (s) | | | 17.7 | | | |
| Intersection Capacity Utilization | | | 82.5% | | | ICU Level of Service | | | E | | | |
| Analysis Period (min) | | | 15 | | | | | | | | | |

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
 7: Pleasant Hill Rd & Venture Dr

Existing 2024
 PM Peak Hour



| | |
|------------------------|------|
| Movement | SBR |
| Lane Configurations | |
| Traffic Volume (vph) | 57 |
| Future Volume (vph) | 57 |
| Ideal Flow (vphpl) | 1900 |
| Total Lost time (s) | |
| Lane Util. Factor | |
| Frt | |
| Flt Protected | |
| Satd. Flow (prot) | |
| Flt Permitted | |
| Satd. Flow (perm) | |
| Peak-hour factor, PHF | 0.97 |
| Adj. Flow (vph) | 59 |
| RTOR Reduction (vph) | 0 |
| Lane Group Flow (vph) | 0 |
| Turn Type | |
| Protected Phases | |
| Permitted Phases | |
| Actuated Green, G (s) | |
| Effective Green, g (s) | |
| Actuated g/C Ratio | |
| Clearance Time (s) | |
| Vehicle Extension (s) | |
| Lane Grp Cap (vph) | |
| v/s Ratio Prot | |
| v/s Ratio Perm | |
| v/c Ratio | |
| Uniform Delay, d1 | |
| Progression Factor | |
| Incremental Delay, d2 | |
| Delay (s) | |
| Level of Service | |
| Approach Delay (s) | |
| Approach LOS | |
| Intersection Summary | |

HCM 6th Signalized Intersection Summary
 10: Pleasant Hill Rd & Shackelford Rd/Breckinridge Rd

Existing 2024
 PM Peak Hour



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBL | SBT |
|------------------------------|------|-------|-------|------|------|-------|------|------|------|------|------|------|
| Lane Configurations | ↔↔ | ↑↑ | ↔ | ↔↔ | ↑↑ | ↔ | | ↔↔ | ↑↑↔ | | ↔↔ | ↑↑↔ |
| Traffic Volume (veh/h) | 243 | 351 | 319 | 324 | 341 | 239 | 2 | 100 | 1555 | 93 | 131 | 1368 |
| Future Volume (veh/h) | 243 | 351 | 319 | 324 | 341 | 239 | 2 | 100 | 1555 | 93 | 131 | 1368 |
| Initial Q (Qb), veh | 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 | |
| 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 |
| 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 |
| Adj Flow Rate, veh/h | 251 | 362 | 329 | 334 | 352 | 246 | | 103 | 1603 | 96 | 135 | 1410 |
| Peak Hour Factor | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 294 | 460 | 205 | 372 | 540 | 241 | | 144 | 2673 | 160 | 176 | 2709 |
| Arrive On Green | 0.09 | 0.13 | 0.13 | 0.11 | 0.15 | 0.15 | | 0.04 | 0.54 | 0.54 | 0.05 | 0.55 |
| Sat Flow, veh/h | 3456 | 3554 | 1585 | 3456 | 3554 | 1585 | | 3456 | 4926 | 295 | 3456 | 4913 |
| Grp Volume(v), veh/h | 251 | 362 | 329 | 334 | 352 | 246 | | 103 | 1107 | 592 | 135 | 977 |
| Grp Sat Flow(s),veh/h/ln | 1728 | 1777 | 1585 | 1728 | 1777 | 1585 | | 1728 | 1702 | 1817 | 1728 | 1702 |
| Q Serve(g_s), s | 12.2 | 16.8 | 22.0 | 16.2 | 15.9 | 25.8 | | 5.0 | 37.5 | 37.5 | 6.6 | 30.7 |
| Cycle Q Clear(g_c), s | 12.2 | 16.8 | 22.0 | 16.2 | 15.9 | 25.8 | | 5.0 | 37.5 | 37.5 | 6.6 | 30.7 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | | 1.00 | | 0.16 | 1.00 | |
| Lane Grp Cap(c), veh/h | 294 | 460 | 205 | 372 | 540 | 241 | | 144 | 1847 | 986 | 176 | 1877 |
| V/C Ratio(X) | 0.85 | 0.79 | 1.60 | 0.90 | 0.65 | 1.02 | | 0.72 | 0.60 | 0.60 | 0.77 | 0.52 |
| Avail Cap(c_a), veh/h | 358 | 460 | 205 | 378 | 540 | 241 | | 254 | 1847 | 986 | 256 | 1877 |
| 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 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 0.78 | 0.78 | 0.78 | 0.68 | 0.68 |
| Uniform Delay (d), s/veh | 76.7 | 71.7 | 74.0 | 74.9 | 67.9 | 72.1 | | 80.5 | 26.4 | 26.4 | 79.7 | 24.0 |
| Incr Delay (d2), s/veh | 15.4 | 8.8 | 293.3 | 23.2 | 2.8 | 63.7 | | 5.2 | 1.1 | 2.1 | 5.6 | 0.7 |
| 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 |
| %ile BackOfQ(50%),veh/ln | 6.1 | 8.3 | 25.7 | 8.5 | 7.5 | 14.8 | | 2.4 | 15.6 | 17.0 | 3.1 | 12.7 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 92.2 | 80.6 | 367.3 | 98.2 | 70.6 | 135.8 | | 85.6 | 27.5 | 28.5 | 85.2 | 24.7 |
| LnGrp LOS | F | F | F | F | E | F | | F | C | C | F | C |
| Approach Vol, veh/h | | 942 | | | 932 | | | | 1802 | | | 1633 |
| Approach Delay, s/veh | | 183.8 | | | 97.7 | | | | 31.1 | | | 29.9 |
| Approach LOS | | F | | | F | | | | C | | | C |
| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 16.1 | 99.2 | 25.7 | 29.0 | 14.6 | 100.8 | 21.9 | 32.8 | | | | |
| Change Period (Y+Rc), s | 7.4 | 7.0 | 7.4 | * 7 | 7.5 | 7.0 | 7.4 | * 7 | | | | |
| Max Green Setting (Gmax), s | 12.6 | 88.0 | 18.6 | * 22 | 12.5 | 88.0 | 17.6 | * 23 | | | | |
| Max Q Clear Time (g_c+I1), s | 8.6 | 39.5 | 18.2 | 24.0 | 7.0 | 32.7 | 14.2 | 27.8 | | | | |
| Green Ext Time (p_c), s | 0.1 | 19.2 | 0.1 | 0.0 | 0.1 | 16.1 | 0.3 | 0.0 | | | | |

Intersection Summary

| | |
|--------------------|------|
| HCM 6th Ctrl Delay | 69.5 |
| HCM 6th LOS | E |

Notes

- User approved ignoring U-Turning movement.
- * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
 10: Pleasant Hill Rd & Shackelford Rd/Breckinridge Rd

Existing 2024
 PM Peak Hour

| Movement | SBR |
|-------------------------------------|------|
| Lane Configurations | |
| Traffic Volume (veh/h) | 85 |
| Future Volume (veh/h) | 85 |
| Initial Q (Qb), veh | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 |
| Parking Bus, Adj | 1.00 |
| Work Zone On Approach | |
| Adj Sat Flow, veh/h/ln | 1870 |
| Adj Flow Rate, veh/h | 88 |
| Peak Hour Factor | 0.97 |
| Percent Heavy Veh, % | 2 |
| Cap, veh/h | 169 |
| Arrive On Green | 0.55 |
| Sat Flow, veh/h | 307 |
| Grp Volume(v), veh/h | 521 |
| Grp Sat Flow(s),veh/h/ln | 1815 |
| Q Serve(g_s), s | 30.7 |
| Cycle Q Clear(g_c), s | 30.7 |
| Prop In Lane | 0.17 |
| Lane Grp Cap(c), veh/h | 1001 |
| V/C Ratio(X) | 0.52 |
| Avail Cap(c_a), veh/h | 1001 |
| HCM Platoon Ratio | 1.00 |
| Upstream Filter(l) | 0.68 |
| Uniform Delay (d), s/veh | 24.0 |
| Incr Delay (d2), s/veh | 1.3 |
| Initial Q Delay(d3),s/veh | 0.0 |
| %ile BackOfQ(50%),veh/ln | 13.7 |
| Unsig. Movement Delay, s/veh | |
| LnGrp Delay(d),s/veh | 25.3 |
| LnGrp LOS | C |
| Approach Vol, veh/h | |
| Approach Delay, s/veh | |
| Approach LOS | |
| Timer - Assigned Phs | |

HCM 6th Signalized Intersection Summary
 11: Pleasant Hill Rd & Crestwood Pkwy/Koger Blvd

Existing 2024
 PM Peak Hour



| Movement | EBU | EBL | EBT | EBR | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU |
|------------------------------|------|-------|------|-------|------|-------|-------|------|------|------|------|-----|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 2 | 103 | 41 | 141 | 233 | 59 | 132 | 56 | 26 | 1510 | 81 | 5 |
| Future Volume (veh/h) | 2 | 103 | 41 | 141 | 233 | 59 | 132 | 56 | 26 | 1510 | 81 | 5 |
| Initial Q (Qb), veh | | 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 | |
| Parking Bus, Adj | | 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 | | |
| Adj Sat Flow, veh/h/ln | | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | | 1870 | 1870 | 1870 | |
| Adj Flow Rate, veh/h | | 105 | 42 | 144 | 238 | 60 | 135 | | 27 | 1541 | 83 | |
| Peak Hour Factor | | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | | 0.98 | 0.98 | 0.98 | |
| Percent Heavy Veh, % | | 2 | 2 | 2 | 2 | 2 | 2 | | 2 | 2 | 2 | |
| Cap, veh/h | | 279 | 193 | 163 | 339 | 285 | 241 | | 38 | 2868 | 154 | |
| Arrive On Green | | 0.06 | 0.10 | 0.10 | 0.11 | 0.15 | 0.15 | | 0.02 | 0.58 | 0.58 | |
| Sat Flow, veh/h | | 1781 | 1870 | 1585 | 1781 | 1870 | 1585 | | 1781 | 4959 | 267 | |
| Grp Volume(v), veh/h | | 105 | 42 | 144 | 238 | 60 | 135 | | 27 | 1058 | 566 | |
| Grp Sat Flow(s),veh/h/ln | | 1781 | 1870 | 1585 | 1781 | 1870 | 1585 | | 1781 | 1702 | 1822 | |
| Q Serve(g_s), s | | 8.9 | 3.5 | 15.2 | 18.9 | 4.8 | 13.4 | | 2.6 | 32.3 | 32.3 | |
| Cycle Q Clear(g_c), s | | 8.9 | 3.5 | 15.2 | 18.9 | 4.8 | 13.4 | | 2.6 | 32.3 | 32.3 | |
| Prop In Lane | | 1.00 | | 1.00 | 1.00 | | 1.00 | | 1.00 | | 0.15 | |
| Lane Grp Cap(c), veh/h | | 279 | 193 | 163 | 339 | 285 | 241 | | 38 | 1969 | 1054 | |
| V/C Ratio(X) | | 0.38 | 0.22 | 0.88 | 0.70 | 0.21 | 0.56 | | 0.72 | 0.54 | 0.54 | |
| Avail Cap(c_a), veh/h | | 356 | 243 | 206 | 339 | 285 | 241 | | 128 | 1969 | 1054 | |
| HCM Platoon Ratio | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Upstream Filter(I) | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 0.75 | 0.75 | 0.75 | |
| Uniform Delay (d), s/veh | | 62.7 | 70.0 | 75.2 | 59.3 | 63.1 | 66.8 | | 82.7 | 21.9 | 21.9 | |
| Incr Delay (d2), s/veh | | 0.8 | 0.6 | 28.4 | 6.4 | 0.4 | 2.9 | | 17.1 | 0.8 | 1.5 | |
| Initial Q Delay(d3),s/veh | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | |
| %ile BackOfQ(50%),veh/ln | | 4.1 | 1.7 | 7.5 | 9.8 | 2.3 | 5.7 | | 1.4 | 13.3 | 14.4 | |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | | 63.5 | 70.5 | 103.7 | 65.7 | 63.5 | 69.7 | | 99.8 | 22.7 | 23.4 | |
| LnGrp LOS | | E | E | F | E | E | E | | F | C | C | |
| Approach Vol, veh/h | | | 291 | | | 433 | | | | 1651 | | |
| Approach Delay, s/veh | | | 84.4 | | | 66.6 | | | | 24.2 | | |
| Approach LOS | | | F | | | E | | | | C | | |
| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 13.5 | 106.1 | 26.0 | 24.4 | 11.4 | 108.2 | 17.6 | 32.8 | | | | |
| Change Period (Y+Rc), s | 7.3 | 7.8 | 7.1 | 6.9 | 7.8 | 7.8 | * 6.7 | 6.9 | | | | |
| Max Green Setting (Gmax), s | 12.7 | 87.2 | 18.9 | 22.1 | 12.2 | 87.2 | * 18 | 23.1 | | | | |
| Max Q Clear Time (g_c+I1), s | 6.2 | 34.3 | 20.9 | 17.2 | 4.6 | 43.6 | 10.9 | 15.4 | | | | |
| Green Ext Time (p_c), s | 0.1 | 18.3 | 0.0 | 0.3 | 0.0 | 23.1 | 0.1 | 0.4 | | | | |

Intersection Summary

| | |
|--------------------|------|
| HCM 6th Ctrl Delay | 33.4 |
| HCM 6th LOS | C |

Notes

User approved ignoring U-Turning movement.

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

HCM 6th Signalized Intersection Summary
 11: Pleasant Hill Rd & Crestwood Pkwy/Koger Blvd

Existing 2024
 PM Peak Hour



| Movement | SBL | SBT | SBR |
|------------------------------|------|------|------|
| Lane Configurations | ↔↔ | ↑↑↑ | ↔ |
| Traffic Volume (veh/h) | 84 | 1885 | 40 |
| Future Volume (veh/h) | 84 | 1885 | 40 |
| Initial Q (Qb), veh | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 86 | 1923 | 41 |
| Peak Hour Factor | 0.98 | 0.98 | 0.98 |
| Percent Heavy Veh, % | 2 | 2 | 2 |
| Cap, veh/h | 125 | 3039 | 65 |
| Arrive On Green | 0.04 | 0.59 | 0.59 |
| Sat Flow, veh/h | 3456 | 5145 | 110 |
| Grp Volume(v), veh/h | 86 | 1272 | 692 |
| Grp Sat Flow(s),veh/h/ln | 1728 | 1702 | 1851 |
| Q Serve(g_s), s | 4.2 | 41.5 | 41.6 |
| Cycle Q Clear(g_c), s | 4.2 | 41.5 | 41.6 |
| Prop In Lane | 1.00 | | 0.06 |
| Lane Grp Cap(c), veh/h | 125 | 2010 | 1093 |
| V/C Ratio(X) | 0.69 | 0.63 | 0.63 |
| Avail Cap(c_a), veh/h | 258 | 2010 | 1093 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 |
| Upstream Filter(l) | 0.66 | 0.66 | 0.66 |
| Uniform Delay (d), s/veh | 81.0 | 22.7 | 22.8 |
| Incr Delay (d2), s/veh | 4.3 | 1.0 | 1.9 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 2.0 | 17.0 | 18.8 |
| Unsig. Movement Delay, s/veh | | | |
| LnGrp Delay(d),s/veh | 85.3 | 23.8 | 24.6 |
| LnGrp LOS | F | C | C |
| Approach Vol, veh/h | | 2050 | |
| Approach Delay, s/veh | | 26.6 | |
| Approach LOS | | C | |
| Timer - Assigned Phs | | | |

HCM 6th Signalized Intersection Summary
 12: Pleasant Hill Rd & Sweetwater Rd

Existing 2024
 PM Peak Hour



| Movement | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR |
|------------------------------|------|------|-------|------|-------|-------|-------|------|-----|------|------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 1 | 141 | 234 | 118 | 2 | 229 | 173 | 193 | 27 | 49 | 1350 | 95 |
| Future Volume (veh/h) | 1 | 141 | 234 | 118 | 2 | 229 | 173 | 193 | 27 | 49 | 1350 | 95 |
| Initial Q (Qb), veh | | 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 |
| Parking Bus, Adj | | 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 | |
| Adj Sat Flow, veh/h/ln | | 1870 | 1870 | 1870 | | 1870 | 1870 | 1870 | | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | | 142 | 236 | 119 | | 231 | 175 | 195 | | 49 | 1364 | 96 |
| Peak Hour Factor | | 0.99 | 0.99 | 0.99 | | 0.99 | 0.99 | 0.99 | | 0.99 | 0.99 | 0.99 |
| Percent Heavy Veh, % | | 2 | 2 | 2 | | 2 | 2 | 2 | | 2 | 2 | 2 |
| Cap, veh/h | | 272 | 263 | 223 | | 262 | 320 | 271 | | 63 | 2292 | 161 |
| Arrive On Green | | 0.08 | 0.14 | 0.14 | | 0.11 | 0.17 | 0.17 | | 0.04 | 0.47 | 0.47 |
| Sat Flow, veh/h | | 1781 | 1870 | 1585 | | 1781 | 1870 | 1585 | | 1781 | 4870 | 343 |
| Grp Volume(v), veh/h | | 142 | 236 | 119 | | 231 | 175 | 195 | | 49 | 953 | 507 |
| Grp Sat Flow(s),veh/h/ln | | 1781 | 1870 | 1585 | | 1781 | 1870 | 1585 | | 1781 | 1702 | 1809 |
| Q Serve(g_s), s | | 11.5 | 21.1 | 11.9 | | 18.7 | 14.5 | 19.8 | | 4.6 | 35.0 | 35.0 |
| Cycle Q Clear(g_c), s | | 11.5 | 21.1 | 11.9 | | 18.7 | 14.5 | 19.8 | | 4.6 | 35.0 | 35.0 |
| Prop In Lane | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 0.19 |
| Lane Grp Cap(c), veh/h | | 272 | 263 | 223 | | 262 | 320 | 271 | | 63 | 1602 | 851 |
| V/C Ratio(X) | | 0.52 | 0.90 | 0.53 | | 0.88 | 0.55 | 0.72 | | 0.78 | 0.60 | 0.60 |
| Avail Cap(c_a), veh/h | | 326 | 314 | 266 | | 262 | 320 | 271 | | 149 | 1602 | 851 |
| HCM Platoon Ratio | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 |
| Upstream Filter(l) | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 0.76 | 0.76 | 0.76 |
| Uniform Delay (d), s/veh | | 56.4 | 71.8 | 67.9 | | 54.8 | 64.4 | 66.6 | | 81.3 | 33.1 | 33.1 |
| Incr Delay (d2), s/veh | | 1.6 | 24.0 | 2.0 | | 27.8 | 1.9 | 8.8 | | 14.3 | 1.2 | 2.3 |
| Initial Q Delay(d3),s/veh | | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | | 5.3 | 11.9 | 5.0 | | 10.5 | 7.2 | 8.7 | | 2.4 | 14.9 | 16.1 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | | 57.9 | 95.8 | 69.8 | | 82.6 | 66.4 | 75.4 | | 95.6 | 34.3 | 35.4 |
| LnGrp LOS | | E | F | E | | F | E | E | | F | C | D |
| Approach Vol, veh/h | | | 497 | | | | 601 | | | | 1509 | |
| Approach Delay, s/veh | | | 78.8 | | | | 75.5 | | | | 36.7 | |
| Approach LOS | | | E | | | | E | | | | D | |
| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 27.2 | 87.4 | 25.0 | 30.4 | 11.8 | 102.8 | 19.8 | 35.6 | | | | |
| Change Period (Y+Rc), s | 7.4 | 7.4 | * 5.7 | 6.5 | * 5.8 | 7.4 | * 6.2 | 6.5 | | | | |
| Max Green Setting (Gmax), s | 30.6 | 64.6 | * 19 | 28.5 | * 14 | 82.6 | * 19 | 28.5 | | | | |
| Max Q Clear Time (g_c+I1), s | 19.4 | 37.0 | 20.7 | 23.1 | 6.6 | 52.1 | 13.5 | 21.8 | | | | |
| Green Ext Time (p_c), s | 0.4 | 12.3 | 0.0 | 0.8 | 0.0 | 20.5 | 0.2 | 0.9 | | | | |

Intersection Summary

| | |
|--------------------|------|
| HCM 6th Ctrl Delay | 44.3 |
| HCM 6th LOS | D |

Notes

User approved ignoring U-Turning movement.
 * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
 12: Pleasant Hill Rd & Sweetwater Rd

Existing 2024
 PM Peak Hour



| Movement | SBU | SBL | SBT | SBR |
|------------------------------|-----|------|------|------|
| Lane Configurations | | | | |
| Traffic Volume (veh/h) | 11 | 183 | 2038 | 48 |
| Future Volume (veh/h) | 11 | 183 | 2038 | 48 |
| Initial Q (Qb), veh | | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | | 1.00 | | 1.00 |
| Parking Bus, Adj | | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | | No | |
| Adj Sat Flow, veh/h/ln | | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | | 185 | 2059 | 48 |
| Peak Hour Factor | | 0.99 | 0.99 | 0.99 |
| Percent Heavy Veh, % | | 2 | 2 | 2 |
| Cap, veh/h | | 207 | 2880 | 67 |
| Arrive On Green | | 0.12 | 0.56 | 0.56 |
| Sat Flow, veh/h | | 1781 | 5133 | 119 |
| Grp Volume(v), veh/h | | 185 | 1364 | 743 |
| Grp Sat Flow(s),veh/h/ln | | 1781 | 1702 | 1849 |
| Q Serve(g_s), s | | 17.4 | 49.9 | 50.1 |
| Cycle Q Clear(g_c), s | | 17.4 | 49.9 | 50.1 |
| Prop In Lane | | 1.00 | | 0.06 |
| Lane Grp Cap(c), veh/h | | 207 | 1910 | 1037 |
| V/C Ratio(X) | | 0.89 | 0.71 | 0.72 |
| Avail Cap(c_a), veh/h | | 321 | 1910 | 1037 |
| HCM Platoon Ratio | | 1.00 | 1.00 | 1.00 |
| Upstream Filter(l) | | 0.56 | 0.56 | 0.56 |
| Uniform Delay (d), s/veh | | 74.1 | 27.3 | 27.4 |
| Incr Delay (d2), s/veh | | 11.1 | 1.3 | 2.4 |
| Initial Q Delay(d3),s/veh | | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | | 8.7 | 20.7 | 22.8 |
| Unsig. Movement Delay, s/veh | | | | |
| LnGrp Delay(d),s/veh | | 85.2 | 28.6 | 29.8 |
| LnGrp LOS | | F | C | C |
| Approach Vol, veh/h | | | 2292 | |
| Approach Delay, s/veh | | | 33.6 | |
| Approach LOS | | | C | |
| Timer - Assigned Phs | | | | |

HCM 6th Signalized Intersection Summary
13: Pleasant Hill Rd & Club Dr

Existing 2024
PM Peak Hour



| Movement | EBU | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBU | SBL |
|--|------|-------|-------|-------|-------|-------|------|------|------|------|-----|------|
| Lane Configurations | | ↘ | ↗ | ↗ | ↘ | ↗ | ↗ | ↗ | ↗ | ↗ | | ↘ |
| Traffic Volume (veh/h) | 13 | 103 | 629 | 1062 | 156 | 265 | 196 | 309 | 1205 | 145 | 5 | 292 |
| Future Volume (veh/h) | 13 | 103 | 629 | 1062 | 156 | 265 | 196 | 309 | 1205 | 145 | 5 | 292 |
| Initial Q (Qb), veh | | 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 |
| Parking Bus, Adj | | 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 | | | |
| Adj Sat Flow, veh/h/ln | | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | | 1870 |
| Adj Flow Rate, veh/h | | 105 | 642 | 1084 | 159 | 270 | 200 | 315 | 1230 | 148 | | 298 |
| Peak Hour Factor | | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | | 0.98 |
| Percent Heavy Veh, % | | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | | 2 |
| Cap, veh/h | | 124 | 642 | 504 | 133 | 674 | 301 | 388 | 2158 | 260 | | 345 |
| Arrive On Green | | 0.07 | 0.18 | 0.18 | 0.07 | 0.19 | 0.19 | 0.08 | 0.47 | 0.47 | | 0.10 |
| Sat Flow, veh/h | | 1781 | 3554 | 2790 | 1781 | 3554 | 1585 | 5023 | 4619 | 556 | | 3456 |
| Grp Volume(v), veh/h | | 105 | 642 | 1084 | 159 | 270 | 200 | 315 | 906 | 472 | | 298 |
| Grp Sat Flow(s),veh/h/ln | | 1781 | 1777 | 1395 | 1781 | 1777 | 1585 | 1674 | 1702 | 1770 | | 1728 |
| Q Serve(g_s), s | | 9.9 | 30.7 | 30.7 | 12.7 | 11.3 | 19.9 | 10.5 | 32.9 | 32.9 | | 14.4 |
| Cycle Q Clear(g_c), s | | 9.9 | 30.7 | 30.7 | 12.7 | 11.3 | 19.9 | 10.5 | 32.9 | 32.9 | | 14.4 |
| Prop In Lane | | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.31 | | 1.00 |
| Lane Grp Cap(c), veh/h | | 124 | 642 | 504 | 133 | 674 | 301 | 388 | 1591 | 827 | | 345 |
| V/C Ratio(X) | | 0.85 | 1.00 | 2.15 | 1.19 | 0.40 | 0.67 | 0.81 | 0.57 | 0.57 | | 0.86 |
| Avail Cap(c_a), veh/h | | 140 | 642 | 504 | 133 | 674 | 301 | 567 | 1591 | 827 | | 451 |
| HCM Platoon Ratio | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 |
| Upstream Filter(I) | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 0.53 |
| Uniform Delay (d), s/veh | | 78.2 | 69.6 | 69.7 | 78.7 | 60.4 | 63.9 | 77.2 | 32.9 | 32.9 | | 75.4 |
| Incr Delay (d2), s/veh | | 32.6 | 35.6 | 524.9 | 139.7 | 0.4 | 5.5 | 5.6 | 1.5 | 2.8 | | 7.3 |
| Initial Q Delay(d3),s/veh | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 |
| %ile BackOfQ(50%),veh/ln | | 5.7 | 17.2 | 47.7 | 11.0 | 5.2 | 8.5 | 4.8 | 14.1 | 15.0 | | 6.8 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | | 110.8 | 105.3 | 594.5 | 218.4 | 60.8 | 69.3 | 82.8 | 34.4 | 35.7 | | 82.7 |
| LnGrp LOS | | F | F | F | F | E | E | F | C | D | | F |
| Approach Vol, veh/h | | | 1831 | | | 629 | | | 1693 | | | |
| Approach Delay, s/veh | | | 395.2 | | | 103.3 | | | 43.8 | | | |
| Approach LOS | | | F | | | F | | | D | | | |
| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 24.8 | 87.2 | 20.0 | 38.0 | 20.9 | 91.1 | 18.5 | 39.5 | | | | |
| Change Period (Y+Rc), s | 7.8 | 7.8 | 7.3 | 7.3 | 7.8 | 7.8 | 6.6 | 7.3 | | | | |
| Max Green Setting (Gmax), s | 22.2 | 74.2 | 12.7 | 30.7 | 19.2 | 77.2 | 13.4 | 30.7 | | | | |
| Max Q Clear Time (g_c+I1), s | 16.4 | 34.9 | 14.7 | 32.7 | 12.5 | 51.5 | 11.9 | 21.9 | | | | |
| Green Ext Time (p_c), s | 0.5 | 13.1 | 0.0 | 0.0 | 0.7 | 16.3 | 0.0 | 1.6 | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 6th Ctrl Delay | | | 150.6 | | | | | | | | | |
| HCM 6th LOS | | | F | | | | | | | | | |
| Notes | | | | | | | | | | | | |
| User approved ignoring U-Turning movement. | | | | | | | | | | | | |

HCM 6th Signalized Intersection Summary
 13: Pleasant Hill Rd & Club Dr

Existing 2024
 PM Peak Hour



| Movement | SBT | SBR |
|------------------------------|------|------|
| Lane Configurations | ↑↑↑ | ↑ |
| Traffic Volume (veh/h) | 1845 | 26 |
| Future Volume (veh/h) | 1845 | 26 |
| Initial Q (Qb), veh | 0 | 0 |
| Ped-Bike Adj(A_pbT) | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 |
| Work Zone On Approach | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 |
| Adj Flow Rate, veh/h | 1883 | 27 |
| Peak Hour Factor | 0.98 | 0.98 |
| Percent Heavy Veh, % | 2 | 2 |
| Cap, veh/h | 2540 | 36 |
| Arrive On Green | 0.49 | 0.49 |
| Sat Flow, veh/h | 5187 | 74 |
| Grp Volume(v), veh/h | 1236 | 674 |
| Grp Sat Flow(s),veh/h/ln | 1702 | 1857 |
| Q Serve(g_s), s | 49.4 | 49.5 |
| Cycle Q Clear(g_c), s | 49.4 | 49.5 |
| Prop In Lane | | 0.04 |
| Lane Grp Cap(c), veh/h | 1667 | 909 |
| V/C Ratio(X) | 0.74 | 0.74 |
| Avail Cap(c_a), veh/h | 1667 | 909 |
| HCM Platoon Ratio | 1.00 | 1.00 |
| Upstream Filter(l) | 0.53 | 0.53 |
| Uniform Delay (d), s/veh | 34.7 | 34.8 |
| Incr Delay (d2), s/veh | 1.6 | 2.9 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 20.9 | 23.2 |
| Unsig. Movement Delay, s/veh | | |
| LnGrp Delay(d),s/veh | 36.4 | 37.7 |
| LnGrp LOS | D | D |
| Approach Vol, veh/h | 2208 | |
| Approach Delay, s/veh | 43.0 | |
| Approach LOS | D | |
| Timer - Assigned Phs | | |

2 –

SimTraffic Existing Year 2024 Results

1: Pleasant Hill Rd & Old Norcross Rd Performance by movement

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL |
|---------------------|------|------|-------|-------|-------|-------|-------|------|------|-----|-------|------|
| Denied Delay (hr) | 0.4 | 1.9 | 1.3 | 6.9 | 39.9 | 49.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.2 | 8.6 |
| Denied Del/Veh (s) | 28.3 | 30.3 | 43.2 | 283.6 | 287.0 | 289.2 | 0.0 | 0.0 | 0.0 | 0.3 | 80.5 | 94.1 |
| Total Delay (hr) | 0.6 | 3.5 | 5.1 | 3.9 | 8.8 | 35.0 | 0.2 | 2.0 | 7.0 | 0.1 | 0.2 | 7.5 |
| Total Del/Veh (s) | 49.0 | 60.4 | 184.7 | 191.6 | 72.9 | 234.4 | 204.9 | 90.4 | 19.7 | 7.7 | 100.7 | 95.8 |
| Stop Delay (hr) | 0.5 | 3.0 | 5.0 | 3.8 | 7.2 | 35.8 | 0.2 | 1.9 | 4.2 | 0.0 | 0.2 | 6.9 |
| Stop Del/Veh (s) | 46.3 | 51.9 | 183.0 | 186.4 | 59.8 | 239.3 | 201.3 | 85.6 | 11.9 | 0.8 | 95.9 | 88.3 |
| Vehicles Entered | 42 | 205 | 98 | 72 | 421 | 513 | 4 | 76 | 1251 | 36 | 7 | 277 |
| Vehicles Exited | 42 | 206 | 78 | 61 | 428 | 500 | 4 | 75 | 1263 | 36 | 7 | 267 |
| Hourly Exit Rate | 42 | 206 | 78 | 61 | 428 | 500 | 4 | 75 | 1263 | 36 | 7 | 267 |
| Input Volume | 48 | 221 | 106 | 88 | 499 | 616 | 6 | 106 | 1637 | 42 | 10 | 323 |
| % of Volume | 88 | 93 | 74 | 69 | 86 | 81 | 67 | 71 | 77 | 86 | 70 | 83 |
| Denied Entry Before | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Denied Entry After | 3 | 15 | 8 | 15 | 79 | 102 | 0 | 0 | 0 | 0 | 2 | 53 |

1: Pleasant Hill Rd & Old Norcross Rd Performance by movement

| Movement | SBT | SBR | All |
|---------------------|-------|------|-------|
| Denied Delay (hr) | 24.7 | 0.6 | 133.7 |
| Denied Del/Veh (s) | 85.7 | 82.8 | 110.9 |
| Total Delay (hr) | 37.6 | 0.1 | 111.5 |
| Total Del/Veh (s) | 154.1 | 8.5 | 101.0 |
| Stop Delay (hr) | 36.4 | 0.0 | 105.3 |
| Stop Del/Veh (s) | 149.3 | 5.4 | 95.3 |
| Vehicles Entered | 873 | 22 | 3897 |
| Vehicles Exited | 764 | 22 | 3753 |
| Hourly Exit Rate | 764 | 22 | 3753 |
| Input Volume | 1029 | 25 | 4756 |
| % of Volume | 74 | 88 | 79 |
| Denied Entry Before | 0 | 0 | 0 |
| Denied Entry After | 162 | 4 | 443 |

2: Pleasant Hill Rd & Gwinnett Prado Performance by movement

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBU | SBL | SBT |
|---------------------|------|------|-------|-------|------|------|-----|------|-----|------|------|-------|
| Denied Delay (hr) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.3 |
| Denied Del/Veh (s) | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.0 | 0.0 | 0.0 | 25.2 | 0.0 | 5.2 |
| Total Delay (hr) | 0.0 | 0.0 | 0.3 | 0.3 | 0.1 | 0.0 | 0.0 | 1.4 | 0.0 | 0.0 | 0.1 | 39.8 |
| Total Del/Veh (s) | 39.8 | 35.2 | 166.2 | 156.0 | 87.3 | 21.0 | 8.1 | 3.8 | 3.2 | 52.2 | 46.8 | 154.1 |
| Stop Delay (hr) | 0.0 | 0.0 | 0.3 | 0.3 | 0.1 | 0.0 | 0.0 | 0.5 | 0.0 | 0.0 | 0.0 | 38.7 |
| Stop Del/Veh (s) | 38.3 | 31.8 | 166.1 | 153.9 | 84.2 | 20.4 | 6.3 | 1.5 | 1.7 | 50.2 | 43.0 | 149.6 |
| Vehicles Entered | 4 | 2 | 6 | 6 | 4 | 6 | 3 | 1317 | 1 | 1 | 3 | 917 |
| Vehicles Exited | 4 | 2 | 5 | 5 | 4 | 5 | 3 | 1313 | 1 | 1 | 3 | 844 |
| Hourly Exit Rate | 4 | 2 | 5 | 5 | 4 | 5 | 3 | 1313 | 1 | 1 | 3 | 844 |
| Input Volume | 4 | 2 | 6 | 6 | 4 | 4 | 4 | 1738 | 1 | 1 | 5 | 1243 |
| % of Volume | 100 | 100 | 83 | 83 | 100 | 125 | 75 | 76 | 100 | 100 | 60 | 68 |
| Denied Entry Before | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Denied Entry After | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |

2: Pleasant Hill Rd & Gwinnett Prado Performance by movement

| Movement | SBR | All |
|---------------------|-------|------|
| Denied Delay (hr) | 0.0 | 1.4 |
| Denied Del/Veh (s) | 27.5 | 2.2 |
| Total Delay (hr) | 0.3 | 42.3 |
| Total Del/Veh (s) | 209.4 | 66.5 |
| Stop Delay (hr) | 0.3 | 40.3 |
| Stop Del/Veh (s) | 206.0 | 63.3 |
| Vehicles Entered | 5 | 2275 |
| Vehicles Exited | 4 | 2194 |
| Hourly Exit Rate | 4 | 2194 |
| Input Volume | 7 | 3025 |
| % of Volume | 57 | 73 |
| Denied Entry Before | 0 | 0 |
| Denied Entry After | 0 | 5 |

3: Pleasant Hill Rd & Gwinnett Station Performance by movement

| Movement | EBL | EBT | EBR | WBL | WBR | NBU | NBL | NBT | NBR | SBL | SBT | SBR |
|---------------------|-------|-------|-------|-------|-------|-------|-------|------|-----|------|------|------|
| Denied Delay (hr) | 0.8 | 0.1 | 0.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11.5 | 0.1 |
| Denied Del/Veh (s) | 135.5 | 107.5 | 112.7 | 0.1 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 56.4 | 50.4 | 51.4 |
| Total Delay (hr) | 1.3 | 0.3 | 1.1 | 0.3 | 0.1 | 1.0 | 1.7 | 5.4 | 0.0 | 0.0 | 18.4 | 0.1 |
| Total Del/Veh (s) | 267.0 | 385.0 | 386.3 | 154.7 | 132.8 | 347.9 | 249.6 | 14.2 | 9.7 | 9.8 | 85.0 | 96.5 |
| Stop Delay (hr) | 1.3 | 0.3 | 1.1 | 0.3 | 0.1 | 1.0 | 1.6 | 2.4 | 0.0 | 0.0 | 17.5 | 0.1 |
| Stop Del/Veh (s) | 265.9 | 382.5 | 386.6 | 152.7 | 132.2 | 342.5 | 243.1 | 6.3 | 2.2 | 7.0 | 80.8 | 95.5 |
| Vehicles Entered | 18 | 3 | 10 | 7 | 4 | 10 | 24 | 1361 | 5 | 3 | 776 | 5 |
| Vehicles Exited | 16 | 3 | 8 | 6 | 4 | 7 | 18 | 1333 | 4 | 3 | 748 | 5 |
| Hourly Exit Rate | 16 | 3 | 8 | 6 | 4 | 7 | 18 | 1333 | 4 | 3 | 748 | 5 |
| Input Volume | 22 | 3 | 12 | 9 | 5 | 15 | 31 | 1783 | 6 | 5 | 1213 | 11 |
| % of Volume | 73 | 100 | 67 | 67 | 80 | 47 | 58 | 75 | 67 | 60 | 62 | 45 |
| Denied Entry Before | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Denied Entry After | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 | 0 |

3: Pleasant Hill Rd & Gwinnett Station Performance by movement

| Movement | All |
|---------------------|------|
| Denied Delay (hr) | 12.8 |
| Denied Del/Veh (s) | 20.3 |
| Total Delay (hr) | 29.8 |
| Total Del/Veh (s) | 48.0 |
| Stop Delay (hr) | 25.8 |
| Stop Del/Veh (s) | 41.6 |
| Vehicles Entered | 2226 |
| Vehicles Exited | 2155 |
| Hourly Exit Rate | 2155 |
| Input Volume | 3115 |
| % of Volume | 69 |
| Denied Entry Before | 0 |
| Denied Entry After | 48 |

4: Pleasant Hill Rd & Satellite Blvd Performance by movement

| Movement | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU |
|---------------------|-------|-------|-------|-----|-------|-------|-------|-------|------|------|-----|------|
| Denied Delay (hr) | 3.8 | 27.2 | 13.1 | 0.0 | 6.6 | 42.1 | 2.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Denied Del/Veh (s) | 296.8 | 345.8 | 358.3 | | 166.5 | 163.5 | 175.0 | 0.0 | 0.2 | 0.0 | 0.0 | 0.0 |
| Total Delay (hr) | 0.7 | 2.7 | 14.8 | 0.1 | 17.2 | 12.1 | 0.5 | 0.1 | 4.2 | 10.0 | 0.4 | 0.0 |
| Total Del/Veh (s) | 78.4 | 54.2 | 664.3 | | 572.2 | 61.2 | 39.6 | 201.9 | 74.5 | 26.5 | 7.3 | 87.3 |
| Stop Delay (hr) | 0.6 | 2.3 | 14.8 | 0.1 | 17.0 | 9.9 | 0.4 | 0.1 | 3.9 | 6.7 | 0.1 | 0.0 |
| Stop Del/Veh (s) | 73.9 | 46.4 | 666.0 | | 565.5 | 50.1 | 35.0 | 197.0 | 67.8 | 17.6 | 2.2 | 80.2 |
| Vehicles Entered | 30 | 177 | 80 | 0 | 106 | 690 | 41 | 2 | 197 | 1346 | 202 | 2 |
| Vehicles Exited | 30 | 179 | 57 | 0 | 79 | 707 | 42 | 2 | 202 | 1356 | 202 | 2 |
| Hourly Exit Rate | 30 | 179 | 57 | 0 | 79 | 707 | 42 | 2 | 202 | 1356 | 202 | 2 |
| Input Volume | 50 | 278 | 126 | 1 | 146 | 924 | 59 | 3 | 268 | 1761 | 265 | 4 |
| % of Volume | 60 | 64 | 45 | 0 | 54 | 77 | 71 | 67 | 75 | 77 | 76 | 50 |
| Denied Entry Before | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Denied Entry After | 16 | 106 | 52 | 0 | 37 | 238 | 17 | 0 | 0 | 0 | 0 | 0 |

4: Pleasant Hill Rd & Satellite Blvd Performance by movement

| Movement | SBL | SBT | SBR | All |
|---------------------|-------|-------|-------|-------|
| Denied Delay (hr) | 0.0 | 2.2 | 0.2 | 98.1 |
| Denied Del/Veh (s) | 0.1 | 10.7 | 27.3 | 85.5 |
| Total Delay (hr) | 1.0 | 39.8 | 3.9 | 107.6 |
| Total Del/Veh (s) | 103.1 | 196.2 | 535.7 | 104.0 |
| Stop Delay (hr) | 0.9 | 37.5 | 3.8 | 98.2 |
| Stop Del/Veh (s) | 94.6 | 184.5 | 532.7 | 94.9 |
| Vehicles Entered | 33 | 724 | 26 | 3656 |
| Vehicles Exited | 34 | 686 | 20 | 3598 |
| Hourly Exit Rate | 34 | 686 | 20 | 3598 |
| Input Volume | 46 | 1173 | 50 | 5154 |
| % of Volume | 74 | 58 | 40 | 70 |
| Denied Entry Before | 0 | 0 | 0 | 0 |
| Denied Entry After | 0 | 7 | 1 | 474 |

5: Pleasant Hill Rd & Mall Blvd Performance by movement

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL |
|---------------------|------|------|-------|-------|------|------|-------|------|------|------|------|------|
| Denied Delay (hr) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Denied Del/Veh (s) | 0.1 | 0.1 | 0.1 | 4.2 | 0.3 | 0.1 | 0.0 | 0.1 | 0.0 | 0.0 | 15.0 | 12.8 |
| Total Delay (hr) | 0.0 | 0.0 | 0.1 | 0.4 | 0.0 | 0.0 | 0.1 | 0.1 | 4.6 | 0.0 | 0.0 | 0.1 |
| Total Del/Veh (s) | 80.0 | 52.5 | 105.4 | 111.8 | 79.8 | 10.2 | 104.9 | 31.2 | 9.9 | 12.2 | 42.4 | 46.8 |
| Stop Delay (hr) | 0.0 | 0.0 | 0.1 | 0.4 | 0.0 | 0.0 | 0.1 | 0.1 | 2.5 | 0.0 | 0.0 | 0.1 |
| Stop Del/Veh (s) | 78.7 | 49.8 | 105.1 | 110.2 | 76.3 | 10.0 | 102.1 | 27.5 | 5.3 | 8.4 | 34.9 | 36.6 |
| Vehicles Entered | 2 | 1 | 3 | 11 | 1 | 14 | 5 | 8 | 1685 | 13 | 3 | 7 |
| Vehicles Exited | 2 | 1 | 3 | 11 | 1 | 15 | 5 | 8 | 1681 | 13 | 3 | 7 |
| Hourly Exit Rate | 2 | 1 | 3 | 11 | 1 | 15 | 5 | 8 | 1681 | 13 | 3 | 7 |
| Input Volume | 2 | 1 | 2 | 12 | 1 | 14 | 7 | 12 | 2231 | 20 | 4 | 10 |
| % of Volume | 100 | 100 | 150 | 92 | 100 | 107 | 71 | 67 | 75 | 65 | 75 | 70 |
| Denied Entry Before | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Denied Entry After | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

5: Pleasant Hill Rd & Mall Blvd Performance by movement

| Movement | SBT | SBR | All |
|---------------------|-------|-------|------|
| Denied Delay (hr) | 9.2 | 0.0 | 9.2 |
| Denied Del/Veh (s) | 40.9 | 0.0 | 13.0 |
| Total Delay (hr) | 40.2 | 0.3 | 46.1 |
| Total Del/Veh (s) | 183.8 | 516.7 | 65.1 |
| Stop Delay (hr) | 37.4 | 0.3 | 41.1 |
| Stop Del/Veh (s) | 171.3 | 517.6 | 58.1 |
| Vehicles Entered | 782 | 2 | 2537 |
| Vehicles Exited | 745 | 1 | 2496 |
| Hourly Exit Rate | 745 | 1 | 2496 |
| Input Volume | 1403 | 3 | 3722 |
| % of Volume | 53 | 33 | 67 |
| Denied Entry Before | 0 | 0 | 0 |
| Denied Entry After | 24 | 0 | 24 |

6: Pleasant Hill Rd & Gwinnett Place Dr Performance by movement

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBL | SBT |
|---------------------|------|------|------|-------|------|------|------|------|------|-----|------|-------|
| Denied Delay (hr) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Denied Del/Veh (s) | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay (hr) | 0.9 | 0.9 | 0.2 | 1.9 | 0.2 | 0.1 | 0.3 | 0.4 | 4.7 | 0.1 | 0.1 | 43.2 |
| Total Del/Veh (s) | 68.5 | 94.4 | 92.7 | 123.5 | 68.8 | 19.6 | 78.3 | 51.3 | 10.5 | 6.1 | 52.7 | 211.7 |
| Stop Delay (hr) | 0.9 | 0.9 | 0.2 | 1.8 | 0.2 | 0.1 | 0.3 | 0.4 | 2.4 | 0.0 | 0.1 | 40.9 |
| Stop Del/Veh (s) | 65.6 | 90.1 | 91.0 | 120.6 | 65.7 | 19.2 | 76.1 | 47.0 | 5.3 | 0.9 | 45.3 | 200.3 |
| Vehicles Entered | 46 | 33 | 7 | 53 | 10 | 12 | 15 | 30 | 1610 | 68 | 7 | 730 |
| Vehicles Exited | 47 | 34 | 7 | 53 | 11 | 13 | 15 | 31 | 1612 | 68 | 7 | 701 |
| Hourly Exit Rate | 47 | 34 | 7 | 53 | 11 | 13 | 15 | 31 | 1612 | 68 | 7 | 701 |
| Input Volume | 49 | 35 | 7 | 56 | 9 | 14 | 21 | 45 | 2165 | 85 | 12 | 1364 |
| % of Volume | 96 | 97 | 100 | 95 | 122 | 93 | 71 | 69 | 74 | 80 | 58 | 51 |
| Denied Entry Before | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Denied Entry After | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

6: Pleasant Hill Rd & Gwinnett Place Dr Performance by movement

| Movement | SBR | All |
|---------------------|-------|------|
| Denied Delay (hr) | 0.0 | 0.0 |
| Denied Del/Veh (s) | 0.0 | 0.0 |
| Total Delay (hr) | 1.0 | 54.0 |
| Total Del/Veh (s) | 459.1 | 73.5 |
| Stop Delay (hr) | 1.0 | 49.1 |
| Stop Del/Veh (s) | 458.2 | 66.8 |
| Vehicles Entered | 8 | 2629 |
| Vehicles Exited | 8 | 2607 |
| Hourly Exit Rate | 8 | 2607 |
| Input Volume | 21 | 3883 |
| % of Volume | 38 | 67 |
| Denied Entry Before | 0 | 0 |
| Denied Entry After | 0 | 0 |

7: Pleasant Hill Rd & Venture Dr Performance by movement

| Movement | EBR | WBR | NBU | NBL | NBT | NBR | SBT | SBR | All |
|---------------------|-------|------|-------|-------|------|------|-------|-------|------|
| Denied Delay (hr) | 37.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.8 | 0.1 | 40.2 |
| Denied Del/Veh (s) | 633.5 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 12.8 | 17.9 | 45.5 |
| Total Delay (hr) | 8.0 | 0.2 | 0.5 | 13.4 | 19.9 | 0.8 | 22.7 | 0.7 | 66.1 |
| Total Del/Veh (s) | 227.1 | 14.8 | 162.4 | 156.7 | 41.2 | 39.7 | 101.8 | 115.5 | 76.2 |
| Stop Delay (hr) | 8.1 | 0.2 | 0.5 | 12.5 | 14.8 | 0.6 | 20.4 | 0.7 | 57.7 |
| Stop Del/Veh (s) | 229.6 | 14.4 | 153.9 | 146.7 | 30.7 | 31.3 | 91.5 | 108.2 | 66.5 |
| Vehicles Entered | 125 | 47 | 11 | 300 | 1729 | 72 | 794 | 21 | 3099 |
| Vehicles Exited | 118 | 47 | 10 | 289 | 1706 | 71 | 781 | 20 | 3042 |
| Hourly Exit Rate | 118 | 47 | 10 | 289 | 1706 | 71 | 781 | 20 | 3042 |
| Input Volume | 217 | 50 | 15 | 400 | 2304 | 89 | 1442 | 47 | 4564 |
| % of Volume | 54 | 94 | 67 | 72 | 74 | 80 | 54 | 43 | 67 |
| Denied Entry Before | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Denied Entry After | 87 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 88 |

8: Pleasant Hill Rd & I-85 NB Performance by movement

| Movement | NBT | SBL | SBR | SWR | All |
|---------------------|------|-------|------|------|------|
| Denied Delay (hr) | 0.0 | 13.9 | 2.5 | 0.0 | 16.4 |
| Denied Del/Veh (s) | 0.0 | 61.4 | 67.5 | 0.0 | 19.2 |
| Total Delay (hr) | 2.8 | 57.2 | 0.3 | 8.8 | 69.1 |
| Total Del/Veh (s) | 9.5 | 249.7 | 9.0 | 29.8 | 80.8 |
| Stop Delay (hr) | 2.8 | 55.0 | 0.2 | 8.1 | 66.2 |
| Stop Del/Veh (s) | 9.5 | 240.5 | 5.9 | 27.3 | 77.3 |
| Vehicles Entered | 1056 | 787 | 128 | 1064 | 3035 |
| Vehicles Exited | 1058 | 753 | 130 | 1053 | 2994 |
| Hourly Exit Rate | 1058 | 753 | 130 | 1053 | 2994 |
| Input Volume | 1567 | 1383 | 328 | 1241 | 4519 |
| % of Volume | 68 | 54 | 40 | 85 | 66 |
| Denied Entry Before | 0 | 1 | 0 | 0 | 1 |
| Denied Entry After | 0 | 27 | 5 | 0 | 32 |

9: I-85 SB Performance by movement

| Movement | EBR | NBL | NBT | NBR | SBT | All |
|---------------------|------|-------|------|-----|------|------|
| Denied Delay (hr) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay (hr) | 1.1 | 48.9 | 0.0 | 0.8 | 4.6 | 55.5 |
| Total Del/Veh (s) | 12.0 | 143.2 | 16.7 | 5.2 | 18.2 | 65.3 |
| Stop Delay (hr) | 1.0 | 47.9 | 0.0 | 0.1 | 4.4 | 53.3 |
| Stop Del/Veh (s) | 10.8 | 140.1 | 13.8 | 0.4 | 17.1 | 62.7 |
| Vehicles Entered | 335 | 1204 | 1 | 573 | 915 | 3028 |
| Vehicles Exited | 335 | 1160 | 1 | 569 | 911 | 2976 |
| Hourly Exit Rate | 335 | 1160 | 1 | 569 | 911 | 2976 |
| Input Volume | 340 | 1646 | 1 | 778 | 1447 | 4212 |
| % of Volume | 99 | 70 | 100 | 73 | 63 | 71 |
| Denied Entry Before | 0 | 0 | 0 | 0 | 0 | 0 |
| Denied Entry After | 0 | 0 | 0 | 0 | 0 | 0 |

10: Pleasant Hill Rd & Shackleford Rd/Breckinridge Rd Performance by movement

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---------------------|-------|------|-----|-------|-------|------|-------|------|------|------|------|------|
| Denied Delay (hr) | 0.1 | 0.0 | 0.1 | 0.6 | 3.0 | 2.0 | 0.0 | 0.7 | 0.1 | 0.0 | 0.0 | 0.0 |
| Denied Del/Veh (s) | 3.6 | 0.2 | 3.5 | 19.1 | 18.4 | 18.4 | 1.8 | 2.0 | 5.2 | 0.0 | 0.0 | 0.0 |
| Total Delay (hr) | 6.8 | 2.4 | 0.1 | 3.6 | 22.2 | 10.1 | 2.5 | 23.3 | 0.6 | 2.5 | 5.4 | 2.2 |
| Total Del/Veh (s) | 157.1 | 57.4 | 6.6 | 119.4 | 134.2 | 94.5 | 102.7 | 63.0 | 47.0 | 73.0 | 22.8 | 25.7 |
| Stop Delay (hr) | 6.5 | 2.2 | 0.1 | 3.3 | 20.3 | 9.5 | 2.4 | 20.5 | 0.5 | 2.3 | 4.0 | 1.4 |
| Stop Del/Veh (s) | 152.0 | 52.9 | 5.5 | 111.2 | 122.8 | 88.7 | 97.5 | 55.5 | 39.8 | 68.5 | 16.9 | 16.7 |
| Vehicles Entered | 151 | 150 | 54 | 105 | 585 | 379 | 86 | 1310 | 44 | 117 | 832 | 296 |
| Vehicles Exited | 147 | 147 | 53 | 102 | 561 | 365 | 84 | 1266 | 42 | 120 | 850 | 303 |
| Hourly Exit Rate | 147 | 147 | 53 | 102 | 561 | 365 | 84 | 1266 | 42 | 120 | 850 | 303 |
| Input Volume | 155 | 150 | 53 | 109 | 593 | 381 | 124 | 1889 | 64 | 169 | 1175 | 443 |
| % of Volume | 95 | 98 | 100 | 94 | 95 | 96 | 68 | 67 | 66 | 71 | 72 | 68 |
| Denied Entry Before | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Denied Entry After | 0 | 0 | 0 | 1 | 9 | 4 | 0 | 5 | 0 | 0 | 0 | 0 |

10: Pleasant Hill Rd & Shackleford Rd/Breckinridge Rd Performance by movement

| Movement | All |
|---------------------|------|
| Denied Delay (hr) | 6.6 |
| Denied Del/Veh (s) | 5.7 |
| Total Delay (hr) | 81.5 |
| Total Del/Veh (s) | 70.2 |
| Stop Delay (hr) | 73.1 |
| Stop Del/Veh (s) | 62.9 |
| Vehicles Entered | 4109 |
| Vehicles Exited | 4040 |
| Hourly Exit Rate | 4040 |
| Input Volume | 5305 |
| % of Volume | 76 |
| Denied Entry Before | 0 |
| Denied Entry After | 19 |

11: Pleasant Hill Rd & Crestwood Pkwy/Koger Blvd Performance by movement

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBL | SBT |
|---------------------|------|------|-----|------|------|------|------|------|------|------|------|-----|
| Denied Delay (hr) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Denied Del/Veh (s) | 0.2 | 0.2 | 0.1 | 0.2 | 0.4 | 3.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.0 |
| Total Delay (hr) | 0.7 | 2.0 | 0.0 | 1.5 | 3.0 | 0.4 | 0.2 | 1.0 | 11.0 | 0.6 | 1.0 | 1.8 |
| Total Del/Veh (s) | 54.7 | 68.2 | 5.0 | 53.6 | 65.5 | 34.2 | 78.2 | 77.5 | 28.7 | 34.5 | 71.8 | 9.2 |
| Stop Delay (hr) | 0.7 | 1.9 | 0.0 | 1.4 | 2.7 | 0.3 | 0.2 | 0.9 | 8.4 | 0.4 | 0.9 | 1.2 |
| Stop Del/Veh (s) | 51.9 | 63.2 | 4.8 | 50.0 | 59.7 | 30.6 | 75.2 | 72.9 | 21.9 | 26.5 | 67.9 | 5.8 |
| Vehicles Entered | 47 | 105 | 32 | 96 | 162 | 37 | 11 | 45 | 1372 | 58 | 50 | 719 |
| Vehicles Exited | 46 | 103 | 32 | 94 | 158 | 36 | 11 | 44 | 1346 | 56 | 48 | 718 |
| Hourly Exit Rate | 46 | 103 | 32 | 94 | 158 | 36 | 11 | 44 | 1346 | 56 | 48 | 718 |
| Input Volume | 51 | 101 | 28 | 96 | 157 | 34 | 14 | 65 | 1983 | 83 | 64 | 939 |
| % of Volume | 90 | 102 | 114 | 98 | 101 | 106 | 79 | 68 | 68 | 67 | 75 | 76 |
| Denied Entry Before | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Denied Entry After | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

11: Pleasant Hill Rd & Crestwood Pkwy/Koger Blvd Performance by movement

| Movement | SBR | All |
|---------------------|-----|------|
| Denied Delay (hr) | 0.0 | 0.1 |
| Denied Del/Veh (s) | 0.0 | 0.1 |
| Total Delay (hr) | 0.2 | 23.5 |
| Total Del/Veh (s) | 8.2 | 29.6 |
| Stop Delay (hr) | 0.1 | 19.2 |
| Stop Del/Veh (s) | 4.7 | 24.2 |
| Vehicles Entered | 101 | 2835 |
| Vehicles Exited | 100 | 2792 |
| Hourly Exit Rate | 100 | 2792 |
| Input Volume | 130 | 3745 |
| % of Volume | 77 | 75 |
| Denied Entry Before | 0 | 0 |
| Denied Entry After | 0 | 0 |

12: Pleasant Hill Rd & Sweetwater Rd Performance by movement

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL |
|---------------------|------|------|-----|-------|-------|-------|------|------|------|------|------|------|
| Denied Delay (hr) | 0.0 | 0.0 | 0.0 | 11.4 | 21.6 | 22.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Denied Del/Veh (s) | 0.2 | 0.2 | 0.1 | 257.3 | 254.5 | 253.4 | 0.1 | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay (hr) | 2.3 | 1.7 | 0.0 | 7.6 | 14.7 | 4.1 | 0.4 | 1.0 | 5.2 | 0.2 | 0.1 | 1.8 |
| Total Del/Veh (s) | 63.0 | 57.5 | 1.1 | 195.1 | 197.8 | 54.4 | 80.2 | 76.0 | 17.2 | 17.7 | 68.3 | 78.5 |
| Stop Delay (hr) | 2.1 | 1.6 | 0.0 | 7.2 | 13.8 | 4.0 | 0.4 | 1.0 | 3.2 | 0.1 | 0.1 | 1.7 |
| Stop Del/Veh (s) | 58.9 | 52.7 | 0.0 | 183.4 | 185.5 | 52.6 | 77.6 | 72.0 | 10.6 | 11.1 | 65.2 | 74.0 |
| Vehicles Entered | 128 | 108 | 40 | 136 | 256 | 270 | 17 | 48 | 1068 | 37 | 3 | 82 |
| Vehicles Exited | 124 | 105 | 41 | 131 | 249 | 266 | 17 | 47 | 1093 | 37 | 3 | 80 |
| Hourly Exit Rate | 124 | 105 | 41 | 131 | 249 | 266 | 17 | 47 | 1093 | 37 | 3 | 80 |
| Input Volume | 124 | 102 | 40 | 166 | 301 | 315 | 25 | 79 | 1702 | 59 | 4 | 103 |
| % of Volume | 100 | 103 | 102 | 79 | 83 | 84 | 68 | 59 | 64 | 63 | 75 | 78 |
| Denied Entry Before | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| Denied Entry After | 0 | 0 | 0 | 24 | 49 | 44 | 0 | 0 | 0 | 0 | 0 | 0 |

12: Pleasant Hill Rd & Sweetwater Rd Performance by movement

| Movement | SBT | SBR | All |
|---------------------|------|------|------|
| Denied Delay (hr) | 0.0 | 0.0 | 55.1 |
| Denied Del/Veh (s) | 0.0 | 0.0 | 64.4 |
| Total Delay (hr) | 5.8 | 0.3 | 45.3 |
| Total Del/Veh (s) | 28.0 | 29.2 | 53.8 |
| Stop Delay (hr) | 5.0 | 0.3 | 40.4 |
| Stop Del/Veh (s) | 24.0 | 25.2 | 47.9 |
| Vehicles Entered | 731 | 39 | 2963 |
| Vehicles Exited | 734 | 39 | 2966 |
| Hourly Exit Rate | 734 | 39 | 2966 |
| Input Volume | 922 | 48 | 3990 |
| % of Volume | 80 | 81 | 74 |
| Denied Entry Before | 0 | 0 | 3 |
| Denied Entry After | 0 | 0 | 117 |

13: Pleasant Hill Rd & Club Dr Performance by movement

| Movement | EBU | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT |
|---------------------|------|------|------|-----|-------|------|------|-------|-------|-------|------|------|
| Denied Delay (hr) | 0.0 | 0.1 | 0.0 | 0.2 | 0.0 | 0.0 | 0.1 | 479.6 | 460.9 | 23.9 | 0.0 | 0.0 |
| Denied Del/Veh (s) | 3.4 | 3.4 | 0.2 | 3.4 | 0.2 | 0.2 | 2.8 | 984.5 | 981.2 | 989.4 | 0.0 | 0.0 |
| Total Delay (hr) | 0.4 | 1.2 | 3.0 | 0.1 | 9.1 | 11.5 | 0.7 | 27.2 | 4.4 | 0.1 | 1.6 | 7.3 |
| Total Del/Veh (s) | 70.4 | 70.1 | 56.3 | 2.7 | 226.3 | 71.2 | 13.2 | 103.6 | 17.9 | 8.6 | 75.2 | 36.7 |
| Stop Delay (hr) | 0.3 | 1.1 | 2.8 | 0.1 | 8.8 | 10.2 | 0.7 | 24.9 | 3.5 | 0.1 | 1.5 | 6.5 |
| Stop Del/Veh (s) | 69.6 | 67.1 | 51.7 | 2.4 | 220.8 | 63.6 | 13.0 | 95.1 | 14.3 | 4.9 | 72.1 | 32.5 |
| Vehicles Entered | 17 | 57 | 188 | 178 | 137 | 563 | 180 | 918 | 884 | 45 | 75 | 716 |
| Vehicles Exited | 18 | 59 | 192 | 179 | 131 | 572 | 180 | 902 | 877 | 45 | 73 | 707 |
| Hourly Exit Rate | 18 | 59 | 192 | 179 | 131 | 572 | 180 | 902 | 877 | 45 | 73 | 707 |
| Input Volume | 18 | 61 | 185 | 175 | 137 | 558 | 187 | 1641 | 1564 | 82 | 92 | 903 |
| % of Volume | 100 | 97 | 104 | 102 | 96 | 103 | 96 | 55 | 56 | 55 | 79 | 78 |
| Denied Entry Before | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 122 | 112 | 7 | 0 | 0 |
| Denied Entry After | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 836 | 807 | 42 | 0 | 0 |

13: Pleasant Hill Rd & Club Dr Performance by movement

| Movement | SBR | All |
|---------------------|------|-------|
| Denied Delay (hr) | 0.0 | 964.9 |
| Denied Del/Veh (s) | 0.0 | 612.3 |
| Total Delay (hr) | 0.2 | 66.7 |
| Total Del/Veh (s) | 24.7 | 59.1 |
| Stop Delay (hr) | 0.2 | 60.8 |
| Stop Del/Veh (s) | 19.7 | 53.9 |
| Vehicles Entered | 30 | 3988 |
| Vehicles Exited | 30 | 3965 |
| Hourly Exit Rate | 30 | 3965 |
| Input Volume | 37 | 5640 |
| % of Volume | 81 | 70 |
| Denied Entry Before | 0 | 241 |
| Denied Entry After | 0 | 1685 |

14: Pleasant Hill Rd & Gwinnett Station Performance by movement

| Movement | WBL | WBR | NBU | NBT | NBR | SBL | SBT | All |
|---------------------|-------|------|-------|------|-----|------|------|------|
| Denied Delay (hr) | 0.0 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.1 |
| Denied Del/Veh (s) | 0.1 | 0.1 | 0.0 | 0.3 | 0.0 | 0.0 | 0.0 | 0.2 |
| Total Delay (hr) | 0.1 | 0.0 | 0.1 | 1.6 | 0.0 | 0.0 | 22.1 | 23.9 |
| Total Del/Veh (s) | 195.4 | 31.1 | 284.7 | 4.4 | 1.8 | 42.2 | 95.0 | 39.7 |
| Stop Delay (hr) | 0.1 | 0.0 | 0.1 | 0.6 | 0.0 | 0.0 | 21.2 | 22.0 |
| Stop Del/Veh (s) | 193.9 | 30.8 | 284.1 | 1.8 | 0.0 | 37.1 | 91.0 | 36.6 |
| Vehicles Entered | 2 | 2 | 1 | 1324 | 3 | 1 | 830 | 2163 |
| Vehicles Exited | 2 | 1 | 0 | 1319 | 2 | 1 | 795 | 2120 |
| Hourly Exit Rate | 2 | 1 | 0 | 1319 | 2 | 1 | 795 | 2120 |
| Input Volume | 2 | 2 | 1 | 1741 | 5 | 2 | 1222 | 2975 |
| % of Volume | 100 | 50 | 0 | 76 | 40 | 50 | 65 | 71 |
| Denied Entry Before | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Denied Entry After | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 |

26: Pleasant Hill Rd Performance by movement

| Movement | SBL | SBT | All |
|---------------------|-----|------|------|
| Denied Delay (hr) | 0.0 | 0.0 | 0.0 |
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 |
| Total Delay (hr) | 0.1 | 5.7 | 5.8 |
| Total Del/Veh (s) | 0.7 | 22.2 | 14.4 |
| Stop Delay (hr) | 0.0 | 5.3 | 5.3 |
| Stop Del/Veh (s) | 0.0 | 20.5 | 13.1 |
| Vehicles Entered | 521 | 920 | 1441 |
| Vehicles Exited | 522 | 917 | 1439 |
| Hourly Exit Rate | 522 | 917 | 1439 |
| Input Volume | 752 | 1450 | 2202 |
| % of Volume | 69 | 63 | 65 |
| Denied Entry Before | 0 | 0 | 0 |
| Denied Entry After | 0 | 0 | 0 |

29: Performance by movement

| Movement | WBL | SWT | All |
|---------------------|-----|-----|-----|
| Denied Delay (hr) | 0.0 | 0.0 | 0.0 |
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 |
| Total Delay (hr) | 0.0 | 0.2 | 0.3 |
| Total Del/Veh (s) | 0.3 | 6.4 | 2.1 |
| Stop Delay (hr) | 0.0 | 0.1 | 0.1 |
| Stop Del/Veh (s) | 0.0 | 3.8 | 1.1 |
| Vehicles Entered | 318 | 130 | 448 |
| Vehicles Exited | 318 | 130 | 448 |
| Hourly Exit Rate | 318 | 130 | 448 |
| Input Volume | 505 | 328 | 833 |
| % of Volume | 63 | 40 | 54 |
| Denied Entry Before | 0 | 0 | 0 |
| Denied Entry After | 0 | 0 | 0 |

30: Pleasant Hill Rd & I-85 NB Performance by movement

| Movement | EBR | SWL | All |
|---------------------|------|-------|-------|
| Denied Delay (hr) | 0.0 | 77.2 | 77.2 |
| Denied Del/Veh (s) | 0.0 | 330.6 | 174.4 |
| Total Delay (hr) | 6.2 | 20.1 | 26.2 |
| Total Del/Veh (s) | 29.0 | 102.1 | 64.1 |
| Stop Delay (hr) | 5.8 | 18.2 | 24.0 |
| Stop Del/Veh (s) | 27.5 | 92.5 | 58.8 |
| Vehicles Entered | 753 | 681 | 1434 |
| Vehicles Exited | 756 | 685 | 1441 |
| Hourly Exit Rate | 756 | 685 | 1441 |
| Input Volume | 1383 | 819 | 2202 |
| % of Volume | 55 | 84 | 65 |
| Denied Entry Before | 0 | 14 | 14 |
| Denied Entry After | 0 | 160 | 160 |

32: Performance by movement

| Movement | EBL | NBR | All |
|---------------------|-----|-----|------|
| Denied Delay (hr) | 0.0 | 0.0 | 0.0 |
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 |
| Total Delay (hr) | 0.1 | 0.9 | 1.0 |
| Total Del/Veh (s) | 0.6 | 6.0 | 3.4 |
| Stop Delay (hr) | 0.0 | 0.7 | 0.7 |
| Stop Del/Veh (s) | 0.0 | 4.2 | 2.2 |
| Vehicles Entered | 522 | 569 | 1091 |
| Vehicles Exited | 522 | 568 | 1090 |
| Hourly Exit Rate | 522 | 568 | 1090 |
| Input Volume | 752 | 778 | 1530 |
| % of Volume | 69 | 73 | 71 |
| Denied Entry Before | 0 | 0 | 0 |
| Denied Entry After | 0 | 0 | 0 |

33: Pleasant Hill Rd Performance by movement

| Movement | NWL | NWT | NWR | All |
|---------------------|-----|------|------|------|
| Denied Delay (hr) | 0.0 | 0.0 | 0.0 | 0.0 |
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay (hr) | 0.3 | 0.0 | 16.0 | 16.3 |
| Total Del/Veh (s) | 3.4 | 25.7 | 53.9 | 42.2 |
| Stop Delay (hr) | 0.2 | 0.0 | 16.2 | 16.5 |
| Stop Del/Veh (s) | 2.6 | 24.9 | 54.7 | 42.6 |
| Vehicles Entered | 321 | 1 | 1043 | 1365 |
| Vehicles Exited | 319 | 1 | 1056 | 1376 |
| Hourly Exit Rate | 319 | 1 | 1056 | 1376 |
| Input Volume | 505 | 2 | 1567 | 2074 |
| % of Volume | 63 | 50 | 67 | 66 |
| Denied Entry Before | 0 | 0 | 0 | 0 |
| Denied Entry After | 0 | 0 | 0 | 0 |

53: Performance by movement

| Movement | EBL | WBR | All |
|---------------------|-------|------|-------|
| Denied Delay (hr) | 91.1 | 0.0 | 91.1 |
| Denied Del/Veh (s) | 777.5 | 0.0 | 207.4 |
| Total Delay (hr) | 23.4 | 2.5 | 25.9 |
| Total Del/Veh (s) | 359.7 | 7.8 | 66.7 |
| Stop Delay (hr) | 23.1 | 2.4 | 25.5 |
| Stop Del/Veh (s) | 355.6 | 7.4 | 65.7 |
| Vehicles Entered | 218 | 1160 | 1378 |
| Vehicles Exited | 210 | 1155 | 1365 |
| Hourly Exit Rate | 210 | 1155 | 1365 |
| Input Volume | 428 | 1646 | 2074 |
| % of Volume | 49 | 70 | 66 |
| Denied Entry Before | 0 | 0 | 0 |
| Denied Entry After | 204 | 0 | 204 |

Total Network Performance

| | |
|---------------------|--------|
| Denied Delay (hr) | 1571.1 |
| Denied Del/Veh (s) | 345.6 |
| Total Delay (hr) | 917.6 |
| Total Del/Veh (s) | 242.2 |
| Stop Delay (hr) | 837.1 |
| Stop Del/Veh (s) | 221.0 |
| Vehicles Entered | 12901 |
| Vehicles Exited | 12179 |
| Hourly Exit Rate | 12179 |
| Input Volume | 86802 |
| % of Volume | 14 |
| Denied Entry Before | 259 |
| Denied Entry After | 3466 |

Intersection: 1: Pleasant Hill Rd & Old Norcross Rd

| Movement | EB | EB | EB | EB | WB | WB | WB | WB | NB | NB | NB | NB |
|-----------------------|-----|-----|-----|-----|-----|-----|------|-----|-----|-----|-----|-----|
| Directions Served | L | T | T | R | L | T | T | R | UL | L | T | T |
| Maximum Queue (ft) | 94 | 374 | 505 | 165 | 372 | 965 | 1043 | 255 | 127 | 136 | 332 | 356 |
| Average Queue (ft) | 32 | 142 | 170 | 77 | 114 | 400 | 944 | 253 | 34 | 49 | 161 | 173 |
| 95th Queue (ft) | 75 | 280 | 452 | 178 | 311 | 886 | 1247 | 271 | 89 | 107 | 292 | 306 |
| Link Distance (ft) | 534 | 534 | 534 | | 991 | 991 | 991 | | | | 698 | 698 |
| Upstream Blk Time (%) | | 0 | 10 | | | 0 | 78 | | | | | |
| Queuing Penalty (veh) | | 0 | 0 | | | 0 | 0 | | | | | |
| Storage Bay Dist (ft) | | | | 140 | | | | 230 | 360 | 360 | | |
| Storage Blk Time (%) | | | 1 | 28 | | | 4 | 89 | | | 0 | |
| Queuing Penalty (veh) | | | 1 | 31 | | | 23 | 222 | | | 0 | |

Intersection: 1: Pleasant Hill Rd & Old Norcross Rd

| Movement | NB | NB | SB | SB | SB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | T | R | UL | L | T | T | T | R |
| Maximum Queue (ft) | 362 | 224 | 270 | 625 | 966 | 954 | 947 | 926 |
| Average Queue (ft) | 161 | 18 | 129 | 242 | 421 | 404 | 376 | 145 |
| 95th Queue (ft) | 305 | 124 | 252 | 541 | 990 | 957 | 933 | 697 |
| Link Distance (ft) | 698 | | | | 925 | 925 | 925 | 925 |
| Upstream Blk Time (%) | | | | | 23 | 14 | 14 | 9 |
| Queuing Penalty (veh) | | | | | 0 | 0 | 0 | 0 |
| Storage Bay Dist (ft) | | 225 | 600 | 600 | | | | |
| Storage Blk Time (%) | 3 | 0 | | 0 | 26 | | | |
| Queuing Penalty (veh) | 1 | 0 | | 0 | 88 | | | |

Intersection: 2: Pleasant Hill Rd & Gwinnett Prado

| Movement | EB | EB | WB | NB | NB | NB | NB | SB | SB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | LT | R | LTR | L | T | T | TR | UL | T | T | T | R |
| Maximum Queue (ft) | 32 | 48 | 64 | 26 | 221 | 225 | 247 | 48 | 736 | 738 | 725 | 65 |
| Average Queue (ft) | 5 | 9 | 17 | 2 | 39 | 49 | 63 | 3 | 330 | 334 | 336 | 3 |
| 95th Queue (ft) | 22 | 36 | 51 | 13 | 139 | 163 | 195 | 32 | 890 | 892 | 890 | 31 |
| Link Distance (ft) | 258 | 258 | 371 | | 354 | 354 | 354 | | 698 | 698 | 698 | |
| Upstream Blk Time (%) | | | | | | | | | 27 | 29 | 34 | |
| Queuing Penalty (veh) | | | | | | | | | 110 | 120 | 140 | |
| Storage Bay Dist (ft) | | | | 170 | | | | 150 | | | | 100 |
| Storage Blk Time (%) | | | | | 0 | | | | 44 | | 48 | 0 |
| Queuing Penalty (veh) | | | | | 0 | | | | 3 | | 3 | 0 |

Intersection: 3: Pleasant Hill Rd & Gwinnett Station

| Movement | EB | WB | NB | NB | NB | NB | SB | SB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|----|
| Directions Served | LTR | LTR | UL | T | T | TR | L | T | T | T | R |
| Maximum Queue (ft) | 148 | 72 | 175 | 437 | 490 | 471 | 43 | 401 | 389 | 366 | 43 |
| Average Queue (ft) | 72 | 16 | 58 | 132 | 130 | 138 | 2 | 207 | 224 | 223 | 2 |
| 95th Queue (ft) | 159 | 65 | 171 | 423 | 395 | 385 | 32 | 484 | 491 | 474 | 22 |
| Link Distance (ft) | 142 | 238 | | 694 | 694 | 694 | | 337 | 337 | 337 | |
| Upstream Blk Time (%) | 17 | 0 | | 3 | 0 | 0 | | 36 | 48 | 54 | |
| Queuing Penalty (veh) | 0 | 0 | | 17 | 0 | 0 | | 138 | 184 | 208 | |
| Storage Bay Dist (ft) | | | 180 | | | | 300 | | | | 95 |
| Storage Blk Time (%) | | | 13 | 2 | | | | 16 | | 62 | |
| Queuing Penalty (veh) | | | 72 | 1 | | | | 1 | | 7 | |

Intersection: 4: Pleasant Hill Rd & Satellite Blvd

| Movement | EB | EB | EB | EB | EB | EB | WB | WB | WB | WB | WB | NB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | UL | L | T | T | T | R | UL | L | T | T | TR | UL |
| Maximum Queue (ft) | 47 | 111 | 212 | 343 | 582 | 299 | 404 | 425 | 548 | 531 | 370 | 176 |
| Average Queue (ft) | 4 | 31 | 93 | 70 | 339 | 217 | 208 | 305 | 419 | 250 | 168 | 79 |
| 95th Queue (ft) | 27 | 89 | 215 | 209 | 769 | 395 | 456 | 523 | 602 | 520 | 356 | 151 |
| Link Distance (ft) | | | 550 | 550 | 550 | | | | 519 | 519 | 519 | |
| Upstream Blk Time (%) | | | | | 50 | | | | 36 | 0 | 0 | |
| Queuing Penalty (veh) | | | | | 0 | | | | 0 | 0 | 0 | |
| Storage Bay Dist (ft) | 300 | 300 | | | | 275 | 400 | 400 | | | | 300 |
| Storage Blk Time (%) | | | | | 1 | 61 | 4 | 39 | 3 | | | 0 |
| Queuing Penalty (veh) | | | | | 2 | 56 | 11 | 121 | 4 | | | 0 |

Intersection: 4: Pleasant Hill Rd & Satellite Blvd

| Movement | NB | NB | NB | NB | NB | SB | SB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | L | T | T | T | R | UL | L | T | T | TR |
| Maximum Queue (ft) | 268 | 430 | 423 | 434 | 203 | 52 | 349 | 734 | 758 | 734 |
| Average Queue (ft) | 116 | 212 | 224 | 234 | 30 | 10 | 58 | 443 | 555 | 592 |
| 95th Queue (ft) | 231 | 381 | 379 | 383 | 130 | 37 | 221 | 851 | 898 | 887 |
| Link Distance (ft) | | 692 | 692 | 692 | | | | 694 | 694 | 694 |
| Upstream Blk Time (%) | | 1 | 0 | 0 | | | | 14 | 36 | 61 |
| Queuing Penalty (veh) | | 5 | 2 | 2 | | | | 59 | 149 | 252 |
| Storage Bay Dist (ft) | 300 | | | | 375 | 325 | 325 | | | |
| Storage Blk Time (%) | 0 | 3 | | 1 | 0 | | | 0 | 20 | |
| Queuing Penalty (veh) | 1 | 9 | | 3 | 0 | | | 0 | 10 | |

Queuing and Blocking Report
Baseline

Existing 2024
AM Peak Hour

Intersection: 5: Pleasant Hill Rd & Mall Blvd

| Movement | EB | EB | WB | WB | WB | NB | NB | NB | NB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | UL | TR | UL | T | R | UL | T | T | TR | UL | T | T |
| Maximum Queue (ft) | 24 | 40 | 62 | 18 | 38 | 105 | 366 | 371 | 403 | 88 | 723 | 725 |
| Average Queue (ft) | 2 | 5 | 15 | 1 | 11 | 14 | 103 | 104 | 124 | 6 | 425 | 524 |
| 95th Queue (ft) | 13 | 24 | 46 | 11 | 35 | 62 | 295 | 294 | 334 | 52 | 916 | 957 |
| Link Distance (ft) | 251 | 251 | | 309 | 309 | | 591 | 591 | 591 | | 692 | 692 |
| Upstream Blk Time (%) | | | | | | | | | | | 13 | 18 |
| Queuing Penalty (veh) | | | | | | | | | | | 59 | 83 |
| Storage Bay Dist (ft) | | | 100 | | | 270 | | | | 185 | | |
| Storage Blk Time (%) | | | 0 | | | | 2 | | | | 11 | |
| Queuing Penalty (veh) | | | 0 | | | | 0 | | | | 2 | |

Intersection: 5: Pleasant Hill Rd & Mall Blvd

| Movement | SB |
|-----------------------|-----|
| Directions Served | TR |
| Maximum Queue (ft) | 715 |
| Average Queue (ft) | 579 |
| 95th Queue (ft) | 980 |
| Link Distance (ft) | 692 |
| Upstream Blk Time (%) | 60 |
| Queuing Penalty (veh) | 278 |
| Storage Bay Dist (ft) | |
| Storage Blk Time (%) | |
| Queuing Penalty (veh) | |

Intersection: 6: Pleasant Hill Rd & Gwinnett Place Dr

| Movement | EB | EB | WB | WB | WB | NB | NB | NB | NB | NB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | L | TR | UL | L | TR | UL | T | T | T | R | UL | T |
| Maximum Queue (ft) | 118 | 128 | 92 | 152 | 64 | 148 | 257 | 272 | 266 | 150 | 159 | 635 |
| Average Queue (ft) | 48 | 51 | 19 | 57 | 21 | 42 | 104 | 112 | 132 | 21 | 10 | 385 |
| 95th Queue (ft) | 97 | 112 | 62 | 131 | 53 | 115 | 216 | 228 | 242 | 105 | 79 | 788 |
| Link Distance (ft) | 332 | 332 | 305 | 305 | 305 | | 356 | 356 | 356 | | | 591 |
| Upstream Blk Time (%) | | | | | | | 0 | 0 | | | | 18 |
| Queuing Penalty (veh) | | | | | | | 3 | 0 | | | | 84 |
| Storage Bay Dist (ft) | | | | | | 200 | | | | 125 | 220 | |
| Storage Blk Time (%) | | | | | | 1 | 1 | | 9 | 0 | | 21 |
| Queuing Penalty (veh) | | | | | | 10 | 1 | | 8 | 0 | | 3 |

Intersection: 6: Pleasant Hill Rd & Gwinnett Place Dr

| Movement | SB | SB |
|-----------------------|-----|-----|
| Directions Served | T | TR |
| Maximum Queue (ft) | 646 | 627 |
| Average Queue (ft) | 511 | 563 |
| 95th Queue (ft) | 791 | 773 |
| Link Distance (ft) | 591 | 591 |
| Upstream Blk Time (%) | 31 | 68 |
| Queuing Penalty (veh) | 147 | 315 |
| Storage Bay Dist (ft) | | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

Intersection: 7: Pleasant Hill Rd & Venture Dr

| Movement | EB | EB | WB | NB | NB | NB | NB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | R | R | R | UL | T | T | TR | T | T | TR |
| Maximum Queue (ft) | 197 | 184 | 87 | 315 | 626 | 632 | 622 | 392 | 422 | 400 |
| Average Queue (ft) | 169 | 76 | 25 | 298 | 528 | 443 | 422 | 262 | 355 | 361 |
| 95th Queue (ft) | 220 | 203 | 65 | 374 | 788 | 712 | 658 | 468 | 475 | 434 |
| Link Distance (ft) | 168 | 168 | 245 | | 596 | 596 | 596 | 356 | 356 | 356 |
| Upstream Blk Time (%) | 83 | 22 | | | 18 | 2 | 1 | 17 | 46 | 58 |
| Queuing Penalty (veh) | 0 | 0 | | | 173 | 16 | 6 | 82 | 222 | 279 |
| Storage Bay Dist (ft) | | | | 290 | | | | | | |
| Storage Blk Time (%) | | | | 59 | 6 | | | | | |
| Queuing Penalty (veh) | | | | 441 | 24 | | | | | |

Intersection: 8: Pleasant Hill Rd & I-85 NB

| Movement | NB | NB | NB | SB | SB | SB | SB | SB | SW | SW | B28 | B28 |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | T | T | T | L | L | L | L | R | R | R | T | T |
| Maximum Queue (ft) | 54 | 57 | 56 | 600 | 638 | 644 | 634 | 462 | 189 | 185 | 294 | 282 |
| Average Queue (ft) | 29 | 26 | 26 | 291 | 562 | 597 | 599 | 69 | 162 | 155 | 260 | 229 |
| 95th Queue (ft) | 47 | 47 | 41 | 628 | 739 | 652 | 640 | 290 | 175 | 190 | 292 | 327 |
| Link Distance (ft) | 16 | 16 | 16 | 596 | 596 | 596 | 596 | 596 | 88 | 88 | 245 | 245 |
| Upstream Blk Time (%) | 59 | 57 | 56 | 0 | 28 | 44 | 52 | 2 | 72 | 46 | 64 | 21 |
| Queuing Penalty (veh) | 310 | 297 | 295 | 0 | 95 | 148 | 174 | 7 | 0 | 0 | 0 | 0 |
| Storage Bay Dist (ft) | | | | | | | | | | | | |
| Storage Blk Time (%) | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |

Intersection: 9: I-85 SB

| Movement | EB | EB | B38 | B38 | B36 | NB | NB | NB | NB | NB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|----|
| Directions Served | R | R | T | T | T | L | L | L | L | R | T | T |
| Maximum Queue (ft) | 196 | 127 | 111 | 77 | 4 | 648 | 656 | 633 | 598 | 322 | 66 | 65 |
| Average Queue (ft) | 76 | 12 | 11 | 4 | 0 | 490 | 511 | 467 | 369 | 28 | 56 | 38 |
| 95th Queue (ft) | 214 | 80 | 62 | 37 | 4 | 762 | 756 | 736 | 622 | 197 | 67 | 70 |
| Link Distance (ft) | 121 | 121 | 124 | 124 | 439 | 616 | 616 | 616 | 616 | 616 | 50 | 50 |
| Upstream Blk Time (%) | 19 | 2 | 1 | 0 | | 12 | 16 | 5 | 1 | 1 | 54 | 20 |
| Queuing Penalty (veh) | 0 | 0 | 0 | 0 | | 56 | 77 | 23 | 6 | 3 | 261 | 97 |
| Storage Bay Dist (ft) | | | | | | | | | | | | |
| Storage Blk Time (%) | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |

Intersection: 9: I-85 SB

| Movement | SB |
|-----------------------|-----|
| Directions Served | T |
| Maximum Queue (ft) | 62 |
| Average Queue (ft) | 51 |
| 95th Queue (ft) | 56 |
| Link Distance (ft) | 50 |
| Upstream Blk Time (%) | 57 |
| Queuing Penalty (veh) | 276 |
| Storage Bay Dist (ft) | |
| Storage Blk Time (%) | |
| Queuing Penalty (veh) | |

Intersection: 10: Pleasant Hill Rd & Shackleford Rd/Breckinridge Rd

| Movement | EB | EB | EB | EB | EB | WB | WB | WB | WB | WB | NB | NB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | L | L | T | T | R | L | L | T | T | R | UL | L |
| Maximum Queue (ft) | 228 | 243 | 352 | 287 | 77 | 140 | 300 | 663 | 681 | 375 | 105 | 224 |
| Average Queue (ft) | 112 | 172 | 118 | 62 | 25 | 34 | 169 | 474 | 488 | 316 | 34 | 92 |
| 95th Queue (ft) | 251 | 263 | 262 | 176 | 58 | 99 | 368 | 738 | 774 | 459 | 80 | 221 |
| Link Distance (ft) | | | 448 | 448 | | | | 660 | 660 | | | |
| Upstream Blk Time (%) | | | 0 | | | | | 7 | 17 | | | |
| Queuing Penalty (veh) | | | 0 | | | | | 0 | 0 | | | |
| Storage Bay Dist (ft) | 220 | 220 | | | 165 | 275 | 275 | | | 350 | 220 | 220 |
| Storage Blk Time (%) | 0 | 14 | 0 | 0 | 0 | | 0 | 45 | 22 | 21 | | 0 |
| Queuing Penalty (veh) | 0 | 10 | 0 | 0 | 0 | | 0 | 49 | 83 | 63 | | 0 |

Intersection: 10: Pleasant Hill Rd & Shackleford Rd/Breckinridge Rd

| Movement | NB | NB | NB | SB | SB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | T | T | TR | L | L | T | T | TR |
| Maximum Queue (ft) | 642 | 691 | 779 | 106 | 169 | 232 | 276 | 390 |
| Average Queue (ft) | 234 | 278 | 363 | 38 | 68 | 124 | 150 | 228 |
| 95th Queue (ft) | 674 | 729 | 811 | 87 | 123 | 223 | 257 | 379 |
| Link Distance (ft) | 878 | 878 | 878 | | | 616 | 616 | 616 |
| Upstream Blk Time (%) | 1 | 2 | 3 | | | | | |
| Queuing Penalty (veh) | 8 | 11 | 21 | | | | | |
| Storage Bay Dist (ft) | | | | 250 | 250 | | | |
| Storage Blk Time (%) | 21 | | | | | | 0 | |
| Queuing Penalty (veh) | 26 | | | | | | 0 | |

Intersection: 11: Pleasant Hill Rd & Crestwood Pkwy/Koger Blvd

| Movement | EB | EB | EB | WB | WB | WB | NB | NB | NB | NB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|----|-----|------|------|------|-----|-----|
| Directions Served | UL | T | R | L | T | R | UL | T | T | TR | UL | L |
| Maximum Queue (ft) | 109 | 196 | 59 | 177 | 336 | 75 | 169 | 440 | 526 | 638 | 61 | 82 |
| Average Queue (ft) | 43 | 99 | 19 | 80 | 161 | 26 | 61 | 138 | 187 | 255 | 13 | 36 |
| 95th Queue (ft) | 89 | 170 | 46 | 148 | 286 | 76 | 152 | 484 | 554 | 640 | 44 | 75 |
| Link Distance (ft) | 341 | 341 | 341 | 450 | 450 | | | 1378 | 1378 | 1378 | | |
| Upstream Blk Time (%) | | | | | 0 | | | 0 | 0 | 1 | | |
| Queuing Penalty (veh) | | | | | 0 | | | 0 | 1 | 6 | | |
| Storage Bay Dist (ft) | | | | | | 50 | 475 | | | | 270 | 270 |
| Storage Blk Time (%) | | | | | 58 | 1 | | 1 | | | | |
| Queuing Penalty (veh) | | | | | 20 | 2 | | 1 | | | | |

Intersection: 11: Pleasant Hill Rd & Crestwood Pkwy/Koger Blvd

| Movement | SB | SB | SB |
|-----------------------|-----|-----|-----|
| Directions Served | T | T | TR |
| Maximum Queue (ft) | 95 | 118 | 148 |
| Average Queue (ft) | 35 | 47 | 67 |
| 95th Queue (ft) | 81 | 97 | 131 |
| Link Distance (ft) | 878 | 878 | 878 |
| Upstream Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Intersection: 12: Pleasant Hill Rd & Sweetwater Rd

| Movement | EB | EB | EB | WB | WB | WB | NB | NB | NB | NB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|------|
| Directions Served | L | T | R | L | T | R | UL | T | T | TR | UL | T |
| Maximum Queue (ft) | 235 | 189 | 10 | 120 | 583 | 566 | 136 | 267 | 331 | 357 | 206 | 211 |
| Average Queue (ft) | 109 | 88 | 0 | 97 | 549 | 410 | 60 | 135 | 178 | 219 | 93 | 115 |
| 95th Queue (ft) | 206 | 159 | 7 | 154 | 640 | 726 | 119 | 236 | 297 | 339 | 183 | 197 |
| Link Distance (ft) | 466 | 466 | 466 | | 547 | 547 | | 960 | 960 | 960 | | 1378 |
| Upstream Blk Time (%) | | | | | 72 | 16 | | | | | | |
| Queuing Penalty (veh) | | | | | 0 | 0 | | | | | | |
| Storage Bay Dist (ft) | | | | 95 | | | 300 | | | | 550 | |
| Storage Blk Time (%) | | | | 26 | 73 | | | 0 | | | | |
| Queuing Penalty (veh) | | | | 79 | 122 | | | 0 | | | | |

Intersection: 12: Pleasant Hill Rd & Sweetwater Rd

| Movement | SB | SB |
|-----------------------|------|------|
| Directions Served | T | TR |
| Maximum Queue (ft) | 238 | 240 |
| Average Queue (ft) | 133 | 149 |
| 95th Queue (ft) | 221 | 242 |
| Link Distance (ft) | 1378 | 1378 |
| Upstream Blk Time (%) | | |
| Queuing Penalty (veh) | | |
| Storage Bay Dist (ft) | | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

Intersection: 13: Pleasant Hill Rd & Club Dr

| Movement | EB | EB | EB | EB | EB | WB | WB | WB | WB | NB | NB | NB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | UL | T | T | R | R | L | T | T | R | L | L | L |
| Maximum Queue (ft) | 137 | 167 | 140 | 55 | 36 | 468 | 397 | 351 | 110 | 308 | 396 | 405 |
| Average Queue (ft) | 49 | 79 | 35 | 6 | 2 | 253 | 262 | 223 | 27 | 246 | 389 | 405 |
| 95th Queue (ft) | 109 | 147 | 111 | 31 | 19 | 459 | 376 | 335 | 77 | 300 | 406 | 405 |
| Link Distance (ft) | | 610 | 610 | | | 698 | 698 | 698 | | | | |
| Upstream Blk Time (%) | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |
| Storage Bay Dist (ft) | 400 | | | 280 | 280 | | | | 400 | 380 | 380 | 380 |
| Storage Blk Time (%) | | | | | | | | 0 | | | 2 | 63 |
| Queuing Penalty (veh) | | | | | | | | 0 | | | 11 | 326 |

Intersection: 13: Pleasant Hill Rd & Club Dr

| Movement | NB | NB | NB | SB | SB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | T | T | TR | L | L | T | T | TR |
| Maximum Queue (ft) | 495 | 422 | 297 | 52 | 75 | 190 | 221 | 246 |
| Average Queue (ft) | 465 | 134 | 122 | 9 | 29 | 95 | 117 | 141 |
| 95th Queue (ft) | 485 | 276 | 241 | 34 | 63 | 172 | 199 | 225 |
| Link Distance (ft) | 442 | 442 | 442 | | | 960 | 960 | 960 |
| Upstream Blk Time (%) | 62 | 0 | 0 | | | | | |
| Queuing Penalty (veh) | 0 | 0 | 0 | | | | | |
| Storage Bay Dist (ft) | | | | 325 | 325 | | | |
| Storage Blk Time (%) | 1 | | | | | | | |
| Queuing Penalty (veh) | 13 | | | | | | | |

Intersection: 14: Pleasant Hill Rd & Gwinnett Station

| Movement | WB | NB | NB | NB | SB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | LR | UT | T | TR | L | T | T | T |
| Maximum Queue (ft) | 34 | 104 | 100 | 116 | 33 | 393 | 395 | 378 |
| Average Queue (ft) | 5 | 16 | 15 | 13 | 1 | 193 | 194 | 194 |
| 95th Queue (ft) | 23 | 130 | 126 | 119 | 22 | 489 | 487 | 482 |
| Link Distance (ft) | 343 | 337 | 337 | 337 | | 354 | 354 | 354 |
| Upstream Blk Time (%) | | 2 | 0 | 0 | | 37 | 40 | 46 |
| Queuing Penalty (veh) | | 12 | 2 | 1 | | 151 | 165 | 186 |
| Storage Bay Dist (ft) | | | | | 100 | | | |
| Storage Blk Time (%) | | | | | | 37 | | |
| Queuing Penalty (veh) | | | | | | 1 | | |

Intersection: 26: Pleasant Hill Rd

| Movement | SB | SB |
|-----------------------|-----|-----|
| Directions Served | T | T |
| Maximum Queue (ft) | 143 | 160 |
| Average Queue (ft) | 122 | 126 |
| 95th Queue (ft) | 134 | 145 |
| Link Distance (ft) | 118 | 118 |
| Upstream Blk Time (%) | 42 | 50 |
| Queuing Penalty (veh) | 229 | 278 |
| Storage Bay Dist (ft) | | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

Intersection: 29:

| Movement | WB | SW |
|-----------------------|-----|-----|
| Directions Served | L | T |
| Maximum Queue (ft) | 6 | 93 |
| Average Queue (ft) | 0 | 27 |
| 95th Queue (ft) | 4 | 74 |
| Link Distance (ft) | 100 | 246 |
| Upstream Blk Time (%) | | |
| Queuing Penalty (veh) | | |
| Storage Bay Dist (ft) | | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

Intersection: 30: Pleasant Hill Rd & I-85 NB

| Movement | EB | EB | EB | EB | SW | SW |
|-----------------------|----|----|-----|-----|-----|-----|
| Directions Served | R | R | R | R | L | L |
| Maximum Queue (ft) | 48 | 60 | 122 | 118 | 479 | 553 |
| Average Queue (ft) | 8 | 8 | 83 | 92 | 176 | 520 |
| 95th Queue (ft) | 34 | 36 | 110 | 110 | 433 | 603 |
| Link Distance (ft) | 50 | 50 | 50 | 50 | 517 | 517 |
| Upstream Blk Time (%) | 3 | 2 | 79 | 83 | 0 | 68 |
| Queuing Penalty (veh) | 11 | 9 | 274 | 286 | 0 | 0 |
| Storage Bay Dist (ft) | | | | | | |
| Storage Blk Time (%) | | | | | | |
| Queuing Penalty (veh) | | | | | | |

Queuing and Blocking Report
Baseline

Existing 2024
AM Peak Hour

Intersection: 32:

| Movement | EB | NB |
|-----------------------|-----|-----|
| Directions Served | L | R |
| Maximum Queue (ft) | 34 | 207 |
| Average Queue (ft) | 2 | 110 |
| 95th Queue (ft) | 16 | 216 |
| Link Distance (ft) | 147 | 123 |
| Upstream Blk Time (%) | | 7 |
| Queuing Penalty (veh) | | 53 |
| Storage Bay Dist (ft) | | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

Intersection: 33: Pleasant Hill Rd

| Movement | NW | NW | NW | NW |
|-----------------------|-----|-----|-----|-----|
| Directions Served | L | LR | R | R |
| Maximum Queue (ft) | 254 | 223 | 229 | 229 |
| Average Queue (ft) | 44 | 201 | 199 | 200 |
| 95th Queue (ft) | 187 | 217 | 221 | 222 |
| Link Distance (ft) | 194 | 194 | 194 | 194 |
| Upstream Blk Time (%) | 6 | 46 | 42 | 43 |
| Queuing Penalty (veh) | 30 | 241 | 217 | 222 |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 53:

| Movement | EB | EB | WB | WB | WB | WB |
|-----------------------|-----|-----|-----|-----|-----|-----|
| Directions Served | L | L | R | R | R | R |
| Maximum Queue (ft) | 454 | 464 | 69 | 48 | 54 | 43 |
| Average Queue (ft) | 423 | 431 | 27 | 29 | 28 | 27 |
| 95th Queue (ft) | 509 | 483 | 62 | 44 | 45 | 40 |
| Link Distance (ft) | 421 | 421 | 7 | 7 | 7 | 7 |
| Upstream Blk Time (%) | 79 | 94 | 32 | 61 | 56 | 56 |
| Queuing Penalty (veh) | 0 | 0 | 131 | 250 | 229 | 230 |
| Storage Bay Dist (ft) | | | | | | |
| Storage Blk Time (%) | | | | | | |
| Queuing Penalty (veh) | | | | | | |

Network Summary

Network wide Queuing Penalty: 10477

1: Pleasant Hill Rd & Old Norcross Rd Performance by movement

| Movement | EBU | EBL | EBT | EBR | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU |
|---------------------|-----|------|------|-------|-------|------|------|------|------|------|------|-------|
| Denied Delay (hr) | 0.0 | 0.2 | 1.7 | 0.9 | 0.2 | 0.5 | 1.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.4 |
| Denied Del/Veh (s) | | 15.1 | 16.4 | 25.2 | 5.9 | 5.5 | 9.0 | 0.0 | 0.0 | 0.0 | 0.0 | 171.6 |
| Total Delay (hr) | 0.0 | 0.5 | 7.8 | 7.7 | 12.0 | 5.5 | 2.3 | 0.1 | 1.9 | 11.3 | 0.4 | 0.2 |
| Total Del/Veh (s) | | 51.6 | 76.0 | 234.8 | 433.5 | 56.5 | 16.3 | 93.1 | 68.3 | 42.3 | 13.2 | 140.4 |
| Stop Delay (hr) | 0.0 | 0.5 | 6.7 | 7.7 | 11.9 | 4.6 | 1.6 | 0.1 | 1.8 | 9.0 | 0.2 | 0.2 |
| Stop Del/Veh (s) | | 48.9 | 65.7 | 233.6 | 428.6 | 47.4 | 11.3 | 89.6 | 63.5 | 33.7 | 6.0 | 125.0 |
| Vehicles Entered | 0 | 36 | 357 | 116 | 98 | 339 | 499 | 5 | 100 | 956 | 96 | 6 |
| Vehicles Exited | 0 | 36 | 360 | 94 | 61 | 338 | 502 | 5 | 100 | 960 | 96 | 6 |
| Hourly Exit Rate | 0 | 36 | 360 | 94 | 61 | 338 | 502 | 5 | 100 | 960 | 96 | 6 |
| Input Volume | 1 | 40 | 382 | 124 | 104 | 346 | 514 | 8 | 153 | 1260 | 123 | 8 |
| % of Volume | 0 | 90 | 94 | 76 | 59 | 98 | 98 | 62 | 65 | 76 | 78 | 75 |
| Denied Entry Before | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Denied Entry After | 0 | 2 | 24 | 10 | 4 | 10 | 17 | 0 | 0 | 0 | 0 | 2 |

1: Pleasant Hill Rd & Old Norcross Rd Performance by movement

| Movement | SBL | SBT | SBR | All |
|---------------------|-------|-------|-------|-------|
| Denied Delay (hr) | 43.4 | 87.0 | 2.5 | 138.2 |
| Denied Del/Veh (s) | 216.0 | 218.4 | 209.9 | 101.9 |
| Total Delay (hr) | 22.7 | 56.2 | 0.1 | 128.7 |
| Total Del/Veh (s) | 147.0 | 190.0 | 12.6 | 107.7 |
| Stop Delay (hr) | 20.1 | 53.6 | 0.1 | 118.0 |
| Stop Del/Veh (s) | 130.2 | 181.4 | 8.8 | 98.8 |
| Vehicles Entered | 533 | 1056 | 32 | 4229 |
| Vehicles Exited | 533 | 956 | 32 | 4079 |
| Hourly Exit Rate | 533 | 956 | 32 | 4079 |
| Input Volume | 727 | 1429 | 43 | 5262 |
| % of Volume | 73 | 67 | 74 | 78 |
| Denied Entry Before | 0 | 0 | 0 | 0 |
| Denied Entry After | 191 | 379 | 11 | 650 |

2: Pleasant Hill Rd & Gwinnett Prado Performance by movement

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL |
|---------------------|------|------|-------|-------|-------|-------|-------|------|------|-----|------|-------|
| Denied Delay (hr) | 0.4 | 0.0 | 0.9 | 3.5 | 0.2 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 |
| Denied Del/Veh (s) | 66.5 | 66.9 | 82.8 | 267.9 | 263.4 | 265.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.2 | 12.1 |
| Total Delay (hr) | 0.5 | 0.0 | 4.7 | 4.7 | 0.3 | 4.3 | 0.2 | 0.3 | 0.6 | 0.0 | 0.1 | 1.2 |
| Total Del/Veh (s) | 78.4 | 75.4 | 509.3 | 479.1 | 572.5 | 414.1 | 429.9 | 68.4 | 2.0 | 1.1 | 69.9 | 108.1 |
| Stop Delay (hr) | 0.4 | 0.0 | 4.7 | 4.6 | 0.3 | 4.2 | 0.2 | 0.3 | 0.3 | 0.0 | 0.1 | 1.1 |
| Stop Del/Veh (s) | 76.0 | 72.7 | 509.5 | 476.6 | 568.8 | 412.6 | 428.9 | 66.5 | 1.0 | 0.6 | 63.8 | 100.6 |
| Vehicles Entered | 21 | 2 | 33 | 34 | 2 | 37 | 2 | 15 | 1108 | 12 | 4 | 39 |
| Vehicles Exited | 21 | 2 | 22 | 26 | 2 | 30 | 2 | 15 | 1110 | 12 | 4 | 39 |
| Hourly Exit Rate | 21 | 2 | 22 | 26 | 2 | 30 | 2 | 15 | 1110 | 12 | 4 | 39 |
| Input Volume | 28 | 2 | 36 | 51 | 3 | 54 | 4 | 23 | 1467 | 17 | 5 | 54 |
| % of Volume | 75 | 100 | 61 | 51 | 67 | 56 | 50 | 65 | 76 | 71 | 80 | 72 |
| Denied Entry Before | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Denied Entry After | 2 | 0 | 4 | 13 | 1 | 15 | 0 | 0 | 0 | 0 | 0 | 0 |

2: Pleasant Hill Rd & Gwinnett Prado Performance by movement

| Movement | SBT | SBR | All |
|---------------------|-------|-------|-------|
| Denied Delay (hr) | 8.5 | 0.2 | 17.7 |
| Denied Del/Veh (s) | 27.8 | 32.1 | 25.8 |
| Total Delay (hr) | 51.4 | 1.2 | 69.5 |
| Total Del/Veh (s) | 167.9 | 185.9 | 102.5 |
| Stop Delay (hr) | 49.2 | 1.2 | 66.8 |
| Stop Del/Veh (s) | 160.7 | 181.2 | 98.5 |
| Vehicles Entered | 1074 | 24 | 2407 |
| Vehicles Exited | 1012 | 21 | 2318 |
| Hourly Exit Rate | 1012 | 21 | 2318 |
| Input Volume | 1626 | 36 | 3406 |
| % of Volume | 62 | 58 | 68 |
| Denied Entry Before | 0 | 0 | 0 |
| Denied Entry After | 28 | 1 | 64 |

3: Pleasant Hill Rd & Gwinnett Station Performance by movement

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL |
|---------------------|-------|-------|-------|-------|-------|-------|-------|-------|------|-----|------|------|
| Denied Delay (hr) | 3.4 | 0.7 | 4.7 | 9.9 | 0.4 | 1.8 | 0.0 | 0.1 | 1.8 | 0.1 | 0.0 | 0.1 |
| Denied Del/Veh (s) | 534.3 | 527.8 | 530.1 | 615.5 | 760.3 | 554.8 | 0.3 | 11.0 | 5.4 | 9.8 | 0.0 | 13.8 |
| Total Delay (hr) | 1.7 | 0.2 | 2.4 | 6.1 | 0.2 | 1.1 | 1.3 | 3.1 | 4.4 | 0.0 | 0.0 | 0.1 |
| Total Del/Veh (s) | 516.1 | 191.2 | 570.8 | 811.3 | 300.5 | 632.2 | 670.9 | 381.7 | 13.6 | 3.0 | 19.0 | 25.4 |
| Stop Delay (hr) | 1.7 | 0.2 | 2.4 | 6.1 | 0.2 | 1.1 | 1.3 | 3.0 | 3.3 | 0.0 | 0.0 | 0.1 |
| Stop Del/Veh (s) | 515.0 | 189.1 | 570.8 | 808.9 | 297.8 | 630.8 | 668.5 | 377.8 | 10.1 | 0.4 | 16.4 | 21.1 |
| Vehicles Entered | 11 | 3 | 15 | 25 | 1 | 6 | 7 | 29 | 1165 | 28 | 1 | 15 |
| Vehicles Exited | 9 | 3 | 12 | 18 | 1 | 4 | 4 | 22 | 1144 | 28 | 1 | 15 |
| Hourly Exit Rate | 9 | 3 | 12 | 18 | 1 | 4 | 4 | 22 | 1144 | 28 | 1 | 15 |
| Input Volume | 23 | 6 | 33 | 58 | 3 | 11 | 10 | 43 | 1499 | 33 | 2 | 26 |
| % of Volume | 39 | 50 | 36 | 31 | 33 | 36 | 40 | 51 | 76 | 85 | 50 | 58 |
| Denied Entry Before | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Denied Entry After | 12 | 2 | 17 | 33 | 1 | 6 | 0 | 1 | 9 | 0 | 0 | 0 |

3: Pleasant Hill Rd & Gwinnett Station Performance by movement

| Movement | SBT | SBR | All |
|---------------------|-------|-------|------|
| Denied Delay (hr) | 7.9 | 0.1 | 31.1 |
| Denied Del/Veh (s) | 27.7 | 28.2 | 46.0 |
| Total Delay (hr) | 29.0 | 0.5 | 50.0 |
| Total Del/Veh (s) | 103.3 | 106.4 | 77.0 |
| Stop Delay (hr) | 27.6 | 0.5 | 47.4 |
| Stop Del/Veh (s) | 98.4 | 104.9 | 72.9 |
| Vehicles Entered | 1004 | 17 | 2327 |
| Vehicles Exited | 964 | 17 | 2242 |
| Hourly Exit Rate | 964 | 17 | 2242 |
| Input Volume | 1699 | 34 | 3480 |
| % of Volume | 57 | 50 | 64 |
| Denied Entry Before | 0 | 0 | 0 |
| Denied Entry After | 23 | 1 | 105 |

4: Pleasant Hill Rd & Satellite Blvd Performance by movement

| Movement | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR |
|---------------------|------|------|------|-------|-------|-------|------|------|-------|-------|------|-----|
| Denied Delay (hr) | 0.0 | 2.8 | 12.9 | 3.8 | 0.0 | 0.3 | 0.7 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 |
| Denied Del/Veh (s) | 72.8 | 81.0 | 86.6 | 90.7 | 12.6 | 6.1 | 4.4 | 4.5 | 0.0 | 0.1 | 0.0 | 0.0 |
| Total Delay (hr) | 0.0 | 2.8 | 8.7 | 12.2 | 0.1 | 12.6 | 8.5 | 0.6 | 0.2 | 6.8 | 5.0 | 0.2 |
| Total Del/Veh (s) | 58.0 | 89.8 | 64.3 | 319.6 | 222.2 | 258.7 | 52.7 | 27.1 | 305.5 | 120.6 | 18.6 | 6.2 |
| Stop Delay (hr) | 0.0 | 2.6 | 7.4 | 12.1 | 0.1 | 12.3 | 7.0 | 0.5 | 0.2 | 6.4 | 3.4 | 0.0 |
| Stop Del/Veh (s) | 55.6 | 83.6 | 54.7 | 319.2 | 215.7 | 253.2 | 43.8 | 24.3 | 300.5 | 113.0 | 12.5 | 1.0 |
| Vehicles Entered | 1 | 112 | 484 | 136 | 1 | 171 | 576 | 74 | 2 | 199 | 949 | 107 |
| Vehicles Exited | 1 | 110 | 480 | 115 | 1 | 151 | 569 | 73 | 1 | 199 | 946 | 106 |
| Hourly Exit Rate | 1 | 110 | 480 | 115 | 1 | 151 | 569 | 73 | 1 | 199 | 946 | 106 |
| Input Volume | 1 | 124 | 544 | 152 | 1 | 173 | 574 | 73 | 2 | 282 | 1275 | 137 |
| % of Volume | 100 | 89 | 88 | 76 | 100 | 87 | 99 | 100 | 50 | 71 | 74 | 77 |
| Denied Entry Before | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Denied Entry After | 0 | 11 | 53 | 15 | 0 | 1 | 6 | 1 | 0 | 0 | 0 | 0 |

4: Pleasant Hill Rd & Satellite Blvd Performance by movement

| Movement | SBU | SBL | SBT | SBR | All |
|---------------------|-----|-------|-------|-------|-------|
| Denied Delay (hr) | 0.0 | 0.9 | 4.8 | 0.7 | 27.0 |
| Denied Del/Veh (s) | | 31.3 | 19.9 | 47.9 | 24.8 |
| Total Delay (hr) | 0.0 | 4.7 | 54.9 | 7.0 | 124.2 |
| Total Del/Veh (s) | | 154.1 | 224.4 | 500.6 | 114.8 |
| Stop Delay (hr) | 0.0 | 4.4 | 52.8 | 6.9 | 116.3 |
| Stop Del/Veh (s) | | 143.2 | 215.9 | 498.3 | 107.4 |
| Vehicles Entered | 0 | 104 | 861 | 49 | 3826 |
| Vehicles Exited | 0 | 108 | 812 | 39 | 3711 |
| Hourly Exit Rate | 0 | 108 | 812 | 39 | 3711 |
| Input Volume | 1 | 171 | 1564 | 99 | 5173 |
| % of Volume | 0 | 63 | 52 | 39 | 72 |
| Denied Entry Before | 0 | 0 | 0 | 0 | 0 |
| Denied Entry After | 0 | 2 | 13 | 2 | 104 |

5: Pleasant Hill Rd & Mall Blvd Performance by movement

| Movement | EBU | EBL | EBT | EBR | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU |
|---------------------|-----|------|-------|-------|--------|-------|-------|-------|------|------|------|------|
| Denied Delay (hr) | 0.0 | 0.0 | 0.0 | 0.0 | 7.5 | 2.3 | 9.0 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 |
| Denied Del/Veh (s) | | 3.0 | 5.5 | 1.8 | 530.5 | 513.3 | 521.0 | 0.0 | 0.2 | 0.3 | 0.3 | 0.0 |
| Total Delay (hr) | 0.0 | 0.7 | 1.5 | 1.0 | 8.9 | 1.3 | 0.1 | 0.1 | 0.6 | 9.1 | 0.2 | 0.1 |
| Total Del/Veh (s) | | 83.9 | 242.6 | 265.5 | 1072.5 | 472.5 | 13.2 | 144.9 | 43.8 | 26.8 | 22.6 | 95.8 |
| Stop Delay (hr) | 0.0 | 0.7 | 1.5 | 1.0 | 8.9 | 1.3 | 0.1 | 0.1 | 0.5 | 6.3 | 0.1 | 0.1 |
| Stop Del/Veh (s) | | 81.3 | 239.4 | 265.0 | 1071.8 | 469.7 | 12.9 | 140.3 | 37.7 | 18.5 | 16.0 | 83.8 |
| Vehicles Entered | 0 | 30 | 22 | 13 | 30 | 9 | 35 | 2 | 46 | 1208 | 33 | 3 |
| Vehicles Exited | 0 | 29 | 21 | 12 | 18 | 8 | 35 | 2 | 46 | 1214 | 33 | 3 |
| Hourly Exit Rate | 0 | 29 | 21 | 12 | 18 | 8 | 35 | 2 | 46 | 1214 | 33 | 3 |
| Input Volume | 1 | 31 | 20 | 12 | 52 | 16 | 56 | 4 | 61 | 1647 | 45 | 5 |
| % of Volume | 0 | 94 | 105 | 100 | 35 | 50 | 62 | 50 | 75 | 74 | 73 | 60 |
| Denied Entry Before | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Denied Entry After | 0 | 0 | 0 | 0 | 21 | 7 | 27 | 0 | 0 | 1 | 0 | 0 |

5: Pleasant Hill Rd & Mall Blvd Performance by movement

| Movement | SBL | SBT | SBR | All |
|---------------------|-------|-------|-------|-------|
| Denied Delay (hr) | 0.0 | 0.1 | 0.1 | 19.1 |
| Denied Del/Veh (s) | 0.0 | 0.4 | 15.0 | 29.3 |
| Total Delay (hr) | 0.2 | 64.3 | 3.0 | 91.1 |
| Total Del/Veh (s) | 117.0 | 277.0 | 559.9 | 142.1 |
| Stop Delay (hr) | 0.2 | 61.8 | 3.0 | 85.5 |
| Stop Del/Veh (s) | 103.9 | 266.0 | 563.0 | 133.4 |
| Vehicles Entered | 6 | 832 | 19 | 2288 |
| Vehicles Exited | 6 | 764 | 15 | 2206 |
| Hourly Exit Rate | 6 | 764 | 15 | 2206 |
| Input Volume | 10 | 1422 | 36 | 3418 |
| % of Volume | 60 | 54 | 42 | 65 |
| Denied Entry Before | 0 | 0 | 0 | 0 |
| Denied Entry After | 0 | 0 | 0 | 56 |

6: Pleasant Hill Rd & Gwinnett Place Dr Performance by movement

| Movement | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU |
|---------------------|------|------|------|-----|-------|------|------|------|------|------|-----|-----|
| Denied Delay (hr) | 0.0 | 0.0 | 0.0 | 0.0 | 1.0 | 0.2 | 0.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Denied Del/Veh (s) | 2.2 | 1.0 | 0.8 | | 20.3 | 21.9 | 18.5 | 0.0 | 0.0 | 0.1 | 0.1 | |
| Total Delay (hr) | 1.9 | 0.8 | 0.7 | 0.0 | 8.5 | 0.8 | 0.6 | 0.5 | 0.4 | 3.1 | 0.1 | 0.0 |
| Total Del/Veh (s) | 83.7 | 85.9 | 73.8 | | 178.3 | 86.2 | 42.6 | 74.5 | 43.2 | 9.8 | 4.8 | |
| Stop Delay (hr) | 1.8 | 0.8 | 0.7 | 0.0 | 8.3 | 0.7 | 0.6 | 0.4 | 0.4 | 1.6 | 0.0 | 0.0 |
| Stop Del/Veh (s) | 80.2 | 81.3 | 71.9 | | 175.1 | 81.8 | 40.7 | 71.7 | 38.7 | 5.2 | 0.3 | |
| Vehicles Entered | 76 | 33 | 33 | 0 | 164 | 31 | 49 | 22 | 33 | 1123 | 74 | 0 |
| Vehicles Exited | 78 | 33 | 32 | 0 | 164 | 30 | 47 | 20 | 33 | 1114 | 74 | 0 |
| Hourly Exit Rate | 78 | 33 | 32 | 0 | 164 | 30 | 47 | 20 | 33 | 1114 | 74 | 0 |
| Input Volume | 76 | 33 | 31 | 1 | 166 | 31 | 49 | 33 | 48 | 1582 | 103 | 1 |
| % of Volume | 103 | 100 | 103 | 0 | 99 | 97 | 96 | 61 | 69 | 70 | 72 | 0 |
| Denied Entry Before | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Denied Entry After | 1 | 0 | 0 | 0 | 6 | 2 | 2 | 0 | 0 | 0 | 0 | 0 |

6: Pleasant Hill Rd & Gwinnett Place Dr Performance by movement

| Movement | SBL | SBT | SBR | All |
|---------------------|------|-------|-------|-------|
| Denied Delay (hr) | 0.2 | 13.1 | 0.3 | 15.1 |
| Denied Del/Veh (s) | 52.6 | 60.2 | 114.2 | 22.2 |
| Total Delay (hr) | 0.3 | 56.3 | 1.4 | 75.2 |
| Total Del/Veh (s) | 79.2 | 262.9 | 541.3 | 110.6 |
| Stop Delay (hr) | 0.2 | 54.7 | 1.4 | 71.6 |
| Stop Del/Veh (s) | 69.2 | 255.5 | 545.1 | 105.4 |
| Vehicles Entered | 13 | 752 | 9 | 2412 |
| Vehicles Exited | 12 | 709 | 8 | 2354 |
| Hourly Exit Rate | 12 | 709 | 8 | 2354 |
| Input Volume | 21 | 1437 | 22 | 3634 |
| % of Volume | 57 | 49 | 36 | 65 |
| Denied Entry Before | 0 | 0 | 0 | 0 |
| Denied Entry After | 0 | 32 | 0 | 43 |

7: Pleasant Hill Rd & Venture Dr Performance by movement

| Movement | EBR | WBR | NBU | NBL | NBT | NBR | SBT | SBR | All |
|---------------------|-------|------|------|------|------|------|------|-------|-------|
| Denied Delay (hr) | 117.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.0 | 117.1 |
| Denied Del/Veh (s) | 811.4 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.4 | 0.1 | 144.0 |
| Total Delay (hr) | 8.2 | 0.1 | 0.0 | 3.3 | 10.4 | 0.4 | 23.7 | 1.0 | 47.1 |
| Total Del/Veh (s) | 98.4 | 12.4 | 67.0 | 52.1 | 31.4 | 28.4 | 94.8 | 129.6 | 62.2 |
| Stop Delay (hr) | 8.4 | 0.1 | 0.0 | 2.9 | 7.9 | 0.3 | 21.8 | 0.9 | 42.4 |
| Stop Del/Veh (s) | 100.5 | 12.1 | 61.3 | 45.8 | 23.9 | 23.7 | 87.2 | 124.4 | 55.9 |
| Vehicles Entered | 293 | 31 | 2 | 225 | 1191 | 47 | 885 | 26 | 2700 |
| Vehicles Exited | 291 | 30 | 2 | 225 | 1184 | 47 | 886 | 26 | 2691 |
| Hourly Exit Rate | 291 | 30 | 2 | 225 | 1184 | 47 | 886 | 26 | 2691 |
| Input Volume | 500 | 30 | 3 | 333 | 1699 | 71 | 1575 | 57 | 4268 |
| % of Volume | 58 | 100 | 67 | 68 | 70 | 66 | 56 | 46 | 63 |
| Denied Entry Before | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| Denied Entry After | 226 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 226 |

8: Pleasant Hill Rd & I-85 NB Performance by movement

| Movement | NBT | SBL | SBT | SBR | SWR | All |
|---------------------|------|-------|------|-----|------|------|
| Denied Delay (hr) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay (hr) | 3.5 | 54.7 | 0.1 | 0.2 | 3.5 | 62.0 |
| Total Del/Veh (s) | 25.3 | 181.2 | 13.9 | 6.4 | 12.8 | 82.2 |
| Stop Delay (hr) | 3.5 | 52.9 | 0.1 | 0.2 | 3.1 | 59.7 |
| Stop Del/Veh (s) | 25.4 | 175.1 | 11.7 | 4.5 | 11.2 | 79.1 |
| Vehicles Entered | 490 | 1032 | 28 | 119 | 980 | 2649 |
| Vehicles Exited | 490 | 1018 | 28 | 119 | 975 | 2630 |
| Hourly Exit Rate | 490 | 1018 | 28 | 119 | 975 | 2630 |
| Input Volume | 1118 | 1778 | 50 | 249 | 988 | 4183 |
| % of Volume | 44 | 57 | 56 | 48 | 99 | 63 |
| Denied Entry Before | 0 | 0 | 0 | 0 | 0 | 0 |
| Denied Entry After | 0 | 0 | 0 | 0 | 0 | 0 |

9: I-85 SB Performance by movement

| Movement | EBR | NBL | NBR | SBT | All |
|---------------------|-----|-------|-----|------|-------|
| Denied Delay (hr) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Denied Del/Veh (s) | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 |
| Total Delay (hr) | 0.2 | 73.1 | 0.4 | 4.1 | 77.7 |
| Total Del/Veh (s) | 2.3 | 512.0 | 6.0 | 15.6 | 142.6 |
| Stop Delay (hr) | 0.0 | 72.0 | 0.1 | 3.8 | 75.9 |
| Stop Del/Veh (s) | 0.7 | 504.3 | 1.0 | 14.4 | 139.2 |
| Vehicles Entered | 260 | 451 | 246 | 934 | 1891 |
| Vehicles Exited | 260 | 441 | 254 | 933 | 1888 |
| Hourly Exit Rate | 260 | 441 | 254 | 933 | 1888 |
| Input Volume | 262 | 1240 | 800 | 1447 | 3749 |
| % of Volume | 99 | 36 | 32 | 64 | 50 |
| Denied Entry Before | 0 | 0 | 0 | 0 | 0 |
| Denied Entry After | 0 | 0 | 0 | 0 | 0 |

10: Pleasant Hill Rd & Shackelford Rd/Breckinridge Rd Performance by movement

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBL | SBT |
|---------------------|--------|--------|--------|-------|-------|-------|-------|-------|-------|-------|------|------|
| Denied Delay (hr) | 90.5 | 133.5 | 121.9 | 29.8 | 31.5 | 22.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Denied Del/Veh (s) | 1363.6 | 1357.4 | 1346.0 | 335.4 | 340.0 | 345.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay (hr) | 26.1 | 1.4 | 0.3 | 6.4 | 8.3 | 22.8 | 0.1 | 7.0 | 88.3 | 3.4 | 1.8 | 6.3 |
| Total Del/Veh (s) | 2182.3 | 83.3 | 20.5 | 90.2 | 117.7 | 461.8 | 413.9 | 503.9 | 511.7 | 362.0 | 70.5 | 21.5 |
| Stop Delay (hr) | 26.0 | 1.3 | 0.2 | 5.8 | 7.7 | 23.2 | 0.1 | 6.9 | 86.6 | 3.3 | 1.7 | 5.2 |
| Stop Del/Veh (s) | 2179.2 | 77.0 | 17.2 | 82.9 | 109.5 | 470.0 | 406.7 | 494.2 | 501.8 | 352.5 | 66.3 | 17.7 |
| Vehicles Entered | 31 | 47 | 46 | 239 | 243 | 174 | 1 | 45 | 602 | 33 | 90 | 1043 |
| Vehicles Exited | 16 | 59 | 49 | 252 | 249 | 149 | 1 | 44 | 528 | 30 | 90 | 1040 |
| Hourly Exit Rate | 16 | 59 | 49 | 252 | 249 | 149 | 1 | 44 | 528 | 30 | 90 | 1040 |
| Input Volume | 243 | 351 | 319 | 324 | 341 | 239 | 2 | 100 | 1555 | 93 | 131 | 1493 |
| % of Volume | 7 | 17 | 15 | 78 | 73 | 62 | 50 | 44 | 34 | 32 | 69 | 70 |
| Denied Entry Before | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Denied Entry After | 208 | 307 | 280 | 81 | 91 | 61 | 0 | 0 | 0 | 0 | 0 | 0 |

10: Pleasant Hill Rd & Shackelford Rd/Breckinridge Rd Performance by movement

| Movement | SBR | All |
|---------------------|------|-------|
| Denied Delay (hr) | 0.0 | 429.8 |
| Denied Del/Veh (s) | 0.0 | 420.2 |
| Total Delay (hr) | 0.4 | 172.5 |
| Total Del/Veh (s) | 21.2 | 225.5 |
| Stop Delay (hr) | 0.3 | 168.4 |
| Stop Del/Veh (s) | 17.9 | 220.1 |
| Vehicles Entered | 60 | 2654 |
| Vehicles Exited | 60 | 2567 |
| Hourly Exit Rate | 60 | 2567 |
| Input Volume | 85 | 5276 |
| % of Volume | 71 | 49 |
| Denied Entry Before | 0 | 0 |
| Denied Entry After | 0 | 1028 |

11: Pleasant Hill Rd & Crestwood Pkwy/Koger Blvd Performance by movement

| Movement | EBU | EBL | EBT | EBR | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU |
|---------------------|--------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--------|
| Denied Delay (hr) | 0.4 | 19.7 | 6.7 | 22.8 | 47.5 | 12.3 | 29.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Denied Del/Veh (s) | 1546.1 | 651.5 | 636.9 | 595.9 | 741.0 | 752.8 | 801.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay (hr) | 0.0 | 12.5 | 0.4 | 0.4 | 1.9 | 4.3 | 12.8 | 1.8 | 0.8 | 83.6 | 8.3 | 0.7 |
| Total Del/Veh (s) | | 760.3 | 71.6 | 21.7 | 64.5 | 597.9 | 807.7 | 202.7 | 210.5 | 443.2 | 880.8 | 1300.4 |
| Stop Delay (hr) | 0.0 | 12.4 | 0.4 | 0.4 | 1.8 | 4.3 | 12.8 | 1.7 | 0.8 | 82.0 | 8.3 | 0.7 |
| Stop Del/Veh (s) | | 757.6 | 68.3 | 20.5 | 59.3 | 597.0 | 810.2 | 193.1 | 199.8 | 434.5 | 882.3 | 1296.9 |
| Vehicles Entered | 0 | 56 | 19 | 72 | 99 | 24 | 54 | 29 | 13 | 671 | 34 | 2 |
| Vehicles Exited | 0 | 45 | 20 | 71 | 107 | 20 | 42 | 31 | 14 | 603 | 24 | 1 |
| Hourly Exit Rate | 0 | 45 | 20 | 71 | 107 | 20 | 42 | 31 | 14 | 603 | 24 | 1 |
| Input Volume | 2 | 103 | 41 | 141 | 233 | 59 | 132 | 56 | 26 | 1532 | 81 | 5 |
| % of Volume | 0 | 44 | 49 | 50 | 46 | 34 | 32 | 55 | 54 | 39 | 30 | 20 |
| Denied Entry Before | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Denied Entry After | 1 | 53 | 19 | 66 | 132 | 35 | 80 | 0 | 0 | 0 | 0 | 0 |

11: Pleasant Hill Rd & Crestwood Pkwy/Koger Blvd Performance by movement

| Movement | SBL | SBT | SBR | All |
|---------------------|-------|------|------|-------|
| Denied Delay (hr) | 0.0 | 0.0 | 0.0 | 139.4 |
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 | 185.0 |
| Total Delay (hr) | 1.5 | 10.9 | 0.2 | 140.3 |
| Total Del/Veh (s) | 101.4 | 32.8 | 31.8 | 212.4 |
| Stop Delay (hr) | 1.5 | 8.9 | 0.2 | 136.2 |
| Stop Del/Veh (s) | 96.7 | 26.7 | 25.4 | 206.2 |
| Vehicles Entered | 52 | 1180 | 22 | 2327 |
| Vehicles Exited | 52 | 1178 | 22 | 2230 |
| Hourly Exit Rate | 52 | 1178 | 22 | 2230 |
| Input Volume | 84 | 1886 | 40 | 4421 |
| % of Volume | 62 | 62 | 55 | 50 |
| Denied Entry Before | 0 | 0 | 0 | 0 |
| Denied Entry After | 0 | 0 | 0 | 386 |

12: Pleasant Hill Rd & Sweetwater Rd Performance by movement

| Movement | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR |
|---------------------|-----|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Denied Delay (hr) | 0.2 | 20.5 | 33.8 | 17.9 | 0.3 | 23.1 | 19.4 | 20.4 | 0.0 | 0.1 | 1.2 | 0.2 |
| Denied Del/Veh (s) | | 542.8 | 505.4 | 533.3 | 558.5 | 376.3 | 399.0 | 361.9 | 11.1 | 8.5 | 7.0 | 16.0 |
| Total Delay (hr) | 0.0 | 14.5 | 3.5 | 0.1 | 0.1 | 7.2 | 4.9 | 15.6 | 0.8 | 1.4 | 59.6 | 9.6 |
| Total Del/Veh (s) | | 734.3 | 95.8 | 3.4 | 159.2 | 166.5 | 151.4 | 408.7 | 171.4 | 188.3 | 332.7 | 782.8 |
| Stop Delay (hr) | 0.0 | 14.4 | 3.3 | 0.0 | 0.1 | 6.8 | 4.6 | 15.6 | 0.7 | 1.3 | 57.6 | 9.5 |
| Stop Del/Veh (s) | | 732.4 | 88.3 | 1.6 | 153.4 | 158.1 | 141.8 | 410.6 | 163.5 | 179.7 | 321.7 | 777.0 |
| Vehicles Entered | 0 | 70 | 131 | 64 | 1 | 148 | 114 | 136 | 14 | 23 | 632 | 43 |
| Vehicles Exited | 0 | 50 | 130 | 63 | 2 | 151 | 115 | 112 | 16 | 25 | 578 | 29 |
| Hourly Exit Rate | 0 | 50 | 130 | 63 | 2 | 151 | 115 | 112 | 16 | 25 | 578 | 29 |
| Input Volume | 1 | 141 | 234 | 118 | 2 | 229 | 173 | 193 | 27 | 49 | 1350 | 95 |
| % of Volume | 0 | 35 | 56 | 53 | 100 | 66 | 66 | 58 | 59 | 51 | 43 | 31 |
| Denied Entry Before | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 |
| Denied Entry After | 0 | 66 | 110 | 57 | 1 | 73 | 61 | 67 | 0 | 0 | 2 | 0 |

12: Pleasant Hill Rd & Sweetwater Rd Performance by movement

| Movement | SBU | SBL | SBT | SBR | All |
|---------------------|-------|-------|------|------|-------|
| Denied Delay (hr) | 0.0 | 0.0 | 0.0 | 0.0 | 137.3 |
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 | 0.0 | 154.5 |
| Total Delay (hr) | 0.5 | 4.4 | 17.8 | 0.5 | 140.3 |
| Total Del/Veh (s) | 226.3 | 136.5 | 49.4 | 52.7 | 176.5 |
| Stop Delay (hr) | 0.5 | 4.2 | 14.1 | 0.4 | 133.2 |
| Stop Del/Veh (s) | 220.3 | 129.1 | 39.3 | 42.3 | 167.6 |
| Vehicles Entered | 7 | 110 | 1238 | 31 | 2762 |
| Vehicles Exited | 7 | 110 | 1262 | 32 | 2682 |
| Hourly Exit Rate | 7 | 110 | 1262 | 32 | 2682 |
| Input Volume | 11 | 183 | 2073 | 48 | 4927 |
| % of Volume | 64 | 60 | 61 | 67 | 54 |
| Denied Entry Before | 0 | 0 | 0 | 0 | 2 |
| Denied Entry After | 0 | 0 | 0 | 0 | 437 |

13: Pleasant Hill Rd & Club Dr Performance by movement

| Movement | EBU | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBU | SBL |
|---------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|------|
| Denied Delay (hr) | 0.9 | 8.7 | 55.1 | 95.2 | 15.4 | 26.6 | 18.9 | 48.6 | 181.9 | 22.6 | 0.0 | 0.0 |
| Denied Del/Veh (s) | 302.8 | 321.1 | 310.1 | 318.5 | 353.4 | 351.4 | 366.2 | 558.7 | 547.5 | 553.3 | 0.0 | 0.0 |
| Total Delay (hr) | 1.7 | 13.4 | 13.2 | 14.8 | 6.8 | 2.9 | 18.7 | 4.2 | 21.7 | 5.2 | 0.4 | 5.1 |
| Total Del/Veh (s) | 873.7 | 739.6 | 110.2 | 74.3 | 253.3 | 64.9 | 629.2 | 90.1 | 127.0 | 251.8 | 799.8 | 98.4 |
| Stop Delay (hr) | 1.7 | 13.3 | 11.9 | 13.4 | 6.6 | 2.7 | 18.7 | 3.9 | 20.7 | 5.2 | 0.4 | 4.8 |
| Stop Del/Veh (s) | 871.6 | 736.0 | 99.0 | 67.3 | 246.4 | 59.4 | 629.2 | 84.4 | 120.9 | 247.9 | 798.2 | 93.2 |
| Vehicles Entered | 7 | 63 | 423 | 701 | 90 | 159 | 106 | 154 | 591 | 72 | 2 | 179 |
| Vehicles Exited | 4 | 39 | 432 | 718 | 96 | 161 | 74 | 166 | 590 | 66 | 2 | 182 |
| Hourly Exit Rate | 4 | 39 | 432 | 718 | 96 | 161 | 74 | 166 | 590 | 66 | 2 | 182 |
| Input Volume | 13 | 103 | 629 | 1062 | 156 | 265 | 196 | 309 | 1205 | 145 | 5 | 292 |
| % of Volume | 31 | 38 | 69 | 68 | 62 | 61 | 38 | 54 | 49 | 46 | 40 | 62 |
| Denied Entry Before | 0 | 1 | 4 | 5 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| Denied Entry After | 4 | 35 | 217 | 375 | 67 | 113 | 80 | 159 | 605 | 75 | 0 | 0 |

13: Pleasant Hill Rd & Club Dr Performance by movement

| Movement | SBT | SBR | All |
|---------------------|------|------|-------|
| Denied Delay (hr) | 0.0 | 0.0 | 473.9 |
| Denied Del/Veh (s) | 0.0 | 0.0 | 306.6 |
| Total Delay (hr) | 7.9 | 0.1 | 116.1 |
| Total Del/Veh (s) | 21.8 | 22.2 | 106.0 |
| Stop Delay (hr) | 5.9 | 0.1 | 109.2 |
| Stop Del/Veh (s) | 16.4 | 14.8 | 99.7 |
| Vehicles Entered | 1272 | 16 | 3835 |
| Vehicles Exited | 1285 | 17 | 3832 |
| Hourly Exit Rate | 1285 | 17 | 3832 |
| Input Volume | 2089 | 26 | 6495 |
| % of Volume | 62 | 65 | 59 |
| Denied Entry Before | 0 | 0 | 11 |
| Denied Entry After | 0 | 0 | 1730 |

14: Pleasant Hill Rd & Gwinnett Station Performance by movement

| Movement | WBL | WBR | NBU | NBT | NBR | SBU | SBL | SBT | All |
|---------------------|-------|------|-------|------|-----|------|------|------|------|
| Denied Delay (hr) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.1 | 2.1 |
| Denied Del/Veh (s) | 0.1 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 24.4 | 7.1 | 3.5 |
| Total Delay (hr) | 0.1 | 0.4 | 0.1 | 1.8 | 0.0 | 0.0 | 0.1 | 28.0 | 30.5 |
| Total Del/Veh (s) | 450.3 | 68.3 | 418.3 | 5.7 | 0.7 | 61.3 | 53.4 | 94.6 | 49.4 |
| Stop Delay (hr) | 0.1 | 0.4 | 0.1 | 1.6 | 0.0 | 0.0 | 0.1 | 27.1 | 29.4 |
| Stop Del/Veh (s) | 447.7 | 65.2 | 415.0 | 5.1 | 0.0 | 57.8 | 46.8 | 91.7 | 47.6 |
| Vehicles Entered | 1 | 20 | 1 | 1122 | 10 | 1 | 6 | 1062 | 2223 |
| Vehicles Exited | 0 | 19 | 1 | 1118 | 10 | 1 | 6 | 1019 | 2174 |
| Hourly Exit Rate | 0 | 19 | 1 | 1118 | 10 | 1 | 6 | 1019 | 2174 |
| Input Volume | 1 | 21 | 2 | 1489 | 12 | 1 | 13 | 1717 | 3256 |
| % of Volume | 0 | 90 | 50 | 75 | 83 | 100 | 46 | 59 | 67 |
| Denied Entry Before | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Denied Entry After | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 6 |

26: Pleasant Hill Rd Performance by movement

| Movement | SBL | SBT | All |
|---------------------|-----|------|------|
| Denied Delay (hr) | 0.0 | 0.0 | 0.0 |
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 |
| Total Delay (hr) | 0.1 | 4.6 | 4.8 |
| Total Del/Veh (s) | 1.0 | 17.8 | 11.7 |
| Stop Delay (hr) | 0.0 | 4.1 | 4.1 |
| Stop Del/Veh (s) | 0.1 | 15.7 | 10.0 |
| Vehicles Entered | 526 | 933 | 1459 |
| Vehicles Exited | 528 | 935 | 1463 |
| Hourly Exit Rate | 528 | 935 | 1463 |
| Input Volume | 766 | 1448 | 2214 |
| % of Volume | 69 | 65 | 66 |
| Denied Entry Before | 0 | 0 | 0 |
| Denied Entry After | 0 | 0 | 0 |

29: Performance by movement

| Movement | WBL | SWT | All |
|---------------------|-----|-----|-----|
| Denied Delay (hr) | 0.0 | 0.0 | 0.0 |
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 |
| Total Delay (hr) | 0.0 | 0.1 | 0.2 |
| Total Del/Veh (s) | 0.4 | 4.3 | 2.1 |
| Stop Delay (hr) | 0.0 | 0.1 | 0.1 |
| Stop Del/Veh (s) | 0.0 | 1.7 | 0.7 |
| Vehicles Entered | 168 | 119 | 287 |
| Vehicles Exited | 168 | 118 | 286 |
| Hourly Exit Rate | 168 | 118 | 286 |
| Input Volume | 400 | 249 | 649 |
| % of Volume | 42 | 47 | 44 |
| Denied Entry Before | 0 | 0 | 0 |
| Denied Entry After | 0 | 0 | 0 |

30: Pleasant Hill Rd & I-85 NB Performance by movement

| Movement | EBR | SWL | All |
|---------------------|------|------|------|
| Denied Delay (hr) | 0.0 | 0.1 | 0.1 |
| Denied Del/Veh (s) | 0.0 | 0.5 | 0.2 |
| Total Delay (hr) | 7.0 | 6.2 | 13.3 |
| Total Del/Veh (s) | 24.6 | 50.8 | 32.5 |
| Stop Delay (hr) | 6.7 | 5.7 | 12.3 |
| Stop Del/Veh (s) | 23.4 | 46.0 | 30.2 |
| Vehicles Entered | 1018 | 430 | 1448 |
| Vehicles Exited | 1019 | 439 | 1458 |
| Hourly Exit Rate | 1019 | 439 | 1458 |
| Input Volume | 1778 | 435 | 2213 |
| % of Volume | 57 | 101 | 66 |
| Denied Entry Before | 0 | 0 | 0 |
| Denied Entry After | 0 | 0 | 0 |

32: Performance by movement

| Movement | EBL | NBR | All |
|---------------------|-----|-----|------|
| Denied Delay (hr) | 0.0 | 0.0 | 0.0 |
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 |
| Total Delay (hr) | 0.1 | 0.3 | 0.4 |
| Total Del/Veh (s) | 0.6 | 4.8 | 2.0 |
| Stop Delay (hr) | 0.0 | 0.2 | 0.2 |
| Stop Del/Veh (s) | 0.0 | 3.1 | 1.0 |
| Vehicles Entered | 528 | 254 | 782 |
| Vehicles Exited | 528 | 258 | 786 |
| Hourly Exit Rate | 528 | 258 | 786 |
| Input Volume | 766 | 800 | 1566 |
| % of Volume | 69 | 32 | 50 |
| Denied Entry Before | 0 | 0 | 0 |
| Denied Entry After | 0 | 0 | 0 |

33: Pleasant Hill Rd Performance by movement

| Movement | NWL | NWT | NWR | All |
|---------------------|-----|------|-------|-------|
| Denied Delay (hr) | 0.0 | 0.0 | 0.0 | 0.0 |
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.4 | 0.3 |
| Total Delay (hr) | 0.4 | 0.0 | 21.8 | 22.2 |
| Total Del/Veh (s) | 7.9 | 12.7 | 155.2 | 118.4 |
| Stop Delay (hr) | 0.3 | 0.0 | 21.9 | 22.2 |
| Stop Del/Veh (s) | 6.8 | 11.3 | 155.7 | 118.4 |
| Vehicles Entered | 168 | 1 | 481 | 650 |
| Vehicles Exited | 168 | 1 | 490 | 659 |
| Hourly Exit Rate | 168 | 1 | 490 | 659 |
| Input Volume | 400 | 1 | 1118 | 1519 |
| % of Volume | 42 | 100 | 44 | 43 |
| Denied Entry Before | 0 | 0 | 0 | 0 |
| Denied Entry After | 0 | 0 | 0 | 0 |

53: Performance by movement

| Movement | EBL | WBR | All |
|---------------------|-------|------|-------|
| Denied Delay (hr) | 27.1 | 0.0 | 27.1 |
| Denied Del/Veh (s) | 349.8 | 0.0 | 135.6 |
| Total Delay (hr) | 21.7 | 2.6 | 24.4 |
| Total Del/Veh (s) | 343.0 | 21.4 | 130.5 |
| Stop Delay (hr) | 21.4 | 2.6 | 24.0 |
| Stop Del/Veh (s) | 337.4 | 20.9 | 128.3 |
| Vehicles Entered | 214 | 441 | 655 |
| Vehicles Exited | 208 | 441 | 649 |
| Hourly Exit Rate | 208 | 441 | 649 |
| Input Volume | 278 | 1240 | 1518 |
| % of Volume | 75 | 36 | 43 |
| Denied Entry Before | 0 | 0 | 0 |
| Denied Entry After | 65 | 0 | 65 |

Total Network Performance

| | |
|---------------------|--------|
| Denied Delay (hr) | 1575.2 |
| Denied Del/Veh (s) | 335.0 |
| Total Delay (hr) | 1399.7 |
| Total Del/Veh (s) | 388.1 |
| Stop Delay (hr) | 1326.9 |
| Stop Del/Veh (s) | 367.9 |
| Vehicles Entered | 12024 |
| Vehicles Exited | 11200 |
| Hourly Exit Rate | 11200 |
| Input Volume | 88242 |
| % of Volume | 13 |
| Denied Entry Before | 26 |
| Denied Entry After | 4902 |

Intersection: 1: Pleasant Hill Rd & Old Norcross Rd

| Movement | EB | EB | EB | EB | WB | WB | WB | WB | NB | NB | NB | NB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | UL | T | T | R | L | T | T | R | UL | L | T | T |
| Maximum Queue (ft) | 100 | 504 | 546 | 165 | 861 | 425 | 504 | 247 | 124 | 192 | 368 | 402 |
| Average Queue (ft) | 31 | 247 | 279 | 116 | 296 | 181 | 145 | 122 | 37 | 58 | 210 | 245 |
| 95th Queue (ft) | 74 | 434 | 542 | 211 | 798 | 409 | 327 | 238 | 96 | 135 | 341 | 370 |
| Link Distance (ft) | 534 | 534 | 534 | | 991 | 991 | 991 | | | | 698 | 698 |
| Upstream Blk Time (%) | | 0 | 13 | | 5 | 2 | 0 | | | | | |
| Queuing Penalty (veh) | | 0 | 0 | | 0 | 0 | 0 | | | | | |
| Storage Bay Dist (ft) | | | | 140 | | | | 230 | 360 | 360 | | |
| Storage Blk Time (%) | | | 9 | 43 | | | 0 | 4 | | | 0 | |
| Queuing Penalty (veh) | | | 11 | 82 | | | 1 | 6 | | | 1 | |

