



The following is the list of documents in this file:

- Data Collection Memos – North/South Connectivity Study (11/28/23)  
Labeled Documents 1A and 1B
- Benefit/Cost Analysis Worksheet – Lawrenceville Hwy @ Northlake/Cooledge  
Labeled Documents 2A, 2B and 2C
- Safety Screening Memo – Lawrenceville Hwy @ Northlake/Cooledge (5/16/24)  
Labeled Document 3
- Concept Design – Lawrenceville Hwy @ Northlake/Cooledge  
Labeled Document 4
- Concept Design – Lawrenceville Hwy @ Brockett  
Labeled Document 5
- North / South Connectivity Study (July, 2023)  
Labeled Document 6

## MEMORANDUM

To: Ken Hildebrandt, P.E., PTOE  
City of Tucker

From: Jourdyn R. Fuga, P.E., RSP<sub>2B</sub>  
Tyler Minkkinen  
Kimley-Horn

Date: November 28, 2023

Subject: Data Collection and Analysis: SR 8 at Brockett Road  
Tucker North-South Connectivity Study  
Tucker, Georgia

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### Introduction

The City of Tucker has had growing concerns over speeding and safety on its roadways, particularly on collector and arterial roadways located in more residential areas. To address these concerns, the City completed the North-South Connectivity Study, which evaluated six corridors that provide vital north-south connections through the city:

1. Montreal Road (East)
2. Montreal Road (West)
3. Cooledge Road
4. Brockett Road
5. Idlewood Road
6. Fellowship Road

As part of the North-South Connectivity Study, the City of Tucker retained Kimley-Horn and Associates, Inc., to complete data collection and analysis efforts for several study intersections in the study area. The purpose of this memorandum is to document these efforts completed for the intersection of SR 8 (US 29/Lawrenceville Highway) at Brockett Road. An intersection aerial is provided in **Attachment A**.

### Study Intersection

The intersection of SR 8 (US 29/Lawrenceville Highway) and Brockett Road is a four-leg intersection that operates with a mast-arm signal. At the study intersection, SR 8 is a four-lane, principal arterial oriented in the northeast-southwest direction (considered east-west). SR 8 has a posted speed limit of 45 miles per hour (mph) and is divided by a two-way, left-turn lane (TWLTL). Brockett Road is a two-lane, undivided, major collector oriented in the north-south direction with a posted speed limit of 40 mph on the south leg and 35 mph on the north leg.

The intersection of SR 8 at Brockett Road is located in central Tucker, approximately 2.3 miles east of the I-285 interchange with SR 8 and approximately 1.8 miles north of the US 78 (SR 410/Stone Mountain Parkway) interchange with Cooledge Road. Brockett Road meets SR 8 at a skew of approximately 70 degrees. All four approaches have a single, exclusive left-turn lane that operates with protected-permissive left-turn phasing controlled by a five-section signal head. The northbound and southbound approaches also have a single, exclusive right-turn lane.

Crosswalks are striped across all four legs of the intersection and feature countdown pedestrian signal heads with curb ramps at all four corners. Sidewalks are provided along both sides of SR 8 and both sides of the south leg of Brockett Road. A short sidewalk is provided along the north leg east side of Brockett Road that terminates immediately south of the railroad crossing north of SR 8. Metropolitan Atlanta Rapid Transit Authority (MARTA) Route 75 operates along SR 8. An eastbound bus stop is provided at the west leg of the intersection, and a westbound bus stop is provided on the east leg of the intersection.

The surrounding land uses are primarily commercial along SR 8 and the north leg of Brockett Road. The south leg of Brockett Road primarily consists of single-family residences, and Brockett Elementary School is located approximately 0.8 miles south of the study intersection.

## **Field Review**

A field review visit was completed on Monday, November 28, 2022, to assess the intersection's existing infrastructure and conditions. The following observations were noted:

- A traffic signal is located approximately 200 feet north of the study intersection at the intersection of Brockett Road at Moon Street/Railroad Avenue, and there is an at-grade rail crossing between the two traffic signals.
  - The proximity of the two traffic signals as well as the disruption of train crossings throughout the day create operational issues that extend beyond the study intersection.
  - Poor striping and lane alignments between the two intersections may contribute to driver confusion and present a safety hazard.
  - Traffic queues at both signalized intersections stacked on the rail crossing.
- Only a two-quadrant gate system, rather than a four-quadrant gate system, was provided at the rail crossing.
- Intersection sight distance to the left was impeded for northbound motorists because of a Christmas Tree lot in the southwest quadrant of the intersection.
- The overhead wayfinding signs over the north, east, and west legs of the intersection were faded and difficult to see.
- All signal heads had backplates with retroreflective borders.
- Blank-out signs were provided at the eastbound and westbound approaches for rail crossing preemptions at the crossing immediately north of the study intersection.
- Overhead street lighting was provided along both sides of SR 8.
- City staff indicated that there have been reports of drag racing through the study area with “donut” maneuvers at the study intersection late at night.

## Crash Analysis

Crash data was extracted for the study intersection from the Georgia Electronic Accident Reporting System (GEARS) and from the AASHTOWare Safety online crash analytics tool for the five-year period from January 1, 2017 to December 31, 2021. Because crash types can often be miscoded in the data due to the individual discretion of reporting law enforcement officers, the data coded for each crash was reviewed to analyze harmful events, directions of travel, and driving maneuvers to determine appropriate crash types; however, individual crash reports were not reviewed. The crash data is summarized in **Table 1**, and a crash data table is provided in **Attachment B**.

Table 1: Crash Data Summary

Year	Total Crashes	Fatal Crashes	Injury Crashes	Dark Crashes	Wet Crashes	Bike/Ped Crashes
2017	20	0	3	2	2	0
2018	25	0	13	5	3	0
2019	34	0	7	2	7	0
2020	19	0	8	3	2	0
2021	39	1	8	8	2	1
<b>Total</b>	<b>137</b>	<b>1</b>	<b>39</b>	<b>20</b>	<b>16</b>	<b>1</b>
Average	27.4	0.2	7.8	4.0	3.2	0.2
<i>Percent</i>		<i>0.7%</i>	<i>28.5%</i>	<i>14.6%</i>	<i>11.7%</i>	<i>0.7%</i>

Over the five-year crash history, a total of 137 crashes were reported at the study intersection, including 1 fatal crash and 39 injury crashes. The number of crashes per year increased from 20 crashes reported in 2017 to 39 crashes reported in 2021, with a dip in 2020 of 19 crashes reported. The crash data was manipulated to identify any trends in the circumstances surrounding the crashes and the following observations were made:

- Approximately 15 percent of the crashes occurred during dark conditions, and 12 percent occurred on wet pavement.
- The predominant crash types reported were rear-end crashes (64 crashes/47 percent), as summarized in **Table 2**. Rear-end crashes occurred most frequently in the westbound (39 percent), eastbound (31 percent), and northbound (28 percent) directions.
- The second most common crash types reported were same-direction sideswipe crashes (24 crashes/18 percent), 42 percent of which occurred westbound, 38 percent eastbound, and 17 percent of which occurred southbound.
- 14 angle crashes (6 percent), 13 left-turn crashes, and 6 right-turn crashes were reported at the study intersection.
  - Six of the angle crashes occurred between a northbound vehicle and an eastbound vehicle (43 percent), five occurred between a southbound vehicle and an eastbound vehicle (36 percent), and three occurred between a northbound vehicle and a westbound vehicle (21 percent).
  - Eight of the left-turn crashes (62 percent) involved a westbound vehicle attempting a left turn in the path of an eastbound vehicle. Six of these crashes occurred within the 24-month period between January 1, 2020 and December 31, 2021.



- Three of the left-turn crashes (23 percent) involved an eastbound vehicle attempting a left turn in the path of a westbound vehicle; one involved a northbound left-turning vehicle and one involved southbound left-turning vehicle.
- Three of the six right-turn crashes occurred at-fault northbound, and three occurred at-fault southbound.
- Crashes were most concentrated between 2:00 PM and 6:00 PM with the peak period for crash frequency occurring from 5:00 PM to 6:00 PM, as shown in **Figure 1**.

Table 2: Crashes by Type and Severity

Crash Type	Crash Severity	2017	2018	2019	2020	2021	Total		
Rear End	B	0	0	0	1	0	1	64	46.7%
	C	1	9	1	1	4	16		
	O	10	8	14	3	12	47		
Sideswipe – Same Direction	B	1	0	0	0	0	1	24	17.5%
	C	0	0	1	0	0	1		
	O	2	1	9	3	7	22		
Angle	K	0	0	0	0	1	1	14	10.2%
	A	0	0	1	0	0	1		
	B	0	0	1	0	0	1		
	C	0	1	2	1	2	6		
Left Turn	O	1	0	0	0	4	5	13	9.5%
	B	0	0	0	1	1	2		
	C	0	2	0	3	0	5		
	O	0	0	2	1	3	6		
Right Turn	B	0	0	1	0	0	1	6	4.4%
	C	0	0	0	1	0	1		
	O	1	1	1	1	0	4		
Backed Into	O	3	0	1	1	1	6	6	4.4%
Sideswipe – Opposite Direction	B	0	0	0	0	1	1	4	2.9%
	O	0	0	0	1	2	3		
Hit Mailbox	C	1	0	0	0	0	1	2	1.5%
	O	0	1	0	0	0	1		
Bicycle	O	0	0	0	0	1	1	1	0.7%
Head On	O	0	1	0	0	0	1	1	0.7%
Hit Signal Equipment	O	0	0	0	1	0	1	1	0.7%
Hit Curb	B	0	1	0	0	0	1	1	0.7%
Total	K	0	0	0	0	1	1	137	100%
	A	0	0	1	0	0	1		
	B	1	1	2	2	2	8		
	C	2	12	4	6	6	30		
	O	17	12	27	11	30	97		
	<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>		

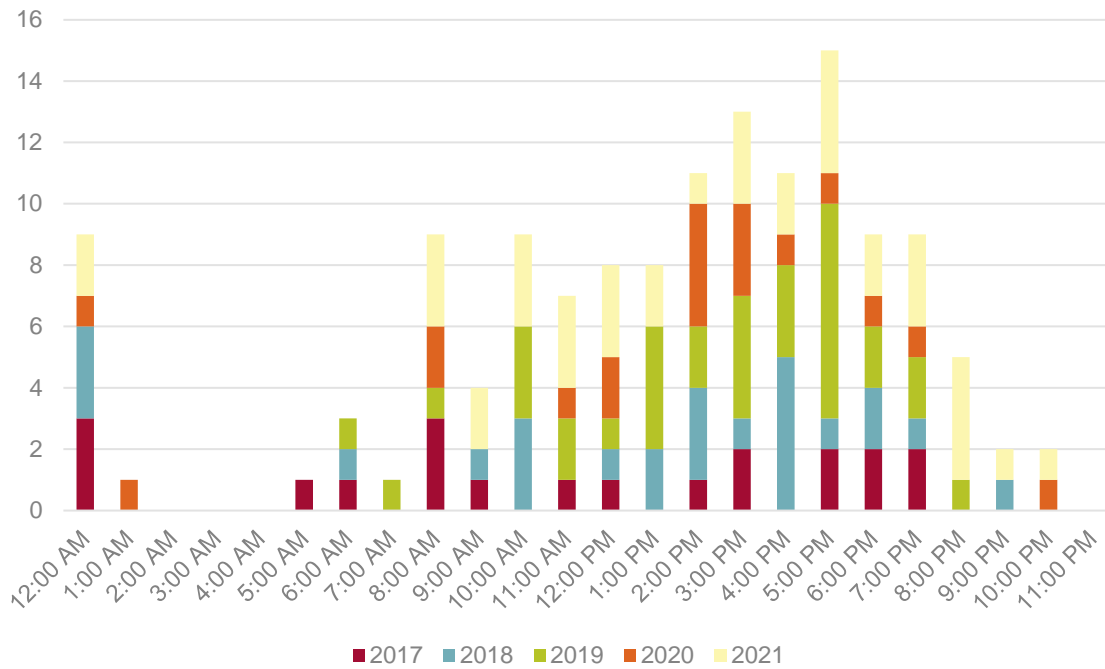


Figure 1: Crashes by Time of Day

Using the National Safety Council (NSC) “KABCO” injury severity scale, approximately 1 percent of the crashes were fatal (KABCO “K” rating) crashes, 1 percent were “serious injury” (KABCO “A” rating) crashes, 6 percent of the crashes were “visible injury” (KABCO “B” rating) crashes, 22 percent of the crashes were “complaint of injury” (KABCO “C” rating) crashes, and 71 percent of the crashes were property-damage-only crashes (“O” rating), as shown in **Figure 2**.

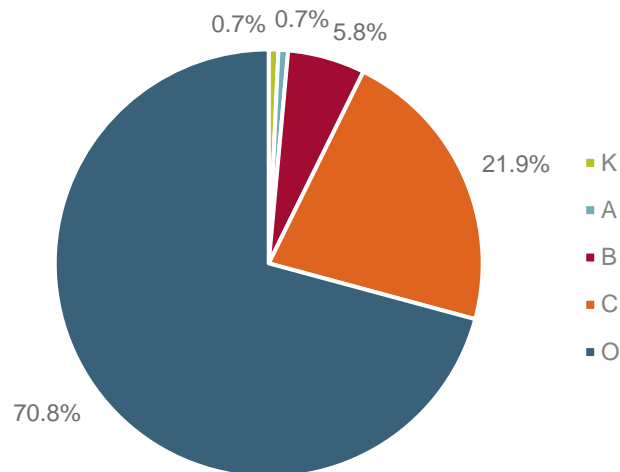


Figure 2: Crashes by Severity

The single fatal crash was a left-turn crash that occurred in 2021 during dark conditions. A motorist who was under the influence of alcohol was driving a tow truck westbound on SR 8. The motorist attempted a left turn onto Brockett Road during a permissive phase, directly in the path of an eastbound passenger car. The tow struck the passenger car, the driver of which sustained fatal injuries.

### Existing Traffic Volumes

Traffic count data was collected to understand existing traffic patterns and vehicle classification at the study intersection. One four-hour turning movement count (TMC) was collected on Tuesday, August 16, 2022 from 7:00 AM to 9:00 AM and from 4:00 PM to 6:00 PM to capture peak period conditions on a typical weekday. The four-hour TMCs included passenger car, heavy vehicle, bicycle, and pedestrian volumes to capture multimodal characteristics in the study area. A single, 24-hour bidirectional count was collected on the south leg of the intersection by the City of Tucker for a previous project from 12:00 AM to 11:59 PM on Tuesday, August 31, 2021.

