

**REZONING, SPECIAL USE PERMIT, OR CHANGE IN CONDITIONS APPLICATION**

AN APPLICATION TO AMEND THE OFFICIAL ZONING MAP OF THE CITY OF PEACHTREE CORNERS, GEORGIA

APPLICANT INFORMATION	PROPERTY OWNER INFORMATION
NAME: <u>Pine Grove Communities, LLC c/o Andersen Tate &amp; Carr</u>	NAME: <u>Cecil B. Day Investment Co.</u>
ADDRESS: <u>1960 Satellite Blvd., Suite 4000</u>	ADDRESS: <u>4725 Peachtree Corners Circle, Suite 300</u>
CITY: <u>Duluth</u>	CITY: <u>Peachtree Corners</u>
STATE: <u>GA</u> ZIP: <u>30097</u>	STATE: <u>GA</u> ZIP: <u>30092</u>
PHONE: <u>770-822-0900</u>	PHONE: <u>770-597-6524</u>
E-MAIL: <u>mglouton@atclawfirm.com</u>	E-MAIL: <u>bstark@pinegrove.com</u>
<b>APPLICANT CONTACT, IF DIFFERENT THAN ABOVE</b>	
CONTACT PERSON: <u>Melody A. Glouton, Attorney for Applicant</u> PHONE: <u>770-822-0900</u>	
CONTACT'S E-MAIL: <u>mglouton@atclawfirm.com</u>	

**APPLICANT IS THE:**

OWNER'S AGENT       PROPERTY OWNER       CONTRACT PURCHASER

PRESENT ZONING DISTRICTS(S): M-1 REQUESTED ZONING DISTRICT: MUD

LAND DISTRICT(S): 6th LAND LOT(S): 301 ACREAGE: 6.89

ADDRESS OF PROPERTY: 4725 Peachtree Corners Circle

PROPOSED DEVELOPMENT: Mixed-Use Development

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*Staff Use Only This Section*

Case Number: \_\_\_\_\_ Hearing Date: P/C \_\_\_\_\_ C/C \_\_\_\_\_ Received Date: \_\_\_\_\_

Fees Paid: \_\_\_\_\_ By: \_\_\_\_\_

Related Cases & Applicable Conditions:

\_\_\_\_\_

Description:

\_\_\_\_\_



## Legal Description

4725 Peachtree Corners Circle

### **PROPERTY DESCRIPTION**

All that tract or parcel of land lying and being in Land Lots 301 and 317 of the 6th District, City of Peachtree Corners, Gwinnett County, Georgia and being more particularly described as follows:

Beginning at a 1/2 inch rebar set at the intersection of the northwestern right of way line of Metric Place (right of way varies at this point) and the land lot line common to Land Lots 301 and 302; thence proceeding along said land lot line the following courses and distances: North 30 degrees 30 minutes 34 seconds West a distance of 34.80 feet to an angle iron found, North 30 degrees 30 minutes 15 seconds West a distance of 54.80 feet to a 1/2 inch rebar found and North 32 degrees 06 minutes 28 seconds West a distance of 552.36 feet to a point; thence leaving said land lot line and proceeding North 36 degrees 24 minutes 10 seconds East a distance of 407.67 feet to a 1/2 inch rebar found on the southern right of way line of Peachtree Corners Circle (100 feet right of way width); thence proceeding along said right of way line of Peachtree Corners Circle the following courses and distances: along a curve to the right with a radius of 1587.02 feet and an arc length of 27.75 feet (said curve having a chord bearing of South 78 degrees 51 minutes 26 seconds East and a chord distance of 27.75 feet) to a point, along a curve to the right with a radius of 1587.02 feet and an arc length of 24.94 feet (said curve having a chord bearing of South 77 degrees 54 minutes 22 seconds East and a chord distance of 24.94 feet) to a point, South 76 degrees 24 minutes 48 seconds East a distance of 83.37 feet to a point, along a curve to the right with a radius of 2814.79 feet and an arc length of 271.02 feet (said curve having a chord bearing of South 73 degrees 39 minutes 18 seconds East and a chord distance of 270.91 feet) to a point and South 70 degrees 53 minutes 48 seconds East a distance of 17.92 feet to a 1/2 inch rebar set; thence leaving Peachtree Corners Circle and proceeding South 22 degrees 32 minutes 58 seconds West a distance of 627.34 feet to a 1/2 inch rebar found; thence South 02 degrees 07 minutes 46 seconds East a distance of 135.33 feet to a 1/2 inch rebar found on the northwestern right of way line of Metric Place (right of way varies at this point); thence proceeding along said right of way line of Metric Place the following courses and distances: along a curve to the left with a radius of 75.00 feet and an arc length of 22.53 feet (said curve having a chord bearing of South 65 degrees 24 minutes 00 seconds West and a chord distance of 22.45 feet) to a point and South 56 degrees 47 minutes 39 seconds West a distance of 67.47 feet to the Point of Beginning.

## Development Summary

Site Area	6.897 ac (300,445 sf)
Existing Zoning	M-1
Proposed Zoning	MUD
Proposed Density	39.54 uni/ac 272 units
Base Density	32 uni/ac 220.7 units
Density Bonuses	7.54 uni/ac 52.0 units
(a) Public Greenspace	2 uni/ac
(b) Separate metered multi-family units	5 uni/ac
(c) Smart Technology	5 uni/ac
(d) EV	5 uni/ac
(e) Public art feature-mobility devices	5 uni/ac
(f) Parking for micro-mobility devices	5 uni/ac
(m) Direct connection to City's Multi-Use Trail	5 uni/ac

Public Greenspace 2.27 ac (98,996 sf)

Retail	9,500 sf
Multi-family	248 units
Stacked Flats	24 units
Public/Recreation Area	94,996 sf
Non-Residential Area	121,830 sf (40.5% of gross site area)
Common Area Required	20% 1.38 acres (60,089 sf)
Common Area Provided	35% 2.67 acres (116,330 sf)

Parking Provided	467 spaces
Retail	87 spaces (1 sp/110 sf)
Residential	332 spaces (1.34 sp/uni)
Stacked Flats	48 spaces (2 sp/uni)



# NELSON

5700 Avalon Boulevard  
Alpharetta, GA 30009  
P 770.209.9393  
F 770.209.7050  
www.nelsonsw.com

## THE MARIAN

4725 Peachtree Corners Circle

**Pine Grove Communities**  
379 East Peach Ferry Road NE, Suite 400  
Atlanta, GA 30308  
P 404.487.2000

**PREPARED BY:**  
22 FEBRUARY 2024 SUBMITTED FOR ZONING  
27 AUGUST 2024 REVISION PLAN

**REVISIONS:**  
12 FEBRUARY 2024  
27 AUGUST 2024

PROJECT NO. 24-000103-000

DATE: 27 AUGUST 2024

ZONING SITE PLAN

**ZP-1**

SUBMITTED FOR ZONING



PINEGROVE

# THE MARIAN

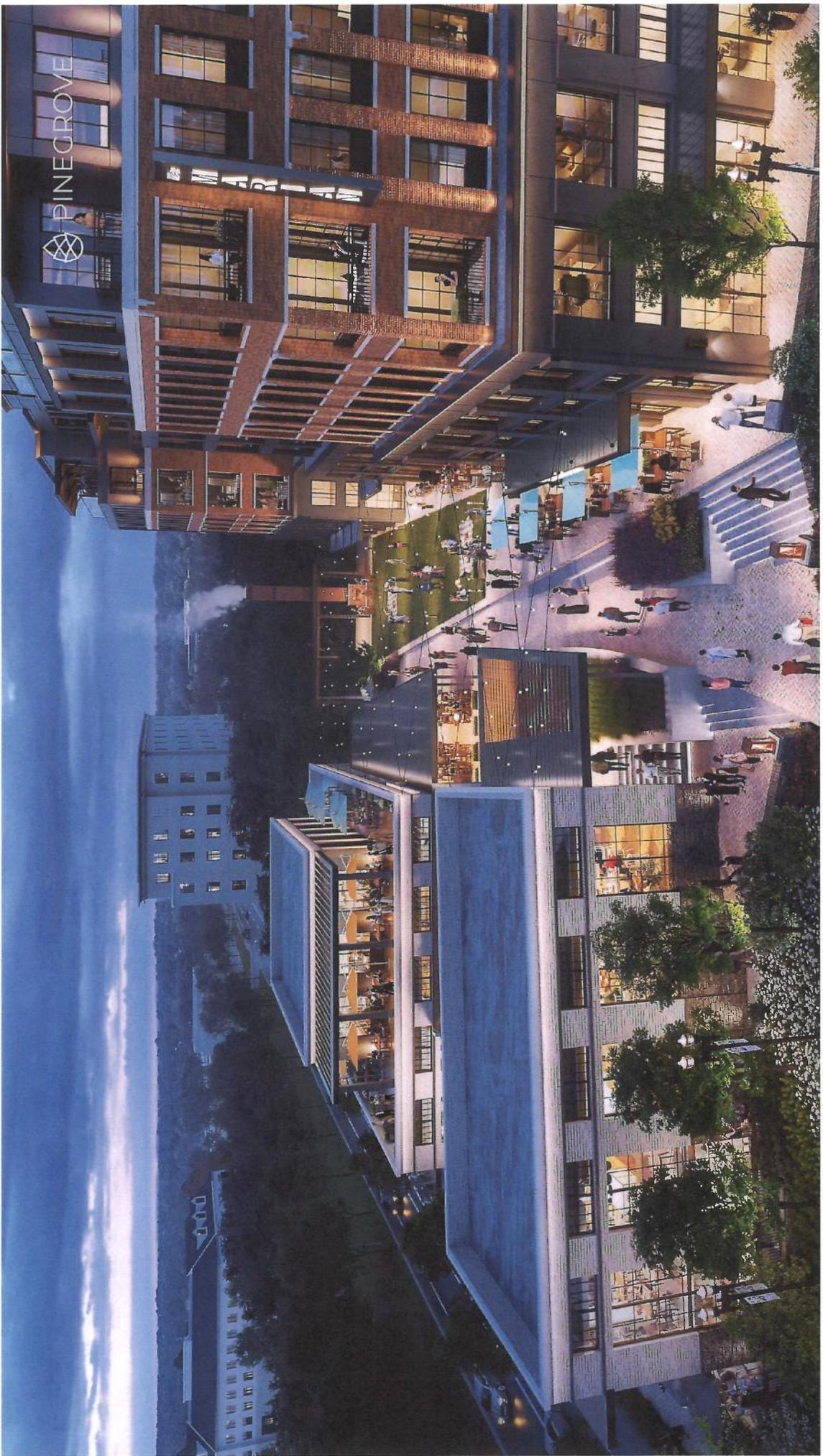
MIXED-USE DEVELOPMENT | 4725 PEACHTREE CORNERS CIRCLE



PINEGROVE

DR. MARIAN

WALTON







0.5 MILES FROM PROJECT SITE

**0.0** SOUTH BEECHWOOD RD  
TOWN CENTER

Lazy Dog	First Watch THE ORIGINAL COPY	Salata
Kremo	Boardroom	xfinity
Sprouts FAMILY MARKET	CMX CINEBISTRO	M. Mazlov's Desserts
Tiff's Treats	MH MOTOR HOTEL	CAVA
		Firebirds

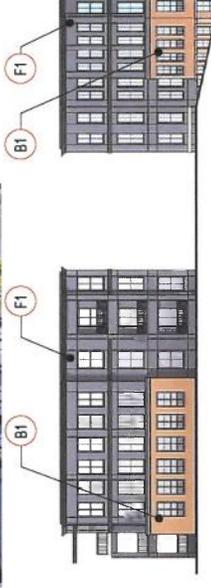
OrangeTheory	H & W STEAKHOUSE
CHASE	L. ALEXANDER'S RESTAURANT
Curiosity Lab	Wesleyan School
Pace LIFE FITNESS	PEC+
	Alogent
	MARRIOTT
	Hilton HOTELS & RESORTS

0.1 MILES FROM PROJECT SITE

**THE FORUM**

Trader Joe's	Chopt	SCORUS
Barnes & Noble	Pottery Barn	BANANA REPUBLIC
CVS	lululemon	fab'rik
J'S A. BANK	CLUB PILATES	WHITE HILLEN
REDFERNS	PULMONOW	VAN MICHAEL

SIEMENS	INTUITIVE SERVICES
Nanolumens	USTA
	FLEETCOR
	INSIGHT SECURITY GROUP



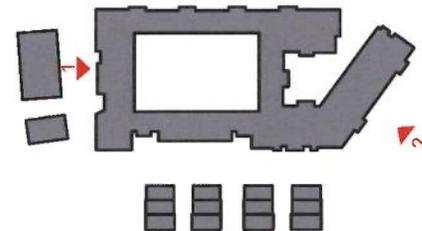
MATERIAL	SF	%
BRICK	888 SF	
GLAZING	1,672 SF	50%
STUCCO	0 SF	
FIBER CEMENT	2,550 SF	50%
<b>TOTAL FACADE</b>	<b>5,110 SF</b>	<b>100%</b>

3. ELEVATION - SOUTH



MATERIAL	SF	%
BRICK	1,594 SF	
GLAZING	3,239 SF	51%
STUCCO	342 SF	
FIBER CEMENT	4,885 SF	46%
<b>TOTAL FACADE</b>	<b>10,059 SF</b>	<b>100%</b>

2. ELEVATION - SOUTHEAST



KEY PLAN

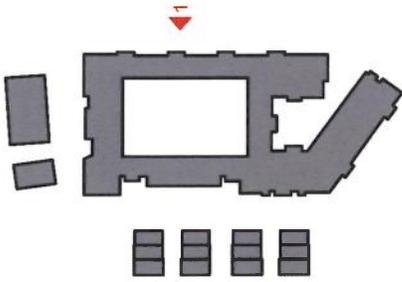
MATERIAL	SF	%
BRICK	2,922 SF	
GLAZING	7,445 SF	73%
STUCCO	3,049 SF	
FIBER CEMENT	4,945 SF	27%
<b>TOTAL FACADE</b>	<b>18,361 SF</b>	<b>100%</b>

1. ELEVATION - NORTH

PROJECT N° 20230354 | 03/05/24 | ELEVATION - NORTH, SOUTH & SOUTHEAST

THE MARIAN  
4725 PEACHTREE CORNERS CIR





F1 FIBER CEMENT PANEL



G1 STUCCO w/ DARK VENEER FINISH



B1 BRICK RUNNING BOND PATTERN



MATERIAL	SF	%
BRICK	3,484 SF	
GLAZING	8,162 SF	58%
STUCCO	2,477 SF	
FIBER CEMENT	10,175 SF	42%
<b>TOTAL FACADE</b>	<b>24,312 SF</b>	<b>100%</b>

1. ELEVATION - EAST

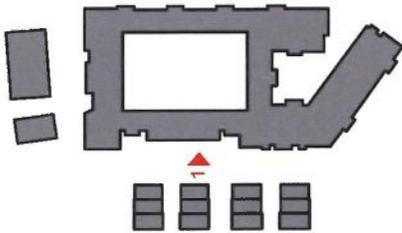
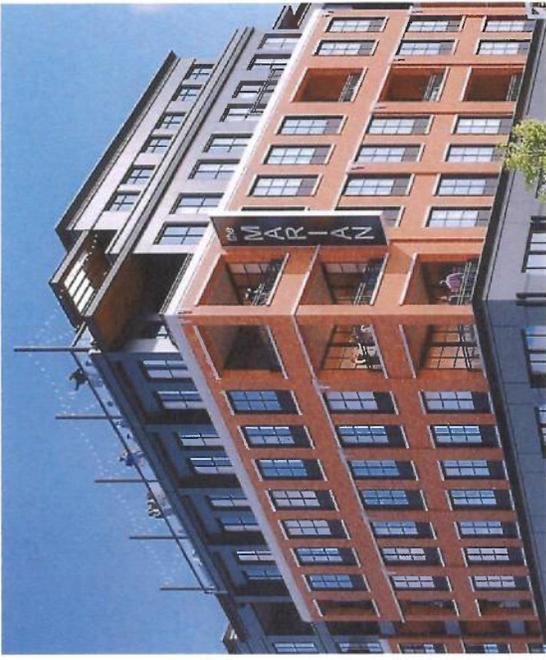
PROJECT N° 20230354

03/05/24

ELEVATION - EAST

THE MARIAN  
4725 PEACHTREE CORNERS CIR





F1 FIBER CEMENT PANEL



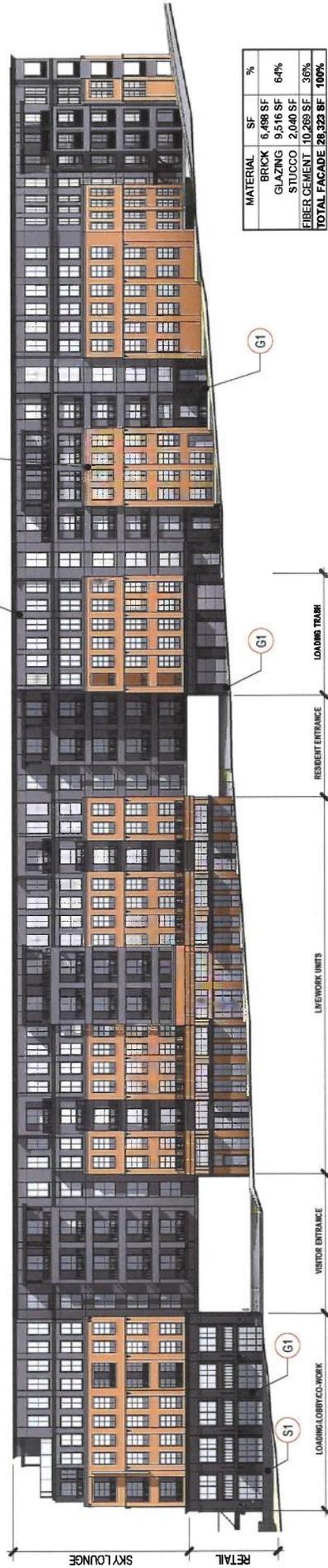
G1 STUCCO w/ DARK VENEER FINISH



S1 DARK STONE VENEER



B1 BRICK RUNNING BOND PATTERN



MATERIAL	SF	%
BRICK	6,498 SF	64%
GLAZING	9,516 SF	36%
STUCCO	2,040 SF	36%
FIBER CEMENT	10,269 SF	100%
<b>TOTAL FACADE</b>	<b>26,323 SF</b>	<b>100%</b>

1. ELEVATION - WEST

PROJECT N° 20230354

03/05/24

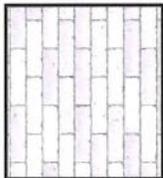
ELEVATION - WEST

THE MARIAN  
4725 PEACHTREE CORNERS CIR

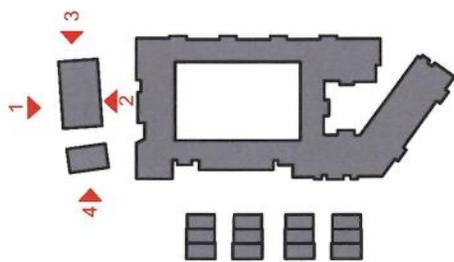




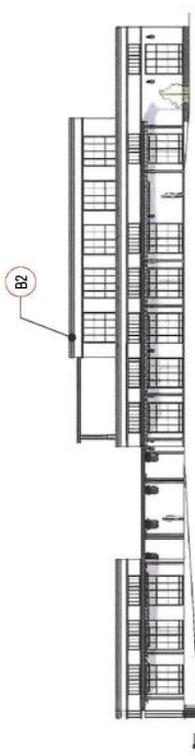
**S1**  
DARK STONE  
VENEER



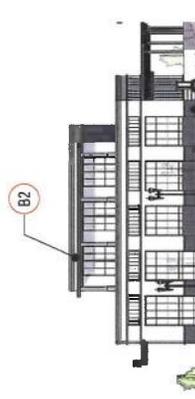
**B2**  
BRICK RUNNING BOND  
PATTERN, WHITE



KEY PLAN



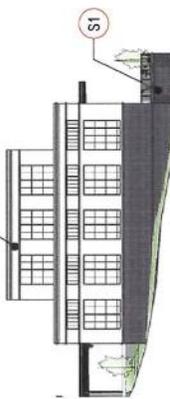
2. ELEVATION - SOUTH



4. ELEVATION - WEST



1. ELEVATION - NORTH



3. ELEVATION - EAST

PROJECT N° 20230354

03/05/24

ELEVATIONS - RETAIL

THE MARIAN  
4725 PEACHTREE CORNERS CIR

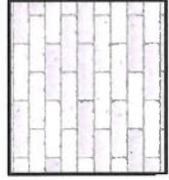


COOPER CARRY



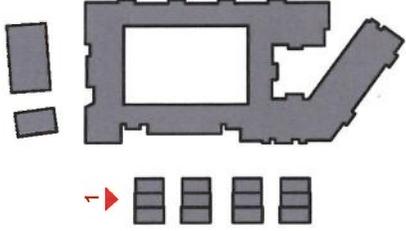
FIBER CEMENT  
PANEL

F1

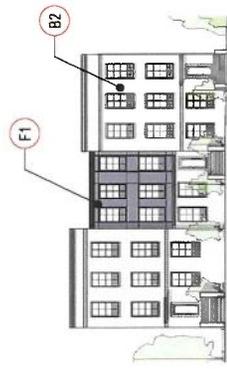


BRICK RUNNING BOND  
PATTERN, WHITE

B2



KEY PLAN



1. ELEVATION - NORTH

PROJECT N° 20230354

03/05/24

ELEVATION - NORTH - FLATS

THE MARLAN  
4725 PEACHTREE CORNERS CIR



COOPER CARRY

March 28, 2024

**LETTER OF INTENT FOR REZONING**

**Rezoning Application  
City of Peachtree Corners**

**Applicant:**  
Pine Grove Communities, LLC

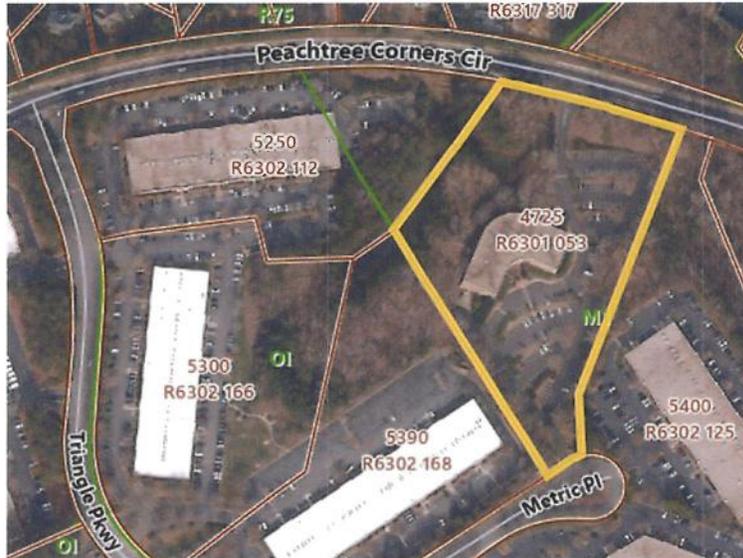
**Property/Tax Parcel ID:**  
R6301 053

±6.89 Acres of Land  
Located at 4725 Peachtree Corners Circle, Peachtree Corners, Georgia  
**From M-1 to MUD**

**Submitted for Applicant by:**  
Melody A. Glouton, Esq.  
ANDERSEN TATE & CARR, P.C.  
One Sugarloaf Centre  
1960 Satellite Blvd.  
Suite 4000  
Duluth, Georgia 30097  
770.822.0900  
[mglouton@atclawfirm.com](mailto:mglouton@atclawfirm.com)

## **I. INTRODUCTION**

This Application for Rezoning is submitted for a 6.89-acre parcel of land located at 4725 Peachtree Corners Circle, Peachtree Corners, Georgia (hereinafter the “Property”). The Property is a single tax parcel with frontage along both Peachtree Corners Circle and Metric Place. The Property is shown on the survey prepared by Travis Pruitt & Associates, Inc., dated January 26, 2024, and filed with this Application. The Property that is the subject of this Rezoning Application is further identified below from the Gwinnett County Tax Assessor’s Map:



The Property is currently zoned M-1 (Light Industry District) pursuant to The 2012 Zoning Resolution of the City of Peachtree Corners (the “Zoning Resolution”). The Applicant, Pine Grove Communities, LLC (the “Applicant”) now seeks approval to rezone the 6.89 acres to MUD (Mixed-Use Development District)<sup>1</sup> to accommodate the redevelopment of the Property as a mixed-use development with owner-occupied stacked flats, commercial suites, restaurant, retail, and 55+ active adult residential uses. The rezoning of the Property will allow for a quality mixed-use development that will service the surrounding community and support the adjacent commercial developments.

This document is submitted as the Letter of Intent, Response to Standards Governing the Exercise of Zoning Power, and other materials required by the Zoning Resolution.

## **II. DESCRIPTION OF THE PROPERTY AND SURROUNDING AREA**

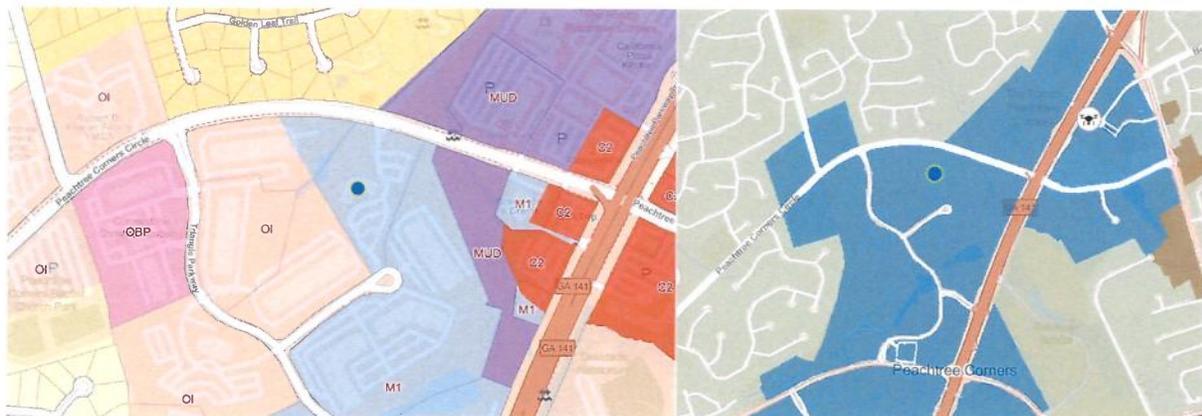
The Property is a single tax parcel located on Peachtree Corners Circle just east of its intersection with Triangle Parkway and west of its intersection with Peachtree Parkway. The

<sup>1</sup> Pursuant to the Zoning Resolution, the purpose of the Mixed-Use Development District is to “promote the development of properties in a manner that integrates commercial and/or office with residential land uses, promotes pedestrian accessibility among uses, reduces automobile trips, provides a livable environment for project residents, and enhances the value and aesthetics of the surrounding community.”

Property is currently developed with a 65,025 square foot, multi-tenant office building constructed in 1986 and known as “The Day Building.” The Property is surrounded by a relatively intense mix of land uses including commercial/retail, office, institutional, and residential uses. To the northeast and across Peachtree Corners Circle lies The Forum, which includes various outparcel retail uses, including restaurants, shops, and commercial service businesses. To the south and southeast, lies additional office uses along Metric Place that are primarily characterized by large, older office buildings with various intermingled uses. To the north and northwest of the Property, the site is separated by an existing 150-foot natural buffer and right-of-way from a residential community with single-family homes. The proposed development is compatible with the intense mix of land uses and would complement the primarily employment-related uses of the surrounding area by providing a first-class, attractive, mixed-use development that is walkable to destinations such as the Intuitive campus, The Forum, and Peachtree Corners Town Center.

The City of Peachtree Corners 2045 Comprehensive Plan (the “2045 Plan”) classifies this Property as within the “Central Business District” character area. As outlined in the 2045 Plan, the Central Business District character area is the economic heart of Peachtree Corners. It envisions a mix of retail and commercial uses, offices, mixed-use, government and institutional properties, and open space. More importantly, the Central Business District anticipates developments to include civic, cultural, and social gathering places easily accessed by residents in high-quality housing. The Central Business District is home to many of the City’s major attractions, such as The Forum, the Town Center, City Hall, and Technology Park. The Central Business District is the most intense concentration of development and density, and while the current uses are primarily nonresidential, the City specifically desires high-quality mid-rise mixed-use development with significant residential components. The Property also lies within the preferred areas for High-Density Housing as depicted in the 2045 Plan.

The Property is shown below on the City of Peachtree Corners City Map:



Surrounding Zoning Classifications

Central Business District Character Area

The 2045 Plan specifically identifies “Appropriate Uses” within the Central Business District as follows:

- Mixed-use
- Office
- Multi-family residential, only as part of a mixed-use development
- Townhouses, only as part of a mixed-use development
- Services, including hospital and medical
- Free-standing commercial/retail, including restaurants preferably in mixed-use developments
- Open space

Despite the Property being zoned M-1, the 2045 Plan specifically identifies “Discouraged Uses” within the Central Business District as follows:

- Light industry (prohibited)
- Heavy industry (prohibited)
- Single-family detached residential
- Auto-oriented establishments
- Drive-through establishments
- “Big box” retail

### **III. PROJECT SUMMARY**

#### **A. Mixed-Use Development**

As shown on the conceptual site plan prepared by Nelson, dated February 5, 2024, and filed with this Application (hereinafter the “Site Plan”), the Applicant proposes to develop a mixed-use development that includes retail/entertainment, owner-occupied stacked flats, commercial suites, and 55+ age-targeted multifamily residences. The rezoning of the Property will redevelop an otherwise underutilized office building and allow for a first-class mixed-use development to service the surrounding community.

The development would include approximately 9,500 square feet of retail space, 24 stacked flats, 248 residences with floorplans, amenities, services, and marketing targeted for residents aged 55 and up, and 2.27 acres of public green space. The retail area would include a unique indoor/outdoor food and beverage establishment with an activated rooftop bar that would maintain connectivity to the Corners Connector trail system thereby creating a walkable or bikeable destination. The proposed commercial suites would include 1,020 square feet of office space on the ground floor with a potential 900 square feet of loft space for a total of 1,920 square feet per suite. The commercial suites would provide a viable option for small companies who desire to be in more of an integrated development with residential uses. The proposed stacked flat units would be approximately 1,400 and 1,800 square feet and priced for affordability in the \$400,000 range. The age-targeted multifamily component will be the first of its kind in Peachtree Corners and will be the highest quality rental community in the City to date, with one- and two-bedroom units and rental rates ranging from \$2,400 to \$3,400 per month. Relevant examples of this emerging product type include Everleigh Halcyon Village and Everleigh Deerfield. The Applicant has included proposed renderings of the development with this Application.

The Property's location along Peachtree Corners Circle provides a vibrant, community-focused, visual buffer for a site just east of the City's main artery. The recent redevelopment in this area reflects the City's recent successes while helping attract new businesses and young professionals looking for a mix of housing options and urban amenities within a suburban setting. The Property is located in close proximity to the Corners Connector Trail System and the Applicant proposes trail connectivity to the site that can be used for walking, biking, and other alternative transportation modes. By connecting the site to the City's multi-use path, residents and employees alike can access the multiple locations within the City from the Property.

The Property is in an appropriate location for the proposed development, which is surrounded by a mix of intense uses. In fact, the Applicant's request would be downzoning from the existing industrial zoning classification (M-1), resulting in little to no impact on the surrounding properties, schools, or traffic. The proposed development is also compatible with the 2045 Plan and will attract more high-paying, white-collar jobs that will contribute to higher household incomes and provide opportunities for more Peachtree Corners residents to work where they live. In turn, revitalizing a traditional office building into a walkable, mixed-use environment will motivate young, educated professionals who wish to live where they work to live in Peachtree Corners.

### **B. Variance Requested**

In order to develop the Property for use as a mixed-use development as set forth in the Application, the Applicant specifically requests the following variances and/or conditions of zoning, as applicable:

- Variance from Section 1318.5(c) to allow the minimum project area to be less than eight (8) contiguous acres. The Applicant submits that other developments requesting the same relief have previously been granted (See, RZ2021-004 and RZ2022-006).
- Variance from Section 18-50(a)(1) to allow for a temporary encroachment of the 50' undisturbed wetlands buffer around the existing detention pond. This is needed to allow for raising of the existing pond berm to accommodate additional stormwater detention required to meet updated design standards. This proposed stormwater solution has been discussed with City engineering staff.

The requested variances are necessary to afford the Applicant relief so that the Property may be redeveloped in accordance with the intent of the site plan. The Applicant submits that strict adherence to the requirements of the Zoning Resolution is not possible in this matter. Further, granting the variances would not adversely affect the existing use or usability of adjacent property.

Finally, as required by the City of Peachtree Corners, the Applicant sent letters to all property owners within a 500-foot radius of the site and held a community meeting on Wednesday, March 27, 2024. While there were no attendees at the meeting, the Applicant remains committed to working with the City and community members on the proposed development.

### **C. The Developer**

Pine Grove Communities, LLC ("PGC") is a leading real estate investor, developer, and operator of new residential communities in high-growth markets. Driven to be the premier residential investment

sponsor in the Southeast, PGC is redefining the housing experience through superior locations, planning, design, and hospitality. PCG was formed in 2021 by industry leaders, including two partners who grew up in Peachtree Corners and maintain a vested interest in producing high-quality developments in the community they call home. The Property has been in the family of one of the partners for almost 40 years.

#### **IV. SITE IMPACT ANALYSIS**

Pursuant to Section 1702 of the Zoning Resolution, the Applicant submits its written impact analysis and responses to the Standards Governing Exercise of the Zoning Power, as follows:

**(A) WHETHER A PROPOSED REZONING WILL PERMIT A USE THAT IS SUITABLE IN VIEW OF THE USE AND DEVELOPMENT OF ADJACENT AND NEARBY PROPERTY:**

Yes, approval of the proposed Rezoning will permit a use that is suitable in view of the use and development of adjacent and nearby property. The proposed mixed-use development would complement existing uses surrounding the property, which include two other properties recently rezoned from M1 to MUD. The Property is also located within the Central Business District Character Area. The surrounding area is characterized by a mix of intense retail, commercial, office, institutional, and residential uses. The proposed mixed-use development would complement this existing land use mix and provide much-needed residential critical mass.

**(B) WHETHER A PROPOSED REZONING WILL ADVERSELY AFFECT THE EXISTING USE OR USEABILITY OF ADJACENT OR NEARBY PROPERTY:**

Approval of the proposed rezoning will not adversely affect the existing use or usability of adjacent or nearby property. Rather, the proposed development would complement surrounding land uses by providing additional housing options for current and future residents of the City of Peachtree Corners. Residents of the proposed community would have convenient access to employment centers, commercial and retail. Additionally, the proposed non-residential component of the proposed development would provide an additional dining and entertainment destination for people who live and work in the surrounding area. Lastly, proposed traffic improvements included in the proposed development will alleviate an existing “blind curve” sightline issue traveling eastbound along Peachtree Corners Circle and provide additional vehicular and pedestrian connectivity between Metric Place and The Forum.

**(C) WHETHER THE PROPERTY TO BE AFFECTED BY A PROPOSED REZONING HAS REASONABLE ECONOMIC USE AS CURRENTLY ZONED:**

The Applicant submits that due to the size, location, layout, topography, and natural features of the Property, it does not have reasonable economic use as currently zoned. The Applicant further submits that, at 38 years old, the current office building is not as competitive in today’s office market. Office buildings in Peachtree Corners built before 2010 have experienced an average net annual absorption of negative 24,572 square feet per year over the past ten years. Peachtree Corners office availability is currently at high levels of 25% or 1,500,000 square feet.

**(D) WHETHER THE PROPOSED REZONING WILL RESULT IN A USE WHICH WILL OR COULD CAUSE AN EXCESSIVE OR BURDENSOME USE OF EXISTING STREETS, TRANSPORTATION FACILITIES, UTILITIES, OR SCHOOLS:**

Approval of the proposed rezoning will not result in a use which will or could cause an excessive or burdensome use of existing infrastructure systems. The proposed development has frontage on Peachtree Corners Circle and Metric Place with access to water and sewer utilities on-site. A traffic impact study prepared by Kimley-Horn, dated March 2024, concluded that all nearby intersections are projected to operate at acceptable levels of service under “build” and “no-build” conditions. No roadway improvements were recommended.

Furthermore, the proposed development is not anticipated to materially impact school enrollment due to the age-targeted services and marketing, lack of child friendly amenities such as playgrounds, and a unit mix consisting entirely of one and two-bedroom units. Although not expected, data published by Gwinnett County Public Schools suggests that all schools impacted by the development are currently operating under capacity and have recently seen modest declines in annual enrollment. Any potential impacts would be mitigated with appropriate zoning conditions, site development requirements, and planning.

**(E) WHETHER THE PROPOSED REZONING IS IN CONFORMITY WITH THE POLICY AND INTENT OF THE LAND USE PLAN:**

The proposed rezoning application is in conformity with the policy and intent of the 2045 Plan. The Property is located within the Central Business District and encouraged land uses specifically include mixed-use developments with multifamily residential. The proposed development would be compatible with and successfully co-exist with the surrounding uses.

**(F) WHETHER THERE ARE OTHER EXISTING OR CHANGING CONDITIONS AFFECTING THE USE AND DEVELOPMENT OF THE PROPERTY WHICH GIVE SUPPORTING GROUNDS FOR EITHER THE APPROVAL OR DISAPPROVAL OF THE ZONING PROPOSAL:**

The Applicant submits that the character of the surrounding development and the existing mix of uses in the area provide supporting reasons for approval of the rezoning. The Applicant submits that the Property's location, size, and dimensions, as well as its frontage along Peachtree Corners Circle provide further support for approval of the proposed rezoning application.

**V. CONCLUSION**

For the foregoing reasons, the Applicant respectfully requests that this Application to Rezone from M-1 to MUD be approved. The Applicant welcomes the opportunity to meet with the City of Peachtree Corners Planning Department staff to answer any questions or to address any concerns relating to this Letter of Intent or supporting materials.

Respectfully submitted this 29th day of March, 2024.

ANDERSEN, TATE & CARR, P.C.

*Melody A. Glouton*

Melody A. Glouton, Esq.

Enclosures  
MAG/dwb  
4870-0584-7474, v. 1

**APPLICANT'S CERTIFICATION**

The undersigned below states under oath that they are authorized to make this application. The undersigned is aware that no application or reapplication affecting the same land shall be acted upon within 12 months from the date of last action by the city council unless waived by the city council. In no case shall an application or reapplication be acted upon in less than six (6) months from the date of last action by the city council.

  
\_\_\_\_\_  
Signature of Applicant  
Date 2/27/24  
William B. Starke, Manager  
\_\_\_\_\_  
Type or Print Name and Title

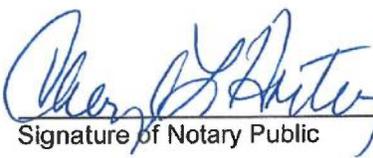
  
\_\_\_\_\_  
Signature of Notary Public  
Date 2/27/24  
Notary Seal



**PROPERTY OWNER'S CERTIFICATION**

The undersigned below states under oath that they are authorized to make this application. The undersigned is aware that no application or reapplication affecting the same land shall be acted upon within 12 months from the date of last action by the city council unless waived by the city council. In no case shall an application or reapplication be acted upon in less than six (6) months from the date of last action by the city council. As the property owner, I authorize the above noted applicant to act on my behalf with regard to this application.

  
\_\_\_\_\_  
Signature of Property Owner  
Date 02/27/2024  
Furman H. Agee III, Pres., Cecil B. Day Investment Company  
\_\_\_\_\_  
Type or Print Name and Title

  
\_\_\_\_\_  
Signature of Notary Public  
Date 2/27/2024



**APPLICANT'S RESPONSE**  
**STANDARDS GOVERNING THE EXERCISE OF THE ZONING POWER**

Pursuant to section 1702 of the 2012 zoning resolution, the city council finds that the following standards are relevant in balancing the interest in promoting the public health, safety, morality or general welfare against the right to the unrestricted use of property and shall govern the exercise of the zoning power.