Intersection: 1: Pleasant Hill Rd & Old Norcross Rd

| Movement | NB | NB | SB | SB | SB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|------|------|------|-----|
| Directions Served | T | R | UL | L | T | T | T | R |
| Maximum Queue (ft) | 425 | 250 | 594 | 625 | 970 | 955 | 948 | 940 |
| Average Queue (ft) | 259 | 92 | 325 | 505 | 651 | 587 | 554 | 259 |
| 95th Queue (ft) | 402 | 289 | 636 | 782 | 1204 | 1134 | 1113 | 935 |
| Link Distance (ft) | 698 | | | | 925 | 925 | 925 | 925 |
| Upstream Blk Time (%) | | | | | 41 | 17 | 22 | 13 |
| Queuing Penalty (veh) | | | | | 0 | 0 | 0 | 0 |
| Storage Bay Dist (ft) | | 225 | 600 | 600 | | | | |
| Storage Blk Time (%) | 17 | 0 | 1 | 5 | 37 | | | |
| Queuing Penalty (veh) | 21 | 0 | 4 | 22 | 272 | | | |

Intersection: 2: Pleasant Hill Rd & Gwinnett Prado

| Movement | EB | EB | WB | NB | NB | NB | NB | SB | SB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | LT | R | LTR | UL | T | T | TR | UL | T | T | T | R |
| Maximum Queue (ft) | 79 | 246 | 382 | 83 | 128 | 83 | 105 | 175 | 731 | 740 | 732 | 125 |
| Average Queue (ft) | 25 | 114 | 230 | 19 | 19 | 16 | 30 | 64 | 480 | 490 | 495 | 28 |
| 95th Queue (ft) | 65 | 282 | 447 | 74 | 99 | 56 | 79 | 188 | 936 | 931 | 929 | 111 |
| Link Distance (ft) | 258 | 258 | 371 | | 354 | 354 | 354 | | 698 | 698 | 698 | |
| Upstream Blk Time (%) | | 21 | 38 | | 1 | | | | 34 | 37 | 43 | |
| Queuing Penalty (veh) | | 0 | 0 | | 6 | | | | 191 | 207 | 236 | |
| Storage Bay Dist (ft) | | | | 170 | | | | 150 | | | | 100 |
| Storage Blk Time (%) | | | | 1 | 0 | | | 0 | 58 | | 64 | 0 |
| Queuing Penalty (veh) | | | | 6 | 0 | | | 1 | 34 | | 23 | 0 |

Intersection: 3: Pleasant Hill Rd & Gwinnett Station

| Movement | EB | WB | NB | NB | NB | NB | SB | SB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | LTR | LTR | UL | T | T | TR | UL | T | T | T | R |
| Maximum Queue (ft) | 152 | 246 | 184 | 543 | 507 | 403 | 323 | 386 | 385 | 374 | 120 |
| Average Queue (ft) | 102 | 170 | 87 | 148 | 108 | 72 | 35 | 256 | 261 | 261 | 19 |
| 95th Queue (ft) | 180 | 301 | 217 | 553 | 470 | 378 | 183 | 501 | 498 | 482 | 90 |
| Link Distance (ft) | 142 | 238 | | 694 | 694 | 694 | | 337 | 337 | 337 | |
| Upstream Blk Time (%) | 37 | 57 | | 9 | 1 | 0 | 0 | 47 | 52 | 57 | |
| Queuing Penalty (veh) | 0 | 0 | | 43 | 3 | 1 | 0 | 267 | 296 | 328 | |
| Storage Bay Dist (ft) | | | 180 | | | | 300 | | | | 95 |
| Storage Blk Time (%) | | | 25 | 3 | | | | 55 | | 68 | 0 |
| Queuing Penalty (veh) | | | 120 | 2 | | | | 15 | | 23 | 0 |

Intersection: 4: Pleasant Hill Rd & Satellite Blvd

| Movement | EB | EB | EB | EB | EB | EB | WB | WB | WB | WB | WB | NB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | UL | L | T | T | T | R | UL | L | T | T | TR | UL |
| Maximum Queue (ft) | 167 | 265 | 387 | 530 | 584 | 300 | 363 | 386 | 455 | 416 | 263 | 218 |
| Average Queue (ft) | 42 | 102 | 198 | 227 | 326 | 219 | 185 | 233 | 250 | 209 | 122 | 105 |
| 95th Queue (ft) | 120 | 213 | 362 | 472 | 684 | 384 | 395 | 411 | 433 | 365 | 226 | 199 |
| Link Distance (ft) | | | 550 | 550 | 550 | | | | 519 | 519 | 519 | |
| Upstream Blk Time (%) | | | 0 | 0 | 30 | | | | 6 | 0 | | |
| Queuing Penalty (veh) | | | 0 | 0 | 0 | | | | 0 | 0 | | |
| Storage Bay Dist (ft) | 300 | 300 | | | | 275 | 400 | 400 | | | | 300 |
| Storage Blk Time (%) | | 0 | 2 | | 0 | 51 | 2 | 9 | 0 | | | 0 |
| Queuing Penalty (veh) | | 0 | 3 | | 0 | 92 | 3 | 17 | 1 | | | 0 |

Intersection: 4: Pleasant Hill Rd & Satellite Blvd

| Movement | NB | NB | NB | NB | NB | SB | SB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | L | T | T | T | R | UL | L | T | T | TR |
| Maximum Queue (ft) | 256 | 318 | 306 | 273 | 78 | 166 | 350 | 750 | 748 | 730 |
| Average Queue (ft) | 132 | 83 | 67 | 59 | 13 | 49 | 186 | 556 | 571 | 577 |
| 95th Queue (ft) | 234 | 307 | 276 | 231 | 106 | 124 | 414 | 991 | 980 | 960 |
| Link Distance (ft) | | 692 | 692 | 692 | | | | 694 | 694 | 694 |
| Upstream Blk Time (%) | | 3 | 1 | 0 | | | | 48 | 57 | 65 |
| Queuing Penalty (veh) | | 15 | 8 | 0 | | | | 285 | 344 | 390 |
| Storage Bay Dist (ft) | 300 | | | | 375 | 325 | 325 | | | |
| Storage Blk Time (%) | 0 | 4 | | 1 | 0 | | 0 | 57 | | |
| Queuing Penalty (veh) | 0 | 12 | | 1 | 0 | | 0 | 98 | | |

Intersection: 5: Pleasant Hill Rd & Mall Blvd

| Movement | EB | EB | WB | WB | WB | NB | NB | NB | NB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | UL | TR | UL | T | R | UL | T | T | TR | UL | T | T |
| Maximum Queue (ft) | 114 | 173 | 124 | 316 | 119 | 272 | 457 | 412 | 435 | 208 | 744 | 741 |
| Average Queue (ft) | 36 | 76 | 106 | 210 | 21 | 67 | 252 | 229 | 261 | 22 | 597 | 616 |
| 95th Queue (ft) | 89 | 190 | 153 | 430 | 70 | 215 | 452 | 406 | 441 | 123 | 972 | 963 |
| Link Distance (ft) | 251 | 251 | | 309 | 309 | | 591 | 591 | 591 | | 692 | 692 |
| Upstream Blk Time (%) | | 2 | | 54 | | | 2 | | | | 26 | 35 |
| Queuing Penalty (veh) | | 0 | | 0 | | | 13 | | | | 126 | 172 |
| Storage Bay Dist (ft) | | | 100 | | | 270 | | | | 185 | | |
| Storage Blk Time (%) | | | 76 | 1 | | 0 | 9 | | | | 60 | |
| Queuing Penalty (veh) | | | 12 | 0 | | 1 | 6 | | | | 9 | |

Intersection: 5: Pleasant Hill Rd & Mall Blvd

| Movement | SB |
|-----------------------|-----|
| Directions Served | TR |
| Maximum Queue (ft) | 727 |
| Average Queue (ft) | 621 |
| 95th Queue (ft) | 943 |
| Link Distance (ft) | 692 |
| Upstream Blk Time (%) | 55 |
| Queuing Penalty (veh) | 270 |
| Storage Bay Dist (ft) | |
| Storage Blk Time (%) | |
| Queuing Penalty (veh) | |

Intersection: 6: Pleasant Hill Rd & Gwinnett Place Dr

| Movement | EB | EB | WB | WB | WB | NB | NB | NB | NB | NB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | L | TR | UL | L | TR | UL | T | T | T | R | UL | T |
| Maximum Queue (ft) | 194 | 166 | 276 | 304 | 176 | 147 | 180 | 166 | 191 | 109 | 243 | 645 |
| Average Queue (ft) | 83 | 73 | 120 | 198 | 71 | 50 | 65 | 58 | 70 | 6 | 19 | 574 |
| 95th Queue (ft) | 168 | 140 | 275 | 340 | 154 | 118 | 169 | 155 | 178 | 51 | 115 | 770 |
| Link Distance (ft) | 332 | 332 | 305 | 305 | 305 | | 356 | 356 | 356 | | | 591 |
| Upstream Blk Time (%) | 1 | | 5 | 15 | 1 | | 1 | 0 | 0 | | | 47 |
| Queuing Penalty (veh) | 0 | | 0 | 0 | 0 | | 8 | 2 | 1 | | | 224 |
| Storage Bay Dist (ft) | | | | | | 200 | | | | 125 | 220 | |
| Storage Blk Time (%) | | | | | | 0 | 2 | | 3 | 0 | 0 | 32 |
| Queuing Penalty (veh) | | | | | | 1 | 1 | | 3 | 0 | 0 | 7 |

Intersection: 6: Pleasant Hill Rd & Gwinnett Place Dr

| Movement | SB | SB |
|-----------------------|-----|-----|
| Directions Served | T | TR |
| Maximum Queue (ft) | 647 | 635 |
| Average Queue (ft) | 591 | 592 |
| 95th Queue (ft) | 726 | 708 |
| Link Distance (ft) | 591 | 591 |
| Upstream Blk Time (%) | 56 | 72 |
| Queuing Penalty (veh) | 266 | 343 |
| Storage Bay Dist (ft) | | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

Intersection: 7: Pleasant Hill Rd & Venture Dr

| Movement | EB | EB | WB | NB | NB | NB | NB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | R | R | R | UL | T | T | TR | T | T | TR |
| Maximum Queue (ft) | 212 | 196 | 60 | 315 | 518 | 458 | 451 | 391 | 416 | 403 |
| Average Queue (ft) | 184 | 109 | 17 | 185 | 244 | 237 | 268 | 291 | 368 | 370 |
| 95th Queue (ft) | 200 | 231 | 50 | 348 | 465 | 427 | 441 | 461 | 445 | 425 |
| Link Distance (ft) | 168 | 168 | 245 | | 596 | 596 | 596 | 356 | 356 | 356 |
| Upstream Blk Time (%) | 96 | 19 | | | 1 | 0 | | 17 | 44 | 55 |
| Queuing Penalty (veh) | 0 | 0 | | | 5 | 0 | | 91 | 237 | 297 |
| Storage Bay Dist (ft) | | | | 290 | | | | | | |
| Storage Blk Time (%) | | | | 2 | 6 | | | | | |
| Queuing Penalty (veh) | | | | 11 | 21 | | | | | |

Intersection: 8: Pleasant Hill Rd & I-85 NB

| Movement | NB | NB | NB | SB | SB | SB | SB | SB | SW | SW | B28 | B28 |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | T | T | T | L | L | L | L | R | R | R | T | T |
| Maximum Queue (ft) | 33 | 49 | 41 | 606 | 658 | 648 | 638 | 558 | 189 | 163 | 263 | 222 |
| Average Queue (ft) | 20 | 21 | 21 | 339 | 612 | 614 | 610 | 100 | 156 | 95 | 148 | 49 |
| 95th Queue (ft) | 30 | 36 | 33 | 693 | 683 | 639 | 632 | 409 | 185 | 163 | 291 | 176 |
| Link Distance (ft) | 16 | 16 | 16 | 596 | 596 | 596 | 596 | 596 | 88 | 88 | 245 | 245 |
| Upstream Blk Time (%) | 82 | 80 | 80 | 0 | 35 | 44 | 43 | 2 | 31 | 11 | 3 | 0 |
| Queuing Penalty (veh) | 304 | 300 | 298 | 1 | 146 | 182 | 179 | 9 | 0 | 0 | 0 | 0 |
| Storage Bay Dist (ft) | | | | | | | | | | | | |
| Storage Blk Time (%) | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |

Intersection: 9: I-85 SB

| Movement | EB | B38 | NB | NB | NB | NB | NB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | R | T | L | L | L | L | R | T | T | T |
| Maximum Queue (ft) | 128 | 5 | 661 | 661 | 652 | 613 | 332 | 66 | 73 | 65 |
| Average Queue (ft) | 10 | 0 | 623 | 626 | 587 | 417 | 32 | 55 | 53 | 50 |
| 95th Queue (ft) | 69 | 4 | 654 | 659 | 722 | 713 | 238 | 66 | 68 | 61 |
| Link Distance (ft) | 121 | 124 | 616 | 616 | 616 | 616 | 616 | 50 | 50 | 50 |
| Upstream Blk Time (%) | 1 | | 77 | 80 | 42 | 10 | 2 | 43 | 37 | 39 |
| Queuing Penalty (veh) | 0 | | 313 | 325 | 172 | 42 | 9 | 205 | 181 | 189 |
| Storage Bay Dist (ft) | | | | | | | | | | |
| Storage Blk Time (%) | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | |

Intersection: 10: Pleasant Hill Rd & Shackleford Rd/Breckinridge Rd

| Movement | EB | EB | EB | EB | EB | WB | WB | WB | WB | WB | NB | NB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | L | L | T | T | R | L | L | T | T | R | UL | L |
| Maximum Queue (ft) | 229 | 243 | 463 | 428 | 182 | 287 | 299 | 674 | 700 | 375 | 95 | 245 |
| Average Queue (ft) | 154 | 231 | 432 | 49 | 22 | 115 | 149 | 358 | 576 | 335 | 19 | 98 |
| 95th Queue (ft) | 242 | 250 | 530 | 245 | 110 | 269 | 314 | 784 | 896 | 471 | 65 | 275 |
| Link Distance (ft) | | | 448 | 448 | | | | 660 | 660 | | | |
| Upstream Blk Time (%) | | | 89 | 0 | | | | 3 | 67 | | | |
| Queuing Penalty (veh) | | | 0 | 0 | | | | 0 | 0 | | | |
| Storage Bay Dist (ft) | 220 | 220 | | | 165 | 275 | 275 | | | 350 | 220 | 220 |
| Storage Blk Time (%) | 0 | 94 | 1 | 2 | 0 | 1 | 4 | 7 | 2 | 79 | | 0 |
| Queuing Penalty (veh) | 0 | 165 | 2 | 6 | 1 | 1 | 7 | 24 | 6 | 134 | | 0 |

Intersection: 10: Pleasant Hill Rd & Shackleford Rd/Breckinridge Rd

| Movement | NB | NB | NB | SB | SB | SB | SB | SB |
|-----------------------|------|------|------|-----|-----|-----|-----|-----|
| Directions Served | T | T | TR | L | L | T | T | TR |
| Maximum Queue (ft) | 910 | 914 | 911 | 105 | 127 | 180 | 208 | 214 |
| Average Queue (ft) | 800 | 815 | 848 | 34 | 63 | 118 | 129 | 132 |
| 95th Queue (ft) | 1111 | 1108 | 1071 | 82 | 108 | 182 | 193 | 202 |
| Link Distance (ft) | 878 | 878 | 878 | | | 616 | 616 | 616 |
| Upstream Blk Time (%) | 47 | 48 | 67 | | | | | |
| Queuing Penalty (veh) | 272 | 280 | 392 | | | | | |
| Storage Bay Dist (ft) | | | | 250 | 250 | | | |
| Storage Blk Time (%) | 84 | | | | | | | |
| Queuing Penalty (veh) | 85 | | | | | | | |

Intersection: 11: Pleasant Hill Rd & Crestwood Pkwy/Koger Blvd

| Movement | EB | EB | EB | WB | WB | WB | NB | NB | NB | NB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|----|-----|------|------|------|-----|-----|
| Directions Served | UL | T | R | L | T | R | UL | T | T | TR | UL | L |
| Maximum Queue (ft) | 363 | 114 | 189 | 433 | 478 | 75 | 418 | 1434 | 1421 | 1405 | 81 | 242 |
| Average Queue (ft) | 292 | 19 | 34 | 124 | 393 | 62 | 98 | 1010 | 1169 | 1204 | 31 | 54 |
| 95th Queue (ft) | 443 | 71 | 124 | 376 | 608 | 80 | 344 | 1864 | 1898 | 1882 | 74 | 138 |
| Link Distance (ft) | 341 | 341 | 341 | 450 | 450 | | | 1378 | 1378 | 1378 | | |
| Upstream Blk Time (%) | 63 | | 0 | 6 | 73 | | | 25 | 36 | 63 | | |
| Queuing Penalty (veh) | 0 | | 0 | 0 | 0 | | | 141 | 204 | 358 | | |
| Storage Bay Dist (ft) | | | | | | 50 | 475 | | | | 270 | 270 |
| Storage Blk Time (%) | | | | | 9 | 90 | 0 | 28 | | | | |
| Queuing Penalty (veh) | | | | | 12 | 53 | 0 | 23 | | | | |

Intersection: 11: Pleasant Hill Rd & Crestwood Pkwy/Koger Blvd

| Movement | SB | SB | SB |
|-----------------------|-----|-----|-----|
| Directions Served | T | T | TR |
| Maximum Queue (ft) | 383 | 392 | 419 |
| Average Queue (ft) | 204 | 218 | 238 |
| 95th Queue (ft) | 335 | 358 | 384 |
| Link Distance (ft) | 878 | 878 | 878 |
| Upstream Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | 4 | | |
| Queuing Penalty (veh) | 4 | | |

Intersection: 12: Pleasant Hill Rd & Sweetwater Rd

| Movement | EB | EB | EB | WB | WB | WB | NB | NB | NB | NB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|------|------|------|-----|------|
| Directions Served | UL | T | R | UL | T | R | UL | T | T | TR | UL | T |
| Maximum Queue (ft) | 486 | 445 | 216 | 120 | 578 | 568 | 300 | 1021 | 1029 | 1042 | 433 | 600 |
| Average Queue (ft) | 342 | 196 | 16 | 87 | 417 | 408 | 68 | 572 | 702 | 787 | 180 | 319 |
| 95th Queue (ft) | 618 | 488 | 103 | 166 | 752 | 732 | 221 | 1261 | 1308 | 1395 | 391 | 557 |
| Link Distance (ft) | 466 | 466 | 466 | | 547 | 547 | | 960 | 960 | 960 | | 1378 |
| Upstream Blk Time (%) | 56 | 13 | 0 | | 34 | 44 | | 24 | 30 | 65 | | |
| Queuing Penalty (veh) | 0 | 0 | 0 | | 0 | 0 | | 119 | 153 | 325 | | |
| Storage Bay Dist (ft) | | | | 95 | | | 300 | | | | 550 | |
| Storage Blk Time (%) | | | | 48 | 24 | | 0 | 36 | | | 3 | 0 |
| Queuing Penalty (veh) | | | | 83 | 55 | | 0 | 27 | | | 18 | 0 |

Intersection: 12: Pleasant Hill Rd & Sweetwater Rd

| Movement | SB | SB |
|-----------------------|------|------|
| Directions Served | T | TR |
| Maximum Queue (ft) | 604 | 581 |
| Average Queue (ft) | 331 | 340 |
| 95th Queue (ft) | 550 | 550 |
| Link Distance (ft) | 1378 | 1378 |
| Upstream Blk Time (%) | | |
| Queuing Penalty (veh) | | |
| Storage Bay Dist (ft) | | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

Intersection: 13: Pleasant Hill Rd & Club Dr

| Movement | EB | EB | EB | EB | EB | WB | WB | WB | WB | NB | NB | NB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | UL | T | T | R | R | L | T | T | R | L | L | L |
| Maximum Queue (ft) | 424 | 626 | 657 | 305 | 292 | 427 | 564 | 710 | 420 | 121 | 233 | 342 |
| Average Queue (ft) | 288 | 500 | 450 | 214 | 186 | 192 | 98 | 426 | 269 | 18 | 75 | 119 |
| 95th Queue (ft) | 543 | 713 | 886 | 433 | 396 | 461 | 315 | 902 | 564 | 83 | 213 | 308 |
| Link Distance (ft) | | 610 | 610 | | | 698 | 698 | 698 | | | | |
| Upstream Blk Time (%) | | 35 | 27 | | | 0 | 47 | | | | | |
| Queuing Penalty (veh) | | 0 | 0 | | | 0 | 0 | | | | | |
| Storage Bay Dist (ft) | 400 | | | 280 | 280 | | | | 400 | 380 | 380 | 380 |
| Storage Blk Time (%) | 43 | 8 | 8 | 20 | 7 | | | | 55 | | | 0 |
| Queuing Penalty (veh) | 135 | 9 | 86 | 63 | 21 | | | | 73 | | | 0 |

Intersection: 13: Pleasant Hill Rd & Club Dr

| Movement | NB | NB | NB | SB | SB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | T | T | TR | UL | L | T | T | TR |
| Maximum Queue (ft) | 450 | 467 | 461 | 170 | 220 | 337 | 357 | 368 |
| Average Queue (ft) | 225 | 354 | 393 | 74 | 92 | 105 | 124 | 142 |
| 95th Queue (ft) | 464 | 530 | 544 | 149 | 169 | 247 | 275 | 293 |
| Link Distance (ft) | 442 | 442 | 442 | | | 960 | 960 | 960 |
| Upstream Blk Time (%) | 5 | 41 | 60 | | | | | |
| Queuing Penalty (veh) | 0 | 0 | 0 | | | | | |
| Storage Bay Dist (ft) | | | | 325 | 325 | | | |
| Storage Blk Time (%) | 6 | | | | | 0 | | |
| Queuing Penalty (veh) | 19 | | | | | 1 | | |

Intersection: 14: Pleasant Hill Rd & Gwinnett Station

| Movement | WB | NB | NB | NB | SB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | LR | UT | T | TR | UL | T | T | T |
| Maximum Queue (ft) | 67 | 149 | 129 | 74 | 149 | 398 | 396 | 380 |
| Average Queue (ft) | 23 | 38 | 24 | 13 | 16 | 243 | 244 | 242 |
| 95th Queue (ft) | 84 | 206 | 156 | 115 | 86 | 522 | 523 | 516 |
| Link Distance (ft) | 343 | 337 | 337 | 337 | | 354 | 354 | 354 |
| Upstream Blk Time (%) | | 7 | 0 | 0 | | 40 | 43 | 50 |
| Queuing Penalty (veh) | | 36 | 1 | 0 | | 230 | 245 | 286 |
| Storage Bay Dist (ft) | | | | | 100 | | | |
| Storage Blk Time (%) | | | | | 0 | 58 | | |
| Queuing Penalty (veh) | | | | | 0 | 8 | | |

Intersection: 26: Pleasant Hill Rd

| Movement | SB | SB | SB |
|-----------------------|-----|-----|-----|
| Directions Served | L | T | T |
| Maximum Queue (ft) | 6 | 140 | 159 |
| Average Queue (ft) | 0 | 122 | 128 |
| 95th Queue (ft) | 5 | 133 | 149 |
| Link Distance (ft) | 118 | 118 | 118 |
| Upstream Blk Time (%) | | 37 | 37 |
| Queuing Penalty (veh) | | 205 | 203 |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Intersection: 29:

| Movement | SW |
|-----------------------|-----|
| Directions Served | T |
| Maximum Queue (ft) | 72 |
| Average Queue (ft) | 11 |
| 95th Queue (ft) | 44 |
| Link Distance (ft) | 246 |
| Upstream Blk Time (%) | |
| Queuing Penalty (veh) | |
| Storage Bay Dist (ft) | |
| Storage Blk Time (%) | |
| Queuing Penalty (veh) | |

Intersection: 30: Pleasant Hill Rd & I-85 NB

| Movement | EB | EB | EB | EB | SW | SW |
|-----------------------|----|----|-----|-----|-----|-----|
| Directions Served | R | R | R | R | L | L |
| Maximum Queue (ft) | 62 | 64 | 147 | 144 | 260 | 495 |
| Average Queue (ft) | 23 | 17 | 110 | 114 | 103 | 234 |
| 95th Queue (ft) | 56 | 51 | 144 | 139 | 197 | 401 |
| Link Distance (ft) | 50 | 50 | 50 | 50 | 517 | 517 |
| Upstream Blk Time (%) | 9 | 7 | 77 | 76 | | 1 |
| Queuing Penalty (veh) | 39 | 31 | 340 | 340 | | 0 |
| Storage Bay Dist (ft) | | | | | | |
| Storage Blk Time (%) | | | | | | |
| Queuing Penalty (veh) | | | | | | |

Intersection: 32:

| Movement | EB | NB |
|-----------------------|-----|-----|
| Directions Served | L | R |
| Maximum Queue (ft) | 11 | 202 |
| Average Queue (ft) | 0 | 46 |
| 95th Queue (ft) | 6 | 153 |
| Link Distance (ft) | 147 | 123 |
| Upstream Blk Time (%) | | 2 |
| Queuing Penalty (veh) | | 16 |
| Storage Bay Dist (ft) | | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

Intersection: 33: Pleasant Hill Rd

| Movement | NW | NW | NW | NW |
|-----------------------|-----|-----|-----|-----|
| Directions Served | L | LR | R | R |
| Maximum Queue (ft) | 233 | 225 | 233 | 222 |
| Average Queue (ft) | 31 | 200 | 195 | 195 |
| 95th Queue (ft) | 157 | 214 | 232 | 229 |
| Link Distance (ft) | 194 | 194 | 194 | 194 |
| Upstream Blk Time (%) | 7 | 76 | 68 | 68 |
| Queuing Penalty (veh) | 27 | 289 | 257 | 260 |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 53:

| Movement | EB | EB | WB | WB | WB | WB |
|-----------------------|-----|-----|----|-----|-----|-----|
| Directions Served | L | L | R | R | R | R |
| Maximum Queue (ft) | 450 | 456 | 44 | 42 | 51 | 48 |
| Average Queue (ft) | 375 | 405 | 4 | 23 | 23 | 23 |
| 95th Queue (ft) | 569 | 525 | 22 | 38 | 43 | 42 |
| Link Distance (ft) | 421 | 421 | 7 | 7 | 7 | 7 |
| Upstream Blk Time (%) | 60 | 76 | 7 | 88 | 76 | 79 |
| Queuing Penalty (veh) | 0 | 0 | 23 | 274 | 236 | 245 |
| Storage Bay Dist (ft) | | | | | | |
| Storage Blk Time (%) | | | | | | |
| Queuing Penalty (veh) | | | | | | |

Network Summary

Network wide Queuing Penalty: 15424

3 –

HCM No Build Year 2054 Results

HCM 6th Signalized Intersection Summary
1: Pleasant Hill Rd & Old Norcross Rd

No Build 2054
AM Peak Hour

| |  |  |  |  |  |  |  |  |  |  |  |  |
|--|---|---|---|---|---|---|--|---|---|---|---|---|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL |
| Lane Configurations |  |  |  |  |  |  | |  |  |  | |  |
| Traffic Volume (veh/h) | 60 | 280 | 135 | 110 | 635 | 780 | 5 | 135 | 2095 | 55 | 10 | 410 |
| Future Volume (veh/h) | 60 | 280 | 135 | 110 | 635 | 780 | 5 | 135 | 2095 | 55 | 10 | 410 |
| Initial Q (Qb), veh | 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 |
| Parking Bus, Adj | 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 | | | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | | 1826 | 1826 | 1826 | | 1826 |
| Adj Flow Rate, veh/h | 66 | 308 | 148 | 121 | 698 | 857 | | 148 | 2302 | 60 | | 451 |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | | 0.91 | 0.91 | 0.91 | | 0.91 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | | 5 | 5 | 5 | | 5 |
| Cap, veh/h | 119 | 527 | 235 | 204 | 571 | 255 | | 191 | 2417 | 750 | | 472 |
| Arrive On Green | 0.04 | 0.15 | 0.15 | 0.05 | 0.16 | 0.16 | | 0.06 | 0.48 | 0.48 | | 0.14 |
| Sat Flow, veh/h | 1781 | 3554 | 1585 | 1781 | 3554 | 1585 | | 3374 | 4985 | 1547 | | 3374 |
| Grp Volume(v), veh/h | 66 | 308 | 148 | 121 | 698 | 857 | | 148 | 2302 | 60 | | 451 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1777 | 1585 | 1781 | 1777 | 1585 | | 1687 | 1662 | 1547 | | 1687 |
| Q Serve(g_s), s | 5.0 | 12.9 | 14.0 | 8.6 | 25.7 | 25.7 | | 6.9 | 70.7 | 3.3 | | 21.2 |
| Cycle Q Clear(g_c), s | 5.0 | 12.9 | 14.0 | 8.6 | 25.7 | 25.7 | | 6.9 | 70.7 | 3.3 | | 21.2 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 119 | 527 | 235 | 204 | 571 | 255 | | 191 | 2417 | 750 | | 472 |
| V/C Ratio(X) | 0.56 | 0.58 | 0.63 | 0.59 | 1.22 | 3.37 | | 0.78 | 0.95 | 0.08 | | 0.95 |
| Avail Cap(c_a), veh/h | 130 | 549 | 245 | 204 | 571 | 255 | | 266 | 2417 | 750 | | 472 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 0.77 | 0.77 | 0.77 | | 1.00 |
| Uniform Delay (d), s/veh | 56.3 | 63.5 | 64.0 | 56.2 | 67.2 | 67.2 | | 74.5 | 39.4 | 22.1 | | 68.3 |
| Incr Delay (d2), s/veh | 4.3 | 1.5 | 4.8 | 4.6 | 115.3 | 1074.7 | | 7.2 | 8.3 | 0.2 | | 30.2 |
| 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 |
| %ile BackOfQ(50%),veh/ln | 2.4 | 5.9 | 5.9 | 4.4 | 20.6 | 86.2 | | 3.2 | 29.7 | 1.2 | | 11.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 60.6 | 65.0 | 68.8 | 60.7 | 182.5 | 1141.9 | | 81.6 | 47.7 | 22.2 | | 98.5 |
| LnGrp LOS | E | E | E | E | F | F | | F | D | C | | F |
| Approach Vol, veh/h | | 522 | | | 1676 | | | | 2510 | | | |
| Approach Delay, s/veh | | 65.5 | | | 664.2 | | | | 49.1 | | | |
| Approach LOS | | E | | | F | | | | D | | | |
| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 29.0 | 85.0 | 15.0 | 31.0 | 16.4 | 97.5 | 13.0 | 33.0 | | | | |
| Change Period (Y+Rc), s | 6.6 | 7.4 | 6.4 | * 7.3 | 7.4 | 7.4 | 6.4 | * 7.3 | | | | |
| Max Green Setting (Gmax), s | 22.4 | 76.6 | 8.6 | * 25 | 12.6 | 85.6 | 7.6 | * 26 | | | | |
| Max Q Clear Time (g_c+I1), s | 23.2 | 72.7 | 10.6 | 16.0 | 8.9 | 34.2 | 7.0 | 27.7 | | | | |
| Green Ext Time (p_c), s | 0.0 | 3.6 | 0.0 | 1.5 | 0.1 | 16.9 | 0.0 | 0.0 | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 6th Ctrl Delay | | | 199.9 | | | | | | | | | |
| HCM 6th LOS | | | F | | | | | | | | | |
| Notes | | | | | | | | | | | | |
| User approved ignoring U-Turning movement. | | | | | | | | | | | | |
| * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier. | | | | | | | | | | | | |

HCM 6th Signalized Intersection Summary
 1: Pleasant Hill Rd & Old Norcross Rd

No Build 2054
 AM Peak Hour



| Movement | SBT | SBR |
|------------------------------|------|------|
| Lane Configurations | ↑↑↑ | ↑ |
| Traffic Volume (veh/h) | 1430 | 30 |
| Future Volume (veh/h) | 1430 | 30 |
| Initial Q (Qb), veh | 0 | 0 |
| Ped-Bike Adj(A_pbT) | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 |
| Work Zone On Approach | No | |
| Adj Sat Flow, veh/h/ln | 1826 | 1826 |
| Adj Flow Rate, veh/h | 1571 | 33 |
| Peak Hour Factor | 0.91 | 0.91 |
| Percent Heavy Veh, % | 5 | 5 |
| Cap, veh/h | 2808 | 872 |
| Arrive On Green | 0.56 | 0.56 |
| Sat Flow, veh/h | 4985 | 1547 |
| Grp Volume(v), veh/h | 1571 | 33 |
| Grp Sat Flow(s),veh/h/ln | 1662 | 1547 |
| Q Serve(g_s), s | 32.2 | 1.5 |
| Cycle Q Clear(g_c), s | 32.2 | 1.5 |
| Prop In Lane | | 1.00 |
| Lane Grp Cap(c), veh/h | 2808 | 872 |
| V/C Ratio(X) | 0.56 | 0.04 |
| Avail Cap(c_a), veh/h | 2808 | 872 |
| HCM Platoon Ratio | 1.00 | 1.00 |
| Upstream Filter(l) | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 22.3 | 15.6 |
| Incr Delay (d2), s/veh | 0.8 | 0.1 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 12.5 | 0.6 |
| Unsig. Movement Delay, s/veh | | |
| LnGrp Delay(d),s/veh | 23.1 | 15.7 |
| LnGrp LOS | C | B |
| Approach Vol, veh/h | 2055 | |
| Approach Delay, s/veh | 39.5 | |
| Approach LOS | D | |
| Timer - Assigned Phs | | |

HCM 6th Signalized Intersection Summary
2: Pleasant Hill Rd & Gwinnett Prado

No Build 2054
AM Peak Hour



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|-------|------|-------|------|-------|------|-------|------|------|------|------|
| Lane Configurations | | ↖ | ↗ | | ↔ | | ↖ | ↑↑↑ | | ↘ | ↑↑↑ | ↗ |
| Traffic Volume (veh/h) | 5 | 0 | 5 | 5 | 5 | 5 | 5 | 2480 | 0 | 5 | 1665 | 5 |
| Future Volume (veh/h) | 5 | 0 | 5 | 5 | 5 | 5 | 5 | 2480 | 0 | 5 | 1665 | 5 |
| 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 | 6 | 0 | 6 | 6 | 6 | 6 | 6 | 2756 | 0 | 6 | 1850 | 6 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 81 | 0 | 36 | 41 | 14 | 12 | 250 | 4358 | 0 | 127 | 4370 | 1357 |
| Arrive On Green | 0.02 | 0.00 | 0.02 | 0.02 | 0.02 | 0.02 | 0.01 | 0.85 | 0.00 | 0.01 | 0.86 | 0.86 |
| Sat Flow, veh/h | 1580 | 0 | 1585 | 456 | 626 | 541 | 1781 | 5274 | 0 | 1781 | 5106 | 1585 |
| Grp Volume(v), veh/h | 6 | 0 | 6 | 18 | 0 | 0 | 6 | 2756 | 0 | 6 | 1850 | 6 |
| Grp Sat Flow(s),veh/h/ln | 1580 | 0 | 1585 | 1624 | 0 | 0 | 1781 | 1702 | 0 | 1781 | 1702 | 1585 |
| Q Serve(g_s), s | 0.0 | 0.0 | 0.6 | 1.2 | 0.0 | 0.0 | 0.1 | 27.5 | 0.0 | 0.1 | 13.1 | 0.1 |
| Cycle Q Clear(g_c), s | 0.5 | 0.0 | 0.6 | 1.7 | 0.0 | 0.0 | 0.1 | 27.5 | 0.0 | 0.1 | 13.1 | 0.1 |
| Prop In Lane | 1.00 | | 1.00 | 0.33 | | 0.33 | 1.00 | | 0.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 81 | 0 | 36 | 67 | 0 | 0 | 250 | 4358 | 0 | 127 | 4370 | 1357 |
| V/C Ratio(X) | 0.07 | 0.00 | 0.16 | 0.27 | 0.00 | 0.00 | 0.02 | 0.63 | 0.00 | 0.05 | 0.42 | 0.00 |
| Avail Cap(c_a), veh/h | 169 | 0 | 136 | 168 | 0 | 0 | 374 | 4358 | 0 | 247 | 4370 | 1357 |
| 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 | 1.00 | 0.00 | 0.80 | 0.80 | 0.80 |
| Uniform Delay (d), s/veh | 76.6 | 0.0 | 76.7 | 77.2 | 0.0 | 0.0 | 2.1 | 3.7 | 0.0 | 4.1 | 2.6 | 1.7 |
| Incr Delay (d2), s/veh | 0.4 | 0.0 | 2.1 | 2.1 | 0.0 | 0.0 | 0.0 | 0.7 | 0.0 | 0.1 | 0.2 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.3 | 0.0 | 0.3 | 0.8 | 0.0 | 0.0 | 0.0 | 6.6 | 0.0 | 0.0 | 3.1 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 77.0 | 0.0 | 78.7 | 79.3 | 0.0 | 0.0 | 2.1 | 4.4 | 0.0 | 4.2 | 2.8 | 1.7 |
| LnGrp LOS | E | A | E | E | A | A | A | A | A | A | A | A |
| Approach Vol, veh/h | | 12 | | | 18 | | | 2762 | | | 1862 | |
| Approach Delay, s/veh | | 77.9 | | | 79.3 | | | 4.4 | | | 2.8 | |
| Approach LOS | | E | | | E | | | A | | | A | |
| Timer - Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 7.3 | 142.7 | | 10.0 | 6.9 | 143.1 | | 10.0 | | | | |
| Change Period (Y+Rc), s | 6.1 | 6.2 | | * 6.3 | 5.7 | 6.2 | | * 6.3 | | | | |
| Max Green Setting (Gmax), s | 11.9 | 115.8 | | * 14 | 12.3 | 115.8 | | * 14 | | | | |
| Max Q Clear Time (g_c+I1), s | 2.1 | 29.5 | | 2.6 | 2.1 | 15.1 | | 3.7 | | | | |
| Green Ext Time (p_c), s | 0.0 | 58.3 | | 0.0 | 0.0 | 25.6 | | 0.0 | | | | |

Intersection Summary

| | |
|--------------------|-----|
| HCM 6th Ctrl Delay | 4.3 |
| HCM 6th LOS | A |

Notes

- User approved pedestrian interval to be less than phase max green.
- User approved ignoring U-Turning movement.
- * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
3: Pleasant Hill Rd & Gwinnett Station

No Build 2054
AM Peak Hour



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBL | SBT |
|------------------------------|-------|-------|------|------|------|-------|-----|------|------|------|------|------|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | ↑↑↑ | | ↕ | ↑↑↑ |
| Traffic Volume (veh/h) | 30 | 5 | 20 | 10 | 0 | 5 | 20 | 40 | 2345 | 5 | 5 | 1665 |
| Future Volume (veh/h) | 30 | 5 | 20 | 10 | 0 | 5 | 20 | 40 | 2345 | 5 | 5 | 1665 |
| Initial Q (Qb), veh | 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 | |
| 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 |
| 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 |
| Adj Flow Rate, veh/h | 32 | 5 | 21 | 11 | 0 | 5 | | 42 | 2468 | 5 | 5 | 1753 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 72 | 10 | 27 | 84 | 7 | 24 | | 286 | 4400 | 9 | 149 | 4157 |
| Arrive On Green | 0.05 | 0.05 | 0.05 | 0.05 | 0.00 | 0.05 | | 0.03 | 0.84 | 0.84 | 0.01 | 0.81 |
| Sat Flow, veh/h | 782 | 211 | 564 | 961 | 144 | 502 | | 1781 | 5262 | 11 | 1781 | 5106 |
| Grp Volume(v), veh/h | 58 | 0 | 0 | 16 | 0 | 0 | | 42 | 1596 | 877 | 5 | 1753 |
| Grp Sat Flow(s),veh/h/ln | 1557 | 0 | 0 | 1606 | 0 | 0 | | 1781 | 1702 | 1868 | 1781 | 1702 |
| Q Serve(g_s), s | 4.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.6 | 23.2 | 23.2 | 0.1 | 15.6 |
| Cycle Q Clear(g_c), s | 5.8 | 0.0 | 0.0 | 1.4 | 0.0 | 0.0 | | 0.6 | 23.2 | 23.2 | 0.1 | 15.6 |
| Prop In Lane | 0.55 | | 0.36 | 0.69 | | 0.31 | | 1.00 | | 0.01 | 1.00 | |
| Lane Grp Cap(c), veh/h | 109 | 0 | 0 | 114 | 0 | 0 | | 286 | 2846 | 1562 | 149 | 4157 |
| V/C Ratio(X) | 0.53 | 0.00 | 0.00 | 0.14 | 0.00 | 0.00 | | 0.15 | 0.56 | 0.56 | 0.03 | 0.42 |
| Avail Cap(c_a), veh/h | 169 | 0 | 0 | 172 | 0 | 0 | | 376 | 2846 | 1562 | 278 | 4157 |
| 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 |
| Upstream Filter(I) | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 | | 0.22 | 0.22 | 0.22 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 75.2 | 0.0 | 0.0 | 73.2 | 0.0 | 0.0 | | 3.0 | 4.0 | 4.0 | 3.8 | 4.2 |
| Incr Delay (d2), s/veh | 4.0 | 0.0 | 0.0 | 0.6 | 0.0 | 0.0 | | 0.1 | 0.2 | 0.3 | 0.1 | 0.3 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 2.5 | 0.0 | 0.0 | 0.7 | 0.0 | 0.0 | | 0.2 | 6.0 | 6.7 | 0.0 | 4.5 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 79.2 | 0.0 | 0.0 | 73.8 | 0.0 | 0.0 | | 3.0 | 4.2 | 4.4 | 3.9 | 4.5 |
| LnGrp LOS | E | A | A | E | A | A | | A | A | A | A | A |
| Approach Vol, veh/h | | 58 | | | 16 | | | | 2515 | | | 1769 |
| Approach Delay, s/veh | | 79.2 | | | 73.8 | | | | 4.3 | | | 4.5 |
| Approach LOS | | E | | | E | | | | A | | | A |
| Timer - Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 6.4 | 140.0 | | 13.6 | 9.9 | 136.5 | | 13.6 | | | | |
| Change Period (Y+Rc), s | * 5.4 | 6.2 | | 6.0 | 5.7 | 6.2 | | 6.0 | | | | |
| Max Green Setting (Gmax), s | * 13 | 115.8 | | 14.0 | 12.3 | 115.8 | | 14.0 | | | | |
| Max Q Clear Time (g_c+I1), s | 2.1 | 25.2 | | 7.8 | 2.6 | 17.6 | | 3.4 | | | | |
| Green Ext Time (p_c), s | 0.0 | 44.4 | | 0.1 | 0.0 | 22.7 | | 0.0 | | | | |

Intersection Summary

| | |
|--------------------|-----|
| HCM 6th Ctrl Delay | 5.6 |
| HCM 6th LOS | A |

Notes

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

User approved ignoring U-Turning movement.

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

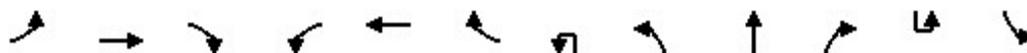
HCM 6th Signalized Intersection Summary
 3: Pleasant Hill Rd & Gwinnett Station

No Build 2054
 AM Peak Hour

| Movement | SBR |
|------------------------------|------|
| Lane Configurations | |
| Traffic Volume (veh/h) | 10 |
| Future Volume (veh/h) | 10 |
| Initial Q (Qb), veh | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 |
| Parking Bus, Adj | 1.00 |
| Work Zone On Approach | |
| Adj Sat Flow, veh/h/ln | 1870 |
| Adj Flow Rate, veh/h | 11 |
| Peak Hour Factor | 0.95 |
| Percent Heavy Veh, % | 2 |
| Cap, veh/h | 1290 |
| Arrive On Green | 0.81 |
| Sat Flow, veh/h | 1585 |
| Grp Volume(v), veh/h | 11 |
| Grp Sat Flow(s),veh/h/ln | 1585 |
| Q Serve(g_s), s | 0.2 |
| Cycle Q Clear(g_c), s | 0.2 |
| Prop In Lane | 1.00 |
| Lane Grp Cap(c), veh/h | 1290 |
| V/C Ratio(X) | 0.01 |
| Avail Cap(c_a), veh/h | 1290 |
| HCM Platoon Ratio | 1.00 |
| Upstream Filter(l) | 1.00 |
| Uniform Delay (d), s/veh | 2.8 |
| Incr Delay (d2), s/veh | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.1 |
| Unsig. Movement Delay, s/veh | |
| LnGrp Delay(d),s/veh | 2.8 |
| LnGrp LOS | A |
| Approach Vol, veh/h | |
| Approach Delay, s/veh | |
| Approach LOS | |
| Timer - Assigned Phs | |

HCM 6th Signalized Intersection Summary
4: Pleasant Hill Rd & Satellite Blvd

No Build 2054
AM Peak Hour



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL |
|------------------------------|------|------|------|------|-------|-------|------|------|------|------|-----|------|
| Lane Configurations | ↔↔ | ↑↑↑ | ↗ | ↔↔ | ↑↑↑ | ↘ | | ↔↔ | ↑↑↑ | ↗ | | ↔↔ |
| Traffic Volume (veh/h) | 60 | 420 | 155 | 190 | 1310 | 280 | 5 | 340 | 2260 | 340 | 5 | 150 |
| Future Volume (veh/h) | 60 | 420 | 155 | 190 | 1310 | 280 | 5 | 340 | 2260 | 340 | 5 | 150 |
| Initial Q (Qb), veh | 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 |
| Parking Bus, Adj | 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 | | | |
| Adj Sat Flow, veh/h/ln | 1841 | 1841 | 1841 | 1841 | 1841 | 1841 | | 1841 | 1841 | 1841 | | 1841 |
| Adj Flow Rate, veh/h | 61 | 424 | 157 | 192 | 1323 | 283 | | 343 | 2283 | 343 | | 152 |
| Peak Hour Factor | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | | 0.99 | 0.99 | 0.99 | | 0.99 |
| Percent Heavy Veh, % | 4 | 4 | 4 | 4 | 4 | 4 | | 4 | 4 | 4 | | 4 |
| Cap, veh/h | 99 | 645 | 200 | 234 | 697 | 149 | | 405 | 2856 | 887 | | 195 |
| Arrive On Green | 0.03 | 0.13 | 0.13 | 0.07 | 0.17 | 0.17 | | 0.08 | 0.38 | 0.38 | | 0.02 |
| Sat Flow, veh/h | 3401 | 5025 | 1560 | 3401 | 4145 | 886 | | 3401 | 5025 | 1560 | | 3401 |
| Grp Volume(v), veh/h | 61 | 424 | 157 | 192 | 1069 | 537 | | 343 | 2283 | 343 | | 152 |
| Grp Sat Flow(s),veh/h/ln | 1700 | 1675 | 1560 | 1700 | 1675 | 1681 | | 1700 | 1675 | 1560 | | 1700 |
| Q Serve(g_s), s | 2.8 | 12.9 | 15.6 | 8.9 | 26.9 | 26.9 | | 15.9 | 64.7 | 25.5 | | 7.1 |
| Cycle Q Clear(g_c), s | 2.8 | 12.9 | 15.6 | 8.9 | 26.9 | 26.9 | | 15.9 | 64.7 | 25.5 | | 7.1 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.53 | | 1.00 | | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 99 | 645 | 200 | 234 | 563 | 283 | | 405 | 2856 | 887 | | 195 |
| V/C Ratio(X) | 0.61 | 0.66 | 0.78 | 0.82 | 1.90 | 1.90 | | 0.85 | 0.80 | 0.39 | | 0.78 |
| Avail Cap(c_a), veh/h | 380 | 1002 | 311 | 274 | 563 | 283 | | 806 | 2856 | 887 | | 234 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 0.67 | 0.67 | 0.67 | | 0.33 |
| Upstream Filter(l) | 0.98 | 0.98 | 0.98 | 0.62 | 0.62 | 0.62 | | 0.27 | 0.27 | 0.27 | | 0.91 |
| Uniform Delay (d), s/veh | 76.8 | 66.4 | 67.6 | 73.5 | 66.6 | 66.6 | | 72.2 | 41.4 | 29.3 | | 77.5 |
| Incr Delay (d2), s/veh | 5.9 | 1.1 | 6.7 | 10.2 | 408.3 | 413.0 | | 1.4 | 0.7 | 0.3 | | 11.9 |
| 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 |
| %ile BackOfQ(50%),veh/ln | 1.3 | 5.5 | 6.5 | 4.2 | 43.2 | 43.8 | | 7.2 | 27.8 | 10.2 | | 3.5 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 82.7 | 67.5 | 74.3 | 83.7 | 474.8 | 479.6 | | 73.6 | 42.1 | 29.6 | | 89.4 |
| LnGrp LOS | F | E | E | F | F | F | | E | D | C | | F |
| Approach Vol, veh/h | | 642 | | | 1798 | | | | 2969 | | | |
| Approach Delay, s/veh | | 70.6 | | | 434.5 | | | | 44.3 | | | |
| Approach LOS | | E | | | F | | | | D | | | |
| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 16.2 | 98.0 | 18.1 | 27.6 | 26.1 | 88.1 | 11.8 | 34.0 | | | | |
| Change Period (Y+Rc), s | 7.0 | 7.1 | 7.1 | 7.1 | 7.1 | 7.1 | 7.1 | 7.1 | | | | |
| Max Green Setting (Gmax), s | 11.0 | 75.9 | 12.9 | 31.9 | 37.9 | 48.9 | 17.9 | 26.9 | | | | |
| Max Q Clear Time (g_c+I1), s | 9.1 | 66.7 | 10.9 | 17.6 | 17.9 | 45.6 | 4.8 | 28.9 | | | | |
| Green Ext Time (p_c), s | 0.1 | 8.3 | 0.1 | 2.7 | 1.1 | 2.5 | 0.1 | 0.0 | | | | |

Intersection Summary

| | |
|--------------------|-------|
| HCM 6th Ctrl Delay | 148.5 |
| HCM 6th LOS | F |

Notes

User approved ignoring U-Turning movement.

HCM 6th Signalized Intersection Summary
 4: Pleasant Hill Rd & Satellite Blvd

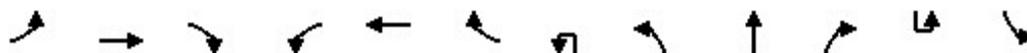
No Build 2054
 AM Peak Hour



| Movement | SBT | SBR |
|------------------------------|------|------|
| Lane Configurations | ↑↑↑ | ↑ |
| Traffic Volume (veh/h) | 1445 | 60 |
| Future Volume (veh/h) | 1445 | 60 |
| Initial Q (Qb), veh | 0 | 0 |
| Ped-Bike Adj(A_pbT) | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 |
| Work Zone On Approach | No | |
| Adj Sat Flow, veh/h/ln | 1841 | 1841 |
| Adj Flow Rate, veh/h | 1460 | 61 |
| Peak Hour Factor | 0.99 | 0.99 |
| Percent Heavy Veh, % | 4 | 4 |
| Cap, veh/h | 2504 | 105 |
| Arrive On Green | 0.17 | 0.17 |
| Sat Flow, veh/h | 4947 | 207 |
| Grp Volume(v), veh/h | 989 | 532 |
| Grp Sat Flow(s),veh/h/ln | 1675 | 1804 |
| Q Serve(g_s), s | 43.6 | 43.6 |
| Cycle Q Clear(g_c), s | 43.6 | 43.6 |
| Prop In Lane | | 0.11 |
| Lane Grp Cap(c), veh/h | 1696 | 913 |
| V/C Ratio(X) | 0.58 | 0.58 |
| Avail Cap(c_a), veh/h | 1696 | 913 |
| HCM Platoon Ratio | 0.33 | 0.33 |
| Upstream Filter(l) | 0.91 | 0.91 |
| Uniform Delay (d), s/veh | 51.1 | 51.1 |
| Incr Delay (d2), s/veh | 1.3 | 2.5 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 20.0 | 21.8 |
| Unsig. Movement Delay, s/veh | | |
| LnGrp Delay(d),s/veh | 52.4 | 53.5 |
| LnGrp LOS | D | D |
| Approach Vol, veh/h | 1673 | |
| Approach Delay, s/veh | 56.1 | |
| Approach LOS | E | |
| Timer - Assigned Phs | | |

HCM 6th Signalized Intersection Summary
5: Pleasant Hill Rd & Mall Blvd

No Build 2054
AM Peak Hour



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL |
|------------------------------|------|-------|------|------|-------|-------|-----|-------|------|------|-----|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 0 | 0 | 0 | 220 | 0 | 85 | 5 | 20 | 2835 | 115 | 5 | 50 |
| Future Volume (veh/h) | 0 | 0 | 0 | 220 | 0 | 85 | 5 | 20 | 2835 | 115 | 5 | 50 |
| Initial Q (Qb), veh | 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 |
| Parking Bus, Adj | 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 | | | | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | | 1870 | 1870 | 1870 | | 1870 |
| Adj Flow Rate, veh/h | 0 | 0 | 0 | 232 | 0 | 89 | | 21 | 2984 | 121 | | 53 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | 0.95 | | 0.95 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | | 2 | 2 | 2 | | 2 |
| Cap, veh/h | 45 | 274 | 0 | 306 | 274 | 232 | | 220 | 3569 | 143 | | 115 |
| Arrive On Green | 0.00 | 0.00 | 0.00 | 0.15 | 0.00 | 0.15 | | 0.02 | 0.71 | 0.71 | | 0.03 |
| Sat Flow, veh/h | 1308 | 1870 | 0 | 1781 | 1870 | 1585 | | 1781 | 5037 | 202 | | 1781 |
| Grp Volume(v), veh/h | 0 | 0 | 0 | 232 | 0 | 89 | | 21 | 2004 | 1101 | | 53 |
| Grp Sat Flow(s),veh/h/ln | 1308 | 1870 | 0 | 1781 | 1870 | 1585 | | 1781 | 1702 | 1834 | | 1781 |
| Q Serve(g_s), s | 0.0 | 0.0 | 0.0 | 20.5 | 0.0 | 8.1 | | 0.5 | 66.7 | 70.1 | | 1.3 |
| Cycle Q Clear(g_c), s | 0.0 | 0.0 | 0.0 | 20.5 | 0.0 | 8.1 | | 0.5 | 66.7 | 70.1 | | 1.3 |
| Prop In Lane | 1.00 | | 0.00 | 1.00 | | 1.00 | | 1.00 | | 0.11 | | 1.00 |
| Lane Grp Cap(c), veh/h | 45 | 274 | 0 | 306 | 274 | 232 | | 220 | 2412 | 1299 | | 115 |
| V/C Ratio(X) | 0.00 | 0.00 | 0.00 | 0.76 | 0.00 | 0.38 | | 0.10 | 0.83 | 0.85 | | 0.46 |
| Avail Cap(c_a), veh/h | 315 | 660 | 0 | 677 | 664 | 563 | | 318 | 2412 | 1299 | | 199 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 |
| Upstream Filter(l) | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | | 0.51 | 0.51 | 0.51 | | 0.62 |
| Uniform Delay (d), s/veh | 0.0 | 0.0 | 0.0 | 67.0 | 0.0 | 61.8 | | 7.8 | 16.5 | 17.0 | | 38.0 |
| Incr Delay (d2), s/veh | 0.0 | 0.0 | 0.0 | 3.9 | 0.0 | 1.0 | | 0.1 | 1.8 | 3.7 | | 1.8 |
| 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 |
| %ile BackOfQ(50%),veh/ln | 0.0 | 0.0 | 0.0 | 9.7 | 0.0 | 3.4 | | 0.2 | 24.0 | 27.9 | | 1.5 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 0.0 | 0.0 | 0.0 | 70.9 | 0.0 | 62.8 | | 7.9 | 18.4 | 20.7 | | 39.8 |
| LnGrp LOS | A | A | A | E | A | E | | A | B | C | | D |
| Approach Vol, veh/h | | 0 | | | 321 | | | | 3126 | | | |
| Approach Delay, s/veh | | 0.0 | | | 68.7 | | | | 19.1 | | | |
| Approach LOS | | | | | E | | | | B | | | |
| Timer - Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 10.4 | 119.7 | | 29.9 | 9.1 | 121.0 | | 29.9 | | | | |
| Change Period (Y+Rc), s | 5.9 | * 6.3 | | 6.5 | * 6.1 | * 6.3 | | * 6.5 | | | | |
| Max Green Setting (Gmax), s | 12.1 | * 73 | | 56.5 | * 12 | * 73 | | * 57 | | | | |
| Max Q Clear Time (g_c+I1), s | 3.3 | 72.1 | | 0.0 | 2.5 | 26.5 | | 22.5 | | | | |
| Green Ext Time (p_c), s | 0.0 | 0.6 | | 0.0 | 0.0 | 19.4 | | 1.0 | | | | |

Intersection Summary

| | |
|--------------------|------|
| HCM 6th Ctrl Delay | 19.3 |
| HCM 6th LOS | B |

Notes

User approved ignoring U-Turning movement.

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

HCM 6th Signalized Intersection Summary
 5: Pleasant Hill Rd & Mall Blvd

No Build 2054
 AM Peak Hour



| Movement | SBT | SBR |
|------------------------------|------|------|
| Lane Configurations | ↑↑↑ | ↔ |
| Traffic Volume (veh/h) | 1750 | 5 |
| Future Volume (veh/h) | 1750 | 5 |
| Initial Q (Qb), veh | 0 | 0 |
| Ped-Bike Adj(A_pbT) | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 |
| Work Zone On Approach | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 |
| Adj Flow Rate, veh/h | 1842 | 5 |
| Peak Hour Factor | 0.95 | 0.95 |
| Percent Heavy Veh, % | 2 | 2 |
| Cap, veh/h | 3768 | 10 |
| Arrive On Green | 0.72 | 0.72 |
| Sat Flow, veh/h | 5258 | 14 |
| Grp Volume(v), veh/h | 1193 | 654 |
| Grp Sat Flow(s),veh/h/ln | 1702 | 1868 |
| Q Serve(g_s), s | 24.5 | 24.5 |
| Cycle Q Clear(g_c), s | 24.5 | 24.5 |
| Prop In Lane | | 0.01 |
| Lane Grp Cap(c), veh/h | 2439 | 1338 |
| V/C Ratio(X) | 0.49 | 0.49 |
| Avail Cap(c_a), veh/h | 2439 | 1338 |
| HCM Platoon Ratio | 1.00 | 1.00 |
| Upstream Filter(l) | 0.62 | 0.62 |
| Uniform Delay (d), s/veh | 9.9 | 9.9 |
| Incr Delay (d2), s/veh | 0.4 | 0.8 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 8.6 | 9.6 |
| Unsig. Movement Delay, s/veh | | |
| LnGrp Delay(d),s/veh | 10.3 | 10.7 |
| LnGrp LOS | B | B |
| Approach Vol, veh/h | 1900 | |
| Approach Delay, s/veh | 11.3 | |
| Approach LOS | B | |
| Timer - Assigned Phs | | |

HCM 6th Signalized Intersection Summary
6: Pleasant Hill Rd & Gwinnett Place Dr

No Build 2054
AM Peak Hour



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBL | SBT |
|------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|------|------|------|------|
| Lane Configurations | ↖ | ↗ | | ↖↗ | ↖ | | | ↖↗ | ↑↑↑ | ↖ | ↖ | ↑↑↑ |
| Traffic Volume (veh/h) | 60 | 40 | 5 | 485 | 10 | 20 | 25 | 55 | 2840 | 290 | 20 | 1920 |
| Future Volume (veh/h) | 60 | 40 | 5 | 485 | 10 | 20 | 25 | 55 | 2840 | 290 | 20 | 1920 |
| Initial Q (Qb), veh | 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 | |
| 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 |
| 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 |
| Adj Flow Rate, veh/h | 62 | 41 | 5 | 500 | 10 | 21 | | 57 | 2928 | 299 | 21 | 1979 |
| Peak Hour Factor | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 79 | 61 | 7 | 244 | 34 | 72 | | 207 | 3634 | 1128 | 99 | 3636 |
| Arrive On Green | 0.04 | 0.04 | 0.04 | 0.07 | 0.06 | 0.06 | | 0.03 | 0.71 | 0.71 | 0.02 | 0.70 |
| Sat Flow, veh/h | 1781 | 1635 | 199 | 3456 | 538 | 1129 | | 1781 | 5106 | 1585 | 1781 | 5194 |
| Grp Volume(v), veh/h | 62 | 0 | 46 | 500 | 0 | 31 | | 57 | 2928 | 299 | 21 | 1297 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 0 | 1834 | 1728 | 0 | 1667 | | 1781 | 1702 | 1585 | 1781 | 1702 |
| Q Serve(g_s), s | 5.5 | 0.0 | 4.0 | 11.3 | 0.0 | 2.8 | | 1.4 | 62.0 | 10.7 | 0.5 | 29.5 |
| Cycle Q Clear(g_c), s | 5.5 | 0.0 | 4.0 | 11.3 | 0.0 | 2.8 | | 1.4 | 62.0 | 10.7 | 0.5 | 29.5 |
| Prop In Lane | 1.00 | | 0.11 | 1.00 | | 0.68 | | 1.00 | | 1.00 | 1.00 | |
| Lane Grp Cap(c), veh/h | 79 | 0 | 69 | 244 | 0 | 106 | | 207 | 3634 | 1128 | 99 | 2383 |
| V/C Ratio(X) | 0.79 | 0.00 | 0.67 | 2.05 | 0.00 | 0.29 | | 0.28 | 0.81 | 0.27 | 0.21 | 0.54 |
| Avail Cap(c_a), veh/h | 125 | 0 | 130 | 244 | 0 | 118 | | 283 | 3634 | 1128 | 197 | 2383 |
| 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 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | | 0.58 | 0.58 | 0.58 | 0.80 | 0.80 |
| Uniform Delay (d), s/veh | 75.7 | 0.0 | 76.0 | 74.4 | 0.0 | 71.5 | | 9.8 | 15.6 | 8.2 | 23.4 | 11.6 |
| Incr Delay (d2), s/veh | 15.8 | 0.0 | 10.7 | 485.9 | 0.0 | 1.5 | | 0.4 | 1.2 | 0.3 | 0.8 | 0.7 |
| 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 |
| %ile BackOfQ(50%),veh/ln | 2.9 | 0.0 | 2.1 | 21.5 | 0.0 | 1.3 | | 0.5 | 22.1 | 3.8 | 0.4 | 10.7 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 91.5 | 0.0 | 86.7 | 560.2 | 0.0 | 73.0 | | 10.2 | 16.8 | 8.5 | 24.2 | 12.3 |
| LnGrp LOS | F | A | F | F | A | E | | B | B | A | C | B |
| Approach Vol, veh/h | | 108 | | | 531 | | | | 3284 | | | 2026 |
| Approach Delay, s/veh | | 89.5 | | | 531.8 | | | | 15.9 | | | 12.7 |
| Approach LOS | | F | | | F | | | | B | | | B |
| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 9.2 | 120.1 | 18.0 | 12.7 | 11.1 | 118.2 | 13.9 | 16.8 | | | | |
| Change Period (Y+Rc), s | * 6.2 | * 6.2 | * 6.7 | * 6.7 | 6.5 | * 6.2 | * 6.8 | * 6.7 | | | | |
| Max Green Setting (Gmax), s | * 12 | * 1E2 | * 11 | * 11 | 11.5 | * 1E2 | * 11 | * 11 | | | | |
| Max Q Clear Time (g_c+I1), s | 2.5 | 64.0 | 13.3 | 6.0 | 3.4 | 31.6 | 7.5 | 4.8 | | | | |
| Green Ext Time (p_c), s | 0.0 | 32.1 | 0.0 | 0.0 | 0.1 | 25.7 | 0.0 | 0.0 | | | | |

Intersection Summary

| | |
|--------------------|------|
| HCM 6th Ctrl Delay | 62.2 |
| HCM 6th LOS | E |

Notes

- User approved pedestrian interval to be less than phase max green.
- User approved ignoring U-Turning movement.
- * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
 6: Pleasant Hill Rd & Gwinnett Place Dr

No Build 2054
 AM Peak Hour



| Movement | SBR |
|-------------------------------------|------|
| Lane Configurations | |
| Traffic Volume (veh/h) | 25 |
| Future Volume (veh/h) | 25 |
| Initial Q (Qb), veh | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 |
| Parking Bus, Adj | 1.00 |
| Work Zone On Approach | |
| Adj Sat Flow, veh/h/ln | 1870 |
| Adj Flow Rate, veh/h | 26 |
| Peak Hour Factor | 0.97 |
| Percent Heavy Veh, % | 2 |
| Cap, veh/h | 48 |
| Arrive On Green | 0.70 |
| Sat Flow, veh/h | 68 |
| Grp Volume(v), veh/h | 708 |
| Grp Sat Flow(s),veh/h/ln | 1858 |
| Q Serve(g_s), s | 29.6 |
| Cycle Q Clear(g_c), s | 29.6 |
| Prop In Lane | 0.04 |
| Lane Grp Cap(c), veh/h | 1301 |
| V/C Ratio(X) | 0.54 |
| Avail Cap(c_a), veh/h | 1301 |
| HCM Platoon Ratio | 1.00 |
| Upstream Filter(l) | 0.80 |
| Uniform Delay (d), s/veh | 11.6 |
| Incr Delay (d2), s/veh | 1.3 |
| Initial Q Delay(d3),s/veh | 0.0 |
| %ile BackOfQ(50%),veh/ln | 11.9 |
| Unsig. Movement Delay, s/veh | |
| LnGrp Delay(d),s/veh | 13.0 |
| LnGrp LOS | B |
| Approach Vol, veh/h | |
| Approach Delay, s/veh | |
| Approach LOS | |
| Timer - Assigned Phs | |

HCM 6th Signalized Intersection Summary
 10: Pleasant Hill Rd & Shackelford Rd/Breckinridge Rd

No Build 2054
 AM Peak Hour



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|--|-------|------|------|------|-------|-------|------|------|------|------|------|------|
| Lane Configurations | ↔↔ | ↑↑ | ↗ | ↔↔ | ↑↑ | ↗ | ↔↔ | ↑↑↔ | | ↔↔ | ↑↑↔ | |
| Traffic Volume (veh/h) | 200 | 190 | 65 | 135 | 750 | 485 | 155 | 2525 | 80 | 210 | 1475 | 565 |
| Future Volume (veh/h) | 200 | 190 | 65 | 135 | 750 | 485 | 155 | 2525 | 80 | 210 | 1475 | 565 |
| 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 | 208 | 198 | 68 | 141 | 781 | 505 | 161 | 2630 | 83 | 219 | 1536 | 589 |
| Peak Hour Factor | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 229 | 646 | 288 | 184 | 600 | 267 | 205 | 2585 | 81 | 265 | 1922 | 718 |
| Arrive On Green | 0.07 | 0.18 | 0.18 | 0.05 | 0.17 | 0.17 | 0.06 | 0.51 | 0.51 | 0.08 | 0.53 | 0.53 |
| Sat Flow, veh/h | 3456 | 3554 | 1585 | 3456 | 3554 | 1585 | 3456 | 5086 | 159 | 3456 | 3660 | 1368 |
| Grp Volume(v), veh/h | 208 | 198 | 68 | 141 | 781 | 505 | 161 | 1753 | 960 | 219 | 1426 | 699 |
| Grp Sat Flow(s),veh/h/ln | 1728 | 1777 | 1585 | 1728 | 1777 | 1585 | 1728 | 1702 | 1842 | 1728 | 1702 | 1624 |
| Q Serve(g_s), s | 9.6 | 7.7 | 5.9 | 6.4 | 27.0 | 27.0 | 7.4 | 81.3 | 81.3 | 10.0 | 54.8 | 57.5 |
| Cycle Q Clear(g_c), s | 9.6 | 7.7 | 5.9 | 6.4 | 27.0 | 27.0 | 7.4 | 81.3 | 81.3 | 10.0 | 54.8 | 57.5 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.09 | 1.00 | | 0.84 |
| Lane Grp Cap(c), veh/h | 229 | 646 | 288 | 184 | 600 | 267 | 205 | 1730 | 936 | 265 | 1788 | 853 |
| V/C Ratio(X) | 0.91 | 0.31 | 0.24 | 0.77 | 1.30 | 1.89 | 0.79 | 1.01 | 1.03 | 0.83 | 0.80 | 0.82 |
| Avail Cap(c_a), veh/h | 229 | 646 | 288 | 229 | 600 | 267 | 270 | 1730 | 936 | 359 | 1788 | 853 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(l) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.14 | 0.14 | 0.14 | 0.41 | 0.41 | 0.41 |
| Uniform Delay (d), s/veh | 74.2 | 56.7 | 56.0 | 74.8 | 66.5 | 66.5 | 74.3 | 39.3 | 39.3 | 72.8 | 31.0 | 31.7 |
| Incr Delay (d2), s/veh | 35.8 | 0.3 | 0.4 | 11.6 | 147.9 | 413.4 | 1.6 | 11.7 | 18.1 | 4.9 | 1.6 | 3.8 |
| 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 | 5.4 | 3.5 | 2.4 | 3.2 | 24.6 | 41.7 | 3.3 | 35.4 | 39.9 | 4.6 | 22.2 | 22.7 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 110.0 | 57.0 | 56.4 | 86.3 | 214.4 | 479.9 | 75.9 | 51.1 | 57.5 | 77.7 | 32.6 | 35.4 |
| LnGrp LOS | F | E | E | F | F | F | E | F | F | E | C | D |
| Approach Vol, veh/h | | 474 | | | 1427 | | | 2874 | | | 2344 | |
| Approach Delay, s/veh | | 80.2 | | | 295.7 | | | 54.6 | | | 37.7 | |
| Approach LOS | | F | | | F | | | D | | | D | |
| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 19.7 | 88.3 | 15.9 | 36.1 | 17.0 | 91.0 | 18.0 | 34.0 | | | | |
| Change Period (Y+Rc), s | 7.4 | 7.0 | 7.4 | * 7 | 7.5 | 7.0 | 7.4 | * 7 | | | | |
| Max Green Setting (Gmax), s | 16.6 | 77.0 | 10.6 | * 27 | 12.5 | 81.0 | 10.6 | * 27 | | | | |
| Max Q Clear Time (g_c+I1), s | 12.0 | 83.3 | 8.4 | 9.7 | 9.4 | 59.5 | 11.6 | 29.0 | | | | |
| Green Ext Time (p_c), s | 0.3 | 0.0 | 0.1 | 1.3 | 0.1 | 15.5 | 0.0 | 0.0 | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 6th Ctrl Delay | | | 99.1 | | | | | | | | | |
| HCM 6th LOS | | | F | | | | | | | | | |
| Notes | | | | | | | | | | | | |
| * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier. | | | | | | | | | | | | |

HCM 6th Signalized Intersection Summary
 11: Pleasant Hill Rd & Crestwood Pkwy/Koger Blvd

No Build 2054
 AM Peak Hour



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBL | SBT |
|------------------------------|------|-------|------|------|------|-------|-------|------|------|------|------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 65 | 125 | 35 | 120 | 200 | 40 | 20 | 85 | 2595 | 105 | 80 | 1465 |
| Future Volume (veh/h) | 65 | 125 | 35 | 120 | 200 | 40 | 20 | 85 | 2595 | 105 | 80 | 1465 |
| Initial Q (Qb), veh | 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 | |
| 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 |
| 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 |
| Adj Flow Rate, veh/h | 69 | 133 | 37 | 128 | 213 | 43 | | 90 | 2761 | 112 | 85 | 1559 |
| Peak Hour Factor | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 144 | 176 | 149 | 212 | 240 | 203 | | 110 | 3077 | 123 | 126 | 2711 |
| Arrive On Green | 0.05 | 0.09 | 0.09 | 0.08 | 0.13 | 0.13 | | 0.06 | 0.61 | 0.61 | 0.04 | 0.58 |
| Sat Flow, veh/h | 1781 | 1870 | 1585 | 1781 | 1870 | 1585 | | 1781 | 5036 | 202 | 3456 | 4655 |
| Grp Volume(v), veh/h | 69 | 133 | 37 | 128 | 213 | 43 | | 90 | 1855 | 1018 | 85 | 1139 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1870 | 1585 | 1781 | 1870 | 1585 | | 1781 | 1702 | 1834 | 1728 | 1702 |
| Q Serve(g_s), s | 5.6 | 11.1 | 3.5 | 10.2 | 17.9 | 3.9 | | 8.0 | 74.5 | 77.7 | 3.9 | 33.6 |
| Cycle Q Clear(g_c), s | 5.6 | 11.1 | 3.5 | 10.2 | 17.9 | 3.9 | | 8.0 | 74.5 | 77.7 | 3.9 | 33.6 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | | 1.00 | | 0.11 | 1.00 | |
| Lane Grp Cap(c), veh/h | 144 | 176 | 149 | 212 | 240 | 203 | | 110 | 2080 | 1120 | 126 | 1982 |
| V/C Ratio(X) | 0.48 | 0.76 | 0.25 | 0.60 | 0.89 | 0.21 | | 0.82 | 0.89 | 0.91 | 0.68 | 0.57 |
| Avail Cap(c_a), veh/h | 189 | 235 | 199 | 252 | 293 | 249 | | 191 | 2080 | 1120 | 231 | 1982 |
| 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 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 0.09 | 0.09 | 0.09 | 0.49 | 0.49 |
| Uniform Delay (d), s/veh | 62.2 | 70.7 | 67.2 | 59.4 | 68.6 | 62.5 | | 74.2 | 26.6 | 27.2 | 76.2 | 21.0 |
| Incr Delay (d2), s/veh | 2.5 | 9.4 | 0.9 | 2.9 | 23.4 | 0.5 | | 1.4 | 0.6 | 1.4 | 3.1 | 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 |
| %ile BackOfQ(50%),veh/ln | 2.6 | 5.8 | 1.5 | 4.8 | 10.2 | 1.6 | | 3.7 | 28.7 | 32.4 | 1.8 | 13.2 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 64.7 | 80.1 | 68.1 | 62.3 | 92.0 | 63.0 | | 75.6 | 27.2 | 28.6 | 79.2 | 21.6 |
| LnGrp LOS | E | F | E | E | F | E | | E | C | C | E | C |
| Approach Vol, veh/h | | 239 | | | 384 | | | | 2963 | | | 1820 |
| Approach Delay, s/veh | | 73.8 | | | 78.9 | | | | 29.2 | | | 24.5 |
| Approach LOS | | E | | | E | | | | C | | | C |
| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 13.1 | 105.5 | 19.4 | 21.9 | 17.7 | 101.0 | 13.9 | 27.4 | | | | |
| Change Period (Y+Rc), s | 7.3 | 7.8 | 7.1 | 6.9 | 7.8 | 7.8 | * 6.7 | 6.9 | | | | |
| Max Green Setting (Gmax), s | 10.7 | 84.2 | 15.9 | 20.1 | 17.2 | 77.2 | * 11 | 25.1 | | | | |
| Max Q Clear Time (g_c+I1), s | 5.9 | 79.7 | 12.2 | 13.1 | 10.0 | 35.7 | 7.6 | 19.9 | | | | |
| Green Ext Time (p_c), s | 0.1 | 4.4 | 0.1 | 0.4 | 0.1 | 17.1 | 0.0 | 0.6 | | | | |

Intersection Summary

| | |
|--------------------|------|
| HCM 6th Ctrl Delay | 33.1 |
| HCM 6th LOS | C |

Notes

User approved ignoring U-Turning movement.
 * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
 11: Pleasant Hill Rd & Crestwood Pkwy/Koger Blvd

No Build 2054
 AM Peak Hour

| Movement | SBR |
|------------------------------|------|
| Lane Configurations | |
| Traffic Volume (veh/h) | 165 |
| Future Volume (veh/h) | 165 |
| Initial Q (Qb), veh | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 |
| Parking Bus, Adj | 1.00 |
| Work Zone On Approach | |
| Adj Sat Flow, veh/h/ln | 1870 |
| Adj Flow Rate, veh/h | 176 |
| Peak Hour Factor | 0.94 |
| Percent Heavy Veh, % | 2 |
| Cap, veh/h | 306 |
| Arrive On Green | 0.58 |
| Sat Flow, veh/h | 525 |
| Grp Volume(v), veh/h | 596 |
| Grp Sat Flow(s),veh/h/ln | 1776 |
| Q Serve(g_s), s | 33.7 |
| Cycle Q Clear(g_c), s | 33.7 |
| Prop In Lane | 0.30 |
| Lane Grp Cap(c), veh/h | 1034 |
| V/C Ratio(X) | 0.58 |
| Avail Cap(c_a), veh/h | 1034 |
| HCM Platoon Ratio | 1.00 |
| Upstream Filter(l) | 0.49 |
| Uniform Delay (d), s/veh | 21.0 |
| Incr Delay (d2), s/veh | 1.2 |
| Initial Q Delay(d3),s/veh | 0.0 |
| %ile BackOfQ(50%),veh/ln | 14.0 |
| Unsig. Movement Delay, s/veh | |
| LnGrp Delay(d),s/veh | 22.1 |
| LnGrp LOS | C |
| Approach Vol, veh/h | |
| Approach Delay, s/veh | |
| Approach LOS | |
| Timer - Assigned Phs | |

HCM 6th Signalized Intersection Summary
 12: Pleasant Hill Rd & Sweetwater Rd

No Build 2054
 AM Peak Hour



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL |
|------------------------------|-------|------|-------|------|-------|-------|-------|------|------|------|-----|-------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 155 | 125 | 50 | 210 | 380 | 400 | 30 | 105 | 2280 | 75 | 5 | 135 |
| Future Volume (veh/h) | 155 | 125 | 50 | 210 | 380 | 400 | 30 | 105 | 2280 | 75 | 5 | 135 |
| Initial Q (Qb), veh | 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 |
| Parking Bus, Adj | 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 | | | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | | 1870 | 1870 | 1870 | | 1870 |
| Adj Flow Rate, veh/h | 168 | 136 | 54 | 228 | 413 | 435 | | 114 | 2478 | 82 | | 147 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | | 0.92 | 0.92 | 0.92 | | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | | 2 | 2 | 2 | | 2 |
| Cap, veh/h | 176 | 310 | 263 | 301 | 310 | 263 | | 135 | 2589 | 85 | | 140 |
| Arrive On Green | 0.07 | 0.17 | 0.17 | 0.08 | 0.17 | 0.17 | | 0.08 | 0.51 | 0.51 | | 0.08 |
| Sat Flow, veh/h | 1781 | 1870 | 1585 | 1781 | 1870 | 1585 | | 1781 | 5077 | 167 | | 1781 |
| Grp Volume(v), veh/h | 168 | 136 | 54 | 228 | 413 | 435 | | 114 | 1656 | 904 | | 147 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1870 | 1585 | 1781 | 1870 | 1585 | | 1781 | 1702 | 1840 | | 1781 |
| Q Serve(g_s), s | 11.8 | 10.5 | 4.7 | 12.3 | 26.5 | 26.5 | | 10.1 | 74.3 | 75.6 | | 12.6 |
| Cycle Q Clear(g_c), s | 11.8 | 10.5 | 4.7 | 12.3 | 26.5 | 26.5 | | 10.1 | 74.3 | 75.6 | | 12.6 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | | 1.00 | | 0.09 | | 1.00 |
| Lane Grp Cap(c), veh/h | 176 | 310 | 263 | 301 | 310 | 263 | | 135 | 1736 | 939 | | 140 |
| V/C Ratio(X) | 0.95 | 0.44 | 0.21 | 0.76 | 1.33 | 1.66 | | 0.84 | 0.95 | 0.96 | | 1.05 |
| Avail Cap(c_a), veh/h | 176 | 310 | 263 | 301 | 310 | 263 | | 180 | 1736 | 939 | | 140 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 0.46 | 0.46 | 0.46 | | 0.66 |
| Uniform Delay (d), s/veh | 54.7 | 60.1 | 57.7 | 56.5 | 66.8 | 66.8 | | 73.0 | 37.4 | 37.7 | | 73.7 |
| Incr Delay (d2), s/veh | 53.8 | 1.0 | 0.4 | 10.4 | 170.4 | 312.0 | | 12.1 | 7.3 | 12.9 | | 74.9 |
| 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 |
| %ile BackOfQ(50%),veh/ln | 8.4 | 5.1 | 1.9 | 3.8 | 27.4 | 33.5 | | 5.0 | 31.5 | 36.1 | | 8.6 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 108.5 | 61.0 | 58.0 | 66.9 | 237.2 | 378.8 | | 85.1 | 44.7 | 50.6 | | 148.6 |
| LnGrp LOS | F | E | E | E | F | F | | F | D | D | | F |
| Approach Vol, veh/h | | 358 | | | 1076 | | | | 2674 | | | |
| Approach Delay, s/veh | | 82.9 | | | 258.3 | | | | 48.4 | | | |
| Approach LOS | | F | | | F | | | | D | | | |
| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 20.0 | 89.0 | 18.0 | 33.0 | 17.9 | 91.1 | 18.0 | 33.0 | | | | |
| Change Period (Y+Rc), s | 7.4 | 7.4 | * 5.7 | 6.5 | * 5.8 | 7.4 | * 6.2 | 6.5 | | | | |
| Max Green Setting (Gmax), s | 12.6 | 81.6 | * 12 | 26.5 | * 16 | 79.6 | * 12 | 26.5 | | | | |
| Max Q Clear Time (g_c+I1), s | 14.6 | 77.6 | 14.3 | 12.5 | 12.1 | 31.7 | 13.8 | 28.5 | | | | |
| Green Ext Time (p_c), s | 0.0 | 3.7 | 0.0 | 0.7 | 0.1 | 13.4 | 0.0 | 0.0 | | | | |

Intersection Summary

| | |
|--------------------|------|
| HCM 6th Ctrl Delay | 87.0 |
| HCM 6th LOS | F |

Notes

User approved ignoring U-Turning movement.

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

HCM 6th Signalized Intersection Summary
 12: Pleasant Hill Rd & Sweetwater Rd

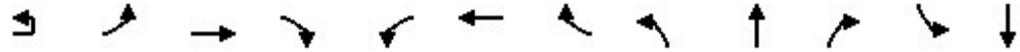
No Build 2054
 AM Peak Hour



| Movement | SBT | SBR |
|------------------------------|------|------|
| Lane Configurations | ↑↑↑ | ↗ |
| Traffic Volume (veh/h) | 1290 | 60 |
| Future Volume (veh/h) | 1290 | 60 |
| Initial Q (Qb), veh | 0 | 0 |
| Ped-Bike Adj(A_pbT) | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 |
| Work Zone On Approach | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 |
| Adj Flow Rate, veh/h | 1402 | 65 |
| Peak Hour Factor | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 |
| Cap, veh/h | 2615 | 121 |
| Arrive On Green | 0.52 | 0.52 |
| Sat Flow, veh/h | 5001 | 232 |
| Grp Volume(v), veh/h | 954 | 513 |
| Grp Sat Flow(s),veh/h/ln | 1702 | 1829 |
| Q Serve(g_s), s | 29.7 | 29.7 |
| Cycle Q Clear(g_c), s | 29.7 | 29.7 |
| Prop In Lane | | 0.13 |
| Lane Grp Cap(c), veh/h | 1780 | 956 |
| V/C Ratio(X) | 0.54 | 0.54 |
| Avail Cap(c_a), veh/h | 1780 | 956 |
| HCM Platoon Ratio | 1.00 | 1.00 |
| Upstream Filter(l) | 0.66 | 0.66 |
| Uniform Delay (d), s/veh | 25.3 | 25.3 |
| Incr Delay (d2), s/veh | 0.8 | 1.4 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 12.0 | 13.1 |
| Unsig. Movement Delay, s/veh | | |
| LnGrp Delay(d),s/veh | 26.1 | 26.7 |
| LnGrp LOS | C | C |
| Approach Vol, veh/h | 1614 | |
| Approach Delay, s/veh | 37.4 | |
| Approach LOS | D | |
| Timer - Assigned Phs | | |

HCM 6th Signalized Intersection Summary
13: Pleasant Hill Rd & Club Dr

No Build 2054
AM Peak Hour



| Movement | EBU | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT |
|------------------------------|------|------|------|------|-------|-------|------|-------|-------|------|------|------|
| Lane Configurations | | ↘ | ↗ | ↗ | ↘ | ↗ | ↗ | ↗ | ↗ | | ↘ | ↗ |
| Traffic Volume (veh/h) | 25 | 80 | 235 | 225 | 175 | 710 | 235 | 2080 | 2115 | 105 | 115 | 1155 |
| Future Volume (veh/h) | 25 | 80 | 235 | 225 | 175 | 710 | 235 | 2080 | 2115 | 105 | 115 | 1155 |
| Initial Q (Qb), veh | | 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 | |
| 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 |
| 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 |
| Adj Flow Rate, veh/h | | 82 | 240 | 230 | 179 | 724 | 240 | 2122 | 2158 | 107 | 117 | 1179 |
| Peak Hour Factor | | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 |
| Percent Heavy Veh, % | | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | | 102 | 454 | 1022 | 119 | 504 | 298 | 1199 | 2844 | 140 | 159 | 1896 |
| Arrive On Green | | 0.06 | 0.13 | 0.13 | 0.07 | 0.14 | 0.14 | 0.24 | 0.57 | 0.57 | 0.05 | 0.38 |
| Sat Flow, veh/h | | 1781 | 3554 | 2790 | 1781 | 3554 | 1585 | 5023 | 4984 | 246 | 3456 | 5018 |
| Grp Volume(v), veh/h | | 82 | 240 | 230 | 179 | 724 | 240 | 2122 | 1470 | 795 | 117 | 800 |
| Grp Sat Flow(s),veh/h/ln | | 1781 | 1777 | 1395 | 1781 | 1777 | 1585 | 1674 | 1702 | 1826 | 1728 | 1702 |
| Q Serve(g_s), s | | 7.3 | 10.1 | 9.1 | 10.7 | 22.7 | 22.7 | 38.2 | 52.2 | 52.9 | 5.3 | 30.6 |
| Cycle Q Clear(g_c), s | | 7.3 | 10.1 | 9.1 | 10.7 | 22.7 | 22.7 | 38.2 | 52.2 | 52.9 | 5.3 | 30.6 |
| Prop In Lane | | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.13 | 1.00 | |
| Lane Grp Cap(c), veh/h | | 102 | 454 | 1022 | 119 | 504 | 298 | 1199 | 1943 | 1042 | 159 | 1286 |
| V/C Ratio(X) | | 0.81 | 0.53 | 0.22 | 1.50 | 1.44 | 0.81 | 1.77 | 0.76 | 0.76 | 0.74 | 0.62 |
| Avail Cap(c_a), veh/h | | 205 | 615 | 1149 | 119 | 504 | 298 | 1199 | 1943 | 1042 | 199 | 1286 |
| 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 |
| Upstream Filter(I) | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.78 | 0.78 |
| Uniform Delay (d), s/veh | | 74.6 | 65.3 | 35.0 | 74.7 | 68.7 | 62.2 | 60.9 | 26.0 | 26.1 | 75.4 | 40.5 |
| Incr Delay (d2), s/veh | | 13.7 | 1.0 | 0.1 | 264.8 | 207.3 | 14.9 | 349.6 | 2.8 | 5.3 | 8.2 | 1.8 |
| 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 |
| %ile BackOfQ(50%),veh/ln | | 3.7 | 4.7 | 3.2 | 13.7 | 24.9 | 10.6 | 54.8 | 21.1 | 23.6 | 2.5 | 13.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | | 88.3 | 66.2 | 35.1 | 339.4 | 276.0 | 77.1 | 410.5 | 28.8 | 31.4 | 83.6 | 42.2 |
| LnGrp LOS | | F | E | D | F | F | E | F | C | C | F | D |
| Approach Vol, veh/h | | | 552 | | | 1143 | | | 4387 | | | 1347 |
| Approach Delay, s/veh | | | 56.5 | | | 244.2 | | | 213.9 | | | 46.3 |
| Approach LOS | | | E | | | F | | | F | | | D |
| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 15.2 | 99.1 | 18.0 | 27.7 | 46.0 | 68.3 | 15.7 | 30.0 | | | | |
| Change Period (Y+Rc), s | 7.8 | 7.8 | 7.3 | 7.3 | 7.8 | 7.8 | 6.6 | * 7.3 | | | | |
| Max Green Setting (Gmax), s | 9.2 | 82.2 | 10.7 | 27.7 | 38.2 | 53.2 | 18.4 | * 23 | | | | |
| Max Q Clear Time (g_c+I1), s | 7.3 | 54.9 | 12.7 | 12.1 | 40.2 | 32.6 | 9.3 | 24.7 | | | | |
| Green Ext Time (p_c), s | 0.1 | 19.3 | 0.0 | 2.2 | 0.0 | 8.1 | 0.1 | 0.0 | | | | |

Intersection Summary

| | |
|--------------------|-------|
| HCM 6th Ctrl Delay | 176.5 |
| HCM 6th LOS | F |

Notes

User approved ignoring U-Turning movement.

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

HCM 6th Signalized Intersection Summary
 13: Pleasant Hill Rd & Club Dr

No Build 2054
 AM Peak Hour

| Movement | SBR |
|-------------------------------------|------|
| Lane Configurations | |
| Traffic Volume (veh/h) | 50 |
| Future Volume (veh/h) | 50 |
| Initial Q (Qb), veh | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 |
| Parking Bus, Adj | 1.00 |
| Work Zone On Approach | |
| Adj Sat Flow, veh/h/ln | 1870 |
| Adj Flow Rate, veh/h | 51 |
| Peak Hour Factor | 0.98 |
| Percent Heavy Veh, % | 2 |
| Cap, veh/h | 82 |
| Arrive On Green | 0.38 |
| Sat Flow, veh/h | 217 |
| Grp Volume(v), veh/h | 430 |
| Grp Sat Flow(s),veh/h/ln | 1831 |
| Q Serve(g_s), s | 30.6 |
| Cycle Q Clear(g_c), s | 30.6 |
| Prop In Lane | 0.12 |
| Lane Grp Cap(c), veh/h | 692 |
| V/C Ratio(X) | 0.62 |
| Avail Cap(c_a), veh/h | 692 |
| HCM Platoon Ratio | 1.00 |
| Upstream Filter(l) | 0.78 |
| Uniform Delay (d), s/veh | 40.5 |
| Incr Delay (d2), s/veh | 3.3 |
| Initial Q Delay(d3),s/veh | 0.0 |
| %ile BackOfQ(50%),veh/ln | 14.3 |
| Unsig. Movement Delay, s/veh | |
| LnGrp Delay(d),s/veh | 43.7 |
| LnGrp LOS | D |
| Approach Vol, veh/h | |
| Approach Delay, s/veh | |
| Approach LOS | |
| Timer - Assigned Phs | |

4 –

SimTraffic No Build Year 2054 Results

1: Pleasant Hill Rd & Old Norcross Rd Performance by movement

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL |
|---------------------|------|------|------|-------|-------|-------|------|------|------|------|-------|-------|
| Denied Delay (hr) | 0.0 | 0.0 | 0.1 | 15.9 | 98.3 | 116.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.3 |
| Denied Del/Veh (s) | 0.2 | 0.2 | 3.3 | 551.7 | 537.9 | 533.8 | 0.0 | 0.0 | 0.0 | 0.6 | 2.3 | 2.9 |
| Total Delay (hr) | 0.9 | 5.0 | 0.6 | 1.5 | 13.5 | 37.3 | 0.1 | 1.9 | 18.2 | 0.2 | 0.3 | 15.5 |
| Total Del/Veh (s) | 55.3 | 61.7 | 15.7 | 66.2 | 98.9 | 228.5 | 64.7 | 65.2 | 35.5 | 15.9 | 109.6 | 131.8 |
| Stop Delay (hr) | 0.9 | 4.3 | 0.5 | 1.4 | 11.4 | 37.1 | 0.1 | 1.8 | 14.4 | 0.1 | 0.3 | 14.3 |
| Stop Del/Veh (s) | 51.7 | 52.6 | 13.5 | 61.6 | 83.3 | 227.6 | 61.6 | 60.5 | 28.0 | 8.9 | 101.5 | 121.6 |
| Vehicles Entered | 60 | 288 | 132 | 77 | 471 | 550 | 3 | 106 | 1827 | 42 | 10 | 411 |
| Vehicles Exited | 61 | 283 | 133 | 80 | 474 | 546 | 3 | 103 | 1815 | 42 | 10 | 402 |
| Hourly Exit Rate | 61 | 283 | 133 | 80 | 474 | 546 | 3 | 103 | 1815 | 42 | 10 | 402 |
| Input Volume | 60 | 280 | 135 | 110 | 635 | 780 | 5 | 135 | 2360 | 55 | 10 | 410 |
| % of Volume | 102 | 101 | 99 | 73 | 75 | 70 | 60 | 76 | 77 | 76 | 100 | 98 |
| Denied Entry Before | 0 | 0 | 0 | 0 | 4 | 7 | 0 | 0 | 0 | 0 | 0 | 0 |
| Denied Entry After | 0 | 0 | 0 | 27 | 187 | 233 | 0 | 0 | 0 | 0 | 0 | 0 |

1: Pleasant Hill Rd & Old Norcross Rd Performance by movement

| Movement | SBT | SBR | All |
|---------------------|------|-----|-------|
| Denied Delay (hr) | 0.4 | 0.0 | 231.2 |
| Denied Del/Veh (s) | 0.9 | 0.8 | 141.8 |
| Total Delay (hr) | 8.9 | 0.0 | 104.0 |
| Total Del/Veh (s) | 22.5 | 2.7 | 67.6 |
| Stop Delay (hr) | 6.2 | 0.0 | 92.7 |
| Stop Del/Veh (s) | 15.7 | 0.0 | 60.3 |
| Vehicles Entered | 1416 | 30 | 5423 |
| Vehicles Exited | 1409 | 30 | 5391 |
| Hourly Exit Rate | 1409 | 30 | 5391 |
| Input Volume | 1430 | 30 | 6435 |
| % of Volume | 99 | 100 | 84 |
| Denied Entry Before | 0 | 0 | 11 |
| Denied Entry After | 0 | 0 | 447 |

2: Pleasant Hill Rd & Gwinnett Prado Performance by movement

| Movement | EBL | EBR | WBL | WBT | WBR | NBL | NBT | SBL | SBT | SBR | All |
|---------------------|------|------|------|------|------|------|------|------|------|-----|------|
| Denied Delay (hr) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Denied Del/Veh (s) | 0.1 | 0.1 | 0.1 | 0.1 | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.0 |
| Total Delay (hr) | 0.1 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.9 | 0.0 | 2.3 | 0.0 | 3.5 |
| Total Del/Veh (s) | 46.7 | 16.1 | 35.2 | 52.2 | 16.4 | 17.1 | 1.8 | 26.9 | 5.0 | 4.6 | 3.5 |
| Stop Delay (hr) | 0.1 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.2 | 0.0 | 0.3 | 0.0 | 0.8 |
| Stop Del/Veh (s) | 45.2 | 16.4 | 33.5 | 48.7 | 16.1 | 16.0 | 0.4 | 22.8 | 0.7 | 0.1 | 0.8 |
| Vehicles Entered | 4 | 5 | 5 | 4 | 5 | 4 | 1908 | 4 | 1653 | 4 | 3596 |
| Vehicles Exited | 4 | 5 | 5 | 4 | 5 | 4 | 1903 | 4 | 1666 | 4 | 3604 |
| Hourly Exit Rate | 4 | 5 | 5 | 4 | 5 | 4 | 1903 | 4 | 1666 | 4 | 3604 |
| Input Volume | 5 | 5 | 5 | 5 | 5 | 5 | 2480 | 5 | 1709 | 5 | 4229 |
| % of Volume | 80 | 100 | 100 | 80 | 100 | 80 | 77 | 80 | 97 | 80 | 85 |
| Denied Entry Before | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Denied Entry After | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

3: Pleasant Hill Rd & Gwinnett Station Performance by movement

| Movement | EBL | EBT | EBR | WBL | WBR | NBU | NBL | NBT | NBR | SBL | SBT | SBR |
|---------------------|------|------|------|------|------|------|------|------|-----|------|------|-----|
| Denied Delay (hr) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Denied Del/Veh (s) | 0.3 | 0.2 | 0.7 | 0.1 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay (hr) | 0.7 | 0.1 | 0.3 | 0.2 | 0.0 | 0.3 | 0.4 | 3.4 | 0.0 | 0.0 | 4.7 | 0.0 |
| Total Del/Veh (s) | 83.8 | 85.4 | 52.5 | 96.4 | 23.8 | 56.7 | 43.5 | 6.3 | 5.8 | 25.1 | 10.1 | 9.8 |
| Stop Delay (hr) | 0.7 | 0.1 | 0.3 | 0.2 | 0.0 | 0.2 | 0.3 | 0.1 | 0.0 | 0.0 | 3.1 | 0.0 |
| Stop Del/Veh (s) | 81.9 | 82.3 | 52.0 | 94.3 | 23.5 | 52.6 | 37.9 | 0.2 | 0.0 | 23.2 | 6.7 | 8.2 |
| Vehicles Entered | 29 | 5 | 18 | 9 | 6 | 16 | 29 | 1889 | 4 | 4 | 1663 | 9 |
| Vehicles Exited | 29 | 5 | 18 | 9 | 6 | 16 | 29 | 1906 | 4 | 4 | 1657 | 9 |
| Hourly Exit Rate | 29 | 5 | 18 | 9 | 6 | 16 | 29 | 1906 | 4 | 4 | 1657 | 9 |
| Input Volume | 30 | 5 | 20 | 10 | 5 | 20 | 40 | 2540 | 5 | 5 | 1705 | 10 |
| % of Volume | 97 | 100 | 90 | 90 | 120 | 80 | 72 | 75 | 80 | 80 | 97 | 90 |
| Denied Entry Before | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Denied Entry After | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

3: Pleasant Hill Rd & Gwinnett Station Performance by movement

| Movement | All |
|---------------------|------|
| Denied Delay (hr) | 0.0 |
| Denied Del/Veh (s) | 0.0 |
| Total Delay (hr) | 10.1 |
| Total Del/Veh (s) | 9.8 |
| Stop Delay (hr) | 5.1 |
| Stop Del/Veh (s) | 4.9 |
| Vehicles Entered | 3681 |
| Vehicles Exited | 3692 |
| Hourly Exit Rate | 3692 |
| Input Volume | 4395 |
| % of Volume | 84 |
| Denied Entry Before | 0 |
| Denied Entry After | 0 |

4: Pleasant Hill Rd & Satellite Blvd Performance by movement

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL |
|---------------------|------|------|------|-------|-------|-------|------|------|------|------|------|------|
| Denied Delay (hr) | 0.0 | 0.0 | 0.0 | 9.6 | 68.2 | 15.3 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.1 |
| Denied Del/Veh (s) | 0.7 | 0.0 | 0.0 | 256.5 | 263.7 | 270.3 | 0.0 | 0.5 | 0.2 | 0.1 | 0.0 | 2.6 |
| Total Delay (hr) | 1.3 | 6.5 | 1.5 | 6.0 | 40.8 | 8.9 | 0.1 | 5.1 | 21.2 | 1.2 | 0.1 | 3.3 |
| Total Del/Veh (s) | 81.7 | 56.8 | 34.0 | 175.3 | 171.9 | 169.0 | 72.4 | 73.0 | 43.8 | 16.1 | 80.3 | 79.7 |
| Stop Delay (hr) | 1.2 | 5.5 | 1.4 | 5.7 | 37.1 | 8.3 | 0.1 | 4.3 | 13.9 | 0.5 | 0.1 | 3.0 |
| Stop Del/Veh (s) | 76.1 | 47.9 | 30.9 | 166.5 | 156.4 | 157.6 | 63.2 | 61.6 | 28.8 | 7.3 | 74.5 | 72.5 |
| Vehicles Entered | 57 | 407 | 156 | 117 | 806 | 178 | 4 | 248 | 1703 | 258 | 5 | 150 |
| Vehicles Exited | 57 | 397 | 154 | 119 | 802 | 178 | 4 | 245 | 1724 | 258 | 5 | 144 |
| Hourly Exit Rate | 57 | 397 | 154 | 119 | 802 | 178 | 4 | 245 | 1724 | 258 | 5 | 144 |
| Input Volume | 60 | 420 | 155 | 190 | 1310 | 280 | 5 | 340 | 2299 | 340 | 5 | 150 |
| % of Volume | 95 | 95 | 99 | 63 | 61 | 64 | 80 | 72 | 75 | 76 | 100 | 96 |
| Denied Entry Before | 0 | 0 | 0 | 2 | 14 | 4 | 0 | 0 | 0 | 0 | 0 | 0 |
| Denied Entry After | 0 | 0 | 0 | 18 | 125 | 26 | 0 | 0 | 0 | 0 | 0 | 0 |

4: Pleasant Hill Rd & Satellite Blvd Performance by movement

| Movement | SBT | SBR | All |
|---------------------|------|------|-------|
| Denied Delay (hr) | 1.1 | 0.1 | 94.6 |
| Denied Del/Veh (s) | 2.6 | 8.8 | 58.7 |
| Total Delay (hr) | 25.2 | 1.6 | 122.9 |
| Total Del/Veh (s) | 60.3 | 98.4 | 76.6 |
| Stop Delay (hr) | 20.0 | 1.4 | 102.6 |
| Stop Del/Veh (s) | 47.9 | 86.0 | 64.0 |
| Vehicles Entered | 1480 | 58 | 5627 |
| Vehicles Exited | 1469 | 57 | 5613 |
| Hourly Exit Rate | 1469 | 57 | 5613 |
| Input Volume | 1533 | 60 | 7147 |
| % of Volume | 96 | 95 | 79 |
| Denied Entry Before | 0 | 0 | 20 |
| Denied Entry After | 4 | 0 | 173 |

5: Pleasant Hill Rd & Mall Blvd Performance by movement

| Movement | WBL | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR | All |
|---------------------|------|------|------|------|------|------|------|------|------|------|------|
| Denied Delay (hr) | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.4 | 0.0 | 0.7 |
| Denied Del/Veh (s) | 3.8 | 0.3 | 0.0 | 0.1 | 0.0 | 0.0 | 0.7 | 0.0 | 0.9 | 0.0 | 0.6 |
| Total Delay (hr) | 3.6 | 0.6 | 0.0 | 0.1 | 7.9 | 0.3 | 0.1 | 0.7 | 21.4 | 0.1 | 34.7 |
| Total Del/Veh (s) | 58.8 | 23.2 | 35.3 | 24.3 | 13.7 | 12.1 | 47.7 | 48.4 | 46.1 | 69.2 | 29.6 |
| Stop Delay (hr) | 3.4 | 0.5 | 0.0 | 0.1 | 4.2 | 0.2 | 0.1 | 0.5 | 14.6 | 0.1 | 23.6 |
| Stop Del/Veh (s) | 54.4 | 22.3 | 32.1 | 19.9 | 7.2 | 6.6 | 40.1 | 38.7 | 31.4 | 57.2 | 20.1 |
| Vehicles Entered | 215 | 86 | 4 | 16 | 2068 | 84 | 5 | 49 | 1658 | 4 | 4189 |
| Vehicles Exited | 220 | 87 | 4 | 16 | 2061 | 83 | 5 | 49 | 1625 | 4 | 4154 |
| Hourly Exit Rate | 220 | 87 | 4 | 16 | 2061 | 83 | 5 | 49 | 1625 | 4 | 4154 |
| Input Volume | 220 | 85 | 5 | 20 | 2835 | 115 | 5 | 50 | 1786 | 5 | 5126 |
| % of Volume | 100 | 102 | 80 | 80 | 73 | 72 | 100 | 98 | 91 | 80 | 81 |
| Denied Entry Before | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Denied Entry After | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

6: Pleasant Hill Rd & Gwinnett Place Dr Performance by movement

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBL | SBT |
|---------------------|------|------|------|--------|--------|--------|------|------|------|-----|------|------|
| Denied Delay (hr) | 0.0 | 0.0 | 0.0 | 151.4 | 2.8 | 6.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Denied Del/Veh (s) | 0.1 | 0.2 | 0.2 | 1088.2 | 1105.1 | 1051.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay (hr) | 1.1 | 1.0 | 0.1 | 21.6 | 0.1 | 0.1 | 0.2 | 0.5 | 5.5 | 0.3 | 0.2 | 21.9 |
| Total Del/Veh (s) | 64.3 | 78.2 | 57.9 | 317.2 | 127.3 | 24.9 | 53.4 | 41.1 | 9.6 | 5.2 | 35.3 | 44.4 |
| Stop Delay (hr) | 1.1 | 0.9 | 0.1 | 21.4 | 0.1 | 0.1 | 0.2 | 0.4 | 3.1 | 0.0 | 0.1 | 14.3 |
| Stop Del/Veh (s) | 61.3 | 73.9 | 56.0 | 314.3 | 124.2 | 24.5 | 51.5 | 37.6 | 5.4 | 0.8 | 27.0 | 29.0 |
| Vehicles Entered | 60 | 43 | 5 | 220 | 4 | 9 | 16 | 41 | 2052 | 200 | 18 | 1773 |
| Vehicles Exited | 61 | 43 | 5 | 224 | 4 | 8 | 16 | 41 | 2047 | 200 | 18 | 1741 |
| Hourly Exit Rate | 61 | 43 | 5 | 224 | 4 | 8 | 16 | 41 | 2047 | 200 | 18 | 1741 |
| Input Volume | 60 | 40 | 5 | 485 | 10 | 20 | 25 | 55 | 2841 | 290 | 20 | 1930 |
| % of Volume | 102 | 108 | 100 | 46 | 40 | 40 | 64 | 75 | 72 | 69 | 90 | 90 |
| Denied Entry Before | 0 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Denied Entry After | 0 | 0 | 0 | 281 | 5 | 13 | 0 | 0 | 0 | 0 | 0 | 0 |

6: Pleasant Hill Rd & Gwinnett Place Dr Performance by movement

| Movement | SBR | All |
|---------------------|------|-------|
| Denied Delay (hr) | 0.0 | 160.6 |
| Denied Del/Veh (s) | 0.0 | 121.4 |
| Total Delay (hr) | 0.5 | 53.0 |
| Total Del/Veh (s) | 68.5 | 42.3 |
| Stop Delay (hr) | 0.4 | 42.3 |
| Stop Del/Veh (s) | 54.4 | 33.8 |
| Vehicles Entered | 25 | 4466 |
| Vehicles Exited | 25 | 4433 |
| Hourly Exit Rate | 25 | 4433 |
| Input Volume | 25 | 5806 |
| % of Volume | 100 | 76 |
| Denied Entry Before | 0 | 20 |
| Denied Entry After | 0 | 299 |

7: Pleasant Hill Rd & Venture Dr Performance by movement

| Movement | EBR | WBR | NBU | NBL | NBT | NBR | SBT | SBR | All |
|---------------------|------|------|------|------|------|-----|------|------|------|
| Denied Delay (hr) | 0.0 | 0.0 | 0.0 | 0.1 | 0.2 | 0.0 | 0.5 | 0.0 | 0.8 |
| Denied Del/Veh (s) | 0.5 | 0.1 | 0.5 | 0.7 | 0.3 | 0.4 | 0.8 | 1.1 | 0.6 |
| Total Delay (hr) | 2.2 | 0.3 | 0.2 | 5.0 | 4.8 | 0.2 | 17.7 | 0.4 | 30.8 |
| Total Del/Veh (s) | 27.1 | 18.6 | 50.2 | 49.1 | 7.6 | 7.0 | 31.8 | 27.3 | 21.5 |
| Stop Delay (hr) | 2.1 | 0.3 | 0.2 | 4.4 | 1.6 | 0.1 | 11.2 | 0.2 | 20.1 |
| Stop Del/Veh (s) | 26.4 | 18.0 | 44.7 | 42.5 | 2.5 | 2.8 | 20.1 | 18.1 | 14.1 |
| Vehicles Entered | 283 | 60 | 14 | 361 | 2259 | 82 | 1998 | 49 | 5106 |
| Vehicles Exited | 287 | 60 | 13 | 358 | 2248 | 83 | 1982 | 49 | 5080 |
| Hourly Exit Rate | 287 | 60 | 13 | 358 | 2248 | 83 | 1982 | 49 | 5080 |
| Input Volume | 280 | 60 | 20 | 510 | 3150 | 115 | 2445 | 60 | 6640 |
| % of Volume | 102 | 100 | 65 | 70 | 71 | 72 | 81 | 82 | 77 |
| Denied Entry Before | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Denied Entry After | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

8: Pleasant Hill Rd & I-85 NB Performance by movement

| Movement | WBR | NBT | SBL | SBR | All |
|---------------------|------|------|------|------|------|
| Denied Delay (hr) | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 |
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.1 | 0.1 | 0.0 |
| Total Delay (hr) | 13.6 | 1.5 | 24.9 | 3.6 | 43.5 |
| Total Del/Veh (s) | 49.9 | 4.0 | 50.9 | 20.7 | 33.5 |
| Stop Delay (hr) | 11.9 | 1.0 | 19.9 | 2.2 | 35.1 |
| Stop Del/Veh (s) | 43.9 | 2.8 | 40.8 | 12.7 | 27.1 |
| Vehicles Entered | 960 | 1298 | 1705 | 620 | 4583 |
| Vehicles Exited | 967 | 1301 | 1750 | 626 | 4644 |
| Hourly Exit Rate | 967 | 1301 | 1750 | 626 | 4644 |
| Input Volume | 1241 | 2115 | 2030 | 755 | 6141 |
| % of Volume | 78 | 62 | 86 | 83 | 76 |
| Denied Entry Before | 0 | 0 | 0 | 0 | 0 |
| Denied Entry After | 0 | 0 | 0 | 0 | 0 |

9: Pleasant Hill Rd & I-85 SB Performance by movement

| Movement | EBR | NBL | NBT | NBR | SBT | All |
|---------------------|------|------|-----|-----|------|------|
| Denied Delay (hr) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Denied Del/Veh (s) | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay (hr) | 1.8 | 20.1 | 0.0 | 1.4 | 4.6 | 27.8 |
| Total Del/Veh (s) | 14.7 | 51.0 | 7.7 | 8.0 | 9.2 | 23.4 |
| Stop Delay (hr) | 1.4 | 17.0 | 0.0 | 0.3 | 3.3 | 22.1 |
| Stop Del/Veh (s) | 11.7 | 43.1 | 4.1 | 2.0 | 6.7 | 18.6 |
| Vehicles Entered | 428 | 1412 | 7 | 631 | 1780 | 4258 |
| Vehicles Exited | 427 | 1383 | 7 | 628 | 1784 | 4229 |
| Hourly Exit Rate | 427 | 1383 | 7 | 628 | 1784 | 4229 |
| Input Volume | 430 | 2215 | 10 | 985 | 2105 | 5745 |
| % of Volume | 99 | 62 | 70 | 64 | 85 | 74 |
| Denied Entry Before | 0 | 0 | 0 | 0 | 0 | 0 |
| Denied Entry After | 0 | 0 | 0 | 0 | 0 | 0 |

10: Pleasant Hill Rd & Shackleford Rd/Breckinridge Rd Performance by movement

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---------------------|-------|------|------|-------|-------|-------|------|------|------|------|------|------|
| Denied Delay (hr) | 1.3 | 0.9 | 0.4 | 12.3 | 70.3 | 46.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Denied Del/Veh (s) | 24.2 | 16.1 | 20.1 | 334.4 | 335.4 | 342.8 | 0.1 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 |
| Total Delay (hr) | 13.5 | 3.2 | 0.2 | 5.6 | 37.9 | 15.0 | 2.4 | 7.8 | 0.3 | 3.7 | 12.0 | 5.7 |
| Total Del/Veh (s) | 241.0 | 59.4 | 9.0 | 189.2 | 216.6 | 134.4 | 93.5 | 18.7 | 21.5 | 70.8 | 27.7 | 40.8 |
| Stop Delay (hr) | 13.2 | 2.9 | 0.1 | 5.3 | 35.2 | 13.8 | 2.3 | 4.3 | 0.2 | 3.3 | 9.0 | 4.3 |
| Stop Del/Veh (s) | 235.6 | 54.1 | 7.4 | 177.5 | 201.1 | 123.9 | 89.6 | 10.3 | 12.6 | 64.3 | 20.7 | 30.8 |
| Vehicles Entered | 195 | 194 | 68 | 103 | 609 | 389 | 92 | 1488 | 44 | 182 | 1538 | 491 |
| Vehicles Exited | 181 | 189 | 67 | 99 | 582 | 382 | 91 | 1488 | 43 | 183 | 1544 | 494 |
| Hourly Exit Rate | 181 | 189 | 67 | 99 | 582 | 382 | 91 | 1488 | 43 | 183 | 1544 | 494 |
| Input Volume | 200 | 190 | 65 | 135 | 750 | 485 | 155 | 2525 | 80 | 210 | 1760 | 565 |
| % of Volume | 90 | 99 | 103 | 73 | 78 | 79 | 59 | 59 | 54 | 87 | 88 | 87 |
| Denied Entry Before | 0 | 0 | 0 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| Denied Entry After | 3 | 3 | 1 | 29 | 146 | 95 | 0 | 0 | 0 | 0 | 0 | 0 |

10: Pleasant Hill Rd & Shackleford Rd/Breckinridge Rd Performance by movement

| Movement | All |
|---------------------|-------|
| Denied Delay (hr) | 131.3 |
| Denied Del/Veh (s) | 83.4 |
| Total Delay (hr) | 107.3 |
| Total Del/Veh (s) | 70.3 |
| Stop Delay (hr) | 93.9 |
| Stop Del/Veh (s) | 61.6 |
| Vehicles Entered | 5393 |
| Vehicles Exited | 5343 |
| Hourly Exit Rate | 5343 |
| Input Volume | 7120 |
| % of Volume | 75 |
| Denied Entry Before | 5 |
| Denied Entry After | 277 |

11: Pleasant Hill Rd & Crestwood Pkwy/Koger Blvd Performance by movement

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBL | SBT |
|---------------------|------|------|-----|------|------|------|------|------|------|------|------|------|
| Denied Delay (hr) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Denied Del/Veh (s) | 0.2 | 0.2 | 0.1 | 0.2 | 0.5 | 3.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.0 |
| Total Delay (hr) | 0.9 | 2.4 | 0.1 | 1.8 | 4.2 | 0.5 | 0.2 | 1.1 | 7.7 | 0.4 | 1.3 | 8.7 |
| Total Del/Veh (s) | 51.6 | 68.3 | 7.5 | 53.6 | 70.6 | 45.7 | 86.8 | 79.6 | 18.6 | 21.8 | 69.4 | 24.1 |
| Stop Delay (hr) | 0.9 | 2.2 | 0.1 | 1.7 | 3.8 | 0.5 | 0.2 | 1.0 | 4.1 | 0.2 | 1.3 | 6.6 |
| Stop Del/Veh (s) | 48.6 | 63.1 | 7.3 | 49.7 | 64.1 | 41.4 | 83.2 | 74.6 | 10.0 | 12.1 | 64.5 | 18.2 |
| Vehicles Entered | 64 | 125 | 35 | 119 | 209 | 40 | 10 | 48 | 1472 | 58 | 70 | 1278 |
| Vehicles Exited | 63 | 122 | 35 | 116 | 206 | 39 | 10 | 46 | 1476 | 58 | 68 | 1289 |
| Hourly Exit Rate | 63 | 122 | 35 | 116 | 206 | 39 | 10 | 46 | 1476 | 58 | 68 | 1289 |
| Input Volume | 65 | 125 | 35 | 120 | 200 | 40 | 20 | 85 | 2630 | 105 | 80 | 1465 |
| % of Volume | 97 | 98 | 100 | 97 | 103 | 98 | 50 | 54 | 56 | 55 | 85 | 88 |
| Denied Entry Before | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Denied Entry After | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

11: Pleasant Hill Rd & Crestwood Pkwy/Koger Blvd Performance by movement

| Movement | SBR | All |
|---------------------|------|------|
| Denied Delay (hr) | 0.0 | 0.1 |
| Denied Del/Veh (s) | 0.0 | 0.1 |
| Total Delay (hr) | 1.1 | 30.4 |
| Total Del/Veh (s) | 26.0 | 29.3 |
| Stop Delay (hr) | 0.8 | 23.3 |
| Stop Del/Veh (s) | 19.7 | 22.5 |
| Vehicles Entered | 146 | 3674 |
| Vehicles Exited | 146 | 3674 |
| Hourly Exit Rate | 146 | 3674 |
| Input Volume | 165 | 5135 |
| % of Volume | 88 | 72 |
| Denied Entry Before | 0 | 0 |
| Denied Entry After | 0 | 0 |

12: Pleasant Hill Rd & Sweetwater Rd Performance by movement

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL |
|---------------------|------|------|-----|-------|-------|-------|------|------|------|------|-------|-------|
| Denied Delay (hr) | 0.0 | 0.0 | 0.0 | 42.0 | 75.3 | 78.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Denied Del/Veh (s) | 0.2 | 0.2 | 0.1 | 710.2 | 717.3 | 710.2 | 0.2 | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay (hr) | 3.0 | 2.0 | 0.0 | 8.3 | 15.5 | 4.5 | 0.3 | 1.1 | 7.3 | 0.2 | 0.2 | 4.7 |
| Total Del/Veh (s) | 67.9 | 59.8 | 1.5 | 220.6 | 218.4 | 64.2 | 70.9 | 72.0 | 22.2 | 22.8 | 153.5 | 143.9 |
| Stop Delay (hr) | 2.8 | 1.9 | 0.0 | 7.9 | 14.7 | 4.4 | 0.3 | 1.0 | 3.8 | 0.1 | 0.2 | 4.5 |
| Stop Del/Veh (s) | 63.3 | 54.7 | 0.3 | 209.0 | 206.1 | 62.1 | 67.1 | 66.4 | 11.5 | 13.3 | 148.1 | 137.1 |
| Vehicles Entered | 157 | 122 | 48 | 129 | 240 | 247 | 14 | 55 | 1150 | 36 | 5 | 116 |
| Vehicles Exited | 153 | 119 | 48 | 127 | 237 | 248 | 14 | 54 | 1181 | 36 | 5 | 112 |
| Hourly Exit Rate | 153 | 119 | 48 | 127 | 237 | 248 | 14 | 54 | 1181 | 36 | 5 | 112 |
| Input Volume | 155 | 125 | 50 | 210 | 380 | 400 | 30 | 105 | 2280 | 75 | 5 | 135 |
| % of Volume | 99 | 95 | 96 | 60 | 62 | 62 | 47 | 51 | 52 | 48 | 100 | 83 |
| Denied Entry Before | 0 | 0 | 0 | 3 | 5 | 6 | 0 | 0 | 0 | 0 | 0 | 0 |
| Denied Entry After | 0 | 0 | 0 | 84 | 138 | 150 | 0 | 0 | 0 | 0 | 0 | 0 |

12: Pleasant Hill Rd & Sweetwater Rd Performance by movement

| Movement | SBT | SBR | All |
|---------------------|------|------|-------|
| Denied Delay (hr) | 0.0 | 0.0 | 195.7 |
| Denied Del/Veh (s) | 0.0 | 0.0 | 175.2 |
| Total Delay (hr) | 6.9 | 0.3 | 54.5 |
| Total Del/Veh (s) | 19.3 | 21.7 | 52.6 |
| Stop Delay (hr) | 5.1 | 0.2 | 46.8 |
| Stop Del/Veh (s) | 14.2 | 16.2 | 45.2 |
| Vehicles Entered | 1278 | 51 | 3648 |
| Vehicles Exited | 1280 | 51 | 3665 |
| Hourly Exit Rate | 1280 | 51 | 3665 |
| Input Volume | 1440 | 60 | 5450 |
| % of Volume | 89 | 85 | 67 |
| Denied Entry Before | 0 | 0 | 14 |
| Denied Entry After | 0 | 0 | 372 |

13: Pleasant Hill Rd & Club Dr Performance by movement

| Movement | EBU | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT |
|---------------------|------|------|------|-----|-------|-------|-------|--------|--------|--------|------|------|
| Denied Delay (hr) | 0.0 | 0.1 | 0.0 | 0.2 | 11.6 | 46.7 | 15.8 | 787.8 | 803.5 | 40.8 | 0.0 | 0.0 |
| Denied Del/Veh (s) | 3.2 | 3.2 | 0.3 | 3.2 | 239.6 | 235.2 | 240.8 | 1242.7 | 1253.8 | 1264.9 | 0.0 | 0.0 |
| Total Delay (hr) | 0.5 | 1.7 | 3.7 | 0.4 | 19.0 | 41.0 | 4.7 | 27.3 | 5.0 | 0.1 | 1.7 | 15.5 |
| Total Del/Veh (s) | 67.3 | 69.4 | 56.4 | 5.9 | 427.1 | 235.7 | 83.1 | 104.1 | 19.5 | 9.6 | 63.1 | 46.1 |
| Stop Delay (hr) | 0.5 | 1.6 | 3.4 | 0.4 | 18.9 | 38.5 | 4.4 | 24.7 | 3.6 | 0.1 | 1.6 | 12.9 |
| Stop Del/Veh (s) | 65.7 | 66.0 | 51.7 | 5.8 | 424.2 | 221.2 | 77.0 | 94.4 | 14.0 | 5.0 | 58.7 | 38.3 |
| Vehicles Entered | 24 | 83 | 229 | 233 | 149 | 594 | 201 | 916 | 919 | 50 | 95 | 1199 |
| Vehicles Exited | 25 | 85 | 234 | 234 | 135 | 591 | 199 | 900 | 908 | 50 | 92 | 1178 |
| Hourly Exit Rate | 25 | 85 | 234 | 234 | 135 | 591 | 199 | 900 | 908 | 50 | 92 | 1178 |
| Input Volume | 25 | 80 | 235 | 225 | 175 | 710 | 235 | 2080 | 2115 | 105 | 115 | 1415 |
| % of Volume | 100 | 106 | 100 | 104 | 77 | 83 | 85 | 43 | 43 | 48 | 80 | 83 |
| Denied Entry Before | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 198 | 197 | 9 | 0 | 0 |
| Denied Entry After | 0 | 0 | 0 | 0 | 26 | 120 | 36 | 1366 | 1388 | 66 | 0 | 0 |

13: Pleasant Hill Rd & Club Dr Performance by movement

| Movement | SBR | All |
|---------------------|------|--------|
| Denied Delay (hr) | 0.0 | 1706.5 |
| Denied Del/Veh (s) | 0.0 | 794.1 |
| Total Delay (hr) | 0.5 | 120.9 |
| Total Del/Veh (s) | 38.7 | 90.0 |
| Stop Delay (hr) | 0.4 | 110.7 |
| Stop Del/Veh (s) | 31.2 | 82.4 |
| Vehicles Entered | 42 | 4734 |
| Vehicles Exited | 42 | 4673 |
| Hourly Exit Rate | 42 | 4673 |
| Input Volume | 50 | 7565 |
| % of Volume | 84 | 62 |
| Denied Entry Before | 0 | 404 |
| Denied Entry After | 0 | 3002 |

14: Pleasant Hill Rd & Gwinnett Station Performance by movement

| Movement | NBT | NBR | SBT | All |
|---------------------|------|-----|------|------|
| Denied Delay (hr) | 0.0 | 0.0 | 0.0 | 0.0 |
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay (hr) | 0.4 | 0.0 | 2.1 | 2.6 |
| Total Del/Veh (s) | 0.9 | 0.4 | 4.5 | 2.6 |
| Stop Delay (hr) | 0.0 | 0.0 | 1.2 | 1.2 |
| Stop Del/Veh (s) | 0.0 | 0.0 | 2.6 | 1.3 |
| Vehicles Entered | 1786 | 3 | 1677 | 3466 |
| Vehicles Exited | 1786 | 3 | 1677 | 3466 |
| Hourly Exit Rate | 1786 | 3 | 1677 | 3466 |
| Input Volume | 2375 | 5 | 1720 | 4100 |
| % of Volume | 75 | 60 | 98 | 85 |
| Denied Entry Before | 0 | 0 | 0 | 0 |
| Denied Entry After | 0 | 0 | 0 | 0 |

26: Pleasant Hill Rd Performance by movement

| Movement | SBL | SBT | All |
|---------------------|-----|------|------|
| Denied Delay (hr) | 0.0 | 0.0 | 0.0 |
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 |
| Total Delay (hr) | 0.4 | 4.2 | 4.6 |
| Total Del/Veh (s) | 1.8 | 8.4 | 6.4 |
| Stop Delay (hr) | 0.1 | 2.2 | 2.3 |
| Stop Del/Veh (s) | 0.3 | 4.5 | 3.2 |
| Vehicles Entered | 792 | 1792 | 2584 |
| Vehicles Exited | 788 | 1789 | 2577 |
| Hourly Exit Rate | 788 | 1789 | 2577 |
| Input Volume | 955 | 2115 | 3070 |
| % of Volume | 83 | 85 | 84 |
| Denied Entry Before | 0 | 0 | 0 |
| Denied Entry After | 0 | 0 | 0 |

29: Performance by movement

| Movement | WBT | SWR | All |
|---------------------|-----|-----|------|
| Denied Delay (hr) | 0.0 | 0.0 | 0.0 |
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 |
| Total Delay (hr) | 0.0 | 0.8 | 0.8 |
| Total Del/Veh (s) | 0.2 | 4.5 | 2.8 |
| Stop Delay (hr) | 0.0 | 0.2 | 0.2 |
| Stop Del/Veh (s) | 0.0 | 0.9 | 0.6 |
| Vehicles Entered | 390 | 626 | 1016 |
| Vehicles Exited | 391 | 625 | 1016 |
| Hourly Exit Rate | 391 | 625 | 1016 |
| Input Volume | 640 | 755 | 1395 |
| % of Volume | 61 | 83 | 73 |
| Denied Entry Before | 0 | 0 | 0 |
| Denied Entry After | 0 | 0 | 0 |

30: Pleasant Hill Rd & I-85 NB Performance by movement

| Movement | WBL | SBT | All |
|---------------------|-------|------|-------|
| Denied Delay (hr) | 111.9 | 0.0 | 111.9 |
| Denied Del/Veh (s) | 381.1 | 0.0 | 143.5 |
| Total Delay (hr) | 23.6 | 2.1 | 25.7 |
| Total Del/Veh (s) | 96.5 | 4.3 | 35.1 |
| Stop Delay (hr) | 20.9 | 1.2 | 22.2 |
| Stop Del/Veh (s) | 85.6 | 2.6 | 30.3 |
| Vehicles Entered | 860 | 1750 | 2610 |
| Vehicles Exited | 846 | 1737 | 2583 |
| Hourly Exit Rate | 846 | 1737 | 2583 |
| Input Volume | 1040 | 2030 | 3070 |
| % of Volume | 81 | 86 | 84 |
| Denied Entry Before | 22 | 0 | 22 |
| Denied Entry After | 197 | 0 | 197 |

32: Performance by movement

| Movement | EBT | NBR | All |
|---------------------|-----|------|------|
| Denied Delay (hr) | 0.0 | 0.0 | 0.0 |
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 |
| Total Delay (hr) | 0.2 | 2.3 | 2.5 |
| Total Del/Veh (s) | 0.7 | 13.3 | 6.3 |
| Stop Delay (hr) | 0.0 | 1.9 | 1.9 |
| Stop Del/Veh (s) | 0.0 | 11.0 | 4.9 |
| Vehicles Entered | 788 | 628 | 1416 |
| Vehicles Exited | 786 | 623 | 1409 |
| Hourly Exit Rate | 786 | 623 | 1409 |
| Input Volume | 955 | 985 | 1940 |
| % of Volume | 82 | 63 | 73 |
| Denied Entry Before | 0 | 0 | 0 |
| Denied Entry After | 0 | 0 | 0 |

33: Pleasant Hill Rd Performance by movement

| Movement | NBL | NBT | All |
|---------------------|-----|------|------|
| Denied Delay (hr) | 0.0 | 0.0 | 0.0 |
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 |
| Total Delay (hr) | 0.1 | 0.9 | 1.1 |
| Total Del/Veh (s) | 1.2 | 2.6 | 2.3 |
| Stop Delay (hr) | 0.0 | 0.1 | 0.1 |
| Stop Del/Veh (s) | 0.1 | 0.3 | 0.2 |
| Vehicles Entered | 386 | 1291 | 1677 |
| Vehicles Exited | 389 | 1301 | 1690 |
| Hourly Exit Rate | 389 | 1301 | 1690 |
| Input Volume | 640 | 2120 | 2760 |
| % of Volume | 61 | 61 | 61 |
| Denied Entry Before | 0 | 0 | 0 |
| Denied Entry After | 0 | 0 | 0 |

53: Pleasant Hill Rd Performance by movement

| Movement | EBL | NBT | All |
|---------------------|-------|------|-------|
| Denied Delay (hr) | 145.5 | 0.0 | 145.5 |
| Denied Del/Veh (s) | 956.1 | 0.0 | 271.3 |
| Total Delay (hr) | 24.3 | 1.5 | 25.7 |
| Total Del/Veh (s) | 284.6 | 3.8 | 54.3 |
| Stop Delay (hr) | 23.7 | 0.8 | 24.5 |
| Stop Del/Veh (s) | 277.7 | 2.2 | 51.8 |
| Vehicles Entered | 281 | 1383 | 1664 |
| Vehicles Exited | 281 | 1397 | 1678 |
| Hourly Exit Rate | 281 | 1397 | 1678 |
| Input Volume | 545 | 2215 | 2760 |
| % of Volume | 52 | 63 | 61 |
| Denied Entry Before | 24 | 0 | 24 |
| Denied Entry After | 267 | 0 | 267 |

56: Satellite Blvd Performance by movement

| Movement | EBT | EBR | WBL | WBT | WBR | NBL | NBR | SBR | All |
|---------------------|------|------|-------|-------|-------|------|-----|------|-------|
| Denied Delay (hr) | 0.0 | 0.0 | 5.0 | 273.9 | 1.3 | 0.0 | 0.0 | 0.0 | 280.3 |
| Denied Del/Veh (s) | 0.0 | 0.0 | 606.0 | 640.8 | 662.0 | 0.1 | 0.1 | 0.1 | 421.3 |
| Total Delay (hr) | 3.0 | 0.1 | 0.3 | 33.6 | 0.2 | 0.0 | 0.0 | 0.1 | 37.3 |
| Total Del/Veh (s) | 13.8 | 14.6 | 50.9 | 117.6 | 140.6 | 33.2 | 5.9 | 44.7 | 71.5 |
| Stop Delay (hr) | 2.2 | 0.1 | 0.2 | 31.6 | 0.2 | 0.0 | 0.0 | 0.1 | 34.4 |
| Stop Del/Veh (s) | 10.2 | 10.3 | 42.6 | 110.8 | 134.9 | 30.0 | 4.2 | 42.3 | 66.1 |
| Vehicles Entered | 781 | 18 | 19 | 1005 | 5 | 5 | 10 | 5 | 1848 |
| Vehicles Exited | 781 | 19 | 19 | 990 | 5 | 5 | 11 | 5 | 1835 |
| Hourly Exit Rate | 781 | 19 | 19 | 990 | 5 | 5 | 11 | 5 | 1835 |
| Input Volume | 890 | 20 | 30 | 1515 | 5 | 5 | 10 | 5 | 2480 |
| % of Volume | 88 | 95 | 63 | 65 | 100 | 100 | 110 | 100 | 74 |
| Denied Entry Before | 0 | 0 | 1 | 28 | 0 | 0 | 0 | 0 | 29 |
| Denied Entry After | 0 | 0 | 11 | 534 | 2 | 0 | 0 | 0 | 547 |

59: Satellite Blvd Performance by movement

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | SBL | SBR | All |
|---------------------|------|------|------|------|------|-----|------|------|------|-----|------|
| Denied Delay (hr) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Denied Del/Veh (s) | 0.1 | 0.1 | 0.3 | 0.0 | 0.0 | 0.0 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 |
| Total Delay (hr) | 0.4 | 2.4 | 0.1 | 0.1 | 8.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11.1 |
| Total Del/Veh (s) | 24.0 | 17.1 | 10.8 | 19.1 | 25.4 | 5.9 | 13.3 | 15.9 | 10.1 | 5.7 | 22.4 |
| Stop Delay (hr) | 0.3 | 1.9 | 0.0 | 0.1 | 5.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7.9 |
| Stop Del/Veh (s) | 20.1 | 13.6 | 7.8 | 15.0 | 17.2 | 2.5 | 10.1 | 14.3 | 7.0 | 4.1 | 15.9 |
| Vehicles Entered | 52 | 505 | 20 | 18 | 1139 | 15 | 10 | 5 | 8 | 5 | 1777 |
| Vehicles Exited | 52 | 503 | 20 | 18 | 1147 | 16 | 10 | 5 | 8 | 5 | 1784 |
| Hourly Exit Rate | 52 | 503 | 20 | 18 | 1147 | 16 | 10 | 5 | 8 | 5 | 1784 |
| Input Volume | 50 | 515 | 20 | 25 | 1732 | 25 | 10 | 5 | 10 | 5 | 2397 |
| % of Volume | 104 | 98 | 100 | 72 | 66 | 64 | 100 | 100 | 80 | 100 | 74 |
| Denied Entry Before | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Denied Entry After | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Total Network Performance

| | |
|---------------------|--------|
| Denied Delay (hr) | 3241.3 |
| Denied Del/Veh (s) | 516.5 |
| Total Delay (hr) | 881.4 |
| Total Del/Veh (s) | 178.3 |
| Stop Delay (hr) | 730.9 |
| Stop Del/Veh (s) | 147.8 |
| Vehicles Entered | 16685 |
| Vehicles Exited | 16535 |
| Hourly Exit Rate | 16535 |
| Input Volume | 123027 |
| % of Volume | 13 |
| Denied Entry Before | 582 |
| Denied Entry After | 5905 |

Intersection: 1: Pleasant Hill Rd & Old Norcross Rd

| Movement | EB | EB | EB | EB | WB | WB | WB | WB | NB | NB | NB | NB |
|-----------------------|-----|-----|-----|-----|-----|-----|------|-----|-----|-----|-----|-----|
| Directions Served | L | T | T | R | L | T | T | R | UL | L | T | T |
| Maximum Queue (ft) | 124 | 259 | 231 | 165 | 158 | 958 | 1046 | 255 | 110 | 280 | 451 | 473 |
| Average Queue (ft) | 49 | 164 | 119 | 59 | 65 | 476 | 1015 | 255 | 45 | 74 | 315 | 323 |
| 95th Queue (ft) | 101 | 233 | 218 | 130 | 127 | 953 | 1036 | 255 | 97 | 189 | 431 | 441 |
| Link Distance (ft) | 534 | 534 | 534 | | 991 | 991 | 991 | | | | 698 | 698 |
| Upstream Blk Time (%) | | | | | | 0 | 95 | | | | | |
| Queuing Penalty (veh) | | | | | | 0 | 0 | | | | | |
| Storage Bay Dist (ft) | | | | 140 | | | | 230 | 360 | 360 | | |
| Storage Blk Time (%) | | | 3 | 0 | | | 12 | 87 | | 0 | 5 | |
| Queuing Penalty (veh) | | | 5 | 0 | | | 94 | 274 | | 0 | 7 | |

Intersection: 1: Pleasant Hill Rd & Old Norcross Rd

| Movement | NB | NB | SB | SB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | T | R | UL | L | T | T | T |
| Maximum Queue (ft) | 474 | 250 | 413 | 446 | 461 | 434 | 400 |
| Average Queue (ft) | 327 | 62 | 274 | 317 | 262 | 247 | 206 |
| 95th Queue (ft) | 445 | 240 | 487 | 520 | 543 | 501 | 375 |
| Link Distance (ft) | 698 | | | | 925 | 925 | 925 |
| Upstream Blk Time (%) | | | | | 2 | 0 | 0 |
| Queuing Penalty (veh) | | | | | 0 | 0 | 0 |
| Storage Bay Dist (ft) | | 225 | 600 | 600 | | | |
| Storage Blk Time (%) | 33 | 0 | 1 | 3 | 0 | | |
| Queuing Penalty (veh) | 18 | 0 | 5 | 17 | 1 | | |

Intersection: 2: Pleasant Hill Rd & Gwinnett Prado

| Movement | EB | EB | WB | NB | NB | NB | NB | SB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | LT | R | LTR | L | T | T | TR | UL | T | T | T |
| Maximum Queue (ft) | 27 | 30 | 37 | 26 | 149 | 168 | 189 | 26 | 102 | 104 | 113 |
| Average Queue (ft) | 4 | 4 | 11 | 3 | 22 | 22 | 27 | 2 | 15 | 15 | 22 |
| 95th Queue (ft) | 19 | 20 | 33 | 17 | 90 | 97 | 112 | 14 | 88 | 92 | 101 |
| Link Distance (ft) | 258 | 258 | 371 | | 354 | 354 | 354 | | 698 | 698 | 698 |
| Upstream Blk Time (%) | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | |
| Storage Bay Dist (ft) | | | | 170 | | | | 150 | | | |
| Storage Blk Time (%) | | | | | 0 | | | | 0 | | 1 |
| Queuing Penalty (veh) | | | | | 0 | | | | 0 | | 0 |

Intersection: 3: Pleasant Hill Rd & Gwinnett Station

| Movement | EB | WB | NB | NB | NB | NB | SB | SB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|----|
| Directions Served | LTR | LTR | UL | T | T | TR | L | T | T | T | R |
| Maximum Queue (ft) | 137 | 65 | 101 | 52 | 54 | 75 | 50 | 221 | 248 | 265 | 62 |
| Average Queue (ft) | 51 | 15 | 36 | 6 | 12 | 14 | 3 | 72 | 88 | 102 | 5 |
| 95th Queue (ft) | 109 | 47 | 83 | 28 | 40 | 50 | 35 | 245 | 277 | 288 | 43 |
| Link Distance (ft) | 142 | 238 | | 670 | 670 | 670 | | 337 | 337 | 337 | |
| Upstream Blk Time (%) | 1 | | | | | | | 2 | 4 | 5 | |
| Queuing Penalty (veh) | 0 | | | | | | | 9 | 21 | 28 | |
| Storage Bay Dist (ft) | | | 180 | | | | 300 | | | | 95 |
| Storage Blk Time (%) | | | | | | | | 1 | | 17 | 0 |
| Queuing Penalty (veh) | | | | | | | | 0 | | 2 | 0 |

Intersection: 4: Pleasant Hill Rd & Satellite Blvd

| Movement | EB | EB | EB | EB | EB | EB | WB | WB | WB | WB | WB | NB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | UL | L | T | T | T | R | UL | L | T | T | TR | UL |
| Maximum Queue (ft) | 76 | 102 | 253 | 234 | 182 | 204 | 181 | 425 | 576 | 567 | 554 | 254 |
| Average Queue (ft) | 19 | 44 | 150 | 137 | 87 | 92 | 66 | 287 | 531 | 535 | 531 | 92 |
| 95th Queue (ft) | 55 | 89 | 218 | 203 | 165 | 172 | 165 | 555 | 570 | 556 | 547 | 209 |
| Link Distance (ft) | | | 688 | 688 | 688 | 688 | | | 518 | 518 | 518 | |
| Upstream Blk Time (%) | | | | | | | | | 35 | 45 | 51 | |
| Queuing Penalty (veh) | | | | | | | | | 177 | 228 | 258 | |
| Storage Bay Dist (ft) | 300 | 300 | | | | | 400 | 400 | | | | 300 |
| Storage Blk Time (%) | | | 0 | | | | | 0 | 54 | | | 0 |
| Queuing Penalty (veh) | | | 0 | | | | | 1 | 103 | | | 0 |

Intersection: 4: Pleasant Hill Rd & Satellite Blvd

| Movement | NB | NB | NB | NB | NB | SB | SB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | L | T | T | T | R | UL | L | T | T | TR |
| Maximum Queue (ft) | 325 | 614 | 622 | 641 | 400 | 142 | 310 | 578 | 594 | 628 |
| Average Queue (ft) | 253 | 432 | 444 | 468 | 264 | 58 | 104 | 310 | 366 | 423 |
| 95th Queue (ft) | 407 | 600 | 596 | 628 | 552 | 121 | 237 | 619 | 692 | 717 |
| Link Distance (ft) | | 692 | 692 | 692 | | | | 670 | 670 | 670 |
| Upstream Blk Time (%) | | 0 | 0 | 0 | | | | 1 | 5 | 13 |
| Queuing Penalty (veh) | | 0 | 0 | 1 | | | | 7 | 31 | 74 |
| Storage Bay Dist (ft) | 300 | | | | 375 | 325 | 325 | | | |
| Storage Blk Time (%) | 0 | 17 | | 15 | 0 | | 0 | 8 | | |
| Queuing Penalty (veh) | 2 | 57 | | 51 | 1 | | 0 | 13 | | |

Intersection: 5: Pleasant Hill Rd & Mall Blvd

| Movement | WB | WB | WB | NB | NB | NB | NB | SB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | UL | T | R | UL | T | T | TR | UL | T | T | TR |
| Maximum Queue (ft) | 124 | 306 | 117 | 102 | 366 | 361 | 392 | 209 | 639 | 676 | 689 |
| Average Queue (ft) | 115 | 122 | 47 | 16 | 160 | 160 | 182 | 51 | 309 | 412 | 525 |
| 95th Queue (ft) | 141 | 307 | 92 | 64 | 269 | 265 | 288 | 153 | 633 | 749 | 813 |
| Link Distance (ft) | | 309 | 309 | | 591 | 591 | 591 | | 692 | 692 | 692 |
| Upstream Blk Time (%) | | 1 | | | | | | | 0 | 1 | 5 |
| Queuing Penalty (veh) | | 0 | | | | | | | 1 | 3 | 31 |
| Storage Bay Dist (ft) | 100 | | | 270 | | | | 185 | | | |
| Storage Blk Time (%) | 40 | | | | 1 | | | 0 | 7 | | |
| Queuing Penalty (veh) | 0 | | | | 0 | | | 0 | 4 | | |

Intersection: 6: Pleasant Hill Rd & Gwinnett Place Dr

| Movement | EB | EB | WB | WB | WB | NB | NB | NB | NB | NB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | L | TR | UL | L | TR | UL | T | T | T | R | UL | T |
| Maximum Queue (ft) | 144 | 133 | 337 | 349 | 48 | 136 | 255 | 268 | 310 | 150 | 110 | 592 |
| Average Queue (ft) | 58 | 54 | 267 | 322 | 13 | 45 | 132 | 134 | 157 | 53 | 17 | 267 |
| 95th Queue (ft) | 117 | 108 | 389 | 336 | 41 | 98 | 227 | 230 | 270 | 165 | 64 | 555 |
| Link Distance (ft) | 332 | 332 | 305 | 305 | 305 | | 356 | 356 | 356 | | | 591 |
| Upstream Blk Time (%) | | | 26 | 99 | | | 0 | 0 | 0 | | | 0 |
| Queuing Penalty (veh) | | | 0 | 0 | | | 0 | 0 | 1 | | | 0 |
| Storage Bay Dist (ft) | | | | | | 200 | | | | 125 | 220 | |
| Storage Blk Time (%) | | | | | | | 1 | | 14 | 0 | | 3 |
| Queuing Penalty (veh) | | | | | | | 1 | | 39 | 1 | | 1 |

Intersection: 6: Pleasant Hill Rd & Gwinnett Place Dr

| Movement | SB | SB |
|-----------------------|-----|-----|
| Directions Served | T | TR |
| Maximum Queue (ft) | 636 | 611 |
| Average Queue (ft) | 367 | 537 |
| 95th Queue (ft) | 670 | 735 |
| Link Distance (ft) | 591 | 591 |
| Upstream Blk Time (%) | 2 | 13 |
| Queuing Penalty (veh) | 15 | 86 |
| Storage Bay Dist (ft) | | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

Intersection: 7: Pleasant Hill Rd & Venture Dr

| Movement | EB | EB | WB | NB | NB | NB | NB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | R | R | R | UL | T | T | TR | T | T | TR |
| Maximum Queue (ft) | 187 | 103 | 91 | 315 | 500 | 384 | 352 | 390 | 407 | 384 |
| Average Queue (ft) | 111 | 37 | 35 | 245 | 152 | 104 | 136 | 303 | 319 | 343 |
| 95th Queue (ft) | 186 | 77 | 72 | 345 | 401 | 271 | 302 | 476 | 468 | 431 |
| Link Distance (ft) | 168 | 168 | 245 | | 519 | 519 | 519 | 356 | 356 | 356 |
| Upstream Blk Time (%) | 4 | 0 | | | 0 | 0 | | 7 | 10 | 16 |
| Queuing Penalty (veh) | 0 | 0 | | | 2 | 0 | | 59 | 84 | 134 |
| Storage Bay Dist (ft) | | | | 290 | | | | | | |
| Storage Blk Time (%) | | | | 9 | 0 | | | | | |
| Queuing Penalty (veh) | | | | 94 | 1 | | | | | |

Intersection: 8: Pleasant Hill Rd & I-85 NB

| Movement | WB | WB | B28 | B28 | NB | NB | NB | SB | SB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|----|----|----|-----|-----|-----|-----|-----|
| Directions Served | R | R | T | T | T | T | T | L | L | L | L | R |
| Maximum Queue (ft) | 218 | 235 | 280 | 273 | 97 | 91 | 94 | 512 | 537 | 519 | 471 | 456 |
| Average Queue (ft) | 199 | 203 | 254 | 252 | 63 | 40 | 51 | 378 | 422 | 395 | 333 | 239 |
| 95th Queue (ft) | 209 | 219 | 270 | 270 | 92 | 77 | 91 | 516 | 531 | 508 | 434 | 394 |
| Link Distance (ft) | 128 | 128 | 238 | 238 | 71 | 71 | 71 | 519 | 519 | 519 | 519 | 519 |
| Upstream Blk Time (%) | 70 | 70 | 71 | 57 | 10 | 1 | 2 | 0 | 1 | 0 | 0 | 0 |
| Queuing Penalty (veh) | 0 | 0 | 0 | 0 | 68 | 5 | 12 | 1 | 4 | 1 | 0 | 0 |
| Storage Bay Dist (ft) | | | | | | | | | | | | |
| Storage Blk Time (%) | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |

Intersection: 9: Pleasant Hill Rd & I-85 SB

| Movement | EB | EB | NB | NB | NB | NB | NB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | R | R | L | L | L | L | R | T | T | T |
| Maximum Queue (ft) | 248 | 237 | 504 | 516 | 470 | 377 | 257 | 92 | 85 | 89 |
| Average Queue (ft) | 134 | 92 | 346 | 363 | 307 | 256 | 67 | 66 | 68 | 72 |
| 95th Queue (ft) | 239 | 229 | 476 | 479 | 422 | 344 | 207 | 84 | 78 | 84 |
| Link Distance (ft) | 579 | 579 | 545 | 545 | 545 | 545 | 545 | 62 | 62 | 62 |
| Upstream Blk Time (%) | | | 0 | 0 | 0 | | | 24 | 20 | 24 |
| Queuing Penalty (veh) | | | 0 | 0 | 0 | | | 168 | 141 | 166 |
| Storage Bay Dist (ft) | | | | | | | | | | |
| Storage Blk Time (%) | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | |

Intersection: 10: Pleasant Hill Rd & Shackleford Rd/Breckinridge Rd

| Movement | EB | EB | EB | EB | EB | WB | WB | WB | WB | WB | NB | NB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | L | L | T | T | R | L | L | T | T | R | UL | L |
| Maximum Queue (ft) | 232 | 245 | 458 | 404 | 122 | 103 | 300 | 704 | 718 | 375 | 96 | 104 |
| Average Queue (ft) | 181 | 221 | 270 | 159 | 29 | 36 | 201 | 667 | 679 | 369 | 44 | 51 |
| 95th Queue (ft) | 293 | 277 | 540 | 398 | 80 | 81 | 400 | 729 | 725 | 421 | 82 | 92 |
| Link Distance (ft) | | | 443 | 443 | | | | 664 | 664 | | | |
| Upstream Blk Time (%) | | | 20 | 0 | | | | 47 | 64 | | | |
| Queuing Penalty (veh) | | | 0 | 0 | | | | 0 | 0 | | | |
| Storage Bay Dist (ft) | 220 | 220 | | | 165 | 275 | 275 | | | 350 | 220 | 220 |
| Storage Blk Time (%) | 4 | 49 | 1 | 2 | 0 | | 0 | 77 | 60 | 22 | | |
| Queuing Penalty (veh) | 3 | 46 | 1 | 1 | 0 | | 0 | 104 | 289 | 83 | | |

Intersection: 10: Pleasant Hill Rd & Shackleford Rd/Breckinridge Rd

| Movement | NB | NB | NB | SB | SB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | T | T | TR | L | L | T | T | TR |
| Maximum Queue (ft) | 172 | 293 | 464 | 168 | 264 | 344 | 475 | 515 |
| Average Queue (ft) | 46 | 81 | 189 | 85 | 116 | 212 | 256 | 337 |
| 95th Queue (ft) | 120 | 182 | 355 | 149 | 199 | 312 | 398 | 473 |
| Link Distance (ft) | 878 | 878 | 878 | | | 545 | 545 | 545 |
| Upstream Blk Time (%) | | | | | | 0 | 0 | |
| Queuing Penalty (veh) | | | | | | 0 | 2 | |
| Storage Bay Dist (ft) | | | | 250 | 250 | | | |
| Storage Blk Time (%) | 0 | | | | 0 | 5 | | |
| Queuing Penalty (veh) | 0 | | | | 0 | 11 | | |

Intersection: 11: Pleasant Hill Rd & Crestwood Pkwy/Koger Blvd

| Movement | EB | EB | EB | WB | WB | WB | NB | NB | NB | NB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|----|-----|------|------|------|-----|-----|
| Directions Served | UL | T | R | L | T | R | UL | T | T | TR | UL | L |
| Maximum Queue (ft) | 122 | 235 | 63 | 228 | 403 | 75 | 147 | 301 | 382 | 368 | 76 | 110 |
| Average Queue (ft) | 55 | 115 | 21 | 94 | 215 | 24 | 58 | 84 | 122 | 195 | 22 | 49 |
| 95th Queue (ft) | 106 | 205 | 48 | 172 | 361 | 75 | 117 | 230 | 275 | 321 | 58 | 89 |
| Link Distance (ft) | 341 | 341 | 341 | 450 | 450 | | | 1378 | 1378 | 1378 | | |
| Upstream Blk Time (%) | | 0 | | | 1 | | | 0 | | | | |
| Queuing Penalty (veh) | | 0 | | | 0 | | | 0 | | | | |
| Storage Bay Dist (ft) | | | | | | 50 | 475 | | | | 270 | 270 |
| Storage Blk Time (%) | | | | | 63 | 2 | | | | | | |
| Queuing Penalty (veh) | | | | | 25 | 5 | | | | | | |

Intersection: 11: Pleasant Hill Rd & Crestwood Pkwy/Koger Blvd

| Movement | SB | SB | SB |
|-----------------------|-----|-----|-----|
| Directions Served | T | T | TR |
| Maximum Queue (ft) | 242 | 265 | 299 |
| Average Queue (ft) | 165 | 180 | 207 |
| 95th Queue (ft) | 224 | 243 | 282 |
| Link Distance (ft) | 878 | 878 | 878 |
| Upstream Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | 0 | | |
| Queuing Penalty (veh) | 0 | | |

Intersection: 12: Pleasant Hill Rd & Sweetwater Rd

| Movement | EB | EB | EB | WB | WB | WB | NB | NB | NB | NB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|------|
| Directions Served | L | T | R | L | T | R | UL | T | T | TR | UL | T |
| Maximum Queue (ft) | 273 | 234 | 47 | 120 | 591 | 576 | 158 | 306 | 377 | 395 | 299 | 220 |
| Average Queue (ft) | 138 | 99 | 3 | 97 | 564 | 447 | 62 | 165 | 218 | 267 | 175 | 126 |
| 95th Queue (ft) | 260 | 180 | 25 | 154 | 577 | 732 | 126 | 261 | 324 | 368 | 311 | 194 |
| Link Distance (ft) | 466 | 466 | 466 | | 547 | 547 | | 960 | 960 | 960 | | 1378 |
| Upstream Blk Time (%) | | | | | 84 | 23 | | | | | | |
| Queuing Penalty (veh) | | | | | 0 | 0 | | | | | | |
| Storage Bay Dist (ft) | | | | 95 | | | 300 | | | | 550 | |
| Storage Blk Time (%) | | | | 26 | 78 | | | 0 | | | | |
| Queuing Penalty (veh) | | | | 99 | 163 | | | 0 | | | | |

Intersection: 12: Pleasant Hill Rd & Sweetwater Rd

| Movement | SB | SB |
|-----------------------|------|------|
| Directions Served | T | TR |
| Maximum Queue (ft) | 232 | 252 |
| Average Queue (ft) | 142 | 158 |
| 95th Queue (ft) | 208 | 230 |
| Link Distance (ft) | 1378 | 1378 |
| Upstream Blk Time (%) | | |
| Queuing Penalty (veh) | | |
| Storage Bay Dist (ft) | | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

Intersection: 13: Pleasant Hill Rd & Club Dr

| Movement | EB | EB | EB | EB | EB | WB | WB | WB | WB | NB | NB | NB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | UL | T | T | R | R | L | T | T | R | L | L | L |
| Maximum Queue (ft) | 181 | 166 | 131 | 112 | 58 | 729 | 738 | 734 | 425 | 299 | 396 | 405 |
| Average Queue (ft) | 83 | 94 | 51 | 20 | 3 | 634 | 675 | 620 | 299 | 243 | 388 | 404 |
| 95th Queue (ft) | 161 | 157 | 127 | 70 | 30 | 892 | 843 | 899 | 597 | 296 | 408 | 404 |
| Link Distance (ft) | | 610 | 610 | | | 698 | 698 | 698 | | | | |
| Upstream Blk Time (%) | | | | | | 41 | 51 | 40 | | | | |
| Queuing Penalty (veh) | | | | | | 0 | 0 | 0 | | | | |
| Storage Bay Dist (ft) | 400 | | | 280 | 280 | | | | 400 | 380 | 380 | 380 |
| Storage Blk Time (%) | | | | | | | | 54 | 0 | | 2 | 62 |
| Queuing Penalty (veh) | | | | | | | | 127 | 1 | | 14 | 434 |

Intersection: 13: Pleasant Hill Rd & Club Dr

| Movement | NB | NB | NB | SB | SB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | T | T | TR | L | L | T | T | TR |
| Maximum Queue (ft) | 492 | 429 | 324 | 71 | 89 | 317 | 341 | 347 |
| Average Queue (ft) | 462 | 136 | 135 | 12 | 32 | 209 | 234 | 254 |
| 95th Queue (ft) | 481 | 302 | 259 | 46 | 71 | 293 | 318 | 332 |
| Link Distance (ft) | 442 | 442 | 442 | | | 960 | 960 | 960 |
| Upstream Blk Time (%) | 60 | 0 | 0 | | | | | |
| Queuing Penalty (veh) | 0 | 0 | 0 | | | | | |
| Storage Bay Dist (ft) | | | | 325 | 325 | | | |
| Storage Blk Time (%) | 1 | | | | | 0 | | |
| Queuing Penalty (veh) | 12 | | | | | 0 | | |

Intersection: 14: Pleasant Hill Rd & Gwinnett Station

| Movement | SB | SB | SB |
|-----------------------|-----|-----|-----|
| Directions Served | T | T | T |
| Maximum Queue (ft) | 79 | 98 | 108 |
| Average Queue (ft) | 19 | 24 | 28 |
| 95th Queue (ft) | 143 | 165 | 170 |
| Link Distance (ft) | 354 | 354 | 354 |
| Upstream Blk Time (%) | 0 | 1 | 1 |
| Queuing Penalty (veh) | 2 | 4 | 8 |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | 2 | | |
| Queuing Penalty (veh) | 0 | | |

Intersection: 26: Pleasant Hill Rd

| Movement | SB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | L | LT | T | T |
| Maximum Queue (ft) | 134 | 180 | 173 | 173 |
| Average Queue (ft) | 15 | 132 | 122 | 138 |
| 95th Queue (ft) | 85 | 184 | 177 | 185 |
| Link Distance (ft) | 148 | 148 | 148 | 148 |
| Upstream Blk Time (%) | 0 | 3 | 1 | 5 |
| Queuing Penalty (veh) | 1 | 24 | 10 | 37 |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 29:

| Movement | SW |
|-----------------------|-----|
| Directions Served | R |
| Maximum Queue (ft) | 100 |
| Average Queue (ft) | 41 |
| 95th Queue (ft) | 83 |
| Link Distance (ft) | 246 |
| Upstream Blk Time (%) | |
| Queuing Penalty (veh) | |
| Storage Bay Dist (ft) | |
| Storage Blk Time (%) | |
| Queuing Penalty (veh) | |

Intersection: 30: Pleasant Hill Rd & I-85 NB

| Movement | WB | WB | SB | SB | SB | SB |
|-----------------------|-----|-----|----|----|----|----|
| Directions Served | L | L | T | T | T | T |
| Maximum Queue (ft) | 555 | 560 | 86 | 98 | 73 | 84 |
| Average Queue (ft) | 530 | 535 | 13 | 24 | 14 | 21 |
| 95th Queue (ft) | 567 | 549 | 54 | 73 | 52 | 60 |
| Link Distance (ft) | 517 | 517 | 81 | 81 | 81 | 81 |
| Upstream Blk Time (%) | 58 | 79 | 1 | 4 | 0 | 1 |
| Queuing Penalty (veh) | 0 | 0 | 7 | 19 | 2 | 3 |
| Storage Bay Dist (ft) | | | | | | |
| Storage Blk Time (%) | | | | | | |
| Queuing Penalty (veh) | | | | | | |

Intersection: 32:

| Movement | EB | EB | NB |
|-----------------------|-----|-----|-----|
| Directions Served | T | T | R |
| Maximum Queue (ft) | 9 | 33 | 283 |
| Average Queue (ft) | 0 | 3 | 213 |
| 95th Queue (ft) | 7 | 19 | 332 |
| Link Distance (ft) | 150 | 150 | 190 |
| Upstream Blk Time (%) | | | 14 |
| Queuing Penalty (veh) | | | 140 |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Intersection: 33: Pleasant Hill Rd

| Movement | NB | NB | NB |
|-----------------------|-----|-----|-----|
| Directions Served | LT | T | T |
| Maximum Queue (ft) | 106 | 58 | 75 |
| Average Queue (ft) | 18 | 3 | 4 |
| 95th Queue (ft) | 66 | 24 | 34 |
| Link Distance (ft) | 178 | 178 | 178 |
| Upstream Blk Time (%) | | | 0 |
| Queuing Penalty (veh) | | | 0 |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Intersection: 53: Pleasant Hill Rd

| Movement | EB | EB | NB | NB | NB | NB |
|-----------------------|-----|-----|-----|-----|-----|-----|
| Directions Served | L | L | T | T | T | T |
| Maximum Queue (ft) | 446 | 463 | 30 | 66 | 34 | 57 |
| Average Queue (ft) | 430 | 433 | 3 | 19 | 7 | 22 |
| 95th Queue (ft) | 443 | 446 | 18 | 51 | 27 | 50 |
| Link Distance (ft) | 416 | 416 | 115 | 115 | 115 | 115 |
| Upstream Blk Time (%) | 85 | 97 | | | | |
| Queuing Penalty (veh) | 0 | 0 | | | | |
| Storage Bay Dist (ft) | | | | | | |
| Storage Blk Time (%) | | | | | | |
| Queuing Penalty (veh) | | | | | | |

Intersection: 56: Satellite Blvd

| Movement | EB | EB | EB | WB | WB | WB | WB | NB | NB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | T | T | TR | L | T | T | TR | LTR | R | LTR |
| Maximum Queue (ft) | 182 | 204 | 227 | 169 | 366 | 362 | 362 | 40 | 3 | 34 |
| Average Queue (ft) | 75 | 93 | 108 | 36 | 334 | 339 | 341 | 8 | 0 | 4 |
| 95th Queue (ft) | 154 | 173 | 183 | 137 | 372 | 354 | 354 | 33 | 3 | 21 |
| Link Distance (ft) | 518 | 518 | 518 | | 324 | 324 | 324 | 317 | 317 | 281 |
| Upstream Blk Time (%) | | | | | 46 | 71 | 87 | | | |
| Queuing Penalty (veh) | | | | | 0 | 0 | 0 | | | |
| Storage Bay Dist (ft) | | | | 145 | | | | | | |
| Storage Blk Time (%) | 7 | | | 0 | 68 | | | | | |
| Queuing Penalty (veh) | 0 | | | 0 | 20 | | | | | |

Intersection: 59: Satellite Blvd

| Movement | EB | EB | EB | EB | WB | WB | WB | WB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | L | T | T | TR | L | T | T | T | R | LT | LTR |
| Maximum Queue (ft) | 81 | 194 | 138 | 141 | 108 | 385 | 408 | 358 | 23 | 34 | 27 |
| Average Queue (ft) | 33 | 107 | 35 | 59 | 12 | 204 | 237 | 178 | 4 | 6 | 4 |
| 95th Queue (ft) | 67 | 169 | 98 | 114 | 58 | 374 | 409 | 337 | 15 | 24 | 19 |
| Link Distance (ft) | 438 | 438 | 438 | 438 | 688 | 688 | 688 | 688 | 688 | 219 | 157 |
| Upstream Blk Time (%) | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | |
| Storage Bay Dist (ft) | | | | | | | | | | | |
| Storage Blk Time (%) | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | |

Network Summary

| |
|------------------------------------|
| Network wide Queuing Penalty: 4309 |
|------------------------------------|

1: Pleasant Hill Rd & Old Norcross Rd Performance by movement

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL |
|---------------------|------|------|------|------|------|-------|------|------|------|------|-------|-------|
| Denied Delay (hr) | 0.0 | 0.0 | 0.1 | 2.7 | 8.7 | 13.7 | 0.0 | 0.0 | 0.0 | 0.0 | 1.2 | 119.3 |
| Denied Del/Veh (s) | 0.2 | 0.2 | 3.1 | 71.8 | 70.5 | 75.1 | 0.0 | 0.0 | 0.0 | 0.0 | 472.5 | 455.9 |
| Total Delay (hr) | 0.7 | 11.6 | 1.7 | 2.4 | 8.5 | 29.9 | 0.2 | 4.2 | 23.9 | 1.2 | 0.4 | 49.0 |
| Total Del/Veh (s) | 49.0 | 85.2 | 37.8 | 65.7 | 72.1 | 169.3 | 91.2 | 89.9 | 52.9 | 29.2 | 213.1 | 231.3 |
| Stop Delay (hr) | 0.6 | 10.1 | 1.5 | 2.2 | 7.1 | 29.2 | 0.2 | 3.8 | 18.6 | 0.8 | 0.4 | 43.6 |
| Stop Del/Veh (s) | 46.0 | 73.7 | 33.0 | 60.1 | 59.8 | 165.4 | 84.8 | 82.1 | 41.2 | 18.8 | 187.9 | 205.6 |
| Vehicles Entered | 48 | 484 | 159 | 130 | 419 | 624 | 8 | 165 | 1569 | 141 | 7 | 720 |
| Vehicles Exited | 48 | 481 | 158 | 127 | 414 | 593 | 8 | 162 | 1581 | 141 | 7 | 720 |
| Hourly Exit Rate | 48 | 481 | 158 | 127 | 414 | 593 | 8 | 162 | 1581 | 141 | 7 | 720 |
| Input Volume | 50 | 485 | 155 | 135 | 440 | 655 | 10 | 195 | 1805 | 155 | 10 | 925 |
| % of Volume | 96 | 99 | 102 | 94 | 94 | 91 | 80 | 83 | 88 | 91 | 70 | 78 |
| Denied Entry Before | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 19 |
| Denied Entry After | 0 | 0 | 0 | 6 | 26 | 34 | 0 | 0 | 0 | 0 | 2 | 222 |

1: Pleasant Hill Rd & Old Norcross Rd Performance by movement

| Movement | SBT | SBR | All |
|---------------------|-------|-------|-------|
| Denied Delay (hr) | 265.2 | 6.5 | 417.5 |
| Denied Del/Veh (s) | 452.3 | 443.0 | 217.0 |
| Total Delay (hr) | 16.4 | 0.0 | 150.2 |
| Total Del/Veh (s) | 35.8 | 4.0 | 85.9 |
| Stop Delay (hr) | 11.6 | 0.0 | 129.6 |
| Stop Del/Veh (s) | 25.3 | 0.1 | 74.1 |
| Vehicles Entered | 1615 | 41 | 6130 |
| Vehicles Exited | 1630 | 41 | 6111 |
| Hourly Exit Rate | 1630 | 41 | 6111 |
| Input Volume | 2080 | 55 | 7155 |
| % of Volume | 78 | 75 | 85 |
| Denied Entry Before | 40 | 1 | 61 |
| Denied Entry After | 496 | 12 | 798 |

2: Pleasant Hill Rd & Gwinnett Prado Performance by movement

| Movement | EBL | EBR | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT |
|---------------------|------|------|-------|-------|-------|-----|------|------|-----|------|------|------|
| Denied Delay (hr) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Denied Del/Veh (s) | 0.1 | 0.1 | 1.2 | 1.5 | 1.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.2 | 0.2 | 0.0 |
| Total Delay (hr) | 0.7 | 0.2 | 2.6 | 0.2 | 2.1 | 0.0 | 0.1 | 1.4 | 0.0 | 0.0 | 0.5 | 6.7 |
| Total Del/Veh (s) | 74.4 | 15.9 | 135.1 | 137.6 | 106.0 | 7.4 | 13.3 | 2.8 | 1.6 | 33.1 | 29.4 | 12.5 |
| Stop Delay (hr) | 0.7 | 0.2 | 2.5 | 0.2 | 2.1 | 0.0 | 0.1 | 0.6 | 0.0 | 0.0 | 0.3 | 2.2 |
| Stop Del/Veh (s) | 71.8 | 15.7 | 130.9 | 132.6 | 103.0 | 7.1 | 11.8 | 1.2 | 0.8 | 28.2 | 22.5 | 4.1 |
| Vehicles Entered | 34 | 49 | 67 | 5 | 70 | 4 | 26 | 1823 | 21 | 4 | 55 | 1896 |
| Vehicles Exited | 34 | 48 | 66 | 5 | 69 | 4 | 26 | 1823 | 21 | 4 | 55 | 1889 |
| Hourly Exit Rate | 34 | 48 | 66 | 5 | 69 | 4 | 26 | 1823 | 21 | 4 | 55 | 1889 |
| Input Volume | 35 | 50 | 65 | 5 | 65 | 5 | 30 | 2115 | 25 | 5 | 65 | 2335 |
| % of Volume | 97 | 96 | 102 | 100 | 106 | 80 | 87 | 86 | 84 | 80 | 85 | 81 |
| Denied Entry Before | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Denied Entry After | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

2: Pleasant Hill Rd & Gwinnett Prado Performance by movement

| Movement | SBR | All |
|---------------------|------|------|
| Denied Delay (hr) | 0.0 | 0.1 |
| Denied Del/Veh (s) | 0.3 | 0.1 |
| Total Delay (hr) | 0.1 | 14.7 |
| Total Del/Veh (s) | 10.3 | 12.9 |
| Stop Delay (hr) | 0.0 | 9.0 |
| Stop Del/Veh (s) | 2.6 | 7.9 |
| Vehicles Entered | 40 | 4094 |
| Vehicles Exited | 40 | 4084 |
| Hourly Exit Rate | 40 | 4084 |
| Input Volume | 50 | 4850 |
| % of Volume | 80 | 84 |
| Denied Entry Before | 0 | 0 |
| Denied Entry After | 0 | 0 |

3: Pleasant Hill Rd & Gwinnett Station Performance by movement

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBL | SBT |
|---------------------|------|-------|------|-------|-------|------|------|------|------|-----|------|------|
| Denied Delay (hr) | 0.0 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 |
| Denied Del/Veh (s) | 4.0 | 0.2 | 3.6 | 3.5 | 0.2 | 5.8 | 0.3 | 0.4 | 0.0 | 0.1 | 0.0 | 0.3 |
| Total Delay (hr) | 0.7 | 0.2 | 0.7 | 2.1 | 0.1 | 0.3 | 0.1 | 0.4 | 2.4 | 0.0 | 0.2 | 3.6 |
| Total Del/Veh (s) | 78.6 | 102.0 | 60.4 | 100.7 | 106.9 | 90.4 | 29.1 | 29.7 | 4.7 | 5.0 | 33.6 | 6.4 |
| Stop Delay (hr) | 0.6 | 0.2 | 0.7 | 2.0 | 0.1 | 0.3 | 0.1 | 0.3 | 0.3 | 0.0 | 0.2 | 1.5 |
| Stop Del/Veh (s) | 77.0 | 99.1 | 60.3 | 97.4 | 103.4 | 88.6 | 27.1 | 25.7 | 0.6 | 0.6 | 31.6 | 2.7 |
| Vehicles Entered | 29 | 6 | 41 | 72 | 3 | 11 | 8 | 44 | 1811 | 35 | 25 | 1998 |
| Vehicles Exited | 29 | 6 | 40 | 70 | 3 | 10 | 8 | 44 | 1812 | 35 | 25 | 1987 |
| Hourly Exit Rate | 29 | 6 | 40 | 70 | 3 | 10 | 8 | 44 | 1812 | 35 | 25 | 1987 |
| Input Volume | 30 | 5 | 40 | 75 | 5 | 10 | 10 | 55 | 2117 | 40 | 30 | 2430 |
| % of Volume | 97 | 120 | 100 | 93 | 60 | 100 | 80 | 80 | 86 | 88 | 83 | 82 |
| Denied Entry Before | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Denied Entry After | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |

3: Pleasant Hill Rd & Gwinnett Station Performance by movement

| Movement | SBR | All |
|---------------------|-----|------|
| Denied Delay (hr) | 0.0 | 0.3 |
| Denied Del/Veh (s) | 0.3 | 0.3 |
| Total Delay (hr) | 0.0 | 10.7 |
| Total Del/Veh (s) | 4.3 | 9.3 |
| Stop Delay (hr) | 0.0 | 6.3 |
| Stop Del/Veh (s) | 2.0 | 5.5 |
| Vehicles Entered | 34 | 4117 |
| Vehicles Exited | 33 | 4102 |
| Hourly Exit Rate | 33 | 4102 |
| Input Volume | 40 | 4887 |
| % of Volume | 82 | 84 |
| Denied Entry Before | 0 | 0 |
| Denied Entry After | 0 | 5 |

4: Pleasant Hill Rd & Satellite Blvd Performance by movement

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---------------------|------|------|------|------|------|------|-------|------|------|-------|------|------|
| Denied Delay (hr) | 0.0 | 0.0 | 0.0 | 1.1 | 4.2 | 1.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.0 |
| Denied Del/Veh (s) | 0.4 | 0.0 | 0.1 | 17.3 | 18.2 | 23.0 | 0.0 | 0.0 | 0.0 | 0.4 | 0.3 | 0.9 |
| Total Delay (hr) | 3.6 | 14.4 | 1.9 | 5.4 | 19.7 | 6.2 | 9.3 | 10.9 | 0.4 | 11.3 | 18.9 | 1.7 |
| Total Del/Veh (s) | 83.0 | 59.3 | 35.2 | 88.0 | 83.6 | 85.6 | 111.1 | 28.7 | 10.0 | 111.8 | 39.8 | 58.5 |
| Stop Delay (hr) | 3.2 | 11.6 | 1.8 | 5.0 | 16.9 | 5.5 | 8.5 | 7.4 | 0.2 | 10.3 | 14.2 | 1.4 |
| Stop Del/Veh (s) | 74.3 | 47.8 | 31.7 | 82.0 | 71.7 | 76.3 | 101.7 | 19.6 | 4.7 | 101.9 | 29.9 | 48.2 |
| Vehicles Entered | 154 | 852 | 197 | 220 | 818 | 251 | 289 | 1359 | 138 | 349 | 1699 | 104 |
| Vehicles Exited | 153 | 869 | 197 | 218 | 835 | 254 | 289 | 1348 | 138 | 347 | 1665 | 102 |
| Hourly Exit Rate | 153 | 869 | 197 | 218 | 835 | 254 | 289 | 1348 | 138 | 347 | 1665 | 102 |
| Input Volume | 155 | 825 | 195 | 220 | 825 | 250 | 355 | 1670 | 175 | 420 | 2061 | 125 |
| % of Volume | 99 | 105 | 101 | 99 | 101 | 102 | 81 | 81 | 79 | 83 | 81 | 82 |
| Denied Entry Before | 0 | 0 | 0 | 1 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| Denied Entry After | 0 | 0 | 0 | 2 | 8 | 2 | 0 | 0 | 0 | 0 | 1 | 0 |

4: Pleasant Hill Rd & Satellite Blvd Performance by movement

| Movement | All |
|---------------------|-------|
| Denied Delay (hr) | 7.1 |
| Denied Del/Veh (s) | 4.0 |
| Total Delay (hr) | 103.8 |
| Total Del/Veh (s) | 57.0 |
| Stop Delay (hr) | 86.1 |
| Stop Del/Veh (s) | 47.3 |
| Vehicles Entered | 6430 |
| Vehicles Exited | 6415 |
| Hourly Exit Rate | 6415 |
| Input Volume | 7276 |
| % of Volume | 88 |
| Denied Entry Before | 7 |
| Denied Entry After | 13 |

5: Pleasant Hill Rd & Mall Blvd Performance by movement

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL |
|---------------------|------|------|------|-------|-------|-------|------|------|------|------|------|------|
| Denied Delay (hr) | 0.0 | 0.0 | 0.0 | 15.5 | 1.2 | 8.5 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 |
| Denied Del/Veh (s) | 0.1 | 0.1 | 0.1 | 257.7 | 233.4 | 242.3 | 0.0 | 0.4 | 0.1 | 0.2 | 0.0 | 0.0 |
| Total Delay (hr) | 0.6 | 0.4 | 0.2 | 9.6 | 0.6 | 0.6 | 0.0 | 0.6 | 10.8 | 1.4 | 0.1 | 1.0 |
| Total Del/Veh (s) | 56.5 | 61.4 | 38.7 | 186.6 | 137.2 | 22.2 | 52.2 | 31.2 | 22.7 | 23.8 | 46.7 | 53.3 |
| Stop Delay (hr) | 0.6 | 0.4 | 0.2 | 9.4 | 0.6 | 0.6 | 0.0 | 0.5 | 6.9 | 0.9 | 0.1 | 0.8 |
| Stop Del/Veh (s) | 54.0 | 57.7 | 37.9 | 182.9 | 132.6 | 21.2 | 47.5 | 25.6 | 14.5 | 16.1 | 38.9 | 42.7 |
| Vehicles Entered | 39 | 26 | 18 | 177 | 16 | 102 | 3 | 66 | 1702 | 208 | 6 | 67 |
| Vehicles Exited | 39 | 26 | 19 | 175 | 17 | 102 | 3 | 66 | 1683 | 206 | 6 | 66 |
| Hourly Exit Rate | 39 | 26 | 19 | 175 | 17 | 102 | 3 | 66 | 1683 | 206 | 6 | 66 |
| Input Volume | 40 | 25 | 20 | 225 | 20 | 125 | 5 | 80 | 2091 | 260 | 5 | 80 |
| % of Volume | 98 | 104 | 95 | 78 | 85 | 82 | 60 | 82 | 80 | 79 | 120 | 82 |
| Denied Entry Before | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Denied Entry After | 0 | 0 | 0 | 40 | 3 | 24 | 0 | 0 | 0 | 0 | 0 | 0 |

5: Pleasant Hill Rd & Mall Blvd Performance by movement

| Movement | SBT | SBR | All |
|---------------------|------|------|------|
| Denied Delay (hr) | 0.0 | 0.0 | 25.4 |
| Denied Del/Veh (s) | 0.1 | 0.1 | 22.5 |
| Total Delay (hr) | 30.1 | 1.1 | 57.3 |
| Total Del/Veh (s) | 71.0 | 91.1 | 51.2 |
| Stop Delay (hr) | 24.7 | 1.0 | 46.9 |
| Stop Del/Veh (s) | 58.2 | 82.4 | 41.9 |
| Vehicles Entered | 1520 | 44 | 3994 |
| Vehicles Exited | 1475 | 42 | 3925 |
| Hourly Exit Rate | 1475 | 42 | 3925 |
| Input Volume | 1801 | 50 | 4827 |
| % of Volume | 82 | 84 | 81 |
| Denied Entry Before | 0 | 0 | 0 |
| Denied Entry After | 0 | 0 | 67 |

6: Pleasant Hill Rd & Gwinnett Place Dr Performance by movement

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBL | SBT |
|---------------------|------|------|------|-------|-------|-------|------|------|------|-----|------|-------|
| Denied Delay (hr) | 0.0 | 0.0 | 0.0 | 129.2 | 10.8 | 15.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 3.1 |
| Denied Del/Veh (s) | 0.2 | 0.2 | 0.2 | 861.3 | 844.9 | 836.2 | 0.0 | 0.0 | 0.1 | 0.2 | 12.7 | 6.8 |
| Total Delay (hr) | 1.9 | 0.9 | 0.8 | 24.9 | 0.8 | 0.6 | 0.5 | 0.4 | 5.7 | 1.0 | 0.5 | 49.7 |
| Total Del/Veh (s) | 70.8 | 82.9 | 62.3 | 285.8 | 121.4 | 52.7 | 52.3 | 33.5 | 11.6 | 8.7 | 80.0 | 108.3 |
| Stop Delay (hr) | 1.8 | 0.9 | 0.7 | 24.6 | 0.8 | 0.5 | 0.4 | 0.4 | 3.3 | 0.3 | 0.4 | 42.4 |
| Stop Del/Veh (s) | 67.1 | 78.0 | 60.0 | 281.6 | 116.8 | 50.8 | 50.0 | 29.7 | 6.6 | 2.2 | 66.2 | 92.4 |
| Vehicles Entered | 92 | 40 | 44 | 288 | 25 | 38 | 30 | 46 | 1774 | 424 | 21 | 1610 |
| Vehicles Exited | 92 | 39 | 44 | 288 | 25 | 38 | 30 | 46 | 1778 | 425 | 20 | 1600 |
| Hourly Exit Rate | 92 | 39 | 44 | 288 | 25 | 38 | 30 | 46 | 1778 | 425 | 20 | 1600 |
| Input Volume | 95 | 40 | 40 | 520 | 40 | 60 | 40 | 60 | 2210 | 540 | 25 | 1976 |
| % of Volume | 97 | 98 | 110 | 55 | 62 | 63 | 75 | 77 | 80 | 79 | 80 | 81 |
| Denied Entry Before | 0 | 0 | 0 | 13 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| Denied Entry After | 0 | 0 | 0 | 252 | 21 | 30 | 0 | 0 | 0 | 0 | 0 | 5 |

6: Pleasant Hill Rd & Gwinnett Place Dr Performance by movement

| Movement | SBR | All |
|---------------------|-------|-------|
| Denied Delay (hr) | 0.0 | 159.0 |
| Denied Del/Veh (s) | 3.6 | 120.2 |
| Total Delay (hr) | 0.8 | 88.5 |
| Total Del/Veh (s) | 115.6 | 70.1 |
| Stop Delay (hr) | 0.7 | 77.1 |
| Stop Del/Veh (s) | 104.1 | 61.1 |
| Vehicles Entered | 23 | 4455 |
| Vehicles Exited | 23 | 4448 |
| Hourly Exit Rate | 23 | 4448 |
| Input Volume | 30 | 5676 |
| % of Volume | 77 | 78 |
| Denied Entry Before | 0 | 16 |
| Denied Entry After | 0 | 308 |

7: Pleasant Hill Rd & Venture Dr Performance by movement

| Movement | EBR | WBR | NBU | NBL | NBT | NBR | SBT | SBR | All |
|---------------------|------|------|------|------|------|------|------|------|------|
| Denied Delay (hr) | 1.4 | 0.0 | 0.0 | 0.0 | 0.1 | 0.0 | 0.1 | 0.0 | 1.6 |
| Denied Del/Veh (s) | 7.8 | 0.1 | 0.0 | 0.3 | 0.2 | 0.5 | 0.2 | 0.2 | 1.1 |
| Total Delay (hr) | 4.0 | 0.3 | 0.1 | 6.4 | 10.4 | 0.3 | 24.6 | 0.7 | 46.8 |
| Total Del/Veh (s) | 22.3 | 34.0 | 87.4 | 69.0 | 17.0 | 16.9 | 46.1 | 44.2 | 32.0 |
| Stop Delay (hr) | 3.7 | 0.3 | 0.1 | 5.6 | 4.7 | 0.2 | 18.1 | 0.6 | 33.3 |
| Stop Del/Veh (s) | 20.5 | 33.4 | 78.2 | 60.5 | 7.8 | 8.8 | 33.9 | 35.2 | 22.8 |
| Vehicles Entered | 640 | 37 | 4 | 326 | 2169 | 70 | 1881 | 59 | 5186 |
| Vehicles Exited | 635 | 37 | 4 | 326 | 2182 | 72 | 1895 | 58 | 5209 |
| Hourly Exit Rate | 635 | 37 | 4 | 326 | 2182 | 72 | 1895 | 58 | 5209 |
| Input Volume | 635 | 35 | 5 | 425 | 2760 | 90 | 2465 | 75 | 6490 |
| % of Volume | 100 | 106 | 80 | 77 | 79 | 80 | 77 | 77 | 80 |
| Denied Entry Before | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Denied Entry After | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |

8: Pleasant Hill Rd & I-85 NB Performance by movement

| Movement | WBR | NBT | SBL | SBT | SBR | All |
|---------------------|------|------|------|-----|-----|------|
| Denied Delay (hr) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay (hr) | 12.6 | 5.5 | 13.9 | 0.1 | 1.0 | 33.1 |
| Total Del/Veh (s) | 38.2 | 15.3 | 24.7 | 3.7 | 7.4 | 23.6 |
| Stop Delay (hr) | 10.7 | 4.6 | 10.3 | 0.0 | 0.4 | 26.0 |
| Stop Del/Veh (s) | 32.2 | 12.8 | 18.4 | 0.1 | 2.9 | 18.6 |
| Vehicles Entered | 1179 | 1291 | 2009 | 52 | 473 | 5004 |
| Vehicles Exited | 1180 | 1296 | 2002 | 52 | 470 | 5000 |
| Hourly Exit Rate | 1180 | 1296 | 2002 | 52 | 470 | 5000 |
| Input Volume | 1515 | 1675 | 2465 | 65 | 575 | 6295 |
| % of Volume | 78 | 77 | 81 | 80 | 82 | 79 |
| Denied Entry Before | 0 | 0 | 0 | 0 | 0 | 0 |
| Denied Entry After | 0 | 0 | 0 | 0 | 0 | 0 |

9: Pleasant Hill Rd & I-85 SB Performance by movement

| Movement | EBR | NBL | NBR | SBT | All |
|---------------------|------|------|------|------|------|
| Denied Delay (hr) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Denied Del/Veh (s) | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay (hr) | 1.5 | 28.2 | 2.5 | 4.5 | 36.7 |
| Total Del/Veh (s) | 15.7 | 69.0 | 11.6 | 9.2 | 30.5 |
| Stop Delay (hr) | 1.2 | 24.5 | 0.9 | 3.5 | 30.1 |
| Stop Del/Veh (s) | 12.7 | 59.8 | 4.3 | 7.2 | 25.0 |
| Vehicles Entered | 333 | 1444 | 769 | 1736 | 4282 |
| Vehicles Exited | 331 | 1431 | 768 | 1739 | 4269 |
| Hourly Exit Rate | 331 | 1431 | 768 | 1739 | 4269 |
| Input Volume | 335 | 1835 | 1015 | 2045 | 5230 |
| % of Volume | 99 | 78 | 76 | 85 | 82 |
| Denied Entry Before | 0 | 0 | 0 | 0 | 0 |
| Denied Entry After | 0 | 0 | 0 | 0 | 0 |

10: Pleasant Hill Rd & Shackleford Rd/Breckinridge Rd Performance by movement

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---------------------|-------|-------|-------|-------|-------|------|------|------|------|------|------|------|
| Denied Delay (hr) | 32.9 | 44.5 | 41.8 | 2.8 | 2.5 | 1.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Denied Del/Veh (s) | 370.6 | 355.8 | 362.9 | 24.8 | 20.5 | 21.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay (hr) | 17.4 | 12.1 | 7.9 | 24.1 | 14.2 | 6.1 | 2.4 | 26.9 | 2.2 | 3.2 | 13.3 | 0.7 |
| Total Del/Veh (s) | 237.3 | 116.0 | 82.6 | 207.4 | 113.5 | 71.1 | 89.9 | 56.9 | 86.5 | 77.1 | 26.0 | 26.8 |
| Stop Delay (hr) | 16.9 | 11.1 | 7.5 | 22.8 | 12.9 | 5.6 | 2.2 | 17.4 | 1.5 | 3.0 | 10.0 | 0.6 |
| Stop Del/Veh (s) | 229.9 | 107.1 | 78.7 | 196.2 | 103.3 | 65.8 | 84.0 | 36.8 | 57.8 | 70.9 | 19.5 | 21.2 |
| Vehicles Entered | 248 | 358 | 330 | 397 | 436 | 299 | 93 | 1671 | 90 | 147 | 1827 | 96 |
| Vehicles Exited | 241 | 362 | 333 | 377 | 431 | 299 | 92 | 1677 | 90 | 145 | 1826 | 96 |
| Hourly Exit Rate | 241 | 362 | 333 | 377 | 431 | 299 | 92 | 1677 | 90 | 145 | 1826 | 96 |
| Input Volume | 310 | 450 | 405 | 410 | 435 | 305 | 125 | 2240 | 120 | 165 | 2105 | 110 |
| % of Volume | 78 | 80 | 82 | 92 | 99 | 98 | 74 | 75 | 75 | 88 | 87 | 87 |
| Denied Entry Before | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Denied Entry After | 72 | 92 | 85 | 10 | 10 | 6 | 0 | 0 | 0 | 0 | 0 | 0 |

10: Pleasant Hill Rd & Shackleford Rd/Breckinridge Rd Performance by movement

| Movement | All |
|---------------------|-------|
| Denied Delay (hr) | 126.5 |
| Denied Del/Veh (s) | 72.6 |
| Total Delay (hr) | 130.5 |
| Total Del/Veh (s) | 76.5 |
| Stop Delay (hr) | 111.4 |
| Stop Del/Veh (s) | 65.3 |
| Vehicles Entered | 5992 |
| Vehicles Exited | 5969 |
| Hourly Exit Rate | 5969 |
| Input Volume | 7180 |
| % of Volume | 83 |
| Denied Entry Before | 1 |
| Denied Entry After | 275 |

11: Pleasant Hill Rd & Crestwood Pkwy/Koger Blvd Performance by movement

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL |
|---------------------|------|------|------|------|------|------|-------|-------|-------|-------|------|------|
| Denied Delay (hr) | 0.0 | 0.0 | 0.0 | 0.1 | 0.0 | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Denied Del/Veh (s) | 0.2 | 0.2 | 0.3 | 1.8 | 1.7 | 4.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay (hr) | 2.0 | 1.1 | 2.5 | 7.4 | 1.4 | 2.3 | 1.9 | 0.8 | 48.6 | 4.2 | 0.1 | 2.1 |
| Total Del/Veh (s) | 52.6 | 73.5 | 47.0 | 89.0 | 69.1 | 46.1 | 121.6 | 125.9 | 108.6 | 203.7 | 84.7 | 81.2 |
| Stop Delay (hr) | 1.9 | 1.1 | 2.4 | 6.8 | 1.3 | 2.2 | 1.7 | 0.7 | 37.9 | 3.7 | 0.1 | 1.9 |
| Stop Del/Veh (s) | 48.7 | 69.1 | 45.6 | 82.1 | 63.7 | 43.3 | 107.6 | 111.6 | 84.8 | 178.2 | 78.8 | 73.0 |
| Vehicles Entered | 136 | 53 | 188 | 292 | 72 | 177 | 54 | 22 | 1564 | 72 | 3 | 92 |
| Vehicles Exited | 136 | 54 | 187 | 291 | 72 | 177 | 54 | 22 | 1554 | 70 | 3 | 91 |
| Hourly Exit Rate | 136 | 54 | 187 | 291 | 72 | 177 | 54 | 22 | 1554 | 70 | 3 | 91 |
| Input Volume | 135 | 55 | 180 | 295 | 75 | 170 | 75 | 30 | 2195 | 105 | 5 | 110 |
| % of Volume | 101 | 98 | 104 | 99 | 96 | 104 | 72 | 73 | 71 | 67 | 60 | 83 |
| Denied Entry Before | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Denied Entry After | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

11: Pleasant Hill Rd & Crestwood Pkwy/Koger Blvd Performance by movement

| Movement | SBT | SBR | All |
|---------------------|------|------|------|
| Denied Delay (hr) | 0.0 | 0.0 | 0.4 |
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.3 |
| Total Delay (hr) | 20.1 | 0.4 | 95.0 |
| Total Del/Veh (s) | 31.8 | 34.9 | 66.9 |
| Stop Delay (hr) | 13.0 | 0.3 | 75.0 |
| Stop Del/Veh (s) | 20.6 | 24.3 | 52.8 |
| Vehicles Entered | 2250 | 45 | 5020 |
| Vehicles Exited | 2243 | 45 | 4999 |
| Hourly Exit Rate | 2243 | 45 | 4999 |
| Input Volume | 2595 | 50 | 6075 |
| % of Volume | 86 | 90 | 82 |
| Denied Entry Before | 0 | 0 | 0 |
| Denied Entry After | 0 | 0 | 0 |

12: Pleasant Hill Rd & Sweetwater Rd Performance by movement

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL |
|---------------------|-------|-------|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Denied Delay (hr) | 1.8 | 3.1 | 1.6 | 46.0 | 34.8 | 37.0 | 0.0 | 0.1 | 4.5 | 0.4 | 0.0 | 0.0 |
| Denied Del/Veh (s) | 36.8 | 37.9 | 38.0 | 551.9 | 561.6 | 550.1 | 4.0 | 11.3 | 11.6 | 17.0 | 0.0 | 0.0 |
| Total Delay (hr) | 6.3 | 11.3 | 0.7 | 14.2 | 9.3 | 1.5 | 0.8 | 1.4 | 52.0 | 6.8 | 0.3 | 6.2 |
| Total Del/Veh (s) | 127.9 | 134.7 | 16.8 | 241.6 | 203.2 | 32.1 | 107.3 | 116.7 | 131.4 | 267.2 | 102.0 | 108.0 |
| Stop Delay (hr) | 6.1 | 10.5 | 0.6 | 13.8 | 8.8 | 1.4 | 0.6 | 1.1 | 41.1 | 6.2 | 0.2 | 4.9 |
| Stop Del/Veh (s) | 124.2 | 125.2 | 14.9 | 234.1 | 194.2 | 30.1 | 89.4 | 97.7 | 103.9 | 243.6 | 83.7 | 86.9 |
| Vehicles Entered | 171 | 290 | 152 | 198 | 153 | 162 | 24 | 40 | 1396 | 90 | 10 | 199 |
| Vehicles Exited | 170 | 291 | 153 | 201 | 155 | 162 | 25 | 40 | 1371 | 84 | 9 | 192 |
| Hourly Exit Rate | 170 | 291 | 153 | 201 | 155 | 162 | 25 | 40 | 1371 | 84 | 9 | 192 |
| Input Volume | 180 | 295 | 150 | 290 | 220 | 240 | 35 | 60 | 1975 | 120 | 10 | 230 |
| % of Volume | 94 | 99 | 102 | 69 | 70 | 68 | 71 | 67 | 69 | 70 | 90 | 83 |
| Denied Entry Before | 0 | 0 | 0 | 6 | 4 | 5 | 0 | 0 | 0 | 0 | 0 | 0 |
| Denied Entry After | 4 | 7 | 4 | 102 | 70 | 80 | 0 | 0 | 13 | 1 | 0 | 0 |

12: Pleasant Hill Rd & Sweetwater Rd Performance by movement

| Movement | SBT | SBR | All |
|---------------------|------|-------|-------|
| Denied Delay (hr) | 0.0 | 0.0 | 129.4 |
| Denied Del/Veh (s) | 0.0 | 0.0 | 81.3 |
| Total Delay (hr) | 69.7 | 1.6 | 182.1 |
| Total Del/Veh (s) | 98.2 | 101.3 | 117.3 |
| Stop Delay (hr) | 47.9 | 1.2 | 144.7 |
| Stop Del/Veh (s) | 67.4 | 72.6 | 93.2 |
| Vehicles Entered | 2511 | 56 | 5452 |
| Vehicles Exited | 2442 | 55 | 5350 |
| Hourly Exit Rate | 2442 | 55 | 5350 |
| Input Volume | 2845 | 60 | 6710 |
| % of Volume | 86 | 92 | 80 |
| Denied Entry Before | 0 | 0 | 15 |
| Denied Entry After | 0 | 0 | 281 |

13: Pleasant Hill Rd & Club Dr Performance by movement

| Movement | EBU | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT |
|---------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|------|
| Denied Delay (hr) | 3.4 | 22.1 | 131.4 | 224.4 | 9.4 | 14.4 | 10.9 | 49.5 | 224.8 | 23.0 | 0.0 | 0.0 |
| Denied Del/Veh (s) | 577.4 | 581.8 | 584.1 | 583.2 | 168.3 | 155.0 | 156.9 | 449.8 | 453.7 | 457.9 | 0.0 | 0.0 |
| Total Delay (hr) | 0.5 | 3.2 | 17.7 | 24.7 | 25.5 | 5.8 | 2.0 | 7.0 | 28.3 | 4.0 | 10.7 | 42.9 |
| Total Del/Veh (s) | 122.9 | 118.8 | 106.3 | 88.6 | 509.8 | 69.9 | 32.5 | 86.8 | 79.5 | 112.9 | 111.9 | 62.5 |
| Stop Delay (hr) | 0.5 | 3.0 | 15.9 | 22.1 | 25.4 | 5.4 | 1.9 | 6.5 | 24.1 | 3.7 | 9.2 | 29.4 |
| Stop Del/Veh (s) | 119.7 | 113.4 | 95.9 | 79.2 | 508.0 | 64.6 | 30.7 | 79.7 | 67.6 | 104.6 | 95.5 | 42.8 |
| Vehicles Entered | 14 | 94 | 565 | 965 | 172 | 289 | 214 | 275 | 1256 | 127 | 332 | 2422 |
| Vehicles Exited | 14 | 94 | 591 | 979 | 147 | 294 | 212 | 278 | 1240 | 123 | 324 | 2406 |
| Hourly Exit Rate | 14 | 94 | 591 | 979 | 147 | 294 | 212 | 278 | 1240 | 123 | 324 | 2406 |
| Input Volume | 20 | 135 | 800 | 1350 | 200 | 340 | 250 | 395 | 1785 | 180 | 375 | 2865 |
| % of Volume | 70 | 70 | 74 | 73 | 74 | 86 | 85 | 70 | 69 | 68 | 86 | 84 |
| Denied Entry Before | 1 | 4 | 18 | 32 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| Denied Entry After | 7 | 43 | 245 | 420 | 28 | 46 | 37 | 121 | 528 | 54 | 0 | 0 |

13: Pleasant Hill Rd & Club Dr Performance by movement

| Movement | SBR | All |
|---------------------|------|-------|
| Denied Delay (hr) | 0.0 | 713.4 |
| Denied Del/Veh (s) | 0.0 | 310.2 |
| Total Delay (hr) | 0.4 | 172.7 |
| Total Del/Veh (s) | 60.7 | 89.4 |
| Stop Delay (hr) | 0.3 | 147.2 |
| Stop Del/Veh (s) | 41.2 | 76.2 |
| Vehicles Entered | 24 | 6749 |
| Vehicles Exited | 24 | 6726 |
| Hourly Exit Rate | 24 | 6726 |
| Input Volume | 30 | 8725 |
| % of Volume | 80 | 77 |
| Denied Entry Before | 0 | 56 |
| Denied Entry After | 0 | 1529 |

14: Pleasant Hill Rd & Gwinnett Station Performance by movement

| Movement | WBR | NBT | NBR | SBL | SBT | All |
|---------------------|------|------|-----|------|------|------|
| Denied Delay (hr) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Denied Del/Veh (s) | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay (hr) | 0.1 | 0.5 | 0.0 | 0.1 | 2.3 | 3.0 |
| Total Del/Veh (s) | 18.1 | 1.0 | 2.0 | 22.5 | 4.1 | 2.8 |
| Stop Delay (hr) | 0.1 | 0.0 | 0.0 | 0.1 | 0.4 | 0.6 |
| Stop Del/Veh (s) | 14.9 | 0.0 | 0.0 | 16.0 | 0.7 | 0.5 |
| Vehicles Entered | 23 | 1848 | 16 | 14 | 1993 | 3894 |
| Vehicles Exited | 23 | 1851 | 16 | 14 | 1984 | 3888 |
| Hourly Exit Rate | 23 | 1851 | 16 | 14 | 1984 | 3888 |
| Input Volume | 25 | 2150 | 20 | 20 | 2435 | 4650 |
| % of Volume | 92 | 86 | 80 | 70 | 81 | 84 |
| Denied Entry Before | 0 | 0 | 0 | 0 | 0 | 0 |
| Denied Entry After | 0 | 0 | 0 | 0 | 0 | 0 |

26: Pleasant Hill Rd Performance by movement

| Movement | SBL | SBT | All |
|---------------------|-----|------|------|
| Denied Delay (hr) | 0.0 | 0.0 | 0.0 |
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 |
| Total Delay (hr) | 0.4 | 3.0 | 3.4 |
| Total Del/Veh (s) | 1.7 | 6.2 | 4.7 |
| Stop Delay (hr) | 0.1 | 1.6 | 1.8 |
| Stop Del/Veh (s) | 0.5 | 3.4 | 2.5 |
| Vehicles Entered | 829 | 1731 | 2560 |
| Vehicles Exited | 831 | 1736 | 2567 |
| Hourly Exit Rate | 831 | 1736 | 2567 |
| Input Volume | 975 | 2045 | 3020 |
| % of Volume | 85 | 85 | 85 |
| Denied Entry Before | 0 | 0 | 0 |
| Denied Entry After | 0 | 0 | 0 |

29: Performance by movement

| Movement | WBT | SWR | All |
|---------------------|-----|-----|------|
| Denied Delay (hr) | 0.0 | 0.0 | 0.0 |
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 |
| Total Delay (hr) | 0.1 | 0.4 | 0.5 |
| Total Del/Veh (s) | 0.5 | 3.2 | 2.0 |
| Stop Delay (hr) | 0.0 | 0.2 | 0.2 |
| Stop Del/Veh (s) | 0.0 | 1.5 | 0.8 |
| Vehicles Entered | 388 | 470 | 858 |
| Vehicles Exited | 388 | 469 | 857 |
| Hourly Exit Rate | 388 | 469 | 857 |
| Input Volume | 510 | 575 | 1085 |
| % of Volume | 76 | 82 | 79 |
| Denied Entry Before | 0 | 0 | 0 |
| Denied Entry After | 0 | 0 | 0 |

30: Pleasant Hill Rd & I-85 NB Performance by movement

| Movement | WBL | SBT | All |
|---------------------|------|------|------|
| Denied Delay (hr) | 0.0 | 0.0 | 0.0 |
| Denied Del/Veh (s) | 0.3 | 0.0 | 0.1 |
| Total Delay (hr) | 8.5 | 5.8 | 14.3 |
| Total Del/Veh (s) | 55.2 | 10.3 | 20.0 |
| Stop Delay (hr) | 7.6 | 5.1 | 12.7 |
| Stop Del/Veh (s) | 49.3 | 9.1 | 17.8 |
| Vehicles Entered | 550 | 2002 | 2552 |
| Vehicles Exited | 546 | 2008 | 2554 |
| Hourly Exit Rate | 546 | 2008 | 2554 |
| Input Volume | 550 | 2465 | 3015 |
| % of Volume | 99 | 81 | 85 |
| Denied Entry Before | 0 | 0 | 0 |
| Denied Entry After | 0 | 0 | 0 |

32: Performance by movement

| Movement | EBT | NBR | All |
|---------------------|-----|------|------|
| Denied Delay (hr) | 0.0 | 0.0 | 0.0 |
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 |
| Total Delay (hr) | 0.2 | 3.6 | 3.7 |
| Total Del/Veh (s) | 0.7 | 16.7 | 8.4 |
| Stop Delay (hr) | 0.0 | 3.2 | 3.2 |
| Stop Del/Veh (s) | 0.0 | 15.1 | 7.3 |
| Vehicles Entered | 831 | 768 | 1599 |
| Vehicles Exited | 831 | 765 | 1596 |
| Hourly Exit Rate | 831 | 765 | 1596 |
| Input Volume | 975 | 1015 | 1990 |
| % of Volume | 85 | 75 | 80 |
| Denied Entry Before | 0 | 0 | 0 |
| Denied Entry After | 0 | 0 | 0 |

33: Pleasant Hill Rd Performance by movement

| Movement | NBL | NBT | All |
|---------------------|-----|------|------|
| Denied Delay (hr) | 0.0 | 0.0 | 0.0 |
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 |
| Total Delay (hr) | 0.2 | 4.0 | 4.2 |
| Total Del/Veh (s) | 2.0 | 11.1 | 9.0 |
| Stop Delay (hr) | 0.1 | 2.5 | 2.6 |
| Stop Del/Veh (s) | 0.6 | 6.9 | 5.5 |
| Vehicles Entered | 388 | 1286 | 1674 |
| Vehicles Exited | 388 | 1291 | 1679 |
| Hourly Exit Rate | 388 | 1291 | 1679 |
| Input Volume | 510 | 1675 | 2185 |
| % of Volume | 76 | 77 | 77 |
| Denied Entry Before | 0 | 0 | 0 |
| Denied Entry After | 0 | 0 | 0 |

53: Pleasant Hill Rd Performance by movement

| Movement | EBL | NBT | All |
|---------------------|-------|------|-------|
| Denied Delay (hr) | 57.8 | 0.0 | 57.8 |
| Denied Del/Veh (s) | 581.5 | 0.0 | 116.4 |
| Total Delay (hr) | 22.4 | 2.9 | 25.3 |
| Total Del/Veh (s) | 304.9 | 7.2 | 53.5 |
| Stop Delay (hr) | 21.9 | 2.1 | 24.0 |
| Stop Del/Veh (s) | 299.2 | 5.3 | 50.9 |
| Vehicles Entered | 244 | 1431 | 1675 |
| Vehicles Exited | 240 | 1434 | 1674 |
| Hourly Exit Rate | 240 | 1434 | 1674 |
| Input Volume | 350 | 1835 | 2185 |
| % of Volume | 69 | 78 | 77 |
| Denied Entry Before | 3 | 0 | 3 |
| Denied Entry After | 114 | 0 | 114 |

56: Satellite Blvd Performance by movement

| Movement | EBT | EBR | WBL | WBT | NBL | NBR | SBL | All |
|---------------------|------|-----|-----|-----|------|-----|------|------|
| Denied Delay (hr) | 0.0 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.1 |
| Denied Del/Veh (s) | 0.0 | 0.0 | 2.6 | 0.2 | 0.1 | 0.1 | 0.1 | 0.1 |
| Total Delay (hr) | 2.5 | 0.1 | 0.1 | 1.1 | 0.1 | 0.1 | 0.0 | 4.0 |
| Total Del/Veh (s) | 6.9 | 5.7 | 9.1 | 4.1 | 16.7 | 8.8 | 17.8 | 5.9 |
| Stop Delay (hr) | 0.4 | 0.0 | 0.1 | 0.3 | 0.1 | 0.1 | 0.0 | 1.0 |
| Stop Del/Veh (s) | 1.0 | 1.4 | 6.9 | 1.2 | 14.5 | 8.2 | 16.2 | 1.4 |
| Vehicles Entered | 1283 | 71 | 29 | 936 | 23 | 48 | 5 | 2395 |
| Vehicles Exited | 1279 | 71 | 29 | 936 | 23 | 48 | 5 | 2391 |
| Hourly Exit Rate | 1279 | 71 | 29 | 936 | 23 | 48 | 5 | 2391 |
| Input Volume | 1345 | 75 | 30 | 930 | 25 | 50 | 5 | 2460 |
| % of Volume | 95 | 95 | 97 | 101 | 92 | 96 | 100 | 97 |
| Denied Entry Before | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Denied Entry After | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

59: Satellite Blvd Performance by movement

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---------------------|------|-----|-----|------|------|-----|------|------|-----|------|------|------|
| Denied Delay (hr) | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Denied Del/Veh (s) | 0.3 | 0.2 | 0.3 | 0.0 | 0.0 | 0.0 | 0.2 | 0.2 | 0.1 | 0.2 | 0.2 | 0.2 |
| Total Delay (hr) | 0.7 | 2.6 | 0.1 | 0.4 | 4.2 | 0.1 | 0.4 | 0.1 | 0.0 | 0.6 | 0.0 | 0.1 |
| Total Del/Veh (s) | 14.4 | 9.3 | 3.7 | 18.0 | 14.0 | 5.3 | 22.4 | 23.4 | 5.6 | 22.8 | 28.1 | 10.4 |
| Stop Delay (hr) | 0.6 | 1.3 | 0.0 | 0.3 | 2.0 | 0.0 | 0.4 | 0.1 | 0.0 | 0.5 | 0.0 | 0.1 |
| Stop Del/Veh (s) | 11.4 | 4.5 | 2.7 | 14.1 | 6.5 | 2.4 | 20.1 | 20.1 | 5.4 | 20.7 | 24.2 | 9.8 |
| Vehicles Entered | 173 | 995 | 51 | 81 | 1074 | 70 | 65 | 21 | 5 | 88 | 4 | 50 |
| Vehicles Exited | 173 | 995 | 51 | 80 | 1062 | 69 | 65 | 21 | 5 | 88 | 4 | 50 |
| Hourly Exit Rate | 173 | 995 | 51 | 80 | 1062 | 69 | 65 | 21 | 5 | 88 | 4 | 50 |
| Input Volume | 165 | 970 | 50 | 85 | 1145 | 75 | 65 | 20 | 5 | 90 | 5 | 50 |
| % of Volume | 105 | 103 | 102 | 94 | 93 | 92 | 100 | 105 | 100 | 98 | 80 | 100 |
| Denied Entry Before | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Denied Entry After | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

59: Satellite Blvd Performance by movement

| Movement | All |
|---------------------|------|
| Denied Delay (hr) | 0.1 |
| Denied Del/Veh (s) | 0.1 |
| Total Delay (hr) | 9.4 |
| Total Del/Veh (s) | 12.5 |
| Stop Delay (hr) | 5.3 |
| Stop Del/Veh (s) | 7.1 |
| Vehicles Entered | 2677 |
| Vehicles Exited | 2663 |
| Hourly Exit Rate | 2663 |
| Input Volume | 2725 |
| % of Volume | 98 |
| Denied Entry Before | 0 |
| Denied Entry After | 0 |

Total Network Performance

| | |
|---------------------|--------|
| Denied Delay (hr) | 1841.5 |
| Denied Del/Veh (s) | 275.5 |
| Total Delay (hr) | 1220.6 |
| Total Del/Veh (s) | 202.9 |
| Stop Delay (hr) | 991.0 |
| Stop Del/Veh (s) | 164.7 |
| Vehicles Entered | 20306 |
| Vehicles Exited | 19958 |
| Hourly Exit Rate | 19958 |
| Input Volume | 128366 |
| % of Volume | 16 |
| Denied Entry Before | 205 |
| Denied Entry After | 3756 |

Intersection: 1: Pleasant Hill Rd & Old Norcross Rd

| Movement | EB | EB | EB | EB | WB | WB | WB | WB | NB | NB | NB | NB |
|-----------------------|-----|-----|-----|-----|-----|-----|------|-----|-----|-----|-----|-----|
| Directions Served | L | T | T | R | L | T | T | R | UL | L | T | T |
| Maximum Queue (ft) | 148 | 457 | 422 | 165 | 223 | 939 | 1037 | 255 | 173 | 384 | 609 | 636 |
| Average Queue (ft) | 40 | 287 | 250 | 114 | 112 | 403 | 865 | 254 | 79 | 206 | 435 | 464 |
| 95th Queue (ft) | 108 | 429 | 395 | 209 | 202 | 852 | 1260 | 265 | 154 | 440 | 590 | 614 |
| Link Distance (ft) | 534 | 534 | 534 | | 991 | 991 | 991 | | | | 698 | 698 |
| Upstream Blk Time (%) | 0 | 0 | 0 | | | 0 | 56 | | | | | |
| Queuing Penalty (veh) | 0 | 0 | 0 | | | 0 | 0 | | | | | |
| Storage Bay Dist (ft) | | | | 140 | | | | 230 | 360 | 360 | | |
| Storage Blk Time (%) | | | 29 | 2 | | | 3 | 81 | | 0 | 16 | |
| Queuing Penalty (veh) | | | 45 | 5 | | | 16 | 179 | | 0 | 32 | |

Intersection: 1: Pleasant Hill Rd & Old Norcross Rd

| Movement | NB | NB | SB | SB | SB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|------|-----|-----|
| Directions Served | T | R | UL | L | T | T | T | R |
| Maximum Queue (ft) | 655 | 250 | 612 | 625 | 971 | 946 | 900 | 14 |
| Average Queue (ft) | 485 | 127 | 609 | 624 | 943 | 707 | 337 | 1 |
| 95th Queue (ft) | 635 | 332 | 625 | 628 | 958 | 1161 | 686 | 18 |
| Link Distance (ft) | 698 | | | | 925 | 925 | 925 | 925 |
| Upstream Blk Time (%) | 0 | | | | 52 | 2 | 0 | |
| Queuing Penalty (veh) | 0 | | | | 0 | 0 | 0 | |
| Storage Bay Dist (ft) | | 225 | 600 | 600 | | | | |
| Storage Blk Time (%) | 34 | 0 | 12 | 48 | 1 | | | |
| Queuing Penalty (veh) | 53 | 0 | 81 | 332 | 10 | | | |

Intersection: 2: Pleasant Hill Rd & Gwinnett Prado

| Movement | EB | EB | WB | NB | NB | NB | NB | SB | SB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | LT | R | LTR | UL | T | T | TR | UL | T | T | T | R |
| Maximum Queue (ft) | 98 | 69 | 339 | 59 | 111 | 104 | 124 | 161 | 355 | 402 | 415 | 125 |
| Average Queue (ft) | 36 | 25 | 175 | 17 | 34 | 42 | 52 | 37 | 134 | 155 | 176 | 20 |
| 95th Queue (ft) | 81 | 54 | 329 | 47 | 88 | 96 | 110 | 102 | 302 | 334 | 365 | 87 |
| Link Distance (ft) | 258 | 258 | 371 | | 354 | 354 | 354 | | 698 | 698 | 698 | |
| Upstream Blk Time (%) | | | 3 | | | | | | | | | |
| Queuing Penalty (veh) | | | 0 | | | | | | | | | |
| Storage Bay Dist (ft) | | | | 170 | | | | 150 | | | | 100 |
| Storage Blk Time (%) | | | | | 0 | | | | 4 | | 10 | 0 |
| Queuing Penalty (veh) | | | | | 0 | | | | 3 | | 5 | 0 |

Intersection: 3: Pleasant Hill Rd & Gwinnett Station

| Movement | EB | WB | NB | NB | NB | NB | SB | SB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|----|
| Directions Served | LTR | LTR | UL | T | T | TR | L | T | T | T | R |
| Maximum Queue (ft) | 152 | 205 | 90 | 64 | 70 | 93 | 110 | 254 | 242 | 264 | 62 |
| Average Queue (ft) | 68 | 97 | 32 | 17 | 18 | 40 | 17 | 58 | 56 | 68 | 6 |
| 95th Queue (ft) | 135 | 189 | 74 | 52 | 54 | 86 | 67 | 192 | 195 | 212 | 42 |
| Link Distance (ft) | 142 | 238 | | 670 | 670 | 670 | | 337 | 337 | 337 | |
| Upstream Blk Time (%) | 3 | 3 | | | | | 0 | 1 | 1 | 1 | |
| Queuing Penalty (veh) | 0 | 0 | | | | | 0 | 5 | 6 | 8 | |
| Storage Bay Dist (ft) | | | 180 | | | | 300 | | | | 95 |
| Storage Blk Time (%) | | | | | | | 0 | 1 | | 6 | 0 |
| Queuing Penalty (veh) | | | | | | | 0 | 0 | | 2 | 0 |

Intersection: 4: Pleasant Hill Rd & Satellite Blvd

| Movement | EB | EB | EB | EB | EB | EB | WB | WB | WB | WB | WB | NB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | UL | L | T | T | T | R | UL | L | T | T | TR | UL |
| Maximum Queue (ft) | 188 | 324 | 449 | 399 | 340 | 288 | 254 | 382 | 469 | 499 | 504 | 310 |
| Average Queue (ft) | 74 | 134 | 280 | 257 | 208 | 111 | 111 | 178 | 328 | 372 | 384 | 159 |
| 95th Queue (ft) | 150 | 284 | 408 | 366 | 313 | 238 | 208 | 346 | 510 | 512 | 530 | 306 |
| Link Distance (ft) | | | 688 | 688 | 688 | 688 | | | 518 | 518 | 518 | |
| Upstream Blk Time (%) | | | | | | | | | 1 | 1 | 2 | |
| Queuing Penalty (veh) | | | | | | | | | 2 | 2 | 6 | |
| Storage Bay Dist (ft) | 300 | 300 | | | | | 400 | 400 | | | | 300 |
| Storage Blk Time (%) | 0 | 0 | 7 | | | | 0 | 0 | 5 | | | 0 |
| Queuing Penalty (veh) | 0 | 0 | 10 | | | | 0 | 0 | 12 | | | 3 |

Intersection: 4: Pleasant Hill Rd & Satellite Blvd

| Movement | NB | NB | NB | NB | NB | SB | SB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | L | T | T | T | R | UL | L | T | T | TR |
| Maximum Queue (ft) | 324 | 444 | 395 | 353 | 142 | 288 | 328 | 553 | 562 | 571 |
| Average Queue (ft) | 224 | 174 | 163 | 167 | 21 | 181 | 224 | 265 | 298 | 336 |
| 95th Queue (ft) | 334 | 358 | 317 | 317 | 83 | 295 | 343 | 575 | 594 | 617 |
| Link Distance (ft) | | 692 | 692 | 692 | | | | 670 | 670 | 670 |
| Upstream Blk Time (%) | | | | | | | | 2 | 2 | 4 |
| Queuing Penalty (veh) | | | | | | | | 16 | 21 | 37 |
| Storage Bay Dist (ft) | 300 | | | | 375 | 325 | 325 | | | |
| Storage Blk Time (%) | 7 | 1 | | 0 | 0 | 0 | 3 | 8 | | |
| Queuing Penalty (veh) | 36 | 3 | | 0 | 0 | 0 | 13 | 32 | | |

Intersection: 5: Pleasant Hill Rd & Mall Blvd

| Movement | EB | EB | WB | WB | WB | NB | NB | NB | NB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | UL | TR | UL | T | R | UL | T | T | TR | UL | T | T |
| Maximum Queue (ft) | 110 | 124 | 125 | 332 | 160 | 294 | 492 | 465 | 484 | 186 | 600 | 650 |
| Average Queue (ft) | 36 | 40 | 121 | 270 | 57 | 73 | 299 | 284 | 331 | 87 | 310 | 351 |
| 95th Queue (ft) | 84 | 93 | 134 | 421 | 123 | 208 | 475 | 453 | 482 | 223 | 730 | 774 |
| Link Distance (ft) | 251 | 251 | | 309 | 309 | | 591 | 591 | 591 | | 692 | 692 |
| Upstream Blk Time (%) | | | | 53 | | | | | | | 0 | 1 |
| Queuing Penalty (veh) | | | | 0 | | | | | | | 3 | 8 |
| Storage Bay Dist (ft) | | | 100 | | | 270 | | | | 185 | | |
| Storage Blk Time (%) | | | 78 | 0 | | 0 | 11 | | | 0 | 32 | |
| Queuing Penalty (veh) | | | 16 | 1 | | 0 | 10 | | | 0 | 27 | |

Intersection: 5: Pleasant Hill Rd & Mall Blvd

| Movement | SB |
|-----------------------|-----|
| Directions Served | TR |
| Maximum Queue (ft) | 659 |
| Average Queue (ft) | 379 |
| 95th Queue (ft) | 795 |
| Link Distance (ft) | 692 |
| Upstream Blk Time (%) | 4 |
| Queuing Penalty (veh) | 25 |
| Storage Bay Dist (ft) | |
| Storage Blk Time (%) | |
| Queuing Penalty (veh) | |

Intersection: 6: Pleasant Hill Rd & Gwinnett Place Dr

| Movement | EB | EB | WB | WB | WB | NB | NB | NB | NB | NB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | L | TR | UL | L | TR | UL | T | T | T | R | UL | T |
| Maximum Queue (ft) | 188 | 179 | 329 | 343 | 179 | 152 | 232 | 284 | 331 | 150 | 245 | 631 |
| Average Queue (ft) | 92 | 84 | 310 | 319 | 58 | 55 | 125 | 130 | 166 | 92 | 68 | 525 |
| 95th Queue (ft) | 163 | 155 | 349 | 333 | 142 | 118 | 214 | 229 | 287 | 197 | 234 | 747 |
| Link Distance (ft) | 332 | 332 | 305 | 305 | 305 | | 356 | 356 | 356 | | | 591 |
| Upstream Blk Time (%) | | | 62 | 98 | 0 | | | 0 | 0 | | | 16 |
| Queuing Penalty (veh) | | | 0 | 0 | 0 | | | 0 | 1 | | | 107 |
| Storage Bay Dist (ft) | | | | | | 200 | | | | 125 | 220 | |
| Storage Blk Time (%) | | | | | | 0 | 1 | | 12 | 1 | 0 | 58 |
| Queuing Penalty (veh) | | | | | | 0 | 1 | | 67 | 10 | 0 | 15 |

Intersection: 6: Pleasant Hill Rd & Gwinnett Place Dr

| Movement | SB | SB |
|-----------------------|-----|-----|
| Directions Served | T | TR |
| Maximum Queue (ft) | 629 | 622 |
| Average Queue (ft) | 543 | 559 |
| 95th Queue (ft) | 736 | 718 |
| Link Distance (ft) | 591 | 591 |
| Upstream Blk Time (%) | 20 | 25 |
| Queuing Penalty (veh) | 136 | 168 |
| Storage Bay Dist (ft) | | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

Intersection: 7: Pleasant Hill Rd & Venture Dr

| Movement | EB | EB | WB | NB | NB | NB | NB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | R | R | R | UL | T | T | TR | T | T | TR |
| Maximum Queue (ft) | 213 | 185 | 93 | 315 | 530 | 544 | 536 | 389 | 399 | 380 |
| Average Queue (ft) | 178 | 73 | 28 | 255 | 264 | 243 | 307 | 352 | 360 | 355 |
| 95th Queue (ft) | 211 | 175 | 70 | 368 | 568 | 543 | 594 | 426 | 410 | 407 |
| Link Distance (ft) | 168 | 168 | 245 | | 519 | 519 | 519 | 356 | 356 | 356 |
| Upstream Blk Time (%) | 30 | 3 | | | 1 | 0 | 1 | 24 | 27 | 27 |
| Queuing Penalty (veh) | 0 | 0 | | | 15 | 3 | 7 | 204 | 228 | 228 |
| Storage Bay Dist (ft) | | | | 290 | | | | | | |
| Storage Blk Time (%) | | | | 12 | 2 | | | | | |
| Queuing Penalty (veh) | | | | 110 | 9 | | | | | |

Intersection: 8: Pleasant Hill Rd & I-85 NB

| Movement | WB | WB | B28 | B28 | NB | NB | NB | SB | SB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | R | R | T | T | T | T | T | L | L | L | L | R |
| Maximum Queue (ft) | 223 | 225 | 270 | 274 | 98 | 99 | 107 | 358 | 394 | 365 | 312 | 160 |
| Average Queue (ft) | 199 | 202 | 253 | 250 | 69 | 55 | 72 | 181 | 222 | 181 | 200 | 71 |
| 95th Queue (ft) | 210 | 213 | 272 | 282 | 102 | 106 | 123 | 287 | 315 | 279 | 286 | 131 |
| Link Distance (ft) | 128 | 128 | 238 | 238 | 71 | 71 | 71 | 519 | 519 | 519 | 519 | 519 |
| Upstream Blk Time (%) | 62 | 64 | 56 | 52 | 46 | 18 | 33 | 0 | 0 | 0 | | |
| Queuing Penalty (veh) | 0 | 0 | 0 | 0 | 254 | 98 | 186 | 0 | 0 | 0 | | |
| Storage Bay Dist (ft) | | | | | | | | | | | | |
| Storage Blk Time (%) | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |

Intersection: 9: Pleasant Hill Rd & I-85 SB

| Movement | EB | EB | NB | NB | NB | NB | NB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | R | R | L | L | L | L | R | T | T | T |
| Maximum Queue (ft) | 248 | 209 | 544 | 547 | 496 | 466 | 365 | 92 | 83 | 93 |
| Average Queue (ft) | 133 | 32 | 377 | 409 | 356 | 324 | 111 | 66 | 65 | 66 |
| 95th Queue (ft) | 243 | 147 | 555 | 535 | 479 | 438 | 286 | 80 | 85 | 99 |
| Link Distance (ft) | 579 | 579 | 545 | 545 | 545 | 545 | 545 | 62 | 62 | 62 |
| Upstream Blk Time (%) | | | 1 | 1 | 0 | 0 | | 29 | 20 | 18 |
| Queuing Penalty (veh) | | | 8 | 6 | 1 | 0 | | 196 | 138 | 121 |
| Storage Bay Dist (ft) | | | | | | | | | | |
| Storage Blk Time (%) | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | |

Intersection: 10: Pleasant Hill Rd & Shackleford Rd/Breckinridge Rd

| Movement | EB | EB | EB | EB | EB | WB | WB | WB | WB | WB | NB | NB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | L | L | T | T | R | L | L | T | T | R | UL | L |
| Maximum Queue (ft) | 232 | 245 | 488 | 480 | 190 | 287 | 300 | 694 | 650 | 374 | 107 | 143 |
| Average Queue (ft) | 176 | 241 | 455 | 412 | 171 | 262 | 286 | 525 | 444 | 251 | 39 | 61 |
| 95th Queue (ft) | 302 | 263 | 500 | 559 | 245 | 331 | 336 | 841 | 739 | 415 | 85 | 111 |
| Link Distance (ft) | | | 443 | 443 | | | | 664 | 664 | | | |
| Upstream Blk Time (%) | | | 67 | 24 | | | | 25 | 2 | | | |
| Queuing Penalty (veh) | | | 0 | 0 | | | | 0 | 0 | | | |
| Storage Bay Dist (ft) | 220 | 220 | | | 165 | 275 | 275 | | | 350 | 220 | 220 |
| Storage Blk Time (%) | 1 | 76 | 11 | 27 | 42 | 11 | 46 | 9 | 7 | 5 | | |
| Queuing Penalty (veh) | 3 | 171 | 35 | 108 | 95 | 24 | 100 | 37 | 23 | 12 | | |

Intersection: 10: Pleasant Hill Rd & Shackleford Rd/Breckinridge Rd

| Movement | NB | NB | NB | SB | SB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | T | T | TR | L | L | T | T | TR |
| Maximum Queue (ft) | 811 | 872 | 892 | 142 | 248 | 355 | 370 | 355 |
| Average Queue (ft) | 196 | 391 | 789 | 71 | 105 | 227 | 234 | 237 |
| 95th Queue (ft) | 523 | 842 | 962 | 128 | 204 | 325 | 327 | 320 |
| Link Distance (ft) | 878 | 878 | 878 | | | 545 | 545 | 545 |
| Upstream Blk Time (%) | 0 | 0 | 1 | | | | | |
| Queuing Penalty (veh) | 0 | 1 | 12 | | | | | |
| Storage Bay Dist (ft) | | | | 250 | 250 | | | |
| Storage Blk Time (%) | 1 | | | | 0 | 7 | | |
| Queuing Penalty (veh) | 1 | | | | 0 | 11 | | |

Intersection: 11: Pleasant Hill Rd & Crestwood Pkwy/Koger Blvd

| Movement | EB | EB | EB | WB | WB | WB | NB | NB | NB | NB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|----|-----|------|------|------|-----|-----|
| Directions Served | UL | T | R | L | T | R | UL | T | T | TR | UL | L |
| Maximum Queue (ft) | 228 | 134 | 263 | 442 | 375 | 75 | 222 | 1409 | 1425 | 1408 | 105 | 294 |
| Average Queue (ft) | 110 | 55 | 129 | 291 | 170 | 67 | 95 | 923 | 1190 | 1296 | 37 | 92 |
| 95th Queue (ft) | 194 | 110 | 223 | 465 | 339 | 91 | 186 | 1703 | 1709 | 1688 | 82 | 225 |
| Link Distance (ft) | 341 | 341 | 341 | 450 | 450 | | | 1378 | 1378 | 1378 | | |
| Upstream Blk Time (%) | 0 | | 0 | 5 | 1 | | | 1 | 7 | 15 | | |
| Queuing Penalty (veh) | 0 | | 0 | 0 | 0 | | | 7 | 57 | 122 | | |
| Storage Bay Dist (ft) | | | | | | 50 | 475 | | | | 270 | 270 |
| Storage Blk Time (%) | | | | | 29 | 41 | | 0 | | | | 0 |
| Queuing Penalty (veh) | | | | | 50 | 31 | | 0 | | | | 0 |

Intersection: 11: Pleasant Hill Rd & Crestwood Pkwy/Koger Blvd

| Movement | SB | SB | SB |
|-----------------------|-----|-----|-----|
| Directions Served | T | T | TR |
| Maximum Queue (ft) | 480 | 506 | 475 |
| Average Queue (ft) | 303 | 326 | 337 |
| 95th Queue (ft) | 425 | 444 | 433 |
| Link Distance (ft) | 878 | 878 | 878 |
| Upstream Blk Time (%) | 0 | 0 | |
| Queuing Penalty (veh) | 0 | 0 | |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | 15 | | |
| Queuing Penalty (veh) | 18 | | |

Intersection: 12: Pleasant Hill Rd & Sweetwater Rd

| Movement | EB | EB | EB | WB | WB | WB | NB | NB | NB | NB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|------|------|------|-----|------|
| Directions Served | L | T | R | L | T | R | UL | T | T | TR | UL | T |
| Maximum Queue (ft) | 446 | 486 | 282 | 120 | 595 | 567 | 305 | 1017 | 1031 | 1046 | 575 | 1217 |
| Average Queue (ft) | 235 | 370 | 98 | 117 | 564 | 253 | 96 | 746 | 876 | 949 | 420 | 922 |
| 95th Queue (ft) | 459 | 558 | 269 | 136 | 581 | 641 | 231 | 1173 | 1176 | 1202 | 728 | 1302 |
| Link Distance (ft) | 466 | 466 | 466 | | 547 | 547 | | 960 | 960 | 960 | | 1378 |
| Upstream Blk Time (%) | 5 | 22 | 1 | | 89 | 6 | | 2 | 6 | 28 | | 0 |
| Queuing Penalty (veh) | 0 | 0 | 0 | | 0 | 0 | | 18 | 47 | 202 | | 4 |
| Storage Bay Dist (ft) | | | | 95 | | | 300 | | | | 550 | |
| Storage Blk Time (%) | | | | 76 | 24 | | 0 | 21 | | | 0 | 35 |
| Queuing Penalty (veh) | | | | 168 | 69 | | 0 | 20 | | | 0 | 85 |

Intersection: 12: Pleasant Hill Rd & Sweetwater Rd

| Movement | SB | SB |
|-----------------------|------|------|
| Directions Served | T | TR |
| Maximum Queue (ft) | 1230 | 1218 |
| Average Queue (ft) | 931 | 943 |
| 95th Queue (ft) | 1294 | 1295 |
| Link Distance (ft) | 1378 | 1378 |
| Upstream Blk Time (%) | 0 | 1 |
| Queuing Penalty (veh) | 3 | 6 |
| Storage Bay Dist (ft) | | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

Intersection: 13: Pleasant Hill Rd & Club Dr

| Movement | EB | EB | EB | EB | EB | WB | WB | WB | WB | NB | NB | NB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | UL | T | T | R | R | L | T | T | R | L | L | L |
| Maximum Queue (ft) | 410 | 594 | 656 | 305 | 292 | 724 | 717 | 698 | 273 | 169 | 308 | 404 |
| Average Queue (ft) | 153 | 413 | 628 | 304 | 286 | 597 | 422 | 224 | 71 | 43 | 148 | 215 |
| 95th Queue (ft) | 354 | 617 | 642 | 320 | 321 | 881 | 890 | 621 | 220 | 138 | 283 | 386 |
| Link Distance (ft) | | 610 | 610 | | | 698 | 698 | 698 | | | | |
| Upstream Blk Time (%) | | 1 | 53 | | | 52 | 23 | 0 | | | | |
| Queuing Penalty (veh) | | 0 | 0 | | | 0 | 0 | 0 | | | | |
| Storage Bay Dist (ft) | 400 | | | 280 | 280 | | | | 400 | 380 | 380 | 380 |
| Storage Blk Time (%) | 0 | 12 | 11 | 41 | 14 | | | | 1 | | 0 | 0 |
| Queuing Penalty (veh) | 0 | 19 | 150 | 162 | 57 | | | | 2 | | 0 | 2 |

Intersection: 13: Pleasant Hill Rd & Club Dr

| Movement | NB | NB | NB | SB | SB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | T | T | TR | L | L | T | T | TR |
| Maximum Queue (ft) | 463 | 473 | 489 | 287 | 350 | 676 | 736 | 687 |
| Average Queue (ft) | 339 | 445 | 460 | 159 | 281 | 479 | 504 | 512 |
| 95th Queue (ft) | 528 | 502 | 475 | 261 | 437 | 621 | 651 | 646 |
| Link Distance (ft) | 442 | 442 | 442 | | | 960 | 960 | 960 |
| Upstream Blk Time (%) | 5 | 32 | 76 | | | | 0 | |
| Queuing Penalty (veh) | 0 | 0 | 0 | | | | 0 | |
| Storage Bay Dist (ft) | | | | 325 | 325 | | | |
| Storage Blk Time (%) | 5 | | | 0 | 1 | 38 | | |
| Queuing Penalty (veh) | 21 | | | 2 | 6 | 143 | | |

Intersection: 14: Pleasant Hill Rd & Gwinnett Station

| Movement | WB | NB | SB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|
| Directions Served | LR | T | L | T | T | T |
| Maximum Queue (ft) | 61 | 5 | 56 | 74 | 98 | 102 |
| Average Queue (ft) | 18 | 0 | 10 | 7 | 8 | 10 |
| 95th Queue (ft) | 47 | 5 | 37 | 76 | 85 | 92 |
| Link Distance (ft) | 343 | 337 | | 354 | 354 | 354 |
| Upstream Blk Time (%) | | | | 0 | 0 | 0 |
| Queuing Penalty (veh) | | | | 1 | 1 | 2 |
| Storage Bay Dist (ft) | | | 100 | | | |
| Storage Blk Time (%) | | | | 1 | | |
| Queuing Penalty (veh) | | | | 0 | | |

Intersection: 26: Pleasant Hill Rd

| Movement | SB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | L | LT | T | T |
| Maximum Queue (ft) | 147 | 173 | 176 | 176 |
| Average Queue (ft) | 12 | 106 | 88 | 79 |
| 95th Queue (ft) | 75 | 184 | 182 | 179 |
| Link Distance (ft) | 148 | 148 | 148 | 148 |
| Upstream Blk Time (%) | 0 | 3 | 1 | 1 |
| Queuing Penalty (veh) | 0 | 21 | 10 | 9 |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 29:

| Movement | SW |
|-----------------------|-----|
| Directions Served | R |
| Maximum Queue (ft) | 111 |
| Average Queue (ft) | 49 |
| 95th Queue (ft) | 101 |
| Link Distance (ft) | 246 |
| Upstream Blk Time (%) | |
| Queuing Penalty (veh) | |
| Storage Bay Dist (ft) | |
| Storage Blk Time (%) | |
| Queuing Penalty (veh) | |

Intersection: 30: Pleasant Hill Rd & I-85 NB

| Movement | WB | WB | SB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|
| Directions Served | L | L | T | T | T | T |
| Maximum Queue (ft) | 449 | 509 | 114 | 140 | 127 | 119 |
| Average Queue (ft) | 179 | 311 | 64 | 97 | 82 | 63 |
| 95th Queue (ft) | 369 | 478 | 109 | 134 | 122 | 108 |
| Link Distance (ft) | 517 | 517 | 81 | 81 | 81 | 81 |
| Upstream Blk Time (%) | 0 | 1 | 9 | 34 | 19 | 5 |
| Queuing Penalty (veh) | 0 | 0 | 57 | 207 | 117 | 33 |
| Storage Bay Dist (ft) | | | | | | |
| Storage Blk Time (%) | | | | | | |
| Queuing Penalty (veh) | | | | | | |

Intersection: 32:

| Movement | EB | NB |
|-----------------------|-----|-----|
| Directions Served | T | R |
| Maximum Queue (ft) | 35 | 298 |
| Average Queue (ft) | 2 | 244 |
| 95th Queue (ft) | 17 | 335 |
| Link Distance (ft) | 150 | 190 |
| Upstream Blk Time (%) | | 29 |
| Queuing Penalty (veh) | | 292 |
| Storage Bay Dist (ft) | | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

Intersection: 33: Pleasant Hill Rd

| Movement | NB | NB | NB | NB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | L | LT | T | T |
| Maximum Queue (ft) | 64 | 186 | 171 | 167 |
| Average Queue (ft) | 2 | 89 | 46 | 55 |
| 95th Queue (ft) | 29 | 196 | 147 | 153 |
| Link Distance (ft) | 178 | 178 | 178 | 178 |
| Upstream Blk Time (%) | 0 | 5 | 2 | 1 |
| Queuing Penalty (veh) | 0 | 25 | 8 | 7 |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 53: Pleasant Hill Rd

| Movement | EB | EB | NB | NB | NB | NB |
|-----------------------|-----|-----|-----|-----|-----|-----|
| Directions Served | L | L | T | T | T | T |
| Maximum Queue (ft) | 447 | 452 | 84 | 119 | 128 | 105 |
| Average Queue (ft) | 411 | 430 | 16 | 40 | 19 | 26 |
| 95th Queue (ft) | 525 | 447 | 56 | 106 | 77 | 77 |
| Link Distance (ft) | 416 | 416 | 115 | 115 | 115 | 115 |
| Upstream Blk Time (%) | 73 | 95 | 1 | 4 | 2 | 2 |
| Queuing Penalty (veh) | 0 | 0 | 3 | 18 | 9 | 8 |
| Storage Bay Dist (ft) | | | | | | |
| Storage Blk Time (%) | | | | | | |
| Queuing Penalty (veh) | | | | | | |

Intersection: 56: Satellite Blvd

| Movement | EB | EB | EB | WB | WB | WB | WB | NB | NB | SB |
|-----------------------|-----|-----|-----|----|-----|-----|-----|-----|-----|-----|
| Directions Served | T | T | TR | L | T | T | TR | LTR | R | LTR |
| Maximum Queue (ft) | 147 | 163 | 171 | 48 | 90 | 111 | 105 | 75 | 14 | 30 |
| Average Queue (ft) | 31 | 36 | 51 | 15 | 26 | 36 | 29 | 34 | 1 | 5 |
| 95th Queue (ft) | 98 | 109 | 126 | 41 | 67 | 81 | 79 | 62 | 8 | 22 |
| Link Distance (ft) | 518 | 518 | 518 | | 324 | 324 | 324 | 317 | 317 | 281 |
| Upstream Blk Time (%) | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | |
| Storage Bay Dist (ft) | 145 | | | | | | | | | |
| Storage Blk Time (%) | 1 | | | | | | | | | 0 |
| Queuing Penalty (veh) | 0 | | | | | | | | | 0 |

Intersection: 59: Satellite Blvd

| Movement | EB | EB | EB | EB | WB | WB | WB | WB | WB | NB | NB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | L | T | T | TR | L | T | T | T | R | LT | R | LTR |
| Maximum Queue (ft) | 134 | 216 | 191 | 130 | 106 | 260 | 268 | 234 | 42 | 109 | 28 | 141 |
| Average Queue (ft) | 61 | 114 | 53 | 50 | 37 | 87 | 107 | 79 | 9 | 43 | 3 | 59 |
| 95th Queue (ft) | 109 | 191 | 136 | 103 | 83 | 207 | 228 | 172 | 28 | 86 | 18 | 111 |
| Link Distance (ft) | 438 | 438 | 438 | 438 | 688 | 688 | 688 | 688 | 688 | 219 | 219 | 157 |
| Upstream Blk Time (%) | 0 | | | | | | | | | | | |
| Queuing Penalty (veh) | 0 | | | | | | | | | | | |
| Storage Bay Dist (ft) | | | | | | | | | | | | |
| Storage Blk Time (%) | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |

Network Summary

| |
|------------------------------------|
| Network wide Queuing Penalty: 6316 |
|------------------------------------|

5 –

HCM Build (Updated Concept) 2054 Results

HCM 6th Signalized Intersection Summary
1: Pleasant Hill Rd & Old Norcross Rd

Build 2054
AM Peak Hour



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|------|------|-------|-------|------|------|-------|------|-------|------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 60 | 280 | 135 | 110 | 635 | 780 | 140 | 2095 | 55 | 420 | 1430 | 30 |
| Future Volume (veh/h) | 60 | 280 | 135 | 110 | 635 | 780 | 140 | 2095 | 55 | 420 | 1430 | 30 |
| 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 | 1826 | 1826 | 1826 | 1826 | 1826 | 1826 |
| Adj Flow Rate, veh/h | 66 | 308 | 148 | 121 | 698 | 857 | 154 | 2302 | 60 | 462 | 1571 | 33 |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 5 | 5 | 5 | 5 | 5 | 5 |
| Cap, veh/h | 119 | 527 | 327 | 204 | 571 | 839 | 197 | 2417 | 750 | 472 | 2799 | 869 |
| Arrive On Green | 0.04 | 0.15 | 0.15 | 0.05 | 0.16 | 0.16 | 0.06 | 0.48 | 0.48 | 0.14 | 0.56 | 0.56 |
| Sat Flow, veh/h | 1781 | 3554 | 1585 | 1781 | 3554 | 2790 | 3374 | 4985 | 1547 | 3374 | 4985 | 1547 |
| Grp Volume(v), veh/h | 66 | 308 | 148 | 121 | 698 | 857 | 154 | 2302 | 60 | 462 | 1571 | 33 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1777 | 1585 | 1781 | 1777 | 1395 | 1687 | 1662 | 1547 | 1687 | 1662 | 1547 |
| Q Serve(g_s), s | 5.0 | 12.9 | 13.1 | 8.6 | 25.7 | 25.7 | 7.2 | 70.7 | 3.3 | 21.8 | 32.3 | 1.5 |
| Cycle Q Clear(g_c), s | 5.0 | 12.9 | 13.1 | 8.6 | 25.7 | 25.7 | 7.2 | 70.7 | 3.3 | 21.8 | 32.3 | 1.5 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 119 | 527 | 327 | 204 | 571 | 839 | 197 | 2417 | 750 | 472 | 2799 | 869 |
| V/C Ratio(X) | 0.56 | 0.58 | 0.45 | 0.59 | 1.22 | 1.02 | 0.78 | 0.95 | 0.08 | 0.98 | 0.56 | 0.04 |
| Avail Cap(c_a), veh/h | 130 | 549 | 337 | 204 | 571 | 839 | 266 | 2417 | 750 | 472 | 2799 | 869 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(l) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.78 | 0.78 | 0.78 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 56.3 | 63.5 | 55.5 | 56.2 | 67.2 | 55.9 | 74.3 | 39.4 | 22.1 | 68.6 | 22.5 | 15.7 |
| Incr Delay (d2), s/veh | 4.3 | 1.5 | 1.0 | 4.6 | 115.3 | 36.7 | 8.1 | 8.4 | 0.2 | 35.6 | 0.8 | 0.1 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 2.4 | 5.9 | 5.3 | 4.4 | 20.6 | 20.8 | 3.3 | 29.8 | 1.2 | 11.7 | 12.5 | 0.6 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 60.6 | 65.0 | 56.5 | 60.7 | 182.5 | 92.7 | 82.4 | 47.8 | 22.2 | 104.2 | 23.3 | 15.8 |
| LnGrp LOS | E | E | E | E | F | F | F | D | C | F | C | B |
| Approach Vol, veh/h | | 522 | | | 1676 | | | 2516 | | | 2066 | |
| Approach Delay, s/veh | | 62.1 | | | 127.8 | | | 49.3 | | | 41.3 | |
| Approach LOS | | E | | | F | | | D | | | D | |
| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 29.0 | 85.0 | 15.0 | 31.0 | 16.7 | 97.2 | 13.0 | 33.0 | | | | |
| Change Period (Y+Rc), s | 6.6 | 7.4 | 6.4 | * 7.3 | 7.4 | 7.4 | 6.4 | * 7.3 | | | | |
| Max Green Setting (Gmax), s | 22.4 | 76.6 | 8.6 | * 25 | 12.6 | 85.6 | 7.6 | * 26 | | | | |
| Max Q Clear Time (g_c+I1), s | 23.8 | 72.7 | 10.6 | 15.1 | 9.2 | 34.3 | 7.0 | 27.7 | | | | |
| Green Ext Time (p_c), s | 0.0 | 3.6 | 0.0 | 1.6 | 0.1 | 16.9 | 0.0 | 0.0 | | | | |

Intersection Summary

| | |
|--------------------|------|
| HCM 6th Ctrl Delay | 67.2 |
| HCM 6th LOS | E |

Notes

User approved ignoring U-Turning movement.

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

HCM 6th Signalized Intersection Summary
 2: Pleasant Hill Rd & Gwinnett Prado

Build 2054
 AM Peak Hour



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|-------|------|-------|------|-------|------|-------|------|------|------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 5 | 0 | 5 | 5 | 5 | 5 | 5 | 2480 | 0 | 5 | 1665 | 5 |
| Future Volume (veh/h) | 5 | 0 | 5 | 5 | 5 | 5 | 5 | 2480 | 0 | 5 | 1665 | 5 |
| 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 | 6 | 0 | 6 | 6 | 6 | 6 | 6 | 2756 | 0 | 6 | 1850 | 6 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 68 | 0 | 36 | 72 | 20 | 20 | 250 | 4358 | 0 | 127 | 4370 | 1357 |
| Arrive On Green | 0.02 | 0.00 | 0.02 | 0.02 | 0.02 | 0.02 | 0.01 | 0.85 | 0.00 | 0.01 | 0.86 | 0.86 |
| Sat Flow, veh/h | 1402 | 0 | 1585 | 1410 | 858 | 858 | 1781 | 5274 | 0 | 1781 | 5106 | 1585 |
| Grp Volume(v), veh/h | 6 | 0 | 6 | 6 | 0 | 12 | 6 | 2756 | 0 | 6 | 1850 | 6 |
| Grp Sat Flow(s),veh/h/ln | 1402 | 0 | 1585 | 1410 | 0 | 1716 | 1781 | 1702 | 0 | 1781 | 1702 | 1585 |
| Q Serve(g_s), s | 0.7 | 0.0 | 0.6 | 0.7 | 0.0 | 1.1 | 0.1 | 27.5 | 0.0 | 0.1 | 13.1 | 0.1 |
| Cycle Q Clear(g_c), s | 1.8 | 0.0 | 0.6 | 1.3 | 0.0 | 1.1 | 0.1 | 27.5 | 0.0 | 0.1 | 13.1 | 0.1 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.50 | 1.00 | | 0.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 68 | 0 | 36 | 72 | 0 | 39 | 250 | 4358 | 0 | 127 | 4370 | 1357 |
| V/C Ratio(X) | 0.09 | 0.00 | 0.16 | 0.08 | 0.00 | 0.30 | 0.02 | 0.63 | 0.00 | 0.05 | 0.42 | 0.00 |
| Avail Cap(c_a), veh/h | 155 | 0 | 136 | 160 | 0 | 147 | 374 | 4358 | 0 | 247 | 4370 | 1357 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(l) | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.81 | 0.81 | 0.81 |
| Uniform Delay (d), s/veh | 77.8 | 0.0 | 76.7 | 77.3 | 0.0 | 76.9 | 2.1 | 3.7 | 0.0 | 4.1 | 2.6 | 1.7 |
| Incr Delay (d2), s/veh | 0.6 | 0.0 | 2.1 | 0.5 | 0.0 | 4.2 | 0.0 | 0.7 | 0.0 | 0.1 | 0.2 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/lr | 0.3 | 0.0 | 0.3 | 0.3 | 0.0 | 0.5 | 0.0 | 6.6 | 0.0 | 0.0 | 3.1 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 78.3 | 0.0 | 78.7 | 77.8 | 0.0 | 81.1 | 2.1 | 4.4 | 0.0 | 4.2 | 2.8 | 1.7 |
| LnGrp LOS | E | A | E | E | A | F | A | A | A | A | A | A |
| Approach Vol, veh/h | | 12 | | | 18 | | | 2762 | | | 1862 | |
| Approach Delay, s/veh | | 78.5 | | | 80.0 | | | 4.4 | | | 2.8 | |
| Approach LOS | | E | | | F | | | A | | | A | |
| Timer - Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 7.3 | 142.7 | | 10.0 | 6.9 | 143.1 | | 10.0 | | | | |
| Change Period (Y+Rc), s | 6.1 | 6.2 | | * 6.3 | 5.7 | 6.2 | | * 6.3 | | | | |
| Max Green Setting (Gmax), s | 1.9 | 115.8 | | * 14 | 12.3 | 115.8 | | * 14 | | | | |
| Max Q Clear Time (g_c+1), s | 12.5 | 29.5 | | 3.8 | 2.1 | 15.1 | | 3.3 | | | | |
| Green Ext Time (p_c), s | 0.0 | 58.3 | | 0.0 | 0.0 | 25.6 | | 0.0 | | | | |

Intersection Summary

| | |
|--------------------|-----|
| HCM 6th Ctrl Delay | 4.3 |
| HCM 6th LOS | A |

Notes

- User approved pedestrian interval to be less than phase max green.
- User approved ignoring U-Turning movement.
- * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
3: Pleasant Hill Rd & Gwinnett Station

Build 2054
AM Peak Hour



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------------|------|-------|------|------|------|-------|-----|------|------|------|------|------|------|
| Lane Configurations | ↖ | ↗ | | ↖ | ↗ | | | ↖↗↘↙ | | | ↖↗↘↙ | ↖↗↘↙ | ↖ |
| Traffic Volume (veh/h) | 30 | 5 | 20 | 10 | 0 | 5 | 20 | 40 | 2345 | 5 | 5 | 1665 | 10 |
| Future Volume (veh/h) | 30 | 5 | 20 | 10 | 0 | 5 | 20 | 40 | 2345 | 5 | 5 | 1665 | 10 |
| 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 | 32 | 5 | 21 | 11 | 0 | 5 | | 42 | 2468 | 5 | 5 | 1753 | 11 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 93 | 12 | 49 | 75 | 0 | 59 | | 291 | 4456 | 9 | 152 | 4211 | 1307 |
| Arrive On Green | 0.04 | 0.04 | 0.04 | 0.04 | 0.00 | 0.04 | | 0.03 | 0.85 | 0.85 | 0.01 | 0.82 | 0.82 |
| Sat Flow, veh/h | 1411 | 314 | 1319 | 1385 | 0 | 1585 | | 1781 | 5262 | 11 | 1781 | 5106 | 1585 |
| Grp Volume(v), veh/h | 32 | 0 | 26 | 11 | 0 | 5 | | 42 | 1596 | 877 | 5 | 1753 | 11 |
| Grp Sat Flow(s),veh/h/ln | 1411 | 0 | 1633 | 1385 | 0 | 1585 | | 1781 | 1702 | 1868 | 1781 | 1702 | 1585 |
| Q Serve(g_s), s | 3.6 | 0.0 | 2.5 | 1.3 | 0.0 | 0.5 | | 0.6 | 21.7 | 21.7 | 0.1 | 14.7 | 0.2 |
| Cycle Q Clear(g_c), s | 4.1 | 0.0 | 2.5 | 3.7 | 0.0 | 0.5 | | 0.6 | 21.7 | 21.7 | 0.1 | 14.7 | 0.2 |
| Prop In Lane | 1.00 | | 0.81 | 1.00 | | 1.00 | | 1.00 | | 0.01 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 93 | 0 | 60 | 75 | 0 | 59 | | 291 | 2882 | 1582 | 152 | 4211 | 1307 |
| V/C Ratio(X) | 0.34 | 0.00 | 0.43 | 0.15 | 0.00 | 0.09 | | 0.14 | 0.55 | 0.55 | 0.03 | 0.42 | 0.01 |
| Avail Cap(c_a), veh/h | 164 | 0 | 143 | 145 | 0 | 139 | | 381 | 2882 | 1582 | 281 | 4211 | 1307 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(l) | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | | 0.34 | 0.34 | 0.34 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 76.4 | 0.0 | 75.4 | 77.2 | 0.0 | 74.4 | | 2.6 | 3.5 | 3.5 | 3.4 | 3.7 | 2.5 |
| Incr Delay (d2), s/veh | 2.2 | 0.0 | 4.8 | 0.9 | 0.0 | 0.6 | | 0.1 | 0.3 | 0.5 | 0.1 | 0.3 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 1.4 | 0.0 | 1.1 | 0.5 | 0.0 | 0.2 | | 0.1 | 5.3 | 6.0 | 0.0 | 4.1 | 0.1 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 78.6 | 0.0 | 80.2 | 78.1 | 0.0 | 75.0 | | 2.7 | 3.8 | 4.0 | 3.4 | 4.0 | 2.5 |
| LnGrp LOS | E | A | F | E | A | E | | A | A | A | A | A | A |
| Approach Vol, veh/h | | 58 | | | 16 | | | 2515 | | | | 1769 | |
| Approach Delay, s/veh | | 79.3 | | | 77.2 | | | 3.9 | | | | 4.0 | |
| Approach LOS | | E | | | E | | | A | | | | A | |
| Timer - Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 | | | | | |
| Phs Duration (G+Y+Rc), s | 6.4 | 141.7 | | 11.9 | 9.9 | 138.2 | | 11.9 | | | | | |
| Change Period (Y+Rc), s | 5.4 | 6.2 | | 6.0 | 5.7 | 6.2 | | 6.0 | | | | | |
| Max Green Setting (Gmax), s | 13 | 115.8 | | 14.0 | 12.3 | 115.8 | | 14.0 | | | | | |
| Max Q Clear Time (g_c+1/2), s | 12 | 23.7 | | 6.1 | 2.6 | 16.7 | | 5.7 | | | | | |
| Green Ext Time (p_c), s | 0.0 | 44.7 | | 0.1 | 0.0 | 22.8 | | 0.0 | | | | | |

Intersection Summary

| | |
|--------------------|-----|
| HCM 6th Ctrl Delay | 5.2 |
| HCM 6th LOS | A |

Notes

User approved pedestrian interval to be less than phase max green.
 User approved ignoring U-Turning movement.
 * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
 4: Pleasant Hill Rd & Satellite Blvd

Build 2054
 AM Peak Hour



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|------------------------------|------|------|------|------|------|------|-----|------|------|------|-----|------|------|------|
| Lane Configurations | | ↑↑↑ | ↑ | | ↑↑↑ | ↑ | | ↔ | ↑↑↑ | ↑ | | ↔ | ↑↑↑ | |
| Traffic Volume (veh/h) | 0 | 420 | 155 | 0 | 1310 | 280 | 5 | 340 | 2260 | 340 | 5 | 150 | 1445 | 60 |
| Future Volume (veh/h) | 0 | 420 | 155 | 0 | 1310 | 280 | 5 | 340 | 2260 | 340 | 5 | 150 | 1445 | 60 |
| 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 | 0 | 1841 | 1841 | 0 | 1841 | 1841 | | 1841 | 1841 | 1841 | | 1841 | 1841 | 1841 |
| Adj Flow Rate, veh/h | 0 | 424 | 157 | 0 | 1323 | 283 | | 343 | 2283 | 343 | | 152 | 1460 | 61 |
| Peak Hour Factor | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | | 0.99 | 0.99 | 0.99 | | 0.99 | 0.99 | 0.99 |
| Percent Heavy Veh, % | 0 | 4 | 4 | 0 | 4 | 4 | | 4 | 4 | 4 | | 4 | 4 | 4 |
| Cap, veh/h | 0 | 1515 | 470 | 0 | 1515 | 470 | | 403 | 2557 | 794 | | 194 | 2211 | 92 |
| Arrive On Green | 0.00 | 0.30 | 0.30 | 0.00 | 0.30 | 0.30 | | 0.12 | 0.51 | 0.51 | | 0.06 | 0.45 | 0.45 |
| Sat Flow, veh/h | 0 | 5191 | 1560 | 0 | 5191 | 1560 | | 3401 | 5025 | 1560 | | 3401 | 4947 | 207 |
| Grp Volume(v), veh/h | 0 | 424 | 157 | 0 | 1323 | 283 | | 343 | 2283 | 343 | | 152 | 989 | 532 |
| Grp Sat Flow(s),veh/h/ln | 0 | 1675 | 1560 | 0 | 1675 | 1560 | | 1700 | 1675 | 1560 | | 1700 | 1675 | 1804 |
| Q Serve(g_s), s | 0.0 | 10.3 | 12.5 | 0.0 | 39.9 | 24.8 | | 15.8 | 65.4 | 22.1 | | 7.1 | 37.0 | 37.1 |
| Cycle Q Clear(g_c), s | 0.0 | 10.3 | 12.5 | 0.0 | 39.9 | 24.8 | | 15.8 | 65.4 | 22.1 | | 7.1 | 37.0 | 37.1 |
| Prop In Lane | 0.00 | | 1.00 | 0.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 0.11 |
| Lane Grp Cap(c), veh/h | 0 | 1515 | 470 | 0 | 1515 | 470 | | 403 | 2557 | 794 | | 194 | 1497 | 806 |
| V/C Ratio(X) | 0.00 | 0.28 | 0.33 | 0.00 | 0.87 | 0.60 | | 0.85 | 0.89 | 0.43 | | 0.78 | 0.66 | 0.66 |
| Avail Cap(c_a), veh/h | 0 | 1630 | 506 | 0 | 1630 | 506 | | 806 | 2557 | 794 | | 234 | 1497 | 806 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 |
| Upstream Filter(l) | 0.00 | 0.99 | 0.99 | 0.00 | 0.85 | 0.85 | | 0.39 | 0.39 | 0.39 | | 0.91 | 0.91 | 0.91 |
| Uniform Delay (d), s/veh | 0.0 | 42.6 | 43.4 | 0.0 | 53.0 | 47.7 | | 69.2 | 35.4 | 24.7 | | 74.5 | 34.7 | 34.7 |
| Incr Delay (d2), s/veh | 0.0 | 0.1 | 0.4 | 0.0 | 4.5 | 1.5 | | 2.1 | 2.2 | 0.7 | | 12.3 | 2.1 | 3.9 |
| 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/lr | 0.0 | 4.3 | 11.9 | 0.0 | 17.1 | 21.6 | | 7.0 | 26.3 | 8.3 | | 3.4 | 15.3 | 16.9 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 0.0 | 42.7 | 43.8 | 0.0 | 57.5 | 49.2 | | 71.3 | 37.5 | 25.4 | | 86.7 | 36.8 | 38.6 |
| LnGrp LOS | A | D | D | A | E | D | | E | D | C | | F | D | D |
| Approach Vol, veh/h | | 581 | | | 1606 | | | 2969 | | | | 1673 | | |
| Approach Delay, s/veh | | 43.0 | | | 56.0 | | | 40.0 | | | | 41.9 | | |
| Approach LOS | | D | | | E | | | D | | | | D | | |
| Timer - Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 | | | | | | |
| Phs Duration (G+Y+Rc), s | 6.1 | 88.5 | | 55.4 | 26.0 | 78.6 | | 55.4 | | | | | | |
| Change Period (Y+Rc), s | 7.0 | 7.1 | | 7.1 | 7.1 | 7.1 | | 7.1 | | | | | | |
| Max Green Setting (Gmax), s | 1.0 | 75.9 | | 51.9 | 37.9 | 48.9 | | 51.9 | | | | | | |
| Max Q Clear Time (g_c+1), s | 1.0 | 67.4 | | 14.5 | 17.8 | 39.1 | | 41.9 | | | | | | |
| Green Ext Time (p_c), s | 0.1 | 7.7 | | 3.3 | 1.1 | 6.3 | | 6.3 | | | | | | |

Intersection Summary

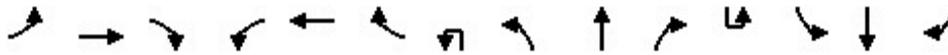
| | |
|--------------------|------|
| HCM 6th Ctrl Delay | 44.5 |
| HCM 6th LOS | D |

Notes

User approved ignoring U-Turning movement.

HCM 6th Signalized Intersection Summary
5: Pleasant Hill Rd & Mall Blvd

Build 2054
AM Peak Hour



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|------------------------------|-------|-------|------|------|-------|-------|-----|-------|------|------|-----|------|------|------|
| Lane Configurations | | | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 0 | 0 | 0 | 220 | 0 | 85 | 5 | 20 | 2835 | 115 | 5 | 50 | 1750 | 5 |
| Future Volume (veh/h) | 0 | 0 | 0 | 220 | 0 | 85 | 5 | 20 | 2835 | 115 | 5 | 50 | 1750 | 5 |
| 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 | 0 | 0 | 0 | 232 | 0 | 89 | | 21 | 2984 | 0 | | 53 | 1842 | 5 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | | 2 | 2 | 2 | | 2 | 2 | 2 |
| Cap, veh/h | 45 | 1 | 0 | 301 | 245 | 208 | | 226 | 3695 | | | 122 | 3847 | 10 |
| Arrive On Green | 0.00 | 0.00 | 0.00 | 0.14 | 0.00 | 0.13 | | 0.02 | 0.72 | 0.00 | | 0.03 | 0.73 | 0.73 |
| Sat Flow, veh/h | 1308 | 1870 | 0 | 1781 | 1870 | 1585 | | 1781 | 5274 | 0 | | 1781 | 5258 | 14 |
| Grp Volume(v), veh/h | 0 | 0 | 0 | 232 | 0 | 89 | | 21 | 2984 | 0 | | 53 | 1193 | 654 |
| Grp Sat Flow(s),veh/h/ln | 1308 | 1870 | 0 | 1781 | 1870 | 1585 | | 1781 | 1702 | 0 | | 1781 | 1702 | 1868 |
| Q Serve(g_s), s | 0.0 | 0.0 | 0.0 | 20.5 | 0.0 | 8.3 | | 0.5 | 62.2 | 0.0 | | 1.2 | 23.1 | 23.2 |
| Cycle Q Clear(g_c), s | 0.0 | 0.0 | 0.0 | 20.5 | 0.0 | 8.3 | | 0.5 | 62.2 | 0.0 | | 1.2 | 23.1 | 23.2 |
| Prop In Lane | 1.00 | | 0.00 | 1.00 | | 1.00 | | 1.00 | | 0.00 | | 1.00 | | 0.01 |
| Lane Grp Cap(c), veh/h | 45 | 1 | 0 | 301 | 245 | 208 | | 226 | 3695 | | | 122 | 2491 | 1367 |
| V/C Ratio(X) | 0.00 | 0.00 | 0.00 | 0.77 | 0.00 | 0.43 | | 0.09 | 0.81 | | | 0.43 | 0.48 | 0.48 |
| Avail Cap(c_a), veh/h | 249 | 216 | 0 | 418 | 664 | 563 | | 324 | 3695 | | | 207 | 2491 | 1367 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 |
| Upstream Filter(l) | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | | 0.42 | 0.42 | 0.00 | | 0.66 | 0.66 | 0.66 |
| Uniform Delay (d), s/veh | 0.0 | 0.0 | 0.0 | 67.3 | 0.0 | 64.0 | | 7.0 | 14.7 | 0.0 | | 33.3 | 8.9 | 8.9 |
| Incr Delay (d2), s/veh | 0.0 | 0.0 | 0.0 | 5.8 | 0.0 | 1.4 | | 0.1 | 0.9 | 0.0 | | 1.6 | 0.4 | 0.8 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.0 | 0.0 | 0.0 | 9.9 | 0.0 | 3.4 | | 0.2 | 21.8 | 0.0 | | 1.6 | 8.0 | 9.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 0.0 | 0.0 | 0.0 | 73.1 | 0.0 | 65.4 | | 7.1 | 15.6 | 0.0 | | 34.9 | 9.3 | 9.7 |
| LnGrp LOS | A | A | A | E | A | E | | A | B | | | C | A | A |
| Approach Vol, veh/h | | 0 | | | 321 | | | | 3005 | | | | 1900 | |
| Approach Delay, s/veh | | 0.0 | | | 71.0 | | | | 15.5 | | | | 10.1 | |
| Approach LOS | | | | | E | | | | B | | | | B | |
| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | | 8 | | | | | | |
| Phs Duration (G+Y+Rc), s | 122.1 | 27.5 | 0.0 | 9.1 | 123.4 | | | 27.5 | | | | | | |
| Change Period (Y+Rc), s | 5.9 | * 6.3 | 4.5 | 6.5 | * 6.1 | * 6.3 | | * 6.5 | | | | | | |
| Max Green Setting (Gmax), s | * 73 | 33.5 | 18.5 | * 12 | * 73 | | | * 57 | | | | | | |
| Max Q Clear Time (g_c+13), s | 64.2 | 22.5 | 0.0 | 2.5 | 25.2 | | | 10.3 | | | | | | |
| Green Ext Time (p_c), s | 0.0 | 8.2 | 0.5 | 0.0 | 0.0 | 19.6 | | 0.3 | | | | | | |

Intersection Summary

| | |
|--------------------|------|
| HCM 6th Ctrl Delay | 17.0 |
| HCM 6th LOS | B |

Notes

User approved ignoring U-Turning movement.

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

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
6: Pleasant Hill Rd & Gwinnett Place Dr

Build 2054
AM Peak Hour



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBL | SBT | SBR |
|--------------------------------|------|-------|-------|-------|-------|-------|-------|-------|------|------|------|------|------|
| Lane Configurations | | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 60 | 40 | 190 | 485 | 10 | 20 | 50 | 565 | 2840 | 125 | 20 | 1920 | 25 |
| Future Volume (veh/h) | 60 | 40 | 190 | 485 | 10 | 20 | 50 | 565 | 2840 | 125 | 20 | 1920 | 25 |
| 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 | 62 | 41 | 0 | 500 | 10 | 21 | | 582 | 2928 | 0 | 21 | 1979 | 26 |
| Peak Hour Factor | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 79 | 64 | | 438 | 217 | 184 | | 637 | 3364 | | 96 | 2553 | 34 |
| Arrive On Green | 0.04 | 0.03 | 0.00 | 0.13 | 0.12 | 0.12 | | 0.18 | 0.66 | 0.00 | 0.04 | 0.98 | 0.98 |
| Sat Flow, veh/h | 1781 | 1870 | 1585 | 3456 | 1870 | 1585 | | 3456 | 5106 | 1585 | 1781 | 5194 | 68 |
| Grp Volume(v), veh/h | 62 | 41 | 0 | 500 | 10 | 21 | | 582 | 2928 | 0 | 21 | 1297 | 708 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1870 | 1585 | 1728 | 1870 | 1585 | | 1728 | 1702 | 1585 | 1781 | 1702 | 1858 |
| Q Serve(g_s), s | 5.5 | 3.5 | 0.0 | 20.3 | 0.8 | 1.9 | | 26.4 | 73.4 | 0.0 | 0.9 | 4.3 | 4.3 |
| Cycle Q Clear(g_c), s | 5.5 | 3.5 | 0.0 | 20.3 | 0.8 | 1.9 | | 26.4 | 73.4 | 0.0 | 0.9 | 4.3 | 4.3 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | | 1.00 | | 1.00 | 1.00 | | 0.04 |
| Lane Grp Cap(c), veh/h | 79 | 64 | | 438 | 217 | 184 | | 637 | 3364 | | 96 | 1673 | 913 |
| V/C Ratio(X) | 0.79 | 0.64 | | 1.14 | 0.05 | 0.11 | | 0.91 | 0.87 | | 0.22 | 0.77 | 0.78 |
| Avail Cap(c_a), veh/h | 169 | 74 | | 438 | 217 | 184 | | 724 | 3364 | | 118 | 1673 | 913 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 2.00 | 2.00 | 2.00 |
| Upstream Filter(l) | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | 0.83 | 0.83 | 0.83 |
| Uniform Delay (d), s/veh | 75.7 | 76.3 | 0.0 | 69.8 | 62.8 | 63.4 | | 64.0 | 21.8 | 0.0 | 27.8 | 0.7 | 0.7 |
| Incr Delay (d2), s/veh | 15.5 | 14.2 | 0.0 | 87.3 | 0.1 | 0.3 | | 15.0 | 3.4 | 0.0 | 0.9 | 3.0 | 5.4 |
| 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 | 2.9 | 1.9 | 0.0 | 14.3 | 0.4 | 0.8 | | 12.9 | 28.1 | 0.0 | 0.4 | 1.1 | 1.8 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 91.2 | 90.5 | 0.0 | 157.2 | 62.9 | 63.6 | | 79.0 | 25.2 | 0.0 | 28.7 | 3.7 | 6.1 |
| LnGrp LOS | F | F | | F | E | E | | E | C | | C | A | A |
| Approach Vol, veh/h | | 103 | | | 531 | | | 3510 | | | | 2026 | |
| Approach Delay, s/veh | | 91.0 | | | 151.7 | | | 34.1 | | | | 4.8 | |
| Approach LOS | | F | | | F | | | C | | | | A | |
| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | | | | |
| Phs Duration (G+Y+Rc), s | 9.2 | 111.6 | 27.0 | 12.2 | 36.0 | 84.8 | 13.9 | 25.3 | | | | | |
| Change Period (Y+Rc), s | 6.2 | * 6.2 | * 6.7 | * 6.7 | 6.5 | * 6.2 | * 6.8 | * 6.7 | | | | | |
| Max Green Setting (Gmax), s | 5 | * 1E2 | * 20 | * 6.3 | 33.5 | * 74 | * 15 | * 11 | | | | | |
| Max Q Clear Time (g_c+1/2g), s | 11.9 | 75.4 | 22.3 | 5.5 | 28.4 | 6.3 | 7.5 | 3.9 | | | | | |
| Green Ext Time (p_c), s | 0.0 | 24.7 | 0.0 | 0.0 | 1.1 | 25.6 | 0.1 | 0.0 | | | | | |

Intersection Summary

| | |
|--------------------|------|
| HCM 6th Ctrl Delay | 35.6 |
| HCM 6th LOS | D |

Notes

- User approved pedestrian interval to be less than phase max green.
- User approved ignoring U-Turning movement.
- * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 4.3 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | | | | | ↗ | ↑↑↑ | ↑↑↑ | | ↑↑↑ | ↑↑↑ | |
| Traffic Vol, veh/h | 0 | 0 | 0 | 0 | 0 | 60 | 0 | 3930 | 0 | 0 | 2615 | 60 |
| Future Vol, veh/h | 0 | 0 | 0 | 0 | 0 | 60 | 0 | 3930 | 0 | 0 | 2615 | 60 |
| 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 |
| Storage Length | - | - | - | - | - | 0 | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 3 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 0 | 0 | 0 | 0 | 62 | 0 | 4052 | 0 | 0 | 2696 | 62 |

| Major/Minor | Minor1 | Major1 | Major2 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | - | - 2026 | - 0 |
| Stage 1 | - | - | - |
| Stage 2 | - | - | - |
| Critical Hdwy | - | - 7.14 | - |
| Critical Hdwy Stg 1 | - | - | - |
| Critical Hdwy Stg 2 | - | - | - |
| Follow-up Hdwy | - | - 3.92 | - |
| Pot Cap-1 Maneuver | 0 | 0 ~ 41 | 0 |
| Stage 1 | 0 | 0 | 0 |
| Stage 2 | 0 | 0 | 0 |
| Platoon blocked, % | | | - |
| Mov Cap-1 Maneuver | - | 0 ~ 41 | - |
| Mov Cap-2 Maneuver | - | 0 | - |
| Stage 1 | - | 0 | - |
| Stage 2 | - | 0 | - |

| Approach | WB | NB | SB |
|----------------------|----------|----|----|
| HCM Control Delay, s | \$ 476.9 | 0 | 0 |
| HCM LOS | F | | |

| Minor Lane/Major Mvmt | NBTWBLn1 | SBT | SBR |
|-----------------------|------------|-----|-----|
| Capacity (veh/h) | - 41 | - | - |
| HCM Lane V/C Ratio | - 1.509 | - | - |
| HCM Control Delay (s) | - \$ 476.9 | - | - |
| HCM Lane LOS | - F | - | - |
| HCM 95th %tile Q(veh) | - 6.3 | - | - |

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

HCM 6th Signalized Intersection Summary
 10: Pleasant Hill Rd & Shackelford Rd/Breckinridge Rd

Build 2054
 AM Peak Hour



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|--------------------------------|-------|------|------|------|-------|------|------|------|------|------|------|------|
| Lane Configurations | ↖↗ | ↑↑ | ↖ | ↖↗ | ↑↑ | ↖ | ↖↗ | ↑↑↑ | | ↖↗ | ↑↑↑ | ↖ |
| Traffic Volume (veh/h) | 200 | 190 | 65 | 135 | 750 | 485 | 155 | 2525 | 80 | 210 | 1475 | 565 |
| Future Volume (veh/h) | 200 | 190 | 65 | 135 | 750 | 485 | 155 | 2525 | 80 | 210 | 1475 | 565 |
| 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 | 208 | 198 | 0 | 141 | 781 | 0 | 161 | 2630 | 0 | 219 | 1536 | 0 |
| Peak Hour Factor | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 229 | 646 | | 184 | 600 | | 205 | 3270 | | 265 | 2681 | |
| Arrive On Green | 0.07 | 0.18 | 0.00 | 0.05 | 0.17 | 0.00 | 0.06 | 0.51 | 0.00 | 0.08 | 0.53 | 0.00 |
| Sat Flow, veh/h | 3456 | 3554 | 1585 | 3456 | 3554 | 1585 | 3456 | 6696 | 0 | 3456 | 5106 | 1585 |
| Grp Volume(v), veh/h | 208 | 198 | 0 | 141 | 781 | 0 | 161 | 2630 | 0 | 219 | 1536 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1728 | 1777 | 1585 | 1728 | 1777 | 1585 | 1728 | 1609 | 0 | 1728 | 1702 | 1585 |
| Q Serve(g_s), s | 9.6 | 7.7 | 0.0 | 6.4 | 27.0 | 0.0 | 7.4 | 54.4 | 0.0 | 10.0 | 32.7 | 0.0 |
| Cycle Q Clear(g_c), s | 9.6 | 7.7 | 0.0 | 6.4 | 27.0 | 0.0 | 7.4 | 54.4 | 0.0 | 10.0 | 32.7 | 0.0 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 229 | 646 | | 184 | 600 | | 205 | 3270 | | 265 | 2681 | |
| V/C Ratio(X) | 0.91 | 0.31 | | 0.77 | 1.30 | | 0.79 | 0.80 | | 0.83 | 0.57 | |
| Avail Cap(c_a), veh/h | 229 | 646 | | 229 | 600 | | 270 | 3270 | | 359 | 2681 | |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 0.16 | 0.16 | 0.00 | 0.40 | 0.40 | 0.00 |
| Uniform Delay (d), s/veh | 74.2 | 56.7 | 0.0 | 74.8 | 66.5 | 0.0 | 74.3 | 32.7 | 0.0 | 72.8 | 25.8 | 0.0 |
| Incr Delay (d2), s/veh | 35.8 | 0.3 | 0.0 | 11.6 | 147.9 | 0.0 | 1.9 | 0.4 | 0.0 | 4.7 | 0.4 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 5.4 | 3.5 | 0.0 | 3.2 | 24.6 | 0.0 | 3.3 | 20.7 | 0.0 | 4.6 | 13.1 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 110.0 | 57.0 | 0.0 | 86.3 | 214.4 | 0.0 | 76.1 | 33.1 | 0.0 | 77.5 | 26.2 | 0.0 |
| LnGrp LOS | F | E | | F | F | | E | C | | E | C | |
| Approach Vol, veh/h | | 406 | | | 922 | | | 2791 | | | 1755 | |
| Approach Delay, s/veh | | 84.1 | | | 194.9 | | | 35.6 | | | 32.6 | |
| Approach LOS | | F | | | F | | | D | | | C | |
| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 19.7 | 88.3 | 15.9 | 36.1 | 17.0 | 91.0 | 18.0 | 34.0 | | | | |
| Change Period (Y+Rc), s | 7.4 | 7.0 | 7.4 | * 7 | 7.5 | 7.0 | 7.4 | * 7 | | | | |
| Max Green Setting (Gmax), s | 10.6 | 77.0 | 10.6 | * 27 | 12.5 | 81.0 | 10.6 | * 27 | | | | |
| Max Q Clear Time (g_c+1/2g), s | 11.2 | 56.4 | 8.4 | 9.7 | 9.4 | 34.7 | 11.6 | 29.0 | | | | |
| Green Ext Time (p_c), s | 0.3 | 17.9 | 0.1 | 1.0 | 0.1 | 15.5 | 0.0 | 0.0 | | | | |

Intersection Summary

| | |
|--------------------|------|
| HCM 6th Ctrl Delay | 63.0 |
| HCM 6th LOS | E |

Notes

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

HCM 6th Signalized Intersection Summary
 11: Pleasant Hill Rd & Crestwood Pkwy/Koger Blvd

Build 2054
 AM Peak Hour



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|-------|------|------|------|-------|------|-------|------|------|------|------|------|------|
| Lane Configurations | 57 | ↑ | 7 | 77 | ↑ | 7 | | 5 | ↑↑↑ | | 57 | ↑↑↑ | |
| Traffic Volume (veh/h) | 65 | 125 | 35 | 120 | 200 | 40 | 20 | 85 | 2595 | 105 | 80 | 1465 | 165 |
| Future Volume (veh/h) | 65 | 125 | 35 | 120 | 200 | 40 | 20 | 85 | 2595 | 105 | 80 | 1465 | 165 |
| 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 | 69 | 133 | 37 | 128 | 213 | 43 | | 90 | 2761 | 112 | 85 | 1559 | 176 |
| Peak Hour Factor | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 108 | 195 | 165 | 172 | 234 | 198 | | 110 | 3163 | 127 | 126 | 2790 | 315 |
| Arrive On Green | 0.03 | 0.10 | 0.10 | 0.05 | 0.13 | 0.13 | | 0.06 | 0.63 | 0.63 | 0.04 | 0.60 | 0.60 |
| Sat Flow, veh/h | 3456 | 1870 | 1585 | 3456 | 1870 | 1585 | | 1781 | 5036 | 202 | 3456 | 4655 | 525 |
| Grp Volume(v), veh/h | 69 | 133 | 37 | 128 | 213 | 43 | | 90 | 1855 | 1018 | 85 | 1139 | 596 |
| Grp Sat Flow(s),veh/h/ln | 1728 | 1870 | 1585 | 1728 | 1870 | 1585 | | 1781 | 1702 | 1834 | 1728 | 1702 | 1776 |
| Q Serve(g_s), s | 3.2 | 11.0 | 3.4 | 5.8 | 18.0 | 3.9 | | 8.0 | 71.3 | 74.3 | 3.9 | 32.3 | 32.3 |
| Cycle Q Clear(g_c), s | 3.2 | 11.0 | 3.4 | 5.8 | 18.0 | 3.9 | | 8.0 | 71.3 | 74.3 | 3.9 | 32.3 | 32.3 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | | 1.00 | | 0.11 | 1.00 | | 0.30 |
| Lane Grp Cap(c), veh/h | 108 | 195 | 165 | 172 | 234 | 198 | | 110 | 2138 | 1152 | 126 | 2040 | 1064 |
| V/C Ratio(X) | 0.64 | 0.68 | 0.22 | 0.74 | 0.91 | 0.22 | | 0.82 | 0.87 | 0.88 | 0.68 | 0.56 | 0.56 |
| Avail Cap(c_a), veh/h | 287 | 235 | 199 | 279 | 235 | 199 | | 191 | 2138 | 1152 | 231 | 2040 | 1064 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(l) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 0.09 | 0.09 | 0.09 | 0.79 | 0.79 | 0.79 |
| Uniform Delay (d), s/veh | 76.6 | 69.1 | 65.8 | 75.0 | 69.1 | 63.0 | | 74.2 | 24.3 | 24.9 | 76.2 | 19.3 | 19.3 |
| Incr Delay (d2), s/veh | 6.1 | 6.1 | 0.7 | 6.2 | 35.6 | 0.5 | | 1.4 | 0.5 | 1.1 | 4.9 | 0.9 | 1.7 |
| 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 | 1.5 | 5.6 | 1.4 | 2.8 | 11.0 | 1.6 | | 3.7 | 27.1 | 30.6 | 1.8 | 12.6 | 13.5 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 82.8 | 75.3 | 66.4 | 81.2 | 104.7 | 63.5 | | 75.6 | 24.8 | 25.9 | 81.1 | 20.2 | 21.0 |
| LnGrp LOS | F | E | E | F | F | E | | E | C | C | F | C | C |
| Approach Vol, veh/h | | 239 | | | 384 | | | | 2963 | | | 1820 | |
| Approach Delay, s/veh | | 76.1 | | | 92.3 | | | | 26.8 | | | 23.3 | |
| Approach LOS | | E | | | F | | | | C | | | C | |
| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | | | | |
| Phs Duration (G+Y+Rc), s | 108.3 | 15.1 | 23.5 | 17.7 | 103.7 | 11.7 | 26.9 | | | | | | |
| Change Period (Y+Rc), s | 7.3 | 7.8 | 7.1 | 6.9 | 7.8 | 7.8 | * 6.7 | 6.9 | | | | | |
| Max Green Setting (Gmax), s | 10.7 | 87.2 | 12.9 | 20.1 | 17.2 | 80.2 | * 13 | 20.1 | | | | | |
| Max Q Clear Time (g_c+15), s | 10.7 | 76.3 | 7.8 | 13.0 | 10.0 | 34.3 | 5.2 | 20.0 | | | | | |
| Green Ext Time (p_c), s | 0.1 | 10.2 | 0.1 | 0.4 | 0.1 | 17.7 | 0.1 | 0.0 | | | | | |

Intersection Summary

| | |
|--------------------|------|
| HCM 6th Ctrl Delay | 32.4 |
| HCM 6th LOS | C |

Notes

User approved ignoring U-Turning movement.
 * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
 12: Pleasant Hill Rd & Sweetwater Rd

Build 2054
 AM Peak Hour



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|-------------------------------|-------|------|-------|------|-------|-------|-------|------|------|------|-----|-------|------|------|
| Lane Configurations | | | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 155 | 125 | 50 | 210 | 380 | 400 | 30 | 105 | 2280 | 75 | 5 | 135 | 1290 | 60 |
| Future Volume (veh/h) | 155 | 125 | 50 | 210 | 380 | 400 | 30 | 105 | 2280 | 75 | 5 | 135 | 1290 | 60 |
| 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 | 136 | 54 | 228 | 413 | 435 | | 114 | 2478 | 82 | | 147 | 1402 | 65 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | | 0.92 | 0.92 | 0.92 | | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | | 2 | 2 | 2 | | 2 | 2 | 2 |
| Cap, veh/h | 176 | 310 | 263 | 301 | 310 | 263 | | 135 | 2589 | 85 | | 140 | 2615 | 121 |
| Arrive On Green | 0.07 | 0.17 | 0.17 | 0.08 | 0.17 | 0.17 | | 0.08 | 0.51 | 0.51 | | 0.08 | 0.52 | 0.52 |
| Sat Flow, veh/h | 1781 | 1870 | 1585 | 1781 | 1870 | 1585 | | 1781 | 5077 | 167 | | 1781 | 5001 | 232 |
| Grp Volume(v), veh/h | 168 | 136 | 54 | 228 | 413 | 435 | | 114 | 1656 | 904 | | 147 | 954 | 513 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1870 | 1585 | 1781 | 1870 | 1585 | | 1781 | 1702 | 1840 | | 1781 | 1702 | 1829 |
| Q Serve(g_s), s | 11.8 | 10.5 | 4.7 | 12.3 | 26.5 | 26.5 | | 10.1 | 74.3 | 75.6 | | 12.6 | 29.7 | 29.7 |
| Cycle Q Clear(g_c), s | 11.8 | 10.5 | 4.7 | 12.3 | 26.5 | 26.5 | | 10.1 | 74.3 | 75.6 | | 12.6 | 29.7 | 29.7 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | | 1.00 | | 0.09 | | 1.00 | | 0.13 |
| Lane Grp Cap(c), veh/h | 176 | 310 | 263 | 301 | 310 | 263 | | 135 | 1736 | 939 | | 140 | 1780 | 956 |
| V/C Ratio(X) | 0.95 | 0.44 | 0.21 | 0.76 | 1.33 | 1.66 | | 0.84 | 0.95 | 0.96 | | 1.05 | 0.54 | 0.54 |
| Avail Cap(c_a), veh/h | 176 | 310 | 263 | 301 | 310 | 263 | | 180 | 1736 | 939 | | 140 | 1780 | 956 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 0.53 | 0.53 | 0.53 | | 0.73 | 0.73 | 0.73 |
| Uniform Delay (d), s/veh | 54.7 | 60.1 | 57.7 | 56.5 | 66.8 | 66.8 | | 73.0 | 37.4 | 37.7 | | 73.7 | 25.3 | 25.3 |
| Incr Delay (d2), s/veh | 53.8 | 1.0 | 0.4 | 10.4 | 170.4 | 312.0 | | 13.6 | 8.2 | 14.2 | | 78.1 | 0.8 | 1.6 |
| 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/lr | 8.4 | 5.1 | 1.9 | 3.8 | 27.4 | 33.5 | | 5.1 | 31.7 | 36.4 | | 8.8 | 12.1 | 13.1 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 108.5 | 61.0 | 58.0 | 66.9 | 237.2 | 378.8 | | 86.7 | 45.6 | 52.0 | | 151.8 | 26.1 | 26.9 |
| LnGrp LOS | F | E | E | E | F | F | | F | D | D | | F | C | C |
| Approach Vol, veh/h | | 358 | | | 1076 | | | | 2674 | | | | 1614 | |
| Approach Delay, s/veh | | 82.9 | | | 258.3 | | | | 49.5 | | | | 37.8 | |
| Approach LOS | | F | | | F | | | | D | | | | D | |
| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | | | | | |
| Phs Duration (G+Y+Rc), s | 30.0 | 89.0 | 18.0 | 33.0 | 17.9 | 91.1 | 18.0 | 33.0 | | | | | | |
| Change Period (Y+Rc), s | 7.4 | 7.4 | * 5.7 | 6.5 | * 5.8 | 7.4 | * 6.2 | 6.5 | | | | | | |
| Max Green Setting (Gmax), s | 12.6 | 81.6 | * 12 | 26.5 | * 16 | 79.6 | * 12 | 26.5 | | | | | | |
| Max Q Clear Time (g_c+1/4), s | 11.6 | 77.6 | 14.3 | 12.5 | 12.1 | 31.7 | 13.8 | 28.5 | | | | | | |
| Green Ext Time (p_c), s | 0.0 | 3.7 | 0.0 | 0.7 | 0.1 | 13.4 | 0.0 | 0.0 | | | | | | |

Intersection Summary

| | |
|--------------------|------|
| HCM 6th Ctrl Delay | 87.6 |
| HCM 6th LOS | F |

Notes

User approved ignoring U-Turning movement.
 * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
 13: Pleasant Hill Rd & Club Dr

Build 2054
 AM Peak Hour



| Movement | EBU | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|-----|------|------|------|-------|-------|------|-------|------|------|------|------|------|
| Lane Configurations | | ↖ | ↗ | ↘ | ↙ | ↘ | ↗ | ↖ | ↗ | ↘ | ↖ | ↗ | ↘ |
| Traffic Volume (veh/h) | 25 | 80 | 235 | 225 | 175 | 710 | 235 | 2080 | 2115 | 105 | 115 | 1155 | 50 |
| Future Volume (veh/h) | 25 | 80 | 235 | 225 | 175 | 710 | 235 | 2080 | 2115 | 105 | 115 | 1155 | 50 |
| 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 | | 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 | | 82 | 240 | 230 | 179 | 724 | 240 | 2122 | 2158 | 0 | 117 | 1179 | 51 |
| Peak Hour Factor | | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 |
| Percent Heavy Veh, % | | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | | 102 | 454 | 1371 | 119 | 504 | 298 | 1827 | 2914 | | 159 | 1269 | 55 |
| Arrive On Green | | 0.06 | 0.13 | 0.13 | 0.07 | 0.14 | 0.14 | 0.36 | 0.57 | 0.00 | 0.05 | 0.25 | 0.25 |
| Sat Flow, veh/h | | 1781 | 3554 | 2790 | 1781 | 3554 | 1585 | 5023 | 5106 | 1585 | 3456 | 5018 | 217 |
| Grp Volume(v), veh/h | | 82 | 240 | 230 | 179 | 724 | 240 | 2122 | 2158 | 0 | 117 | 800 | 430 |
| Grp Sat Flow(s),veh/h/ln | | 1781 | 1777 | 1395 | 1781 | 1777 | 1585 | 1674 | 1702 | 1585 | 1728 | 1702 | 1831 |
| Q Serve(g_s), s | | 7.3 | 10.1 | 7.3 | 10.7 | 22.7 | 22.7 | 58.2 | 50.3 | 0.0 | 5.3 | 36.7 | 36.7 |
| Cycle Q Clear(g_c), s | | 7.3 | 10.1 | 7.3 | 10.7 | 22.7 | 22.7 | 58.2 | 50.3 | 0.0 | 5.3 | 36.7 | 36.7 |
| Prop In Lane | | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.12 |
| Lane Grp Cap(c), veh/h | | 102 | 454 | 1371 | 119 | 504 | 298 | 1827 | 2914 | | 159 | 861 | 463 |
| V/C Ratio(X) | | 0.81 | 0.53 | 0.17 | 1.50 | 1.44 | 0.81 | 1.16 | 0.74 | | 0.74 | 0.93 | 0.93 |
| Avail Cap(c_a), veh/h | | 205 | 615 | 1498 | 119 | 504 | 298 | 1827 | 2914 | | 199 | 861 | 463 |
| HCM Platoon Ratio | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(l) | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.78 | 0.78 | 0.78 |
| Uniform Delay (d), s/veh | | 74.6 | 65.3 | 22.5 | 74.7 | 68.7 | 62.2 | 50.9 | 25.5 | 0.0 | 75.4 | 58.4 | 58.4 |
| Incr Delay (d2), s/veh | | 13.7 | 1.0 | 0.1 | 264.8 | 207.3 | 14.9 | 79.1 | 1.7 | 0.0 | 8.2 | 14.6 | 23.1 |
| 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 | | 3.7 | 4.7 | 2.5 | 13.7 | 24.9 | 10.6 | 37.2 | 20.1 | 0.0 | 2.5 | 17.4 | 19.8 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | | 88.3 | 66.2 | 22.6 | 339.4 | 276.0 | 77.1 | 130.0 | 27.3 | 0.0 | 83.6 | 73.0 | 81.5 |
| LnGrp LOS | | F | E | C | F | F | E | F | C | | F | E | F |
| Approach Vol, veh/h | | | 552 | | | 1143 | | | 4280 | | | 1347 | |
| Approach Delay, s/veh | | | 51.3 | | | 244.2 | | | 78.2 | | | 76.6 | |
| Approach LOS | | | D | | | F | | | E | | | E | |
| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | | | | |
| Phs Duration (G+Y+Rc), s | 5.2 | 99.1 | 18.0 | 27.7 | 66.0 | 48.3 | 15.7 | 30.0 | | | | | |
| Change Period (Y+Rc), s | 7.8 | 7.8 | 7.3 | 7.3 | 7.8 | 7.8 | 6.6 | *7.3 | | | | | |
| Max Green Setting (Gmax), s | 9.2 | 82.2 | 10.7 | 27.7 | 58.2 | 33.2 | 18.4 | *23 | | | | | |
| Max Q Clear Time (g_c+11), s | 3 | 52.3 | 12.7 | 12.1 | 60.2 | 38.7 | 9.3 | 24.7 | | | | | |
| Green Ext Time (p_c), s | 0.1 | 20.4 | 0.0 | 2.2 | 0.0 | 0.0 | 0.1 | 0.0 | | | | | |

Intersection Summary

| | |
|--------------------|-------|
| HCM 6th Ctrl Delay | 101.8 |
| HCM 6th LOS | F |

Notes

User approved ignoring U-Turning movement.