The morning peak hour at the intersection was determined to be from 7:30 AM to 8:30 AM, and the evening peak hour was determined to be from 5:00 PM to 6:00 PM. Traffic count data is provided in **Attachment C**.

### Existing Capacity Analysis

Intersection capacity analyses were completed for Existing (2022) traffic conditions during the AM and PM peak hours using Trafficware’s Synchro 11.0 software, which applies methodologies outlined in the Highway Capacity Manual (HCM). Delay and level-of-service (LOS) were evaluated for the study intersection using the HCM’s LOS criteria for signalized intersections. The results of the Existing (2022) capacity analysis for the intersection are summarized in **Table 3**, and Synchro analysis reports are provided in **Attachment D**.

Table 3: Existing (2022) LOS and Delay

Peak Hour	LOS and Delay (sec)				
	Overall	NB	SB	EB	WB
AM	C (29.5)	E (72.7)	E (60.1)	B (15.1)	B (19.4)
PM	C (33.2)	F (86.3)	E (56.7)	C (22.7)	B (19.7)

The results of the Existing (2022) capacity analysis for the study intersection indicate that the intersection operates at LOS C during both peak hours, with 29.5 seconds of delay during the AM peak hour and 33.2 seconds of delay during the PM peak hour. Both the northbound and southbound approaches operate at LOS E during the AM peak hour, while the eastbound and westbound approaches operate at LOS B. During the PM peak hour, the northbound approach operates at LOS F with over 86 seconds of delay and the southbound approach operates at LOS E with nearly 57 seconds of delay.

### Recommendations

Building upon work previously completed as part of Tucker Tomorrow and the Tucker PATH Trail Master Plan, the findings from the Existing Conditions and Needs Assessment of the North-South

Connectivity Study were used to develop recommendations that support the City of Tucker in its vision of "connecting places and people with safe travel options, today, tomorrow." These recommendations build on the City's previous efforts and focus on operational and safety improvements that can be accomplished without major roadway widening. The following recommendations were identified at the intersection of SR 8 at Brockett Road:

- NS-106: Reconfigure the northbound approach of Brockett Road to offset the left-turn lane and align the through lane with the northbound through lane at Railroad Avenue
- NS-107: Replace all five-section signal heads with four-section signal heads with flashing yellow-arrows
- NS-108: Prohibit southbound right-turn movements on red
- NS-109: Consolidate driveways along both SR 8 approaches

Additionally, the following recommendations were identified for the intersection of Brockett Road at Moon Street/Railroad Avenue:

- NS-110: Install sidewalk along both sides of Brockett Road, between SR 8 and Moon Street/Railroad Avenue
- NS-111: Install a four-quadrant gate system at the railroad crossing
- NS-112: Install auxiliary signal heads on the back of the north SR 8 mast arm for southbound motorists
- NS-113: Repave and restripe Brockett Road at Moon Street/Railroad Avenue
- NS-114: Install shoulders along both sides of Brockett Road, if not implementing Project NS-106
- NS-115: Realign the intersection further north

A concept design that addresses these recommendations is provided in **Attachment E**.

## **Attachments**

The following attachments are included to supplement this memorandum:

Attachment A: Intersection Aerial

Attachment B: Crash Data Table

Attachment C: Traffic Count Data

Attachment D: Operational Analysis Reports

Attachment E: Concept Design

**Attachment A:  
Intersection Aerial**







**Attachment B:  
Crash Data Table**

## Attachment B: Crash Data Table

No	Crash No	Date	Time	Location	Severity	Crash Type	# of Vehicles	Direction 1	Direction 2	Lighting	Surface
1	6133234	2/28/2017	8:36	SR 8 at Brockett Rd	B	Sideswipe - Same Direction	2	West	West	Daylight	Dry
2	6157473	3/20/2017	19:18	SR 8 at Brockett Rd	O	Backed Into	2	North	West	Dawn	Dry
3	6168420	3/28/2017	0:00	SR 8 at Brockett Rd	O	Rear End	2	East	East	Dark-Lit	Wet
4	6192050	4/13/2017	9:18	SR 8 at Brockett Rd	O	Backed Into	2	South	West	Daylight	Dry
5	6198829	4/18/2017	17:39	SR 8 at Brockett Rd	O	Sideswipe - Same Direction	2	South	South	Daylight	Dry
6	6213000	5/1/2017	6:56	SR 8 at Brockett Rd	O	Rear End	2	West	West	Daylight	Dry
7	6229946	5/11/2017	18:17	Brockett Rd, 35 ft N of SR 8	O	Backed Into	2	North	None	Daylight	Dry
8	6240820	5/19/2017	0:00	SR 8 at Brockett Rd	O	Rear End	2	West	West	Daylight	Dry
9	6242786	5/21/2017	17:33	SR 8 at Brockett Rd	O	Rear End	2	East	East	Daylight	Dry
10	6248557	5/25/2017	5:42	SR 8 at Brockett Rd	O	Angle	2	North	East	Dark-Lit	Wet
11	6260249	6/2/2017	15:21	SR 8 at Brockett Rd	O	Rear End	2	North	North	Daylight	Dry
12	6266069	6/7/2017	18:19	SR 8 at Brockett Rd	O	Rear End	2	West	West	Daylight	Dry
13	6307693	7/13/2017	11:14	SR 8 at Brockett Rd	O	Sideswipe - Same Direction	2	West	West	Daylight	Dry
14	6309551	7/14/2017	15:36	SR 8, 83 ft W of Brockett Rd	O	Rear End	2	East	East	Daylight	Dry
15	6403234	9/22/2017	14:00	SR 8 at Brockett Rd	O	Right Turn	2	South	West	Daylight	Dry
16	6430138	10/17/2017	0:00	SR 8 at Brockett Rd	O	Rear End	2	East	East	Daylight	Dry
17	6431320	10/17/2017	19:26	SR 8 at Brockett Rd	C	Rear End	2	East	East	Daylight	Dry
18	6452264	10/31/2017	8:00	SR 8 at Brockett Rd	O	Rear End	2	West	West	Daylight	Dry
19	6458939	11/4/2017	12:35	SR 8 at Brockett Rd	C	Hit Mailbox	1	West	N/A	Daylight	Dry
20	6519795	12/19/2017	8:00	SR 8 at Brockett Rd	O	Rear End	2	West	West	Daylight	Dry
21	6539335	1/4/2018	18:48	SR 8 at Brockett Rd	C	Rear End	2	North	North	Dark-Lit	Dry
22	6607426	2/23/2018	0:09	SR 8 at Brockett Rd	C	Rear End	2	West	West	Dark-Lit	Dry
23	6616380	3/1/2018	19:20	SR 8 at Brockett Rd	C	Rear End	2	West	West	Dark-Lit	Wet
24	6641210	3/20/2018	16:30	SR 8 at Brockett Rd	O	Rear End	2	West	West	Daylight	Wet
25	6671831	4/13/2018	10:07	SR 8 at Brockett Rd	C	Rear End	2	North	North	Daylight	Dry
26	6701904	5/9/2018	14:16	SR 8 at Brockett Rd	O	Rear End	2	North	North	Daylight	Dry
27	6702033	5/9/2018	16:08	SR 8 at Brockett Rd	O	Right Turn	2	South	West	Daylight	Dry
28	6720031	5/22/2018	13:00	SR 8 at Brockett Rd	O	Rear End	2	West	West	Daylight	Dry
29	6750912	6/12/2018	12:30	SR 8 at Brockett Rd	O	Rear End	2	East	East	Daylight	Dry
30	6746039	6/13/2018	17:00	SR 8 at Brockett Rd	O	Head On	2	West	East	Daylight	Dry
31	6791134	7/14/2018	0:00	SR 8 at Brockett Rd	C	Rear End	2	North	North	Daylight	Dry
32	6841481	8/20/2018	0:00	SR 8 at Brockett Rd	C	Left Turn	2	West	East	Daylight	Dry
33	6846785	8/25/2018	10:30	SR 8 at Brockett Rd	C	Rear End	2	North	North	Daylight	Dry
34	6846921	8/25/2018	16:30	SR 8 at Brockett Rd	C	Rear End	2	East	East	Daylight	Dry
35	6846913	8/25/2018	18:18	SR 8 at Brockett Rd	C	Angle	2	South	East	Daylight	Dry



Attachment B: Crash Data Table

No	Crash No	Date	Time	Location	Severity	Crash Type	# of Vehicles	Direction 1	Direction 2	Lighting	Surface
36	6858544	9/3/2018	15:56	SR 8 at Brockett Rd	C	Rear End	2	West	West	Daylight	Dry
37	6874510	9/15/2018	14:40	SR 8 at Brockett Rd	O	Rear End	2	East	East	Daylight	Dry
38	6924375	10/22/2018	21:30	SR 8 at Brockett Rd	B	Hit Curb	1	East	N/A	Dark-Unlit	Dry
39	6929803	10/25/2018	16:52	SR 8 at Brockett Rd	O	Rear End	2	West	West	Daylight	Dry
40	6934176	10/30/2018	10:20	SR 8 at Brockett Rd	O	Rear End	2	North	North	Daylight	Dry
41	6938892	11/1/2018	6:37	SR 8 at Brockett Rd	C	Rear End	2	West	West	Dark-Lit	Dry
42	6942802	11/2/2018	13:00	SR 8 at Brockett Rd	O	Sideswipe - Same Direction	2	East	East	Daylight	Dry
43	6947596	11/6/2018	14:45	SR 8 at Brockett Rd	C	Left Turn	2	East	West	Daylight	Dry
44	6987632	12/4/2018	9:08	SR 8 at Brockett Rd	O	Rear End	2	West	West	Daylight	Dry
45	6993251	12/7/2018	16:00	SR 8 at Brockett Rd	O	Hit Mailbox	1	South	N/A	Daylight	Wet
46	7033212	1/7/2019	18:00	SR 8 at Brockett Rd	O	Rear End	2	East	East	Daylight	Dry
47	7050765	1/18/2019	17:05	SR 8 at Brockett Rd	C	Sideswipe - Same Direction	2	East	East	Daylight	Dry
48	7052360	1/20/2019	17:00	SR 8 at Brockett Rd	O	Sideswipe - Same Direction	2	East	East	Daylight	Dry
49	7063842	1/29/2019	19:29	SR 8 at Brockett Rd	O	Right Turn	2	North	East	Dawn	Dry
50	7066774	1/31/2019	14:03	SR 8 at Brockett Rd	O	Sideswipe - Same Direction	2	East	East	Daylight	Dry
51	7071120	2/4/2019	6:35	SR 8 at Brockett Rd	O	Sideswipe - Same Direction	2	East	East	Daylight	Dry
52	7090780	2/19/2019	16:36	SR 8 at Brockett Rd	O	Left Turn	2	West	East	Daylight	Wet
53	7093282	2/21/2019	11:48	SR 8 at Brockett Rd	O	Backed Into	2	South	West	Daylight	Wet
54	7101356	2/27/2019	10:20	SR 8 at Brockett Rd	O	Rear End	2	North	North	Daylight	Wet
55	7135179	3/22/2019	17:34	SR 8 at Brockett Rd	O	Rear End	3	East	East	Daylight	Dry
56	7136204	3/23/2019	17:48	SR 8 at Brockett Rd	A	Angle	2	North	West	Daylight	Dry
57	7219701	5/24/2019	13:40	SR 8 at Brockett Rd	O	Rear End	2	East	East	Daylight	Dry
58	7235977	6/5/2019	15:20	SR 8 at Brockett Rd	O	Rear End	2	East	East	Daylight	Dry
59	7246245	6/13/2019	16:00	SR 8 at Brockett Rd	O	Sideswipe - Same Direction	2	West	West	Daylight	Dry
60	7252077	6/18/2019	13:00	SR 8 at Brockett Rd	O	Rear End	2	East	East	Daylight	Wet
61	7255054	6/20/2019	17:00	SR 8 at Brockett Rd	O	Rear End	2	West	West	Daylight	Dry
62	7268127	7/1/2019	14:05	SR 8 at Brockett Rd	O	Sideswipe - Same Direction	2	West	West	Daylight	Dry
63	7273618	7/6/2019	16:50	SR 8 at Brockett Rd	C	Angle	4	South	East	Daylight	Dry
64	7282261	7/13/2019	12:00	SR 8 at Brockett Rd	O	Rear End	2	North	North	Daylight	Dry
65	7311147	8/7/2019	8:45	SR 8 at Brockett Rd	O	Left Turn	2	South	North	Daylight	Dry
66	7316778	8/12/2019	15:19	SR 8 at Brockett Rd	O	Sideswipe - Same Direction	2	East	East	Daylight	Dry
67	7330479	8/23/2019	11:30	SR 8 at Brockett Rd	O	Rear End	2	North	North	Daylight	Dry
68	7336376	8/27/2019	17:27	SR 8 at Brockett Rd	B	Angle	3	East	South	Daylight	Dry
69	7335194	8/27/2019	17:36	SR 8 at Brockett Rd	O	Sideswipe - Same Direction	2	West	West	Daylight	Dry
70	7335225	8/27/2019	19:01	SR 8 at Brockett Rd	B	Right Turn	2	North	East	Daylight	Dry