PLEASE RESPOND TO THE FOLLOWING STANDARDS IN THE SPACE PROVIDED OR USE AN ATTACHMENT AS NECESSARY:

- A. Will this proposed rezoning, special use permit, or change in conditions permit a use that is suitable in view of the use and development of adjacent and nearby property?  
Please see attached responses within the Applicant's Letter of Intent.
  
- B. Will this proposed rezoning, special use permit, or change in conditions will adversely affect the existing use or usability of adjacent or nearby property?
  
- C. Does the property to be affected by a proposed rezoning, special use permit, or change in conditions have reasonable economic use as currently zoned?
  
- D. Will the proposed rezoning, special use permit, or change in conditions will result in a use which will or could cause an excessive or burdensome use of existing streets, transportation facilities, utilities, or schools?
  
- E. Will the proposed rezoning, special use permit, or change in conditions is in conformity with the policy and intent of the land use plan?
  
- F. Are there are other existing or changing conditions affecting the use and development of the property which give supporting grounds for either approval or disapproval of the proposed rezoning, special use permit, or change in conditions?







OFFICE OF COMMUNITY DEVELOPMENT  
Diana Wheeler | *Community Development Director*

## COMMUNITY INFORMATION MEETING CERTIFICATION

A Community Information Meeting means the following:

A meeting arranged by the applicant and held prior to submittal of the public hearing application which invites the surrounding community to an informational meeting. The purpose of this is to provide an overview of your request and allows for you to answer any questions the neighboring residents and/or businesses may have.

This is your meeting, and an opportunity for free discussion with neighbors without city involvement, but the city will provide you a list of the mailing addresses of land owners within a 500' radius of your subject property. This allows for the same adjacent owners to be notified of your community meeting who will then later be notified by the city of your subsequent public hearing process.

This meeting should be held in a place and time convenient to nearby property owners. Reasonable notice (no less than one week) should be given by mail of the meeting's date and time. Completion of the Community Information Meeting Certification form should follow the meeting and is required to be submitted with the public hearing application.

*The meeting must be held no more than 45 days prior to the submittal date of the complete application for a public hearing. A postmarked United States Postal Service Certificate of Mailing form must also be submitted with this form as evidence of mailing of meeting notices.*

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### TO BE COMPLETED BY APPLICANT:

Date & time meeting held Wednesday, March 27, 2024, 6:00 pm

Location of meeting 4725 Peachtree Corners Circle, Suite 150, Peachtree Corners, GA 30092

Summary of meeting Representatives of Pine Grove Communities and Andersen Tate & Carr hosted a meeting to discuss the proposed development. Despite sending notification letters to all property owners within a 500-foot radius of the site, there were no attendees.

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Applicant's signature Melody A. Houston, Attorney for Applicant

(See back for meeting sign-in sheet)



*Traffic Impact Study*

# **4725 Peachtree Corners Circle Redevelopment**

Peachtree Corners, Georgia

*Report Prepared:*

March 2024

*Prepared for:*

Pine Grove Acquisitions, LLC

*Prepared by:*

**Kimley»»Horn**

Kimley-Horn and Associates, Inc.  
3930 East Jones Bridge Road, Suite 350  
Peachtree Corners, GA 30092  
017616001



*Traffic Impact Study*

# 4725 Peachtree Corners Circle Redevelopment

Peachtree Corners, Georgia

*Report Prepared:*

March 2024

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*Prepared by:*

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017616001



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- Appendix A: Site Plan
- Appendix B: Growth Rate Analysis
- Appendix C: Intersection Volume Worksheets
- Appendix D: *Synchro* Analysis Reports
- Appendix E: Raw Traffic Counts
- Appendix F: Project Fact Sheets

## 1.0 INTRODUCTION

This report presents the analysis of the anticipated traffic impacts associated with the proposed 4725 *Peachtree Corners Circle* redevelopment. The site is bounded by Peachtree Corners Circle to the north, existing office developments to the east and west, and Metric Place to the south. The approximate 6.89-acre site is proposed to consist of 248 apartment units, 24 stacked flats, and two separate retail buildings totaling approximately 9,500 SF. The redevelopment includes demolition of the existing structures and surface parking on site. The development is expected to be completed in 2026 (referred to herein as “build-out year”).

This report summarizes the analyses of the following three (3) conditions:

1. Existing 2023 Traffic Conditions
2. Projected 2026 No-Build Traffic Conditions (Existing 2023 Traffic Conditions, plus background traffic growth).
3. Projected 2026 Build Traffic Conditions (Projected 2026 No-Build Traffic Conditions, plus the traffic associated with the proposed 4725 *Peachtree Corners Circle development*).

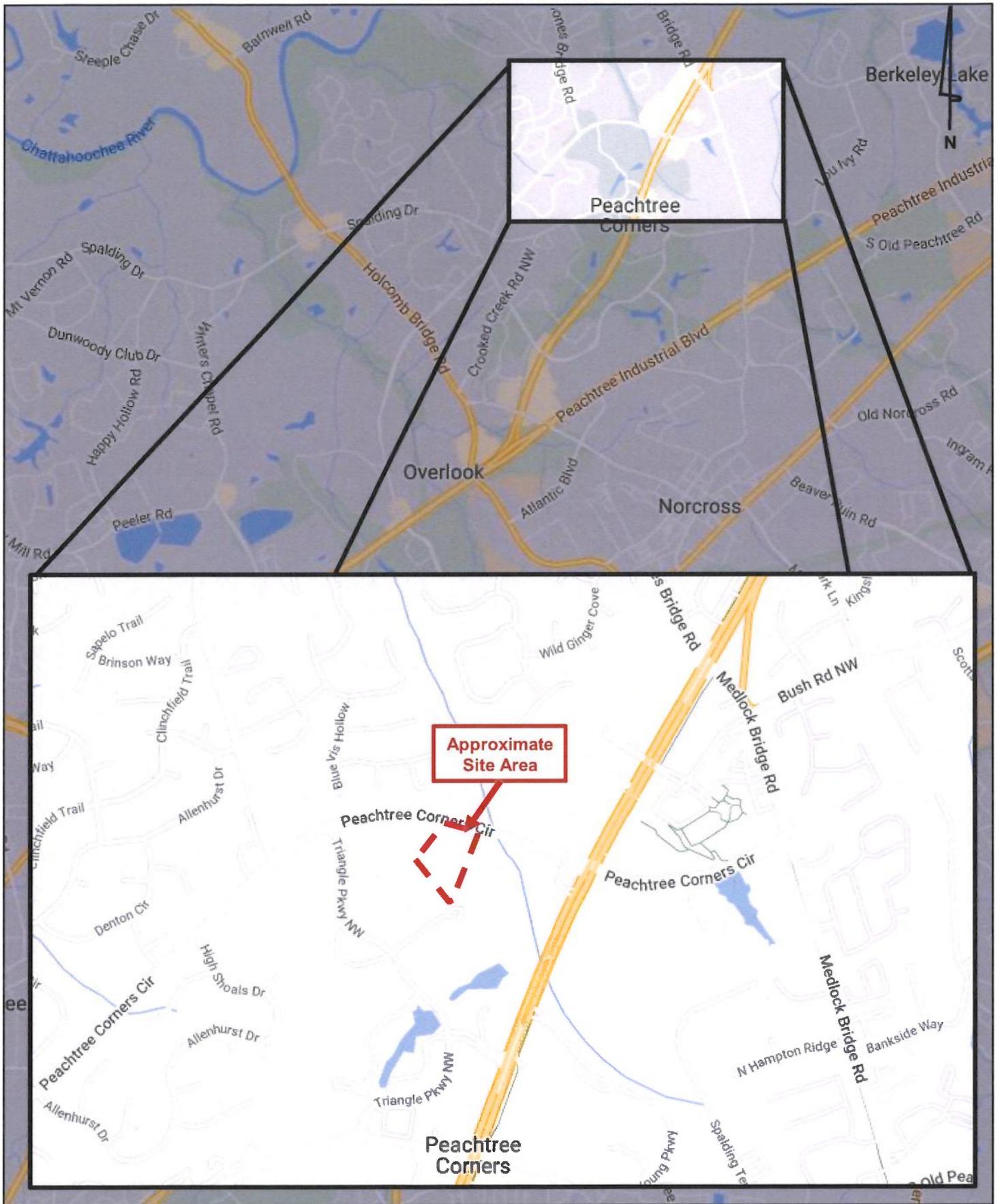
**Figure 1** provides a location map of the project site. **Figure 2** provides aerial imagery of the project site. Additionally, a copy of the proposed site plan is provided in **Appendix A**.

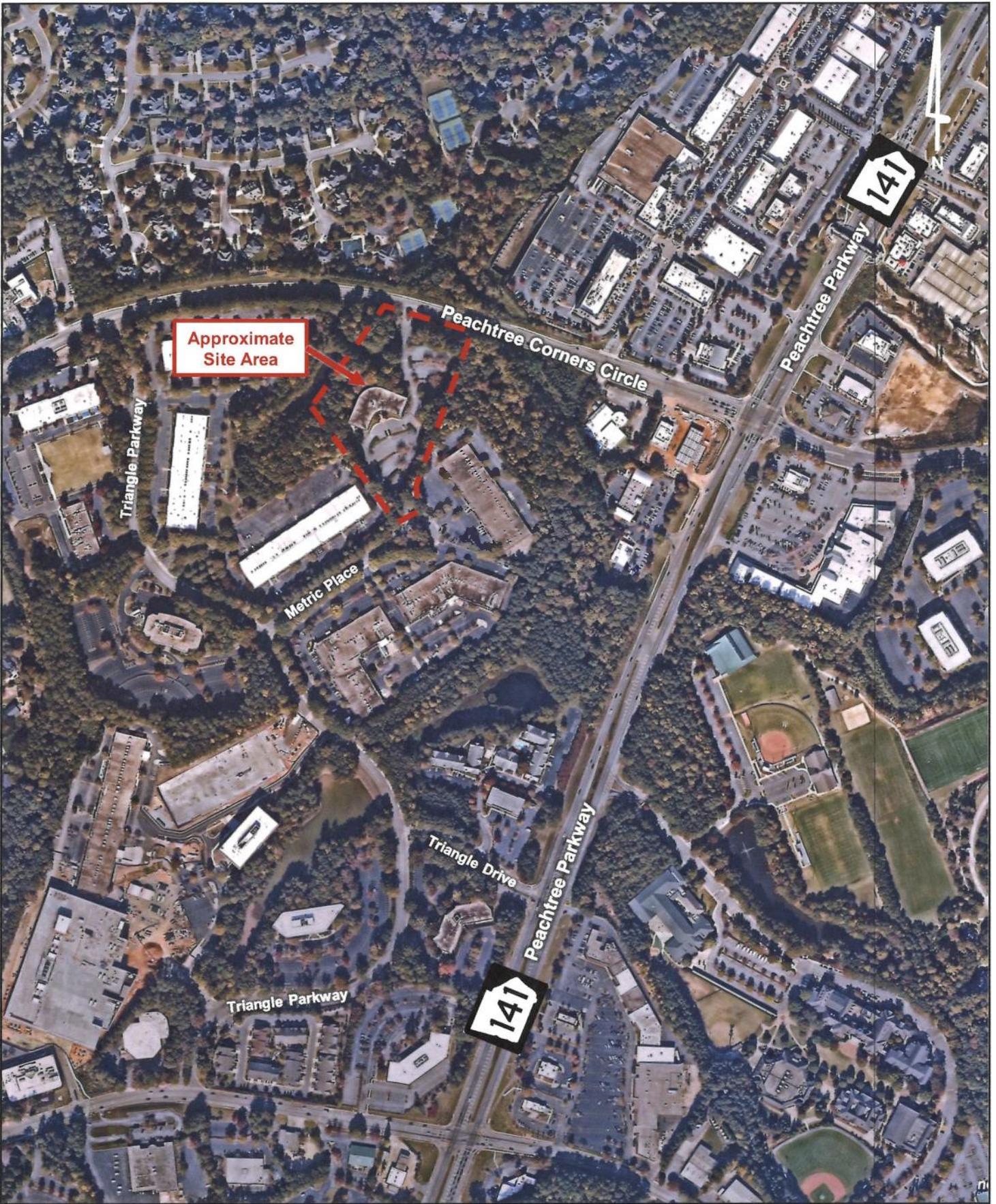
## 2.0 STUDY AREA DETERMINATION

Per discussions with the City of Peachtree Corners Staff, the study area consists of the following five (5) existing intersections:

1. SR 141 (Peachtree Parkway) at Peachtree Corners Circle
2. Peachtree Corners Circle at Existing Driveway A
3. Peachtree Corners Circle at Triangle Parkway
4. Triangle Parkway at Metric Place
5. Metric Place at Existing Driveway B

This analysis considers SR 141 (Peachtree Parkway) and Triangle Parkway as having a north-south orientation, and considers Peachtree Corners Circle and Metric Place as having an east-west orientation.





### 3.0 EXISTING TRAFFIC CONDITIONS

#### 3.1 ROADWAY CHARACTERISTICS

The roadways within the study network have the following characteristics:

SR 141 (Peachtree Parkway) is a four-lane, divided, principal arterial roadway with a posted speed limit of 45 MPH. GDOT counts taken on SR 141 (Peachtree Parkway) south of Peachtree Corners Circle indicated an Annual Average Daily Traffic (AADT) volume of 41,600 vehicles per day in 2022.

Peachtree Corners Circle is a two-lane major collector roadway divided by a center two-way left-turn lane with a posted speed limit of 40 MPH. GDOT counts taken on Peachtree Corners Circle west of Triangle Parkway indicated an Annual Average Daily Traffic (AADT) volume of 13,300 vehicles per day in 2022.

Triangle Parkway is a two-lane local roadway divided by a center two-way left-turn lane with a posted speed limit of 35 MPH. Historical GDOT counts are not currently available for the corridor.

Metric Place is a two-lane, undivided, local roadway without a posted speed limit. Historical GDOT counts are not currently available for the corridor. Metric Place serves several office buildings and dead ends in a cul-de-sac 800 feet east of Triangle Parkway.

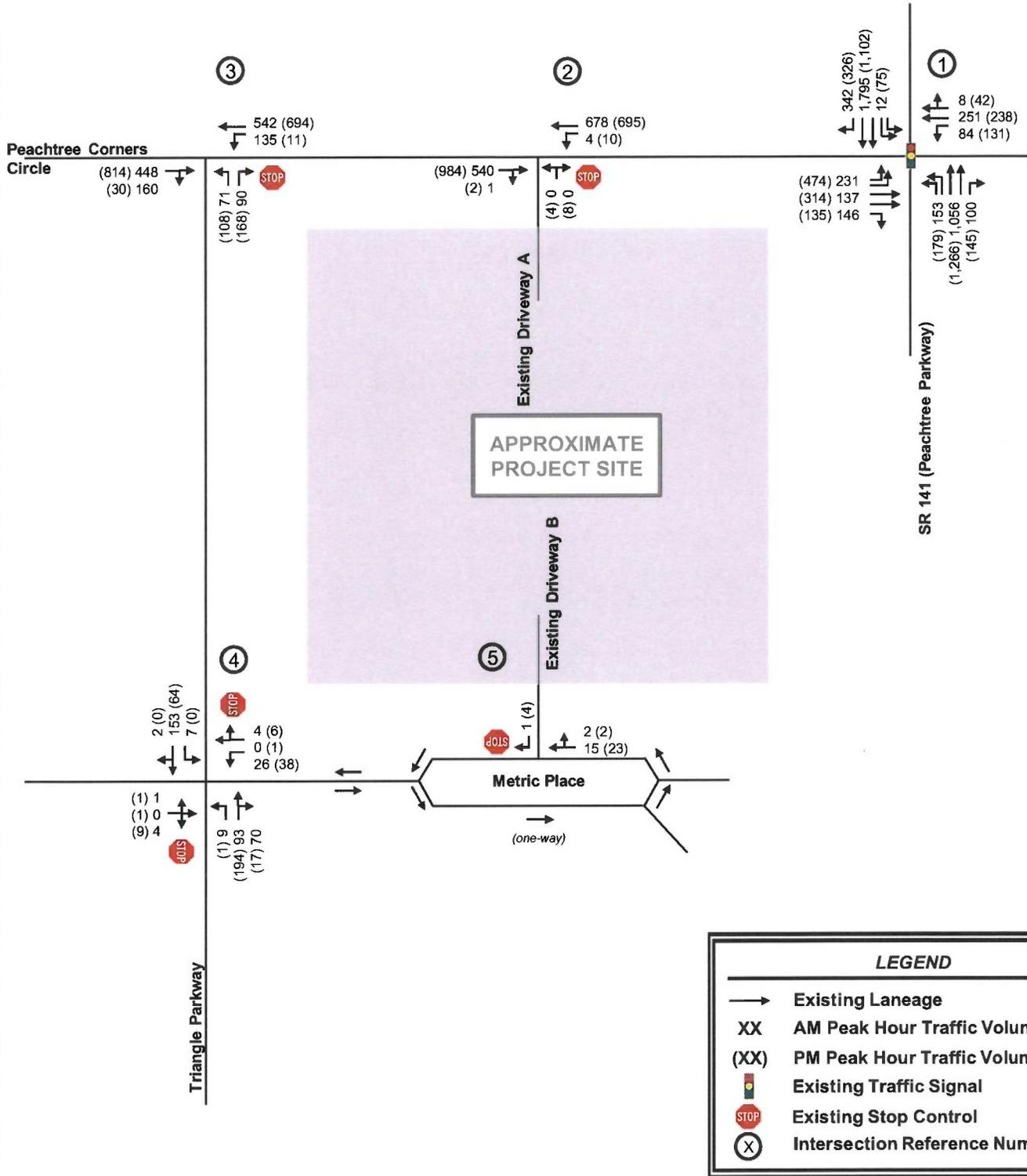
#### 3.2 EXISTING TRAFFIC VOLUMES

Vehicle peak hour turning movement counts were performed at the five (5) existing study intersections. The peak hour turning movement counts were performed on Thursday, December 7, 2023. The AM and PM peak hours for each intersection are listed below in **Table 1**. The peak hour traffic counts were used to perform the analysis presented in this report.

<b>Intersection</b>	<b>AM Peak Hour</b>	<b>PM Peak Hour</b>
1. SR 141 (Peachtree Parkway) at Peachtree Corners Circle	7:30 AM - 8:30 AM	4:45 PM – 5:45 PM
2. Peachtree Corners Circle at Existing Driveway A	7:45 AM - 8:45 AM	4:45 PM – 5:45 PM
3. Peachtree Corners Circle at Triangle Parkway	7:45 AM - 8:45 AM	4:45 PM – 5:45 PM
4. Triangle Parkway at Metric Place	7:30 AM - 8:30 AM	4:30 PM – 5:30 PM
5. Metric Place at Existing Driveway B	7:45 AM - 8:45 AM	4:15 PM – 5:15 PM

Complete traffic count data is provided in **Appendix D**.

**Figure 3** illustrates the Existing 2023 peak hour traffic volumes at the study intersections as well as the existing roadway geometry.



## 4.0 PROJECTED BACKGROUND (NON-PROJECT) TRAFFIC

Projected background (non-project) traffic is defined as the expected traffic on the roadway network in the future year(s) absent the construction and opening of the proposed *4725 Peachtree Corners Circle* development. The Existing 2023 peak hour traffic volumes were increased by 2.0% per year for three (3) years to account for the expected background growth in traffic through year 2026, build-out of the project, based on population data and historic GDOT traffic counts in the area. A detailed growth rate analysis is included in **Appendix B**. **Figure 4** illustrates the Projected 2026 No-Build Conditions for the AM and PM peak hours.

### 4.1 FUTURE ROADWAY/INTERSECTION PROJECTS

The GDOT *GeoPI* system was researched for programmed transportation projects within the vicinity of the proposed development. One (1) programmed project was identified.

1. **PI#0016444**: The project proposes to convert SR 141 at East Jones Bridge Road to a Median U-turn (MUT) intersection by removing the side-street left-turns from the intersection. The construction is programmed to begin in 2029.

Fact sheets for the programmed projects are included in **Appendix F**. This project is located approximately 0.5 miles north of the study network; therefore, it is not included in the analysis.

## 5.0 PROJECT TRAFFIC

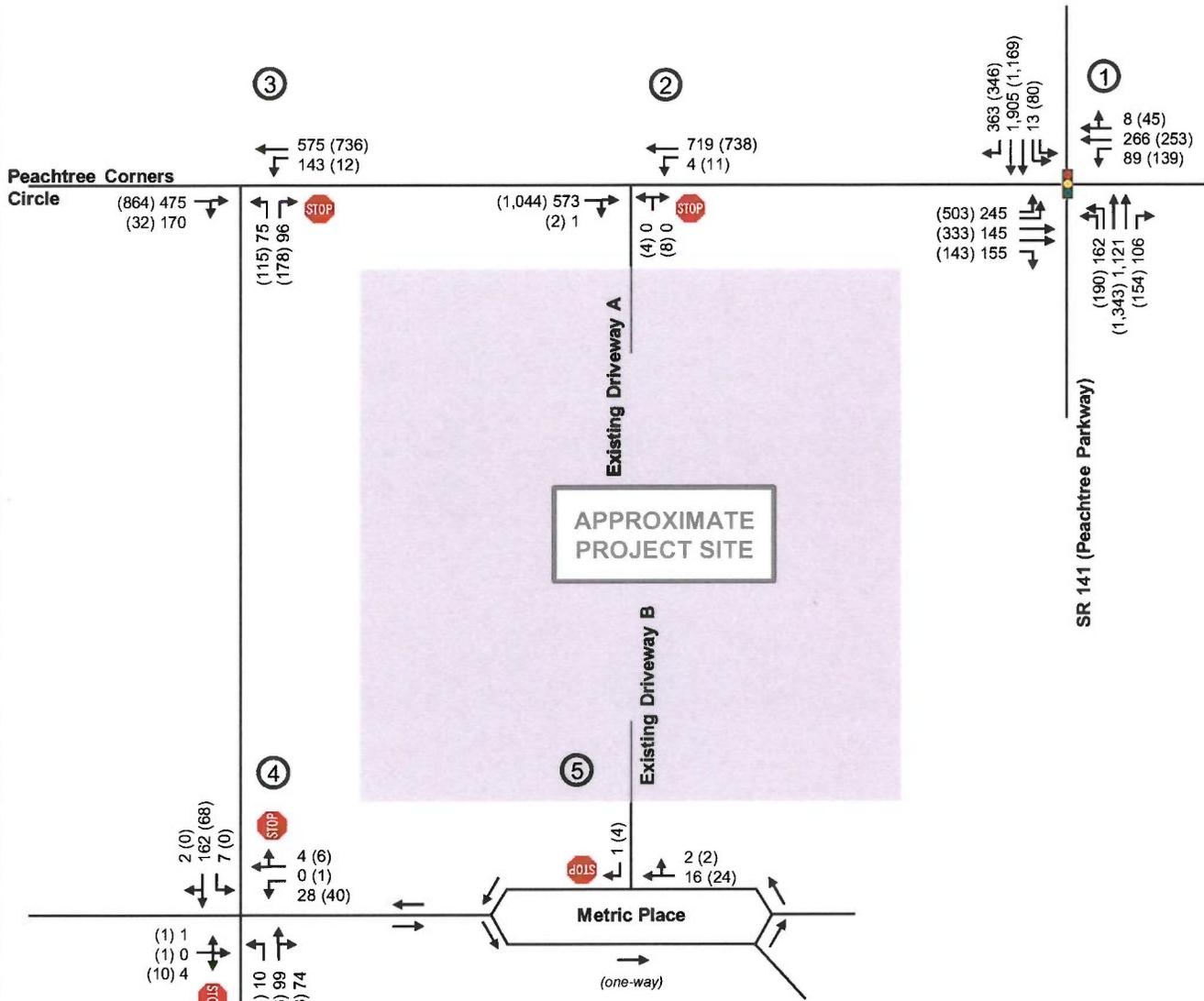
Project traffic used in this analysis is defined as the vehicle trips expected to be generated by the proposed *4725 Peachtree Corners Circle* development plan, and the distribution and assignment of that traffic through the study roadway network.

### 5.1 PROJECT SITE ACCESS

Access to the proposed development will be provided at the existing locations listed below:

1. Existing Driveway A – an existing stop-controlled, full-access driveway along Peachtree Corners Circle. The driveway is proposed to continue to operate as a stop-controlled, full-access driveway.
2. Existing Driveway B – an existing stop-controlled, right-in/right-out driveway along Metric Place. The driveway is proposed to continue to operate as a stop-controlled, right-in/right-out driveway.

See the site plan in **Appendix A** for a visual representation of vehicular access and circulation throughout the site.



Note: Existing 2023 traffic volumes grown at 2.0% per year for three (3) years.

LEGEND	
	Existing Laneage
XX	AM Peak Hour Traffic Volume
(XX)	PM Peak Hour Traffic Volume
	Existing Traffic Signal
	Existing Stop Control
	Intersection Reference Number

5.2 TRIP GENERATION

Traffic for the proposed 4725 Peachtree Corners Circle development was calculated using rates and equations contained in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual, 11<sup>th</sup> Edition*. The trip generation was calculated assuming 24 Single-Family Attached Housing units (Land Use 215), 248 Multifamily Housing (mid-rise) units (Land Use 221), and 9,500 SF of Strip Retail Plaza (<40k SF) (Land Use 822). Additionally, trip generation for the existing 65,025 SF office building was calculated (Land Use 710). The office building is not currently occupied **Table 2** summarizes the anticipated trip generation for the proposed development upon full build-out.

Table 2: Trip Generation											
Land Use	Density	ITE Code	Daily Traffic			AM Peak Hour			PM Peak Hour		
			Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit
<b>Existing Office Building:</b>											
<i>General Office Building</i>	<i>65,025 SF</i>	<i>710</i>	<i>798</i>	<i>399</i>	<i>399</i>	<i>116</i>	<i>102</i>	<i>14</i>	<i>116</i>	<i>20</i>	<i>96</i>
<b>Proposed 4725 Peachtree Corners Circle Redevelopment:</b>											
Single-Family Attached Housing	24 units	215	132	66	66	12	3	9	10	6	4
Multi-Family Housing (Mid-Rise)	248 units	221	1,136	568	568	98	23	57	97	59	38
Strip Retail Plaza (<40k)	9,500 SF	822	630	315	315	28	17	11	75	38	37
<b>Total Gross Trips</b>			<b>1,898</b>	<b>949</b>	<b>949</b>	<b>138</b>	<b>43</b>	<b>95</b>	<b>182</b>	<b>103</b>	<b>79</b>
<i>Mixed-Use Reduction</i>			<i>-124</i>	<i>-62</i>	<i>-62</i>	<i>-4</i>	<i>-2</i>	<i>-2</i>	<i>-28</i>	<i>-14</i>	<i>-14</i>
<i>Pass-by Reduction</i>			<i>-194</i>	<i>-97</i>	<i>-97</i>	<i>-0</i>	<i>-0</i>	<i>-0</i>	<i>-20</i>	<i>-10</i>	<i>-10</i>
<b>Total New Trips (No Reduction for Fully Occupied Office)</b>			<b>1,580</b>	<b>790</b>	<b>790</b>	<b>134</b>	<b>41</b>	<b>93</b>	<b>134</b>	<b>79</b>	<b>55</b>
<i>Reduction for Fully Occupied Office</i>			<i>-798</i>	<i>-399</i>	<i>-399</i>	<i>-116</i>	<i>-102</i>	<i>-14</i>	<i>-116</i>	<i>-20</i>	<i>-96</i>
<b>Total Net New Trips (in Excess of a Fully Occupied Office)</b>			<b>782</b>	<b>391</b>	<b>391</b>	<b>18</b>	<b>-61</b>	<b>79</b>	<b>18</b>	<b>59</b>	<b>-41</b>

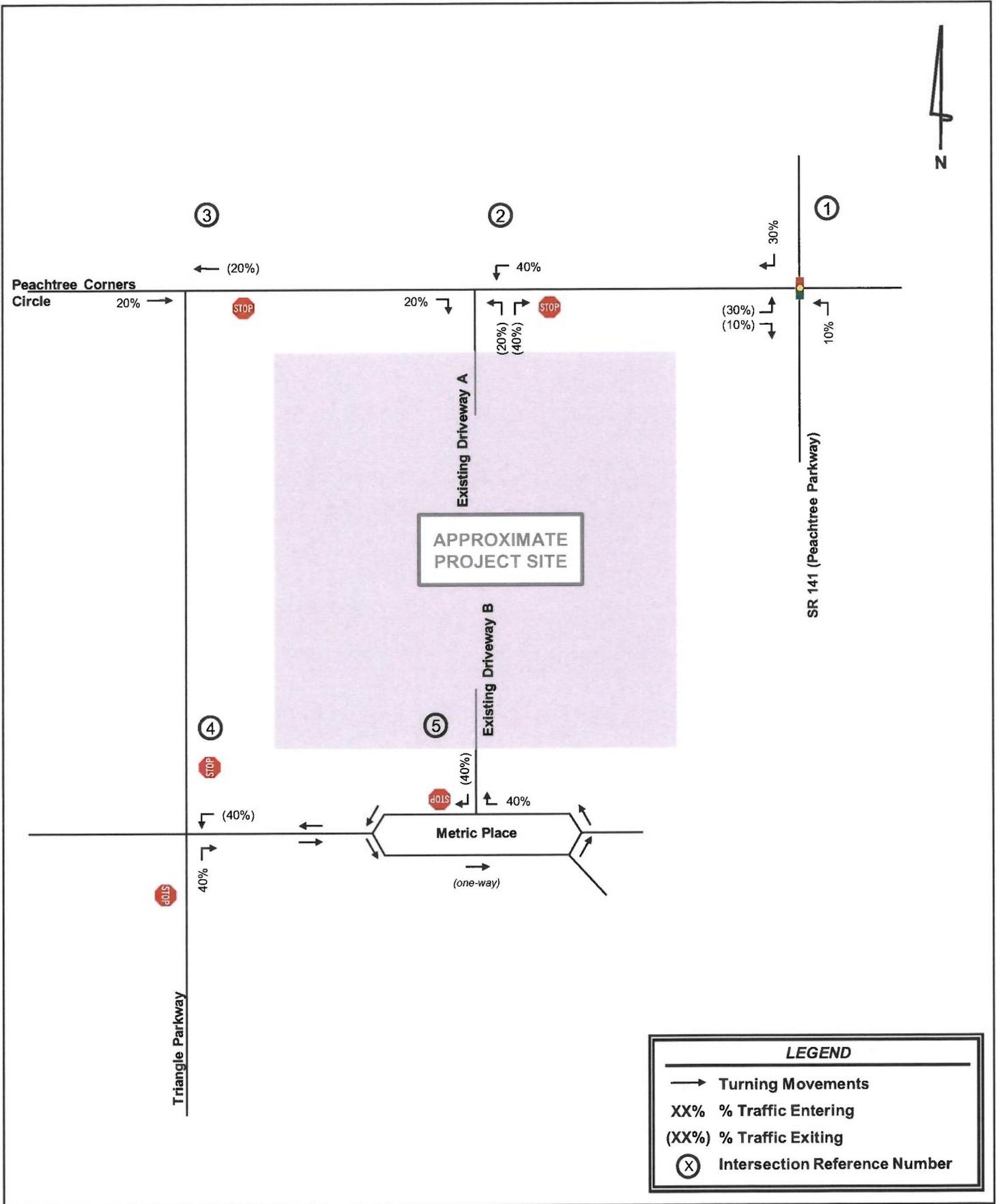
NOTE: The project trips in this traffic study reference the Total New Trips row, as the office building is not currently generating any traffic.

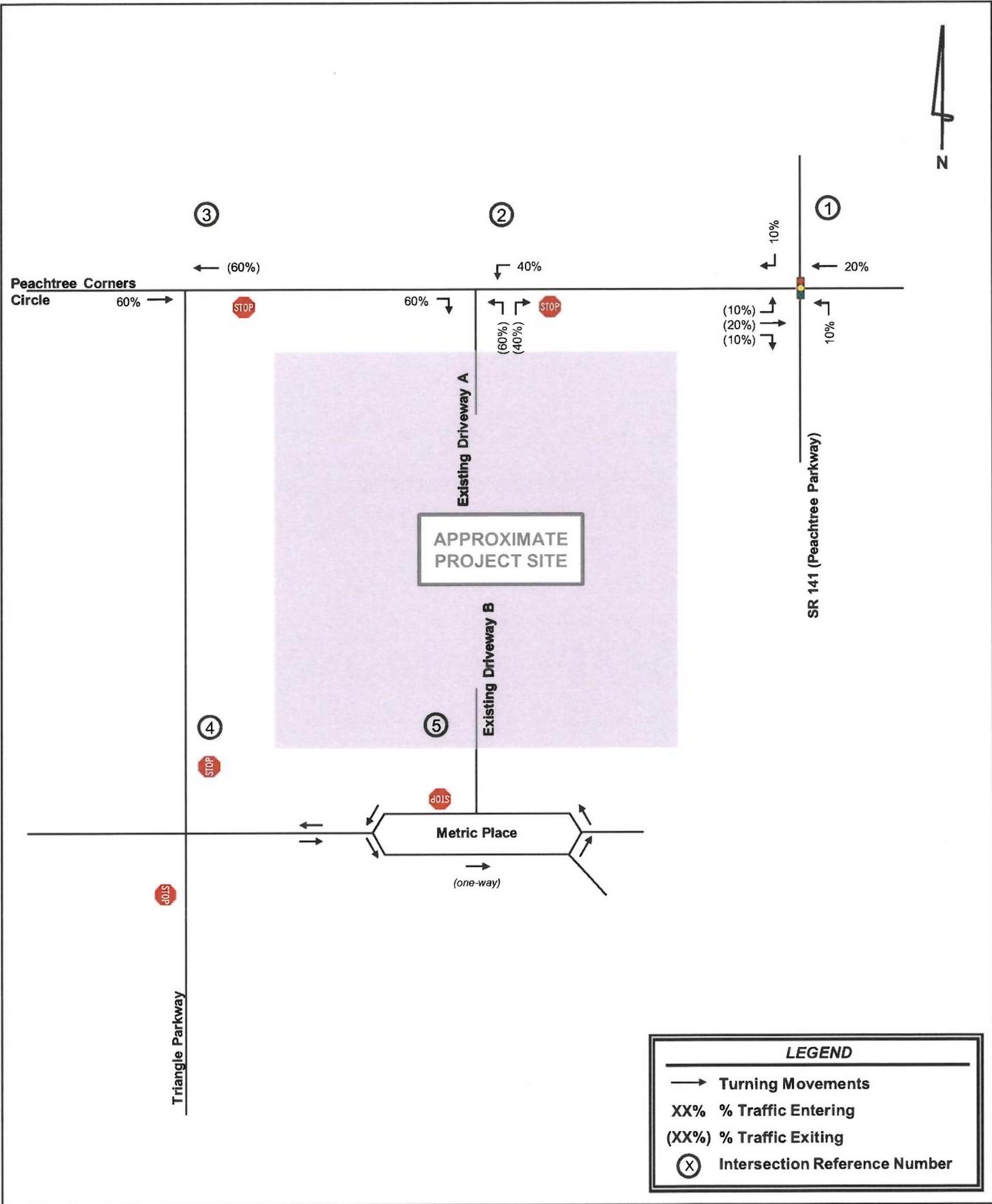
Due to the size, nature, and location of the proposed development, alternative mode reductions were assumed to be zero. Mixed-use reductions occur when a site has a combination of different land uses that interact with one another. Pass-by reductions are considered for traffic normally traveling along a roadway which may choose to visit a retail or restaurant establishment that is along the vehicle's path. These trips were already on the road and would therefore only be new trips on the driveways. Pass-by reductions were determined according to the *ITE Trip Generation Handbook, Third Edition, 2014*. Per ITE guidance, the pass-by trip reduction rate for the proposed retail is 34% for the PM peak hour. If the residential uses on the site are converted to an active adult use (55+), then the expected trip generation could be reduced by approximately 17%.

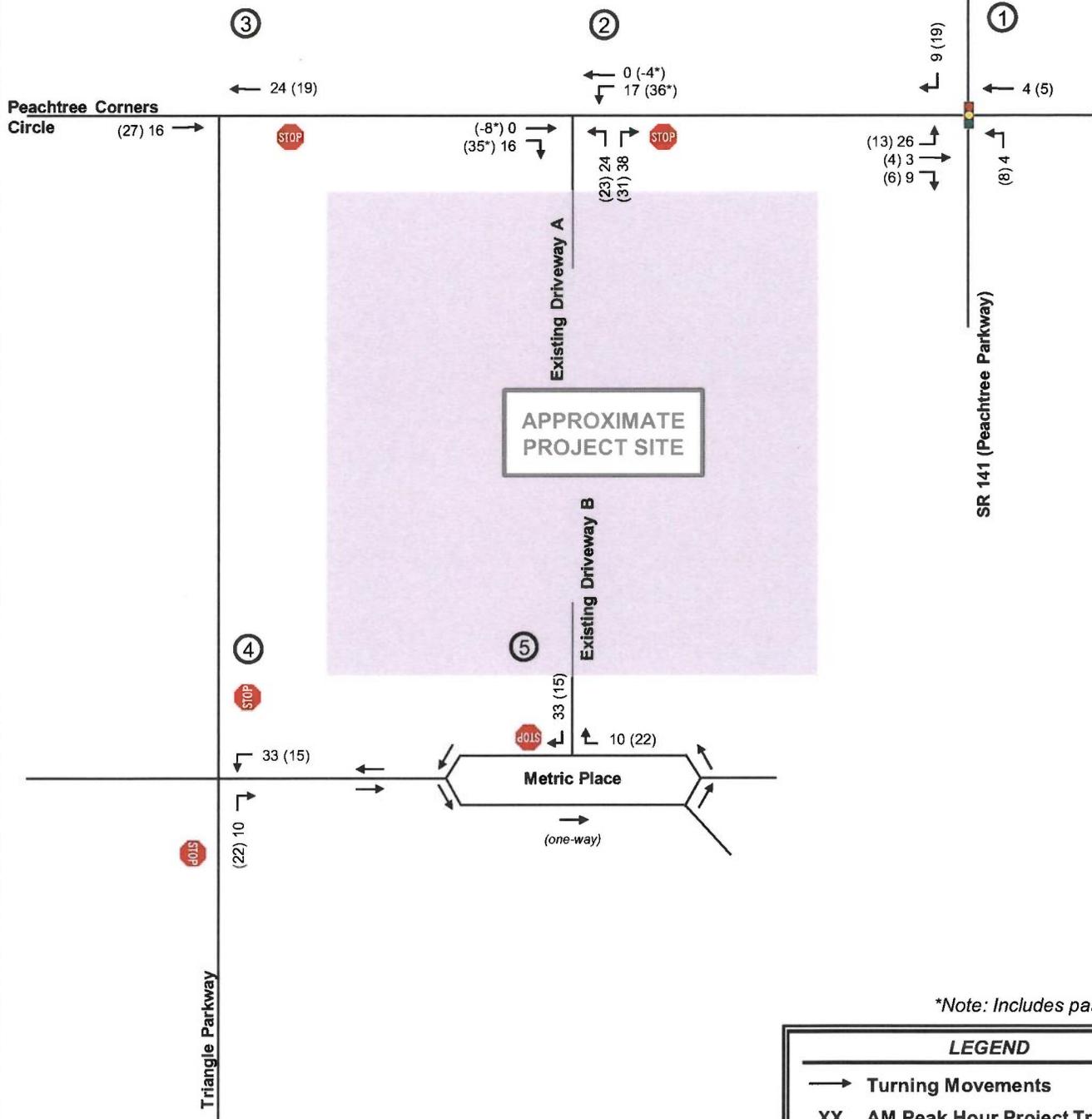
### 5.3 TRIP DISTRIBUTION AND ASSIGNMENT

The directional distribution and assignment of new project trips was based on a review of land uses and population densities in the area and the existing peak hour turning movement counts. Detailed trip distributions are illustrated in **Figure 5** and **Figure 6**.