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

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

| Intersection | | | | | | |
|--------------------------|------|-------|-------|------|------|------|
| Int Delay, s/veh | 0 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | | ↗ ↑↑↑ | ↗ ↑↑↑ | | | ↑↑↑ |
| Traffic Vol, veh/h | 0 | 0 | 2335 | 5 | 0 | 1720 |
| Future Vol, veh/h | 0 | 0 | 2335 | 5 | 0 | 1720 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | 0 | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 98 | 98 | 98 | 98 | 98 | 98 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 0 | 2383 | 5 | 0 | 1755 |

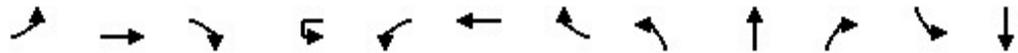
| Major/Minor | Minor1 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|---|---|
| Conflicting Flow All | - | 1194 | 0 | 0 | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |
| Critical Hdwy | - | 7.14 | - | - | - | - |
| Critical Hdwy Stg 1 | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - |
| Follow-up Hdwy | - | 3.92 | - | - | - | - |
| Pot Cap-1 Maneuver | 0 | 154 | - | - | 0 | - |
| Stage 1 | 0 | - | - | - | 0 | - |
| Stage 2 | 0 | - | - | - | 0 | - |
| Platoon blocked, % | | | - | - | - | - |
| Mov Cap-1 Maneuver | - | 154 | - | - | - | - |
| Mov Cap-2 Maneuver | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |

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

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBT |
|-----------------------|-----|----------|-----|
| Capacity (veh/h) | - | - | - |
| HCM Lane V/C Ratio | - | - | - |
| HCM Control Delay (s) | - | - | 0 |
| HCM Lane LOS | - | - | A |
| HCM 95th %tile Q(veh) | - | - | - |

HCM 6th Signalized Intersection Summary
59: Mall Corners & Satellite Blvd

Build 2054
AM Peak Hour



| Movement | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT |
|--|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 50 | 515 | 20 | 190 | 25 | 1700 | 25 | 10 | 5 | 0 | 10 | 0 |
| Future Volume (veh/h) | 50 | 515 | 20 | 190 | 25 | 1700 | 25 | 10 | 5 | 0 | 10 | 0 |
| Initial Q (Qb), veh | 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 | |
| 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 |
| 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 |
| Adj Flow Rate, veh/h | 54 | 560 | 22 | | 27 | 1848 | 27 | 11 | 5 | 0 | 11 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 303 | 3291 | 129 | | 674 | 3238 | 1005 | 133 | 17 | 54 | 132 | 0 |
| Arrive On Green | 0.05 | 0.65 | 0.65 | | 0.03 | 0.63 | 0.63 | 0.03 | 0.03 | 0.00 | 0.03 | 0.00 |
| Sat Flow, veh/h | 1781 | 5042 | 197 | | 1781 | 5106 | 1585 | 1100 | 500 | 1585 | 1065 | 0 |
| Grp Volume(v), veh/h | 54 | 377 | 205 | | 27 | 1848 | 27 | 16 | 0 | 0 | 16 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1702 | 1835 | | 1781 | 1702 | 1585 | 1599 | 0 | 1585 | 1549 | 0 |
| Q Serve(g_s), s | 0.6 | 2.7 | 2.8 | | 0.3 | 13.2 | 0.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 0.6 | 2.7 | 2.8 | | 0.3 | 13.2 | 0.4 | 0.5 | 0.0 | 0.0 | 0.5 | 0.0 |
| Prop In Lane | 1.00 | | 0.11 | | 1.00 | | 1.00 | 0.69 | | 1.00 | 0.69 | |
| Lane Grp Cap(c), veh/h | 303 | 2222 | 1198 | | 674 | 3238 | 1005 | 150 | 0 | 54 | 148 | 0 |
| V/C Ratio(X) | 0.18 | 0.17 | 0.17 | | 0.04 | 0.57 | 0.03 | 0.11 | 0.00 | 0.00 | 0.11 | 0.00 |
| Avail Cap(c_a), veh/h | 470 | 3270 | 1763 | | 1153 | 5709 | 1772 | 628 | 0 | 549 | 605 | 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 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 |
| Uniform Delay (d), s/veh | 5.1 | 4.3 | 4.3 | | 3.7 | 6.7 | 4.3 | 29.9 | 0.0 | 0.0 | 29.9 | 0.0 |
| Incr Delay (d2), s/veh | 0.3 | 0.0 | 0.1 | | 0.0 | 0.2 | 0.0 | 0.3 | 0.0 | 0.0 | 0.3 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.1 | 0.6 | 0.6 | | 0.1 | 3.5 | 0.1 | 0.2 | 0.0 | 0.0 | 0.2 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 5.3 | 4.3 | 4.4 | | 3.7 | 6.8 | 4.3 | 30.2 | 0.0 | 0.0 | 30.2 | 0.0 |
| LnGrp LOS | A | A | A | | A | A | A | C | A | A | C | A |
| Approach Vol, veh/h | | 636 | | | | 1902 | | | 16 | | | 16 |
| Approach Delay, s/veh | | 4.4 | | | | 6.7 | | | 30.2 | | | 30.2 |
| Approach LOS | | A | | | | A | | | C | | | C |
| Timer - Assigned Phs | | 2 | 3 | 4 | | 6 | 7 | 8 | | | | |
| Phs Duration (G+Y+Rc), s | | 8.2 | 7.9 | 47.5 | | 8.2 | 9.1 | 46.3 | | | | |
| Change Period (Y+Rc), s | | 6.0 | 6.0 | 6.0 | | 6.0 | 6.0 | 6.0 | | | | |
| Max Green Setting (Gmax), s | | 22.0 | 19.0 | 61.0 | | 22.0 | 9.0 | 71.0 | | | | |
| Max Q Clear Time (g_c+I1), s | | 2.5 | 2.3 | 4.8 | | 2.5 | 2.6 | 15.2 | | | | |
| Green Ext Time (p_c), s | | 0.0 | 0.0 | 3.7 | | 0.0 | 0.0 | 25.1 | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 6th Ctrl Delay | | | 6.5 | | | | | | | | | |
| HCM 6th LOS | | | A | | | | | | | | | |
| Notes | | | | | | | | | | | | |
| User approved ignoring U-Turning movement. | | | | | | | | | | | | |

HCM 6th Signalized Intersection Summary
 59: Mall Corners & Satellite Blvd

Build 2054
 AM Peak Hour

| Movement | SBR |
|------------------------------|------|
| Lane Configurations | |
| Traffic Volume (veh/h) | 5 |
| Future Volume (veh/h) | 5 |
| Initial Q (Qb), veh | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 |
| Parking Bus, Adj | 1.00 |
| Work Zone On Approach | |
| Adj Sat Flow, veh/h/ln | 1870 |
| Adj Flow Rate, veh/h | 5 |
| Peak Hour Factor | 0.92 |
| Percent Heavy Veh, % | 2 |
| Cap, veh/h | 16 |
| Arrive On Green | 0.03 |
| Sat Flow, veh/h | 484 |
| Grp Volume(v), veh/h | 0 |
| Grp Sat Flow(s),veh/h/ln | 0 |
| Q Serve(g_s), s | 0.0 |
| Cycle Q Clear(g_c), s | 0.0 |
| Prop In Lane | 0.31 |
| Lane Grp Cap(c), veh/h | 0 |
| V/C Ratio(X) | 0.00 |
| Avail Cap(c_a), veh/h | 0 |
| HCM Platoon Ratio | 1.00 |
| Upstream Filter(l) | 0.00 |
| Uniform Delay (d), s/veh | 0.0 |
| Incr Delay (d2), s/veh | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.0 |
| Unsig. Movement Delay, s/veh | |
| LnGrp Delay(d),s/veh | 0.0 |
| LnGrp LOS | A |
| Approach Vol, veh/h | |
| Approach Delay, s/veh | |
| Approach LOS | |
| Timer - Assigned Phs | |

HCM 6th Signalized Intersection Summary
62: Market St/Drwy & Satellite Blvd

Build 2054
AM Peak Hour



| Movement | EBU | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|--|-----|-------|------|------|-------|------|------|------|------|------|------|------|------|
| Lane Configurations | | 🚗 🚗 🚗 | | | 🚗 🚗 🚗 | | | | 🚗 | 🚗 | | 🚗 | |
| Traffic Volume (veh/h) | 60 | 0 | 640 | 20 | 30 | 1515 | 5 | 5 | 0 | 41 | 0 | 0 | 5 |
| Future Volume (veh/h) | 60 | 0 | 640 | 20 | 30 | 1515 | 5 | 5 | 0 | 41 | 0 | 0 | 5 |
| 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 | | No | |
| Adj Sat Flow, veh/h/ln | | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | | 0 | 696 | 22 | 33 | 1647 | 5 | 5 | 0 | 45 | 0 | 0 | 5 |
| Peak Hour Factor | | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | | 323 | 2242 | 71 | 512 | 3331 | 10 | 262 | 0 | 91 | 0 | 0 | 91 |
| Arrive On Green | | 0.00 | 0.44 | 0.44 | 0.04 | 0.63 | 0.63 | 0.06 | 0.00 | 0.06 | 0.00 | 0.00 | 0.06 |
| Sat Flow, veh/h | | 1781 | 5085 | 160 | 1781 | 5256 | 16 | 1338 | 0 | 1585 | 0 | 0 | 1585 |
| Grp Volume(v), veh/h | | 0 | 465 | 253 | 33 | 1067 | 585 | 5 | 0 | 45 | 0 | 0 | 5 |
| Grp Sat Flow(s),veh/h/ln | | 1781 | 1702 | 1842 | 1781 | 1702 | 1867 | 1338 | 0 | 1585 | 0 | 0 | 1585 |
| Q Serve(g_s), s | | 0.0 | 3.4 | 3.5 | 0.3 | 6.5 | 6.5 | 0.1 | 0.0 | 1.1 | 0.0 | 0.0 | 0.1 |
| Cycle Q Clear(g_c), s | | 0.0 | 3.4 | 3.5 | 0.3 | 6.5 | 6.5 | 0.2 | 0.0 | 1.1 | 0.0 | 0.0 | 0.1 |
| Prop In Lane | | 1.00 | | 0.09 | 1.00 | | 0.01 | 1.00 | | 1.00 | 0.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | | 323 | 1501 | 812 | 512 | 2157 | 1183 | 262 | 0 | 91 | 0 | 0 | 91 |
| V/C Ratio(X) | | 0.00 | 0.31 | 0.31 | 0.06 | 0.49 | 0.49 | 0.02 | 0.00 | 0.49 | 0.00 | 0.00 | 0.05 |
| Avail Cap(c_a), veh/h | | 822 | 6217 | 3363 | 764 | 5867 | 3219 | 1052 | 0 | 979 | 0 | 0 | 979 |
| 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) | | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | | 0.0 | 7.0 | 7.0 | 4.8 | 3.8 | 3.8 | 17.4 | 0.0 | 17.8 | 0.0 | 0.0 | 17.3 |
| Incr Delay (d2), s/veh | | 0.0 | 0.1 | 0.2 | 0.1 | 0.2 | 0.3 | 0.0 | 0.0 | 4.1 | 0.0 | 0.0 | 0.2 |
| Initial Q Delay(d3),s/veh | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | | 0.0 | 0.7 | 0.8 | 0.1 | 0.4 | 0.4 | 0.0 | 0.0 | 0.4 | 0.0 | 0.0 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | | 0.0 | 7.2 | 7.3 | 4.8 | 4.0 | 4.1 | 17.5 | 0.0 | 21.8 | 0.0 | 0.0 | 17.6 |
| LnGrp LOS | | A | A | A | A | A | A | B | A | C | A | A | B |
| Approach Vol, veh/h | | | 718 | | | 1685 | | | 50 | | | | 5 |
| Approach Delay, s/veh | | | 7.2 | | | 4.0 | | | 21.4 | | | | 17.6 |
| Approach LOS | | | A | | | A | | | C | | | | B |
| Timer - Assigned Phs | | 2 | 3 | 4 | | 6 | 7 | 8 | | | | | |
| Phs Duration (G+Y+Rc), s | | 8.2 | 7.5 | 23.1 | | 8.2 | 0.0 | 30.6 | | | | | |
| Change Period (Y+Rc), s | | 6.0 | 6.0 | 6.0 | | 6.0 | 6.0 | 6.0 | | | | | |
| Max Green Setting (Gmax), s | | 24.0 | 7.0 | 71.0 | | 24.0 | 11.0 | 67.0 | | | | | |
| Max Q Clear Time (g_c+I1), s | | 3.1 | 2.3 | 5.5 | | 2.1 | 0.0 | 8.5 | | | | | |
| Green Ext Time (p_c), s | | 0.1 | 0.0 | 4.7 | | 0.0 | 0.0 | 16.1 | | | | | |
| Intersection Summary | | | | | | | | | | | | | |
| HCM 6th Ctrl Delay | | | 5.3 | | | | | | | | | | |
| HCM 6th LOS | | | A | | | | | | | | | | |
| Notes | | | | | | | | | | | | | |
| User approved ignoring U-Turning movement. | | | | | | | | | | | | | |

HCM 6th Signalized Intersection Summary
 1: Pleasant Hill Rd & Old Norcross Rd

Build 2054
 PM Peak Hour



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|------|------|-------|------|------|------|-------|------|-------|------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 50 | 485 | 155 | 135 | 440 | 655 | 205 | 1690 | 155 | 935 | 2080 | 55 |
| Future Volume (veh/h) | 50 | 485 | 155 | 135 | 440 | 655 | 205 | 1690 | 155 | 935 | 2080 | 55 |
| 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 | 54 | 522 | 167 | 145 | 473 | 704 | 220 | 1817 | 167 | 1005 | 2237 | 59 |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 142 | 566 | 370 | 193 | 722 | 1197 | 256 | 1908 | 592 | 781 | 2659 | 826 |
| Arrive On Green | 0.03 | 0.16 | 0.16 | 0.08 | 0.20 | 0.20 | 0.07 | 0.37 | 0.37 | 0.23 | 0.52 | 0.52 |
| Sat Flow, veh/h | 1781 | 3554 | 1585 | 1781 | 3554 | 2790 | 3456 | 5106 | 1585 | 3456 | 5106 | 1585 |
| Grp Volume(v), veh/h | 54 | 522 | 167 | 145 | 473 | 704 | 220 | 1817 | 167 | 1005 | 2237 | 59 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1777 | 1585 | 1781 | 1777 | 1395 | 1728 | 1702 | 1585 | 1728 | 1702 | 1585 |
| Q Serve(g_s), s | 4.3 | 24.6 | 15.4 | 11.3 | 20.8 | 32.8 | 10.7 | 58.8 | 12.5 | 38.4 | 63.5 | 3.1 |
| Cycle Q Clear(g_c), s | 4.3 | 24.6 | 15.4 | 11.3 | 20.8 | 32.8 | 10.7 | 58.8 | 12.5 | 38.4 | 63.5 | 3.1 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 142 | 566 | 370 | 193 | 722 | 1197 | 256 | 1908 | 592 | 781 | 2659 | 826 |
| V/C Ratio(X) | 0.38 | 0.92 | 0.45 | 0.75 | 0.66 | 0.59 | 0.86 | 0.95 | 0.28 | 1.29 | 0.84 | 0.07 |
| Avail Cap(c_a), veh/h | 223 | 579 | 376 | 196 | 722 | 1197 | 256 | 1908 | 592 | 781 | 2659 | 826 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(l) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.82 | 0.82 | 0.82 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 57.6 | 70.4 | 55.9 | 54.6 | 62.3 | 37.1 | 77.8 | 51.8 | 37.3 | 65.8 | 34.7 | 20.3 |
| Incr Delay (d2), s/veh | 1.7 | 20.3 | 0.9 | 14.9 | 2.1 | 0.8 | 20.6 | 10.4 | 1.0 | 139.0 | 3.4 | 0.2 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 2.0 | 12.7 | 6.2 | 5.8 | 9.5 | 11.1 | 5.5 | 26.5 | 5.0 | 31.8 | 26.4 | 1.2 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 59.3 | 90.8 | 56.7 | 69.5 | 64.4 | 37.8 | 98.4 | 62.1 | 38.2 | 204.8 | 38.2 | 20.4 |
| LnGrp LOS | E | F | E | E | E | D | F | E | D | F | D | C |
| Approach Vol, veh/h | | 743 | | | 1322 | | | 2204 | | | 3301 | |
| Approach Delay, s/veh | | 80.8 | | | 50.8 | | | 63.9 | | | 88.6 | |
| Approach LOS | | F | | | D | | | E | | | F | |
| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 45.0 | 70.9 | 19.7 | 34.4 | 20.0 | 95.9 | 12.2 | 41.8 | | | | |
| Change Period (Y+Rc), s | 6.6 | 7.4 | 6.4 | * 7.3 | 7.4 | 7.4 | 6.4 | * 7.3 | | | | |
| Max Green Setting (Gmax), s | 38.4 | 62.6 | 13.6 | * 28 | 12.6 | 87.6 | 13.6 | * 28 | | | | |
| Max Q Clear Time (g_c+I1), s | 40.4 | 60.8 | 13.3 | 26.6 | 12.7 | 65.5 | 6.3 | 34.8 | | | | |
| Green Ext Time (p_c), s | 0.0 | 1.6 | 0.0 | 0.4 | 0.0 | 17.0 | 0.0 | 0.0 | | | | |

Intersection Summary

| | |
|--------------------|------|
| HCM 6th Ctrl Delay | 74.0 |
| HCM 6th LOS | E |

Notes

- User approved ignoring U-Turning movement.
- * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
2: Pleasant Hill Rd & Gwinnett Prado

Build 2054
PM Peak Hour



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|-------------------------------|------|-------|------|-------|------|-------|-----|-------|------|------|-----|------|------|------|
| Lane Configurations | | | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 35 | 0 | 50 | 65 | 5 | 65 | 5 | 30 | 2060 | 25 | 5 | 65 | 2335 | 50 |
| Future Volume (veh/h) | 35 | 0 | 50 | 65 | 5 | 65 | 5 | 30 | 2060 | 25 | 5 | 65 | 2335 | 50 |
| 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 | 36 | 0 | 52 | 68 | 5 | 68 | | 31 | 2146 | 26 | | 68 | 2432 | 52 |
| Peak Hour Factor | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | | 0.96 | 0.96 | 0.96 | | 0.96 | 0.96 | 0.96 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | | 2 | 2 | 2 | | 2 | 2 | 2 |
| Cap, veh/h | 93 | 0 | 131 | 112 | 9 | 123 | | 162 | 4056 | 49 | | 206 | 4023 | 1249 |
| Arrive On Green | 0.08 | 0.00 | 0.08 | 0.08 | 0.08 | 0.08 | | 0.02 | 0.78 | 0.78 | | 0.03 | 0.79 | 0.79 |
| Sat Flow, veh/h | 1327 | 0 | 1585 | 1352 | 110 | 1492 | | 1781 | 5200 | 63 | | 1781 | 5106 | 1585 |
| Grp Volume(v), veh/h | 36 | 0 | 52 | 68 | 0 | 73 | | 31 | 1404 | 768 | | 68 | 2432 | 52 |
| Grp Sat Flow(s),veh/h/ln | 1327 | 0 | 1585 | 1352 | 0 | 1602 | | 1781 | 1702 | 1859 | | 1781 | 1702 | 1585 |
| Q Serve(g_s), s | 4.6 | 0.0 | 5.3 | 8.5 | 0.0 | 7.4 | | 0.6 | 26.3 | 26.3 | | 1.3 | 32.8 | 1.2 |
| Cycle Q Clear(g_c), s | 12.0 | 0.0 | 5.3 | 13.8 | 0.0 | 7.4 | | 0.6 | 26.3 | 26.3 | | 1.3 | 32.8 | 1.2 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.93 | | 1.00 | | 0.03 | | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 93 | 0 | 131 | 112 | 0 | 132 | | 162 | 2655 | 1450 | | 206 | 4023 | 1249 |
| V/C Ratio(X) | 0.39 | 0.00 | 0.40 | 0.61 | 0.00 | 0.55 | | 0.19 | 0.53 | 0.53 | | 0.33 | 0.60 | 0.04 |
| Avail Cap(c_a), veh/h | 93 | 0 | 131 | 112 | 0 | 132 | | 251 | 2655 | 1450 | | 281 | 4023 | 1249 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 |
| Upstream Filter(l) | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 0.49 | 0.49 | 0.49 |
| Uniform Delay (d), s/veh | 80.8 | 0.0 | 74.0 | 80.6 | 0.0 | 75.0 | | 7.2 | 7.0 | 7.0 | | 6.5 | 7.3 | 4.0 |
| Incr Delay (d2), s/veh | 2.6 | 0.0 | 2.0 | 9.2 | 0.0 | 4.9 | | 0.6 | 0.8 | 1.4 | | 0.5 | 0.3 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 1.6 | 0.0 | 2.2 | 3.3 | 0.0 | 3.3 | | 0.2 | 8.7 | 9.8 | | 0.5 | 10.5 | 0.4 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 83.3 | 0.0 | 76.0 | 89.8 | 0.0 | 79.9 | | 7.7 | 7.8 | 8.4 | | 7.0 | 7.6 | 4.0 |
| LnGrp LOS | F | A | E | F | A | E | | A | A | A | | A | A | A |
| Approach Vol, veh/h | | 88 | | | 141 | | | | 2203 | | | | 2552 | |
| Approach Delay, s/veh | | 79.0 | | | 84.7 | | | | 8.0 | | | | 7.5 | |
| Approach LOS | | E | | | F | | | | A | | | | A | |
| Timer - Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 | | | | | | |
| Phs Duration (G+Y+Rc), s | 10.9 | 138.8 | | 20.3 | 9.5 | 140.2 | | 20.3 | | | | | | |
| Change Period (Y+Rc), s | 6.1 | 6.2 | | * 6.3 | 5.7 | 6.2 | | * 6.3 | | | | | | |
| Max Green Setting (Gmax), s | 1.9 | 125.8 | | * 14 | 12.3 | 125.8 | | * 14 | | | | | | |
| Max Q Clear Time (g_c+1/3), s | 13.3 | 28.3 | | 14.0 | 2.6 | 34.8 | | 15.8 | | | | | | |
| Green Ext Time (p_c), s | 0.1 | 33.6 | | 0.0 | 0.0 | 47.7 | | 0.0 | | | | | | |

Intersection Summary

| | |
|--------------------|------|
| HCM 6th Ctrl Delay | 11.2 |
| HCM 6th LOS | B |

Notes

- User approved pedestrian interval to be less than phase max green.
- User approved ignoring U-Turning movement.
- * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
 3: Pleasant Hill Rd & Gwinnett Station

Build 2054
 PM Peak Hour



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------------|------|-------|------|------|------|-------|-----|------|------|------|------|------|------|
| Lane Configurations | | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 30 | 5 | 40 | 75 | 5 | 10 | 10 | 55 | 2060 | 40 | 30 | 2430 | 40 |
| Future Volume (veh/h) | 30 | 5 | 40 | 75 | 5 | 10 | 10 | 55 | 2060 | 40 | 30 | 2430 | 40 |
| 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 | 31 | 5 | 42 | 78 | 5 | 10 | | 57 | 2146 | 42 | 31 | 2531 | 42 |
| Peak Hour Factor | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 146 | 14 | 119 | 117 | 46 | 92 | | 161 | 4081 | 80 | 198 | 4008 | 1244 |
| Arrive On Green | 0.08 | 0.08 | 0.08 | 0.08 | 0.08 | 0.08 | | 0.03 | 0.79 | 0.79 | 0.02 | 0.78 | 0.78 |
| Sat Flow, veh/h | 1398 | 171 | 1440 | 1359 | 557 | 1113 | | 1781 | 5156 | 101 | 1781 | 5106 | 1585 |
| Grp Volume(v), veh/h | 31 | 0 | 47 | 78 | 0 | 15 | | 57 | 1416 | 772 | 31 | 2531 | 42 |
| Grp Sat Flow(s),veh/h/ln | 1398 | 0 | 1611 | 1359 | 0 | 1670 | | 1781 | 1702 | 1852 | 1781 | 1702 | 1585 |
| Q Serve(g_s), s | 3.6 | 0.0 | 4.7 | 9.3 | 0.0 | 1.4 | | 1.1 | 25.2 | 25.3 | 0.6 | 35.9 | 1.0 |
| Cycle Q Clear(g_c), s | 5.0 | 0.0 | 4.7 | 14.0 | 0.0 | 1.4 | | 1.1 | 25.2 | 25.3 | 0.6 | 35.9 | 1.0 |
| Prop In Lane | 1.00 | | 0.89 | 1.00 | | 0.67 | | 1.00 | | 0.05 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 146 | 0 | 133 | 117 | 0 | 138 | | 161 | 2694 | 1466 | 198 | 4008 | 1244 |
| V/C Ratio(X) | 0.21 | 0.00 | 0.35 | 0.67 | 0.00 | 0.11 | | 0.35 | 0.53 | 0.53 | 0.16 | 0.63 | 0.03 |
| Avail Cap(c_a), veh/h | 146 | 0 | 133 | 117 | 0 | 138 | | 241 | 2694 | 1466 | 289 | 4008 | 1244 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(l) | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | | 0.73 | 0.73 | 0.73 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 74.5 | 0.0 | 73.7 | 80.6 | 0.0 | 72.2 | | 10.2 | 6.3 | 6.3 | 5.3 | 7.8 | 4.0 |
| Incr Delay (d2), s/veh | 0.7 | 0.0 | 1.6 | 13.6 | 0.0 | 0.3 | | 1.0 | 0.5 | 1.0 | 0.4 | 0.8 | 0.1 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 1.3 | 0.0 | 2.0 | 3.9 | 0.0 | 0.6 | | 0.8 | 8.1 | 9.0 | 0.2 | 11.7 | 0.3 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 75.2 | 0.0 | 75.3 | 94.2 | 0.0 | 72.6 | | 11.2 | 6.9 | 7.3 | 5.7 | 8.6 | 4.1 |
| LnGrp LOS | E | A | E | F | A | E | | B | A | A | A | A | A |
| Approach Vol, veh/h | | 78 | | | 93 | | | | 2245 | | | 2604 | |
| Approach Delay, s/veh | | 75.3 | | | 90.7 | | | | 7.1 | | | 8.5 | |
| Approach LOS | | E | | | F | | | | A | | | A | |
| Timer - Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 | | | | | |
| Phs Duration (G+Y+Rc), s | 9.2 | 140.8 | | 20.0 | 10.4 | 139.6 | | 20.0 | | | | | |
| Change Period (Y+Rc), s | 5.4 | 6.2 | | 6.0 | 5.7 | 6.2 | | 6.0 | | | | | |
| Max Green Setting (Gmax), s | 13 | 125.8 | | 14.0 | 12.3 | 125.8 | | 14.0 | | | | | |
| Max Q Clear Time (g_c+1/2, s) | 12.6 | 27.3 | | 7.0 | 3.1 | 37.9 | | 16.0 | | | | | |
| Green Ext Time (p_c), s | 0.0 | 34.3 | | 0.1 | 0.1 | 50.7 | | 0.0 | | | | | |

Intersection Summary

| | |
|--------------------|------|
| HCM 6th Ctrl Delay | 10.4 |
| HCM 6th LOS | B |

Notes

User approved pedestrian interval to be less than phase max green.
 User approved ignoring U-Turning movement.
 * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
 4: Pleasant Hill Rd & Satellite Blvd

Build 2054
 PM Peak Hour



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|-------|------|------|------|-------|------|------|------|------|------|------|
| Lane Configurations | | ↑↑↑ | ↑ | | ↑↑↑ | ↑ | ↔↔ | ↑↑↑ | ↑ | ↔↔ | ↑↑↑ | ↔ |
| Traffic Volume (veh/h) | 0 | 825 | 195 | 0 | 825 | 250 | 355 | 1670 | 175 | 420 | 1520 | 125 |
| Future Volume (veh/h) | 0 | 825 | 195 | 0 | 825 | 250 | 355 | 1670 | 175 | 420 | 1520 | 125 |
| 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 | | No | | No |
| Adj Sat Flow, veh/h/ln | 0 | 1841 | 1841 | 0 | 1841 | 1841 | 1826 | 1826 | 1826 | 1826 | 1826 | 1826 |
| Adj Flow Rate, veh/h | 0 | 868 | 205 | 0 | 868 | 263 | 374 | 1758 | 184 | 442 | 1600 | 132 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, % | 0 | 4 | 4 | 0 | 4 | 4 | 5 | 5 | 5 | 5 | 5 | 5 |
| Cap, veh/h | 0 | 1036 | 322 | 0 | 1036 | 322 | 425 | 2827 | 877 | 497 | 2761 | 228 |
| Arrive On Green | 0.00 | 0.21 | 0.21 | 0.00 | 0.21 | 0.21 | 0.13 | 0.57 | 0.57 | 0.15 | 0.59 | 0.59 |
| Sat Flow, veh/h | 0 | 5191 | 1560 | 0 | 5191 | 1560 | 3374 | 4985 | 1547 | 3374 | 4693 | 387 |
| Grp Volume(v), veh/h | 0 | 868 | 205 | 0 | 868 | 263 | 374 | 1758 | 184 | 442 | 1133 | 599 |
| Grp Sat Flow(s),veh/h/ln | 0 | 1675 | 1560 | 0 | 1675 | 1560 | 1687 | 1662 | 1547 | 1687 | 1662 | 1756 |
| Q Serve(g_s), s | 0.0 | 28.2 | 20.4 | 0.0 | 28.2 | 27.4 | 18.5 | 40.1 | 9.9 | 21.9 | 36.2 | 36.3 |
| Cycle Q Clear(g_c), s | 0.0 | 28.2 | 20.4 | 0.0 | 28.2 | 27.4 | 18.5 | 40.1 | 9.9 | 21.9 | 36.2 | 36.3 |
| Prop In Lane | 0.00 | | 1.00 | 0.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.22 |
| Lane Grp Cap(c), veh/h | 0 | 1036 | 322 | 0 | 1036 | 322 | 425 | 2827 | 877 | 497 | 1955 | 1033 |
| V/C Ratio(X) | 0.00 | 0.84 | 0.64 | 0.00 | 0.84 | 0.82 | 0.88 | 0.62 | 0.21 | 0.89 | 0.58 | 0.58 |
| Avail Cap(c_a), veh/h | 0 | 1227 | 381 | 0 | 1227 | 381 | 585 | 2827 | 877 | 685 | 1955 | 1033 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(l) | 0.00 | 0.67 | 0.67 | 0.00 | 0.74 | 0.74 | 0.66 | 0.66 | 0.66 | 0.72 | 0.72 | 0.72 |
| Uniform Delay (d), s/veh | 0.0 | 64.7 | 61.7 | 0.0 | 64.7 | 64.4 | 73.0 | 24.6 | 18.1 | 71.1 | 21.8 | 21.9 |
| Incr Delay (d2), s/veh | 0.0 | 3.1 | 1.8 | 0.0 | 3.4 | 8.7 | 7.8 | 0.7 | 0.4 | 8.0 | 0.9 | 1.7 |
| 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/lr0.0 | | 12.2 | 17.5 | 0.0 | 12.2 | 23.0 | 8.4 | 15.6 | 3.7 | 9.9 | 14.1 | 15.1 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 0.0 | 67.9 | 63.5 | 0.0 | 68.2 | 73.1 | 80.8 | 25.3 | 18.4 | 79.1 | 22.8 | 23.6 |
| LnGrp LOS | A | E | E | A | E | E | F | C | B | E | C | C |
| Approach Vol, veh/h | | 1073 | | | 1131 | | | 2316 | | | 2174 | |
| Approach Delay, s/veh | | 67.0 | | | 69.3 | | | 33.7 | | | 34.4 | |
| Approach LOS | | E | | | E | | | C | | | C | |
| Timer - Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 29.6 | 100.9 | | 39.5 | 25.9 | 104.5 | | 39.5 | | | | |
| Change Period (Y+Rc), s | 4.5 | 4.5 | | 4.5 | 4.5 | 4.5 | | 4.5 | | | | |
| Max Green Setting (Gmax), s | 31.5 | 80.5 | | 41.5 | 29.5 | 85.5 | | 41.5 | | | | |
| Max Q Clear Time (g_c+Q), s | 23.9 | 42.1 | | 30.2 | 20.5 | 38.3 | | 30.2 | | | | |
| Green Ext Time (p_c), s | 1.2 | 19.2 | | 4.7 | 0.9 | 17.9 | | 4.9 | | | | |

Intersection Summary

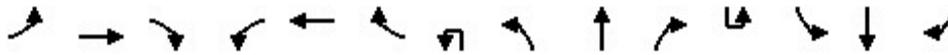
| | |
|--------------------|------|
| HCM 6th Ctrl Delay | 45.3 |
| HCM 6th LOS | D |

Notes

User approved ignoring U-Turning movement.

HCM 6th Signalized Intersection Summary
5: Pleasant Hill Rd & Mall Blvd

Build 2054
PM Peak Hour



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|------------------------------|-------|-------|------|-------|-------|-------|-----|-------|------|------|-----|------|------|------|
| Lane Configurations | | | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 40 | 25 | 20 | 225 | 20 | 125 | 5 | 80 | 2015 | 260 | 5 | 80 | 1735 | 50 |
| Future Volume (veh/h) | 40 | 25 | 20 | 225 | 20 | 125 | 5 | 80 | 2015 | 260 | 5 | 80 | 1735 | 50 |
| 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 | | 1826 | 1826 | 1826 | | 1826 | 1826 | 1826 |
| Adj Flow Rate, veh/h | 41 | 26 | 21 | 232 | 21 | 129 | | 82 | 2077 | 0 | | 82 | 1789 | 52 |
| Peak Hour Factor | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | | 0.97 | 0.97 | 0.97 | | 0.97 | 0.97 | 0.97 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | | 5 | 5 | 5 | | 5 | 5 | 5 |
| Cap, veh/h | 100 | 44 | 36 | 211 | 285 | 241 | | 226 | 3534 | | | 190 | 3523 | 102 |
| Arrive On Green | 0.05 | 0.05 | 0.05 | 0.08 | 0.15 | 0.15 | | 0.03 | 0.71 | 0.00 | | 0.03 | 0.71 | 0.71 |
| Sat Flow, veh/h | 1237 | 958 | 773 | 1781 | 1870 | 1585 | | 1739 | 5149 | 0 | | 1739 | 4978 | 145 |
| Grp Volume(v), veh/h | 41 | 0 | 47 | 232 | 21 | 129 | | 82 | 2077 | 0 | | 82 | 1194 | 647 |
| Grp Sat Flow(s),veh/h/ln | 1237 | 0 | 1731 | 1781 | 1870 | 1585 | | 1739 | 1662 | 0 | | 1739 | 1662 | 1800 |
| Q Serve(g_s), s | 5.6 | 0.0 | 4.5 | 13.5 | 1.6 | 12.8 | | 2.2 | 35.3 | 0.0 | | 2.2 | 27.9 | 27.9 |
| Cycle Q Clear(g_c), s | 5.6 | 0.0 | 4.5 | 13.5 | 1.6 | 12.8 | | 2.2 | 35.3 | 0.0 | | 2.2 | 27.9 | 27.9 |
| Prop In Lane | 1.00 | | 0.45 | 1.00 | | 1.00 | | 1.00 | | 0.00 | | 1.00 | | 0.08 |
| Lane Grp Cap(c), veh/h | 100 | 0 | 80 | 211 | 285 | 241 | | 226 | 3534 | | | 190 | 2352 | 1274 |
| V/C Ratio(X) | 0.41 | 0.00 | 0.59 | 1.10 | 0.07 | 0.53 | | 0.36 | 0.59 | | | 0.43 | 0.51 | 0.51 |
| Avail Cap(c_a), veh/h | 279 | 0 | 331 | 211 | 427 | 362 | | 298 | 3534 | | | 264 | 2352 | 1274 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 |
| Upstream Filter(l) | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 0.66 | 0.66 | 0.00 | | 0.76 | 0.76 | 0.76 |
| Uniform Delay (d), s/veh | 79.9 | 0.0 | 79.5 | 73.6 | 61.8 | 66.5 | | 9.6 | 12.3 | 0.0 | | 12.5 | 11.3 | 11.3 |
| Incr Delay (d2), s/veh | 2.7 | 0.0 | 6.6 | 91.7 | 0.1 | 1.8 | | 0.6 | 0.5 | 0.0 | | 1.2 | 0.6 | 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 | 1.9 | 0.0 | 2.2 | 8.0 | 0.8 | 5.3 | | 0.8 | 12.5 | 0.0 | | 1.0 | 9.9 | 11.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 82.6 | 0.0 | 86.1 | 165.3 | 61.9 | 68.3 | | 10.3 | 12.8 | 0.0 | | 13.6 | 11.9 | 12.4 |
| LnGrp LOS | F | A | F | F | E | E | | B | B | | | B | B | B |
| Approach Vol, veh/h | | 88 | | | 382 | | | | 2159 | | | | 1923 | |
| Approach Delay, s/veh | | 84.5 | | | 126.9 | | | | 12.7 | | | | 12.2 | |
| Approach LOS | | F | | | F | | | | B | | | | B | |
| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | | 8 | | | | | | |
| Phs Duration (G+Y+Rc), s | 126.8 | 18.0 | 14.4 | 11.0 | 126.6 | | | 32.4 | | | | | | |
| Change Period (Y+Rc), s | 5.9 | * 6.3 | 4.5 | 6.5 | * 6.1 | * 6.3 | | * 6.5 | | | | | | |
| Max Green Setting (Gmax), s | * 89 | 13.5 | 32.5 | * 12 | * 89 | | | * 39 | | | | | | |
| Max Q Clear Time (g_c+14), s | 37.3 | 15.5 | 7.6 | 4.2 | 29.9 | | | 14.8 | | | | | | |
| Green Ext Time (p_c), s | 0.1 | 26.7 | 0.0 | 0.3 | 0.1 | 21.0 | | 0.5 | | | | | | |

Intersection Summary

| | |
|--------------------|------|
| HCM 6th Ctrl Delay | 23.5 |
| HCM 6th LOS | C |

Notes

User approved ignoring U-Turning movement.

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

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
6: Pleasant Hill Rd & Gwinnett Place Dr

Build 2054
PM Peak Hour



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|------|------|------|------|------|
| Lane Configurations | | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 95 | 40 | 350 | 520 | 40 | 60 | 50 | 485 | 2210 | 170 | 25 | 1925 | 30 |
| Future Volume (veh/h) | 95 | 40 | 350 | 520 | 40 | 60 | 50 | 485 | 2210 | 170 | 25 | 1925 | 30 |
| 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 | 99 | 42 | 0 | 542 | 42 | 62 | | 505 | 2302 | 0 | 26 | 2005 | 31 |
| Peak Hour Factor | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 118 | 64 | | 311 | 107 | 91 | | 547 | 3589 | | 153 | 2920 | 45 |
| Arrive On Green | 0.07 | 0.03 | 0.00 | 0.09 | 0.06 | 0.06 | | 0.16 | 0.70 | 0.00 | 0.04 | 1.00 | 1.00 |
| Sat Flow, veh/h | 1781 | 1870 | 1585 | 3456 | 1870 | 1585 | | 3456 | 5106 | 1585 | 1781 | 5180 | 80 |
| Grp Volume(v), veh/h | 99 | 42 | 0 | 542 | 42 | 62 | | 505 | 2302 | 0 | 26 | 1317 | 719 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1870 | 1585 | 1728 | 1870 | 1585 | | 1728 | 1702 | 1585 | 1781 | 1702 | 1856 |
| Q Serve(g_s), s | 9.3 | 3.8 | 0.0 | 15.3 | 3.7 | 6.5 | | 24.5 | 41.5 | 0.0 | 1.0 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 9.3 | 3.8 | 0.0 | 15.3 | 3.7 | 6.5 | | 24.5 | 41.5 | 0.0 | 1.0 | 0.0 | 0.0 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | | 1.00 | | 1.00 | 1.00 | | 0.04 |
| Lane Grp Cap(c), veh/h | 118 | 64 | | 311 | 107 | 91 | | 547 | 3589 | | 153 | 1919 | 1046 |
| V/C Ratio(X) | 0.84 | 0.65 | | 1.74 | 0.39 | 0.68 | | 0.92 | 0.64 | | 0.17 | 0.69 | 0.69 |
| Avail Cap(c_a), veh/h | 159 | 201 | | 311 | 201 | 171 | | 579 | 3589 | | 239 | 1919 | 1046 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 2.00 | 2.00 | 2.00 |
| Upstream Filter(l) | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | 0.77 | 0.77 | 0.77 |
| Uniform Delay (d), s/veh | 78.4 | 81.1 | 0.0 | 77.4 | 77.3 | 78.6 | | 70.5 | 13.7 | 0.0 | 15.7 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 23.8 | 10.6 | 0.0 | 347.3 | 2.3 | 8.6 | | 20.0 | 0.9 | 0.0 | 0.4 | 1.6 | 2.9 |
| 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/lr | 5.1 | 2.0 | 0.0 | 21.8 | 1.9 | 2.9 | | 12.3 | 15.2 | 0.0 | 0.4 | 0.4 | 0.8 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 102.3 | 91.6 | 0.0 | 424.6 | 79.6 | 87.2 | | 90.5 | 14.5 | 0.0 | 16.1 | 1.6 | 2.9 |
| LnGrp LOS | F | F | | F | E | F | | F | B | | B | A | A |
| Approach Vol, veh/h | | 141 | | | 646 | | | 2807 | | | | 2062 | |
| Approach Delay, s/veh | | 99.1 | | | 369.8 | | | 28.2 | | | | 2.2 | |
| Approach LOS | | F | | | F | | | C | | | | A | |
| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | | | | |
| Phs Duration (G+Y+Rc), s | 9.7 | 125.7 | 22.0 | 12.6 | 33.4 | 102.0 | 18.1 | 16.5 | | | | | |
| Change Period (Y+Rc), s | 6.2 | * 6.2 | * 6.7 | * 6.7 | 6.5 | * 6.2 | * 6.8 | * 6.7 | | | | | |
| Max Green Setting (Gmax), s | 18 | * 79 | * 15 | * 18 | 28.5 | * 82 | * 15 | * 18 | | | | | |
| Max Q Clear Time (g_c+1/3), s | 13.5 | 43.5 | 17.3 | 5.8 | 26.5 | 2.0 | 11.3 | 8.5 | | | | | |
| Green Ext Time (p_c), s | 0.0 | 24.6 | 0.0 | 0.1 | 0.4 | 27.6 | 0.1 | 0.2 | | | | | |

Intersection Summary

| | |
|--------------------|------|
| HCM 6th Ctrl Delay | 59.5 |
| HCM 6th LOS | E |

Notes

- User approved pedestrian interval to be less than phase max green.
- User approved ignoring U-Turning movement.
- * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.6 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | | | | | ↗ | ↑↑↑ | | | ↑↑↑ | | |
| Traffic Vol, veh/h | 0 | 0 | 0 | 0 | 0 | 35 | 0 | 3390 | 0 | 0 | 2845 | 75 |
| Future Vol, veh/h | 0 | 0 | 0 | 0 | 0 | 35 | 0 | 3390 | 0 | 0 | 2845 | 75 |
| 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 |
| Storage Length | - | - | - | - | - | 0 | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 3 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 0 | 0 | 0 | 0 | 36 | 0 | 3495 | 0 | 0 | 2933 | 77 |

| Major/Minor | Minor1 | Major1 | Major2 |
|----------------------|--------|--------|---------|
| Conflicting Flow All | - | - 1748 | - 0 |
| Stage 1 | - | - | - |
| Stage 2 | - | - | - |
| Critical Hdwy | - | - 7.14 | - |
| Critical Hdwy Stg 1 | - | - | - |
| Critical Hdwy Stg 2 | - | - | - |
| Follow-up Hdwy | - | - 3.92 | - |
| Pot Cap-1 Maneuver | 0 | 0 64 | 0 - 0 0 |
| Stage 1 | 0 | 0 - | 0 - 0 0 |
| Stage 2 | 0 | 0 - | 0 - 0 0 |
| Platoon blocked, % | | | - |
| Mov Cap-1 Maneuver | - | 0 64 | - - - |
| Mov Cap-2 Maneuver | - | 0 - | - - - |
| Stage 1 | - | 0 - | - - - |
| Stage 2 | - | 0 - | - - - |

| Approach | WB | NB | SB |
|----------------------|-------|----|----|
| HCM Control Delay, s | 117.7 | 0 | 0 |
| HCM LOS | F | | |

| Minor Lane/Major Mvmt | NBTWBLn1 | SBT | SBR |
|-----------------------|----------|-----|-----|
| Capacity (veh/h) | - 64 | - | - |
| HCM Lane V/C Ratio | - 0.564 | - | - |
| HCM Control Delay (s) | - 117.7 | - | - |
| HCM Lane LOS | - F | - | - |
| HCM 95th %tile Q(veh) | - 2.3 | - | - |

HCM 6th Signalized Intersection Summary
 10: Pleasant Hill Rd & Shackelford Rd/Breckinridge Rd

Build 2054
 PM Peak Hour



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------------|-------|-------|------|-------|-------|------|------|------|------|------|------|------|
| Lane Configurations | ↖↗ | ↑↑ | ↖ | ↖↗ | ↑↑ | ↖ | ↖↗ | ↑↑↑ | | ↖↗ | ↑↑↑ | ↖ |
| Traffic Volume (veh/h) | 310 | 450 | 405 | 410 | 435 | 305 | 125 | 2235 | 120 | 165 | 1945 | 110 |
| Future Volume (veh/h) | 310 | 450 | 405 | 410 | 435 | 305 | 125 | 2235 | 120 | 165 | 1945 | 110 |
| 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 | 320 | 464 | 0 | 423 | 448 | 0 | 129 | 2304 | 0 | 170 | 2005 | 0 |
| Peak Hour Factor | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 357 | 460 | | 378 | 482 | | 170 | 3415 | | 211 | 2767 | |
| Arrive On Green | 0.10 | 0.13 | 0.00 | 0.11 | 0.14 | 0.00 | 0.05 | 0.53 | 0.00 | 0.06 | 0.54 | 0.00 |
| Sat Flow, veh/h | 3456 | 3554 | 1585 | 3456 | 3554 | 1585 | 3456 | 6696 | 0 | 3456 | 5106 | 1585 |
| Grp Volume(v), veh/h | 320 | 464 | 0 | 423 | 448 | 0 | 129 | 2304 | 0 | 170 | 2005 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1728 | 1777 | 1585 | 1728 | 1777 | 1585 | 1728 | 1609 | 0 | 1728 | 1702 | 1585 |
| Q Serve(g_s), s | 15.6 | 22.0 | 0.0 | 18.6 | 21.2 | 0.0 | 6.3 | 44.5 | 0.0 | 8.3 | 50.3 | 0.0 |
| Cycle Q Clear(g_c), s | 15.6 | 22.0 | 0.0 | 18.6 | 21.2 | 0.0 | 6.3 | 44.5 | 0.0 | 8.3 | 50.3 | 0.0 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 357 | 460 | | 378 | 482 | | 170 | 3415 | | 211 | 2767 | |
| V/C Ratio(X) | 0.90 | 1.01 | | 1.12 | 0.93 | | 0.76 | 0.67 | | 0.81 | 0.72 | |
| Avail Cap(c_a), veh/h | 358 | 460 | | 378 | 482 | | 254 | 3415 | | 256 | 2767 | |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(l) | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 0.56 | 0.56 | 0.00 | 0.68 | 0.68 | 0.00 |
| Uniform Delay (d), s/veh | 75.3 | 74.0 | 0.0 | 75.7 | 72.7 | 0.0 | 79.8 | 29.2 | 0.0 | 78.8 | 29.4 | 0.0 |
| Incr Delay (d2), s/veh | 24.0 | 44.2 | 0.0 | 82.5 | 24.8 | 0.0 | 4.1 | 0.6 | 0.0 | 10.3 | 1.2 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/lr | 8.2 | 12.9 | 0.0 | 12.6 | 11.4 | 0.0 | 2.9 | 17.0 | 0.0 | 4.0 | 20.4 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 99.3 | 118.2 | 0.0 | 158.2 | 97.5 | 0.0 | 83.9 | 29.8 | 0.0 | 89.1 | 30.5 | 0.0 |
| LnGrp LOS | F | F | | F | F | | F | C | | F | C | |
| Approach Vol, veh/h | | 784 | | | 871 | | | 2433 | | | 2175 | |
| Approach Delay, s/veh | | 110.5 | | | 127.0 | | | 32.6 | | | 35.1 | |
| Approach LOS | | F | | | F | | | C | | | D | |
| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 7.8 | 97.2 | 26.0 | 29.0 | 15.9 | 99.1 | 25.0 | 30.0 | | | | |
| Change Period (Y+Rc), s | 7.4 | 7.0 | 7.4 | * 7 | 7.5 | 7.0 | 7.4 | * 7 | | | | |
| Max Green Setting (Gmax), s | 12.6 | 88.0 | 18.6 | * 22 | 12.5 | 88.0 | 17.6 | * 23 | | | | |
| Max Q Clear Time (g_c+110), s | 110.3 | 46.5 | 20.6 | 24.0 | 8.3 | 52.3 | 17.6 | 23.2 | | | | |
| Green Ext Time (p_c), s | 0.1 | 27.5 | 0.0 | 0.0 | 0.1 | 20.8 | 0.0 | 0.0 | | | | |

Intersection Summary

| | |
|--------------------|------|
| HCM 6th Ctrl Delay | 56.4 |
| HCM 6th LOS | E |

Notes

- User approved ignoring U-Turning movement.
- * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
- Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
 11: Pleasant Hill Rd & Crestwood Pkwy/Koger Blvd

Build 2054
 PM Peak Hour



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|------------------------------|------|-------|-------|------|------|-------|-------|------|------|------|------|------|------|------|
| Lane Configurations | EBL | EBT | EBR | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
| Traffic Volume (veh/h) | 135 | 55 | 180 | 295 | 75 | 170 | 75 | 30 | 2175 | 105 | 5 | 110 | 2595 | 50 |
| Future Volume (veh/h) | 135 | 55 | 180 | 295 | 75 | 170 | 75 | 30 | 2175 | 105 | 5 | 110 | 2595 | 50 |
| Initial Q (Qb), veh | 0 | 0 | 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 | 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 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 138 | 56 | 184 | 301 | 77 | 173 | 31 | 2219 | 107 | | 112 | 2648 | 51 | |
| Peak Hour Factor | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 182 | 237 | 201 | 343 | 329 | 278 | 40 | 2789 | 134 | | 153 | 2978 | 57 | |
| Arrive On Green | 0.05 | 0.13 | 0.13 | 0.10 | 0.18 | 0.18 | 0.02 | 0.37 | 0.37 | | 0.04 | 0.58 | 0.58 | |
| Sat Flow, veh/h | 3456 | 1870 | 1585 | 3456 | 1870 | 1585 | 1781 | 4992 | 239 | | 3456 | 5158 | 99 | |
| Grp Volume(v), veh/h | 138 | 56 | 184 | 301 | 77 | 173 | 31 | 1509 | 817 | | 112 | 1744 | 955 | |
| Grp Sat Flow(s),veh/h/ln | 1728 | 1870 | 1585 | 1728 | 1870 | 1585 | 1781 | 1702 | 1827 | | 1728 | 1702 | 1853 | |
| Q Serve(g_s), s | 6.7 | 4.6 | 19.5 | 14.6 | 6.0 | 17.2 | 2.9 | 67.1 | 67.9 | | 5.4 | 75.5 | 76.5 | |
| Cycle Q Clear(g_c), s | 6.7 | 4.6 | 19.5 | 14.6 | 6.0 | 17.2 | 2.9 | 67.1 | 67.9 | | 5.4 | 75.5 | 76.5 | |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.13 | | 1.00 | | 0.05 | |
| Lane Grp Cap(c), veh/h | 182 | 237 | 201 | 343 | 329 | 278 | 40 | 1902 | 1021 | | 153 | 1965 | 1069 | |
| V/C Ratio(X) | 0.76 | 0.24 | 0.92 | 0.88 | 0.23 | 0.62 | 0.77 | 0.79 | 0.80 | | 0.73 | 0.89 | 0.89 | |
| Avail Cap(c_a), veh/h | 372 | 243 | 206 | 384 | 329 | 278 | 128 | 1902 | 1021 | | 258 | 1965 | 1069 | |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.67 | 0.67 | 0.67 | | 1.00 | 1.00 | 1.00 | |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.18 | 0.18 | 0.18 | | 0.33 | 0.33 | 0.33 | |
| Uniform Delay (d), s/veh | 79.5 | 66.8 | 73.3 | 75.6 | 60.2 | 64.8 | 83.3 | 44.5 | 44.7 | | 80.2 | 31.1 | 31.4 | |
| Incr Delay (d2), s/veh | 6.4 | 0.5 | 39.6 | 18.6 | 0.4 | 4.2 | 5.5 | 0.7 | 1.3 | | 2.3 | 2.3 | 4.3 | |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | |
| %ile BackOfQ(50%),veh/ln | 3.2 | 2.2 | 10.2 | 7.4 | 2.9 | 7.3 | 1.4 | 29.5 | 32.2 | | 2.5 | 30.3 | 34.0 | |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 85.8 | 67.3 | 112.9 | 94.2 | 60.6 | 69.0 | 88.8 | 45.1 | 46.0 | | 82.5 | 33.4 | 35.6 | |
| LnGrp LOS | F | E | F | F | E | E | F | D | D | | F | C | D | |
| Approach Vol, veh/h | | 378 | | | 551 | | | 2357 | | | | 2811 | | |
| Approach Delay, s/veh | | 96.3 | | | 81.6 | | | 46.0 | | | | 36.1 | | |
| Approach LOS | | F | | | F | | | D | | | | D | | |
| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | | | | | |
| Phs Duration (G+Y+Rc), s | 4.8 | 102.8 | 24.0 | 28.5 | 11.6 | 105.9 | 15.6 | 36.8 | | | | | | |
| Change Period (Y+Rc), s | 7.3 | 7.8 | 7.1 | 6.9 | 7.8 | 7.8 | * 6.7 | 6.9 | | | | | | |
| Max Green Setting (Gmax), s | 12.3 | 87.2 | 18.9 | 22.1 | 12.2 | 87.2 | * 18 | 23.1 | | | | | | |
| Max Q Clear Time (g_c+1), s | 17.4 | 69.9 | 16.6 | 21.5 | 4.9 | 78.5 | 8.7 | 19.2 | | | | | | |
| Green Ext Time (p_c), s | 0.1 | 13.9 | 0.3 | 0.1 | 0.0 | 8.0 | 0.3 | 0.3 | | | | | | |

Intersection Summary

| | |
|--------------------|------|
| HCM 6th Ctrl Delay | 47.8 |
| HCM 6th LOS | D |

Notes

User approved ignoring U-Turning movement.
 * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
 12: Pleasant Hill Rd & Sweetwater Rd

Build 2054
 PM Peak Hour



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|------------------------------|------|-------|-------|-------|-------|------|-------|------|------|------|-----|------|------|------|
| Lane Configurations | | | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 180 | 295 | 150 | 290 | 220 | 240 | 35 | 60 | 1975 | 120 | 10 | 230 | 2795 | 60 |
| Future Volume (veh/h) | 180 | 295 | 150 | 290 | 220 | 240 | 35 | 60 | 1975 | 120 | 10 | 230 | 2795 | 60 |
| 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 | 182 | 298 | 152 | 293 | 222 | 242 | | 61 | 1995 | 121 | | 232 | 2823 | 61 |
| Peak Hour Factor | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | | 0.99 | 0.99 | 0.99 | | 0.99 | 0.99 | 0.99 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | | 2 | 2 | 2 | | 2 | 2 | 2 |
| Cap, veh/h | 280 | 314 | 266 | 254 | 340 | 289 | | 77 | 2057 | 124 | | 253 | 2706 | 58 |
| Arrive On Green | 0.10 | 0.17 | 0.17 | 0.11 | 0.18 | 0.18 | | 0.04 | 0.42 | 0.42 | | 0.14 | 0.53 | 0.53 |
| Sat Flow, veh/h | 1781 | 1870 | 1585 | 1781 | 1870 | 1585 | | 1781 | 4923 | 297 | | 1781 | 5144 | 110 |
| Grp Volume(v), veh/h | 182 | 298 | 152 | 293 | 222 | 242 | | 61 | 1377 | 739 | | 232 | 1862 | 1022 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1870 | 1585 | 1781 | 1870 | 1585 | | 1781 | 1702 | 1817 | | 1781 | 1702 | 1850 |
| Q Serve(g_s), s | 14.2 | 26.8 | 15.0 | 19.3 | 18.7 | 25.1 | | 5.8 | 67.2 | 67.9 | | 21.8 | 89.4 | 89.4 |
| Cycle Q Clear(g_c), s | 14.2 | 26.8 | 15.0 | 19.3 | 18.7 | 25.1 | | 5.8 | 67.2 | 67.9 | | 21.8 | 89.4 | 89.4 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | | 1.00 | | 0.16 | | 1.00 | | 0.06 |
| Lane Grp Cap(c), veh/h | 280 | 314 | 266 | 254 | 340 | 289 | | 77 | 1422 | 759 | | 253 | 1791 | 973 |
| V/C Ratio(X) | 0.65 | 0.95 | 0.57 | 1.15 | 0.65 | 0.84 | | 0.79 | 0.97 | 0.97 | | 0.92 | 1.04 | 1.05 |
| Avail Cap(c_a), veh/h | 306 | 314 | 266 | 254 | 340 | 289 | | 149 | 1422 | 759 | | 321 | 1791 | 973 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 0.51 | 0.51 | 0.51 | | 0.24 | 0.24 | 0.24 |
| Uniform Delay (d), s/veh | 52.3 | 70.0 | 65.1 | 54.6 | 64.5 | 67.1 | | 80.5 | 48.4 | 48.6 | | 71.9 | 40.3 | 40.3 |
| Incr Delay (d2), s/veh | 4.2 | 37.7 | 2.9 | 104.5 | 4.4 | 19.2 | | 8.8 | 11.1 | 17.9 | | 8.5 | 22.8 | 29.7 |
| 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 | 6.8 | 16.2 | 6.3 | 16.6 | 9.4 | 11.7 | | 2.8 | 30.1 | 33.9 | | 10.5 | 41.7 | 47.1 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 56.5 | 107.8 | 68.1 | 159.1 | 68.9 | 86.3 | | 89.3 | 59.5 | 66.5 | | 80.4 | 63.1 | 70.0 |
| LnGrp LOS | E | F | E | F | E | F | | F | E | E | | F | F | F |
| Approach Vol, veh/h | | 632 | | | 757 | | | | 2177 | | | | 3116 | |
| Approach Delay, s/veh | | 83.4 | | | 109.4 | | | | 62.7 | | | | 66.6 | |
| Approach LOS | | F | | | F | | | | E | | | | E | |
| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | | | | | |
| Phs Duration (G+Y+Rc), s | 31.6 | 78.4 | 25.0 | 35.0 | 13.2 | 96.8 | 22.6 | 37.4 | | | | | | |
| Change Period (Y+Rc), s | 7.4 | 7.4 | * 5.7 | 6.5 | * 5.8 | 7.4 | * 6.2 | 6.5 | | | | | | |
| Max Green Setting (Gmax), s | 30.6 | 64.6 | * 19 | 28.5 | * 14 | 82.6 | * 19 | 28.5 | | | | | | |
| Max Q Clear Time (g_c+Q), s | 23.8 | 69.9 | 21.3 | 28.8 | 7.8 | 91.4 | 16.2 | 27.1 | | | | | | |
| Green Ext Time (p_c), s | 0.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.3 | | | | | | |

Intersection Summary

| | |
|--------------------|------|
| HCM 6th Ctrl Delay | 71.8 |
| HCM 6th LOS | E |

Notes

User approved ignoring U-Turning movement.
 * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
13: Pleasant Hill Rd & Club Dr

Build 2054
PM Peak Hour



| Movement | EBU | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|-------|-------|-------|-------|-------|------|------|------|------|------|------|------|
| Lane Configurations | | ↘ | ↗ | ↗ | ↘ | ↗ | ↗ | ↗ | ↗ | ↗ | ↘ | ↗ | ↗ |
| Traffic Volume (veh/h) | 20 | 135 | 800 | 1350 | 200 | 340 | 250 | 395 | 1785 | 180 | 375 | 2550 | 30 |
| Future Volume (veh/h) | 20 | 135 | 800 | 1350 | 200 | 340 | 250 | 395 | 1785 | 180 | 375 | 2550 | 30 |
| 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 | | 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 | 816 | 1378 | 204 | 347 | 255 | 403 | 1821 | 0 | 383 | 2602 | 31 |
| Peak Hour Factor | | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 |
| Percent Heavy Veh, % | | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | | 140 | 642 | 766 | 133 | 642 | 481 | 473 | 2270 | | 424 | 2460 | 29 |
| Arrive On Green | | 0.08 | 0.18 | 0.18 | 0.07 | 0.18 | 0.18 | 0.09 | 0.44 | 0.00 | 0.12 | 0.47 | 0.47 |
| Sat Flow, veh/h | | 1781 | 3554 | 2790 | 1781 | 3554 | 1585 | 5023 | 5106 | 1585 | 3456 | 5201 | 62 |
| Grp Volume(v), veh/h | | 138 | 816 | 1378 | 204 | 347 | 255 | 403 | 1821 | 0 | 383 | 1701 | 932 |
| Grp Sat Flow(s),veh/h/ln | | 1781 | 1777 | 1395 | 1781 | 1777 | 1585 | 1674 | 1702 | 1585 | 1728 | 1702 | 1859 |
| Q Serve(g_s), s | | 13.2 | 30.7 | 30.7 | 12.7 | 15.1 | 22.7 | 13.4 | 52.3 | 0.0 | 18.6 | 80.4 | 80.4 |
| Cycle Q Clear(g_c), s | | 13.2 | 30.7 | 30.7 | 12.7 | 15.1 | 22.7 | 13.4 | 52.3 | 0.0 | 18.6 | 80.4 | 80.4 |
| Prop In Lane | | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.03 |
| Lane Grp Cap(c), veh/h | | 140 | 642 | 766 | 133 | 642 | 481 | 473 | 2270 | | 424 | 1610 | 879 |
| V/C Ratio(X) | | 0.98 | 1.27 | 1.80 | 1.53 | 0.54 | 0.53 | 0.85 | 0.80 | | 0.90 | 1.06 | 1.06 |
| Avail Cap(c_a), veh/h | | 140 | 642 | 766 | 133 | 642 | 481 | 567 | 2270 | | 451 | 1610 | 879 |
| HCM Platoon Ratio | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.09 | 0.09 | 0.09 |
| Uniform Delay (d), s/veh | | 78.2 | 69.6 | 61.7 | 78.7 | 63.2 | 49.2 | 75.8 | 40.8 | 0.0 | 73.6 | 44.8 | 44.8 |
| Incr Delay (d2), s/veh | | 70.5 | 134.1 | 364.4 | 273.9 | 0.9 | 1.1 | 10.4 | 3.1 | 0.0 | 2.6 | 27.1 | 30.1 |
| 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 | | 8.8 | 26.0 | 55.3 | 16.0 | 7.0 | 9.3 | 6.2 | 22.3 | 0.0 | 8.4 | 39.0 | 43.3 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | | 148.7 | 203.8 | 426.1 | 352.6 | 64.2 | 50.3 | 86.2 | 43.9 | 0.0 | 76.2 | 71.9 | 74.9 |
| LnGrp LOS | | F | F | F | F | E | D | F | D | | E | F | F |
| Approach Vol, veh/h | | | 2332 | | | 806 | | | 2224 | | | 3016 | |
| Approach Delay, s/veh | | | 331.9 | | | 132.8 | | | 51.6 | | | 73.4 | |
| Approach LOS | | | F | | | F | | | D | | | E | |
| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | | | | |
| Phs Duration (G+Y+Rc), s | 88.6 | 83.4 | 20.0 | 38.0 | 23.8 | 88.2 | 20.0 | 38.0 | | | | | |
| Change Period (Y+Rc), s | 7.8 | 7.8 | 7.3 | 7.3 | 7.8 | 7.8 | 6.6 | 7.3 | | | | | |
| Max Green Setting (Gmax), s | 27.2 | 74.2 | 12.7 | 30.7 | 19.2 | 77.2 | 13.4 | 30.7 | | | | | |
| Max Q Clear Time (g_c+Q), s | 20.6 | 54.3 | 14.7 | 32.7 | 15.4 | 82.4 | 15.2 | 24.7 | | | | | |
| Green Ext Time (p_c), s | 0.2 | 12.8 | 0.0 | 0.0 | 0.6 | 0.0 | 0.0 | 1.7 | | | | | |

Intersection Summary

| | |
|--------------------|-------|
| HCM 6th Ctrl Delay | 145.2 |
| HCM 6th LOS | F |

Notes

User approved ignoring U-Turning movement.
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.2 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | | ↑ ↑↑ | ↑↑↑ | | | ↑↑↑ |
| Traffic Vol, veh/h | 0 | 25 | 2150 | 20 | 0 | 2385 |
| Future Vol, veh/h | 0 | 25 | 2150 | 20 | 0 | 2385 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | 0 | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 26 | 2263 | 21 | 0 | 2511 |

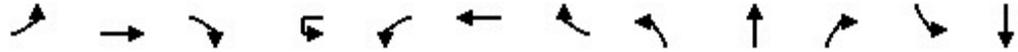
| Major/Minor | Minor1 | Major1 | Major2 | | |
|----------------------|--------|--------|--------|---|---|
| Conflicting Flow All | - | 1142 | 0 | 0 | - |
| Stage 1 | - | - | - | - | - |
| Stage 2 | - | - | - | - | - |
| Critical Hdwy | - | 7.14 | - | - | - |
| Critical Hdwy Stg 1 | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - |
| Follow-up Hdwy | - | 3.92 | - | - | - |
| Pot Cap-1 Maneuver | 0 | 167 | - | - | 0 |
| Stage 1 | 0 | - | - | - | 0 |
| Stage 2 | 0 | - | - | - | 0 |
| Platoon blocked, % | | | - | - | - |
| Mov Cap-1 Maneuver | - | 167 | - | - | - |
| Mov Cap-2 Maneuver | - | - | - | - | - |
| Stage 1 | - | - | - | - | - |
| Stage 2 | - | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|------|----|----|
| HCM Control Delay, s | 30.5 | 0 | 0 |
| HCM LOS | D | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBT |
|-----------------------|-----|----------|-------|
| Capacity (veh/h) | - | - | 167 |
| HCM Lane V/C Ratio | - | - | 0.158 |
| HCM Control Delay (s) | - | - | 30.5 |
| HCM Lane LOS | - | - | D |
| HCM 95th %tile Q(veh) | - | - | 0.5 |

HCM 6th Signalized Intersection Summary
59: Mall Corners & Satellite Blvd

Build 2054
PM Peak Hour



| Movement | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT |
|--|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 165 | 970 | 50 | 220 | 85 | 945 | 75 | 65 | 20 | 5 | 90 | 5 |
| Future Volume (veh/h) | 165 | 970 | 50 | 220 | 85 | 945 | 75 | 65 | 20 | 5 | 90 | 5 |
| Initial Q (Qb), veh | 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 | |
| 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 |
| 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 |
| Adj Flow Rate, veh/h | 179 | 1054 | 54 | | 92 | 1027 | 82 | 71 | 22 | 5 | 98 | 5 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 347 | 1801 | 92 | | 293 | 1661 | 516 | 531 | 154 | 639 | 435 | 37 |
| Arrive On Green | 0.09 | 0.36 | 0.36 | | 0.06 | 0.33 | 0.33 | 0.40 | 0.40 | 0.40 | 0.40 | 0.40 |
| Sat Flow, veh/h | 1781 | 4974 | 255 | | 1781 | 5106 | 1585 | 1110 | 382 | 1585 | 887 | 91 |
| Grp Volume(v), veh/h | 179 | 721 | 387 | | 92 | 1027 | 82 | 93 | 0 | 5 | 157 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1702 | 1825 | | 1781 | 1702 | 1585 | 1491 | 0 | 1585 | 1490 | 0 |
| Q Serve(g_s), s | 4.9 | 13.0 | 13.0 | | 2.5 | 12.9 | 2.8 | 0.0 | 0.0 | 0.1 | 2.3 | 0.0 |
| Cycle Q Clear(g_c), s | 4.9 | 13.0 | 13.0 | | 2.5 | 12.9 | 2.8 | 2.5 | 0.0 | 0.1 | 4.8 | 0.0 |
| Prop In Lane | 1.00 | | 0.14 | | 1.00 | | 1.00 | 0.76 | | 1.00 | 0.62 | |
| Lane Grp Cap(c), veh/h | 347 | 1232 | 660 | | 293 | 1661 | 516 | 685 | 0 | 639 | 678 | 0 |
| V/C Ratio(X) | 0.52 | 0.59 | 0.59 | | 0.31 | 0.62 | 0.16 | 0.14 | 0.00 | 0.01 | 0.23 | 0.00 |
| Avail Cap(c_a), veh/h | 592 | 1822 | 977 | | 1028 | 3948 | 1225 | 685 | 0 | 639 | 678 | 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 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| Uniform Delay (d), s/veh | 15.7 | 19.5 | 19.5 | | 16.1 | 21.6 | 18.2 | 14.2 | 0.0 | 13.5 | 14.8 | 0.0 |
| Incr Delay (d2), s/veh | 1.2 | 0.4 | 0.8 | | 0.6 | 0.4 | 0.1 | 0.4 | 0.0 | 0.0 | 0.8 | 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 |
| %ile BackOfQ(50%),veh/ln | 2.0 | 4.9 | 5.3 | | 1.0 | 4.9 | 1.0 | 1.0 | 0.0 | 0.1 | 1.8 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 16.9 | 20.0 | 20.4 | | 16.7 | 21.9 | 18.3 | 14.6 | 0.0 | 13.5 | 15.6 | 0.0 |
| LnGrp LOS | B | B | C | | B | C | B | B | A | B | B | A |
| Approach Vol, veh/h | | 1287 | | | | 1201 | | | 98 | | | 157 |
| Approach Delay, s/veh | | 19.7 | | | | 21.3 | | | 14.6 | | | 15.6 |
| Approach LOS | | B | | | | C | | | B | | | B |
| Timer - Assigned Phs | | 2 | 3 | 4 | | 6 | 7 | 8 | | | | |
| Phs Duration (G+Y+Rc), s | | 35.0 | 8.8 | 31.9 | | 35.0 | 11.6 | 29.1 | | | | |
| Change Period (Y+Rc), s | | 4.5 | 4.5 | 4.5 | | 4.5 | 4.5 | 4.5 | | | | |
| Max Green Setting (Gmax), s | | 30.5 | 35.5 | 40.5 | | 30.5 | 17.5 | 58.5 | | | | |
| Max Q Clear Time (g_c+I1), s | | 4.5 | 4.5 | 15.0 | | 6.8 | 6.9 | 14.9 | | | | |
| Green Ext Time (p_c), s | | 0.5 | 0.2 | 8.4 | | 0.9 | 0.3 | 9.8 | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 6th Ctrl Delay | | | 20.0 | | | | | | | | | |
| HCM 6th LOS | | | B | | | | | | | | | |
| Notes | | | | | | | | | | | | |
| User approved ignoring U-Turning movement. | | | | | | | | | | | | |

HCM 6th Signalized Intersection Summary
 59: Mall Corners & Satellite Blvd

Build 2054
 PM Peak Hour

| Movement | SBR |
|------------------------------|------|
| Lane Configurations | |
| Traffic Volume (veh/h) | 50 |
| Future Volume (veh/h) | 50 |
| Initial Q (Qb), veh | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 |
| Parking Bus, Adj | 1.00 |
| Work Zone On Approach | |
| Adj Sat Flow, veh/h/ln | 1870 |
| Adj Flow Rate, veh/h | 54 |
| Peak Hour Factor | 0.92 |
| Percent Heavy Veh, % | 2 |
| Cap, veh/h | 207 |
| Arrive On Green | 0.40 |
| Sat Flow, veh/h | 513 |
| Grp Volume(v), veh/h | 0 |
| Grp Sat Flow(s),veh/h/ln | 0 |
| Q Serve(g_s), s | 0.0 |
| Cycle Q Clear(g_c), s | 0.0 |
| Prop In Lane | 0.34 |
| Lane Grp Cap(c), veh/h | 0 |
| V/C Ratio(X) | 0.00 |
| Avail Cap(c_a), veh/h | 0 |
| HCM Platoon Ratio | 1.00 |
| Upstream Filter(l) | 0.00 |
| Uniform Delay (d), s/veh | 0.0 |
| Incr Delay (d2), s/veh | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.0 |
| Unsig. Movement Delay, s/veh | |
| LnGrp Delay(d),s/veh | 0.0 |
| LnGrp LOS | A |
| Approach Vol, veh/h | |
| Approach Delay, s/veh | |
| Approach LOS | |
| Timer - Assigned Phs | |

HCM 6th Signalized Intersection Summary
62: Market St/Drwy & Satellite Blvd

Build 2054
PM Peak Hour



| Movement | EBU | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|--|-----|-------|------|------|-------|------|------|------|------|------|------|------|------|
| Lane Configurations | | 🚗 🚗 🚗 | | | 🚗 🚗 🚗 | | | | 🚗 | 🚗 | | 🚗 | |
| Traffic Volume (veh/h) | 155 | 0 | 1010 | 75 | 30 | 930 | 0 | 25 | 0 | 50 | 5 | 0 | 0 |
| Future Volume (veh/h) | 155 | 0 | 1010 | 75 | 30 | 930 | 0 | 25 | 0 | 50 | 5 | 0 | 0 |
| 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 | | 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 | | 0 | 1098 | 82 | 33 | 1011 | 0 | 27 | 0 | 54 | 5 | 0 | 0 |
| Peak Hour Factor | | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | | 307 | 1830 | 137 | 262 | 2450 | 0 | 654 | 0 | 610 | 658 | 0 | 0 |
| Arrive On Green | | 0.00 | 0.38 | 0.38 | 0.03 | 0.48 | 0.00 | 0.38 | 0.00 | 0.38 | 0.38 | 0.00 | 0.00 |
| Sat Flow, veh/h | | 1781 | 4848 | 362 | 1781 | 5274 | 0 | 1419 | 0 | 1585 | 1428 | 0 | 0 |
| Grp Volume(v), veh/h | | 0 | 771 | 409 | 33 | 1011 | 0 | 27 | 0 | 54 | 5 | 0 | 0 |
| Grp Sat Flow(s),veh/h/ln | | 1781 | 1702 | 1805 | 1781 | 1702 | 0 | 1419 | 0 | 1585 | 1428 | 0 | 0 |
| Q Serve(g_s), s | | 0.0 | 12.1 | 12.1 | 0.7 | 8.5 | 0.0 | 0.6 | 0.0 | 1.4 | 0.0 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | | 0.0 | 12.1 | 12.1 | 0.7 | 8.5 | 0.0 | 0.8 | 0.0 | 1.4 | 0.1 | 0.0 | 0.0 |
| Prop In Lane | | 1.00 | | 0.20 | 1.00 | | 0.00 | 1.00 | | 1.00 | 1.00 | | 0.00 |
| Lane Grp Cap(c), veh/h | | 307 | 1285 | 682 | 262 | 2450 | 0 | 654 | 0 | 610 | 658 | 0 | 0 |
| V/C Ratio(X) | | 0.00 | 0.60 | 0.60 | 0.13 | 0.41 | 0.00 | 0.04 | 0.00 | 0.09 | 0.01 | 0.00 | 0.00 |
| Avail Cap(c_a), veh/h | | 1016 | 3568 | 1892 | 510 | 4197 | 0 | 654 | 0 | 610 | 658 | 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(l) | | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 |
| Uniform Delay (d), s/veh | | 0.0 | 16.6 | 16.6 | 12.1 | 11.2 | 0.0 | 12.8 | 0.0 | 13.0 | 12.6 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | | 0.0 | 0.5 | 0.9 | 0.2 | 0.1 | 0.0 | 0.1 | 0.0 | 0.3 | 0.0 | 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 | | 0.0 | 4.4 | 4.7 | 0.3 | 2.8 | 0.0 | 0.3 | 0.0 | 0.5 | 0.0 | 0.0 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | | 0.0 | 17.1 | 17.5 | 12.3 | 11.3 | 0.0 | 12.9 | 0.0 | 13.3 | 12.6 | 0.0 | 0.0 |
| LnGrp LOS | | | A | B | B | B | A | B | A | B | B | A | A |
| Approach Vol, veh/h | | | 1180 | | | 1044 | | | 81 | | | 5 | |
| Approach Delay, s/veh | | | 17.2 | | | 11.3 | | | 13.2 | | | 12.6 | |
| Approach LOS | | | B | | | B | | | B | | | B | |
| Timer - Assigned Phs | | 2 | 3 | 4 | | 6 | 7 | 8 | | | | | |
| Phs Duration (G+Y+Rc), s | | 30.0 | 6.8 | 29.5 | | 30.0 | 0.0 | 36.3 | | | | | |
| Change Period (Y+Rc), s | | 4.5 | 4.5 | 4.5 | | 4.5 | 4.5 | 4.5 | | | | | |
| Max Green Setting (Gmax), s | | 25.5 | 11.5 | 69.5 | | 25.5 | 26.5 | 54.5 | | | | | |
| Max Q Clear Time (g_c+I1), s | | 3.4 | 2.7 | 14.1 | | 2.1 | 0.0 | 10.5 | | | | | |
| Green Ext Time (p_c), s | | 0.2 | 0.0 | 10.9 | | 0.0 | 0.0 | 9.2 | | | | | |
| Intersection Summary | | | | | | | | | | | | | |
| HCM 6th Ctrl Delay | | | 14.4 | | | | | | | | | | |
| HCM 6th LOS | | | B | | | | | | | | | | |
| Notes | | | | | | | | | | | | | |
| User approved ignoring U-Turning movement. | | | | | | | | | | | | | |

6 –

SimTraffic Build (Updated Concept) 2054 Results

1: Pleasant Hill Rd & Old Norcross Rd Performance by movement

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---------------------|------|------|------|------|-------|------|------|------|-----|-------|------|-----|
| Denied Delay (hr) | 0.0 | 0.0 | 0.1 | 1.3 | 8.0 | 10.7 | 0.1 | 0.4 | 0.0 | 0.2 | 0.1 | 0.0 |
| Denied Del/Veh (s) | 0.2 | 0.2 | 3.3 | 47.1 | 45.5 | 48.9 | 2.6 | 0.6 | 2.0 | 2.1 | 0.3 | 0.2 |
| Total Delay (hr) | 0.9 | 4.9 | 0.5 | 2.7 | 34.6 | 15.1 | 3.3 | 22.5 | 0.1 | 13.3 | 9.4 | 0.0 |
| Total Del/Veh (s) | 56.6 | 62.2 | 12.1 | 95.9 | 192.8 | 70.0 | 85.1 | 37.8 | 8.0 | 112.0 | 23.2 | 2.7 |
| Stop Delay (hr) | 0.9 | 4.2 | 0.4 | 2.5 | 30.8 | 11.8 | 2.9 | 15.7 | 0.0 | 12.2 | 6.6 | 0.0 |
| Stop Del/Veh (s) | 53.0 | 53.1 | 9.8 | 87.8 | 171.8 | 54.4 | 76.7 | 26.4 | 2.0 | 102.8 | 16.3 | 0.0 |
| Vehicles Entered | 59 | 277 | 142 | 99 | 616 | 769 | 136 | 2106 | 61 | 415 | 1452 | 27 |
| Vehicles Exited | 60 | 275 | 142 | 98 | 595 | 753 | 131 | 2125 | 61 | 403 | 1448 | 27 |
| Hourly Exit Rate | 60 | 275 | 142 | 98 | 595 | 753 | 131 | 2125 | 61 | 403 | 1448 | 27 |
| Input Volume | 60 | 280 | 135 | 110 | 635 | 780 | 140 | 2095 | 55 | 420 | 1430 | 30 |
| % of Volume | 100 | 98 | 105 | 89 | 94 | 97 | 94 | 101 | 111 | 96 | 101 | 90 |
| Denied Entry Before | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 |
| Denied Entry After | 0 | 0 | 0 | 3 | 16 | 20 | 0 | 0 | 0 | 0 | 0 | 0 |

1: Pleasant Hill Rd & Old Norcross Rd Performance by movement

| Movement | All |
|---------------------|-------|
| Denied Delay (hr) | 21.0 |
| Denied Del/Veh (s) | 12.2 |
| Total Delay (hr) | 107.4 |
| Total Del/Veh (s) | 61.6 |
| Stop Delay (hr) | 88.0 |
| Stop Del/Veh (s) | 50.5 |
| Vehicles Entered | 6159 |
| Vehicles Exited | 6118 |
| Hourly Exit Rate | 6118 |
| Input Volume | 6170 |
| % of Volume | 99 |
| Denied Entry Before | 2 |
| Denied Entry After | 39 |

1: Pleasant Hill Rd & Old Norcross Rd Performance by movement

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---------------------|------|------|------|-------|-------|------|------|------|-----|-------|------|-----|
| Denied Delay (hr) | 0.0 | 0.0 | 0.1 | 1.5 | 8.6 | 10.5 | 0.1 | 0.4 | 0.0 | 0.3 | 0.1 | 0.0 |
| Denied Del/Veh (s) | 0.2 | 0.2 | 3.3 | 50.2 | 47.9 | 48.4 | 2.6 | 0.7 | 2.2 | 2.1 | 0.3 | 0.3 |
| Total Delay (hr) | 1.1 | 4.9 | 0.5 | 3.2 | 36.1 | 15.2 | 3.4 | 22.0 | 0.1 | 15.2 | 9.3 | 0.0 |
| Total Del/Veh (s) | 60.8 | 61.5 | 12.1 | 107.3 | 201.7 | 71.7 | 86.1 | 37.5 | 7.6 | 126.5 | 23.2 | 2.7 |
| Stop Delay (hr) | 1.0 | 4.2 | 0.4 | 2.9 | 32.3 | 12.1 | 3.0 | 15.4 | 0.0 | 14.0 | 6.6 | 0.0 |
| Stop Del/Veh (s) | 57.0 | 52.5 | 9.8 | 98.5 | 180.3 | 56.9 | 77.7 | 26.2 | 2.0 | 116.6 | 16.5 | 0.0 |
| Vehicles Entered | 62 | 282 | 144 | 103 | 622 | 754 | 139 | 2080 | 54 | 420 | 1425 | 30 |
| Vehicles Exited | 63 | 277 | 144 | 102 | 595 | 734 | 136 | 2097 | 55 | 411 | 1420 | 30 |
| Hourly Exit Rate | 63 | 277 | 144 | 102 | 595 | 734 | 136 | 2097 | 55 | 411 | 1420 | 30 |
| Input Volume | 60 | 280 | 135 | 110 | 635 | 780 | 140 | 2095 | 55 | 420 | 1430 | 30 |
| % of Volume | 105 | 99 | 107 | 93 | 94 | 94 | 97 | 100 | 100 | 98 | 99 | 100 |
| Denied Entry Before | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| Denied Entry After | 0 | 0 | 0 | 4 | 21 | 26 | 0 | 0 | 0 | 0 | 0 | 0 |

1: Pleasant Hill Rd & Old Norcross Rd Performance by movement

| Movement | All |
|---------------------|-------|
| Denied Delay (hr) | 21.6 |
| Denied Del/Veh (s) | 12.6 |
| Total Delay (hr) | 110.9 |
| Total Del/Veh (s) | 64.2 |
| Stop Delay (hr) | 91.8 |
| Stop Del/Veh (s) | 53.2 |
| Vehicles Entered | 6115 |
| Vehicles Exited | 6064 |
| Hourly Exit Rate | 6064 |
| Input Volume | 6170 |
| % of Volume | 98 |
| Denied Entry Before | 1 |
| Denied Entry After | 51 |

1: Pleasant Hill Rd & Old Norcross Rd Performance by movement

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---------------------|------|------|------|-------|-------|-------|------|------|-----|-------|------|-----|
| Denied Delay (hr) | 0.0 | 0.0 | 0.1 | 11.3 | 65.0 | 81.1 | 0.1 | 0.4 | 0.0 | 0.2 | 0.1 | 0.0 |
| Denied Del/Veh (s) | 0.2 | 0.2 | 3.3 | 374.2 | 374.5 | 373.5 | 2.6 | 0.6 | 2.1 | 2.1 | 0.3 | 0.2 |
| Total Delay (hr) | 0.9 | 5.1 | 0.4 | 1.8 | 15.1 | 36.3 | 3.2 | 21.7 | 0.1 | 12.7 | 9.3 | 0.0 |
| Total Del/Veh (s) | 55.0 | 64.6 | 11.3 | 74.5 | 104.2 | 202.5 | 84.2 | 36.7 | 7.7 | 107.8 | 23.4 | 2.6 |
| Stop Delay (hr) | 0.9 | 4.4 | 0.3 | 1.7 | 12.7 | 34.0 | 2.9 | 15.1 | 0.0 | 11.6 | 6.6 | 0.0 |
| Stop Del/Veh (s) | 51.6 | 55.5 | 8.8 | 68.3 | 87.9 | 189.7 | 75.9 | 25.4 | 1.9 | 98.6 | 16.6 | 0.0 |
| Vehicles Entered | 60 | 281 | 139 | 87 | 498 | 616 | 136 | 2094 | 55 | 413 | 1428 | 30 |
| Vehicles Exited | 61 | 275 | 139 | 88 | 498 | 604 | 133 | 2114 | 55 | 406 | 1422 | 30 |
| Hourly Exit Rate | 61 | 275 | 139 | 88 | 498 | 604 | 133 | 2114 | 55 | 406 | 1422 | 30 |
| Input Volume | 60 | 280 | 135 | 110 | 635 | 780 | 140 | 2095 | 55 | 420 | 1430 | 30 |
| % of Volume | 102 | 98 | 103 | 80 | 78 | 77 | 95 | 101 | 100 | 97 | 99 | 100 |
| Denied Entry Before | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| Denied Entry After | 0 | 0 | 0 | 22 | 127 | 166 | 0 | 0 | 0 | 0 | 0 | 0 |

1: Pleasant Hill Rd & Old Norcross Rd Performance by movement

| Movement | All |
|---------------------|-------|
| Denied Delay (hr) | 158.5 |
| Denied Del/Veh (s) | 92.7 |
| Total Delay (hr) | 106.9 |
| Total Del/Veh (s) | 64.6 |
| Stop Delay (hr) | 90.3 |
| Stop Del/Veh (s) | 54.6 |
| Vehicles Entered | 5837 |
| Vehicles Exited | 5825 |
| Hourly Exit Rate | 5825 |
| Input Volume | 6170 |
| % of Volume | 94 |
| Denied Entry Before | 1 |
| Denied Entry After | 315 |

2: Pleasant Hill Rd & Gwinnett Prado Performance by movement

| Movement | EBL | EBR | WBL | WBT | WBR | NBL | NBT | SBL | SBT | SBR | All |
|---------------------|------|-------|-------|------|------|------|------|------|------|-------|------|
| Denied Delay (hr) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.2 | 0.0 | 1.2 |
| Denied Del/Veh (s) | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.2 | 0.0 | 5.8 | 2.6 | 5.3 | 1.2 |
| Total Delay (hr) | 0.1 | 0.6 | 0.4 | 0.1 | 0.0 | 0.0 | 0.9 | 0.1 | 29.7 | 0.1 | 32.0 |
| Total Del/Veh (s) | 73.3 | 508.4 | 367.7 | 54.1 | 23.4 | 27.3 | 1.7 | 53.7 | 67.0 | 106.7 | 32.4 |
| Stop Delay (hr) | 0.1 | 0.6 | 0.4 | 0.1 | 0.0 | 0.0 | 0.2 | 0.0 | 25.0 | 0.1 | 26.6 |
| Stop Del/Veh (s) | 71.5 | 507.8 | 365.6 | 50.8 | 23.5 | 26.0 | 0.4 | 44.0 | 56.4 | 102.4 | 27.0 |
| Vehicles Entered | 4 | 4 | 4 | 6 | 6 | 3 | 1924 | 4 | 1573 | 5 | 3533 |
| Vehicles Exited | 4 | 3 | 3 | 6 | 6 | 3 | 1920 | 4 | 1535 | 5 | 3489 |
| Hourly Exit Rate | 4 | 3 | 3 | 6 | 6 | 3 | 1920 | 4 | 1535 | 5 | 3489 |
| Input Volume | 5 | 5 | 5 | 5 | 5 | 5 | 2480 | 5 | 1709 | 5 | 4229 |
| % of Volume | 80 | 60 | 60 | 120 | 120 | 60 | 77 | 80 | 90 | 100 | 83 |
| Denied Entry Before | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Denied Entry After | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 6 |

3: Pleasant Hill Rd & Gwinnett Station Performance by movement

| Movement | EBL | EBT | EBR | WBL | WBR | NBU | NBL | NBT | NBR | SBL | SBT | SBR |
|---------------------|------|-------|-------|-------|------|-------|-------|------|-----|------|------|------|
| Denied Delay (hr) | 0.2 | 0.0 | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Denied Del/Veh (s) | 26.4 | 34.7 | 30.7 | 0.1 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay (hr) | 0.7 | 0.4 | 1.8 | 1.3 | 0.0 | 2.0 | 2.8 | 6.5 | 0.0 | 0.0 | 20.0 | 0.2 |
| Total Del/Veh (s) | 78.4 | 358.0 | 364.3 | 570.8 | 21.6 | 470.9 | 341.8 | 12.4 | 8.2 | 31.7 | 48.1 | 87.2 |
| Stop Delay (hr) | 0.6 | 0.4 | 1.8 | 1.3 | 0.0 | 1.9 | 2.7 | 2.6 | 0.0 | 0.0 | 16.8 | 0.2 |
| Stop Del/Veh (s) | 76.7 | 355.6 | 364.4 | 568.2 | 21.6 | 465.9 | 334.9 | 5.0 | 0.8 | 27.9 | 40.4 | 81.8 |
| Vehicles Entered | 29 | 4 | 18 | 8 | 6 | 14 | 29 | 1878 | 4 | 4 | 1494 | 7 |
| Vehicles Exited | 29 | 3 | 14 | 5 | 6 | 10 | 22 | 1881 | 4 | 4 | 1471 | 7 |
| Hourly Exit Rate | 29 | 3 | 14 | 5 | 6 | 10 | 22 | 1881 | 4 | 4 | 1471 | 7 |
| Input Volume | 30 | 5 | 20 | 10 | 5 | 20 | 40 | 2480 | 5 | 5 | 1705 | 10 |
| % of Volume | 97 | 60 | 70 | 50 | 120 | 50 | 55 | 76 | 80 | 80 | 86 | 70 |
| Denied Entry Before | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Denied Entry After | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

3: Pleasant Hill Rd & Gwinnett Station Performance by movement

| Movement | All |
|---------------------|------|
| Denied Delay (hr) | 0.4 |
| Denied Del/Veh (s) | 0.4 |
| Total Delay (hr) | 35.6 |
| Total Del/Veh (s) | 36.4 |
| Stop Delay (hr) | 28.4 |
| Stop Del/Veh (s) | 29.1 |
| Vehicles Entered | 3495 |
| Vehicles Exited | 3456 |
| Hourly Exit Rate | 3456 |
| Input Volume | 4335 |
| % of Volume | 80 |
| Denied Entry Before | 0 |
| Denied Entry After | 4 |

2: Pleasant Hill Rd Performance by movement

| Movement | WBT | WBR | NBT | SBL | SBT | All |
|---------------------|-----|-----|------|-------|------|------|
| Denied Delay (hr) | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.1 |
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 | 0.1 | 0.1 | 0.1 |
| Total Delay (hr) | 0.0 | 0.1 | 10.3 | 5.2 | 15.3 | 30.9 |
| Total Del/Veh (s) | 0.7 | 0.8 | 15.6 | 120.7 | 36.9 | 25.8 |
| Stop Delay (hr) | 0.0 | 0.0 | 7.3 | 4.9 | 11.6 | 23.8 |
| Stop Del/Veh (s) | 0.0 | 0.0 | 11.1 | 114.9 | 27.8 | 19.9 |
| Vehicles Entered | 6 | 277 | 2353 | 148 | 1485 | 4269 |
| Vehicles Exited | 6 | 277 | 2352 | 152 | 1481 | 4268 |
| Hourly Exit Rate | 6 | 277 | 2352 | 152 | 1481 | 4268 |
| Input Volume | 5 | 280 | 2366 | 155 | 1505 | 4311 |
| % of Volume | 120 | 99 | 99 | 98 | 98 | 99 |
| Denied Entry Before | 0 | 0 | 0 | 0 | 0 | 0 |
| Denied Entry After | 0 | 0 | 0 | 0 | 0 | 0 |

4: Pleasant Hill Rd & Satellite Blvd Performance by movement

| Movement | EBL2 | EBT | EBR2 | WBL2 | WBT | WBR2 | NBT | NBR2 | SBT | SBR2 | NEL2 | NET |
|---------------------|-------|------|------|-------|-------|------|------|------|------|------|------|-----|
| Denied Delay (hr) | 0.0 | 0.0 | 0.1 | 1.9 | 12.2 | 2.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Denied Del/Veh (s) | 3.1 | 0.1 | 3.2 | 35.7 | 33.2 | 34.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay (hr) | 1.8 | 6.5 | 0.1 | 8.9 | 56.9 | 7.5 | 13.3 | 0.8 | 4.2 | 0.1 | 8.1 | 0.0 |
| Total Del/Veh (s) | 109.8 | 55.5 | 1.4 | 172.1 | 152.9 | 93.2 | 20.6 | 8.6 | 10.3 | 3.4 | 80.6 | 2.1 |
| Stop Delay (hr) | 1.6 | 5.5 | 0.0 | 7.9 | 48.2 | 5.9 | 8.1 | 0.0 | 2.2 | 0.0 | 7.5 | 0.0 |
| Stop Del/Veh (s) | 100.7 | 46.6 | 0.0 | 152.3 | 129.4 | 73.5 | 12.6 | 0.0 | 5.4 | 0.1 | 75.1 | 0.0 |
| Vehicles Entered | 57 | 409 | 160 | 184 | 1295 | 284 | 2304 | 346 | 1450 | 60 | 351 | 8 |
| Vehicles Exited | 55 | 418 | 160 | 173 | 1262 | 278 | 2300 | 343 | 1437 | 59 | 351 | 8 |
| Hourly Exit Rate | 55 | 418 | 160 | 173 | 1262 | 278 | 2300 | 343 | 1437 | 59 | 351 | 8 |
| Input Volume | 60 | 420 | 155 | 190 | 1310 | 280 | 2312 | 340 | 1475 | 60 | 345 | 7 |
| % of Volume | 92 | 100 | 103 | 91 | 96 | 99 | 99 | 101 | 97 | 98 | 102 | 114 |
| Denied Entry Before | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Denied Entry After | 0 | 0 | 0 | 3 | 24 | 6 | 0 | 0 | 0 | 0 | 0 | 0 |

4: Pleasant Hill Rd & Satellite Blvd Performance by movement

| Movement | SWL2 | SWT | All |
|---------------------|-------|-----|-------|
| Denied Delay (hr) | 0.0 | 0.0 | 17.0 |
| Denied Del/Veh (s) | 0.0 | 0.0 | 8.6 |
| Total Delay (hr) | 6.2 | 0.0 | 114.4 |
| Total Del/Veh (s) | 140.9 | 1.4 | 57.4 |
| Stop Delay (hr) | 6.0 | 0.0 | 92.9 |
| Stop Del/Veh (s) | 134.9 | 0.0 | 46.6 |
| Vehicles Entered | 153 | 3 | 7064 |
| Vehicles Exited | 153 | 3 | 7000 |
| Hourly Exit Rate | 153 | 3 | 7000 |
| Input Volume | 155 | 3 | 7112 |
| % of Volume | 99 | 100 | 98 |
| Denied Entry Before | 0 | 0 | 0 |
| Denied Entry After | 0 | 0 | 33 |

4: Pleasant Hill Rd & Satellite Blvd Performance by movement

| Movement | EBT | EBR | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|---------------------|------|------|------|------|------|------|------|------|------|------|-------|-------|
| Denied Delay (hr) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.9 | 10.3 | 0.3 |
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.5 | 0.3 | 0.1 | 0.0 | 24.0 | 28.2 | 19.0 |
| Total Delay (hr) | 5.4 | 2.0 | 21.4 | 2.9 | 0.1 | 5.6 | 25.8 | 1.4 | 0.1 | 3.2 | 39.1 | 2.8 |
| Total Del/Veh (s) | 34.3 | 47.0 | 57.0 | 37.4 | 73.5 | 79.6 | 54.0 | 19.7 | 85.7 | 89.8 | 106.2 | 196.8 |
| Stop Delay (hr) | 4.6 | 1.9 | 16.7 | 2.4 | 0.1 | 4.8 | 18.1 | 0.7 | 0.1 | 2.8 | 32.1 | 2.5 |
| Stop Del/Veh (s) | 28.7 | 45.1 | 44.4 | 32.0 | 61.9 | 67.6 | 37.9 | 9.8 | 78.2 | 79.8 | 87.1 | 178.6 |
| Vehicles Entered | 563 | 152 | 1328 | 271 | 4 | 252 | 1676 | 251 | 6 | 127 | 1290 | 49 |
| Vehicles Exited | 568 | 149 | 1316 | 266 | 4 | 246 | 1681 | 251 | 6 | 122 | 1281 | 47 |
| Hourly Exit Rate | 568 | 149 | 1316 | 266 | 4 | 246 | 1681 | 251 | 6 | 122 | 1281 | 47 |
| Input Volume | 569 | 155 | 1337 | 280 | 5 | 340 | 2299 | 340 | 5 | 150 | 1533 | 60 |
| % of Volume | 100 | 96 | 98 | 95 | 80 | 72 | 73 | 74 | 120 | 81 | 84 | 78 |
| Denied Entry Before | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Denied Entry After | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 24 | 0 |

4: Pleasant Hill Rd & Satellite Blvd Performance by movement

| Movement | All |
|---------------------|-------|
| Denied Delay (hr) | 11.6 |
| Denied Del/Veh (s) | 7.0 |
| Total Delay (hr) | 109.8 |
| Total Del/Veh (s) | 64.9 |
| Stop Delay (hr) | 86.8 |
| Stop Del/Veh (s) | 51.3 |
| Vehicles Entered | 5969 |
| Vehicles Exited | 5937 |
| Hourly Exit Rate | 5937 |
| Input Volume | 7073 |
| % of Volume | 84 |
| Denied Entry Before | 0 |
| Denied Entry After | 27 |

5: Pleasant Hill Rd & Mall Blvd Performance by movement

| Movement | WBL | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR | All |
|---------------------|-------|-------|------|------|------|------|------|------|------|-------|------|
| Denied Delay (hr) | 28.1 | 10.3 | 0.0 | 0.0 | 0.2 | 0.0 | 0.1 | 0.9 | 32.0 | 0.0 | 71.6 |
| Denied Del/Veh (s) | 448.9 | 426.5 | 0.0 | 0.1 | 0.3 | 1.0 | 55.7 | 72.3 | 75.0 | 35.7 | 62.9 |
| Total Delay (hr) | 12.3 | 0.4 | 0.1 | 0.1 | 8.9 | 0.3 | 0.1 | 0.6 | 34.6 | 0.2 | 57.5 |
| Total Del/Veh (s) | 259.8 | 21.8 | 67.3 | 35.9 | 15.2 | 13.9 | 53.0 | 50.6 | 84.2 | 143.5 | 52.2 |
| Stop Delay (hr) | 12.2 | 0.4 | 0.1 | 0.1 | 3.6 | 0.1 | 0.0 | 0.5 | 26.7 | 0.2 | 43.9 |
| Stop Del/Veh (s) | 258.2 | 21.0 | 64.1 | 29.6 | 6.2 | 5.0 | 44.8 | 39.9 | 65.0 | 133.6 | 39.8 |
| Vehicles Entered | 163 | 64 | 3 | 15 | 2091 | 82 | 4 | 43 | 1469 | 5 | 3939 |
| Vehicles Exited | 156 | 63 | 2 | 14 | 2062 | 80 | 4 | 43 | 1434 | 4 | 3862 |
| Hourly Exit Rate | 156 | 63 | 2 | 14 | 2062 | 80 | 4 | 43 | 1434 | 4 | 3862 |
| Input Volume | 220 | 85 | 5 | 20 | 2835 | 115 | 5 | 50 | 1778 | 5 | 5118 |
| % of Volume | 71 | 74 | 40 | 70 | 73 | 70 | 80 | 86 | 81 | 80 | 75 |
| Denied Entry Before | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Denied Entry After | 62 | 23 | 0 | 0 | 2 | 0 | 0 | 2 | 69 | 0 | 158 |

6: Pleasant Hill Rd & Gwinnett Place Dr Performance by movement

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBL | SBT |
|---------------------|------|------|------|-------|--------|-------|------|------|------|-----|------|------|
| Denied Delay (hr) | 0.0 | 0.0 | 0.0 | 140.2 | 3.0 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Denied Del/Veh (s) | 0.1 | 0.1 | 0.2 | 989.6 | 1077.9 | 952.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay (hr) | 1.1 | 0.9 | 1.1 | 15.2 | 0.2 | 0.1 | 0.8 | 9.3 | 9.9 | 0.3 | 0.2 | 30.3 |
| Total Del/Veh (s) | 61.9 | 80.4 | 19.8 | 196.4 | 109.5 | 35.8 | 80.2 | 79.7 | 15.0 | 9.8 | 45.9 | 70.0 |
| Stop Delay (hr) | 1.0 | 0.9 | 0.9 | 14.8 | 0.2 | 0.1 | 0.8 | 8.4 | 5.9 | 0.1 | 0.2 | 21.5 |
| Stop Del/Veh (s) | 59.0 | 76.2 | 17.3 | 192.0 | 106.5 | 35.6 | 73.3 | 72.0 | 8.9 | 4.8 | 35.6 | 49.7 |
| Vehicles Entered | 60 | 39 | 191 | 262 | 6 | 11 | 36 | 407 | 2371 | 93 | 19 | 1540 |
| Vehicles Exited | 62 | 40 | 193 | 262 | 6 | 11 | 37 | 415 | 2357 | 92 | 18 | 1504 |
| Hourly Exit Rate | 62 | 40 | 193 | 262 | 6 | 11 | 37 | 415 | 2357 | 92 | 18 | 1504 |
| Input Volume | 60 | 40 | 190 | 485 | 10 | 20 | 50 | 565 | 3250 | 125 | 20 | 1930 |
| % of Volume | 103 | 100 | 102 | 54 | 60 | 55 | 74 | 73 | 73 | 74 | 90 | 78 |
| Denied Entry Before | 0 | 0 | 0 | 32 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| Denied Entry After | 0 | 0 | 0 | 248 | 4 | 10 | 0 | 0 | 0 | 0 | 0 | 0 |

6: Pleasant Hill Rd & Gwinnett Place Dr Performance by movement

| Movement | SBR | All |
|---------------------|-------|-------|
| Denied Delay (hr) | 0.0 | 148.8 |
| Denied Del/Veh (s) | 0.0 | 100.8 |
| Total Delay (hr) | 0.5 | 69.8 |
| Total Del/Veh (s) | 101.8 | 49.1 |
| Stop Delay (hr) | 0.4 | 55.1 |
| Stop Del/Veh (s) | 83.2 | 38.8 |
| Vehicles Entered | 18 | 5053 |
| Vehicles Exited | 18 | 5015 |
| Hourly Exit Rate | 18 | 5015 |
| Input Volume | 25 | 6770 |
| % of Volume | 72 | 74 |
| Denied Entry Before | 0 | 34 |
| Denied Entry After | 0 | 262 |

7: Pleasant Hill Rd & Venture Dr Performance by movement

| Movement | WBR | NBT | SBT | SBR | All |
|---------------------|------|------|------|------|------|
| Denied Delay (hr) | 0.0 | 1.3 | 0.0 | 0.0 | 1.3 |
| Denied Del/Veh (s) | 0.0 | 1.6 | 0.1 | 0.2 | 1.0 |
| Total Delay (hr) | 1.4 | 7.0 | 5.9 | 0.1 | 14.4 |
| Total Del/Veh (s) | 84.5 | 8.7 | 10.7 | 10.8 | 10.5 |
| Stop Delay (hr) | 1.4 | 2.6 | 1.6 | 0.0 | 5.7 |
| Stop Del/Veh (s) | 84.7 | 3.3 | 3.0 | 3.0 | 4.1 |
| Vehicles Entered | 60 | 2858 | 1967 | 48 | 4933 |
| Vehicles Exited | 58 | 2848 | 1974 | 49 | 4929 |
| Hourly Exit Rate | 58 | 2848 | 1974 | 49 | 4929 |
| Input Volume | 60 | 3930 | 2615 | 60 | 6665 |
| % of Volume | 97 | 72 | 75 | 82 | 74 |
| Denied Entry Before | 0 | 0 | 0 | 0 | 0 |
| Denied Entry After | 0 | 9 | 0 | 0 | 9 |

8: Pleasant Hill Rd Performance by movement

| Movement | WBT | WBR | NBT | SBL | SBR | All |
|---------------------|------|------|------|------|------|------|
| Denied Delay (hr) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.0 |
| Total Delay (hr) | 0.1 | 8.5 | 1.6 | 18.2 | 1.7 | 30.3 |
| Total Del/Veh (s) | 17.9 | 34.3 | 4.3 | 40.2 | 11.5 | 24.4 |
| Stop Delay (hr) | 0.1 | 7.6 | 1.1 | 15.7 | 1.1 | 25.6 |
| Stop Del/Veh (s) | 14.6 | 30.8 | 2.8 | 34.6 | 7.3 | 20.6 |
| Vehicles Entered | 29 | 880 | 1358 | 1593 | 543 | 4403 |
| Vehicles Exited | 30 | 885 | 1360 | 1628 | 546 | 4449 |
| Hourly Exit Rate | 30 | 885 | 1360 | 1628 | 546 | 4449 |
| Input Volume | 41 | 1200 | 2115 | 2030 | 755 | 6141 |
| % of Volume | 73 | 74 | 64 | 80 | 72 | 72 |
| Denied Entry Before | 0 | 0 | 0 | 0 | 0 | 0 |
| Denied Entry After | 0 | 0 | 0 | 0 | 0 | 0 |

9: Pleasant Hill Rd & I-85 SB Performance by movement

| Movement | EBR | NBL | NBT | NBR | SBT | All |
|---------------------|------|------|-----|-----|------|------|
| Denied Delay (hr) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Denied Del/Veh (s) | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay (hr) | 1.3 | 23.4 | 0.0 | 1.6 | 6.3 | 32.5 |
| Total Del/Veh (s) | 10.3 | 55.3 | 6.0 | 8.1 | 13.0 | 26.6 |
| Stop Delay (hr) | 0.9 | 20.1 | 0.0 | 0.8 | 4.5 | 26.3 |
| Stop Del/Veh (s) | 7.5 | 47.5 | 3.8 | 4.1 | 9.3 | 21.5 |
| Vehicles Entered | 438 | 1519 | 8 | 685 | 1739 | 4389 |
| Vehicles Exited | 437 | 1482 | 8 | 681 | 1741 | 4349 |
| Hourly Exit Rate | 437 | 1482 | 8 | 681 | 1741 | 4349 |
| Input Volume | 430 | 2215 | 10 | 985 | 2105 | 5745 |
| % of Volume | 102 | 67 | 80 | 69 | 83 | 76 |
| Denied Entry Before | 0 | 0 | 0 | 0 | 0 | 0 |
| Denied Entry After | 0 | 0 | 0 | 0 | 0 | 0 |

10: Pleasant Hill Rd & Shackleford Rd/Breckinridge Rd Performance by movement

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---------------------|-------|-------|-------|-------|-------|-------|------|------|------|------|------|------|
| Denied Delay (hr) | 11.2 | 10.6 | 3.5 | 14.4 | 77.8 | 50.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Denied Del/Veh (s) | 206.4 | 207.1 | 191.6 | 390.0 | 376.1 | 375.6 | 0.1 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 |
| Total Delay (hr) | 18.3 | 2.9 | 0.1 | 5.7 | 37.7 | 10.6 | 2.7 | 10.2 | 0.3 | 3.7 | 9.7 | 2.1 |
| Total Del/Veh (s) | 374.7 | 67.1 | 3.8 | 185.0 | 220.8 | 96.9 | 91.6 | 21.8 | 23.6 | 71.6 | 22.5 | 16.0 |
| Stop Delay (hr) | 18.1 | 2.7 | 0.0 | 5.3 | 35.1 | 9.1 | 2.6 | 5.9 | 0.2 | 3.4 | 7.3 | 1.1 |
| Stop Del/Veh (s) | 370.9 | 62.1 | 0.4 | 173.9 | 205.6 | 83.7 | 87.6 | 12.5 | 12.2 | 65.7 | 17.0 | 8.0 |
| Vehicles Entered | 166 | 156 | 56 | 105 | 590 | 383 | 102 | 1676 | 50 | 179 | 1530 | 470 |
| Vehicles Exited | 154 | 153 | 56 | 101 | 566 | 379 | 101 | 1678 | 49 | 179 | 1531 | 464 |
| Hourly Exit Rate | 154 | 153 | 56 | 101 | 566 | 379 | 101 | 1678 | 49 | 179 | 1531 | 464 |
| Input Volume | 200 | 190 | 65 | 135 | 750 | 485 | 155 | 2525 | 80 | 210 | 1760 | 565 |
| % of Volume | 77 | 81 | 86 | 75 | 75 | 78 | 65 | 66 | 61 | 85 | 87 | 82 |
| Denied Entry Before | 0 | 0 | 0 | 1 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| Denied Entry After | 29 | 29 | 10 | 28 | 155 | 97 | 0 | 0 | 0 | 0 | 0 | 0 |

10: Pleasant Hill Rd & Shackleford Rd/Breckinridge Rd Performance by movement

| Movement | All |
|---------------------|-------|
| Denied Delay (hr) | 167.7 |
| Denied Del/Veh (s) | 103.9 |
| Total Delay (hr) | 103.9 |
| Total Del/Veh (s) | 67.3 |
| Stop Delay (hr) | 90.7 |
| Stop Del/Veh (s) | 58.8 |
| Vehicles Entered | 5463 |
| Vehicles Exited | 5411 |
| Hourly Exit Rate | 5411 |
| Input Volume | 7120 |
| % of Volume | 76 |
| Denied Entry Before | 10 |
| Denied Entry After | 348 |

11: Pleasant Hill Rd & Crestwood Pkwy/Koger Blvd Performance by movement

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBL | SBT |
|---------------------|------|------|-----|------|------|------|------|------|------|------|------|------|
| Denied Delay (hr) | 0.1 | 0.0 | 0.0 | 0.1 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Denied Del/Veh (s) | 3.8 | 0.4 | 0.2 | 4.2 | 1.2 | 4.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.0 |
| Total Delay (hr) | 1.4 | 2.3 | 0.1 | 3.2 | 4.3 | 0.5 | 0.4 | 1.3 | 18.0 | 0.9 | 1.2 | 9.3 |
| Total Del/Veh (s) | 77.3 | 66.0 | 8.4 | 91.3 | 78.5 | 48.4 | 88.7 | 86.9 | 38.0 | 47.6 | 68.2 | 26.0 |
| Stop Delay (hr) | 1.4 | 2.1 | 0.1 | 3.0 | 3.9 | 0.5 | 0.3 | 1.2 | 9.0 | 0.5 | 1.1 | 7.1 |
| Stop Del/Veh (s) | 73.3 | 60.8 | 8.2 | 85.7 | 71.7 | 43.9 | 83.4 | 80.7 | 18.9 | 26.0 | 63.3 | 19.9 |
| Vehicles Entered | 66 | 125 | 37 | 122 | 194 | 38 | 15 | 54 | 1675 | 68 | 65 | 1263 |
| Vehicles Exited | 65 | 122 | 37 | 120 | 191 | 38 | 14 | 53 | 1686 | 68 | 64 | 1276 |
| Hourly Exit Rate | 65 | 122 | 37 | 120 | 191 | 38 | 14 | 53 | 1686 | 68 | 64 | 1276 |
| Input Volume | 65 | 125 | 35 | 120 | 200 | 40 | 20 | 85 | 2630 | 105 | 80 | 1465 |
| % of Volume | 100 | 98 | 106 | 100 | 96 | 95 | 70 | 62 | 64 | 65 | 80 | 87 |
| Denied Entry Before | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Denied Entry After | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

11: Pleasant Hill Rd & Crestwood Pkwy/Koger Blvd Performance by movement

| Movement | SBR | All |
|---------------------|------|------|
| Denied Delay (hr) | 0.0 | 0.3 |
| Denied Del/Veh (s) | 0.0 | 0.3 |
| Total Delay (hr) | 0.9 | 43.9 |
| Total Del/Veh (s) | 22.4 | 40.1 |
| Stop Delay (hr) | 0.7 | 30.9 |
| Stop Del/Veh (s) | 16.5 | 28.2 |
| Vehicles Entered | 146 | 3868 |
| Vehicles Exited | 148 | 3882 |
| Hourly Exit Rate | 148 | 3882 |
| Input Volume | 165 | 5135 |
| % of Volume | 90 | 76 |
| Denied Entry Before | 0 | 0 |
| Denied Entry After | 0 | 0 |

12: Pleasant Hill Rd & Sweetwater Rd Performance by movement

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL |
|---------------------|------|------|-----|-------|-------|-------|------|------|------|------|-------|-------|
| Denied Delay (hr) | 0.0 | 0.0 | 0.0 | 17.2 | 31.5 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Denied Del/Veh (s) | 0.2 | 0.2 | 0.1 | 297.8 | 306.9 | 298.4 | 0.2 | 0.2 | 0.0 | 0.1 | 0.0 | 0.0 |
| Total Delay (hr) | 3.2 | 2.1 | 0.0 | 4.8 | 21.9 | 7.2 | 0.3 | 1.4 | 7.8 | 0.3 | 0.3 | 8.3 |
| Total Del/Veh (s) | 75.3 | 58.8 | 1.3 | 103.0 | 253.1 | 78.9 | 70.4 | 83.9 | 20.9 | 21.6 | 252.4 | 248.7 |
| Stop Delay (hr) | 3.0 | 1.9 | 0.0 | 4.6 | 20.9 | 6.9 | 0.3 | 1.3 | 3.6 | 0.1 | 0.3 | 8.1 |
| Stop Del/Veh (s) | 70.8 | 53.8 | 0.1 | 97.3 | 240.8 | 75.7 | 65.7 | 78.2 | 9.6 | 9.4 | 246.7 | 241.8 |
| Vehicles Entered | 150 | 128 | 51 | 166 | 300 | 322 | 17 | 60 | 1313 | 43 | 4 | 119 |
| Vehicles Exited | 146 | 125 | 51 | 162 | 286 | 320 | 17 | 59 | 1343 | 44 | 4 | 106 |
| Hourly Exit Rate | 146 | 125 | 51 | 162 | 286 | 320 | 17 | 59 | 1343 | 44 | 4 | 106 |
| Input Volume | 155 | 125 | 50 | 210 | 380 | 400 | 30 | 105 | 2280 | 75 | 5 | 135 |
| % of Volume | 94 | 100 | 102 | 77 | 75 | 80 | 57 | 56 | 59 | 59 | 80 | 79 |
| Denied Entry Before | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| Denied Entry After | 0 | 0 | 0 | 42 | 70 | 80 | 0 | 0 | 0 | 0 | 0 | 0 |

12: Pleasant Hill Rd & Sweetwater Rd Performance by movement

| Movement | SBT | SBR | All |
|---------------------|------|------|------|
| Denied Delay (hr) | 0.0 | 0.0 | 82.1 |
| Denied Del/Veh (s) | 0.0 | 0.0 | 70.6 |
| Total Delay (hr) | 6.8 | 0.3 | 64.8 |
| Total Del/Veh (s) | 19.1 | 21.8 | 57.3 |
| Stop Delay (hr) | 4.9 | 0.2 | 56.0 |
| Stop Del/Veh (s) | 13.6 | 16.3 | 49.6 |
| Vehicles Entered | 1274 | 49 | 3996 |
| Vehicles Exited | 1280 | 49 | 3992 |
| Hourly Exit Rate | 1280 | 49 | 3992 |
| Input Volume | 1440 | 60 | 5450 |
| % of Volume | 89 | 82 | 73 |
| Denied Entry Before | 0 | 0 | 2 |
| Denied Entry After | 0 | 0 | 192 |

13: Pleasant Hill Rd & Club Dr Performance by movement

| Movement | EBU | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT |
|---------------------|------|------|------|-----|-------|-------|-------|--------|--------|--------|------|------|
| Denied Delay (hr) | 0.0 | 0.1 | 0.0 | 0.2 | 8.3 | 34.3 | 12.2 | 691.6 | 700.1 | 34.2 | 0.0 | 0.0 |
| Denied Del/Veh (s) | 3.2 | 3.4 | 0.2 | 3.3 | 180.4 | 180.0 | 183.6 | 1100.8 | 1094.8 | 1107.8 | 0.0 | 0.0 |
| Total Delay (hr) | 0.5 | 1.7 | 3.7 | 0.4 | 19.9 | 43.9 | 6.2 | 20.9 | 5.5 | 0.1 | 1.8 | 27.2 |
| Total Del/Veh (s) | 71.3 | 75.8 | 56.6 | 5.7 | 454.5 | 248.7 | 104.2 | 68.8 | 18.3 | 4.1 | 63.9 | 77.2 |
| Stop Delay (hr) | 0.5 | 1.7 | 3.4 | 0.3 | 19.8 | 41.2 | 5.8 | 17.7 | 4.0 | 0.0 | 1.7 | 23.2 |
| Stop Del/Veh (s) | 69.5 | 72.3 | 51.8 | 5.4 | 452.0 | 233.6 | 97.1 | 58.1 | 13.3 | 0.1 | 57.2 | 66.0 |
| Vehicles Entered | 26 | 80 | 229 | 228 | 145 | 596 | 211 | 1081 | 1088 | 57 | 102 | 1228 |
| Vehicles Exited | 27 | 82 | 233 | 228 | 133 | 598 | 210 | 1057 | 1080 | 58 | 98 | 1232 |
| Hourly Exit Rate | 27 | 82 | 233 | 228 | 133 | 598 | 210 | 1057 | 1080 | 58 | 98 | 1232 |
| Input Volume | 25 | 80 | 235 | 225 | 175 | 710 | 235 | 2080 | 2115 | 105 | 115 | 1415 |
| % of Volume | 108 | 102 | 99 | 101 | 76 | 84 | 89 | 51 | 51 | 55 | 85 | 87 |
| Denied Entry Before | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 186 | 186 | 10 | 0 | 0 |
| Denied Entry After | 0 | 0 | 0 | 0 | 20 | 90 | 28 | 1181 | 1214 | 54 | 0 | 0 |

13: Pleasant Hill Rd & Club Dr Performance by movement

| Movement | SBR | All |
|---------------------|------|--------|
| Denied Delay (hr) | 0.0 | 1480.9 |
| Denied Del/Veh (s) | 0.0 | 692.3 |
| Total Delay (hr) | 0.9 | 132.8 |
| Total Del/Veh (s) | 76.4 | 91.2 |
| Stop Delay (hr) | 0.8 | 120.1 |
| Stop Del/Veh (s) | 65.3 | 82.5 |
| Vehicles Entered | 43 | 5114 |
| Vehicles Exited | 42 | 5078 |
| Hourly Exit Rate | 42 | 5078 |
| Input Volume | 50 | 7565 |
| % of Volume | 84 | 67 |
| Denied Entry Before | 0 | 382 |
| Denied Entry After | 0 | 2587 |

14: Pleasant Hill Rd & Gwinnett Station Performance by movement

| Movement | NBT | NBR | SBT | All |
|---------------------|------|-----|------|------|
| Denied Delay (hr) | 0.0 | 0.0 | 5.6 | 5.6 |
| Denied Del/Veh (s) | 0.0 | 0.0 | 13.0 | 6.0 |
| Total Delay (hr) | 0.5 | 0.0 | 21.6 | 22.2 |
| Total Del/Veh (s) | 1.0 | 0.6 | 50.8 | 23.8 |
| Stop Delay (hr) | 0.0 | 0.0 | 18.3 | 18.3 |
| Stop Del/Veh (s) | 0.0 | 0.0 | 42.9 | 19.7 |
| Vehicles Entered | 1806 | 3 | 1526 | 3335 |
| Vehicles Exited | 1805 | 3 | 1505 | 3313 |
| Hourly Exit Rate | 1805 | 3 | 1505 | 3313 |
| Input Volume | 2375 | 5 | 1720 | 4100 |
| % of Volume | 76 | 60 | 88 | 81 |
| Denied Entry Before | 0 | 0 | 0 | 0 |
| Denied Entry After | 0 | 0 | 21 | 21 |

26: Pleasant Hill Rd Performance by movement

| Movement | SBL | SBT | All |
|---------------------|-----|------|------|
| Denied Delay (hr) | 0.0 | 0.0 | 0.0 |
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 |
| Total Delay (hr) | 0.3 | 3.3 | 3.6 |
| Total Del/Veh (s) | 1.4 | 6.7 | 5.0 |
| Stop Delay (hr) | 0.0 | 1.6 | 1.6 |
| Stop Del/Veh (s) | 0.1 | 3.3 | 2.3 |
| Vehicles Entered | 810 | 1751 | 2561 |
| Vehicles Exited | 810 | 1748 | 2558 |
| Hourly Exit Rate | 810 | 1748 | 2558 |
| Input Volume | 955 | 2115 | 3070 |
| % of Volume | 85 | 83 | 83 |
| Denied Entry Before | 0 | 0 | 0 |
| Denied Entry After | 0 | 0 | 0 |

28: I-85 NB Performance by movement

| Movement | WBT | WBR | All |
|---------------------|-------|-------|-------|
| Denied Delay (hr) | 232.2 | 44.1 | 276.3 |
| Denied Del/Veh (s) | 637.5 | 635.4 | 637.2 |
| Total Delay (hr) | 14.6 | 2.1 | 16.6 |
| Total Del/Veh (s) | 56.9 | 43.1 | 54.7 |
| Stop Delay (hr) | 12.7 | 1.8 | 14.5 |
| Stop Del/Veh (s) | 49.8 | 36.5 | 47.7 |
| Vehicles Entered | 901 | 170 | 1071 |
| Vehicles Exited | 910 | 172 | 1082 |
| Hourly Exit Rate | 910 | 172 | 1082 |
| Input Volume | 1241 | 253 | 1494 |
| % of Volume | 73 | 68 | 72 |
| Denied Entry Before | 59 | 11 | 70 |
| Denied Entry After | 410 | 80 | 490 |

29: Performance by movement

| Movement | WBL | SWT | All |
|---------------------|-----|-----|------|
| Denied Delay (hr) | 0.0 | 0.0 | 0.0 |
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 |
| Total Delay (hr) | 0.1 | 1.5 | 1.7 |
| Total Del/Veh (s) | 0.9 | 7.9 | 5.3 |
| Stop Delay (hr) | 0.0 | 1.0 | 1.0 |
| Stop Del/Veh (s) | 0.0 | 4.8 | 3.0 |
| Vehicles Entered | 416 | 703 | 1119 |
| Vehicles Exited | 420 | 703 | 1123 |
| Hourly Exit Rate | 420 | 703 | 1123 |
| Input Volume | 640 | 910 | 1550 |
| % of Volume | 66 | 77 | 72 |
| Denied Entry Before | 0 | 0 | 0 |
| Denied Entry After | 0 | 0 | 0 |

30: I-85 NB Performance by movement

| Movement | SBT | SWL | All |
|---------------------|------|-------|------|
| Denied Delay (hr) | 0.0 | 64.2 | 64.2 |
| Denied Del/Veh (s) | 0.0 | 217.6 | 85.9 |
| Total Delay (hr) | 4.2 | 21.1 | 25.3 |
| Total Del/Veh (s) | 9.3 | 78.7 | 35.0 |
| Stop Delay (hr) | 3.6 | 18.3 | 21.8 |
| Stop Del/Veh (s) | 7.9 | 68.1 | 30.2 |
| Vehicles Entered | 1628 | 949 | 2577 |
| Vehicles Exited | 1627 | 934 | 2561 |
| Hourly Exit Rate | 1627 | 934 | 2561 |
| Input Volume | 2030 | 1040 | 3070 |
| % of Volume | 80 | 90 | 83 |
| Denied Entry Before | 0 | 17 | 17 |
| Denied Entry After | 0 | 113 | 113 |

32: Performance by movement

| Movement | EBL | NBR | All |
|---------------------|-----|-----|------|
| Denied Delay (hr) | 0.0 | 0.0 | 0.0 |
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 |
| Total Delay (hr) | 0.2 | 1.0 | 1.2 |
| Total Del/Veh (s) | 0.7 | 5.3 | 2.8 |
| Stop Delay (hr) | 0.0 | 0.7 | 0.7 |
| Stop Del/Veh (s) | 0.0 | 3.7 | 1.7 |
| Vehicles Entered | 810 | 681 | 1491 |
| Vehicles Exited | 807 | 677 | 1484 |
| Hourly Exit Rate | 807 | 677 | 1484 |
| Input Volume | 955 | 985 | 1940 |
| % of Volume | 85 | 69 | 76 |
| Denied Entry Before | 0 | 0 | 0 |
| Denied Entry After | 0 | 0 | 0 |

33: Pleasant Hill Rd Performance by movement

| Movement | NBL | NBT | All |
|---------------------|-----|------|------|
| Denied Delay (hr) | 0.0 | 0.0 | 0.0 |
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 |
| Total Delay (hr) | 0.2 | 1.0 | 1.1 |
| Total Del/Veh (s) | 1.4 | 2.6 | 2.3 |
| Stop Delay (hr) | 0.0 | 0.1 | 0.1 |
| Stop Del/Veh (s) | 0.1 | 0.3 | 0.3 |
| Vehicles Entered | 412 | 1352 | 1764 |
| Vehicles Exited | 413 | 1361 | 1774 |
| Hourly Exit Rate | 413 | 1361 | 1774 |
| Input Volume | 640 | 2120 | 2760 |
| % of Volume | 65 | 64 | 64 |
| Denied Entry Before | 0 | 0 | 0 |
| Denied Entry After | 0 | 0 | 0 |

53: Pleasant Hill Rd & I-85 SB Performance by movement

| Movement | EBL | NBT | All |
|---------------------|--------|------|-------|
| Denied Delay (hr) | 162.6 | 0.0 | 162.6 |
| Denied Del/Veh (s) | 1038.0 | 0.0 | 286.1 |
| Total Delay (hr) | 20.1 | 2.2 | 22.3 |
| Total Del/Veh (s) | 247.3 | 5.3 | 44.9 |
| Stop Delay (hr) | 19.5 | 1.5 | 21.0 |
| Stop Del/Veh (s) | 239.8 | 3.6 | 42.3 |
| Vehicles Entered | 271 | 1482 | 1753 |
| Vehicles Exited | 271 | 1493 | 1764 |
| Hourly Exit Rate | 271 | 1493 | 1764 |
| Input Volume | 545 | 2215 | 2760 |
| % of Volume | 50 | 67 | 64 |
| Denied Entry Before | 26 | 0 | 26 |
| Denied Entry After | 293 | 0 | 293 |

56: Venture Dr Performance by movement

| Movement | EBR | WBT | All |
|---------------------|-----|-----|-----|
| Denied Delay (hr) | 0.0 | 0.0 | 0.0 |
| Denied Del/Veh (s) | 0.2 | 0.0 | 0.1 |
| Total Delay (hr) | 0.1 | 0.0 | 0.1 |
| Total Del/Veh (s) | 3.3 | 0.1 | 2.6 |
| Stop Delay (hr) | 0.1 | 0.0 | 0.1 |
| Stop Del/Veh (s) | 2.5 | 0.0 | 1.9 |
| Vehicles Entered | 157 | 49 | 206 |
| Vehicles Exited | 157 | 49 | 206 |
| Hourly Exit Rate | 157 | 49 | 206 |
| Input Volume | 155 | 60 | 215 |
| % of Volume | 101 | 82 | 96 |
| Denied Entry Before | 0 | 0 | 0 |
| Denied Entry After | 0 | 0 | 0 |

57: Performance by movement

| Movement | WBL | SBR | All |
|---------------------|-----|------|-----|
| Denied Delay (hr) | 0.0 | 0.0 | 0.0 |
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 |
| Total Delay (hr) | 0.2 | 0.5 | 0.7 |
| Total Del/Veh (s) | 1.2 | 11.6 | 3.6 |
| Stop Delay (hr) | 0.1 | 0.5 | 0.6 |
| Stop Del/Veh (s) | 0.8 | 11.0 | 3.1 |
| Vehicles Entered | 546 | 157 | 703 |
| Vehicles Exited | 546 | 156 | 702 |
| Hourly Exit Rate | 546 | 156 | 702 |
| Input Volume | 755 | 155 | 910 |
| % of Volume | 72 | 101 | 77 |
| Denied Entry Before | 0 | 0 | 0 |
| Denied Entry After | 0 | 0 | 0 |

58: Venture Dr Performance by movement

| Movement | WBT | NWR | All |
|---------------------|------|-----|------|
| Denied Delay (hr) | 0.1 | 0.0 | 0.1 |
| Denied Del/Veh (s) | 6.7 | 0.0 | 1.8 |
| Total Delay (hr) | 0.4 | 0.4 | 0.8 |
| Total Del/Veh (s) | 25.0 | 8.5 | 12.9 |
| Stop Delay (hr) | 0.4 | 0.1 | 0.5 |
| Stop Del/Veh (s) | 24.2 | 2.7 | 8.4 |
| Vehicles Entered | 62 | 172 | 234 |
| Vehicles Exited | 60 | 169 | 229 |
| Hourly Exit Rate | 60 | 169 | 229 |
| Input Volume | 60 | 253 | 313 |
| % of Volume | 100 | 67 | 73 |
| Denied Entry Before | 0 | 0 | 0 |
| Denied Entry After | 0 | 0 | 0 |

59: Mall Corners & Satellite Blvd Performance by movement

| Movement | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBL | NBT | SBL | SBR | All |
|---------------------|------|-----|-----|-----|------|------|-----|------|------|------|-----|------|
| Denied Delay (hr) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Denied Del/Veh (s) | 0.1 | 0.1 | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 |
| Total Delay (hr) | 0.2 | 0.9 | 0.0 | 0.4 | 0.1 | 2.3 | 0.0 | 0.1 | 0.0 | 0.1 | 0.0 | 4.1 |
| Total Del/Veh (s) | 14.4 | 6.0 | 3.5 | 9.0 | 10.0 | 5.1 | 1.5 | 25.6 | 27.5 | 24.5 | 8.7 | 6.0 |
| Stop Delay (hr) | 0.2 | 0.4 | 0.0 | 0.3 | 0.0 | 0.5 | 0.0 | 0.1 | 0.0 | 0.1 | 0.0 | 1.7 |
| Stop Del/Veh (s) | 12.8 | 3.0 | 2.8 | 6.5 | 5.9 | 1.2 | 0.6 | 24.0 | 24.9 | 23.0 | 8.6 | 2.5 |
| Vehicles Entered | 48 | 520 | 20 | 177 | 20 | 1630 | 24 | 10 | 4 | 9 | 5 | 2467 |
| Vehicles Exited | 48 | 521 | 20 | 176 | 20 | 1620 | 24 | 10 | 4 | 10 | 5 | 2458 |
| Hourly Exit Rate | 48 | 521 | 20 | 176 | 20 | 1620 | 24 | 10 | 4 | 10 | 5 | 2458 |
| Input Volume | 50 | 515 | 20 | 190 | 25 | 1728 | 25 | 10 | 5 | 10 | 5 | 2583 |
| % of Volume | 96 | 101 | 100 | 93 | 80 | 94 | 96 | 100 | 80 | 100 | 100 | 95 |
| Denied Entry Before | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Denied Entry After | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

62: Market St/Drwy & Satellite Blvd Performance by movement

| Movement | EBU | EBT | EBR | WBL | WBT | WBR | NBL | NBR | SBR | All |
|---------------------|------|-----|-----|-----|------|-----|------|-----|------|------|
| Denied Delay (hr) | 0.0 | 0.0 | 0.0 | 0.0 | 0.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.9 |
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 | 3.8 | 2.0 | 2.8 | 0.1 | 0.1 | 0.1 | 1.3 |
| Total Delay (hr) | 0.3 | 0.8 | 0.0 | 0.1 | 2.3 | 0.0 | 0.0 | 0.1 | 0.0 | 3.7 |
| Total Del/Veh (s) | 21.9 | 4.2 | 3.3 | 6.1 | 5.5 | 2.7 | 33.3 | 5.8 | 13.0 | 5.5 |
| Stop Delay (hr) | 0.3 | 0.2 | 0.0 | 0.0 | 0.9 | 0.0 | 0.0 | 0.1 | 0.0 | 1.5 |
| Stop Del/Veh (s) | 19.7 | 0.8 | 0.9 | 4.4 | 2.0 | 1.9 | 31.5 | 5.4 | 12.8 | 2.2 |
| Vehicles Entered | 54 | 723 | 18 | 31 | 1511 | 7 | 4 | 41 | 6 | 2395 |
| Vehicles Exited | 54 | 712 | 18 | 31 | 1502 | 7 | 4 | 41 | 6 | 2375 |
| Hourly Exit Rate | 54 | 712 | 18 | 31 | 1502 | 7 | 4 | 41 | 6 | 2375 |
| Input Volume | 60 | 830 | 20 | 30 | 1515 | 5 | 5 | 41 | 5 | 2511 |
| % of Volume | 90 | 86 | 90 | 103 | 99 | 140 | 80 | 100 | 120 | 95 |
| Denied Entry Before | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Denied Entry After | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |

Total Network Performance

| | |
|---------------------|--------|
| Denied Delay (hr) | 2511.2 |
| Denied Del/Veh (s) | 390.9 |
| Total Delay (hr) | 960.6 |
| Total Del/Veh (s) | 176.4 |
| Stop Delay (hr) | 782.7 |
| Stop Del/Veh (s) | 143.8 |
| Vehicles Entered | 18535 |
| Vehicles Exited | 18078 |
| Hourly Exit Rate | 18078 |
| Input Volume | 126101 |
| % of Volume | 14 |
| Denied Entry Before | 543 |
| Denied Entry After | 4595 |

Intersection: 1: Pleasant Hill Rd & Old Norcross Rd

| Movement | EB | EB | EB | EB | WB | WB | WB | WB | WB | NB | NB | NB |
|-----------------------|-----|-----|-----|-----|-----|-----|------|-----|-----|-----|-----|-----|
| Directions Served | L | T | T | R | L | T | T | R | R | L | L | T |
| Maximum Queue (ft) | 110 | 245 | 213 | 157 | 593 | 924 | 1031 | 255 | 242 | 138 | 315 | 457 |
| Average Queue (ft) | 47 | 161 | 121 | 66 | 140 | 644 | 845 | 250 | 167 | 39 | 70 | 315 |
| 95th Queue (ft) | 95 | 220 | 204 | 136 | 412 | 975 | 1269 | 292 | 285 | 100 | 193 | 436 |
| Link Distance (ft) | 534 | 534 | 534 | | 991 | 991 | 991 | | | | | 693 |
| Upstream Blk Time (%) | | | | | 0 | 0 | 40 | | | | | |
| Queuing Penalty (veh) | | | | | 0 | 0 | 0 | | | | | |
| Storage Bay Dist (ft) | | | | 140 | | | | 230 | 230 | 360 | 360 | |
| Storage Blk Time (%) | | | 2 | 2 | | | 46 | 11 | 5 | | | 5 |
| Queuing Penalty (veh) | | | 3 | 2 | | | 355 | 33 | 17 | | | 8 |

Intersection: 1: Pleasant Hill Rd & Old Norcross Rd

| Movement | NB | NB | NB | SB | SB | SB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | T | T | R | L | L | T | T | T | R |
| Maximum Queue (ft) | 484 | 489 | 250 | 362 | 612 | 859 | 816 | 785 | 478 |
| Average Queue (ft) | 325 | 335 | 70 | 223 | 325 | 369 | 354 | 347 | 63 |
| 95th Queue (ft) | 458 | 466 | 254 | 344 | 570 | 802 | 768 | 762 | 450 |
| Link Distance (ft) | 693 | 693 | | | | 925 | 925 | 925 | 925 |
| Upstream Blk Time (%) | | | | | | 5 | 2 | 6 | 3 |
| Queuing Penalty (veh) | | | | | | 0 | 0 | 0 | 0 |
| Storage Bay Dist (ft) | | | 225 | 600 | 600 | | | | |
| Storage Blk Time (%) | | 34 | 0 | | 0 | 9 | | | |
| Queuing Penalty (veh) | | 19 | 0 | | 0 | 37 | | | |

Intersection: 2: Pleasant Hill Rd & Gwinnett Prado

| Movement | EB | EB | WB | WB | NB | NB | NB | NB | SB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | L | TR | L | TR | L | T | T | TR | UL | T | T | T |
| Maximum Queue (ft) | 36 | 49 | 44 | 39 | 28 | 127 | 136 | 161 | 68 | 738 | 733 | 726 |
| Average Queue (ft) | 5 | 13 | 10 | 9 | 2 | 21 | 21 | 31 | 6 | 343 | 364 | 373 |
| 95th Queue (ft) | 23 | 54 | 40 | 29 | 15 | 77 | 86 | 105 | 44 | 876 | 894 | 897 |
| Link Distance (ft) | 258 | 258 | 371 | 371 | | 347 | 347 | 347 | | 693 | 693 | 693 |
| Upstream Blk Time (%) | | | | | | | | | | 7 | 10 | 17 |
| Queuing Penalty (veh) | | | | | | | | | | 38 | 58 | 97 |
| Storage Bay Dist (ft) | | | | | 170 | | | | 150 | | | |
| Storage Blk Time (%) | | | | | | 0 | | | | 21 | | 53 |
| Queuing Penalty (veh) | | | | | | 0 | | | | 1 | | 3 |

Intersection: 2: Pleasant Hill Rd & Gwinnett Prado

| Movement | SB |
|-----------------------|-----|
| Directions Served | R |
| Maximum Queue (ft) | 112 |
| Average Queue (ft) | 5 |
| 95th Queue (ft) | 47 |
| Link Distance (ft) | |
| Upstream Blk Time (%) | |
| Queuing Penalty (veh) | |
| Storage Bay Dist (ft) | 100 |
| Storage Blk Time (%) | 0 |
| Queuing Penalty (veh) | 0 |

Intersection: 3: Pleasant Hill Rd & Gwinnett Station

| Movement | EB | EB | WB | WB | NB | NB | NB | NB | SB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | L | TR | L | TR | UL | T | T | TR | L | T | T | T |
| Maximum Queue (ft) | 95 | 140 | 99 | 28 | 191 | 545 | 575 | 563 | 54 | 399 | 404 | 384 |
| Average Queue (ft) | 33 | 56 | 31 | 4 | 101 | 128 | 122 | 123 | 4 | 263 | 306 | 302 |
| 95th Queue (ft) | 80 | 139 | 99 | 20 | 219 | 521 | 497 | 467 | 36 | 497 | 516 | 487 |
| Link Distance (ft) | 143 | 143 | 238 | 238 | | 673 | 673 | 673 | | 338 | 338 | 338 |
| Upstream Blk Time (%) | 0 | 12 | | | | 7 | 2 | 0 | | 19 | 43 | 54 |
| Queuing Penalty (veh) | 0 | 0 | | | | 57 | 16 | 4 | | 107 | 248 | 308 |
| Storage Bay Dist (ft) | | | | | 180 | | | | 300 | | | |
| Storage Blk Time (%) | | | | | 26 | | | | | 11 | | 73 |
| Queuing Penalty (veh) | | | | | 206 | | | | | 1 | | 7 |

Intersection: 3: Pleasant Hill Rd & Gwinnett Station

| Movement | SB |
|-----------------------|-----|
| Directions Served | R |
| Maximum Queue (ft) | 120 |
| Average Queue (ft) | 14 |
| 95th Queue (ft) | 77 |
| Link Distance (ft) | |
| Upstream Blk Time (%) | |
| Queuing Penalty (veh) | |
| Storage Bay Dist (ft) | 95 |
| Storage Blk Time (%) | 0 |
| Queuing Penalty (veh) | 0 |

Intersection: 4: Pleasant Hill Rd & Satellite Blvd

| Movement | EB | EB | EB | EB | WB | WB | WB | WB | NB | NB | NB | NB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | T | T | T | R | T | T | T | R | UL | L | T | T |
| Maximum Queue (ft) | 212 | 188 | 170 | 226 | 528 | 554 | 519 | 302 | 261 | 325 | 673 | 684 |
| Average Queue (ft) | 127 | 109 | 84 | 102 | 363 | 412 | 352 | 212 | 95 | 260 | 490 | 496 |
| 95th Queue (ft) | 194 | 176 | 145 | 198 | 500 | 540 | 494 | 377 | 207 | 413 | 684 | 673 |
| Link Distance (ft) | 682 | 682 | 682 | | 550 | 550 | 550 | | | | 698 | 698 |
| Upstream Blk Time (%) | | | | | 0 | 0 | 2 | | | | 2 | 2 |
| Queuing Penalty (veh) | | | | | 1 | 2 | 10 | | | | 21 | 18 |
| Storage Bay Dist (ft) | | | | 275 | | | | 275 | 300 | 300 | | |
| Storage Blk Time (%) | | | | 0 | | | 15 | 3 | 0 | 0 | 24 | |
| Queuing Penalty (veh) | | | | 1 | | | 43 | 14 | 0 | 3 | 84 | |

Intersection: 4: Pleasant Hill Rd & Satellite Blvd

| Movement | NB | NB | SB | SB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | T | R | UL | L | T | T | TR |
| Maximum Queue (ft) | 697 | 400 | 124 | 349 | 716 | 732 | 715 |
| Average Queue (ft) | 516 | 316 | 55 | 107 | 490 | 597 | 671 |
| 95th Queue (ft) | 692 | 569 | 108 | 257 | 780 | 820 | 771 |
| Link Distance (ft) | 698 | | | | 673 | 673 | 673 |
| Upstream Blk Time (%) | 2 | | | | 3 | 13 | 56 |
| Queuing Penalty (veh) | 18 | | | | 17 | 72 | 318 |
| Storage Bay Dist (ft) | | 375 | 325 | 325 | | | |
| Storage Blk Time (%) | 21 | 0 | | 0 | 5 | | |
| Queuing Penalty (veh) | 72 | 2 | | 0 | 8 | | |

Intersection: 5: Pleasant Hill Rd & Mall Blvd

| Movement | WB | WB | WB | NB | NB | NB | NB | SB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | L | T | R | UL | T | T | TR | UL | T | T | TR |
| Maximum Queue (ft) | 125 | 345 | 124 | 128 | 452 | 453 | 488 | 209 | 649 | 716 | 729 |
| Average Queue (ft) | 123 | 298 | 32 | 19 | 113 | 108 | 121 | 44 | 321 | 614 | 695 |
| 95th Queue (ft) | 132 | 428 | 90 | 84 | 328 | 333 | 356 | 141 | 618 | 828 | 773 |
| Link Distance (ft) | | 309 | 309 | | 578 | 578 | 578 | | 698 | 698 | 698 |
| Upstream Blk Time (%) | | 79 | | | 1 | 1 | 1 | | | 1 | 22 |
| Queuing Penalty (veh) | | 0 | | | 14 | 13 | 14 | | | 3 | 118 |
| Storage Bay Dist (ft) | 100 | | | 270 | | | | 185 | | | |
| Storage Blk Time (%) | 89 | 0 | | | 4 | | | 0 | 8 | | |
| Queuing Penalty (veh) | 0 | 0 | | | 1 | | | 0 | 4 | | |

Intersection: 6: Pleasant Hill Rd & Gwinnett Place Dr

| Movement | EB | EB | EB | WB | WB | WB | WB | NB | NB | NB | NB | NB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | L | T | R | UL | L | T | R | UL | L | T | T | T |
| Maximum Queue (ft) | 147 | 115 | 241 | 321 | 348 | 43 | 51 | 212 | 225 | 382 | 399 | 376 |
| Average Queue (ft) | 60 | 45 | 116 | 187 | 314 | 8 | 10 | 190 | 211 | 324 | 287 | 307 |
| 95th Queue (ft) | 123 | 95 | 226 | 367 | 335 | 30 | 35 | 246 | 254 | 451 | 445 | 431 |
| Link Distance (ft) | 326 | 326 | 326 | 299 | 299 | 299 | 299 | | | 357 | 357 | 357 |
| Upstream Blk Time (%) | | | | 15 | 96 | | | | | 12 | 3 | 4 |
| Queuing Penalty (veh) | | | | 0 | 0 | | | | | 162 | 46 | 60 |
| Storage Bay Dist (ft) | | | | | | | | 200 | 200 | | | |
| Storage Blk Time (%) | | | | | | | | 6 | 24 | 5 | | 20 |
| Queuing Penalty (veh) | | | | | | | | 56 | 224 | 33 | | 25 |

Intersection: 6: Pleasant Hill Rd & Gwinnett Place Dr

| Movement | NB | SB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|
| Directions Served | R | UL | T | T | TR |
| Maximum Queue (ft) | 150 | 134 | 615 | 627 | 612 |
| Average Queue (ft) | 46 | 21 | 335 | 532 | 590 |
| 95th Queue (ft) | 159 | 78 | 671 | 724 | 621 |
| Link Distance (ft) | | | 578 | 578 | 578 |
| Upstream Blk Time (%) | | | 1 | 4 | 34 |
| Queuing Penalty (veh) | | | 9 | 27 | 227 |
| Storage Bay Dist (ft) | 125 | 220 | | | |
| Storage Blk Time (%) | 0 | | 2 | | |
| Queuing Penalty (veh) | 0 | | 0 | | |

Intersection: 7: Pleasant Hill Rd & Venture Dr

| Movement | WB | NB | NB | NB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|
| Directions Served | R | T | T | T | T | TR |
| Maximum Queue (ft) | 101 | 429 | 354 | 310 | 216 | 368 |
| Average Queue (ft) | 62 | 160 | 87 | 65 | 13 | 36 |
| 95th Queue (ft) | 111 | 423 | 305 | 253 | 112 | 197 |
| Link Distance (ft) | 97 | 524 | 524 | 524 | 357 | 357 |
| Upstream Blk Time (%) | 19 | 1 | 1 | 1 | 0 | 1 |
| Queuing Penalty (veh) | 11 | 11 | 6 | 9 | 0 | 12 |
| Storage Bay Dist (ft) | | | | | | |
| Storage Blk Time (%) | | | | | | |
| Queuing Penalty (veh) | | | | | | |

Intersection: 8: Pleasant Hill Rd

| Movement | WB | WB | NB | NB | NB | SB | SB | SB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | R | R | T | T | T | L | L | L | L | L | R |
| Maximum Queue (ft) | 152 | 160 | 122 | 109 | 111 | 287 | 332 | 396 | 366 | 388 | 280 |
| Average Queue (ft) | 136 | 133 | 75 | 49 | 60 | 163 | 182 | 278 | 255 | 271 | 125 |
| 95th Queue (ft) | 148 | 146 | 121 | 88 | 101 | 263 | 301 | 378 | 350 | 357 | 228 |
| Link Distance (ft) | 126 | 126 | 107 | 107 | 107 | 524 | 524 | 524 | 524 | 524 | 524 |
| Upstream Blk Time (%) | 65 | 62 | 4 | 1 | 1 | | | | | | |
| Queuing Penalty (veh) | 402 | 383 | 26 | 4 | 6 | | | | | | |
| Storage Bay Dist (ft) | | | | | | | | | | | |
| Storage Blk Time (%) | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | |

Intersection: 9: Pleasant Hill Rd & I-85 SB

| Movement | EB | EB | NB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | R | R | L | L | L | L | L | R | R | T | T | T |
| Maximum Queue (ft) | 237 | 208 | 359 | 436 | 485 | 447 | 417 | 213 | 114 | 131 | 140 | 133 |
| Average Queue (ft) | 106 | 58 | 141 | 238 | 346 | 314 | 267 | 28 | 31 | 109 | 116 | 112 |
| 95th Queue (ft) | 235 | 176 | 273 | 417 | 452 | 414 | 368 | 112 | 88 | 124 | 131 | 126 |
| Link Distance (ft) | 553 | 553 | 500 | 500 | 500 | 500 | 500 | 500 | 500 | 105 | 105 | 105 |
| Upstream Blk Time (%) | | | | 0 | 0 | 0 | 0 | | 0 | 16 | 16 | 23 |
| Queuing Penalty (veh) | | | | 0 | 1 | 0 | 0 | | 0 | 114 | 110 | 160 |
| Storage Bay Dist (ft) | | | | | | | | | | | | |
| Storage Blk Time (%) | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |

Intersection: 10: Pleasant Hill Rd & Shackleford Rd/Breckinridge Rd

| Movement | EB | EB | EB | EB | EB | WB | WB | WB | WB | WB | NB | NB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | L | L | T | T | R | L | L | T | T | R | UL | L |
| Maximum Queue (ft) | 232 | 245 | 485 | 449 | 151 | 108 | 300 | 678 | 682 | 375 | 115 | 109 |
| Average Queue (ft) | 130 | 242 | 428 | 235 | 10 | 31 | 196 | 644 | 650 | 362 | 56 | 59 |
| 95th Queue (ft) | 302 | 261 | 588 | 515 | 80 | 81 | 401 | 687 | 691 | 450 | 104 | 101 |
| Link Distance (ft) | | | 447 | 447 | | | | 636 | 636 | | | |
| Upstream Blk Time (%) | | | 72 | 0 | | | | 52 | 61 | | | |
| Queuing Penalty (veh) | | | 0 | 0 | | | | 0 | 0 | | | |
| Storage Bay Dist (ft) | 220 | 220 | | | 165 | 275 | 275 | | | 350 | 220 | 220 |
| Storage Blk Time (%) | 0 | 88 | 1 | 3 | 0 | | 0 | 79 | 66 | 9 | | |
| Queuing Penalty (veh) | 0 | 84 | 2 | 2 | 0 | | 0 | 106 | 318 | 35 | | |

Intersection: 10: Pleasant Hill Rd & Shackleford Rd/Breckinridge Rd

| Movement | NB | NB | NB | NB | SB | SB | SB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | T | T | T | TR | L | L | T | T | T | R |
| Maximum Queue (ft) | 87 | 183 | 288 | 446 | 164 | 187 | 242 | 254 | 307 | 225 |
| Average Queue (ft) | 20 | 69 | 122 | 224 | 82 | 103 | 139 | 150 | 163 | 112 |
| 95th Queue (ft) | 61 | 144 | 226 | 366 | 142 | 161 | 215 | 224 | 258 | 261 |
| Link Distance (ft) | 884 | 884 | 884 | 884 | | | 500 | 500 | 500 | |
| Upstream Blk Time (%) | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | |
| Storage Bay Dist (ft) | | | | | 250 | 250 | | | | 200 |
| Storage Blk Time (%) | | | | | | | 0 | | 3 | 4 |
| Queuing Penalty (veh) | | | | | | | 0 | | 18 | 21 |

Intersection: 11: Pleasant Hill Rd & Crestwood Pkwy/Koger Blvd

| Movement | EB | EB | EB | EB | WB | WB | WB | WB | NB | NB | NB | NB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|----|-----|------|------|------|
| Directions Served | UL | L | T | R | L | L | T | R | UL | T | T | TR |
| Maximum Queue (ft) | 56 | 177 | 222 | 60 | 163 | 200 | 434 | 75 | 152 | 334 | 660 | 701 |
| Average Queue (ft) | 7 | 64 | 113 | 21 | 44 | 123 | 232 | 25 | 71 | 125 | 303 | 448 |
| 95th Queue (ft) | 34 | 131 | 195 | 49 | 122 | 226 | 413 | 74 | 132 | 261 | 544 | 674 |
| Link Distance (ft) | | | 340 | 340 | | | 442 | | | 1371 | 1371 | 1371 |
| Upstream Blk Time (%) | | | | | | | 2 | | | | | |
| Queuing Penalty (veh) | | | | | | | 0 | | | | | |
| Storage Bay Dist (ft) | 175 | 175 | | | 175 | 175 | | 50 | 475 | | | |
| Storage Blk Time (%) | | 0 | 3 | | 0 | 1 | 65 | 1 | | 0 | | |
| Queuing Penalty (veh) | | 0 | 2 | | 0 | 1 | 103 | 4 | | 0 | | |

Intersection: 11: Pleasant Hill Rd & Crestwood Pkwy/Koger Blvd

| Movement | SB | SB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|
| Directions Served | UL | L | T | T | TR |
| Maximum Queue (ft) | 77 | 115 | 254 | 264 | 288 |
| Average Queue (ft) | 20 | 47 | 171 | 184 | 208 |
| 95th Queue (ft) | 57 | 93 | 232 | 243 | 271 |
| Link Distance (ft) | | | 884 | 884 | 884 |
| Upstream Blk Time (%) | | | | | |
| Queuing Penalty (veh) | | | | | |
| Storage Bay Dist (ft) | 270 | 270 | | | |
| Storage Blk Time (%) | | | 0 | | |
| Queuing Penalty (veh) | | | 0 | | |

Intersection: 12: Pleasant Hill Rd & Sweetwater Rd

| Movement | EB | EB | EB | WB | WB | WB | NB | NB | NB | NB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|------|
| Directions Served | L | T | R | L | T | R | UL | T | T | TR | UL | T |
| Maximum Queue (ft) | 268 | 221 | 34 | 567 | 590 | 573 | 162 | 279 | 420 | 453 | 419 | 296 |
| Average Queue (ft) | 138 | 103 | 2 | 432 | 558 | 432 | 68 | 144 | 214 | 277 | 253 | 134 |
| 95th Queue (ft) | 243 | 186 | 18 | 728 | 608 | 703 | 132 | 244 | 344 | 399 | 486 | 296 |
| Link Distance (ft) | 466 | 466 | 466 | 547 | 547 | 547 | | 961 | 961 | 961 | | 1371 |
| Upstream Blk Time (%) | | | | 22 | 75 | 18 | | | | | | |
| Queuing Penalty (veh) | | | | 0 | 0 | 0 | | | | | | |
| Storage Bay Dist (ft) | | | | | | | 300 | | | | 550 | |
| Storage Blk Time (%) | | | | | | | | 0 | | | 3 | 0 |
| Queuing Penalty (veh) | | | | | | | | 0 | | | 13 | 0 |

Intersection: 12: Pleasant Hill Rd & Sweetwater Rd

| Movement | SB | SB |
|-----------------------|------|------|
| Directions Served | T | TR |
| Maximum Queue (ft) | 316 | 295 |
| Average Queue (ft) | 154 | 165 |
| 95th Queue (ft) | 277 | 251 |
| Link Distance (ft) | 1371 | 1371 |
| Upstream Blk Time (%) | | |
| Queuing Penalty (veh) | | |
| Storage Bay Dist (ft) | | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

Intersection: 13: Pleasant Hill Rd & Club Dr

| Movement | EB | EB | EB | EB | EB | WB | WB | WB | WB | NB | NB | NB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | UL | T | T | R | R | L | T | T | R | L | L | L |
| Maximum Queue (ft) | 189 | 174 | 140 | 93 | 50 | 728 | 736 | 739 | 425 | 282 | 396 | 405 |
| Average Queue (ft) | 85 | 92 | 50 | 20 | 3 | 630 | 692 | 655 | 349 | 209 | 381 | 404 |
| 95th Queue (ft) | 160 | 162 | 128 | 65 | 24 | 888 | 802 | 865 | 592 | 279 | 412 | 405 |
| Link Distance (ft) | | 610 | 610 | | | 700 | 700 | 700 | | | | |
| Upstream Blk Time (%) | | | | | | 42 | 49 | 44 | | | | |
| Queuing Penalty (veh) | | | | | | 0 | 0 | 0 | | | | |
| Storage Bay Dist (ft) | 400 | | | 280 | 280 | | | | 400 | 380 | 380 | 380 |
| Storage Blk Time (%) | | | | | | | | 65 | 0 | | 1 | 48 |
| Queuing Penalty (veh) | | | | | | | | 153 | 1 | | 8 | 336 |

Intersection: 13: Pleasant Hill Rd & Club Dr

| Movement | NB | NB | NB | NB | SB | SB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | T | T | T | R | L | L | T | T | TR |
| Maximum Queue (ft) | 500 | 426 | 340 | 135 | 79 | 273 | 439 | 459 | 470 |
| Average Queue (ft) | 463 | 157 | 162 | 4 | 14 | 62 | 284 | 310 | 327 |
| 95th Queue (ft) | 483 | 323 | 287 | 61 | 52 | 206 | 410 | 429 | 446 |
| Link Distance (ft) | 442 | 442 | 442 | | | | 961 | 961 | 961 |
| Upstream Blk Time (%) | 45 | 0 | 0 | | | | | | |
| Queuing Penalty (veh) | 0 | 0 | 0 | | | | | | |
| Storage Bay Dist (ft) | | | | 250 | 325 | 325 | | | |
| Storage Blk Time (%) | 0 | | 2 | 0 | | | 9 | | |
| Queuing Penalty (veh) | 9 | | 2 | 0 | | | 10 | | |

Intersection: 14: Pleasant Hill Rd & Gwinnett Station

| Movement | SB | SB | SB |
|-----------------------|-----|-----|-----|
| Directions Served | T | T | T |
| Maximum Queue (ft) | 389 | 412 | 387 |
| Average Queue (ft) | 226 | 254 | 260 |
| 95th Queue (ft) | 497 | 521 | 514 |
| Link Distance (ft) | 347 | 347 | 347 |
| Upstream Blk Time (%) | 15 | 22 | 44 |
| Queuing Penalty (veh) | 83 | 122 | 247 |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Intersection: 26: Pleasant Hill Rd

| Movement | SB | SB | SB |
|-----------------------|-----|-----|-----|
| Directions Served | T | T | T |
| Maximum Queue (ft) | 168 | 168 | 171 |
| Average Queue (ft) | 101 | 101 | 140 |
| 95th Queue (ft) | 168 | 171 | 183 |
| Link Distance (ft) | 152 | 152 | 152 |
| Upstream Blk Time (%) | 1 | 1 | 4 |
| Queuing Penalty (veh) | 5 | 3 | 25 |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Intersection: 28: I-85 NB

| Movement | WB | WB |
|-----------------------|-----|-----|
| Directions Served | T | TR |
| Maximum Queue (ft) | 283 | 280 |
| Average Queue (ft) | 261 | 260 |
| 95th Queue (ft) | 281 | 287 |
| Link Distance (ft) | 247 | 247 |
| Upstream Blk Time (%) | 66 | 53 |
| Queuing Penalty (veh) | 0 | 0 |
| Storage Bay Dist (ft) | | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

Intersection: 29:

| Movement | WB | SW |
|-----------------------|-----|-----|
| Directions Served | L | T |
| Maximum Queue (ft) | 32 | 184 |
| Average Queue (ft) | 3 | 132 |
| 95th Queue (ft) | 18 | 212 |
| Link Distance (ft) | 153 | 174 |
| Upstream Blk Time (%) | | 3 |
| Queuing Penalty (veh) | | 26 |
| Storage Bay Dist (ft) | | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

Intersection: 30: I-85 NB

| Movement | SB | SB | SB | SB | SB | SW | SW |
|-----------------------|----|----|----|----|----|-----|-----|
| Directions Served | T | T | T | T | T | L | L |
| Maximum Queue (ft) | 88 | 96 | 83 | 87 | 87 | 500 | 565 |
| Average Queue (ft) | 39 | 46 | 36 | 33 | 28 | 265 | 533 |
| 95th Queue (ft) | 81 | 88 | 68 | 71 | 69 | 485 | 567 |
| Link Distance (ft) | 89 | 89 | 89 | 89 | 89 | 517 | 517 |
| Upstream Blk Time (%) | 3 | 5 | 0 | 0 | 1 | 0 | 64 |
| Queuing Penalty (veh) | 11 | 19 | 2 | 1 | 4 | 0 | 0 |
| Storage Bay Dist (ft) | | | | | | | |
| Storage Blk Time (%) | | | | | | | |
| Queuing Penalty (veh) | | | | | | | |

Intersection: 32:

| Movement | EB | EB | NB | NB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | L | L | R | R |
| Maximum Queue (ft) | 5 | 32 | 133 | 164 |
| Average Queue (ft) | 0 | 2 | 65 | 66 |
| 95th Queue (ft) | 5 | 16 | 113 | 136 |
| Link Distance (ft) | 154 | 154 | 194 | 194 |
| Upstream Blk Time (%) | | | | 0 |
| Queuing Penalty (veh) | | | | 0 |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 33: Pleasant Hill Rd

| Movement | NB | NB | NB | NB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | L | T | T | T |
| Maximum Queue (ft) | 6 | 88 | 42 | 35 |
| Average Queue (ft) | 0 | 7 | 2 | 2 |
| 95th Queue (ft) | 5 | 46 | 31 | 33 |
| Link Distance (ft) | 185 | 185 | 185 | 185 |
| Upstream Blk Time (%) | | 0 | 0 | 0 |
| Queuing Penalty (veh) | | 2 | 2 | 2 |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 53: Pleasant Hill Rd & I-85 SB

| Movement | EB | EB | NB | NB | NB | NB | NB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | L | L | T | T | T | T | T |
| Maximum Queue (ft) | 356 | 473 | 35 | 48 | 75 | 59 | 79 |
| Average Queue (ft) | 93 | 441 | 5 | 17 | 19 | 13 | 34 |
| 95th Queue (ft) | 260 | 455 | 23 | 44 | 55 | 43 | 69 |
| Link Distance (ft) | 424 | 424 | 118 | 118 | 118 | 118 | 118 |
| Upstream Blk Time (%) | 0 | 95 | | | 0 | 0 | 0 |
| Queuing Penalty (veh) | 0 | 0 | | | 0 | 0 | 1 |
| Storage Bay Dist (ft) | | | | | | | |
| Storage Blk Time (%) | | | | | | | |
| Queuing Penalty (veh) | | | | | | | |

Intersection: 56: Venture Dr

| Movement | EB |
|-----------------------|-----|
| Directions Served | R |
| Maximum Queue (ft) | 78 |
| Average Queue (ft) | 41 |
| 95th Queue (ft) | 65 |
| Link Distance (ft) | 205 |
| Upstream Blk Time (%) | |
| Queuing Penalty (veh) | |
| Storage Bay Dist (ft) | |
| Storage Blk Time (%) | |
| Queuing Penalty (veh) | |

Intersection: 57:

| Movement | WB | SB |
|-----------------------|-----|-----|
| Directions Served | L | R |
| Maximum Queue (ft) | 108 | 139 |
| Average Queue (ft) | 19 | 55 |
| 95th Queue (ft) | 71 | 103 |
| Link Distance (ft) | 130 | 530 |
| Upstream Blk Time (%) | 0 | |
| Queuing Penalty (veh) | 1 | |
| Storage Bay Dist (ft) | | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

Intersection: 58: Venture Dr

| Movement | WB | NW |
|-----------------------|----|-----|
| Directions Served | T | R |
| Maximum Queue (ft) | 88 | 80 |
| Average Queue (ft) | 17 | 38 |
| 95th Queue (ft) | 74 | 66 |
| Link Distance (ft) | 95 | 527 |
| Upstream Blk Time (%) | 6 | |
| Queuing Penalty (veh) | 0 | |
| Storage Bay Dist (ft) | | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

Intersection: 59: Mall Corners & Satellite Blvd

| Movement | EB | EB | EB | EB | WB | WB | WB | WB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | UL | T | T | TR | UL | T | T | T | R | LT | LTR |
| Maximum Queue (ft) | 65 | 138 | 96 | 95 | 167 | 256 | 290 | 218 | 20 | 45 | 38 |
| Average Queue (ft) | 23 | 47 | 14 | 25 | 59 | 46 | 48 | 45 | 2 | 12 | 9 |
| 95th Queue (ft) | 51 | 111 | 60 | 70 | 124 | 147 | 164 | 137 | 11 | 38 | 29 |
| Link Distance (ft) | 644 | 644 | 644 | 644 | 682 | 682 | 682 | 682 | 682 | 171 | 192 |
| Upstream Blk Time (%) | | | | | | | 0 | | | | |
| Queuing Penalty (veh) | | | | | | | 0 | | | | |
| Storage Bay Dist (ft) | | | | | | | | | | | |
| Storage Blk Time (%) | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | |

Intersection: 62: Market St/Drwy & Satellite Blvd

| Movement | EB | EB | EB | EB | WB | WB | WB | WB | NB | NB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | UL | T | T | TR | UL | T | T | TR | LT | R | LTR |
| Maximum Queue (ft) | 95 | 72 | 97 | 100 | 43 | 153 | 191 | 163 | 31 | 60 | 30 |
| Average Queue (ft) | 34 | 7 | 12 | 20 | 12 | 28 | 60 | 43 | 4 | 24 | 5 |
| 95th Queue (ft) | 76 | 36 | 52 | 64 | 34 | 105 | 151 | 152 | 20 | 51 | 24 |
| Link Distance (ft) | | 550 | 550 | 550 | | 454 | 454 | 454 | 226 | 226 | 174 |
| Upstream Blk Time (%) | | | | | | 0 | 0 | 1 | | | |
| Queuing Penalty (veh) | | | | | | 0 | 0 | 0 | | | |
| Storage Bay Dist (ft) | 175 | | | | 145 | | | | | | |
| Storage Blk Time (%) | | | | | | 0 | | | | | |
| Queuing Penalty (veh) | | | | | | 0 | | | | | |

Network Summary

| |
|------------------------------------|
| Network wide Queuing Penalty: 6410 |
|------------------------------------|

1: Pleasant Hill Rd & Old Norcross Rd Performance by movement

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---------------------|------|------|------|------|------|------|-------|------|------|-------|-------|-------|
| Denied Delay (hr) | 0.0 | 0.2 | 0.2 | 0.0 | 0.1 | 0.5 | 0.2 | 0.4 | 0.1 | 99.3 | 218.4 | 6.0 |
| Denied Del/Veh (s) | 1.9 | 1.6 | 4.1 | 0.6 | 0.5 | 2.8 | 3.2 | 1.0 | 2.5 | 382.6 | 373.2 | 374.4 |
| Total Delay (hr) | 0.8 | 13.4 | 1.8 | 2.2 | 7.4 | 3.7 | 7.8 | 25.5 | 0.5 | 52.5 | 14.5 | 0.1 |
| Total Del/Veh (s) | 58.8 | 97.4 | 41.0 | 58.8 | 60.3 | 19.8 | 134.5 | 53.3 | 11.3 | 244.1 | 30.9 | 9.6 |
| Stop Delay (hr) | 0.7 | 11.8 | 1.6 | 2.0 | 6.2 | 2.5 | 7.3 | 19.9 | 0.2 | 47.1 | 10.3 | 0.1 |
| Stop Del/Veh (s) | 55.2 | 85.4 | 35.4 | 53.5 | 50.2 | 13.7 | 125.1 | 41.5 | 4.7 | 219.0 | 22.0 | 4.6 |
| Vehicles Entered | 47 | 484 | 159 | 130 | 438 | 664 | 205 | 1671 | 151 | 732 | 1659 | 46 |
| Vehicles Exited | 46 | 483 | 158 | 129 | 434 | 663 | 204 | 1686 | 151 | 730 | 1674 | 46 |
| Hourly Exit Rate | 46 | 483 | 158 | 129 | 434 | 663 | 204 | 1686 | 151 | 730 | 1674 | 46 |
| Input Volume | 50 | 485 | 155 | 135 | 440 | 655 | 205 | 1690 | 155 | 935 | 2080 | 55 |
| % of Volume | 92 | 100 | 102 | 96 | 99 | 101 | 100 | 100 | 97 | 78 | 80 | 84 |
| Denied Entry Before | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 30 | 1 |
| Denied Entry After | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 202 | 448 | 12 |

1: Pleasant Hill Rd & Old Norcross Rd Performance by movement

| Movement | All |
|---------------------|-------|
| Denied Delay (hr) | 325.5 |
| Denied Del/Veh (s) | 166.2 |
| Total Delay (hr) | 130.2 |
| Total Del/Veh (s) | 71.6 |
| Stop Delay (hr) | 109.6 |
| Stop Del/Veh (s) | 60.3 |
| Vehicles Entered | 6386 |
| Vehicles Exited | 6404 |
| Hourly Exit Rate | 6404 |
| Input Volume | 7040 |
| % of Volume | 91 |
| Denied Entry Before | 44 |
| Denied Entry After | 666 |

1: Pleasant Hill Rd & Old Norcross Rd Performance by movement

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---------------------|------|------|------|------|------|------|-------|------|------|-------|-------|-------|
| Denied Delay (hr) | 0.0 | 0.0 | 0.1 | 0.0 | 0.1 | 0.5 | 0.2 | 0.5 | 0.1 | 112.9 | 253.9 | 6.6 |
| Denied Del/Veh (s) | 0.2 | 0.2 | 3.1 | 0.5 | 0.5 | 2.7 | 3.2 | 1.0 | 2.6 | 430.2 | 429.7 | 431.6 |
| Total Delay (hr) | 0.6 | 11.0 | 1.5 | 2.2 | 7.7 | 4.2 | 6.8 | 25.7 | 0.5 | 53.2 | 13.9 | 0.1 |
| Total Del/Veh (s) | 49.3 | 80.6 | 33.7 | 57.7 | 60.5 | 22.4 | 120.2 | 53.4 | 11.4 | 247.3 | 30.0 | 10.4 |
| Stop Delay (hr) | 0.6 | 9.4 | 1.3 | 2.0 | 6.4 | 3.0 | 6.3 | 20.0 | 0.2 | 47.9 | 9.9 | 0.1 |
| Stop Del/Veh (s) | 46.5 | 69.4 | 29.3 | 52.5 | 50.2 | 16.0 | 111.1 | 41.6 | 4.6 | 222.6 | 21.4 | 5.5 |
| Vehicles Entered | 45 | 480 | 159 | 134 | 452 | 673 | 201 | 1680 | 152 | 729 | 1639 | 41 |
| Vehicles Exited | 44 | 479 | 158 | 132 | 448 | 671 | 198 | 1696 | 152 | 728 | 1653 | 42 |
| Hourly Exit Rate | 44 | 479 | 158 | 132 | 448 | 671 | 198 | 1696 | 152 | 728 | 1653 | 42 |
| Input Volume | 50 | 485 | 155 | 135 | 440 | 655 | 205 | 1690 | 155 | 935 | 2080 | 55 |
| % of Volume | 88 | 99 | 102 | 98 | 102 | 102 | 97 | 100 | 98 | 78 | 79 | 76 |
| Denied Entry Before | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 28 | 1 |
| Denied Entry After | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 216 | 488 | 14 |

1: Pleasant Hill Rd & Old Norcross Rd Performance by movement

| Movement | All |
|---------------------|-------|
| Denied Delay (hr) | 374.9 |
| Denied Del/Veh (s) | 189.9 |
| Total Delay (hr) | 127.5 |
| Total Del/Veh (s) | 70.1 |
| Stop Delay (hr) | 107.2 |
| Stop Del/Veh (s) | 59.0 |
| Vehicles Entered | 6385 |
| Vehicles Exited | 6401 |
| Hourly Exit Rate | 6401 |
| Input Volume | 7040 |
| % of Volume | 91 |
| Denied Entry Before | 41 |
| Denied Entry After | 722 |

1: Pleasant Hill Rd & Old Norcross Rd Performance by movement

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---------------------|------|------|------|-------|-------|-------|------|------|-----|-------|------|-----|
| Denied Delay (hr) | 0.0 | 0.0 | 0.1 | 11.3 | 65.0 | 81.1 | 0.1 | 0.4 | 0.0 | 0.2 | 0.1 | 0.0 |
| Denied Del/Veh (s) | 0.2 | 0.2 | 3.3 | 374.2 | 374.5 | 373.5 | 2.6 | 0.6 | 2.1 | 2.1 | 0.3 | 0.2 |
| Total Delay (hr) | 0.9 | 5.1 | 0.4 | 1.8 | 15.1 | 36.3 | 3.2 | 21.7 | 0.1 | 12.7 | 9.3 | 0.0 |
| Total Del/Veh (s) | 55.0 | 64.6 | 11.3 | 74.5 | 104.2 | 202.5 | 84.2 | 36.7 | 7.7 | 107.8 | 23.4 | 2.6 |
| Stop Delay (hr) | 0.9 | 4.4 | 0.3 | 1.7 | 12.7 | 34.0 | 2.9 | 15.1 | 0.0 | 11.6 | 6.6 | 0.0 |
| Stop Del/Veh (s) | 51.6 | 55.5 | 8.8 | 68.3 | 87.9 | 189.7 | 75.9 | 25.4 | 1.9 | 98.6 | 16.6 | 0.0 |
| Vehicles Entered | 60 | 281 | 139 | 87 | 498 | 616 | 136 | 2094 | 55 | 413 | 1428 | 30 |
| Vehicles Exited | 61 | 275 | 139 | 88 | 498 | 604 | 133 | 2114 | 55 | 406 | 1422 | 30 |
| Hourly Exit Rate | 61 | 275 | 139 | 88 | 498 | 604 | 133 | 2114 | 55 | 406 | 1422 | 30 |
| Input Volume | 60 | 280 | 135 | 110 | 635 | 780 | 140 | 2095 | 55 | 420 | 1430 | 30 |
| % of Volume | 102 | 98 | 103 | 80 | 78 | 77 | 95 | 101 | 100 | 97 | 99 | 100 |
| Denied Entry Before | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| Denied Entry After | 0 | 0 | 0 | 22 | 127 | 166 | 0 | 0 | 0 | 0 | 0 | 0 |

1: Pleasant Hill Rd & Old Norcross Rd Performance by movement

| Movement | All |
|---------------------|-------|
| Denied Delay (hr) | 158.5 |
| Denied Del/Veh (s) | 92.7 |
| Total Delay (hr) | 106.9 |
| Total Del/Veh (s) | 64.6 |
| Stop Delay (hr) | 90.3 |
| Stop Del/Veh (s) | 54.6 |
| Vehicles Entered | 5837 |
| Vehicles Exited | 5825 |
| Hourly Exit Rate | 5825 |
| Input Volume | 6170 |
| % of Volume | 94 |
| Denied Entry Before | 1 |
| Denied Entry After | 315 |

2: Pleasant Hill Rd & Gwinnett Prado Performance by movement

| Movement | EBL | EBR | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT |
|---------------------|------|------|------|------|------|------|------|------|-----|------|------|------|
| Denied Delay (hr) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Denied Del/Veh (s) | 0.1 | 0.1 | 0.1 | 0.1 | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.5 | 0.2 | 0.0 |
| Total Delay (hr) | 0.8 | 0.2 | 1.6 | 0.1 | 0.5 | 0.0 | 0.1 | 1.7 | 0.0 | 0.0 | 0.5 | 6.5 |
| Total Del/Veh (s) | 80.2 | 16.0 | 83.7 | 76.4 | 27.5 | 12.8 | 13.2 | 3.2 | 2.5 | 42.3 | 34.1 | 12.2 |
| Stop Delay (hr) | 0.8 | 0.2 | 1.5 | 0.1 | 0.5 | 0.0 | 0.1 | 0.8 | 0.0 | 0.0 | 0.4 | 2.0 |
| Stop Del/Veh (s) | 77.5 | 15.7 | 80.2 | 72.4 | 26.7 | 12.6 | 11.6 | 1.5 | 1.6 | 37.5 | 27.1 | 3.8 |
| Vehicles Entered | 36 | 51 | 66 | 4 | 66 | 6 | 28 | 1915 | 23 | 4 | 53 | 1892 |
| Vehicles Exited | 36 | 50 | 65 | 4 | 65 | 6 | 28 | 1916 | 23 | 4 | 54 | 1892 |
| Hourly Exit Rate | 36 | 50 | 65 | 4 | 65 | 6 | 28 | 1916 | 23 | 4 | 54 | 1892 |
| Input Volume | 35 | 50 | 65 | 5 | 65 | 5 | 30 | 2115 | 25 | 5 | 65 | 2335 |
| % of Volume | 103 | 100 | 100 | 80 | 100 | 120 | 93 | 91 | 92 | 80 | 83 | 81 |
| Denied Entry Before | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Denied Entry After | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

2: Pleasant Hill Rd & Gwinnett Prado Performance by movement

| Movement | SBR | All |
|---------------------|------|------|
| Denied Delay (hr) | 0.0 | 0.0 |
| Denied Del/Veh (s) | 0.3 | 0.0 |
| Total Delay (hr) | 0.1 | 12.2 |
| Total Del/Veh (s) | 10.4 | 10.5 |
| Stop Delay (hr) | 0.0 | 6.6 |
| Stop Del/Veh (s) | 3.0 | 5.6 |
| Vehicles Entered | 42 | 4186 |
| Vehicles Exited | 42 | 4185 |
| Hourly Exit Rate | 42 | 4185 |
| Input Volume | 50 | 4850 |
| % of Volume | 84 | 86 |
| Denied Entry Before | 0 | 0 |
| Denied Entry After | 0 | 0 |

3: Pleasant Hill Rd & Gwinnett Station Performance by movement

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBL | SBT |
|---------------------|------|------|------|------|------|------|------|------|------|-----|------|------|
| Denied Delay (hr) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Denied Del/Veh (s) | 0.1 | 0.1 | 0.1 | 0.2 | 0.1 | 0.1 | 0.6 | 0.7 | 0.1 | 0.1 | 0.0 | 0.0 |
| Total Delay (hr) | 0.5 | 0.1 | 0.3 | 1.9 | 0.1 | 0.0 | 0.1 | 0.4 | 2.0 | 0.0 | 0.3 | 2.0 |
| Total Del/Veh (s) | 75.3 | 71.9 | 24.5 | 88.0 | 67.7 | 17.9 | 23.6 | 25.4 | 3.7 | 4.0 | 43.7 | 3.6 |
| Stop Delay (hr) | 0.5 | 0.1 | 0.3 | 1.8 | 0.1 | 0.0 | 0.1 | 0.3 | 0.2 | 0.0 | 0.3 | 0.4 |
| Stop Del/Veh (s) | 73.6 | 69.2 | 24.4 | 84.7 | 65.1 | 17.8 | 21.6 | 22.0 | 0.4 | 0.3 | 41.9 | 0.8 |
| Vehicles Entered | 25 | 4 | 41 | 75 | 4 | 9 | 8 | 51 | 1898 | 37 | 22 | 2023 |
| Vehicles Exited | 26 | 4 | 42 | 75 | 4 | 10 | 9 | 51 | 1903 | 37 | 22 | 2018 |
| Hourly Exit Rate | 26 | 4 | 42 | 75 | 4 | 10 | 9 | 51 | 1903 | 37 | 22 | 2018 |
| Input Volume | 30 | 5 | 40 | 75 | 5 | 10 | 10 | 55 | 2111 | 40 | 30 | 2430 |
| % of Volume | 87 | 80 | 105 | 100 | 80 | 100 | 90 | 93 | 90 | 92 | 73 | 83 |
| Denied Entry Before | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Denied Entry After | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

3: Pleasant Hill Rd & Gwinnett Station Performance by movement

| Movement | SBR | All |
|---------------------|-----|------|
| Denied Delay (hr) | 0.0 | 0.1 |
| Denied Del/Veh (s) | 0.3 | 0.1 |
| Total Delay (hr) | 0.0 | 7.7 |
| Total Del/Veh (s) | 2.6 | 6.5 |
| Stop Delay (hr) | 0.0 | 4.1 |
| Stop Del/Veh (s) | 0.6 | 3.5 |
| Vehicles Entered | 31 | 4228 |
| Vehicles Exited | 31 | 4232 |
| Hourly Exit Rate | 31 | 4232 |
| Input Volume | 40 | 4881 |
| % of Volume | 78 | 87 |
| Denied Entry Before | 0 | 0 |
| Denied Entry After | 0 | 0 |

2: Pleasant Hill Rd Performance by movement

| Movement | WBT | WBR | NBT | SBL | SBT | All |
|---------------------|-----|-----|------|------|------|------|
| Denied Delay (hr) | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.1 |
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.1 | 0.1 | 0.2 | 0.1 |
| Total Delay (hr) | 0.0 | 0.0 | 11.7 | 8.1 | 16.5 | 36.3 |
| Total Del/Veh (s) | 0.0 | 0.0 | 22.4 | 68.0 | 35.7 | 31.0 |
| Stop Delay (hr) | 0.0 | 0.0 | 10.2 | 7.3 | 13.2 | 30.7 |
| Stop Del/Veh (s) | 0.0 | 0.0 | 19.6 | 61.4 | 28.6 | 26.2 |
| Vehicles Entered | 6 | 244 | 1861 | 416 | 1658 | 4185 |
| Vehicles Exited | 6 | 244 | 1854 | 411 | 1642 | 4157 |
| Hourly Exit Rate | 6 | 244 | 1854 | 411 | 1642 | 4157 |
| Input Volume | 5 | 250 | 1878 | 420 | 1645 | 4198 |
| % of Volume | 120 | 98 | 99 | 98 | 100 | 99 |
| Denied Entry Before | 0 | 0 | 0 | 0 | 0 | 0 |
| Denied Entry After | 0 | 0 | 0 | 0 | 0 | 0 |

4: Pleasant Hill Rd & Satellite Blvd Performance by movement

| Movement | EBL2 | EBT | EBR2 | WBL2 | WBT | WBR2 | NBT | NBR2 | SBT | SBR2 | NEL2 | NET |
|---------------------|-------|------|------|------|------|------|------|------|------|------|------|-----|
| Denied Delay (hr) | 0.1 | 0.0 | 0.1 | 0.1 | 0.1 | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Denied Del/Veh (s) | 2.5 | 0.2 | 2.5 | 2.5 | 0.2 | 2.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay (hr) | 4.6 | 17.4 | 0.3 | 5.6 | 14.9 | 0.4 | 7.2 | 0.2 | 4.5 | 0.1 | 9.5 | 0.0 |
| Total Del/Veh (s) | 101.9 | 72.8 | 6.1 | 89.1 | 63.3 | 6.3 | 15.1 | 4.2 | 10.3 | 3.7 | 95.2 | 2.8 |
| Stop Delay (hr) | 4.2 | 14.6 | 0.0 | 5.0 | 12.3 | 0.0 | 4.2 | 0.0 | 2.4 | 0.0 | 9.0 | 0.0 |
| Stop Del/Veh (s) | 93.4 | 61.1 | 0.7 | 80.6 | 52.0 | 0.4 | 8.8 | 0.0 | 5.4 | 0.0 | 90.3 | 0.0 |
| Vehicles Entered | 158 | 829 | 198 | 218 | 819 | 246 | 1709 | 173 | 1566 | 125 | 344 | 8 |
| Vehicles Exited | 159 | 837 | 198 | 221 | 836 | 246 | 1707 | 174 | 1566 | 126 | 348 | 8 |
| Hourly Exit Rate | 159 | 837 | 198 | 221 | 836 | 246 | 1707 | 174 | 1566 | 126 | 348 | 8 |
| Input Volume | 155 | 825 | 195 | 220 | 825 | 250 | 1726 | 175 | 1569 | 125 | 355 | 7 |
| % of Volume | 103 | 101 | 102 | 100 | 101 | 98 | 99 | 99 | 100 | 101 | 98 | 114 |
| Denied Entry Before | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Denied Entry After | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

4: Pleasant Hill Rd & Satellite Blvd Performance by movement

| Movement | SWL2 | SWT | All |
|---------------------|------|-----|------|
| Denied Delay (hr) | 0.0 | 0.0 | 0.7 |
| Denied Del/Veh (s) | 0.1 | 0.0 | 0.4 |
| Total Delay (hr) | 8.3 | 0.0 | 73.0 |
| Total Del/Veh (s) | 71.6 | 2.8 | 38.0 |
| Stop Delay (hr) | 7.8 | 0.0 | 59.5 |
| Stop Del/Veh (s) | 67.0 | 0.0 | 30.9 |
| Vehicles Entered | 409 | 10 | 6812 |
| Vehicles Exited | 410 | 10 | 6846 |
| Hourly Exit Rate | 410 | 10 | 6846 |
| Input Volume | 420 | 9 | 6856 |
| % of Volume | 98 | 111 | 100 |
| Denied Entry Before | 0 | 0 | 0 |
| Denied Entry After | 0 | 0 | 0 |

4: Pleasant Hill Rd & Satellite Blvd Performance by movement

| Movement | EBT | EBR | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR | All |
|---------------------|------|------|------|------|------|------|------|------|------|------|------|
| Denied Delay (hr) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Denied Del/Veh (s) | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.0 | 0.2 | 0.0 |
| Total Delay (hr) | 14.4 | 1.8 | 15.2 | 2.2 | 7.6 | 7.7 | 0.5 | 8.2 | 7.9 | 0.6 | 66.0 |
| Total Del/Veh (s) | 45.3 | 32.0 | 60.4 | 32.4 | 83.2 | 18.8 | 11.9 | 78.6 | 16.5 | 21.3 | 35.7 |
| Stop Delay (hr) | 11.2 | 1.4 | 12.5 | 1.9 | 7.0 | 5.2 | 0.3 | 7.4 | 4.3 | 0.4 | 51.6 |
| Stop Del/Veh (s) | 35.1 | 26.0 | 49.8 | 27.2 | 76.3 | 12.7 | 7.3 | 71.4 | 9.0 | 13.0 | 27.9 |
| Vehicles Entered | 1115 | 194 | 877 | 242 | 314 | 1454 | 151 | 362 | 1726 | 104 | 6539 |
| Vehicles Exited | 1140 | 197 | 898 | 244 | 314 | 1451 | 151 | 359 | 1714 | 103 | 6571 |
| Hourly Exit Rate | 1140 | 197 | 898 | 244 | 314 | 1451 | 151 | 359 | 1714 | 103 | 6571 |
| Input Volume | 1106 | 195 | 880 | 250 | 355 | 1670 | 175 | 420 | 2061 | 125 | 7237 |
| % of Volume | 103 | 101 | 102 | 98 | 88 | 87 | 86 | 85 | 83 | 82 | 91 |
| Denied Entry Before | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Denied Entry After | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

5: Pleasant Hill Rd & Mall Blvd Performance by movement

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL |
|---------------------|------|------|------|-------|-------|------|------|------|------|------|------|------|
| Denied Delay (hr) | 0.0 | 0.0 | 0.0 | 3.8 | 0.3 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 |
| Denied Del/Veh (s) | 0.1 | 0.1 | 0.1 | 64.0 | 58.8 | 59.4 | 0.0 | 0.1 | 0.0 | 0.1 | 0.0 | 5.0 |
| Total Delay (hr) | 0.9 | 0.6 | 0.2 | 9.0 | 0.6 | 0.7 | 0.1 | 0.9 | 7.4 | 1.0 | 0.1 | 1.2 |
| Total Del/Veh (s) | 71.7 | 79.2 | 44.7 | 146.8 | 114.4 | 21.8 | 52.5 | 47.8 | 14.5 | 15.3 | 73.8 | 58.3 |
| Stop Delay (hr) | 0.8 | 0.6 | 0.2 | 8.7 | 0.6 | 0.7 | 0.1 | 0.9 | 4.4 | 0.5 | 0.1 | 1.1 |
| Stop Del/Veh (s) | 69.0 | 75.3 | 43.4 | 142.2 | 109.1 | 20.7 | 50.2 | 43.9 | 8.7 | 8.1 | 70.3 | 53.3 |
| Vehicles Entered | 42 | 28 | 20 | 210 | 20 | 118 | 4 | 67 | 1815 | 233 | 4 | 69 |
| Vehicles Exited | 42 | 28 | 20 | 213 | 20 | 119 | 4 | 68 | 1804 | 232 | 4 | 72 |
| Hourly Exit Rate | 42 | 28 | 20 | 213 | 20 | 119 | 4 | 68 | 1804 | 232 | 4 | 72 |
| Input Volume | 40 | 25 | 20 | 225 | 20 | 125 | 5 | 80 | 2091 | 260 | 5 | 80 |
| % of Volume | 105 | 112 | 100 | 95 | 100 | 95 | 80 | 85 | 86 | 89 | 80 | 90 |
| Denied Entry Before | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Denied Entry After | 0 | 0 | 0 | 6 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 |

5: Pleasant Hill Rd & Mall Blvd Performance by movement

| Movement | SBT | SBR | All |
|---------------------|------|------|------|
| Denied Delay (hr) | 2.1 | 0.1 | 8.5 |
| Denied Del/Veh (s) | 4.9 | 6.0 | 7.3 |
| Total Delay (hr) | 13.9 | 0.7 | 37.3 |
| Total Del/Veh (s) | 33.2 | 53.8 | 31.9 |
| Stop Delay (hr) | 8.9 | 0.6 | 28.1 |
| Stop Del/Veh (s) | 21.1 | 44.8 | 24.0 |
| Vehicles Entered | 1503 | 44 | 4177 |
| Vehicles Exited | 1482 | 44 | 4152 |
| Hourly Exit Rate | 1482 | 44 | 4152 |
| Input Volume | 1735 | 50 | 4761 |
| % of Volume | 85 | 88 | 87 |
| Denied Entry Before | 0 | 0 | 0 |
| Denied Entry After | 7 | 0 | 19 |

6: Pleasant Hill Rd & Gwinnett Place Dr Performance by movement

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBL | SBT |
|---------------------|------|-------|------|--------|--------|--------|------|------|------|-----|------|------|
| Denied Delay (hr) | 0.8 | 0.4 | 3.3 | 211.1 | 16.9 | 23.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.9 |
| Denied Del/Veh (s) | 30.8 | 31.7 | 34.2 | 1317.0 | 1411.9 | 1279.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.4 | 1.9 |
| Total Delay (hr) | 2.4 | 1.1 | 7.7 | 16.4 | 0.5 | 0.2 | 1.2 | 10.7 | 5.7 | 0.2 | 0.3 | 23.5 |
| Total Del/Veh (s) | 84.9 | 100.2 | 79.0 | 276.9 | 109.3 | 23.7 | 91.6 | 89.4 | 8.6 | 4.7 | 50.3 | 49.1 |
| Stop Delay (hr) | 2.3 | 1.1 | 7.4 | 16.2 | 0.4 | 0.1 | 1.1 | 9.8 | 3.2 | 0.1 | 0.3 | 16.0 |
| Stop Del/Veh (s) | 81.1 | 96.0 | 75.8 | 273.6 | 106.4 | 23.2 | 84.5 | 81.9 | 4.9 | 1.5 | 44.1 | 33.4 |
| Vehicles Entered | 97 | 40 | 345 | 196 | 14 | 23 | 46 | 419 | 2382 | 145 | 21 | 1712 |
| Vehicles Exited | 98 | 40 | 342 | 198 | 14 | 23 | 45 | 416 | 2381 | 145 | 22 | 1707 |
| Hourly Exit Rate | 98 | 40 | 342 | 198 | 14 | 23 | 45 | 416 | 2381 | 145 | 22 | 1707 |
| Input Volume | 95 | 40 | 350 | 520 | 40 | 60 | 50 | 485 | 2720 | 170 | 25 | 1976 |
| % of Volume | 103 | 100 | 98 | 38 | 35 | 38 | 90 | 86 | 88 | 85 | 88 | 86 |
| Denied Entry Before | 0 | 0 | 1 | 40 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 0 |
| Denied Entry After | 1 | 1 | 4 | 381 | 29 | 42 | 0 | 0 | 0 | 0 | 0 | 1 |

6: Pleasant Hill Rd & Gwinnett Place Dr Performance by movement

| Movement | SBR | All |
|---------------------|------|-------|
| Denied Delay (hr) | 0.0 | 256.5 |
| Denied Del/Veh (s) | 5.9 | 155.8 |
| Total Delay (hr) | 0.5 | 70.4 |
| Total Del/Veh (s) | 63.6 | 45.8 |
| Stop Delay (hr) | 0.4 | 58.5 |
| Stop Del/Veh (s) | 48.9 | 38.0 |
| Vehicles Entered | 29 | 5469 |
| Vehicles Exited | 29 | 5460 |
| Hourly Exit Rate | 29 | 5460 |
| Input Volume | 30 | 6561 |
| % of Volume | 97 | 83 |
| Denied Entry Before | 0 | 49 |
| Denied Entry After | 0 | 459 |

7: Pleasant Hill Rd & Venture Dr Performance by movement

| Movement | WBR | NBT | SBT | SBR | All |
|---------------------|-------|------|------|------|------|
| Denied Delay (hr) | 0.0 | 0.5 | 0.1 | 0.0 | 0.6 |
| Denied Del/Veh (s) | 0.0 | 0.5 | 0.2 | 0.5 | 0.4 |
| Total Delay (hr) | 3.3 | 8.0 | 7.2 | 0.2 | 18.8 |
| Total Del/Veh (s) | 858.4 | 9.7 | 11.4 | 11.8 | 12.6 |
| Stop Delay (hr) | 3.3 | 3.3 | 2.3 | 0.1 | 9.0 |
| Stop Del/Veh (s) | 859.0 | 4.0 | 3.6 | 4.0 | 6.1 |
| Vehicles Entered | 13 | 2982 | 2259 | 59 | 5313 |
| Vehicles Exited | 10 | 2982 | 2261 | 60 | 5313 |
| Hourly Exit Rate | 10 | 2982 | 2261 | 60 | 5313 |
| Input Volume | 35 | 3390 | 2845 | 75 | 6345 |
| % of Volume | 29 | 88 | 79 | 80 | 84 |
| Denied Entry Before | 0 | 0 | 0 | 0 | 0 |
| Denied Entry After | 0 | 0 | 0 | 0 | 0 |

8: Pleasant Hill Rd Performance by movement

| Movement | NBT | SBL | SBR | SWR2 | All |
|---------------------|------|------|-----|------|------|
| Denied Delay (hr) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay (hr) | 6.8 | 9.8 | 0.6 | 6.0 | 23.3 |
| Total Del/Veh (s) | 17.4 | 17.7 | 4.5 | 15.7 | 15.9 |
| Stop Delay (hr) | 5.9 | 7.3 | 0.2 | 4.8 | 18.2 |
| Stop Del/Veh (s) | 15.1 | 13.1 | 1.6 | 12.4 | 12.4 |
| Vehicles Entered | 1403 | 1981 | 472 | 1379 | 5235 |
| Vehicles Exited | 1400 | 1989 | 472 | 1379 | 5240 |
| Hourly Exit Rate | 1400 | 1989 | 472 | 1379 | 5240 |
| Input Volume | 1675 | 2465 | 575 | 1515 | 6230 |
| % of Volume | 84 | 81 | 82 | 91 | 84 |
| Denied Entry Before | 0 | 0 | 0 | 0 | 0 |
| Denied Entry After | 0 | 0 | 0 | 0 | 0 |

9: Pleasant Hill Rd & I-85 SB Performance by movement

| Movement | EBR | NBL | NBR | SBT | All |
|---------------------|-----|------|------|------|------|
| Denied Delay (hr) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Denied Del/Veh (s) | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay (hr) | 0.9 | 30.2 | 1.9 | 5.8 | 38.8 |
| Total Del/Veh (s) | 9.7 | 71.4 | 8.5 | 12.1 | 31.8 |
| Stop Delay (hr) | 0.7 | 26.7 | 0.9 | 4.6 | 32.8 |
| Stop Del/Veh (s) | 7.2 | 63.1 | 3.8 | 9.6 | 26.9 |
| Vehicles Entered | 326 | 1488 | 808 | 1718 | 4340 |
| Vehicles Exited | 326 | 1479 | 807 | 1721 | 4333 |
| Hourly Exit Rate | 326 | 1479 | 807 | 1721 | 4333 |
| Input Volume | 335 | 1835 | 1015 | 2045 | 5230 |
| % of Volume | 97 | 81 | 80 | 84 | 83 |
| Denied Entry Before | 0 | 0 | 0 | 0 | 0 |
| Denied Entry After | 0 | 0 | 0 | 0 | 0 |

10: Pleasant Hill Rd & Shackleford Rd/Breckinridge Rd Performance by movement

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---------------------|-------|-------|-------|-------|-------|------|------|------|------|------|------|-----|
| Denied Delay (hr) | 44.6 | 61.9 | 56.9 | 5.2 | 5.1 | 3.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Denied Del/Veh (s) | 506.3 | 499.8 | 494.6 | 46.7 | 41.7 | 40.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay (hr) | 18.1 | 9.9 | 2.1 | 28.8 | 14.3 | 3.2 | 2.7 | 23.3 | 2.0 | 3.4 | 11.3 | 0.2 |
| Total Del/Veh (s) | 269.3 | 107.8 | 25.0 | 255.5 | 117.0 | 38.4 | 90.9 | 46.4 | 73.5 | 81.5 | 22.3 | 7.3 |
| Stop Delay (hr) | 17.6 | 9.1 | 1.4 | 27.4 | 13.1 | 2.7 | 2.6 | 14.6 | 1.2 | 3.2 | 8.6 | 0.1 |
| Stop Del/Veh (s) | 262.2 | 98.7 | 16.6 | 243.2 | 106.6 | 31.6 | 86.7 | 29.2 | 46.2 | 75.8 | 17.0 | 2.1 |
| Vehicles Entered | 224 | 315 | 296 | 387 | 426 | 302 | 102 | 1784 | 96 | 148 | 1807 | 93 |
| Vehicles Exited | 220 | 318 | 298 | 367 | 422 | 300 | 103 | 1780 | 94 | 146 | 1807 | 93 |
| Hourly Exit Rate | 220 | 318 | 298 | 367 | 422 | 300 | 103 | 1780 | 94 | 146 | 1807 | 93 |
| Input Volume | 310 | 450 | 405 | 410 | 435 | 305 | 125 | 2240 | 120 | 165 | 2105 | 110 |
| % of Volume | 71 | 71 | 74 | 90 | 97 | 98 | 82 | 79 | 78 | 88 | 86 | 85 |
| Denied Entry Before | 2 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Denied Entry After | 93 | 131 | 118 | 16 | 14 | 11 | 0 | 0 | 0 | 0 | 0 | 0 |

10: Pleasant Hill Rd & Shackleford Rd/Breckinridge Rd Performance by movement

| Movement | All |
|---------------------|-------|
| Denied Delay (hr) | 177.2 |
| Denied Del/Veh (s) | 100.3 |
| Total Delay (hr) | 119.4 |
| Total Del/Veh (s) | 70.4 |
| Stop Delay (hr) | 101.5 |
| Stop Del/Veh (s) | 59.9 |
| Vehicles Entered | 5980 |
| Vehicles Exited | 5948 |
| Hourly Exit Rate | 5948 |
| Input Volume | 7180 |
| % of Volume | 83 |
| Denied Entry Before | 7 |
| Denied Entry After | 383 |

11: Pleasant Hill Rd & Crestwood Pkwy/Koger Blvd Performance by movement

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL |
|---------------------|------|------|------|------|------|------|-------|-------|------|-------|------|------|
| Denied Delay (hr) | 0.1 | 0.0 | 0.0 | 0.3 | 0.0 | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Denied Del/Veh (s) | 3.6 | 0.5 | 0.4 | 3.8 | 1.7 | 3.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay (hr) | 2.8 | 1.0 | 2.4 | 7.7 | 1.5 | 2.2 | 2.1 | 0.8 | 44.4 | 3.2 | 0.1 | 2.1 |
| Total Del/Veh (s) | 74.6 | 65.1 | 45.9 | 92.4 | 74.0 | 46.7 | 121.6 | 122.5 | 91.4 | 132.8 | 92.9 | 82.4 |
| Stop Delay (hr) | 2.7 | 1.0 | 2.3 | 7.2 | 1.4 | 2.1 | 1.9 | 0.7 | 26.5 | 2.3 | 0.1 | 1.9 |
| Stop Del/Veh (s) | 70.7 | 60.8 | 44.5 | 86.2 | 67.2 | 42.7 | 110.8 | 109.6 | 54.4 | 93.9 | 84.3 | 74.3 |
| Vehicles Entered | 132 | 56 | 186 | 289 | 73 | 171 | 58 | 22 | 1696 | 84 | 4 | 91 |
| Vehicles Exited | 131 | 55 | 184 | 287 | 72 | 168 | 58 | 22 | 1695 | 83 | 4 | 90 |
| Hourly Exit Rate | 131 | 55 | 184 | 287 | 72 | 168 | 58 | 22 | 1695 | 83 | 4 | 90 |
| Input Volume | 135 | 55 | 180 | 295 | 75 | 170 | 75 | 30 | 2195 | 105 | 5 | 110 |
| % of Volume | 97 | 100 | 102 | 97 | 96 | 99 | 77 | 73 | 77 | 79 | 80 | 82 |
| Denied Entry Before | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Denied Entry After | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

11: Pleasant Hill Rd & Crestwood Pkwy/Koger Blvd Performance by movement

| Movement | SBT | SBR | All |
|---------------------|------|------|------|
| Denied Delay (hr) | 0.0 | 0.0 | 0.7 |
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.5 |
| Total Delay (hr) | 19.5 | 0.4 | 90.4 |
| Total Del/Veh (s) | 31.7 | 30.7 | 62.5 |
| Stop Delay (hr) | 13.1 | 0.3 | 63.3 |
| Stop Del/Veh (s) | 21.3 | 22.3 | 43.8 |
| Vehicles Entered | 2195 | 42 | 5099 |
| Vehicles Exited | 2195 | 42 | 5086 |
| Hourly Exit Rate | 2195 | 42 | 5086 |
| Input Volume | 2595 | 50 | 6075 |
| % of Volume | 85 | 84 | 84 |
| Denied Entry Before | 0 | 0 | 0 |
| Denied Entry After | 0 | 0 | 0 |

12: Pleasant Hill Rd & Sweetwater Rd Performance by movement

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL |
|---------------------|-------|-------|------|-------|------|------|-------|-------|-------|-------|------|-------|
| Denied Delay (hr) | 3.2 | 5.3 | 2.6 | 4.7 | 3.4 | 3.7 | 0.1 | 0.1 | 4.0 | 0.3 | 0.0 | 0.0 |
| Denied Del/Veh (s) | 63.0 | 64.1 | 61.7 | 58.8 | 54.8 | 55.1 | 16.4 | 5.9 | 9.8 | 11.4 | 0.0 | 0.0 |
| Total Delay (hr) | 5.9 | 14.6 | 0.8 | 17.2 | 4.4 | 2.0 | 0.8 | 1.3 | 44.9 | 4.8 | 0.2 | 5.8 |
| Total Del/Veh (s) | 118.5 | 175.6 | 20.1 | 219.7 | 72.9 | 30.2 | 106.2 | 108.7 | 108.2 | 190.4 | 92.6 | 100.7 |
| Stop Delay (hr) | 5.6 | 13.8 | 0.7 | 16.7 | 4.0 | 1.8 | 0.7 | 1.1 | 33.9 | 4.1 | 0.2 | 4.7 |
| Stop Del/Veh (s) | 113.8 | 165.5 | 17.8 | 212.6 | 66.3 | 27.8 | 92.3 | 93.8 | 81.8 | 162.1 | 73.2 | 81.4 |
| Vehicles Entered | 172 | 285 | 147 | 270 | 210 | 228 | 25 | 39 | 1457 | 86 | 8 | 199 |
| Vehicles Exited | 173 | 282 | 148 | 261 | 213 | 231 | 26 | 40 | 1448 | 86 | 7 | 194 |
| Hourly Exit Rate | 173 | 282 | 148 | 261 | 213 | 231 | 26 | 40 | 1448 | 86 | 7 | 194 |
| Input Volume | 180 | 295 | 150 | 290 | 220 | 240 | 35 | 60 | 1975 | 120 | 10 | 230 |
| % of Volume | 96 | 96 | 99 | 90 | 97 | 96 | 74 | 67 | 73 | 72 | 70 | 84 |
| Denied Entry Before | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Denied Entry After | 9 | 12 | 6 | 16 | 15 | 13 | 0 | 0 | 10 | 1 | 0 | 0 |

12: Pleasant Hill Rd & Sweetwater Rd Performance by movement

| Movement | SBT | SBR | All |
|---------------------|------|-------|-------|
| Denied Delay (hr) | 0.0 | 0.0 | 27.3 |
| Denied Del/Veh (s) | 0.0 | 0.0 | 17.2 |
| Total Delay (hr) | 65.5 | 1.4 | 169.5 |
| Total Del/Veh (s) | 93.6 | 102.4 | 105.4 |
| Stop Delay (hr) | 45.1 | 1.0 | 133.3 |
| Stop Del/Veh (s) | 64.5 | 74.1 | 82.9 |
| Vehicles Entered | 2469 | 49 | 5644 |
| Vehicles Exited | 2416 | 47 | 5572 |
| Hourly Exit Rate | 2416 | 47 | 5572 |
| Input Volume | 2845 | 60 | 6710 |
| % of Volume | 85 | 78 | 83 |
| Denied Entry Before | 0 | 0 | 0 |
| Denied Entry After | 0 | 0 | 82 |

13: Pleasant Hill Rd & Club Dr Performance by movement

| Movement | EBU | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT |
|---------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|------|
| Denied Delay (hr) | 3.5 | 23.5 | 138.2 | 232.1 | 9.8 | 16.3 | 11.5 | 50.9 | 231.5 | 24.0 | 0.0 | 0.0 |
| Denied Del/Veh (s) | 623.4 | 611.8 | 600.2 | 603.3 | 177.1 | 171.6 | 163.0 | 465.1 | 461.9 | 475.6 | 0.0 | 0.0 |
| Total Delay (hr) | 0.5 | 3.2 | 18.5 | 24.5 | 27.0 | 5.9 | 1.3 | 7.4 | 28.4 | 1.8 | 10.0 | 46.0 |
| Total Del/Veh (s) | 114.9 | 115.7 | 110.6 | 88.5 | 546.7 | 69.4 | 21.5 | 87.1 | 76.9 | 47.5 | 108.2 | 66.0 |
| Stop Delay (hr) | 0.5 | 3.1 | 16.7 | 21.9 | 27.0 | 5.4 | 1.2 | 6.8 | 24.5 | 1.5 | 8.5 | 31.3 |
| Stop Del/Veh (s) | 111.0 | 109.9 | 99.9 | 79.1 | 545.7 | 64.1 | 19.3 | 80.1 | 66.4 | 39.5 | 91.2 | 44.9 |
| Vehicles Entered | 15 | 98 | 572 | 953 | 170 | 293 | 217 | 286 | 1307 | 135 | 320 | 2463 |
| Vehicles Exited | 15 | 97 | 593 | 972 | 145 | 300 | 218 | 290 | 1285 | 134 | 315 | 2442 |
| Hourly Exit Rate | 15 | 97 | 593 | 972 | 145 | 300 | 218 | 290 | 1285 | 134 | 315 | 2442 |
| Input Volume | 20 | 135 | 800 | 1350 | 200 | 340 | 250 | 395 | 1785 | 180 | 375 | 2865 |
| % of Volume | 75 | 72 | 74 | 72 | 72 | 88 | 87 | 73 | 72 | 74 | 84 | 85 |
| Denied Entry Before | 0 | 4 | 22 | 40 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| Denied Entry After | 5 | 40 | 257 | 432 | 29 | 48 | 38 | 108 | 497 | 47 | 0 | 0 |

13: Pleasant Hill Rd & Club Dr Performance by movement

| Movement | SBR | All |
|---------------------|------|-------|
| Denied Delay (hr) | 0.0 | 741.2 |
| Denied Del/Veh (s) | 0.0 | 319.4 |
| Total Delay (hr) | 0.5 | 175.0 |
| Total Del/Veh (s) | 68.2 | 89.2 |
| Stop Delay (hr) | 0.3 | 148.6 |
| Stop Del/Veh (s) | 47.4 | 75.8 |
| Vehicles Entered | 25 | 6854 |
| Vehicles Exited | 24 | 6830 |
| Hourly Exit Rate | 24 | 6830 |
| Input Volume | 30 | 8725 |
| % of Volume | 80 | 78 |
| Denied Entry Before | 0 | 67 |
| Denied Entry After | 0 | 1501 |

14: Pleasant Hill Rd & Gwinnett Station Performance by movement

| Movement | WBR | NBT | NBR | SBT | All |
|---------------------|------|------|-----|------|------|
| Denied Delay (hr) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Denied Del/Veh (s) | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay (hr) | 0.2 | 0.5 | 0.0 | 1.7 | 2.4 |
| Total Del/Veh (s) | 19.9 | 1.0 | 1.9 | 3.1 | 2.2 |
| Stop Delay (hr) | 0.1 | 0.0 | 0.0 | 0.0 | 0.2 |
| Stop Del/Veh (s) | 16.6 | 0.0 | 0.0 | 0.1 | 0.2 |
| Vehicles Entered | 28 | 1941 | 18 | 2013 | 4000 |
| Vehicles Exited | 28 | 1944 | 18 | 2010 | 4000 |
| Hourly Exit Rate | 28 | 1944 | 18 | 2010 | 4000 |
| Input Volume | 25 | 2150 | 20 | 2455 | 4650 |
| % of Volume | 112 | 90 | 90 | 82 | 86 |
| Denied Entry Before | 0 | 0 | 0 | 0 | 0 |
| Denied Entry After | 0 | 0 | 0 | 0 | 0 |

26: Pleasant Hill Rd Performance by movement

| Movement | SBL | SBT | All |
|---------------------|-----|------|------|
| Denied Delay (hr) | 0.0 | 0.0 | 0.0 |
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 |
| Total Delay (hr) | 0.3 | 1.5 | 1.8 |
| Total Del/Veh (s) | 1.1 | 3.2 | 2.5 |
| Stop Delay (hr) | 0.0 | 0.7 | 0.7 |
| Stop Del/Veh (s) | 0.0 | 1.5 | 1.0 |
| Vehicles Entered | 843 | 1714 | 2557 |
| Vehicles Exited | 848 | 1718 | 2566 |
| Hourly Exit Rate | 848 | 1718 | 2566 |
| Input Volume | 975 | 2045 | 3020 |
| % of Volume | 87 | 84 | 85 |
| Denied Entry Before | 0 | 0 | 0 |
| Denied Entry After | 0 | 0 | 0 |

28: I-85 NB Performance by movement

| Movement | WBT | WBR | All |
|---------------------|-------|-------|-------|
| Denied Delay (hr) | 90.3 | 23.8 | 114.1 |
| Denied Del/Veh (s) | 210.6 | 214.2 | 211.3 |
| Total Delay (hr) | 10.3 | 2.1 | 12.4 |
| Total Del/Veh (s) | 26.7 | 21.0 | 25.5 |
| Stop Delay (hr) | 7.2 | 1.5 | 8.7 |
| Stop Del/Veh (s) | 18.7 | 14.7 | 17.9 |
| Vehicles Entered | 1378 | 360 | 1738 |
| Vehicles Exited | 1379 | 361 | 1740 |
| Hourly Exit Rate | 1379 | 361 | 1740 |
| Input Volume | 1515 | 392 | 1907 |
| % of Volume | 91 | 92 | 91 |
| Denied Entry Before | 21 | 5 | 26 |
| Denied Entry After | 166 | 40 | 206 |

29: Performance by movement

| Movement | WBL | SWT | All |
|---------------------|-----|------|------|
| Denied Delay (hr) | 0.0 | 0.0 | 0.0 |
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 |
| Total Delay (hr) | 0.1 | 2.4 | 2.5 |
| Total Del/Veh (s) | 0.9 | 10.4 | 7.2 |
| Stop Delay (hr) | 0.0 | 1.3 | 1.3 |
| Stop Del/Veh (s) | 0.0 | 5.7 | 3.8 |
| Vehicles Entered | 428 | 830 | 1258 |
| Vehicles Exited | 430 | 831 | 1261 |
| Hourly Exit Rate | 430 | 831 | 1261 |
| Input Volume | 510 | 940 | 1450 |
| % of Volume | 84 | 88 | 87 |
| Denied Entry Before | 0 | 0 | 0 |
| Denied Entry After | 0 | 0 | 0 |

30: I-85 NB Performance by movement

| Movement | SBT | SWL | All |
|---------------------|------|------|------|
| Denied Delay (hr) | 0.0 | 0.1 | 0.1 |
| Denied Del/Veh (s) | 0.0 | 0.4 | 0.1 |
| Total Delay (hr) | 2.8 | 6.4 | 9.2 |
| Total Del/Veh (s) | 5.0 | 41.1 | 12.9 |
| Stop Delay (hr) | 2.3 | 5.6 | 7.9 |
| Stop Del/Veh (s) | 4.1 | 36.2 | 11.1 |
| Vehicles Entered | 1989 | 554 | 2543 |
| Vehicles Exited | 2002 | 550 | 2552 |
| Hourly Exit Rate | 2002 | 550 | 2552 |
| Input Volume | 2465 | 550 | 3015 |
| % of Volume | 81 | 100 | 85 |
| Denied Entry Before | 0 | 0 | 0 |
| Denied Entry After | 0 | 0 | 0 |

32: Performance by movement

| Movement | EBL | NBR | All |
|---------------------|-----|------|------|
| Denied Delay (hr) | 0.0 | 0.0 | 0.0 |
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 |
| Total Delay (hr) | 0.2 | 1.4 | 1.6 |
| Total Del/Veh (s) | 0.8 | 6.2 | 3.4 |
| Stop Delay (hr) | 0.0 | 1.0 | 1.0 |
| Stop Del/Veh (s) | 0.0 | 4.4 | 2.1 |
| Vehicles Entered | 848 | 807 | 1655 |
| Vehicles Exited | 848 | 802 | 1650 |
| Hourly Exit Rate | 848 | 802 | 1650 |
| Input Volume | 975 | 1015 | 1990 |
| % of Volume | 87 | 79 | 83 |
| Denied Entry Before | 0 | 0 | 0 |
| Denied Entry After | 0 | 0 | 0 |

33: Pleasant Hill Rd Performance by movement

| Movement | NBL | NBT | All |
|---------------------|-----|------|------|
| Denied Delay (hr) | 0.0 | 0.0 | 0.0 |
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 |
| Total Delay (hr) | 0.1 | 5.5 | 5.7 |
| Total Del/Veh (s) | 1.2 | 14.1 | 11.1 |
| Stop Delay (hr) | 0.0 | 4.1 | 4.1 |
| Stop Del/Veh (s) | 0.0 | 10.6 | 8.1 |
| Vehicles Entered | 428 | 1404 | 1832 |
| Vehicles Exited | 428 | 1403 | 1831 |
| Hourly Exit Rate | 428 | 1403 | 1831 |
| Input Volume | 510 | 1675 | 2185 |
| % of Volume | 84 | 84 | 84 |
| Denied Entry Before | 0 | 0 | 0 |
| Denied Entry After | 0 | 0 | 0 |

53: Pleasant Hill Rd & I-85 SB Performance by movement

| Movement | EBL | NBT | All |
|---------------------|------|------|------|
| Denied Delay (hr) | 0.0 | 0.0 | 0.0 |
| Denied Del/Veh (s) | 0.3 | 0.0 | 0.1 |
| Total Delay (hr) | 2.1 | 3.4 | 5.5 |
| Total Del/Veh (s) | 21.0 | 8.4 | 10.8 |
| Stop Delay (hr) | 1.8 | 2.7 | 4.5 |
| Stop Del/Veh (s) | 18.4 | 6.5 | 8.8 |
| Vehicles Entered | 353 | 1479 | 1832 |
| Vehicles Exited | 354 | 1479 | 1833 |
| Hourly Exit Rate | 354 | 1479 | 1833 |
| Input Volume | 350 | 1835 | 2185 |
| % of Volume | 101 | 81 | 84 |
| Denied Entry Before | 0 | 0 | 0 |
| Denied Entry After | 0 | 0 | 0 |

56: Venture Dr Performance by movement

| Movement | EBR | WBT | All |
|---------------------|-----|-----|-----|
| Denied Delay (hr) | 0.0 | 0.0 | 0.0 |
| Denied Del/Veh (s) | 0.4 | 0.0 | 0.3 |
| Total Delay (hr) | 0.7 | 0.0 | 0.7 |
| Total Del/Veh (s) | 7.1 | 0.1 | 6.1 |
| Stop Delay (hr) | 0.3 | 0.0 | 0.3 |
| Stop Del/Veh (s) | 3.0 | 0.0 | 2.6 |
| Vehicles Entered | 357 | 60 | 417 |
| Vehicles Exited | 357 | 60 | 417 |
| Hourly Exit Rate | 357 | 60 | 417 |
| Input Volume | 365 | 75 | 440 |
| % of Volume | 98 | 80 | 95 |
| Denied Entry Before | 0 | 0 | 0 |
| Denied Entry After | 0 | 0 | 0 |

57: Performance by movement

| Movement | WBL | SBR | All |
|---------------------|-----|------|------|
| Denied Delay (hr) | 0.0 | 0.0 | 0.0 |
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 |
| Total Delay (hr) | 0.2 | 2.6 | 2.8 |
| Total Del/Veh (s) | 1.4 | 25.8 | 12.0 |
| Stop Delay (hr) | 0.1 | 2.1 | 2.1 |
| Stop Del/Veh (s) | 0.7 | 20.6 | 9.3 |
| Vehicles Entered | 472 | 357 | 829 |
| Vehicles Exited | 472 | 358 | 830 |
| Hourly Exit Rate | 472 | 358 | 830 |
| Input Volume | 575 | 365 | 940 |
| % of Volume | 82 | 98 | 88 |
| Denied Entry Before | 0 | 0 | 0 |
| Denied Entry After | 0 | 0 | 0 |

58: Venture Dr Performance by movement

| Movement | WBT | NWR | All |
|---------------------|-------|-----|------|
| Denied Delay (hr) | 5.9 | 0.0 | 5.9 |
| Denied Del/Veh (s) | 644.3 | 0.0 | 54.0 |
| Total Delay (hr) | 2.9 | 0.5 | 3.4 |
| Total Del/Veh (s) | 623.0 | 5.0 | 32.6 |
| Stop Delay (hr) | 2.9 | 0.3 | 3.2 |
| Stop Del/Veh (s) | 622.8 | 2.9 | 30.6 |
| Vehicles Entered | 17 | 361 | 378 |
| Vehicles Exited | 13 | 360 | 373 |
| Hourly Exit Rate | 13 | 360 | 373 |
| Input Volume | 35 | 392 | 427 |
| % of Volume | 37 | 92 | 87 |
| Denied Entry Before | 0 | 0 | 0 |
| Denied Entry After | 16 | 0 | 16 |

59: Mall Corners & Satellite Blvd Performance by movement

| Movement | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT |
|---------------------|------|------|------|------|------|------|-----|------|------|-----|------|------|
| Denied Delay (hr) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Denied Del/Veh (s) | 0.2 | 0.2 | 0.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.2 | 0.1 | 0.2 | 0.1 |
| Total Delay (hr) | 0.8 | 6.5 | 0.2 | 1.7 | 0.7 | 5.8 | 0.1 | 0.4 | 0.1 | 0.0 | 0.6 | 0.0 |
| Total Del/Veh (s) | 17.2 | 23.4 | 16.5 | 27.8 | 27.7 | 22.0 | 6.3 | 24.1 | 19.9 | 7.9 | 25.5 | 20.0 |
| Stop Delay (hr) | 0.6 | 5.1 | 0.2 | 1.2 | 0.5 | 4.2 | 0.1 | 0.4 | 0.1 | 0.0 | 0.5 | 0.0 |
| Stop Del/Veh (s) | 13.1 | 18.5 | 12.6 | 20.5 | 20.4 | 15.9 | 3.2 | 20.8 | 17.4 | 5.9 | 21.8 | 17.3 |
| Vehicles Entered | 161 | 985 | 50 | 216 | 85 | 940 | 70 | 66 | 20 | 6 | 88 | 5 |
| Vehicles Exited | 161 | 986 | 50 | 213 | 84 | 926 | 70 | 65 | 19 | 6 | 88 | 5 |
| Hourly Exit Rate | 161 | 986 | 50 | 213 | 84 | 926 | 70 | 65 | 19 | 6 | 88 | 5 |
| Input Volume | 165 | 970 | 50 | 220 | 85 | 975 | 75 | 65 | 20 | 5 | 90 | 5 |
| % of Volume | 98 | 102 | 100 | 97 | 99 | 95 | 93 | 100 | 95 | 120 | 98 | 100 |
| Denied Entry Before | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Denied Entry After | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

59: Mall Corners & Satellite Blvd Performance by movement

| Movement | SBR | All |
|---------------------|------|------|
| Denied Delay (hr) | 0.0 | 0.1 |
| Denied Del/Veh (s) | 0.2 | 0.1 |
| Total Delay (hr) | 0.2 | 17.1 |
| Total Del/Veh (s) | 15.1 | 22.4 |
| Stop Delay (hr) | 0.2 | 13.1 |
| Stop Del/Veh (s) | 12.1 | 17.0 |
| Vehicles Entered | 50 | 2742 |
| Vehicles Exited | 50 | 2723 |
| Hourly Exit Rate | 50 | 2723 |
| Input Volume | 50 | 2775 |
| % of Volume | 100 | 98 |
| Denied Entry Before | 0 | 0 |
| Denied Entry After | 0 | 0 |

62: Market St/Drwy & Satellite Blvd Performance by movement

| Movement | EBU | EBT | EBR | WBL | WBT | NBL | NBR | SBL | All |
|---------------------|------|------|------|------|------|------|-----|------|------|
| Denied Delay (hr) | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.1 |
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 | 2.7 | 0.2 | 0.1 | 0.1 | 0.1 | 0.1 |
| Total Delay (hr) | 0.8 | 3.8 | 0.3 | 0.1 | 3.9 | 0.1 | 0.1 | 0.0 | 9.2 |
| Total Del/Veh (s) | 20.1 | 12.1 | 14.1 | 17.3 | 14.9 | 18.4 | 7.9 | 15.0 | 13.8 |
| Stop Delay (hr) | 0.5 | 2.1 | 0.2 | 0.1 | 2.9 | 0.1 | 0.1 | 0.0 | 6.0 |
| Stop Del/Veh (s) | 13.1 | 6.6 | 7.3 | 13.1 | 11.2 | 15.2 | 5.7 | 12.4 | 9.0 |
| Vehicles Entered | 150 | 1135 | 75 | 28 | 929 | 23 | 50 | 4 | 2394 |
| Vehicles Exited | 149 | 1126 | 75 | 27 | 928 | 23 | 50 | 4 | 2382 |
| Hourly Exit Rate | 149 | 1126 | 75 | 27 | 928 | 23 | 50 | 4 | 2382 |
| Input Volume | 155 | 1190 | 75 | 30 | 930 | 25 | 50 | 5 | 2460 |
| % of Volume | 96 | 95 | 100 | 90 | 100 | 92 | 100 | 80 | 97 |
| Denied Entry Before | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Denied Entry After | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Total Network Performance

| | |
|---------------------|--------|
| Denied Delay (hr) | 1739.3 |
| Denied Del/Veh (s) | 252.9 |
| Total Delay (hr) | 1042.5 |
| Total Del/Veh (s) | 165.7 |
| Stop Delay (hr) | 815.3 |
| Stop Del/Veh (s) | 129.6 |
| Vehicles Entered | 21348 |
| Vehicles Exited | 21150 |
| Hourly Exit Rate | 21150 |
| Input Volume | 131821 |
| % of Volume | 16 |
| Denied Entry Before | 234 |
| Denied Entry After | 3409 |

Intersection: 1: Pleasant Hill Rd & Old Norcross Rd

| Movement | EB | EB | EB | EB | WB | WB | WB | WB | WB | NB | NB | NB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | L | T | T | R | L | T | T | R | R | UL | L | T |
| Maximum Queue (ft) | 144 | 474 | 439 | 165 | 211 | 325 | 343 | 255 | 242 | 197 | 385 | 638 |
| Average Queue (ft) | 45 | 298 | 265 | 119 | 100 | 205 | 186 | 182 | 136 | 90 | 214 | 450 |
| 95th Queue (ft) | 107 | 438 | 406 | 211 | 179 | 293 | 299 | 274 | 269 | 169 | 441 | 609 |
| Link Distance (ft) | 534 | 534 | 534 | | 991 | 991 | 991 | | | | | 693 |
| Upstream Blk Time (%) | | 0 | 0 | | | | | | | | | 0 |
| Queuing Penalty (veh) | | 0 | 0 | | | | | | | | | 0 |
| Storage Bay Dist (ft) | | | | 140 | | | | 230 | 230 | 360 | 360 | |
| Storage Blk Time (%) | | | 33 | 2 | | | 1 | 2 | 0 | | 0 | 16 |
| Queuing Penalty (veh) | | | 52 | 6 | | | 7 | 5 | 1 | | 0 | 32 |

Intersection: 1: Pleasant Hill Rd & Old Norcross Rd

| Movement | NB | NB | NB | SB | SB | SB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|------|-----|-----|
| Directions Served | T | T | R | L | L | T | T | T | R |
| Maximum Queue (ft) | 652 | 672 | 250 | 612 | 625 | 976 | 943 | 882 | 188 |
| Average Queue (ft) | 475 | 502 | 140 | 609 | 624 | 944 | 688 | 359 | 6 |
| 95th Queue (ft) | 628 | 648 | 344 | 631 | 627 | 966 | 1165 | 745 | 132 |
| Link Distance (ft) | 693 | 693 | | | | 925 | 925 | 925 | 925 |
| Upstream Blk Time (%) | 0 | 0 | | | | 52 | 2 | 0 | 0 |
| Queuing Penalty (veh) | 1 | 1 | | | | 0 | 0 | 0 | 0 |
| Storage Bay Dist (ft) | | | 225 | 600 | 600 | | | | |
| Storage Blk Time (%) | | 34 | 0 | 11 | 49 | 2 | | | |
| Queuing Penalty (veh) | | 52 | 1 | 73 | 339 | 14 | | | |

Intersection: 2: Pleasant Hill Rd & Gwinnett Prado

| Movement | EB | EB | WB | WB | NB | NB | NB | NB | SB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | L | TR | L | TR | UL | T | T | TR | UL | T | T | T |
| Maximum Queue (ft) | 99 | 79 | 151 | 115 | 55 | 138 | 131 | 147 | 174 | 370 | 398 | 422 |
| Average Queue (ft) | 37 | 27 | 67 | 43 | 18 | 47 | 48 | 61 | 43 | 132 | 154 | 183 |
| 95th Queue (ft) | 79 | 61 | 126 | 92 | 46 | 115 | 112 | 129 | 116 | 304 | 339 | 376 |
| Link Distance (ft) | 258 | 258 | 371 | 371 | | 347 | 347 | 347 | | 693 | 693 | 693 |
| Upstream Blk Time (%) | | | | | | | | | | | | 0 |
| Queuing Penalty (veh) | | | | | | | | | | | | 0 |
| Storage Bay Dist (ft) | | | | | 170 | | | | 150 | | | |
| Storage Blk Time (%) | | | | | | 0 | | | | 4 | | 9 |
| Queuing Penalty (veh) | | | | | | 0 | | | | 3 | | 5 |

Intersection: 2: Pleasant Hill Rd & Gwinnett Prado

| Movement | SB |
|-----------------------|-----|
| Directions Served | R |
| Maximum Queue (ft) | 124 |
| Average Queue (ft) | 21 |
| 95th Queue (ft) | 89 |
| Link Distance (ft) | |
| Upstream Blk Time (%) | |
| Queuing Penalty (veh) | |
| Storage Bay Dist (ft) | 100 |
| Storage Blk Time (%) | 0 |
| Queuing Penalty (veh) | 0 |

Intersection: 3: Pleasant Hill Rd & Gwinnett Station

| Movement | EB | EB | WB | WB | NB | NB | NB | NB | SB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | L | TR | L | TR | UL | T | T | TR | L | T | T | T |
| Maximum Queue (ft) | 87 | 82 | 184 | 46 | 96 | 85 | 55 | 81 | 49 | 176 | 184 | 188 |
| Average Queue (ft) | 27 | 29 | 84 | 11 | 34 | 22 | 8 | 21 | 13 | 33 | 34 | 48 |
| 95th Queue (ft) | 68 | 68 | 160 | 35 | 74 | 62 | 32 | 62 | 39 | 104 | 102 | 125 |
| Link Distance (ft) | 143 | 143 | 238 | 238 | | 673 | 673 | 673 | | 338 | 338 | 338 |
| Upstream Blk Time (%) | 0 | 0 | 0 | | | | | | | | | |
| Queuing Penalty (veh) | 0 | 0 | 0 | | | | | | | | | |
| Storage Bay Dist (ft) | | | | | 180 | | | | 300 | | | |
| Storage Blk Time (%) | | | | | | | | | | 0 | | 1 |
| Queuing Penalty (veh) | | | | | | | | | | 0 | | 0 |

Intersection: 3: Pleasant Hill Rd & Gwinnett Station

| Movement | SB |
|-----------------------|----|
| Directions Served | R |
| Maximum Queue (ft) | 70 |
| Average Queue (ft) | 5 |
| 95th Queue (ft) | 32 |
| Link Distance (ft) | |
| Upstream Blk Time (%) | |
| Queuing Penalty (veh) | |
| Storage Bay Dist (ft) | 95 |
| Storage Blk Time (%) | |
| Queuing Penalty (veh) | |

Intersection: 4: Pleasant Hill Rd & Satellite Blvd

| Movement | EB | EB | EB | EB | WB | WB | WB | WB | NB | NB | NB | NB | |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|--|
| Directions Served | T | T | T | R | T | T | T | R | UL | L | T | T | |
| Maximum Queue (ft) | 400 | 378 | 340 | 293 | 380 | 405 | 382 | 298 | 299 | 313 | 367 | 325 | |
| Average Queue (ft) | 254 | 244 | 219 | 130 | 239 | 258 | 235 | 142 | 153 | 201 | 130 | 128 | |
| 95th Queue (ft) | 364 | 348 | 316 | 257 | 353 | 372 | 344 | 268 | 270 | 292 | 264 | 241 | |
| Link Distance (ft) | 682 | 682 | 682 | | 550 | 550 | 550 | | | | 698 | 698 | |
| Upstream Blk Time (%) | | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | | |
| Storage Bay Dist (ft) | 275 | | | | 275 | | | | 300 | 300 | | | |
| Storage Blk Time (%) | 2 | | | 0 | 4 | | | 0 | 0 | 1 | 1 | | |
| Queuing Penalty (veh) | 5 | | | 0 | 9 | | | 0 | 1 | 7 | 3 | | |

Intersection: 4: Pleasant Hill Rd & Satellite Blvd

| Movement | NB | NB | SB | SB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | T | R | UL | L | T | T | TR |
| Maximum Queue (ft) | 291 | 96 | 297 | 299 | 291 | 376 | 444 |
| Average Queue (ft) | 141 | 24 | 159 | 188 | 120 | 170 | 223 |
| 95th Queue (ft) | 243 | 67 | 254 | 275 | 235 | 328 | 395 |
| Link Distance (ft) | 698 | | | | 673 | 673 | 673 |
| Upstream Blk Time (%) | 0 | | | | | | 0 |
| Queuing Penalty (veh) | 0 | | | | | | 1 |
| Storage Bay Dist (ft) | 375 | 325 | 325 | | | | |
| Storage Blk Time (%) | 0 | | 0 | 0 | | | |
| Queuing Penalty (veh) | 0 | | 0 | 0 | | | |

Intersection: 5: Pleasant Hill Rd & Mall Blvd

| Movement | EB | EB | WB | WB | WB | NB | NB | NB | NB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | L | TR | L | T | R | UL | T | T | TR | UL | T | T |
| Maximum Queue (ft) | 118 | 121 | 125 | 334 | 164 | 176 | 335 | 331 | 381 | 169 | 357 | 487 |
| Average Queue (ft) | 44 | 48 | 122 | 271 | 61 | 60 | 158 | 162 | 210 | 58 | 110 | 240 |
| 95th Queue (ft) | 94 | 100 | 131 | 413 | 126 | 125 | 281 | 273 | 332 | 125 | 334 | 586 |
| Link Distance (ft) | 251 | 251 | | 309 | 309 | | 578 | 578 | 578 | | 698 | 698 |
| Upstream Blk Time (%) | | | | 41 | | | | | | | | 0 |
| Queuing Penalty (veh) | | | | 0 | | | | | | | | 0 |
| Storage Bay Dist (ft) | | | 100 | | | 270 | | | | 185 | | |
| Storage Blk Time (%) | | | 77 | 0 | | 0 | 1 | | | 0 | 2 | |
| Queuing Penalty (veh) | | | 15 | 1 | | 0 | 1 | | | 0 | 2 | |

Intersection: 5: Pleasant Hill Rd & Mall Blvd

| Movement | SB |
|-----------------------|-----|
| Directions Served | TR |
| Maximum Queue (ft) | 556 |
| Average Queue (ft) | 313 |
| 95th Queue (ft) | 661 |
| Link Distance (ft) | 698 |
| Upstream Blk Time (%) | 1 |
| Queuing Penalty (veh) | 3 |
| Storage Bay Dist (ft) | |
| Storage Blk Time (%) | |
| Queuing Penalty (veh) | |

Intersection: 6: Pleasant Hill Rd & Gwinnett Place Dr

| Movement | EB | EB | EB | WB | WB | WB | WB | NB | NB | NB | NB | NB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | L | T | R | UL | L | T | R | UL | L | T | T | T |
| Maximum Queue (ft) | 206 | 120 | 370 | 322 | 333 | 62 | 69 | 212 | 225 | 383 | 374 | 348 |
| Average Queue (ft) | 103 | 49 | 309 | 232 | 312 | 17 | 17 | 200 | 214 | 306 | 169 | 168 |
| 95th Queue (ft) | 187 | 104 | 416 | 407 | 327 | 49 | 51 | 234 | 241 | 472 | 358 | 319 |
| Link Distance (ft) | 326 | 326 | 326 | 299 | 299 | 299 | 299 | | | 357 | 357 | 357 |
| Upstream Blk Time (%) | | | 43 | 33 | 98 | | | | | 21 | 2 | 1 |
| Queuing Penalty (veh) | | | 0 | 0 | 0 | | | | | 243 | 22 | 11 |
| Storage Bay Dist (ft) | | | | | | | | 200 | 200 | | | |
| Storage Blk Time (%) | | | | | | | | 12 | 36 | 1 | | 11 |
| Queuing Penalty (veh) | | | | | | | | 85 | 268 | 7 | | 19 |

Intersection: 6: Pleasant Hill Rd & Gwinnett Place Dr

| Movement | NB | SB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|
| Directions Served | R | UL | T | T | TR |
| Maximum Queue (ft) | 150 | 100 | 591 | 621 | 615 |
| Average Queue (ft) | 33 | 23 | 290 | 454 | 511 |
| 95th Queue (ft) | 134 | 73 | 593 | 700 | 713 |
| Link Distance (ft) | | | 578 | 578 | 578 |
| Upstream Blk Time (%) | | | 1 | 3 | 10 |
| Queuing Penalty (veh) | | | 6 | 22 | 65 |
| Storage Bay Dist (ft) | 125 | 220 | | | |
| Storage Blk Time (%) | 0 | | 4 | | |
| Queuing Penalty (veh) | 0 | | 1 | | |

Intersection: 7: Pleasant Hill Rd & Venture Dr

| Movement | WB | NB | NB | NB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|
| Directions Served | R | T | T | T | T | TR |
| Maximum Queue (ft) | 101 | 522 | 450 | 325 | 284 | 397 |
| Average Queue (ft) | 85 | 212 | 89 | 30 | 11 | 41 |
| 95th Queue (ft) | 129 | 520 | 323 | 187 | 107 | 228 |
| Link Distance (ft) | 98 | 551 | 551 | 551 | 357 | 357 |
| Upstream Blk Time (%) | 74 | 1 | 1 | 1 | 0 | 2 |
| Queuing Penalty (veh) | 26 | 15 | 7 | 6 | 0 | 20 |
| Storage Bay Dist (ft) | | | | | | |
| Storage Blk Time (%) | | | | | | |
| Queuing Penalty (veh) | | | | | | |

Intersection: 8: Pleasant Hill Rd

| Movement | NB | NB | NB | SB | SB | SB | SB | SB | SB | SW | SW |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | T | T | T | L | L | L | L | L | R | > | > |
| Maximum Queue (ft) | 103 | 104 | 110 | 248 | 315 | 362 | 328 | 231 | 86 | 158 | 156 |
| Average Queue (ft) | 82 | 80 | 80 | 132 | 154 | 200 | 176 | 112 | 41 | 133 | 129 |
| 95th Queue (ft) | 98 | 107 | 104 | 236 | 274 | 318 | 289 | 195 | 74 | 148 | 143 |
| Link Distance (ft) | 76 | 76 | 76 | 551 | 551 | 551 | 551 | 551 | 551 | 123 | 123 |
| Upstream Blk Time (%) | 55 | 38 | 43 | | 0 | 0 | | | | 39 | 34 |
| Queuing Penalty (veh) | 306 | 213 | 240 | | 0 | 0 | | | | 296 | 255 |
| Storage Bay Dist (ft) | | | | | | | | | | | |
| Storage Blk Time (%) | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | |

Intersection: 9: Pleasant Hill Rd & I-85 SB

| Movement | EB | EB | NB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | R | R | L | L | L | L | L | R | R | T | T | T |
| Maximum Queue (ft) | 230 | 186 | 450 | 490 | 515 | 492 | 451 | 356 | 253 | 132 | 132 | 136 |
| Average Queue (ft) | 92 | 15 | 189 | 316 | 387 | 352 | 296 | 42 | 42 | 103 | 101 | 104 |
| 95th Queue (ft) | 224 | 95 | 370 | 503 | 506 | 468 | 414 | 175 | 151 | 131 | 138 | 133 |
| Link Distance (ft) | 553 | 553 | 500 | 500 | 500 | 500 | 500 | 500 | 500 | 105 | 105 | 105 |
| Upstream Blk Time (%) | | | 0 | 1 | 1 | 0 | | | 0 | 18 | 12 | 18 |
| Queuing Penalty (veh) | | | 0 | 2 | 5 | 0 | | | 0 | 121 | 82 | 119 |
| Storage Bay Dist (ft) | | | | | | | | | | | | |
| Storage Blk Time (%) | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |

Intersection: 10: Pleasant Hill Rd & Shackleford Rd/Breckinridge Rd

| Movement | EB | EB | EB | EB | EB | WB | WB | WB | WB | WB | NB | NB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | L | L | T | T | R | L | L | T | T | R | UL | L |
| Maximum Queue (ft) | 232 | 245 | 493 | 473 | 190 | 287 | 300 | 682 | 644 | 375 | 119 | 125 |
| Average Queue (ft) | 110 | 242 | 464 | 400 | 135 | 270 | 293 | 591 | 494 | 215 | 49 | 70 |
| 95th Queue (ft) | 276 | 251 | 481 | 537 | 267 | 333 | 328 | 796 | 715 | 383 | 100 | 115 |
| Link Distance (ft) | | | 447 | 447 | | | | 636 | 636 | | | |
| Upstream Blk Time (%) | | | 86 | 6 | | | | 43 | 0 | | | |
| Queuing Penalty (veh) | | | 0 | 0 | | | | 0 | 0 | | | |
| Storage Bay Dist (ft) | 220 | 220 | | | 165 | 275 | 275 | | | 350 | 220 | 220 |
| Storage Blk Time (%) | 0 | 88 | 4 | 32 | 5 | 26 | 64 | 6 | 6 | 1 | | |
| Queuing Penalty (veh) | 1 | 198 | 11 | 130 | 12 | 56 | 139 | 24 | 19 | 3 | | |

Intersection: 10: Pleasant Hill Rd & Shackleford Rd/Breckinridge Rd

| Movement | NB | NB | NB | NB | SB | SB | SB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | T | T | T | TR | L | L | T | T | T | R |
| Maximum Queue (ft) | 180 | 337 | 750 | 879 | 146 | 200 | 288 | 290 | 280 | 155 |
| Average Queue (ft) | 45 | 141 | 279 | 618 | 70 | 93 | 176 | 179 | 174 | 5 |
| 95th Queue (ft) | 121 | 272 | 588 | 890 | 130 | 156 | 257 | 253 | 251 | 60 |
| Link Distance (ft) | 884 | 884 | 884 | 884 | | | 500 | 500 | 500 | |
| Upstream Blk Time (%) | | | 0 | 0 | | | | | | |
| Queuing Penalty (veh) | | | 0 | 1 | | | | | | |
| Storage Bay Dist (ft) | | | | | 250 | 250 | | | | 200 |
| Storage Blk Time (%) | 0 | | | | | | 1 | | 7 | 0 |
| Queuing Penalty (veh) | 0 | | | | | | 2 | | 8 | 0 |

Intersection: 11: Pleasant Hill Rd & Crestwood Pkwy/Koger Blvd

| Movement | EB | EB | EB | EB | WB | WB | WB | WB | NB | NB | NB | NB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|------|------|------|
| Directions Served | UL | L | T | R | L | L | T | R | UL | T | T | TR |
| Maximum Queue (ft) | 165 | 195 | 200 | 235 | 187 | 200 | 458 | 76 | 181 | 1370 | 1405 | 1392 |
| Average Queue (ft) | 29 | 118 | 59 | 118 | 147 | 182 | 247 | 66 | 96 | 482 | 1010 | 1260 |
| 95th Queue (ft) | 112 | 192 | 143 | 209 | 223 | 225 | 461 | 91 | 172 | 1263 | 1588 | 1587 |
| Link Distance (ft) | | | 340 | 340 | | | 442 | | | 1371 | 1371 | 1371 |
| Upstream Blk Time (%) | | | | 1 | | | 3 | | | 0 | 1 | 4 |
| Queuing Penalty (veh) | | | | 0 | | | 0 | | | 1 | 6 | 29 |
| Storage Bay Dist (ft) | 175 | 175 | | | 175 | 175 | | 50 | 475 | | | |
| Storage Blk Time (%) | 0 | 4 | 0 | | 4 | 21 | 31 | 35 | | 0 | | |
| Queuing Penalty (veh) | 0 | 2 | 0 | | 9 | 52 | 142 | 128 | | 0 | | |

Intersection: 11: Pleasant Hill Rd & Crestwood Pkwy/Koger Blvd

| Movement | SB | SB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|
| Directions Served | UL | L | T | T | TR |
| Maximum Queue (ft) | 104 | 284 | 402 | 423 | 423 |
| Average Queue (ft) | 40 | 84 | 283 | 307 | 322 |
| 95th Queue (ft) | 88 | 199 | 379 | 399 | 410 |
| Link Distance (ft) | | | 884 | 884 | 884 |
| Upstream Blk Time (%) | | | | | |
| Queuing Penalty (veh) | | | | | |
| Storage Bay Dist (ft) | 270 | 270 | | | |
| Storage Blk Time (%) | | 0 | 13 | | |
| Queuing Penalty (veh) | | 0 | 15 | | |

Intersection: 12: Pleasant Hill Rd & Sweetwater Rd

| Movement | EB | EB | EB | WB | WB | WB | NB | NB | NB | NB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|------|------|------|-----|------|
| Directions Served | L | T | R | L | T | R | UL | T | T | TR | UL | T |
| Maximum Queue (ft) | 462 | 498 | 417 | 577 | 566 | 477 | 309 | 1003 | 1043 | 1040 | 575 | 1124 |
| Average Queue (ft) | 255 | 426 | 110 | 471 | 291 | 142 | 87 | 689 | 915 | 1000 | 418 | 889 |
| 95th Queue (ft) | 499 | 571 | 309 | 687 | 600 | 340 | 204 | 1172 | 1150 | 1124 | 723 | 1234 |
| Link Distance (ft) | 466 | 466 | 466 | 547 | 547 | 547 | | 961 | 961 | 961 | | 1371 |
| Upstream Blk Time (%) | 7 | 41 | 1 | 42 | 10 | 1 | | 1 | 7 | 26 | | 0 |
| Queuing Penalty (veh) | 0 | 0 | 0 | 0 | 0 | 0 | | 9 | 50 | 185 | | 4 |
| Storage Bay Dist (ft) | | | | | | | 300 | | | | 550 | |
| Storage Blk Time (%) | | | | | | | | 7 | | | 0 | 33 |
| Queuing Penalty (veh) | | | | | | | | 7 | | | 0 | 80 |

Intersection: 12: Pleasant Hill Rd & Sweetwater Rd

| Movement | SB | SB |
|-----------------------|------|------|
| Directions Served | T | TR |
| Maximum Queue (ft) | 1134 | 1149 |
| Average Queue (ft) | 903 | 918 |
| 95th Queue (ft) | 1247 | 1253 |
| Link Distance (ft) | 1371 | 1371 |
| Upstream Blk Time (%) | 0 | 1 |
| Queuing Penalty (veh) | 3 | 6 |
| Storage Bay Dist (ft) | | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

Intersection: 13: Pleasant Hill Rd & Club Dr

| Movement | EB | EB | EB | EB | EB | WB | WB | WB | WB | NB | NB | NB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | UL | T | T | R | R | L | T | T | R | L | L | L |
| Maximum Queue (ft) | 424 | 621 | 659 | 305 | 292 | 734 | 727 | 693 | 221 | 163 | 292 | 370 |
| Average Queue (ft) | 160 | 426 | 629 | 305 | 286 | 641 | 441 | 219 | 64 | 42 | 162 | 214 |
| 95th Queue (ft) | 366 | 625 | 645 | 305 | 321 | 856 | 903 | 602 | 179 | 135 | 280 | 344 |
| Link Distance (ft) | | 610 | 610 | | | 700 | 700 | 700 | | | | |
| Upstream Blk Time (%) | | 1 | 53 | | | 58 | 19 | 0 | | | | |
| Queuing Penalty (veh) | | 0 | 0 | | | 0 | 0 | 0 | | | | |
| Storage Bay Dist (ft) | 400 | | | 280 | 280 | | | | 400 | 380 | 380 | 380 |
| Storage Blk Time (%) | 0 | 15 | 13 | 40 | 14 | | | | | | | 0 |
| Queuing Penalty (veh) | 1 | 23 | 176 | 159 | 56 | | | | | | | 0 |

Intersection: 13: Pleasant Hill Rd & Club Dr

| Movement | NB | NB | NB | NB | SB | SB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | T | T | T | R | L | L | T | T | TR |
| Maximum Queue (ft) | 456 | 465 | 493 | 275 | 235 | 350 | 738 | 762 | 752 |
| Average Queue (ft) | 329 | 427 | 461 | 206 | 145 | 275 | 518 | 538 | 544 |
| 95th Queue (ft) | 504 | 514 | 477 | 402 | 237 | 439 | 675 | 693 | 689 |
| Link Distance (ft) | 442 | 442 | 442 | | | | 961 | 961 | 961 |
| Upstream Blk Time (%) | 2 | 18 | 71 | | | | 0 | 0 | |
| Queuing Penalty (veh) | 0 | 0 | 0 | | | | 0 | 0 | |
| Storage Bay Dist (ft) | | | | 250 | 325 | 325 | | | |
| Storage Blk Time (%) | 2 | | 72 | 0 | 0 | 1 | 40 | | |
| Queuing Penalty (veh) | 7 | | 130 | 1 | 2 | 6 | 149 | | |

Intersection: 14: Pleasant Hill Rd & Gwinnett Station

| Movement | WB | SB |
|-----------------------|-----|-----|
| Directions Served | R | T |
| Maximum Queue (ft) | 58 | 10 |
| Average Queue (ft) | 20 | 0 |
| 95th Queue (ft) | 46 | 7 |
| Link Distance (ft) | 344 | 347 |
| Upstream Blk Time (%) | | |
| Queuing Penalty (veh) | | |
| Storage Bay Dist (ft) | | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

Intersection: 26: Pleasant Hill Rd

| Movement | SB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | L | T | T | T |
| Maximum Queue (ft) | 6 | 148 | 154 | 135 |
| Average Queue (ft) | 0 | 46 | 34 | 35 |
| 95th Queue (ft) | 5 | 117 | 115 | 107 |
| Link Distance (ft) | 148 | 148 | 148 | 148 |
| Upstream Blk Time (%) | | 1 | 1 | 1 |
| Queuing Penalty (veh) | | 4 | 4 | 4 |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 28: I-85 NB

| Movement | WB | WB |
|-----------------------|-----|-----|
| Directions Served | T | TR |
| Maximum Queue (ft) | 284 | 290 |
| Average Queue (ft) | 263 | 259 |
| 95th Queue (ft) | 275 | 289 |
| Link Distance (ft) | 247 | 247 |
| Upstream Blk Time (%) | 40 | 33 |
| Queuing Penalty (veh) | 0 | 0 |
| Storage Bay Dist (ft) | | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

Intersection: 29:

| Movement | WB | WB | SW |
|-----------------------|-----|-----|-----|
| Directions Served | L | L | T |
| Maximum Queue (ft) | 2 | 34 | 187 |
| Average Queue (ft) | 0 | 3 | 150 |
| 95th Queue (ft) | 2 | 17 | 215 |
| Link Distance (ft) | 146 | 146 | 170 |
| Upstream Blk Time (%) | | | 6 |
| Queuing Penalty (veh) | | | 53 |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Intersection: 30: I-85 NB

| Movement | SB | SB | SB | SB | SB | SW | SW |
|-----------------------|----|----|----|----|----|-----|-----|
| Directions Served | T | T | T | T | T | L | L |
| Maximum Queue (ft) | 48 | 70 | 98 | 92 | 88 | 302 | 456 |
| Average Queue (ft) | 11 | 17 | 41 | 35 | 29 | 121 | 269 |
| 95th Queue (ft) | 35 | 52 | 82 | 76 | 69 | 223 | 429 |
| Link Distance (ft) | 84 | 84 | 84 | 84 | 84 | 517 | 517 |
| Upstream Blk Time (%) | | 1 | 2 | 1 | 1 | | 1 |
| Queuing Penalty (veh) | | 4 | 9 | 5 | 6 | | 0 |
| Storage Bay Dist (ft) | | | | | | | |
| Storage Blk Time (%) | | | | | | | |
| Queuing Penalty (veh) | | | | | | | |

Intersection: 32:

| Movement | EB | EB | NB | NB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | L | L | R | R |
| Maximum Queue (ft) | 17 | 39 | 159 | 181 |
| Average Queue (ft) | 1 | 3 | 81 | 77 |
| 95th Queue (ft) | 12 | 20 | 135 | 156 |
| Link Distance (ft) | 154 | 154 | 194 | 194 |
| Upstream Blk Time (%) | | | 0 | 0 |
| Queuing Penalty (veh) | | | 0 | 1 |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 33: Pleasant Hill Rd

| Movement | NB | NB | NB | NB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | L | T | T | T |
| Maximum Queue (ft) | 6 | 202 | 189 | 186 |
| Average Queue (ft) | 0 | 109 | 66 | 69 |
| 95th Queue (ft) | 5 | 208 | 166 | 167 |
| Link Distance (ft) | 184 | 184 | 184 | 184 |
| Upstream Blk Time (%) | | 3 | 0 | 1 |
| Queuing Penalty (veh) | | 14 | 2 | 4 |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 53: Pleasant Hill Rd & I-85 SB

| Movement | EB | EB | NB | NB | NB | NB | NB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | L | L | T | T | T | T | T |
| Maximum Queue (ft) | 104 | 304 | 25 | 46 | 144 | 110 | 105 |
| Average Queue (ft) | 34 | 129 | 2 | 10 | 52 | 25 | 32 |
| 95th Queue (ft) | 82 | 252 | 14 | 35 | 131 | 84 | 87 |
| Link Distance (ft) | 424 | 424 | 118 | 118 | 118 | 118 | 118 |
| Upstream Blk Time (%) | | 0 | | | 8 | 2 | 1 |
| Queuing Penalty (veh) | | 0 | | | 29 | 7 | 5 |
| Storage Bay Dist (ft) | | | | | | | |
| Storage Blk Time (%) | | | | | | | |
| Queuing Penalty (veh) | | | | | | | |

Intersection: 56: Venture Dr

| Movement | EB |
|-----------------------|-----|
| Directions Served | R |
| Maximum Queue (ft) | 117 |
| Average Queue (ft) | 63 |
| 95th Queue (ft) | 97 |
| Link Distance (ft) | 205 |
| Upstream Blk Time (%) | |
| Queuing Penalty (veh) | |
| Storage Bay Dist (ft) | |
| Storage Blk Time (%) | |
| Queuing Penalty (veh) | |

Intersection: 57:

| Movement | WB | SB |
|-----------------------|-----|-----|
| Directions Served | L | R |
| Maximum Queue (ft) | 109 | 287 |
| Average Queue (ft) | 20 | 118 |
| 95th Queue (ft) | 72 | 231 |
| Link Distance (ft) | 104 | 563 |
| Upstream Blk Time (%) | 0 | |
| Queuing Penalty (veh) | 2 | |
| Storage Bay Dist (ft) | | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

Intersection: 58: Venture Dr

| Movement | WB | NW |
|-----------------------|-----|-----|
| Directions Served | T | R |
| Maximum Queue (ft) | 111 | 88 |
| Average Queue (ft) | 66 | 49 |
| 95th Queue (ft) | 137 | 75 |
| Link Distance (ft) | 95 | 526 |
| Upstream Blk Time (%) | 64 | |
| Queuing Penalty (veh) | 0 | |
| Storage Bay Dist (ft) | | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

Intersection: 59: Mall Corners & Satellite Blvd

| Movement | EB | EB | EB | EB | WB | WB | WB | WB | WB | NB | NB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | UL | T | T | TR | UL | T | T | T | R | LT | R | LTR |
| Maximum Queue (ft) | 133 | 332 | 297 | 256 | 386 | 304 | 332 | 330 | 69 | 97 | 33 | 140 |
| Average Queue (ft) | 62 | 205 | 162 | 116 | 163 | 137 | 157 | 146 | 17 | 43 | 4 | 61 |
| 95th Queue (ft) | 111 | 291 | 263 | 215 | 307 | 276 | 304 | 284 | 48 | 89 | 20 | 116 |
| Link Distance (ft) | 644 | 644 | 644 | 644 | 682 | 682 | 682 | 682 | 682 | 171 | 171 | 192 |
| Upstream Blk Time (%) | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |
| Storage Bay Dist (ft) | | | | | | | | | | | | |
| Storage Blk Time (%) | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |

Intersection: 62: Market St/Drwy & Satellite Blvd

| Movement | EB | EB | EB | EB | WB | WB | WB | WB | NB | NB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | UL | T | T | TR | UL | T | T | TR | LT | R | LTR |
| Maximum Queue (ft) | 190 | 309 | 321 | 330 | 80 | 172 | 199 | 186 | 54 | 64 | 30 |
| Average Queue (ft) | 82 | 99 | 123 | 145 | 18 | 89 | 109 | 89 | 13 | 22 | 2 |
| 95th Queue (ft) | 159 | 234 | 267 | 283 | 52 | 154 | 177 | 157 | 40 | 53 | 14 |
| Link Distance (ft) | | 550 | 550 | 550 | | 454 | 454 | 454 | 226 | 226 | 174 |
| Upstream Blk Time (%) | | | | 0 | | | | | | | |
| Queuing Penalty (veh) | | | | 0 | | | | | | | |
| Storage Bay Dist (ft) | 175 | | | | 145 | | | | | | |
| Storage Blk Time (%) | 0 | 1 | | | | 1 | | | | | |
| Queuing Penalty (veh) | 1 | 2 | | | | 0 | | | | | |

Network Summary

| |
|------------------------------------|
| Network wide Queuing Penalty: 5302 |
|------------------------------------|

Traffic Count Data



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Peak Hour Turning Movement Count

Duluth, GA



www.marrtraffic.com



| Wednesday, February 21, 2024 | |
|------------------------------|-------------|
| Period | 0700 - 0900 |
| Peak Hour | 0800 - 0900 |

* the Peak Hour Diagram does not include Bikes



Session Parameters

(Drop Down Menu)

Peak Hour

Volume



[Click here for Map](#)

Peak Hour Turning Movement Count

Duluth, GA



www.marrtraffic.com



| Wednesday, February 21, 2024 | |
|------------------------------|-------------|
| Period | 1600 - 1800 |
| Peak Hour | 1700 - 1800 |

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)



Pleasant Hill Rd (North)

Southbound

| | | | | | | |
|----|------|-----|---|------|------|--------|
| 43 | 1403 | 711 | 8 | 2165 | 1701 | (1-3) |
| 0 | 18 | 7 | 0 | 25 | 20 | (4-7) |
| 0 | 8 | 9 | 0 | 17 | 8 | (8-13) |

| | | | | | | |
|----|------|-----|---|------|------|-------|
| 43 | 1429 | 727 | 8 | 2207 | 1729 | Total |
|----|------|-----|---|------|------|-------|



| | (1-3) | (4-7) | (8-13) | Total |
|-----------|-------|-------|--------|-------|
| Eastbound | 532 | 11 | 0 | 543 |
| Westbound | 543 | 3 | 1 | 547 |
| PHF | 1 | 0 | 0 | 1 |
| Volume | 40 | 0 | 0 | 40 |
| PHF | 381 | 1 | 0 | 382 |
| Volume | 121 | 2 | 1 | 124 |

| Classes | (1-3) | (4-7) | (8-13) | Total |
|---------|-------|-------|--------|--------|
| Volume | 5080 | 63 | 26 | 5169 |
| PHF | | | | 0.9257 |

| | (1-3) | (4-7) | (8-13) | Total |
|-----------|-------|-------|--------|-------|
| Eastbound | 514 | 346 | 104 | 964 |
| Westbound | 1 | 5 | 508 | 514 |
| PHF | 0 | 8 | 338 | 346 |
| Volume | 0 | 4 | 100 | 104 |
| PHF | 964 | 1 | 17 | 982 |
| Volume | 1232 | 9 | 8 | 1249 |

| | (1-3) | (4-7) | (8-13) | Total |
|-----------|-------|-------|--------|-------|
| Eastbound | 1665 | 1451 | 8 | 3124 |
| Westbound | 8 | 153 | 1167 | 1328 |
| PHF | 9 | 7 | 0 | 16 |
| Volume | 24 | 18 | 0 | 42 |
| PHF | 1632 | 1426 | 8 | 3066 |
| Volume | 0 | 0 | 7 | 7 |
| PHF | 0 | 3 | 15 | 18 |
| Volume | 8 | 150 | 1145 | 1303 |

Pleasant Hill Rd (South)

Classified Turn Movement Count || All vehicles

Duluth, GA

Site 1

Pleasant Hill Rd (South)
Pleasant Hill Rd (North)
Old Norcross Rd (West)
Old Norcross Rd (East)



Date

Wednesday, February 21, 2024

Weather

Fair
53°F

Lat/Long

33.963920°, -84.139612°

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[Click here for Map](#)

0700 - 0900 (Weekday 2h Session) (02-21-2024)

All vehicles

| TIME | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Int | | | | | |
|-----------------|--------------------------|-------|-------|--------|------------|--------------------------|-------|-------|-----------|-------|------------------------|-------|-----------|--------|------|------------------------|-------|-------|--------|-------|-------|-------|
| | Pleasant Hill Rd (South) | | | U-Turn | App | Pleasant Hill Rd (North) | | | U-Turn | App | Old Norcross Rd (West) | | | U-Turn | App | Old Norcross Rd (East) | | | U-Turn | App | Total | |
| | Left | Thru | Right | | | Left | Thru | Right | | | Left | Thru | Right | | | Left | | Thru | | | | Right |
| 0700 - 0715 | 14 | 323 | 7 | 0 | 344 | 47 | 167 | 4 | 0 | 218 | 2 | 22 | 23 | 0 | 47 | 22 | 118 | 113 | 0 | 253 | 862 | |
| 0715 - 0730 | 9 | 422 | 13 | 0 | 444 | 62 | 219 | 1 | 0 | 282 | 2 | 35 | 26 | 0 | 63 | 14 | 98 | 189 | 0 | 301 | 1090 | |
| 0730 - 0745 | 19 | 394 | 10 | 1 | 424 | 60 | 238 | 0 | 0 | 298 | 2 | 36 | 16 | 0 | 54 | 17 | 151 | 180 | 0 | 348 | 1124 | |
| 0745 - 0800 | 15 | 394 | 16 | 0 | 425 | 68 | 224 | 2 | 1 | 295 | 11 | 51 | 19 | 0 | 81 | 24 | 126 | 189 | 0 | 339 | 1140 | |
| Hourly Total | 57 | 1533 | 46 | 1 | 1637 | 237 | 848 | 7 | 1 | 1093 | 17 | 144 | 84 | 0 | 245 | 77 | 493 | 671 | 0 | 1241 | 4216 | |
| 0800 - 0815 | 27 | 355 | 7 | 1 | 390 | 71 | 272 | 6 | 0 | 349 | 3 | 48 | 27 | 0 | 78 | 22 | 111 | 160 | 0 | 293 | 1110 | |
| 0815 - 0830 | 20 | 290 | 9 | 2 | 321 | 85 | 239 | 4 | 2 | 330 | 14 | 45 | 32 | 0 | 91 | 16 | 120 | 156 | 0 | 292 | 1034 | |
| 0830 - 0845 | 27 | 386 | 16 | 1 | 430 | 73 | 266 | 10 | 4 | 353 | 16 | 60 | 26 | 0 | 102 | 19 | 125 | 135 | 0 | 279 | 1164 | |
| 0845 - 0900 | 32 | 406 | 10 | 2 | 450 | 94 | 252 | 5 | 4 | 355 | 15 | 68 | 21 | 0 | 104 | 31 | 143 | 165 | 0 | 339 | 1248 | |
| Hourly Total | 106 | 1437 | 42 | 6 | 1591 | 323 | 1029 | 25 | 10 | 1387 | 48 | 221 | 106 | 0 | 375 | 88 | 499 | 616 | 0 | 1203 | 4556 | |
| Grand Total | 163 | 2970 | 88 | 7 | 3228 | 560 | 1877 | 32 | 11 | 2480 | 65 | 365 | 190 | 0 | 620 | 165 | 992 | 1287 | 0 | 2444 | 8772 | |
| Approach % | 5.05 | 92.01 | 2.73 | 0.22 | - | 22.58 | 75.69 | 1.29 | 0.44 | - | 10.48 | 58.87 | 30.65 | 0.00 | - | 6.75 | 40.59 | 52.66 | 0.00 | - | - | |
| Intersection % | 1.86 | 33.86 | 1.00 | 0.08 | 36.80 | 6.38 | 21.40 | 0.36 | 0.13 | 28.27 | 0.74 | 4.16 | 2.17 | 0.00 | 7.07 | 1.88 | 11.31 | 14.67 | 0.00 | 27.86 | - | |
| Heavy Vehicle % | 5 | 4 | 6 | 0 | 4 | 3 | 7 | 3 | 0 | 6 | 3 | 4 | 2 | - | 3 | 2 | 3 | 4 | - | 4 | 4 | |
| PHF | 0.83 | 0.88 | 0.66 | 0.75 | 0.88 | 0.86 | 0.95 | 0.63 | 0.63 | 0.98 | 0.75 | 0.81 | 0.83 | 0.00 | 0.90 | 0.71 | 0.87 | 0.93 | 0.00 | 0.89 | 0.91 | |

1600 - 1800 (Weekday 2h Session) (02-21-2024)

All vehicles

| TIME | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Int | | | | | |
|-----------------|--------------------------|-------|-------|--------|------------|--------------------------|-------|-------|-----------|-------|------------------------|-------|-----------|--------|-------|------------------------|-------|-------|--------|-------|-------|-------|
| | Pleasant Hill Rd (South) | | | U-Turn | App | Pleasant Hill Rd (North) | | | U-Turn | App | Old Norcross Rd (West) | | | U-Turn | App | Old Norcross Rd (East) | | | U-Turn | App | Total | |
| | Left | Thru | Right | | | Left | Thru | Right | | | Left | Thru | Right | | | Left | | Thru | | | | Right |
| 1600 - 1615 | 35 | 273 | 38 | 1 | 347 | 154 | 376 | 11 | 2 | 543 | 16 | 93 | 34 | 0 | 143 | 32 | 69 | 88 | 0 | 189 | 1222 | |
| 1615 - 1630 | 39 | 280 | 30 | 1 | 350 | 180 | 352 | 16 | 2 | 550 | 12 | 91 | 24 | 0 | 127 | 30 | 69 | 110 | 0 | 209 | 1236 | |
| 1630 - 1645 | 33 | 284 | 29 | 1 | 347 | 166 | 389 | 13 | 1 | 569 | 11 | 95 | 31 | 0 | 137 | 18 | 74 | 103 | 0 | 195 | 1248 | |
| 1645 - 1700 | 30 | 257 | 35 | 2 | 324 | 144 | 331 | 18 | 4 | 497 | 11 | 88 | 29 | 0 | 128 | 34 | 90 | 110 | 0 | 234 | 1183 | |
| Hourly Total | 137 | 1094 | 132 | 5 | 1368 | 644 | 1448 | 58 | 9 | 2159 | 50 | 367 | 118 | 0 | 535 | 114 | 302 | 411 | 0 | 827 | 4889 | |
| 1700 - 1715 | 42 | 327 | 27 | 1 | 397 | 174 | 326 | 13 | 2 | 515 | 13 | 102 | 19 | 0 | 134 | 18 | 89 | 125 | 0 | 232 | 1278 | |
| 1715 - 1730 | 37 | 302 | 32 | 2 | 373 | 206 | 378 | 8 | 0 | 592 | 13 | 96 | 46 | 0 | 155 | 30 | 92 | 154 | 0 | 276 | 1396 | |
| 1730 - 1745 | 35 | 251 | 32 | 2 | 320 | 168 | 345 | 11 | 5 | 529 | 8 | 94 | 33 | 1 | 136 | 34 | 86 | 114 | 0 | 234 | 1219 | |
| 1745 - 1800 | 39 | 287 | 32 | 3 | 361 | 179 | 380 | 11 | 1 | 571 | 6 | 90 | 26 | 0 | 122 | 22 | 79 | 121 | 0 | 222 | 1276 | |
| Hourly Total | 153 | 1167 | 123 | 8 | 1451 | 727 | 1429 | 43 | 8 | 2207 | 40 | 382 | 124 | 1 | 547 | 104 | 346 | 514 | 0 | 964 | 5169 | |
| Grand Total | 290 | 2261 | 255 | 13 | 2819 | 1371 | 2877 | 101 | 17 | 4366 | 90 | 749 | 242 | 1 | 1082 | 218 | 648 | 925 | 0 | 1791 | 10058 | |
| Approach % | 10.29 | 80.21 | 9.05 | 0.46 | - | 31.40 | 65.90 | 2.31 | 0.39 | - | 8.32 | 69.22 | 22.37 | 0.09 | - | 12.17 | 36.18 | 51.65 | 0.00 | - | - | |
| Intersection % | 2.88 | 22.48 | 2.54 | 0.13 | 28.03 | 13.63 | 28.60 | 1.00 | 0.17 | 43.41 | 0.89 | 7.45 | 2.41 | 0.01 | 10.76 | 2.17 | 6.44 | 9.20 | 0.00 | 17.81 | - | |
| Heavy Vehicle % | 2 | 3 | 0 | 0 | 3 | 2 | 3 | 1 | 0 | 2 | 0 | 1 | 3 | 0 | 1 | 3 | 3 | 2 | - | 2 | 2 | |
| PHF | 0.91 | 0.89 | 0.96 | 0.67 | 0.91 | 0.88 | 0.94 | 0.83 | 0.40 | 0.93 | 0.77 | 0.94 | 0.67 | 0.25 | 0.88 | 0.76 | 0.94 | 0.83 | 0.00 | 0.87 | 0.93 | |

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

Duluth, GA

Site 1

Pleasant Hill Rd (South)
Pleasant Hill Rd (North)
Old Norcross Rd (West)
Old Norcross Rd (East)



Date

Wednesday, February 21, 2024

Weather

Fair
53°F

Lat/Long

33.963920°, -84.139612°

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[Click here for Map](#)

0700 - 0900 (Weekday 2h Session) (02-21-2024)

Passenger Vehicles (1-3)

| TIME | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Int | | | | |
|----------------|--------------------------|-------|-------|--------|------------|--------------------------|-------|-------|-----------|-------|------------------------|-------|-----------|--------|------|------------------------|-------|-------|--------|-------|-------|
| | Pleasant Hill Rd (South) | | | U-Turn | App | Pleasant Hill Rd (North) | | | U-Turn | App | Old Norcross Rd (West) | | | U-Turn | App | Old Norcross Rd (East) | | | U-Turn | App | |
| | Left | Thru | Right | | | Left | Thru | Right | | | Left | Thru | Right | | | Left | | Thru | | | Right |
| 0700 - 0715 | 13 | 312 | 6 | 0 | 331 | 46 | 154 | 4 | 0 | 204 | 2 | 20 | 22 | 0 | 44 | 20 | 112 | 106 | 0 | 238 | 817 |
| 0715 - 0730 | 8 | 410 | 13 | 0 | 431 | 56 | 199 | 1 | 0 | 256 | 2 | 32 | 26 | 0 | 60 | 14 | 96 | 184 | 0 | 294 | 1041 |
| 0730 - 0745 | 19 | 380 | 8 | 1 | 408 | 57 | 224 | 0 | 0 | 281 | 2 | 34 | 16 | 0 | 52 | 17 | 147 | 172 | 0 | 336 | 1077 |
| 0745 - 0800 | 14 | 386 | 15 | 0 | 415 | 68 | 211 | 2 | 1 | 282 | 11 | 49 | 19 | 0 | 79 | 24 | 123 | 180 | 0 | 327 | 1103 |
| Hourly Total | 54 | 1488 | 42 | 1 | 1585 | 227 | 788 | 7 | 1 | 1023 | 17 | 135 | 83 | 0 | 235 | 75 | 478 | 642 | 0 | 1195 | 4038 |
| 0800 - 0815 | 24 | 343 | 7 | 1 | 375 | 69 | 250 | 6 | 0 | 325 | 3 | 47 | 27 | 0 | 77 | 22 | 109 | 157 | 0 | 288 | 1065 |
| 0815 - 0830 | 20 | 277 | 9 | 2 | 308 | 83 | 226 | 4 | 2 | 315 | 14 | 41 | 32 | 0 | 87 | 15 | 115 | 151 | 0 | 281 | 991 |
| 0830 - 0845 | 26 | 365 | 15 | 1 | 407 | 73 | 251 | 9 | 4 | 337 | 14 | 58 | 24 | 0 | 96 | 19 | 117 | 126 | 0 | 262 | 1102 |
| 0845 - 0900 | 31 | 392 | 10 | 2 | 435 | 92 | 236 | 5 | 4 | 337 | 15 | 68 | 21 | 0 | 104 | 30 | 140 | 160 | 0 | 330 | 1206 |
| Hourly Total | 101 | 1377 | 41 | 6 | 1525 | 317 | 963 | 24 | 10 | 1314 | 46 | 214 | 104 | 0 | 364 | 86 | 481 | 594 | 0 | 1161 | 4364 |
| Grand Total | 155 | 2865 | 83 | 7 | 3110 | 544 | 1751 | 31 | 11 | 2337 | 63 | 349 | 187 | 0 | 599 | 161 | 959 | 1236 | 0 | 2356 | 8402 |
| Approach % | 4.98 | 92.12 | 2.67 | 0.23 | - | 23.28 | 74.93 | 1.33 | 0.47 | - | 10.52 | 58.26 | 31.22 | 0.00 | - | 6.83 | 40.70 | 52.46 | 0.00 | - | - |
| Intersection % | 1.84 | 34.10 | 0.99 | 0.08 | 37.01 | 6.47 | 20.84 | 0.37 | 0.13 | 27.81 | 0.75 | 4.15 | 2.23 | 0.00 | 7.13 | 1.92 | 11.41 | 14.71 | 0.00 | 28.04 | - |

1600 - 1800 (Weekday 2h Session) (02-21-2024)

Passenger Vehicles (1-3)

| TIME | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Int | | | | |
|----------------|--------------------------|-------|-------|--------|------------|--------------------------|-------|-------|-----------|-------|------------------------|-------|-----------|--------|-------|------------------------|-------|-------|--------|-------|-------|
| | Pleasant Hill Rd (South) | | | U-Turn | App | Pleasant Hill Rd (North) | | | U-Turn | App | Old Norcross Rd (West) | | | U-Turn | App | Old Norcross Rd (East) | | | U-Turn | App | |
| | Left | Thru | Right | | | Left | Thru | Right | | | Left | Thru | Right | | | Left | | Thru | | | Right |
| 1600 - 1615 | 35 | 261 | 38 | 1 | 335 | 152 | 366 | 11 | 2 | 531 | 16 | 92 | 32 | 0 | 140 | 32 | 68 | 87 | 0 | 187 | 1193 |
| 1615 - 1630 | 38 | 272 | 30 | 1 | 341 | 174 | 334 | 16 | 2 | 526 | 12 | 88 | 23 | 0 | 123 | 30 | 64 | 108 | 0 | 202 | 1192 |
| 1630 - 1645 | 32 | 268 | 29 | 1 | 330 | 163 | 379 | 13 | 1 | 556 | 11 | 94 | 31 | 0 | 136 | 16 | 72 | 101 | 0 | 189 | 1211 |
| 1645 - 1700 | 30 | 248 | 35 | 2 | 315 | 140 | 319 | 17 | 4 | 480 | 11 | 86 | 27 | 0 | 124 | 33 | 88 | 107 | 0 | 228 | 1147 |
| Hourly Total | 135 | 1049 | 132 | 5 | 1321 | 629 | 1398 | 57 | 9 | 2093 | 50 | 360 | 113 | 0 | 523 | 111 | 292 | 403 | 0 | 806 | 4743 |
| 1700 - 1715 | 42 | 318 | 27 | 1 | 388 | 171 | 319 | 13 | 2 | 505 | 13 | 101 | 17 | 0 | 131 | 18 | 85 | 123 | 0 | 226 | 1250 |
| 1715 - 1730 | 37 | 296 | 32 | 2 | 367 | 202 | 372 | 8 | 0 | 582 | 13 | 96 | 46 | 0 | 155 | 28 | 92 | 153 | 0 | 273 | 1377 |
| 1730 - 1745 | 34 | 249 | 32 | 2 | 317 | 164 | 341 | 11 | 5 | 521 | 8 | 94 | 33 | 1 | 136 | 32 | 84 | 112 | 0 | 228 | 1202 |
| 1745 - 1800 | 37 | 282 | 32 | 3 | 354 | 174 | 371 | 11 | 1 | 557 | 6 | 90 | 25 | 0 | 121 | 22 | 77 | 120 | 0 | 219 | 1251 |
| Hourly Total | 150 | 1145 | 123 | 8 | 1426 | 711 | 1403 | 43 | 8 | 2165 | 40 | 381 | 121 | 1 | 543 | 100 | 338 | 508 | 0 | 946 | 5080 |
| Grand Total | 285 | 2194 | 255 | 13 | 2747 | 1340 | 2801 | 100 | 17 | 4258 | 90 | 741 | 234 | 1 | 1066 | 211 | 630 | 911 | 0 | 1752 | 9823 |
| Approach % | 10.37 | 79.87 | 9.28 | 0.47 | - | 31.47 | 65.78 | 2.35 | 0.40 | - | 8.44 | 69.51 | 21.95 | 0.09 | - | 12.04 | 35.96 | 52.00 | 0.00 | - | - |
| Intersection % | 2.90 | 22.34 | 2.60 | 0.13 | 27.96 | 13.64 | 28.51 | 1.02 | 0.17 | 43.35 | 0.92 | 7.54 | 2.38 | 0.01 | 10.85 | 2.15 | 6.41 | 9.27 | 0.00 | 17.84 | - |

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

Duluth, GA

Site 1

Pleasant Hill Rd (South)
Pleasant Hill Rd (North)
Old Norcross Rd (West)
Old Norcross Rd (East)



Date

Wednesday, February 21, 2024

Weather

Fair
53°F

Lat/Long

33.963920°, -84.139612°

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0700 - 0900 (Weekday 2h Session) (02-21-2024)

Single Unit Trucks (4-7)

| TIME | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Int | | | | | |
|----------------|--------------------------|-------|-------|--------|------------|--------------------------|-------|-------|-----------|-------|------------------------|-------|-----------|--------|------|------------------------|-------|-------|--------|-------|-------|-------|
| | Pleasant Hill Rd (South) | | | U-Turn | App | Pleasant Hill Rd (North) | | | U-Turn | App | Old Norcross Rd (West) | | | U-Turn | App | Old Norcross Rd (East) | | | U-Turn | App | Total | |
| | Left | Thru | Right | | | Left | Thru | Right | | | Left | Thru | Right | | | Left | | Thru | | | | Right |
| 0700 - 0715 | 0 | 7 | 1 | 0 | 8 | 0 | 9 | 0 | 0 | 9 | 0 | 2 | 1 | 0 | 3 | 0 | 2 | 3 | 0 | 5 | 31 | |
| 0715 - 0730 | 1 | 8 | 0 | 0 | 9 | 5 | 12 | 0 | 0 | 17 | 0 | 3 | 0 | 0 | 3 | 0 | 2 | 3 | 0 | 5 | 34 | |
| 0730 - 0745 | 0 | 5 | 1 | 0 | 6 | 2 | 11 | 0 | 0 | 13 | 0 | 1 | 0 | 0 | 1 | 0 | 3 | 5 | 0 | 8 | 28 | |
| 0745 - 0800 | 0 | 5 | 1 | 0 | 6 | 0 | 11 | 0 | 0 | 11 | 0 | 2 | 0 | 0 | 2 | 0 | 2 | 3 | 0 | 5 | 24 | |
| Hourly Total | 1 | 25 | 3 | 0 | 29 | 7 | 43 | 0 | 0 | 50 | 0 | 8 | 1 | 0 | 9 | 2 | 12 | 15 | 0 | 29 | 117 | |
| 0800 - 0815 | 3 | 9 | 0 | 0 | 12 | 2 | 17 | 0 | 0 | 19 | 0 | 1 | 0 | 0 | 1 | 0 | 2 | 2 | 0 | 4 | 36 | |
| 0815 - 0830 | 0 | 5 | 0 | 0 | 5 | 2 | 8 | 0 | 0 | 10 | 0 | 4 | 0 | 0 | 4 | 1 | 5 | 3 | 0 | 9 | 28 | |
| 0830 - 0845 | 0 | 13 | 1 | 0 | 14 | 0 | 12 | 1 | 0 | 13 | 2 | 2 | 2 | 0 | 6 | 0 | 8 | 5 | 0 | 13 | 46 | |
| 0845 - 0900 | 0 | 11 | 0 | 0 | 11 | 2 | 10 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 4 | 0 | 5 | 28 | |
| Hourly Total | 3 | 38 | 1 | 0 | 42 | 6 | 47 | 1 | 0 | 54 | 2 | 7 | 2 | 0 | 11 | 2 | 15 | 14 | 0 | 31 | 138 | |
| Grand Total | 4 | 63 | 4 | 0 | 71 | 13 | 90 | 1 | 0 | 104 | 2 | 15 | 3 | 0 | 20 | 4 | 27 | 29 | 0 | 60 | 255 | |
| Approach % | 5.63 | 88.73 | 5.63 | 0.00 | - | 12.50 | 86.54 | 0.96 | 0.00 | - | 10.00 | 75.00 | 15.00 | 0.00 | - | 6.67 | 45.00 | 48.33 | 0.00 | - | | |
| Intersection % | 1.57 | 24.71 | 1.57 | 0.00 | 27.84 | 5.10 | 35.29 | 0.39 | 0.00 | 40.78 | 0.78 | 5.88 | 1.18 | 0.00 | 7.84 | 1.57 | 10.59 | 11.37 | 0.00 | 23.53 | | |

1600 - 1800 (Weekday 2h Session) (02-21-2024)

Single Unit Trucks (4-7)

| TIME | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Int | | | | | |
|----------------|--------------------------|-------|-------|--------|------------|--------------------------|-------|-------|-----------|-------|------------------------|-------|-----------|--------|------|------------------------|-------|-------|--------|-------|-------|-------|
| | Pleasant Hill Rd (South) | | | U-Turn | App | Pleasant Hill Rd (North) | | | U-Turn | App | Old Norcross Rd (West) | | | U-Turn | App | Old Norcross Rd (East) | | | U-Turn | App | Total | |
| | Left | Thru | Right | | | Left | Thru | Right | | | Left | Thru | Right | | | Left | | Thru | | | | Right |
| 1600 - 1615 | 0 | 9 | 0 | 0 | 9 | 1 | 6 | 0 | 0 | 7 | 0 | 0 | 2 | 0 | 2 | 0 | 1 | 1 | 0 | 2 | 20 | |
| 1615 - 1630 | 1 | 5 | 0 | 0 | 6 | 5 | 14 | 0 | 0 | 19 | 0 | 3 | 1 | 0 | 4 | 0 | 5 | 1 | 0 | 6 | 35 | |
| 1630 - 1645 | 1 | 15 | 0 | 0 | 16 | 3 | 7 | 0 | 0 | 10 | 0 | 1 | 0 | 0 | 1 | 2 | 2 | 1 | 0 | 5 | 32 | |
| 1645 - 1700 | 0 | 6 | 0 | 0 | 6 | 3 | 8 | 1 | 0 | 12 | 0 | 2 | 2 | 0 | 4 | 0 | 2 | 1 | 0 | 3 | 25 | |
| Hourly Total | 2 | 35 | 0 | 0 | 37 | 12 | 35 | 1 | 0 | 48 | 0 | 6 | 5 | 0 | 11 | 2 | 10 | 4 | 0 | 16 | 112 | |
| 1700 - 1715 | 0 | 4 | 0 | 0 | 4 | 1 | 3 | 0 | 0 | 4 | 0 | 1 | 2 | 0 | 3 | 0 | 4 | 2 | 0 | 6 | 17 | |
| 1715 - 1730 | 0 | 4 | 0 | 0 | 4 | 4 | 4 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 3 | 15 | |
| 1730 - 1745 | 1 | 2 | 0 | 0 | 3 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 1 | 0 | 5 | 12 | |
| 1745 - 1800 | 2 | 5 | 0 | 0 | 7 | 2 | 7 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 3 | 19 | |
| Hourly Total | 3 | 15 | 0 | 0 | 18 | 7 | 18 | 0 | 0 | 25 | 0 | 1 | 2 | 0 | 3 | 4 | 8 | 5 | 0 | 17 | 63 | |
| Grand Total | 5 | 50 | 0 | 0 | 55 | 19 | 53 | 1 | 0 | 73 | 0 | 7 | 7 | 0 | 14 | 6 | 18 | 9 | 0 | 33 | 175 | |
| Approach % | 9.09 | 90.91 | 0.00 | 0.00 | - | 26.03 | 72.60 | 1.37 | 0.00 | - | 0.00 | 50.00 | 50.00 | 0.00 | - | 18.18 | 54.55 | 27.27 | 0.00 | - | | |
| Intersection % | 2.86 | 28.57 | 0.00 | 0.00 | 31.43 | 10.86 | 30.29 | 0.57 | 0.00 | 41.71 | 0.00 | 4.00 | 4.00 | 0.00 | 8.00 | 3.43 | 10.29 | 5.14 | 0.00 | 18.86 | | |

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

Duluth, GA

Site 1

Pleasant Hill Rd (South)
Pleasant Hill Rd (North)
Old Norcross Rd (West)
Old Norcross Rd (East)



Date

Wednesday, February 21, 2024

Weather

Fair
53°F

Lat/Long

33.963920°, -84.139612°
[Click here for Map](#)

[Click here for Detailed Weather](#)

0700 - 0900 (Weekday 2h Session) (02-21-2024)

Combination Trucks (8-13)

| TIME | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Int Total | | | | |
|----------------|--------------------------|-------------|--------------|---------------|--------------|--------------------------|-------------|--------------|---------------|--------------|------------------------|--------------|---------------|----------------|--------------|------------------------|-----------|--------------|----------------|--------------|---------------|
| | Pleasant Hill Rd (South) | | | U-Turn 1.4 | App Total | Pleasant Hill Rd (North) | | | U-Turn 1.8 | App Total | Old Norcross Rd (West) | | | U-Turn 1.12 | App Total | Old Norcross Rd (East) | | | U-Turn 1.16 | App Total | |
| | Left 1.1 | Thru 1.2 | Right 1.3 | | | Left 1.5 | Thru 1.6 | Right 1.7 | | | Left 1.9 | Thru 1.10 | Right 1.11 | | | Left 1.13 | | Thru 1.14 | | | Right 1.15 |
| 0700 - 0715 | 1 | 4 | 0 | 0 | 5 | 1 | 4 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 4 | 14 |
| 0715 - 0730 | 0 | 4 | 0 | 0 | 4 | 1 | 8 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 15 |
| 0730 - 0745 | 0 | 9 | 1 | 0 | 10 | 1 | 3 | 0 | 0 | 4 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 3 | 0 | 4 | 19 |
| 0745 - 0800 | 1 | 3 | 0 | 0 | 4 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 0 | 7 | 13 |
| Hourly Total | 2 | 20 | 1 | 0 | 23 | 3 | 17 | 0 | 0 | 20 | 0 | 1 | 0 | 0 | 1 | 0 | 3 | 14 | 0 | 17 | 61 |
| 0800 - 0815 | 0 | 3 | 0 | 0 | 3 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 9 |
| 0815 - 0830 | 0 | 8 | 0 | 0 | 8 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 15 |
| 0830 - 0845 | 1 | 8 | 0 | 0 | 9 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 16 |
| 0845 - 0900 | 1 | 3 | 0 | 0 | 4 | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 4 | 14 |
| Hourly Total | 2 | 22 | 0 | 0 | 24 | 0 | 19 | 0 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 8 | 0 | 11 | 54 |
| Grand Total | 4 | 42 | 1 | 0 | 47 | 3 | 36 | 0 | 0 | 39 | 0 | 1 | 0 | 0 | 1 | 0 | 6 | 22 | 0 | 28 | 115 |
| Approach % | 8.51 | 89.36 | 2.13 | 0.00 | - | 7.69 | 92.31 | 0.00 | 0.00 | - | 0.00 | 100.00 | 0.00 | 0.00 | - | 0.00 | 21.43 | 78.57 | 0.00 | - | |
| Intersection % | 3.48 | 36.52 | 0.87 | 0.00 | 40.87 | 2.61 | 31.30 | 0.00 | 0.00 | 33.91 | 0.00 | 0.87 | 0.00 | 0.00 | 0.87 | 0.00 | 5.22 | 19.13 | 0.00 | 24.35 | |

1600 - 1800 (Weekday 2h Session) (02-21-2024)

Combination Trucks (8-13)

| TIME | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Int Total | | | | |
|----------------|--------------------------|-------------|--------------|---------------|--------------|--------------------------|-------------|--------------|---------------|--------------|------------------------|--------------|---------------|----------------|--------------|------------------------|-----------|--------------|----------------|--------------|---------------|
| | Pleasant Hill Rd (South) | | | U-Turn 1.4 | App Total | Pleasant Hill Rd (North) | | | U-Turn 1.8 | App Total | Old Norcross Rd (West) | | | U-Turn 1.12 | App Total | Old Norcross Rd (East) | | | U-Turn 1.16 | App Total | |
| | Left 1.1 | Thru 1.2 | Right 1.3 | | | Left 1.5 | Thru 1.6 | Right 1.7 | | | Left 1.9 | Thru 1.10 | Right 1.11 | | | Left 1.13 | | Thru 1.14 | | | Right 1.15 |
| 1600 - 1615 | 0 | 3 | 0 | 0 | 3 | 1 | 4 | 0 | 0 | 5 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 9 |
| 1615 - 1630 | 0 | 3 | 0 | 0 | 3 | 1 | 3 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 8 |
| 1630 - 1645 | 0 | 1 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 5 |
| 1645 - 1700 | 0 | 3 | 0 | 0 | 3 | 1 | 4 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 3 | 11 |
| Hourly Total | 0 | 10 | 0 | 0 | 10 | 3 | 14 | 0 | 0 | 17 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 4 | 0 | 5 | 33 |
| 1700 - 1715 | 0 | 5 | 0 | 0 | 5 | 2 | 4 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 1715 - 1730 | 0 | 2 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 1730 - 1745 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 5 |
| 1745 - 1800 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 0 | 5 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 6 |
| Hourly Total | 0 | 7 | 0 | 0 | 7 | 9 | 8 | 0 | 0 | 17 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 26 |
| Grand Total | 0 | 17 | 0 | 0 | 17 | 12 | 22 | 0 | 0 | 34 | 0 | 1 | 1 | 0 | 2 | 1 | 0 | 5 | 0 | 6 | 59 |
| Approach % | 0.00 | 100.00 | 0.00 | 0.00 | - | 35.29 | 64.71 | 0.00 | 0.00 | - | 0.00 | 50.00 | 50.00 | 0.00 | - | 16.67 | 0.00 | 83.33 | 0.00 | - | |
| Intersection % | 0.00 | 28.81 | 0.00 | 0.00 | 28.81 | 20.34 | 37.29 | 0.00 | 0.00 | 57.63 | 0.00 | 1.69 | 1.69 | 0.00 | 3.39 | 1.69 | 0.00 | 8.47 | 0.00 | 10.17 | |

Classified Turn Movement Count || All Trucks (4-13)

Duluth, GA

Site 1

Pleasant Hill Rd (South)
Pleasant Hill Rd (North)
Old Norcross Rd (West)
Old Norcross Rd (East)



Date

Wednesday, February 21, 2024

Weather

Fair
53°F

Lat/Long

33.963920°, -84.139612°
[Click here for Map](#)

[Click here for Detailed Weather](#)

0700 - 0900 (Weekday 2h Session) (02-21-2024)

All Trucks (4-13)

| TIME | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Int Total | | | | |
|----------------|--------------------------|-------------|--------------|---------------|------------|--------------------------|-------------|--------------|---------------|-----------|------------------------|--------------|---------------|----------------|-----------|------------------------|-----------|--------------|----------------|-----------|---------------|
| | Pleasant Hill Rd (South) | | | U-Turn 1.4 | App Total | Pleasant Hill Rd (North) | | | U-Turn 1.8 | App Total | Old Norcross Rd (West) | | | U-Turn 1.12 | App Total | Old Norcross Rd (East) | | | U-Turn 1.16 | App Total | |
| | Left 1.1 | Thru 1.2 | Right 1.3 | | | Left 1.5 | Thru 1.6 | Right 1.7 | | | Left 1.9 | Thru 1.10 | Right 1.11 | | | Left 1.13 | | Thru 1.14 | | | Right 1.15 |
| 0700 - 0715 | 1 | 11 | 1 | 0 | 13 | 1 | 13 | 0 | 0 | 14 | 0 | 2 | 1 | 0 | 3 | 2 | 6 | 7 | 0 | 15 | 45 |
| 0715 - 0730 | 1 | 12 | 0 | 0 | 13 | 6 | 20 | 0 | 0 | 26 | 0 | 3 | 0 | 0 | 3 | 0 | 2 | 5 | 0 | 7 | 49 |
| 0730 - 0745 | 0 | 14 | 2 | 0 | 16 | 3 | 14 | 0 | 0 | 17 | 0 | 2 | 0 | 0 | 2 | 0 | 4 | 8 | 0 | 12 | 47 |
| 0745 - 0800 | 1 | 8 | 1 | 0 | 10 | 0 | 13 | 0 | 0 | 13 | 0 | 2 | 0 | 0 | 2 | 0 | 3 | 9 | 0 | 12 | 37 |
| Hourly Total | 3 | 45 | 4 | 0 | 52 | 10 | 60 | 0 | 0 | 70 | 0 | 9 | 1 | 0 | 10 | 2 | 15 | 29 | 0 | 46 | 178 |
| 0800 - 0815 | 3 | 12 | 0 | 0 | 15 | 2 | 22 | 0 | 0 | 24 | 0 | 1 | 0 | 0 | 1 | 0 | 2 | 3 | 0 | 5 | 45 |
| 0815 - 0830 | 0 | 13 | 0 | 0 | 13 | 2 | 13 | 0 | 0 | 15 | 0 | 4 | 0 | 0 | 4 | 1 | 5 | 5 | 0 | 11 | 43 |
| 0830 - 0845 | 1 | 21 | 1 | 0 | 23 | 0 | 15 | 1 | 0 | 16 | 2 | 2 | 2 | 0 | 6 | 0 | 8 | 9 | 0 | 17 | 62 |
| 0845 - 0900 | 1 | 14 | 0 | 0 | 15 | 2 | 16 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 5 | 0 | 9 | 42 |
| Hourly Total | 5 | 60 | 1 | 0 | 66 | 6 | 66 | 1 | 0 | 73 | 2 | 7 | 2 | 0 | 11 | 2 | 18 | 22 | 0 | 42 | 192 |
| Grand Total | 8 | 105 | 5 | 0 | 118 | 16 | 126 | 1 | 0 | 143 | 2 | 16 | 3 | 0 | 21 | 4 | 33 | 51 | 0 | 88 | 370 |
| Approach % | 6.78 | 88.98 | 4.24 | 0.00 | - | 11.19 | 88.11 | 0.70 | 0.00 | - | 9.52 | 76.19 | 14.29 | 0.00 | - | 4.55 | 37.50 | 57.95 | 0.00 | - | - |
| Intersection % | 2.16 | 28.38 | 1.35 | 0.00 | 31.89 | 4.32 | 34.05 | 0.27 | 0.00 | 38.65 | 0.54 | 4.32 | 0.81 | 0.00 | 5.68 | 1.08 | 8.92 | 13.78 | 0.00 | 23.78 | - |

1600 - 1800 (Weekday 2h Session) (02-21-2024)