Attachment B: Crash Data Table

No	Crash No	Date	Time	Location	Severity	Crash Type	# of Vehicles	Direction 1	Direction 2	Lighting	Surface
71	7342232	9/3/2019	15:19	SR 8 at Brockett Rd	C	Angle	2	North	East	Daylight	Dry
72	7362034	9/20/2019	10:20	SR 8 at Brockett Rd	O	Rear End	2	West	West	Daylight	Dry
73	7402796	10/23/2019	18:30	SR 8 at Brockett Rd	O	Rear End	2	West	West	Daylight	Dry
74	7411643	10/30/2019	20:30	SR 8 at Brockett Rd	O	Sideswipe - Same Direction	2	West	West	Dark-Lit	Wet
75	7443749	11/20/2019	10:27	SR 8 at Brockett Rd	C	Rear End	2	West	West	Daylight	Dry
76	7443111	11/20/2019	13:54	SR 8 at Brockett Rd	O	Sideswipe - Same Direction	2	East	East	Daylight	Dry
77	7468536	12/9/2019	15:28	SR 8 at Brockett Rd	O	Rear End	2	North	North	Daylight	Dry
78	7479822	12/17/2019	7:05	SR 8 at Brockett Rd	O	Rear End	2	North	North	Dark-Unlit	Wet
79	7487380	12/21/2019	13:50	SR 8 at Brockett Rd	O	Rear End	2	East	East	Daylight	Wet
80	7538626	2/4/2020	19:15	SR 8 at Brockett Rd	C	Right Turn	2	North	East	Dark-Lit	Dry
81	7541947	2/7/2020	8:21	SR 8 at Brockett Rd	C	Rear End	2	North	North	Dawn	Wet
82	7546199	2/10/2020	14:50	SR 8 at Brockett Rd	O	Sideswipe - Same Direction	2	West	West	Daylight	Dry
83	7573524	3/5/2020	12:45	SR 8 at Brockett Rd	O	Rear End	2	West	West	Daylight	Dry
84	7613914	4/13/2020	12:50	SR 8 at Brockett Rd	B	Rear End	2	West	West	Daylight	Dry
85	7624090	4/28/2020	11:03	SR 8 at Brockett Rd	O	Sideswipe - Opposite Direction	2	North	South	Daylight	Dry
86	7635916	5/12/2020	15:14	SR 8 at Brockett Rd	O	Sideswipe - Same Direction	2	North	North	Daylight	Dry
87	7661099	6/10/2020	17:30	SR 8 at Brockett Rd	O	Sideswipe - Same Direction	2	East	East	Daylight	Wet
88	7735464	8/12/2020	0:00	SR 8 at Brockett Rd	B	Left Turn	2	East	West	Daylight	Dry
89	7760546	9/2/2020	14:30	SR 8 at Brockett Rd	O	Backed Into	2	West	West	Daylight	Dry
90	7770466	9/11/2020	1:25	SR 8 at Brockett Rd	O	Rear End	2	East	East	Daylight	Dry
91	7771620	9/12/2020	22:19	SR 8 at Brockett Rd	C	Left Turn	2	West	East	Dark-Lit	Dry
92	7782399	9/22/2020	18:10	SR 8 at Brockett Rd	O	Right Turn	2	South	West	Daylight	Dry
93	7793073	10/1/2020	8:18	SR 8 at Brockett Rd	C	Left Turn	2	West	East	Daylight	Dry
94	7811279	10/15/2020	14:52	SR 8 at Brockett Rd	C	Angle	2	North	West	Daylight	Dry
95	7828211	10/29/2020	14:19	SR 8 at Brockett Rd	O	Left Turn	2	East	West	Daylight	Dry
96	7837345	11/2/2020	15:30	SR 8 at Brockett Rd	O	Rear End	2	South	South	Daylight	Dry
97	7840584	11/6/2020	15:40	SR 8 at Brockett Rd	C	Left Turn	4	West	East	Dark-Lit	Dry
98	7890134	12/16/2020	16:12	SR 8 at Brockett Rd	O	Hit Signal Equipment	1	East	N/A	Daylight	Dry
99	7907944	1/2/2021	10:54	SR 8 at Brockett Rd	O	Angle	2	North	East	Daylight	Dry
100	7938095	1/30/2021	20:25	SR 8 at Brockett Rd	O	Sideswipe - Opposite Direction	2	East	West	Dark-Lit	Dry
101	7943728	2/4/2021	15:03	SR 8 at Brockett Rd	O	Rear End	3	West	West	Daylight	Dry
102	7944959	2/5/2021	19:13	SR 8 at Brockett Rd	C	Angle	2	North	East	Dark-Lit	Dry
103	7945086	2/5/2021	19:35	SR 8 at Brockett Rd	O	Rear End	2	West	West	Dark-Lit	Dry
104	7950731	2/10/2021	21:12	SR 8 at Brockett Rd	B	Sideswipe - Opposite Direction	3	East	West	Dark-Lit	Dry
105	8008479	4/1/2021	15:43	SR 8 at Brockett Rd	O	Rear End	2	East	East	Daylight	Dry

## Attachment B: Crash Data Table

No	Crash No	Date	Time	Location	Severity	Crash Type	# of Vehicles	Direction 1	Direction 2	Lighting	Surface
106	8009489	4/2/2021	13:47	SR 8 at Brockett Rd	O	Rear End	2	East	East	Daylight	Dry
107	8020054	4/12/2021	0:00	SR 8 at Brockett Rd	O	Rear End	2	North	North	Dark-Lit	Dry
108	8021957	4/13/2021	10:01	SR 8 at Brockett Rd	O	Left Turn	2	West	East	Daylight	Dry
109	8025451	4/15/2021	18:33	SR 8 at Brockett Rd	O	Angle	2	East	North	Daylight	Dry
110	8026912	4/16/2021	17:38	SR 8 at Brockett Rd	O	Sideswipe - Same Direction	2	West	West	Daylight	Dry
111	8069288	5/20/2021	19:48	SR 8 at Brockett Rd	O	Angle	3	North	West	Daylight	Dry
112	8096573	6/12/2021	12:20	SR 8 at Brockett Rd	O	Rear End	3	West	West	Daylight	Dry
113	8114660	6/26/2021	0:00	SR 8 at Brockett Rd	C	Rear End	2	East	East	Daylight	Dry
114	8138285	7/15/2021	18:30	SR 8 at Brockett Rd	O	Bicycle	1	N/A	East	Daylight	Dry
115	8139873	7/16/2021	20:00	SR 8 at Brockett Rd	C	Rear End	3	West	West	Dawn	Wet
116	8168516	8/9/2021	9:50	SR 8 at Brockett Rd	O	Sideswipe - Opposite Direction	2	North	South	Daylight	Dry
117	8172793	8/12/2021	11:15	SR 8, 52 ft E of Brockett Rd	O	Sideswipe - Same Direction	2	West	West	Daylight	Dry
118	8185252	8/22/2021	12:19	SR 8 at Brockett Rd	O	Rear End	2	North	North	Daylight	Dry
119	8188345	8/24/2021	17:45	SR 8 at Brockett Rd	O	Rear End	2	West	West	Daylight	Dry
120	8194651	8/30/2021	8:17	Brockett Rd, 47 ft S of SR 8	O	Rear End	2	North	North	Daylight	Dry
121	8200177	9/2/2021	20:31	SR 8, 10 ft W of Brockett Rd	C	Rear End	3	West	West	Dark-Unlit	Dry
122	8201912	9/4/2021	10:30	SR 8 at Brockett Rd	O	Rear End	2	East	East	Daylight	Dry
123	8202274	9/4/2021	17:40	SR 8 at Brockett Rd	C	Angle	2	East	North	Daylight	Dry
124	8222964	9/13/2021	16:42	SR 8 at Brockett Rd	C	Rear End	2	North	North	Daylight	Dry
125	8225350	9/15/2021	11:30	SR 8 at Brockett Rd	O	Backed Into	2	North	North	Daylight	Dry
126	8243477	9/20/2021	8:30	SR 8 at Brockett Rd	O	Rear End	2	North	North	Daylight	Wet
127	8237216	9/23/2021	16:03	SR 8 at Brockett Rd	O	Sideswipe - Same Direction	2	South	South	Daylight	Dry
128	8238059	9/24/2021	13:00	SR 8 at Brockett Rd	O	Sideswipe - Same Direction	2	East	East	Daylight	Dry
129	8280168	10/25/2021	8:50	SR 8 at Brockett Rd	B	Left Turn	2	West	East	Daylight	Dry
130	8300272	11/7/2021	22:33	SR 8 at Brockett Rd	K	Angle	2	South	East	Dark-Lit	Dry
131	8300699	11/8/2021	11:48	SR 8 at Brockett Rd	O	Left Turn	2	West	East	Daylight	Dry
132	8314628	11/17/2021	15:13	SR 8 at Brockett Rd	O	Sideswipe - Same Direction	2	South	South	Daylight	Dry
133	8321235	11/22/2021	12:12	SR 8 at Brockett Rd	O	Left Turn	2	North	South	Daylight	Dry
134	8324304	11/24/2021	20:05	SR 8 at Brockett Rd	O	Rear End	2	East	East	Dark-Unlit	Dry
135	8328296	11/29/2021	9:59	SR 8 at Brockett Rd	O	Angle	2	East	South	Daylight	Dry
136	8330695	11/30/2021	17:32	SR 8 at Brockett Rd	O	Sideswipe - Same Direction	2	South	South	Daylight	Dry
137	8370113	12/29/2021	14:20	SR 8 at Brockett Rd	O	Sideswipe - Same Direction	2	West	West	Daylight	Dry

**Attachment C:  
Traffic Count Data**



(303) 216-2439  
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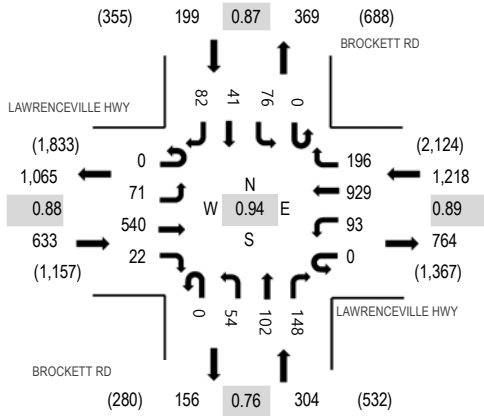
Location: 17A BROCKETT RD & LAWRENCEVILLE HWY AM

Date: Tuesday, August 16, 2022

Peak Hour: 07:30 AM - 08:30 AM

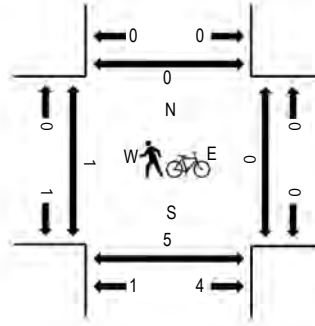
Peak 15-Minutes: 07:45 AM - 08:00 AM

### Peak Hour - Motorized Vehicles



Note: Total study counts contained in parentheses.

### Peak Hour - Pedestrians/Bicycles in Crosswalk



### Traffic Counts - Motorized Vehicles

Interval Start Time	LAWRENCEVILLE HWY Eastbound				LAWRENCEVILLE HWY Westbound				BROCKETT RD Northbound				BROCKETT RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	17	77	3	0	15	144	33	0	4	16	16	0	9	8	13	355	2,013	0	0	0	0
7:15 AM	0	20	99	7	0	13	163	59	0	12	34	29	0	15	9	20	480	2,245	0	0	0	0
7:30 AM	0	21	129	7	0	10	187	42	0	21	28	55	0	13	12	28	553	2,354	0	0	0	0
7:45 AM	0	15	159	5	0	27	270	48	0	10	25	32	0	11	11	12	625	2,299	0	0	4	0
8:00 AM	0	17	119	9	0	31	238	49	0	11	27	31	0	29	11	15	587	2,155	1	0	0	0
8:15 AM	0	18	133	1	0	25	234	57	0	12	22	30	0	23	7	27	589		0	0	0	0
8:30 AM	0	22	126	1	0	22	202	32	0	4	22	37	0	8	8	14	498		0	0	0	0
8:45 AM	0	16	131	5	0	19	171	33	0	6	15	33	0	23	14	15	481		0	0	1	0

### Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	4	0	0	0	7	0	0	0	0	0	0	0	0	0	11
Lights	0	66	505	22	0	90	895	193	0	54	100	145	0	71	40	68	2,249
Mediums	0	5	31	0	0	3	27	3	0	0	2	3	0	5	1	14	94
Total	0	71	540	22	0	93	929	196	0	54	102	148	0	76	41	82	2,354



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**Location:** 17A BROCKETT RD & LAWRENCEVILLE HWY PM

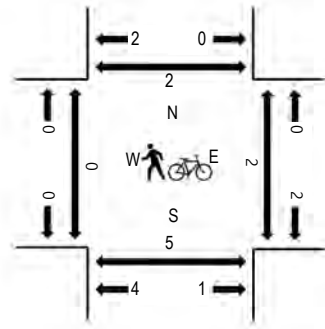
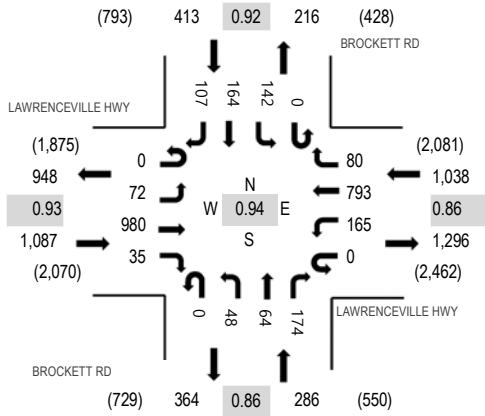
**Date:** Tuesday, August 16, 2022

**Peak Hour:** 05:00 PM - 06:00 PM

**Peak 15-Minutes:** 05:30 PM - 05:45 PM

**Peak Hour - Motorized Vehicles**

**Peak Hour - Pedestrians/Bicycles in Crosswalk**



Note: Total study counts contained in parentheses.