Based on the trip generation from **Table 2** and the anticipated trip distribution, new project trips were assigned to the study roadway network and are illustrated on **Figure 7**. **Figure 8** illustrates the Projected 2026 Build Conditions for the AM and PM peak hours. **Appendix C** provides intersection volume worksheets for the study network.

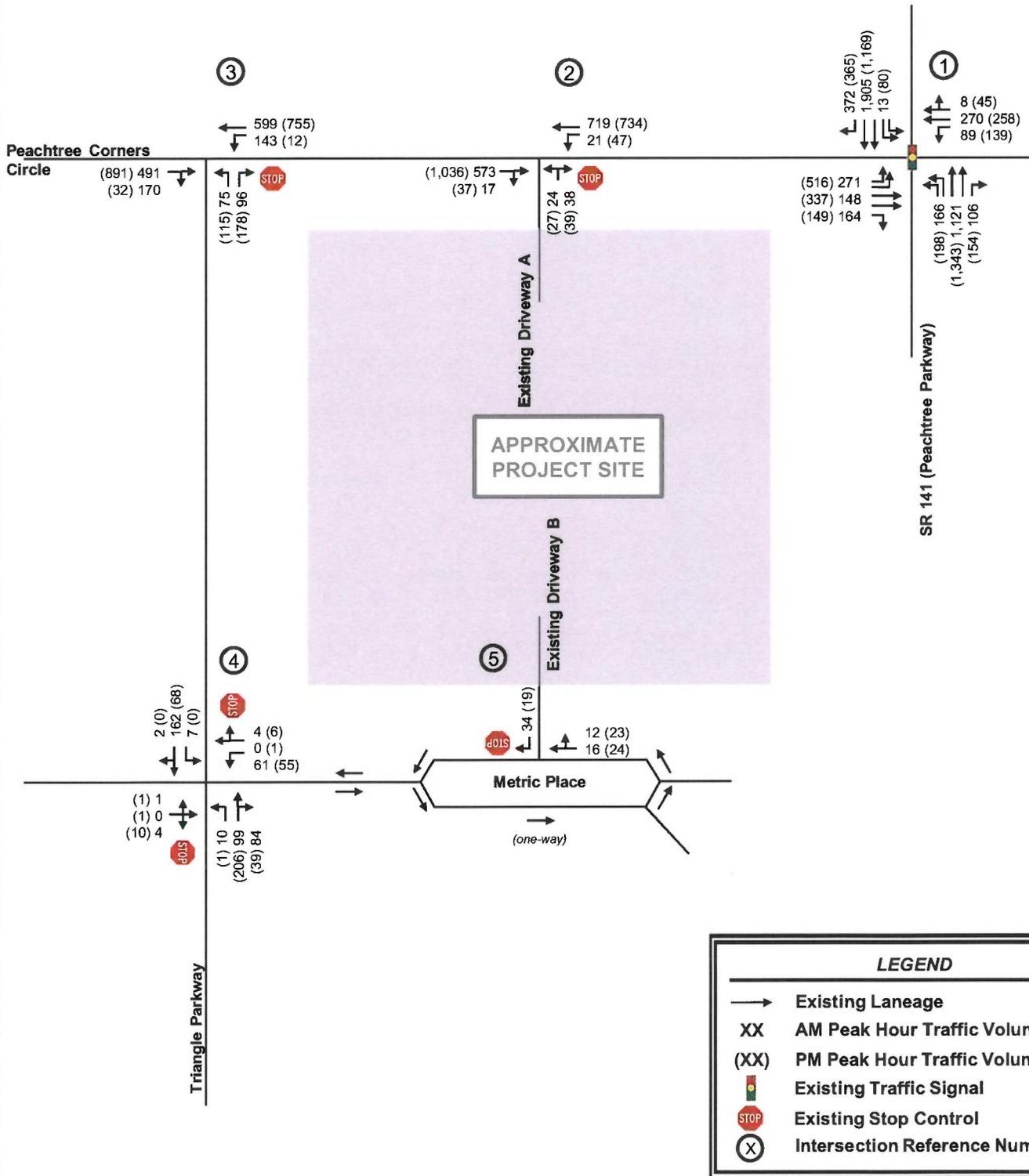






\*Note: Includes pass-by trips.

LEGEND	
→	Turning Movements
XX	AM Peak Hour Project Trips
(XX)	PM Peak Hour Project Trips
(X)	Intersection Reference Number



## 6.0 LEVEL-OF-SERVICE ANALYSIS

Level-of-service (LOS) determinations were made for the weekday AM and PM peak hours for the existing study network intersections and proposed access intersections using *Synchro Professional, Version 11.0*. The program uses methodologies contained in the *Highway Capacity Manual* to determine the operating characteristics of an intersection. Capacity is defined as the maximum number of vehicles that can pass over a particular road segment or through a particular intersection within a specified period under prevailing roadway, traffic, and control conditions.

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

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

LOS for unsignalized intersections, with stop control on the minor street only, are reported for the sidestreet approaches and major street left-turns. Poor levels-of-service for sidestreet approaches are not uncommon, as vehicles may experience significant delay turning onto a major roadway.

In addition to the Existing 2023 Conditions, an analysis was performed for the AM and PM peak hours for the Projected 2026 No-Build and Build Conditions. The results of the LOS analysis for the Existing 2023 and the Projected 2026 Conditions are summarized in **Table 3**. A detailed set of analyses from *Synchro* are available in **Appendix D**.

Table 3: Level-of-Service Summary LOS (Delay, in seconds)							
Intersection	Approach / Movement	Existing 2023		Projected 2026 No-Build		Projected 2026 Build	
		AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
1. SR 141 (Peachtree Parkway) at Peachtree Corners Circle (signalized)	Overall	D (40.0)	D (48.3)	D (46.2)	D (50.9)	D (49.1)	D (51.6)
2. Peachtree Corners Circle at Existing Driveway A (unsignalized)	NB	A (0.0)	C (19.4)	A (0.0)	C (20.7)	C (15.9)	C (24.2)
	WB Left	A (8.7)	B (10.5)	A (8.8)	B (10.8)	A (9.0)	B (11.3)
3. Peachtree Corners Circle at Triangle Parkway (unsignalized)	NB	C (22.6)	D (26.3)	D (25.2)	D (30.8)	D (26.4)	D (32.4)
	WB Left	A (9.2)	A (9.6)	A (9.3)	A (9.8)	A (9.4)	A (9.9)
4. Triangle Parkway at Metric Place (unsignalized)	NB Left	A (7.8)	A (7.4)	A (7.8)	A (7.4)	A (7.8)	A (7.4)
	SB Left	A (7.7)	A (0.0)	A (7.7)	A (0.0)	A (7.8)	A (0.0)
	EB	B (10.4)	A (9.1)	B (10.5)	A (9.1)	B (10.5)	A (9.1)
	WB	B (12.0)	B (10.8)	B (12.4)	B (10.9)	B (13.5)	B (11.2)
5. Metric Place at Existing Driveway B (unsignalized)	SB	A (8.4)	A (8.5)	A (8.4)	A (8.5)	A (8.7)	A (8.6)

As shown in Table 3, all intersections currently operate at an acceptable LOS during both the AM and PM peak hours (LOS D or better), and is projected to continue to operate at acceptable LOS under the Projected 2026 No-Build and Build Conditions.

## 7.0 CONCLUSION

As currently envisioned, the 4725 Peachtree Corners Circle redevelopment is expected to be completed in 2026. The site is bounded by Peachtree Corners Circle to the north, existing office developments to the east and west, and Metric Place to the south. The approximate 6.89-acre site is proposed to consist of 248 apartment units, 24 stacked flats, and two separate retail buildings totaling approximately 9,500 SF. The redevelopment includes demolition of the existing structures and surface parking on site. If the residential uses on the site are converted to an active adult use (55+), then the expected trip generation could be reduced by approximately 17%.

As a result of the traffic analysis presented in this report, during the AM and PM peak hours, all study intersections currently operate at acceptable LOS. All intersections are projected to operate at acceptable LOS under the Projected 2026 No-Build and Build Conditions. Therefore, **no improvements are recommended.**

# Site Plan

# Growth Rate Analysis

# Intersection Volume Worksheets

## *Synchro* Analysis Reports

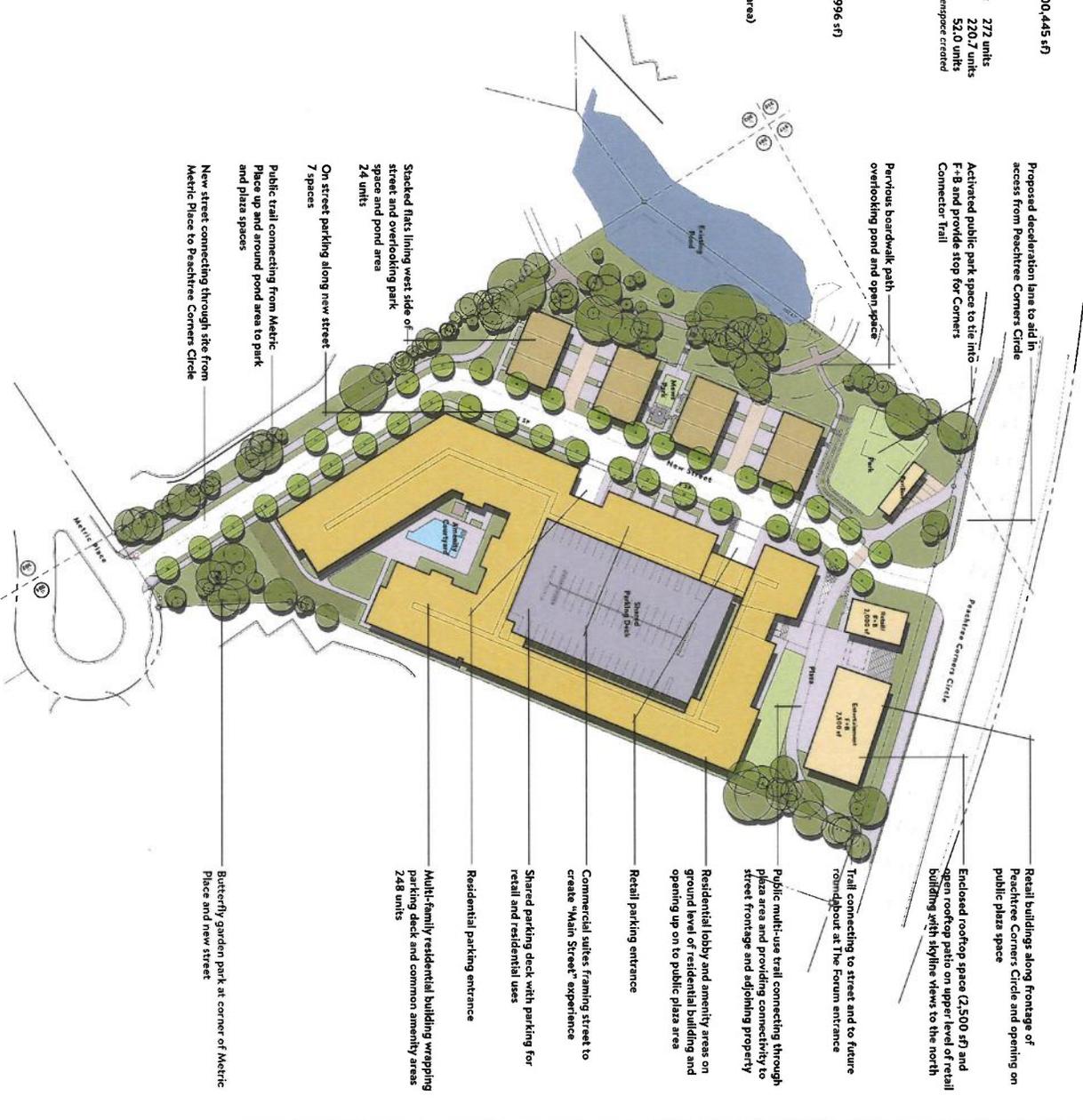
# Raw Traffic Counts

# Project Fact Sheets

# Site Plan

**Development Summary**

Site Area	6,897 ac (300,445 ±f)
Existing Zoning	M-1
Proposed Zoning	MUD
Proposed Density	39.54 units/ac
Base Density	32 units/ac
Density Bonuses	7.54 units/ac
(a) Public Greenspace	2207 units
(b) Separate metered multi-family units	52.0 units
(c) Shared residential spaces	2 units of greenspace created
(d) Shared residential spaces	1 unit/ac
(e) Public art features	5 units/ac
(f) Parking for micro-mobility devices	5 units/ac
(g) Direct connection to City's Multi-Use Trail	5 units/ac
Public Greenspace	2.27 ac (98,996 ±f)
Retail	9,500 ±f
Multi-Family	248 units
Stacked Flats	24 units
Public/Recreation Area	98,996 ±f
Non-Residential Area	121,830 ±f (40.5% of gross site area)
Common Area Required	20% 1.38 acres (60,089 ±f)
Common Area Provided	35% 2.67 acres (116,330 ±f)
Parking Provided	467 spaces
Retail	87 spaces (1.1p/110 ±f)
Residential	332 spaces (1.34 sp/100 ±f)
Stacked Flats	48 spaces (2 sp/100 ±f)



**NELSON**

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**THE MARIAN**  
 4725 Peachtree Corners Office

**Pine Grove Communities**  
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**PREPARED BY:**  
 ZONING ENGINEER  
 ZONING BOARD  
 ZONING DEPARTMENT

**DATE:**  
 27 MARCH 2024

**PROJECT:**  
 ZONING SITE PLAN

**SCALE:**  
 1" = 10'-0"

**PROJECT NO.:**  
 23-000182.000

**PROJECT NAME:**  
 ZP-1

**STATUS:**  
 SUBMITTED FOR ZONING

# Growth Rate Analysis

## Growth Rate Considerations

<b>Recommended Growth Rate</b>	<b>2.0%</b>
--------------------------------	-------------

### Population Data

County (Census) Population Annual Growth (2010-2020) 1.74%

### Nearby Developments

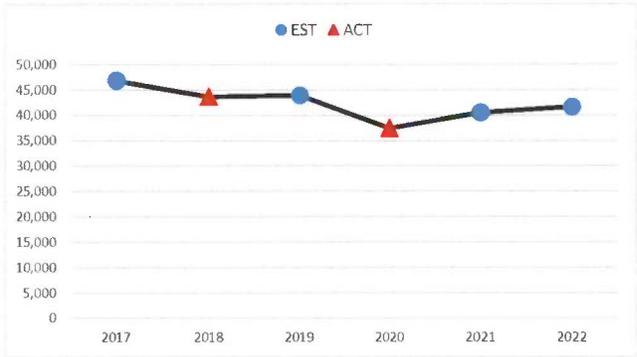
No nearby developments with known growth rates were identified.

### Historical ADT Count Data

<b>Source:</b>	GDOT
<b>Location:</b>	SR 141/Peachtree Parkway s/o Peachtree Corners Circle
<b>Route #:</b>	00014100
<b>Route Type:</b>	Principal Arterial
<b>Station:</b>	135-0229

Count Type	Count Year	Volume	Growth Rate
EST	2017	46,800	
ACT	2018	43,600	-6.84%
EST	2019	43,900	0.69%
ACT	2020	37,400	-14.81%
EST	2021	40,500	8.29%
EST	2022	41,600	2.72%

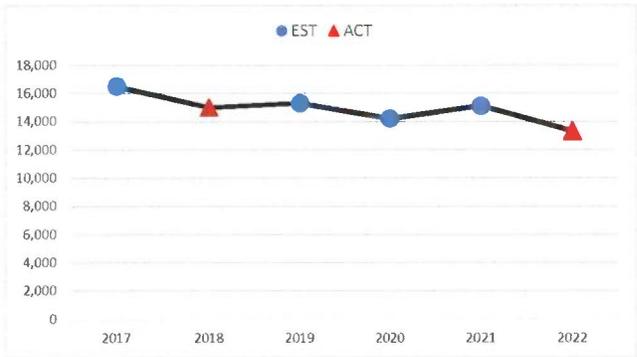
<b>5 Year Growth Rate</b>	<b>-2.33%</b>
<b>Avg. 1 Year Growth Rate</b>	<b>-1.99%</b>
<b>Most Recent Actual Count Growth Rate</b>	<b>2.72%</b>



<b>Source:</b>	GDOT
<b>Location:</b>	Peachtree Corners Circle w/o Triangle Parkway
<b>Route #:</b>	00064500
<b>Route Type:</b>	Major Collector
<b>Station:</b>	135-6717

Count Type	Count Year	Volume	Growth Rate
EST	2017	16,500	
ACT	2018	15,000	-9.09%
EST	2019	15,300	2.00%
EST	2020	14,200	-7.19%
EST	2021	15,100	6.34%
ACT	2022	13,300	-11.92%

<b>5 Year Growth Rate</b>	<b>-4.22%</b>
<b>Avg. 1 Year Growth Rate</b>	<b>-3.97%</b>
<b>Most Recent Actual Count Growth Rate</b>	<b>-11.92%</b>



# Intersection Volume Worksheets

**Trip Generation Analysis**  
**4725 Peachtree Corners Circle**  
**Peachtree Corners, GA**

Land Use	Intensity	Daily Trips	AM Peak Hour		PM Peak Hour			
			Total	In	Out	Total	In	Out
<b>Proposed Site Traffic</b>								
215 Single-Family Attached Housing	24 d.u.	132	12	3	9	10	6	4
221 Multi-Family Housing (Mid-Rise)	248 d.u.	1,136	98	23	75	97	59	38
822 Strip Retail Plaza (<40k)	9,500 s.f. gross leasable area	630	28	17	11	75	38	37
<b>Gross Trips</b>		<b>1,898</b>	<b>138</b>	<b>43</b>	<b>95</b>	<b>182</b>	<b>103</b>	<b>79</b>
Residential Trips		1,268	110	26	84	107	65	42
<i>Mixed-Use Reductions</i>		-62	-2	-1	-1	-14	-10	-4
<i>Alternative Mode Reductions</i>		0	0	0	0	0	0	0
Adjusted Residential Trips		1,206	108	25	83	93	55	38
Retail Trips		630	28	17	11	75	38	37
<i>Mixed-Use Reductions</i>		-62	-2	-1	-1	-14	-4	-10
<i>Alternative Mode Reductions</i>		0	0	0	0	0	0	0
<i>Pass By Reductions (Based on ITE Rates)</i>		-194	0	0	0	-20	-10	-10
Adjusted Retail Trips		374	26	16	10	41	24	17
<i>Mixed-Use Reductions - TOTAL</i>		-124	-4	-2	-2	-28	-14	-14
<i>Alternative Mode Reductions - TOTAL</i>		0	0	0	0	0	0	0
<i>Pass-By Reductions - TOTAL</i>		-194	0	0	0	-20	-10	-10
<b>New Trips</b>		<b>1,580</b>	<b>134</b>	<b>41</b>	<b>93</b>	<b>134</b>	<b>79</b>	<b>55</b>
<b>Driveway Volumes</b>		<b>1,774</b>	<b>134</b>	<b>41</b>	<b>93</b>	<b>154</b>	<b>89</b>	<b>65</b>

## INTERSECTION VOLUME DEVELOPMENT

Intersection #1  
SR 141 at Peachtree Corners Circle  
AM PEAK HOUR

Description	SR 141 <u>Northbound</u>			SR 141 <u>Southbound</u>			Peachtree Corners Circle <u>Eastbound</u>			Peachtree Corners Circle <u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2023 Traffic Volumes	153	1,056	100	12	1,795	342	231	137	146	84	251	8
Pedestrians	0			0			0			0		
Conflicting Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicles	2	52	0	1	27	8	6	2	1	4	7	2
Heavy Vehicle %	2%	5%	2%	8%	2%	2%	3%	2%	2%	5%	3%	25%
Peak Hour Factor	0.94			0.94			0.94			0.94		
Adjustment												
Adjusted 2023 Volumes	153	1056	100	12	1795	342	231	137	146	84	251	8
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
New Road Adjustment												
Other Development Trips												
2026 Background Traffic	162	1121	106	13	1905	363	245	145	155	89	266	8
<b>Project Trips</b>												
Trip Distribution IN	10%					30%						
Trip Distribution OUT							30%		10%			
Residential Trips	2	0	0	0	0	8	25	0	8	0	0	0
Trip Distribution IN	10%					10%					20%	
Trip Distribution OUT							10%	20%	10%			
Retail Trips	2	0	0	0	0	2	1	2	1	0	2	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	4	0	0	0	0	10	26	2	9	0	2	0
<b>2026 Buildout Total</b>	<b>166</b>	<b>1,121</b>	<b>106</b>	<b>13</b>	<b>1,905</b>	<b>373</b>	<b>271</b>	<b>147</b>	<b>164</b>	<b>89</b>	<b>268</b>	<b>8</b>

## PM PEAK HOUR

Description	SR 141 <u>Northbound</u>			SR 141 <u>Southbound</u>			Peachtree Corners Circle <u>Eastbound</u>			Peachtree Corners Circle <u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2023 Traffic Volumes	179	1,266	145	75	1,102	326	474	314	135	131	238	42
Pedestrians	0			0			0			0		
Conflicting Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicles	0	13	1	1	25	3	2	7	1	3	0	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor	0.93			0.93			0.93			0.93		
Adjustment												
Adjusted 2023 Volumes	179	1266	145	75	1102	326	474	314	135	131	238	42
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
New Road Adjustment												
Other Development Trips												
2026 Background Traffic	190	1343	154	80	1169	346	503	333	143	139	253	45
<b>Project Trips</b>												
Trip Distribution IN	10%					30%						
Trip Distribution OUT							30%		10%			
Residential Trips	6	0	0	0	0	17	11	0	4	0	0	0
Trip Distribution IN	10%					10%					20%	
Trip Distribution OUT							10%	20%	10%			
Retail Trips	2	0	0	0	0	3	2	3	2	0	5	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	8	0	0	0	0	20	13	3	6	0	5	0
<b>2026 Buildout Total</b>	<b>198</b>	<b>1,343</b>	<b>154</b>	<b>80</b>	<b>1,169</b>	<b>366</b>	<b>516</b>	<b>336</b>	<b>149</b>	<b>139</b>	<b>258</b>	<b>45</b>

## INTERSECTION VOLUME DEVELOPMENT

Intersection #2  
Peachtree Corners Circle at Existing Driveway A  
AM PEAK HOUR

Description	Existing Driveway A			Southbound			Peachtree Corners Circle Eastbound			Peachtree Corners Circle Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2023 Traffic Volumes	0	0	0	0	0	0	0	540	1	4	678	0
Pedestrians	0			0			0			0		
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	0	0	0	0	8	0	0	20	0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	2%	2%	2%	3%	0%
Peak Hour Factor	0.89			0.89			0.89			0.89		
Adjustment												
Adjusted 2023 Volumes	0	0	0	0	0	0	0	540	1	4	678	0
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
New Road Adjustment												
Other Development Trips												
2026 Background Traffic	0	0	0	0	0	0	0	573	1	4	719	0
<b>Project Trips</b>												
Trip Distribution IN									20%	40%		
Trip Distribution OUT	20%		40%									
Residential Trips	17	0	33	0	0	0	0	0	5	10	0	0
Trip Distribution IN									60%	40%		
Trip Distribution OUT	60%		40%									
Retail Trips	6	0	4	0	0	0	0	0	10	6	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	23	0	37	0	0	0	0	0	15	16	0	0
<b>2026 Buildout Total</b>	<b>23</b>	<b>0</b>	<b>37</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>573</b>	<b>16</b>	<b>20</b>	<b>719</b>	<b>0</b>

## PM PEAK HOUR

Description	Existing Driveway A			Southbound			Peachtree Corners Circle Eastbound			Peachtree Corners Circle Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2023 Traffic Volumes	4	0	8	0	0	0	0	984	2	10	695	0
Pedestrians	0			0			0			0		
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	0	0	0	0	11	0	0	2	0
Heavy Vehicle %	2%	0%	2%	0%	0%	0%	0%	2%	2%	2%	2%	0%
Peak Hour Factor	0.95			0.95			0.95			0.95		
Adjustment												
Adjusted 2023 Volumes	4	0	8	0	0	0	0	984	2	10	695	0
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
New Road Adjustment												
Other Development Trips												
2026 Background Traffic	4	0	8	0	0	0	0	1044	2	11	738	0
<b>Project Trips</b>												
Trip Distribution IN									20%	40%		
Trip Distribution OUT	20%		40%									
Residential Trips	8	0	15	0	0	0	0	0	11	22	0	0
Trip Distribution IN									60%	40%		
Trip Distribution OUT	60%		40%									
Retail Trips	10	0	7	0	0	0	0	0	14	10	0	0
Pass-By Trips	4	0	6	0	0	0	0	-6	6	4	-4	0
Total Project Trips	22	0	28	0	0	0	0	-6	31	36	-4	0
<b>2026 Buildout Total</b>	<b>26</b>	<b>0</b>	<b>36</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,038</b>	<b>33</b>	<b>47</b>	<b>734</b>	<b>0</b>

## INTERSECTION VOLUME DEVELOPMENT

Intersection #3  
Peachtree Corners Circle at Triangle Parkway  
AM PEAK HOUR

Description	Triangle Parkway			Southbound			Peachtree Corners Circle Eastbound			Peachtree Corners Circle Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2023 Traffic Volumes	71	0	90	0	0	0	0	448	160	135	542	0
Pedestrians	0			0			0			0		
Conflicting Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicles	3	0	0	0	0	0	0	8	4	0	20	0
Heavy Vehicle %	4%	0%	2%	0%	0%	0%	0%	2%	3%	2%	4%	0%
Peak Hour Factor	0.83			0.83			0.83			0.83		
Adjustment												
Adjusted 2023 Volumes	71	0	90	0	0	0	0	448	160	135	542	0
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
New Road Adjustment												
Other Development Trips												
2026 Background Traffic	75	0	96	0	0	0	0	475	170	143	575	0
<b>Project Trips</b>												
Trip Distribution IN								20%				
Trip Distribution OUT											20%	
Residential Trips	0	0	0	0	0	0	0	5	0	0	17	0
Trip Distribution IN								60%				
Trip Distribution OUT											60%	
Retail Trips	0	0	0	0	0	0	0	10	0	0	6	0
Pass-By Trips												
Total Project Trips	0	0	0	0	0	0	0	15	0	0	23	0
<b>2026 Buildout Total</b>	<b>75</b>	<b>0</b>	<b>96</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>490</b>	<b>170</b>	<b>143</b>	<b>598</b>	<b>0</b>

## PM PEAK HOUR

Description	Triangle Parkway			Southbound			Peachtree Corners Circle Eastbound			Peachtree Corners Circle Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2023 Traffic Volumes	108	0	168	0	0	0	0	814	30	11	694	0
Pedestrians	0			0			0			0		
Conflicting Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicles	1	0	0	0	0	0	0	11	2	0	2	0
Heavy Vehicle %	2%	0%	2%	0%	0%	0%	0%	2%	7%	2%	2%	0%
Peak Hour Factor	0.97			0.97			0.97			0.97		
Adjustment												
Adjusted 2023 Volumes	108	0	168	0	0	0	0	814	30	11	694	0
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
New Road Adjustment												
Other Development Trips												
2026 Background Traffic	115	0	178	0	0	0	0	864	32	12	736	0
<b>Project Trips</b>												
Trip Distribution IN								20%				
Trip Distribution OUT											20%	
Residential Trips	0	0	0	0	0	0	0	11	0	0	8	0
Trip Distribution IN								60%				
Trip Distribution OUT											60%	
Retail Trips	0	0	0	0	0	0	0	14	0	0	10	0
Pass-By Trips												
Total Project Trips	0	0	0	0	0	0	0	25	0	0	18	0
<b>2026 Buildout Total</b>	<b>115</b>	<b>0</b>	<b>178</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>889</b>	<b>32</b>	<b>12</b>	<b>754</b>	<b>0</b>

**INTERSECTION VOLUME DEVELOPMENT**

Intersection #4  
Triangle Parkway at Metric Place  
**AM PEAK HOUR**

Description	Triangle Parkway <b>Northbound</b>			Triangle Parkway <b>Southbound</b>			Metric Place <b>Eastbound</b>			Metric Place <b>Westbound</b>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2023 Traffic Volumes	9	93	70	7	153	2	1	0	4	26	0	4
Pedestrians	0			0			0			0		
Conflicting Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicles	1	2	2	0	0	0	1	0	0	0	0	0
Heavy Vehicle %	11%	2%	3%	2%	2%	2%	100%	0%	2%	2%	0%	2%
Peak Hour Factor	0.73			0.73			0.73			0.73		
Adjustment												
Adjusted 2023 Volumes	9	93	70	7	153	2	1	0	4	26	0	4
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
New Road Adjustment												
Other Development Trips												
2026 Background Traffic	10	99	74	7	162	2	1	0	4	28	0	4
<b>Project Trips</b>												
Trip Distribution IN			40%									
Trip Distribution OUT										40%		
Residential Trips	0	0	10	0	0	0	0	0	0	33	0	0
Trip Distribution IN												
Trip Distribution OUT												
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Trips												
Total Project Trips	0	0	10	0	0	0	0	0	0	33	0	0
<b>2026 Buildout Total</b>	<b>10</b>	<b>99</b>	<b>84</b>	<b>7</b>	<b>162</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>61</b>	<b>0</b>	<b>4</b>

**PM PEAK HOUR**

Description	Triangle Parkway <b>Northbound</b>			Triangle Parkway <b>Southbound</b>			Metric Place <b>Eastbound</b>			Metric Place <b>Westbound</b>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2023 Traffic Volumes	1	194	17	0	64	0	1	1	9	38	1	6
Pedestrians	0			0			0			0		
Conflicting Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicles	0	0	0	0	1	0	0	0	0	0	0	0
Heavy Vehicle %	2%	2%	2%	0%	2%	0%	2%	2%	2%	2%	2%	2%
Peak Hour Factor	0.92			0.92			0.92			0.92		
Adjustment												
Adjusted 2023 Volumes	1	194	17	0	64	0	1	1	9	38	1	6
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
New Road Adjustment												
Other Development Trips												
2026 Background Traffic	1	206	18	0	68	0	1	1	10	40	1	6
<b>Project Trips</b>												
Trip Distribution IN			40%									
Trip Distribution OUT										40%		
Residential Trips	0	0	22	0	0	0	0	0	0	15	0	0
Trip Distribution IN												
Trip Distribution OUT												
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Trips												
Total Project Trips	0	0	22	0	0	0	0	0	0	15	0	0
<b>2026 Buildout Total</b>	<b>1</b>	<b>206</b>	<b>40</b>	<b>0</b>	<b>68</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>10</b>	<b>55</b>	<b>1</b>	<b>6</b>

**INTERSECTION VOLUME DEVELOPMENT**

Intersection #5  
Metric Place (One-Way) at Existing Driveway B  
AM PEAK HOUR

Description	Northbound			Existing Driveway B Southbound			Eastbound			Metric Place (One-Way) Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2023 Traffic Volumes	0	0	0	0	0	1	0	0	0	0	15	2
Pedestrians	0			0			0			0		
Conflicting Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	0%	0%	0%	0%	0%	2%	0%	0%	0%	0%	2%	2%
Peak Hour Factor	0.64			0.64			0.64			0.64		
Adjustment												
Adjusted 2023 Volumes	0	0	0	0	0	1	0	0	0	0	15	2
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
New Road Adjustment												
Other Development Trips												
2026 Background Traffic	0	0	0	0	0	1	0	0	0	0	16	2
<b>Project Trips</b>												
Trip Distribution IN												40%
Trip Distribution OUT						40%						
Residential Trips	0	0	0	0	0	33	0	0	0	0	0	10
Trip Distribution IN												
Trip Distribution OUT												
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Trips												
Total Project Trips	0	0	0	0	0	33	0	0	0	0	0	10
<b>2026 Buildout Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>12</b>

**PM PEAK HOUR**

Description	Northbound			Existing Driveway B Southbound			Eastbound			Metric Place (One-Way) Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2023 Traffic Volumes	0	0	0	0	0	4	0	0	0	0	23	2
Pedestrians	0			0			0			0		
Conflicting Pedestrians	0	0	0	0	0	0	0	0	0	0	1	0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	1	0
Heavy Vehicle %	0%	0%	0%	0%	0%	2%	0%	0%	0%	0%	4%	2%
Peak Hour Factor	0.73			0.73			0.73			0.73		
Adjustment												
Adjusted 2023 Volumes	0	0	0	0	0	4	0	0	0	0	23	2
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
New Road Adjustment												
Other Development Trips												
2026 Background Traffic	0	0	0	0	0	4	0	0	0	0	24	2
<b>Project Trips</b>												
Trip Distribution IN												40%
Trip Distribution OUT						40%						
Residential Trips	0	0	0	0	0	15	0	0	0	0	0	22
Trip Distribution IN												
Trip Distribution OUT												
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Trips												
Total Project Trips	0	0	0	0	0	15	0	0	0	0	0	22
<b>2026 Buildout Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>24</b>

## *Synchro* Analysis Reports

HCM 6th Signalized Intersection Summary  
 1: SR 141 & Peachtree Corners Circle

4725 Peachtree Corners Circle Traffic  
 01/09/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑	↗	↖	↑↑		↔↔	↑↑	↗	↔↔	↑↑	↗
Traffic Volume (veh/h)	231	137	146	84	251	8	153	1056	100	12	1795	342
Future Volume (veh/h)	231	137	146	84	251	8	153	1056	100	12	1795	342
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	1856	1870	1870	1826	1856	1530	1870	1826	1870	1781	1870	1870
Adj Flow Rate, veh/h	246	146	3	89	267	7	163	1123	62	13	1910	196
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, %	3	2	2	5	3	25	2	5	2	8	2	2
Cap, veh/h	290	198	88	210	316	8	205	2225	1017	36	2106	939
Arrive On Green	0.08	0.06	0.06	0.12	0.09	0.09	0.06	0.64	0.64	0.01	0.59	0.59
Sat Flow, veh/h	3428	3554	1585	1739	3510	92	3456	3469	1585	3291	3554	1585
Grp Volume(v), veh/h	246	146	3	89	134	140	163	1123	62	13	1910	196
Grp Sat Flow(s),veh/h/ln	1714	1777	1585	1739	1763	1839	1728	1735	1585	1646	1777	1585
Q Serve(g_s), s	11.3	6.5	0.3	7.6	12.0	12.0	7.5	27.5	2.3	0.6	75.8	4.5
Cycle Q Clear(g_c), s	11.3	6.5	0.3	7.6	12.0	12.0	7.5	27.5	2.3	0.6	75.8	4.5
Prop In Lane	1.00		1.00	1.00		0.05	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	290	198	88	210	159	166	205	2225	1017	36	2106	939
V/C Ratio(X)	0.85	0.74	0.03	0.42	0.84	0.85	0.80	0.50	0.06	0.36	0.91	0.21
Avail Cap(c_a), veh/h	358	378	168	210	187	195	220	2225	1017	212	2106	939
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	72.2	74.4	57.6	65.2	71.7	71.7	74.3	15.2	10.7	78.6	28.7	3.7
incr Delay (d2), s/veh	13.8	5.3	0.2	1.0	24.9	24.7	16.5	0.8	0.1	4.4	7.1	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	9.3	5.6	0.2	6.1	10.6	11.0	6.7	15.8	1.5	0.5	41.4	5.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	86.0	79.7	57.8	66.2	96.6	96.4	90.8	16.0	10.8	83.0	35.8	4.2
LnGrp LOS	F	E	E	E	F	F	F	B	B	F	D	A
Approach Vol, veh/h		395			363			1348			2119	
Approach Delay, s/veh		83.5			89.1			24.8			33.2	
Approach LOS		F			F			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.3	101.5	26.3	15.9	8.5	109.3	20.8	21.4				
Change Period (Y+Rc), s	* 6.8	6.7	7.0	* 7	* 6.7	6.7	7.3	7.0				
Max Green Setting (Gmax), s	* 10	88.3	17.1	* 17	* 10	88.3	16.7	17.0				
Max Q Clear Time (g_c+11), s	9.5	77.8	9.6	8.5	2.6	29.5	13.3	14.0				
Green Ext Time (p_c), s	0.0	10.3	0.1	0.4	0.0	29.5	0.2	0.4				

Intersection Summary

HCM 6th Ctrl Delay	40.0
HCM 6th LOS	D

Notes

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

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↗		↘	↑	↘	↗
Traffic Vol, veh/h	540	1	4	678	0	0
Future Vol, veh/h	540	1	4	678	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	-	150	-	0	60
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	3	0	0
Mvmt Flow	607	1	4	762	0	0

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	608	0	1378 608
Stage 1	-	-	-	-	608 -
Stage 2	-	-	-	-	770 -
Critical Hdwy	-	-	4.12	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	-	-	2.218	-	3.5 3.3
Pot Cap-1 Maneuver	-	-	970	-	161 499
Stage 1	-	-	-	-	547 -
Stage 2	-	-	-	-	460 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	970	-	160 499
Mov Cap-2 Maneuver	-	-	-	-	300 -
Stage 1	-	-	-	-	547 -
Stage 2	-	-	-	-	458 -

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

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	-	970	-
HCM Lane V/C Ratio	-	-	-	-	0.005	-
HCM Control Delay (s)	0	0	-	-	8.7	-
HCM Lane LOS	A	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	-	0	-

Intersection						
Int Delay, s/veh	3.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔		↔	↔	↔	↔
Traffic Vol, veh/h	448	160	135	542	71	90
Future Vol, veh/h	448	160	135	542	71	90
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Yield	-	None	-	Yield
Storage Length	-	-	150	-	250	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	2	3	2	4	4	2
Mvmt Flow	540	193	163	653	86	108

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	540	0	637
Stage 1	-	-	-	-	637
Stage 2	-	-	-	-	979
Critical Hdwy	-	-	4.12	-	6.44
Critical Hdwy Stg 1	-	-	-	-	5.44
Critical Hdwy Stg 2	-	-	-	-	5.44
Follow-up Hdwy	-	-	2.218	-	3.536
Pot Cap-1 Maneuver	-	-	1028	-	477
Stage 1	-	-	-	-	523
Stage 2	-	-	-	-	361
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1028	-	95
Mov Cap-2 Maneuver	-	-	-	-	215
Stage 1	-	-	-	-	523
Stage 2	-	-	-	-	304

Approach	EB	WB	NB
HCM Control Delay, s	0	1.8	22.6
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	215	477	-	-	1028	-
HCM Lane V/C Ratio	0.398	0.227	-	-	0.158	-
HCM Control Delay (s)	32.4	14.8	-	-	9.2	-
HCM Lane LOS	D	B	-	-	A	-
HCM 95th %tile Q(veh)	1.8	0.9	-	-	0.6	-

**Intersection**

Int Delay, s/veh 1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕		↕	↕		↕	↕	
Traffic Vol, veh/h	1	0	4	26	0	4	9	93	70	7	153	2
Future Vol, veh/h	1	0	4	26	0	4	9	93	70	7	153	2
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	-	-	-	115	-	-	150	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	73	73	73	73	73	73	73	73	73	73	73	73
Heavy Vehicles, %	100	0	2	2	0	2	11	2	3	2	2	2
Mvmt Flow	1	0	5	36	0	5	12	127	96	10	210	3

Major/Minor	Minor2	Minor1		Major1		Major2						
Conflicting Flow All	434	479	212	433	432	175	213	0	0	223	0	0
Stage 1	232	232	-	199	199	-	-	-	-	-	-	-
Stage 2	202	247	-	234	233	-	-	-	-	-	-	-
Critical Hdwy	8.1	6.5	6.22	7.12	6.5	6.22	4.21	-	-	4.12	-	-
Critical Hdwy Stg 1	7.1	5.5	-	6.12	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	7.1	5.5	-	6.12	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	4.4	4	3.318	3.518	4	3.318	2.299	-	-	2.218	-	-
Pot Cap-1 Maneuver	397	489	828	533	519	868	1306	-	-	1346	-	-
Stage 1	595	716	-	803	740	-	-	-	-	-	-	-
Stage 2	620	706	-	769	716	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	389	481	828	523	511	868	1306	-	-	1346	-	-
Mov Cap-2 Maneuver	389	481	-	523	511	-	-	-	-	-	-	-
Stage 1	590	711	-	796	733	-	-	-	-	-	-	-
Stage 2	610	700	-	758	711	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.4	12	0.4	0.3
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1306	-	-	676	523	868	1346	-	-
HCM Lane V/C Ratio	0.009	-	-	0.01	0.068	0.006	0.007	-	-
HCM Control Delay (s)	7.8	-	-	10.4	12.4	9.2	7.7	-	-
HCM Lane LOS	A	-	-	B	B	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.2	0	0	-	-