All Trucks (4-13)

| TIME | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Int Total | | | | |
|----------------|--------------------------|-------------|--------------|---------------|------------|--------------------------|-------------|--------------|---------------|-----------|------------------------|--------------|---------------|----------------|-----------|------------------------|-----------|--------------|----------------|-----------|---------------|
| | Pleasant Hill Rd (South) | | | U-Turn 1.4 | App Total | Pleasant Hill Rd (North) | | | U-Turn 1.8 | App Total | Old Norcross Rd (West) | | | U-Turn 1.12 | App Total | Old Norcross Rd (East) | | | U-Turn 1.16 | App Total | |
| | Left 1.1 | Thru 1.2 | Right 1.3 | | | Left 1.5 | Thru 1.6 | Right 1.7 | | | Left 1.9 | Thru 1.10 | Right 1.11 | | | Left 1.13 | | Thru 1.14 | | | Right 1.15 |
| 1600 - 1615 | 0 | 12 | 0 | 0 | 12 | 2 | 10 | 0 | 0 | 12 | 0 | 1 | 2 | 0 | 3 | 0 | 1 | 1 | 0 | 2 | 29 |
| 1615 - 1630 | 1 | 8 | 0 | 0 | 9 | 6 | 17 | 0 | 0 | 23 | 0 | 3 | 1 | 0 | 4 | 0 | 5 | 2 | 0 | 7 | 43 |
| 1630 - 1645 | 1 | 16 | 0 | 0 | 17 | 3 | 10 | 0 | 0 | 13 | 0 | 1 | 0 | 0 | 1 | 2 | 2 | 2 | 0 | 6 | 37 |
| 1645 - 1700 | 0 | 9 | 0 | 0 | 9 | 4 | 12 | 1 | 0 | 17 | 0 | 2 | 2 | 0 | 4 | 1 | 2 | 3 | 0 | 6 | 36 |
| Hourly Total | 2 | 45 | 0 | 0 | 47 | 15 | 49 | 1 | 0 | 65 | 0 | 7 | 5 | 0 | 12 | 3 | 10 | 8 | 0 | 21 | 145 |
| 1700 - 1715 | 0 | 9 | 0 | 0 | 9 | 3 | 7 | 0 | 0 | 10 | 0 | 1 | 2 | 0 | 3 | 0 | 4 | 2 | 0 | 6 | 28 |
| 1715 - 1730 | 0 | 6 | 0 | 0 | 6 | 4 | 6 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 3 | 19 |
| 1730 - 1745 | 1 | 2 | 0 | 0 | 3 | 4 | 4 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 2 | 0 | 6 | 17 |
| 1745 - 1800 | 2 | 5 | 0 | 0 | 7 | 5 | 9 | 0 | 0 | 14 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 1 | 0 | 3 | 25 |
| Hourly Total | 3 | 22 | 0 | 0 | 25 | 16 | 26 | 0 | 0 | 42 | 0 | 1 | 3 | 0 | 4 | 4 | 8 | 6 | 0 | 18 | 89 |
| Grand Total | 5 | 67 | 0 | 0 | 72 | 31 | 75 | 1 | 0 | 107 | 0 | 8 | 8 | 0 | 16 | 7 | 18 | 14 | 0 | 39 | 234 |
| Approach % | 6.94 | 93.06 | 0.00 | 0.00 | - | 28.97 | 70.09 | 0.93 | 0.00 | - | 0.00 | 50.00 | 50.00 | 0.00 | - | 17.95 | 46.15 | 35.90 | 0.00 | - | - |
| Intersection % | 2.14 | 28.63 | 0.00 | 0.00 | 30.77 | 13.25 | 32.05 | 0.43 | 0.00 | 45.73 | 0.00 | 3.42 | 3.42 | 0.00 | 6.84 | 2.99 | 7.69 | 5.98 | 0.00 | 16.67 | - |

Crosswalk Counts || Pedestrians

Duluth, GA

Site 1

Pleasant Hill Rd (South)
Pleasant Hill Rd (North)
Old Norcross Rd (West)
Old Norcross Rd (East)

Date

Wednesday, February 21, 2024

Weather

Fair
53°F

Lat/Long

33.963920°, -84.139612°
[Click here for Map](#)

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0700 - 0900 (Weekday 2h Session) (02-21-2024)

Pedestrians

| TIME | Northbound | | | Southbound | | | Eastbound | | | Westbound | | | App Total | Int Total |
|----------------|--------------------------|--------|-----------|--------------------------|-------|-----------|------------------------|-------|-----------|------------------------|-------|-----------|-----------|-----------|
| | Pleasant Hill Rd (South) | | App Total | Pleasant Hill Rd (North) | | App Total | Old Norcross Rd (West) | | App Total | Old Norcross Rd (East) | | App Total | | |
| | EB 1a | WB 1b | | EB 1c | WB 1d | | NB 1e | SB 1f | | NB 1g | SB 1h | | | |
| 0700 - 0715 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0715 - 0730 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0730 - 0745 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 0745 - 0800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| 0800 - 0815 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 2 |
| 0815 - 0830 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 |
| 0830 - 0845 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0845 - 0900 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 1 | 0 | 0 | 1 | 0 | 4 |
| Hourly Total | 0 | 1 | 1 | 4 | 4 | 0 | 0 | 4 | 1 | 1 | 2 | 0 | 1 | 8 |
| Grand Total | 0 | 1 | 1 | 4 | 4 | 0 | 0 | 4 | 1 | 1 | 2 | 1 | 2 | 10 |
| Approach % | 0.00 | 100.00 | - | 100.00 | 0.00 | - | - | 50.00 | 50.00 | - | 33.33 | 66.67 | - | - |
| Intersection % | 0.00 | 10.00 | 10.00 | 40.00 | 0.00 | 40.00 | 10.00 | 10.00 | 20.00 | 10.00 | 20.00 | 30.00 | 30.00 | 100.00 |

1600 - 1800 (Weekday 2h Session) (02-21-2024)

Pedestrians

| TIME | Northbound | | | Southbound | | | Eastbound | | | Westbound | | | App Total | Int Total |
|----------------|--------------------------|-------|-----------|--------------------------|-------|-----------|------------------------|-------|-----------|------------------------|-------|-----------|-----------|-----------|
| | Pleasant Hill Rd (South) | | App Total | Pleasant Hill Rd (North) | | App Total | Old Norcross Rd (West) | | App Total | Old Norcross Rd (East) | | App Total | | |
| | EB 1a | WB 1b | | EB 1c | WB 1d | | NB 1e | SB 1f | | NB 1g | SB 1h | | | |
| 1600 - 1615 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 6 |
| 1615 - 1630 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 2 | 3 | 0 | 0 | 0 | 4 |
| 1630 - 1645 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1645 - 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 |
| Hourly Total | 0 | 3 | 3 | 1 | 1 | 2 | 0 | 0 | 0 | 3 | 1 | 4 | 5 | 13 |
| 1700 - 1715 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 1 | 1 | 4 |
| 1715 - 1730 | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 4 |
| 1730 - 1745 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 2 |
| 1745 - 1800 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 2 |
| Hourly Total | 1 | 0 | 1 | 1 | 1 | 1 | 0 | 2 | 4 | 5 | 3 | 1 | 4 | 12 |
| Grand Total | 1 | 3 | 4 | 2 | 2 | 4 | 5 | 3 | 8 | 4 | 5 | 9 | 25 | |
| Approach % | 25.00 | 75.00 | - | 50.00 | 50.00 | - | - | 62.50 | 37.50 | - | 44.44 | 55.56 | - | - |
| Intersection % | 4.00 | 12.00 | 16.00 | 8.00 | 8.00 | 16.00 | 20.00 | 12.00 | 32.00 | 16.00 | 20.00 | 36.00 | 36.00 | 100.00 |

Crosswalk Counts || Bikes

Duluth, GA

Site 1

Pleasant Hill Rd (South)
Pleasant Hill Rd (North)
Old Norcross Rd (West)
Old Norcross Rd (East)

Date

Wednesday, February 21, 2024

Weather

Fair
53°F

Lat/Long

33.963920°, -84.139612°
[Click here for Map](#)

[Click here for Detailed Weather](#)



0700 - 0900 (Weekday 2h Session) (02-21-2024)

Bikes

| TIME | Northbound | | | Southbound | | | Eastbound | | | Westbound | | | App Total | Int Total | |
|----------------|--------------------------|-------|-----------|--------------------------|-------|-----------|------------------------|-------|-----------|------------------------|-------|-----------|-----------|-----------|-----------|
| | Pleasant Hill Rd (South) | | App Total | Pleasant Hill Rd (North) | | App Total | Old Norcross Rd (West) | | App Total | Old Norcross Rd (East) | | App Total | | | Int Total |
| | EB 1a | WB 1b | | EB 1c | WB 1d | | NB 1e | SB 1f | | NB 1g | SB 1h | | | | |
| 0700 - 0715 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 0715 - 0730 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 0730 - 0745 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 0745 - 0800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 0800 - 0815 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 0815 - 0830 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 0830 - 0845 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 0845 - 0900 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | | |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | | |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | | |
| Approach % | 0.00 | 0.00 | - | 0.00 | 0.00 | - | 100.00 | 0.00 | - | 0.00 | 0.00 | - | - | | |
| Intersection % | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 100.00 | 0.00 | 100.00 | 0.00 | 0.00 | 0.00 | - | | |

1600 - 1800 (Weekday 2h Session) (02-21-2024)

Bikes

| TIME | Northbound | | | Southbound | | | Eastbound | | | Westbound | | | App Total | Int Total | |
|----------------|--------------------------|-------|-----------|--------------------------|--------|-----------|------------------------|-------|-----------|------------------------|-------|-----------|-----------|-----------|-----------|
| | Pleasant Hill Rd (South) | | App Total | Pleasant Hill Rd (North) | | App Total | Old Norcross Rd (West) | | App Total | Old Norcross Rd (East) | | App Total | | | Int Total |
| | EB 1a | WB 1b | | EB 1c | WB 1d | | NB 1e | SB 1f | | NB 1g | SB 1h | | | | |
| 1600 - 1615 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 1615 - 1630 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 2 | | |
| 1630 - 1645 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | | |
| 1645 - 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 2 | | |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 3 | 3 | 0 | 0 | 6 | | |
| 1700 - 1715 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 1 | 0 | 3 | | |
| 1715 - 1730 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 1730 - 1745 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 1745 - 1800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 1 | 0 | 3 | | |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 1 | 4 | 5 | 1 | 0 | 9 | | |
| Approach % | 0.00 | 0.00 | - | 0.00 | 100.00 | - | 20.00 | 80.00 | - | 100.00 | 0.00 | - | - | | |
| Intersection % | 0.00 | 0.00 | 0.00 | 0.00 | 33.33 | 33.33 | 11.11 | 44.44 | 55.56 | 11.11 | 0.00 | 11.11 | - | | |



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Peak Hour Turning Movement Count

Duluth, GA



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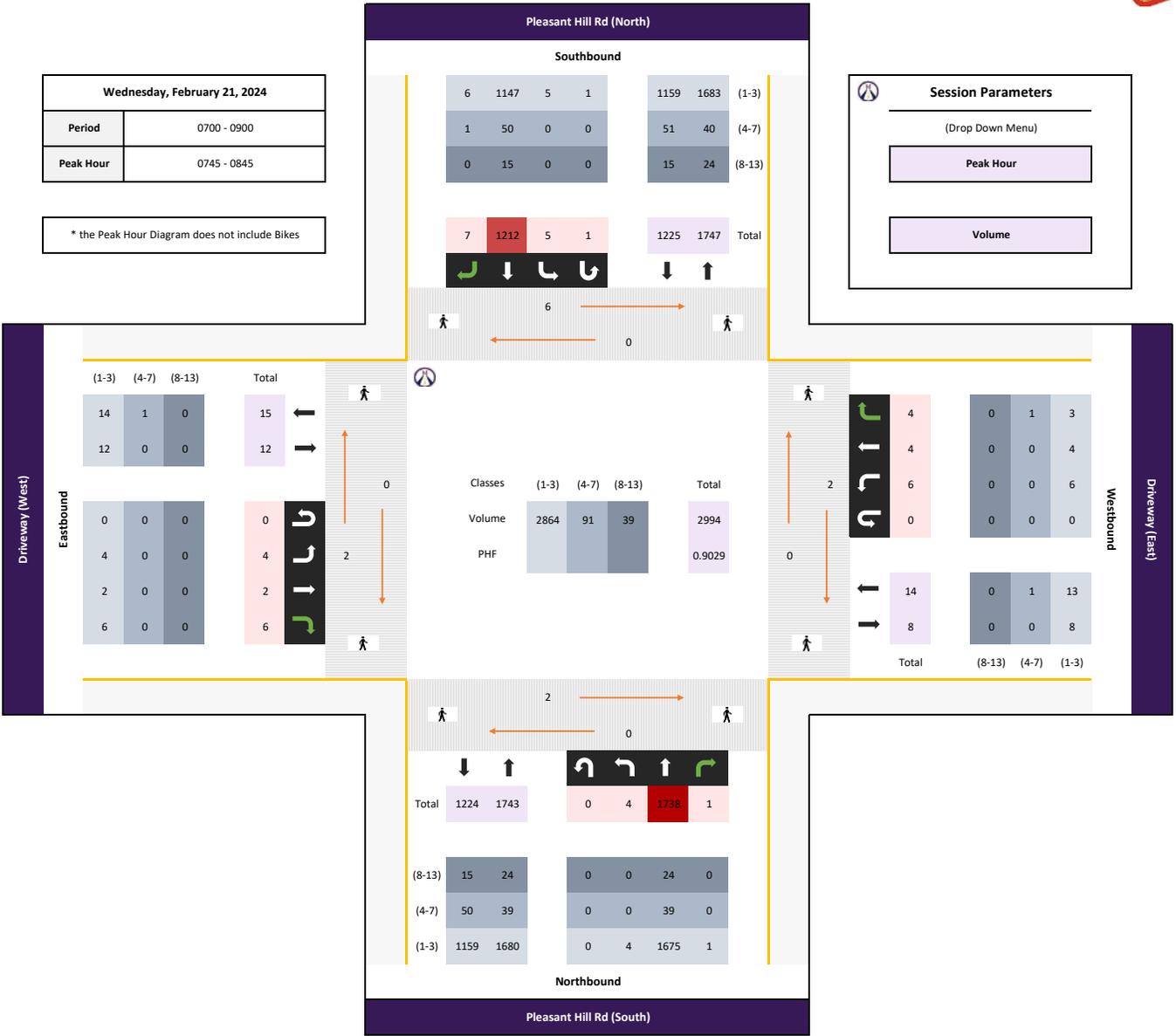


| Wednesday, February 21, 2024 | |
|------------------------------|-------------|
| Period | 0700 - 0900 |
| Peak Hour | 0745 - 0845 |

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)





[Click here for Map](#)

Peak Hour Turning Movement Count

Duluth, GA



www.marrtraffic.com

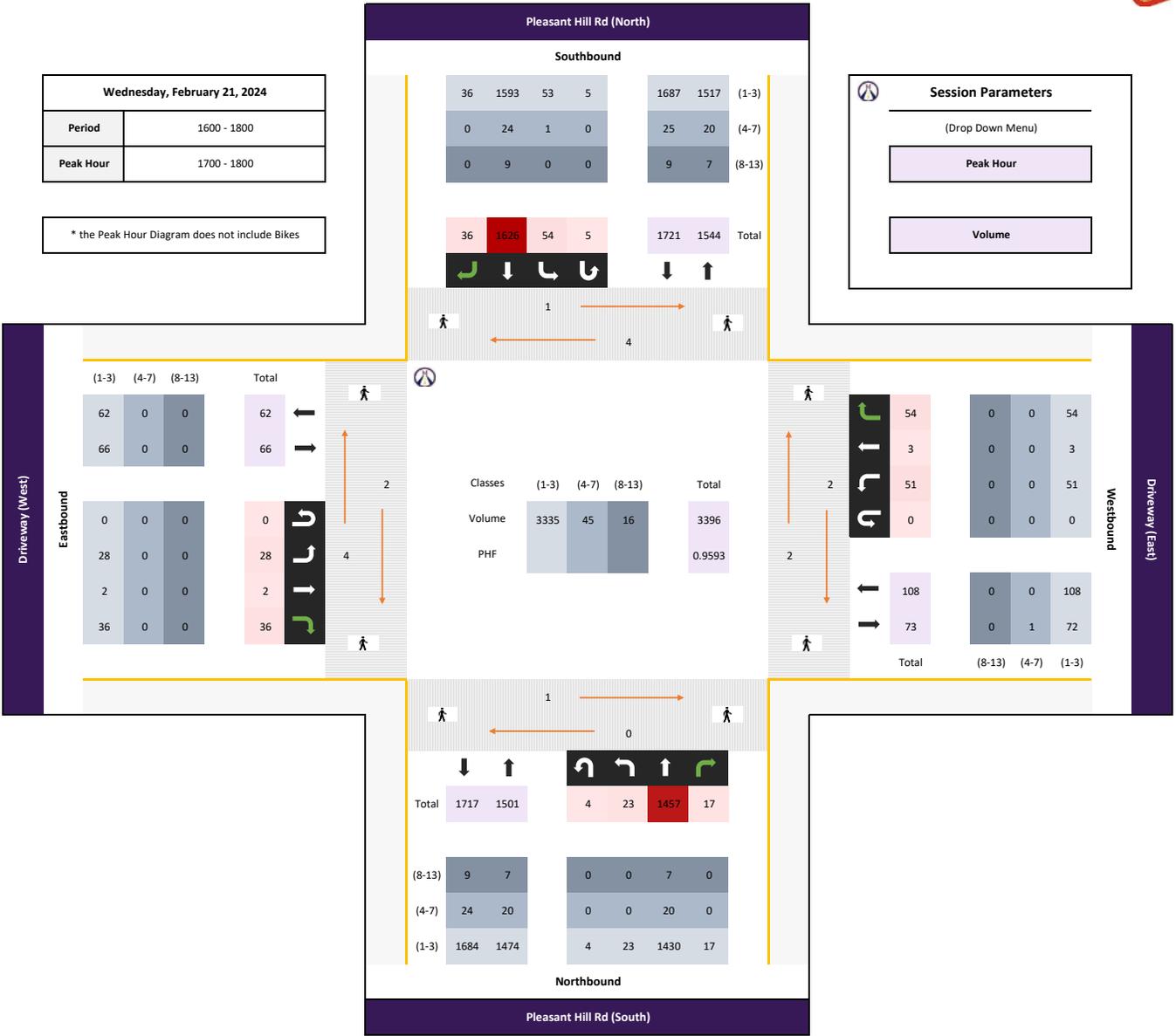


| Wednesday, February 21, 2024 | |
|------------------------------|-------------|
| Period | 1600 - 1800 |
| Peak Hour | 1700 - 1800 |

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)



Classified Turn Movement Count || All vehicles

Duluth, GA

Site 2

Pleasant Hill Rd (South)
Pleasant Hill Rd (North)
Driveway (West)
Driveway (East)



Date

Wednesday, February 21, 2024

Weather

Fair
53°F

Lat/Long

33.962587°, -84.137609°
[Click here for Map](#)

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0700 - 0900 (Weekday 2h Session) (02-21-2024)

All vehicles

| TIME | Northbound | | | | Southbound | | | | Eastbound | | | | | Westbound | | | | | Int Total | | | | |
|-----------------|--------------------------|-------|-------|--------|------------|--------------------------|-------|-------|-----------|-----------|-----------------|------|-------|-----------------|------|-------|--------|-----------|-----------|------|------|-------|-----|
| | Pleasant Hill Rd (South) | | | U-Turn | App Total | Pleasant Hill Rd (North) | | | U-Turn | App Total | Driveway (West) | | | Driveway (East) | | | U-Turn | App Total | | | | | |
| | Left | Thru | Right | | | Left | Thru | Right | | | Left | Thru | Right | Left | Thru | Right | | | | Left | Thru | Right | |
| 0700 - 0715 | 2 | 352 | 0 | 1 | 355 | 0 | 211 | 0 | 0 | 211 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 567 |
| 0715 - 0730 | 1 | 502 | 0 | 0 | 503 | 0 | 263 | 0 | 1 | 264 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 768 |
| 0730 - 0745 | 1 | 419 | 0 | 0 | 420 | 0 | 264 | 0 | 0 | 264 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 2 | 686 |
| 0745 - 0800 | 0 | 494 | 1 | 0 | 495 | 0 | 292 | 2 | 0 | 294 | 1 | 1 | 1 | 1 | 0 | 3 | 2 | 0 | 1 | 0 | 3 | 3 | 795 |
| Hourly Total | 4 | 1767 | 1 | 1 | 1773 | 0 | 1030 | 2 | 1 | 1033 | 1 | 1 | 2 | 0 | 4 | 4 | 0 | 2 | 0 | 6 | 6 | 2816 | |
| 0800 - 0815 | 0 | 395 | 0 | 0 | 395 | 1 | 305 | 1 | 0 | 307 | 2 | 1 | 3 | 0 | 6 | 1 | 1 | 1 | 1 | 0 | 3 | 711 | |
| 0815 - 0830 | 1 | 345 | 0 | 0 | 346 | 3 | 303 | 3 | 0 | 309 | 1 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 3 | 5 | 659 | |
| 0830 - 0845 | 3 | 504 | 0 | 0 | 507 | 1 | 312 | 1 | 1 | 315 | 0 | 0 | 2 | 0 | 2 | 2 | 2 | 1 | 0 | 5 | 5 | 829 | |
| 0845 - 0900 | 3 | 420 | 1 | 1 | 425 | 2 | 284 | 1 | 0 | 287 | 4 | 0 | 9 | 0 | 13 | 1 | 0 | 5 | 0 | 6 | 6 | 731 | |
| Hourly Total | 7 | 1664 | 1 | 1 | 1673 | 7 | 1204 | 6 | 1 | 1218 | 7 | 1 | 14 | 0 | 22 | 5 | 4 | 8 | 0 | 17 | 17 | 2930 | |
| Grand Total | 11 | 3431 | 2 | 2 | 3446 | 7 | 2234 | 8 | 2 | 2251 | 8 | 2 | 16 | 0 | 26 | 9 | 4 | 10 | 0 | 23 | 23 | 5746 | |
| Approach % | 0.32 | 99.56 | 0.06 | 0.06 | - | 0.31 | 99.24 | 0.36 | 0.09 | - | 30.77 | 7.69 | 61.54 | 0.00 | - | 39.13 | 17.39 | 43.48 | 0.00 | - | - | - | |
| Intersection % | 0.19 | 59.71 | 0.03 | 0.03 | 59.97 | 0.12 | 38.88 | 0.14 | 0.03 | 39.18 | 0.14 | 0.03 | 0.28 | 0.00 | 0.45 | 0.16 | 0.07 | 0.17 | 0.00 | 0.40 | 0.40 | - | |
| Heavy Vehicle % | 0 | 4 | 0 | 0 | 4 | 0 | 6 | 13 | 0 | 6 | 0 | 0 | 0 | - | 0 | 0 | 0 | 10 | - | 4 | 4 | 4 | |
| PHF | 0.33 | 0.86 | 0.25 | 0.00 | 0.86 | 0.42 | 0.97 | 0.58 | 0.25 | 0.97 | 0.50 | 0.50 | 0.50 | 0.00 | 0.50 | 0.75 | 0.50 | 1.00 | 0.00 | 0.70 | 0.70 | 0.90 | |

1600 - 1800 (Weekday 2h Session) (02-21-2024)

All vehicles

| TIME | Northbound | | | | Southbound | | | | Eastbound | | | | | Westbound | | | | | Int Total | | | | |
|-----------------|--------------------------|-------|-------|--------|------------|--------------------------|-------|-------|-----------|-----------|-----------------|------|-------|-----------------|------|-------|--------|-----------|-----------|------|------|-------|---|
| | Pleasant Hill Rd (South) | | | U-Turn | App Total | Pleasant Hill Rd (North) | | | U-Turn | App Total | Driveway (West) | | | Driveway (East) | | | U-Turn | App Total | | | | | |
| | Left | Thru | Right | | | Left | Thru | Right | | | Left | Thru | Right | Left | Thru | Right | | | | Left | Thru | Right | |
| 1600 - 1615 | 5 | 361 | 8 | 2 | 376 | 18 | 456 | 8 | 2 | 484 | 12 | 1 | 10 | 0 | 23 | 10 | 1 | 14 | 0 | 25 | 25 | 908 | |
| 1615 - 1630 | 8 | 354 | 8 | 0 | 370 | 3 | 415 | 5 | 3 | 426 | 10 | 0 | 4 | 0 | 14 | 7 | 2 | 12 | 0 | 21 | 21 | 831 | |
| 1630 - 1645 | 3 | 340 | 6 | 1 | 350 | 9 | 398 | 9 | 2 | 418 | 7 | 1 | 4 | 0 | 12 | 11 | 1 | 17 | 0 | 29 | 29 | 809 | |
| 1645 - 1700 | 5 | 348 | 2 | 2 | 357 | 11 | 423 | 5 | 4 | 443 | 7 | 0 | 5 | 1 | 13 | 12 | 1 | 10 | 0 | 23 | 23 | 836 | |
| Hourly Total | 21 | 1403 | 24 | 5 | 1453 | 41 | 1692 | 27 | 11 | 1771 | 36 | 2 | 23 | 1 | 62 | 40 | 5 | 53 | 0 | 98 | 98 | 3384 | |
| 1700 - 1715 | 3 | 385 | 3 | 1 | 392 | 9 | 338 | 9 | 1 | 357 | 5 | 0 | 6 | 0 | 11 | 16 | 1 | 14 | 0 | 31 | 31 | 791 | |
| 1715 - 1730 | 11 | 357 | 5 | 1 | 374 | 21 | 412 | 9 | 1 | 443 | 8 | 0 | 14 | 0 | 22 | 9 | 0 | 13 | 0 | 22 | 22 | 861 | |
| 1730 - 1745 | 3 | 370 | 3 | 1 | 377 | 13 | 412 | 7 | 2 | 434 | 4 | 1 | 7 | 0 | 12 | 16 | 2 | 18 | 0 | 36 | 36 | 859 | |
| 1745 - 1800 | 6 | 345 | 6 | 1 | 358 | 11 | 464 | 11 | 1 | 487 | 11 | 1 | 9 | 0 | 21 | 10 | 0 | 9 | 0 | 19 | 19 | 885 | |
| Hourly Total | 23 | 1457 | 17 | 4 | 1501 | 54 | 1626 | 36 | 5 | 1721 | 28 | 2 | 36 | 0 | 66 | 51 | 3 | 54 | 0 | 108 | 108 | 3396 | |
| Grand Total | 44 | 2860 | 41 | 9 | 2954 | 95 | 3318 | 63 | 16 | 3492 | 64 | 4 | 59 | 1 | 128 | 91 | 8 | 107 | 0 | 206 | 206 | 6780 | |
| Approach % | 1.49 | 96.82 | 1.39 | 0.30 | - | 2.72 | 95.02 | 1.80 | 0.46 | - | 50.00 | 3.13 | 46.09 | 0.78 | - | 44.17 | 3.88 | 51.94 | 0.00 | - | - | - | |
| Intersection % | 0.65 | 42.18 | 0.60 | 0.13 | 43.57 | 1.40 | 48.94 | 0.93 | 0.24 | 51.50 | 0.94 | 0.06 | 0.87 | 0.01 | 1.89 | 1.34 | 0.12 | 1.58 | 0.00 | 3.04 | 3.04 | - | |
| Heavy Vehicle % | 0 | 3 | 0 | 0 | 3 | 1 | 3 | 0 | 0 | 3 | 2 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | - | 0 | 0 | 3 | 3 |
| PHF | 0.52 | 0.95 | 0.71 | 1.00 | 0.96 | 0.64 | 0.88 | 0.82 | 0.63 | 0.88 | 0.64 | 0.50 | 0.64 | 0.00 | 0.75 | 0.80 | 0.38 | 0.75 | 0.00 | 0.75 | 0.75 | 0.96 | |

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

Duluth, GA

Site 2

Pleasant Hill Rd (South)
Pleasant Hill Rd (North)
Driveway (West)
Driveway (East)



Date

Wednesday, February 21, 2024

Weather

Fair
53°F

Lat/Long

33.962587°, -84.137609°
[Click here for Map](#)

[Click here for Detailed Weather](#)

0700 - 0900 (Weekday 2h Session) (02-21-2024)

Passenger Vehicles (1-3)

| TIME | Northbound | | | Southbound | | | Eastbound | | | | | Westbound | | | | | Int Total | | | | |
|----------------|--------------------------|-------|-------|--------------------------|-----------|------|-----------------|-------|--------|-----------|-------|-----------------|-------|--------|-----------|-------|-----------|-------|-------|--------|-----------|
| | Pleasant Hill Rd (South) | | | Pleasant Hill Rd (North) | | | Driveway (West) | | | | | Driveway (East) | | | | | | | | | |
| | Left | Thru | Right | U-Turn | App Total | Left | Thru | Right | U-Turn | App Total | Left | Thru | Right | U-Turn | App Total | Left | | Thru | Right | U-Turn | App Total |
| 0700 - 0715 | 2 | 338 | 0 | 1 | 341 | 0 | 195 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 537 |
| 0715 - 0730 | 1 | 488 | 0 | 0 | 489 | 0 | 243 | 0 | 1 | 244 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 734 |
| 0730 - 0745 | 1 | 403 | 0 | 0 | 404 | 0 | 250 | 0 | 0 | 250 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 656 |
| 0745 - 0800 | 0 | 483 | 1 | 0 | 484 | 0 | 279 | 2 | 0 | 281 | 1 | 1 | 1 | 0 | 3 | 2 | 0 | 1 | 0 | 3 | 771 |
| Hourly Total | 4 | 1712 | 1 | 1 | 1718 | 0 | 967 | 2 | 1 | 970 | 1 | 1 | 2 | 0 | 4 | 4 | 0 | 2 | 0 | 6 | 2698 |
| 0800 - 0815 | 0 | 381 | 0 | 0 | 381 | 1 | 283 | 1 | 0 | 285 | 2 | 1 | 3 | 0 | 6 | 1 | 1 | 0 | 0 | 2 | 674 |
| 0815 - 0830 | 1 | 330 | 0 | 0 | 331 | 3 | 290 | 2 | 0 | 295 | 1 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 3 | 630 |
| 0830 - 0845 | 3 | 481 | 0 | 0 | 484 | 1 | 295 | 1 | 1 | 298 | 0 | 0 | 2 | 0 | 2 | 2 | 2 | 1 | 0 | 5 | 789 |
| 0845 - 0900 | 3 | 405 | 1 | 1 | 410 | 2 | 267 | 1 | 0 | 270 | 4 | 0 | 9 | 0 | 13 | 1 | 0 | 5 | 0 | 6 | 699 |
| Hourly Total | 7 | 1597 | 1 | 1 | 1606 | 7 | 1135 | 5 | 1 | 1148 | 7 | 1 | 14 | 0 | 22 | 5 | 4 | 7 | 0 | 16 | 2792 |
| Grand Total | 11 | 3309 | 2 | 2 | 3324 | 7 | 2102 | 7 | 2 | 2118 | 8 | 2 | 16 | 0 | 26 | 9 | 4 | 9 | 0 | 22 | 5490 |
| Approach % | 0.33 | 99.55 | 0.06 | 0.06 | - | 0.33 | 99.24 | 0.33 | 0.09 | - | 30.77 | 7.69 | 61.54 | 0.00 | - | 40.91 | 18.18 | 40.91 | 0.00 | - | |
| Intersection % | 0.20 | 60.27 | 0.04 | 0.04 | 60.55 | 0.13 | 38.29 | 0.13 | 0.04 | 38.58 | 0.15 | 0.04 | 0.29 | 0.00 | 0.47 | 0.16 | 0.07 | 0.16 | 0.00 | 0.40 | |

1600 - 1800 (Weekday 2h Session) (02-21-2024)

Passenger Vehicles (1-3)

| TIME | Northbound | | | Southbound | | | Eastbound | | | | | Westbound | | | | | Int Total | | | | |
|----------------|--------------------------|-------|-------|--------------------------|-----------|------|-----------------|-------|--------|-----------|-------|-----------------|-------|--------|-----------|-------|-----------|-------|-------|--------|-----------|
| | Pleasant Hill Rd (South) | | | Pleasant Hill Rd (North) | | | Driveway (West) | | | | | Driveway (East) | | | | | | | | | |
| | Left | Thru | Right | U-Turn | App Total | Left | Thru | Right | U-Turn | App Total | Left | Thru | Right | U-Turn | App Total | Left | | Thru | Right | U-Turn | App Total |
| 1600 - 1615 | 5 | 349 | 8 | 2 | 364 | 18 | 444 | 8 | 2 | 472 | 12 | 1 | 9 | 0 | 22 | 10 | 1 | 14 | 0 | 25 | 883 |
| 1615 - 1630 | 8 | 344 | 8 | 0 | 360 | 3 | 397 | 5 | 3 | 408 | 10 | 0 | 4 | 0 | 14 | 7 | 2 | 12 | 0 | 21 | 803 |
| 1630 - 1645 | 3 | 323 | 6 | 1 | 333 | 9 | 385 | 9 | 2 | 405 | 7 | 1 | 4 | 0 | 12 | 11 | 1 | 17 | 0 | 29 | 779 |
| 1645 - 1700 | 5 | 338 | 2 | 2 | 347 | 11 | 407 | 5 | 4 | 427 | 6 | 0 | 5 | 1 | 12 | 12 | 1 | 10 | 0 | 23 | 809 |
| Hourly Total | 21 | 1354 | 24 | 5 | 1404 | 41 | 1633 | 27 | 11 | 1712 | 35 | 2 | 22 | 1 | 60 | 40 | 5 | 53 | 0 | 98 | 3274 |
| 1700 - 1715 | 3 | 376 | 3 | 1 | 383 | 8 | 330 | 9 | 1 | 348 | 5 | 0 | 6 | 0 | 11 | 16 | 1 | 14 | 0 | 31 | 773 |
| 1715 - 1730 | 11 | 350 | 5 | 1 | 367 | 21 | 403 | 9 | 1 | 434 | 8 | 0 | 14 | 0 | 22 | 9 | 0 | 13 | 0 | 22 | 845 |
| 1730 - 1745 | 3 | 366 | 3 | 1 | 373 | 13 | 406 | 7 | 2 | 428 | 4 | 1 | 7 | 0 | 12 | 16 | 2 | 18 | 0 | 36 | 849 |
| 1745 - 1800 | 6 | 338 | 6 | 1 | 351 | 11 | 454 | 11 | 1 | 477 | 11 | 1 | 9 | 0 | 21 | 10 | 0 | 9 | 0 | 19 | 868 |
| Hourly Total | 23 | 1430 | 17 | 4 | 1474 | 53 | 1593 | 36 | 5 | 1687 | 28 | 2 | 36 | 0 | 66 | 51 | 3 | 54 | 0 | 108 | 3335 |
| Grand Total | 44 | 2784 | 41 | 9 | 2878 | 94 | 3226 | 63 | 16 | 3399 | 63 | 4 | 58 | 1 | 126 | 91 | 8 | 107 | 0 | 206 | 6609 |
| Approach % | 1.53 | 96.73 | 1.42 | 0.31 | - | 2.77 | 94.91 | 1.85 | 0.47 | - | 50.00 | 3.17 | 46.03 | 0.79 | - | 44.17 | 3.88 | 51.94 | 0.00 | - | |
| Intersection % | 0.67 | 42.12 | 0.62 | 0.14 | 43.55 | 1.42 | 48.81 | 0.95 | 0.24 | 51.43 | 0.95 | 0.06 | 0.88 | 0.02 | 1.91 | 1.38 | 0.12 | 1.62 | 0.00 | 3.12 | |

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

Duluth, GA

Site 2

Pleasant Hill Rd (South)
Pleasant Hill Rd (North)
Driveway (West)
Driveway (East)



Date

Wednesday, February 21, 2024

Weather

Fair
53°F

Lat/Long

33.962587°, -84.137609°
[Click here for Map](#)

[Click here for Detailed Weather](#)

0700 - 0900 (Weekday 2h Session) (02-21-2024)

Single Unit Trucks (4-7)

| TIME | Northbound | | | | Southbound | | | | Eastbound | | | | | Westbound | | | | | Int Total | | |
|----------------|--------------------------|-------------|--------------|---------------|--------------|--------------------------|-------------|--------------|---------------|--------------|-----------------|--------------|---------------|----------------|--------------|-----------------|--------------|---------------|-----------|----------------|--------------|
| | Pleasant Hill Rd (South) | | | U-Turn 2.4 | App Total | Pleasant Hill Rd (North) | | | U-Turn 2.8 | App Total | Driveway (West) | | | U-Turn 2.12 | App Total | Driveway (East) | | | | U-Turn 2.16 | App Total |
| | Left 2.1 | Thru 2.2 | Right 2.3 | | | Left 2.5 | Thru 2.6 | Right 2.7 | | | Left 2.9 | Thru 2.10 | Right 2.11 | | | Left 2.13 | Thru 2.14 | Right 2.15 | | | |
| 0700 - 0715 | 0 | 9 | 0 | 0 | 9 | 0 | 12 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 0715 - 0730 | 0 | 10 | 0 | 0 | 10 | 0 | 12 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 0730 - 0745 | 0 | 6 | 0 | 0 | 6 | 0 | 11 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 0745 - 0800 | 0 | 7 | 0 | 0 | 7 | 0 | 11 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| Hourly Total | 0 | 32 | 0 | 0 | 32 | 0 | 46 | 0 | 0 | 46 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 78 |
| 0800 - 0815 | 0 | 11 | 0 | 0 | 11 | 0 | 17 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 29 |
| 0815 - 0830 | 0 | 7 | 0 | 0 | 7 | 0 | 8 | 1 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 0830 - 0845 | 0 | 14 | 0 | 0 | 14 | 0 | 14 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 0845 - 0900 | 0 | 11 | 0 | 0 | 11 | 0 | 11 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| Hourly Total | 0 | 43 | 0 | 0 | 43 | 0 | 50 | 1 | 0 | 51 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 95 |
| Grand Total | 0 | 75 | 0 | 0 | 75 | 0 | 96 | 1 | 0 | 97 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 173 |
| Approach % | 0.00 | 100.00 | 0.00 | 0.00 | - | 0.00 | 98.97 | 1.03 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 100.00 | 0.00 | - | |
| Intersection % | 0.00 | 43.35 | 0.00 | 0.00 | 43.35 | 0.00 | 55.49 | 0.58 | 0.00 | 56.07 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.58 | 0.00 | 0.58 | |

1600 - 1800 (Weekday 2h Session) (02-21-2024)

Single Unit Trucks (4-7)

| TIME | Northbound | | | | Southbound | | | | Eastbound | | | | | Westbound | | | | | Int Total | | |
|----------------|--------------------------|-------------|--------------|---------------|--------------|--------------------------|-------------|--------------|---------------|--------------|-----------------|--------------|---------------|----------------|--------------|-----------------|--------------|---------------|-----------|----------------|--------------|
| | Pleasant Hill Rd (South) | | | U-Turn 2.4 | App Total | Pleasant Hill Rd (North) | | | U-Turn 2.8 | App Total | Driveway (West) | | | U-Turn 2.12 | App Total | Driveway (East) | | | | U-Turn 2.16 | App Total |
| | Left 2.1 | Thru 2.2 | Right 2.3 | | | Left 2.5 | Thru 2.6 | Right 2.7 | | | Left 2.9 | Thru 2.10 | Right 2.11 | | | Left 2.13 | Thru 2.14 | Right 2.15 | | | |
| 1600 - 1615 | 0 | 9 | 0 | 0 | 9 | 0 | 8 | 0 | 0 | 8 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 18 |
| 1615 - 1630 | 0 | 7 | 0 | 0 | 7 | 0 | 15 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 1630 - 1645 | 0 | 16 | 0 | 0 | 16 | 0 | 10 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 1645 - 1700 | 0 | 7 | 0 | 0 | 7 | 0 | 11 | 0 | 0 | 11 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 19 |
| Hourly Total | 0 | 39 | 0 | 0 | 39 | 0 | 44 | 0 | 0 | 44 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 85 |
| 1700 - 1715 | 0 | 4 | 0 | 0 | 4 | 1 | 4 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 1715 - 1730 | 0 | 5 | 0 | 0 | 5 | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 1730 - 1745 | 0 | 4 | 0 | 0 | 4 | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 1745 - 1800 | 0 | 7 | 0 | 0 | 7 | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| Hourly Total | 0 | 20 | 0 | 0 | 20 | 1 | 24 | 0 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 |
| Grand Total | 0 | 59 | 0 | 0 | 59 | 1 | 68 | 0 | 0 | 69 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 130 |
| Approach % | 0.00 | 100.00 | 0.00 | 0.00 | - | 1.45 | 98.55 | 0.00 | 0.00 | - | 50.00 | 0.00 | 50.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | - | |
| Intersection % | 0.00 | 45.38 | 0.00 | 0.00 | 45.38 | 0.77 | 52.31 | 0.00 | 0.00 | 53.08 | 0.77 | 0.00 | 0.77 | 0.00 | 1.54 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |

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

Duluth, GA

Site 2

Pleasant Hill Rd (South)
Pleasant Hill Rd (North)
Driveway (West)
Driveway (East)



Date

Wednesday, February 21, 2024

Weather

Fair
53°F

Lat/Long

33.962587°, -84.137609°

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0700 - 0900 (Weekday 2h Session) (02-21-2024)

Combination Trucks (8-13)

| TIME | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Int Total | | | | |
|----------------|--------------------------|-------------|--------------|---------------|--------------|--------------------------|-------------|--------------|---------------|--------------|-----------------|--------------|---------------|----------------|--------------|-----------------|-----------|--------------|----------------|--------------|---------------|
| | Pleasant Hill Rd (South) | | | U-Turn 2.4 | App Total | Pleasant Hill Rd (North) | | | U-Turn 2.8 | App Total | Driveway (West) | | | U-Turn 2.12 | App Total | Driveway (East) | | | U-Turn 2.16 | App Total | |
| | Left 2.1 | Thru 2.2 | Right 2.3 | | | Left 2.5 | Thru 2.6 | Right 2.7 | | | Left 2.9 | Thru 2.10 | Right 2.11 | | | Left 2.13 | | Thru 2.14 | | | Right 2.15 |
| 0700 - 0715 | 0 | 5 | 0 | 0 | 5 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 0715 - 0730 | 0 | 4 | 0 | 0 | 4 | 0 | 8 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 0730 - 0745 | 0 | 10 | 0 | 0 | 10 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 0745 - 0800 | 0 | 4 | 0 | 0 | 4 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| Hourly Total | 0 | 23 | 0 | 0 | 23 | 0 | 17 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| 0800 - 0815 | 0 | 3 | 0 | 0 | 3 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 0815 - 0830 | 0 | 8 | 0 | 0 | 8 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 0830 - 0845 | 0 | 9 | 0 | 0 | 9 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 0845 - 0900 | 0 | 4 | 0 | 0 | 4 | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| Hourly Total | 0 | 24 | 0 | 0 | 24 | 0 | 19 | 0 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 |
| Grand Total | 0 | 47 | 0 | 0 | 47 | 0 | 36 | 0 | 0 | 36 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 83 |
| Approach % | 0.00 | 100.00 | 0.00 | 0.00 | - | 0.00 | 100.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | - | |
| Intersection % | 0.00 | 56.63 | 0.00 | 0.00 | 56.63 | 0.00 | 43.37 | 0.00 | 0.00 | 43.37 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |

1600 - 1800 (Weekday 2h Session) (02-21-2024)

Combination Trucks (8-13)

| TIME | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Int Total | | | | |
|----------------|--------------------------|-------------|--------------|---------------|--------------|--------------------------|-------------|--------------|---------------|--------------|-----------------|--------------|---------------|----------------|--------------|-----------------|-----------|--------------|----------------|--------------|---------------|
| | Pleasant Hill Rd (South) | | | U-Turn 2.4 | App Total | Pleasant Hill Rd (North) | | | U-Turn 2.8 | App Total | Driveway (West) | | | U-Turn 2.12 | App Total | Driveway (East) | | | U-Turn 2.16 | App Total | |
| | Left 2.1 | Thru 2.2 | Right 2.3 | | | Left 2.5 | Thru 2.6 | Right 2.7 | | | Left 2.9 | Thru 2.10 | Right 2.11 | | | Left 2.13 | | Thru 2.14 | | | Right 2.15 |
| 1600 - 1615 | 0 | 3 | 0 | 0 | 3 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 1615 - 1630 | 0 | 3 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 1630 - 1645 | 0 | 1 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 1645 - 1700 | 0 | 3 | 0 | 0 | 3 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| Hourly Total | 0 | 10 | 0 | 0 | 10 | 0 | 15 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 1700 - 1715 | 0 | 5 | 0 | 0 | 5 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 1715 - 1730 | 0 | 2 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 1730 - 1745 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1745 - 1800 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| Hourly Total | 0 | 7 | 0 | 0 | 7 | 0 | 9 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| Grand Total | 0 | 17 | 0 | 0 | 17 | 0 | 24 | 0 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 |
| Approach % | 0.00 | 100.00 | 0.00 | 0.00 | - | 0.00 | 100.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | - | |
| Intersection % | 0.00 | 41.46 | 0.00 | 0.00 | 41.46 | 0.00 | 58.54 | 0.00 | 0.00 | 58.54 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |

Classified Turn Movement Count || All Trucks (4-13)

Duluth, GA

Site 2

Pleasant Hill Rd (South)
Pleasant Hill Rd (North)
Driveway (West)
Driveway (East)



Date

Wednesday, February 21, 2024

Weather

Fair
53°F

Lat/Long

33.962587°, -84.137609°
[Click here for Map](#)

[Click here for Detailed Weather](#)

0700 - 0900 (Weekday 2h Session) (02-21-2024)

All Trucks (4-13)

| TIME | Northbound | | | | Southbound | | | | Eastbound | | | | | Westbound | | | | | Int Total | | |
|----------------|--------------------------|-------------|--------------|---------------|--------------|--------------------------|-------------|--------------|---------------|--------------|-----------------|--------------|---------------|----------------|--------------|-----------------|--------------|---------------|-----------|----------------|--------------|
| | Pleasant Hill Rd (South) | | | U-Turn 2.4 | App Total | Pleasant Hill Rd (North) | | | U-Turn 2.8 | App Total | Driveway (West) | | | U-Turn 2.12 | App Total | Driveway (East) | | | | U-Turn 2.16 | App Total |
| | Left 2.1 | Thru 2.2 | Right 2.3 | | | Left 2.5 | Thru 2.6 | Right 2.7 | | | Left 2.9 | Thru 2.10 | Right 2.11 | | | Left 2.13 | Thru 2.14 | Right 2.15 | | | |
| 0700 - 0715 | 0 | 14 | 0 | 0 | 14 | 0 | 16 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 0715 - 0730 | 0 | 14 | 0 | 0 | 14 | 0 | 20 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 0730 - 0745 | 0 | 16 | 0 | 0 | 16 | 0 | 14 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 0745 - 0800 | 0 | 11 | 0 | 0 | 11 | 0 | 13 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| Hourly Total | 0 | 55 | 0 | 0 | 55 | 0 | 63 | 0 | 0 | 63 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 118 |
| 0800 - 0815 | 0 | 14 | 0 | 0 | 14 | 0 | 22 | 0 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 37 |
| 0815 - 0830 | 0 | 15 | 0 | 0 | 15 | 0 | 13 | 1 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 0830 - 0845 | 0 | 23 | 0 | 0 | 23 | 0 | 17 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| 0845 - 0900 | 0 | 15 | 0 | 0 | 15 | 0 | 17 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| Hourly Total | 0 | 67 | 0 | 0 | 67 | 0 | 69 | 1 | 0 | 70 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 138 |
| Grand Total | 0 | 122 | 0 | 0 | 122 | 0 | 132 | 1 | 0 | 133 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 256 |
| Approach % | 0.00 | 100.00 | 0.00 | 0.00 | - | 0.00 | 99.25 | 0.75 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 100.00 | 0.00 | - | |
| Intersection % | 0.00 | 47.66 | 0.00 | 0.00 | 47.66 | 0.00 | 51.56 | 0.39 | 0.00 | 51.95 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.39 | 0.00 | 0.39 | |

1600 - 1800 (Weekday 2h Session) (02-21-2024)

All Trucks (4-13)

| TIME | Northbound | | | | Southbound | | | | Eastbound | | | | | Westbound | | | | | Int Total | | |
|----------------|--------------------------|-------------|--------------|---------------|--------------|--------------------------|-------------|--------------|---------------|--------------|-----------------|--------------|---------------|----------------|--------------|-----------------|--------------|---------------|-----------|----------------|--------------|
| | Pleasant Hill Rd (South) | | | U-Turn 2.4 | App Total | Pleasant Hill Rd (North) | | | U-Turn 2.8 | App Total | Driveway (West) | | | U-Turn 2.12 | App Total | Driveway (East) | | | | U-Turn 2.16 | App Total |
| | Left 2.1 | Thru 2.2 | Right 2.3 | | | Left 2.5 | Thru 2.6 | Right 2.7 | | | Left 2.9 | Thru 2.10 | Right 2.11 | | | Left 2.13 | Thru 2.14 | Right 2.15 | | | |
| 1600 - 1615 | 0 | 12 | 0 | 0 | 12 | 0 | 12 | 0 | 0 | 12 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 25 |
| 1615 - 1630 | 0 | 10 | 0 | 0 | 10 | 0 | 18 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 1630 - 1645 | 0 | 17 | 0 | 0 | 17 | 0 | 13 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 1645 - 1700 | 0 | 10 | 0 | 0 | 10 | 0 | 16 | 0 | 0 | 16 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 27 |
| Hourly Total | 0 | 49 | 0 | 0 | 49 | 0 | 59 | 0 | 0 | 59 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 110 |
| 1700 - 1715 | 0 | 9 | 0 | 0 | 9 | 1 | 8 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 1715 - 1730 | 0 | 7 | 0 | 0 | 7 | 0 | 9 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 1730 - 1745 | 0 | 4 | 0 | 0 | 4 | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 1745 - 1800 | 0 | 7 | 0 | 0 | 7 | 0 | 10 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| Hourly Total | 0 | 27 | 0 | 0 | 27 | 1 | 33 | 0 | 0 | 34 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 61 |
| Grand Total | 0 | 76 | 0 | 0 | 76 | 1 | 92 | 0 | 0 | 93 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 171 |
| Approach % | 0.00 | 100.00 | 0.00 | 0.00 | - | 1.08 | 98.92 | 0.00 | 0.00 | - | 50.00 | 0.00 | 50.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | - | |
| Intersection % | 0.00 | 44.44 | 0.00 | 0.00 | 44.44 | 0.58 | 53.80 | 0.00 | 0.00 | 54.39 | 0.58 | 0.00 | 0.58 | 0.00 | 1.17 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |

Crosswalk Counts || Pedestrians

Duluth, GA

Site 2

Pleasant Hill Rd (South)
Pleasant Hill Rd (North)
Driveway (West)
Driveway (East)

Date

Wednesday, February 21, 2024

Weather

Fair
53°F

Lat/Long

33.962587°, -84.137609°
[Click here for Map](#)

[Click here for Detailed Weather](#)



0700 - 0900 (Weekday 2h Session) (02-21-2024)

Pedestrians

| TIME | Northbound | | | Southbound | | | Eastbound | | | Westbound | | | App Total | Int Total |
|----------------|--------------------------|-------|-----------|--------------------------|-------|-----------|-----------------|-------|-----------|-----------------|--------|-----------|-----------|-----------|
| | Pleasant Hill Rd (South) | | | Pleasant Hill Rd (North) | | | Driveway (West) | | | Driveway (East) | | | | |
| | EB 2a | WB 2b | App Total | EB 2c | WB 2d | App Total | NB 2e | SB 2f | App Total | NB 2g | SB 2h | App Total | | |
| 0700 - 0715 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 0715 - 0730 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 0730 - 0745 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 0745 - 0800 | 2 | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | |
| Hourly Total | 2 | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | |
| 0800 - 0815 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | |
| 0815 - 0830 | 0 | 0 | 0 | 3 | 0 | 3 | 1 | 0 | 3 | 1 | 0 | 1 | 4 | |
| 0830 - 0845 | 0 | 0 | 0 | 2 | 0 | 2 | 1 | 0 | 2 | 1 | 0 | 1 | 3 | |
| 0845 - 0900 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | |
| Hourly Total | 0 | 0 | 0 | 5 | 0 | 5 | 3 | 0 | 5 | 3 | 2 | 3 | 10 | |
| Grand Total | 2 | 0 | 2 | 6 | 0 | 6 | 3 | 0 | 6 | 3 | 2 | 3 | 13 | |
| Approach % | 100.00 | 0.00 | - | 100.00 | 0.00 | - | 100.00 | 0.00 | - | 0.00 | 100.00 | - | - | |
| Intersection % | 15.38 | 0.00 | 15.38 | 46.15 | 0.00 | 46.15 | 23.08 | 0.00 | 23.08 | 0.00 | 15.38 | 15.38 | - | |

1600 - 1800 (Weekday 2h Session) (02-21-2024)

Pedestrians

| TIME | Northbound | | | Southbound | | | Eastbound | | | Westbound | | | App Total | Int Total |
|----------------|--------------------------|-------|-----------|--------------------------|-------|-----------|-----------------|-------|-----------|-----------------|-------|-----------|-----------|-----------|
| | Pleasant Hill Rd (South) | | | Pleasant Hill Rd (North) | | | Driveway (West) | | | Driveway (East) | | | | |
| | EB 2a | WB 2b | App Total | EB 2c | WB 2d | App Total | NB 2e | SB 2f | App Total | NB 2g | SB 2h | App Total | | |
| 1600 - 1615 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 4 | 0 | 3 | 7 | |
| 1615 - 1630 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 3 | 0 | 0 | 0 | 3 | |
| 1630 - 1645 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 2 | |
| 1645 - 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 5 | 10 | 0 | 3 | 3 | 13 | |
| 1700 - 1715 | 0 | 0 | 0 | 0 | 1 | 1 | 3 | 1 | 4 | 0 | 0 | 0 | 5 | |
| 1715 - 1730 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | |
| 1730 - 1745 | 0 | 0 | 0 | 1 | 3 | 4 | 0 | 0 | 4 | 0 | 1 | 0 | 5 | |
| 1745 - 1800 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | |
| Hourly Total | 1 | 0 | 1 | 1 | 4 | 5 | 3 | 1 | 9 | 1 | 2 | 3 | 13 | |
| Grand Total | 1 | 0 | 1 | 1 | 4 | 5 | 8 | 6 | 14 | 1 | 5 | 6 | 26 | |
| Approach % | 100.00 | 0.00 | - | 20.00 | 80.00 | - | 57.14 | 42.86 | - | 16.67 | 83.33 | - | - | |
| Intersection % | 3.85 | 0.00 | 3.85 | 3.85 | 15.38 | 19.23 | 30.77 | 23.08 | 53.85 | 3.85 | 19.23 | 23.08 | - | |

Crosswalk Counts || Bikes

Duluth, GA

Site 2

Pleasant Hill Rd (South)
Pleasant Hill Rd (North)
Driveway (West)
Driveway (East)

Date

Wednesday, February 21, 2024

Weather

Fair
53°F

Lat/Long

33.962587°, -84.137609°
[Click here for Map](#)

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0700 - 0900 (Weekday 2h Session) (02-21-2024)

Bikes

| TIME | Northbound | | | Southbound | | | Eastbound | | | Westbound | | | App Total | Int Total |
|----------------|--------------------------|-------|-----------|--------------------------|-------|-----------|-----------------|-------|-----------|-----------------|-------|-----------|-----------|-----------|
| | Pleasant Hill Rd (South) | | App Total | Pleasant Hill Rd (North) | | App Total | Driveway (West) | | App Total | Driveway (East) | | App Total | | |
| | EB 2a | WB 2b | | EB 2c | WB 2d | | NB 2e | SB 2f | | NB 2g | SB 2h | | | |
| 0700 - 0715 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0715 - 0730 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0730 - 0745 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0745 - 0800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0800 - 0815 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0815 - 0830 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0830 - 0845 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0845 - 0900 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| Approach % | 0.00 | 0.00 | - | 0.00 | 0.00 | - | 100.00 | 0.00 | - | 0.00 | 0.00 | - | - | - |
| Intersection % | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 100.00 | 0.00 | 100.00 | 0.00 | 0.00 | 0.00 | 0.00 | - |

1600 - 1800 (Weekday 2h Session) (02-21-2024)

Bikes

| TIME | Northbound | | | Southbound | | | Eastbound | | | Westbound | | | App Total | Int Total |
|----------------|--------------------------|-------|-----------|--------------------------|-------|-----------|-----------------|-------|-----------|-----------------|-------|-----------|-----------|-----------|
| | Pleasant Hill Rd (South) | | App Total | Pleasant Hill Rd (North) | | App Total | Driveway (West) | | App Total | Driveway (East) | | App Total | | |
| | EB 2a | WB 2b | | EB 2c | WB 2d | | NB 2e | SB 2f | | NB 2g | SB 2h | | | |
| 1600 - 1615 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1615 - 1630 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1630 - 1645 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1645 - 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 2 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 2 |
| 1700 - 1715 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 1 | 0 | 0 | 3 |
| 1715 - 1730 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1730 - 1745 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1745 - 1800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 1 | 0 | 0 | 3 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 4 | 1 | 0 | 0 | 1 | 5 |
| Approach % | 0.00 | 0.00 | - | 0.00 | 0.00 | - | 25.00 | 75.00 | - | 100.00 | 0.00 | - | - | - |
| Intersection % | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 20.00 | 60.00 | 80.00 | 20.00 | 0.00 | 0.00 | 20.00 | - |



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Peak Hour Turning Movement Count

Duluth, GA



www.marrtraffic.com



| Wednesday, February 21, 2024 | |
|------------------------------|-------------|
| Period | 0700 - 0900 |
| Peak Hour | 0715 - 0815 |

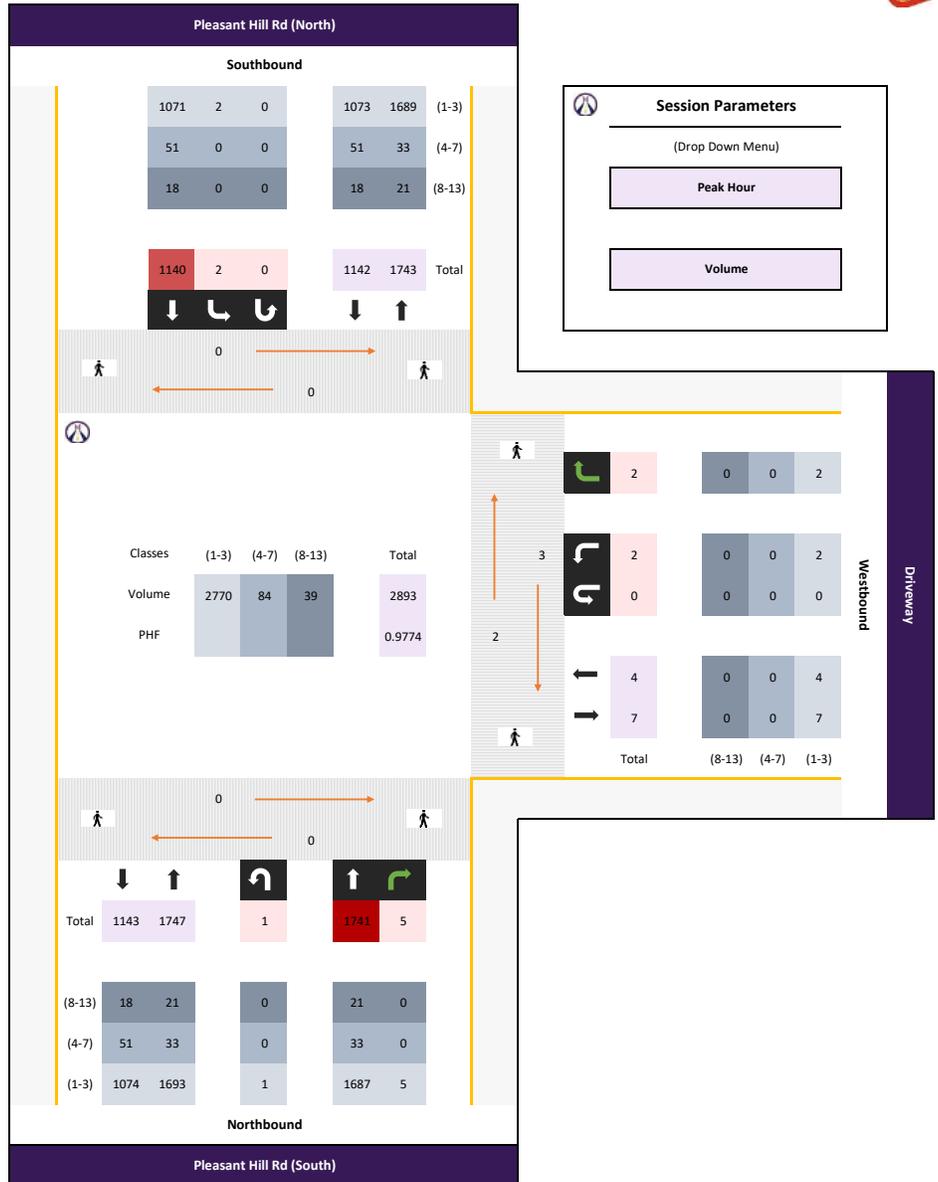
* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume





[Click here for Map](#)

Peak Hour Turning Movement Count

Duluth, GA

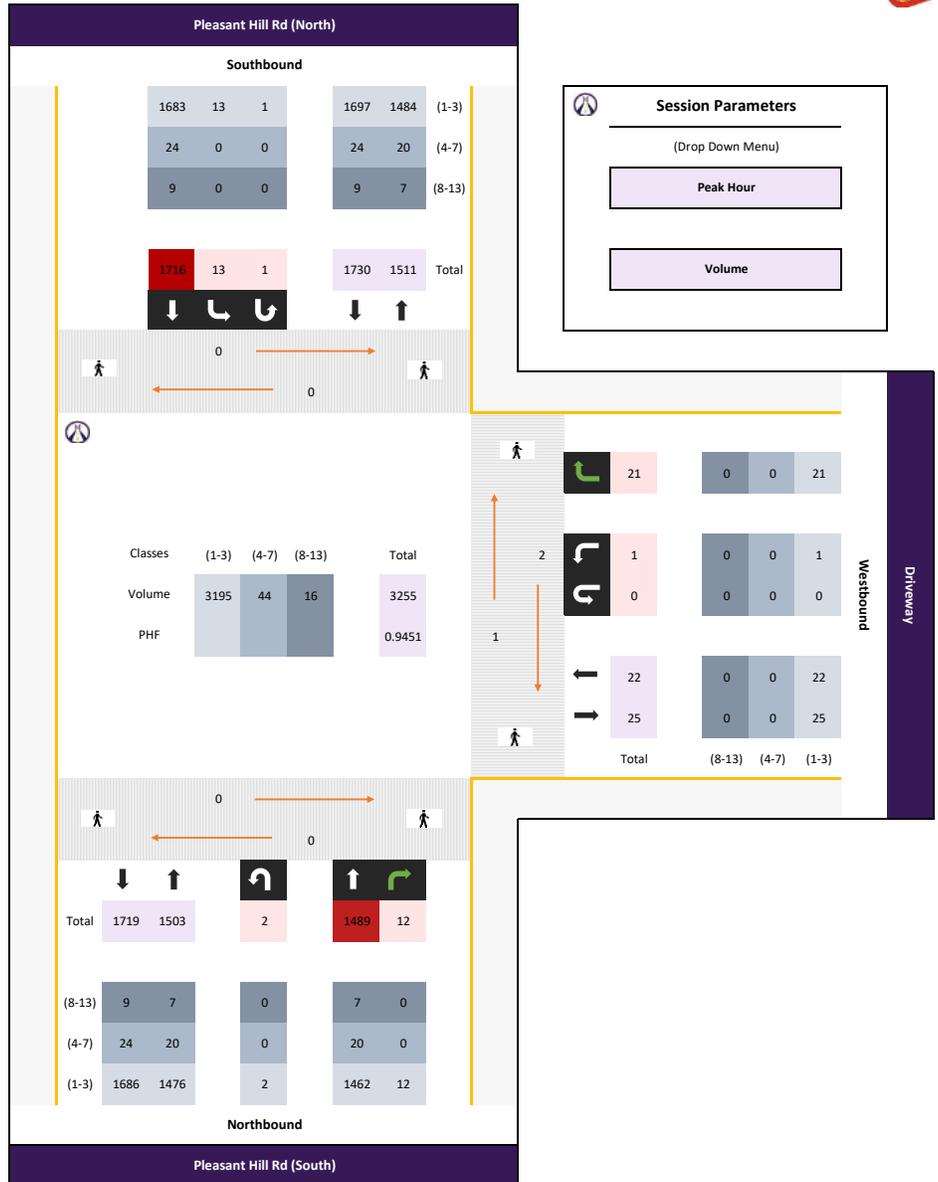


www.marrtraffic.com



| Wednesday, February 21, 2024 | |
|------------------------------|-------------|
| Period | 1600 - 1800 |
| Peak Hour | 1700 - 1800 |

* the Peak Hour Diagram does not include Bikes



Classified Turn Movement Count || All vehicles

Duluth, GA

Site 3

Pleasant Hill Rd (South)
Pleasant Hill Rd (North)



Date

Wednesday, February 21, 2024

Weather

Fair
53°F

Lat/Long

33.961757°, -84.136645°
[Click here for Map](#)

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Driveway



0700 - 0900 (Weekday 2h Session) (02-21-2024)

All vehicles

| TIME | Northbound | | | | Southbound | | | |
|-----------------|--------------------------|-------|--------|-------|--------------------------|-------|--------|-------|
| | Pleasant Hill Rd (South) | | | | Pleasant Hill Rd (North) | | | |
| | Thru | Right | U-Turn | App | Left | Thru | U-Turn | App |
| 0700 - 0715 | 349 | 0 | 0 | 349 | 1 | 216 | 0 | 217 |
| 0715 - 0730 | 469 | 0 | 0 | 469 | 0 | 267 | 0 | 267 |
| 0730 - 0745 | 430 | 1 | 1 | 432 | 0 | 264 | 0 | 264 |
| 0745 - 0800 | 439 | 2 | 0 | 441 | 0 | 299 | 0 | 299 |
| Hourly Total | 1687 | 3 | 1 | 1691 | 1 | 1046 | 0 | 1047 |
| 0800 - 0815 | 403 | 2 | 0 | 405 | 2 | 310 | 0 | 312 |
| 0815 - 0830 | 350 | 3 | 0 | 353 | 3 | 290 | 0 | 293 |
| 0830 - 0845 | 450 | 3 | 0 | 453 | 2 | 317 | 1 | 320 |
| 0845 - 0900 | 440 | 2 | 0 | 442 | 1 | 291 | 0 | 292 |
| Hourly Total | 1643 | 10 | 0 | 1653 | 8 | 1208 | 1 | 1217 |
| Grand Total | 3330 | 13 | 1 | 3344 | 9 | 2254 | 1 | 2264 |
| Approach % | 99.58 | 0.39 | 0.03 | - | 0.40 | 99.56 | 0.04 | - |
| Intersection % | 59.29 | 0.23 | 0.02 | 59.54 | 0.16 | 40.14 | 0.02 | 40.31 |
| Heavy Vehicle % | 4 | 0 | 0 | 4 | 11 | 6 | 0 | 6 |
| PHF | 0.93 | 0.63 | 0.25 | 0.93 | 0.25 | 0.92 | 0.00 | 0.92 |

| Westbound | | | | |
|-----------|-------|--------|-------|-------|
| Driveway | | | | |
| Left | Right | U-Turn | App | Int |
| 3.7 | 3.8 | 3.9 | Total | Total |
| 1 | 0 | 0 | 1 | 567 |
| 1 | 1 | 0 | 2 | 738 |
| 0 | 0 | 0 | 0 | 696 |
| 0 | 0 | 0 | 0 | 740 |
| 2 | 1 | 0 | 3 | 2741 |
| 1 | 1 | 0 | 2 | 719 |
| 0 | 1 | 0 | 1 | 647 |
| 1 | 1 | 0 | 2 | 775 |
| 0 | 0 | 0 | 0 | 734 |
| 2 | 3 | 0 | 5 | 2875 |
| 4 | 4 | 0 | 8 | 5616 |
| 50.00 | 50.00 | 0.00 | - | |
| 0.07 | 0.07 | 0.00 | 0.14 | |
| 0 | 0 | - | 0 | 4 |
| 0.50 | 0.50 | 0.00 | 0.50 | 0.98 |

1600 - 1800 (Weekday 2h Session) (02-21-2024)

All vehicles

| TIME | Northbound | | | | Southbound | | | |
|-----------------|--------------------------|-------|--------|-------|--------------------------|-------|--------|-------|
| | Pleasant Hill Rd (South) | | | | Pleasant Hill Rd (North) | | | |
| | Thru | Right | U-Turn | App | Left | Thru | U-Turn | App |
| 1600 - 1615 | 377 | 7 | 0 | 384 | 3 | 444 | 1 | 448 |
| 1615 - 1630 | 353 | 5 | 0 | 358 | 2 | 440 | 1 | 443 |
| 1630 - 1645 | 335 | 7 | 0 | 342 | 4 | 421 | 0 | 425 |
| 1645 - 1700 | 334 | 2 | 0 | 336 | 4 | 431 | 0 | 435 |
| Hourly Total | 1399 | 21 | 0 | 1420 | 13 | 1736 | 2 | 1751 |
| 1700 - 1715 | 410 | 2 | 0 | 412 | 0 | 362 | 0 | 362 |
| 1715 - 1730 | 368 | 4 | 0 | 372 | 4 | 434 | 0 | 438 |
| 1730 - 1745 | 350 | 2 | 0 | 352 | 6 | 437 | 0 | 443 |
| 1745 - 1800 | 361 | 4 | 2 | 367 | 3 | 483 | 1 | 487 |
| Hourly Total | 1489 | 12 | 2 | 1503 | 13 | 1716 | 1 | 1730 |
| Grand Total | 2888 | 33 | 2 | 2923 | 26 | 3452 | 3 | 3481 |
| Approach % | 98.80 | 1.13 | 0.07 | - | 0.75 | 99.17 | 0.09 | - |
| Intersection % | 44.76 | 0.51 | 0.03 | 45.30 | 0.40 | 53.50 | 0.05 | 53.95 |
| Heavy Vehicle % | 3 | 3 | 0 | 3 | 0 | 3 | 0 | 3 |
| PHF | 0.91 | 0.75 | 0.25 | 0.91 | 0.54 | 0.89 | 0.25 | 0.89 |

| Westbound | | | | |
|-----------|-------|--------|-------|-------|
| Driveway | | | | |
| Left | Right | U-Turn | App | Int |
| 3.7 | 3.8 | 3.9 | Total | Total |
| 1 | 11 | 0 | 12 | 844 |
| 0 | 4 | 0 | 4 | 805 |
| 1 | 4 | 0 | 5 | 772 |
| 0 | 5 | 0 | 5 | 776 |
| 2 | 24 | 0 | 26 | 3197 |
| 1 | 8 | 0 | 9 | 783 |
| 0 | 4 | 0 | 4 | 814 |
| 0 | 2 | 0 | 2 | 797 |
| 0 | 7 | 0 | 7 | 861 |
| 1 | 21 | 0 | 22 | 3255 |
| 3 | 45 | 0 | 48 | 6452 |
| 6.25 | 93.75 | 0.00 | - | |
| 0.05 | 0.70 | 0.00 | 0.74 | |
| 0 | 0 | - | 0 | 3 |
| 0.25 | 0.66 | 0.00 | 0.61 | 0.95 |

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

Duluth, GA

Site 3

Pleasant Hill Rd (South)
Pleasant Hill Rd (North)



Date

Wednesday, February 21, 2024

Weather

Fair
53°F

[Click here for Detailed Weather](#)

Driveway

Lat/Long

33.961757°, -84.136645°
[Click here for Map](#)



0700 - 0900 (Weekday 2h Session) (02-21-2024)

Passenger Vehicles (1-3)

| TIME | Northbound | | | | | Southbound | | | | |
|----------------|--------------------------|-------|--------|-------|-------|--------------------------|------|--------|-----|-------|
| | Pleasant Hill Rd (South) | | | | | Pleasant Hill Rd (North) | | | | |
| | Thru | Right | U-Turn | App | Total | Left | Thru | U-Turn | App | Total |
| 0700 - 0715 | 336 | 0 | 0 | 336 | 0 | 201 | 0 | 201 | | |
| 0715 - 0730 | 456 | 0 | 0 | 456 | 0 | 247 | 0 | 247 | | |
| 0730 - 0745 | 414 | 1 | 1 | 416 | 0 | 250 | 0 | 250 | | |
| 0745 - 0800 | 428 | 2 | 0 | 430 | 0 | 286 | 0 | 286 | | |
| Hourly Total | 1634 | 3 | 1 | 1638 | 0 | 984 | 0 | 984 | | |
| 0800 - 0815 | 389 | 2 | 0 | 391 | 2 | 288 | 0 | 290 | | |
| 0815 - 0830 | 335 | 3 | 0 | 338 | 3 | 277 | 0 | 280 | | |
| 0830 - 0845 | 427 | 3 | 0 | 430 | 2 | 300 | 1 | 303 | | |
| 0845 - 0900 | 426 | 2 | 0 | 428 | 1 | 274 | 0 | 275 | | |
| Hourly Total | 1577 | 10 | 0 | 1587 | 8 | 1139 | 1 | 1148 | | |
| Grand Total | 3211 | 13 | 1 | 3225 | 8 | 2123 | 1 | 2132 | | |
| Approach % | 99.57 | 0.40 | 0.03 | - | 0.38 | 99.58 | 0.05 | - | | |
| Intersection % | 59.85 | 0.24 | 0.02 | 60.11 | 0.15 | 39.57 | 0.02 | 39.74 | | |

| Westbound | | | | | |
|-----------|-------|--------|-------|-----|-------|
| Driveway | | | | | |
| Left | Right | U-Turn | App | Int | Total |
| 3.7 | 3.8 | 3.9 | Total | | |
| 1 | 0 | 0 | 1 | | 538 |
| 1 | 1 | 0 | 2 | | 705 |
| 0 | 0 | 0 | 0 | | 666 |
| 0 | 0 | 0 | 0 | | 716 |
| 2 | 1 | 0 | 3 | | 2625 |
| 1 | 1 | 0 | 2 | | 683 |
| 0 | 1 | 0 | 1 | | 619 |
| 1 | 1 | 0 | 2 | | 735 |
| 0 | 0 | 0 | 0 | | 703 |
| 2 | 3 | 0 | 5 | | 2740 |
| 4 | 4 | 0 | 8 | | 5365 |
| 50.00 | 50.00 | 0.00 | - | | |
| 0.07 | 0.07 | 0.00 | 0.15 | | |

1600 - 1800 (Weekday 2h Session) (02-21-2024)

Passenger Vehicles (1-3)

| TIME | Northbound | | | | | Southbound | | | | |
|----------------|--------------------------|-------|--------|-------|-------|--------------------------|------|--------|-----|-------|
| | Pleasant Hill Rd (South) | | | | | Pleasant Hill Rd (North) | | | | |
| | Thru | Right | U-Turn | App | Total | Left | Thru | U-Turn | App | Total |
| 1600 - 1615 | 365 | 7 | 0 | 372 | 3 | 431 | 1 | 435 | | |
| 1615 - 1630 | 343 | 4 | 0 | 347 | 2 | 422 | 1 | 425 | | |
| 1630 - 1645 | 318 | 7 | 0 | 325 | 4 | 408 | 0 | 412 | | |
| 1645 - 1700 | 325 | 2 | 0 | 327 | 4 | 415 | 0 | 419 | | |
| Hourly Total | 1351 | 20 | 0 | 1371 | 13 | 1676 | 2 | 1691 | | |
| 1700 - 1715 | 401 | 2 | 0 | 403 | 0 | 354 | 0 | 354 | | |
| 1715 - 1730 | 361 | 4 | 0 | 365 | 4 | 425 | 0 | 429 | | |
| 1730 - 1745 | 346 | 2 | 0 | 348 | 6 | 431 | 0 | 437 | | |
| 1745 - 1800 | 354 | 4 | 2 | 360 | 3 | 473 | 1 | 477 | | |
| Hourly Total | 1462 | 12 | 2 | 1476 | 13 | 1683 | 1 | 1697 | | |
| Grand Total | 2813 | 32 | 2 | 2847 | 26 | 3359 | 3 | 3388 | | |
| Approach % | 98.81 | 1.12 | 0.07 | - | 0.77 | 99.14 | 0.09 | - | | |
| Intersection % | 44.77 | 0.51 | 0.03 | 45.31 | 0.41 | 53.46 | 0.05 | 53.92 | | |

| Westbound | | | | | |
|-----------|-------|--------|-------|-----|-------|
| Driveway | | | | | |
| Left | Right | U-Turn | App | Int | Total |
| 3.7 | 3.8 | 3.9 | Total | | |
| 1 | 11 | 0 | 12 | | 819 |
| 0 | 4 | 0 | 4 | | 776 |
| 1 | 4 | 0 | 5 | | 742 |
| 0 | 5 | 0 | 5 | | 751 |
| 2 | 24 | 0 | 26 | | 3088 |
| 1 | 8 | 0 | 9 | | 766 |
| 0 | 4 | 0 | 4 | | 798 |
| 0 | 2 | 0 | 2 | | 787 |
| 0 | 7 | 0 | 7 | | 844 |
| 1 | 21 | 0 | 22 | | 3195 |
| 3 | 45 | 0 | 48 | | 6283 |
| 6.25 | 93.75 | 0.00 | - | | |
| 0.05 | 0.72 | 0.00 | 0.76 | | |

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

Duluth, GA

Site 3

Pleasant Hill Rd (South)
Pleasant Hill Rd (North)



Date

Wednesday, February 21, 2024

Weather

Fair
53°F

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Driveway

Lat/Long

33.961757°, -84.136645°
[Click here for Map](#)



0700 - 0900 (Weekday 2h Session) (02-21-2024)

Single Unit Trucks (4-7)

| TIME | Northbound | | | | Southbound | | | |
|----------------|--------------------------|-----------|--------|-----------|--------------------------|----------|--------|-----------|
| | Pleasant Hill Rd (South) | | U-Turn | | Pleasant Hill Rd (North) | | U-Turn | |
| | Thru 3.1 | Right 3.2 | 3.3 | App Total | Left 3.4 | Thru 3.5 | 3.6 | App Total |
| 0700 - 0715 | 8 | 0 | 0 | 8 | 1 | 11 | 0 | 12 |
| 0715 - 0730 | 9 | 0 | 0 | 9 | 0 | 12 | 0 | 12 |
| 0730 - 0745 | 6 | 0 | 0 | 6 | 0 | 11 | 0 | 11 |
| 0745 - 0800 | 7 | 0 | 0 | 7 | 0 | 11 | 0 | 11 |
| Hourly Total | 30 | 0 | 0 | 30 | 1 | 45 | 0 | 46 |
| 0800 - 0815 | 11 | 0 | 0 | 11 | 0 | 17 | 0 | 17 |
| 0815 - 0830 | 7 | 0 | 0 | 7 | 0 | 8 | 0 | 8 |
| 0830 - 0845 | 14 | 0 | 0 | 14 | 0 | 14 | 0 | 14 |
| 0845 - 0900 | 10 | 0 | 0 | 10 | 0 | 11 | 0 | 11 |
| Hourly Total | 42 | 0 | 0 | 42 | 0 | 50 | 0 | 50 |
| Grand Total | 72 | 0 | 0 | 72 | 1 | 95 | 0 | 96 |
| Approach % | 100.00 | 0.00 | 0.00 | - | 1.04 | 98.96 | 0.00 | - |
| Intersection % | 42.86 | 0.00 | 0.00 | 42.86 | 0.60 | 56.55 | 0.00 | 57.14 |

| Westbound | | | | | |
|-----------|------------|-----------|-----------|-----------|-----|
| Driveway | | | | | |
| Left 3.7 | U-Turn 3.8 | Right 3.9 | App Total | Int Total | |
| 0 | 0 | 0 | 0 | 0 | 20 |
| 0 | 0 | 0 | 0 | 0 | 21 |
| 0 | 0 | 0 | 0 | 0 | 17 |
| 0 | 0 | 0 | 0 | 0 | 18 |
| 0 | 0 | 0 | 0 | 0 | 76 |
| 0 | 0 | 0 | 0 | 0 | 28 |
| 0 | 0 | 0 | 0 | 0 | 15 |
| 0 | 0 | 0 | 0 | 0 | 28 |
| 0 | 0 | 0 | 0 | 0 | 21 |
| 0 | 0 | 0 | 0 | 0 | 92 |
| 0 | 0 | 0 | 0 | 0 | 168 |
| 0.00 | 0.00 | 0.00 | - | | |
| 0.00 | 0.00 | 0.00 | 0.00 | | |

1600 - 1800 (Weekday 2h Session) (02-21-2024)

Single Unit Trucks (4-7)

| TIME | Northbound | | | | Southbound | | | |
|----------------|--------------------------|-----------|--------|-----------|--------------------------|----------|--------|-----------|
| | Pleasant Hill Rd (South) | | U-Turn | | Pleasant Hill Rd (North) | | U-Turn | |
| | Thru 3.1 | Right 3.2 | 3.3 | App Total | Left 3.4 | Thru 3.5 | 3.6 | App Total |
| 1600 - 1615 | 9 | 0 | 0 | 9 | 0 | 9 | 0 | 9 |
| 1615 - 1630 | 7 | 1 | 0 | 8 | 0 | 15 | 0 | 15 |
| 1630 - 1645 | 16 | 0 | 0 | 16 | 0 | 10 | 0 | 10 |
| 1645 - 1700 | 6 | 0 | 0 | 6 | 0 | 11 | 0 | 11 |
| Hourly Total | 38 | 1 | 0 | 39 | 0 | 45 | 0 | 45 |
| 1700 - 1715 | 4 | 0 | 0 | 4 | 0 | 4 | 0 | 4 |
| 1715 - 1730 | 5 | 0 | 0 | 5 | 0 | 7 | 0 | 7 |
| 1730 - 1745 | 4 | 0 | 0 | 4 | 0 | 6 | 0 | 6 |
| 1745 - 1800 | 7 | 0 | 0 | 7 | 0 | 7 | 0 | 7 |
| Hourly Total | 20 | 0 | 0 | 20 | 0 | 24 | 0 | 24 |
| Grand Total | 58 | 1 | 0 | 59 | 0 | 69 | 0 | 69 |
| Approach % | 98.31 | 1.69 | 0.00 | - | 0.00 | 100.00 | 0.00 | - |
| Intersection % | 45.31 | 0.78 | 0.00 | 46.09 | 0.00 | 53.91 | 0.00 | 53.91 |

| Westbound | | | | | |
|-----------|------------|-----------|-----------|-----------|-----|
| Driveway | | | | | |
| Left 3.7 | U-Turn 3.8 | Right 3.9 | App Total | Int Total | |
| 0 | 0 | 0 | 0 | 0 | 18 |
| 0 | 0 | 0 | 0 | 0 | 23 |
| 0 | 0 | 0 | 0 | 0 | 26 |
| 0 | 0 | 0 | 0 | 0 | 17 |
| 0 | 0 | 0 | 0 | 0 | 84 |
| 0 | 0 | 0 | 0 | 0 | 8 |
| 0 | 0 | 0 | 0 | 0 | 12 |
| 0 | 0 | 0 | 0 | 0 | 10 |
| 0 | 0 | 0 | 0 | 0 | 14 |
| 0 | 0 | 0 | 0 | 0 | 44 |
| 0 | 0 | 0 | 0 | 0 | 128 |
| 0.00 | 0.00 | 0.00 | - | | |
| 0.00 | 0.00 | 0.00 | 0.00 | | |

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

Duluth, GA

Site 3

Pleasant Hill Rd (South)
Pleasant Hill Rd (North)



Date

Wednesday, February 21, 2024

Weather

Fair
53°F

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Driveway

Lat/Long

33.961757°, -84.136645°
[Click here for Map](#)



0700 - 0900 (Weekday 2h Session) (02-21-2024)

Combination Trucks (8-13)

| TIME | Northbound Pleasant Hill Rd (South) | | | | Southbound Pleasant Hill Rd (North) | | | |
|----------------|--|--------------|---------------|--------------|--|-------------|---------------|--------------|
| | Thru 3.1 | Right 3.2 | U-Turn 3.3 | App Total | Left 3.4 | Thru 3.5 | U-Turn 3.6 | App Total |
| | 0700 - 0715 | 5 | 0 | 0 | 5 | 0 | 4 | 0 |
| 0715 - 0730 | 4 | 0 | 0 | 4 | 0 | 8 | 0 | 8 |
| 0730 - 0745 | 10 | 0 | 0 | 10 | 0 | 3 | 0 | 3 |
| 0745 - 0800 | 4 | 0 | 0 | 4 | 0 | 2 | 0 | 2 |
| Hourly Total | 23 | 0 | 0 | 23 | 0 | 17 | 0 | 17 |
| 0800 - 0815 | 3 | 0 | 0 | 3 | 0 | 5 | 0 | 5 |
| 0815 - 0830 | 8 | 0 | 0 | 8 | 0 | 5 | 0 | 5 |
| 0830 - 0845 | 9 | 0 | 0 | 9 | 0 | 3 | 0 | 3 |
| 0845 - 0900 | 4 | 0 | 0 | 4 | 0 | 6 | 0 | 6 |
| Hourly Total | 24 | 0 | 0 | 24 | 0 | 19 | 0 | 19 |
| Grand Total | 47 | 0 | 0 | 47 | 0 | 36 | 0 | 36 |
| Approach % | 100.00 | 0.00 | 0.00 | - | 0.00 | 100.00 | 0.00 | - |
| Intersection % | 56.63 | 0.00 | 0.00 | 56.63 | 0.00 | 43.37 | 0.00 | 43.37 |

| Westbound Driveway | | | | |
|-----------------------|--------------|---------------|--------------|--------------|
| Left 3.7 | Right 3.8 | U-Turn 3.9 | App Total | Int Total |
| 0 | 0 | 0 | 0 | 9 |
| 0 | 0 | 0 | 0 | 12 |
| 0 | 0 | 0 | 0 | 13 |
| 0 | 0 | 0 | 0 | 6 |
| 0 | 0 | 0 | 0 | 40 |
| 0 | 0 | 0 | 0 | 8 |
| 0 | 0 | 0 | 0 | 13 |
| 0 | 0 | 0 | 0 | 12 |
| 0 | 0 | 0 | 0 | 10 |
| 0 | 0 | 0 | 0 | 43 |
| 0 | 0 | 0 | 0 | 83 |
| 0.00 | 0.00 | 0.00 | - | |
| 0.00 | 0.00 | 0.00 | 0.00 | |

1600 - 1800 (Weekday 2h Session) (02-21-2024)

Combination Trucks (8-13)

| TIME | Northbound Pleasant Hill Rd (South) | | | | Southbound Pleasant Hill Rd (North) | | | |
|----------------|--|--------------|---------------|--------------|--|-------------|---------------|--------------|
| | Thru 3.1 | Right 3.2 | U-Turn 3.3 | App Total | Left 3.4 | Thru 3.5 | U-Turn 3.6 | App Total |
| | 1600 - 1615 | 3 | 0 | 0 | 3 | 0 | 4 | 0 |
| 1615 - 1630 | 3 | 0 | 0 | 3 | 0 | 3 | 0 | 3 |
| 1630 - 1645 | 1 | 0 | 0 | 1 | 0 | 3 | 0 | 3 |
| 1645 - 1700 | 3 | 0 | 0 | 3 | 0 | 5 | 0 | 5 |
| Hourly Total | 10 | 0 | 0 | 10 | 0 | 15 | 0 | 15 |
| 1700 - 1715 | 5 | 0 | 0 | 5 | 0 | 4 | 0 | 4 |
| 1715 - 1730 | 2 | 0 | 0 | 2 | 0 | 2 | 0 | 2 |
| 1730 - 1745 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1745 - 1800 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 |
| Hourly Total | 7 | 0 | 0 | 7 | 0 | 9 | 0 | 9 |
| Grand Total | 17 | 0 | 0 | 17 | 0 | 24 | 0 | 24 |
| Approach % | 100.00 | 0.00 | 0.00 | - | 0.00 | 100.00 | 0.00 | - |
| Intersection % | 41.46 | 0.00 | 0.00 | 41.46 | 0.00 | 58.54 | 0.00 | 58.54 |

| Westbound Driveway | | | | |
|-----------------------|--------------|---------------|--------------|--------------|
| Left 3.7 | Right 3.8 | U-Turn 3.9 | App Total | Int Total |
| 0 | 0 | 0 | 0 | 7 |
| 0 | 0 | 0 | 0 | 6 |
| 0 | 0 | 0 | 0 | 4 |
| 0 | 0 | 0 | 0 | 8 |
| 0 | 0 | 0 | 0 | 25 |
| 0 | 0 | 0 | 0 | 9 |
| 0 | 0 | 0 | 0 | 4 |
| 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 3 |
| 0 | 0 | 0 | 0 | 16 |
| 0 | 0 | 0 | 0 | 41 |
| 0.00 | 0.00 | 0.00 | - | |
| 0.00 | 0.00 | 0.00 | 0.00 | |

Classified Turn Movement Count || All Trucks (4-13)

Duluth, GA

Site 3

Pleasant Hill Rd (South)
Pleasant Hill Rd (North)



Date

Wednesday, February 21, 2024

Weather

Fair
53°F

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Driveway

Lat/Long

33.961757°, -84.136645°
[Click here for Map](#)



0700 - 0900 (Weekday 2h Session) (02-21-2024)

All Trucks (4-13)

| TIME | Northbound | | | | Southbound | | | |
|----------------|--------------------------|-------|--------|-----------|--------------------------|-------|--------|-----------|
| | Pleasant Hill Rd (South) | | U-Turn | | Pleasant Hill Rd (North) | | U-Turn | |
| | Thru | Right | 3.3 | App Total | Left | Thru | 3.6 | App Total |
| 0700 - 0715 | 13 | 0 | 0 | 13 | 1 | 15 | 0 | 16 |
| 0715 - 0730 | 13 | 0 | 0 | 13 | 0 | 20 | 0 | 20 |
| 0730 - 0745 | 16 | 0 | 0 | 16 | 0 | 14 | 0 | 14 |
| 0745 - 0800 | 11 | 0 | 0 | 11 | 0 | 13 | 0 | 13 |
| Hourly Total | 53 | 0 | 0 | 53 | 1 | 62 | 0 | 63 |
| 0800 - 0815 | 14 | 0 | 0 | 14 | 0 | 22 | 0 | 22 |
| 0815 - 0830 | 15 | 0 | 0 | 15 | 0 | 13 | 0 | 13 |
| 0830 - 0845 | 23 | 0 | 0 | 23 | 0 | 17 | 0 | 17 |
| 0845 - 0900 | 14 | 0 | 0 | 14 | 0 | 17 | 0 | 17 |
| Hourly Total | 66 | 0 | 0 | 66 | 0 | 69 | 0 | 69 |
| Grand Total | 119 | 0 | 0 | 119 | 1 | 131 | 0 | 132 |
| Approach % | 100.00 | 0.00 | 0.00 | - | 0.76 | 99.24 | 0.00 | - |
| Intersection % | 47.41 | 0.00 | 0.00 | 47.41 | 0.40 | 52.19 | 0.00 | 52.59 |

| Westbound | | | | |
|-----------|-------|--------|-----------|-----------|
| Driveway | | | | |
| Left | Right | U-Turn | App Total | Int Total |
| 3.7 | 3.8 | 3.9 | 0 | 0 |
| 0 | 0 | 0 | 0 | 29 |
| 0 | 0 | 0 | 0 | 33 |
| 0 | 0 | 0 | 0 | 30 |
| 0 | 0 | 0 | 0 | 24 |
| 0 | 0 | 0 | 0 | 116 |
| 0 | 0 | 0 | 0 | 36 |
| 0 | 0 | 0 | 0 | 28 |
| 0 | 0 | 0 | 0 | 40 |
| 0 | 0 | 0 | 0 | 31 |
| 0 | 0 | 0 | 0 | 135 |
| 0 | 0 | 0 | 0 | 251 |
| 0.00 | 0.00 | 0.00 | - | |
| 0.00 | 0.00 | 0.00 | 0.00 | |

1600 - 1800 (Weekday 2h Session) (02-21-2024)

All Trucks (4-13)

| TIME | Northbound | | | | Southbound | | | |
|----------------|--------------------------|-------|--------|-----------|--------------------------|--------|--------|-----------|
| | Pleasant Hill Rd (South) | | U-Turn | | Pleasant Hill Rd (North) | | U-Turn | |
| | Thru | Right | 3.3 | App Total | Left | Thru | 3.6 | App Total |
| 1600 - 1615 | 12 | 0 | 0 | 12 | 0 | 13 | 0 | 13 |
| 1615 - 1630 | 10 | 1 | 0 | 11 | 0 | 18 | 0 | 18 |
| 1630 - 1645 | 17 | 0 | 0 | 17 | 0 | 13 | 0 | 13 |
| 1645 - 1700 | 9 | 0 | 0 | 9 | 0 | 16 | 0 | 16 |
| Hourly Total | 48 | 1 | 0 | 49 | 0 | 60 | 0 | 60 |
| 1700 - 1715 | 9 | 0 | 0 | 9 | 0 | 8 | 0 | 8 |
| 1715 - 1730 | 7 | 0 | 0 | 7 | 0 | 9 | 0 | 9 |
| 1730 - 1745 | 4 | 0 | 0 | 4 | 0 | 6 | 0 | 6 |
| 1745 - 1800 | 7 | 0 | 0 | 7 | 0 | 10 | 0 | 10 |
| Hourly Total | 27 | 0 | 0 | 27 | 0 | 33 | 0 | 33 |
| Grand Total | 75 | 1 | 0 | 76 | 0 | 93 | 0 | 93 |
| Approach % | 98.68 | 1.32 | 0.00 | - | 0.00 | 100.00 | 0.00 | - |
| Intersection % | 44.38 | 0.59 | 0.00 | 44.97 | 0.00 | 55.03 | 0.00 | 55.03 |

| Westbound | | | | |
|-----------|-------|--------|-----------|-----------|
| Driveway | | | | |
| Left | Right | U-Turn | App Total | Int Total |
| 3.7 | 3.8 | 3.9 | 0 | 0 |
| 0 | 0 | 0 | 0 | 25 |
| 0 | 0 | 0 | 0 | 29 |
| 0 | 0 | 0 | 0 | 30 |
| 0 | 0 | 0 | 0 | 25 |
| 0 | 0 | 0 | 0 | 109 |
| 0 | 0 | 0 | 0 | 17 |
| 0 | 0 | 0 | 0 | 16 |
| 0 | 0 | 0 | 0 | 10 |
| 0 | 0 | 0 | 0 | 17 |
| 0 | 0 | 0 | 0 | 60 |
| 0 | 0 | 0 | 0 | 169 |
| 0.00 | 0.00 | 0.00 | - | |
| 0.00 | 0.00 | 0.00 | 0.00 | |

Crosswalk Counts || Pedestrians

Duluth, GA

Site 3
Pleasant Hill Rd (South)
Pleasant Hill Rd (North)

Date
Wednesday, February 21, 2024

Weather
Fair
53°F

Driveway

Lat/Long
33.961757°, -84.136645°
[Click here for Map](#)

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0700 - 0900 (Weekday 2h Session) (02-21-2024)

Pedestrians

| TIME | Northbound | | Southbound | | | | App Total |
|----------------|--------------------------|-------|--------------------------|-------|-------|-----------|-----------|
| | Pleasant Hill Rd (South) | | Pleasant Hill Rd (North) | | | | |
| | EB 3a | WB 3b | App Total | EB 3c | WB 3d | App Total | |
| 0700 - 0715 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0715 - 0730 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0730 - 0745 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0745 - 0800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0800 - 0815 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0815 - 0830 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0830 - 0845 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0845 - 0900 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Approach % | 0.00 | 0.00 | - | 0.00 | 0.00 | - | - |
| Intersection % | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

| Westbound | | App Total | Int Total |
|-----------|-------|-----------|-----------|
| Driveway | | | |
| NB 3g | SB 3h | | |
| 1 | 0 | 1 | 1 |
| 1 | 0 | 1 | 1 |
| 0 | 0 | 0 | 0 |
| 1 | 1 | 2 | 2 |
| 3 | 1 | 4 | 4 |
| 0 | 2 | 2 | 2 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 0 | 2 | 2 | 2 |
| 3 | 3 | 6 | 6 |
| 50.00 | 50.00 | - | - |
| 50.00 | 50.00 | 100.00 | 100.00 |

1600 - 1800 (Weekday 2h Session) (02-21-2024)

Pedestrians

| TIME | Northbound | | Southbound | | | | App Total |
|----------------|--------------------------|-------|--------------------------|-------|-------|-----------|-----------|
| | Pleasant Hill Rd (South) | | Pleasant Hill Rd (North) | | | | |
| | EB 3a | WB 3b | App Total | EB 3c | WB 3d | App Total | |
| 1600 - 1615 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1615 - 1630 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1630 - 1645 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1645 - 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1700 - 1715 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1715 - 1730 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1730 - 1745 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1745 - 1800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Approach % | 0.00 | 0.00 | - | 0.00 | 0.00 | - | - |
| Intersection % | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

| Westbound | | App Total | Int Total |
|-----------|-------|-----------|-----------|
| Driveway | | | |
| NB 3g | SB 3h | | |
| 0 | 3 | 3 | 3 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 0 | 3 | 3 | 3 |
| 0 | 0 | 0 | 0 |
| 1 | 1 | 2 | 2 |
| 0 | 1 | 1 | 1 |
| 0 | 0 | 0 | 0 |
| 1 | 2 | 3 | 3 |
| 1 | 5 | 6 | 6 |
| 16.67 | 83.33 | - | - |
| 16.67 | 83.33 | 100.00 | 100.00 |



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Peak Hour Turning Movement Count

Duluth, GA



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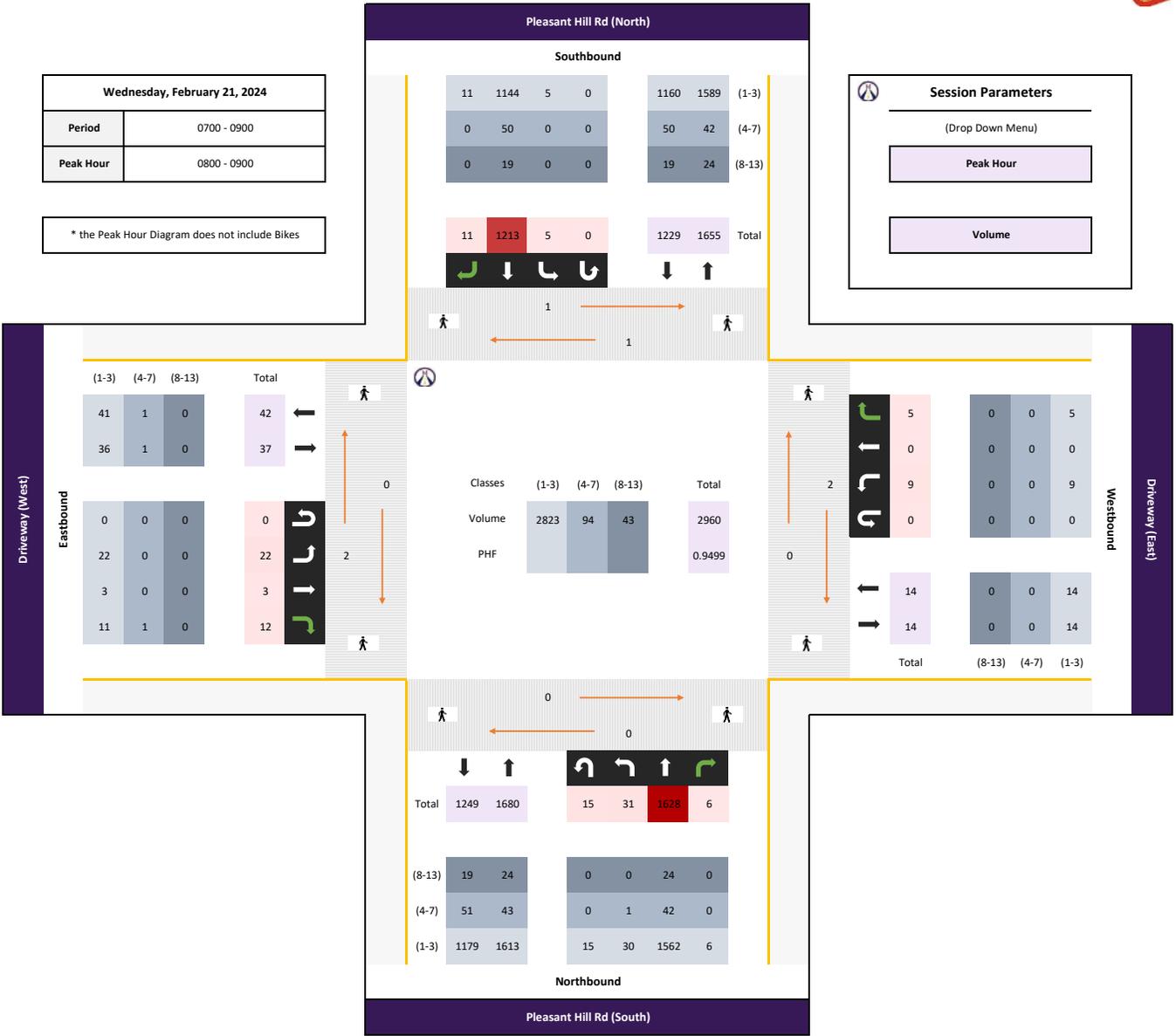


| Wednesday, February 21, 2024 | |
|------------------------------|-------------|
| Period | 0700 - 0900 |
| Peak Hour | 0800 - 0900 |

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)





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Peak Hour Turning Movement Count

Duluth, GA



www.marrtraffic.com



| Wednesday, February 21, 2024 | |
|------------------------------|-------------|
| Period | 1600 - 1800 |
| Peak Hour | 1700 - 1800 |

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)



Pleasant Hill Rd (North)

Southbound

| | | | | | | |
|----|------|----|---|------|------|--------|
| 34 | 1665 | 26 | 2 | 1727 | 1467 | (1-3) |
| 0 | 25 | 0 | 0 | 25 | 20 | (4-7) |
| 0 | 9 | 0 | 0 | 9 | 7 | (8-13) |

| | | | | | | |
|----|------|----|---|------|------|-------|
| 34 | 1699 | 26 | 2 | 1761 | 1494 | Total |
|----|------|----|---|------|------|-------|



| | (1-3) | (4-7) | (8-13) | Total |
|-----------|-------|-------|--------|-------|
| Eastbound | 80 | 0 | 0 | 80 |
| | 62 | 0 | 0 | 62 |
| | 0 | 0 | 0 | 0 |
| | 23 | 0 | 0 | 23 |
| | 6 | 0 | 0 | 6 |
| | 33 | 0 | 0 | 33 |

| Classes | (1-3) | (4-7) | (8-13) | Total |
|---------|-------|-------|--------|--------|
| Volume | 3377 | 45 | 17 | 3439 |
| PHF | | | | 0.9585 |

| | | | |
|-------|--------|-------|-------|
| 11 | 0 | 0 | 11 |
| 3 | 0 | 0 | 3 |
| 58 | 0 | 0 | 58 |
| 0 | 0 | 0 | 0 |
| 72 | 0 | 0 | 72 |
| 65 | 1 | 0 | 64 |
| Total | (8-13) | (4-7) | (1-3) |



| | | | | | | |
|-------|------|------|----|----|------|----|
| Total | 1800 | 1544 | 10 | 43 | 1458 | 33 |
|-------|------|------|----|----|------|----|

| | | | | | | |
|--------|------|------|----|----|------|----|
| (8-13) | 9 | 8 | 0 | 0 | 7 | 1 |
| (4-7) | 25 | 20 | 0 | 0 | 20 | 0 |
| (1-3) | 1766 | 1516 | 10 | 43 | 1431 | 32 |

Northbound

Pleasant Hill Rd (South)

Classified Turn Movement Count || All vehicles

Duluth, GA

Site 4

Pleasant Hill Rd (South)
Pleasant Hill Rd (North)
Driveway (West)
Driveway (East)



Date

Wednesday, February 21, 2024

Weather

Fair
53°F

Lat/Long

33.960808°, -84.135901°

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[Click here for Map](#)

0700 - 0900 (Weekday 2h Session) (02-21-2024)

All vehicles

| TIME | Northbound | | | | Southbound | | | | Eastbound | | | | | Westbound | | | | | Int Total | | | |
|-----------------|--------------------------|-------|-------|--------|------------|--------------------------|-------|-------|-----------|-----------|-----------------|------|-------|-----------------|------|-------|--------|-----------|-----------|------|------|-------|
| | Pleasant Hill Rd (South) | | | U-Turn | App Total | Pleasant Hill Rd (North) | | | U-Turn | App Total | Driveway (West) | | | Driveway (East) | | | U-Turn | App Total | | | | |
| | Left | Thru | Right | | | Left | Thru | Right | | | Left | Thru | Right | Left | Thru | Right | | | | Left | Thru | Right |
| 0700 - 0715 | 6 | 352 | 0 | 2 | 360 | 0 | 214 | 0 | 0 | 214 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 576 |
| 0715 - 0730 | 8 | 464 | 2 | 0 | 474 | 1 | 252 | 2 | 0 | 255 | 2 | 0 | 1 | 0 | 3 | 1 | 0 | 1 | 0 | 0 | 2 | 734 |
| 0730 - 0745 | 9 | 422 | 0 | 5 | 436 | 0 | 275 | 1 | 0 | 276 | 2 | 1 | 1 | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 1 | 717 |
| 0745 - 0800 | 6 | 437 | 0 | 4 | 447 | 2 | 294 | 3 | 0 | 299 | 2 | 0 | 1 | 0 | 3 | 2 | 0 | 2 | 0 | 0 | 4 | 753 |
| Hourly Total | 29 | 1675 | 2 | 11 | 1717 | 3 | 1035 | 6 | 0 | 1044 | 8 | 1 | 3 | 0 | 12 | 3 | 1 | 3 | 0 | 7 | 2780 | |
| 0800 - 0815 | 7 | 402 | 0 | 4 | 413 | 1 | 313 | 4 | 0 | 318 | 3 | 0 | 4 | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 2 | 740 |
| 0815 - 0830 | 11 | 330 | 3 | 3 | 347 | 0 | 307 | 0 | 0 | 307 | 5 | 1 | 2 | 0 | 8 | 1 | 0 | 2 | 0 | 3 | 665 | |
| 0830 - 0845 | 5 | 444 | 1 | 1 | 451 | 3 | 303 | 1 | 0 | 307 | 11 | 1 | 2 | 0 | 14 | 2 | 0 | 2 | 0 | 4 | 776 | |
| 0845 - 0900 | 8 | 452 | 2 | 7 | 467 | 1 | 290 | 6 | 0 | 297 | 3 | 1 | 4 | 0 | 8 | 4 | 0 | 1 | 0 | 5 | 779 | |
| Hourly Total | 31 | 1628 | 6 | 15 | 1680 | 5 | 1213 | 11 | 0 | 1229 | 22 | 3 | 12 | 0 | 37 | 9 | 0 | 5 | 0 | 14 | 2960 | |
| Grand Total | 60 | 3303 | 8 | 26 | 3397 | 8 | 2248 | 17 | 0 | 2273 | 30 | 4 | 15 | 0 | 49 | 12 | 1 | 8 | 0 | 21 | 5740 | |
| Approach % | 1.77 | 97.23 | 0.24 | 0.77 | - | 0.35 | 98.90 | 0.75 | 0.00 | - | 61.22 | 8.16 | 30.61 | 0.00 | - | 57.14 | 4.76 | 38.10 | 0.00 | - | - | - |
| Intersection % | 1.05 | 57.54 | 0.14 | 0.45 | 59.18 | 0.14 | 39.16 | 0.30 | 0.00 | 39.60 | 0.52 | 0.07 | 0.26 | 0.00 | 0.85 | 0.21 | 0.02 | 0.14 | 0.00 | 0.37 | - | - |
| Heavy Vehicle % | 2 | 4 | 0 | 0 | 4 | 0 | 6 | 0 | - | 6 | 0 | 0 | 7 | - | 2 | 8 | 0 | 0 | - | 5 | 4 | |
| PHF | 0.70 | 0.90 | 0.50 | 0.54 | 0.90 | 0.42 | 0.97 | 0.46 | 0.00 | 0.97 | 0.50 | 0.75 | 0.75 | 0.00 | 0.66 | 0.56 | 0.00 | 0.63 | 0.00 | 0.70 | 0.95 | |

1600 - 1800 (Weekday 2h Session) (02-21-2024)

All vehicles

| TIME | Northbound | | | | Southbound | | | | Eastbound | | | | | Westbound | | | | | Int Total | | | |
|-----------------|--------------------------|-------|-------|--------|------------|--------------------------|-------|-------|-----------|-----------|-----------------|-------|-------|-----------------|------|-------|--------|-----------|-----------|------|------|-------|
| | Pleasant Hill Rd (South) | | | U-Turn | App Total | Pleasant Hill Rd (North) | | | U-Turn | App Total | Driveway (West) | | | Driveway (East) | | | U-Turn | App Total | | | | |
| | Left | Thru | Right | | | Left | Thru | Right | | | Left | Thru | Right | Left | Thru | Right | | | | Left | Thru | Right |
| 1600 - 1615 | 10 | 367 | 11 | 7 | 395 | 3 | 431 | 5 | 0 | 439 | 10 | 1 | 7 | 0 | 18 | 14 | 1 | 6 | 0 | 21 | 873 | |
| 1615 - 1630 | 12 | 339 | 6 | 2 | 359 | 9 | 440 | 4 | 2 | 455 | 6 | 3 | 11 | 0 | 20 | 17 | 2 | 6 | 0 | 25 | 859 | |
| 1630 - 1645 | 1 | 319 | 4 | 1 | 325 | 4 | 394 | 6 | 2 | 406 | 6 | 9 | 8 | 0 | 23 | 19 | 0 | 8 | 0 | 27 | 781 | |
| 1645 - 1700 | 3 | 331 | 8 | 0 | 342 | 3 | 419 | 7 | 1 | 430 | 7 | 1 | 7 | 0 | 15 | 23 | 1 | 2 | 0 | 26 | 813 | |
| Hourly Total | 26 | 1356 | 29 | 10 | 1421 | 19 | 1684 | 22 | 5 | 1730 | 29 | 14 | 33 | 0 | 76 | 73 | 4 | 22 | 0 | 99 | 3326 | |
| 1700 - 1715 | 12 | 397 | 6 | 3 | 418 | 4 | 375 | 11 | 1 | 391 | 6 | 3 | 9 | 0 | 18 | 15 | 0 | 2 | 0 | 17 | 844 | |
| 1715 - 1730 | 9 | 363 | 10 | 4 | 386 | 7 | 424 | 5 | 0 | 436 | 8 | 2 | 8 | 0 | 18 | 15 | 2 | 3 | 0 | 20 | 860 | |
| 1730 - 1745 | 16 | 348 | 9 | 1 | 374 | 9 | 403 | 15 | 0 | 427 | 4 | 1 | 10 | 0 | 15 | 17 | 1 | 4 | 0 | 22 | 838 | |
| 1745 - 1800 | 6 | 350 | 8 | 2 | 366 | 6 | 497 | 3 | 1 | 507 | 5 | 0 | 6 | 0 | 11 | 11 | 0 | 2 | 0 | 13 | 897 | |
| Hourly Total | 43 | 1458 | 33 | 10 | 1544 | 26 | 1699 | 34 | 2 | 1761 | 23 | 6 | 33 | 0 | 62 | 58 | 3 | 11 | 0 | 72 | 3439 | |
| Grand Total | 69 | 2814 | 62 | 20 | 2965 | 45 | 3383 | 56 | 7 | 3491 | 52 | 20 | 66 | 0 | 138 | 131 | 7 | 33 | 0 | 171 | 6765 | |
| Approach % | 2.33 | 94.91 | 2.09 | 0.67 | - | 1.29 | 96.91 | 1.60 | 0.20 | - | 37.68 | 14.49 | 47.83 | 0.00 | - | 76.61 | 4.09 | 19.30 | 0.00 | - | - | - |
| Intersection % | 1.02 | 41.60 | 0.92 | 0.30 | 43.83 | 0.67 | 50.01 | 0.83 | 0.10 | 51.60 | 0.77 | 0.30 | 0.98 | 0.00 | 2.04 | 1.94 | 0.10 | 0.49 | 0.00 | 2.53 | - | |
| Heavy Vehicle % | 3 | 3 | 2 | 0 | 3 | 0 | 3 | 0 | 0 | 3 | 2 | 0 | 2 | - | 1 | 0 | 0 | 0 | - | 0 | 3 | |
| PHF | 0.67 | 0.92 | 0.83 | 0.63 | 0.92 | 0.72 | 0.85 | 0.57 | 0.50 | 0.87 | 0.72 | 0.50 | 0.83 | 0.00 | 0.86 | 0.85 | 0.38 | 0.69 | 0.00 | 0.82 | 0.96 | |

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

Duluth, GA

Site 4

Pleasant Hill Rd (South)
Pleasant Hill Rd (North)
Driveway (West)
Driveway (East)



Date

Wednesday, February 21, 2024

Weather

Fair
53°F

Lat/Long

33.960808°, -84.135901°
[Click here for Map](#)

[Click here for Detailed Weather](#)

0700 - 0900 (Weekday 2h Session) (02-21-2024)

Passenger Vehicles (1-3)

| TIME | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Int | | | | |
|----------------|--------------------------|-------|-------|--------|------------|--------------------------|-------|-------|-----------|-------|-----------------|------|-----------|--------|------|-----------------|------|-------|--------|------|-------|
| | Pleasant Hill Rd (South) | | | U-Turn | App | Pleasant Hill Rd (North) | | | U-Turn | App | Driveway (West) | | | U-Turn | App | Driveway (East) | | | U-Turn | App | |
| | Left | Thru | Right | | | Left | Thru | Right | | | Left | Thru | Right | | | Left | | Thru | | | Right |
| 0700 - 0715 | 6 | 339 | 0 | 2 | 347 | 0 | 199 | 0 | 0 | 199 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 548 |
| 0715 - 0730 | 8 | 451 | 2 | 0 | 461 | 1 | 232 | 2 | 0 | 235 | 2 | 0 | 1 | 0 | 3 | 0 | 0 | 1 | 0 | 1 | 700 |
| 0730 - 0745 | 9 | 406 | 0 | 5 | 420 | 0 | 261 | 1 | 0 | 262 | 2 | 1 | 1 | 0 | 4 | 0 | 1 | 0 | 0 | 1 | 687 |
| 0745 - 0800 | 6 | 426 | 0 | 4 | 436 | 2 | 281 | 3 | 0 | 286 | 2 | 0 | 1 | 0 | 3 | 2 | 0 | 2 | 0 | 4 | 729 |
| Hourly Total | 29 | 1622 | 2 | 11 | 1664 | 3 | 973 | 6 | 0 | 982 | 8 | 1 | 3 | 0 | 12 | 2 | 1 | 3 | 0 | 6 | 2664 |
| 0800 - 0815 | 7 | 388 | 0 | 4 | 399 | 1 | 291 | 4 | 0 | 296 | 3 | 0 | 4 | 0 | 7 | 2 | 0 | 0 | 0 | 2 | 704 |
| 0815 - 0830 | 11 | 315 | 3 | 3 | 332 | 0 | 294 | 0 | 0 | 294 | 5 | 1 | 2 | 0 | 8 | 1 | 0 | 2 | 0 | 3 | 637 |
| 0830 - 0845 | 5 | 421 | 1 | 1 | 428 | 3 | 286 | 1 | 0 | 290 | 11 | 1 | 1 | 0 | 13 | 2 | 0 | 2 | 0 | 4 | 735 |
| 0845 - 0900 | 7 | 438 | 2 | 7 | 454 | 1 | 273 | 6 | 0 | 280 | 3 | 1 | 4 | 0 | 8 | 4 | 0 | 1 | 0 | 5 | 747 |
| Hourly Total | 30 | 1562 | 6 | 15 | 1613 | 5 | 1144 | 11 | 0 | 1160 | 22 | 3 | 11 | 0 | 36 | 9 | 0 | 5 | 0 | 14 | 2823 |
| Grand Total | 59 | 3184 | 8 | 26 | 3277 | 8 | 2117 | 17 | 0 | 2142 | 30 | 4 | 14 | 0 | 48 | 11 | 1 | 8 | 0 | 20 | 5487 |
| Approach % | 1.80 | 97.16 | 0.24 | 0.79 | - | 0.37 | 98.83 | 0.79 | 0.00 | - | 62.50 | 8.33 | 29.17 | 0.00 | - | 55.00 | 5.00 | 40.00 | 0.00 | - | |
| Intersection % | 1.08 | 58.03 | 0.15 | 0.47 | 59.72 | 0.15 | 38.58 | 0.31 | 0.00 | 39.04 | 0.55 | 0.07 | 0.26 | 0.00 | 0.87 | 0.20 | 0.02 | 0.15 | 0.00 | 0.36 | |

1600 - 1800 (Weekday 2h Session) (02-21-2024)

Passenger Vehicles (1-3)

| TIME | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Int | | | | |
|----------------|--------------------------|-------|-------|--------|------------|--------------------------|-------|-------|-----------|-------|-----------------|-------|-----------|--------|------|-----------------|------|-------|--------|------|-------|
| | Pleasant Hill Rd (South) | | | U-Turn | App | Pleasant Hill Rd (North) | | | U-Turn | App | Driveway (West) | | | U-Turn | App | Driveway (East) | | | U-Turn | App | |
| | Left | Thru | Right | | | Left | Thru | Right | | | Left | Thru | Right | | | Left | | Thru | | | Right |
| 1600 - 1615 | 10 | 355 | 11 | 7 | 383 | 3 | 418 | 5 | 0 | 426 | 10 | 1 | 7 | 0 | 18 | 14 | 1 | 6 | 0 | 21 | 848 |
| 1615 - 1630 | 10 | 329 | 6 | 2 | 347 | 9 | 422 | 4 | 2 | 437 | 5 | 3 | 11 | 0 | 19 | 17 | 2 | 6 | 0 | 25 | 828 |
| 1630 - 1645 | 1 | 302 | 4 | 1 | 308 | 4 | 381 | 6 | 1 | 393 | 6 | 9 | 7 | 0 | 22 | 19 | 0 | 8 | 0 | 27 | 750 |
| 1645 - 1700 | 3 | 322 | 8 | 0 | 333 | 3 | 403 | 7 | 1 | 414 | 7 | 1 | 7 | 0 | 15 | 23 | 1 | 2 | 0 | 26 | 788 |
| Hourly Total | 24 | 1308 | 29 | 10 | 1371 | 19 | 1624 | 22 | 5 | 1670 | 28 | 14 | 32 | 0 | 74 | 73 | 4 | 22 | 0 | 99 | 3214 |
| 1700 - 1715 | 12 | 388 | 6 | 3 | 409 | 4 | 367 | 11 | 1 | 383 | 6 | 3 | 9 | 0 | 18 | 15 | 0 | 2 | 0 | 17 | 827 |
| 1715 - 1730 | 9 | 356 | 9 | 4 | 378 | 7 | 415 | 5 | 0 | 427 | 8 | 2 | 8 | 0 | 18 | 15 | 2 | 3 | 0 | 20 | 843 |
| 1730 - 1745 | 16 | 344 | 9 | 1 | 370 | 9 | 397 | 15 | 0 | 421 | 4 | 1 | 10 | 0 | 15 | 17 | 1 | 4 | 0 | 22 | 828 |
| 1745 - 1800 | 6 | 343 | 8 | 2 | 359 | 6 | 486 | 3 | 1 | 496 | 5 | 0 | 6 | 0 | 11 | 11 | 0 | 2 | 0 | 13 | 879 |
| Hourly Total | 43 | 1431 | 32 | 10 | 1516 | 26 | 1665 | 34 | 2 | 1727 | 23 | 6 | 33 | 0 | 62 | 58 | 3 | 11 | 0 | 72 | 3377 |
| Grand Total | 67 | 2739 | 61 | 20 | 2887 | 45 | 3289 | 56 | 7 | 3397 | 51 | 20 | 65 | 0 | 136 | 131 | 7 | 33 | 0 | 171 | 6591 |
| Approach % | 2.32 | 94.87 | 2.11 | 0.69 | - | 1.32 | 96.82 | 1.65 | 0.21 | - | 37.50 | 14.71 | 47.79 | 0.00 | - | 76.61 | 4.09 | 19.30 | 0.00 | - | |
| Intersection % | 1.02 | 41.56 | 0.93 | 0.30 | 43.80 | 0.68 | 49.90 | 0.85 | 0.11 | 51.54 | 0.77 | 0.30 | 0.99 | 0.00 | 2.06 | 1.99 | 0.11 | 0.50 | 0.00 | 2.59 | |

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

Duluth, GA

Site 4

Pleasant Hill Rd (South)
Pleasant Hill Rd (North)
Driveway (West)
Driveway (East)



Date

Wednesday, February 21, 2024

Weather

Fair
53°F

Lat/Long

33.960808°, -84.135901°
[Click here for Map](#)

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0700 - 0900 (Weekday 2h Session) (02-21-2024)

Single Unit Trucks (4-7)

| TIME | Northbound | | | | Southbound | | | | Eastbound | | | | | Westbound | | | | | Int Total | | |
|----------------|--------------------------|-------------|--------------|---------------|--------------|--------------------------|-------------|--------------|---------------|--------------|-----------------|--------------|---------------|----------------|--------------|-----------------|--------------|---------------|-----------|----------------|--------------|
| | Pleasant Hill Rd (South) | | | U-Turn 4.4 | App Total | Pleasant Hill Rd (North) | | | U-Turn 4.8 | App Total | Driveway (West) | | | U-Turn 4.12 | App Total | Driveway (East) | | | | U-Turn 4.16 | App Total |
| | Left 4.1 | Thru 4.2 | Right 4.3 | | | Left 4.5 | Thru 4.6 | Right 4.7 | | | Left 4.9 | Thru 4.10 | Right 4.11 | | | Left 4.13 | Thru 4.14 | Right 4.15 | | | |
| 0700 - 0715 | 0 | 8 | 0 | 0 | 8 | 0 | 11 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 0715 - 0730 | 0 | 9 | 0 | 0 | 9 | 0 | 12 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 22 |
| 0730 - 0745 | 0 | 6 | 0 | 0 | 6 | 0 | 11 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 0745 - 0800 | 0 | 7 | 0 | 0 | 7 | 0 | 11 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| Hourly Total | 0 | 30 | 0 | 0 | 30 | 0 | 45 | 0 | 0 | 45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 76 |
| 0800 - 0815 | 0 | 11 | 0 | 0 | 11 | 0 | 17 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 0815 - 0830 | 0 | 7 | 0 | 0 | 7 | 0 | 8 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 0830 - 0845 | 0 | 14 | 0 | 0 | 14 | 0 | 14 | 0 | 0 | 14 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 29 |
| 0845 - 0900 | 1 | 10 | 0 | 0 | 11 | 0 | 11 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| Hourly Total | 1 | 42 | 0 | 0 | 43 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 94 |
| Grand Total | 1 | 72 | 0 | 0 | 73 | 0 | 95 | 0 | 0 | 95 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 170 |
| Approach % | 1.37 | 98.63 | 0.00 | 0.00 | - | 0.00 | 100.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 100.00 | 0.00 | - | 100.00 | 0.00 | 0.00 | 0.00 | - | |
| Intersection % | 0.59 | 42.35 | 0.00 | 0.00 | 42.94 | 0.00 | 55.88 | 0.00 | 0.00 | 55.88 | 0.00 | 0.00 | 0.59 | 0.00 | 0.59 | 0.59 | 0.00 | 0.00 | 0.00 | 0.59 | |

1600 - 1800 (Weekday 2h Session) (02-21-2024)

Single Unit Trucks (4-7)

| TIME | Northbound | | | | Southbound | | | | Eastbound | | | | | Westbound | | | | | Int Total | | |
|----------------|--------------------------|-------------|--------------|---------------|--------------|--------------------------|-------------|--------------|---------------|--------------|-----------------|--------------|---------------|----------------|--------------|-----------------|--------------|---------------|-----------|----------------|--------------|
| | Pleasant Hill Rd (South) | | | U-Turn 4.4 | App Total | Pleasant Hill Rd (North) | | | U-Turn 4.8 | App Total | Driveway (West) | | | U-Turn 4.12 | App Total | Driveway (East) | | | | U-Turn 4.16 | App Total |
| | Left 4.1 | Thru 4.2 | Right 4.3 | | | Left 4.5 | Thru 4.6 | Right 4.7 | | | Left 4.9 | Thru 4.10 | Right 4.11 | | | Left 4.13 | Thru 4.14 | Right 4.15 | | | |
| 1600 - 1615 | 0 | 9 | 0 | 0 | 9 | 0 | 9 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 1615 - 1630 | 2 | 7 | 0 | 0 | 9 | 0 | 15 | 0 | 0 | 15 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 25 |
| 1630 - 1645 | 0 | 16 | 0 | 0 | 16 | 0 | 10 | 0 | 0 | 10 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 27 |
| 1645 - 1700 | 0 | 6 | 0 | 0 | 6 | 0 | 11 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| Hourly Total | 2 | 38 | 0 | 0 | 40 | 0 | 45 | 0 | 0 | 45 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 87 |
| 1700 - 1715 | 0 | 4 | 0 | 0 | 4 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 1715 - 1730 | 0 | 5 | 0 | 0 | 5 | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 1730 - 1745 | 0 | 4 | 0 | 0 | 4 | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 1745 - 1800 | 0 | 7 | 0 | 0 | 7 | 0 | 8 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| Hourly Total | 0 | 20 | 0 | 0 | 20 | 0 | 25 | 0 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 |
| Grand Total | 2 | 58 | 0 | 0 | 60 | 0 | 70 | 0 | 0 | 70 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 132 |
| Approach % | 3.33 | 96.67 | 0.00 | 0.00 | - | 0.00 | 100.00 | 0.00 | 0.00 | - | 50.00 | 0.00 | 50.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | - | |
| Intersection % | 1.52 | 43.94 | 0.00 | 0.00 | 45.45 | 0.00 | 53.03 | 0.00 | 0.00 | 53.03 | 0.76 | 0.00 | 0.76 | 0.00 | 1.52 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |

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

Duluth, GA

Site 4

Pleasant Hill Rd (South)
Pleasant Hill Rd (North)
Driveway (West)
Driveway (East)



Date

Wednesday, February 21, 2024

Weather

Fair
53°F

Lat/Long

33.960808°, -84.135901°
[Click here for Map](#)

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0700 - 0900 (Weekday 2h Session) (02-21-2024)

Combination Trucks (8-13)

| TIME | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Int Total | | | | |
|----------------|--------------------------|-------------|--------------|---------------|--------------|--------------------------|-------------|--------------|---------------|--------------|-----------------|--------------|---------------|----------------|--------------|-----------------|-----------|--------------|----------------|--------------|---------------|
| | Pleasant Hill Rd (South) | | | U-Turn 4.4 | App Total | Pleasant Hill Rd (North) | | | U-Turn 4.8 | App Total | Driveway (West) | | | U-Turn 4.12 | App Total | Driveway (East) | | | U-Turn 4.16 | App Total | |
| | Left 4.1 | Thru 4.2 | Right 4.3 | | | Left 4.5 | Thru 4.6 | Right 4.7 | | | Left 4.9 | Thru 4.10 | Right 4.11 | | | Left 4.13 | | Thru 4.14 | | | Right 4.15 |
| 0700 - 0715 | 0 | 5 | 0 | 0 | 5 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 0715 - 0730 | 0 | 4 | 0 | 0 | 4 | 0 | 8 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 0730 - 0745 | 0 | 10 | 0 | 0 | 10 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 0745 - 0800 | 0 | 4 | 0 | 0 | 4 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| Hourly Total | 0 | 23 | 0 | 0 | 23 | 0 | 17 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| 0800 - 0815 | 0 | 3 | 0 | 0 | 3 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 0815 - 0830 | 0 | 8 | 0 | 0 | 8 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 0830 - 0845 | 0 | 9 | 0 | 0 | 9 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 0845 - 0900 | 0 | 4 | 0 | 0 | 4 | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| Hourly Total | 0 | 24 | 0 | 0 | 24 | 0 | 19 | 0 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 |
| Grand Total | 0 | 47 | 0 | 0 | 47 | 0 | 36 | 0 | 0 | 36 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 83 |
| Approach % | 0.00 | 100.00 | 0.00 | 0.00 | - | 0.00 | 100.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | - | |
| Intersection % | 0.00 | 56.63 | 0.00 | 0.00 | 56.63 | 0.00 | 43.37 | 0.00 | 0.00 | 43.37 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |

1600 - 1800 (Weekday 2h Session) (02-21-2024)

Combination Trucks (8-13)

| TIME | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Int Total | | | | |
|----------------|--------------------------|-------------|--------------|---------------|--------------|--------------------------|-------------|--------------|---------------|--------------|-----------------|--------------|---------------|----------------|--------------|-----------------|-----------|--------------|----------------|--------------|---------------|
| | Pleasant Hill Rd (South) | | | U-Turn 4.4 | App Total | Pleasant Hill Rd (North) | | | U-Turn 4.8 | App Total | Driveway (West) | | | U-Turn 4.12 | App Total | Driveway (East) | | | U-Turn 4.16 | App Total | |
| | Left 4.1 | Thru 4.2 | Right 4.3 | | | Left 4.5 | Thru 4.6 | Right 4.7 | | | Left 4.9 | Thru 4.10 | Right 4.11 | | | Left 4.13 | | Thru 4.14 | | | Right 4.15 |
| 1600 - 1615 | 0 | 3 | 0 | 0 | 3 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 1615 - 1630 | 0 | 3 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 1630 - 1645 | 0 | 1 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 1645 - 1700 | 0 | 3 | 0 | 0 | 3 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| Hourly Total | 0 | 10 | 0 | 0 | 10 | 0 | 15 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 1700 - 1715 | 0 | 5 | 0 | 0 | 5 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 1715 - 1730 | 0 | 2 | 1 | 0 | 3 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 1730 - 1745 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1745 - 1800 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| Hourly Total | 0 | 7 | 1 | 0 | 8 | 0 | 9 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| Grand Total | 0 | 17 | 1 | 0 | 18 | 0 | 24 | 0 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 |
| Approach % | 0.00 | 94.44 | 5.56 | 0.00 | - | 0.00 | 100.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | - | |
| Intersection % | 0.00 | 40.48 | 2.38 | 0.00 | 42.86 | 0.00 | 57.14 | 0.00 | 0.00 | 57.14 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |

Classified Turn Movement Count || Bikes

Duluth, GA

Site 4

Pleasant Hill Rd (South)
Pleasant Hill Rd (North)
Driveway (West)
Driveway (East)



Date

Wednesday, February 21, 2024

Weather

Fair
53°F

Lat/Long

33.960808°, -84.135901°
[Click here for Map](#)

[Click here for Detailed Weather](#)



0700 - 0900 (Weekday 2h Session) (02-21-2024)

Bikes

| TIME | Northbound | | | | | Southbound | | | | | Eastbound | | | | | Westbound | | | | | |
|----------------|--------------------------|------|-------|--------|-----------|--------------------------|------|-------|--------|-----------|-----------------|------|-------|--------|-----------|-----------|-----------------|-------|--------|-----------|-----------|
| | Pleasant Hill Rd (South) | | | U-Turn | | Pleasant Hill Rd (North) | | | U-Turn | | Driveway (West) | | | U-Turn | | | Driveway (East) | | U-Turn | | Int Total |
| | Left | Thru | Right | 4.4 | App Total | Left | Thru | Right | 4.8 | App Total | Left | Thru | Right | 4.12 | App Total | Left | Thru | Right | 4.16 | App Total | |
| 0700 - 0715 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0715 - 0730 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0730 - 0745 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0745 - 0800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0800 - 0815 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0815 - 0830 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0830 - 0845 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0845 - 0900 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Approach % | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | - | |
| Intersection % | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |

1600 - 1800 (Weekday 2h Session) (02-21-2024)

Bikes

| TIME | Northbound | | | | | Southbound | | | | | Eastbound | | | | | Westbound | | | | | |
|----------------|--------------------------|------|-------|--------|-----------|--------------------------|------|-------|--------|-----------|-----------------|------|-------|--------|-----------|-----------|-----------------|-------|--------|-----------|-----------|
| | Pleasant Hill Rd (South) | | | U-Turn | | Pleasant Hill Rd (North) | | | U-Turn | | Driveway (West) | | | U-Turn | | | Driveway (East) | | U-Turn | | Int Total |
| | Left | Thru | Right | 4.4 | App Total | Left | Thru | Right | 4.8 | App Total | Left | Thru | Right | 4.12 | App Total | Left | Thru | Right | 4.16 | App Total | |
| 1600 - 1615 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1615 - 1630 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1630 - 1645 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1645 - 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1700 - 1715 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1715 - 1730 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1730 - 1745 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1745 - 1800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Approach % | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | - | |
| Intersection % | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |

Classified Turn Movement Count || All Trucks (4-13)

Duluth, GA

Site 4

Pleasant Hill Rd (South)
Pleasant Hill Rd (North)
Driveway (West)
Driveway (East)



Date

Wednesday, February 21, 2024

Weather

Fair
53°F

Lat/Long

33.960808°, -84.135901°
[Click here for Map](#)

[Click here for Detailed Weather](#)

0700 - 0900 (Weekday 2h Session) (02-21-2024)

All Trucks (4-13)

| TIME | Northbound | | | | Southbound | | | | Eastbound | | | | | Westbound | | | | | Int Total | | |
|----------------|--------------------------|-------------|--------------|---------------|--------------|--------------------------|-------------|--------------|---------------|--------------|-----------------|--------------|---------------|----------------|--------------|-----------------|--------------|---------------|-----------|----------------|--------------|
| | Pleasant Hill Rd (South) | | | U-Turn 4.4 | App Total | Pleasant Hill Rd (North) | | | U-Turn 4.8 | App Total | Driveway (West) | | | U-Turn 4.12 | App Total | Driveway (East) | | | | U-Turn 4.16 | App Total |
| | Left 4.1 | Thru 4.2 | Right 4.3 | | | Left 4.5 | Thru 4.6 | Right 4.7 | | | Left 4.9 | Thru 4.10 | Right 4.11 | | | Left 4.13 | Thru 4.14 | Right 4.15 | | | |
| 0700 - 0715 | 0 | 13 | 0 | 0 | 13 | 0 | 15 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 0715 - 0730 | 0 | 13 | 0 | 0 | 13 | 0 | 20 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 34 |
| 0730 - 0745 | 0 | 16 | 0 | 0 | 16 | 0 | 14 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 0745 - 0800 | 0 | 11 | 0 | 0 | 11 | 0 | 13 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| Hourly Total | 0 | 53 | 0 | 0 | 53 | 0 | 62 | 0 | 0 | 62 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 116 |
| 0800 - 0815 | 0 | 14 | 0 | 0 | 14 | 0 | 22 | 0 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |
| 0815 - 0830 | 0 | 15 | 0 | 0 | 15 | 0 | 13 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 0830 - 0845 | 0 | 23 | 0 | 0 | 23 | 0 | 17 | 0 | 0 | 17 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 41 |
| 0845 - 0900 | 1 | 14 | 0 | 0 | 15 | 0 | 17 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| Hourly Total | 1 | 66 | 0 | 0 | 67 | 0 | 69 | 0 | 0 | 69 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 137 |
| Grand Total | 1 | 119 | 0 | 0 | 120 | 0 | 131 | 0 | 0 | 131 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 253 |
| Approach % | 0.83 | 99.17 | 0.00 | 0.00 | - | 0.00 | 100.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 100.00 | 0.00 | - | 100.00 | 0.00 | 0.00 | 0.00 | - | |
| Intersection % | 0.40 | 47.04 | 0.00 | 0.00 | 47.43 | 0.00 | 51.78 | 0.00 | 0.00 | 51.78 | 0.00 | 0.00 | 0.40 | 0.00 | 0.40 | 0.40 | 0.00 | 0.00 | 0.00 | 0.40 | |

1600 - 1800 (Weekday 2h Session) (02-21-2024)

All Trucks (4-13)

| TIME | Northbound | | | | Southbound | | | | Eastbound | | | | | Westbound | | | | | Int Total | | |
|----------------|--------------------------|-------------|--------------|---------------|--------------|--------------------------|-------------|--------------|---------------|--------------|-----------------|--------------|---------------|----------------|--------------|-----------------|--------------|---------------|-----------|----------------|--------------|
| | Pleasant Hill Rd (South) | | | U-Turn 4.4 | App Total | Pleasant Hill Rd (North) | | | U-Turn 4.8 | App Total | Driveway (West) | | | U-Turn 4.12 | App Total | Driveway (East) | | | | U-Turn 4.16 | App Total |
| | Left 4.1 | Thru 4.2 | Right 4.3 | | | Left 4.5 | Thru 4.6 | Right 4.7 | | | Left 4.9 | Thru 4.10 | Right 4.11 | | | Left 4.13 | Thru 4.14 | Right 4.15 | | | |
| 1600 - 1615 | 0 | 12 | 0 | 0 | 12 | 0 | 13 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 1615 - 1630 | 2 | 10 | 0 | 0 | 12 | 0 | 18 | 0 | 0 | 18 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 31 |
| 1630 - 1645 | 0 | 17 | 0 | 0 | 17 | 0 | 13 | 0 | 0 | 13 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 31 |
| 1645 - 1700 | 0 | 9 | 0 | 0 | 9 | 0 | 16 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| Hourly Total | 2 | 48 | 0 | 0 | 50 | 0 | 60 | 0 | 0 | 60 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 112 |
| 1700 - 1715 | 0 | 9 | 0 | 0 | 9 | 0 | 8 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 1715 - 1730 | 0 | 7 | 1 | 0 | 8 | 0 | 9 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 1730 - 1745 | 0 | 4 | 0 | 0 | 4 | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 1745 - 1800 | 0 | 7 | 0 | 0 | 7 | 0 | 11 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| Hourly Total | 0 | 27 | 1 | 0 | 28 | 0 | 34 | 0 | 0 | 34 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 62 |
| Grand Total | 2 | 75 | 1 | 0 | 78 | 0 | 94 | 0 | 0 | 94 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 174 |
| Approach % | 2.56 | 96.15 | 1.28 | 0.00 | - | 0.00 | 100.00 | 0.00 | 0.00 | - | 50.00 | 0.00 | 50.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | - | |
| Intersection % | 1.15 | 43.10 | 0.57 | 0.00 | 44.83 | 0.00 | 54.02 | 0.00 | 0.00 | 54.02 | 0.57 | 0.00 | 0.57 | 0.00 | 1.15 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |

Crosswalk Counts || Pedestrians

Duluth, GA

Site 4

Pleasant Hill Rd (South)
Pleasant Hill Rd (North)
Driveway (West)
Driveway (East)

Date

Wednesday, February 21, 2024

Weather

Fair
53°F

Lat/Long

33.960808°, -84.135901°
[Click here for Map](#)

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0700 - 0900 (Weekday 2h Session) (02-21-2024)

Pedestrians

| TIME | Northbound | | | Southbound | | | Eastbound | | | Westbound | | | App Total | Int Total |
|----------------|--------------------------|-------|-----------|--------------------------|-------|-----------|-----------------|-------|-----------|-----------------|-------|-----------|-----------|-----------|
| | Pleasant Hill Rd (South) | | App Total | Pleasant Hill Rd (North) | | App Total | Driveway (West) | | App Total | Driveway (East) | | App Total | | |
| | EB 4a | WB 4b | | EB 4c | WB 4d | | NB 4e | SB 4f | | NB 4g | SB 4h | | | |
| 0700 - 0715 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 0715 - 0730 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0730 - 0745 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 0745 - 0800 | 0 | 0 | 0 | 9 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| Hourly Total | 0 | 0 | 0 | 11 | 0 | 11 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 12 |
| 0800 - 0815 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0815 - 0830 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 2 |
| 0830 - 0845 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0845 - 0900 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| Hourly Total | 0 | 0 | 0 | 1 | 1 | 2 | 1 | 0 | 0 | 1 | 0 | 2 | 2 | 5 |
| Grand Total | 0 | 0 | 0 | 12 | 1 | 13 | 1 | 0 | 0 | 1 | 1 | 2 | 3 | 17 |
| Approach % | 0.00 | 0.00 | - | 92.31 | 7.69 | - | 100.00 | 0.00 | - | 33.33 | 66.67 | - | - | - |
| Intersection % | 0.00 | 0.00 | 0.00 | 70.59 | 5.88 | 76.47 | 5.88 | 0.00 | 5.88 | 5.88 | 11.76 | - | 17.65 | - |

1600 - 1800 (Weekday 2h Session) (02-21-2024)

Pedestrians

| TIME | Northbound | | | Southbound | | | Eastbound | | | Westbound | | | App Total | Int Total |
|----------------|--------------------------|--------|-----------|--------------------------|--------|-----------|-----------------|-------|-----------|-----------------|-------|-----------|-----------|-----------|
| | Pleasant Hill Rd (South) | | App Total | Pleasant Hill Rd (North) | | App Total | Driveway (West) | | App Total | Driveway (East) | | App Total | | |
| | EB 4a | WB 4b | | EB 4c | WB 4d | | NB 4e | SB 4f | | NB 4g | SB 4h | | | |
| 1600 - 1615 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 2 | 3 | 5 | 7 |
| 1615 - 1630 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1630 - 1645 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 |
| 1645 - 1700 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 2 | 4 | 0 | 0 | 0 | 0 | 5 |
| Hourly Total | 0 | 0 | 0 | 0 | 3 | 3 | 2 | 5 | 7 | 2 | 3 | 3 | 5 | 15 |
| 1700 - 1715 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1715 - 1730 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 2 |
| 1730 - 1745 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 1 | 3 |
| 1745 - 1800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 1 | 1 | 0 | 2 | 2 | 0 | 1 | 1 | 1 | 2 | 2 | 3 | 7 |
| Grand Total | 0 | 1 | 1 | 0 | 5 | 5 | 2 | 6 | 8 | 3 | 5 | 5 | 8 | 22 |
| Approach % | 0.00 | 100.00 | - | 0.00 | 100.00 | - | 25.00 | 75.00 | - | 37.50 | 62.50 | - | - | - |
| Intersection % | 0.00 | 4.55 | 4.55 | 0.00 | 22.73 | 22.73 | 9.09 | 27.27 | 36.36 | 13.64 | 22.73 | - | 36.36 | - |

Crosswalk Counts || Bikes

Duluth, GA

Site 4

Pleasant Hill Rd (South)
Pleasant Hill Rd (North)
Driveway (West)
Driveway (East)

Date

Wednesday, February 21, 2024

Weather

Fair
53°F

Lat/Long

33.960808°, -84.135901°
[Click here for Map](#)

[Click here for Detailed Weather](#)



0700 - 0900 (Weekday 2h Session) (02-21-2024)

Bikes

| TIME | Northbound | | | Southbound | | | Eastbound | | | Westbound | | | App Total | Int Total |
|----------------|--------------------------|-------|-----------|--------------------------|-------|-----------|-----------------|-------|-----------|-----------------|-------|-----------|-----------|-----------|
| | Pleasant Hill Rd (South) | | App Total | Pleasant Hill Rd (North) | | App Total | Driveway (West) | | App Total | Driveway (East) | | App Total | | |
| | EB 4a | WB 4b | | EB 4c | WB 4d | | NB 4e | SB 4f | | NB 4g | SB 4h | | | |
| 0700 - 0715 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0715 - 0730 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0730 - 0745 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 0745 - 0800 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Hourly Total | 0 | 0 | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 0800 - 0815 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0815 - 0830 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0830 - 0845 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0845 - 0900 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| Grand Total | 0 | 0 | 0 | 4 | 0 | 4 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 5 |
| Approach % | 0.00 | 0.00 | - | 100.00 | 0.00 | - | 100.00 | 0.00 | - | 0.00 | 0.00 | - | - | - |
| Intersection % | 0.00 | 0.00 | 0.00 | 80.00 | 0.00 | 80.00 | 20.00 | 0.00 | 20.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

1600 - 1800 (Weekday 2h Session) (02-21-2024)

Bikes

| TIME | Northbound | | | Southbound | | | Eastbound | | | Westbound | | | App Total | Int Total |
|----------------|--------------------------|-------|-----------|--------------------------|-------|-----------|-----------------|-------|-----------|-----------------|--------|-----------|-----------|-----------|
| | Pleasant Hill Rd (South) | | App Total | Pleasant Hill Rd (North) | | App Total | Driveway (West) | | App Total | Driveway (East) | | App Total | | |
| | EB 4a | WB 4b | | EB 4c | WB 4d | | NB 4e | SB 4f | | NB 4g | SB 4h | | | |
| 1600 - 1615 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| 1615 - 1630 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1630 - 1645 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1645 - 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 2 | 0 | 0 | 0 | 2 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 3 |
| 1700 - 1715 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 2 |
| 1715 - 1730 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1730 - 1745 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1745 - 1800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 1 | 1 | 0 | 3 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 5 | 0 | 1 | 1 | 0 | 6 |
| Approach % | 0.00 | 0.00 | - | 0.00 | 0.00 | - | 40.00 | 60.00 | - | 0.00 | 100.00 | - | - | - |
| Intersection % | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 33.33 | 50.00 | 83.33 | 0.00 | 16.67 | 16.67 | 16.67 | 16.67 |



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Peak Hour Turning Movement Count

Duluth, GA



www.marrtraffic.com



| Wednesday, February 21, 2024 | |
|------------------------------|-------------|
| Period | 0700 - 0900 |
| Peak Hour | 0715 - 0815 |

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



Pleasant Hill Rd (North)