**Traffic Counts - Motorized Vehicles**

Interval Start Time	LAWRENCEVILLE HWY Eastbound				LAWRENCEVILLE HWY Westbound				BROCKETT RD Northbound				BROCKETT RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	20	191	15	0	44	186	20	0	8	14	34	0	32	36	27	627	2,670	0	0	0	0
4:15 PM	0	19	244	12	0	46	237	23	0	6	13	43	0	18	29	25	715	2,752	0	1	2	1
4:30 PM	0	15	244	6	0	40	186	14	0	14	16	43	0	35	48	31	692	2,729	0	0	3	0
4:45 PM	0	15	191	11	0	40	177	30	0	11	13	49	0	42	38	19	636	2,790	0	1	0	0
5:00 PM	0	27	259	6	0	45	196	20	0	10	12	35	0	34	41	24	709	2,824	0	0	1	1
5:15 PM	0	14	225	6	0	42	186	20	0	16	15	52	0	41	46	29	692		0	0	1	0
5:30 PM	0	15	255	16	0	44	225	22	0	11	15	48	0	38	38	26	753		0	0	2	0
5:45 PM	0	16	241	7	0	34	186	18	0	11	22	39	0	29	39	28	670		0	2	0	0

**Peak Rolling Hour Flow Rates**

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	2	0	0	0	6	0	0	0	0	0	0	0	0	0	8
Lights	0	65	961	34	0	164	776	80	0	48	63	173	0	140	164	101	2,769
Mediums	0	7	17	1	0	1	11	0	0	0	1	1	0	2	0	6	47
Total	0	72	980	35	0	165	793	80	0	48	64	174	0	142	164	107	2,824

Tucker, GA  
Bi-Directional Speed & Class Count

Site 1  
Brockett Rd,  
north of Archdale Dr

M  
[www.mti.com](http://www.mti.com)

Lat/Long  
33.847760, -84.223090

Date  
Tuesday, August 31, 2021

Weather  
Light Rain Shower  
74°F

0000 - 2400 (Weekday 24h Session)

Time	Northbound, (Movement 1.1)													15min Total
	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	
0000 - 0015	0	4	1	0	0	0	0	0	0	0	0	0	0	5
0015 - 0030	0	2	0	0	0	0	0	0	0	0	0	0	0	2
0030 - 0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0045 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100 - 0115	0	3	0	0	0	0	0	0	0	0	0	0	0	3
0115 - 0130	0	1	0	0	0	0	0	0	0	0	0	0	0	1
0130 - 0145	0	5	0	0	0	0	0	0	0	0	0	0	0	5
0145 - 0200	0	2	0	0	0	0	0	0	0	0	0	0	0	2
0200 - 0215	0	3	0	0	0	0	0	0	0	0	0	0	0	3
0215 - 0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230 - 0245	0	2	0	0	0	0	0	0	0	0	0	0	0	2
0245 - 0300	0	0	1	0	0	0	0	0	0	0	0	0	0	1
0300 - 0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315 - 0330	0	2	0	0	0	0	0	0	0	0	0	0	0	2
0330 - 0345	0	1	0	0	0	0	0	0	0	0	0	0	0	1
0345 - 0400	0	2	0	0	0	0	0	0	0	0	0	0	0	2
0400 - 0415	0	4	0	0	0	0	0	0	0	0	0	0	0	4
0415 - 0430	0	4	0	0	0	0	0	0	0	0	0	0	0	4
0430 - 0445	0	7	0	0	0	0	0	0	0	0	0	0	0	7
0445 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500 - 0515	0	5	3	0	0	0	0	0	0	0	0	0	0	8
0515 - 0530	0	5	3	1	0	0	0	0	0	0	0	0	0	9
0530 - 0545	0	7	1	0	0	0	0	0	0	0	0	0	0	8
0545 - 0600	0	9	7	0	1	0	0	0	0	0	0	0	0	17
0600 - 0615	0	13	3	0	1	0	0	0	0	0	0	0	0	17
0615 - 0630	0	16	4	0	1	0	0	0	0	0	0	0	0	21
0630 - 0645	0	21	8	0	0	0	0	0	0	0	0	0	0	29
0645 - 0700	0	25	3	0	0	0	0	2	0	0	0	0	0	30
0700 - 0715	0	35	7	0	2	0	0	2	0	0	0	0	0	46
0715 - 0730	0	57	13	3	0	0	0	0	0	0	0	0	0	73
0730 - 0745	0	73	14	1	1	0	0	0	0	0	0	0	0	89
0745 - 0800	1	68	14	1	2	0	0	0	0	0	0	0	0	86
0800 - 0815	0	50	5	0	3	0	0	0	0	0	0	0	0	58
0815 - 0830	0	55	5	2	1	0	0	2	0	0	0	0	0	65
0830 - 0845	0	42	8	0	0	0	0	0	0	0	0	0	0	50
0845 - 0900	1	54	8	0	0	0	0	0	0	0	0	0	0	63
0900 - 0915	0	42	9	0	1	0	0	0	0	0	0	0	0	52
0915 - 0930	0	39	9	2	2	0	0	0	0	0	0	0	0	52
0930 - 0945	0	35	3	0	1	0	0	1	0	0	0	0	0	40
0945 - 1000	0	44	6	0	1	0	0	1	0	0	0	0	0	52
1000 - 1015	0	32	5	1	2	0	0	0	0	0	0	0	0	40
1015 - 1030	0	33	6	1	0	0	0	0	0	0	0	0	0	40
1030 - 1045	0	17	3	0	3	0	0	0	0	0	0	0	0	23
1045 - 1100	0	33	6	0	3	0	0	0	0	0	0	0	0	42
1100 - 1115	0	36	4	0	1	0	0	0	0	0	0	0	0	41
1115 - 1130	0	32	8	1	0	0	0	0	0	0	0	0	0	41
1130 - 1145	0	37	12	0	0	0	0	0	0	0	0	0	0	49
1145 - 1200	0	36	9	0	1	0	0	0	1	0	0	0	0	47
1200 - 1215	0	35	6	1	0	0	0	1	0	0	0	0	0	43
1215 - 1230	0	47	8	0	1	0	0	0	0	0	0	0	0	56
1230 - 1245	0	39	4	0	0	0	0	0	0	0	0	0	0	43
1245 - 1300	0	44	5	0	1	0	0	1	0	0	0	0	0	51
1300 - 1315	0	29	8	0	1	0	0	0	0	0	0	0	0	38
1315 - 1330	0	40	8	0	2	0	0	0	0	0	0	0	0	50
1330 - 1345	0	44	2	0	0	0	0	0	0	0	0	0	0	46
1345 - 1400	0	22	4	3	3	0	0	0	0	0	0	0	0	32
1400 - 1415	0	38	6	0	0	0	0	0	1	0	0	0	0	45
1415 - 1430	0	45	10	1	1	0	0	0	0	0	0	0	0	57
1430 - 1445	0	39	7	1	2	0	0	1	0	0	0	0	0	50
1445 - 1500	0	37	2	0	1	0	0	0	0	0	0	0	0	40
1500 - 1515	1	58	8	1	1	0	0	0	0	0	0	0	0	69
1515 - 1530	0	35	8	0	0	0	0	2	0	0	0	0	0	45
1530 - 1545	0	51	8	1	1	0	0	2	0	0	0	0	0	63
1545 - 1600	0	57	8	1	1	0	0	1	0	0	0	0	0	68
1600 - 1615	1	40	10	0	1	0	0	1	1	0	0	0	0	54
1615 - 1630	0	45	5	0	0	0	0	0	0	0	0	0	0	50
1630 - 1645	0	44	5	0	0	0	0	2	0	0	0	0	0	53
1645 - 1700	1	48	6	0	0	0	0	2	0	0	0	0	0	57
1700 - 1715	0	44	10	0	1	0	0	1	0	0	0	0	0	56
1715 - 1730	0	30	6	0	2	0	0	0	0	0	0	0	0	38
1730 - 1745	1	31	5	0	0	0	0	0	0	0	0	0	0	37
1745 - 1800	0	60	6	0	0	0	0	0	0	0	0	0	0	66
1800 - 1815	0	45	6	0	2	0	0	0	0	0	0	0	0	53
1815 - 1830	0	33	3	0	0	0	0	0	0	0	0	0	0	36
1830 - 1845	0	40	7	0	0	0	0	0	0	0	0	0	0	47
1845 - 1900	0	35	4	0	0	0	0	0	0	0	0	0	0	39
1900 - 1915	0	17	2	0	1	0	0	0	0	0	0	0	0	20
1915 - 1930	0	33	3	0	0	0	0	0	0	0	0	0	0	36
1930 - 1945	0	16	2	0	0	0	0	1	0	0	0	0	0	19
1945 - 2000	0	16	2	0	0	0	0	0	0	0	0	0	0	18
2000 - 2015	0	23	1	0	0	0	0	0	0	0	0	0	0	24
2015 - 2030	0	22	0	0	0	0	0	0	0	0	0	0	0	22
2030 - 2045	0	22	5	0	0	0	0	0	0	0	0	0	0	27
2045 - 2100	0	21	1	0	0	0	0	0	0	0	0	0	0	22
2100 - 2115	0	13	3	0	1	0	0	0	0	0	0	0	0	17
2115 - 2130	0	11	2	1	1	0	0	0	0	0	0	0	0	15
2130 - 2145	0	11	0	0	0	0	0	0	0	0	0	0	0	11
2145 - 2200	0	15	5	0	0	0	0	0	0	0	0	0	0	20
2200 - 2215	0	7	1	0	0	0	0	0	0	0	0	0	0	8
2215 - 2230	0	15	1	0	0	0	0	0	0	0	0	0	0	16
2230 - 2245	0	7	0	0	0	0	0	0	0	0	0	0	0	7
2245 - 2300	0	11	2	0	0	0	0	0	0	0	0	0	0	13
2300 - 2315	0	4	0	1	0	0	0	0	0	0	0	0	0	5
2315 - 2330	0	7	0	0	0	0	0	0	0	0	0	0	0	7
2330 - 2345	0	2	0	0	0	0	0	0	0	0	0	0	0	2
2345 - 0000	0	6	0	0	0	0	0	0	0	0	0	0	0	6
Session Total	6	2423	393	24	53	0	0	23	3	0	0	0	0	2925
Session Average	0.06	25.24	4.09	0.25	0.55	0.00	0.00	0.24	0.03	0.00	0.00	0.00	0.00	30.47
Session Percentage	0.21	82.84	13.44	0.82	1.81	0.00	0.00	0.79	0.10	0.00	0.00	0.00	0.00	
AM Peak Hour	0700 - 0800	0715 - 0815	0700 - 0800	0700 - 0800	0730 - 0830	-	-	0615 - 0715	-	-	-	-	-	0715 - 0815
AM Peak Hour Volume	1	248	48	5	7	0	0	4	0	0	0	0	0	306
Noon Peak Hour	1415 - 1515	1445 - 1545	1115 - 1215	1345 - 1445	1000 - 1100	-	-	1445 - 1545	1100 - 1200	-	-	-	-	1445 - 1545
Noon Peak Hour Volume	1	181	35	5	8	0	0	4	1	0	0	0	0	217
PM Peak Hour	1600 - 1700	1500 - 1600	1515 - 1615	1500 - 1600	1630 - 1730	-	-	1515 - 1615	1515 - 1615	-	-	-	-	1500 - 1600
PM Peak Hour Volume	2	201	34	3	5	0	0	6	1	0	0	0	0	245

Tucker, GA  
Bi-Directional Speed & Class Count

Site 1  
Brockett Rd,  
north of Archdale Dr

M  
[www.mti](http://www.mti)

Lat/Long  
33.847760, -84.223090

Date  
Tuesday, August 31, 2021

Weather  
Light Rain Shower  
74°F

0000 - 2400 (Weekday 24h Session)

Time	Southbound, (Movement 1,2)													15min Total
	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	
0000 - 0015	0	5	0	0	0	0	0	0	0	0	0	0	0	6
0015 - 0030	0	4	0	0	0	0	0	0	0	0	0	0	0	4
0030 - 0045	0	1	0	0	0	0	0	0	0	0	0	0	0	1
0045 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100 - 0115	0	3	0	0	0	0	0	0	0	0	0	0	0	3
0115 - 0130	0	3	0	0	0	0	0	0	0	0	0	0	0	3
0130 - 0145	0	2	0	0	0	0	0	0	0	0	0	0	0	2
0145 - 0200	0	5	2	0	0	0	0	0	0	0	0	0	0	7
0200 - 0215	0	2	0	0	0	0	0	0	0	0	0	0	0	2
0215 - 0230	0	2	1	0	0	0	0	0	0	0	0	0	0	3
0230 - 0245	0	3	0	0	0	0	0	0	0	0	0	0	0	3
0245 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300 - 0315	0	1	0	0	0	0	0	0	0	0	0	0	0	1
0315 - 0330	0	4	0	0	0	0	0	0	0	0	0	0	0	4
0330 - 0345	0	1	0	0	0	0	0	0	0	0	0	0	0	1
0345 - 0400	0	3	0	0	0	0	0	0	0	0	0	0	0	3
0400 - 0415	0	1	0	0	0	0	0	0	0	0	0	0	0	1
0415 - 0430	0	3	0	0	0	0	0	0	0	0	0	0	0	3
0430 - 0445	0	1	0	0	0	0	0	0	0	0	0	0	0	1
0445 - 0500	0	0	1	0	0	0	0	0	0	0	0	0	0	1
0500 - 0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0515 - 0530	0	3	0	0	0	0	0	0	0	0	0	0	0	3
0530 - 0545	0	9	2	0	0	0	0	0	0	0	0	0	0	11
0545 - 0600	0	1	1	0	0	0	0	0	0	0	0	0	0	2
0600 - 0615	0	2	1	0	0	0	0	0	0	0	0	0	0	3
0615 - 0630	0	9	2	0	1	0	0	0	0	0	0	0	0	12
0630 - 0645	0	5	0	0	0	0	0	0	0	0	0	0	0	5
0645 - 0700	0	12	1	0	2	0	0	0	0	0	0	0	0	15
0700 - 0715	0	16	0	3	0	0	0	1	0	0	0	0	0	20
0715 - 0730	0	19	3	0	1	0	0	0	0	0	0	0	0	23
0730 - 0745	0	22	3	1	0	0	0	1	0	0	1	0	0	28
0745 - 0800	0	31	3	0	0	0	0	0	0	0	0	0	0	34
0800 - 0815	1	27	3	0	0	0	0	0	0	0	0	0	0	31
0815 - 0830	0	21	7	0	1	0	0	0	0	0	0	0	0	29
0830 - 0845	0	30	2	0	1	0	0	0	0	0	0	0	0	33
0845 - 0900	0	24	5	1	0	0	0	0	0	0	0	0	0	30
0900 - 0915	0	18	5	0	2	1	0	0	0	0	0	0	0	26
0915 - 0930	0	33	5	0	0	1	0	0	0	0	0	0	0	39
0930 - 0945	0	27	8	0	0	0	0	0	0	0	0	0	0	35
0945 - 1000	0	31	5	0	0	0	0	0	0	0	0	0	0	36
1000 - 1015	0	21	3	0	0	0	0	0	0	0	0	0	0	24
1015 - 1030	1	28	4	0	3	0	0	0	0	0	0	0	0	36
1030 - 1045	0	24	7	0	0	0	0	0	0	0	0	0	0	31
1045 - 1100	0	30	7	0	0	0	0	0	0	0	0	0	0	37
1100 - 1115	0	23	6	1	0	0	0	0	0	0	0	0	0	30
1115 - 1130	0	24	7	1	2	2	0	0	0	0	0	0	0	36
1130 - 1145	0	29	8	0	0	0	0	0	0	0	0	0	0	37
1145 - 1200	0	29	6	1	0	0	0	1	0	0	0	0	0	37
1200 - 1215	0	38	9	1	1	1	0	0	0	0	0	0	0	50
1215 - 1230	0	35	5	0	0	0	0	0	0	0	0	0	0	40
1230 - 1245	0	38	8	0	0	0	0	0	0	0	0	0	0	42
1245 - 1300	1	28	6	0	0	0	0	0	0	0	0	0	0	35
1300 - 1315	0	21	5	0	2	0	0	0	0	0	0	0	0	28
1315 - 1330	0	32	6	0	3	0	0	0	0	0	0	0	0	41
1330 - 1345	0	25	7	0	1	0	0	0	0	0	0	0	0	33
1345 - 1400	0	37	12	4	1	0	0	0	0	0	0	0	0	47
1400 - 1415	0	32	6	3	0	0	0	1	0	0	0	0	0	42
1415 - 1430	0	43	6	2	0	0	0	1	0	0	0	0	0	52
1430 - 1445	0	36	8	1	1	0	0	0	0	0	0	0	0	46
1445 - 1500	0	52	8	0	1	1	0	0	0	0	0	0	0	62
1500 - 1515	0	41	12	1	2	0	0	0	0	0	0	0	0	56
1515 - 1530	0	52	11	3	3	0	0	0	0	0	0	0	0	69
1530 - 1545	0	50	12	5	1	2	0	1	1	0	0	0	0	72
1545 - 1600	0	60	18	2	2	2	0	0	0	0	0	0	0	84
1600 - 1615	0	63	9	0	0	0	0	0	0	0	0	0	0	72
1615 - 1630	0	72	12	2	0	1	0	2	0	0	0	0	0	89
1630 - 1645	0	59	19	1	1	1	0	0	0	0	0	0	0	81
1645 - 1700	0	54	14	4	0	0	0	0	0	0	0	0	0	72
1700 - 1715	0	87	13	1	0	1	0	0	0	0	0	0	0	102
1715 - 1730	0	83	12	0	0	0	0	0	0	0	0	0	0	95
1730 - 1745	1	41	9	0	0	1	0	0	0	0	0	0	0	52
1745 - 1800	0	78	9	0	1	0	0	1	0	0	0	0	0	89
1800 - 1815	1	52	8	3	1	1	0	1	0	0	0	0	0	67
1815 - 1830	1	50	9	3	0	1	1	0	0	0	0	0	0	65
1830 - 1845	1	40	3	1	0	1	0	1	0	0	0	0	0	47
1845 - 1900	0	43	6	0	1	0	0	0	0	0	0	0	0	50
1900 - 1915	0	40	4	2	0	0	0	0	0	0	0	0	0	46
1915 - 1930	0	52	8	0	0	0	0	2	0	0	0	0	0	62
1930 - 1945	0	24	0	0	0	0	0	0	0	0	0	0	0	24
1945 - 2000	0	19	4	0	0	0	0	0	0	0	0	0	0	23
2000 - 2015	0	36	4	0	0	0	0	1	0	0	0	0	0	41
2015 - 2030	0	25	5	0	1	0	0	0	0	0	0	0	0	31
2030 - 2045	0	25	2	0	0	0	0	0	0	0	0	0	0	27
2045 - 2100	0	31	5	0	0	0	0	0	0	0	0	0	0	36
2100 - 2115	0	16	3	0	0	1	0	0	0	0	0	0	0	20
2115 - 2130	0	14	2	0	0	0	0	0	0	0	0	0	0	16
2130 - 2145	0	19	4	1	0	0	0	0	0	0	0	0	0	24
2145 - 2200	0	22	1	2	0	0	0	0	0	0	0	0	0	25
2200 - 2215	0	11	2	0	0	0	0	0	0	0	0	0	0	13
2215 - 2230	0	14	1	0	0	0	0	0	0	0	0	0	0	15
2230 - 2245	0	10	1	0	0	0	0	0	0	0	0	0	0	11
2245 - 2300	0	9	0	0	0	0	0	0	0	0	0	0	0	9
2300 - 2315	0	7	2	0	0	0	0	0	0	0	0	0	0	9
2315 - 2330	0	7	2	0	0	0	0	0	0	0	0	0	0	9
2330 - 2345	0	5	0	0	0	0	0	0	0	0	0	0	0	5
2345 - 0000	0	4	0	0	0	0	0	0	0	0	0	0	0	4
Session Total	7	2320	420	50	36	18	1	15	1	0	1	0	1	2870
Session Average	0.07	24.17	4.38	0.52	0.38	0.19	0.01	0.16	0.01	0.00	0.01	0.00	0.01	29.90
Session Percentage	0.24	80.84	14.63	1.74	1.25	0.63	0.03	0.52	0.03	0.00	0.03	0.00	0.03	
AM Peak Hour	0715 - 0815	0915 - 1015	0845 - 0945	0645 - 0745	0815 - 0915	0830 - 0930	-	0645 - 0745	-	-	0645 - 0745	-	-	0900 - 1000
AM Peak Hour Volume	1	112	23	4	4	2	0	2	0	0	1	0	0	136
Noon Peak Hour	1000 - 1100	1445 - 1545	1445 - 1545	1345 - 1445	1300 - 1400	1115 - 1215	-	1145 - 1245	1445 - 1545	-	-	-	1300 - 1400	1445 - 1545
Noon Peak Hour Volume	1	195	43	10	7	3	0	2	1	0	0	0	1	259
PM Peak Hour	1730 - 1830	1700 - 1800	1545 - 1645	1500 - 1600	1500 - 1600	1530 - 1630	1730 - 1830	1530 - 1630	1500 - 1600	-	-	-	-	1630 - 1730
PM Peak Hour Volume	3	289	58	11	8	5	1	3	1	0	0	0	0	350