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↔			↔
Traffic Vol, veh/h	0	0	15	2	0	1
Future Vol, veh/h	0	0	15	2	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	1	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	64	64	64	64	64	64
Heavy Vehicles, %	0	0	2	2	0	2
Mvmt Flow	0	0	23	3	0	2

Major/Minor	Major2	Minor2
Conflicting Flow All	-	0 - 25
Stage 1	-	- -
Stage 2	-	- -
Critical Hdwy	-	- - 6.22
Critical Hdwy Stg 1	-	- -
Critical Hdwy Stg 2	-	- -
Follow-up Hdwy	-	- - 3.318
Pot Cap-1 Maneuver	-	- 0 1051
Stage 1	-	- 0 -
Stage 2	-	- 0 -
Platoon blocked, %	-	-
Mov Cap-1 Maneuver	-	- - 1051
Mov Cap-2 Maneuver	-	- -
Stage 1	-	- -
Stage 2	-	- -

Approach	WB	SB
HCM Control Delay, s	0	8.4
HCM LOS		A

Minor Lane/Major Mvmt	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	1051
HCM Lane V/C Ratio	-	-	0.001
HCM Control Delay (s)	-	-	8.4
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	0

HCM 6th Signalized Intersection Summary  
1: SR 141 & Peachtree Corners Circle

4725 Peachtree Corners Circle Traffic  
01/09/2024

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	474	314	135	131	238	42	179	1266	145	75	1102	326
Future Volume (veh/h)	474	314	135	131	238	42	179	1266	145	75	1102	326
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	510	338	10	141	256	35	192	1361	72	81	1185	151
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	561	412	184	256	300	41	235	1898	847	120	1779	793
Arrive On Green	0.16	0.12	0.12	0.14	0.10	0.10	0.07	0.53	0.53	0.03	0.50	0.50
Sat Flow, veh/h	3456	3554	1585	1781	3146	425	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	510	338	10	141	143	148	192	1361	72	81	1185	151
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1781	1777	1794	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	23.2	14.9	0.8	11.8	12.7	13.0	8.8	46.3	3.5	3.7	40.0	4.6
Cycle Q Clear(g_c), s	23.2	14.9	0.8	11.8	12.7	13.0	8.8	46.3	3.5	3.7	40.0	4.6
Prop In Lane	1.00		1.00	1.00		0.24	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	561	412	184	256	170	171	235	1898	847	120	1779	793
V/C Ratio(X)	0.91	0.82	0.05	0.55	0.84	0.86	0.82	0.72	0.09	0.67	0.67	0.19
Avail Cap(c_a), veh/h	663	689	307	256	189	191	285	1898	847	179	1779	793
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	65.9	69.1	46.9	63.7	71.2	71.3	73.6	28.1	18.2	76.3	29.9	6.5
Incr Delay (d2), s/veh	14.5	4.1	0.1	2.1	26.2	29.0	13.3	2.4	0.2	4.8	2.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	16.8	11.3	0.7	9.3	11.3	11.7	7.7	26.8	2.4	3.1	23.9	5.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	80.4	73.2	47.1	65.8	97.4	100.3	86.9	30.5	18.4	81.1	31.9	7.0
LnGrp LOS	F	E	D	E	F	F	F	C	B	F	C	A
Approach Vol, veh/h		858			432			1625			1417	
Approach Delay, s/veh		77.2			88.1			36.6			32.1	
Approach LOS		E			F			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.7	86.8	30.0	25.6	12.3	92.2	33.3	22.3				
Change Period (Y+Rc), s	* 6.8	6.7	7.0	* 7	* 6.7	6.7	7.3	7.0				
Max Green Setting (Gmax), s	* 13	71.3	17.1	* 31	* 8.3	76.3	30.7	17.0				
Max Q Clear Time (g_c+1), s	10.8	42.0	13.8	16.9	5.7	48.3	25.2	15.0				
Green Ext Time (p_c), s	0.1	21.1	0.1	1.7	0.0	22.0	0.8	0.3				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			48.3									
HCM 6th LOS			D									
<b>Notes</b>												
User approved pedestrian interval to be less than phase max green.												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↗		↘	↖	↘	↖
Traffic Vol, veh/h	984	2	10	695	4	8
Future Vol, veh/h	984	2	10	695	4	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	-	150	-	0	60
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	1036	2	11	732	4	8

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	1038	0	1791
Stage 1	-	-	-	-	1037
Stage 2	-	-	-	-	754
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	670	-	89
Stage 1	-	-	-	-	342
Stage 2	-	-	-	-	465
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	670	-	88
Mov Cap-2 Maneuver	-	-	-	-	218
Stage 1	-	-	-	-	342
Stage 2	-	-	-	-	458

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	19.4
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	218	281	-	-	670	-
HCM Lane V/C Ratio	0.019	0.03	-	-	0.016	-
HCM Control Delay (s)	21.8	18.2	-	-	10.5	-
HCM Lane LOS	C	C	-	-	B	-
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-

**Intersection**

Int Delay, s/veh 4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↗		↘	↑	↘	↗
Traffic Vol, veh/h	814	30	11	694	108	168
Future Vol, veh/h	814	30	11	694	108	168
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Yield	-	None	-	Yield
Storage Length	-	-	150	-	250	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	7	2	2	2	2
Mvmt Flow	839	31	11	715	111	173

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	839	0	1592 855
Stage 1	-	-	-	-	855 -
Stage 2	-	-	-	-	737 -
Critical Hdwy	-	-	4.12	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	-	-	2.218	-	3.518 3.318
Pot Cap-1 Maneuver	-	-	796	-	118 358
Stage 1	-	-	-	-	417 -
Stage 2	-	-	-	-	473 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	796	-	116 358
Mov Cap-2 Maneuver	-	-	-	-	254 -
Stage 1	-	-	-	-	417 -
Stage 2	-	-	-	-	466 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	26.3
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	254	358	-	-	796	-
HCM Lane V/C Ratio	0.438	0.484	-	-	0.014	-
HCM Control Delay (s)	29.8	24.1	-	-	9.6	-
HCM Lane LOS	D	C	-	-	A	-
HCM 95th %tile Q(veh)	2.1	2.5	-	-	0	-

Intersection

Int Delay, s/veh 1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕		↕	↕		↕	↕	
Traffic Vol, veh/h	1	1	9	38	1	6	1	194	17	0	64	0
Future Vol, veh/h	1	1	9	38	1	6	1	194	17	0	64	0
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	-	-	-	115	-	-	150	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	0	2	0
Mvmt Flow	1	1	10	41	1	7	1	211	18	0	70	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	296	301	70	298	292	220	70	0	0	229	0	0
Stage 1	70	70	-	222	222	-	-	-	-	-	-	-
Stage 2	226	231	-	76	70	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.1	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.2	-	-
Pot Cap-1 Maneuver	656	612	993	654	619	820	1531	-	-	1351	-	-
Stage 1	940	837	-	780	720	-	-	-	-	-	-	-
Stage 2	777	713	-	933	837	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	649	611	993	646	618	820	1531	-	-	1351	-	-
Mov Cap-2 Maneuver	649	611	-	646	618	-	-	-	-	-	-	-
Stage 1	939	837	-	779	719	-	-	-	-	-	-	-
Stage 2	769	712	-	923	837	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.1	10.8	0	0
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1531	-	-	899	646	783	1351	-	-
HCM Lane V/C Ratio	0.001	-	-	0.013	0.064	0.01	-	-	-
HCM Control Delay (s)	7.4	-	-	9.1	11	9.6	0	-	-
HCM Lane LOS	A	-	-	A	B	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.2	0	0	-	-

Intersection						
Int Delay, s/veh	1.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↔			↔
Traffic Vol, veh/h	0	0	23	2	0	4
Future Vol, veh/h	0	0	23	2	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	1	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	73	73	73	73	73	73
Heavy Vehicles, %	0	0	4	2	0	2
Mvmt Flow	0	0	32	3	0	5

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

Approach	WB	SB
HCM Control Delay, s	0	8.5
HCM LOS		A

Minor Lane/Major Mvmt	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	1039
HCM Lane V/C Ratio	-	-	0.005
HCM Control Delay (s)	-	-	8.5
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	0

HCM 6th Signalized Intersection Summary  
1: SR 141 & Peachtree Corners Circle

4725 Peachtree Corners Circle Traffic  
01/18/2024

<b>Movement</b>	<b>EBL</b>	<b>EBT</b>	<b>EBR</b>	<b>WBL</b>	<b>WBT</b>	<b>WBR</b>	<b>NBL</b>	<b>NBT</b>	<b>NBR</b>	<b>SBL</b>	<b>SBT</b>	<b>SBR</b>
Lane Configurations												
Traffic Volume (veh/h)	245	145	155	89	266	8	162	1121	106	13	1905	363
Future Volume (veh/h)	245	145	155	89	266	8	162	1121	106	13	1905	363
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	1856	1870	1870	1826	1856	1530	1870	1826	1870	1781	1870	1870
Adj Flow Rate, veh/h	261	154	13	95	283	7	172	1193	69	14	2027	218
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, %	3	2	2	5	3	25	2	5	2	8	2	2
Cap, veh/h	304	207	92	220	331	8	213	2194	1003	38	2068	922
Arrive On Green	0.09	0.06	0.06	0.13	0.09	0.09	0.06	0.63	0.63	0.01	0.58	0.58
Sat Flow, veh/h	3428	3554	1585	1739	3516	87	3456	3469	1585	3291	3554	1585
Grp Volume(v), veh/h	261	154	13	95	142	148	172	1193	69	14	2027	218
Grp Sat Flow(s),veh/h/ln	1714	1777	1585	1739	1763	1840	1728	1735	1585	1646	1777	1585
Q Serve(g_s), s	12.0	6.8	1.1	8.1	12.7	12.7	7.9	30.8	2.7	0.7	88.8	5.3
Cycle Q Clear(g_c), s	12.0	6.8	1.1	8.1	12.7	12.7	7.9	30.8	2.7	0.7	88.8	5.3
Prop In Lane	1.00		1.00	1.00		0.05	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	304	207	92	220	166	173	213	2194	1003	38	2068	922
V/C Ratio(X)	0.86	0.75	0.14	0.43	0.85	0.86	0.81	0.54	0.07	0.37	0.98	0.24
Avail Cap(c_a), veh/h	358	378	168	220	187	195	220	2194	1003	212	2068	922
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	71.9	74.2	57.5	64.6	71.4	71.4	74.1	16.5	11.3	78.5	32.6	3.9
Incr Delay (d2), s/veh	15.7	5.3	0.7	1.0	27.7	27.4	18.4	1.0	0.1	4.3	15.7	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	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	9.9	5.9	0.9	6.5	11.3	11.7	7.2	17.6	1.8	0.6	50.3	6.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	87.6	79.5	58.2	65.6	99.1	98.8	92.5	17.4	11.4	82.8	48.2	4.5
LnGrp LOS	F	E	E	E	F	F	F	B	B	F	D	A
Approach Vol, veh/h		428			385			1434			2259	
Approach Delay, s/veh		83.8			90.7			26.1			44.2	
Approach LOS		F			F			C			D	
<b>Timer - Assigned Phs</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>				
Phs Duration (G+Y+Rc), s	16.7	99.8	27.2	16.3	8.6	107.9	21.5	22.0				
Change Period (Y+Rc), s	* 6.8	6.7	7.0	* 7	* 6.7	6.7	7.3	7.0				
Max Green Setting (Gmax), s	* 10	88.3	17.1	* 17	* 10	88.3	16.7	17.0				
Max Q Clear Time (g_c+1), s	9.9	90.8	10.1	8.8	2.7	32.8	14.0	14.7				
Green Ext Time (p_c), s	0.0	0.0	0.1	0.5	0.0	31.2	0.2	0.3				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			46.2									
HCM 6th LOS			D									
<b>Notes</b>												
User approved pedestrian interval to be less than phase max green.												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↗		↘	↑	↘	↗
Traffic Vol, veh/h	573	1	4	719	0	0
Future Vol, veh/h	573	1	4	719	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	-	150	-	0	60
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	3	0	0
Mvmt Flow	644	1	4	808	0	0

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	645	0	1461 645
Stage 1	-	-	-	-	645 -
Stage 2	-	-	-	-	816 -
Critical Hdwy	-	-	4.12	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	-	-	2.218	-	3.5 3.3
Pot Cap-1 Maneuver	-	-	940	-	143 476
Stage 1	-	-	-	-	526 -
Stage 2	-	-	-	-	438 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	940	-	142 476
Mov Cap-2 Maneuver	-	-	-	-	282 -
Stage 1	-	-	-	-	526 -
Stage 2	-	-	-	-	436 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	-	940	-
HCM Lane V/C Ratio	-	-	-	-	0.005	-
HCM Control Delay (s)	0	0	-	-	8.8	-
HCM Lane LOS	A	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	-	0	-

Intersection						
Int Delay, s/veh	3.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↗		↘	↑	↘	↗
Traffic Vol, veh/h	475	170	143	575	75	96
Future Vol, veh/h	475	170	143	575	75	96
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Yield	-	None	-	Yield
Storage Length	-	-	150	-	250	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	2	3	2	4	4	2
Mvmt Flow	572	205	172	693	90	116

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	572	0	1712	675
Stage 1	-	-	-	-	675	-
Stage 2	-	-	-	-	1037	-
Critical Hdwy	-	-	4.12	-	6.44	6.22
Critical Hdwy Stg 1	-	-	-	-	5.44	-
Critical Hdwy Stg 2	-	-	-	-	5.44	-
Follow-up Hdwy	-	-	2.218	-	3.536	3.318
Pot Cap-1 Maneuver	-	-	1001	-	98	454
Stage 1	-	-	-	-	502	-
Stage 2	-	-	-	-	339	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1001	-	~ 81	454
Mov Cap-2 Maneuver	-	-	-	-	198	-
Stage 1	-	-	-	-	502	-
Stage 2	-	-	-	-	281	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.9	25.2
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	198	454	-	-	1001	-
HCM Lane V/C Ratio	0.456	0.255	-	-	0.172	-
HCM Control Delay (s)	37.6	15.6	-	-	9.3	-
HCM Lane LOS	E	C	-	-	A	-
HCM 95th %tile Q(veh)	2.2	1	-	-	0.6	-

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

Intersection												
Int Delay, s/veh	1.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↔	↔		↔	↔		↔	↔	
Traffic Vol, veh/h	1	0	4	28	0	4	10	99	74	7	162	2
Future Vol, veh/h	1	0	4	28	0	4	10	99	74	7	162	2
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	-	-	-	115	-	-	150	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	73	73	73	73	73	73	73	73	73	73	73	73
Heavy Vehicles, %	100	0	2	2	0	2	11	2	3	2	2	2
Mvmt Flow	1	0	5	38	0	5	14	136	101	10	222	3

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	461	509	224	461	460	187	225	0	0	237	0	0
Stage 1	244	244	-	215	215	-	-	-	-	-	-	-
Stage 2	217	265	-	246	245	-	-	-	-	-	-	-
Critical Hdwy	8.1	6.5	6.22	7.12	6.5	6.22	4.21	-	-	4.12	-	-
Critical Hdwy Stg 1	7.1	5.5	-	6.12	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	7.1	5.5	-	6.12	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	4.4	4	3.318	3.518	4	3.318	2.299	-	-	2.218	-	-
Pot Cap-1 Maneuver	379	470	815	511	501	855	1292	-	-	1330	-	-
Stage 1	585	708	-	787	729	-	-	-	-	-	-	-
Stage 2	607	693	-	758	707	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	371	461	815	500	491	855	1292	-	-	1330	-	-
Mov Cap-2 Maneuver	371	461	-	500	491	-	-	-	-	-	-	-
Stage 1	579	702	-	778	721	-	-	-	-	-	-	-
Stage 2	597	685	-	747	701	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.5	12.4	0.4	0.3
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1292	-	-	658	500	855	1330	-	-
HCM Lane V/C Ratio	0.011	-	-	0.01	0.077	0.006	0.007	-	-
HCM Control Delay (s)	7.8	-	-	10.5	12.8	9.2	7.7	-	-
HCM Lane LOS	A	-	-	B	B	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.2	0	0	-	-

**Intersection**

Int Delay, s/veh 0.4

**Movement** EBL EBT WBT WBR SBL SBR

Lane Configurations			↕			↗
Traffic Vol, veh/h	0	0	16	2	0	1
Future Vol, veh/h	0	0	16	2	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	1	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	64	64	64	64	64	64
Heavy Vehicles, %	0	0	2	2	0	2
Mvmt Flow	0	0	25	3	0	2

**Major/Minor** Major2 Minor2

Conflicting Flow All	-	0	-	27
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	-	3.318
Pot Cap-1 Maneuver	-	-	0	1048
Stage 1	-	-	0	-
Stage 2	-	-	0	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	1048
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

**Approach** WB SB

HCM Control Delay, s	0	8.4
HCM LOS		A

**Minor Lane/Major Mvmt** WBT WBR SBLn1

Capacity (veh/h)	-	-	1048
HCM Lane V/C Ratio	-	-	0.001
HCM Control Delay (s)	-	-	8.4
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	0

HCM 6th Signalized Intersection Summary  
 1: SR 141 & Peachtree Corners Circle

4725 Peachtree Corners Circle Traffic  
 01/18/2024

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	503	333	143	139	253	45	190	1343	154	80	1169	346
Future Volume (veh/h)	503	333	143	139	253	45	190	1343	154	80	1169	346
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	541	358	19	149	272	38	204	1444	82	86	1257	172
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	590	434	193	268	314	43	246	1847	824	126	1720	767
Arrive On Green	0.17	0.12	0.12	0.15	0.10	0.10	0.07	0.52	0.52	0.04	0.48	0.48
Sat Flow, veh/h	3456	3554	1585	1781	3136	433	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	541	358	19	149	153	157	204	1444	82	86	1257	172
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1781	1777	1792	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	24.6	15.7	1.5	12.4	13.5	13.8	9.3	52.6	4.2	3.9	45.2	5.4
Cycle Q Clear(g_c), s	24.6	15.7	1.5	12.4	13.5	13.8	9.3	52.6	4.2	3.9	45.2	5.4
Prop In Lane	1.00		1.00	1.00		0.24	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	590	434	193	268	178	180	246	1847	824	126	1720	767
V/C Ratio(X)	0.92	0.83	0.10	0.56	0.86	0.88	0.83	0.78	0.10	0.68	0.73	0.22
Avail Cap(c_a), veh/h	663	689	307	268	189	190	285	1847	824	179	1720	767
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	65.2	68.6	46.3	63.0	70.9	71.0	73.3	31.1	19.5	76.2	32.9	7.0
Incr Delay (d2), s/veh	16.3	4.6	0.2	2.1	29.4	32.4	15.3	3.4	0.2	4.8	2.8	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	0.0
%ile BackOfQ(95%),veh/ln	17.8	11.8	1.3	9.7	12.1	12.5	8.1	30.3	2.9	3.3	26.7	6.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	81.6	73.2	46.5	65.1	100.3	103.4	88.6	34.5	19.7	80.9	35.7	7.7
LnGrp LOS	F	E	D	E	F	F	F	C	B	F	D	A
Approach Vol, veh/h		918			459			1730			1515	
Approach Delay, s/veh		77.6			89.9			40.2			35.1	
Approach LOS		E			F			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	18.2	84.2	31.1	26.5	12.5	89.8	34.6	23.0				
Change Period (Y+Rc), s	* 6.8	6.7	7.0	* 7	* 6.7	6.7	7.3	7.0				
Max Green Setting (Gmax), s	* 13	71.3	17.1	* 31	* 8.3	76.3	30.7	17.0				
Max Q Clear Time (g_c+1), s	11.3	47.2	14.4	17.7	5.9	54.6	26.6	15.8				
Green Ext Time (p_c), s	0.1	19.0	0.1	1.8	0.0	18.4	0.7	0.2				

Intersection Summary												
HCM 6th Ctrl Delay	50.9											
HCM 6th LOS	D											

**Notes**  
 User approved pedestrian interval to be less than phase max green.  
 \* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑		↑	↑	↑	↑
Traffic Vol, veh/h	1044	2	11	738	4	8
Future Vol, veh/h	1044	2	11	738	4	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	-	150	-	0	60
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	1099	2	12	777	4	8

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	1101	0	1901 1100
Stage 1	-	-	-	-	1100 -
Stage 2	-	-	-	-	801 -
Critical Hdwy	-	-	4.12	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	-	-	2.218	-	3.518 3.318
Pot Cap-1 Maneuver	-	-	634	-	76 258
Stage 1	-	-	-	-	319 -
Stage 2	-	-	-	-	442 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	634	-	75 258
Mov Cap-2 Maneuver	-	-	-	-	201 -
Stage 1	-	-	-	-	319 -
Stage 2	-	-	-	-	434 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	20.7
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	201	258	-	-	634	-
HCM Lane V/C Ratio	0.021	0.033	-	-	0.018	-
HCM Control Delay (s)	23.3	19.4	-	-	10.8	-
HCM Lane LOS	C	C	-	-	B	-
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0.1	-

**Intersection**

Int Delay, s/veh 4.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↗		↘	↑	↘	↗
Traffic Vol, veh/h	864	32	12	736	115	178
Future Vol, veh/h	864	32	12	736	115	178
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Yield	-	None	-	Yield
Storage Length	-	-	150	-	250	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	7	2	2	2	2
Mvmt Flow	891	33	12	759	119	184

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	891	0	1691 908
Stage 1	-	-	-	-	908 -
Stage 2	-	-	-	-	783 -
Critical Hdwy	-	-	4.12	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	-	-	2.218	-	3.518 3.318
Pot Cap-1 Maneuver	-	-	761	-	~ 103 334
Stage 1	-	-	-	-	393 -
Stage 2	-	-	-	-	450 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	761	-	~ 101 334
Mov Cap-2 Maneuver	-	-	-	-	236 -
Stage 1	-	-	-	-	393 -
Stage 2	-	-	-	-	443 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	30.8
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	236	334	-	-	761	-
HCM Lane V/C Ratio	0.502	0.549	-	-	0.016	-
HCM Control Delay (s)	34.7	28.2	-	-	9.8	-
HCM Lane LOS	D	D	-	-	A	-
HCM 95th %tile Q(veh)	2.6	3.1	-	-	0.1	-

**Notes**

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

Intersection												
Int Delay, s/veh	1.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↔	↔		↔	↔		↔	↔	
Traffic Vol, veh/h	1	1	10	40	1	6	1	206	18	0	68	0
Future Vol, veh/h	1	1	10	40	1	6	1	206	18	0	68	0
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	-	-	-	115	-	-	150	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	0	2	0
Mvmt Flow	1	1	11	43	1	7	1	224	20	0	74	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	314	320	74	316	310	234	74	0	0	244	0	0
Stage 1	74	74	-	236	236	-	-	-	-	-	-	-
Stage 2	240	246	-	80	74	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.1	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.2	-	-
Pot Cap-1 Maneuver	639	597	988	637	605	805	1526	-	-	1334	-	-
Stage 1	935	833	-	767	710	-	-	-	-	-	-	-
Stage 2	763	703	-	929	833	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	633	596	988	629	604	805	1526	-	-	1334	-	-
Mov Cap-2 Maneuver	633	596	-	629	604	-	-	-	-	-	-	-
Stage 1	934	833	-	766	709	-	-	-	-	-	-	-
Stage 2	755	702	-	918	833	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.1	10.9	0	0
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1526	-	-	897	629	768	1334	-	-
HCM Lane V/C Ratio	0.001	-	-	0.015	0.069	0.01	-	-	-
HCM Control Delay (s)	7.4	-	-	9.1	11.1	9.7	0	-	-
HCM Lane LOS	A	-	-	A	B	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.2	0	0	-	-

Intersection						
Int Delay, s/veh	1.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↔			↗
Traffic Vol, veh/h	0	0	24	2	0	4
Future Vol, veh/h	0	0	24	2	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	1	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	73	73	73	73	73	73
Heavy Vehicles, %	0	0	4	2	0	2
Mvmt Flow	0	0	33	3	0	5

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

Approach	WB	SB
HCM Control Delay, s	0	8.5
HCM LOS		A

Minor Lane/Major Mvmt	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	1038
HCM Lane V/C Ratio	-	-	0.005
HCM Control Delay (s)	-	-	8.5
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	0

HCM 6th Signalized Intersection Summary  
1: SR 141 & Peachtree Corners Circle

4725 Peachtree Corners Circle Traffic  
03/27/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑	↗	↖	↕↔		↖↖	↑↑	↗	↖↖	↑↑	↗
Traffic Volume (veh/h)	271	147	164	89	268	8	166	1121	106	13	1905	373
Future Volume (veh/h)	271	147	164	89	268	8	166	1121	106	13	1905	373
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	1856	1870	1870	1826	1856	1530	1870	1826	1870	1781	1870	1870
Adj Flow Rate, veh/h	288	156	22	95	285	7	177	1193	69	14	2027	229
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, %	3	2	2	5	3	25	2	5	2	8	2	2
Cap, veh/h	330	209	93	232	332	8	218	2167	990	38	2035	907
Arrive On Green	0.10	0.06	0.06	0.13	0.09	0.09	0.06	0.62	0.62	0.01	0.57	0.57
Sat Flow, veh/h	3428	3554	1585	1739	3517	86	3456	3469	1585	3291	3554	1585
Grp Volume(v), veh/h	288	156	22	95	143	149	177	1193	69	14	2027	229
Grp Sat Flow(s),veh/h/ln	1714	1777	1585	1739	1763	1840	1728	1735	1585	1646	1777	1585
Q Serve(g_s), s	13.3	6.9	1.9	8.0	12.7	12.8	8.1	31.5	2.7	0.7	90.8	5.6
Cycle Q Clear(g_c), s	13.3	6.9	1.9	8.0	12.7	12.8	8.1	31.5	2.7	0.7	90.8	5.6
Prop In Lane	1.00		1.00	1.00		0.05	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	330	209	93	232	167	174	218	2167	990	38	2035	907
V/C Ratio(X)	0.87	0.75	0.24	0.41	0.86	0.86	0.81	0.55	0.07	0.37	1.00	0.25
Avail Cap(c_a), veh/h	358	378	168	232	187	196	220	2167	990	212	2035	907
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	71.4	74.1	57.8	63.5	71.4	71.4	74.0	17.2	11.8	78.5	34.0	4.1
Incr Delay (d2), s/veh	19.0	5.2	1.3	0.9	28.0	27.7	19.4	1.0	0.1	4.3	19.1	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	0.0
%ile BackOfQ(95%),veh/ln	10.9	5.9	1.6	6.5	11.4	11.8	7.5	18.0	1.8	0.6	52.4	7.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	90.4	79.3	59.1	64.4	99.4	99.1	93.4	18.2	11.9	82.8	53.1	4.7
LnGrp LOS	F	E	E	E	F	F	F	B	B	F	D	A
Approach Vol, veh/h		466			387			1439			2270	
Approach Delay, s/veh		85.2			90.7			27.1			48.4	
Approach LOS		F			F			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.9	98.3	28.4	16.4	8.6	106.6	22.7	22.1				
Change Period (Y+Rc), s	* 6.8	6.7	7.0	* 7	* 6.7	6.7	7.3	7.0				
Max Green Setting (Gmax), s	* 10	88.3	17.1	* 17	* 10	88.3	16.7	17.0				
Max Q Clear Time (g_c+I1), s	10.1	92.8	10.0	8.9	2.7	33.5	15.3	14.8				
Green Ext Time (p_c), s	0.0	0.0	0.1	0.5	0.0	31.0	0.1	0.3				

Intersection Summary

HCM 6th Ctrl Delay	49.1
HCM 6th LOS	D

Notes

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

HCM 6th TWSC  
 2: Existing Driveway A & Peachtree Corners Circle

4725 Peachtree Corners Circle Traffic  
 03/27/2024

**Intersection**

Int Delay, s/veh 0.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↶		↷	↶	↷	↶
Traffic Vol, veh/h	573	16	20	719	23	37
Future Vol, veh/h	573	16	20	719	23	37
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	-	150	-	0	60
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	3	0	0
Mvmt Flow	644	18	22	808	26	42

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	0	0	662	0
Stage 1	-	-	-	653
Stage 2	-	-	-	852
Critical Hdwy	-	-	4.12	-
Critical Hdwy Stg 1	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	5.4
Follow-up Hdwy	-	-	2.218	-
Pot Cap-1 Maneuver	-	-	927	-
Stage 1	-	-	-	522
Stage 2	-	-	-	421
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	-	-	927	-
Mov Cap-2 Maneuver	-	-	-	269
Stage 1	-	-	-	522
Stage 2	-	-	-	411

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	15.9
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	269	471	-	-	927	-
HCM Lane V/C Ratio	0.096	0.088	-	-	0.024	-
HCM Control Delay (s)	19.8	13.4	-	-	9	-
HCM Lane LOS	C	B	-	-	A	-
HCM 95th %tile Q(veh)	0.3	0.3	-	-	0.1	-

Intersection						
Int Delay, s/veh	3.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↗		↘	↑	↘	↗
Traffic Vol, veh/h	490	170	143	598	75	96
Future Vol, veh/h	490	170	143	598	75	96
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Yield	-	None	-	Yield
Storage Length	-	-	150	-	250	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	2	3	2	4	4	2
Mvmt Flow	590	205	172	720	90	116

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	590	0	1757 693
Stage 1	-	-	-	-	693 -
Stage 2	-	-	-	-	1064 -
Critical Hdwy	-	-	4.12	-	6.44 6.22
Critical Hdwy Stg 1	-	-	-	-	5.44 -
Critical Hdwy Stg 2	-	-	-	-	5.44 -
Follow-up Hdwy	-	-	2.218	-	3.536 3.318
Pot Cap-1 Maneuver	-	-	985	-	92 443
Stage 1	-	-	-	-	493 -
Stage 2	-	-	-	-	329 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	985	-	~ 76 443
Mov Cap-2 Maneuver	-	-	-	-	191 -
Stage 1	-	-	-	-	493 -
Stage 2	-	-	-	-	271 -

Approach	EB	WB	NB
HCM Control Delay, s	0	1.8	26.4
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	191	443	-	-	985	-
HCM Lane V/C Ratio	0.473	0.261	-	-	0.175	-
HCM Control Delay (s)	39.7	16	-	-	9.4	-
HCM Lane LOS	E	C	-	-	A	-
HCM 95th %tile Q(veh)	2.3	1	-	-	0.6	-

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

Intersection												
Int Delay, s/veh	2.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕		↕	↕		↕	↕	
Traffic Vol, veh/h	1	0	4	61	0	4	10	99	84	7	162	2
Future Vol, veh/h	1	0	4	61	0	4	10	99	84	7	162	2
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	-	-	-	115	-	-	150	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	73	73	73	73	73	73	73	73	73	73	73	73
Heavy Vehicles, %	100	0	2	2	0	2	11	2	3	2	2	2
Mvmt Flow	1	0	5	84	0	5	14	136	115	10	222	3

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	468	523	224	468	467	194	225	0	0	251	0	0
Stage 1	244	244	-	222	222	-	-	-	-	-	-	-
Stage 2	224	279	-	246	245	-	-	-	-	-	-	-
Critical Hdwy	8.1	6.5	6.22	7.12	6.5	6.22	4.21	-	-	4.12	-	-
Critical Hdwy Stg 1	7.1	5.5	-	6.12	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	7.1	5.5	-	6.12	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	4.4	4	3.318	3.518	4	3.318	2.299	-	-	2.218	-	-
Pot Cap-1 Maneuver	375	462	815	505	496	847	1292	-	-	1314	-	-
Stage 1	585	708	-	780	723	-	-	-	-	-	-	-
Stage 2	601	683	-	758	707	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	368	453	815	494	487	847	1292	-	-	1314	-	-
Mov Cap-2 Maneuver	368	453	-	494	487	-	-	-	-	-	-	-
Stage 1	579	702	-	771	715	-	-	-	-	-	-	-
Stage 2	591	675	-	747	701	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.5	13.5	0.4	0.3
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1292	-	-	656	494	847	1314	-	-
HCM Lane V/C Ratio	0.011	-	-	0.01	0.169	0.006	0.007	-	-
HCM Control Delay (s)	7.8	-	-	10.5	13.8	9.3	7.8	-	-
HCM Lane LOS	A	-	-	B	B	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.6	0	0	-	-

Intersection						
Int Delay, s/veh	4.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↔			↔
Traffic Vol, veh/h	0	0	16	12	0	34
Future Vol, veh/h	0	0	16	12	0	34
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	1	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	64	64	64	64	64	64
Heavy Vehicles, %	0	0	2	2	0	2
Mvmt Flow	0	0	25	19	0	53

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

Approach	WB	SB
HCM Control Delay, s	0	8.7
HCM LOS		A

Minor Lane/Major Mvmt	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	1038
HCM Lane V/C Ratio	-	-	0.051
HCM Control Delay (s)	-	-	8.7
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	0.2

HCM 6th Signalized Intersection Summary  
 1: SR 141 & Peachtree Corners Circle

4725 Peachtree Corners Circle Traffic  
 03/27/2024

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	516	336	149	139	258	45	198	1343	154	80	1169	366
Future Volume (veh/h)	516	336	149	139	258	45	198	1343	154	80	1169	366
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	555	361	25	149	277	38	213	1444	82	86	1257	194
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	602	437	195	275	319	43	255	1829	816	126	1694	756
Arrive On Green	0.17	0.12	0.12	0.15	0.10	0.10	0.07	0.51	0.51	0.04	0.48	0.48
Sat Flow, veh/h	3456	3554	1585	1781	3144	427	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	555	361	25	149	155	160	213	1444	82	86	1257	194
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1781	1777	1794	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	25.3	15.9	1.9	12.3	13.8	14.1	9.7	53.1	4.2	3.9	45.8	6.3
Cycle Q Clear(g_c), s	25.3	15.9	1.9	12.3	13.8	14.1	9.7	53.1	4.2	3.9	45.8	6.3
Prop In Lane	1.00		1.00	1.00		0.24	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	602	437	195	275	180	182	255	1829	816	126	1694	756
V/C Ratio(X)	0.92	0.83	0.13	0.54	0.86	0.88	0.84	0.79	0.10	0.68	0.74	0.26
Avail Cap(c_a), veh/h	663	689	307	275	189	191	285	1829	816	179	1694	756
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	65.0	68.5	46.3	62.4	70.8	70.9	73.1	31.7	19.9	76.2	33.9	7.3
Incr Delay (d2), s/veh	17.2	4.7	0.3	1.8	30.3	33.2	16.8	3.6	0.2	4.8	3.0	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(95%),veh/ln	18.3	11.9	1.7	9.6	12.3	12.8	8.5	30.7	2.9	3.3	27.2	7.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	82.2	73.2	46.6	64.2	101.1	104.2	89.9	35.3	20.1	80.9	36.9	8.1
LnGrp LOS	F	E	D	E	F	F	F	D	C	F	D	A
Approach Vol, veh/h		941			464			1739			1537	
Approach Delay, s/veh		77.8			90.3			41.3			35.7	
Approach LOS		E			F			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	18.6	83.0	31.7	26.7	12.5	89.1	35.2	23.2				
Change Period (Y+Rc), s	* 6.8	6.7	7.0	* 7	* 6.7	6.7	7.3	7.0				
Max Green Setting (Gmax), s	* 13	71.3	17.1	* 31	* 8.3	76.3	30.7	17.0				
Max Q Clear Time (g_c+I1), s	11.7	47.8	14.3	17.9	5.9	55.1	27.3	16.1				
Green Ext Time (p_c), s	0.1	18.7	0.1	1.8	0.0	18.0	0.6	0.2				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			51.6									
HCM 6th LOS			D									
<b>Notes</b>												
User approved pedestrian interval to be less than phase max green.												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

**Intersection**

Int Delay, s/veh 1.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔		↔	↔	↔	↔
Traffic Vol, veh/h	1038	33	47	734	26	36
Future Vol, veh/h	1038	33	47	734	26	36
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	-	150	-	0	60
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	1093	35	49	773	27	38

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	0	0	1128	0
Stage 1	-	-	-	1111
Stage 2	-	-	-	871
Critical Hdwy	-	-	4.12	-
Critical Hdwy Stg 1	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-
Pot Cap-1 Maneuver	-	-	619	-
Stage 1	-	-	-	315
Stage 2	-	-	-	410
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	-	-	619	-
Mov Cap-2 Maneuver	-	-	-	185
Stage 1	-	-	-	315
Stage 2	-	-	-	378

Approach	EB	WB	NB
HCM Control Delay, s	0	0.7	24.2
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	185	254	-	-	619	-
HCM Lane V/C Ratio	0.148	0.149	-	-	0.08	-
HCM Control Delay (s)	27.8	21.6	-	-	11.3	-
HCM Lane LOS	D	C	-	-	B	-
HCM 95th %tile Q(veh)	0.5	0.5	-	-	0.3	-

HCM 6th TWSC  
3: Triangle Parkway & Peachtree Corners Circle

4725 Peachtree Corners Circle Traffic

03/27/2024

Intersection

Int Delay, s/veh 4.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔		↔	↔	↔	↔
Traffic Vol, veh/h	889	32	12	754	115	178
Future Vol, veh/h	889	32	12	754	115	178
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Yield	-	None	-	Yield
Storage Length	-	-	150	-	250	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	7	2	2	2	2
Mvmt Flow	916	33	12	777	119	184

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	916
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	745
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	745
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	32.4
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	229	323	-	-	745	-
HCM Lane V/C Ratio	0.518	0.568	-	-	0.017	-
HCM Control Delay (s)	36.5	29.8	-	-	9.9	-
HCM Lane LOS	E	D	-	-	A	-
HCM 95th %tile Q(veh)	2.7	3.3	-	-	0.1	-

Notes

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

Intersection												
Int Delay, s/veh	2.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↔	↔		↔	↔		↔	↔	
Traffic Vol, veh/h	1	1	10	55	1	6	1	206	39	0	68	0
Future Vol, veh/h	1	1	10	55	1	6	1	206	39	0	68	0
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	-	-	-	115	-	-	150	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	0	2	0
Mvmt Flow	1	1	11	60	1	7	1	224	42	0	74	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	325	342	74	327	321	245	74	0	0	266	0	0
Stage 1	74	74	-	247	247	-	-	-	-	-	-	-
Stage 2	251	268	-	80	74	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.1	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.2	-	-
Pot Cap-1 Maneuver	628	580	988	626	596	794	1526	-	-	1310	-	-
Stage 1	935	833	-	757	702	-	-	-	-	-	-	-
Stage 2	753	687	-	929	833	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	622	579	988	618	595	794	1526	-	-	1310	-	-
Mov Cap-2 Maneuver	622	579	-	618	595	-	-	-	-	-	-	-
Stage 1	934	833	-	756	701	-	-	-	-	-	-	-
Stage 2	745	686	-	918	833	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.1	11.2	0	0
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1526	-	-	892	618	758	1310	-	-
HCM Lane V/C Ratio	0.001	-	-	0.015	0.097	0.01	-	-	-
HCM Control Delay (s)	7.4	-	-	9.1	11.4	9.8	0	-	-
HCM Lane LOS	A	-	-	A	B	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.3	0	0	-	-

Intersection						
Int Delay, s/veh	2.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↔			↗
Traffic Vol, veh/h	0	0	24	23	0	19
Future Vol, veh/h	0	0	24	23	0	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	1	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	73	73	73	73	73	73
Heavy Vehicles, %	0	0	4	2	0	2
Mvmt Flow	0	0	33	32	0	26

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

Approach	WB	SB
HCM Control Delay, s	0	8.6
HCM LOS		A

Minor Lane/Major Mvmt	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	1020
HCM Lane V/C Ratio	-	-	0.026
HCM Control Delay (s)	-	-	8.6
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	0.1