Southbound

| | | | | | | |
|----|-----|-----|---|-----|------|--------|
| 46 | 738 | 102 | 4 | 890 | 2083 | (1-3) |
| 1 | 46 | 1 | 0 | 48 | 41 | (4-7) |
| 1 | 17 | 0 | 0 | 18 | 21 | (8-13) |

| | | | | | | |
|----|-----|-----|---|-----|------|-------|
| 48 | 801 | 103 | 4 | 956 | 2145 | Total |
|----|-----|-----|---|-----|------|-------|



| | (1-3) | (4-7) | (8-13) | Total |
|-----------|-------|-------|--------|-------|
| Eastbound | 417 | 8 | 3 | 428 |
| | 254 | 10 | 2 | 266 |
| Westbound | 0 | 0 | 0 | 0 |
| | 120 | 3 | 1 | 124 |
| | 97 | 4 | 1 | 102 |
| | 37 | 3 | 0 | 40 |

| Classes | (1-3) | (4-7) | (8-13) | Total |
|---------|-------|-------|--------|--------|
| Volume | 3714 | 112 | 43 | 3869 |
| PHF | | | | 0.9221 |

| | | | |
|-------|--------|-------|-------|
| 315 | 1 | 2 | 312 |
| 301 | 2 | 7 | 292 |
| 166 | 1 | 6 | 159 |
| 0 | 0 | 0 | 0 |
| 782 | 4 | 15 | 763 |
| 264 | 1 | 8 | 255 |
| Total | (8-13) | (4-7) | (1-3) |

| | | | |
|------|------|------|----|
| 1 | 3 | 1702 | 59 |
| 1032 | 1865 | 25 | 79 |
| 18 | 19 | 0 | 0 |
| 55 | 39 | 0 | 0 |
| 959 | 1807 | 25 | 79 |
| | | 19 | 0 |
| | | 36 | 3 |
| | | 1647 | 56 |

Northbound

Pleasant Hill Rd (South)



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Peak Hour Turning Movement Count

Duluth, GA



www.marrtraffic.com



| Wednesday, February 21, 2024 | |
|------------------------------|-------------|
| Period | 1600 - 1800 |
| Peak Hour | 1700 - 1800 |

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)



Pleasant Hill Rd (North)

Southbound

| | | | | | | |
|----|------|-----|----|------|------|--------|
| 47 | 1996 | 182 | 11 | 2236 | 1664 | (1-3) |
| 1 | 33 | 1 | 0 | 35 | 23 | (4-7) |
| 0 | 9 | 0 | 0 | 9 | 8 | (8-13) |

| | | | | | | |
|----|------|-----|----|------|------|-------|
| 48 | 2038 | 183 | 11 | 2280 | 1695 | Total |
|----|------|-----|----|------|------|-------|



| | (1-3) | (4-7) | (8-13) | Total |
|-----------|-------|-------|--------|-------|
| Eastbound | 267 | 4 | 0 | 271 |
| | 487 | 7 | 0 | 494 |
| Westbound | 1 | 0 | 0 | 1 |
| | 139 | 2 | 0 | 141 |
| | 232 | 2 | 0 | 234 |
| | 115 | 3 | 0 | 118 |

| Classes | (1-3) | (4-7) | (8-13) | Total |
|---------|-------|-------|--------|--------|
| Volume | 4806 | 69 | 17 | 4892 |
| PHF | | | | 0.9895 |

| | (1-3) | (4-7) | (8-13) | Total |
|-----------|-------|-------|--------|-------|
| Westbound | 193 | 173 | 2 | 368 |
| | 0 | 2 | 191 | 193 |
| | 0 | 3 | 170 | 173 |
| | 0 | 2 | 227 | 229 |
| | 0 | 0 | 2 | 2 |
| Eastbound | 597 | 514 | | 1111 |
| | 0 | 7 | 590 | 597 |
| | 0 | 4 | 510 | 514 |

| | (1-3) | (4-7) | (8-13) | Total |
|------------|-------|-------|--------|-------|
| Northbound | 2412 | 1521 | | 3933 |
| | 27 | 49 | 1350 | 1426 |
| | 0 | 0 | 8 | 8 |
| | 0 | 0 | 19 | 19 |
| | 27 | 49 | 1323 | 1399 |

Pleasant Hill Rd (South)

Classified Turn Movement Count || All vehicles

Duluth, GA

Site 5

Pleasant Hill Rd (South)
Pleasant Hill Rd (North)
Sweetwater Rd (West)
Sweetwater Rd (East)



Date

Wednesday, February 21, 2024

Weather

Fair
53°F

Lat/Long

33.943799°, -84.124138°

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[Click here for Map](#)

0700 - 0900 (Weekday 2h Session) (02-21-2024)

All vehicles

| TIME | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Int Total | | | | |
|-----------------|--------------------------|-------|-------|--------|------------|--------------------------|-------|------|-----------|-----------|----------------------|-------|-----------|--------|-----------|----------------------|-----------|-------|--------|-----------|------|
| | Pleasant Hill Rd (South) | | | U-Turn | App Total | Pleasant Hill Rd (North) | | | U-Turn | App Total | Sweetwater Rd (West) | | | U-Turn | App Total | Sweetwater Rd (East) | | | U-Turn | App Total | |
| | Left | Thru | Right | | | 5.4 | 5.5 | 5.6 | | | 5.7 | 5.9 | 5.10 | | | 5.11 | | 5.12 | | | 5.13 |
| 0700 - 0715 | 15 | 448 | 16 | 4 | 483 | 21 | 154 | 12 | 0 | 187 | 32 | 19 | 7 | 0 | 58 | 25 | 48 | 75 | 0 | 148 | 876 |
| 0715 - 0730 | 17 | 452 | 14 | 8 | 491 | 30 | 165 | 9 | 1 | 205 | 30 | 30 | 6 | 0 | 66 | 39 | 65 | 66 | 0 | 170 | 932 |
| 0730 - 0745 | 14 | 385 | 10 | 5 | 414 | 25 | 203 | 13 | 1 | 242 | 32 | 22 | 15 | 0 | 69 | 42 | 88 | 110 | 0 | 240 | 965 |
| 0745 - 0800 | 25 | 469 | 20 | 6 | 520 | 22 | 237 | 15 | 1 | 275 | 30 | 26 | 10 | 0 | 66 | 31 | 78 | 79 | 0 | 188 | 1049 |
| Hourly Total | 71 | 1754 | 60 | 23 | 1908 | 98 | 759 | 49 | 3 | 909 | 124 | 97 | 38 | 0 | 259 | 137 | 279 | 330 | 0 | 746 | 3822 |
| 0800 - 0815 | 23 | 396 | 15 | 6 | 440 | 26 | 196 | 11 | 1 | 234 | 32 | 24 | 9 | 0 | 65 | 54 | 70 | 60 | 0 | 184 | 923 |
| 0815 - 0830 | 24 | 325 | 6 | 4 | 359 | 20 | 190 | 15 | 1 | 226 | 21 | 21 | 4 | 0 | 46 | 37 | 59 | 56 | 0 | 152 | 783 |
| 0830 - 0845 | 25 | 341 | 21 | 6 | 393 | 24 | 182 | 11 | 3 | 220 | 26 | 21 | 6 | 0 | 53 | 42 | 60 | 74 | 0 | 176 | 842 |
| 0845 - 0900 | 26 | 416 | 15 | 9 | 466 | 31 | 217 | 20 | 2 | 270 | 25 | 24 | 10 | 0 | 59 | 40 | 76 | 68 | 0 | 184 | 979 |
| Hourly Total | 98 | 1478 | 57 | 25 | 1658 | 101 | 785 | 57 | 7 | 950 | 104 | 90 | 29 | 0 | 223 | 173 | 265 | 258 | 0 | 696 | 3527 |
| Grand Total | 169 | 3232 | 117 | 48 | 3566 | 199 | 1544 | 106 | 10 | 1859 | 228 | 187 | 67 | 0 | 482 | 310 | 544 | 588 | 0 | 1442 | 7349 |
| Approach % | 4.74 | 90.63 | 3.28 | 1.35 | - | 10.70 | 83.06 | 5.70 | 0.54 | - | 47.30 | 38.80 | 13.90 | 0.00 | - | 21.50 | 37.73 | 40.78 | 0.00 | - | - |
| Intersection % | 2.30 | 43.98 | 1.59 | 0.65 | 48.52 | 2.71 | 21.01 | 1.44 | 0.14 | 25.30 | 3.10 | 2.54 | 0.91 | 0.00 | 6.56 | 4.22 | 7.40 | 8.00 | 0.00 | 19.62 | - |
| Heavy Vehicle % | 1 | 4 | 6 | 0 | 3 | 3 | 7 | 4 | 0 | 7 | 4 | 5 | 6 | - | 5 | 6 | 3 | 2 | - | 3 | 4 |
| PHF | 0.79 | 0.91 | 0.74 | 0.78 | 0.90 | 0.86 | 0.84 | 0.80 | 1.00 | 0.87 | 0.97 | 0.85 | 0.67 | 0.00 | 0.96 | 0.77 | 0.86 | 0.72 | 0.00 | 0.81 | 0.92 |

1600 - 1800 (Weekday 2h Session) (02-21-2024)

All vehicles

| TIME | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Int Total | | | | |
|-----------------|--------------------------|-------|-------|--------|------------|--------------------------|-------|------|-----------|-----------|----------------------|-------|-----------|--------|-----------|----------------------|-----------|-------|--------|-----------|------|
| | Pleasant Hill Rd (South) | | | U-Turn | App Total | Pleasant Hill Rd (North) | | | U-Turn | App Total | Sweetwater Rd (West) | | | U-Turn | App Total | Sweetwater Rd (East) | | | U-Turn | App Total | |
| | Left | Thru | Right | | | 5.4 | 5.5 | 5.6 | | | 5.7 | 5.9 | 5.10 | | | 5.11 | | 5.12 | | | 5.13 |
| 1600 - 1615 | 8 | 359 | 15 | 7 | 389 | 44 | 464 | 12 | 3 | 523 | 35 | 40 | 12 | 0 | 87 | 46 | 43 | 44 | 0 | 133 | 1132 |
| 1615 - 1630 | 9 | 349 | 32 | 6 | 396 | 56 | 555 | 18 | 10 | 639 | 35 | 49 | 16 | 1 | 101 | 36 | 38 | 46 | 0 | 120 | 1256 |
| 1630 - 1645 | 12 | 318 | 16 | 3 | 349 | 45 | 484 | 22 | 12 | 563 | 28 | 59 | 14 | 0 | 101 | 51 | 38 | 58 | 0 | 147 | 1160 |
| 1645 - 1700 | 14 | 353 | 20 | 5 | 392 | 50 | 479 | 7 | 7 | 543 | 30 | 66 | 14 | 0 | 110 | 48 | 38 | 41 | 0 | 127 | 1172 |
| Hourly Total | 43 | 1379 | 83 | 21 | 1526 | 195 | 1982 | 59 | 32 | 2268 | 128 | 214 | 56 | 1 | 399 | 181 | 157 | 189 | 0 | 527 | 4720 |
| 1700 - 1715 | 13 | 374 | 23 | 9 | 419 | 46 | 529 | 9 | 1 | 585 | 23 | 52 | 28 | 1 | 104 | 55 | 29 | 43 | 1 | 128 | 1236 |
| 1715 - 1730 | 8 | 315 | 23 | 6 | 352 | 49 | 523 | 15 | 4 | 591 | 47 | 47 | 40 | 0 | 134 | 61 | 44 | 47 | 0 | 152 | 1229 |
| 1730 - 1745 | 16 | 303 | 24 | 6 | 349 | 46 | 468 | 11 | 3 | 528 | 33 | 77 | 26 | 0 | 136 | 67 | 60 | 60 | 1 | 188 | 1201 |
| 1745 - 1800 | 12 | 358 | 25 | 6 | 401 | 42 | 518 | 13 | 3 | 576 | 38 | 58 | 24 | 0 | 120 | 46 | 40 | 43 | 0 | 129 | 1226 |
| Hourly Total | 49 | 1350 | 95 | 27 | 1521 | 183 | 2038 | 48 | 11 | 2280 | 141 | 234 | 118 | 1 | 494 | 229 | 173 | 193 | 2 | 597 | 4892 |
| Grand Total | 92 | 2729 | 178 | 48 | 3047 | 378 | 4020 | 107 | 43 | 4548 | 269 | 448 | 174 | 2 | 893 | 410 | 330 | 382 | 2 | 1124 | 9612 |
| Approach % | 3.02 | 89.56 | 5.84 | 1.58 | - | 8.31 | 88.39 | 2.35 | 0.95 | - | 30.12 | 50.17 | 19.48 | 0.22 | - | 36.48 | 29.36 | 33.99 | 0.18 | - | - |
| Intersection % | 0.96 | 28.39 | 1.85 | 0.50 | 31.70 | 3.93 | 41.82 | 1.11 | 0.45 | 47.32 | 2.80 | 4.66 | 1.81 | 0.02 | 9.29 | 4.27 | 3.43 | 3.97 | 0.02 | 11.69 | - |
| Heavy Vehicle % | 0 | 3 | 4 | 0 | 3 | 1 | 3 | 3 | 2 | 3 | 1 | 1 | 2 | 0 | 2 | 2 | 2 | 1 | 0 | 2 | 2 |
| PHF | 0.77 | 0.90 | 0.95 | 0.75 | 0.91 | 0.93 | 0.96 | 0.80 | 0.69 | 0.96 | 0.75 | 0.76 | 0.74 | 0.25 | 0.91 | 0.85 | 0.72 | 0.80 | 0.50 | 0.79 | 0.99 |

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

Duluth, GA

Site 5

Pleasant Hill Rd (South)
Pleasant Hill Rd (North)
Sweetwater Rd (West)
Sweetwater Rd (East)



Date

Wednesday, February 21, 2024

Weather

Fair
53°F

Lat/Long

33.943799°, -84.124138°

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[Click here for Map](#)

0700 - 0900 (Weekday 2h Session) (02-21-2024)

Passenger Vehicles (1-3)

| TIME | Northbound | | | | | Southbound | | | | | Eastbound | | | | | Westbound | | | | | Int |
|----------------|--------------------------|-------|-------|--------|-------|--------------------------|-------|-------|--------|-------|----------------------|-------|-------|----------------------|------|-----------|--------|-------|-------|-------|------|
| | Pleasant Hill Rd (South) | | | U-Turn | | Pleasant Hill Rd (North) | | | U-Turn | | Sweetwater Rd (West) | | | Sweetwater Rd (East) | | | U-Turn | | Total | | |
| | Left | Thru | Right | 5.4 | App | Left | Thru | Right | 5.8 | App | Left | Thru | Right | 5.12 | App | Left | Thru | Right | | 5.16 | |
| 0700 - 0715 | 15 | 434 | 14 | 4 | 467 | 20 | 141 | 12 | 0 | 173 | 31 | 18 | 6 | 0 | 55 | 25 | 48 | 75 | 0 | 148 | 843 |
| 0715 - 0730 | 17 | 440 | 14 | 8 | 479 | 30 | 145 | 9 | 1 | 185 | 28 | 28 | 6 | 0 | 62 | 39 | 60 | 65 | 0 | 164 | 890 |
| 0730 - 0745 | 14 | 367 | 10 | 5 | 396 | 24 | 192 | 12 | 1 | 229 | 31 | 22 | 14 | 0 | 67 | 39 | 86 | 110 | 0 | 235 | 927 |
| 0745 - 0800 | 25 | 457 | 20 | 6 | 508 | 22 | 224 | 15 | 1 | 262 | 29 | 25 | 9 | 0 | 63 | 30 | 78 | 78 | 0 | 186 | 1019 |
| Hourly Total | 71 | 1698 | 58 | 23 | 1850 | 96 | 702 | 48 | 3 | 849 | 119 | 93 | 35 | 0 | 247 | 133 | 272 | 328 | 0 | 733 | 3679 |
| 0800 - 0815 | 23 | 383 | 12 | 6 | 424 | 26 | 177 | 10 | 1 | 214 | 32 | 22 | 8 | 0 | 62 | 51 | 68 | 59 | 0 | 178 | 878 |
| 0815 - 0830 | 22 | 312 | 6 | 4 | 344 | 18 | 181 | 13 | 1 | 213 | 21 | 21 | 4 | 0 | 46 | 30 | 58 | 53 | 0 | 141 | 744 |
| 0830 - 0845 | 25 | 323 | 19 | 6 | 373 | 23 | 167 | 11 | 3 | 204 | 23 | 18 | 6 | 0 | 47 | 38 | 58 | 71 | 0 | 167 | 791 |
| 0845 - 0900 | 26 | 402 | 15 | 9 | 452 | 31 | 202 | 20 | 2 | 255 | 24 | 23 | 10 | 0 | 57 | 38 | 72 | 67 | 0 | 177 | 941 |
| Hourly Total | 96 | 1420 | 52 | 25 | 1593 | 98 | 727 | 54 | 7 | 886 | 100 | 84 | 28 | 0 | 212 | 157 | 256 | 250 | 0 | 663 | 3354 |
| Grand Total | 167 | 3118 | 110 | 48 | 3443 | 194 | 1429 | 102 | 10 | 1735 | 219 | 177 | 63 | 0 | 459 | 290 | 528 | 578 | 0 | 1396 | 7033 |
| Approach % | 4.85 | 90.56 | 3.19 | 1.39 | - | 11.18 | 82.36 | 5.88 | 0.58 | - | 47.71 | 38.56 | 13.73 | 0.00 | - | 20.77 | 37.82 | 41.40 | 0.00 | - | - |
| Intersection % | 2.37 | 44.33 | 1.56 | 0.68 | 48.95 | 2.76 | 20.32 | 1.45 | 0.14 | 24.67 | 3.11 | 2.52 | 0.90 | 0.00 | 6.53 | 4.12 | 7.51 | 8.22 | 0.00 | 19.85 | - |

1600 - 1800 (Weekday 2h Session) (02-21-2024)

Passenger Vehicles (1-3)

| TIME | Northbound | | | | | Southbound | | | | | Eastbound | | | | | Westbound | | | | | Int |
|----------------|--------------------------|-------|-------|--------|-------|--------------------------|-------|-------|--------|-------|----------------------|-------|-------|----------------------|------|-----------|--------|-------|-------|-------|------|
| | Pleasant Hill Rd (South) | | | U-Turn | | Pleasant Hill Rd (North) | | | U-Turn | | Sweetwater Rd (West) | | | Sweetwater Rd (East) | | | U-Turn | | Total | | |
| | Left | Thru | Right | 5.4 | App | Left | Thru | Right | 5.8 | App | Left | Thru | Right | 5.12 | App | Left | Thru | Right | | 5.16 | |
| 1600 - 1615 | 8 | 347 | 15 | 7 | 377 | 42 | 451 | 12 | 3 | 508 | 34 | 40 | 12 | 0 | 86 | 42 | 43 | 43 | 0 | 128 | 1099 |
| 1615 - 1630 | 9 | 338 | 26 | 6 | 379 | 55 | 538 | 18 | 10 | 621 | 34 | 48 | 15 | 1 | 98 | 34 | 38 | 45 | 0 | 117 | 1215 |
| 1630 - 1645 | 12 | 302 | 16 | 3 | 333 | 45 | 469 | 20 | 12 | 546 | 28 | 58 | 14 | 0 | 100 | 50 | 37 | 57 | 0 | 144 | 1123 |
| 1645 - 1700 | 14 | 342 | 20 | 5 | 381 | 50 | 460 | 7 | 6 | 523 | 30 | 64 | 14 | 0 | 108 | 47 | 37 | 41 | 0 | 125 | 1137 |
| Hourly Total | 43 | 1329 | 77 | 21 | 1470 | 192 | 1918 | 57 | 31 | 2198 | 126 | 210 | 55 | 1 | 392 | 173 | 155 | 186 | 0 | 514 | 4574 |
| 1700 - 1715 | 13 | 366 | 22 | 9 | 410 | 45 | 520 | 9 | 1 | 575 | 22 | 51 | 25 | 1 | 99 | 55 | 27 | 42 | 1 | 125 | 1209 |
| 1715 - 1730 | 8 | 306 | 23 | 6 | 343 | 49 | 512 | 14 | 4 | 579 | 47 | 47 | 40 | 0 | 134 | 61 | 44 | 47 | 0 | 152 | 1208 |
| 1730 - 1745 | 16 | 301 | 24 | 6 | 347 | 46 | 459 | 11 | 3 | 519 | 32 | 77 | 26 | 0 | 135 | 66 | 60 | 59 | 1 | 186 | 1187 |
| 1745 - 1800 | 12 | 350 | 25 | 6 | 393 | 42 | 505 | 13 | 3 | 563 | 38 | 57 | 24 | 0 | 119 | 45 | 39 | 43 | 0 | 127 | 1202 |
| Hourly Total | 49 | 1323 | 94 | 27 | 1493 | 182 | 1996 | 47 | 11 | 2236 | 139 | 232 | 115 | 1 | 487 | 227 | 170 | 191 | 2 | 590 | 4806 |
| Grand Total | 92 | 2652 | 171 | 48 | 2963 | 374 | 3914 | 104 | 42 | 4434 | 265 | 442 | 170 | 2 | 879 | 400 | 325 | 377 | 2 | 1104 | 9380 |
| Approach % | 3.10 | 89.50 | 5.77 | 1.62 | - | 8.43 | 88.27 | 2.35 | 0.95 | - | 30.15 | 50.28 | 19.34 | 0.23 | - | 36.23 | 29.44 | 34.15 | 0.18 | - | - |
| Intersection % | 0.98 | 28.27 | 1.82 | 0.51 | 31.59 | 3.99 | 41.73 | 1.11 | 0.45 | 47.27 | 2.83 | 4.71 | 1.81 | 0.02 | 9.37 | 4.26 | 3.46 | 4.02 | 0.02 | 11.77 | - |

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

Duluth, GA

Site 5

Pleasant Hill Rd (South)
Pleasant Hill Rd (North)
Sweetwater Rd (West)
Sweetwater Rd (East)



Date

Wednesday, February 21, 2024

Weather

Fair
53°F

Lat/Long

33.943799°, -84.124138°

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0700 - 0900 (Weekday 2h Session) (02-21-2024)

Single Unit Trucks (4-7)

| TIME | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Int Total | | | | |
|----------------|--------------------------|-------|-------|--------|--------------------------|------|-------|--------|----------------------|-----------|-------|--------|----------------------|-------|-----------|-------|-----------|-------|-------|-----------|-----|
| | Pleasant Hill Rd (South) | | | U-Turn | Pleasant Hill Rd (North) | | | U-Turn | Sweetwater Rd (West) | | | U-Turn | Sweetwater Rd (East) | | | | | | | | |
| | Left | Thru | Right | | App Total | Left | Thru | | Right | App Total | Left | | Thru | Right | App Total | Left | | Thru | Right | App Total | |
| 0700 - 0715 | 0 | 9 | 2 | 0 | 11 | 1 | 9 | 0 | 0 | 10 | 1 | 1 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 24 |
| 0715 - 0730 | 0 | 9 | 0 | 0 | 9 | 0 | 12 | 0 | 0 | 12 | 1 | 2 | 0 | 0 | 3 | 0 | 4 | 1 | 0 | 5 | 29 |
| 0730 - 0745 | 0 | 8 | 0 | 0 | 8 | 1 | 9 | 0 | 0 | 10 | 1 | 0 | 1 | 0 | 2 | 2 | 2 | 0 | 0 | 4 | 24 |
| 0745 - 0800 | 0 | 9 | 0 | 0 | 9 | 0 | 11 | 0 | 0 | 11 | 1 | 0 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 1 | 23 |
| Hourly Total | 0 | 35 | 2 | 0 | 37 | 2 | 41 | 0 | 0 | 43 | 4 | 3 | 3 | 0 | 10 | 3 | 6 | 1 | 0 | 10 | 100 |
| 0800 - 0815 | 0 | 10 | 3 | 0 | 13 | 0 | 14 | 1 | 0 | 15 | 0 | 2 | 1 | 0 | 3 | 3 | 1 | 1 | 0 | 5 | 36 |
| 0815 - 0830 | 1 | 5 | 0 | 0 | 6 | 1 | 5 | 2 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 7 | 1 | 3 | 0 | 11 | 25 |
| 0830 - 0845 | 0 | 9 | 2 | 0 | 11 | 1 | 12 | 0 | 0 | 13 | 3 | 2 | 0 | 0 | 5 | 4 | 1 | 3 | 0 | 8 | 37 |
| 0845 - 0900 | 0 | 11 | 0 | 0 | 11 | 0 | 9 | 0 | 0 | 9 | 1 | 1 | 0 | 0 | 2 | 2 | 3 | 0 | 0 | 5 | 27 |
| Hourly Total | 1 | 35 | 5 | 0 | 41 | 2 | 40 | 3 | 0 | 45 | 4 | 5 | 1 | 0 | 10 | 16 | 6 | 7 | 0 | 29 | 125 |
| Grand Total | 1 | 70 | 7 | 0 | 78 | 4 | 81 | 3 | 0 | 88 | 8 | 8 | 4 | 0 | 20 | 19 | 12 | 8 | 0 | 39 | 225 |
| Approach % | 1.28 | 89.74 | 8.97 | 0.00 | - | 4.55 | 92.05 | 3.41 | 0.00 | - | 40.00 | 40.00 | 20.00 | 0.00 | - | 48.72 | 30.77 | 20.51 | 0.00 | - | |
| Intersection % | 0.44 | 31.11 | 3.11 | 0.00 | 34.67 | 1.78 | 36.00 | 1.33 | 0.00 | 39.11 | 3.56 | 3.56 | 1.78 | 0.00 | 8.89 | 8.44 | 5.33 | 3.56 | 0.00 | 17.33 | |

1600 - 1800 (Weekday 2h Session) (02-21-2024)

Single Unit Trucks (4-7)

| TIME | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Int Total | | | | |
|----------------|--------------------------|-------|-------|--------|--------------------------|------|-------|--------|----------------------|-----------|-------|--------|----------------------|-------|-----------|-------|-----------|-------|-------|-----------|-----|
| | Pleasant Hill Rd (South) | | | U-Turn | Pleasant Hill Rd (North) | | | U-Turn | Sweetwater Rd (West) | | | U-Turn | Sweetwater Rd (East) | | | | | | | | |
| | Left | Thru | Right | | App Total | Left | Thru | | Right | App Total | Left | | Thru | Right | App Total | Left | | Thru | Right | App Total | |
| 1600 - 1615 | 0 | 9 | 0 | 0 | 9 | 2 | 9 | 0 | 0 | 11 | 1 | 0 | 0 | 0 | 1 | 3 | 0 | 1 | 0 | 4 | 25 |
| 1615 - 1630 | 0 | 8 | 6 | 0 | 14 | 1 | 14 | 0 | 0 | 15 | 1 | 1 | 1 | 0 | 3 | 2 | 0 | 1 | 0 | 3 | 35 |
| 1630 - 1645 | 0 | 15 | 0 | 0 | 15 | 0 | 12 | 2 | 0 | 14 | 0 | 1 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 3 | 33 |
| 1645 - 1700 | 0 | 8 | 0 | 0 | 8 | 0 | 14 | 0 | 1 | 15 | 0 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 2 | 26 |
| Hourly Total | 0 | 40 | 6 | 0 | 46 | 3 | 49 | 2 | 1 | 55 | 2 | 3 | 1 | 0 | 6 | 7 | 2 | 3 | 0 | 12 | 119 |
| 1700 - 1715 | 0 | 3 | 1 | 0 | 4 | 1 | 5 | 0 | 0 | 6 | 1 | 1 | 3 | 0 | 5 | 0 | 2 | 1 | 0 | 3 | 18 |
| 1715 - 1730 | 0 | 6 | 0 | 0 | 6 | 0 | 9 | 1 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 1730 - 1745 | 0 | 2 | 0 | 0 | 2 | 0 | 9 | 0 | 0 | 9 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 2 | 14 |
| 1745 - 1800 | 0 | 8 | 0 | 0 | 8 | 0 | 10 | 0 | 0 | 10 | 0 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 2 | 21 |
| Hourly Total | 0 | 19 | 1 | 0 | 20 | 1 | 33 | 1 | 0 | 35 | 2 | 2 | 3 | 0 | 7 | 2 | 3 | 2 | 0 | 7 | 69 |
| Grand Total | 0 | 59 | 7 | 0 | 66 | 4 | 82 | 3 | 1 | 90 | 4 | 5 | 4 | 0 | 13 | 9 | 5 | 5 | 0 | 19 | 188 |
| Approach % | 0.00 | 89.39 | 10.61 | 0.00 | - | 4.44 | 91.11 | 3.33 | 1.11 | - | 30.77 | 38.46 | 30.77 | 0.00 | - | 47.37 | 26.32 | 26.32 | 0.00 | - | |
| Intersection % | 0.00 | 31.38 | 3.72 | 0.00 | 35.11 | 2.13 | 43.62 | 1.60 | 0.53 | 47.87 | 2.13 | 2.66 | 2.13 | 0.00 | 6.91 | 4.79 | 2.66 | 2.66 | 0.00 | 10.11 | |

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

Duluth, GA

Site 5

Pleasant Hill Rd (South)
Pleasant Hill Rd (North)
Sweetwater Rd (West)
Sweetwater Rd (East)



Date

Wednesday, February 21, 2024

Weather

Fair
53°F

Lat/Long

33.943799°, -84.124138°

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0700 - 0900 (Weekday 2h Session) (02-21-2024)

Combination Trucks (8-13)

| TIME | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Int Total | | |
|----------------|--------------------------|-------|-------|--------|------------|--------------------------|-------|-------|-----------|-----------|----------------------|-------|-----------|--------|-----------|----------------------|-----------|------|-------|
| | Pleasant Hill Rd (South) | | | U-Turn | App Total | Pleasant Hill Rd (North) | | | U-Turn | App Total | Sweetwater Rd (West) | | | U-Turn | App Total | Sweetwater Rd (East) | | | |
| | Left | Thru | Right | | | Left | Thru | Right | | | Left | Thru | Right | | | Left | | Thru | Right |
| 5.1 | 5.2 | 5.3 | 5.4 | 5.5 | 5.6 | 5.7 | 5.8 | 5.9 | 5.10 | 5.11 | 5.12 | 5.13 | 5.14 | 5.15 | 5.16 | Total | | | |
| 0700 - 0715 | 0 | 5 | 0 | 0 | 5 | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | | |
| 0715 - 0730 | 0 | 3 | 0 | 0 | 3 | 0 | 8 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 13 | | |
| 0730 - 0745 | 0 | 10 | 0 | 0 | 10 | 0 | 2 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 14 | | |
| 0745 - 0800 | 0 | 3 | 0 | 0 | 3 | 0 | 2 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 7 | | |
| Hourly Total | 0 | 21 | 0 | 0 | 21 | 0 | 16 | 1 | 17 | 1 | 1 | 0 | 0 | 2 | 1 | 1 | 43 | | |
| 0800 - 0815 | 0 | 3 | 0 | 0 | 3 | 0 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 9 | | |
| 0815 - 0830 | 1 | 8 | 0 | 0 | 9 | 1 | 4 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | | |
| 0830 - 0845 | 0 | 9 | 0 | 0 | 9 | 0 | 3 | 0 | 3 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 14 | | |
| 0845 - 0900 | 0 | 3 | 0 | 0 | 3 | 0 | 6 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11 | | |
| Hourly Total | 1 | 23 | 0 | 0 | 24 | 1 | 18 | 0 | 19 | 0 | 1 | 0 | 0 | 1 | 0 | 3 | 48 | | |
| Grand Total | 1 | 44 | 0 | 0 | 45 | 1 | 34 | 1 | 36 | 1 | 2 | 0 | 0 | 3 | 1 | 4 | 91 | | |
| Approach % | 2.22 | 97.78 | 0.00 | 0.00 | - | 2.78 | 94.44 | 2.78 | 0.00 | - | 33.33 | 66.67 | 0.00 | 0.00 | - | 14.29 | 57.14 | | |
| Intersection % | 1.10 | 48.35 | 0.00 | 0.00 | 49.45 | 1.10 | 37.36 | 1.10 | 0.00 | 39.56 | 1.10 | 2.20 | 0.00 | 0.00 | 3.30 | 1.10 | 4.40 | | |

1600 - 1800 (Weekday 2h Session) (02-21-2024)

Combination Trucks (8-13)

| TIME | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Int Total | | |
|----------------|--------------------------|--------|-------|--------|------------|--------------------------|--------|-------|-----------|-----------|----------------------|--------|-----------|--------|-----------|----------------------|-----------|------|-------|
| | Pleasant Hill Rd (South) | | | U-Turn | App Total | Pleasant Hill Rd (North) | | | U-Turn | App Total | Sweetwater Rd (West) | | | U-Turn | App Total | Sweetwater Rd (East) | | | |
| | Left | Thru | Right | | | Left | Thru | Right | | | Left | Thru | Right | | | Left | | Thru | Right |
| 5.1 | 5.2 | 5.3 | 5.4 | 5.5 | 5.6 | 5.7 | 5.8 | 5.9 | 5.10 | 5.11 | 5.12 | 5.13 | 5.14 | 5.15 | 5.16 | Total | | | |
| 1600 - 1615 | 0 | 3 | 0 | 0 | 3 | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | | |
| 1615 - 1630 | 0 | 3 | 0 | 0 | 3 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | | |
| 1630 - 1645 | 0 | 1 | 0 | 0 | 1 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | | |
| 1645 - 1700 | 0 | 3 | 0 | 0 | 3 | 0 | 5 | 0 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 9 | | |
| Hourly Total | 0 | 10 | 0 | 0 | 10 | 0 | 15 | 0 | 15 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 27 | | |
| 1700 - 1715 | 0 | 5 | 0 | 0 | 5 | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | | |
| 1715 - 1730 | 0 | 3 | 0 | 0 | 3 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | | |
| 1730 - 1745 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 1745 - 1800 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | | |
| Hourly Total | 0 | 8 | 0 | 0 | 8 | 0 | 9 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | | |
| Grand Total | 0 | 18 | 0 | 0 | 18 | 0 | 24 | 0 | 24 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 44 | | |
| Approach % | 0.00 | 100.00 | 0.00 | 0.00 | - | 0.00 | 100.00 | 0.00 | 0.00 | - | 0.00 | 100.00 | 0.00 | 0.00 | - | 100.00 | 0.00 | | |
| Intersection % | 0.00 | 40.91 | 0.00 | 0.00 | 40.91 | 0.00 | 54.55 | 0.00 | 0.00 | 54.55 | 0.00 | 2.27 | 0.00 | 0.00 | 2.27 | 0.00 | 2.27 | | |

Classified Turn Movement Count || All Trucks (4-13)

Duluth, GA

Site 5

Pleasant Hill Rd (South)
Pleasant Hill Rd (North)
Sweetwater Rd (West)
Sweetwater Rd (East)



Date

Wednesday, February 21, 2024

Weather

Fair
53°F

Lat/Long

33.943799°, -84.124138°

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[Click here for Map](#)

0700 - 0900 (Weekday 2h Session) (02-21-2024)

All Trucks (4-13)

| TIME | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Int Total | | | | |
|----------------|--------------------------|-------|-------|--------|--------------------------|------|-------|--------|----------------------|-----------|-------|--------|----------------------|-------|-----------|-------|-----------|-------|-------|-----------|-----|
| | Pleasant Hill Rd (South) | | | U-Turn | Pleasant Hill Rd (North) | | | U-Turn | Sweetwater Rd (West) | | | U-Turn | Sweetwater Rd (East) | | | | | | | | |
| | Left | Thru | Right | | App Total | Left | Thru | | Right | App Total | Left | | Thru | Right | App Total | Left | | Thru | Right | App Total | |
| 0700 - 0715 | 0 | 14 | 2 | 0 | 16 | 1 | 13 | 0 | 0 | 14 | 1 | 1 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 33 |
| 0715 - 0730 | 0 | 12 | 0 | 0 | 12 | 0 | 20 | 0 | 0 | 20 | 2 | 2 | 0 | 0 | 4 | 0 | 5 | 1 | 0 | 6 | 42 |
| 0730 - 0745 | 0 | 18 | 0 | 0 | 18 | 1 | 11 | 1 | 0 | 13 | 1 | 0 | 1 | 0 | 2 | 3 | 2 | 0 | 0 | 5 | 38 |
| 0745 - 0800 | 0 | 12 | 0 | 0 | 12 | 0 | 13 | 0 | 0 | 13 | 1 | 1 | 1 | 0 | 3 | 1 | 0 | 1 | 0 | 2 | 30 |
| Hourly Total | 0 | 56 | 2 | 0 | 58 | 2 | 57 | 1 | 0 | 60 | 5 | 4 | 3 | 0 | 12 | 4 | 7 | 2 | 0 | 13 | 143 |
| 0800 - 0815 | 0 | 13 | 3 | 0 | 16 | 0 | 19 | 1 | 0 | 20 | 0 | 2 | 1 | 0 | 3 | 3 | 2 | 1 | 0 | 6 | 45 |
| 0815 - 0830 | 2 | 13 | 0 | 0 | 15 | 2 | 9 | 2 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 7 | 1 | 3 | 0 | 11 | 39 |
| 0830 - 0845 | 0 | 18 | 2 | 0 | 20 | 1 | 15 | 0 | 0 | 16 | 3 | 3 | 0 | 0 | 6 | 4 | 2 | 3 | 0 | 9 | 51 |
| 0845 - 0900 | 0 | 14 | 0 | 0 | 14 | 0 | 15 | 0 | 0 | 15 | 1 | 1 | 0 | 0 | 2 | 2 | 4 | 1 | 0 | 7 | 38 |
| Hourly Total | 2 | 58 | 5 | 0 | 65 | 3 | 58 | 3 | 0 | 64 | 4 | 6 | 1 | 0 | 11 | 16 | 9 | 8 | 0 | 33 | 173 |
| Grand Total | 2 | 114 | 7 | 0 | 123 | 5 | 115 | 4 | 0 | 124 | 9 | 10 | 4 | 0 | 23 | 20 | 16 | 10 | 0 | 46 | 316 |
| Approach % | 1.63 | 92.68 | 5.69 | 0.00 | - | 4.03 | 92.74 | 3.23 | 0.00 | - | 39.13 | 43.48 | 17.39 | 0.00 | - | 43.48 | 34.78 | 21.74 | 0.00 | - | |
| Intersection % | 0.63 | 36.08 | 2.22 | 0.00 | 38.92 | 1.58 | 36.39 | 1.27 | 0.00 | 39.24 | 2.85 | 3.16 | 1.27 | 0.00 | 7.28 | 6.33 | 5.06 | 3.16 | 0.00 | 14.56 | |

1600 - 1800 (Weekday 2h Session) (02-21-2024)

All Trucks (4-13)

| TIME | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Int Total | | | | |
|----------------|--------------------------|-------|-------|--------|--------------------------|------|-------|--------|----------------------|-----------|-------|--------|----------------------|-------|-----------|-------|-----------|-------|-------|-----------|-----|
| | Pleasant Hill Rd (South) | | | U-Turn | Pleasant Hill Rd (North) | | | U-Turn | Sweetwater Rd (West) | | | U-Turn | Sweetwater Rd (East) | | | | | | | | |
| | Left | Thru | Right | | App Total | Left | Thru | | Right | App Total | Left | | Thru | Right | App Total | Left | | Thru | Right | App Total | |
| 1600 - 1615 | 0 | 12 | 0 | 0 | 12 | 2 | 13 | 0 | 0 | 15 | 1 | 0 | 0 | 0 | 1 | 4 | 0 | 1 | 0 | 5 | 33 |
| 1615 - 1630 | 0 | 11 | 6 | 0 | 17 | 1 | 17 | 0 | 0 | 18 | 1 | 1 | 1 | 0 | 3 | 2 | 0 | 1 | 0 | 3 | 41 |
| 1630 - 1645 | 0 | 16 | 0 | 0 | 16 | 0 | 15 | 2 | 0 | 17 | 0 | 1 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 3 | 37 |
| 1645 - 1700 | 0 | 11 | 0 | 0 | 11 | 0 | 19 | 0 | 1 | 20 | 0 | 2 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 2 | 35 |
| Hourly Total | 0 | 50 | 6 | 0 | 56 | 3 | 64 | 2 | 1 | 70 | 2 | 4 | 1 | 0 | 7 | 8 | 2 | 3 | 0 | 13 | 146 |
| 1700 - 1715 | 0 | 8 | 1 | 0 | 9 | 1 | 9 | 0 | 0 | 10 | 1 | 1 | 3 | 0 | 5 | 0 | 2 | 1 | 0 | 3 | 27 |
| 1715 - 1730 | 0 | 9 | 0 | 0 | 9 | 0 | 11 | 1 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 1730 - 1745 | 0 | 2 | 0 | 0 | 2 | 0 | 9 | 0 | 0 | 9 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 2 | 14 |
| 1745 - 1800 | 0 | 8 | 0 | 0 | 8 | 0 | 13 | 0 | 0 | 13 | 0 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 2 | 24 |
| Hourly Total | 0 | 27 | 1 | 0 | 28 | 1 | 42 | 1 | 0 | 44 | 2 | 2 | 3 | 0 | 7 | 2 | 3 | 2 | 0 | 7 | 86 |
| Grand Total | 0 | 77 | 7 | 0 | 84 | 4 | 106 | 3 | 1 | 114 | 4 | 6 | 4 | 0 | 14 | 10 | 5 | 5 | 0 | 20 | 232 |
| Approach % | 0.00 | 91.67 | 8.33 | 0.00 | - | 3.51 | 92.98 | 2.63 | 0.88 | - | 28.57 | 42.86 | 28.57 | 0.00 | - | 50.00 | 25.00 | 25.00 | 0.00 | - | |
| Intersection % | 0.00 | 33.19 | 3.02 | 0.00 | 36.21 | 1.72 | 45.69 | 1.29 | 0.43 | 49.14 | 1.72 | 2.59 | 1.72 | 0.00 | 6.03 | 4.31 | 2.16 | 2.16 | 0.00 | 8.62 | |

Crosswalk Counts || Pedestrians

Duluth, GA

Site 5

Pleasant Hill Rd (South)
Pleasant Hill Rd (North)
Sweetwater Rd (West)
Sweetwater Rd (East)

Date

Wednesday, February 21, 2024

Weather

Fair
53°F

Lat/Long

33.943799°, -84.124138°

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0700 - 0900 (Weekday 2h Session) (02-21-2024)

Pedestrians

| TIME | Northbound | | | Southbound | | | Eastbound | | | Westbound | | | App Total | Int Total |
|----------------|--------------------------|-------|-----------|--------------------------|-------|-----------|----------------------|-------|-----------|----------------------|-------|-----------|-----------|-----------|
| | Pleasant Hill Rd (South) | | App Total | Pleasant Hill Rd (North) | | App Total | Sweetwater Rd (West) | | App Total | Sweetwater Rd (East) | | App Total | | |
| | EB 5a | WB 5b | | EB 5c | WB 5d | | NB 5e | SB 5f | | NB 5g | SB 5h | | | |
| 0700 - 0715 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0715 - 0730 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0730 - 0745 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0745 - 0800 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Hourly Total | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 0800 - 0815 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0815 - 0830 | 0 | 1 | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 0830 - 0845 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 2 |
| 0845 - 0900 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 |
| Hourly Total | 1 | 1 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 1 | 6 |
| Grand Total | 2 | 3 | 5 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 2 | 0 | 1 | 9 |
| Approach % | 40.00 | 60.00 | - | 100.00 | 0.00 | - | 0.00 | 0.00 | - | 33.33 | 66.67 | - | - | - |
| Intersection % | 22.22 | 33.33 | 55.56 | 11.11 | 0.00 | 11.11 | 0.00 | 0.00 | 0.00 | 11.11 | 22.22 | 33.33 | 33.33 | - |

1600 - 1800 (Weekday 2h Session) (02-21-2024)

Pedestrians

| TIME | Northbound | | | Southbound | | | Eastbound | | | Westbound | | | App Total | Int Total |
|----------------|--------------------------|-------|-----------|--------------------------|-------|-----------|----------------------|-------|-----------|----------------------|-------|-----------|-----------|-----------|
| | Pleasant Hill Rd (South) | | App Total | Pleasant Hill Rd (North) | | App Total | Sweetwater Rd (West) | | App Total | Sweetwater Rd (East) | | App Total | | |
| | EB 5a | WB 5b | | EB 5c | WB 5d | | NB 5e | SB 5f | | NB 5g | SB 5h | | | |
| 1600 - 1615 | 2 | 0 | 2 | 2 | 1 | 3 | 0 | 0 | 0 | 3 | 1 | 1 | 4 | 9 |
| 1615 - 1630 | 3 | 0 | 3 | 2 | 2 | 4 | 0 | 4 | 4 | 2 | 3 | 5 | 16 | |
| 1630 - 1645 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1645 - 1700 | 0 | 2 | 2 | 0 | 0 | 2 | 2 | 1 | 3 | 0 | 1 | 1 | 6 | 6 |
| Hourly Total | 5 | 2 | 7 | 4 | 3 | 7 | 2 | 5 | 7 | 5 | 5 | 10 | 31 | |
| 1700 - 1715 | 0 | 2 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 3 | 1 | 4 | 6 | |
| 1715 - 1730 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 1 | 2 | 4 | |
| 1730 - 1745 | 0 | 3 | 3 | 0 | 2 | 3 | 0 | 0 | 2 | 0 | 1 | 1 | 6 | |
| 1745 - 1800 | 1 | 2 | 3 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 3 | 4 | 9 | |
| Hourly Total | 2 | 7 | 9 | 0 | 4 | 4 | 1 | 0 | 1 | 5 | 6 | 11 | 25 | |
| Grand Total | 7 | 9 | 16 | 4 | 7 | 11 | 3 | 5 | 8 | 10 | 11 | 21 | 56 | |
| Approach % | 43.75 | 56.25 | - | 36.36 | 63.64 | - | 37.50 | 62.50 | - | 47.62 | 52.38 | - | - | |
| Intersection % | 12.50 | 16.07 | 28.57 | 7.14 | 12.50 | 19.64 | 5.36 | 8.93 | 14.29 | 17.86 | 19.64 | 37.50 | 37.50 | |

Crosswalk Counts || Bikes

Duluth, GA

Site 5

Pleasant Hill Rd (South)
Pleasant Hill Rd (North)
Sweetwater Rd (West)
Sweetwater Rd (East)

Date

Wednesday, February 21, 2024

Weather

Fair
53°F

Lat/Long

33.943799°, -84.124138°
[Click here for Map](#)

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0700 - 0900 (Weekday 2h Session) (02-21-2024)

Bikes

| TIME | Northbound | | | Southbound | | | Eastbound | | | Westbound | | | App Total | Int Total |
|----------------|--------------------------|-------|-----------|--------------------------|-------|-----------|----------------------|--------|-----------|----------------------|-------|-----------|-----------|-----------|
| | Pleasant Hill Rd (South) | | App Total | Pleasant Hill Rd (North) | | App Total | Sweetwater Rd (West) | | App Total | Sweetwater Rd (East) | | App Total | | |
| | EB 5a | WB 5b | | EB 5c | WB 5d | | NB 5e | SB 5f | | NB 5g | SB 5h | | | |
| 0700 - 0715 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0715 - 0730 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0730 - 0745 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0745 - 0800 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Hourly Total | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0800 - 0815 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0815 - 0830 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0830 - 0845 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 1 | 3 |
| 0845 - 0900 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 1 | 3 |
| Grand Total | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 1 | 4 |
| Approach % | 50.00 | 50.00 | - | 0.00 | 0.00 | - | 0.00 | 100.00 | - | 100.00 | 0.00 | - | - | - |
| Intersection % | 25.00 | 25.00 | 50.00 | 0.00 | 0.00 | 0.00 | 0.00 | 25.00 | 25.00 | 25.00 | 0.00 | 25.00 | 25.00 | 25.00 |

1600 - 1800 (Weekday 2h Session) (02-21-2024)

Bikes

| TIME | Northbound | | | Southbound | | | Eastbound | | | Westbound | | | App Total | Int Total |
|----------------|--------------------------|-------|-----------|--------------------------|-------|-----------|----------------------|--------|-----------|----------------------|-------|-----------|-----------|-----------|
| | Pleasant Hill Rd (South) | | App Total | Pleasant Hill Rd (North) | | App Total | Sweetwater Rd (West) | | App Total | Sweetwater Rd (East) | | App Total | | |
| | EB 5a | WB 5b | | EB 5c | WB 5d | | NB 5e | SB 5f | | NB 5g | SB 5h | | | |
| 1600 - 1615 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1615 - 1630 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1630 - 1645 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1645 - 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1700 - 1715 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 |
| 1715 - 1730 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1730 - 1745 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 1 |
| 1745 - 1800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 1 | 2 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 1 | 1 | 4 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 3 | 3 | 4 |
| Approach % | 0.00 | 0.00 | - | 0.00 | 0.00 | - | 0.00 | 100.00 | - | 33.33 | 66.67 | - | - | - |
| Intersection % | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 25.00 | 25.00 | 25.00 | 50.00 | 75.00 | 75.00 | 75.00 |



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Peak Hour Turning Movement Count

Duluth, GA



www.marrtraffic.com



| Wednesday, February 21, 2024 | |
|------------------------------|-------------|
| Period | 0700 - 0900 |
| Peak Hour | 0700 - 0800 |

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)



Pleasant Hill Rd (North)

Southbound

| | | | | | | |
|----|-----|----|---|-----|------|--------|
| 37 | 646 | 83 | 0 | 766 | 1756 | (1-3) |
| 0 | 36 | 8 | 0 | 44 | 35 | (4-7) |
| 0 | 16 | 1 | 0 | 17 | 21 | (8-13) |

| | | | | | | |
|----|-----|----|---|-----|------|-------|
| 37 | 698 | 92 | 0 | 827 | 1812 | Total |
|----|-----|----|---|-----|------|-------|



| | (1-3) | (4-7) | (8-13) | Total |
|-----------|-------|-------|--------|-------|
| Westbound | 2214 | 33 | 7 | 2254 |
| Eastbound | 429 | 8 | 2 | 439 |



| Classes | (1-3) | (4-7) | (8-13) | Total |
|---------|-------|-------|--------|--------|
| Volume | 5267 | 121 | 47 | 5435 |
| PHF | | | | 0.9754 |

| | (1-3) | (4-7) | (8-13) | Total |
|-----------|-------|-------|--------|-------|
| Westbound | 187 | 558 | 137 | 882 |
| Eastbound | 1 | 7 | 2 | 10 |
| Westbound | 1 | 1 | 1 | 3 |
| Eastbound | 1 | 7 | 2 | 10 |
| Westbound | 0 | 2 | 0 | 2 |
| Eastbound | 0 | 0 | 0 | 0 |
| Westbound | 2 | 10 | 870 | 882 |
| Eastbound | 2 | 12 | 345 | 359 |

| | (1-3) | (4-7) | (8-13) | Total |
|------------|-------|-------|--------|-------|
| Southbound | 1010 | 3287 | 0 | 4297 |
| Northbound | 0 | 1641 | 1564 | 3205 |

Northbound

| | | | | | | |
|--------|-----|------|---|------|------|----|
| (8-13) | 17 | 26 | 0 | 6 | 20 | 0 |
| (4-7) | 41 | 59 | 0 | 26 | 31 | 2 |
| (1-3) | 952 | 3202 | 0 | 1609 | 1513 | 80 |

Pleasant Hill Rd (South)

Club Dr (West)

Club Dr (East)



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Peak Hour Turning Movement Count

Duluth, GA



www.marrtraffic.com



| Wednesday, February 21, 2024 | |
|------------------------------|-------------|
| Period | 1600 - 1800 |
| Peak Hour | 1645 - 1745 |

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)



Pleasant Hill Rd (North)

Southbound

| | | | | | | |
|----|------|-----|---|------|------|--------|
| 26 | 1797 | 288 | 5 | 2116 | 1479 | (1-3) |
| 0 | 37 | 4 | 0 | 41 | 19 | (4-7) |
| 0 | 11 | 0 | 0 | 11 | 11 | (8-13) |

| | | | | | | |
|----|------|-----|---|------|------|-------|
| 26 | 1845 | 292 | 5 | 2168 | 1509 | Total |
|----|------|-----|---|------|------|-------|



| | (1-3) | (4-7) | (8-13) | Total |
|-----------|-------|-------|--------|-------|
| Eastbound | 607 | 6 | 0 | 613 |
| | 1792 | 12 | 3 | 1807 |
| Westbound | 13 | 0 | 0 | 13 |
| | 103 | 0 | 0 | 103 |
| | 624 | 5 | 0 | 629 |
| | 1052 | 7 | 3 | 1062 |

| Classes | (1-3) | (4-7) | (8-13) | Total |
|---------|-------|-------|--------|--------|
| Volume | 6144 | 82 | 25 | 6251 |
| PHF | | | | 0.9847 |

| | (1-3) | (4-7) | (8-13) | Total |
|-----------|-------|-------|--------|-------|
| Westbound | 196 | 0 | 2 | 194 |
| | 265 | 0 | 4 | 261 |
| | 156 | 0 | 2 | 154 |
| | 0 | 0 | 0 | 0 |
| Eastbound | 617 | 0 | 8 | 609 |
| | 1066 | 0 | 11 | 1055 |

| | (1-3) | (4-7) | (8-13) | Total |
|------------|-------|-------|--------|-------|
| Total | 3063 | 1659 | | |
| | 0 | 309 | 1205 | 145 |
| Northbound | 14 | 11 | 0 | 0 |
| | 46 | 21 | 0 | 0 |
| | 3003 | 1627 | 0 | 307 |
| | | | 1177 | 143 |

Pleasant Hill Rd (South)

Classified Turn Movement Count || All vehicles

Duluth, GA

Site 6

Pleasant Hill Rd (South)
Pleasant Hill Rd (North)
Club Dr (West)
Club Dr (East)



Date

Wednesday, February 21, 2024

Weather

Fair
53°F

Lat/Long

33.941185°, -84.122384°
[Click here for Map](#)

[Click here for Detailed Weather](#)

0700 - 0900 (Weekday 2h Session) (02-21-2024)

All vehicles

| TIME | Northbound | | | | | Southbound | | | | | Eastbound | | | | | Westbound | | | | | Int |
|-----------------|--------------------------|-------|-------|--------|-----------|--------------------------|-------|-------|--------|-----------|----------------|-------|-------|--------|-----------|----------------|-------|-------|--------|-----------|-------|
| | Pleasant Hill Rd (South) | | | U-Turn | | Pleasant Hill Rd (North) | | | U-Turn | | Club Dr (West) | | | U-Turn | | Club Dr (East) | | | U-Turn | | |
| | Left | Thru | Right | 6.4 | App Total | Left | Thru | Right | 6.8 | App Total | Left | Thru | Right | 6.12 | App Total | Left | Thru | Right | 6.16 | App Total | |
| 0700 - 0715 | 409 | 424 | 20 | 0 | 853 | 22 | 113 | 8 | 0 | 143 | 19 | 50 | 56 | 5 | 130 | 16 | 142 | 63 | 0 | 221 | 1347 |
| 0715 - 0730 | 388 | 432 | 17 | 0 | 837 | 14 | 186 | 8 | 0 | 208 | 15 | 39 | 34 | 3 | 91 | 33 | 126 | 36 | 0 | 195 | 1331 |
| 0730 - 0745 | 464 | 346 | 19 | 0 | 829 | 23 | 178 | 10 | 0 | 211 | 15 | 41 | 44 | 5 | 105 | 39 | 136 | 44 | 0 | 219 | 1364 |
| 0745 - 0800 | 380 | 362 | 26 | 0 | 768 | 33 | 221 | 11 | 0 | 265 | 12 | 55 | 41 | 5 | 113 | 49 | 154 | 44 | 0 | 247 | 1393 |
| Hourly Total | 1641 | 1564 | 82 | 0 | 3287 | 92 | 698 | 37 | 0 | 827 | 61 | 185 | 175 | 18 | 439 | 137 | 558 | 187 | 0 | 882 | 5435 |
| 0800 - 0815 | 318 | 367 | 16 | 0 | 701 | 28 | 207 | 5 | 1 | 241 | 14 | 52 | 50 | 6 | 122 | 34 | 155 | 50 | 0 | 239 | 1303 |
| 0815 - 0830 | 336 | 259 | 36 | 0 | 631 | 29 | 159 | 5 | 0 | 193 | 19 | 55 | 59 | 10 | 143 | 47 | 163 | 66 | 0 | 276 | 1243 |
| 0830 - 0845 | 328 | 346 | 38 | 0 | 712 | 29 | 192 | 13 | 0 | 234 | 18 | 28 | 48 | 2 | 96 | 44 | 117 | 32 | 0 | 193 | 1235 |
| 0845 - 0900 | 297 | 316 | 33 | 0 | 646 | 33 | 178 | 11 | 0 | 222 | 26 | 55 | 47 | 1 | 129 | 45 | 197 | 66 | 0 | 308 | 1305 |
| Hourly Total | 1279 | 1288 | 123 | 0 | 2690 | 119 | 736 | 34 | 1 | 890 | 77 | 190 | 204 | 19 | 490 | 170 | 632 | 214 | 0 | 1016 | 5086 |
| Grand Total | 2920 | 2852 | 205 | 0 | 5977 | 211 | 1434 | 71 | 1 | 1717 | 138 | 375 | 379 | 37 | 929 | 307 | 1190 | 401 | 0 | 1898 | 10521 |
| Approach % | 48.85 | 47.72 | 3.43 | 0.00 | - | 12.29 | 83.52 | 4.14 | 0.06 | - | 14.85 | 40.37 | 40.80 | 3.98 | - | 16.17 | 62.70 | 21.13 | 0.00 | - | - |
| Intersection % | 27.75 | 27.11 | 1.95 | 0.00 | 56.81 | 2.01 | 13.63 | 0.67 | 0.01 | 16.32 | 1.31 | 3.56 | 3.60 | 0.35 | 8.83 | 2.92 | 11.31 | 3.81 | 0.00 | 18.04 | - |
| Heavy Vehicle % | 2 | 4 | 8 | - | 3 | 7 | 8 | 0 | 0 | 8 | 7 | 1 | 6 | 0 | 4 | 5 | 2 | 2 | - | 2 | 4 |
| PHF | 0.88 | 0.91 | 0.79 | 0.00 | 0.96 | 0.70 | 0.79 | 0.84 | 0.00 | 0.78 | 0.80 | 0.84 | 0.78 | 0.90 | 0.84 | 0.70 | 0.91 | 0.74 | 0.00 | 0.89 | 0.98 |

1600 - 1800 (Weekday 2h Session) (02-21-2024)

All vehicles

| TIME | Northbound | | | | | Southbound | | | | | Eastbound | | | | | Westbound | | | | | Int |
|-----------------|--------------------------|-------|-------|--------|-----------|--------------------------|-------|-------|--------|-----------|----------------|-------|-------|--------|-----------|----------------|-------|-------|--------|-----------|-------|
| | Pleasant Hill Rd (South) | | | U-Turn | | Pleasant Hill Rd (North) | | | U-Turn | | Club Dr (West) | | | U-Turn | | Club Dr (East) | | | U-Turn | | |
| | Left | Thru | Right | 6.4 | App Total | Left | Thru | Right | 6.8 | App Total | Left | Thru | Right | 6.12 | App Total | Left | Thru | Right | 6.16 | App Total | |
| 1600 - 1615 | 65 | 269 | 40 | 0 | 374 | 73 | 463 | 10 | 0 | 546 | 29 | 113 | 184 | 6 | 332 | 32 | 65 | 50 | 0 | 147 | 1399 |
| 1615 - 1630 | 77 | 285 | 27 | 0 | 389 | 73 | 471 | 5 | 0 | 549 | 30 | 131 | 238 | 4 | 403 | 40 | 60 | 34 | 0 | 134 | 1475 |
| 1630 - 1645 | 65 | 300 | 32 | 2 | 399 | 71 | 432 | 13 | 0 | 516 | 25 | 160 | 287 | 1 | 473 | 34 | 68 | 48 | 0 | 150 | 1538 |
| 1645 - 1700 | 92 | 325 | 42 | 0 | 459 | 67 | 482 | 3 | 0 | 552 | 32 | 143 | 235 | 4 | 414 | 40 | 47 | 51 | 0 | 138 | 1563 |
| Hourly Total | 299 | 1179 | 141 | 2 | 1621 | 284 | 1848 | 31 | 0 | 2163 | 116 | 547 | 944 | 15 | 1622 | 146 | 240 | 183 | 0 | 569 | 5975 |
| 1700 - 1715 | 62 | 284 | 40 | 0 | 386 | 71 | 490 | 10 | 4 | 575 | 26 | 158 | 259 | 3 | 446 | 41 | 63 | 50 | 0 | 154 | 1561 |
| 1715 - 1730 | 69 | 272 | 36 | 0 | 377 | 80 | 444 | 7 | 0 | 531 | 15 | 171 | 295 | 3 | 484 | 45 | 90 | 60 | 0 | 195 | 1587 |
| 1730 - 1745 | 86 | 324 | 27 | 0 | 437 | 74 | 429 | 6 | 1 | 510 | 30 | 157 | 273 | 3 | 463 | 30 | 65 | 35 | 0 | 130 | 1540 |
| 1745 - 1800 | 58 | 267 | 44 | 0 | 369 | 96 | 486 | 6 | 0 | 588 | 18 | 157 | 264 | 3 | 442 | 38 | 58 | 52 | 0 | 148 | 1547 |
| Hourly Total | 275 | 1147 | 147 | 0 | 1569 | 321 | 1849 | 29 | 5 | 2204 | 89 | 643 | 1091 | 12 | 1835 | 154 | 276 | 197 | 0 | 627 | 6235 |
| Grand Total | 574 | 2326 | 288 | 2 | 3190 | 605 | 3697 | 60 | 5 | 4367 | 205 | 1190 | 2035 | 27 | 3457 | 300 | 516 | 380 | 0 | 1196 | 12210 |
| Approach % | 17.99 | 72.92 | 9.03 | 0.06 | - | 13.85 | 84.66 | 1.37 | 0.11 | - | 5.93 | 34.42 | 58.87 | 0.78 | - | 25.08 | 43.14 | 31.77 | 0.00 | - | - |
| Intersection % | 4.70 | 19.05 | 2.36 | 0.02 | 26.13 | 4.95 | 30.28 | 0.49 | 0.04 | 35.77 | 1.68 | 9.75 | 16.67 | 0.22 | 28.31 | 2.46 | 4.23 | 3.11 | 0.00 | 9.80 | - |
| Heavy Vehicle % | 1 | 3 | 3 | 0 | 3 | 1 | 3 | 2 | 0 | 3 | 2 | 1 | 1 | 4 | 1 | 3 | 2 | 2 | - | 2 | 2 |
| PHF | 0.84 | 0.93 | 0.86 | 0.00 | 0.90 | 0.91 | 0.94 | 0.65 | 0.31 | 0.94 | 0.80 | 0.92 | 0.90 | 0.81 | 0.93 | 0.87 | 0.74 | 0.82 | 0.00 | 0.79 | 0.98 |

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

Duluth, GA

Site 6

Pleasant Hill Rd (South)
Pleasant Hill Rd (North)
Club Dr (West)
Club Dr (East)



Date

Wednesday, February 21, 2024

Weather

Fair
53°F

Lat/Long

33.941185°, -84.122384°
[Click here for Map](#)

[Click here for Detailed Weather](#)

0700 - 0900 (Weekday 2h Session) (02-21-2024)

Passenger Vehicles (1-3)

| TIME | Northbound | | | | | Southbound | | | | | Eastbound | | | | | Westbound | | | | | Int |
|----------------|--------------------------|-------|-------|--------|-----------|--------------------------|-------|-------|--------|-----------|----------------|-------|-------|--------|-----------|----------------|-------|-------|------|-----------|-------|
| | Pleasant Hill Rd (South) | | | U-Turn | | Pleasant Hill Rd (North) | | | U-Turn | | Club Dr (West) | | | U-Turn | | Club Dr (East) | | | | | |
| | Left | Thru | Right | 6.4 | App Total | Left | Thru | Right | 6.8 | App Total | Left | Thru | Right | 6.12 | App Total | Left | Thru | Right | 6.16 | App Total | |
| 0700 - 0715 | 403 | 410 | 18 | 0 | 831 | 20 | 101 | 8 | 0 | 129 | 19 | 49 | 55 | 5 | 128 | 15 | 139 | 62 | 0 | 216 | 1304 |
| 0715 - 0730 | 380 | 422 | 17 | 0 | 819 | 12 | 168 | 8 | 0 | 188 | 14 | 39 | 34 | 3 | 90 | 33 | 123 | 36 | 0 | 192 | 1289 |
| 0730 - 0745 | 451 | 329 | 19 | 0 | 799 | 22 | 167 | 10 | 0 | 199 | 14 | 41 | 43 | 5 | 103 | 38 | 134 | 44 | 0 | 216 | 1317 |
| 0745 - 0800 | 375 | 352 | 26 | 0 | 753 | 29 | 210 | 11 | 0 | 250 | 11 | 53 | 39 | 5 | 108 | 49 | 154 | 43 | 0 | 246 | 1357 |
| Hourly Total | 1609 | 1513 | 80 | 0 | 3202 | 83 | 646 | 37 | 0 | 766 | 58 | 182 | 171 | 18 | 429 | 135 | 550 | 185 | 0 | 870 | 5267 |
| 0800 - 0815 | 315 | 354 | 15 | 0 | 684 | 27 | 186 | 5 | 1 | 219 | 13 | 51 | 45 | 6 | 115 | 32 | 152 | 48 | 0 | 232 | 1250 |
| 0815 - 0830 | 333 | 248 | 31 | 0 | 612 | 28 | 144 | 5 | 0 | 177 | 16 | 54 | 53 | 10 | 133 | 42 | 161 | 65 | 0 | 268 | 1190 |
| 0830 - 0845 | 323 | 331 | 32 | 0 | 686 | 27 | 176 | 13 | 0 | 216 | 17 | 28 | 46 | 2 | 93 | 43 | 114 | 30 | 0 | 187 | 1182 |
| 0845 - 0900 | 291 | 304 | 31 | 0 | 626 | 32 | 162 | 11 | 0 | 205 | 25 | 55 | 40 | 1 | 121 | 41 | 194 | 65 | 0 | 300 | 1252 |
| Hourly Total | 1262 | 1237 | 109 | 0 | 2608 | 114 | 668 | 34 | 1 | 817 | 71 | 188 | 184 | 19 | 462 | 158 | 621 | 208 | 0 | 987 | 4874 |
| Grand Total | 2871 | 2750 | 189 | 0 | 5810 | 197 | 1314 | 71 | 1 | 1583 | 129 | 370 | 355 | 37 | 891 | 293 | 1171 | 393 | 0 | 1857 | 10141 |
| Approach % | 49.41 | 47.33 | 3.25 | 0.00 | - | 12.44 | 83.01 | 4.49 | 0.06 | - | 14.48 | 41.53 | 39.84 | 4.15 | - | 15.78 | 63.06 | 21.16 | 0.00 | - | - |
| Intersection % | 28.31 | 27.12 | 1.86 | 0.00 | 57.29 | 1.94 | 12.96 | 0.70 | 0.01 | 15.61 | 1.27 | 3.65 | 3.50 | 0.36 | 8.79 | 2.89 | 11.55 | 3.88 | 0.00 | 18.31 | - |

1600 - 1800 (Weekday 2h Session) (02-21-2024)

Passenger Vehicles (1-3)

| TIME | Northbound | | | | | Southbound | | | | | Eastbound | | | | | Westbound | | | | | Int |
|----------------|--------------------------|-------|-------|--------|-----------|--------------------------|-------|-------|--------|-----------|----------------|-------|-------|--------|-----------|----------------|-------|-------|------|-----------|-------|
| | Pleasant Hill Rd (South) | | | U-Turn | | Pleasant Hill Rd (North) | | | U-Turn | | Club Dr (West) | | | U-Turn | | Club Dr (East) | | | | | |
| | Left | Thru | Right | 6.4 | App Total | Left | Thru | Right | 6.8 | App Total | Left | Thru | Right | 6.12 | App Total | Left | Thru | Right | 6.16 | App Total | |
| 1600 - 1615 | 65 | 260 | 33 | 0 | 358 | 72 | 448 | 9 | 0 | 529 | 26 | 113 | 182 | 5 | 326 | 31 | 63 | 50 | 0 | 144 | 1357 |
| 1615 - 1630 | 74 | 273 | 27 | 0 | 374 | 72 | 452 | 5 | 0 | 529 | 28 | 131 | 237 | 4 | 400 | 37 | 59 | 31 | 0 | 127 | 1430 |
| 1630 - 1645 | 63 | 285 | 32 | 2 | 382 | 71 | 419 | 13 | 0 | 503 | 25 | 158 | 283 | 1 | 467 | 33 | 66 | 48 | 0 | 147 | 1499 |
| 1645 - 1700 | 91 | 314 | 41 | 0 | 446 | 66 | 462 | 3 | 0 | 531 | 32 | 141 | 231 | 4 | 408 | 38 | 47 | 51 | 0 | 136 | 1521 |
| Hourly Total | 293 | 1132 | 133 | 2 | 1560 | 281 | 1781 | 30 | 0 | 2092 | 111 | 543 | 933 | 14 | 1601 | 139 | 235 | 180 | 0 | 554 | 5807 |
| 1700 - 1715 | 61 | 277 | 39 | 0 | 377 | 70 | 479 | 10 | 4 | 563 | 26 | 157 | 255 | 3 | 441 | 41 | 62 | 48 | 0 | 151 | 1532 |
| 1715 - 1730 | 69 | 264 | 36 | 0 | 369 | 79 | 435 | 7 | 0 | 521 | 15 | 171 | 294 | 3 | 483 | 45 | 88 | 60 | 0 | 193 | 1566 |
| 1730 - 1745 | 86 | 322 | 27 | 0 | 435 | 73 | 421 | 6 | 1 | 501 | 30 | 155 | 272 | 3 | 460 | 30 | 64 | 35 | 0 | 129 | 1525 |
| 1745 - 1800 | 58 | 261 | 44 | 0 | 363 | 96 | 474 | 6 | 0 | 576 | 18 | 156 | 263 | 3 | 440 | 37 | 58 | 51 | 0 | 146 | 1525 |
| Hourly Total | 274 | 1124 | 146 | 0 | 1544 | 318 | 1809 | 29 | 5 | 2161 | 89 | 639 | 1084 | 12 | 1824 | 153 | 272 | 194 | 0 | 619 | 6148 |
| Grand Total | 567 | 2256 | 279 | 2 | 3104 | 599 | 3590 | 59 | 5 | 4253 | 200 | 1182 | 2017 | 26 | 3425 | 292 | 507 | 374 | 0 | 1173 | 11955 |
| Approach % | 18.27 | 72.68 | 8.99 | 0.06 | - | 14.08 | 84.41 | 1.39 | 0.12 | - | 5.84 | 34.51 | 58.89 | 0.76 | - | 24.89 | 43.22 | 31.88 | 0.00 | - | - |
| Intersection % | 4.74 | 18.87 | 2.33 | 0.02 | 25.96 | 5.01 | 30.03 | 0.49 | 0.04 | 35.58 | 1.67 | 9.89 | 16.87 | 0.22 | 28.65 | 2.44 | 4.24 | 3.13 | 0.00 | 9.81 | - |

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

Duluth, GA

Site 6

Pleasant Hill Rd (South)
Pleasant Hill Rd (North)
Club Dr (West)
Club Dr (East)



Date

Wednesday, February 21, 2024

Weather

Fair
53°F

Lat/Long

33.941185°, -84.122384°
[Click here for Map](#)

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0700 - 0900 (Weekday 2h Session) (02-21-2024)

Single Unit Trucks (4-7)

| TIME | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Int Total |
|----------------|--------------------------|-------------|--------------|---------------|--------------------------|-------------|--------------|----------------|--------------|---------------|----------------|--------------|---------------|----------------|-----------|-----------|-----------|
| | Pleasant Hill Rd (South) | | | U-Turn 6.4 | Pleasant Hill Rd (North) | | | Club Dr (West) | | | Club Dr (East) | | | U-Turn 6.16 | App Total | Int Total | |
| | Left 6.1 | Thru 6.2 | Right 6.3 | | Left 6.5 | Thru 6.6 | Right 6.7 | Left 6.9 | Thru 6.10 | Right 6.11 | Left 6.13 | Thru 6.14 | Right 6.15 | | | | |
| 0700 - 0715 | 6 | 9 | 2 | 0 | 17 | 2 | 8 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 5 | 32 |
| 0715 - 0730 | 7 | 7 | 0 | 0 | 14 | 1 | 11 | 0 | 0 | 12 | 1 | 0 | 0 | 0 | 2 | 2 | 29 |
| 0730 - 0745 | 10 | 7 | 0 | 0 | 17 | 1 | 8 | 0 | 0 | 9 | 1 | 0 | 1 | 0 | 2 | 3 | 31 |
| 0745 - 0800 | 3 | 8 | 0 | 0 | 11 | 4 | 9 | 0 | 0 | 13 | 1 | 2 | 2 | 0 | 0 | 0 | 29 |
| Hourly Total | 26 | 31 | 2 | 0 | 59 | 8 | 36 | 0 | 0 | 44 | 3 | 2 | 3 | 0 | 8 | 10 | 121 |
| 0800 - 0815 | 3 | 10 | 1 | 0 | 14 | 1 | 16 | 0 | 0 | 17 | 1 | 1 | 3 | 0 | 5 | 7 | 43 |
| 0815 - 0830 | 2 | 2 | 5 | 0 | 9 | 1 | 11 | 0 | 0 | 12 | 3 | 1 | 6 | 0 | 10 | 8 | 39 |
| 0830 - 0845 | 5 | 6 | 6 | 0 | 17 | 2 | 13 | 0 | 0 | 15 | 1 | 0 | 2 | 0 | 3 | 6 | 41 |
| 0845 - 0900 | 4 | 9 | 2 | 0 | 15 | 1 | 10 | 0 | 0 | 11 | 1 | 0 | 6 | 0 | 7 | 8 | 41 |
| Hourly Total | 14 | 27 | 14 | 0 | 55 | 5 | 50 | 0 | 0 | 55 | 6 | 2 | 17 | 0 | 25 | 29 | 164 |
| Grand Total | 40 | 58 | 16 | 0 | 114 | 13 | 86 | 0 | 0 | 99 | 9 | 4 | 20 | 0 | 33 | 39 | 285 |
| Approach % | 35.09 | 50.88 | 14.04 | 0.00 | - | 13.13 | 86.87 | 0.00 | 0.00 | - | 27.27 | 12.12 | 60.61 | 0.00 | - | - | - |
| Intersection % | 14.04 | 20.35 | 5.61 | 0.00 | 40.00 | 4.56 | 30.18 | 0.00 | 0.00 | 34.74 | 3.16 | 1.40 | 7.02 | 0.00 | 11.58 | 13.68 | - |

1600 - 1800 (Weekday 2h Session) (02-21-2024)

Single Unit Trucks (4-7)

| TIME | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Int Total |
|----------------|--------------------------|-------------|--------------|---------------|--------------------------|-------------|--------------|----------------|--------------|---------------|----------------|--------------|---------------|----------------|-----------|-----------|-----------|
| | Pleasant Hill Rd (South) | | | U-Turn 6.4 | Pleasant Hill Rd (North) | | | Club Dr (West) | | | Club Dr (East) | | | U-Turn 6.16 | App Total | Int Total | |
| | Left 6.1 | Thru 6.2 | Right 6.3 | | Left 6.5 | Thru 6.6 | Right 6.7 | Left 6.9 | Thru 6.10 | Right 6.11 | Left 6.13 | Thru 6.14 | Right 6.15 | | | | |
| 1600 - 1615 | 0 | 7 | 7 | 0 | 14 | 1 | 10 | 1 | 0 | 12 | 2 | 0 | 2 | 1 | 5 | 3 | 34 |
| 1615 - 1630 | 3 | 9 | 0 | 0 | 12 | 1 | 16 | 0 | 0 | 17 | 2 | 0 | 1 | 0 | 3 | 7 | 39 |
| 1630 - 1645 | 1 | 14 | 0 | 0 | 15 | 0 | 10 | 0 | 0 | 10 | 0 | 2 | 3 | 0 | 5 | 3 | 33 |
| 1645 - 1700 | 1 | 8 | 1 | 0 | 10 | 1 | 15 | 0 | 0 | 16 | 0 | 2 | 3 | 0 | 5 | 2 | 33 |
| Hourly Total | 5 | 38 | 8 | 0 | 51 | 3 | 51 | 1 | 0 | 55 | 4 | 4 | 9 | 1 | 18 | 15 | 139 |
| 1700 - 1715 | 1 | 2 | 1 | 0 | 4 | 1 | 7 | 0 | 0 | 8 | 0 | 1 | 3 | 0 | 4 | 3 | 19 |
| 1715 - 1730 | 0 | 5 | 0 | 0 | 5 | 1 | 7 | 0 | 0 | 8 | 0 | 0 | 1 | 0 | 1 | 2 | 16 |
| 1730 - 1745 | 0 | 2 | 0 | 0 | 2 | 1 | 8 | 0 | 0 | 9 | 0 | 2 | 0 | 0 | 2 | 1 | 14 |
| 1745 - 1800 | 0 | 6 | 0 | 0 | 6 | 0 | 9 | 0 | 0 | 9 | 0 | 1 | 1 | 0 | 2 | 2 | 19 |
| Hourly Total | 1 | 15 | 1 | 0 | 17 | 3 | 31 | 0 | 0 | 34 | 0 | 4 | 5 | 0 | 9 | 8 | 68 |
| Grand Total | 6 | 53 | 9 | 0 | 68 | 6 | 82 | 1 | 0 | 89 | 4 | 8 | 14 | 1 | 27 | 23 | 207 |
| Approach % | 8.82 | 77.94 | 13.24 | 0.00 | - | 6.74 | 92.13 | 1.12 | 0.00 | - | 14.81 | 29.63 | 51.85 | 3.70 | - | - | - |
| Intersection % | 2.90 | 25.60 | 4.35 | 0.00 | 32.85 | 2.90 | 39.61 | 0.48 | 0.00 | 43.00 | 1.93 | 3.86 | 6.76 | 0.48 | 13.04 | 11.11 | - |

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

Duluth, GA

Site 6

Pleasant Hill Rd (South)
Pleasant Hill Rd (North)
Club Dr (West)
Club Dr (East)



Date

Wednesday, February 21, 2024

Weather

Fair
53°F

Lat/Long

33.941185°, -84.122384°
[Click here for Map](#)

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0700 - 0900 (Weekday 2h Session) (02-21-2024)

Combination Trucks (8-13)

| TIME | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Int Total | | | | |
|----------------|--------------------------|-------------|--------------|---------------|--------------|--------------------------|-------------|--------------|---------------|--------------|----------------|--------------|---------------|----------------|--------------|----------------|-----------|--------------|----------------|--------------|---------------|
| | Pleasant Hill Rd (South) | | | U-Turn 6.4 | App Total | Pleasant Hill Rd (North) | | | U-Turn 6.8 | App Total | Club Dr (West) | | | U-Turn 6.12 | App Total | Club Dr (East) | | | U-Turn 6.16 | App Total | |
| | Left 6.1 | Thru 6.2 | Right 6.3 | | | Left 6.5 | Thru 6.6 | Right 6.7 | | | Left 6.9 | Thru 6.10 | Right 6.11 | | | Left 6.13 | | Thru 6.14 | | | Right 6.15 |
| 0700 - 0715 | 0 | 5 | 0 | 0 | 5 | 0 | 4 | 0 | 0 | 4 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 11 |
| 0715 - 0730 | 1 | 3 | 0 | 0 | 4 | 1 | 7 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 13 |
| 0730 - 0745 | 3 | 10 | 0 | 0 | 13 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 0745 - 0800 | 2 | 2 | 0 | 0 | 4 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 7 |
| Hourly Total | 6 | 20 | 0 | 0 | 26 | 1 | 16 | 0 | 0 | 17 | 0 | 1 | 1 | 0 | 2 | 0 | 1 | 1 | 0 | 2 | 47 |
| 0800 - 0815 | 0 | 3 | 0 | 0 | 3 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 10 |
| 0815 - 0830 | 1 | 9 | 0 | 0 | 10 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 0830 - 0845 | 0 | 9 | 0 | 0 | 9 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 0845 - 0900 | 2 | 3 | 0 | 0 | 5 | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 12 |
| Hourly Total | 3 | 24 | 0 | 0 | 27 | 0 | 18 | 0 | 0 | 18 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 48 |
| Grand Total | 9 | 44 | 0 | 0 | 53 | 1 | 34 | 0 | 0 | 35 | 0 | 1 | 4 | 0 | 5 | 0 | 1 | 1 | 0 | 2 | 95 |
| Approach % | 16.98 | 83.02 | 0.00 | 0.00 | - | 2.86 | 97.14 | 0.00 | 0.00 | - | 0.00 | 20.00 | 80.00 | 0.00 | - | 0.00 | 50.00 | 50.00 | 0.00 | - | |
| Intersection % | 9.47 | 46.32 | 0.00 | 0.00 | 55.79 | 1.05 | 35.79 | 0.00 | 0.00 | 36.84 | 0.00 | 1.05 | 4.21 | 0.00 | 5.26 | 0.00 | 1.05 | 1.05 | 0.00 | 2.11 | |

1600 - 1800 (Weekday 2h Session) (02-21-2024)

Combination Trucks (8-13)

| TIME | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Int Total | | | | |
|----------------|--------------------------|-------------|--------------|---------------|--------------|--------------------------|-------------|--------------|---------------|--------------|----------------|--------------|---------------|----------------|--------------|----------------|-----------|--------------|----------------|--------------|---------------|
| | Pleasant Hill Rd (South) | | | U-Turn 6.4 | App Total | Pleasant Hill Rd (North) | | | U-Turn 6.8 | App Total | Club Dr (West) | | | U-Turn 6.12 | App Total | Club Dr (East) | | | U-Turn 6.16 | App Total | |
| | Left 6.1 | Thru 6.2 | Right 6.3 | | | Left 6.5 | Thru 6.6 | Right 6.7 | | | Left 6.9 | Thru 6.10 | Right 6.11 | | | Left 6.13 | | Thru 6.14 | | | Right 6.15 |
| 1600 - 1615 | 0 | 2 | 0 | 0 | 2 | 0 | 5 | 0 | 0 | 5 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 8 |
| 1615 - 1630 | 0 | 3 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 1630 - 1645 | 1 | 1 | 0 | 0 | 2 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 6 |
| 1645 - 1700 | 0 | 3 | 0 | 0 | 3 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 9 |
| Hourly Total | 1 | 9 | 0 | 0 | 10 | 0 | 16 | 0 | 0 | 16 | 1 | 0 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 29 |
| 1700 - 1715 | 0 | 5 | 0 | 0 | 5 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 10 |
| 1715 - 1730 | 0 | 3 | 0 | 0 | 3 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 1730 - 1745 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1745 - 1800 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| Hourly Total | 0 | 8 | 0 | 0 | 8 | 0 | 9 | 0 | 0 | 9 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 19 |
| Grand Total | 1 | 17 | 0 | 0 | 18 | 0 | 25 | 0 | 0 | 25 | 1 | 0 | 4 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 48 |
| Approach % | 5.56 | 94.44 | 0.00 | 0.00 | - | 0.00 | 100.00 | 0.00 | 0.00 | - | 20.00 | 0.00 | 80.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | - | |
| Intersection % | 2.08 | 35.42 | 0.00 | 0.00 | 37.50 | 0.00 | 52.08 | 0.00 | 0.00 | 52.08 | 2.08 | 0.00 | 8.33 | 0.00 | 10.42 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |

Classified Turn Movement Count || Bikes

Duluth, GA

Site 6

Pleasant Hill Rd (South)
Pleasant Hill Rd (North)
Club Dr (West)
Club Dr (East)



Date

Wednesday, February 21, 2024

Weather

Fair
53°F

Lat/Long

33.941185°, -84.122384°
[Click here for Map](#)

[Click here for Detailed Weather](#)



0700 - 0900 (Weekday 2h Session) (02-21-2024)

Bikes

| TIME | Northbound | | | | Southbound | | | | Eastbound | | | | | Westbound | | | | | Int Total | | |
|----------------|--------------------------|------|-------|--------|------------|--------------------------|------|-------|-----------|-----------|----------------|------|-------|-----------|-----------|----------------|------|-------|-----------|--------|-----------|
| | Pleasant Hill Rd (South) | | | U-Turn | App Total | Pleasant Hill Rd (North) | | | U-Turn | App Total | Club Dr (West) | | | U-Turn | App Total | Club Dr (East) | | | | U-Turn | App Total |
| | Left | Thru | Right | | | Left | Thru | Right | | | Left | Thru | Right | | | Left | Thru | Right | | | |
| 6.1 | 6.2 | 6.3 | 6.4 | 6.5 | 6.6 | 6.7 | 6.8 | 6.9 | 6.10 | 6.11 | 6.12 | 6.13 | 6.14 | 6.15 | 6.16 | | | | | | |
| 0700 - 0715 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0715 - 0730 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0730 - 0745 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0745 - 0800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0800 - 0815 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0815 - 0830 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0830 - 0845 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0845 - 0900 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Approach % | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | - | |
| Intersection % | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |

1600 - 1800 (Weekday 2h Session) (02-21-2024)

Bikes

| TIME | Northbound | | | | Southbound | | | | Eastbound | | | | | Westbound | | | | | Int Total | | |
|----------------|--------------------------|------|-------|--------|------------|--------------------------|------|-------|-----------|-----------|----------------|------|-------|-----------|-----------|----------------|------|-------|-----------|--------|-----------|
| | Pleasant Hill Rd (South) | | | U-Turn | App Total | Pleasant Hill Rd (North) | | | U-Turn | App Total | Club Dr (West) | | | U-Turn | App Total | Club Dr (East) | | | | U-Turn | App Total |
| | Left | Thru | Right | | | Left | Thru | Right | | | Left | Thru | Right | | | Left | Thru | Right | | | |
| 6.1 | 6.2 | 6.3 | 6.4 | 6.5 | 6.6 | 6.7 | 6.8 | 6.9 | 6.10 | 6.11 | 6.12 | 6.13 | 6.14 | 6.15 | 6.16 | | | | | | |
| 1600 - 1615 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1615 - 1630 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1630 - 1645 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1645 - 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1700 - 1715 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1715 - 1730 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1730 - 1745 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1745 - 1800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Approach % | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | - | |
| Intersection % | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |

Classified Turn Movement Count || All Trucks (4-13)

Duluth, GA

Site 6

Pleasant Hill Rd (South)
Pleasant Hill Rd (North)
Club Dr (West)
Club Dr (East)



Date

Wednesday, February 21, 2024

Weather

Fair
53°F

Lat/Long

33.941185°, -84.122384°
[Click here for Map](#)

[Click here for Detailed Weather](#)

0700 - 0900 (Weekday 2h Session) (02-21-2024)

All Trucks (4-13)

| TIME | Northbound | | | | | Southbound | | | | | Eastbound | | | | | Westbound | | | | | Int Total | |
|----------------|--------------------------|-------|-------|--------|-----------|--------------------------|-------|-------|--------|-----------|----------------|-------|-------|--------|-----------|----------------|-------|-------|------|-----------|-----------|------|
| | Pleasant Hill Rd (South) | | | U-Turn | | Pleasant Hill Rd (North) | | | U-Turn | | Club Dr (West) | | | U-Turn | | Club Dr (East) | | | | | | |
| | Left | Thru | Right | 6.4 | App Total | Left | Thru | Right | 6.8 | App Total | Left | Thru | Right | 6.12 | App Total | Left | Thru | Right | 6.15 | App Total | | 6.16 |
| 0700 - 0715 | 6 | 14 | 2 | 0 | 22 | 2 | 12 | 0 | 0 | 14 | 0 | 1 | 1 | 0 | 2 | 1 | 3 | 1 | 0 | 0 | 5 | 43 |
| 0715 - 0730 | 8 | 10 | 0 | 0 | 18 | 2 | 18 | 0 | 0 | 20 | 1 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 3 | 42 | |
| 0730 - 0745 | 13 | 17 | 0 | 0 | 30 | 1 | 11 | 0 | 0 | 12 | 1 | 0 | 1 | 0 | 2 | 1 | 2 | 0 | 0 | 3 | 47 | |
| 0745 - 0800 | 5 | 10 | 0 | 0 | 15 | 4 | 11 | 0 | 0 | 15 | 1 | 2 | 2 | 0 | 5 | 0 | 0 | 1 | 0 | 1 | 36 | |
| Hourly Total | 32 | 51 | 2 | 0 | 85 | 9 | 52 | 0 | 0 | 61 | 3 | 3 | 4 | 0 | 10 | 2 | 8 | 2 | 0 | 12 | 168 | |
| 0800 - 0815 | 3 | 13 | 1 | 0 | 17 | 1 | 21 | 0 | 0 | 22 | 1 | 1 | 5 | 0 | 7 | 2 | 3 | 2 | 0 | 7 | 53 | |
| 0815 - 0830 | 3 | 11 | 5 | 0 | 19 | 1 | 15 | 0 | 0 | 16 | 3 | 1 | 6 | 0 | 10 | 5 | 2 | 1 | 0 | 8 | 53 | |
| 0830 - 0845 | 5 | 15 | 6 | 0 | 26 | 2 | 16 | 0 | 0 | 18 | 1 | 0 | 2 | 0 | 3 | 1 | 3 | 2 | 0 | 6 | 53 | |
| 0845 - 0900 | 6 | 12 | 2 | 0 | 20 | 1 | 16 | 0 | 0 | 17 | 1 | 0 | 7 | 0 | 8 | 4 | 3 | 1 | 0 | 8 | 53 | |
| Hourly Total | 17 | 51 | 14 | 0 | 82 | 5 | 68 | 0 | 0 | 73 | 6 | 2 | 20 | 0 | 28 | 12 | 11 | 6 | 0 | 29 | 212 | |
| Grand Total | 49 | 102 | 16 | 0 | 167 | 14 | 120 | 0 | 0 | 134 | 9 | 5 | 24 | 0 | 38 | 14 | 19 | 8 | 0 | 41 | 380 | |
| Approach % | 29.34 | 61.08 | 9.58 | 0.00 | - | 10.45 | 89.55 | 0.00 | 0.00 | - | 23.68 | 13.16 | 63.16 | 0.00 | - | 34.15 | 46.34 | 19.51 | 0.00 | - | | |
| Intersection % | 12.89 | 26.84 | 4.21 | 0.00 | 43.95 | 3.68 | 31.58 | 0.00 | 0.00 | 35.26 | 2.37 | 1.32 | 6.32 | 0.00 | 10.00 | 3.68 | 5.00 | 2.11 | 0.00 | 10.79 | | |

1600 - 1800 (Weekday 2h Session) (02-21-2024)

All Trucks (4-13)

| TIME | Northbound | | | | | Southbound | | | | | Eastbound | | | | | Westbound | | | | | Int Total |
|----------------|--------------------------|-------|-------|--------|-----------|--------------------------|-------|-------|--------|-----------|----------------|-------|-------|--------|-----------|----------------|-------|-------|------|-----------|-----------|
| | Pleasant Hill Rd (South) | | | U-Turn | | Pleasant Hill Rd (North) | | | U-Turn | | Club Dr (West) | | | U-Turn | | Club Dr (East) | | | | | |
| | Left | Thru | Right | 6.4 | App Total | Left | Thru | Right | 6.8 | App Total | Left | Thru | Right | 6.12 | App Total | Left | Thru | Right | 6.15 | App Total | |
| 1600 - 1615 | 0 | 9 | 7 | 0 | 16 | 1 | 15 | 1 | 0 | 17 | 3 | 0 | 2 | 1 | 6 | 1 | 2 | 0 | 0 | 3 | 42 |
| 1615 - 1630 | 3 | 12 | 0 | 0 | 15 | 1 | 19 | 0 | 0 | 20 | 2 | 0 | 1 | 0 | 3 | 3 | 1 | 3 | 0 | 7 | 45 |
| 1630 - 1645 | 2 | 15 | 0 | 0 | 17 | 0 | 13 | 0 | 0 | 13 | 0 | 2 | 4 | 0 | 6 | 1 | 2 | 0 | 0 | 3 | 39 |
| 1645 - 1700 | 1 | 11 | 1 | 0 | 13 | 1 | 20 | 0 | 0 | 21 | 0 | 2 | 4 | 0 | 6 | 2 | 0 | 0 | 0 | 2 | 42 |
| Hourly Total | 6 | 47 | 8 | 0 | 61 | 3 | 67 | 1 | 0 | 71 | 5 | 4 | 11 | 1 | 21 | 7 | 5 | 3 | 0 | 15 | 168 |
| 1700 - 1715 | 1 | 7 | 1 | 0 | 9 | 1 | 11 | 0 | 0 | 12 | 0 | 1 | 4 | 0 | 5 | 0 | 1 | 2 | 0 | 3 | 29 |
| 1715 - 1730 | 0 | 8 | 0 | 0 | 8 | 1 | 9 | 0 | 0 | 10 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 2 | 21 |
| 1730 - 1745 | 0 | 2 | 0 | 0 | 2 | 1 | 8 | 0 | 0 | 9 | 0 | 2 | 1 | 0 | 3 | 0 | 1 | 0 | 0 | 1 | 15 |
| 1745 - 1800 | 0 | 6 | 0 | 0 | 6 | 0 | 12 | 0 | 0 | 12 | 0 | 1 | 1 | 0 | 2 | 1 | 0 | 1 | 0 | 2 | 22 |
| Hourly Total | 1 | 23 | 1 | 0 | 25 | 3 | 40 | 0 | 0 | 43 | 0 | 4 | 7 | 0 | 11 | 1 | 4 | 3 | 0 | 8 | 87 |
| Grand Total | 7 | 70 | 9 | 0 | 86 | 6 | 107 | 1 | 0 | 114 | 5 | 8 | 18 | 1 | 32 | 8 | 9 | 6 | 0 | 23 | 255 |
| Approach % | 8.14 | 81.40 | 10.47 | 0.00 | - | 5.26 | 93.86 | 0.88 | 0.00 | - | 15.63 | 25.00 | 56.25 | 3.13 | - | 34.78 | 39.13 | 26.09 | 0.00 | - | |
| Intersection % | 2.75 | 27.45 | 3.53 | 0.00 | 33.73 | 2.35 | 41.96 | 0.39 | 0.00 | 44.71 | 1.96 | 3.14 | 7.06 | 0.39 | 12.55 | 3.14 | 3.53 | 2.35 | 0.00 | 9.02 | |

Crosswalk Counts || Pedestrians

Duluth, GA

Site 6

Pleasant Hill Rd (South)
Pleasant Hill Rd (North)
Club Dr (West)
Club Dr (East)

Date

Wednesday, February 21, 2024

Weather

Fair
53°F

Lat/Long

33.941185°, -84.122384°
[Click here for Map](#)

[Click here for Detailed Weather](#)



0700 - 0900 (Weekday 2h Session) (02-21-2024)

Pedestrians

| TIME | Northbound | | | Southbound | | | Eastbound | | | Westbound | | | App Total | Int Total | |
|----------------|--------------------------|-------|-----------|--------------------------|--------|-----------|----------------|-------|-----------|----------------|-------|-----------|-----------|-----------|---|
| | Pleasant Hill Rd (South) | | App Total | Pleasant Hill Rd (North) | | App Total | Club Dr (West) | | App Total | Club Dr (East) | | App Total | | | |
| | EB 6a | WB 6b | | EB 6c | WB 6d | | NB 6e | SB 6f | | NB 6g | SB 6h | | | | |
| 0700 - 0715 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | |
| 0715 - 0730 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 0730 - 0745 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 0745 - 0800 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | |
| Hourly Total | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 3 | 4 | |
| 0800 - 0815 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 0815 - 0830 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | |
| 0830 - 0845 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 0845 - 0900 | 1 | 0 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 1 | 1 | 4 | |
| Hourly Total | 1 | 0 | 1 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 1 | 2 | 2 | 5 | |
| Grand Total | 1 | 0 | 1 | 0 | 2 | 2 | 2 | 1 | 0 | 0 | 1 | 4 | 1 | 5 | 9 |
| Approach % | 100.00 | 0.00 | - | 0.00 | 100.00 | - | 100.00 | 0.00 | - | 80.00 | 20.00 | - | - | - | - |
| Intersection % | 11.11 | 0.00 | 11.11 | 0.00 | 22.22 | 22.22 | 11.11 | 0.00 | 11.11 | 44.44 | 11.11 | - | - | 55.56 | - |

1600 - 1800 (Weekday 2h Session) (02-21-2024)

Pedestrians

| TIME | Northbound | | | Southbound | | | Eastbound | | | Westbound | | | App Total | Int Total | |
|----------------|--------------------------|-------|-----------|--------------------------|-------|-----------|----------------|-------|-----------|----------------|-------|-----------|-----------|-----------|----|
| | Pleasant Hill Rd (South) | | App Total | Pleasant Hill Rd (North) | | App Total | Club Dr (West) | | App Total | Club Dr (East) | | App Total | | | |
| | EB 6a | WB 6b | | EB 6c | WB 6d | | NB 6e | SB 6f | | NB 6g | SB 6h | | | | |
| 1600 - 1615 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 3 | 4 | |
| 1615 - 1630 | 1 | 2 | 3 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | |
| 1630 - 1645 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 3 | 1 | 4 | 4 | 6 | |
| 1645 - 1700 | 0 | 4 | 4 | 1 | 3 | 4 | 2 | 2 | 4 | 2 | 2 | 4 | 0 | 14 | |
| Hourly Total | 2 | 7 | 9 | 1 | 4 | 5 | 2 | 3 | 5 | 4 | 5 | 5 | 4 | 28 | |
| 1700 - 1715 | 2 | 0 | 2 | 1 | 1 | 2 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 5 | |
| 1715 - 1730 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | |
| 1730 - 1745 | 2 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 4 | 0 | 5 | |
| 1745 - 1800 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 3 | 1 | 4 | 0 | 5 | |
| Hourly Total | 4 | 1 | 5 | 1 | 1 | 2 | 5 | 1 | 6 | 1 | 2 | 6 | 1 | 16 | |
| Grand Total | 6 | 8 | 14 | 2 | 5 | 7 | 7 | 4 | 11 | 5 | 7 | 11 | 5 | 12 | 44 |
| Approach % | 42.86 | 57.14 | - | 28.57 | 71.43 | - | 63.64 | 36.36 | - | 41.67 | 58.33 | - | - | - | - |
| Intersection % | 13.64 | 18.18 | 31.82 | 4.55 | 11.36 | 15.91 | 15.91 | 9.09 | 25.00 | 11.36 | 15.91 | - | - | 27.27 | - |

Crosswalk Counts || Bikes

Duluth, GA

Site 6

Pleasant Hill Rd (South)
Pleasant Hill Rd (North)
Club Dr (West)
Club Dr (East)

Date

Wednesday, February 21, 2024

Weather

Fair
53°F

Lat/Long

33.941185°, -84.122384°
[Click here for Map](#)

[Click here for Detailed Weather](#)



0700 - 0900 (Weekday 2h Session) (02-21-2024)

Bikes

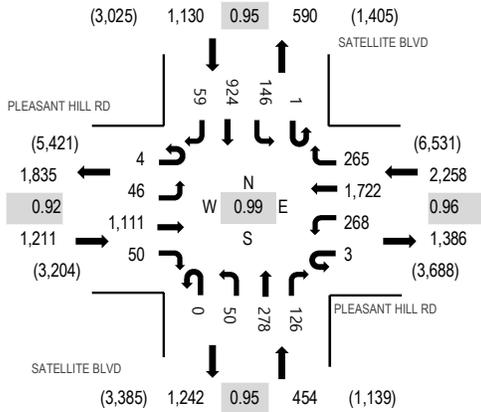
| TIME | Northbound | | | Southbound | | | Eastbound | | | Westbound | | | App Total | Int Total |
|----------------|--------------------------|-------|-----------|--------------------------|-------|-----------|----------------|-------|-----------|----------------|-------|-----------|-----------|-----------|
| | Pleasant Hill Rd (South) | | App Total | Pleasant Hill Rd (North) | | App Total | Club Dr (West) | | App Total | Club Dr (East) | | App Total | | |
| | EB 6a | WB 6b | | EB 6c | WB 6d | | NB 6e | SB 6f | | NB 6g | SB 6h | | | |
| 0700 - 0715 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 0715 - 0730 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 0730 - 0745 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 0745 - 0800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 0800 - 0815 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 0815 - 0830 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 0830 - 0845 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 0845 - 0900 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Approach % | 0.00 | 0.00 | - | 0.00 | 0.00 | - | 0.00 | 0.00 | - | 0.00 | 0.00 | - | - | |
| Intersection % | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |

1600 - 1800 (Weekday 2h Session) (02-21-2024)

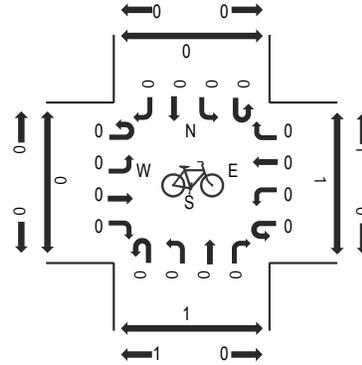
Bikes

| TIME | Northbound | | | Southbound | | | Eastbound | | | Westbound | | | App Total | Int Total |
|----------------|--------------------------|-------|-----------|--------------------------|-------|-----------|----------------|-------|-----------|----------------|--------|-----------|-----------|-----------|
| | Pleasant Hill Rd (South) | | App Total | Pleasant Hill Rd (North) | | App Total | Club Dr (West) | | App Total | Club Dr (East) | | App Total | | |
| | EB 6a | WB 6b | | EB 6c | WB 6d | | NB 6e | SB 6f | | NB 6g | SB 6h | | | |
| 1600 - 1615 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 1615 - 1630 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 1630 - 1645 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 1645 - 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 1700 - 1715 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | |
| 1715 - 1730 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | |
| 1730 - 1745 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 1745 - 1800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 2 | |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 2 | |
| Approach % | 0.00 | 0.00 | - | 0.00 | 0.00 | - | 0.00 | 0.00 | - | 0.00 | 100.00 | - | - | |
| Intersection % | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 100.00 | 100.00 | 100.00 | |

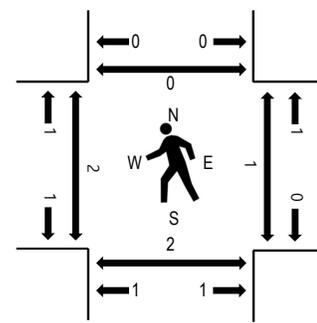
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

| Interval Start Time | PLEASANT HILL RD Eastbound | | | | PLEASANT HILL RD Westbound | | | | SATELLITE BLVD Northbound | | | | SATELLITE BLVD Southbound | | | | Total | Rolling Hour | Pedestrian Crossings | | | |
|---------------------|----------------------------|------|------|-------|----------------------------|------|------|-------|---------------------------|------|------|-------|---------------------------|------|------|-------|-------|--------------|----------------------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North |
| 6:30 AM | 1 | 10 | 164 | 3 | 0 | 51 | 418 | 27 | 0 | 7 | 26 | 30 | 0 | 9 | 103 | 12 | 861 | 4,158 | 0 | 0 | 1 | 0 |
| 6:45 AM | 1 | 9 | 184 | 5 | 0 | 70 | 445 | 33 | 0 | 1 | 29 | 21 | 0 | 14 | 181 | 8 | 1,001 | 4,546 | 0 | 0 | 0 | 0 |
| 7:00 AM | 0 | 2 | 230 | 3 | 1 | 69 | 492 | 36 | 0 | 6 | 42 | 17 | 0 | 14 | 202 | 4 | 1,118 | 4,735 | 0 | 0 | 0 | 0 |
| 7:15 AM | 1 | 11 | 221 | 5 | 0 | 66 | 457 | 39 | 0 | 11 | 40 | 30 | 0 | 33 | 249 | 15 | 1,178 | 4,868 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 7 | 277 | 4 | 4 | 62 | 480 | 44 | 0 | 6 | 50 | 37 | 0 | 31 | 236 | 11 | 1,249 | 4,963 | 0 | 0 | 1 | 1 |
| 7:45 AM | 0 | 11 | 280 | 8 | 2 | 50 | 388 | 57 | 0 | 11 | 75 | 33 | 0 | 43 | 225 | 7 | 1,190 | 4,967 | 1 | 0 | 1 | 1 |
| 8:00 AM | 0 | 9 | 272 | 6 | 0 | 56 | 443 | 56 | 0 | 8 | 76 | 22 | 0 | 50 | 243 | 10 | 1,251 | 5,053 | 0 | 1 | 0 | 0 |
| 8:15 AM | 1 | 11 | 274 | 15 | 0 | 73 | 476 | 79 | 0 | 6 | 57 | 43 | 0 | 22 | 204 | 12 | 1,273 | 4,927 | 0 | 0 | 1 | 0 |
| 8:30 AM | 0 | 15 | 300 | 17 | 1 | 56 | 376 | 54 | 0 | 19 | 75 | 26 | 0 | 38 | 261 | 15 | 1,253 | 4,778 | 0 | 0 | 0 | 0 |
| 8:45 AM | 3 | 11 | 265 | 12 | 2 | 83 | 427 | 76 | 0 | 17 | 70 | 35 | 1 | 36 | 216 | 22 | 1,276 | | 2 | 0 | 1 | 0 |
| 9:00 AM | 2 | 24 | 224 | 16 | 1 | 68 | 391 | 60 | 0 | 13 | 64 | 37 | 0 | 42 | 164 | 19 | 1,125 | | 0 | 1 | 0 | 0 |
| 9:15 AM | 2 | 17 | 249 | 22 | 1 | 69 | 348 | 44 | 0 | 14 | 58 | 27 | 0 | 46 | 212 | 15 | 1,124 | | 0 | 1 | 0 | 0 |

Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|--------------------|-----------|------|-------|-------|-----------|------|-------|-------|------------|------|------|-------|------------|------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 14 | 0 | 0 | 3 | 29 | 2 | 0 | 0 | 1 | 0 | 0 | 6 | 20 | 0 | 75 |
| Lights | 4 | 45 | 1,051 | 49 | 3 | 260 | 1,660 | 256 | 0 | 48 | 271 | 123 | 1 | 136 | 874 | 57 | 4,838 |
| Mediums | 0 | 1 | 46 | 1 | 0 | 5 | 33 | 7 | 0 | 2 | 6 | 3 | 0 | 4 | 30 | 2 | 140 |
| Total | 4 | 46 | 1,111 | 50 | 3 | 268 | 1,722 | 265 | 0 | 50 | 278 | 126 | 1 | 146 | 924 | 59 | 5,053 |

Heavy Vehicle Percentage and Peak Hour Factor

| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|------------------|-----------|------|------|-------|-----------|------|------|-------|------------|------|------|-------|------------|------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Heavy Vehicle % | | 5.1% | | | | 3.5% | | | | 2.6% | | | | 5.5% | | 4.3% | |
| Heavy Vehicle % | 0.0% | 2.2% | 5.4% | 2.0% | 0.0% | 3.0% | 3.6% | 3.4% | 0.0% | 4.0% | 2.5% | 2.4% | 0.0% | 6.8% | 5.4% | 3.4% | |
| Peak Hour Factor | | 0.92 | | | | 0.96 | | | | 0.95 | | | | 0.95 | | 0.99 | |
| Peak Hour Factor | 0.58 | 0.70 | 0.94 | 0.76 | 0.44 | 0.84 | 0.95 | 0.85 | 0.00 | 0.83 | 0.93 | 0.82 | 0.25 | 0.88 | 0.96 | 0.81 | |

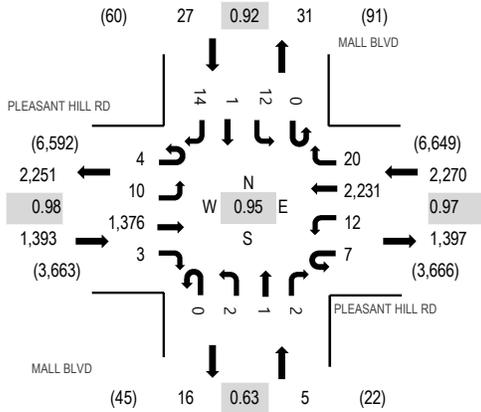
Location: 7 MALL BLVD & PLEASANT HILL RD AM

Date: Wednesday, February 28, 2024

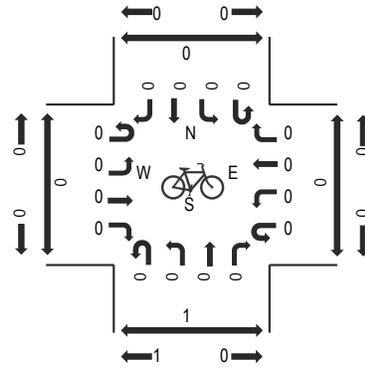
Peak Hour: 08:00 AM - 09:00 AM

Peak 15-Minutes: 08:15 AM - 08:30 AM

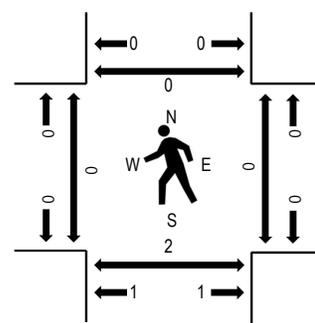
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

| Interval Start Time | PLEASANT HILL RD Eastbound | | | | PLEASANT HILL RD Westbound | | | | MALL BLVD Northbound | | | | MALL BLVD Southbound | | | | Total | Rolling Hour | Pedestrian Crossings | | | |
|---------------------|----------------------------|------|------|-------|----------------------------|------|------|-------|----------------------|------|------|-------|----------------------|------|------|-------|-------|--------------|----------------------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North |
| 6:30 AM | 0 | 1 | 200 | 0 | 2 | 1 | 515 | 2 | 0 | 0 | 0 | 2 | 0 | 3 | 0 | 1 | 727 | 3,240 | 0 | 0 | 1 | 0 |
| 6:45 AM | 0 | 0 | 222 | 0 | 0 | 1 | 548 | 7 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 781 | 3,458 | 0 | 0 | 0 | 0 |
| 7:00 AM | 1 | 2 | 258 | 0 | 2 | 0 | 595 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 861 | 3,532 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 1 | 273 | 1 | 0 | 2 | 586 | 6 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 871 | 3,578 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 1 | 356 | 1 | 3 | 0 | 580 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 945 | 3,678 | 0 | 0 | 1 | 0 |
| 7:45 AM | 0 | 4 | 352 | 0 | 2 | 1 | 486 | 3 | 0 | 1 | 0 | 1 | 0 | 4 | 0 | 1 | 855 | 3,599 | 1 | 0 | 1 | 1 |
| 8:00 AM | 2 | 2 | 352 | 1 | 2 | 3 | 533 | 6 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 2 | 907 | 3,695 | 0 | 0 | 1 | 0 |
| 8:15 AM | 1 | 3 | 335 | 0 | 1 | 0 | 621 | 3 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 5 | 971 | 3,653 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 2 | 336 | 1 | 2 | 2 | 511 | 4 | 0 | 1 | 0 | 1 | 0 | 3 | 1 | 2 | 866 | 3,476 | 0 | 0 | 0 | 0 |
| 8:45 AM | 1 | 3 | 353 | 1 | 2 | 7 | 566 | 7 | 0 | 0 | 1 | 1 | 0 | 4 | 0 | 5 | 951 | | 0 | 0 | 1 | 0 |
| 9:00 AM | 2 | 5 | 291 | 6 | 4 | 3 | 531 | 9 | 0 | 2 | 1 | 2 | 0 | 4 | 0 | 5 | 865 | | 0 | 0 | 0 | 0 |
| 9:15 AM | 3 | 7 | 279 | 4 | 0 | 8 | 473 | 5 | 0 | 4 | 2 | 0 | 0 | 5 | 1 | 3 | 794 | | 0 | 1 | 0 | 2 |

Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|--------------------|-----------|------|-------|-------|-----------|------|-------|-------|------------|------|------|-------|------------|------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 20 | 0 | 0 | 0 | 34 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 54 |
| Lights | 4 | 10 | 1,303 | 3 | 7 | 12 | 2,153 | 20 | 0 | 2 | 1 | 2 | 0 | 12 | 1 | 13 | 3,543 |
| Mediums | 0 | 0 | 53 | 0 | 0 | 0 | 44 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 98 |
| Total | 4 | 10 | 1,376 | 3 | 7 | 12 | 2,231 | 20 | 0 | 2 | 1 | 2 | 0 | 12 | 1 | 14 | 3,695 |

Heavy Vehicle Percentage and Peak Hour Factor

| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|------------------|-----------|------|------|-------|-----------|------|------|-------|------------|------|------|-------|------------|------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Heavy Vehicle % | | | | | | | | | | | | | | | | | |
| Heavy Vehicle % | 0.0% | 0.0% | 5.3% | 0.0% | 0.0% | 0.0% | 3.5% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 7.1% | 4.1% |
| Peak Hour Factor | | | | | | | | | | | | | | | | | |
| Peak Hour Factor | 0.98 | | | | 0.97 | | | | 0.63 | | | | 0.92 | | | | 0.95 |
| Peak Hour Factor | 0.50 | 0.61 | 0.98 | 0.50 | 0.56 | 0.63 | 0.97 | 0.69 | 0.00 | 0.44 | 0.50 | 0.50 | 0.00 | 0.80 | 0.50 | 0.85 | 0.95 |

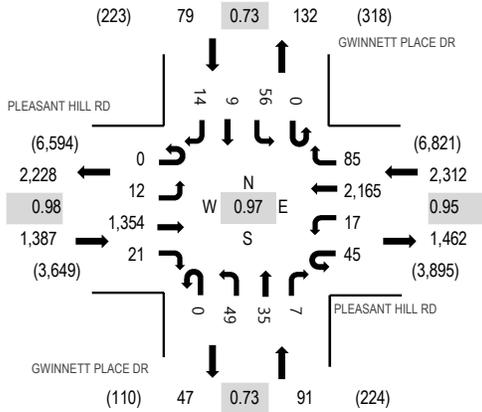
Location: 8 GWINNETT PLACE DR & PLEASANT HILL RD AM

Date: Wednesday, February 28, 2024

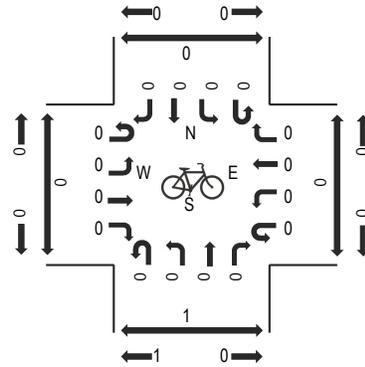
Peak Hour: 08:00 AM - 09:00 AM

Peak 15-Minutes: 08:15 AM - 08:30 AM

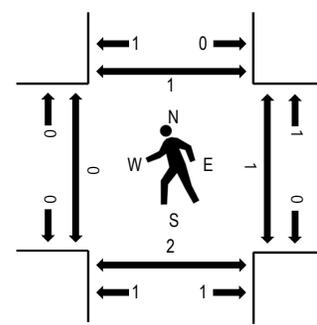
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

| Interval Start Time | PLEASANT HILL RD Eastbound | | | | PLEASANT HILL RD Westbound | | | | GWINNETT PLACE DR Northbound | | | | GWINNETT PLACE DR Southbound | | | | Total | Rolling Hour | Pedestrian Crossings | | | |
|---------------------|----------------------------|------|------|-------|----------------------------|------|------|-------|------------------------------|------|------|-------|------------------------------|------|------|-------|-------|--------------|----------------------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North |
| | 6:30 AM | 0 | 0 | 202 | 1 | 10 | 4 | 511 | 6 | 0 | 14 | 4 | 2 | 0 | 9 | 0 | | | 0 | 763 | 3,342 | 0 |
| 6:45 AM | 0 | 4 | 215 | 1 | 13 | 3 | 510 | 12 | 0 | 10 | 4 | 1 | 0 | 12 | 0 | 4 | 789 | 3,536 | 1 | 0 | 0 | 2 |
| 7:00 AM | 0 | 0 | 252 | 3 | 14 | 5 | 594 | 13 | 0 | 10 | 5 | 2 | 0 | 10 | 0 | 0 | 908 | 3,701 | 0 | 0 | 0 | 2 |
| 7:15 AM | 0 | 3 | 274 | 1 | 13 | 1 | 560 | 7 | 0 | 8 | 4 | 0 | 0 | 6 | 3 | 2 | 882 | 3,736 | 0 | 0 | 0 | 4 |
| 7:30 AM | 0 | 1 | 350 | 3 | 14 | 2 | 548 | 9 | 0 | 9 | 4 | 1 | 0 | 10 | 0 | 6 | 957 | 3,848 | 1 | 1 | 2 | 1 |
| 7:45 AM | 0 | 1 | 354 | 3 | 11 | 4 | 514 | 23 | 0 | 9 | 11 | 2 | 1 | 17 | 1 | 3 | 954 | 3,830 | 1 | 0 | 1 | 0 |
| 8:00 AM | 0 | 2 | 351 | 2 | 14 | 4 | 512 | 17 | 0 | 10 | 11 | 1 | 0 | 12 | 1 | 6 | 943 | 3,869 | 0 | 0 | 1 | 0 |
| 8:15 AM | 0 | 3 | 334 | 4 | 8 | 5 | 586 | 17 | 0 | 9 | 6 | 1 | 0 | 12 | 4 | 5 | 994 | 3,856 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 4 | 331 | 4 | 12 | 6 | 518 | 27 | 0 | 13 | 6 | 3 | 0 | 11 | 2 | 2 | 939 | 3,727 | 0 | 0 | 0 | 1 |
| 8:45 AM | 0 | 3 | 338 | 11 | 11 | 2 | 549 | 24 | 0 | 17 | 12 | 2 | 0 | 21 | 2 | 1 | 993 | | 0 | 1 | 1 | 0 |
| 9:00 AM | 0 | 2 | 297 | 3 | 5 | 4 | 547 | 32 | 0 | 5 | 8 | 1 | 0 | 15 | 8 | 3 | 930 | | 0 | 0 | 1 | 0 |
| 9:15 AM | 0 | 5 | 285 | 2 | 9 | 7 | 484 | 20 | 0 | 9 | 7 | 3 | 0 | 24 | 4 | 6 | 865 | | 0 | 0 | 0 | 0 |

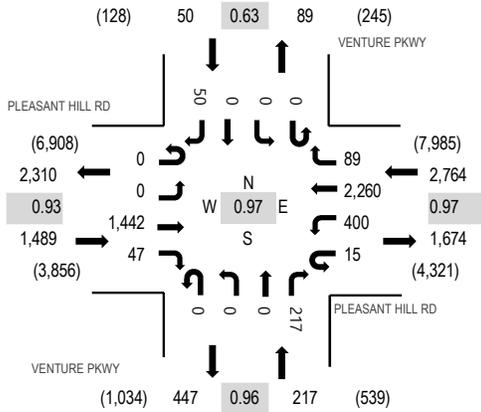
Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|--------------------|-----------|------|-------|-------|-----------|------|-------|-------|------------|------|------|-------|------------|------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 20 | 0 | 0 | 1 | 34 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 58 |
| Lights | 0 | 11 | 1,282 | 21 | 45 | 15 | 2,087 | 84 | 0 | 49 | 34 | 6 | 0 | 49 | 8 | 14 | 3,705 |
| Mediums | 0 | 1 | 52 | 0 | 0 | 1 | 44 | 0 | 0 | 0 | 1 | 1 | 0 | 5 | 1 | 0 | 106 |
| Total | 0 | 12 | 1,354 | 21 | 45 | 17 | 2,165 | 85 | 0 | 49 | 35 | 7 | 0 | 56 | 9 | 14 | 3,869 |

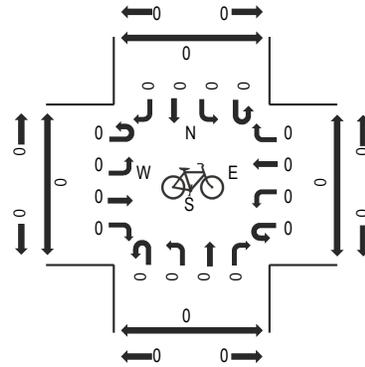
Heavy Vehicle Percentage and Peak Hour Factor

| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|------------------|-----------|------|------|-------|-----------|-------|------|-------|------------|------|------|-------|------------|-------|-------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Heavy Vehicle % | | | | | | | | | | | | | | | | | 4.2% |
| Heavy Vehicle % | 0.0% | 8.3% | 5.3% | 0.0% | 0.0% | 11.8% | 3.6% | 1.2% | 0.0% | 0.0% | 2.9% | 14.3% | 0.0% | 12.5% | 11.1% | 0.0% | 4.2% |
| Peak Hour Factor | | | | | | | | | | | | | | | | | 0.97 |
| Peak Hour Factor | 0.00 | 0.70 | 0.98 | 0.50 | 0.96 | 0.68 | 0.93 | 0.80 | 0.00 | 0.72 | 0.73 | 0.75 | 0.25 | 0.74 | 0.50 | 0.83 | 0.97 |

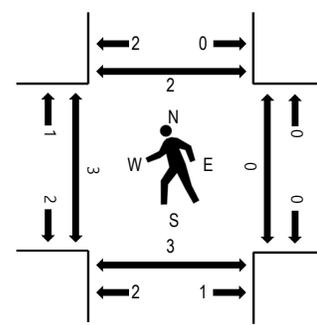
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

| Interval Start Time | PLEASANT HILL RD Eastbound | | | | PLEASANT HILL RD Westbound | | | | VENTURE PKWY Northbound | | | | VENTURE PKWY Southbound | | | | Total | Rolling Hour | Pedestrian Crossings | | | |
|---------------------|----------------------------|------|------|-------|----------------------------|------|------|-------|-------------------------|------|------|-------|-------------------------|------|------|-------|-------|--------------|----------------------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North |
| 6:30 AM | 0 | 0 | 213 | 10 | 2 | 102 | 536 | 9 | 0 | 0 | 0 | 37 | 0 | 0 | 0 | 11 | 920 | 3,949 | 0 | 0 | 0 | 0 |
| 6:45 AM | 0 | 0 | 241 | 6 | 3 | 82 | 564 | 15 | 0 | 0 | 0 | 40 | 0 | 0 | 0 | 11 | 962 | 4,137 | 0 | 0 | 0 | 0 |
| 7:00 AM | 0 | 0 | 266 | 2 | 2 | 91 | 600 | 23 | 0 | 0 | 0 | 36 | 0 | 0 | 0 | 9 | 1,029 | 4,312 | 1 | 0 | 0 | 1 |
| 7:15 AM | 0 | 0 | 298 | 4 | 4 | 71 | 614 | 17 | 0 | 0 | 0 | 28 | 0 | 0 | 0 | 2 | 1,038 | 4,399 | 0 | 0 | 0 | 1 |
| 7:30 AM | 0 | 0 | 356 | 12 | 5 | 83 | 572 | 22 | 0 | 0 | 0 | 50 | 0 | 0 | 0 | 8 | 1,108 | 4,520 | 1 | 0 | 2 | 1 |
| 7:45 AM | 0 | 0 | 382 | 17 | 5 | 95 | 553 | 23 | 0 | 0 | 0 | 54 | 0 | 0 | 0 | 8 | 1,137 | 4,501 | 0 | 0 | 0 | 1 |
| 8:00 AM | 0 | 0 | 362 | 11 | 3 | 117 | 528 | 26 | 0 | 0 | 0 | 57 | 0 | 0 | 0 | 12 | 1,116 | 4,426 | 1 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 342 | 7 | 2 | 105 | 607 | 18 | 0 | 0 | 0 | 56 | 0 | 0 | 0 | 22 | 1,159 | 4,272 | 1 | 0 | 1 | 0 |
| 8:30 AM | 0 | 0 | 338 | 15 | 1 | 86 | 566 | 19 | 0 | 0 | 0 | 51 | 0 | 0 | 0 | 13 | 1,089 | 4,039 | 1 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 360 | 5 | 0 | 34 | 587 | 26 | 0 | 0 | 0 | 42 | 0 | 0 | 0 | 8 | 1,062 | | 0 | 0 | 0 | 0 |
| 9:00 AM | 0 | 0 | 295 | 6 | 1 | 38 | 552 | 30 | 0 | 0 | 0 | 33 | 0 | 0 | 0 | 7 | 962 | | 0 | 0 | 1 | 0 |
| 9:15 AM | 0 | 0 | 300 | 8 | 1 | 27 | 501 | 17 | 0 | 0 | 0 | 55 | 0 | 0 | 0 | 17 | 926 | | 0 | 0 | 5 | 0 |

Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|--------------------|-----------|------|-------|-------|-----------|------|-------|-------|------------|------|------|-------|------------|------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 19 | 0 | 0 | 1 | 24 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 45 |
| Lights | 0 | 0 | 1,360 | 47 | 15 | 396 | 2,205 | 88 | 0 | 0 | 0 | 210 | 0 | 0 | 0 | 48 | 4,369 |
| Mediums | 0 | 0 | 63 | 0 | 0 | 3 | 31 | 1 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 2 | 106 |
| Total | 0 | 0 | 1,442 | 47 | 15 | 400 | 2,260 | 89 | 0 | 0 | 0 | 217 | 0 | 0 | 0 | 50 | 4,520 |

Heavy Vehicle Percentage and Peak Hour Factor

| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|------------------|-----------|------|------|-------|-----------|------|------|-------|------------|------|------|-------|------------|------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Heavy Vehicle % | | | | | | | | | | | | | | | | | |
| Heavy Vehicle % | 0.0% | 0.0% | 5.7% | 0.0% | 0.0% | 1.0% | 2.4% | 1.1% | 0.0% | 0.0% | 0.0% | 3.2% | 0.0% | 0.0% | 0.0% | 4.0% | 3.3% |
| Peak Hour Factor | | | | | | | | | | | | | | | | | |
| Peak Hour Factor | 0.00 | 0.00 | 0.94 | 0.74 | 0.85 | 0.86 | 0.96 | 0.78 | 0.00 | 0.00 | 0.00 | 0.96 | 0.00 | 0.00 | 0.00 | 0.63 | 0.97 |

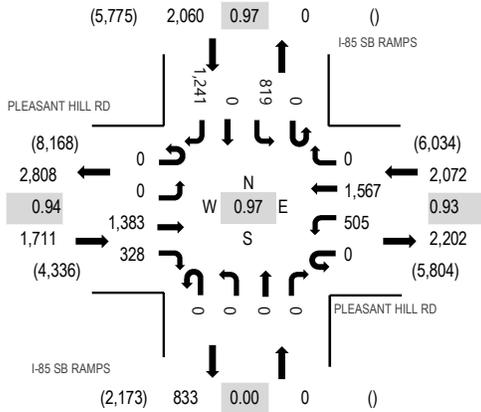
Location: 10 I-85 SB RAMPS & PLEASANT HILL RD AM

Date: Wednesday, February 28, 2024

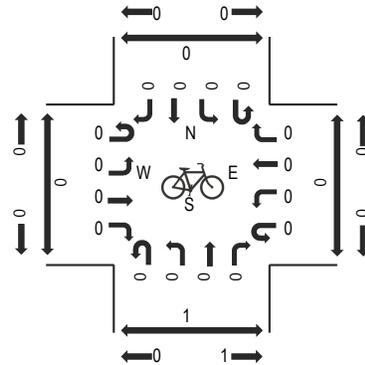
Peak Hour: 07:30 AM - 08:30 AM

Peak 15-Minutes: 07:45 AM - 08:00 AM

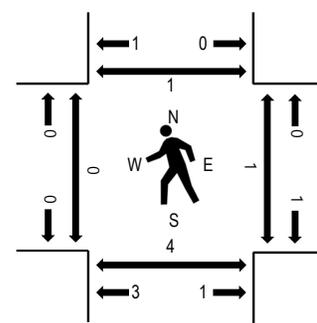
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

| Interval Start Time | PLEASANT HILL RD Eastbound | | | | PLEASANT HILL RD Westbound | | | | I-85 SB RAMPS Northbound | | | | I-85 SB RAMPS Southbound | | | | Total | Rolling Hour | Pedestrian Crossings | | | | |
|---------------------|----------------------------|------|------|-------|----------------------------|------|------|-------|--------------------------|------|------|-------|--------------------------|------|------|-------|-------|--------------|----------------------|------|-------|-------|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North | |
| | 6:30 AM | 0 | 0 | 220 | 33 | 0 | 168 | 368 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 141 | | | 0 | 292 | 1,222 | 5,158 | 0 |
| 6:45 AM | 0 | 0 | 241 | 52 | 0 | 130 | 329 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 194 | 0 | 334 | 1,280 | 5,402 | 0 | 0 | 0 | 0 |
| 7:00 AM | 0 | 0 | 219 | 54 | 0 | 171 | 413 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 114 | 0 | 301 | 1,272 | 5,622 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 283 | 56 | 0 | 136 | 383 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 179 | 0 | 347 | 1,384 | 5,795 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 354 | 70 | 0 | 136 | 377 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 218 | 0 | 311 | 1,466 | 5,843 | 0 | 0 | 2 | 1 |
| 7:45 AM | 0 | 0 | 345 | 99 | 0 | 146 | 408 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 222 | 0 | 280 | 1,500 | 5,722 | 0 | 1 | 1 | 0 |
| 8:00 AM | 0 | 0 | 366 | 89 | 0 | 137 | 348 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 175 | 0 | 330 | 1,445 | 5,584 | 0 | 0 | 1 | 0 |
| 8:15 AM | 0 | 0 | 318 | 70 | 0 | 86 | 434 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 204 | 0 | 320 | 1,432 | 5,368 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 336 | 55 | 0 | 71 | 420 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 183 | 0 | 280 | 1,345 | 5,144 | 0 | 0 | 1 | 0 |
| 8:45 AM | 0 | 0 | 361 | 41 | 0 | 74 | 408 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 189 | 0 | 289 | 1,362 | | 0 | 0 | 1 | 0 |
| 9:00 AM | 0 | 0 | 256 | 43 | 0 | 101 | 351 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 202 | 0 | 276 | 1,229 | | 0 | 0 | 3 | 0 |
| 9:15 AM | 0 | 0 | 327 | 48 | 0 | 107 | 332 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 157 | 0 | 237 | 1,208 | | 0 | 0 | 0 | 0 |

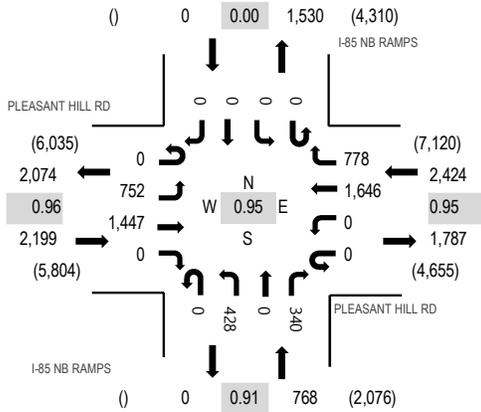
Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|--------------------|-----------|------|-------|-------|-----------|------|-------|-------|------------|------|------|-------|------------|------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 16 | 4 | 0 | 3 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 15 | 57 |
| Lights | 0 | 0 | 1,305 | 317 | 0 | 491 | 1,536 | 0 | 0 | 0 | 0 | 0 | 0 | 799 | 0 | 1,212 | 5,660 |
| Mediums | 0 | 0 | 62 | 7 | 0 | 11 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 14 | 126 |
| Total | 0 | 0 | 1,383 | 328 | 0 | 505 | 1,567 | 0 | 0 | 0 | 0 | 0 | 0 | 819 | 0 | 1,241 | 5,843 |

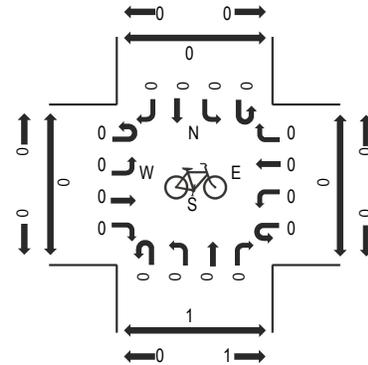
Heavy Vehicle Percentage and Peak Hour Factor

| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|------------------|-----------|------|------|-------|-----------|------|------|-------|------------|------|------|-------|------------|------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Heavy Vehicle % | | | 5.2% | 3.4% | | 2.2% | 2.0% | 0.0% | | | 0.0% | 0.0% | | 2.4% | 0.0% | 2.3% | 3.1% |
| Peak Hour Factor | | | 0.94 | 0.83 | | 0.93 | 0.93 | 0.00 | | | 0.00 | 0.00 | | 0.97 | 0.00 | 0.93 | 0.97 |
| Peak Hour Factor | 0.00 | 0.00 | 0.94 | 0.83 | 0.00 | 0.88 | 0.93 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.92 | 0.00 | 0.93 | 0.97 |

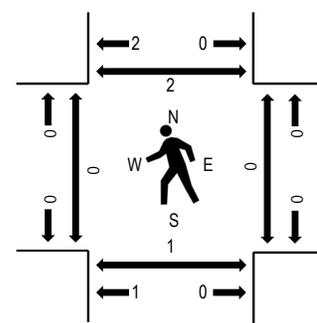
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

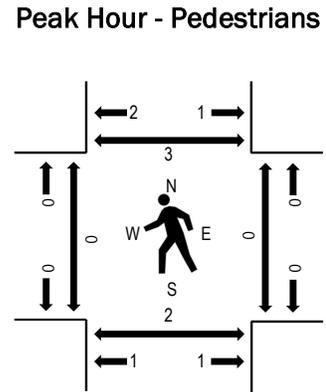
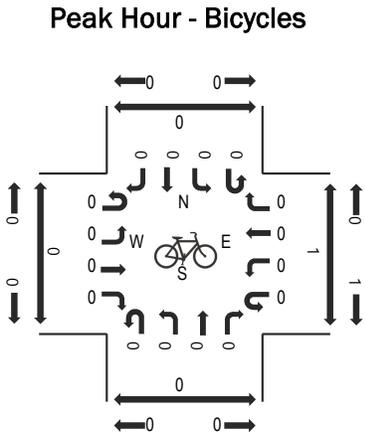
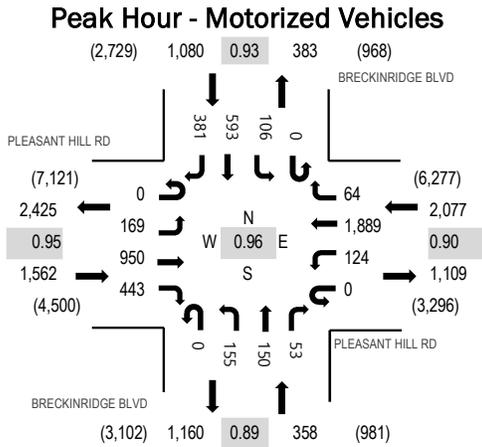
| Interval Start Time | PLEASANT HILL RD Eastbound | | | | PLEASANT HILL RD Westbound | | | | I-85 NB RAMPS Northbound | | | | I-85 NB RAMPS Southbound | | | | Total | Rolling Hour | Pedestrian Crossings | | | |
|---------------------|----------------------------|------|------|-------|----------------------------|------|------|-------|--------------------------|------|------|-------|--------------------------|------|------|-------|-------|--------------|----------------------|-------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North |
| | 6:30 AM | 0 | 144 | 217 | 0 | 0 | 0 | 493 | 184 | 0 | 46 | 0 | 65 | 0 | 0 | 0 | | | 0 | 1,149 | 4,679 | 0 |
| 6:45 AM | 0 | 166 | 265 | 0 | 0 | 0 | 398 | 189 | 0 | 59 | 0 | 65 | 0 | 0 | 0 | 0 | 1,142 | 4,905 | 0 | 0 | 0 | 0 |
| 7:00 AM | 1 | 114 | 221 | 0 | 0 | 0 | 508 | 171 | 0 | 74 | 0 | 76 | 0 | 0 | 0 | 0 | 1,165 | 5,175 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 147 | 316 | 0 | 0 | 0 | 449 | 174 | 0 | 70 | 0 | 67 | 0 | 0 | 0 | 0 | 1,223 | 5,321 | 1 | 0 | 2 | 0 |
| 7:30 AM | 0 | 208 | 364 | 0 | 0 | 0 | 426 | 209 | 0 | 93 | 0 | 75 | 0 | 0 | 0 | 0 | 1,375 | 5,391 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 212 | 355 | 0 | 0 | 0 | 453 | 193 | 0 | 98 | 0 | 101 | 0 | 0 | 0 | 0 | 1,412 | 5,316 | 0 | 0 | 0 | 1 |
| 8:00 AM | 0 | 167 | 374 | 0 | 0 | 0 | 367 | 194 | 0 | 115 | 0 | 94 | 0 | 0 | 0 | 0 | 1,311 | 5,153 | 0 | 0 | 1 | 0 |
| 8:15 AM | 0 | 165 | 354 | 0 | 0 | 0 | 400 | 182 | 0 | 122 | 0 | 70 | 0 | 0 | 0 | 0 | 1,293 | 5,060 | 0 | 0 | 0 | 1 |
| 8:30 AM | 0 | 160 | 362 | 0 | 0 | 0 | 380 | 196 | 0 | 109 | 0 | 93 | 0 | 0 | 0 | 0 | 1,300 | 4,930 | 0 | 0 | 1 | 0 |
| 8:45 AM | 0 | 180 | 370 | 0 | 0 | 0 | 333 | 137 | 0 | 149 | 0 | 80 | 0 | 0 | 0 | 0 | 1,249 | | 5 | 0 | 3 | 1 |
| 9:00 AM | 0 | 267 | 191 | 0 | 0 | 0 | 355 | 219 | 0 | 99 | 0 | 87 | 0 | 0 | 0 | 0 | 1,218 | | 3 | 0 | 1 | 0 |
| 9:15 AM | 0 | 179 | 305 | 0 | 0 | 0 | 357 | 153 | 0 | 81 | 0 | 88 | 0 | 0 | 0 | 0 | 1,163 | | 0 | 0 | 0 | 0 |

Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|--------------------|-----------|------|-------|-------|-----------|------|-------|-------|------------|------|------|-------|------------|------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 12 | 13 | 0 | 0 | 0 | 5 | 9 | 0 | 8 | 0 | 2 | 0 | 0 | 0 | 0 | 49 |
| Lights | 0 | 710 | 1,391 | 0 | 0 | 0 | 1,622 | 736 | 0 | 407 | 0 | 326 | 0 | 0 | 0 | 0 | 5,192 |
| Mediums | 0 | 30 | 43 | 0 | 0 | 0 | 19 | 33 | 0 | 13 | 0 | 12 | 0 | 0 | 0 | 0 | 150 |
| Total | 0 | 752 | 1,447 | 0 | 0 | 0 | 1,646 | 778 | 0 | 428 | 0 | 340 | 0 | 0 | 0 | 0 | 5,391 |

Heavy Vehicle Percentage and Peak Hour Factor

| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|------------------|-----------|------|------|-------|-----------|------|------|-------|------------|------|------|-------|------------|------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Heavy Vehicle % | | 4.5% | | | | 2.7% | | | | 4.6% | | | | 0.0% | | | 3.7% |
| Heavy Vehicle % | 0.0% | 5.6% | 3.9% | 0.0% | 0.0% | 0.0% | 1.5% | 5.4% | 0.0% | 4.9% | 0.0% | 4.1% | 0.0% | 0.0% | 0.0% | 0.0% | 3.7% |
| Peak Hour Factor | | 0.96 | | | | 0.95 | | | | 0.91 | | | | 0.00 | | | 0.95 |
| Peak Hour Factor | 0.25 | 0.74 | 0.98 | 0.00 | 0.00 | 0.00 | 0.91 | 0.93 | 0.00 | 0.83 | 0.00 | 0.89 | 0.00 | 0.00 | 0.00 | 0.00 | 0.95 |



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

| Interval Start Time | PLEASANT HILL RD Eastbound | | | | PLEASANT HILL RD Westbound | | | | BRECKINRIDGE BLVD Northbound | | | | BRECKINRIDGE BLVD Southbound | | | | Total | Rolling Hour | Pedestrian Crossings | | | |
|---------------------|----------------------------|------|------|-------|----------------------------|------|------|-------|------------------------------|------|------|-------|------------------------------|------|------|-------|-------|--------------|----------------------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North |
| 6:30 AM | 2 | 24 | 187 | 79 | 0 | 32 | 594 | 10 | 0 | 20 | 18 | 8 | 0 | 16 | 65 | 61 | 1,116 | 4,593 | 0 | 0 | 4 | 0 |
| 6:45 AM | 1 | 21 | 189 | 101 | 0 | 26 | 475 | 11 | 0 | 28 | 16 | 4 | 0 | 8 | 117 | 86 | 1,083 | 4,773 | 2 | 0 | 0 | 0 |
| 7:00 AM | 0 | 22 | 215 | 86 | 0 | 31 | 552 | 10 | 0 | 37 | 37 | 10 | 0 | 16 | 107 | 88 | 1,211 | 5,015 | 1 | 0 | 0 | 1 |
| 7:15 AM | 3 | 31 | 240 | 98 | 0 | 24 | 516 | 7 | 0 | 25 | 13 | 14 | 0 | 19 | 115 | 78 | 1,183 | 5,065 | 1 | 0 | 1 | 0 |
| 7:30 AM | 0 | 36 | 235 | 96 | 0 | 44 | 507 | 6 | 0 | 37 | 40 | 11 | 0 | 31 | 162 | 91 | 1,296 | 5,077 | 0 | 0 | 0 | 1 |
| 7:45 AM | 0 | 46 | 248 | 132 | 0 | 27 | 518 | 28 | 0 | 41 | 36 | 9 | 0 | 24 | 129 | 87 | 1,325 | 5,038 | 0 | 0 | 0 | 1 |
| 8:00 AM | 0 | 47 | 249 | 123 | 0 | 26 | 421 | 15 | 0 | 39 | 33 | 19 | 0 | 33 | 152 | 104 | 1,261 | 4,873 | 0 | 0 | 2 | 1 |
| 8:15 AM | 0 | 40 | 218 | 92 | 0 | 27 | 443 | 15 | 0 | 38 | 41 | 14 | 0 | 18 | 150 | 99 | 1,195 | 4,847 | 0 | 0 | 0 | 0 |
| 8:30 AM | 1 | 61 | 263 | 107 | 2 | 27 | 461 | 20 | 0 | 33 | 33 | 19 | 0 | 17 | 133 | 80 | 1,257 | 4,817 | 0 | 0 | 0 | 1 |
| 8:45 AM | 0 | 38 | 262 | 104 | 0 | 40 | 360 | 17 | 0 | 37 | 36 | 28 | 0 | 24 | 141 | 73 | 1,160 | | 0 | 0 | 1 | 0 |
| 9:00 AM | 0 | 29 | 258 | 105 | 0 | 27 | 475 | 14 | 0 | 42 | 33 | 36 | 0 | 28 | 127 | 61 | 1,235 | | 0 | 0 | 0 | 0 |
| 9:15 AM | 0 | 35 | 267 | 109 | 1 | 22 | 424 | 22 | 0 | 37 | 27 | 32 | 0 | 24 | 119 | 46 | 1,165 | | 0 | 0 | 1 | 0 |

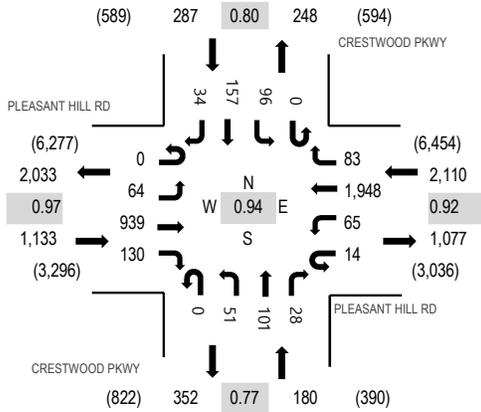
Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|--------------------|-----------|------|------|-------|-----------|------|-------|-------|------------|------|------|-------|------------|------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 1 | 8 | 6 | 0 | 0 | 14 | 1 | 0 | 0 | 0 | 2 | 0 | 1 | 12 | 0 | 45 |
| Lights | 0 | 159 | 906 | 427 | 0 | 119 | 1,843 | 61 | 0 | 144 | 144 | 49 | 0 | 100 | 562 | 372 | 4,886 |
| Mediums | 0 | 9 | 36 | 10 | 0 | 5 | 32 | 2 | 0 | 11 | 6 | 2 | 0 | 5 | 19 | 9 | 146 |
| Total | 0 | 169 | 950 | 443 | 0 | 124 | 1,889 | 64 | 0 | 155 | 150 | 53 | 0 | 106 | 593 | 381 | 5,077 |

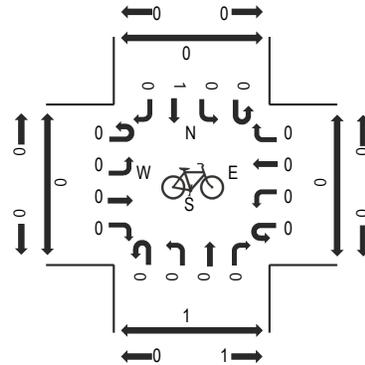
Heavy Vehicle Percentage and Peak Hour Factor

| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|------------------|-----------|------|------|-------|-----------|------|------|-------|------------|------|------|-------|------------|------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Heavy Vehicle % | | 4.5% | | | 2.6% | | | | 5.9% | | | | 4.3% | | | 3.8% | |
| Heavy Vehicle % | 0.0% | 5.9% | 4.6% | 3.6% | 0.0% | 4.0% | 2.4% | 4.7% | 0.0% | 7.1% | 4.0% | 7.5% | 0.0% | 5.7% | 5.2% | 2.4% | 3.8% |
| Peak Hour Factor | | 0.95 | | | 0.90 | | | | 0.89 | | | | 0.93 | | | 0.96 | |
| Peak Hour Factor | 0.50 | 0.80 | 0.98 | 0.86 | 0.38 | 0.72 | 0.90 | 0.70 | 0.00 | 0.95 | 0.91 | 0.80 | 0.00 | 0.81 | 0.92 | 0.92 | 0.96 |