Tucker, GA  
Bi-Directional Speed & Class Count

Site 1  
Brockett Rd,  
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Lat/Long  
33.847760, -84.223090

Date  
Tuesday, August 31, 2021

Weather  
Light Rain Shower  
74°F

0000 - 2400 (Weekday 24h Session)

Time	Bi-Directional 15min													15min Total
	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	
0000 - 0015	0	10	1	0	0	0	0	0	0	0	0	0	0	11
0015 - 0030	0	6	0	0	0	0	0	0	0	0	0	0	0	6
0030 - 0045	0	1	0	0	0	0	0	0	0	0	0	0	0	1
0045 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100 - 0115	0	6	0	0	0	0	0	0	0	0	0	0	0	6
0115 - 0130	0	4	0	0	0	0	0	0	0	0	0	0	0	4
0130 - 0145	0	7	0	0	0	0	0	0	0	0	0	0	0	7
0145 - 0200	0	7	2	0	0	0	0	0	0	0	0	0	0	9
0200 - 0215	0	5	0	0	0	0	0	0	0	0	0	0	0	5
0215 - 0230	0	2	1	0	0	0	0	0	0	0	0	0	0	3
0230 - 0245	0	5	0	0	0	0	0	0	0	0	0	0	0	5
0245 - 0300	0	0	1	0	0	0	0	0	0	0	0	0	0	1
0300 - 0315	0	1	0	0	0	0	0	0	0	0	0	0	0	1
0315 - 0330	0	6	0	0	0	0	0	0	0	0	0	0	0	6
0330 - 0345	0	2	0	0	0	0	0	0	0	0	0	0	0	2
0345 - 0400	0	5	0	0	0	0	0	0	0	0	0	0	0	5
0400 - 0415	0	1	0	0	0	0	0	0	0	0	0	0	0	1
0415 - 0430	0	7	0	0	0	0	0	0	0	0	0	0	0	7
0430 - 0445	0	8	0	0	0	0	0	0	0	0	0	0	0	8
0445 - 0500	0	0	1	0	0	0	0	0	0	0	0	0	0	1
0500 - 0515	0	5	3	0	0	0	0	0	0	0	0	0	0	8
0515 - 0530	0	8	3	1	0	0	0	0	0	0	0	0	0	12
0530 - 0545	0	16	3	0	0	0	0	0	0	0	0	0	0	19
0545 - 0600	0	10	8	0	1	0	0	0	0	0	0	0	0	19
0600 - 0615	0	15	4	0	1	0	0	0	0	0	0	0	0	20
0615 - 0630	0	25	6	0	2	0	0	0	0	0	0	0	0	33
0630 - 0645	0	26	8	0	0	0	0	0	0	0	0	0	0	34
0645 - 0700	0	37	4	0	0	0	0	0	0	0	0	0	0	45
0700 - 0715	0	51	7	3	2	0	0	3	0	0	0	0	0	66
0715 - 0730	0	76	16	3	1	0	0	0	0	0	0	0	0	96
0730 - 0745	0	95	17	2	1	0	0	1	0	0	1	0	0	117
0745 - 0800	1	99	17	1	2	0	0	0	0	0	0	0	0	120
0800 - 0815	1	77	8	0	3	0	0	0	0	0	0	0	0	89
0815 - 0830	0	76	12	2	2	0	0	2	0	0	0	0	0	94
0830 - 0845	0	72	10	0	1	0	0	0	0	0	0	0	0	83
0845 - 0900	1	78	13	1	0	0	0	0	0	0	0	0	0	93
0900 - 0915	0	60	14	0	3	1	0	0	0	0	0	0	0	78
0915 - 0930	0	72	14	2	2	1	0	0	0	0	0	0	0	91
0930 - 0945	0	62	11	0	1	0	0	1	0	0	0	0	0	75
0945 - 1000	0	75	11	0	1	0	0	0	0	0	0	0	0	88
1000 - 1015	0	53	8	1	2	0	0	0	0	0	0	0	0	64
1015 - 1030	1	61	10	1	3	0	0	0	0	0	0	0	0	76
1030 - 1045	0	41	10	0	3	0	0	0	0	0	0	0	0	54
1045 - 1100	0	63	13	0	3	0	0	0	0	0	0	0	0	79
1100 - 1115	0	59	10	1	1	0	0	0	0	0	0	0	0	71
1115 - 1130	0	56	15	2	2	0	0	0	0	0	0	0	0	77
1130 - 1145	0	66	20	0	2	0	0	0	0	0	0	0	0	86
1145 - 1200	0	65	15	1	1	0	0	1	1	0	0	0	0	84
1200 - 1215	0	73	15	2	1	1	0	1	0	0	0	0	0	93
1215 - 1230	0	82	13	0	1	0	0	0	0	0	0	0	0	96
1230 - 1245	0	72	12	0	0	0	0	0	0	0	0	0	0	85
1245 - 1300	1	72	11	0	1	0	0	1	0	0	0	0	0	86
1300 - 1315	0	50	13	0	3	0	0	0	0	0	0	0	0	66
1315 - 1330	0	72	14	0	5	0	0	0	0	0	0	0	0	91
1330 - 1345	0	69	9	0	1	0	0	0	0	0	0	0	0	79
1345 - 1400	0	59	16	7	4	0	0	0	0	0	0	0	1	87
1400 - 1415	0	70	12	3	0	0	0	1	1	0	0	0	0	87
1415 - 1430	0	88	16	3	1	0	0	1	0	0	0	0	0	109
1430 - 1445	0	75	15	2	3	0	0	1	0	0	0	0	0	96
1445 - 1500	0	89	10	0	2	1	0	0	0	0	0	0	0	102
1500 - 1515	1	99	20	2	3	0	0	0	0	0	0	0	0	125
1515 - 1530	0	87	19	3	3	0	0	2	0	0	0	0	0	114
1530 - 1545	0	101	20	6	2	2	0	3	1	0	0	0	0	135
1545 - 1600	0	117	26	3	3	2	0	1	0	0	0	0	0	152
1600 - 1615	1	103	19	0	1	0	0	1	1	0	0	0	0	126
1615 - 1630	0	117	17	2	0	1	0	2	0	0	0	0	0	139
1630 - 1645	0	103	24	1	3	1	0	2	0	0	0	0	0	134
1645 - 1700	1	102	20	4	0	0	0	2	0	0	0	0	0	129
1700 - 1715	0	131	23	1	1	1	0	1	0	0	0	0	0	158
1715 - 1730	0	113	18	0	2	0	0	0	0	0	0	0	0	133
1730 - 1745	2	72	14	0	0	1	0	0	0	0	0	0	0	89
1745 - 1800	0	138	15	0	1	0	0	1	0	0	0	0	0	155
1800 - 1815	1	97	14	3	3	1	0	1	0	0	0	0	0	120
1815 - 1830	1	83	12	3	0	1	0	1	0	0	0	0	0	101
1830 - 1845	1	80	10	1	0	1	0	1	0	0	0	0	0	94
1845 - 1900	0	78	10	0	1	0	0	0	0	0	0	0	0	89
1900 - 1915	0	57	6	2	1	0	0	0	0	0	0	0	0	66
1915 - 1930	0	85	11	0	0	0	0	2	0	0	0	0	0	98
1930 - 1945	0	40	2	0	0	0	0	1	0	0	0	0	0	43
1945 - 2000	0	35	6	0	0	0	0	0	0	0	0	0	0	41
2000 - 2015	0	59	5	0	0	0	0	1	0	0	0	0	0	65
2015 - 2030	0	47	5	0	1	0	0	0	0	0	0	0	0	53
2030 - 2045	0	47	7	0	0	0	0	0	0	0	0	0	0	54
2045 - 2100	0	52	6	0	0	0	0	0	0	0	0	0	0	58
2100 - 2115	0	29	6	0	1	1	0	0	0	0	0	0	0	37
2115 - 2130	0	25	4	1	1	0	0	0	0	0	0	0	0	31
2130 - 2145	0	30	4	1	0	0	0	0	0	0	0	0	0	35
2145 - 2200	0	37	6	2	0	0	0	0	0	0	0	0	0	45
2200 - 2215	0	18	3	0	0	0	0	0	0	0	0	0	0	21
2215 - 2230	0	29	2	0	0	0	0	0	0	0	0	0	0	31
2230 - 2245	0	17	1	0	0	0	0	0	0	0	0	0	0	18
2245 - 2300	0	20	2	0	0	0	0	0	0	0	0	0	0	22
2300 - 2315	0	11	2	1	0	0	0	0	0	0	0	0	0	14
2315 - 2330	0	14	2	0	0	0	0	0	0	0	0	0	0	16
2330 - 2345	0	7	0	0	0	0	0	0	0	0	0	0	0	7
2345 - 0000	0	10	0	0	0	0	0	0	0	0	0	0	0	10
Session Total	13	4743	813	74	89	18	1	38	4	0	1	0	1	5795
Session Average	0.14	49.41	8.47	0.77	0.93	0.19	0.01	0.40	0.04	0.00	0.01	0.00	0.01	60.36
Session Percentage	0.22	81.85	14.03	1.28	1.54	0.31	0.02	0.66	0.07	0.00	0.02	0.00	0.02	
AM Peak Hour	0715 - 0815	0715 - 0815	0715 - 0815	0700 - 0800	0945 - 1045	0830 - 0930	-	0645 - 0745	-	-	0645 - 0745	-	-	0715 - 0815
AM Peak Hour Volume	2	347	58	9	9	2	0	6	0	0	1	0	0	422
Noon Peak Hour	1000 - 1100	1445 - 1545	1445 - 1545	1345 - 1445	1300 - 1400	1115 - 1215	-	1445 - 1545	1100 - 1200	-	-	-	1300 - 1400	1445 - 1545
Noon Peak Hour Volume	1	376	69	15	13	3	0	5	1	0	0	0	1	476
PM Peak Hour	1730 - 1830	1700 - 1800	1545 - 1645	1500 - 1600	1500 - 1600	1530 - 1630	1730 - 1830	1515 - 1615	1515 - 1615	-	-	-	-	1615 - 1715
PM Peak Hour Volume	4	454	86	14	11	5	1	7	2	0	0	0	0	560