# Raw Traffic Counts

# Peak Hour Turning Movement Count

Peachtree Corners, GA



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Thursday, December 7, 2023	
Period	0700 - 0900
Peak Hour	0745 - 0845

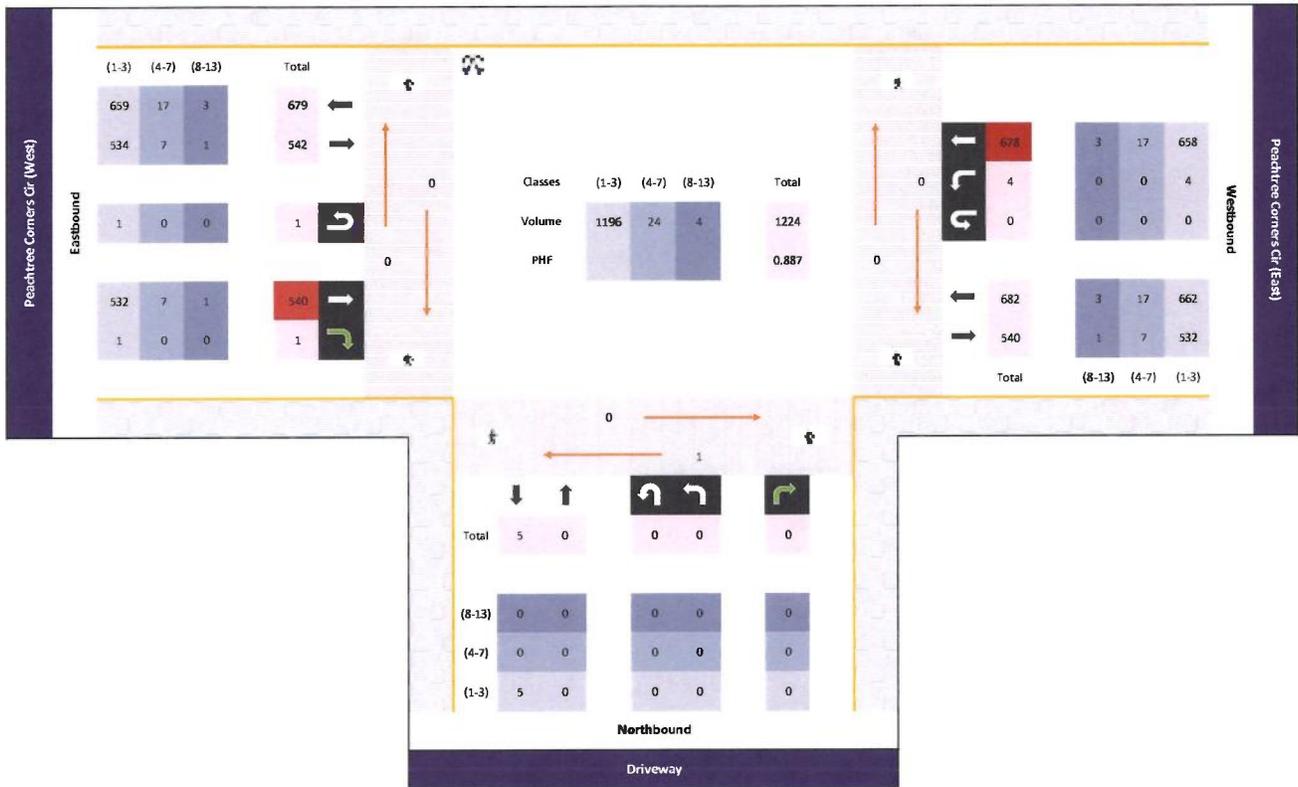
\* the Peak Hour Diagram does not include Bikes

**Session Parameters**

(Drop Down Menu)

**Peak Hour**

**Volume**



All vehicles

Time	Northbound					Eastbound					Westbound					Int Total				
	Driveway				App Total	Peachtree Corners Cir (West)				App Total	Peachtree Corners Cir (East)				App Total					
	Left 1.1	Right 1.2	U-Turn 1.3	App Total		Thru 1.4	Right 1.5	U-Turn 1.6	App Total		Left 1.7	Thru 1.8	U-Turn 1.9	App Total						
0745 - 0800	0	0	0	0	0	0	0	0	0	0	137	0	0	137	0	196	0	0	196	333
0800 - 0815	0	0	0	0	0	0	0	0	0	0	165	0	0	166	1	178	0	0	179	345
0815 - 0830	0	0	0	0	0	0	0	0	0	0	109	1	0	110	1	149	0	0	150	260
0830 - 0845	0	0	0	0	0	0	0	0	0	0	129	0	0	129	2	155	0	0	157	286
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>540</b>	<b>1</b>	<b>542</b>	<b>4</b>	<b>678</b>	<b>0</b>	<b>0</b>	<b>682</b>	<b>1224</b>
<b>Approach %</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>99.63</b>	<b>0.18</b>	<b>0.00</b>	<b>0.18</b>	<b>0.59</b>	<b>99.41</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>
<b>PHF</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.82</b>	<b>0.25</b>	<b>0.00</b>	<b>0.25</b>	<b>0.82</b>	<b>0.50</b>	<b>0.86</b>	<b>0.00</b>	<b>0.87</b>

Bikes

Time	Northbound					Eastbound					Westbound					Int Total				
	Driveway				App Total	Peachtree Corners Cir (West)				App Total	Peachtree Corners Cir (East)				App Total					
	Left 1.1	Right 1.2	U-Turn 1.3	App Total		Thru 1.4	Right 1.5	U-Turn 1.6	App Total		Left 1.7	Thru 1.8	U-Turn 1.9	App Total						
0745 - 0800	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
0815 - 0830	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
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Approach %</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>
<b>PHF</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>

Passenger Vehicles (1-3)

Time	Northbound					Eastbound					Westbound					Int Total				
	Driveway				App Total	Peachtree Corners Cir (West)				App Total	Peachtree Corners Cir (East)				App Total					
	Left 1.1	Right 1.2	U-Turn 1.3	App Total		Thru 1.4	Right 1.5	U-Turn 1.6	App Total		Left 1.7	Thru 1.8	U-Turn 1.9	App Total						
0745 - 0800	0	0	0	0	0	0	0	0	0	0	133	0	0	133	0	191	0	0	191	324
0800 - 0815	0	0	0	0	0	0	0	0	0	0	162	0	0	163	1	174	0	0	175	338
0815 - 0830	0	0	0	0	0	0	0	0	0	0	109	1	0	110	1	143	0	0	144	254
0830 - 0845	0	0	0	0	0	0	0	0	0	0	128	0	0	128	2	150	0	0	152	280
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>532</b>	<b>1</b>	<b>534</b>	<b>4</b>	<b>658</b>	<b>0</b>	<b>0</b>	<b>662</b>	<b>1196</b>
<b>Approach %</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>99.63</b>	<b>0.19</b>	<b>0.00</b>	<b>0.19</b>	<b>0.60</b>	<b>99.40</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>
<b>PHF</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.82</b>	<b>0.25</b>	<b>0.00</b>	<b>0.25</b>	<b>0.82</b>	<b>0.50</b>	<b>0.86</b>	<b>0.00</b>	<b>0.87</b>

Single Unit Trucks (4-7)

Time	Northbound					Eastbound					Westbound					Int Total				
	Driveway				App Total	Peachtree Corners Cir (West)				App Total	Peachtree Corners Cir (East)				App Total					
	Left 1.1	Right 1.2	U-Turn 1.3	App Total		Thru 1.4	Right 1.5	U-Turn 1.6	App Total		Left 1.7	Thru 1.8	U-Turn 1.9	App Total						
0745 - 0800	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	5	0	0	5	9
0800 - 0815	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	3	0	0	3	5
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4
0830 - 0845	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	5	0	0	5	6
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>24</b>
<b>Approach %</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>100.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>100.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>
<b>PHF</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.44</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.44</b>	<b>0.00</b>	<b>0.85</b>	<b>0.00</b>	<b>0.85</b>

Combination Trucks (8-13)

Time	Northbound					Eastbound					Westbound					Int Total				
	Driveway				App Total	Peachtree Corners Cir (West)				App Total	Peachtree Corners Cir (East)				App Total					
	Left 1.1	Right 1.2	U-Turn 1.3	App Total		Thru 1.4	Right 1.5	U-Turn 1.6	App Total		Left 1.7	Thru 1.8	U-Turn 1.9	App Total						
0745 - 0800	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	1	0	0	1	0	1	0	0	1	2
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>4</b>
<b>Approach %</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>100.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>100.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>
<b>PHF</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.25</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.25</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.38</b>

# Peak Hour Turning Movement Count

Peachtree Corners, GA



www.marrtraffic.com

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Thursday, December 7, 2023	
Period	1600 - 1800
Peak Hour	1645 - 1745

\* the Peak Hour Diagram does not include Bikes

**Session Parameters**

(Drop Down Menu)

**Peak Hour**

**Volume**





# Classified Turn Movement Count || All vehicles



Peachtree Corners, GA

Site 1  
Driveway



Peachtree Corners Cir (West)  
Peachtree Corners Cir (East)

Date  
Thursday, December 7, 2023

Weather  
Fair  
45°F  
[Click here for Detailed Weather](#)

Lat/Long  
33.978917, -84.222159  
[Click here for Map](#)

0700 - 0900 (Weekday 2h Session) (12-07-2023)  
All vehicles

TIME	Northbound Driveway			
	Left 1.1	Right 1.2	U-Turn 1.3	App Total
0700 - 0715	0	0	0	0
0715 - 0730	0	0	0	0
0730 - 0745	0	0	0	0
0745 - 0800	0	0	0	0
Hourly Total	0	0	0	0
0800 - 0815	0	0	0	0
0815 - 0830	0	0	0	0
0830 - 0845	0	0	0	0
0845 - 0900	1	0	0	1
Hourly Total	1	0	0	1
Grand Total	1	0	0	1
Approach %	100.00	0.00	0.00	-
Intersection %	0.05	0.00	0.00	0.05
Heavy Vehicle %	0	-	-	0
PHF	0.00	0.00	0.00	0.00

Eastbound Peachtree Corners Cir (West)				Westbound Peachtree Corners Cir (East)				Int Total
Thru 1.4	Right 1.5	U-Turn 1.6	App Total	Left 1.7	Thru 1.8	U-Turn 1.9	App Total	
109	0	0	109	2	69	0	71	180
114	0	0	114	2	103	0	105	219
127	0	0	127	1	127	0	128	255
137	0	0	137	0	196	0	196	333
487	0	0	487	5	495	0	500	987
165	0	1	166	1	178	0	179	345
109	1	0	110	1	149	0	150	260
129	0	0	129	2	155	0	157	286
113	3	0	116	2	148	0	150	267
516	4	1	521	6	630	0	636	1158
1003	4	1	1008	11	1125	0	1136	2145
99.50	0.40	0.10	-	0.97	99.03	0.00	-	-
46.76	0.19	0.05	46.99	0.51	52.45	0.00	52.96	-
2	0	0	2	0	3	-	3	2
0.82	0.25	0.25	0.82	0.50	0.86	0.00	0.87	0.89

1600 - 1800 (Weekday 2h Session) (12-07-2023)  
All vehicles

TIME	Northbound Driveway			
	Left 1.1	Right 1.2	U-Turn 1.3	App Total
1600 - 1615	0	2	0	2
1615 - 1630	1	5	0	6
1630 - 1645	0	3	0	3
1645 - 1700	0	1	0	1
Hourly Total	1	11	0	12
1700 - 1715	1	3	0	4
1715 - 1730	2	3	0	5
1730 - 1745	1	1	0	2
1745 - 1800	0	3	0	3
Hourly Total	4	10	0	14
Grand Total	5	21	0	26
Approach %	19.23	80.77	0.00	-
Intersection %	0.16	0.66	0.00	0.81
Heavy Vehicle %	0	0	-	0
PHF	0.50	0.67	0.00	0.60

Eastbound Peachtree Corners Cir (West)				Westbound Peachtree Corners Cir (East)				Int Total
Thru 1.4	Right 1.5	U-Turn 1.6	App Total	Left 1.7	Thru 1.8	U-Turn 1.9	App Total	
154	0	0	154	1	160	0	161	317
212	1	0	213	1	181	1	183	402
189	0	0	189	1	190	1	192	384
239	0	0	239	0	165	2	167	407
794	1	0	795	3	696	4	703	1510
264	2	0	266	1	174	3	178	448
247	0	0	247	2	182	1	185	437
234	0	0	234	1	174	0	175	411
227	0	0	227	0	164	0	164	394
972	2	0	974	4	694	4	702	1690
1766	3	0	1769	7	1390	8	1405	3200
99.83	0.17	0.00	-	0.50	98.93	0.57	-	-
55.19	0.09	0.00	55.28	0.22	43.44	0.25	43.91	-
1	0	-	1	0	0	0	0	1
0.93	0.25	0.00	0.93	0.50	0.95	0.50	0.95	0.95



# Classified Turn Movement Count || Passenger Vehicles (1-3)

Peachtree Corners, GA

Site 1  
Driveway

Peachtree Corners Cir (West)  
Peachtree Corners Cir (East)

Date  
Thursday, December 7, 2023

Lat/Long  
33.978917, -84.222159  
[Click here for Map](#)

Weather  
Fair  
45°F  
[Click here for Detailed Weather](#)

0700 - 0900 (Weekday 2h Session) (12-07-2023)  
Passenger Vehicles (1-3)

TIME	Northbound Driveway			
	Left 1.1	Right 1.2	U-Turn 1.3	App Total
0700 - 0715	0	0	0	0
0715 - 0730	0	0	0	0
0730 - 0745	0	0	0	0
0745 - 0800	0	0	0	0
Hourly Total	0	0	0	0
0800 - 0815	0	0	0	0
0815 - 0830	0	0	0	0
0830 - 0845	0	0	0	0
0845 - 0900	1	0	0	1
Hourly Total	1	0	0	1
Grand Total	1	0	0	1
Approach %	100.00	0.00	0.00	-
Intersection %	0.05	0.00	0.00	0.05

Eastbound					Westbound				
Peachtree Corners Cir (West)				Peachtree Corners Cir (East)				Int Total	
Thru 1.4	Right 1.5	U-Turn 1.6	App Total	Left 1.7	Thru 1.8	U-Turn 1.9	App Total		
108	0	0	108	2	67	0	69	177	
113	0	0	113	2	100	0	102	215	
124	0	0	124	1	126	0	127	251	
133	0	0	133	0	191	0	191	324	
478	0	0	478	5	484	0	489	967	
162	0	1	163	1	174	0	175	338	
109	1	0	110	1	143	0	144	254	
128	0	0	128	2	150	0	152	280	
105	3	0	108	2	145	0	147	256	
504	4	1	509	6	612	0	618	1128	
982	4	1	987	11	1096	0	1107	2095	
99.49	0.41	0.10	-	0.99	99.01	0.00	-	-	
46.87	0.19	0.05	47.11	0.53	52.32	0.00	52.84	-	

1600 - 1800 (Weekday 2h Session) (12-07-2023)  
Passenger Vehicles (1-3)

TIME	Northbound Driveway			
	Left 1.1	Right 1.2	U-Turn 1.3	App Total
1600 - 1615	0	2	0	2
1615 - 1630	1	5	0	6
1630 - 1645	0	3	0	3
1645 - 1700	0	1	0	1
Hourly Total	1	11	0	12
1700 - 1715	1	3	0	4
1715 - 1730	2	3	0	5
1730 - 1745	1	1	0	2
1745 - 1800	0	3	0	3
Hourly Total	4	10	0	14
Grand Total	5	21	0	26
Approach %	19.23	80.77	0.00	-
Intersection %	0.16	0.66	0.00	0.82

Eastbound					Westbound				
Peachtree Corners Cir (West)				Peachtree Corners Cir (East)				Int Total	
Thru 1.4	Right 1.5	U-Turn 1.6	App Total	Left 1.7	Thru 1.8	U-Turn 1.9	App Total		
151	0	0	151	1	157	0	158	311	
205	1	0	206	1	181	1	183	395	
186	0	0	186	1	189	1	191	380	
232	0	0	232	0	164	2	166	399	
774	1	0	775	3	691	4	698	1485	
261	2	0	263	1	173	3	177	444	
246	0	0	246	2	182	1	185	436	
234	0	0	234	1	174	0	175	411	
225	0	0	225	0	164	0	164	392	
966	2	0	968	4	693	4	701	1683	
1740	3	0	1743	7	1384	8	1399	3168	
99.83	0.17	0.00	-	0.50	98.93	0.57	-	-	
54.92	0.09	0.00	55.02	0.22	43.69	0.25	44.16	-	

# Classified Turn Movement Count || Single Unit Trucks (4-7)

Peachtree Corners, GA

**Site 1**

Driveway

Peachtree Corners Cir (West)  
Peachtree Corners Cir (East)

**Date**

Thursday, December 7, 2023

**Lat/Long**

33.978917°, -84.222159°  
[Click here for Map](#)

**Weather**

Fair  
45°F  
[Click here for Detailed Weather](#)

**0700 - 0900 (Weekday 2h Session) (12-07-2023)**  
Single Unit Trucks (4-7)

TIME	Northbound Driveway			
	Left 1.1	Right 1.2	U-Turn 1.3	App Total
0700 - 0715	0	0	0	0
0715 - 0730	0	0	0	0
0730 - 0745	0	0	0	0
0745 - 0800	0	0	0	0
Hourly Total	0	0	0	0
0800 - 0815	0	0	0	0
0815 - 0830	0	0	0	0
0830 - 0845	0	0	0	0
0845 - 0900	0	0	0	0
Hourly Total	0	0	0	0
Grand Total	0	0	0	0
Approach %	0.00	0.00	0.00	-
Intersection %	0.00	0.00	0.00	0.00

Eastbound Peachtree Corners Cir (West)					Westbound Peachtree Corners Cir (East)					Int Total
Thru 1.4	Right 1.5	U-Turn 1.6	App Total	Left 1.7	Thru 1.8	U-Turn 1.9	App Total	Int Total		
1	0	0	1	0	2	0	2	3		
1	0	0	1	0	2	0	2	3		
3	0	0	3	0	1	0	1	4		
4	0	0	4	0	5	0	5	9		
9	0	0	9	0	10	0	10	19		
2	0	0	2	0	3	0	3	5		
0	0	0	0	0	4	0	4	4		
1	0	0	1	0	5	0	5	6		
8	0	0	8	0	3	0	3	11		
11	0	0	11	0	15	0	15	26		
20	0	0	20	0	25	0	25	45		
100.00	0.00	0.00	-	0.00	100.00	0.00	-	-		
44.44	0.00	0.00	44.44	0.00	55.56	0.00	55.56			

**1600 - 1800 (Weekday 2h Session) (12-07-2023)**  
Single Unit Trucks (4-7)

TIME	Northbound Driveway			
	Left 1.1	Right 1.2	U-Turn 1.3	App Total
1600 - 1615	0	0	0	0
1615 - 1630	0	0	0	0
1630 - 1645	0	0	0	0
1645 - 1700	0	0	0	0
Hourly Total	0	0	0	0
1700 - 1715	0	0	0	0
1715 - 1730	0	0	0	0
1730 - 1745	0	0	0	0
1745 - 1800	0	0	0	0
Hourly Total	0	0	0	0
Grand Total	0	0	0	0
Approach %	0.00	0.00	0.00	-
Intersection %	0.00	0.00	0.00	0.00

Eastbound Peachtree Corners Cir (West)					Westbound Peachtree Corners Cir (East)					Int Total
Thru 1.4	Right 1.5	U-Turn 1.6	App Total	Left 1.7	Thru 1.8	U-Turn 1.9	App Total	Int Total		
3	0	0	3	0	3	0	3	6		
6	0	0	6	0	0	0	0	6		
3	0	0	3	0	1	0	1	4		
5	0	0	5	0	1	0	1	6		
17	0	0	17	0	5	0	5	22		
3	0	0	3	0	1	0	1	4		
1	0	0	1	0	0	0	0	1		
0	0	0	0	0	0	0	0	0		
2	0	0	2	0	0	0	0	2		
6	0	0	6	0	1	0	1	7		
23	0	0	23	0	6	0	6	29		
100.00	0.00	0.00	-	0.00	100.00	0.00	-	-		
79.31	0.00	0.00	79.31	0.00	20.69	0.00	20.69			

# Classified Turn Movement Count || Combination Trucks (8-13)

Peachtree Corners, GA

Site 1  
Driveway



Peachtree Corners Cir (West)  
Peachtree Corners Cir (East)

Date  
Thursday, December 7, 2023

Weather  
Fair  
45°F  
[Click here for Detailed Weather](#)

Lat/Long  
33.978917°, -84.222159°  
[Click here for Map](#)

## 0700 - 0900 (Weekday 2h Session) (12-07-2023) Combination Trucks (8-13)

TIME	Northbound Driveway			
	Left 1.1	Right 1.2	U-Turn 1.3	App Total
0700 - 0715	0	0	0	0
0715 - 0730	0	0	0	0
0730 - 0745	0	0	0	0
0745 - 0800	0	0	0	0
Hourly Total	0	0	0	0
0800 - 0815	0	0	0	0
0815 - 0830	0	0	0	0
0830 - 0845	0	0	0	0
0845 - 0900	0	0	0	0
Hourly Total	0	0	0	0
Grand Total	0	0	0	0
Approach %	0.00	0.00	0.00	-
Intersection %	0.00	0.00	0.00	0.00

Eastbound					Westbound				
Peachtree Corners Cir (West)				Peachtree Corners Cir (East)				Int Total	
Thru 1.4	Right 1.5	U-Turn 1.6	App Total	Left 1.7	Thru 1.8	U-Turn 1.9	App Total		
0	0	0	0	0	0	0	0	0	
0	0	0	0	0	0	0	0	0	
0	0	0	0	0	0	0	0	0	
0	0	0	0	0	0	0	0	0	
0	0	0	0	0	0	0	0	0	
1	0	0	1	0	1	0	1	2	
0	0	0	0	0	0	0	0	0	
0	0	0	0	0	0	0	0	0	
0	0	0	0	0	0	0	0	0	
1	0	0	1	0	3	0	3	4	
1	0	0	1	0	4	0	4	5	
100.00	0.00	0.00	-	0.00	100.00	0.00	-		
20.00	0.00	0.00	20.00	0.00	80.00	0.00	80.00		

## 1600 - 1800 (Weekday 2h Session) (12-07-2023) Combination Trucks (8-13)

TIME	Northbound Driveway			
	Left 1.1	Right 1.2	U-Turn 1.3	App Total
1600 - 1615	0	0	0	0
1615 - 1630	0	0	0	0
1630 - 1645	0	0	0	0
1645 - 1700	0	0	0	0
Hourly Total	0	0	0	0
1700 - 1715	0	0	0	0
1715 - 1730	0	0	0	0
1730 - 1745	0	0	0	0
1745 - 1800	0	0	0	0
Hourly Total	0	0	0	0
Grand Total	0	0	0	0
Approach %	0.00	0.00	0.00	-
Intersection %	0.00	0.00	0.00	0.00

Eastbound					Westbound				
Peachtree Corners Cir (West)				Peachtree Corners Cir (East)				Int Total	
Thru 1.4	Right 1.5	U-Turn 1.6	App Total	Left 1.7	Thru 1.8	U-Turn 1.9	App Total		
0	0	0	0	0	0	0	0	0	
1	0	0	1	0	0	0	0	1	
0	0	0	0	0	0	0	0	0	
2	0	0	2	0	0	0	0	2	
3	0	0	3	0	0	0	0	3	
0	0	0	0	0	0	0	0	0	
0	0	0	0	0	0	0	0	0	
0	0	0	0	0	0	0	0	0	
0	0	0	0	0	0	0	0	0	
0	0	0	0	0	0	0	0	0	
3	0	0	3	0	0	0	0	3	
100.00	0.00	0.00	-	0.00	0.00	0.00	-		
100.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00		

# Classified Turn Movement Count || All Trucks (4-13)



Peachtree Corners, GA

**Site 1**

Driveway

Peachtree Corners Cir (West)  
Peachtree Corners Cir (East)

**Date**

Thursday, December 7, 2023

**Weather**

Fair  
45°F

[Click here for Detailed Weather](#)

**Lat/Long**

33.978917°, -84.222159°

[Click here for Map](#)

0700 - 0900 (Weekday 2h Session) (12-07-2023)  
All Trucks (4-13)

TIME	Northbound Driveway			
	Left 1.1	Right 1.2	U-Turn 1.3	App Total
0700 - 0715	0	0	0	0
0715 - 0730	0	0	0	0
0730 - 0745	0	0	0	0
0745 - 0800	0	0	0	0
Hourly Total	0	0	0	0
0800 - 0815	0	0	0	0
0815 - 0830	0	0	0	0
0830 - 0845	0	0	0	0
0845 - 0900	0	0	0	0
Hourly Total	0	0	0	0
Grand Total	0	0	0	0
Approach %	0.00	0.00	0.00	-
Intersection %	0.00	0.00	0.00	0.00

Eastbound Peachtree Corners Cir (West)					Westbound Peachtree Corners Cir (East)					Int Total
Thru 1.4	Right 1.5	U-Turn 1.6	App Total	Left 1.7	Thru 1.8	U-Turn 1.9	App Total			
1	0	0	1	0	2	0	2	3		
1	0	0	1	0	3	0	3	4		
3	0	0	3	0	1	0	1	4		
4	0	0	4	0	5	0	5	9		
9	0	0	9	0	11	0	11	20		
3	0	0	3	0	4	0	4	7		
0	0	0	0	0	6	0	6	6		
1	0	0	1	0	5	0	5	6		
8	0	0	8	0	3	0	3	11		
12	0	0	12	0	18	0	18	30		
21	0	0	21	0	29	0	29	50		
100.00	0.00	0.00	-	0.00	100.00	0.00	-	-		
42.00	0.00	0.00	42.00	0.00	58.00	0.00	58.00			

1600 - 1800 (Weekday 2h Session) (12-07-2023)  
All Trucks (4-13)

TIME	Northbound Driveway			
	Left 1.1	Right 1.2	U-Turn 1.3	App Total
1600 - 1615	0	0	0	0
1615 - 1630	0	0	0	0
1630 - 1645	0	0	0	0
1645 - 1700	0	0	0	0
Hourly Total	0	0	0	0
1700 - 1715	0	0	0	0
1715 - 1730	0	0	0	0
1730 - 1745	0	0	0	0
1745 - 1800	0	0	0	0
Hourly Total	0	0	0	0
Grand Total	0	0	0	0
Approach %	0.00	0.00	0.00	-
Intersection %	0.00	0.00	0.00	0.00

Eastbound Peachtree Corners Cir (West)					Westbound Peachtree Corners Cir (East)					Int Total
Thru 1.4	Right 1.5	U-Turn 1.6	App Total	Left 1.7	Thru 1.8	U-Turn 1.9	App Total			
3	0	0	3	0	3	0	3	6		
7	0	0	7	0	0	0	0	7		
3	0	0	3	0	1	0	1	4		
7	0	0	7	0	1	0	1	8		
20	0	0	20	0	5	0	5	25		
3	0	0	3	0	1	0	1	4		
1	0	0	1	0	0	0	0	1		
0	0	0	0	0	0	0	0	0		
2	0	0	2	0	0	0	0	2		
6	0	0	6	0	1	0	1	7		
26	0	0	26	0	6	0	6	32		
100.00	0.00	0.00	-	0.00	100.00	0.00	-	-		
81.25	0.00	0.00	81.25	0.00	18.75	0.00	18.75			

# Crosswalk Counts | Pedestrians



Peachtree Corners, GA

**Site 1**  
Driveway

**Date**  
Thursday, December 7, 2023

**Weather**  
Fair  
45°F  
[Click here for Detailed Weather](#)

Peachtree Corners Cir (West)  
Peachtree Corners Cir (East)

**Lat/Long**  
33.978917°, -84.222159°  
[Click here for Map](#)



**0700 - 0900 (Weekday 2h Session) (12-07-2023)**  
Pedestrians

TIME	Northbound		App Total
	Driveway		
	EB 1a	WB 1b	
0700 - 0715	0	0	0
0715 - 0730	0	0	0
0730 - 0745	0	0	0
0745 - 0800	0	0	0
Hourly Total	0	0	0
0800 - 0815	0	1	1
0815 - 0830	0	0	0
0830 - 0845	0	0	0
0845 - 0900	0	0	0
Hourly Total	0	1	1
Grand Total	0	1	1
Approach %	0.00	100.00	-
Intersection %	0.00	100.00	100.00

Eastbound				Westbound			
Peachtree Corners Cir (West)		App Total	Peachtree Corners Cir (East)		App Total	Int Total	
NB 1e	SB 1f		NB 1g	SB 1h			
0	0	0	0	0	0	0	
0	0	0	0	0	0	0	
0	0	0	0	0	0	0	
0	0	0	0	0	0	0	
0	0	0	0	0	0	0	
0	0	0	0	0	0	0	
0	0	0	0	0	0	1	
0	0	0	0	0	0	0	
0	0	0	0	0	0	0	
0	0	0	0	0	0	0	
0	0	0	0	0	0	1	
0	0	0	0	0	0	1	
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) (12-07-2023)**  
Pedestrians

TIME	Northbound		App Total
	Driveway		
	EB 1a	WB 1b	
1600 - 1615	0	0	0
1615 - 1630	0	0	0
1630 - 1645	0	0	0
1645 - 1700	0	0	0
Hourly Total	0	0	0
1700 - 1715	0	0	0
1715 - 1730	0	0	0
1730 - 1745	0	0	0
1745 - 1800	0	0	0
Hourly Total	0	0	0
Grand Total	0	0	0
Approach %	0.00	0.00	-
Intersection %	0.00	0.00	0.00

Eastbound				Westbound			
Peachtree Corners Cir (West)		App Total	Peachtree Corners Cir (East)		App Total	Int Total	
NB 1e	SB 1f		NB 1g	SB 1h			
0	0	0	0	2	2	2	
0	0	0	0	0	0	0	
0	0	0	0	0	0	0	
0	0	0	0	0	0	0	
0	0	0	0	2	2	2	
0	0	0	0	0	0	0	
0	0	0	0	0	0	0	
0	0	0	0	0	0	0	
0	0	0	0	0	0	0	
0	0	0	0	0	0	0	
0	0	0	0	0	0	0	
0	0	0	0	2	2	2	
0.00	0.00	-	0.00	100.00	-	-	
0.00	0.00	0.00	0.00	100.00	100.00	100.00	



# Crosswalk Counts | Motorized Vehicles



Peachtree Corners, GA

**Site 1**  
Driveway

**Date**  
Thursday, December 7, 2023

**Weather**  
Fair  
45°F  
[Click here for Detailed Weather](#)

Peachtree Corners Cir (West)  
Peachtree Corners Cir (East)

**Lat/Long**  
33.978917°, -84.222159°  
[Click here for Map](#)



## 0700 - 0900 (Weekday 2h Session) (12-07-2023) Motorized Vehicles

TIME	Northbound Driveway		App Total
	EB 1a	WB 1b	
0700 - 0715	0	0	0
0715 - 0730	0	0	0
0730 - 0745	0	0	0
0745 - 0800	0	0	0
Hourly Total	0	0	0
0800 - 0815	0	0	0
0815 - 0830	0	0	0
0830 - 0845	0	0	0
0845 - 0900	0	0	0
Hourly Total	0	0	0
Grand Total	0	0	0
Approach %	0.00	0.00	-
Intersection %	0.00	0.00	0.00

Eastbound Peachtree Corners Cir (West)				Westbound Peachtree Corners Cir (East)				App Total	Int Total
NB 1e	SB 1f	App Total		NB 1g	SB 1h	App Total			
0	0	0		0	0	0		0	0
0	0	0		0	0	0		0	0
0	0	0		0	0	0		0	0
0	0	0		0	0	0		0	0
0	0	0		0	0	0		0	0
0	0	0		0	0	0		0	0
0	0	0		0	0	0		0	0
0	0	0		0	0	0		0	0
0	0	0		0	0	0		0	0
0	0	0		0	0	0		0	0
0	0	0		0	0	0		0	0
0	0	0		0	0	0		0	0
0	0	0		0	0	0		0	0
0	0	0		0	0	0		0	0
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) (12-07-2023) Motorized Vehicles

TIME	Northbound Driveway		App Total
	EB 1a	WB 1b	
1600 - 1615	0	0	0
1615 - 1630	0	0	0
1630 - 1645	0	0	0
1645 - 1700	0	0	0
Hourly Total	0	0	0
1700 - 1715	0	0	0
1715 - 1730	0	0	0
1730 - 1745	0	0	0
1745 - 1800	0	0	0
Hourly Total	0	0	0
Grand Total	0	0	0
Approach %	0.00	0.00	-
Intersection %	0.00	0.00	0.00

Eastbound Peachtree Corners Cir (West)				Westbound Peachtree Corners Cir (East)				App Total	Int Total
NB 1e	SB 1f	App Total		NB 1g	SB 1h	App Total			
0	0	0		0	0	0		0	0
0	0	0		0	0	0		0	0
0	0	0		0	0	0		0	0
0	0	0		0	0	0		0	0
0	0	0		0	0	0		0	0
0	0	0		0	0	0		0	0
0	0	0		0	0	0		0	0
0	0	0		0	0	0		0	0
0	0	0		0	0	0		0	0
0	0	0		0	0	0		0	0
0	0	0		0	0	0		0	0
0	0	0		0	0	0		0	0
0	0	0		0	0	0		0	0
0	0	0		0	0	0		0	0
0.00	0.00	-		0.00	0.00	-		-	-
0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00



# Peak Hour Turning Movement Count

Peachtree Corners, GA



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Thursday, December 7, 2023	
Period	0700 - 0900
Peak Hour	0730 - 0830

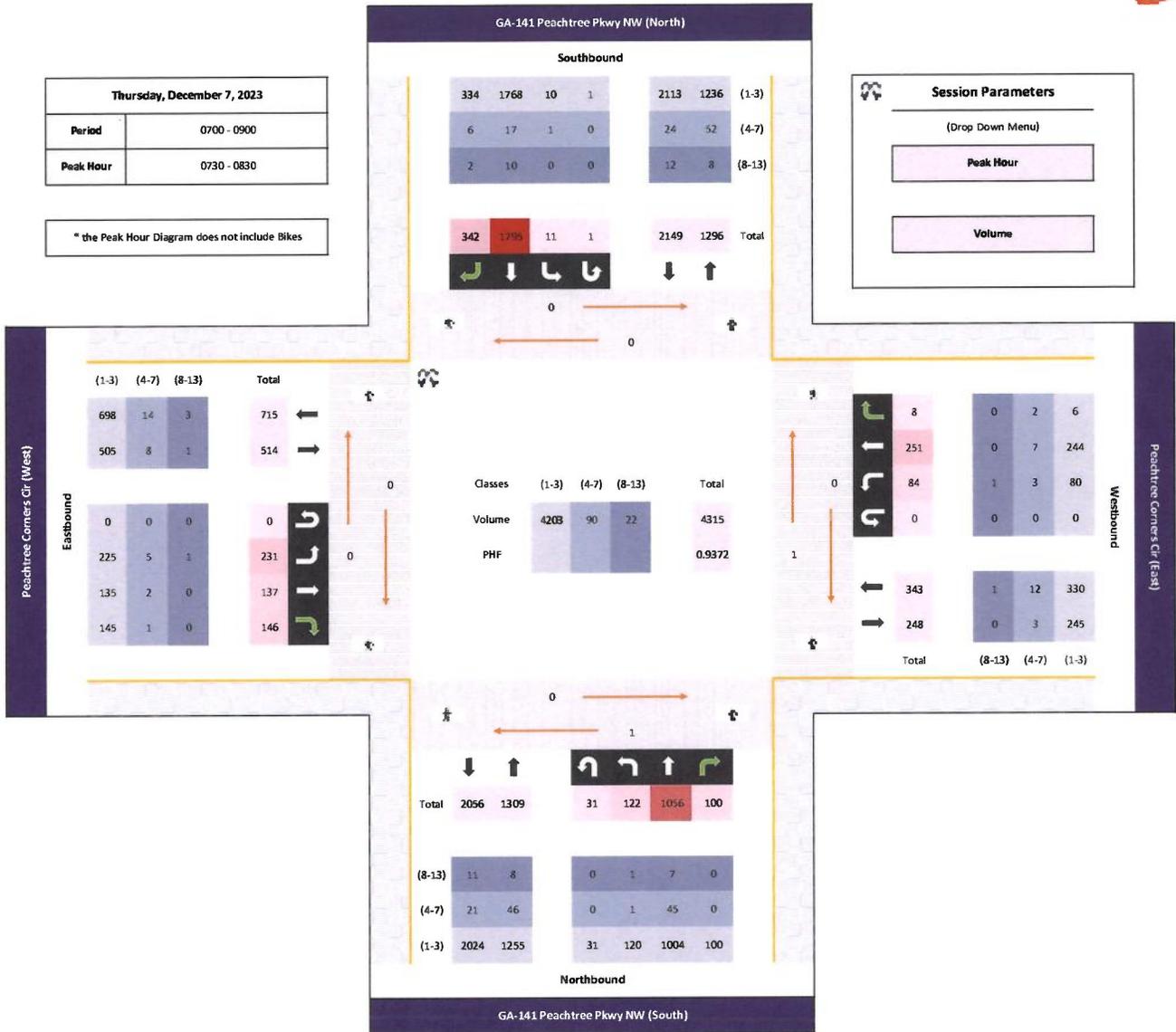
\* the Peak Hour Diagram does not include Bikes

**Session Parameters**

(Drop Down Menu)

**Peak Hour**

**Volume**



All vehicles

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	GA-141 Peachtree Pkwy NW (South)						GA-141 Peachtree Pkwy NW (North)						Peachtree Corners Cir (West)						Peachtree Corners Cir (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	
0730 - 0745	29	311	18	-	6	364	2	489	60	-	0	551	42	27	41	-	0	110	15	49	0	-	0	64	1089
0745 - 0800	47	302	34	-	9	392	1	413	93	-	0	507	67	33	39	-	0	139	29	82	2	-	0	113	1151
0800 - 0815	28	246	25	-	13	312	4	444	99	-	1	548	78	57	30	-	0	165	17	68	4	-	0	89	1114
0815 - 0830	18	197	23	-	3	241	4	449	90	-	0	543	44	20	36	-	0	100	23	52	2	-	0	77	961
<b>Total</b>	122	1056	100	0	31	1309	11	1795	342	0	1	2149	231	137	146	0	0	514	84	251	8	0	0	343	4315
<b>Approach %</b>	9.32	80.67	7.64	0.00	2.37	-	0.51	83.53	15.91	0.00	0.05	-	44.94	26.65	28.40	0.00	0.00	-	24.49	73.18	2.33	0.00	0.00	-	-
<b>PHF</b>	0.65	0.85	0.74	0.00	0.60	0.83	0.69	0.92	0.86	0.00	0.25	0.98	0.74	0.60	0.89	0.00	0.00	0.78	0.72	0.77	0.50	0.00	0.00	0.76	0.94

Bikes

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	GA-141 Peachtree Pkwy NW (South)						GA-141 Peachtree Pkwy NW (North)						Peachtree Corners Cir (West)						Peachtree Corners Cir (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	
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
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
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Approach %</b>	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	-
<b>PHF</b>	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Passenger Vehicles (1-3)

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	GA-141 Peachtree Pkwy NW (South)						GA-141 Peachtree Pkwy NW (North)						Peachtree Corners Cir (West)						Peachtree Corners Cir (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	
0730 - 0745	29	297	18	-	6	350	2	485	59	-	0	546	41	26	40	-	0	107	15	49	0	-	0	64	1067
0745 - 0800	47	286	34	-	9	376	1	406	91	-	0	498	64	32	39	-	0	135	27	78	1	-	0	106	1115
0800 - 0815	27	233	25	-	13	298	4	437	97	-	1	539	76	57	30	-	0	163	17	67	3	-	0	87	1087
0815 - 0830	17	188	23	-	3	231	3	440	87	-	0	530	44	20	36	-	0	100	21	50	2	-	0	73	934
<b>Total</b>	120	1004	100	0	31	1309	10	1768	334	0	1	2143	225	135	145	0	0	385	80	244	6	0	0	330	4203
<b>Approach %</b>	9.56	80.00	7.97	0.00	2.47	-	0.47	83.67	15.81	0.00	0.05	-	44.55	26.73	28.71	0.00	0.00	-	24.24	73.94	1.82	0.00	0.00	-	-
<b>PHF</b>	0.64	0.85	0.74	0.00	0.60	0.83	0.63	0.91	0.86	0.00	0.25	0.97	0.74	0.59	0.91	0.00	0.00	0.77	0.74	0.78	0.50	0.00	0.00	0.78	0.94