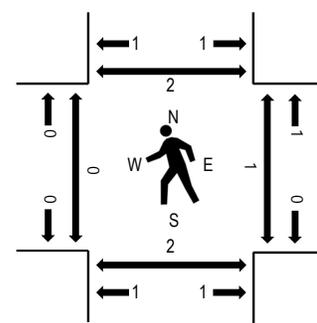
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

| Interval Start Time | PLEASANT HILL RD Eastbound | | | | PLEASANT HILL RD Westbound | | | | CRESTWOOD PKWY Northbound | | | | CRESTWOOD PKWY Southbound | | | | Total | Rolling Hour | Pedestrian Crossings | | | | |
|---------------------|----------------------------|------|------|-------|----------------------------|------|------|-------|---------------------------|------|------|-------|---------------------------|------|------|-------|-------|--------------|----------------------|------|-------|-------|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North | |
| | 6:30 AM | 0 | 7 | 179 | 25 | 0 | 3 | 623 | 12 | 0 | 7 | 1 | 0 | 0 | 0 | 6 | | | 1 | 6 | 870 | 3,417 | 0 |
| 6:45 AM | 0 | 8 | 159 | 34 | 1 | 8 | 502 | 23 | 0 | 10 | 2 | 2 | 0 | 14 | 3 | 3 | 3 | 769 | 3,476 | 0 | 0 | 0 | 0 |
| 7:00 AM | 0 | 15 | 186 | 37 | 1 | 9 | 579 | 11 | 0 | 7 | 5 | 8 | 0 | 13 | 8 | 4 | 4 | 883 | 3,661 | 0 | 0 | 1 | 1 |
| 7:15 AM | 0 | 8 | 228 | 39 | 0 | 14 | 535 | 20 | 0 | 9 | 5 | 8 | 0 | 17 | 9 | 3 | 3 | 895 | 3,634 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 18 | 237 | 23 | 3 | 17 | 523 | 22 | 0 | 24 | 8 | 7 | 0 | 29 | 8 | 10 | 10 | 929 | 3,650 | 0 | 1 | 0 | 3 |
| 7:45 AM | 0 | 13 | 232 | 36 | 4 | 15 | 554 | 14 | 0 | 14 | 12 | 6 | 0 | 27 | 22 | 5 | 5 | 954 | 3,710 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 21 | 251 | 29 | 2 | 12 | 446 | 17 | 0 | 10 | 23 | 5 | 0 | 13 | 19 | 8 | 8 | 856 | 3,623 | 0 | 0 | 1 | 1 |
| 8:15 AM | 0 | 12 | 213 | 23 | 3 | 14 | 463 | 30 | 0 | 12 | 44 | 5 | 0 | 26 | 58 | 8 | 8 | 911 | 3,695 | 0 | 1 | 1 | 1 |
| 8:30 AM | 0 | 18 | 243 | 42 | 5 | 24 | 485 | 22 | 0 | 15 | 22 | 12 | 0 | 30 | 58 | 13 | 13 | 989 | 3,662 | 0 | 0 | 0 | 0 |
| 8:45 AM | 2 | 27 | 250 | 35 | 6 | 25 | 390 | 22 | 0 | 11 | 21 | 4 | 0 | 20 | 42 | 12 | 12 | 867 | | 2 | 0 | 1 | 0 |
| 9:00 AM | 1 | 21 | 252 | 46 | 2 | 9 | 482 | 16 | 0 | 15 | 16 | 11 | 0 | 19 | 21 | 17 | 17 | 928 | | 2 | 0 | 0 | 0 |
| 9:15 AM | 0 | 28 | 267 | 31 | 9 | 12 | 442 | 23 | 1 | 19 | 7 | 2 | 0 | 19 | 10 | 8 | 8 | 878 | | 0 | 1 | 1 | 0 |

Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|--------------------|-----------|------|------|-------|-----------|------|-------|-------|------------|------|------|-------|------------|------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 11 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| Lights | 0 | 62 | 877 | 128 | 14 | 62 | 1,905 | 79 | 0 | 51 | 86 | 28 | 0 | 93 | 141 | 29 | 3,555 |
| Mediums | 0 | 2 | 51 | 2 | 0 | 3 | 33 | 4 | 0 | 0 | 15 | 0 | 0 | 3 | 16 | 5 | 134 |
| Total | 0 | 64 | 939 | 130 | 14 | 65 | 1,948 | 83 | 0 | 51 | 101 | 28 | 0 | 96 | 157 | 34 | 3,710 |

Heavy Vehicle Percentage and Peak Hour Factor

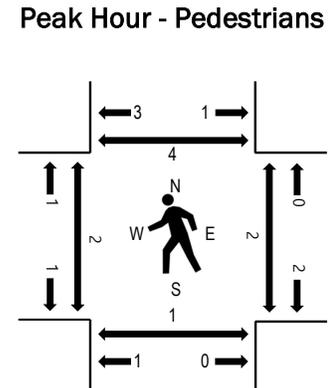
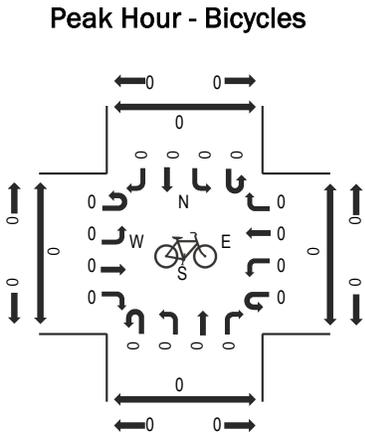
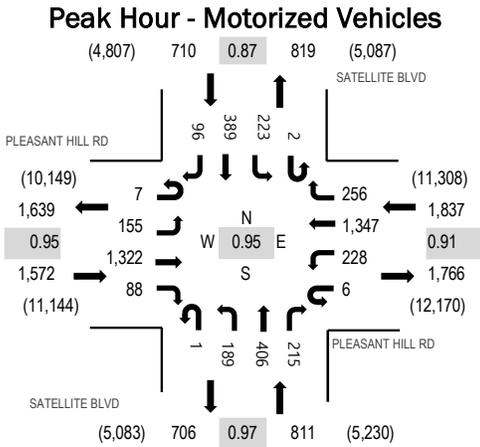
| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|------------------|-----------|------|------|-------|-----------|------|------|-------|------------|------|-------|-------|------------|------|-------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Heavy Vehicle % | | | | | | | | | | | | | | | | | |
| Heavy Vehicle % | 0.0% | 3.1% | 6.6% | 1.5% | 0.0% | 4.6% | 2.2% | 4.8% | 0.0% | 0.0% | 14.9% | 0.0% | 0.0% | 3.1% | 10.2% | 14.7% | 4.2% |
| Peak Hour Factor | | 0.97 | | | | 0.92 | | | | 0.77 | | | | 0.80 | | | 0.94 |
| Peak Hour Factor | 0.38 | 0.84 | 0.95 | 0.84 | 0.61 | 0.75 | 0.90 | 0.76 | 0.25 | 0.63 | 0.63 | 0.67 | 0.00 | 0.80 | 0.77 | 0.74 | 0.94 |

Location: 6 SATELLITE BLVD & PLEASANT HILL RD Noon

Date: Wednesday, February 28, 2024

Peak Hour: 12:30 PM - 01:30 PM

Peak 15-Minutes: 12:45 PM - 01:00 PM



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

| Interval Start Time | PLEASANT HILL RD Eastbound | | | | PLEASANT HILL RD Westbound | | | | SATELLITE BLVD Northbound | | | | SATELLITE BLVD Southbound | | | | Total | Rolling Hour | Pedestrian Crossings | | | |
|---------------------|----------------------------|------|------|-------|----------------------------|------|------|-------|---------------------------|------|------|-------|---------------------------|------|------|-------|-------|--------------|----------------------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North |
| 12:30 PM | 0 | 42 | 333 | 27 | 2 | 64 | 335 | 67 | 1 | 41 | 104 | 55 | 1 | 58 | 98 | 32 | 1,260 | 4,930 | 2 | 0 | 0 | 1 |
| 12:45 PM | 4 | 41 | 339 | 21 | 3 | 60 | 367 | 77 | 0 | 51 | 113 | 52 | 0 | 56 | 91 | 27 | 1,302 | 4,893 | 0 | 0 | 1 | 2 |
| 1:00 PM | 3 | 33 | 315 | 14 | 0 | 58 | 358 | 51 | 0 | 45 | 99 | 46 | 0 | 56 | 97 | 22 | 1,197 | 4,733 | 0 | 0 | 0 | 1 |
| 1:15 PM | 0 | 39 | 335 | 26 | 1 | 46 | 287 | 61 | 0 | 52 | 90 | 62 | 1 | 53 | 103 | 15 | 1,171 | 4,716 | 0 | 2 | 0 | 0 |
| 1:30 PM | 1 | 41 | 332 | 27 | 2 | 58 | 341 | 56 | 0 | 29 | 96 | 67 | 0 | 58 | 89 | 26 | 1,223 | 4,722 | 1 | 3 | 0 | 0 |
| 1:45 PM | 1 | 32 | 311 | 22 | 1 | 47 | 310 | 56 | 2 | 44 | 98 | 40 | 1 | 63 | 96 | 18 | 1,142 | 4,665 | 0 | 1 | 0 | 1 |
| 2:00 PM | 3 | 29 | 343 | 25 | 0 | 69 | 312 | 47 | 1 | 30 | 90 | 54 | 1 | 64 | 80 | 32 | 1,180 | 4,741 | 0 | 3 | 0 | 3 |
| 2:15 PM | 1 | 31 | 336 | 23 | 3 | 42 | 329 | 53 | 0 | 46 | 88 | 49 | 1 | 65 | 92 | 18 | 1,177 | 4,744 | 0 | 3 | 1 | 0 |
| 2:30 PM | 0 | 25 | 342 | 34 | 4 | 51 | 330 | 46 | 0 | 28 | 89 | 61 | 2 | 40 | 84 | 30 | 1,166 | 4,638 | 0 | 2 | 0 | 0 |
| 2:45 PM | 3 | 42 | 369 | 31 | 3 | 53 | 302 | 47 | 2 | 34 | 106 | 58 | 1 | 55 | 98 | 14 | 1,218 | 4,575 | 1 | 2 | 0 | 0 |
| 3:00 PM | 0 | 26 | 390 | 30 | 2 | 43 | 297 | 44 | 1 | 30 | 105 | 43 | 0 | 52 | 104 | 16 | 1,183 | 4,514 | 4 | 0 | 1 | 3 |
| 3:15 PM | 0 | 34 | 335 | 19 | 7 | 38 | 280 | 42 | 1 | 39 | 108 | 43 | 0 | 40 | 68 | 17 | 1,071 | 4,474 | 1 | 1 | 2 | 0 |
| 3:30 PM | 1 | 29 | 340 | 20 | 1 | 44 | 275 | 32 | 0 | 32 | 102 | 36 | 0 | 55 | 115 | 21 | 1,103 | 4,572 | 0 | 1 | 0 | 0 |
| 3:45 PM | 2 | 33 | 391 | 24 | 1 | 42 | 280 | 34 | 0 | 44 | 113 | 47 | 1 | 32 | 97 | 16 | 1,157 | 4,669 | 0 | 0 | 0 | 1 |
| 4:00 PM | 3 | 28 | 331 | 23 | 4 | 53 | 307 | 33 | 0 | 29 | 106 | 32 | 0 | 52 | 121 | 21 | 1,143 | 4,759 | 3 | 0 | 0 | 1 |
| 4:15 PM | 1 | 35 | 375 | 27 | 1 | 55 | 286 | 22 | 0 | 25 | 110 | 44 | 2 | 35 | 130 | 21 | 1,169 | 4,821 | 0 | 1 | 0 | 0 |
| 4:30 PM | 3 | 40 | 378 | 24 | 2 | 40 | 281 | 30 | 1 | 39 | 100 | 56 | 0 | 50 | 135 | 21 | 1,200 | 4,775 | 1 | 1 | 0 | 1 |
| 4:45 PM | 1 | 32 | 390 | 22 | 3 | 46 | 369 | 30 | 0 | 19 | 117 | 45 | 0 | 46 | 115 | 12 | 1,247 | 4,768 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 33 | 280 | 28 | 1 | 65 | 323 | 34 | 0 | 33 | 138 | 30 | 0 | 42 | 172 | 26 | 1,205 | 4,754 | 0 | 0 | 1 | 2 |
| 5:15 PM | 1 | 36 | 257 | 23 | 1 | 59 | 291 | 33 | 0 | 27 | 136 | 51 | 1 | 47 | 143 | 17 | 1,123 | 4,714 | 1 | 3 | 0 | 2 |
| 5:30 PM | 0 | 57 | 258 | 21 | 0 | 71 | 333 | 44 | 0 | 31 | 129 | 38 | 0 | 49 | 147 | 15 | 1,193 | 4,718 | 1 | 0 | 0 | 0 |
| 5:45 PM | 0 | 45 | 350 | 27 | 0 | 87 | 328 | 26 | 1 | 33 | 141 | 33 | 0 | 35 | 112 | 15 | 1,233 | 4,621 | 0 | 0 | 0 | 0 |
| 6:00 PM | 0 | 41 | 308 | 22 | 1 | 57 | 301 | 35 | 0 | 44 | 136 | 34 | 1 | 45 | 110 | 30 | 1,165 | 4,420 | 0 | 1 | 0 | 0 |
| 6:15 PM | 0 | 44 | 317 | 38 | 5 | 43 | 302 | 38 | 1 | 27 | 110 | 39 | 0 | 40 | 111 | 12 | 1,127 | 4,290 | 0 | 0 | 0 | 1 |
| 6:30 PM | 0 | 31 | 368 | 20 | 1 | 54 | 293 | 43 | 0 | 24 | 74 | 48 | 0 | 43 | 82 | 15 | 1,096 | 4,134 | 0 | 0 | 0 | 2 |
| 6:45 PM | 0 | 16 | 328 | 16 | 3 | 61 | 248 | 37 | 0 | 44 | 103 | 48 | 0 | 33 | 73 | 22 | 1,032 | | 0 | 0 | 0 | 0 |
| 7:00 PM | 3 | 18 | 373 | 29 | 2 | 45 | 252 | 36 | 0 | 31 | 79 | 37 | 0 | 35 | 70 | 25 | 1,035 | | 0 | 0 | 2 | 0 |
| 7:15 PM | 2 | 19 | 357 | 15 | 1 | 50 | 257 | 24 | 0 | 24 | 64 | 52 | 0 | 35 | 60 | 11 | 971 | | 0 | 0 | 0 | 0 |

Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|--------------------|-----------|------|-------|-------|-----------|------|-------|-------|------------|------|------|-------|------------|------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 26 | 1 | 0 | 1 | 23 | 2 | 0 | 3 | 0 | 0 | 0 | 3 | 2 | 0 | 61 |
| Lights | 7 | 153 | 1,246 | 86 | 6 | 224 | 1,266 | 248 | 1 | 183 | 392 | 212 | 2 | 214 | 379 | 94 | 4,713 |
| Mediums | 0 | 2 | 50 | 1 | 0 | 3 | 58 | 6 | 0 | 3 | 14 | 3 | 0 | 6 | 8 | 2 | 156 |
| Total | 7 | 155 | 1,322 | 88 | 6 | 228 | 1,347 | 256 | 1 | 189 | 406 | 215 | 2 | 223 | 389 | 96 | 4,930 |

Heavy Vehicle Percentage and Peak Hour Factor

| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|------------------|-----------|------|------|-------|-----------|------|------|-------|------------|------|------|-------|------------|------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Heavy Vehicle % | 5.1% | | | | 5.1% | | | | 2.8% | | | | 3.0% | | | | 4.4% |
| Heavy Vehicle % | 0.0% | 1.3% | 5.7% | 2.3% | 0.0% | 1.8% | 6.0% | 3.1% | 0.0% | 3.2% | 3.4% | 1.4% | 0.0% | 4.0% | 2.6% | 2.1% | 4.4% |
| Peak Hour Factor | 0.95 | | | | 0.91 | | | | 0.97 | | | | 0.87 | | | | 0.95 |
| Peak Hour Factor | 0.75 | 0.82 | 0.94 | 0.87 | 0.57 | 0.81 | 0.92 | 0.83 | 0.50 | 0.91 | 0.96 | 0.85 | 0.63 | 0.96 | 0.84 | 0.77 | 0.95 |



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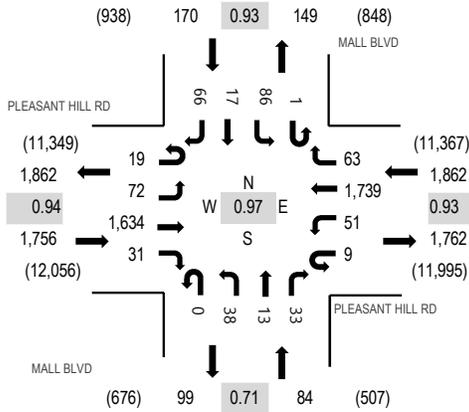
Location: 7 MALL BLVD & PLEASANT HILL RD Noon

Date: Wednesday, February 28, 2024

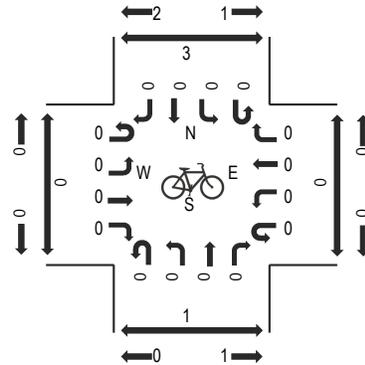
Peak Hour: 12:30 PM - 01:30 PM

Peak 15-Minutes: 12:45 PM - 01:00 PM

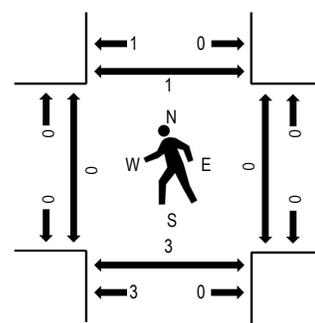
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

| Interval Start Time | PLEASANT HILL RD Eastbound | | | | PLEASANT HILL RD Westbound | | | | MALL BLVD Northbound | | | | MALL BLVD Southbound | | | | Total | Rolling Hour | Pedestrian Crossings | | | |
|---------------------|----------------------------|------|------|-------|----------------------------|------|------|-------|----------------------|------|------|-------|----------------------|------|------|-------|-------|--------------|----------------------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North |
| 12:30 PM | 8 | 17 | 418 | 9 | 5 | 23 | 436 | 20 | 0 | 9 | 3 | 9 | 0 | 21 | 3 | 11 | 992 | 3,872 | 0 | 0 | 0 | 1 |
| 12:45 PM | 4 | 23 | 400 | 5 | 1 | 9 | 473 | 19 | 0 | 9 | 3 | 6 | 0 | 23 | 7 | 19 | 1,001 | 3,839 | 0 | 0 | 3 | 0 |
| 1:00 PM | 2 | 17 | 403 | 8 | 1 | 11 | 448 | 11 | 0 | 13 | 2 | 8 | 0 | 20 | 4 | 17 | 965 | 3,735 | 0 | 0 | 0 | 0 |
| 1:15 PM | 5 | 15 | 413 | 9 | 2 | 8 | 382 | 13 | 0 | 7 | 5 | 10 | 1 | 22 | 3 | 19 | 914 | 3,750 | 0 | 0 | 0 | 0 |
| 1:30 PM | 3 | 22 | 422 | 12 | 1 | 7 | 422 | 6 | 0 | 10 | 2 | 5 | 0 | 20 | 6 | 21 | 959 | 3,753 | 0 | 0 | 0 | 0 |
| 1:45 PM | 2 | 12 | 389 | 11 | 3 | 9 | 400 | 17 | 0 | 10 | 2 | 7 | 0 | 16 | 5 | 14 | 897 | 3,758 | 0 | 0 | 1 | 2 |
| 2:00 PM | 2 | 12 | 450 | 7 | 0 | 12 | 418 | 15 | 0 | 12 | 5 | 10 | 0 | 18 | 7 | 12 | 980 | 3,775 | 0 | 0 | 0 | 1 |
| 2:15 PM | 1 | 22 | 416 | 8 | 8 | 9 | 401 | 12 | 0 | 4 | 0 | 3 | 1 | 19 | 2 | 11 | 917 | 3,734 | 0 | 0 | 2 | 1 |
| 2:30 PM | 4 | 12 | 432 | 6 | 0 | 14 | 433 | 14 | 0 | 9 | 1 | 11 | 0 | 11 | 4 | 13 | 964 | 3,653 | 0 | 0 | 0 | 0 |
| 2:45 PM | 5 | 11 | 445 | 13 | 1 | 11 | 370 | 10 | 0 | 12 | 4 | 5 | 0 | 14 | 1 | 12 | 914 | 3,490 | 0 | 0 | 0 | 1 |
| 3:00 PM | 2 | 6 | 480 | 13 | 3 | 13 | 366 | 10 | 0 | 6 | 3 | 9 | 0 | 14 | 2 | 12 | 939 | 3,418 | 0 | 0 | 0 | 0 |
| 3:15 PM | 1 | 9 | 386 | 10 | 2 | 10 | 365 | 10 | 0 | 6 | 0 | 8 | 0 | 13 | 1 | 15 | 836 | 3,341 | 0 | 1 | 2 | 0 |
| 3:30 PM | 2 | 17 | 398 | 5 | 1 | 6 | 310 | 9 | 0 | 11 | 1 | 3 | 0 | 20 | 4 | 14 | 801 | 3,342 | 0 | 0 | 0 | 0 |
| 3:45 PM | 2 | 12 | 427 | 9 | 2 | 13 | 324 | 6 | 0 | 6 | 6 | 4 | 0 | 10 | 8 | 13 | 842 | 3,397 | 0 | 0 | 1 | 1 |
| 4:00 PM | 0 | 14 | 410 | 10 | 1 | 7 | 362 | 11 | 0 | 7 | 2 | 7 | 0 | 12 | 3 | 16 | 862 | 3,455 | 0 | 0 | 0 | 0 |
| 4:15 PM | 3 | 18 | 419 | 9 | 0 | 5 | 334 | 6 | 0 | 9 | 0 | 1 | 0 | 19 | 5 | 9 | 837 | 3,444 | 0 | 0 | 0 | 0 |
| 4:30 PM | 3 | 15 | 426 | 8 | 1 | 5 | 332 | 8 | 0 | 9 | 3 | 8 | 0 | 17 | 7 | 14 | 856 | 3,410 | 0 | 0 | 0 | 1 |
| 4:45 PM | 2 | 18 | 415 | 13 | 0 | 8 | 403 | 6 | 0 | 6 | 1 | 4 | 1 | 10 | 2 | 11 | 900 | 3,334 | 0 | 1 | 4 | 1 |
| 5:00 PM | 1 | 7 | 362 | 6 | 2 | 12 | 391 | 13 | 0 | 11 | 5 | 3 | 0 | 22 | 4 | 12 | 851 | 3,342 | 0 | 1 | 0 | 2 |
| 5:15 PM | 0 | 13 | 331 | 10 | 0 | 18 | 372 | 12 | 1 | 5 | 8 | 4 | 0 | 9 | 4 | 16 | 803 | 3,326 | 0 | 0 | 1 | 1 |
| 5:30 PM | 3 | 11 | 271 | 3 | 0 | 16 | 419 | 8 | 0 | 12 | 2 | 3 | 0 | 11 | 8 | 13 | 780 | 3,404 | 0 | 0 | 0 | 0 |
| 5:45 PM | 1 | 17 | 403 | 17 | 2 | 15 | 404 | 12 | 0 | 3 | 5 | 2 | 0 | 10 | 2 | 15 | 908 | 3,523 | 0 | 0 | 0 | 1 |
| 6:00 PM | 0 | 12 | 359 | 6 | 2 | 8 | 370 | 19 | 1 | 14 | 6 | 8 | 0 | 10 | 4 | 16 | 835 | 3,447 | 0 | 0 | 0 | 0 |
| 6:15 PM | 2 | 11 | 406 | 9 | 3 | 12 | 380 | 19 | 0 | 5 | 3 | 9 | 0 | 7 | 5 | 10 | 881 | 3,443 | 0 | 1 | 0 | 3 |
| 6:30 PM | 1 | 10 | 430 | 9 | 0 | 11 | 370 | 19 | 0 | 6 | 0 | 5 | 0 | 20 | 3 | 15 | 899 | 3,434 | 0 | 0 | 0 | 1 |
| 6:45 PM | 3 | 12 | 400 | 6 | 0 | 21 | 312 | 16 | 0 | 16 | 4 | 11 | 0 | 15 | 1 | 15 | 832 | | 0 | 0 | 0 | 0 |
| 7:00 PM | 0 | 18 | 410 | 4 | 1 | 10 | 327 | 17 | 0 | 10 | 2 | 4 | 1 | 16 | 3 | 8 | 831 | | 0 | 0 | 3 | 1 |
| 7:15 PM | 1 | 22 | 418 | 14 | 0 | 12 | 328 | 20 | 0 | 11 | 3 | 9 | 0 | 19 | 2 | 13 | 872 | | 0 | 0 | 2 | 0 |

Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|--------------------|-----------|------|-------|-------|-----------|------|-------|-------|------------|------|------|-------|------------|------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 29 | 0 | 0 | 0 | 26 | 2 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 60 |
| Lights | 19 | 72 | 1,546 | 31 | 9 | 51 | 1,646 | 60 | 0 | 38 | 13 | 33 | 1 | 81 | 16 | 66 | 3,682 |
| Mediums | 0 | 0 | 59 | 0 | 0 | 0 | 67 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 130 |
| Total | 19 | 72 | 1,634 | 31 | 9 | 51 | 1,739 | 63 | 0 | 38 | 13 | 33 | 1 | 86 | 17 | 66 | 3,872 |

Heavy Vehicle Percentage and Peak Hour Factor

| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|------------------|-----------|------|------|-------|-----------|------|------|-------|------------|------|------|-------|------------|------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Heavy Vehicle % | 5.0% | | | | 5.2% | | | | 0.0% | | | | 3.5% | | | | 4.9% |
| Heavy Vehicle % | 0.0% | 0.0% | 5.4% | 0.0% | 0.0% | 0.0% | 5.3% | 4.8% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 5.8% | 5.9% | 0.0% | 4.9% |
| Peak Hour Factor | 0.94 | | | | 0.93 | | | | 0.71 | | | | 0.93 | | | | 0.97 |
| Peak Hour Factor | 0.59 | 0.84 | 0.92 | 0.81 | 0.38 | 0.85 | 0.92 | 0.96 | 0.50 | 0.67 | 0.66 | 0.75 | 0.25 | 0.93 | 0.72 | 0.90 | 0.97 |



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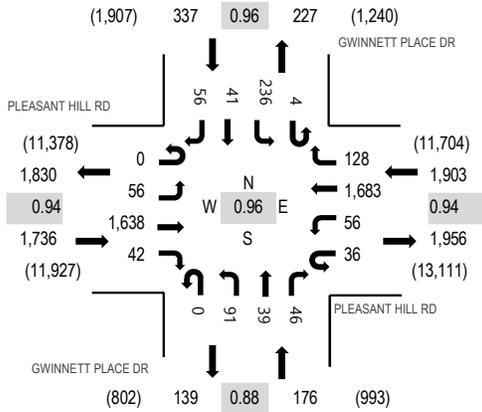
Location: 8 GWINNETT PLACE DR & PLEASANT HILL RD Noon

Date: Wednesday, February 28, 2024

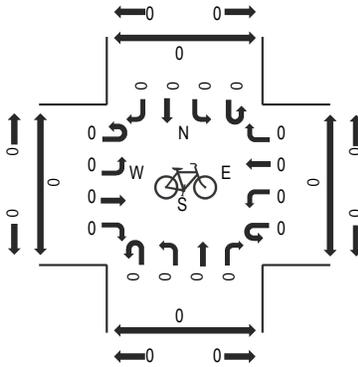
Peak Hour: 12:30 PM - 01:30 PM

Peak 15-Minutes: 12:30 PM - 12:45 PM

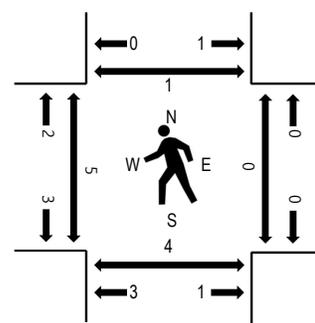
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

| Interval Start Time | PLEASANT HILL RD Eastbound | | | | PLEASANT HILL RD Westbound | | | | GWINNETT PLACE DR Northbound | | | | GWINNETT PLACE DR Southbound | | | | Total | Rolling Hour | Pedestrian Crossings | | | |
|---------------------|----------------------------|------|------|-------|----------------------------|------|------|-------|------------------------------|------|------|-------|------------------------------|------|------|-------|-------|--------------|----------------------|-------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North |
| | 12:30 PM | 0 | 9 | 418 | 15 | 8 | 16 | 450 | 31 | 0 | 27 | 10 | 12 | 2 | 58 | 8 | | | 16 | 1,080 | 4,152 | 3 |
| 12:45 PM | 0 | 18 | 388 | 11 | 8 | 12 | 439 | 26 | 0 | 26 | 13 | 11 | 0 | 56 | 16 | 9 | 1,033 | 4,073 | 0 | 0 | 3 | 0 |
| 1:00 PM | 0 | 15 | 415 | 10 | 13 | 13 | 416 | 30 | 0 | 23 | 7 | 10 | 0 | 61 | 10 | 17 | 1,040 | 4,056 | 0 | 0 | 1 | 0 |
| 1:15 PM | 0 | 14 | 417 | 6 | 7 | 15 | 378 | 41 | 0 | 15 | 9 | 13 | 2 | 61 | 7 | 14 | 999 | 4,063 | 2 | 0 | 0 | 0 |
| 1:30 PM | 0 | 15 | 419 | 11 | 6 | 9 | 397 | 27 | 0 | 17 | 12 | 5 | 0 | 57 | 9 | 17 | 1,001 | 4,055 | 0 | 0 | 0 | 0 |
| 1:45 PM | 0 | 21 | 403 | 8 | 11 | 10 | 406 | 31 | 0 | 19 | 10 | 14 | 0 | 54 | 18 | 11 | 1,016 | 4,081 | 0 | 0 | 0 | 2 |
| 2:00 PM | 0 | 19 | 447 | 13 | 7 | 8 | 418 | 23 | 0 | 20 | 6 | 9 | 1 | 39 | 17 | 20 | 1,047 | 4,060 | 0 | 0 | 0 | 1 |
| 2:15 PM | 0 | 7 | 431 | 6 | 9 | 12 | 382 | 30 | 0 | 18 | 9 | 5 | 0 | 56 | 8 | 18 | 991 | 4,023 | 2 | 0 | 3 | 1 |
| 2:30 PM | 1 | 6 | 431 | 4 | 10 | 13 | 420 | 28 | 0 | 19 | 13 | 10 | 0 | 49 | 10 | 13 | 1,027 | 3,952 | 4 | 2 | 0 | 3 |
| 2:45 PM | 1 | 13 | 444 | 14 | 8 | 11 | 372 | 24 | 0 | 21 | 8 | 13 | 0 | 52 | 8 | 6 | 995 | 3,757 | 0 | 0 | 0 | 1 |
| 3:00 PM | 2 | 10 | 465 | 16 | 7 | 9 | 372 | 19 | 0 | 18 | 14 | 10 | 0 | 43 | 9 | 16 | 1,010 | 3,627 | 0 | 0 | 0 | 0 |
| 3:15 PM | 1 | 4 | 415 | 6 | 5 | 16 | 363 | 24 | 0 | 15 | 7 | 5 | 0 | 47 | 2 | 10 | 920 | 3,537 | 0 | 0 | 0 | 0 |
| 3:30 PM | 1 | 5 | 390 | 9 | 5 | 3 | 312 | 18 | 0 | 21 | 4 | 5 | 0 | 41 | 4 | 14 | 832 | 3,492 | 0 | 2 | 0 | 0 |
| 3:45 PM | 0 | 8 | 423 | 2 | 2 | 14 | 317 | 18 | 0 | 13 | 9 | 7 | 2 | 33 | 8 | 9 | 865 | 3,510 | 0 | 0 | 0 | 1 |
| 4:00 PM | 0 | 5 | 451 | 6 | 5 | 8 | 341 | 23 | 0 | 22 | 8 | 6 | 0 | 35 | 4 | 6 | 920 | 3,584 | 0 | 0 | 1 | 0 |
| 4:15 PM | 0 | 12 | 426 | 9 | 2 | 10 | 327 | 21 | 0 | 15 | 5 | 6 | 0 | 28 | 5 | 9 | 875 | 3,574 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 5 | 387 | 10 | 4 | 12 | 333 | 17 | 0 | 4 | 9 | 8 | 0 | 41 | 9 | 11 | 850 | 3,549 | 0 | 1 | 4 | 1 |
| 4:45 PM | 0 | 7 | 414 | 3 | 3 | 8 | 404 | 18 | 0 | 17 | 2 | 9 | 0 | 36 | 9 | 9 | 939 | 3,554 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 5 | 386 | 8 | 11 | 15 | 368 | 19 | 0 | 20 | 9 | 8 | 1 | 39 | 8 | 13 | 910 | 3,573 | 0 | 0 | 0 | 2 |
| 5:15 PM | 0 | 7 | 318 | 3 | 6 | 8 | 375 | 26 | 0 | 17 | 9 | 13 | 0 | 45 | 11 | 12 | 850 | 3,584 | 0 | 1 | 1 | 0 |
| 5:30 PM | 1 | 3 | 284 | 5 | 10 | 18 | 424 | 26 | 0 | 13 | 7 | 6 | 0 | 40 | 7 | 11 | 855 | 3,657 | 0 | 0 | 2 | 0 |
| 5:45 PM | 0 | 6 | 408 | 6 | 6 | 7 | 397 | 30 | 0 | 26 | 8 | 4 | 0 | 42 | 5 | 13 | 958 | 3,760 | 0 | 0 | 0 | 0 |
| 6:00 PM | 1 | 7 | 375 | 8 | 2 | 15 | 375 | 25 | 0 | 21 | 7 | 7 | 0 | 49 | 12 | 17 | 921 | 3,701 | 1 | 0 | 0 | 0 |
| 6:15 PM | 0 | 11 | 385 | 7 | 8 | 15 | 347 | 31 | 0 | 23 | 8 | 13 | 1 | 51 | 10 | 13 | 923 | 3,636 | 0 | 0 | 0 | 1 |
| 6:30 PM | 3 | 15 | 422 | 8 | 10 | 16 | 374 | 20 | 0 | 16 | 7 | 5 | 0 | 41 | 6 | 15 | 958 | 3,674 | 1 | 1 | 1 | 0 |
| 6:45 PM | 2 | 17 | 426 | 8 | 8 | 8 | 313 | 21 | 0 | 16 | 8 | 8 | 0 | 45 | 8 | 11 | 899 | | 0 | 0 | 0 | 1 |
| 7:00 PM | 0 | 21 | 356 | 13 | 1 | 11 | 311 | 28 | 0 | 12 | 9 | 14 | 2 | 53 | 9 | 16 | 856 | | 0 | 0 | 3 | 0 |
| 7:15 PM | 0 | 12 | 434 | 14 | 8 | 11 | 364 | 21 | 0 | 10 | 8 | 18 | 1 | 37 | 3 | 20 | 961 | | 0 | 1 | 1 | 0 |

Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|--------------------|-----------|------|-------|-------|-----------|------|-------|-------|------------|------|------|-------|------------|------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 32 | 0 | 2 | 1 | 28 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 65 |
| Lights | 0 | 56 | 1,545 | 42 | 34 | 55 | 1,588 | 127 | 0 | 91 | 39 | 44 | 4 | 233 | 40 | 55 | 3,953 |
| Mediums | 0 | 0 | 61 | 0 | 0 | 0 | 67 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 134 |
| Total | 0 | 56 | 1,638 | 42 | 36 | 56 | 1,683 | 128 | 0 | 91 | 39 | 46 | 4 | 236 | 41 | 56 | 4,152 |

Heavy Vehicle Percentage and Peak Hour Factor

| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|------------------|-----------|------|------|-------|-----------|------|------|-------|------------|------|------|-------|------------|------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Heavy Vehicle % | 5.4% | | | | 5.2% | | | | 1.1% | | | | 1.5% | | | | 4.8% |
| Heavy Vehicle % | 0.0% | 0.0% | 5.7% | 0.0% | 5.6% | 1.8% | 5.6% | 0.8% | 0.0% | 0.0% | 0.0% | 4.3% | 0.0% | 1.3% | 2.4% | 1.8% | 4.8% |
| Peak Hour Factor | 0.94 | | | | 0.94 | | | | 0.88 | | | | 0.96 | | | | 0.96 |
| Peak Hour Factor | 0.50 | 0.82 | 0.95 | 0.70 | 0.71 | 0.88 | 0.94 | 0.79 | 0.00 | 0.84 | 0.79 | 0.88 | 0.50 | 0.97 | 0.74 | 0.83 | 0.96 |

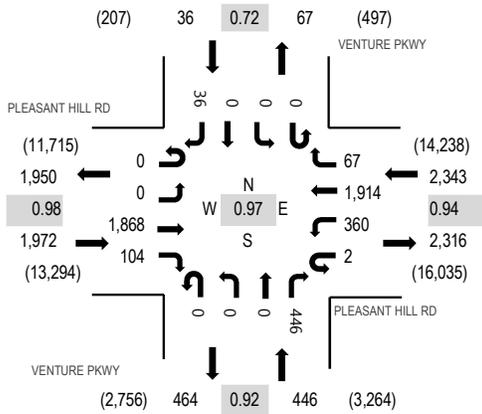
Location: 9 VENTURE PKWY & PLEASANT HILL RD Noon

Date: Wednesday, February 28, 2024

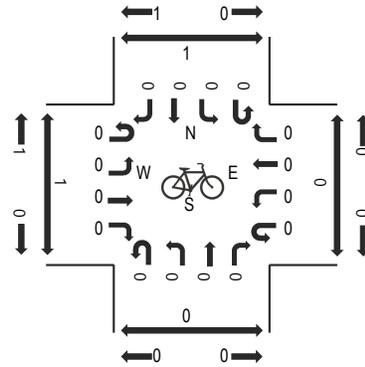
Peak Hour: 12:30 PM - 01:30 PM

Peak 15-Minutes: 12:30 PM - 12:45 PM

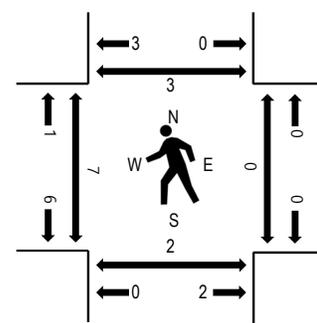
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

| Interval Start Time | PLEASANT HILL RD Eastbound | | | | PLEASANT HILL RD Westbound | | | | VENTURE PKWY Northbound | | | | VENTURE PKWY Southbound | | | | Total | Rolling Hour | Pedestrian Crossings | | | |
|---------------------|----------------------------|------|------|-------|----------------------------|------|------|-------|-------------------------|------|------|-------|-------------------------|------|------|-------|-------|--------------|----------------------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North |
| 12:30 PM | 0 | 0 | 477 | 27 | 0 | 92 | 513 | 18 | 0 | 0 | 0 | 103 | 0 | 0 | 0 | 11 | 1,241 | 4,797 | 0 | 0 | 0 | 0 |
| 12:45 PM | 0 | 0 | 436 | 27 | 1 | 100 | 483 | 17 | 0 | 0 | 0 | 111 | 0 | 0 | 0 | 10 | 1,185 | 4,736 | 6 | 0 | 0 | 3 |
| 1:00 PM | 0 | 0 | 466 | 27 | 1 | 92 | 480 | 16 | 0 | 0 | 0 | 115 | 0 | 0 | 0 | 9 | 1,206 | 4,742 | 1 | 0 | 2 | 0 |
| 1:15 PM | 0 | 0 | 489 | 23 | 0 | 76 | 438 | 16 | 0 | 0 | 0 | 117 | 0 | 0 | 0 | 6 | 1,165 | 4,704 | 0 | 0 | 0 | 0 |
| 1:30 PM | 0 | 0 | 478 | 26 | 4 | 75 | 449 | 16 | 0 | 0 | 0 | 125 | 0 | 0 | 0 | 7 | 1,180 | 4,692 | 2 | 0 | 1 | 1 |
| 1:45 PM | 0 | 0 | 486 | 28 | 0 | 82 | 452 | 15 | 0 | 0 | 0 | 119 | 0 | 0 | 0 | 9 | 1,191 | 4,761 | 2 | 0 | 1 | 3 |
| 2:00 PM | 1 | 0 | 467 | 25 | 3 | 91 | 451 | 12 | 0 | 0 | 0 | 113 | 0 | 0 | 0 | 5 | 1,168 | 4,735 | 2 | 0 | 0 | 1 |
| 2:15 PM | 0 | 0 | 473 | 33 | 3 | 83 | 439 | 15 | 0 | 0 | 0 | 101 | 0 | 0 | 0 | 6 | 1,153 | 4,710 | 1 | 0 | 0 | 1 |
| 2:30 PM | 0 | 0 | 493 | 25 | 1 | 95 | 478 | 24 | 0 | 0 | 0 | 124 | 0 | 0 | 0 | 9 | 1,249 | 4,639 | 0 | 0 | 0 | 2 |
| 2:45 PM | 0 | 0 | 499 | 23 | 2 | 83 | 407 | 24 | 0 | 0 | 0 | 123 | 0 | 0 | 0 | 4 | 1,165 | 4,368 | 0 | 0 | 0 | 1 |
| 3:00 PM | 0 | 0 | 521 | 23 | 1 | 72 | 390 | 12 | 0 | 0 | 0 | 119 | 0 | 0 | 0 | 5 | 1,143 | 4,184 | 0 | 0 | 0 | 0 |
| 3:15 PM | 0 | 0 | 532 | 13 | 2 | 70 | 324 | 10 | 0 | 0 | 0 | 127 | 0 | 0 | 0 | 4 | 1,082 | 4,096 | 0 | 0 | 0 | 0 |
| 3:30 PM | 0 | 0 | 439 | 10 | 1 | 67 | 334 | 18 | 0 | 0 | 0 | 102 | 0 | 0 | 0 | 7 | 978 | 4,011 | 2 | 0 | 0 | 2 |
| 3:45 PM | 0 | 0 | 451 | 14 | 2 | 50 | 345 | 19 | 0 | 0 | 0 | 98 | 0 | 0 | 0 | 2 | 981 | 4,096 | 0 | 0 | 1 | 1 |
| 4:00 PM | 0 | 0 | 475 | 16 | 0 | 72 | 373 | 14 | 0 | 0 | 0 | 101 | 0 | 0 | 0 | 4 | 1,055 | 4,205 | 0 | 0 | 1 | 0 |
| 4:15 PM | 0 | 0 | 438 | 22 | 0 | 56 | 358 | 24 | 0 | 0 | 0 | 93 | 0 | 0 | 0 | 6 | 997 | 4,204 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 454 | 15 | 0 | 87 | 371 | 22 | 0 | 0 | 0 | 109 | 0 | 0 | 0 | 5 | 1,063 | 4,290 | 0 | 0 | 4 | 1 |
| 4:45 PM | 0 | 0 | 427 | 14 | 0 | 87 | 419 | 24 | 0 | 0 | 0 | 114 | 0 | 0 | 0 | 5 | 1,090 | 4,285 | 0 | 0 | 2 | 0 |
| 5:00 PM | 0 | 0 | 416 | 22 | 0 | 70 | 392 | 22 | 0 | 0 | 0 | 120 | 0 | 0 | 0 | 12 | 1,054 | 4,262 | 0 | 0 | 1 | 2 |
| 5:15 PM | 0 | 0 | 392 | 9 | 1 | 100 | 423 | 18 | 0 | 0 | 0 | 132 | 0 | 0 | 0 | 8 | 1,083 | 4,286 | 1 | 0 | 0 | 1 |
| 5:30 PM | 0 | 0 | 332 | 12 | 0 | 87 | 464 | 18 | 0 | 0 | 0 | 142 | 0 | 0 | 0 | 3 | 1,058 | 4,350 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 434 | 14 | 2 | 76 | 415 | 13 | 0 | 0 | 0 | 106 | 0 | 0 | 0 | 7 | 1,067 | 4,392 | 0 | 0 | 0 | 0 |
| 6:00 PM | 0 | 0 | 409 | 14 | 1 | 67 | 409 | 25 | 0 | 0 | 0 | 137 | 0 | 0 | 0 | 16 | 1,078 | 4,337 | 0 | 0 | 0 | 0 |
| 6:15 PM | 0 | 0 | 477 | 15 | 0 | 82 | 409 | 19 | 0 | 0 | 0 | 135 | 0 | 0 | 0 | 10 | 1,147 | 4,315 | 1 | 0 | 0 | 2 |
| 6:30 PM | 0 | 0 | 448 | 17 | 0 | 84 | 406 | 10 | 0 | 0 | 0 | 123 | 0 | 0 | 0 | 12 | 1,100 | 4,224 | 1 | 0 | 0 | 0 |
| 6:45 PM | 0 | 0 | 460 | 22 | 1 | 68 | 332 | 17 | 0 | 0 | 0 | 104 | 0 | 0 | 0 | 8 | 1,012 | | 2 | 0 | 0 | 2 |
| 7:00 PM | 0 | 0 | 421 | 13 | 1 | 72 | 389 | 14 | 0 | 0 | 0 | 136 | 0 | 0 | 0 | 10 | 1,056 | | 4 | 0 | 3 | 1 |
| 7:15 PM | 0 | 0 | 454 | 20 | 0 | 71 | 364 | 25 | 0 | 0 | 0 | 115 | 0 | 0 | 0 | 7 | 1,056 | | 1 | 1 | 2 | 1 |

Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|--------------------|-----------|------|-------|-------|-----------|------|-------|-------|------------|------|------|-------|------------|------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 35 | 1 | 0 | 0 | 31 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 69 |
| Lights | 0 | 0 | 1,772 | 100 | 2 | 353 | 1,815 | 65 | 0 | 0 | 0 | 440 | 0 | 0 | 0 | 36 | 4,583 |
| Mediums | 0 | 0 | 61 | 3 | 0 | 7 | 68 | 2 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 145 |
| Total | 0 | 0 | 1,868 | 104 | 2 | 360 | 1,914 | 67 | 0 | 0 | 0 | 446 | 0 | 0 | 0 | 36 | 4,797 |

Heavy Vehicle Percentage and Peak Hour Factor

| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|------------------|-----------|------|------|-------|-----------|------|------|-------|------------|------|------|-------|------------|------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Heavy Vehicle % | 5.1% | | | | 4.6% | | | | 1.3% | | | | 0.0% | | | | 4.5% |
| Heavy Vehicle % | 0.0% | 0.0% | 5.1% | 3.8% | 0.0% | 1.9% | 5.2% | 3.0% | 0.0% | 0.0% | 0.0% | 1.3% | 0.0% | 0.0% | 0.0% | 0.0% | 4.5% |
| Peak Hour Factor | 0.98 | | | | 0.94 | | | | 0.92 | | | | 0.72 | | | | 0.97 |
| Peak Hour Factor | 0.25 | 0.00 | 0.96 | 0.85 | 0.63 | 0.90 | 0.93 | 0.96 | 0.00 | 0.00 | 0.00 | 0.92 | 0.00 | 0.00 | 0.00 | 0.72 | 0.97 |



ALL TRAFFIC DATA SERVICES

(303) 216-2439

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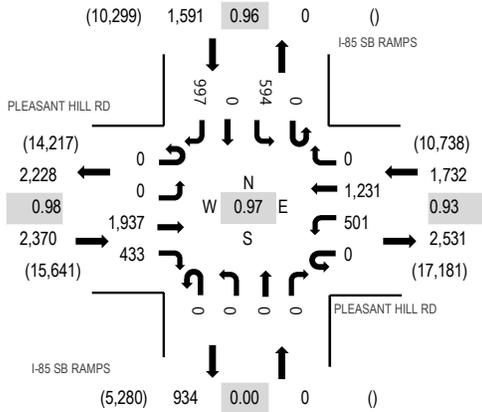
Location: 10 I-85 SB RAMPS & PLEASANT HILL RD Noon

Date: Wednesday, February 28, 2024

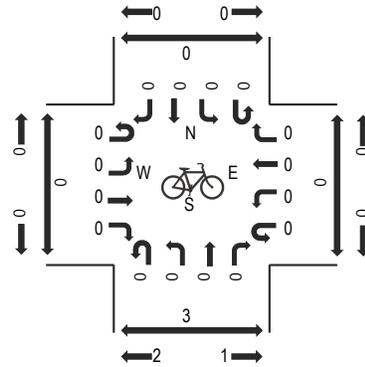
Peak Hour: 02:00 PM - 03:00 PM

Peak 15-Minutes: 02:45 PM - 03:00 PM

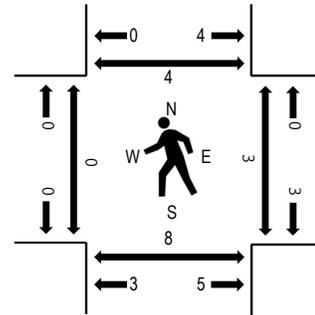
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

| Interval Start Time | PLEASANT HILL RD Eastbound | | | | PLEASANT HILL RD Westbound | | | | I-85 SB RAMPS Northbound | | | | I-85 SB RAMPS Southbound | | | | Total | Rolling Hour | Pedestrian Crossings | | | |
|---------------------|----------------------------|------|------|-------|----------------------------|------|------|-------|--------------------------|------|------|-------|--------------------------|------|------|-------|-------|--------------|----------------------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North |
| 12:30 PM | 0 | 0 | 475 | 109 | 0 | 127 | 351 | 0 | 0 | 0 | 0 | 0 | 0 | 114 | 0 | 261 | 1,437 | 5,542 | 0 | 0 | 0 | 0 |
| 12:45 PM | 0 | 0 | 435 | 89 | 0 | 113 | 317 | 0 | 0 | 0 | 0 | 0 | 0 | 127 | 0 | 275 | 1,356 | 5,456 | 0 | 1 | 1 | 0 |
| 1:00 PM | 0 | 0 | 437 | 120 | 0 | 127 | 322 | 0 | 0 | 0 | 0 | 0 | 0 | 120 | 0 | 242 | 1,368 | 5,441 | 0 | 0 | 1 | 0 |
| 1:15 PM | 0 | 0 | 505 | 88 | 0 | 106 | 317 | 0 | 0 | 0 | 0 | 0 | 0 | 127 | 0 | 238 | 1,381 | 5,464 | 0 | 1 | 0 | 0 |
| 1:30 PM | 0 | 0 | 478 | 94 | 0 | 114 | 294 | 0 | 0 | 0 | 0 | 0 | 0 | 148 | 0 | 223 | 1,351 | 5,468 | 0 | 1 | 3 | 0 |
| 1:45 PM | 0 | 0 | 471 | 96 | 0 | 108 | 294 | 0 | 0 | 0 | 0 | 0 | 0 | 142 | 0 | 230 | 1,341 | 5,567 | 0 | 3 | 3 | 2 |
| 2:00 PM | 0 | 0 | 484 | 119 | 0 | 112 | 294 | 0 | 0 | 0 | 0 | 0 | 0 | 138 | 0 | 244 | 1,391 | 5,693 | 0 | 0 | 4 | 0 |
| 2:15 PM | 0 | 0 | 466 | 113 | 0 | 136 | 278 | 0 | 0 | 0 | 0 | 0 | 0 | 149 | 0 | 243 | 1,385 | 5,657 | 0 | 1 | 3 | 1 |
| 2:30 PM | 0 | 0 | 495 | 95 | 0 | 124 | 337 | 0 | 0 | 0 | 0 | 0 | 0 | 141 | 0 | 258 | 1,450 | 5,544 | 0 | 0 | 1 | 0 |
| 2:45 PM | 0 | 0 | 492 | 106 | 0 | 129 | 322 | 0 | 0 | 0 | 0 | 0 | 0 | 166 | 0 | 252 | 1,467 | 5,338 | 0 | 2 | 0 | 3 |
| 3:00 PM | 0 | 0 | 488 | 99 | 0 | 104 | 269 | 0 | 0 | 0 | 0 | 0 | 0 | 150 | 0 | 245 | 1,355 | 5,117 | 0 | 0 | 0 | 0 |
| 3:15 PM | 0 | 0 | 484 | 71 | 0 | 97 | 256 | 0 | 0 | 0 | 0 | 0 | 0 | 170 | 0 | 194 | 1,272 | 5,036 | 0 | 0 | 0 | 0 |
| 3:30 PM | 0 | 0 | 514 | 64 | 0 | 108 | 201 | 0 | 0 | 0 | 0 | 0 | 0 | 143 | 0 | 214 | 1,244 | 5,010 | 0 | 1 | 0 | 0 |
| 3:45 PM | 0 | 0 | 465 | 72 | 0 | 119 | 231 | 0 | 0 | 0 | 0 | 0 | 0 | 169 | 0 | 190 | 1,246 | 5,077 | 0 | 1 | 3 | 0 |
| 4:00 PM | 0 | 0 | 462 | 62 | 0 | 116 | 261 | 0 | 0 | 0 | 0 | 0 | 0 | 190 | 0 | 183 | 1,274 | 5,078 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 495 | 47 | 0 | 100 | 224 | 0 | 0 | 0 | 0 | 0 | 0 | 149 | 0 | 231 | 1,246 | 5,001 | 0 | 2 | 1 | 1 |
| 4:30 PM | 0 | 0 | 509 | 63 | 0 | 77 | 239 | 0 | 0 | 0 | 0 | 0 | 0 | 175 | 0 | 248 | 1,311 | 5,071 | 0 | 0 | 6 | 0 |
| 4:45 PM | 0 | 0 | 456 | 47 | 0 | 89 | 279 | 0 | 0 | 0 | 0 | 0 | 0 | 138 | 0 | 238 | 1,247 | 4,961 | 0 | 2 | 2 | 0 |
| 5:00 PM | 0 | 0 | 458 | 51 | 0 | 90 | 268 | 0 | 0 | 0 | 0 | 0 | 0 | 116 | 0 | 214 | 1,197 | 4,968 | 0 | 2 | 1 | 2 |
| 5:15 PM | 0 | 0 | 482 | 74 | 0 | 109 | 255 | 0 | 0 | 0 | 0 | 0 | 0 | 97 | 0 | 299 | 1,316 | 5,050 | 0 | 1 | 2 | 2 |
| 5:30 PM | 0 | 0 | 388 | 51 | 0 | 101 | 303 | 0 | 0 | 0 | 0 | 0 | 0 | 103 | 0 | 255 | 1,201 | 5,098 | 0 | 0 | 0 | 1 |
| 5:45 PM | 0 | 0 | 450 | 73 | 0 | 100 | 292 | 0 | 0 | 0 | 0 | 0 | 0 | 119 | 0 | 220 | 1,254 | 5,179 | 0 | 0 | 2 | 0 |
| 6:00 PM | 0 | 0 | 515 | 80 | 0 | 88 | 247 | 0 | 0 | 0 | 0 | 0 | 0 | 89 | 0 | 260 | 1,279 | 5,136 | 0 | 0 | 1 | 0 |
| 6:15 PM | 0 | 0 | 536 | 71 | 0 | 101 | 258 | 0 | 0 | 0 | 0 | 0 | 0 | 142 | 0 | 256 | 1,364 | 5,066 | 0 | 1 | 1 | 1 |
| 6:30 PM | 0 | 0 | 468 | 79 | 0 | 112 | 276 | 0 | 0 | 0 | 0 | 0 | 0 | 136 | 0 | 211 | 1,282 | 4,945 | 0 | 0 | 0 | 0 |
| 6:45 PM | 0 | 0 | 504 | 66 | 0 | 104 | 214 | 0 | 0 | 0 | 0 | 0 | 0 | 126 | 0 | 197 | 1,211 | | 0 | 0 | 0 | 0 |
| 7:00 PM | 0 | 0 | 502 | 68 | 0 | 100 | 235 | 0 | 0 | 0 | 0 | 0 | 0 | 99 | 0 | 205 | 1,209 | | 0 | 0 | 2 | 2 |
| 7:15 PM | 0 | 0 | 475 | 85 | 0 | 117 | 276 | 0 | 0 | 0 | 0 | 0 | 0 | 109 | 0 | 181 | 1,243 | | 0 | 0 | 0 | 0 |

Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|--------------------|-----------|------|-------|-------|-----------|------|-------|-------|------------|------|------|-------|------------|------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 11 | 5 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 8 | 33 |
| Lights | 0 | 0 | 1,883 | 416 | 0 | 485 | 1,202 | 0 | 0 | 0 | 0 | 0 | 0 | 579 | 0 | 966 | 5,531 |
| Mediums | 0 | 0 | 43 | 12 | 0 | 14 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 23 | 129 |
| Total | 0 | 0 | 1,937 | 433 | 0 | 501 | 1,231 | 0 | 0 | 0 | 0 | 0 | 0 | 594 | 0 | 997 | 5,693 |

Heavy Vehicle Percentage and Peak Hour Factor

| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|------------------|-----------|------|------|-------|-----------|------|------|-------|------------|------|------|-------|------------|------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Heavy Vehicle % | 3.0% | | | | 2.6% | | | | 0.0% | | | | 2.9% | | | | 2.8% |
| Heavy Vehicle % | 0.0% | 0.0% | 2.8% | 3.9% | 0.0% | 3.2% | 2.4% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 2.5% | 0.0% | 3.1% | 2.8% |
| Peak Hour Factor | 0.98 | | | | 0.93 | | | | 0.00 | | | | 0.96 | | | | 0.97 |
| Peak Hour Factor | 0.00 | 0.00 | 0.94 | 0.91 | 0.00 | 0.92 | 0.93 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.90 | 0.00 | 0.86 | 0.97 |

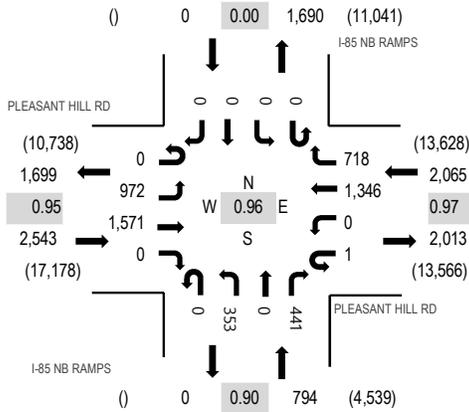
Location: 11 I-85 NB RAMPS & PLEASANT HILL RD Noon

Date: Wednesday, February 28, 2024

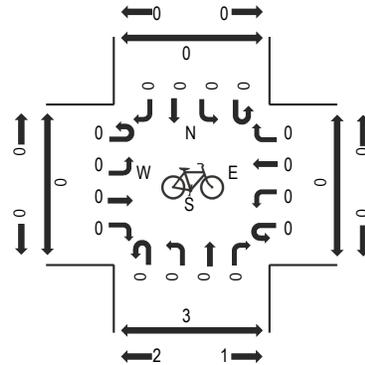
Peak Hour: 02:15 PM - 03:15 PM

Peak 15-Minutes: 02:45 PM - 03:00 PM

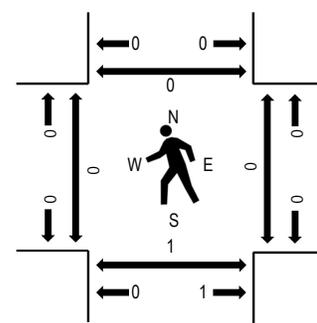
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

| Interval Start Time | PLEASANT HILL RD Eastbound | | | | PLEASANT HILL RD Westbound | | | | I-85 NB RAMPS Northbound | | | | I-85 NB RAMPS Southbound | | | | Total | Rolling Hour | Pedestrian Crossings | | | |
|---------------------|----------------------------|------|------|-------|----------------------------|------|------|-------|--------------------------|------|------|-------|--------------------------|------|------|-------|-------|--------------|----------------------|-------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North |
| | 12:30 PM | 0 | 219 | 370 | 0 | 0 | 0 | 370 | 173 | 0 | 108 | 0 | 108 | 0 | 0 | 0 | | | 0 | 1,348 | 5,167 | 0 |
| 12:45 PM | 0 | 225 | 337 | 0 | 0 | 0 | 336 | 168 | 0 | 94 | 0 | 87 | 0 | 0 | 0 | 0 | 1,247 | 5,114 | 0 | 0 | 0 | 0 |
| 1:00 PM | 0 | 237 | 320 | 0 | 0 | 0 | 360 | 183 | 0 | 89 | 0 | 68 | 0 | 0 | 0 | 0 | 1,257 | 5,168 | 0 | 0 | 0 | 0 |
| 1:15 PM | 0 | 255 | 375 | 0 | 0 | 0 | 350 | 165 | 0 | 73 | 0 | 97 | 0 | 0 | 0 | 0 | 1,315 | 5,198 | 0 | 0 | 0 | 0 |
| 1:30 PM | 0 | 275 | 353 | 0 | 0 | 0 | 311 | 174 | 0 | 99 | 0 | 83 | 0 | 0 | 0 | 0 | 1,295 | 5,177 | 0 | 0 | 0 | 0 |
| 1:45 PM | 0 | 253 | 360 | 0 | 0 | 0 | 325 | 190 | 0 | 75 | 0 | 98 | 0 | 0 | 0 | 0 | 1,301 | 5,288 | 0 | 0 | 3 | 0 |
| 2:00 PM | 0 | 215 | 407 | 0 | 0 | 0 | 324 | 165 | 0 | 82 | 0 | 94 | 0 | 0 | 0 | 0 | 1,287 | 5,400 | 0 | 0 | 1 | 0 |
| 2:15 PM | 0 | 245 | 368 | 0 | 0 | 0 | 322 | 171 | 0 | 92 | 0 | 96 | 0 | 0 | 0 | 0 | 1,294 | 5,402 | 0 | 0 | 0 | 0 |
| 2:30 PM | 0 | 237 | 401 | 0 | 0 | 0 | 359 | 186 | 0 | 102 | 0 | 121 | 0 | 0 | 0 | 0 | 1,406 | 5,376 | 0 | 0 | 0 | 0 |
| 2:45 PM | 0 | 233 | 425 | 0 | 0 | 0 | 364 | 174 | 0 | 89 | 0 | 128 | 0 | 0 | 0 | 0 | 1,413 | 5,159 | 0 | 0 | 1 | 0 |
| 3:00 PM | 0 | 257 | 377 | 0 | 1 | 0 | 301 | 187 | 0 | 70 | 0 | 96 | 0 | 0 | 0 | 0 | 1,289 | 4,972 | 0 | 0 | 0 | 0 |
| 3:15 PM | 0 | 186 | 469 | 0 | 0 | 0 | 306 | 158 | 0 | 47 | 0 | 102 | 0 | 0 | 0 | 0 | 1,268 | 4,976 | 0 | 0 | 0 | 0 |
| 3:30 PM | 0 | 186 | 473 | 0 | 0 | 0 | 247 | 151 | 0 | 62 | 0 | 70 | 0 | 0 | 0 | 0 | 1,189 | 4,921 | 0 | 0 | 2 | 0 |
| 3:45 PM | 0 | 194 | 441 | 0 | 0 | 0 | 299 | 148 | 0 | 51 | 0 | 93 | 0 | 0 | 0 | 0 | 1,226 | 5,015 | 0 | 0 | 3 | 0 |
| 4:00 PM | 0 | 188 | 460 | 0 | 0 | 0 | 337 | 188 | 0 | 43 | 0 | 77 | 0 | 0 | 0 | 0 | 1,293 | 5,009 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 182 | 464 | 0 | 0 | 0 | 274 | 171 | 0 | 48 | 0 | 74 | 0 | 0 | 0 | 0 | 1,213 | 4,939 | 0 | 0 | 1 | 1 |
| 4:30 PM | 0 | 220 | 466 | 0 | 0 | 0 | 266 | 190 | 0 | 49 | 0 | 92 | 0 | 0 | 0 | 0 | 1,283 | 4,933 | 0 | 0 | 6 | 1 |
| 4:45 PM | 0 | 200 | 394 | 0 | 0 | 0 | 311 | 192 | 0 | 57 | 0 | 66 | 0 | 0 | 0 | 0 | 1,220 | 4,810 | 0 | 0 | 0 | 1 |
| 5:00 PM | 0 | 202 | 369 | 0 | 0 | 0 | 292 | 223 | 0 | 68 | 0 | 69 | 0 | 0 | 0 | 0 | 1,223 | 4,783 | 1 | 1 | 0 | 2 |
| 5:15 PM | 0 | 206 | 375 | 0 | 0 | 0 | 275 | 205 | 0 | 87 | 0 | 59 | 0 | 0 | 0 | 0 | 1,207 | 4,753 | 0 | 0 | 2 | 1 |
| 5:30 PM | 0 | 195 | 297 | 0 | 0 | 0 | 338 | 203 | 0 | 66 | 0 | 61 | 0 | 0 | 0 | 0 | 1,160 | 4,869 | 0 | 0 | 1 | 0 |
| 5:45 PM | 0 | 163 | 406 | 0 | 0 | 0 | 335 | 169 | 0 | 57 | 0 | 63 | 0 | 0 | 0 | 0 | 1,193 | 4,991 | 0 | 0 | 1 | 0 |
| 6:00 PM | 0 | 200 | 404 | 0 | 0 | 0 | 270 | 172 | 0 | 65 | 0 | 82 | 0 | 0 | 0 | 0 | 1,193 | 4,990 | 0 | 0 | 2 | 0 |
| 6:15 PM | 0 | 227 | 446 | 0 | 0 | 0 | 300 | 175 | 0 | 59 | 0 | 116 | 0 | 0 | 0 | 0 | 1,323 | 4,987 | 0 | 0 | 1 | 1 |
| 6:30 PM | 0 | 225 | 382 | 0 | 0 | 0 | 322 | 163 | 0 | 66 | 0 | 124 | 0 | 0 | 0 | 0 | 1,282 | 4,902 | 0 | 0 | 0 | 0 |
| 6:45 PM | 0 | 211 | 421 | 0 | 0 | 0 | 247 | 151 | 0 | 74 | 0 | 88 | 0 | 0 | 0 | 0 | 1,192 | | 0 | 0 | 2 | 0 |
| 7:00 PM | 0 | 259 | 342 | 0 | 0 | 0 | 256 | 157 | 0 | 77 | 0 | 99 | 0 | 0 | 0 | 0 | 1,190 | | 0 | 0 | 2 | 1 |
| 7:15 PM | 0 | 241 | 340 | 0 | 0 | 0 | 325 | 153 | 0 | 67 | 0 | 112 | 0 | 0 | 0 | 0 | 1,238 | | 0 | 0 | 0 | 0 |

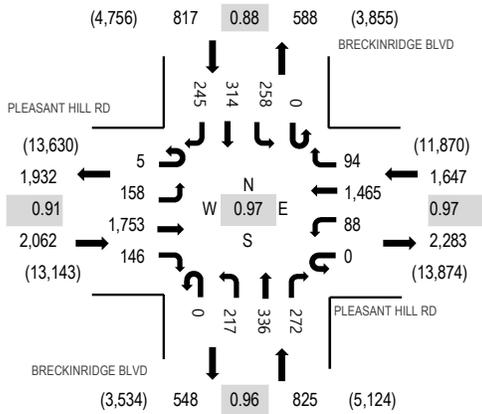
Location: 12 BRECKINRIDGE BLVD & PLEASANT HILL RD Noon

Date: Wednesday, February 28, 2024

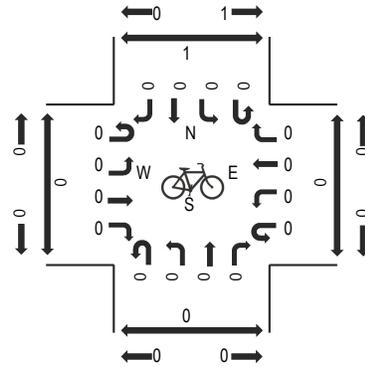
Peak Hour: 04:00 PM - 05:00 PM

Peak 15-Minutes: 04:00 PM - 04:15 PM

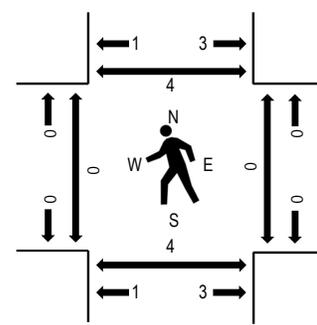
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

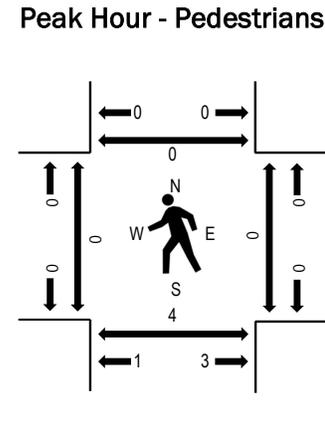
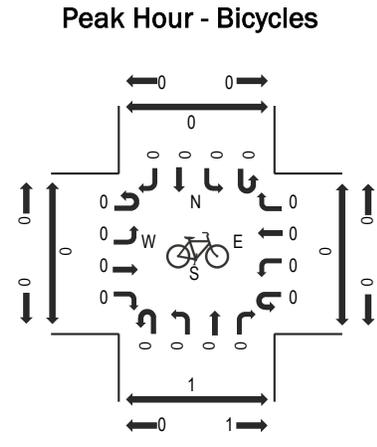
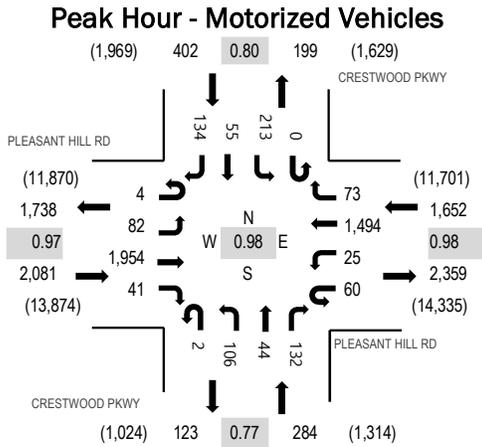
| Interval Start Time | PLEASANT HILL RD Eastbound | | | | PLEASANT HILL RD Westbound | | | | BRECKINRIDGE BLVD Northbound | | | | BRECKINRIDGE BLVD Southbound | | | | Total | Rolling Hour | Pedestrian Crossings | | | |
|---------------------|----------------------------|-----------|------------|-----------|----------------------------|-----------|------------|-----------|------------------------------|-----------|-----------|-----------|------------------------------|-----------|-----------|-----------|--------------|--------------|----------------------|----------|----------|----------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North |
| | 12:30 PM | 3 | 61 | 331 | 62 | 1 | 34 | 432 | 21 | 0 | 55 | 39 | 68 | 0 | 32 | 55 | | | 53 | 1,247 | 4,862 | 0 |
| 12:45 PM | 4 | 53 | 337 | 51 | 0 | 41 | 385 | 24 | 0 | 55 | 45 | 50 | 0 | 30 | 45 | 64 | 1,184 | 4,824 | 2 | 0 | 0 | 0 |
| 1:00 PM | 1 | 38 | 305 | 51 | 0 | 37 | 405 | 31 | 0 | 61 | 59 | 58 | 0 | 40 | 38 | 74 | 1,198 | 4,843 | 0 | 0 | 0 | 2 |
| 1:15 PM | 0 | 60 | 346 | 43 | 0 | 37 | 408 | 32 | 0 | 53 | 54 | 59 | 0 | 45 | 44 | 52 | 1,233 | 4,801 | 0 | 0 | 1 | 1 |
| 1:30 PM | 1 | 48 | 380 | 49 | 0 | 36 | 378 | 29 | 0 | 52 | 49 | 41 | 0 | 39 | 53 | 54 | 1,209 | 4,777 | 2 | 0 | 1 | 2 |
| 1:45 PM | 1 | 57 | 367 | 48 | 0 | 18 | 391 | 22 | 0 | 68 | 35 | 44 | 0 | 41 | 53 | 58 | 1,203 | 4,857 | 0 | 0 | 1 | 1 |
| 2:00 PM | 4 | 47 | 343 | 47 | 0 | 31 | 370 | 16 | 0 | 67 | 54 | 48 | 0 | 31 | 53 | 45 | 1,156 | 4,988 | 1 | 0 | 1 | 0 |
| 2:15 PM | 1 | 54 | 376 | 47 | 0 | 29 | 375 | 27 | 0 | 49 | 53 | 50 | 0 | 31 | 49 | 68 | 1,209 | 5,101 | 1 | 0 | 1 | 2 |
| 2:30 PM | 0 | 66 | 380 | 46 | 0 | 29 | 418 | 24 | 0 | 67 | 50 | 48 | 0 | 39 | 62 | 60 | 1,289 | 5,148 | 0 | 0 | 0 | 0 |
| 2:45 PM | 0 | 73 | 392 | 68 | 0 | 23 | 425 | 15 | 0 | 62 | 66 | 57 | 0 | 39 | 60 | 54 | 1,334 | 5,035 | 0 | 0 | 1 | 0 |
| 3:00 PM | 3 | 52 | 412 | 44 | 1 | 32 | 348 | 16 | 0 | 68 | 64 | 67 | 0 | 45 | 49 | 68 | 1,269 | 4,993 | 0 | 0 | 0 | 1 |
| 3:15 PM | 1 | 48 | 431 | 37 | 1 | 26 | 364 | 23 | 0 | 46 | 78 | 51 | 0 | 46 | 52 | 52 | 1,256 | 5,108 | 0 | 0 | 2 | 0 |
| 3:30 PM | 1 | 42 | 388 | 55 | 1 | 33 | 291 | 23 | 0 | 49 | 77 | 49 | 0 | 37 | 73 | 57 | 1,176 | 5,124 | 0 | 0 | 0 | 0 |
| 3:45 PM | 2 | 39 | 409 | 41 | 1 | 25 | 320 | 29 | 0 | 48 | 89 | 72 | 0 | 60 | 80 | 77 | 1,292 | 5,309 | 0 | 0 | 1 | 0 |
| 4:00 PM | 3 | 48 | 475 | 44 | 0 | 16 | 397 | 21 | 0 | 57 | 81 | 51 | 0 | 61 | 59 | 71 | 1,384 | 5,351 | 0 | 0 | 2 | 0 |
| 4:15 PM | 0 | 38 | 429 | 39 | 0 | 24 | 333 | 31 | 0 | 52 | 67 | 65 | 0 | 61 | 76 | 57 | 1,272 | 5,298 | 0 | 0 | 0 | 1 |
| 4:30 PM | 1 | 36 | 430 | 36 | 0 | 30 | 351 | 21 | 0 | 50 | 89 | 87 | 0 | 70 | 106 | 54 | 1,361 | 5,311 | 0 | 0 | 1 | 1 |
| 4:45 PM | 1 | 36 | 419 | 27 | 0 | 18 | 384 | 21 | 0 | 58 | 99 | 69 | 0 | 66 | 73 | 63 | 1,334 | 5,249 | 0 | 0 | 1 | 2 |
| 5:00 PM | 0 | 29 | 363 | 25 | 1 | 23 | 370 | 16 | 0 | 61 | 100 | 78 | 0 | 75 | 109 | 81 | 1,331 | 5,149 | 1 | 0 | 1 | 1 |
| 5:15 PM | 0 | 30 | 345 | 27 | 1 | 29 | 370 | 30 | 0 | 53 | 81 | 81 | 0 | 85 | 96 | 57 | 1,285 | 4,991 | 0 | 1 | 2 | 1 |
| 5:30 PM | 0 | 28 | 338 | 12 | 0 | 22 | 426 | 26 | 0 | 66 | 92 | 82 | 0 | 81 | 77 | 49 | 1,299 | 5,055 | 0 | 0 | 1 | 0 |
| 5:45 PM | 0 | 44 | 322 | 21 | 0 | 26 | 389 | 21 | 0 | 63 | 78 | 78 | 0 | 83 | 57 | 52 | 1,234 | 5,073 | 0 | 0 | 1 | 0 |
| 6:00 PM | 1 | 35 | 362 | 17 | 0 | 27 | 332 | 22 | 0 | 53 | 76 | 66 | 0 | 57 | 66 | 59 | 1,173 | 4,943 | 0 | 0 | 0 | 0 |
| 6:15 PM | 0 | 37 | 463 | 25 | 1 | 23 | 363 | 20 | 0 | 54 | 89 | 91 | 0 | 59 | 69 | 55 | 1,349 | 4,839 | 0 | 0 | 1 | 1 |
| 6:30 PM | 0 | 56 | 488 | 30 | 0 | 26 | 385 | 29 | 0 | 54 | 65 | 59 | 0 | 36 | 43 | 46 | 1,317 | 4,616 | 0 | 0 | 0 | 0 |
| 6:45 PM | 0 | 45 | 377 | 29 | 0 | 21 | 306 | 40 | 0 | 46 | 40 | 54 | 0 | 49 | 49 | 48 | 1,104 | | 0 | 0 | 2 | 0 |
| 7:00 PM | 0 | 52 | 356 | 20 | 1 | 23 | 325 | 26 | 0 | 39 | 38 | 53 | 0 | 42 | 41 | 53 | 1,069 | | 0 | 0 | 2 | 0 |
| 7:15 PM | 1 | 60 | 376 | 21 | 0 | 22 | 380 | 23 | 0 | 42 | 57 | 36 | 0 | 33 | 24 | 51 | 1,126 | | 0 | 0 | 0 | 0 |

Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|--------------------|-----------|------------|--------------|------------|-----------|-----------|--------------|-----------|------------|------------|------------|------------|------------|------------|------------|------------|--------------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 1 | 4 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 9 |
| Lights | 5 | 156 | 1,720 | 134 | 0 | 87 | 1,435 | 94 | 0 | 214 | 327 | 271 | 0 | 255 | 301 | 242 | 5,241 |
| Mediums | 0 | 2 | 32 | 8 | 0 | 1 | 29 | 0 | 0 | 2 | 8 | 1 | 0 | 3 | 12 | 3 | 101 |
| Total | 5 | 158 | 1,753 | 146 | 0 | 88 | 1,465 | 94 | 0 | 217 | 336 | 272 | 0 | 258 | 314 | 245 | 5,351 |

Heavy Vehicle Percentage and Peak Hour Factor

| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|------------------|-----------|------|------|-------|-----------|------|------|-------|------------|------|------|-------|------------|------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Heavy Vehicle % | 2.3% | | | | 1.9% | | | | 1.6% | | | | 2.3% | | | | 2.1% |
| Heavy Vehicle % | 0.0% | 1.3% | 1.9% | 8.2% | 0.0% | 1.1% | 2.0% | 0.0% | 0.0% | 1.4% | 2.7% | 0.4% | 0.0% | 1.2% | 4.1% | 1.2% | 2.1% |
| Peak Hour Factor | 0.91 | | | | 0.97 | | | | 0.96 | | | | 0.88 | | | | 0.97 |
| Peak Hour Factor | 0.50 | 0.84 | 0.92 | 0.76 | 1.00 | 0.92 | 0.94 | 0.74 | 0.00 | 0.92 | 0.93 | 0.97 | 0.00 | 0.95 | 0.88 | 0.85 | 0.97 |



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

| Interval Start Time | PLEASANT HILL RD Eastbound | | | | PLEASANT HILL RD Westbound | | | | CRESTWOOD PKWY Northbound | | | | CRESTWOOD PKWY Southbound | | | | Total | Rolling Hour | Pedestrian Crossings | | | |
|---------------------|----------------------------|------|------|-------|----------------------------|------|------|-------|---------------------------|------|------|-------|---------------------------|------|------|-------|-------|--------------|----------------------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North |
| 12:30 PM | 1 | 59 | 354 | 18 | 15 | 12 | 440 | 16 | 0 | 15 | 7 | 10 | 0 | 30 | 9 | 32 | 1,018 | 4,033 | 0 | 1 | 0 | 0 |
| 12:45 PM | 0 | 67 | 325 | 22 | 21 | 21 | 402 | 15 | 0 | 13 | 13 | 9 | 0 | 40 | 3 | 35 | 986 | 3,998 | 0 | 0 | 0 | 0 |
| 1:00 PM | 0 | 39 | 348 | 19 | 19 | 8 | 422 | 22 | 0 | 15 | 4 | 20 | 0 | 26 | 14 | 36 | 992 | 4,004 | 0 | 0 | 0 | 2 |
| 1:15 PM | 0 | 53 | 366 | 26 | 25 | 11 | 433 | 16 | 0 | 17 | 13 | 7 | 0 | 32 | 8 | 30 | 1,037 | 3,973 | 0 | 0 | 1 | 0 |
| 1:30 PM | 0 | 40 | 396 | 26 | 11 | 1 | 396 | 21 | 0 | 14 | 3 | 11 | 0 | 24 | 10 | 30 | 983 | 3,922 | 0 | 0 | 0 | 2 |
| 1:45 PM | 0 | 44 | 392 | 18 | 11 | 18 | 389 | 18 | 0 | 15 | 12 | 12 | 0 | 31 | 5 | 27 | 992 | 3,986 | 0 | 0 | 1 | 1 |
| 2:00 PM | 0 | 38 | 371 | 14 | 15 | 17 | 375 | 22 | 0 | 13 | 10 | 13 | 0 | 39 | 5 | 29 | 961 | 4,026 | 0 | 1 | 1 | 1 |
| 2:15 PM | 3 | 37 | 399 | 18 | 10 | 11 | 375 | 14 | 0 | 16 | 15 | 13 | 0 | 28 | 9 | 38 | 986 | 4,097 | 0 | 0 | 1 | 2 |
| 2:30 PM | 2 | 34 | 413 | 18 | 13 | 14 | 424 | 27 | 0 | 21 | 8 | 11 | 0 | 36 | 3 | 23 | 1,047 | 4,150 | 0 | 0 | 0 | 0 |
| 2:45 PM | 4 | 31 | 423 | 24 | 18 | 15 | 426 | 21 | 0 | 15 | 6 | 9 | 0 | 18 | 4 | 18 | 1,032 | 4,068 | 0 | 0 | 0 | 0 |
| 3:00 PM | 2 | 38 | 467 | 20 | 15 | 10 | 342 | 19 | 0 | 26 | 17 | 10 | 0 | 34 | 5 | 27 | 1,032 | 4,080 | 0 | 2 | 1 | 1 |
| 3:15 PM | 1 | 32 | 478 | 21 | 12 | 8 | 355 | 17 | 0 | 43 | 19 | 7 | 0 | 19 | 12 | 15 | 1,039 | 4,184 | 0 | 0 | 0 | 1 |
| 3:30 PM | 0 | 17 | 447 | 12 | 7 | 9 | 303 | 19 | 0 | 21 | 17 | 12 | 0 | 34 | 39 | 28 | 965 | 4,194 | 0 | 1 | 1 | 0 |
| 3:45 PM | 1 | 21 | 504 | 16 | 9 | 12 | 318 | 20 | 0 | 20 | 15 | 21 | 0 | 39 | 15 | 33 | 1,044 | 4,323 | 0 | 1 | 0 | 0 |
| 4:00 PM | 1 | 20 | 544 | 19 | 7 | 10 | 392 | 22 | 0 | 23 | 13 | 15 | 0 | 39 | 14 | 17 | 1,136 | 4,353 | 0 | 0 | 1 | 0 |
| 4:15 PM | 0 | 18 | 532 | 8 | 15 | 7 | 348 | 19 | 0 | 17 | 9 | 13 | 0 | 34 | 6 | 23 | 1,049 | 4,311 | 0 | 1 | 0 | 0 |
| 4:30 PM | 2 | 24 | 547 | 14 | 7 | 10 | 361 | 17 | 0 | 18 | 8 | 12 | 1 | 42 | 10 | 21 | 1,094 | 4,390 | 0 | 0 | 1 | 1 |
| 4:45 PM | 0 | 22 | 521 | 11 | 14 | 5 | 385 | 14 | 0 | 16 | 11 | 21 | 0 | 24 | 8 | 22 | 1,074 | 4,419 | 0 | 0 | 0 | 0 |
| 5:00 PM | 1 | 20 | 486 | 10 | 19 | 9 | 329 | 19 | 1 | 43 | 9 | 40 | 0 | 57 | 14 | 37 | 1,094 | 4,398 | 0 | 0 | 3 | 0 |
| 5:15 PM | 0 | 19 | 485 | 8 | 14 | 9 | 364 | 22 | 1 | 23 | 13 | 38 | 0 | 66 | 21 | 45 | 1,128 | 4,301 | 0 | 0 | 0 | 0 |
| 5:30 PM | 3 | 21 | 462 | 12 | 13 | 2 | 416 | 18 | 0 | 24 | 11 | 33 | 0 | 66 | 12 | 30 | 1,123 | 4,300 | 0 | 0 | 1 | 0 |
| 5:45 PM | 1 | 23 | 452 | 10 | 10 | 6 | 401 | 22 | 0 | 13 | 8 | 30 | 1 | 44 | 12 | 20 | 1,053 | 4,287 | 0 | 0 | 1 | 0 |
| 6:00 PM | 2 | 19 | 447 | 17 | 8 | 7 | 327 | 19 | 0 | 33 | 12 | 34 | 0 | 49 | 4 | 19 | 997 | 4,148 | 0 | 6 | 0 | 0 |
| 6:15 PM | 1 | 19 | 572 | 20 | 5 | 13 | 365 | 17 | 0 | 24 | 9 | 21 | 0 | 40 | 4 | 17 | 1,127 | 4,056 | 0 | 0 | 1 | 0 |
| 6:30 PM | 2 | 21 | 542 | 20 | 10 | 6 | 416 | 11 | 0 | 13 | 8 | 10 | 0 | 32 | 7 | 12 | 1,110 | 3,869 | 0 | 0 | 0 | 0 |
| 6:45 PM | 0 | 19 | 440 | 21 | 7 | 6 | 335 | 12 | 0 | 15 | 6 | 10 | 0 | 25 | 3 | 15 | 914 | | 0 | 0 | 0 | 0 |
| 7:00 PM | 3 | 20 | 404 | 22 | 18 | 5 | 334 | 11 | 0 | 21 | 7 | 10 | 0 | 29 | 5 | 16 | 905 | | 0 | 0 | 2 | 0 |
| 7:15 PM | 0 | 21 | 406 | 21 | 11 | 10 | 394 | 13 | 0 | 18 | 5 | 7 | 0 | 17 | 4 | 13 | 940 | | 0 | 0 | 0 | 0 |

Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|--------------------|-----------|------|-------|-------|-----------|------|-------|-------|------------|------|------|-------|------------|------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 |
| Lights | 4 | 80 | 1,932 | 38 | 60 | 24 | 1,470 | 71 | 2 | 106 | 42 | 130 | 0 | 211 | 54 | 133 | 4,357 |
| Mediums | 0 | 2 | 20 | 3 | 0 | 1 | 24 | 2 | 0 | 0 | 2 | 2 | 0 | 2 | 1 | 0 | 59 |
| Total | 4 | 82 | 1,954 | 41 | 60 | 25 | 1,494 | 73 | 2 | 106 | 44 | 132 | 0 | 213 | 55 | 134 | 4,419 |

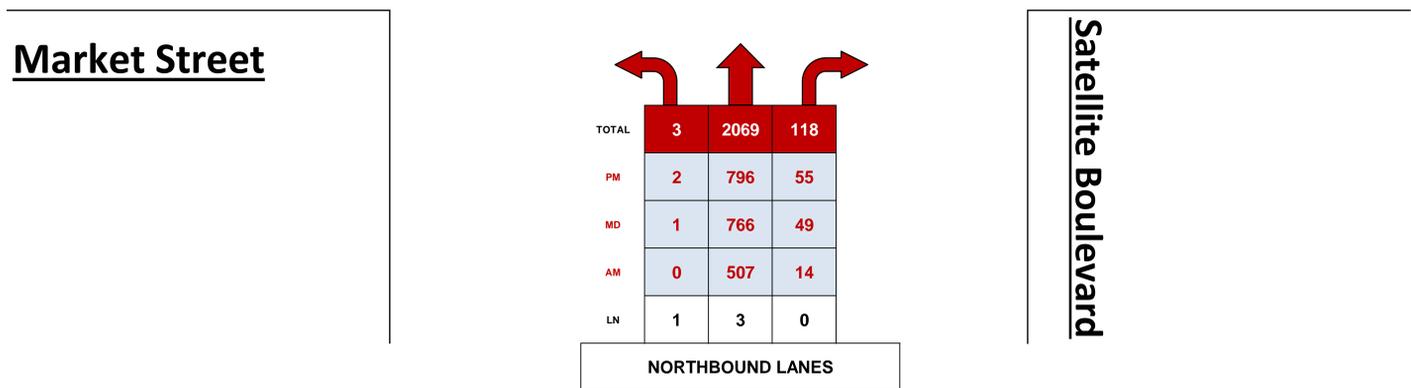
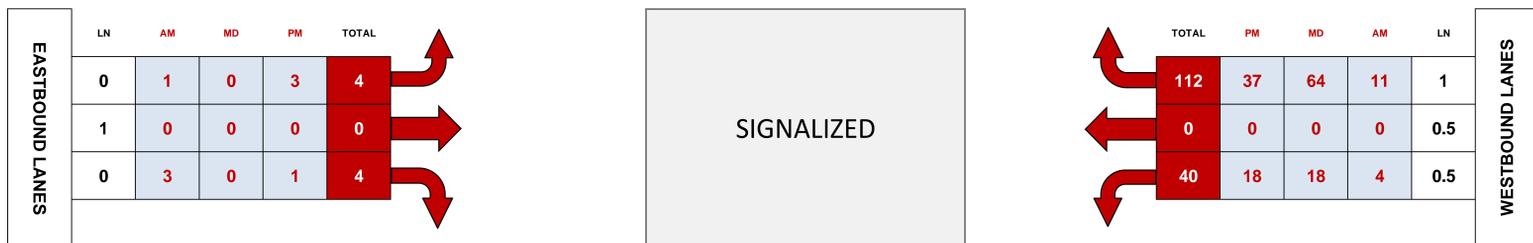
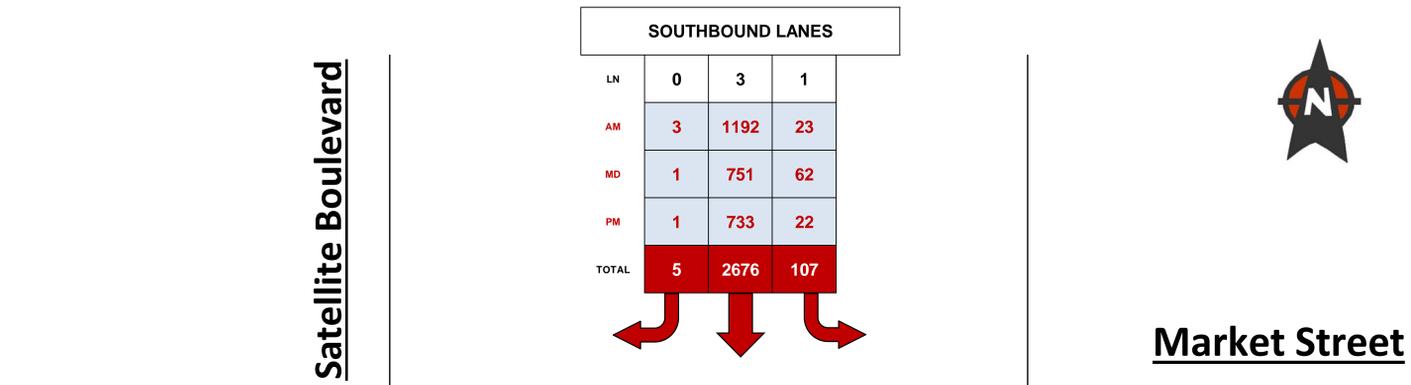
Heavy Vehicle Percentage and Peak Hour Factor

| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|------------------|-----------|------|------|-------|-----------|------|------|-------|------------|------|------|-------|------------|------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Heavy Vehicle % | 1.3% | | | | 1.6% | | | | 1.4% | | | | 1.0% | | | | 1.4% |
| Heavy Vehicle % | 0.0% | 2.4% | 1.1% | 7.3% | 0.0% | 4.0% | 1.6% | 2.7% | 0.0% | 0.0% | 4.5% | 1.5% | 0.0% | 0.9% | 1.8% | 0.7% | 1.4% |
| Peak Hour Factor | 0.97 | | | | 0.98 | | | | 0.77 | | | | 0.80 | | | | 0.98 |
| Peak Hour Factor | 0.69 | 0.81 | 0.98 | 0.89 | 0.80 | 0.83 | 0.96 | 0.78 | 0.50 | 0.64 | 0.89 | 0.88 | 0.25 | 0.88 | 0.51 | 0.74 | 0.98 |

PEAK HOUR ITM SUMMARY

#001 Satellite Boulevard & Market Street

| | | | | | |
|----------------|---------------------|------------|---------------------------|----------|---------|
| LOCATION#: | 001 | QTD PROJ#: | 2024141 | AM PEAK: | 815 AM |
| NORTH / SOUTH: | Satellite Boulevard | DATE: | Wednesday, April 10, 2024 | MD PEAK: | 1215 PM |
| EAST / WEST: | Market Street | VICINITY: | GA | PM PEAK: | 500 PM |



| | | | |
|----------|----------|----|----------|
| AM COUNT | 6:00 AM | TO | 12:00 PM |
| MD COUNT | 12:00 PM | TO | 2:00 PM |
| PM COUNT | 2:00 PM | TO | 7:00 PM |

VEHICLE TURNING MOVEMENT COUNT

#001 Satellite Boulevard & Market Street - AM PEAK

| | | | |
|----------------|---------------------|------------|---------------------------|
| LOCATION#: | 001 | QTD PROJ#: | 2024141 |
| NORTH / SOUTH: | Satellite Boulevard | DATE: | Wednesday, April 10, 2024 |
| EAST / WEST: | Market Street | VICINITY: | GA |

| DIRECTION: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTALS |
|------------|----|-----|----|----|-----|----|----|----|----|-----|-----|----|--------|
| LANES: | 1 | 3 | 0 | 1 | 3 | 0 | 0 | 1 | 0 | 0.5 | 0.5 | 1 | |
| 6:00 AM | 0 | 22 | 1 | 0 | 43 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 66 |
| 6:15 AM | 0 | 42 | 0 | 0 | 71 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 113 |
| 6:30 AM | 0 | 55 | 3 | 0 | 127 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 185 |
| 6:45 AM | 0 | 54 | 3 | 4 | 205 | 0 | 0 | 0 | 0 | 2 | 0 | 5 | 273 |
| 7:00 AM | 1 | 45 | 0 | 6 | 224 | 0 | 1 | 0 | 0 | 9 | 0 | 16 | 302 |
| 7:15 AM | 0 | 67 | 1 | 0 | 290 | 0 | 0 | 0 | 0 | 3 | 0 | 14 | 375 |
| 7:30 AM | 0 | 96 | 3 | 1 | 325 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 428 |
| 7:45 AM | 0 | 131 | 0 | 0 | 282 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 416 |
| 8:00 AM | 1 | 130 | 0 | 4 | 257 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 395 |
| 8:15 AM | 0 | 127 | 3 | 11 | 309 | 0 | 0 | 0 | 0 | 2 | 0 | 3 | 455 |
| 8:30 AM | 0 | 108 | 0 | 6 | 300 | 0 | 1 | 0 | 0 | 1 | 0 | 4 | 420 |
| 8:45 AM | 0 | 117 | 3 | 4 | 261 | 3 | 0 | 0 | 1 | 1 | 0 | 1 | 391 |
| 9:00 AM | 0 | 155 | 8 | 2 | 322 | 0 | 0 | 0 | 2 | 0 | 0 | 3 | 492 |
| 9:15 AM | 0 | 121 | 3 | 14 | 276 | 0 | 0 | 0 | 0 | 1 | 0 | 4 | 419 |
| 9:30 AM | 0 | 114 | 6 | 7 | 225 | 0 | 0 | 0 | 1 | 7 | 0 | 2 | 362 |
| 9:45 AM | 0 | 128 | 8 | 8 | 220 | 0 | 0 | 0 | 0 | 9 | 0 | 5 | 378 |
| 10:00 AM | 0 | 117 | 5 | 8 | 222 | 1 | 0 | 0 | 1 | 5 | 0 | 5 | 364 |
| 10:15 AM | 0 | 95 | 3 | 2 | 197 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 305 |
| 10:30 AM | 0 | 106 | 4 | 6 | 167 | 0 | 0 | 0 | 0 | 1 | 0 | 4 | 288 |
| 10:45 AM | 0 | 143 | 7 | 5 | 165 | 0 | 1 | 0 | 0 | 4 | 1 | 6 | 332 |
| 11:00 AM | 0 | 137 | 11 | 6 | 157 | 1 | 1 | 0 | 0 | 1 | 0 | 6 | 320 |
| 11:15 AM | 0 | 139 | 7 | 11 | 149 | 0 | 0 | 0 | 0 | 6 | 0 | 5 | 317 |
| 11:30 AM | 1 | 143 | 13 | 8 | 170 | 0 | 0 | 0 | 1 | 3 | 0 | 6 | 345 |
| 11:45 AM | 0 | 172 | 14 | 13 | 180 | 1 | 0 | 0 | 1 | 2 | 0 | 7 | 390 |

| VOLUME STATS: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTALS |
|---------------|----|-------|-----|-----|-------|----|----|-------|----|----|-------|-----|--------|
| TOTAL: | 3 | 2564 | 106 | 126 | 5144 | 6 | 4 | 0 | 7 | 62 | 1 | 108 | 8131 |
| P.H.V: 1 | 0 | 507 | 14 | 23 | 1192 | 3 | 1 | 0 | 3 | 4 | 0 | 11 | 1758 |
| P.H.F: 2 | | 0.799 | | | 0.940 | | | 0.500 | | | 0.750 | | 0.893 |

(1) Peak Hour Volume (Peak Hour Begins At 815 AM)

(2) Peak Hour Factor (directional aggregate)



QUALITY TRAFFIC DATA, LLC

Phone: 877-852-4355 Fax: 877-877-3698 Info@QualityTrafficData.com

VEHICLE TURNING MOVEMENT COUNT

#001 Satellite Boulevard & Market Street - MD PEAK

| | | | |
|----------------|---------------------|------------|---------------------------|
| LOCATION#: | 001 | QTD PROJ#: | 2024141 |
| NORTH / SOUTH: | Satellite Boulevard | DATE: | Wednesday, April 10, 2024 |
| EAST / WEST: | Market Street | VICINITY: | GA |

| DIRECTION: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTALS |
|------------|----|-----|----|----|-----|----|----|----|----|-----|-----|----|--------|
| LANES: | 1 | 3 | 0 | 1 | 3 | 0 | 0 | 1 | 0 | 0.5 | 0.5 | 1 | |
| 12:00 PM | 0 | 155 | 14 | 26 | 202 | 0 | 0 | 0 | 0 | 4 | 0 | 15 | 416 |
| 12:15 PM | 0 | 179 | 12 | 13 | 207 | 0 | 0 | 0 | 0 | 5 | 0 | 17 | 433 |
| 12:30 PM | 0 | 187 | 14 | 22 | 167 | 0 | 0 | 0 | 0 | 4 | 0 | 16 | 410 |
| 12:45 PM | 1 | 204 | 8 | 14 | 198 | 1 | 0 | 0 | 0 | 5 | 0 | 15 | 446 |
| 1:00 PM | 0 | 196 | 15 | 13 | 179 | 0 | 0 | 0 | 0 | 4 | 0 | 16 | 423 |
| 1:15 PM | 0 | 186 | 13 | 14 | 169 | 1 | 0 | 0 | 4 | 5 | 0 | 15 | 407 |
| 1:30 PM | 0 | 177 | 10 | 5 | 147 | 0 | 1 | 0 | 0 | 11 | 0 | 9 | 360 |
| 1:45 PM | 0 | 189 | 22 | 14 | 159 | 1 | 0 | 0 | 0 | 9 | 0 | 8 | 402 |

| VOLUME STATS: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTALS |
|---------------------|----|-------|-----|-----|-------|----|----|-------|----|----|-------|-----|--------|
| TOTAL: | 1 | 1473 | 108 | 121 | 1428 | 3 | 1 | 0 | 4 | 47 | 0 | 111 | 3297 |
| P.H.V: ₁ | 1 | 766 | 49 | 62 | 751 | 1 | 0 | 0 | 0 | 18 | 0 | 64 | 1712 |
| P.H.F: ₂ | | 0.958 | | | 0.925 | | | 0.000 | | | 0.932 | | 0.960 |

(1) Peak Hour Volume (Peak Hour Begins At 1215 PM)

(2) Peak Hour Factor (directional aggregate)



QUALITY TRAFFIC DATA, LLC

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VEHICLE TURNING MOVEMENT COUNT

#001 Satellite Boulevard & Market Street - PM PEAK

| | | | |
|----------------|---------------------|------------|---------------------------|
| LOCATION#: | 001 | QTD PROJ#: | 2024141 |
| NORTH / SOUTH: | Satellite Boulevard | DATE: | Wednesday, April 10, 2024 |
| EAST / WEST: | Market Street | VICINITY: | GA |

| DIRECTION: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTALS |
|------------|----|-----|----|----|-----|----|----|----|----|-----|-----|----|--------|
| LANES: | 1 | 3 | 0 | 1 | 3 | 0 | 0 | 1 | 0 | 0.5 | 0.5 | 1 | |
| 2:00 PM | 1 | 144 | 15 | 10 | 150 | 0 | 0 | 0 | 1 | 8 | 0 | 11 | 340 |
| 2:15 PM | 0 | 158 | 9 | 14 | 133 | 0 | 0 | 0 | 1 | 12 | 0 | 11 | 338 |
| 2:30 PM | 0 | 165 | 7 | 5 | 144 | 0 | 0 | 0 | 1 | 9 | 0 | 11 | 342 |
| 2:45 PM | 0 | 202 | 12 | 10 | 160 | 0 | 0 | 0 | 1 | 5 | 0 | 4 | 394 |
| 3:00 PM | 0 | 186 | 11 | 9 | 150 | 0 | 0 | 0 | 0 | 5 | 0 | 9 | 370 |
| 3:15 PM | 0 | 177 | 11 | 7 | 120 | 0 | 0 | 0 | 0 | 3 | 0 | 7 | 325 |
| 3:30 PM | 0 | 189 | 14 | 6 | 155 | 0 | 0 | 0 | 0 | 10 | 0 | 7 | 381 |
| 3:45 PM | 2 | 199 | 11 | 11 | 137 | 1 | 0 | 0 | 0 | 4 | 0 | 10 | 375 |
| 4:00 PM | 0 | 182 | 7 | 7 | 182 | 0 | 0 | 0 | 0 | 8 | 0 | 13 | 399 |
| 4:15 PM | 1 | 199 | 16 | 15 | 187 | 1 | 1 | 0 | 0 | 5 | 0 | 7 | 432 |
| 4:30 PM | 0 | 164 | 21 | 13 | 147 | 0 | 0 | 0 | 0 | 3 | 0 | 7 | 355 |
| 4:45 PM | 0 | 186 | 10 | 12 | 140 | 0 | 0 | 0 | 0 | 9 | 0 | 12 | 369 |
| 5:00 PM | 1 | 193 | 11 | 7 | 219 | 1 | 3 | 0 | 0 | 4 | 0 | 12 | 451 |
| 5:15 PM | 1 | 208 | 18 | 3 | 203 | 0 | 0 | 0 | 0 | 4 | 0 | 6 | 443 |
| 5:30 PM | 0 | 202 | 20 | 7 | 154 | 0 | 0 | 0 | 0 | 7 | 0 | 11 | 401 |
| 5:45 PM | 0 | 193 | 6 | 5 | 157 | 0 | 0 | 0 | 1 | 3 | 0 | 8 | 373 |
| 6:00 PM | 1 | 201 | 8 | 3 | 168 | 0 | 0 | 0 | 0 | 3 | 0 | 10 | 394 |
| 6:15 PM | 1 | 211 | 17 | 6 | 152 | 0 | 1 | 0 | 1 | 4 | 0 | 6 | 399 |
| 6:30 PM | 0 | 155 | 16 | 7 | 120 | 0 | 0 | 0 | 1 | 3 | 0 | 6 | 308 |
| 6:45 PM | 0 | 158 | 5 | 2 | 98 | 0 | 0 | 0 | 0 | 3 | 0 | 4 | 270 |

| VOLUME STATS: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTALS |
|---------------------|----|-------|-----|-----|-------|----|----|-------|----|-----|-------|-----|--------|
| TOTAL: | 8 | 3672 | 245 | 159 | 3076 | 3 | 5 | 0 | 7 | 112 | 0 | 172 | 7459 |
| P.H.V: ₁ | 2 | 796 | 55 | 22 | 733 | 1 | 3 | 0 | 1 | 18 | 0 | 37 | 1668 |
| P.H.F: ₂ | | 0.939 | | | 0.833 | | | 0.333 | | | 0.764 | | 0.925 |

(1) Peak Hour Volume (Peak Hour Begins At 500 PM)

(2) Peak Hour Factor (directional aggregate)



QUALITY TRAFFIC DATA, LLC

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PEDESTRIAN CROSSWALK COUNTS

#001 Satellite Boulevard & Market Street - AM PEAK

| | | | |
|----------------|---------------------|------------|---------------------------|
| LOCATION#: | 001 | QTD PROJ#: | 2024141 |
| NORTH / SOUTH: | Satellite Boulevard | DATE: | Wednesday, April 10, 2024 |
| EAST / WEST: | Market Street | VICINITY: | GA |

| DIRECTION: | NORTHERN CROSSWALK | SOUTHERN CROSSWALK | EASTERN CROSSWALK | WESTERN CROSSWALK | TOTALS |
|------------|--------------------|--------------------|-------------------|-------------------|--------|
| 6:00 AM | 0 | 0 | 0 | 1 | 1 |
| 6:15 AM | 0 | 0 | 0 | 0 | 0 |
| 6:30 AM | 2 | 0 | 1 | 0 | 3 |
| 6:45 AM | 0 | 0 | 0 | 0 | 0 |
| 7:00 AM | 0 | 0 | 1 | 0 | 1 |
| 7:15 AM | 0 | 0 | 1 | 0 | 1 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 2 | 0 | 2 |
| 8:00 AM | 0 | 0 | 2 | 0 | 2 |
| 8:15 AM | 0 | 0 | 0 | 1 | 1 |
| 8:30 AM | 1 | 0 | 0 | 0 | 1 |
| 8:45 AM | 0 | 1 | 4 | 0 | 5 |
| 9:00 AM | 0 | 0 | 0 | 0 | 0 |
| 9:15 AM | 0 | 0 | 1 | 0 | 1 |
| 9:30 AM | 1 | 0 | 1 | 3 | 5 |
| 9:45 AM | 0 | 0 | 0 | 0 | 0 |
| 10:00 AM | 0 | 0 | 6 | 0 | 6 |
| 10:15 AM | 2 | 0 | 1 | 1 | 4 |
| 10:30 AM | 0 | 0 | 2 | 3 | 5 |
| 10:45 AM | 0 | 0 | 0 | 2 | 2 |
| 11:00 AM | 2 | 0 | 0 | 3 | 5 |
| 11:15 AM | 0 | 0 | 1 | 2 | 3 |
| 11:30 AM | 0 | 0 | 0 | 1 | 1 |
| 11:45 AM | 0 | 0 | 0 | 0 | 0 |

| VOLUME STATS: | NORTHERN CROSSWALK | SOUTHERN CROSSWALK | EASTERN CROSSWALK | WESTERN CROSSWALK | TOTALS |
|---------------------|--------------------|--------------------|-------------------|-------------------|--------|
| TOTAL: | 8 | 1 | 23 | 17 | 49 |
| P.H.V: ₁ | 2 | 0 | 9 | 6 | 17 |
| P.H.F: ₂ | 0.250 | 0.000 | 0.375 | 0.500 | 0.708 |

(1) Peak Hour Volume (Peak hour begins at: 1000 AM)

(2) Peak Hour Factor



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PEDESTRIAN CROSSWALK COUNTS

#001 Satellite Boulevard & Market Street - MD PEAK

| | | | |
|----------------|---------------------|------------|---------------------------|
| LOCATION#: | 001 | QTD PROJ#: | 2024141 |
| NORTH / SOUTH: | Satellite Boulevard | DATE: | Wednesday, April 10, 2024 |
| EAST / WEST: | Market Street | VICINITY: | GA |

| DIRECTION: | NORTHERN CROSSWALK | SOUTHERN CROSSWALK | EASTERN CROSSWALK | WESTERN CROSSWALK | TOTALS |
|------------|--------------------|--------------------|-------------------|-------------------|--------|
| 12:00 PM | 2 | 0 | 0 | 1 | 3 |
| 12:15 PM | 0 | 0 | 1 | 0 | 1 |
| 12:30 PM | 0 | 0 | 0 | 0 | |
| 12:45 PM | 0 | 0 | 0 | 1 | 1 |
| 1:00 PM | 0 | 0 | 1 | 0 | 1 |
| 1:15 PM | 1 | 0 | 0 | 1 | 2 |
| 1:30 PM | 0 | 0 | 1 | 0 | 1 |
| 1:45 PM | 0 | 0 | 0 | 0 | |

| VOLUME STATS: | NORTHERN CROSSWALK | SOUTHERN CROSSWALK | EASTERN CROSSWALK | WESTERN CROSSWALK | TOTALS |
|---------------------|--------------------|--------------------|-------------------|-------------------|--------|
| TOTAL: | 3 | 0 | 3 | 3 | 9 |
| P.H.V: ₁ | 1 | 0 | 2 | 2 | 5 |
| P.H.F: ₂ | 0.250 | 0.000 | 0.500 | 0.500 | 0.625 |

(1) Peak Hour Volume (Peak hour begins at: 1245 PM)

(2) Peak Hour Factor



QUALITY TRAFFIC DATA, LLC

Phone: 877-852-4355 Fax: 877-877-3698 Info@QualityTrafficData.com

PEDESTRIAN CROSSWALK COUNTS

#001 Satellite Boulevard & Market Street - PM PEAK

| | | | |
|----------------|---------------------|------------|---------------------------|
| LOCATION#: | 001 | QTD PROJ#: | 2024141 |
| NORTH / SOUTH: | Satellite Boulevard | DATE: | Wednesday, April 10, 2024 |
| EAST / WEST: | Market Street | VICINITY: | GA |

| DIRECTION: | NORTHERN CROSSWALK | SOUTHERN CROSSWALK | EASTERN CROSSWALK | WESTERN CROSSWALK | TOTALS |
|------------|--------------------|--------------------|-------------------|-------------------|--------|
| 2:00 PM | 0 | 0 | 1 | 1 | 2 |
| 2:15 PM | 0 | 0 | 0 | 1 | 1 |
| 2:30 PM | 0 | 0 | 0 | 0 | |
| 2:45 PM | 1 | 0 | 0 | 0 | 1 |
| 3:00 PM | 0 | 0 | 0 | 1 | 1 |
| 3:15 PM | 1 | 0 | 1 | 1 | 3 |
| 3:30 PM | 1 | 0 | 0 | 0 | 1 |
| 3:45 PM | 0 | 0 | 0 | 0 | |
| 4:00 PM | 0 | 0 | 9 | 0 | 9 |
| 4:15 PM | 0 | 0 | 2 | 0 | 2 |
| 4:30 PM | 0 | 0 | 0 | 1 | 1 |
| 4:45 PM | 0 | 0 | 0 | 0 | |
| 5:00 PM | 0 | 0 | 0 | 0 | |
| 5:15 PM | 0 | 0 | 0 | 2 | 2 |
| 5:30 PM | 0 | 0 | 0 | 0 | |
| 5:45 PM | 3 | 0 | 4 | 0 | 7 |
| 6:00 PM | 0 | 0 | 0 | 0 | |
| 6:15 PM | 0 | 0 | 2 | 0 | 2 |
| 6:30 PM | 0 | 0 | 0 | 0 | |
| 6:45 PM | 1 | 0 | 1 | 0 | 2 |

| VOLUME STATS: | NORTHERN CROSSWALK | SOUTHERN CROSSWALK | EASTERN CROSSWALK | WESTERN CROSSWALK | TOTALS |
|---------------------|--------------------|--------------------|-------------------|-------------------|--------|
| TOTAL: | 7 | 0 | 20 | 7 | 34 |
| P.H.V: ₁ | 2 | 0 | 10 | 1 | 13 |
| P.H.F: ₂ | 0.500 | 0.000 | 0.278 | 0.250 | 0.361 |

(1) Peak Hour Volume (Peak hour begins at: 3:15 PM)

(2) Peak Hour Factor



QUALITY TRAFFIC DATA, LLC

Phone: 877-852-4355 Fax: 877-877-3698 Info@QualityTrafficData.com

BICYCLE TURNING MOVEMENT COUNT

#001 Satellite Boulevard & Market Street - AM PEAK

| | | | |
|----------------|---------------------|------------|---------------------------|
| LOCATION#: | 001 | QTD PROJ#: | 2024141 |
| NORTH / SOUTH: | Satellite Boulevard | DATE: | Wednesday, April 10, 2024 |
| EAST / WEST: | Market Street | VICINITY: | GA |

| DIRECTION: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTALS |
|----------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|--------|
| LANES: | 1 | 3 | 0 | 1 | 3 | 0 | 0 | 1 | 0 | 0.5 | 0.5 | 1 | |
| 6:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 6:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 6:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 6:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 9:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 9:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 9:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 9:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 10:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 10:15 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 10:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 10:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 11:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 11:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 11:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 11:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| VOLUME STATS: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | |
| TOTAL: | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| P.H.V: 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| P.H.F: 2 | | 0.250 | | | 0.000 | | | 0.000 | | | 0.000 | | 0.250 |

(1) Peak Hour Volume (Peak Hour Begins At 1015 AM)

(2) Peak Hour Factor (directional aggregate)



QUALITY TRAFFIC DATA, LLC

Phone: 877-852-4355 Fax: 877-877-3698 Info@QualityTrafficData.com

BICYCLE TURNING MOVEMENT COUNT

#001 Satellite Boulevard & Market Street - MD PEAK

| | | | |
|----------------|---------------------|------------|---------------------------|
| LOCATION#: | 001 | QTD PROJ#: | 2024141 |
| NORTH / SOUTH: | Satellite Boulevard | DATE: | Wednesday, April 10, 2024 |
| EAST / WEST: | Market Street | VICINITY: | GA |

| DIRECTION: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTALS |
|------------|----|----|----|----|----|----|----|----|----|-----|-----|----|--------|
| LANES: | 1 | 3 | 0 | 1 | 3 | 0 | 0 | 1 | 0 | 0.5 | 0.5 | 1 | |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 1:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |

| VOLUME STATS: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTALS |
|---------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--------|
| TOTAL: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| P.H.V: ₁ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| P.H.F: ₂ | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |

(1) Peak Hour Volume (Peak Hour Begins At 0 AM)

(2) Peak Hour Factor (directional aggregate)



QUALITY TRAFFIC DATA, LLC

Phone: 877-852-4355 Fax: 877-877-3698 Info@QualityTrafficData.com

BICYCLE TURNING MOVEMENT COUNT

#001 Satellite Boulevard & Market Street - PM PEAK

| | | | |
|----------------|---------------------|------------|---------------------------|
| LOCATION#: | 001 | QTD PROJ#: | 2024141 |
| NORTH / SOUTH: | Satellite Boulevard | DATE: | Wednesday, April 10, 2024 |
| EAST / WEST: | Market Street | VICINITY: | GA |

| DIRECTION: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTALS |
|------------|----|----|----|----|----|----|----|----|----|-----|-----|----|--------|
| LANES: | 1 | 3 | 0 | 1 | 3 | 0 | 0 | 1 | 0 | 0.5 | 0.5 | 1 | |
| 2:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 3:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 3:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 3:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 3:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 5:30 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 6:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 6:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 6:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 6:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |

| VOLUME STATS: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTALS |
|---------------------|----|-------|----|----|-------|----|----|-------|----|----|-------|----|--------|
| TOTAL: | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| P.H.V: ₁ | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| P.H.F: ₂ | | 0.250 | | | 0.000 | | | 0.000 | | | 0.000 | | 0.250 |

(1) Peak Hour Volume (Peak Hour Begins At 5:30 PM)

(2) Peak Hour Factor (directional aggregate)



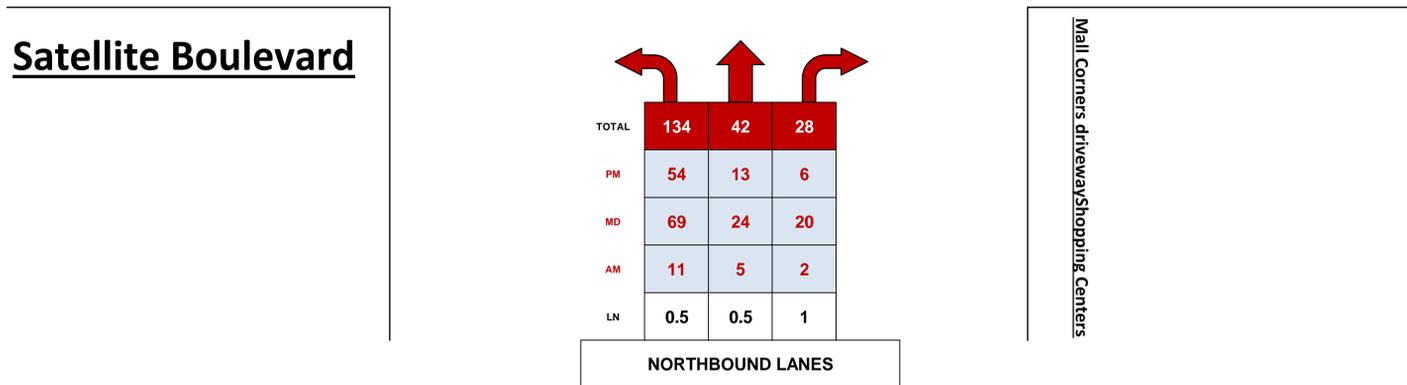
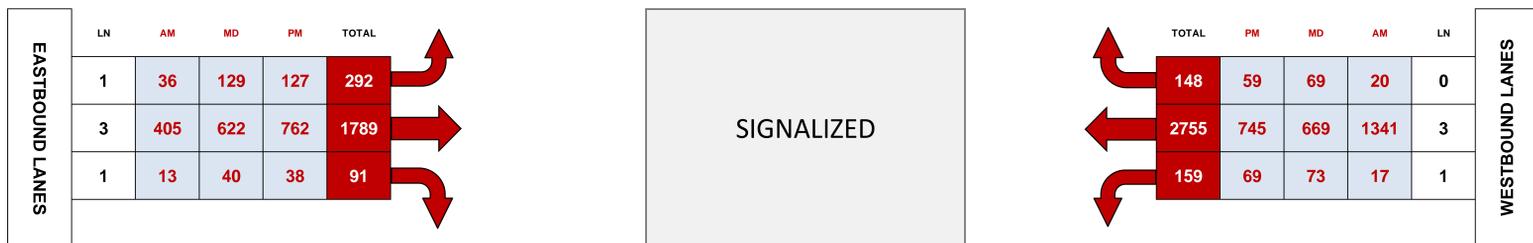
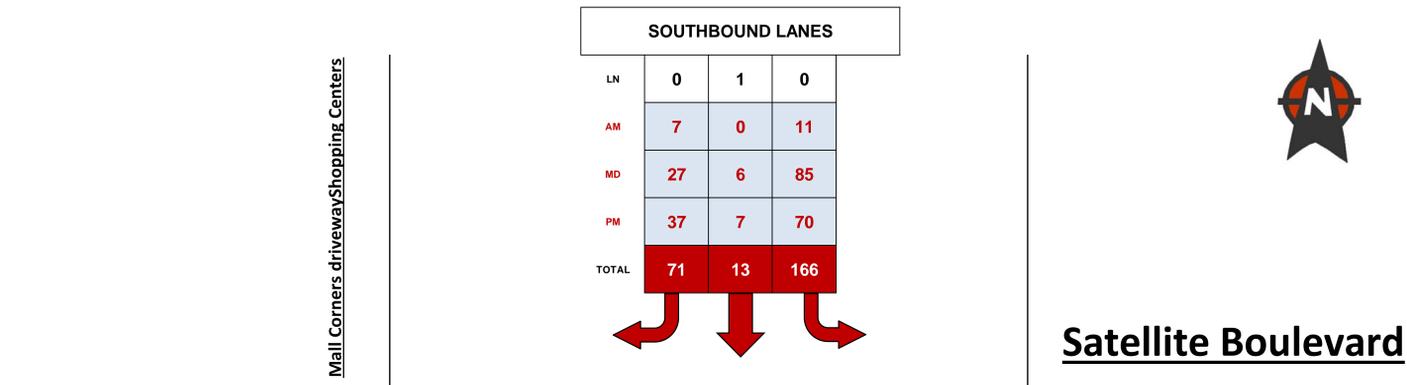
QUALITY TRAFFIC DATA, LLC

Phone: 877-852-4355 Fax: 877-877-3698 Info@QualityTrafficData.com

PEAK HOUR ITM SUMMARY

#002 Mall Corners drivewayShopping Centers & Satellite Boulevard

| | | | | | |
|----------------|---------------------------------------|------------|---------------------------|----------|---------|
| LOCATION#: | 002 | QTD PROJ#: | 2024141 | AM PEAK: | 830 AM |
| NORTH / SOUTH: | Mall Corners drivewayShopping Centers | DATE: | Wednesday, April 10, 2024 | MD PEAK: | 1215 PM |
| EAST / WEST: | Satellite Boulevard | VICINITY: | GA | PM PEAK: | 500 PM |



| | | | |
|----------|----------|----|----------|
| AM COUNT | 6:00 AM | TO | 12:00 PM |
| MD COUNT | 12:00 PM | TO | 2:00 PM |
| PM COUNT | 2:00 PM | TO | 7:00 PM |

VEHICLE TURNING MOVEMENT COUNT

#002 Mall Corners drivewayShopping Centers & Satellite Boulevard - AM PEAK

| | | | |
|----------------|---------------------------------------|------------|---------------------------|
| LOCATION#: | 002 | QTD PROJ#: | 2024141 |
| NORTH / SOUTH: | Mall Corners drivewayShopping Centers | DATE: | Wednesday, April 10, 2024 |
| EAST / WEST: | Satellite Boulevard | VICINITY: | GA |

| DIRECTION: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTALS |
|------------|-----|-----|----|----|----|----|----|-----|----|----|-----|----|--------|
| LANES: | 0.5 | 0.5 | 1 | 0 | 1 | 0 | 1 | 3 | 1 | 1 | 3 | 0 | |
| 6:00 AM | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 39 | 0 | 0 | 50 | 0 | 91 |
| 6:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 30 | 0 | 0 | 74 | 0 | 108 |
| 6:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 53 | 0 | 0 | 159 | 1 | 218 |
| 6:45 AM | 2 | 0 | 0 | 1 | 0 | 1 | 2 | 43 | 0 | 0 | 218 | 0 | 267 |
| 7:00 AM | 0 | 0 | 1 | 1 | 0 | 0 | 5 | 38 | 2 | 0 | 249 | 0 | 296 |
| 7:15 AM | 1 | 1 | 2 | 0 | 0 | 0 | 4 | 73 | 0 | 1 | 283 | 1 | 366 |
| 7:30 AM | 0 | 1 | 0 | 0 | 0 | 1 | 6 | 86 | 0 | 1 | 304 | 0 | 399 |
| 7:45 AM | 1 | 0 | 0 | 0 | 0 | 1 | 11 | 119 | 2 | 1 | 331 | 0 | 466 |
| 8:00 AM | 2 | 1 | 0 | 0 | 0 | 0 | 3 | 91 | 2 | 3 | 279 | 2 | 383 |
| 8:15 AM | 1 | 0 | 1 | 2 | 0 | 0 | 9 | 109 | 0 | 7 | 309 | 2 | 440 |
| 8:30 AM | 2 | 1 | 0 | 1 | 0 | 3 | 8 | 102 | 3 | 1 | 320 | 6 | 447 |
| 8:45 AM | 1 | 0 | 1 | 2 | 0 | 1 | 6 | 95 | 4 | 3 | 330 | 3 | 446 |
| 9:00 AM | 4 | 2 | 0 | 6 | 0 | 2 | 11 | 106 | 4 | 8 | 311 | 3 | 457 |
| 9:15 AM | 4 | 2 | 1 | 2 | 0 | 1 | 11 | 102 | 2 | 5 | 380 | 8 | 518 |
| 9:30 AM | 6 | 1 | 3 | 6 | 0 | 4 | 21 | 98 | 3 | 6 | 224 | 4 | 376 |
| 9:45 AM | 4 | 2 | 2 | 4 | 1 | 4 | 28 | 101 | 4 | 5 | 221 | 12 | 388 |
| 10:00 AM | 8 | 2 | 0 | 3 | 2 | 8 | 20 | 82 | 6 | 4 | 208 | 10 | 353 |
| 10:15 AM | 6 | 4 | 1 | 5 | 0 | 4 | 16 | 76 | 6 | 6 | 251 | 9 | 384 |
| 10:30 AM | 6 | 2 | 1 | 11 | 0 | 3 | 18 | 74 | 4 | 4 | 180 | 10 | 313 |
| 10:45 AM | 2 | 5 | 3 | 8 | 2 | 6 | 25 | 124 | 11 | 11 | 183 | 9 | 389 |
| 11:00 AM | 7 | 5 | 1 | 13 | 1 | 5 | 22 | 113 | 9 | 9 | 128 | 13 | 326 |
| 11:15 AM | 11 | 2 | 2 | 14 | 0 | 4 | 23 | 129 | 8 | 8 | 147 | 10 | 358 |
| 11:30 AM | 14 | 2 | 1 | 7 | 1 | 4 | 26 | 155 | 13 | 17 | 152 | 11 | 403 |
| 11:45 AM | 18 | 8 | 3 | 19 | 4 | 7 | 23 | 147 | 8 | 21 | 150 | 8 | 416 |

| VOLUME STATS: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | |
|---------------------|-----|-------|----|-----|-------|----|-----|-------|----|-----|-------|-----|-------|
| TOTAL: | 101 | 42 | 23 | 105 | 11 | 59 | 307 | 2185 | 91 | 121 | 5441 | 122 | 8608 |
| P.H.V: ¹ | 11 | 5 | 2 | 11 | 0 | 7 | 36 | 405 | 13 | 17 | 1341 | 20 | 1868 |
| P.H.F: ² | | 0.643 | | | 0.563 | | | 0.938 | | | 0.877 | | 0.902 |

(1) Peak Hour Volume (Peak Hour Begins At 830 AM)

(2) Peak Hour Factor (directional aggregate)



QUALITY TRAFFIC DATA, LLC

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VEHICLE TURNING MOVEMENT COUNT

#002 Mall Corners drivewayShopping Centers & Satellite Boulevard - MD PEAK

| | | | |
|-----------------------|---------------------------------------|-------------------|---------------------------|
| LOCATION#: | 002 | QTD PROJ#: | 2024141 |
| NORTH / SOUTH: | Mall Corners drivewayShopping Centers | DATE: | Wednesday, April 10, 2024 |
| EAST / WEST: | Satellite Boulevard | VICINITY: | GA |

| DIRECTION: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTALS |
|-----------------|-----|-----|----|----|----|----|----|-----|----|----|-----|----|--------|
| LANES: | 0.5 | 0.5 | 1 | 0 | 1 | 0 | 1 | 3 | 1 | 1 | 3 | 0 | |
| 12:00 PM | 13 | 4 | 3 | 17 | 2 | 8 | 30 | 151 | 13 | 22 | 152 | 20 | 435 |
| 12:15 PM | 17 | 8 | 5 | 14 | 2 | 2 | 34 | 157 | 7 | 22 | 162 | 17 | 447 |
| 12:30 PM | 14 | 5 | 5 | 22 | 3 | 13 | 26 | 156 | 9 | 17 | 173 | 13 | 456 |
| 12:45 PM | 18 | 6 | 6 | 28 | 0 | 5 | 35 | 158 | 12 | 13 | 166 | 17 | 464 |
| 1:00 PM | 20 | 5 | 4 | 21 | 1 | 7 | 34 | 151 | 12 | 21 | 168 | 22 | 466 |
| 1:15 PM | 10 | 3 | 5 | 24 | 3 | 9 | 31 | 160 | 9 | 12 | 144 | 20 | 430 |
| 1:30 PM | 19 | 2 | 5 | 26 | 2 | 10 | 41 | 174 | 9 | 11 | 134 | 18 | 451 |
| 1:45 PM | 11 | 4 | 3 | 27 | 5 | 10 | 32 | 131 | 13 | 18 | 177 | 15 | 446 |

| VOLUME STATS: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | |
|---------------------|-------|----|-------|-----|-------|----|-------|------|----|-----|------|-----|-------|
| TOTAL: | 122 | 37 | 36 | 179 | 18 | 64 | 263 | 1238 | 84 | 136 | 1276 | 142 | 3595 |
| P.H.V: ₁ | 69 | 24 | 20 | 85 | 6 | 27 | 129 | 622 | 40 | 73 | 669 | 69 | 1833 |
| P.H.F: ₂ | 0.942 | | 0.776 | | 0.965 | | 0.961 | | | | | | 0.983 |

(1) Peak Hour Volume (Peak Hour Begins At 1215 PM)

(2) Peak Hour Factor (directional aggregate)



QUALITY TRAFFIC DATA, LLC

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VEHICLE TURNING MOVEMENT COUNT

#002 Mall Corners drivewayShopping Centers & Satellite Boulevard - PM PEAK

| | | | |
|-----------------------|---------------------------------------|-------------------|---------------------------|
| LOCATION#: | 002 | QTD PROJ#: | 2024141 |
| NORTH / SOUTH: | Mall Corners drivewayShopping Centers | DATE: | Wednesday, April 10, 2024 |
| EAST / WEST: | Satellite Boulevard | VICINITY: | GA |

| DIRECTION: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTALS |
|------------|-----|-----|----|----|----|----|----|-----|----|----|-----|----|--------|
| LANES: | 0.5 | 0.5 | 1 | 0 | 1 | 0 | 1 | 3 | 1 | 1 | 3 | 0 | |
| 2:00 PM | 26 | 7 | 5 | 21 | 4 | 9 | 30 | 149 | 8 | 12 | 136 | 17 | 424 |
| 2:15 PM | 10 | 4 | 3 | 23 | 1 | 9 | 25 | 126 | 11 | 14 | 127 | 14 | 367 |
| 2:30 PM | 17 | 2 | 5 | 26 | 4 | 4 | 28 | 150 | 6 | 11 | 148 | 7 | 408 |
| 2:45 PM | 12 | 8 | 2 | 19 | 2 | 7 | 33 | 172 | 11 | 11 | 168 | 15 | 460 |
| 3:00 PM | 11 | 3 | 4 | 17 | 3 | 8 | 27 | 161 | 9 | 5 | 127 | 10 | 385 |
| 3:15 PM | 18 | 2 | 3 | 25 | 2 | 7 | 19 | 161 | 5 | 8 | 161 | 16 | 427 |
| 3:30 PM | 16 | 4 | 3 | 18 | 3 | 5 | 27 | 170 | 8 | 8 | 147 | 16 | 425 |
| 3:45 PM | 14 | 5 | 5 | 16 | 2 | 7 | 29 | 186 | 9 | 16 | 163 | 13 | 465 |
| 4:00 PM | 17 | 3 | 6 | 20 | 4 | 6 | 25 | 154 | 12 | 10 | 168 | 11 | 436 |
| 4:15 PM | 16 | 9 | 5 | 25 | 3 | 7 | 28 | 186 | 14 | 14 | 168 | 21 | 496 |
| 4:30 PM | 9 | 3 | 0 | 17 | 1 | 11 | 22 | 144 | 11 | 7 | 172 | 9 | 406 |
| 4:45 PM | 20 | 6 | 1 | 31 | 4 | 12 | 27 | 164 | 10 | 20 | 149 | 12 | 456 |
| 5:00 PM | 14 | 3 | 1 | 23 | 3 | 9 | 28 | 190 | 8 | 18 | 188 | 17 | 502 |
| 5:15 PM | 14 | 6 | 1 | 16 | 0 | 5 | 41 | 201 | 13 | 22 | 211 | 13 | 543 |
| 5:30 PM | 10 | 2 | 1 | 17 | 2 | 9 | 27 | 202 | 7 | 19 | 160 | 15 | 471 |
| 5:45 PM | 16 | 2 | 3 | 14 | 2 | 14 | 31 | 169 | 10 | 10 | 186 | 14 | 471 |
| 6:00 PM | 17 | 2 | 3 | 23 | 1 | 6 | 42 | 183 | 8 | 16 | 178 | 9 | 488 |
| 6:15 PM | 7 | 3 | 4 | 19 | 1 | 12 | 19 | 162 | 5 | 18 | 185 | 9 | 444 |
| 6:30 PM | 15 | 3 | 2 | 15 | 2 | 10 | 19 | 153 | 3 | 10 | 144 | 8 | 384 |
| 6:45 PM | 4 | 2 | 3 | 22 | 4 | 7 | 25 | 160 | 2 | 13 | 127 | 11 | 380 |

| VOLUME STATS: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | |
|---------------------|-------|----|-------|-----|-------|-----|-------|------|-----|-----|------|-----|-------|
| TOTAL: | 283 | 79 | 60 | 407 | 48 | 164 | 552 | 3343 | 170 | 262 | 3213 | 257 | 8838 |
| P.H.V: ₁ | 54 | 13 | 6 | 70 | 7 | 37 | 127 | 762 | 38 | 69 | 745 | 59 | 1987 |
| P.H.F: ₂ | 0.869 | | 0.814 | | 0.909 | | 0.887 | | | | | | 0.915 |

(1) Peak Hour Volume (Peak Hour Begins At 500 PM)

(2) Peak Hour Factor (directional aggregate)



QUALITY TRAFFIC DATA, LLC

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PEDESTRIAN CROSSWALK COUNTS

#002 Mall Corners drivewayShopping Centers & Satellite Boulevard - AM PEAK

| | | | |
|----------------|---------------------------------------|------------|---------------------------|
| LOCATION#: | 002 | QTD PROJ#: | 2024141 |
| NORTH / SOUTH: | Mall Corners drivewayShopping Centers | DATE: | Wednesday, April 10, 2024 |
| EAST / WEST: | Satellite Boulevard | VICINITY: | GA |

| DIRECTION: | NORTHERN CROSSWALK | SOUTHERN CROSSWALK | EASTERN CROSSWALK | WESTERN CROSSWALK | TOTALS |
|------------|--------------------|--------------------|-------------------|-------------------|--------|
| 6:00 AM | 0 | 0 | 0 | 0 | |
| 6:15 AM | 0 | 1 | 0 | 0 | 1 |
| 6:30 AM | 0 | 0 | 1 | 0 | 1 |
| 6:45 AM | 0 | 0 | 0 | 0 | |
| 7:00 AM | 0 | 1 | 0 | 0 | 1 |
| 7:15 AM | 0 | 1 | 0 | 0 | 1 |
| 7:30 AM | 0 | 0 | 0 | 0 | |
| 7:45 AM | 1 | 0 | 0 | 0 | 1 |
| 8:00 AM | 0 | 3 | 1 | 0 | 4 |
| 8:15 AM | 0 | 0 | 0 | 0 | |
| 8:30 AM | 0 | 0 | 0 | 0 | |
| 8:45 AM | 1 | 0 | 0 | 0 | 1 |
| 9:00 AM | 1 | 1 | 0 | 0 | 2 |
| 9:15 AM | 2 | 1 | 0 | 0 | 3 |
| 9:30 AM | 1 | 0 | 0 | 0 | 1 |
| 9:45 AM | 5 | 5 | 0 | 0 | 10 |
| 10:00 AM | 2 | 2 | 1 | 1 | 6 |
| 10:15 AM | 4 | 2 | 0 | 2 | 8 |
| 10:30 AM | 0 | 1 | 0 | 1 | 2 |
| 10:45 AM | 4 | 0 | 3 | 0 | 7 |
| 11:00 AM | 0 | 0 | 0 | 0 | |
| 11:15 AM | 0 | 0 | 0 | 2 | 2 |
| 11:30 AM | 0 | 0 | 0 | 0 | |
| 11:45 AM | 0 | 1 | 0 | 0 | 1 |

| VOLUME STATS: | NORTHERN CROSSWALK | SOUTHERN CROSSWALK | EASTERN CROSSWALK | WESTERN CROSSWALK | TOTALS |
|---------------------|--------------------|--------------------|-------------------|-------------------|--------|
| TOTAL: | 21 | 19 | 6 | 6 | 52 |
| P.H.V: ₁ | 11 | 10 | 1 | 4 | 26 |
| P.H.F: ₂ | 0.550 | 0.500 | 0.250 | 0.500 | 0.650 |

(1) Peak Hour Volume (Peak hour begins at: 945 AM)

(2) Peak Hour Factor



QUALITY TRAFFIC DATA, LLC

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PEDESTRIAN CROSSWALK COUNTS

#002 Mall Corners drivewayShopping Centers & Satellite Boulevard - MD PEAK

| | | | |
|----------------|---------------------------------------|------------|---------------------------|
| LOCATION#: | 002 | QTD PROJ#: | 2024141 |
| NORTH / SOUTH: | Mall Corners drivewayShopping Centers | DATE: | Wednesday, April 10, 2024 |
| EAST / WEST: | Satellite Boulevard | VICINITY: | GA |

| DIRECTION: | NORTHERN CROSSWALK | SOUTHERN CROSSWALK | EASTERN CROSSWALK | WESTERN CROSSWALK | TOTALS |
|------------|--------------------|--------------------|-------------------|-------------------|--------|
| 12:00 PM | 2 | 0 | 2 | 0 | 4 |
| 12:15 PM | 2 | 0 | 1 | 0 | 3 |
| 12:30 PM | 0 | 0 | 0 | 0 | |
| 12:45 PM | 0 | 0 | 0 | 0 | |
| 1:00 PM | 1 | 0 | 0 | 1 | 2 |
| 1:15 PM | 5 | 2 | 0 | 0 | 7 |
| 1:30 PM | 1 | 1 | 2 | 2 | 6 |
| 1:45 PM | 1 | 0 | 1 | 2 | 4 |

| VOLUME STATS: | NORTHERN CROSSWALK | SOUTHERN CROSSWALK | EASTERN CROSSWALK | WESTERN CROSSWALK | TOTALS |
|---------------------|--------------------|--------------------|-------------------|-------------------|--------|
| TOTAL: | 12 | 3 | 6 | 5 | 26 |
| P.H.V: ₁ | 8 | 3 | 3 | 5 | 19 |
| P.H.F: ₂ | 0.400 | 0.375 | 0.375 | 0.625 | 0.679 |

(1) Peak Hour Volume (Peak hour begins at: 100 PM)

(2) Peak Hour Factor



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PEDESTRIAN CROSSWALK COUNTS

#002 Mall Corners drivewayShopping Centers & Satellite Boulevard - PM PEAK

| | | | |
|----------------|---------------------------------------|------------|---------------------------|
| LOCATION#: | 002 | QTD PROJ#: | 2024141 |
| NORTH / SOUTH: | Mall Corners drivewayShopping Centers | DATE: | Wednesday, April 10, 2024 |
| EAST / WEST: | Satellite Boulevard | VICINITY: | GA |

| DIRECTION: | NORTHERN CROSSWALK | SOUTHERN CROSSWALK | EASTERN CROSSWALK | WESTERN CROSSWALK | TOTALS |
|------------|--------------------|--------------------|-------------------|-------------------|--------|
| 2:00 PM | 0 | 0 | 0 | 0 | |
| 2:15 PM | 6 | 0 | 2 | 2 | 10 |
| 2:30 PM | 0 | 0 | 0 | 0 | |
| 2:45 PM | 0 | 0 | 1 | 1 | 2 |
| 3:00 PM | 0 | 1 | 1 | 0 | 2 |
| 3:15 PM | 0 | 0 | 2 | 0 | 2 |
| 3:30 PM | 0 | 1 | 0 | 0 | 1 |
| 3:45 PM | 0 | 0 | 2 | 1 | 3 |
| 4:00 PM | 0 | 0 | 0 | 0 | |
| 4:15 PM | 3 | 3 | 1 | 0 | 7 |
| 4:30 PM | 1 | 2 | 1 | 0 | 4 |
| 4:45 PM | 2 | 5 | 2 | 0 | 9 |
| 5:00 PM | 1 | 2 | 0 | 0 | 3 |
| 5:15 PM | 0 | 4 | 0 | 0 | 4 |
| 5:30 PM | 2 | 1 | 2 | 0 | 5 |
| 5:45 PM | 0 | 0 | 0 | 0 | |
| 6:00 PM | 2 | 2 | 0 | 1 | 5 |
| 6:15 PM | 0 | 0 | 1 | 1 | 2 |
| 6:30 PM | 1 | 0 | 0 | 0 | 1 |
| 6:45 PM | 0 | 1 | 0 | 1 | 2 |

| VOLUME STATS: | NORTHERN CROSSWALK | SOUTHERN CROSSWALK | EASTERN CROSSWALK | WESTERN CROSSWALK | TOTALS |
|---------------------|--------------------|--------------------|-------------------|-------------------|--------|
| TOTAL: | 18 | 22 | 15 | 7 | 62 |
| P.H.V: ₁ | 7 | 12 | 4 | 0 | 23 |
| P.H.F: ₂ | 0.583 | 0.600 | 0.500 | 0.000 | 0.639 |

(1) Peak Hour Volume (Peak hour begins at: 415 PM)

(2) Peak Hour Factor



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BICYCLE TURNING MOVEMENT COUNT

#002 Mall Corners driveway Shopping Centers & Satellite Boulevard - AM PEAK

| | | | |
|-----------------------|--|-------------------|---------------------------|
| LOCATION#: | 002 | QTD PROJ#: | 2024141 |
| NORTH / SOUTH: | Mall Corners driveway Shopping Centers | DATE: | Wednesday, April 10, 2024 |
| EAST / WEST: | Satellite Boulevard | VICINITY: | GA |

| DIRECTION: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTALS |
|------------|-----|-----|----|----|----|----|----|----|----|----|----|----|--------|
| LANES: | 0.5 | 0.5 | 1 | 0 | 1 | 0 | 1 | 3 | 1 | 1 | 3 | 0 | |
| 6:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 6:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 6:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 6:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 9:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 9:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 9:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 9:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 |
| 10:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 10:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 10:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 10:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 11:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 11:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 11:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 11:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |

| VOLUME STATS: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | |
|---------------------|----|-------|----|----|-------|----|----|-------|----|----|-------|----|-------|
| TOTAL: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 6 |
| P.H.V: ¹ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 5 |
| P.H.F: ² | | 0.000 | | | 0.000 | | | 0.625 | | | 0.000 | | 0.625 |

(1) Peak Hour Volume (Peak Hour Begins At 945 AM)

(2) Peak Hour Factor (directional aggregate)



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BICYCLE TURNING MOVEMENT COUNT

#002 Mall Corners drivewayShopping Centers & Satellite Boulevard - MD PEAK

| | | | |
|----------------|---------------------------------------|------------|---------------------------|
| LOCATION#: | 002 | QTD PROJ#: | 2024141 |
| NORTH / SOUTH: | Mall Corners drivewayShopping Centers | DATE: | Wednesday, April 10, 2024 |
| EAST / WEST: | Satellite Boulevard | VICINITY: | GA |

| DIRECTION: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTALS |
|------------|-----|-----|----|----|----|----|----|----|----|----|----|----|--------|
| LANES: | 0.5 | 0.5 | 1 | 0 | 1 | 0 | 1 | 3 | 1 | 1 | 3 | 0 | |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 1:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |

| VOLUME STATS: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTALS |
|---------------------|----|-------|----|----|-------|----|----|-------|----|----|-------|----|--------|
| TOTAL: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| P.H.V: ₁ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| P.H.F: ₂ | | 0.000 | | | 0.000 | | | 0.250 | | | 0.000 | | 0.250 |

(1) Peak Hour Volume (Peak Hour Begins At 100 PM)

(2) Peak Hour Factor (directional aggregate)



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BICYCLE TURNING MOVEMENT COUNT

#002 Mall Corners drivewayShopping Centers & Satellite Boulevard - PM PEAK

| | | | |
|----------------|---------------------------------------|------------|---------------------------|
| LOCATION#: | 002 | QTD PROJ#: | 2024141 |
| NORTH / SOUTH: | Mall Corners drivewayShopping Centers | DATE: | Wednesday, April 10, 2024 |
| EAST / WEST: | Satellite Boulevard | VICINITY: | GA |

| DIRECTION: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTALS |
|------------|-----|-----|----|----|----|----|----|----|----|----|----|----|--------|
| LANES: | 0.5 | 0.5 | 1 | 0 | 1 | 0 | 1 | 3 | 1 | 1 | 3 | 0 | |
| 2:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2:45 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 3:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 3:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 3:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 6:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 6:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 6:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 6:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |

| VOLUME STATS: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTALS |
|---------------------|----|-------|----|----|-------|----|----|-------|----|----|-------|----|--------|
| TOTAL: | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| P.H.V: ₁ | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| P.H.F: ₂ | | 0.250 | | | 0.000 | | | 0.000 | | | 0.000 | | 0.250 |

(1) Peak Hour Volume (Peak Hour Begins At 245 PM)

(2) Peak Hour Factor (directional aggregate)



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