**Tucker, GA**  
Bi-Directional Speed & Class Count

**Site 1**  
Brockett Rd,  
north of Archdale Dr

**Lat/Long**  
33.847760,-84.223090

**Date**  
Tuesday, August 31, 2021

**Weather**  
Light Rain Shower  
74°F

0000 - 2400 (Weekday 24h Session)

Time	Volume Summary 15min		15min Total
	NB	SB	
0000 - 0015	5	6	11
0015 - 0030	2	4	6
0030 - 0045	0	1	1
0045 - 0100	0	0	0
0100 - 0115	3	3	6
0115 - 0130	1	3	4
0130 - 0145	5	2	7
0145 - 0200	2	7	9
0200 - 0215	3	2	5
0215 - 0230	0	3	3
0230 - 0245	2	3	5
0245 - 0300	1	0	1
0300 - 0315	0	1	1
0315 - 0330	2	4	6
0330 - 0345	1	1	2
0345 - 0400	2	3	5
0400 - 0415	0	1	1
0415 - 0430	4	3	7
0430 - 0445	7	1	8
0445 - 0500	0	1	1
0500 - 0515	8	0	8
0515 - 0530	9	3	12
0530 - 0545	8	11	19
0545 - 0600	17	2	19
0600 - 0615	17	3	20
0615 - 0630	21	12	33
0630 - 0645	29	5	34
0645 - 0700	30	15	45
0700 - 0715	46	20	66
0715 - 0730	73	23	96
0730 - 0745	89	28	117
0745 - 0800	86	34	120
0800 - 0815	58	31	89
0815 - 0830	65	29	94
0830 - 0845	50	33	83
0845 - 0900	63	30	93
0900 - 0915	52	26	78
0915 - 0930	52	39	91
0930 - 0945	40	35	75
0945 - 1000	52	36	88
1000 - 1015	40	24	64
1015 - 1030	40	36	76
1030 - 1045	23	31	54
1045 - 1100	42	37	79
1100 - 1115	41	30	71
1115 - 1130	41	36	77
1130 - 1145	49	37	86
1145 - 1200	47	37	84
1200 - 1215	43	50	93
1215 - 1230	56	40	96
1230 - 1245	43	42	85
1245 - 1300	51	35	86
1300 - 1315	38	28	66
1315 - 1330	50	41	91
1330 - 1345	46	33	79
1345 - 1400	32	55	87
1400 - 1415	45	42	87
1415 - 1430	57	52	109
1430 - 1445	50	46	96
1445 - 1500	40	62	102
1500 - 1515	69	56	125
1515 - 1530	45	69	114
1530 - 1545	63	72	135
1545 - 1600	68	84	152
1600 - 1615	54	72	126
1615 - 1630	50	89	139
1630 - 1645	53	81	134
1645 - 1700	57	72	129
1700 - 1715	56	102	158
1715 - 1730	38	95	133
1730 - 1745	37	52	89
1745 - 1800	66	89	155
1800 - 1815	53	67	120
1815 - 1830	36	65	101
1830 - 1845	47	47	94
1845 - 1900	39	50	89
1900 - 1915	20	46	66
1915 - 1930	36	62	98
1930 - 1945	19	24	43
1945 - 2000	18	23	41
2000 - 2015	24	41	65
2015 - 2030	22	31	53
2030 - 2045	27	27	54
2045 - 2100	22	36	58
2100 - 2115	17	20	37
2115 - 2130	15	16	31
2130 - 2145	11	24	35
2145 - 2200	20	25	45
2200 - 2215	8	13	21
2215 - 2230	16	15	31
2230 - 2245	7	11	18
2245 - 2300	13	9	22
2300 - 2315	5	9	14
2315 - 2330	7	7	14
2330 - 2345	2	5	7
2345 - 0000	6	4	10
<b>Session Total</b>	<b>2925</b>	<b>2870</b>	<b>5795</b>
<b>Session Average</b>	<b>30.47</b>	<b>29.90</b>	<b>60.36</b>
<b>Session Percentage</b>	<b>50.47</b>	<b>49.53</b>	

Tucker, GA  
Bi-Directional Speed & Class Count



Marr Traffic Inc  
[www.marrtraffic.com](http://www.marrtraffic.com)

Site 1  
Brockett Rd,  
north of Archdale Dr

Lat/Long  
33.847760,-84.223090

Date  
Tuesday, August 31, 2021

Weather  
Light Rain Shower  
74°F

0000 - 2400 (Weekday 24h Session)

Northbound, (Movement 1.1)														60min
Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
0000 - 0100	0	6	1	0	0	0	0	0	0	0	0	0	0	7
0100 - 0200	0	11	0	0	0	0	0	0	0	0	0	0	0	11
0200 - 0300	0	5	1	0	0	0	0	0	0	0	0	0	0	6
0300 - 0400	0	5	0	0	0	0	0	0	0	0	0	0	0	5
0400 - 0500	0	11	0	0	0	0	0	0	0	0	0	0	0	11
0500 - 0600	0	26	14	1	1	0	0	0	0	0	0	0	0	42
0600 - 0700	0	75	18	0	2	0	0	2	0	0	0	0	0	97
0700 - 0800	1	233	48	5	5	0	0	2	0	0	0	0	0	294
0800 - 0900	1	201	26	2	4	0	0	2	0	0	0	0	0	236
0900 - 1000	0	160	27	2	5	0	0	2	0	0	0	0	0	196
1000 - 1100	0	115	20	2	8	0	0	0	0	0	0	0	0	145
1100 - 1200	0	141	33	1	2	0	0	0	1	0	0	0	0	178
1200 - 1300	0	165	23	1	2	0	0	2	0	0	0	0	0	193
1300 - 1400	0	135	22	3	6	0	0	0	0	0	0	0	0	166
1400 - 1500	0	159	25	2	4	0	0	1	1	0	0	0	0	192
1500 - 1600	1	201	32	3	3	0	0	5	0	0	0	0	0	245
1600 - 1700	2	177	26	0	3	0	0	5	1	0	0	0	0	214
1700 - 1800	1	165	27	0	3	0	0	1	0	0	0	0	0	197
1800 - 1900	0	153	20	0	2	0	0	0	0	0	0	0	0	175
1900 - 2000	0	82	9	0	1	0	0	1	0	0	0	0	0	93
2000 - 2100	0	88	7	0	0	0	0	0	0	0	0	0	0	95
2100 - 2200	0	50	10	1	2	0	0	0	0	0	0	0	0	63
2200 - 2300	0	40	4	0	0	0	0	0	0	0	0	0	0	44
2300 - 2400	0	19	0	1	0	0	0	0	0	0	0	0	0	20

Session Total	6	2423	393	24	53	0	0	23	3	0	0	0	0	2925
Session Average	0.25	100.96	16.38	1.00	2.21	0.00	0.00	0.96	0.13	0.00	0.00	0.00	0.00	121.88
Session Percentage	0.21	82.84	13.44	0.82	1.81	0.00	0.00	0.79	0.10	0.00	0.00	0.00	0.00	

AM Peak Hour	0700 - 0800	0700 - 0800	0700 - 0800	0700 - 0800	0700 - 0800	-	-	0600 - 0700	-	-	-	-	-	0700 - 0800
AM Peak Hour Volume	1	233	48	5	5	0	0	2	0	0	0	0	0	294

Noon Peak Hour	-	1200 - 1300	1100 - 1200	1300 - 1400	1000 - 1100	-	-	1200 - 1300	1100 - 1200	-	-	-	-	1200 - 1300
Noon Peak Hour Volume	0	165	33	3	8	0	0	2	1	0	0	0	0	193

PM Peak Hour	1600 - 1700	1500 - 1600	1500 - 1600	1500 - 1600	1500 - 1600	-	-	1500 - 1600	1600 - 1700	-	-	-	-	1500 - 1600
PM Peak Hour Volume	2	201	32	3	3	0	0	5	1	0	0	0	0	245

Tucker, GA  
Bi-Directional Speed & Class Count



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Site 1  
Brockett Rd,  
north of Archdale Dr

Lat/Long  
33.847760,-84.223090

Date  
Tuesday, August 31, 2021

Weather  
Light Rain Shower  
74°F

0000 - 2400 (Weekday 24h Session)

Southbound, (Movement 1.2)														60min
Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
0000 - 0100	0	11	0	0	0	0	0	0	0	0	0	0	0	11
0100 - 0200	0	13	2	0	0	0	0	0	0	0	0	0	0	15
0200 - 0300	0	7	1	0	0	0	0	0	0	0	0	0	0	8
0300 - 0400	0	9	0	0	0	0	0	0	0	0	0	0	0	9
0400 - 0500	0	5	1	0	0	0	0	0	0	0	0	0	0	6
0500 - 0600	0	13	3	0	0	0	0	0	0	0	0	0	0	16
0600 - 0700	0	28	4	0	3	0	0	0	0	0	0	0	0	35
0700 - 0800	0	88	9	4	1	0	0	2	0	0	1	0	0	105
0800 - 0900	1	102	17	1	2	0	0	0	0	0	0	0	0	123
0900 - 1000	0	109	23	0	2	2	0	0	0	0	0	0	0	136
1000 - 1100	1	103	21	0	3	0	0	0	0	0	0	0	0	128
1100 - 1200	0	105	27	3	2	2	0	1	0	0	0	0	0	140
1200 - 1300	1	134	28	1	1	1	0	1	0	0	0	0	0	167
1300 - 1400	0	115	30	4	7	0	0	0	0	0	0	0	1	157
1400 - 1500	0	163	28	6	2	1	0	2	0	0	0	0	0	202
1500 - 1600	0	203	53	11	8	4	0	1	1	0	0	0	0	281
1600 - 1700	0	248	54	7	1	2	0	2	0	0	0	0	0	314
1700 - 1800	1	289	43	1	1	2	0	1	0	0	0	0	0	338
1800 - 1900	3	185	26	7	2	3	1	2	0	0	0	0	0	229
1900 - 2000	0	135	16	2	0	0	0	2	0	0	0	0	0	155
2000 - 2100	0	117	16	0	1	0	0	1	0	0	0	0	0	135
2100 - 2200	0	71	10	3	0	1	0	0	0	0	0	0	0	85
2200 - 2300	0	44	4	0	0	0	0	0	0	0	0	0	0	48
2300 - 2400	0	23	4	0	0	0	0	0	0	0	0	0	0	27

Session Total	7	2320	420	50	36	18	1	15	1	0	1	0	1	2870
Session Average	0.29	96.67	17.50	2.08	1.50	0.75	0.04	0.63	0.04	0.00	0.04	0.00	0.04	119.58
Session Percentage	0.24	80.84	14.63	1.74	1.25	0.63	0.03	0.52	0.03	0.00	0.03	0.00	0.03	

AM Peak Hour	0800 - 0900	0900 - 1000	0900 - 1000	0700 - 0800	0600 - 0700	0900 - 1000	-	0700 - 0800	-	-	0700 - 0800	-	-	0900 - 1000
AM Peak Hour Volume	1	109	23	4	3	2	0	2	0	0	1	0	0	136

Noon Peak Hour	1000 - 1100	1400 - 1500	1300 - 1400	1400 - 1500	1300 - 1400	1100 - 1200	-	1400 - 1500	-	-	-	-	1300 - 1400	1400 - 1500
Noon Peak Hour Volume	1	163	30	6	7	2	0	2	0	0	0	0	1	202

PM Peak Hour	1800 - 1900	1700 - 1800	1600 - 1700	1500 - 1600	1500 - 1600	1500 - 1600	1800 - 1900	1600 - 1700	1500 - 1600	-	-	-	-	1700 - 1800
PM Peak Hour Volume	3	289	54	11	8	4	1	2	1	0	0	0	0	338

Tucker, GA  
Bi-Directional Speed & Class Count



Marr Traffic Inc  
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Site 1  
Brockett Rd,  
north of Archdale Dr

Lat/Long  
33.847760,-84.223090

Date  
Tuesday, August 31, 2021

Weather  
Light Rain Shower  
74°F

0000 - 2400 (Weekday 24h Session)

Bi-Directional 60min														60min
Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
0000 - 0100	0	17	1	0	0	0	0	0	0	0	0	0	0	18
0100 - 0200	0	24	2	0	0	0	0	0	0	0	0	0	0	26
0200 - 0300	0	12	2	0	0	0	0	0	0	0	0	0	0	14
0300 - 0400	0	14	0	0	0	0	0	0	0	0	0	0	0	14
0400 - 0500	0	16	1	0	0	0	0	0	0	0	0	0	0	17
0500 - 0600	0	39	17	1	1	0	0	0	0	0	0	0	0	58
0600 - 0700	0	103	22	0	5	0	0	2	0	0	0	0	0	132
0700 - 0800	1	321	57	9	6	0	0	4	0	0	1	0	0	399
0800 - 0900	2	303	43	3	6	0	0	2	0	0	0	0	0	359
0900 - 1000	0	269	50	2	7	2	0	2	0	0	0	0	0	332
1000 - 1100	1	218	41	2	11	0	0	0	0	0	0	0	0	273
1100 - 1200	0	246	60	4	4	2	0	1	1	0	0	0	0	318
1200 - 1300	1	299	51	2	3	1	0	3	0	0	0	0	0	360
1300 - 1400	0	250	52	7	13	0	0	0	0	0	0	0	1	323
1400 - 1500	0	322	53	8	6	1	0	3	1	0	0	0	0	394
1500 - 1600	1	404	85	14	11	4	0	6	1	0	0	0	0	526
1600 - 1700	2	425	80	7	4	2	0	7	1	0	0	0	0	528
1700 - 1800	2	454	70	1	4	2	0	2	0	0	0	0	0	535
1800 - 1900	3	338	46	7	4	3	1	2	0	0	0	0	0	404
1900 - 2000	0	217	25	2	1	0	0	3	0	0	0	0	0	248
2000 - 2100	0	205	23	0	1	0	0	1	0	0	0	0	0	230
2100 - 2200	0	121	20	4	2	1	0	0	0	0	0	0	0	148
2200 - 2300	0	84	8	0	0	0	0	0	0	0	0	0	0	92
2300 - 2400	0	42	4	1	0	0	0	0	0	0	0	0	0	47

Session Total	13	4743	813	74	89	18	1	38	4	0	1	0	1	5795
Session Average	0.54	197.63	33.88	3.08	3.71	0.75	0.04	1.58	0.17	0.00	0.04	0.00	0.04	241.46
Session Percentage	0.22	81.85	14.03	1.28	1.54	0.31	0.02	0.66	0.07	0.00	0.02	0.00	0.02	