Single Unit Trucks (4-7)

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	GA-141 Peachtree Pkwy NW (South)						GA-141 Peachtree Pkwy NW (North)						Peachtree Corners Cir (West)						Peachtree Corners Cir (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	
0730 - 0745	0	12	0	-	0	12	0	3	1	-	0	4	1	1	1	-	0	3	0	0	0	-	0	0	19
0745 - 0800	0	14	0	-	0	14	0	5	2	-	0	7	3	1	0	-	0	4	1	4	1	-	0	6	31
0800 - 0815	1	11	0	-	0	12	0	2	1	-	0	3	1	0	0	-	0	1	0	1	1	-	0	2	18
0815 - 0830	0	8	0	-	0	8	1	7	2	-	0	10	0	0	0	-	0	0	2	2	0	-	0	4	22
<b>Total</b>	1	45	0	0	0	46	1	17	6	0	0	24	5	2	1	0	0	8	3	7	2	0	0	12	90
<b>Approach %</b>	2.17	97.83	0.00	0.00	0.00	-	4.17	70.83	25.00	0.00	0.00	-	62.50	25.00	12.50	0.00	0.00	-	25.00	58.33	16.67	0.00	0.00	-	-
<b>PHF</b>	0.25	0.80	0.00	0.00	0.00	0.82	0.25	0.61	0.75	0.00	0.00	0.60	0.42	0.50	0.25	0.00	0.00	0.50	0.38	0.44	0.50	0.00	0.00	0.50	0.73

Combination Trucks (8-13)

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	GA-141 Peachtree Pkwy NW (South)						GA-141 Peachtree Pkwy NW (North)						Peachtree Corners Cir (West)						Peachtree Corners Cir (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	
0730 - 0745	0	2	0	-	0	2	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	3
0745 - 0800	0	2	0	-	0	2	0	2	0	-	0	2	0	0	0	-	0	0	1	0	0	-	0	1	5
0800 - 0815	0	2	0	-	0	2	0	5	1	-	0	6	1	0	0	-	0	1	0	0	0	-	0	0	9
0815 - 0830	1	1	0	-	0	2	0	2	1	-	0	3	0	0	0	-	0	0	0	0	0	-	0	0	5
<b>Total</b>	1	7	0	0	0	8	0	10	2	0	0	12	1	0	0	0	0	1	1	0	0	0	0	1	22
<b>Approach %</b>	12.50	87.50	0.00	0.00	0.00	-	0.00	83.33	16.67	0.00	0.00	-	100.00	0.00	0.00	0.00	0.00	-	100.00	0.00	0.00	0.00	0.00	-	-
<b>PHF</b>	0.25	0.88	0.00	0.00	0.00	1.00	0.00	0.50	0.50	0.00	0.00	0.50	0.25	0.00	0.00	0.00	0.00	0.25	0.25	0.00	0.00	0.00	0.00	0.25	0.61

# Peak Hour Turning Movement Count

Peachtree Corners, GA



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Thursday, December 7, 2023	
Period	1600 - 1800
Peak Hour	1645 - 1745

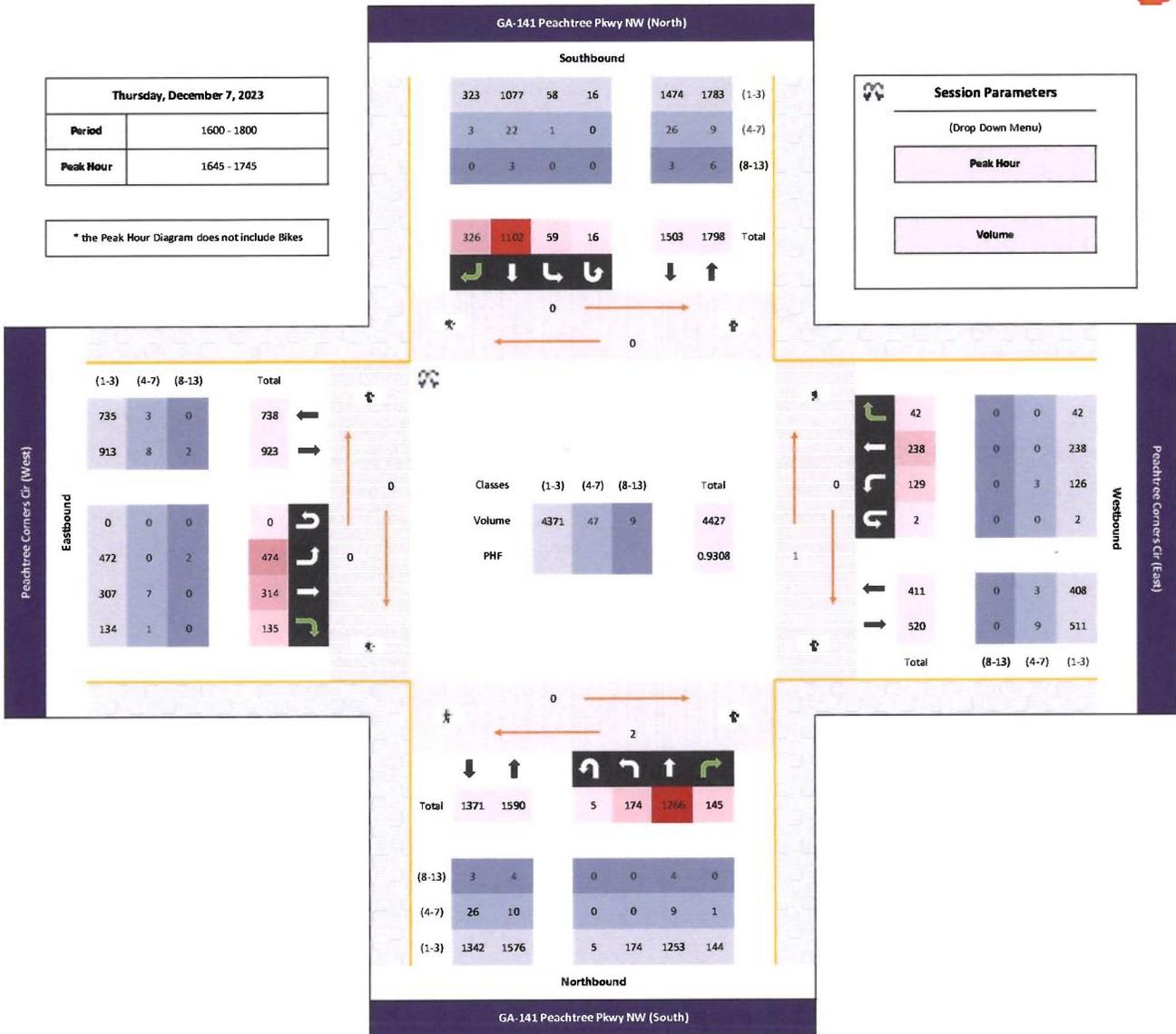
\* the Peak Hour Diagram does not include Bikes

**Session Parameters**

(Drop Down Menu)

**Peak Hour**

**Volume**





Classified Turn Movement Count || All vehicles



Peachtree Corners, GA

Site 2

GA-141 Peachtree Pkwy NW (South)  
 GA-141 Peachtree Pkwy NW (North)  
 Peachtree Corners Cir (West)  
 Peachtree Corners Cir (East)

Date

Thursday, December 7, 2023

Weather

Fair  
 45°F

Lat/Long

33.977680°, -84.217640°  
[Click here for Map](#)

[Click here for Detailed Weather](#)

0700 - 0900 (Weekday 2h Session) (12-07-2023)

All vehicles

TIME	Northbound				Southbound				Eastbound				Westbound				Int Total				
	GA-141 Peachtree Pkwy NW (South)			U-Turn	App Total	GA-141 Peachtree Pkwy NW (North)			U-Turn	App Total	Peachtree Corners Cir (West)			U-Turn	App Total	Peachtree Corners Cir (East)			U-Turn	App Total	
	Left	Thru	Right			Left	Thru	Right			Left	Thru	Right			Left		Thru			Right
0700 - 0715	24	205	11	2	242	3	413	37	0	453	41	33	57	0	131	13	25	0	0	38	864
0715 - 0730	18	182	10	4	214	3	466	55	0	524	45	24	40	0	109	30	42	0	0	72	919
0730 - 0745	29	311	18	6	364	2	489	60	0	551	42	27	41	0	110	15	49	0	0	64	1089
0745 - 0800	47	302	34	9	392	1	413	93	0	507	67	33	39	0	139	29	82	2	0	113	1151
Hourly Total	118	1000	73	21	1212	9	1781	245	0	2035	195	117	177	0	489	87	198	2	0	287	4023
0800 - 0815	28	246	25	13	312	4	444	99	1	548	78	57	30	0	165	17	68	4	0	89	1114
0815 - 0830	18	197	23	3	241	4	449	90	0	543	44	20	36	0	100	23	52	2	0	77	961
0830 - 0845	33	271	40	5	349	9	411	89	2	511	61	41	27	0	129	14	65	5	0	84	1073
0845 - 0900	28	258	28	4	318	10	434	89	1	534	34	39	21	0	94	16	53	6	0	75	1021
Hourly Total	107	972	116	25	1220	27	1738	367	4	2136	217	157	114	0	488	70	238	17	0	325	4169
Grand Total	225	1972	189	46	2432	36	3519	612	4	4171	412	274	291	0	977	157	436	19	0	612	8192
Approach %	9.25	81.09	7.77	1.89	-	0.86	84.37	14.67	0.10	-	42.17	28.05	29.79	0.00	-	25.65	71.24	3.10	0.00	-	-
Intersection %	2.75	24.07	2.31	0.56	29.69	0.44	42.96	7.47	0.05	50.92	5.03	3.34	3.55	0.00	11.93	1.92	5.32	0.23	0.00	7.47	-
Heavy Vehicle %	2	5	1	2	4	3	1	2	0	2	2	3	0	-	2	5	4	16	-	5	3
PHF	0.65	0.85	0.74	0.60	0.83	0.69	0.92	0.86	0.25	0.98	0.74	0.60	0.89	0.00	0.78	0.72	0.77	0.50	0.00	0.76	0.94

1600 - 1800 (Weekday 2h Session) (12-07-2023)

All vehicles

TIME	Northbound				Southbound				Eastbound				Westbound				Int Total				
	GA-141 Peachtree Pkwy NW (South)			U-Turn	App Total	GA-141 Peachtree Pkwy NW (North)			U-Turn	App Total	Peachtree Corners Cir (West)			U-Turn	App Total	Peachtree Corners Cir (East)			U-Turn	App Total	
	Left	Thru	Right			Left	Thru	Right			Left	Thru	Right			Left		Thru			Right
1600 - 1615	42	320	26	3	391	13	337	83	0	433	87	59	29	0	175	19	44	12	0	75	1074
1615 - 1630	47	368	20	0	435	10	320	85	4	419	74	63	45	0	182	14	68	4	0	86	1122
1630 - 1645	37	319	21	3	380	18	234	99	1	352	101	83	37	0	221	23	71	8	0	102	1055
1645 - 1700	49	350	33	0	432	13	269	83	2	367	103	64	30	0	197	31	50	9	1	91	1087
Hourly Total	175	1357	100	6	1638	54	1160	350	7	1571	365	269	141	0	775	87	233	33	1	354	4338
1700 - 1715	33	274	30	4	341	11	238	79	6	334	141	83	38	0	262	40	67	14	0	121	1058
1715 - 1730	47	299	43	1	390	17	314	92	5	428	129	95	39	0	263	35	64	8	1	108	1189
1730 - 1745	45	343	39	0	427	18	281	72	3	374	101	72	28	0	201	23	57	11	0	91	1093
1745 - 1800	51	309	31	4	395	23	248	67	4	342	95	85	28	0	208	27	55	10	0	92	1037
Hourly Total	176	1225	143	9	1553	69	1081	310	18	1478	466	335	133	0	934	125	243	43	1	412	4377
Grand Total	351	2582	243	15	3191	123	2241	660	25	3049	831	604	274	0	1709	212	476	76	2	766	8715
Approach %	11.00	80.92	7.62	0.47	-	4.03	73.50	21.65	0.82	-	48.62	35.34	16.03	0.00	-	27.68	62.14	9.92	0.26	-	-
Intersection %	4.03	29.63	2.79	0.17	36.62	1.41	25.71	7.57	0.29	34.99	9.54	6.93	3.14	0.00	19.61	2.43	5.46	0.87	0.02	8.79	-
Heavy Vehicle %	0	1	1	0	1	2	2	1	0	2	1	2	1	-	1	4	0	0	0	1	1
PHF	0.89	0.90	0.84	0.31	0.92	0.82	0.88	0.89	0.67	0.88	0.84	0.83	0.87	0.00	0.88	0.81	0.89	0.75	0.50	0.85	0.93



# Classified Turn Movement Count || Passenger Vehicles (1-3)



Peachtree Corners, GA

**Site 2**

GA-141 Peachtree Pkwy NW (South)  
 GA-141 Peachtree Pkwy NW (North)  
 Peachtree Corners Cir (West)  
 Peachtree Corners Cir (East)

**Date**

Thursday, December 7, 2023

**Weather**

Fair  
 45°F

**Lat/Long**

33.977680°, -84.217640°  
[Click here for Map](#)

[Click here for Detailed Weather](#)

**0700 - 0900 (Weekday 2h Session) (12-07-2023)**

Passenger Vehicles (1-3)

TIME	Northbound			Southbound			Eastbound			Westbound			Int Total								
	GA-141 Peachtree Pkwy NW (South)			GA-141 Peachtree Pkwy NW (North)			Peachtree Corners Cir (West)			Peachtree Corners Cir (East)											
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru		Right	U-Turn	App Total					
0700 - 0715	24	197	11	2	234	3	408	37	0	448	40	33	57	0	130	12	23	0	0	35	847
0715 - 0730	18	173	9	4	204	3	462	54	0	519	45	23	40	0	108	29	40	0	0	69	900
0730 - 0745	29	297	18	6	350	2	485	59	0	546	41	26	40	0	107	15	49	0	0	64	1067
0745 - 0800	47	286	34	9	376	1	406	91	0	498	64	32	39	0	135	27	78	1	0	106	1115
Hourly Total	118	953	72	21	1164	9	1761	241	0	2011	190	114	176	0	480	83	190	1	0	274	3929
0800 - 0815	27	233	25	13	298	4	437	97	1	539	76	57	30	0	163	17	67	3	0	87	1087
0815 - 0830	17	188	23	3	231	3	440	87	0	530	44	20	36	0	100	21	50	2	0	73	934
0830 - 0845	33	257	40	5	335	9	403	88	2	502	60	41	27	0	128	13	61	4	0	78	1043
0845 - 0900	26	244	27	3	300	10	426	88	1	525	32	33	21	0	86	15	51	6	0	72	983
Hourly Total	103	922	115	24	1164	26	1706	360	4	2096	212	151	114	0	477	66	229	15	0	310	4047
Grand Total	221	1875	187	45	2328	35	3467	601	4	4107	402	265	290	0	957	149	419	16	0	584	7976
Approach %	9.49	80.54	8.03	1.93	-	0.85	84.42	14.63	0.10	-	42.01	27.69	30.30	0.00	-	25.51	71.75	2.74	0.00	-	-
Intersection %	2.77	23.51	2.34	0.56	29.19	0.44	43.47	7.54	0.05	51.49	5.04	3.32	3.64	0.00	12.00	1.87	5.25	0.20	0.00	7.32	-

**1600 - 1800 (Weekday 2h Session) (12-07-2023)**

Passenger Vehicles (1-3)

TIME	Northbound			Southbound			Eastbound			Westbound			Int Total								
	GA-141 Peachtree Pkwy NW (South)			GA-141 Peachtree Pkwy NW (North)			Peachtree Corners Cir (West)			Peachtree Corners Cir (East)											
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru		Right	U-Turn	App Total					
1600 - 1615	42	318	26	3	389	12	330	81	0	423	86	57	29	0	172	17	43	12	0	72	1056
1615 - 1630	47	365	20	0	432	10	312	84	4	410	71	60	45	0	176	13	68	4	0	85	1103
1630 - 1645	37	318	21	3	379	17	228	98	1	344	100	81	37	0	218	22	71	8	0	101	1042
1645 - 1700	49	345	32	0	426	12	262	82	2	358	101	59	30	0	190	30	50	9	1	90	1064
Hourly Total	175	1346	99	6	1626	51	1132	345	7	1535	358	257	141	0	756	82	232	33	1	348	4265
1700 - 1715	33	271	30	4	338	11	232	78	6	327	141	82	37	0	260	40	67	14	0	121	1046
1715 - 1730	47	296	43	1	387	17	308	91	5	421	129	94	39	0	262	34	64	8	1	107	1177
1730 - 1745	45	341	39	0	425	18	275	72	3	368	101	72	28	0	201	22	57	11	0	90	1084
1745 - 1800	51	307	30	4	392	23	242	67	4	336	94	85	27	0	206	26	55	10	0	91	1025
Hourly Total	176	1215	142	9	1542	69	1057	308	18	1452	465	333	131	0	929	122	243	43	1	409	4332
Grand Total	351	2561	241	15	3168	120	2189	653	25	2987	823	590	272	0	1685	204	475	76	2	757	8597
Approach %	11.08	80.84	7.61	0.47	-	4.02	73.28	21.86	0.84	-	48.84	35.01	16.14	0.00	-	26.95	62.75	10.04	0.26	-	-
Intersection %	4.08	29.79	2.80	0.17	36.85	1.40	25.46	7.60	0.29	34.74	9.57	6.86	3.16	0.00	19.60	2.37	5.53	0.88	0.02	8.81	-

# Classified Turn Movement Count || Single Unit Trucks (4-7)



Peachtree Corners, GA

**Site 2**

GA-141 Peachtree Pkwy NW (South)  
 GA-141 Peachtree Pkwy NW (North)  
 Peachtree Corners Cir (West)  
 Peachtree Corners Cir (East)

**Date**

Thursday, December 7, 2023

**Weather**

Fair  
 45°F

[Click here for Detailed Weather](#)

**Lat/Long**

33.977680°, -84.217640°

[Click here for Map](#)

**0700 - 0900 (Weekday 2h Session) (12-07-2023)**

Single Unit Trucks (4-7)

TIME	Northbound			Southbound			Eastbound			Westbound			Int Total								
	GA-141 Peachtree Pkwy NW (South)			GA-141 Peachtree Pkwy NW (North)			Peachtree Corners Cir (West)			Peachtree Corners Cir (East)											
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru		Right	U-Turn	App Total					
0700 - 0715	0	7	0	0	7	0	4	0	0	4	1	0	0	0	1	1	2	0	0	3	15
0715 - 0730	0	7	0	0	7	0	2	1	0	3	0	1	0	0	1	0	1	0	0	1	12
0730 - 0745	0	12	0	0	12	0	3	1	0	4	1	1	1	0	3	0	0	0	0	0	19
0745 - 0800	0	14	0	0	14	0	5	2	0	7	3	1	0	0	4	1	4	1	0	6	31
Hourly Total	0	40	0	0	40	0	14	4	0	18	5	3	1	0	9	2	7	1	0	10	77
0800 - 0815	1	11	0	0	12	0	2	1	0	3	1	0	0	0	1	0	1	1	0	2	18
0815 - 0830	0	8	0	0	8	1	7	2	0	10	0	0	0	0	0	2	2	0	0	4	22
0830 - 0845	0	14	0	0	14	0	6	1	0	7	1	0	0	0	1	1	4	1	0	6	28
0845 - 0900	2	11	1	1	15	0	5	1	0	6	2	6	0	0	8	1	2	0	0	3	32
Hourly Total	3	44	1	1	49	1	20	5	0	26	4	6	0	0	10	4	9	2	0	15	100
Grand Total	3	84	1	1	89	1	34	9	0	44	9	9	1	0	19	6	16	3	0	25	177
Approach %	3.37	94.38	1.12	1.12	-	2.27	77.27	20.45	0.00	-	47.37	47.37	5.26	0.00	-	24.00	64.00	12.00	0.00	-	-
Intersection %	1.69	47.46	0.56	0.56	50.28	0.56	19.21	5.08	0.00	24.86	5.08	5.08	0.56	0.00	10.73	3.39	9.04	1.69	0.00	14.12	-

**1600 - 1800 (Weekday 2h Session) (12-07-2023)**

Single Unit Trucks (4-7)

TIME	Northbound			Southbound			Eastbound			Westbound			Int Total								
	GA-141 Peachtree Pkwy NW (South)			GA-141 Peachtree Pkwy NW (North)			Peachtree Corners Cir (West)			Peachtree Corners Cir (East)											
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru		Right	U-Turn	App Total					
1600 - 1615	0	2	0	0	2	1	7	2	0	10	1	2	0	0	3	1	1	0	0	2	17
1615 - 1630	0	3	0	0	3	0	5	1	0	6	2	3	0	0	5	1	0	0	0	1	15
1630 - 1645	0	1	0	0	1	1	4	1	0	6	1	2	0	0	3	1	0	0	0	1	11
1645 - 1700	0	4	1	0	5	1	6	1	0	8	0	5	0	0	5	1	0	0	0	1	19
Hourly Total	0	10	1	0	11	3	22	5	0	30	4	12	0	0	16	4	1	0	0	5	62
1700 - 1715	0	2	0	0	2	0	6	1	0	7	0	1	1	0	2	0	0	0	0	0	11
1715 - 1730	0	2	0	0	2	0	5	1	0	6	0	1	0	0	1	1	0	0	0	1	10
1730 - 1745	0	1	0	0	1	0	5	0	0	5	0	0	0	0	0	1	0	0	0	1	7
1745 - 1800	0	1	1	0	2	0	6	0	0	6	1	0	1	0	2	1	0	0	0	1	11
Hourly Total	0	6	1	0	7	0	22	2	0	24	1	2	2	0	5	3	0	0	0	3	39
Grand Total	0	16	2	0	18	3	44	7	0	54	5	14	2	0	21	7	1	0	0	8	101
Approach %	0.00	88.89	11.11	0.00	-	5.56	81.48	12.96	0.00	-	23.81	66.67	9.52	0.00	-	87.50	12.50	0.00	0.00	-	-
Intersection %	0.00	15.84	1.98	0.00	17.82	2.97	43.56	6.93	0.00	53.47	4.95	13.86	1.98	0.00	20.79	6.93	0.99	0.00	0.00	7.92	-

**Classified Turn Movement Count | Combination Trucks (8-13)**

Peachtree Corners, GA

**Site 2**

GA-141 Peachtree Pkwy NW (South)  
GA-141 Peachtree Pkwy NW (North)  
Peachtree Corners Cir (West)  
Peachtree Corners Cir (East)

**Date**

Thursday, December 7, 2023

**Lat/Long**

33.977680°, -84.217640°  
[Click here for Map](#)

**Weather**

Fair  
45°F  
[Click here for Detailed Weather](#)

**0700 - 0900 (Weekday 2h Session) (12-07-2023)**  
Combination Trucks (8-13)

TIME	Northbound			Southbound			Eastbound			Westbound			Int Total									
	GA-141 Peachtree Pkwy NW (South)			GA-141 Peachtree Pkwy NW (North)			Peachtree Corners Cir (West)			Peachtree Corners Cir (East)												
	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10		Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	
0700 - 0715	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2
0715 - 0730	0	2	1	0	3	0	2	0	0	2	0	0	0	0	0	1	1	0	0	0	2	7
0730 - 0745	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3
0745 - 0800	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0	1	0	0	0	0	1	5
Hourly Total	0	7	1	0	8	0	6	0	0	6	0	0	0	0	0	2	1	0	0	0	3	17
0800 - 0815	0	2	0	0	2	0	5	1	0	6	1	0	0	0	1	0	0	0	0	0	0	9
0815 - 0830	1	1	0	0	2	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	0	5
0830 - 0845	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
0845 - 0900	0	3	0	0	3	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	6
Hourly Total	1	6	0	0	7	0	12	2	0	14	1	0	0	0	1	0	0	0	0	0	0	22
Grand Total	1	13	1	0	15	0	18	2	0	20	1	0	0	0	1	2	1	0	0	0	3	39
Approach %	6.67	86.67	6.67	0.00	-	0.00	90.00	10.00	0.00	-	100.00	0.00	0.00	0.00	0.00	-	66.67	33.33	0.00	0.00	-	
Intersection %	2.56	33.33	2.56	0.00	38.46	0.00	46.15	5.13	0.00	51.28	2.56	0.00	0.00	0.00	2.56	5.13	2.56	0.00	0.00	0.00	7.69	

**1600 - 1800 (Weekday 2h Session) (12-07-2023)**  
Combination Trucks (8-13)

TIME	Northbound			Southbound			Eastbound			Westbound			Int Total									
	GA-141 Peachtree Pkwy NW (South)			GA-141 Peachtree Pkwy NW (North)			Peachtree Corners Cir (West)			Peachtree Corners Cir (East)												
	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10		Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
1615 - 1630	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	0	0	0	0	0	0	4
1630 - 1645	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
1645 - 1700	0	1	0	0	1	0	1	0	0	1	2	0	0	0	2	0	0	0	0	0	0	4
Hourly Total	0	1	0	0	1	0	6	0	0	6	3	0	0	0	3	1	0	0	0	0	1	11
1700 - 1715	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1715 - 1730	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2
1730 - 1745	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2
1745 - 1800	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	4	0	0	4	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	6
Grand Total	0	5	0	0	5	0	8	0	0	8	3	0	0	0	3	1	0	0	0	0	1	17
Approach %	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	100.00	0.00	0.00	0.00	0.00	-	100.00	0.00	0.00	0.00	-	
Intersection %	0.00	29.41	0.00	0.00	29.41	0.00	47.06	0.00	0.00	47.06	17.65	0.00	0.00	0.00	17.65	5.88	0.00	0.00	0.00	0.00	5.88	

# Classified Turn Movement Count || All Trucks (4-13)



Peachtree Corners, GA

**Site 2**

GA-141 Peachtree Pkwy NW (South)  
 GA-141 Peachtree Pkwy NW (North)  
 Peachtree Corners Cir (West)  
 Peachtree Corners Cir (East)

**Date**

Thursday, December 7, 2023

**Lat/Long**

33.977680°, -84.217640°  
[Click here for Map](#)

**Weather**

Fair  
 45°F  
[Click here for Detailed Weather](#)

**0700 - 0900 (Weekday 2h Session) (12-07-2023)**  
 All Trucks (4-13)

TIME	Northbound				Southbound				Eastbound				Westbound				Int Total				
	GA-141 Peachtree Pkwy NW (South)			U-Turn	App Total	GA-141 Peachtree Pkwy NW (North)			U-Turn	App Total	Peachtree Corners Cir (West)			Peachtree Corners Cir (East)				U-Turn	App Total		
	Left	Thru	Right			Left	Thru	Right			Left	Thru	Right	Left	Thru	Right				Left	Thru
2.1	2.2	2.3	2.4	2.5	2.6	2.7	2.8	2.9	2.10	2.11	2.12	2.13	2.14	2.15	2.16	2.17					
0700 - 0715	0	8	0	0	8	0	5	0	0	5	1	0	0	0	1	1	2	0	0	3	17
0715 - 0730	0	9	1	0	10	0	4	1	0	5	0	1	0	0	1	1	2	0	0	3	19
0730 - 0745	0	14	0	0	14	0	4	1	0	5	1	1	1	0	3	0	0	0	0	0	22
0745 - 0800	0	16	0	0	16	0	7	2	0	9	3	1	0	0	4	2	4	1	0	7	36
Hourly Total	0	47	1	0	48	0	20	4	0	24	5	3	1	0	9	4	8	1	0	13	94
0800 - 0815	1	13	0	0	14	0	7	2	0	9	2	0	0	0	2	0	1	1	0	2	27
0815 - 0830	1	9	0	0	10	1	9	3	0	13	0	0	0	0	0	2	2	0	0	4	27
0830 - 0845	0	14	0	0	14	0	8	1	0	9	1	0	0	0	1	1	4	1	0	6	30
0845 - 0900	2	14	1	1	18	0	8	1	0	9	2	6	0	0	8	1	2	0	0	3	38
Hourly Total	4	50	1	1	56	1	32	7	0	40	5	6	0	0	11	4	9	2	0	15	122
Grand Total	4	97	2	1	104	1	52	11	0	64	10	9	1	0	20	8	17	3	0	28	216
Approach %	3.85	93.27	1.92	0.96	-	1.56	81.25	17.19	0.00	-	50.00	45.00	5.00	0.00	-	28.57	60.71	10.71	0.00	-	-
Intersection %	1.85	44.91	0.93	0.46	48.15	0.46	24.07	5.09	0.00	29.63	4.63	4.17	0.46	0.00	9.26	3.70	7.87	1.39	0.00	12.96	-

**1600 - 1800 (Weekday 2h Session) (12-07-2023)**  
 All Trucks (4-13)

TIME	Northbound				Southbound				Eastbound				Westbound				Int Total				
	GA-141 Peachtree Pkwy NW (South)			U-Turn	App Total	GA-141 Peachtree Pkwy NW (North)			U-Turn	App Total	Peachtree Corners Cir (West)			Peachtree Corners Cir (East)				U-Turn	App Total		
	Left	Thru	Right			Left	Thru	Right			Left	Thru	Right	Left	Thru	Right				Left	Thru
2.1	2.2	2.3	2.4	2.5	2.6	2.7	2.8	2.9	2.10	2.11	2.12	2.13	2.14	2.15	2.16	2.17					
1600 - 1615	0	2	0	0	2	1	7	2	0	10	1	2	0	0	3	2	1	0	0	3	18
1615 - 1630	0	3	0	0	3	0	8	1	0	9	3	3	0	0	6	1	0	0	0	1	19
1630 - 1645	0	1	0	0	1	1	6	1	0	8	1	2	0	0	3	1	0	0	0	1	13
1645 - 1700	0	5	1	0	6	1	7	1	0	9	2	5	0	0	7	1	0	0	0	1	23
Hourly Total	0	11	1	0	12	3	28	5	0	36	7	12	0	0	19	5	1	0	0	6	73
1700 - 1715	0	3	0	0	3	0	6	1	0	7	0	1	1	0	2	0	0	0	0	0	12
1715 - 1730	0	3	0	0	3	0	6	1	0	7	0	1	0	0	1	1	0	0	0	1	12
1730 - 1745	0	2	0	0	2	0	6	0	0	6	0	0	0	0	0	1	0	0	0	1	9
1745 - 1800	0	2	1	0	3	0	6	0	0	6	1	0	1	0	2	1	0	0	0	1	12
Hourly Total	0	10	1	0	11	0	24	2	0	26	1	2	2	0	5	3	0	0	0	3	45
Grand Total	0	21	2	0	23	3	52	7	0	62	8	14	2	0	24	8	1	0	0	9	118
Approach %	0.00	91.30	8.70	0.00	-	4.84	83.87	11.29	0.00	-	33.33	58.33	8.33	0.00	-	88.89	11.11	0.00	0.00	-	-
Intersection %	0.00	17.80	1.69	0.00	19.49	2.54	44.07	5.93	0.00	52.54	6.78	11.86	1.69	0.00	20.34	6.78	0.85	0.00	0.00	7.63	-

# Crosswalk Counts | Pedestrians



Peachtree Corners, GA

**Site 2**  
 GA-141 Peachtree Pkwy NW (South)  
 GA-141 Peachtree Pkwy NW (North)  
 Peachtree Corners Cir (West)  
 Peachtree Corners Cir (East)

**Date**  
 Thursday, December 7, 2023  
  
**Lat/Long**  
 33.977680°, -84.217640°  
[Click here for Map](#)

**Weather**  
 Fair  
 45°F  
[Click here for Detailed Weather](#)

**0700 - 0900 (Weekday 2h Session) (12-07-2023)**  
 Pedestrians

TIME	Northbound			Southbound			Eastbound			Westbound			App Total	Int Total
	GA-141 Peachtree Pkwy NW (South)		App Total	GA-141 Peachtree Pkwy NW (North)		App Total	Peachtree Corners Cir (West)		App Total	Peachtree Corners Cir (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	1	1	0	0	0	0	2
0730 - 0745	0	0	0	0	0	0	0	0	0	0	1	0	1	1
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	1	1	2	1	0	1	3
0800 - 0815	0	1	1	0	0	0	0	0	0	0	0	0	0	1
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	2	0	2	0	0	0	0	0	0	0	0	0	0	2
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	2	1	3	0	0	0	0	0	0	0	0	0	0	3
Grand Total	2	1	3	0	0	0	0	1	1	2	1	0	1	6
Approach %	66.67	33.33	-	0.00	0.00	-	50.00	50.00	-	100.00	0.00	-	-	-
Intersection %	33.33	16.67	50.00	0.00	0.00	0.00	16.67	16.67	33.33	16.67	0.00	-	16.67	-

**1600 - 1800 (Weekday 2h Session) (12-07-2023)**  
 Pedestrians

TIME	Northbound			Southbound			Eastbound			Westbound			App Total	Int Total
	GA-141 Peachtree Pkwy NW (South)		App Total	GA-141 Peachtree Pkwy NW (North)		App Total	Peachtree Corners Cir (West)		App Total	Peachtree Corners Cir (East)		App Total		
	EB 2a	WB 2b		EB 2c	WB 2d		NB 2e	SB 2f		NB 2g	SB 2h			
1600 - 1615	0	2	2	0	0	0	0	0	0	0	0	0	0	2
1615 - 1630	0	0	0	0	0	0	0	0	0	0	1	0	1	1
1630 - 1645	0	0	0	0	0	0	0	1	0	1	0	2	2	3
1645 - 1700	0	2	2	0	0	0	0	0	0	0	1	0	1	3
Hourly Total	0	4	4	0	0	0	0	1	0	1	2	2	4	9
1700 - 1715	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
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	2	2	2
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	2	2	2
Grand Total	0	4	4	0	0	0	0	1	0	1	2	4	6	11
Approach %	0.00	100.00	-	0.00	0.00	-	100.00	0.00	-	33.33	66.67	-	-	-
Intersection %	0.00	36.36	36.36	0.00	0.00	0.00	9.09	0.00	9.09	18.18	36.36	-	54.55	-









[Click here for Map](#)

### Peak Hour Turning Movement Count

Peachtree Corners, GA



[www.marrtraffic.com](http://www.marrtraffic.com)

Thursday, December 7, 2023	
Period	0700 - 0900
Peak Hour	0745 - 0845

\* the Peak Hour Diagram does not include Bikes

**Session Parameters**

(Drop Down Menu)

**Peak Hour**

**Volume**



All vehicles

Time	Northbound					Eastbound					Westbound					Int Total
	Triangle Pkwy NW					Peachtree Corners Cir (West)					Peachtree Corners Cir (East)					
	Left 3.1	Right 3.2	U-Turn 3.3	App Total	App Total	Thru 3.4	Right 3.5	U-Turn 3.6	App Total	App Total	Left 3.7	Thru 3.8	U-Turn 3.9	App Total	App Total	
0745 - 0800	21	27	0	48	0	114	74	0	188	38	150	0	188	424		
0800 - 0815	39	45	0	84	0	116	50	0	166	59	128	0	187	437		
0815 - 0830	8	13	0	21	0	98	18	0	116	21	131	0	152	289		
0830 - 0845	3	5	0	8	0	120	18	0	138	17	133	0	150	296		
<b>Total</b>	<b>71</b>	<b>90</b>	<b>0</b>	<b>161</b>	<b>0</b>	<b>448</b>	<b>160</b>	<b>0</b>	<b>608</b>	<b>135</b>	<b>542</b>	<b>0</b>	<b>677</b>	<b>1446</b>		
<b>Approach %</b>	<b>44.10</b>	<b>55.90</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>73.68</b>	<b>26.32</b>	<b>0.00</b>	<b>0.00</b>	<b>19.94</b>	<b>80.06</b>	<b>0.00</b>	<b>0.00</b>	<b>-</b>		
<b>PHF</b>	<b>0.46</b>	<b>0.50</b>	<b>0.00</b>	<b>0.48</b>	<b>0.00</b>	<b>0.93</b>	<b>0.54</b>	<b>0.00</b>	<b>0.81</b>	<b>0.57</b>	<b>0.90</b>	<b>0.00</b>	<b>0.00</b>	<b>0.90</b>		

Bikes

Time	Northbound					Eastbound					Westbound					Int Total
	Triangle Pkwy NW					Peachtree Corners Cir (West)					Peachtree Corners Cir (East)					
	Left 3.1	Right 3.2	U-Turn 3.3	App Total	App Total	Thru 3.4	Right 3.5	U-Turn 3.6	App Total	App Total	Left 3.7	Thru 3.8	U-Turn 3.9	App Total	App Total	
0745 - 0800	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		
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>		
<b>Approach %</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>-</b>		
<b>PHF</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>		

Passenger Vehicles (1-3)

Time	Northbound					Eastbound					Westbound					Int Total
	Triangle Pkwy NW					Peachtree Corners Cir (West)					Peachtree Corners Cir (East)					
	Left 3.1	Right 3.2	U-Turn 3.3	App Total	App Total	Thru 3.4	Right 3.5	U-Turn 3.6	App Total	App Total	Left 3.7	Thru 3.8	U-Turn 3.9	App Total	App Total	
0745 - 0800	21	27	0	48	0	110	72	0	182	38	145	0	183	413		
0800 - 0815	37	45	0	82	0	113	49	0	162	59	124	0	183	427		
0815 - 0830	7	13	0	20	0	98	18	0	116	21	125	0	146	282		
0830 - 0845	3	5	0	8	0	119	17	0	136	17	128	0	145	289		
<b>Total</b>	<b>68</b>	<b>90</b>	<b>0</b>	<b>158</b>	<b>0</b>	<b>440</b>	<b>156</b>	<b>0</b>	<b>596</b>	<b>135</b>	<b>522</b>	<b>0</b>	<b>657</b>	<b>1411</b>		
<b>Approach %</b>	<b>43.04</b>	<b>56.96</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>73.83</b>	<b>26.17</b>	<b>0.00</b>	<b>0.00</b>	<b>20.55</b>	<b>79.45</b>	<b>0.00</b>	<b>0.00</b>	<b>-</b>		
<b>PHF</b>	<b>0.46</b>	<b>0.50</b>	<b>0.00</b>	<b>0.48</b>	<b>0.00</b>	<b>0.92</b>	<b>0.54</b>	<b>0.00</b>	<b>0.82</b>	<b>0.57</b>	<b>0.90</b>	<b>0.00</b>	<b>0.00</b>	<b>0.90</b>		

Single Unit Trucks (4-7)

Time	Northbound					Eastbound					Westbound					Int Total
	Triangle Pkwy NW					Peachtree Corners Cir (West)					Peachtree Corners Cir (East)					
	Left 3.1	Right 3.2	U-Turn 3.3	App Total	App Total	Thru 3.4	Right 3.5	U-Turn 3.6	App Total	App Total	Left 3.7	Thru 3.8	U-Turn 3.9	App Total	App Total	
0745 - 0800	0	0	0	0	0	4	2	0	6	0	5	0	5	11		
0800 - 0815	2	0	0	2	0	2	1	0	3	0	3	0	3	8		
0815 - 0830	1	0	0	1	0	0	0	0	0	0	4	0	4	5		
0830 - 0845	0	0	0	0	0	1	1	0	2	0	5	0	5	7		
<b>Total</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>17</b>	<b>31</b>		
<b>Approach %</b>	<b>100.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>63.64</b>	<b>36.36</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>100.00</b>	<b>0.00</b>	<b>0.00</b>	<b>-</b>		
<b>PHF</b>	<b>0.38</b>	<b>0.00</b>	<b>0.00</b>	<b>0.38</b>	<b>0.00</b>	<b>0.44</b>	<b>0.50</b>	<b>0.00</b>	<b>0.46</b>	<b>0.00</b>	<b>0.85</b>	<b>0.00</b>	<b>0.00</b>	<b>0.85</b>		