AM Peak Hour	0800 - 0900	0700 - 0800	0700 - 0800	0700 - 0800	0900 - 1000	0900 - 1000	-	0700 - 0800	-	-	0700 - 0800	-	-	0700 - 0800
AM Peak Hour Volume	2	321	57	9	7	2	0	4	0	0	1	0	0	399

Noon Peak Hour	1000 - 1100	1400 - 1500	1100 - 1200	1400 - 1500	1300 - 1400	1100 - 1200	-	1200 - 1300	1100 - 1200	-	-	-	1300 - 1400	1400 - 1500
Noon Peak Hour Volume	1	322	60	8	13	2	0	3	1	0	0	0	1	394

PM Peak Hour	1800 - 1900	1700 - 1800	1500 - 1600	1500 - 1600	1500 - 1600	1500 - 1600	1800 - 1900	1600 - 1700	1500 - 1600	-	-	-	-	1700 - 1800
PM Peak Hour Volume	3	454	85	14	11	4	1	7	1	0	0	0	0	535

**Tucker, GA**

Bi-Directional Speed &amp; Class Count

**Site 1**Brockett Rd,  
north of Archdale DrMarr Traffic Inc  
[www.marrtraffic.com](http://www.marrtraffic.com)**Lat/Long**

33.847760,-84.223090

**Date**

Tuesday, August 31, 2021

**Weather**Light Rain Shower  
74°F

0000 - 2400 (Weekday 24h Session)

Time	Volume Summary 60min		60min Total
	NB	SB	
0000 - 0100	7	11	18
0100 - 0200	11	15	26
0200 - 0300	6	8	14
0300 - 0400	5	9	14
0400 - 0500	11	6	17
0500 - 0600	42	16	58
0600 - 0700	97	35	132
0700 - 0800	294	105	399
0800 - 0900	236	123	359
0900 - 1000	196	136	332
1000 - 1100	145	128	273
1100 - 1200	178	140	318
1200 - 1300	193	167	360
1300 - 1400	166	157	323
1400 - 1500	192	202	394
1500 - 1600	245	281	526
1600 - 1700	214	314	528
1700 - 1800	197	338	535
1800 - 1900	175	229	404
1900 - 2000	93	155	248
2000 - 2100	95	135	230
2100 - 2200	63	85	148
2200 - 2300	44	48	92
2300 - 2400	20	27	47

Session Total	2925	2870	5795
Session Average	121.88	119.58	241.46
Session Percentage	50.47	49.53	

Tucker, GA  
 Bi-Directional Speed & Class Count  
 Site 1  
 Brackett Rd,  
 north of Archdale Dr



Lat/Long  
 33.847760, 84.223090

Date  
 Tuesday, August 31, 2021

Weather  
 Light Rain Shower  
 74°F

0000 - 2400 (Weekday 24h Session)

Time	Northbound (Movement 1)														15min Total	
	5-14 mph	15-19 mph	20-24 mph	25-29 mph	30-34 mph	35-39 mph	40-44 mph	45-49 mph	50-54 mph	55-59 mph	60-64 mph	65-69 mph	70-74 mph	75-79 mph		80-99 mph
0000-0015	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0	5
0015-0030	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
0030-0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0045-0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100-0115	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	3
0115-0130	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
0130-0145	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	5
0145-0200	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
0200-0215	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	3
0215-0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230-0245	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2
0245-0300	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0300-0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315-0330	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
0330-0345	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
0345-0400	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
0400-0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0415-0430	0	0	0	0	0	0	1	2	1	0	0	0	0	0	0	4
0430-0445	0	0	0	0	0	1	2	3	0	0	0	1	0	0	0	7
0445-0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500-0515	0	0	0	1	1	1	3	0	3	1	0	0	0	0	0	8
0515-0530	0	0	0	0	2	3	3	1	0	0	0	0	0	0	0	9
0530-0545	0	0	0	0	1	3	2	1	1	1	0	0	0	0	0	8
0545-0600	0	0	0	0	2	5	6	3	1	0	0	0	0	0	0	17
0600-0615	0	0	1	3	1	1	6	3	2	0	0	0	0	0	0	17
0615-0630	0	0	0	0	0	7	5	3	1	0	0	0	0	0	0	21
0630-0645	0	0	0	0	3	12	13	1	0	0	0	0	0	0	0	29
0645-0700	0	0	1	0	10	7	10	1	1	0	0	0	0	0	0	30
0700-0715	0	0	0	8	9	17	7	5	0	0	0	0	0	0	0	46
0715-0730	0	0	1	2	16	33	13	6	2	0	0	0	0	0	0	73
0730-0745	0	0	1	2	22	43	19	2	0	0	0	0	0	0	0	89
0745-0800	0	2	4	4	21	38	18	1	0	0	0	0	0	0	0	86
0800-0815	0	0	1	9	13	26	5	4	0	0	0	0	0	0	0	58
0815-0830	0	2	1	3	19	21	11	7	1	0	0	0	0	0	0	65
0830-0845	0	0	0	2	21	16	8	3	0	0	0	0	0	0	0	50
0845-0900	0	0	3	5	20	25	7	1	2	0	0	0	0	0	0	63
0900-0915	0	0	0	0	8	22	16	0	0	0	0	0	0	0	0	52
0915-0930	0	0	0	2	10	27	8	3	2	0	0	0	0	0	0	52
0930-0945	0	1	1	1	9	19	8	1	0	0	0	0	0	0	0	40
0945-1000	0	1	3	1	13	15	17	2	0	0	0	0	0	0	0	52
1000-1015	2	1	1	1	5	16	9	3	1	1	0	0	0	0	0	40
1015-1030	0	1	4	2	7	8	10	5	3	0	0	0	0	0	0	40
1030-1045	0	0	0	0	2	6	12	3	0	0	0	0	0	0	0	23
1045-1100	0	0	0	3	11	9	12	5	2	0	0	0	0	0	0	42
1100-1115	0	0	1	4	3	17	15	1	0	0	0	0	0	0	0	41
1115-1130	0	1	1	1	13	13	6	6	0	0	0	0	0	0	0	50
1130-1145	0	0	0	2	7	22	15	2	1	0	0	0	0	0	0	49
1145-1200	0	1	2	2	13	17	7	4	3	0	0	0	0	0	0	47
1200-1215	0	0	1	5	10	16	7	4	0	0	0	0	0	0	0	43
1215-1230	0	0	3	11	8	14	15	5	0	0	0	0	0	0	0	56
1230-1245	0	1	1	2	7	19	13	0	0	0	0	0	0	0	0	43
1245-1300	0	0	0	6	10	18	15	2	0	0	0	0	0	0	0	51
1300-1315	1	3	0	5	9	10	8	2	0	0	0	0	0	0	0	38
1315-1330	0	1	0	2	9	20	12	3	2	0	0	0	0	0	0	50
1330-1345	0	1	1	5	8	18	8	2	2	1	0	0	0	0	0	46
1345-1400	2	0	1	5	9	7	6	2	0	0	0	0	0	0	0	32
1400-1415	0	0	0	3	13	20	8	1	0	0	0	0	0	0	0	45
1415-1430	0	1	3	2	14	23	14	0	0	0	0	0	0	0	0	57
1430-1445	0	1	2	7	14	22	2	1	1	0	0	0	0	0	0	50
1445-1500	0	0	0	2	7	16	14	1	0	0	0	0	0	0	0	40
1500-1515	1	0	0	4	11	21	25	7	0	0	0	0	0	0	0	69
1515-1530	1	0	0	4	9	21	8	2	0	0	0	0	0	0	0	45
1530-1545	0	0	0	4	15	32	12	0	0	0	0	0	0	0	0	63
1545-1600	0	2	2	6	11	24	18	4	0	1	0	0	0	0	0	68
1600-1615	0	0	0	2	18	19	13	1	0	1	0	0	0	0	0	54
1615-1630	0	0	1	3	7	13	22	4	0	0	0	0	0	0	0	50
1630-1645	0	0	0	2	22	20	7	1	0	1	0	0	0	0	0	53
1645-1700	1	1	0	4	17	20	13	0	1	0	0	0	0	0	0	57
1700-1715	1	0	2	8	9	19	15	2	0	0	0	0	0	0	0	56
1715-1730	0	1	1	4	7	4	15	4	0	2	0	0	0	0	0	38
1730-1745	1	1	2	3	12	14	3	0	1	0	0	0	0	0	0	37
1745-1800	0	0	4	0	5	35	16	5	1	0	0	0	0	0	0	66
1800-1815	0	0	0	3	9	19	2	2	0	0	0	0	0	0	0	53
1815-1830	0	0	1	3	8	10	12	1	1	0	0	0	0	0	0	36
1830-1845	0	0	2	8	6	19	10	2	0	0	0	0	0	0	0	47
1845-1900	0	0	1	2	8	14	11	3	0	0	0	0	0	0	0	39
1900-1915	0	1	0	1	3	5	9	1	0	0	0	0	0	0	0	20
1915-1930	0	0	0	0	6	11	15	4	0	0	0	0	0	0	0	36
1930-1945	0	0	0	3	4	9	2	1	0	0	0	0	0	0	0	19
1945-2000	0	0	0	1	4	5	7	1	0	0	0	0	0	0	0	18
2000-2015	0	0	0	3	2	13	5	1	0	0	0	0	0	0	0	24
2015-2030	0	0	0	0	5	7	7	3	0	0	0	0	0	0	0	22
2030-2045	0	1	0	0	7	12	5	1	0	0	1	0	0	0	0	27
2045-2100	0	0	0	1	7	3	9	2	0	0	0	0	0	0	0	22
2100-2115	0	0	1	0	2	3	7	4	0	0	0	0	0	0	0	17
2115-2130	0	0	0	1	3	6	3	2	0	0	0	0	0	0	0	15
2130-2145	0	0	0	1	2	4	3	0	1	0	0	0	0	0	0	11
2145-2200	0	0	0	0	2	4	6	0	0	0	0	0	0	0	0	20
2200-2215	1	0	0	0	1	3	3	0	0	0	0	0	0	0	0	8
2215-2230	0	0	0	3	2	9	2	0	0	0	0	0	0	0	0	16
2230-2245	0	0	0	1	3	3	0	0	0	0	0	0	0	0	0	7
2245-2300	0	0	1	0	4	1	3	2	1	1	0	0	0	0	0	13
2300-2315	0	0	0	1	0	3	1	0	0	0	0	0	0	0	0	5
2315-2330	0	0	0	0	1	2	2	0	0	0	0	0	0	0	0	7
2330-2345	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2
2345-2400	0	0	0	1	2	1	2	0	0	0	0	0	0	0	0	6
Session Total	11	26	59	195	620	1074	717	174	36	10	2	1	0	0	0	2925
15th Percentile																32
50th Percentile																37
Average																37
85th Percentile																42
95th Percentile																46

Tucker, GA  
 Bi-Directional Speed & Class Count  
 Site 1  
 Brackett Rd,  
 north of Archdale Dr



Marr Traffic Inc  
 www.marrtraffic.com

Lat/Long  
 33.847760, 84.223090

Date  
 Tuesday, August 31, 2021

Weather  
 Light Rain Shower  
 74°F

0000 - 2400 (Weekday 24h Session)