Combination Trucks (8-13)

Time	Northbound					Eastbound					Westbound					Int Total
	Triangle Pkwy NW					Peachtree Corners Cir (West)					Peachtree Corners Cir (East)					
	Left 3.1	Right 3.2	U-Turn 3.3	App Total	App Total	Thru 3.4	Right 3.5	U-Turn 3.6	App Total	App Total	Left 3.7	Thru 3.8	U-Turn 3.9	App Total	App Total	
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0800 - 0815	0	0	0	0	0	1	0	0	1	0	1	0	1	2		
0815 - 0830	0	0	0	0	0	0	0	0	0	0	2	0	2	2		
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>4</b>		
<b>Approach %</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>100.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.25</b>	<b>0.00</b>	<b>100.00</b>	<b>0.00</b>	<b>0.00</b>	<b>-</b>		
<b>PHF</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.25</b>	<b>0.00</b>	<b>0.00</b>	<b>0.25</b>	<b>0.00</b>	<b>0.38</b>	<b>0.00</b>	<b>0.00</b>	<b>0.38</b>		

# Peak Hour Turning Movement Count

Peachtree Corners, GA



www.marrtraffic.com

[Click here for Map](#)

Thursday, December 7, 2023	
Period	1600 - 1800
Peak Hour	1645 - 1745

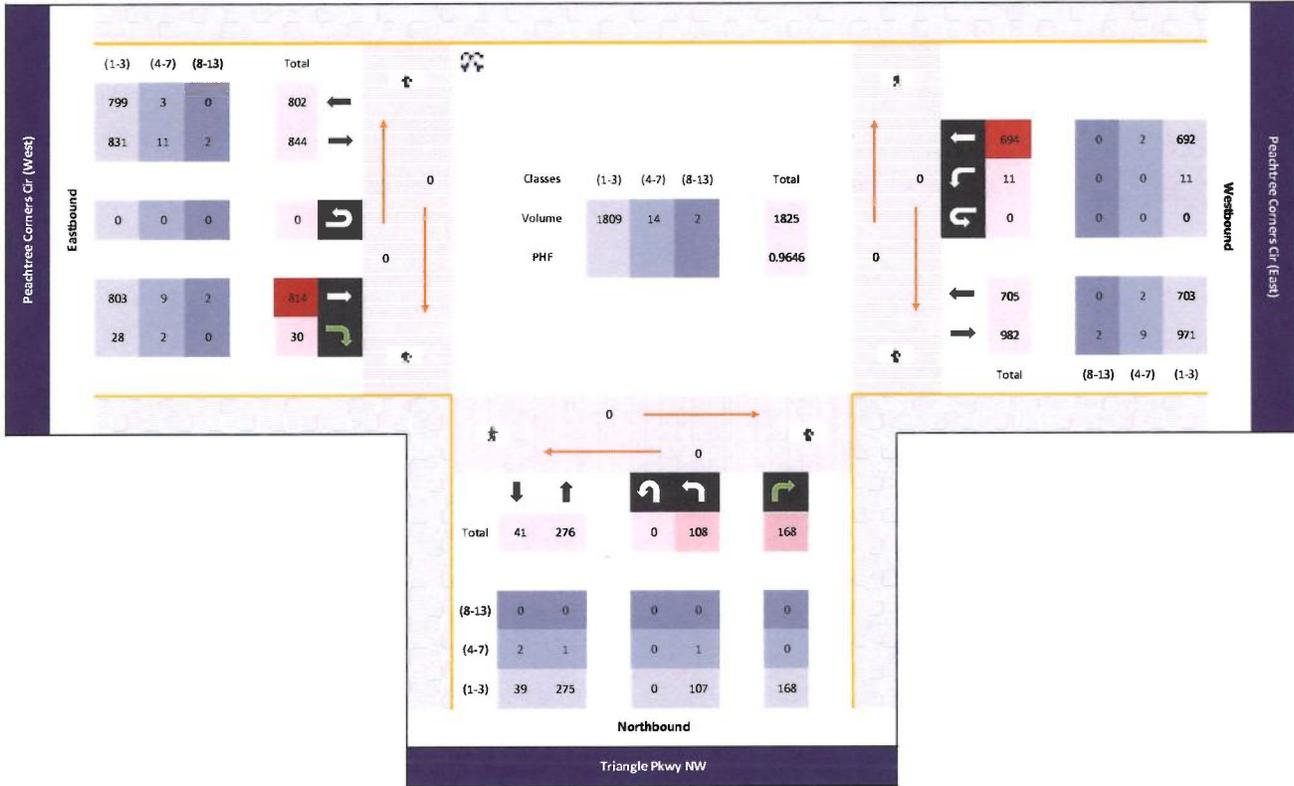
\* the Peak Hour Diagram does not include Bikes

**Session Parameters**

(Drop Down Menu)

**Peak Hour**

**Volume**





# Classified Turn Movement Count || All vehicles



Peachtree Corners, GA

**Site 3**

Triangle Pkwy NW

Peachtree Corners Cir (West)

Peachtree Corners Cir (East)

**Date**

Thursday, December 7, 2023

**Lat/Long**

33.978779°, -84.226098°

[Click here for Map](#)

**Weather**

Fair

45°F

[Click here for Detailed Weather](#)

**0700 - 0900 (Weekday 2h Session) (12-07-2023)**

All vehicles

TIME	Northbound Triangle Pkwy NW			
	Left 3.1	Right 3.2	U-Turn 3.3	App Total
0700 - 0715	7	2	0	9
0715 - 0730	7	2	0	9
0730 - 0745	4	4	0	8
0745 - 0800	21	27	0	48
Hourly Total	39	35	0	74
0800 - 0815	39	45	0	84
0815 - 0830	8	13	0	21
0830 - 0845	3	5	0	8
0845 - 0900	9	0	0	9
Hourly Total	59	63	0	122
Grand Total	98	98	0	196
Approach %	50.00	50.00	0.00	-
Intersection %	3.95	3.95	0.00	7.89
Heavy Vehicle %	3	1	-	2
PHF	0.46	0.50	0.00	0.48

Eastbound Peachtree Corners Cir (West)					Westbound Peachtree Corners Cir (East)					Int Total
Thru 3.4	Right 3.5	U-Turn 3.6	App Total	Left 3.7	Thru 3.8	U-Turn 3.9	App Total	Total		
105	22	0	127	5	65	0	70	206		
118	29	0	147	19	81	0	100	256		
118	26	0	144	20	108	0	128	280		
114	74	0	188	38	150	0	188	424		
455	151	0	606	82	404	0	486	1166		
116	50	0	166	59	128	0	187	437		
98	18	0	116	21	131	0	152	289		
120	18	0	138	17	133	0	150	296		
119	18	0	137	19	131	0	150	296		
453	104	0	557	116	523	0	639	1318		
908	255	0	1163	198	927	0	1125	2484		
78.07	21.93	0.00	-	17.60	82.40	0.00	-	-		
36.55	10.27	0.00	46.82	7.97	37.32	0.00	45.29	-		
2	2	-	2	0	3	-	3	2		
0.93	0.54	0.00	0.81	0.57	0.90	0.00	0.90	0.83		

**1600 - 1800 (Weekday 2h Session) (12-07-2023)**

All vehicles

TIME	Northbound Triangle Pkwy NW			
	Left 3.1	Right 3.2	U-Turn 3.3	App Total
1600 - 1615	21	28	0	49
1615 - 1630	35	26	0	61
1630 - 1645	31	27	0	58
1645 - 1700	23	42	0	65
Hourly Total	110	123	0	233
1700 - 1715	29	46	0	75
1715 - 1730	22	41	0	63
1730 - 1745	34	39	0	73
1745 - 1800	25	29	0	54
Hourly Total	110	155	0	265
Grand Total	220	278	0	498
Approach %	44.18	55.82	0.00	-
Intersection %	6.35	8.02	0.00	14.37
Heavy Vehicle %	1	0	-	0
PHF	0.79	0.91	0.00	0.92

Eastbound Peachtree Corners Cir (West)					Westbound Peachtree Corners Cir (East)					Int Total
Thru 3.4	Right 3.5	U-Turn 3.6	App Total	Left 3.7	Thru 3.8	U-Turn 3.9	App Total	Total		
137	18	0	155	8	149	0	157	361		
182	17	0	199	6	181	0	187	447		
161	8	0	169	5	178	0	183	410		
201	10	0	211	2	166	0	168	444		
681	53	0	734	21	674	0	695	1662		
216	8	0	224	2	172	0	174	473		
207	8	0	215	4	186	0	190	468		
190	4	0	194	3	170	0	173	440		
199	4	0	203	3	162	0	165	422		
812	24	0	836	12	690	0	702	1803		
1493	77	0	1570	33	1364	0	1397	3465		
95.10	4.90	0.00	-	2.36	97.64	0.00	-	-		
43.09	2.22	0.00	45.31	0.95	39.37	0.00	40.32	-		
2	4	-	2	0	0	-	0	1		
0.94	0.75	0.00	0.94	0.69	0.93	0.00	0.93	0.96		



# Classified Turn Movement Count || Passenger Vehicles (1-3)



Peachtree Corners, GA

**Site 3**  
Triangle Pkwy NW

Peachtree Corners Cir (West)  
Peachtree Corners Cir (East)

**Date**  
Thursday, December 7, 2023

**Lat/Long**  
33.978779°, -84.226098°  
[Click here for Map](#)

**Weather**  
Fair  
45°F  
[Click here for Detailed Weather](#)

**0700 - 0900 (Weekday 2h Session) (12-07-2023)**  
Passenger Vehicles (1-3)

TIME	Northbound Triangle Pkwy NW			
	Left 3.1	Right 3.2	U-Turn 3.3	App Total
0700 - 0715	7	2	0	9
0715 - 0730	7	2	0	9
0730 - 0745	4	3	0	7
0745 - 0800	21	27	0	48
<b>Hourly Total</b>	<b>34</b>	<b>34</b>	<b>0</b>	<b>73</b>
0800 - 0815	37	45	0	82
0815 - 0830	7	13	0	20
0830 - 0845	3	5	0	8
0845 - 0900	9	0	0	9
<b>Hourly Total</b>	<b>56</b>	<b>63</b>	<b>0</b>	<b>119</b>
<b>Grand Total</b>	<b>95</b>	<b>97</b>	<b>0</b>	<b>192</b>
Approach %	49.48	50.52	0.00	-
Intersection %	3.91	4.00	0.00	7.91

Eastbound Peachtree Corners Cir (West)					Westbound Peachtree Corners Cir (East)					Int Total
Thru 3.4	Right 3.5	U-Turn 3.6	App Total	Left 3.7	Thru 3.8	U-Turn 3.9	App Total	Total		
104	22	0	126	5	63	0	68	203		
117	29	0	146	19	78	0	97	252		
116	26	0	142	20	107	0	127	276		
110	72	0	182	38	145	0	183	413		
<b>447</b>	<b>149</b>	<b>0</b>	<b>596</b>	<b>82</b>	<b>393</b>	<b>0</b>	<b>475</b>	<b>1144</b>		
113	49	0	162	59	124	0	183	427		
98	18	0	116	21	125	0	146	282		
119	17	0	136	17	128	0	145	289		
111	18	0	129	19	128	0	147	285		
<b>441</b>	<b>102</b>	<b>0</b>	<b>543</b>	<b>116</b>	<b>505</b>	<b>0</b>	<b>621</b>	<b>1283</b>		
<b>888</b>	<b>251</b>	<b>0</b>	<b>1139</b>	<b>198</b>	<b>898</b>	<b>0</b>	<b>1096</b>	<b>2427</b>		
77.96	22.04	0.00	-	18.07	81.93	0.00	-	-		
36.59	10.34	0.00	46.93	8.16	37.00	0.00	45.16	-		

**1600 - 1800 (Weekday 2h Session) (12-07-2023)**  
Passenger Vehicles (1-3)

TIME	Northbound Triangle Pkwy NW			
	Left 3.1	Right 3.2	U-Turn 3.3	App Total
1600 - 1615	21	28	0	49
1615 - 1630	34	26	0	60
1630 - 1645	31	27	0	58
1645 - 1700	23	42	0	65
<b>Hourly Total</b>	<b>109</b>	<b>123</b>	<b>0</b>	<b>232</b>
1700 - 1715	28	46	0	74
1715 - 1730	22	41	0	63
1730 - 1745	34	39	0	73
1745 - 1800	25	29	0	54
<b>Hourly Total</b>	<b>109</b>	<b>155</b>	<b>0</b>	<b>264</b>
<b>Grand Total</b>	<b>218</b>	<b>278</b>	<b>0</b>	<b>496</b>
Approach %	43.95	56.05	0.00	-
Intersection %	6.36	8.11	0.00	14.47

Eastbound Peachtree Corners Cir (West)					Westbound Peachtree Corners Cir (East)					Int Total
Thru 3.4	Right 3.5	U-Turn 3.6	App Total	Left 3.7	Thru 3.8	U-Turn 3.9	App Total	Total		
134	18	0	152	8	146	0	154	355		
175	16	0	191	6	181	0	187	438		
158	8	0	166	5	177	0	182	406		
194	9	0	203	2	165	0	167	435		
<b>661</b>	<b>51</b>	<b>0</b>	<b>712</b>	<b>21</b>	<b>669</b>	<b>0</b>	<b>690</b>	<b>1634</b>		
213	8	0	221	2	171	0	173	468		
206	8	0	214	4	186	0	190	467		
190	3	0	193	3	170	0	173	439		
197	4	0	201	3	162	0	165	420		
<b>806</b>	<b>23</b>	<b>0</b>	<b>829</b>	<b>12</b>	<b>689</b>	<b>0</b>	<b>701</b>	<b>1794</b>		
<b>1467</b>	<b>74</b>	<b>0</b>	<b>1541</b>	<b>33</b>	<b>1358</b>	<b>0</b>	<b>1391</b>	<b>3428</b>		
95.20	4.80	0.00	-	2.37	97.63	0.00	-	-		
42.79	2.16	0.00	44.95	0.96	39.61	0.00	40.58	-		

# Classified Turn Movement Count || Single Unit Trucks (4-7)

Peachtree Corners, GA

**Site 3**

Triangle Pkwy NW

Peachtree Corners Cir (West)  
Peachtree Corners Cir (East)

**Date**

Thursday, December 7, 2023

**Lat/Long**

33.978779°, -84.226098°  
[Click here for Map](#)

**Weather**

Fair  
45°F  
[Click here for Detailed Weather](#)

**0700 - 0900 (Weekday 2h Session) (12-07-2023)**  
Single Unit Trucks (4-7)

TIME	Northbound Triangle Pkwy NW			
	Left 3.1	Right 3.2	U-Turn 3.3	App Total
0700 - 0715	0	0	0	0
0715 - 0730	0	0	0	0
0730 - 0745	0	1	0	1
0745 - 0800	0	0	0	0
Hourly Total	0	1	0	1
0800 - 0815	2	0	0	2
0815 - 0830	1	0	0	1
0830 - 0845	0	0	0	0
0845 - 0900	0	0	0	0
Hourly Total	3	0	0	3
Grand Total	3	1	0	4
Approach %	75.00	25.00	0.00	-
Intersection %	5.77	1.92	0.00	7.69

Eastbound Peachtree Corners Cir (West)					Westbound Peachtree Corners Cir (East)					Int Total
Thru 3.4	Right 3.5	U-Turn 3.6	App Total	Left 3.7	Thru 3.8	U-Turn 3.9	App Total	Int Total		
1	0	0	1	0	2	0	2	3		
1	0	0	1	0	2	0	2	3		
2	0	0	2	0	1	0	1	4		
4	2	0	6	0	5	0	5	11		
8	2	0	10	0	10	0	10	21		
2	1	0	3	0	3	0	3	8		
0	0	0	0	0	4	0	4	5		
1	1	0	2	0	5	0	5	7		
8	0	0	8	0	3	0	3	11		
11	2	0	13	0	15	0	15	31		
19	4	0	23	0	25	0	25	52		
82.61	17.39	0.00	-	0.00	100.00	0.00	-	-		
36.54	7.69	0.00	44.23	0.00	48.08	0.00	48.08	-		

**1600 - 1800 (Weekday 2h Session) (12-07-2023)**  
Single Unit Trucks (4-7)

TIME	Northbound Triangle Pkwy NW			
	Left 3.1	Right 3.2	U-Turn 3.3	App Total
1600 - 1615	0	0	0	0
1615 - 1630	1	0	0	1
1630 - 1645	0	0	0	0
1645 - 1700	0	0	0	0
Hourly Total	1	0	0	1
1700 - 1715	1	0	0	1
1715 - 1730	0	0	0	0
1730 - 1745	0	0	0	0
1745 - 1800	0	0	0	0
Hourly Total	1	0	0	1
Grand Total	2	0	0	2
Approach %	100.00	0.00	0.00	-
Intersection %	5.88	0.00	0.00	5.88

Eastbound Peachtree Corners Cir (West)					Westbound Peachtree Corners Cir (East)					Int Total
Thru 3.4	Right 3.5	U-Turn 3.6	App Total	Left 3.7	Thru 3.8	U-Turn 3.9	App Total	Int Total		
3	0	0	3	0	3	0	3	6		
6	1	0	7	0	0	0	0	8		
3	0	0	3	0	1	0	1	4		
5	1	0	6	0	1	0	1	7		
17	2	0	19	0	5	0	5	25		
3	0	0	3	0	1	0	1	5		
1	0	0	1	0	0	0	0	1		
0	1	0	1	0	0	0	0	1		
2	0	0	2	0	0	0	0	2		
6	1	0	7	0	1	0	1	9		
23	3	0	26	0	6	0	6	34		
88.46	11.54	0.00	-	0.00	100.00	0.00	-	-		
67.65	8.82	0.00	76.47	0.00	17.65	0.00	17.65	-		



# Classified Turn Movement Count || All Trucks (4-13)



Peachtree Corners, GA

**Site 3**  
 Triangle Pkwy NW  
 Peachtree Corners Cir (West)  
 Peachtree Corners Cir (East)

**Date**  
 Thursday, December 7, 2023

**Weather**  
 Fair  
 45°F  
[Click here for Detailed Weather](#)

**Lat/Long**  
 33.978779°, -84.226098°  
[Click here for Map](#)

**0700 - 0900 (Weekday 2h Session) (12-07-2023)**  
 All Trucks (4-13)

TIME	Northbound Triangle Pkwy NW			
	Left 3.1	Right 3.2	U-Turn 3.3	App Total
0700 - 0715	0	0	0	0
0715 - 0730	0	0	0	0
0730 - 0745	0	1	0	1
0745 - 0800	0	0	0	0
Hourly Total	0	1	0	1
0800 - 0815	2	0	0	2
0815 - 0830	1	0	0	1
0830 - 0845	0	0	0	0
0845 - 0900	0	0	0	0
Hourly Total	3	0	0	3
Grand Total	3	1	0	4
Approach %	75.00	25.00	0.00	-
Intersection %	5.26	1.75	0.00	7.02

Eastbound Peachtree Corners Cir (West)					Westbound Peachtree Corners Cir (East)					Int Total
Thru 3.4	Right 3.5	U-Turn 3.6	App Total	Left 3.7	Thru 3.8	U-Turn 3.9	App Total	Int Total		
1	0	0	1	0	2	0	2	3		
1	0	0	1	0	3	0	3	4		
2	0	0	2	0	1	0	1	4		
4	2	0	6	0	5	0	5	11		
8	2	0	10	0	11	0	11	22		
3	1	0	4	0	4	0	4	10		
0	0	0	0	0	6	0	6	7		
1	1	0	2	0	5	0	5	7		
8	0	0	8	0	3	0	3	11		
12	2	0	14	0	18	0	18	35		
20	4	0	24	0	29	0	29	57		
83.33	16.67	0.00	-	0.00	100.00	0.00	-	-		
35.09	7.02	0.00	42.11	0.00	50.88	0.00	50.88	-		

**1600 - 1800 (Weekday 2h Session) (12-07-2023)**  
 All Trucks (4-13)

TIME	Northbound Triangle Pkwy NW			
	Left 3.1	Right 3.2	U-Turn 3.3	App Total
1600 - 1615	0	0	0	0
1615 - 1630	1	0	0	1
1630 - 1645	0	0	0	0
1645 - 1700	0	0	0	0
Hourly Total	1	0	0	1
1700 - 1715	1	0	0	1
1715 - 1730	0	0	0	0
1730 - 1745	0	0	0	0
1745 - 1800	0	0	0	0
Hourly Total	1	0	0	1
Grand Total	2	0	0	2
Approach %	100.00	0.00	0.00	-
Intersection %	5.41	0.00	0.00	5.41

Eastbound Peachtree Corners Cir (West)					Westbound Peachtree Corners Cir (East)					Int Total
Thru 3.4	Right 3.5	U-Turn 3.6	App Total	Left 3.7	Thru 3.8	U-Turn 3.9	App Total	Int Total		
3	0	0	3	0	3	0	3	6		
7	1	0	8	0	0	0	0	9		
3	0	0	3	0	1	0	1	4		
7	1	0	8	0	1	0	1	9		
20	2	0	22	0	5	0	5	28		
3	0	0	3	0	1	0	1	5		
1	0	0	1	0	0	0	0	1		
0	1	0	1	0	0	0	0	1		
2	0	0	2	0	0	0	0	2		
6	1	0	7	0	1	0	1	9		
26	3	0	29	0	6	0	6	37		
89.66	10.34	0.00	-	0.00	100.00	0.00	-	-		
70.27	8.11	0.00	78.38	0.00	16.22	0.00	16.22	-		



# Crosswalk Counts | Bikes



Peachtree Corners, GA

**Site 3**  
Triangle Pkwy NW

**Date**  
Thursday, December 7, 2023

**Weather**  
Fair  
45°F  
[Click here for Detailed Weather](#)

Peachtree Corners Cir (West)  
Peachtree Corners Cir (East)

**Lat/Long**  
33.978779°, -84.226098°  
[Click here for Map](#)

**0700 - 0900 (Weekday 2h Session) (12-07-2023)**  
Bikes

TIME	Northbound Triangle Pkwy NW		App Total
	EB 3a	WB 3b	
0700 - 0715	0	0	0
0715 - 0730	0	0	0
0730 - 0745	0	0	0
0745 - 0800	0	0	0
Hourly Total	0	0	0
0800 - 0815	0	0	0
0815 - 0830	0	0	0
0830 - 0845	0	0	0
0845 - 0900	0	0	0
Hourly Total	0	0	0
Grand Total	0	0	0
Approach %	0.00	0.00	-
Intersection %	0.00	0.00	0.00

Eastbound Peachtree Corners Cir (West)				Westbound Peachtree Corners Cir (East)				App Total	Int Total
NB 3e	SB 3f	App Total		NB 3g	SB 3h	App Total			
0	0	0		0	0	0		0	0
0	0	0		0	0	0		0	0
0	0	0		0	0	0		0	0
0	0	0		0	0	0		0	0
0	0	0		0	0	0		0	0
0	0	0		0	0	0		0	0
0	0	0		0	0	0		0	0
0	0	0		0	0	0		0	0
0	0	0		0	0	0		0	0
0	0	0		0	0	0		0	0
0	0	0		0	0	0		0	0
0	0	0		0	0	0		0	0
0	0	0		0	0	0		0	0
0	0	0		0	0	0		0	0
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) (12-07-2023)**  
Bikes

TIME	Northbound Triangle Pkwy NW		App Total
	EB 3a	WB 3b	
1600 - 1615	0	0	0
1615 - 1630	0	0	0
1630 - 1645	0	0	0
1645 - 1700	0	0	0
Hourly Total	0	0	0
1700 - 1715	0	0	0
1715 - 1730	0	0	0
1730 - 1745	0	0	0
1745 - 1800	0	0	0
Hourly Total	0	0	0
Grand Total	0	0	0
Approach %	0.00	0.00	-
Intersection %	0.00	0.00	0.00

Eastbound Peachtree Corners Cir (West)				Westbound Peachtree Corners Cir (East)				App Total	Int Total
NB 3e	SB 3f	App Total		NB 3g	SB 3h	App Total			
0	0	0		0	0	0		0	0
0	0	0		0	0	0		0	0
0	0	0		0	0	0		0	0
0	0	0		0	0	0		0	0
0	0	0		0	0	0		0	0
0	0	0		0	0	0		0	0
0	0	0		0	0	0		0	0
0	0	0		0	0	0		0	0
0	0	0		0	0	0		0	0
0	0	0		0	0	0		0	0
0	0	0		0	0	0		0	0
0	0	0		0	0	0		0	0
0	0	0		0	0	0		0	0
0	0	0		0	0	0		0	0
0	0	0		0	0	0		0	0
0.00	0.00	-		0.00	0.00	-		-	-
0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00







[Click here for Map](#)

### Peak Hour Turning Movement Count

Peachtree Corners, GA



[www.marrtraffic.com](http://www.marrtraffic.com)

Thursday, December 7, 2023	
Period	0700 - 0900
Peak Hour	0745 - 0845

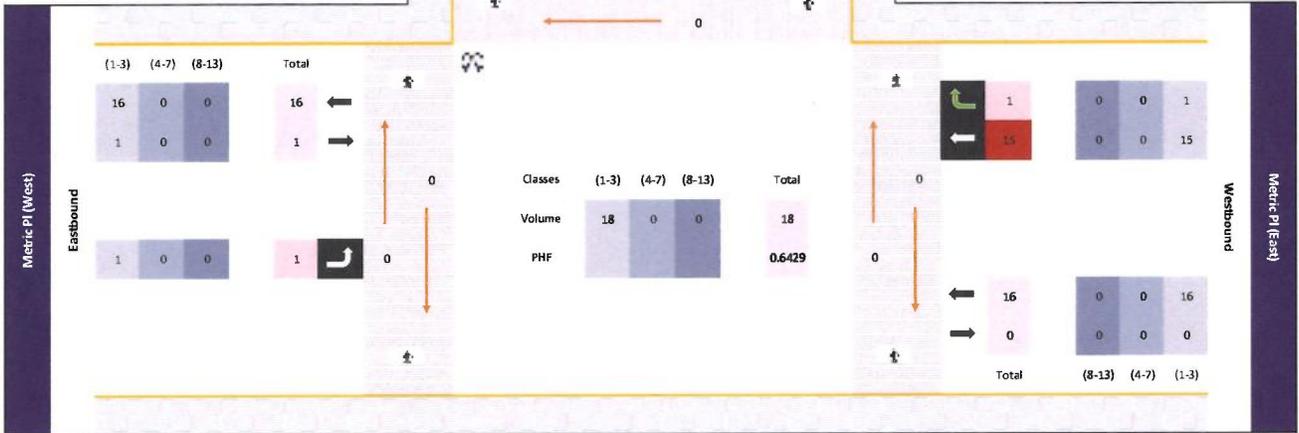
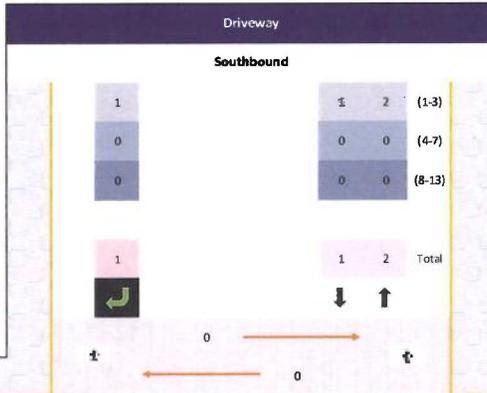
\* the Peak Hour Diagram does not include Bikes

**Session Parameters**

(Drop Down Menu)

Peak Hour

Volume



All vehicles

Time	Southbound					Eastbound					Westbound					Int Total					
	Driveway					Metric Pl (West)					Metric Pl (East)										
					App Total		Right 4.1			App Total	Left 4.2				App Total		Thru 4.3	Right 4.4			App Total
0745 - 0800	-	-	-	-	0	-	0	-	-	0	0	-	-	-	0	-	4	0	-	-	4
0800 - 0815	-	-	-	-	0	-	0	-	-	0	1	-	-	-	1	-	4	0	-	-	4
0815 - 0830	-	-	-	-	0	-	1	-	-	1	0	-	-	-	0	-	0	1	-	-	1
0830 - 0845	-	-	-	-	0	-	0	-	-	0	0	-	-	-	0	-	7	0	-	-	7
<b>Total</b>	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	0	15	1	0	0	16
Approach %	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	93.75	6.25	0.00	0.00	-
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.25	0.25	0.00	0.00	0.00	0.25	0.00	0.54	0.25	0.00	0.00	0.57

Bikes

Time	Southbound					Eastbound					Westbound					Int Total					
	Driveway					Metric Pl (West)					Metric Pl (East)										
					App Total		Right 4.1			App Total	Left 4.2				App Total		Thru 4.3	Right 4.4			App Total
0745 - 0800	-	-	-	-	0	-	0	-	-	0	0	-	-	-	0	-	0	0	-	-	0
0800 - 0815	-	-	-	-	0	-	0	-	-	0	0	-	-	-	0	-	0	0	-	-	0
0815 - 0830	-	-	-	-	0	-	0	-	-	0	0	-	-	-	0	-	0	0	-	-	0
0830 - 0845	-	-	-	-	0	-	0	-	-	0	0	-	-	-	0	-	0	0	-	-	0
<b>Total</b>	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	0.00	-
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Passenger Vehicles (1-3)

Time	Southbound					Eastbound					Westbound					Int Total					
	Driveway					Metric Pl (West)					Metric Pl (East)										
					App Total		Right 4.1			App Total	Left 4.2				App Total		Thru 4.3	Right 4.4			App Total
0745 - 0800	-	-	-	-	0	-	0	-	-	0	0	-	-	-	0	-	4	0	-	-	4
0800 - 0815	-	-	-	-	0	-	0	-	-	0	1	-	-	-	1	-	4	0	-	-	4
0815 - 0830	-	-	-	-	0	-	1	-	-	1	0	-	-	-	0	-	0	1	-	-	1
0830 - 0845	-	-	-	-	0	-	0	-	-	0	0	-	-	-	0	-	7	0	-	-	7
<b>Total</b>	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	0	15	1	0	0	16
Approach %	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	93.75	6.25	0.00	0.00	-
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.25	0.25	0.00	0.00	0.00	0.25	0.00	0.54	0.25	0.00	0.00	0.57

Single Unit Trucks (4-7)

Time	Southbound					Eastbound					Westbound					Int Total					
	Driveway					Metric Pl (West)					Metric Pl (East)										
					App Total		Right 4.1			App Total	Left 4.2				App Total		Thru 4.3	Right 4.4			App Total
0745 - 0800	-	-	-	-	0	-	0	-	-	0	0	-	-	-	0	-	0	0	-	-	0
0800 - 0815	-	-	-	-	0	-	0	-	-	0	0	-	-	-	0	-	0	0	-	-	0
0815 - 0830	-	-	-	-	0	-	0	-	-	0	0	-	-	-	0	-	0	0	-	-	0
0830 - 0845	-	-	-	-	0	-	0	-	-	0	0	-	-	-	0	-	0	0	-	-	0
<b>Total</b>	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	0.00	-
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Combination Trucks (8-13)

Time	Southbound					Eastbound					Westbound					Int Total					
	Driveway					Metric Pl (West)					Metric Pl (East)										
					App Total		Right 4.1			App Total	Left 4.2				App Total		Thru 4.3	Right 4.4			App Total
0745 - 0800	-	-	-	-	0	-	0	-	-	0	0	-	-	-	0	-	0	0	-	-	0
0800 - 0815	-	-	-	-	0	-	0	-	-	0	0	-	-	-	0	-	0	0	-	-	0
0815 - 0830	-	-	-	-	0	-	0	-	-	0	0	-	-	-	0	-	0	0	-	-	0
0830 - 0845	-	-	-	-	0	-	0	-	-	0	0	-	-	-	0	-	0	0	-	-	0
<b>Total</b>	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	0.00	-
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00



[Click here for Map](#)

### Peak Hour Turning Movement Count

Peachtree Corners, GA



www.marrtraffic.com

Thursday, December 7, 2023	
Period	1600 - 1800
Peak Hour	1615 - 1715

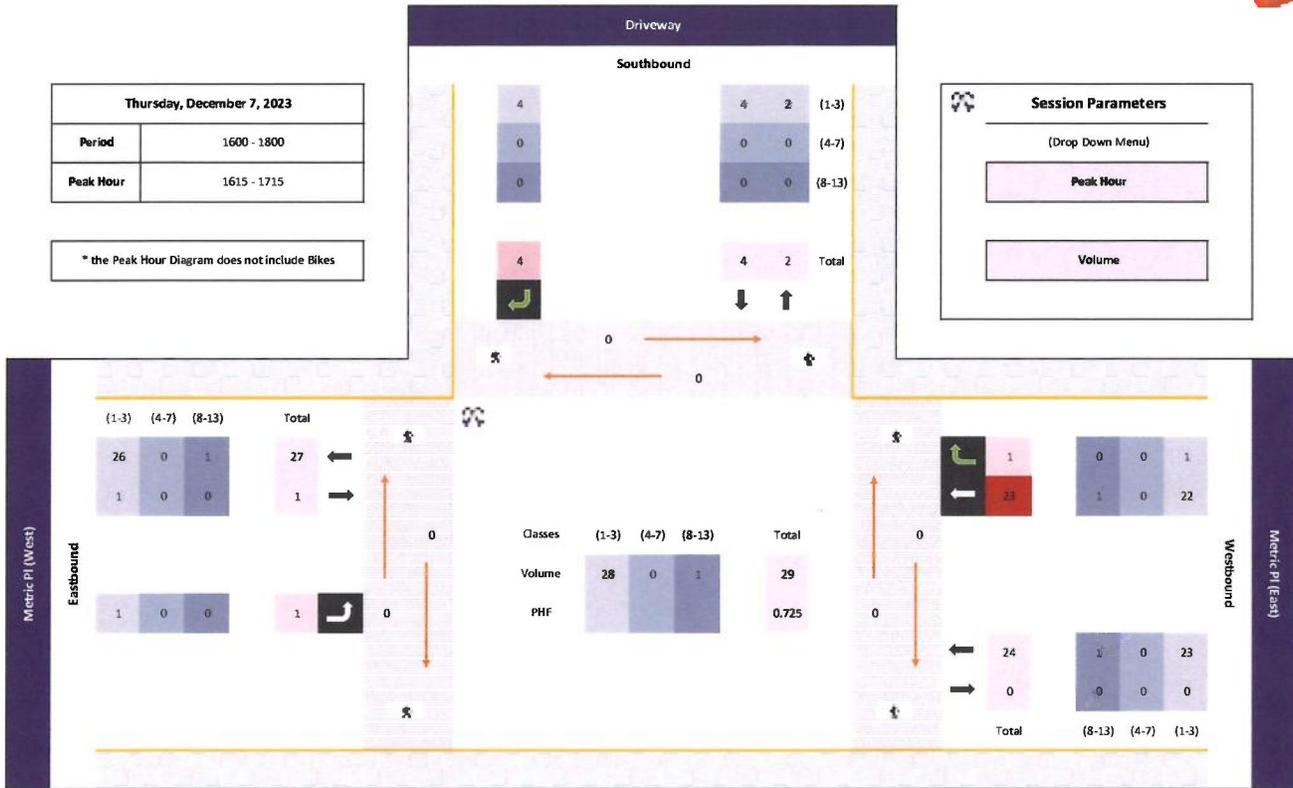
\* the Peak Hour Diagram does not include Bikes

**Session Parameters**

(Drop Down Menu)

Peak Hour

Volume



All vehicles

Time	Southbound						Eastbound						Westbound						Int Total				
	Driveway						Metric PI (West)						Metric PI (East)										
						App Total		Right 4.1			App Total	Left 4.2				App Total	Thru 4.3	Right 4.4				App Total	
1615 - 1630	-	-	-	-	-	0	-	0	-	-	0	0	-	-	-	0	-	6	0	-	-	6	
1630 - 1645	-	-	-	-	-	0	-	3	-	-	3	0	-	-	-	0	-	7	0	-	-	7	
1645 - 1700	-	-	-	-	-	0	-	0	-	-	0	0	-	-	-	0	-	5	0	-	-	5	
1700 - 1715	-	-	-	-	-	0	-	1	-	-	1	1	-	-	-	1	-	5	1	-	-	6	
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>24</b>		
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	100.00	0.00	0.00	0.00	0.00	-	0.00	95.83	4.17	0.00	0.00	-
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.33	0.00	0.33	0.25	0.00	0.00	0.00	0.25	0.00	0.82	0.25	0.00	0.00	0.86	0.73	

Bikes

Time	Southbound						Eastbound						Westbound						Int Total				
	Driveway						Metric PI (West)						Metric PI (East)										
						App Total		Right 4.1			App Total	Left 4.2				App Total	Thru 4.3	Right 4.4				App Total	
1615 - 1630	-	-	-	-	-	0	-	0	-	-	0	0	-	-	-	0	-	0	0	-	-	0	
1630 - 1645	-	-	-	-	-	0	-	0	-	-	0	0	-	-	-	0	-	0	0	-	-	0	
1645 - 1700	-	-	-	-	-	0	-	0	-	-	0	0	-	-	-	0	-	0	0	-	-	0	
1700 - 1715	-	-	-	-	-	0	-	0	-	-	0	0	-	-	-	0	-	0	0	-	-	0	
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>		
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	0.00	0.00	0.00	-
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Passenger Vehicles (1-3)

Time	Southbound						Eastbound						Westbound						Int Total				
	Driveway						Metric PI (West)						Metric PI (East)										
						App Total		Right 4.1			App Total	Left 4.2				App Total	Thru 4.3	Right 4.4				App Total	
1615 - 1630	-	-	-	-	-	0	-	0	-	-	0	0	-	-	-	0	-	5	0	-	-	5	
1630 - 1645	-	-	-	-	-	0	-	3	-	-	3	0	-	-	-	0	-	7	0	-	-	7	
1645 - 1700	-	-	-	-	-	0	-	0	-	-	0	0	-	-	-	0	-	5	0	-	-	5	
1700 - 1715	-	-	-	-	-	0	-	1	-	-	1	1	-	-	-	1	-	5	1	-	-	6	
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>23</b>		
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	100.00	0.00	0.00	0.00	0.00	-	0.00	95.65	4.35	0.00	0.00	-
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.33	0.00	0.33	0.25	0.00	0.00	0.00	0.25	0.00	0.79	0.25	0.00	0.00	0.82	0.70	

Single Unit Trucks (4-7)

Time	Southbound						Eastbound						Westbound						Int Total				
	Driveway						Metric PI (West)						Metric PI (East)										
						App Total		Right 4.1			App Total	Left 4.2				App Total	Thru 4.3	Right 4.4				App Total	
1615 - 1630	-	-	-	-	-	0	-	0	-	-	0	0	-	-	-	0	-	0	0	-	-	0	
1630 - 1645	-	-	-	-	-	0	-	0	-	-	0	0	-	-	-	0	-	0	0	-	-	0	
1645 - 1700	-	-	-	-	-	0	-	0	-	-	0	0	-	-	-	0	-	0	0	-	-	0	
1700 - 1715	-	-	-	-	-	0	-	0	-	-	0	0	-	-	-	0	-	0	0	-	-	0	
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>		
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	0.00	0.00	0.00	-
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Combination Trucks (8-13)

Time	Southbound						Eastbound						Westbound						Int Total				
	Driveway						Metric PI (West)						Metric PI (East)										
						App Total		Right 4.1			App Total	Left 4.2				App Total	Thru 4.3	Right 4.4				App Total	
1615 - 1630	-	-	-	-	-	0	-	0	-	-	0	0	-	-	-	0	-	1	0	-	-	1	
1630 - 1645	-	-	-	-	-	0	-	0	-	-	0	0	-	-	-	0	-	0	0	-	-	0	
1645 - 1700	-	-	-	-	-	0	-	0	-	-	0	0	-	-	-	0	-	0	0	-	-	0	
1700 - 1715	-	-	-	-	-	0	-	0	-	-	0	0	-	-	-	0	-	0	0	-	-	0	
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>		
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	100.00	0.00	0.00	0.00	-
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.25	0.25	

**Classified Turn Movement Count || All vehicles**

Peachtree Corners, GA

Site 4

Date  
Thursday, December 7, 2023

Weather  
Fair  
45°F  
[Click here for Detailed Weather](#)

Driveway  
Metric PI (West)  
Metric PI (East)

Lat/Long  
33.976539°, -84.222194°  
[Click here for Map](#)

0700 - 0900 (Weekday 2h Session) (12-07-2023)  
All vehicles

TIME
0700 - 0715
0715 - 0730
0730 - 0745
0745 - 0800
Hourly Total
0800 - 0815
0815 - 0830
0830 - 0845
0845 - 0900
Hourly Total
Grand Total
Approach %
Intersection %
Heavy Vehicle %
PHF

Southbound Driveway			Eastbound Metric PI (West)			Westbound Metric PI (East)			App Total	Int Total
Right 4.1	App Total	Left 4.2	App Total	Thru 4.3	Right 4.4	App Total	Thru 4.3	Right 4.4	App Total	Int Total
1	1	0	0	0	0	0	0	0	0	1
0	0	0	0	2	0	0	2	0	2	2
1	1	0	0	1	0	0	1	0	1	2
0	0	0	0	4	0	0	4	0	4	4
2	2	0	0	7	0	0	7	0	7	9
0	0	1	1	4	0	1	4	0	4	5
1	1	0	0	0	1	0	0	1	1	2
0	0	0	0	7	0	0	7	0	7	7
0	0	2	2	1	0	0	1	0	1	3
1	1	3	3	12	1	0	12	1	13	17
3	3	3	3	19	1	0	20	1	20	26
100.00	-	100.00	-	95.00	5.00	0	-	-	-	-
11.54	11.54	11.54	11.54	73.08	3.85	0	76.92	0	76.92	0
0	0	0	0	0	0	0	0	0	0	0
0.25	0.25	0.25	0.25	0.54	0.25	0	0.57	0.64	0.57	0.64

1600 - 1800 (Weekday 2h Session) (12-07-2023)  
All vehicles

TIME
1600 - 1615
1615 - 1630
1630 - 1645
1645 - 1700
Hourly Total
1700 - 1715
1715 - 1730
1730 - 1745
1745 - 1800
Hourly Total
Grand Total
Approach %
Intersection %
Heavy Vehicle %
PHF

Southbound Driveway			Eastbound Metric PI (West)			Westbound Metric PI (East)			App Total	Int Total
Right 4.1	App Total	Left 4.2	App Total	Thru 4.3	Right 4.4	App Total	Thru 4.3	Right 4.4	App Total	Int Total
0	0	0	0	7	0	0	7	0	7	7
0	0	0	0	6	0	0	6	0	6	6
3	3	0	0	7	0	0	7	0	7	10
0	0	0	0	5	0	0	5	0	5	5
3	3	0	0	25	0	0	25	0	25	28
1	1	1	1	5	1	1	6	1	6	8
1	1	1	1	3	0	0	3	0	3	5
0	0	1	1	2	0	0	2	0	2	3
0	0	0	0	5	0	0	5	0	5	5
2	2	3	3	15	1	0	16	1	16	21
5	5	3	3	40	1	0	41	1	41	49
100.00	-	100.00	-	97.56	2.44	0	-	-	-	-
10.20	10.20	6.12	6.12	81.63	2.04	0	83.67	0	83.67	0
0	0	0	0	5	0	0	5	0	5	4
0.33	0.33	0.25	0.25	0.82	0.25	0	0.86	0.73	0.86	0.73



# Classified Turn Movement Count || Passenger Vehicles (1-3)

Peachtree Corners, GA

Site 4



Date

Thursday, December 7, 2023

Weather

Fair

45°F

[Click here for Detailed Weather](#)

Driveway

Metric PI (West)

Metric PI (East)

Lat/Long

33.976539°, -84.222194°

[Click here for Map](#)

0700 - 0900 (Weekday 2h Session) (12-07-2023)

Passenger Vehicles (1-3)

TIME
0700 - 0715
0715 - 0730
0730 - 0745
0745 - 0800
Hourly Total
0800 - 0815
0815 - 0830
0830 - 0845
0845 - 0900
Hourly Total
Grand Total
Approach %
Intersection %

Southbound Driveway			Eastbound Metric PI (West)			Westbound Metric PI (East)			App Total	Int Total
Right	App Total	Left	Thru	Right	App Total	Thru	Right	App Total	Int Total	
4.1		4.2	4.3	4.4						
1	1	0	0	0	0	0	0	0	1	
0	0	0	2	0	0	2	0	2	2	
1	1	0	1	0	0	1	0	1	2	
0	0	0	4	0	0	4	0	4	4	
2	2	0	7	0	0	7	0	7	9	
0	0	1	4	0	1	4	0	4	5	
1	1	0	0	1	0	0	1	1	2	
0	0	0	7	0	0	7	0	7	7	
0	0	2	1	0	0	1	0	1	3	
1	1	3	12	1	2	12	1	13	17	
3	3	3	19	1	3	19	1	20	26	
100.00	-	100.00	95.00	5.00	-	95.00	5.00	-	-	
11.54	11.54	11.54	73.08	3.85	11.54	73.08	3.85	76.92	-	

1600 - 1800 (Weekday 2h Session) (12-07-2023)

Passenger Vehicles (1-3)

TIME
1600 - 1615
1615 - 1630
1630 - 1645
1645 - 1700
Hourly Total
1700 - 1715
1715 - 1730
1730 - 1745
1745 - 1800
Hourly Total
Grand Total
Approach %
Intersection %

Southbound Driveway			Eastbound Metric PI (West)			Westbound Metric PI (East)			App Total	Int Total
Right	App Total	Left	Thru	Right	App Total	Thru	Right	App Total	Int Total	
4.1		4.2	4.3	4.4						
0	0	0	7	0	0	7	0	7	7	
0	0	0	5	0	0	5	0	5	5	
3	3	0	7	0	0	7	0	7	10	
0	0	0	5	0	0	5	0	5	5	
3	3	0	24	0	0	24	0	24	27	
1	1	1	5	1	1	5	1	6	8	
1	1	1	3	0	1	3	0	3	5	
0	0	1	2	0	1	2	0	2	3	
0	0	0	4	0	0	4	0	4	4	
2	2	3	14	1	3	14	1	15	20	
5	5	3	38	1	3	38	1	39	47	
100.00	-	100.00	97.44	2.56	-	97.44	2.56	-	-	
10.64	10.64	6.38	80.85	2.13	6.38	80.85	2.13	82.98	-	





# Classified Turn Movement Count | All Trucks (4-13)

Peachtree Corners, GA

Site 4



Date

Thursday, December 7, 2023

Weather

Fair

45°F

[Click here for Detailed Weather](#)

Driveway

Metric PI (West)

Metric PI (East)

Lat/Long

33.976539°, -84.222194°

[Click here for Map](#)

0700 - 0900 (Weekday 2h Session) (12-07-2023)

All Trucks (4-13)

TIME
0700 - 0715
0715 - 0730
0730 - 0745
0745 - 0800
Hourly Total
0800 - 0815
0815 - 0830
0830 - 0845
0845 - 0900
Hourly Total
Grand Total
Approach %
Intersection %

	Southbound Driveway			Eastbound Metric PI (West)			Westbound Metric PI (East)			App Total	Int Total
	Right 4.1	App Total	Left 4.2	App Total	Thru 4.3	Right 4.4	App Total	Int Total			
0700 - 0715	0	0	0	0	0	0	0	0	0	0	
0715 - 0730	0	0	0	0	0	0	0	0	0	0	
0730 - 0745	0	0	0	0	0	0	0	0	0	0	
0745 - 0800	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	0	0	0	0	
0800 - 0815	0	0	0	0	0	0	0	0	0	0	
0815 - 0830	0	0	0	0	0	0	0	0	0	0	
0830 - 0845	0	0	0	0	0	0	0	0	0	0	
0845 - 0900	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	0	0	0	0	
Grand Total	0	0	0	0	0	0	0	0	0	0	
Approach %	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	

1600 - 1800 (Weekday 2h Session) (12-07-2023)

All Trucks (4-13)

TIME
1600 - 1615
1615 - 1630
1630 - 1645
1645 - 1700
Hourly Total
1700 - 1715
1715 - 1730
1730 - 1745
1745 - 1800
Hourly Total
Grand Total
Approach %
Intersection %

	Southbound Driveway			Eastbound Metric PI (West)			Westbound Metric PI (East)			App Total	Int Total
	Right 4.1	App Total	Left 4.2	App Total	Thru 4.3	Right 4.4	App Total	Int Total			
1600 - 1615	0	0	0	0	0	0	0	0	0	0	
1615 - 1630	0	0	0	0	1	0	1	1	1	1	
1630 - 1645	0	0	0	0	0	0	0	0	0	0	
1645 - 1700	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	0	0	1	0	1	1	1	1	
1700 - 1715	0	0	0	0	0	0	0	0	0	0	
1715 - 1730	0	0	0	0	0	0	0	0	0	0	
1730 - 1745	0	0	0	0	0	0	0	0	0	0	
1745 - 1800	0	0	0	0	1	0	1	1	1	1	
Hourly Total	0	0	0	0	1	0	1	1	1	1	
Grand Total	0	0	0	0	2	0	2	2	2	2	
Approach %	0.00	-	0.00	-	100.00	0.00	-	100.00	-	-	
Intersection %	0.00	0.00	0.00	0.00	100.00	0.00	100.00	100.00	100.00	100.00	









# Peak Hour Turning Movement Count

Peachtree Corners, GA



www.marrtraffic.com

[Click here for Map](#)

Thursday, December 7, 2023	
Period	0700 - 0900
Peak Hour	0730 - 0830

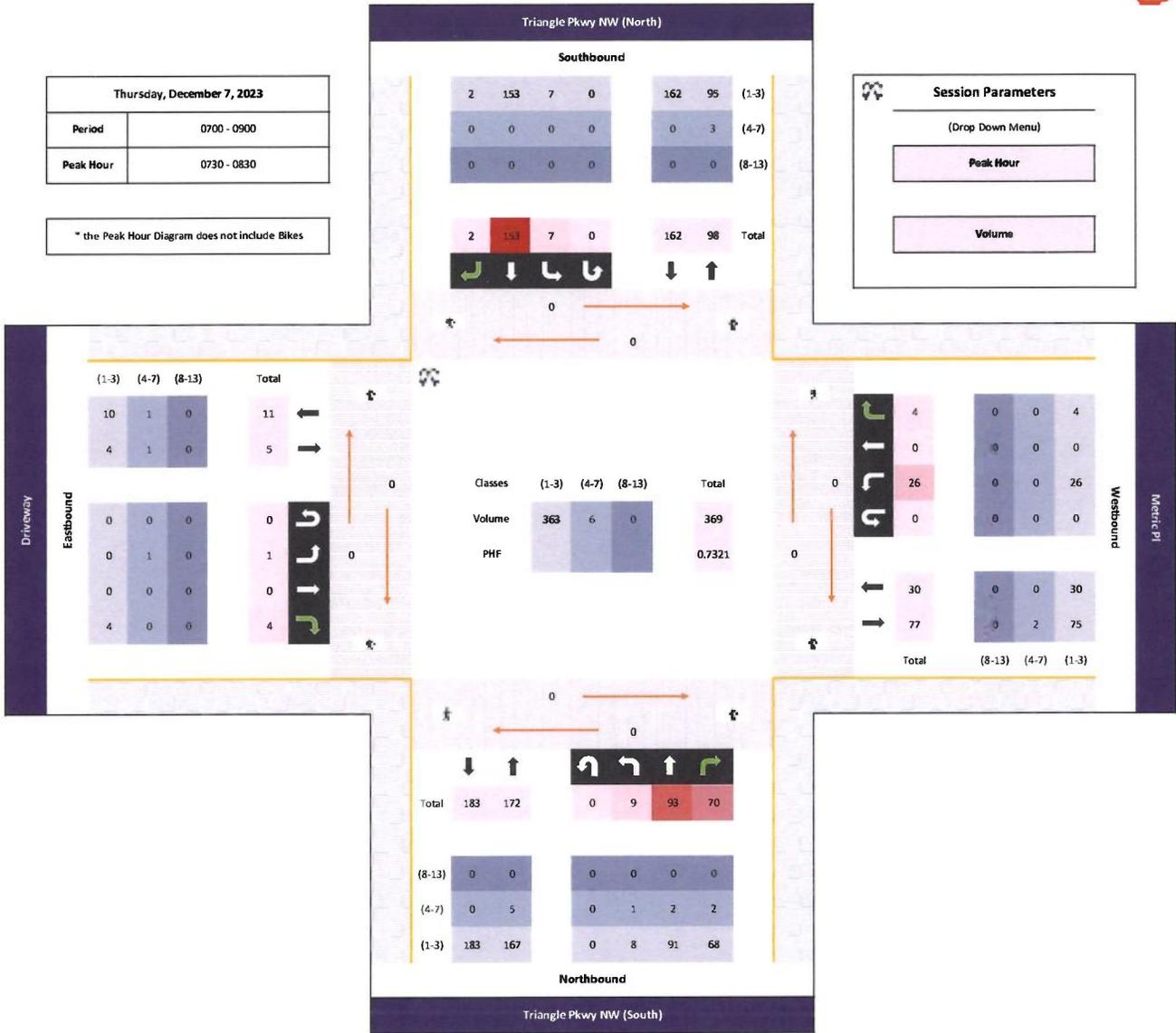
\* the Peak Hour Diagram does not include Bikes

**Session Parameters**

(Drop Down Menu)

**Peak Hour**

**Volume**





# Peak Hour Turning Movement Count

Peachtree Corners, GA



www.marrtraffic.com

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Thursday, December 7, 2023	
Period	1600 - 1800
Peak Hour	1630 - 1730

\* the Peak Hour Diagram does not include Bikes

**Session Parameters**

(Drop Down Menu)



All vehicles

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	Triangle Pkwy NW (South)						Triangle Pkwy NW (North)						Driveway						Metric Pl						
	Left 5.1	Thru 5.2	Right 5.3	U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7	U-Turn 5.8	App Total	Left 5.9	Thru 5.10	Right 5.11	U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15	U-Turn 5.16	App Total					
1630 - 1645	0	37	7	0	44	0	20	0	0	20	0	1	3	0	4	17	1	4	0	22	90				
1645 - 1700	1	48	5	0	54	0	11	0	0	11	0	0	3	0	3	7	0	1	0	8	76				
1700 - 1715	0	54	2	0	56	0	16	0	0	16	1	0	2	0	3	5	0	0	0	5	80				
1715 - 1730	0	55	3	0	58	0	17	0	0	17	0	0	1	0	1	9	0	1	0	10	86				
<b>Total</b>	1	194	17	0	212	0	64	0	0	64	1	1	9	0	11	38	1	6	0	45	332				
<b>Approach %</b>	0.47	91.51	8.02	0.00	0.00	0.00	100.00	0.00	0.00	0.00	9.09	9.09	81.82	0.00	0.00	84.44	2.22	13.33	0.00	0.00	-				
<b>PHF</b>	0.25	0.88	0.61	0.00	0.91	0.00	0.80	0.00	0.00	0.80	0.25	0.25	0.75	0.00	0.69	0.56	0.25	0.38	0.00	0.51	0.92				

Bikes

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	Triangle Pkwy NW (South)						Triangle Pkwy NW (North)						Driveway						Metric Pl						
	Left 5.1	Thru 5.2	Right 5.3	U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7	U-Turn 5.8	App Total	Left 5.9	Thru 5.10	Right 5.11	U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15	U-Turn 5.16	App Total					
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				
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				
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
<b>Approach %</b>	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	-				
<b>PHF</b>	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00				

Passenger Vehicles (1-3)

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	Triangle Pkwy NW (South)						Triangle Pkwy NW (North)						Driveway						Metric Pl						
	Left 5.1	Thru 5.2	Right 5.3	U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7	U-Turn 5.8	App Total	Left 5.9	Thru 5.10	Right 5.11	U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15	U-Turn 5.16	App Total					
1630 - 1645	0	37	7	0	44	0	20	0	0	20	0	1	3	0	4	17	1	4	0	22	90				
1645 - 1700	1	48	5	0	54	0	10	0	0	10	0	0	3	0	3	7	0	1	0	8	75				
1700 - 1715	0	54	2	0	56	0	16	0	0	16	1	0	2	0	3	5	0	0	0	5	80				
1715 - 1730	0	55	3	0	58	0	17	0	0	17	0	0	1	0	1	9	0	1	0	10	86				
<b>Total</b>	1	194	17	0	212	0	63	0	0	63	1	1	9	0	11	38	1	6	0	45	331				
<b>Approach %</b>	0.47	91.51	8.02	0.00	0.00	0.00	100.00	0.00	0.00	0.00	9.09	9.09	81.82	0.00	0.00	84.44	2.22	13.33	0.00	0.00	-				
<b>PHF</b>	0.25	0.88	0.61	0.00	0.91	0.00	0.79	0.00	0.00	0.79	0.25	0.25	0.75	0.00	0.69	0.56	0.25	0.38	0.00	0.51	0.92				

Single Unit Trucks (4-7)

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	Triangle Pkwy NW (South)						Triangle Pkwy NW (North)						Driveway						Metric Pl						
	Left 5.1	Thru 5.2	Right 5.3	U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7	U-Turn 5.8	App Total	Left 5.9	Thru 5.10	Right 5.11	U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15	U-Turn 5.16	App Total					
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	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1				
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				
<b>Total</b>	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1				
<b>Approach %</b>	0.00	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	-				
<b>PHF</b>	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25				

Combination Trucks (8-13)

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	Triangle Pkwy NW (South)						Triangle Pkwy NW (North)						Driveway						Metric Pl						
	Left 5.1	Thru 5.2	Right 5.3	U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7	U-Turn 5.8	App Total	Left 5.9	Thru 5.10	Right 5.11	U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15	U-Turn 5.16	App Total					
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				
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				
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
<b>Approach %</b>	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	-				
<b>PHF</b>	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	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 vehicles

Peachtree Corners, GA

### Site 5

Triangle Pkwy NW (South)  
Triangle Pkwy NW (North)  
Driveway  
Metric PI

### Date

Thursday, December 7, 2023

### Weather

Fair  
45°F  
[Click here for Detailed Weather](#)

### Lat/Long

33.975361°, -84.224110°  
[Click here for Map](#)

### 0700 - 0900 (Weekday 2h Session) (12-07-2023)

All vehicles

TIME	Northbound Triangle Pkwy NW (South)			Southbound Triangle Pkwy NW (North)			Eastbound Driveway			Westbound Metric PI			U-Turn	App	Int	Total					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru					Right	U-Turn	App		
	5.1	5.2	5.3	5.4	Total	5.5	5.6	5.7	5.8	Total	5.9	5.10					5.11	5.12	Total	5.13	5.14
0700 - 0715	1	7	24	0	32	0	18	1	0	19	0	0	0	0	0	3	0	1	0	4	55
0715 - 0730	2	10	12	1	25	3	17	0	0	20	0	0	0	0	0	4	0	1	0	5	50
0730 - 0745	3	12	15	0	30	4	19	0	0	23	0	0	0	0	0	5	0	0	0	5	58
0745 - 0800	1	36	25	0	62	2	49	0	0	51	0	0	1	0	1	6	0	0	0	6	120
Hourly Total	7	65	76	1	149	9	103	1	0	113	0	0	1	0	1	18	0	2	0	20	283
0800 - 0815	2	32	19	0	53	1	58	2	0	61	0	0	1	0	1	8	0	3	0	11	126
0815 - 0830	3	13	11	0	27	0	27	0	0	27	1	0	2	0	3	7	0	1	0	8	65
0830 - 0845	2	13	9	0	24	0	18	1	0	19	0	0	1	0	1	5	0	4	0	9	53
0845 - 0900	2	22	18	0	42	2	15	0	0	17	0	0	0	0	0	2	0	0	0	2	61
Hourly Total	9	80	57	0	146	3	118	3	0	124	1	0	4	0	5	22	0	8	0	30	305
Grand Total	16	145	133	1	295	12	221	4	0	237	1	0	5	0	6	40	0	10	0	50	588
Approach %	5.42	49.15	45.08	0.34	-	5.06	93.25	1.69	0.00	-	16.67	0.00	83.33	0.00	-	80.00	0.00	20.00	0.00	-	-
Intersection %	2.72	24.66	22.62	0.17	50.17	2.04	37.59	0.68	0.00	40.31	0.17	0.00	0.85	0.00	1.02	6.80	0.00	1.70	0.00	8.50	-
Heavy Vehicle %	6	1	2	100	2	0	0	0	-	0	100	-	0	-	17	0	-	0	-	0	1
PHF	0.75	0.65	0.70	0.00	0.69	0.44	0.66	0.25	0.00	0.66	0.25	0.00	0.50	0.00	0.42	0.81	0.00	0.33	0.00	0.68	0.73

### 1600 - 1800 (Weekday 2h Session) (12-07-2023)

All vehicles

TIME	Northbound Triangle Pkwy NW (South)			Southbound Triangle Pkwy NW (North)			Eastbound Driveway			Westbound Metric PI			U-Turn	App	Int	Total					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru					Right	U-Turn	App		
	5.1	5.2	5.3	5.4	Total	5.5	5.6	5.7	5.8	Total	5.9	5.10					5.11	5.12	Total	5.13	5.14
1600 - 1615	0	41	2	0	43	0	18	0	0	18	0	0	1	0	1	6	0	3	0	9	71
1615 - 1630	0	37	5	0	42	0	19	0	0	19	0	0	0	0	0	10	0	2	0	12	73
1630 - 1645	0	37	7	0	44	0	20	0	0	20	0	1	3	0	4	17	1	4	0	22	90
1645 - 1700	1	48	5	0	54	0	11	0	0	11	0	0	3	0	3	7	0	1	0	8	76
Hourly Total	1	163	19	0	183	0	68	0	0	68	0	1	7	0	8	40	1	10	0	51	310
1700 - 1715	0	54	2	0	56	0	16	0	0	16	1	0	2	0	3	5	0	0	0	5	80
1715 - 1730	0	55	3	0	58	0	17	0	0	17	0	0	1	0	1	9	0	1	0	10	86
1730 - 1745	0	54	2	0	56	0	5	0	0	5	0	0	0	0	0	15	0	3	0	18	79
1745 - 1800	0	45	2	0	47	0	5	0	0	5	0	0	0	0	0	9	0	1	0	10	62
Hourly Total	0	208	9	0	217	0	43	0	0	43	1	0	3	0	4	38	0	5	0	43	307
Grand Total	1	371	28	0	400	0	111	0	0	111	1	1	10	0	12	78	1	15	0	94	617
Approach %	0.25	92.75	7.00	0.00	-	0.00	100.00	0.00	0.00	-	8.33	8.33	83.33	0.00	-	82.98	1.06	15.96	0.00	-	-
Intersection %	0.16	60.13	4.54	0.00	64.83	0.00	17.99	0.00	0.00	17.99	0.16	0.16	1.62	0.00	1.94	12.64	0.16	2.43	0.00	15.24	-
Heavy Vehicle %	0	0	0	-	0	-	3	-	-	3	0	0	0	-	0	4	0	0	-	3	1
PHF	0.25	0.88	0.61	0.00	0.91	0.00	0.80	0.00	0.00	0.80	0.25	0.25	0.75	0.00	0.69	0.56	0.25	0.38	0.00	0.51	0.92



# Classified Turn Movement Count || Passenger Vehicles (1-3)



Peachtree Corners, GA

**Site 5**

Triangle Pkwy NW (South)  
 Triangle Pkwy NW (North)  
 Driveway  
 Metric PI

**Date**

Thursday, December 7, 2023

**Lat/Long**

33.975361°, -84.224110°  
[Click here for Map](#)

**Weather**

Fair  
 45°F  
[Click here for Detailed Weather](#)

**0700 - 0900 (Weekday 2h Session) (12-07-2023)**  
 Passenger Vehicles (1-3)

TIME	Northbound Triangle Pkwy NW (South)			Southbound Triangle Pkwy NW (North)			Eastbound Driveway			Westbound Metric PI			U-Turn	App Total	Int Total						
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru				Right	U-Turn	App Total			
	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	5.17	
0700 - 0715	1	7	23	0	31	0	18	1	0	19	0	0	0	0	0	3	0	1	0	4	54
0715 - 0730	2	10	12	0	24	3	17	0	0	20	0	0	0	0	0	4	0	1	0	5	49
0730 - 0745	3	11	15	0	29	4	19	0	0	23	0	0	0	0	0	5	0	0	0	5	57
0745 - 0800	1	36	24	0	61	2	49	0	0	51	0	0	1	0	1	6	0	0	0	6	119
Hourly Total	7	64	74	0	145	9	103	1	0	113	0	0	1	0	1	18	0	2	0	20	279
0800 - 0815	2	31	19	0	52	1	58	2	0	61	0	0	1	0	1	8	0	3	0	11	125
0815 - 0830	2	13	10	0	25	0	27	0	0	27	0	0	2	0	2	7	0	1	0	8	62
0830 - 0845	2	13	9	0	24	0	18	1	0	19	0	0	1	0	1	5	0	4	0	9	53
0845 - 0900	2	22	18	0	42	2	15	0	0	17	0	0	0	0	0	2	0	0	0	2	61
Hourly Total	8	79	56	0	143	3	118	3	0	124	0	0	4	0	4	22	0	8	0	30	301
Grand Total	15	143	130	0	288	12	221	4	0	237	0	0	5	0	5	40	0	10	0	50	580
Approach %	5.21	49.65	45.14	0.00	-	5.06	93.25	1.69	0.00	-	0.00	0.00	100.00	0.00	-	80.00	0.00	20.00	0.00	-	-
Intersection %	2.59	24.66	22.41	0.00	49.66	2.07	38.10	0.69	0.00	40.86	0.00	0.00	0.86	0.00	0.86	6.90	0.00	1.72	0.00	8.62	-

**1600 - 1800 (Weekday 2h Session) (12-07-2023)**

Passenger Vehicles (1-3)

TIME	Northbound Triangle Pkwy NW (South)			Southbound Triangle Pkwy NW (North)			Eastbound Driveway			Westbound Metric PI			U-Turn	App Total	Int Total						
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru				Right	U-Turn	App Total			
	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	5.17	
1600 - 1615	0	41	2	0	43	0	18	0	0	18	0	0	1	0	1	6	0	3	0	9	71
1615 - 1630	0	37	5	0	42	0	18	0	0	18	0	0	0	0	0	9	0	2	0	11	71
1630 - 1645	0	37	7	0	44	0	20	0	0	20	0	1	3	0	4	17	1	4	0	22	90
1645 - 1700	1	48	5	0	54	0	10	0	0	10	0	0	3	0	3	7	0	1	0	8	75
Hourly Total	1	163	19	0	183	0	66	0	0	66	0	1	7	0	8	39	1	10	0	50	307
1700 - 1715	0	54	2	0	56	0	16	0	0	16	1	0	2	0	3	5	0	0	0	5	80
1715 - 1730	0	55	3	0	58	0	17	0	0	17	0	0	1	0	1	9	0	1	0	10	86
1730 - 1745	0	54	2	0	56	0	4	0	0	4	0	0	0	0	0	14	0	3	0	17	77
1745 - 1800	0	45	2	0	47	0	5	0	0	5	0	0	0	0	0	8	0	1	0	9	61
Hourly Total	0	208	9	0	217	0	42	0	0	42	1	0	3	0	4	36	0	5	0	41	304
Grand Total	1	371	28	0	400	0	108	0	0	108	1	1	10	0	12	75	1	15	0	91	611
Approach %	0.25	92.75	7.00	0.00	-	0.00	100.00	0.00	0.00	-	8.33	8.33	83.33	0.00	-	82.42	1.10	16.48	0.00	-	-
Intersection %	0.16	60.72	4.58	0.00	65.47	0.00	17.68	0.00	0.00	17.68	0.16	0.16	1.64	0.00	1.96	12.27	0.16	2.45	0.00	14.89	-

# Classified Turn Movement Count || Single Unit Trucks (4-7)



Peachtree Corners, GA

**Site 5**  
 Triangle Pkwy NW (South)  
 Triangle Pkwy NW (North)  
 Driveway  
 Metric PI

**Date**  
 Thursday, December 7, 2023

**Lat/Long**  
 33.975361°, -84.224110°  
[Click here for Map](#)

**Weather**  
 Fair  
 45°F  
[Click here for Detailed Weather](#)

**0700 - 0900 (Weekday 2h Session) (12-07-2023)**  
 Single Unit Trucks (4-7)

TIME	Northbound Triangle Pkwy NW (South)			Southbound Triangle Pkwy NW (North)			Eastbound Driveway			Westbound Metric PI			U-Turn 5.16	App Total	Int Total						
	Left 5.1	Thru 5.2	Right 5.3	U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7	U-Turn 5.8	App Total	Left 5.9	Thru 5.10				Right 5.11	U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15
	0700 - 0715	0	0	1	0	1	0	0	0	0	0	0				0	0	0	0	0	0
0715 - 0730	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0730 - 0745	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0745 - 0800	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	1	2	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
0800 - 0815	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0815 - 0830	1	0	1	0	2	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	3
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	1	1	1	0	3	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	4
Grand Total	1	2	3	1	7	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	8
Approach %	14.29	28.57	42.86	14.29	-	0.00	0.00	0.00	0.00	-	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	12.50	25.00	37.50	12.50	87.50	0.00	0.00	0.00	0.00	0.00	12.50	0.00	0.00	0.00	12.50	0.00	0.00	0.00	0.00	0.00	

**1600 - 1800 (Weekday 2h Session) (12-07-2023)**  
 Single Unit Trucks (4-7)

TIME	Northbound Triangle Pkwy NW (South)			Southbound Triangle Pkwy NW (North)			Eastbound Driveway			Westbound Metric PI			U-Turn 5.16	App Total	Int Total						
	Left 5.1	Thru 5.2	Right 5.3	U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7	U-Turn 5.8	App Total	Left 5.9	Thru 5.10				Right 5.11	U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15
	1600 - 1615	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	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
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	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
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	1	0	0	1	0	0	0	0	0	1	0	0	0	1	2
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Hourly Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	0	0	0	2	3
Grand Total	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	2	0	0	0	2	5
Approach %	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	100.00	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	60.00	0.00	0.00	60.00	0.00	0.00	0.00	0.00	0.00	40.00	0.00	0.00	0.00	40.00	

Classified Turn Movement Count || Combination Trucks (8-13)

Peachtree Corners, GA

Site 5

Triangle Pkwy NW (South)  
Triangle Pkwy NW (North)  
Driveway  
Metric PI

Date

Thursday, December 7, 2023

Weather

Fair  
45°F

Lat/Long

33.975361°, -84.224110°  
[Click here for Map](#)

[Click here for Detailed Weather](#)

0700 - 0900 (Weekday 2h Session) (12-07-2023)  
Combination Trucks (8-13)

TIME	Northbound Triangle Pkwy NW (South)			Southbound Triangle Pkwy NW (North)			Eastbound Driveway			Westbound Metric PI			U-Turn 5.16	App Total	Int Total									
	Left 5.1	Thru 5.2	Right 5.3	U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7	U-Turn 5.8	App Total	Left 5.9	Thru 5.10				Right 5.11	U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15			
	0700 - 0715	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	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	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	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	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	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	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	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	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	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	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	-	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	0.00	0.00	0.00	0.00

1600 - 1800 (Weekday 2h Session) (12-07-2023)  
Combination Trucks (8-13)

TIME	Northbound Triangle Pkwy NW (South)			Southbound Triangle Pkwy NW (North)			Eastbound Driveway			Westbound Metric PI			U-Turn 5.16	App Total	Int Total									
	Left 5.1	Thru 5.2	Right 5.3	U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7	U-Turn 5.8	App Total	Left 5.9	Thru 5.10				Right 5.11	U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15			
	1600 - 1615	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	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	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	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	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	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	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	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	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	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	1	1
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	-	100.00	0.00	0.00	0.00	-	0.00	100.00	-	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	100.00	0.00	0.00	0.00	100.00	0.00	0.00	100.00	0.00

**Classified Turn Movement Count || All Trucks (4-13)**

Peachtree Corners, GA

**Site 5**

Triangle Pkwy NW (South)  
Triangle Pkwy NW (North)  
Driveway  
Metric PI

**Date**

Thursday, December 7, 2023

**Weather**

Fair  
45°F  
[Click here for Detailed Weather](#)

**Lat/Long**

33.975361°, -84.224110°  
[Click here for Map](#)

**0700 - 0900 (Weekday 2h Session) (12-07-2023)**  
All Trucks (4-13)

TIME	Northbound Triangle Pkwy NW (South)			Southbound Triangle Pkwy NW (North)			Eastbound Driveway			Westbound Metric PI			U-Turn 5.16	App Total	Int Total						
	Left 5.1	Thru 5.2	Right 5.3	U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7	U-Turn 5.8	App Total	Left 5.9	Thru 5.10				Right 5.11	U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15
	0700 - 0715	0	0	1	0	1	0	0	0	0	0	0				0	0	0	0	0	0
0715 - 0730	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0730 - 0745	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0745 - 0800	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	1	2	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
0800 - 0815	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0815 - 0830	1	0	1	0	2	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	3
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	1	1	1	0	3	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	4
Grand Total	1	2	3	1	7	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	8
Approach %	14.29	28.57	42.86	14.29	-	0.00	0.00	0.00	0.00	-	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	12.50	25.00	37.50	12.50	87.50	0.00	0.00	0.00	0.00	0.00	12.50	0.00	0.00	0.00	12.50	0.00	0.00	0.00	0.00	0.00	

**1600 - 1800 (Weekday 2h Session) (12-07-2023)**  
All Trucks (4-13)

TIME	Northbound Triangle Pkwy NW (South)			Southbound Triangle Pkwy NW (North)			Eastbound Driveway			Westbound Metric PI			U-Turn 5.16	App Total	Int Total						
	Left 5.1	Thru 5.2	Right 5.3	U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7	U-Turn 5.8	App Total	Left 5.9	Thru 5.10				Right 5.11	U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15
	1600 - 1615	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	1	0	0	1	0	0	0	0	0	1	0	0	0	1	2
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	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	1	0	0	0	1	3
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	1	0	0	1	0	0	0	0	0	1	0	0	0	1	2
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Hourly Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	0	0	0	2	3
Grand Total	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3	0	0	0	3	6
Approach %	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	100.00	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	50.00	0.00	0.00	50.00	0.00	0.00	0.00	0.00	0.00	50.00	0.00	0.00	0.00	50.00	

# Crosswalk Counts | Pedestrians



Peachtree Corners, GA

## Site 5

Triangle Pkwy NW (South)  
 Triangle Pkwy NW (North)  
 Driveway  
 Metric PI

## Date

Thursday, December 7, 2023

## Weather

Fair  
 45°F

[Click here for Detailed Weather](#)

## Lat/Long

33.975361°, -84.224110°

[Click here for Map](#)

## 0700 - 0900 (Weekday 2h Session) (12-07-2023)

Pedestrians

TIME	Northbound Triangle Pkwy NW (South)		Southbound Triangle Pkwy NW (North)			Eastbound Driveway			Westbound Metric PI			App Total	Int Total
	EB 5a	WB 5b	App Total	EB 5c	WB 5d	App Total	NB 5e	SB 5f	App Total	NB 5g	SB 5h		
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	1	0	1	1
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	1	0	1	1
Grand Total	0	0	0	0	0	0	0	0	0	1	0	1	1
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	100.00	0.00	-	-
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	100.00	0.00	100.00	-

## 1600 - 1800 (Weekday 2h Session) (12-07-2023)

Pedestrians

TIME	Northbound Triangle Pkwy NW (South)		Southbound Triangle Pkwy NW (North)			Eastbound Driveway			Westbound Metric PI			App Total	Int Total
	EB 5a	WB 5b	App Total	EB 5c	WB 5d	App Total	NB 5e	SB 5f	App Total	NB 5g	SB 5h		
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	1	1	2	2
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	1	1	2	2
1700 - 1715	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
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	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	1	1	2	2
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	50.00	50.00	-	-
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	50.00	50.00	100.00	-







# Project Fact Sheets



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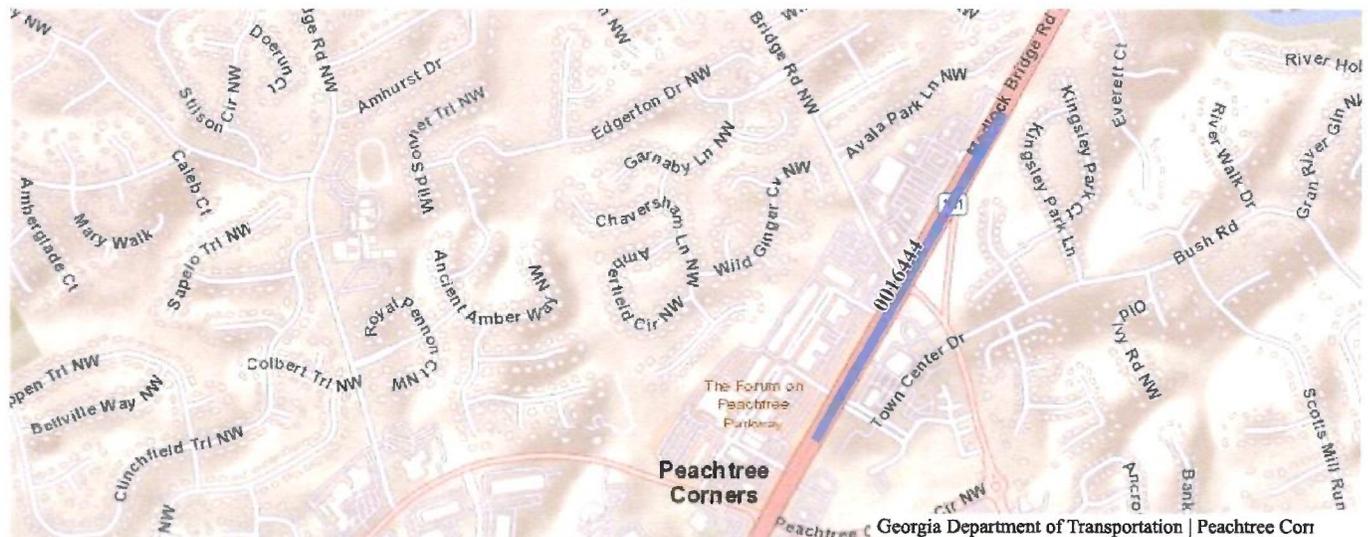
### SR 141 @ EAST JONES BRIDGE ROAD/MEDLOCK BRIDGE ROAD

Project ID:	0016444	Notice to Proceed Date:	
Project Manager:	Stanley K. Mack	Construction Percent Complete: %	
Office:	Traffic Operations	Current Completion Date:	
County:	Gwinnett	Work Completion Date:	
Congressional District:	007	Construction Contract Amount:	
State Senate District.:	048	Construction Contractor:	
State House District:	095	<a href="#">Preconstruction Status Report</a>	
Project Type:	Reconstruction/Rehabilitation	<a href="#">Construction Status Report</a>	
Project Status:	Construction Work Program		
Right of Way Authorization:		<a href="#">Contact Us</a>	

**Project Description:**

The proposed project would convert the intersection of SR 141 @ E Jones Bridge Road to a Median U-turn (MUT) intersection, removing the side street lefts from the intersection and instead having that traffic turn right and make a U-turn. This improvements also converts both adjacent intersections (Forum Drive and Wellington Shopping Center) into Restricted Crossing U-Turn (RCUT) intersections.

Activity	Program Year	Cost Estimate	Date of Last Estimate
PE (Preliminary Engineering)	2019	\$20,000.00	2/5/2019
PE (Preliminary Engineering)	2027	\$800,000.00	2/5/2019
ROW (Right of Way)	2028	\$700,000.00	
UTL (Utilities)	2029	\$165,000.00	
CST (Construction)	2029	\$6,368,135.00	



Project Documents

There are no items to show in this view.



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