Time	Southbound (Movement 1-2)															15min Total
	5-14 mph	15-19 mph	20-24 mph	25-29 mph	30-34 mph	35-39 mph	40-44 mph	45-49 mph	50-54 mph	55-59 mph	60-64 mph	65-69 mph	70-74 mph	75-79 mph	80-99 mph	
0000-0015	0	0	0	0	2	2	1	1	0	0	0	0	0	0	0	4
0015-0030	0	0	0	0	1	2	0	1	0	0	0	0	0	0	0	4
0030-0045	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
0045-0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100-0115	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	3
0115-0130	0	0	0	0	1	0	1	0	1	0	0	0	0	0	0	3
0130-0145	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
0145-0200	0	0	0	3	0	2	2	0	0	0	0	0	0	0	0	7
0200-0215	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
0215-0230	0	0	0	1	1	0	1	0	1	0	0	0	0	0	0	3
0230-0245	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	3
0245-0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300-0315	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
0315-0330	0	0	1	0	0	2	0	1	0	0	0	0	0	0	0	4
0330-0345	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
0345-0400	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	3
0400-0415	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
0415-0430	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	3
0430-0445	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
0445-0500	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
0500-0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0515-0530	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	3
0530-0545	0	0	0	2	4	2	2	1	0	0	0	0	0	0	0	11
0545-0600	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	2
0600-0615	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0	3
0615-0630	0	0	0	0	1	3	6	1	0	0	0	0	0	0	0	12
0630-0645	0	0	0	0	1	2	2	0	0	0	0	0	0	0	0	5
0645-0700	0	0	0	0	3	5	6	1	2	0	0	0	0	0	0	15
0700-0715	0	0	1	1	4	7	4	2	0	0	0	0	0	0	0	7
0715-0730	0	0	0	0	3	11	8	1	0	0	0	0	0	0	0	23
0730-0745	0	0	0	0	7	15	5	1	0	0	0	0	0	0	0	28
0745-0800	0	0	0	1	6	14	10	2	0	0	0	0	0	0	0	34
0800-0815	1	0	0	4	6	13	4	3	0	0	0	0	0	0	0	31
0815-0830	0	0	1	0	6	12	8	2	0	0	0	0	0	0	0	29
0830-0845	0	0	2	4	8	8	15	4	0	0	0	0	0	0	0	39
0845-0900	2	1	1	1	4	10	9	2	0	0	0	0	0	0	0	30
0900-0915	0	0	0	1	5	10	8	10	1	0	0	0	0	0	0	30
0915-0930	0	0	0	1	7	14	15	2	0	0	0	0	0	0	0	39
0930-0945	0	0	0	2	15	9	9	0	0	0	0	0	0	0	0	35
0945-1000	0	0	1	2	5	17	9	2	0	0	0	0	0	0	0	36
1000-1015	0	0	0	0	2	14	7	1	0	0	0	0	0	0	0	24
1015-1030	1	0	0	3	11	13	8	0	0	0	0	0	0	0	0	36
1030-1045	0	0	0	2	14	8	7	0	0	0	0	0	0	0	0	31
1045-1100	0	0	2	5	8	14	7	0	0	0	1	0	0	0	0	37
1100-1115	0	0	0	1	4	18	6	1	0	0	0	0	0	0	0	30
1115-1130	0	0	0	9	6	14	6	0	0	0	0	0	0	0	0	36
1130-1145	0	0	1	3	10	16	6	1	0	0	0	0	0	0	0	37
1145-1200	0	0	2	2	8	17	8	0	0	0	0	0	0	0	0	37
1200-1215	0	0	2	2	8	25	10	2	1	0	0	0	0	0	0	50
1215-1230	0	0	0	0	12	18	9	1	0	0	0	0	0	0	0	40
1230-1245	0	0	0	0	8	9	15	10	0	0	0	0	0	0	0	42
1245-1300	1	0	0	2	7	15	8	2	0	0	0	0	0	0	0	35
1300-1315	0	1	1	3	7	13	2	0	1	0	0	0	0	0	0	28
1315-1330	0	1	0	5	8	17	7	1	1	0	0	0	0	0	0	41
1330-1345	0	0	1	0	5	13	13	1	0	0	0	0	0	0	0	33
1345-1400	0	0	2	10	19	17	4	1	0	0	1	0	1	0	0	55
1400-1415	0	0	1	5	9	16	7	2	0	1	0	0	0	0	0	42
1415-1430	0	0	0	3	8	27	13	0	0	0	0	0	0	0	0	52
1430-1445	0	0	0	0	14	20	9	2	0	0	0	0	0	0	0	46
1445-1500	0	0	1	3	19	27	9	2	1	0	0	0	0	0	0	62
1500-1515	0	0	0	7	16	18	14	1	0	0	0	0	0	0	0	56
1515-1530	0	0	1	10	20	25	10	1	1	0	0	0	0	0	0	69
1530-1545	0	0	2	12	20	18	15	4	1	0	0	0	0	0	0	72
1545-1600	0	3	0	4	23	34	16	4	0	0	0	0	0	0	0	84
1600-1615	0	0	2	1	22	31	14	1	1	0	0	0	0	0	0	72
1615-1630	1	0	0	12	28	31	14	2	1	0	0	0	0	0	0	89
1630-1645	0	0	3	7	31	26	10	3	0	0	0	1	0	0	0	81
1645-1700	0	0	0	8	13	26	17	4	2	0	0	0	0	0	0	72
1700-1715	1	0	1	10	14	37	15	1	0	0	0	1	0	0	0	102
1715-1730	1	2	0	4	23	37	24	4	0	0	0	0	0	0	0	95
1730-1745	0	0	1	1	6	24	17	2	1	0	0	0	0	0	0	52
1745-1800	0	2	0	4	17	39	25	1	1	0	0	0	0	0	0	89
1800-1815	1	0	2	8	19	28	6	1	1	0	1	0	0	0	0	87
1815-1830	0	0	1	2	13	26	26	2	0	0	2	0	0	0	0	65
1830-1845	1	0	0	4	8	19	13	1	0	0	1	0	0	0	0	47
1845-1900	0	0	0	2	10	19	12	7	0	0	0	0	0	0	0	59
1900-1915	0	1	1	4	12	13	10	4	0	1	0	0	0	0	0	46
1915-1930	0	0	2	3	21	25	9	2	0	0	0	0	0	0	0	62
1930-1945	0	0	0	3	9	7	5	0	0	0	0	0	0	0	0	24
1945-2000	0	0	1	4	8	5	5	0	0	0	0	0	0	0	0	23
2000-2015	0	0	0	4	17	14	3	1	2	0	0	0	0	0	0	41
2015-2030	0	0	0	0	10	13	5	3	0	0	0	0	0	0	0	31
2030-2045	0	0	0	1	7	10	7	2	0	0	0	0	0	0	0	27
2045-2100	0	0	0	5	8	14	6	3	0	0	0	0	0	0	0	36
2100-2115	0	0	1	0	6	7	4	2	0	0	0	1	0	0	0	20
2115-2130	0	0	0	0	7	4	5	0	0	0	0	0	0	0	0	16
2130-2145	0	0	1	0	4	11	6	0	0	0	0	0	0	0	0	24
2145-2200	0	0	1	0	9	10	4	0	0	0	0	0	0	0	0	25
2200-2215	0	1	0	0	1	4	5	1	1	0	0	0	0	0	0	13
2215-2230	0	0	1	1	9	3	2	1	1	0	0	0	0	0	0	15
2230-2245	0	0	0	0	4	2	5	0	0	0	0	0	0	0	0	11
2245-2300	0	0	0	0	1	4	3	1	0	0	0	0	0	0	0	9
2300-2315	0	0	0	0	6	1	1	1	0	0	0	0	0	0	0	9
2315-2330	0	0	0	1	0	3	4	1	0	0	0	0	0	0	0	9
2330-2345	0	0	0	0	1	4	0	0	0	0	0	0	0	0	0	5
2345-2400	0	0	0	1	0	3	0	0	0	0	0	0	0	0	0	4
Session Total	10	13	37	112	710	1106	625	110	25	8	7	2	1	0	4	2870
15th Percentile	31															
50th Percentile	36															
Average	36															
85th Percentile	42															
95th Percentile	44															



Tucker, GA  
Bi-Directional Speed & Class Count



Marr Traffic Inc  
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Site 1  
Brockett Rd,  
north of Archdale Dr

Lat/Long  
33.847760,-84.223090

Date  
Tuesday, August 31, 2021

Weather  
Light Rain Shower  
74°F

0000 - 2400 (Weekday 24h Session)

Time	Northbound, (Movement 1.1)															60min
	5-14 mph	15-19 mph	20-24 mph	25-29 mph	30-34 mph	35-39 mph	40-44 mph	45-49 mph	50-54 mph	55-59 mph	60-64 mph	65-69 mph	70-74 mph	75-79 mph	80-99 mph	Total
0000 - 0100	0	0	0	1	1	1	2	2	0	0	0	0	0	0	0	7
0100 - 0200	0	0	0	1	3	1	4	1	0	0	1	0	0	0	0	11
0200 - 0300	0	0	1	0	0	2	0	3	0	0	0	0	0	0	0	6
0300 - 0400	0	0	1	0	0	2	1	1	0	0	0	0	0	0	0	5
0400 - 0500	0	0	0	0	0	1	3	5	1	0	0	1	0	0	0	11
0500 - 0600	0	0	0	1	6	12	14	4	3	2	0	0	0	0	0	42
0600 - 0700	0	0	2	5	17	27	34	8	4	0	0	0	0	0	0	97
0700 - 0800	0	2	4	16	68	131	57	14	2	0	0	0	0	0	0	294
0800 - 0900	0	2	5	19	73	88	31	15	3	0	0	0	0	0	0	236
0900 - 1000	0	2	7	6	40	83	49	7	2	0	0	0	0	0	0	196
1000 - 1100	2	2	5	6	25	39	43	16	6	1	0	0	0	0	0	145
1100 - 1200	0	2	4	9	36	69	43	13	2	0	0	0	0	0	0	178
1200 - 1300	0	1	5	24	35	67	50	11	0	0	0	0	0	0	0	193
1300 - 1400	3	5	2	17	35	55	35	9	4	1	0	0	0	0	0	166
1400 - 1500	0	2	5	14	48	81	38	3	1	0	0	0	0	0	0	192
1500 - 1600	2	2	2	18	46	98	63	13	0	1	0	0	0	0	0	245
1600 - 1700	1	1	1	11	64	72	55	6	1	2	0	0	0	0	0	214
1700 - 1800	2	2	9	15	33	72	49	11	2	2	0	0	0	0	0	197
1800 - 1900	0	0	4	16	30	62	52	8	3	0	0	0	0	0	0	175
1900 - 2000	0	1	0	5	17	30	33	7	0	0	0	0	0	0	0	93
2000 - 2100	0	1	0	4	21	35	26	7	0	0	1	0	0	0	0	95
2100 - 2200	0	0	1	2	11	23	19	6	1	0	0	0	0	0	0	63
2200 - 2300	1	0	1	3	8	16	11	2	1	1	0	0	0	0	0	44
2300 - 2400	0	1	0	2	3	7	5	2	0	0	0	0	0	0	0	20
Session Total	11	26	59	195	620	1074	717	174	36	10	2	1	0	0	0	2925

15th Percentile	50th Percentile	Average	85th Percentile	95th Percentile
32	37	37	42	46

Tucker, GA  
Bi-Directional Speed & Class Count



Marr Traffic Inc  
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Site 1  
Brockett Rd,  
north of Archdale Dr

Lat/Long  
33.847760,-84.223090

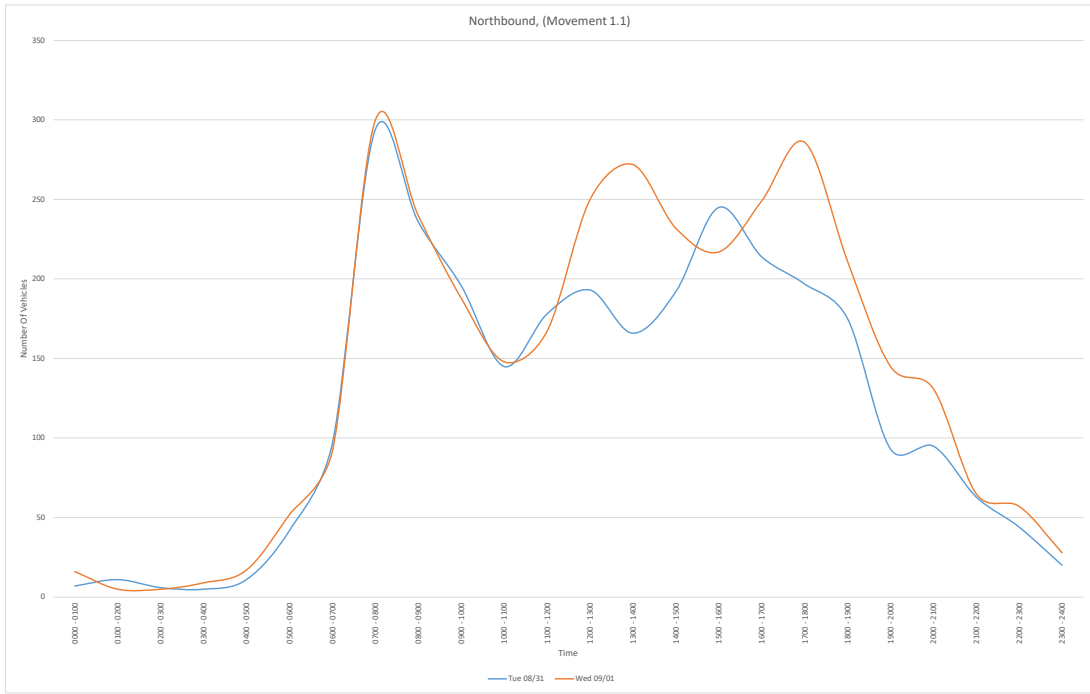
Date  
Tuesday, August 31, 2021

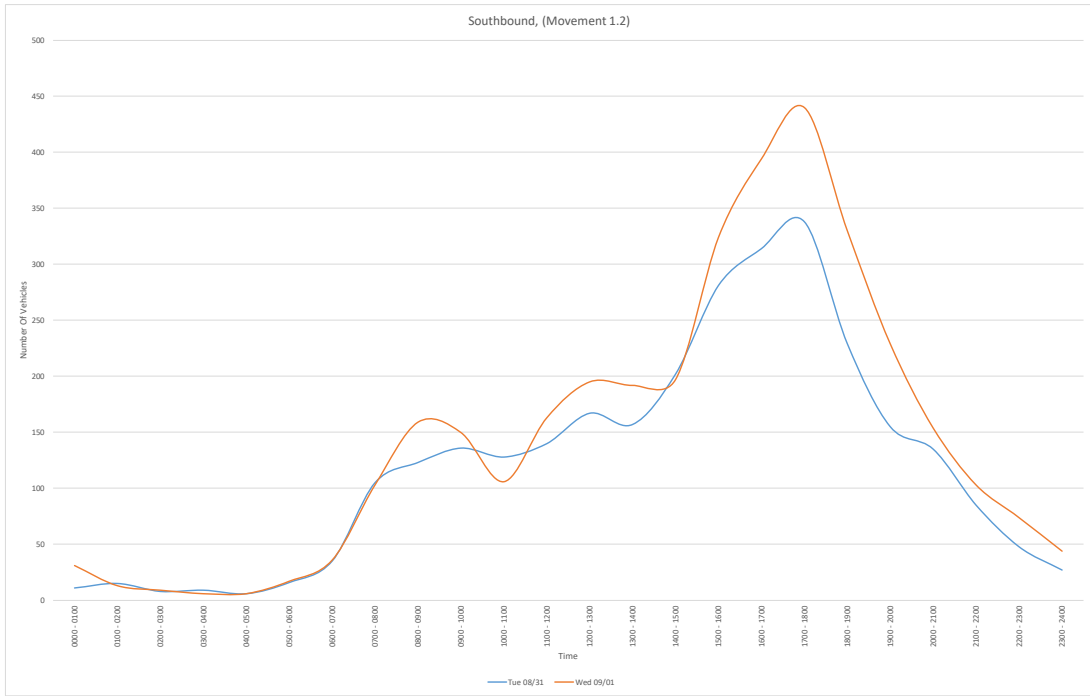
Weather  
Light Rain Shower  
74°F

0000 - 2400 (Weekday 24h Session)

Time	Southbound, (Movement 1.2)															60min
	5-14 mph	15-19 mph	20-24 mph	25-29 mph	30-34 mph	35-39 mph	40-44 mph	45-49 mph	50-54 mph	55-59 mph	60-64 mph	65-69 mph	70-74 mph	75-79 mph	80-99 mph	Total
0000 - 0100	0	0	0	0	3	4	2	2	0	0	0	0	0	0	0	11
0100 - 0200	0	0	0	3	1	2	7	0	2	0	0	0	0	0	0	15
0200 - 0300	0	0	0	1	1	3	2	1	0	0	0	0	0	0	0	8
0300 - 0400	0	0	1	0	1	2	3	2	0	0	0	0	0	0	0	9
0400 - 0500	0	0	0	0	1	1	4	0	0	0	0	0	0	0	0	6
0500 - 0600	0	0	0	3	4	3	5	1	0	0	0	0	0	0	0	16
0600 - 0700	0	0	0	1	4	11	14	3	2	0	0	0	0	0	0	35
0700 - 0800	0	0	1	2	20	47	27	6	0	1	1	0	0	0	0	105
0800 - 0900	3	1	2	7	20	43	36	11	0	0	0	0	0	0	0	123
0900 - 1000	0	0	1	6	32	50	41	5	1	0	0	0	0	0	0	136
1000 - 1100	1	0	2	10	35	49	29	1	0	0	1	0	0	0	0	128
1100 - 1200	0	0	3	15	28	65	26	2	0	1	0	0	0	0	0	140
1200 - 1300	1	0	2	12	36	73	37	5	1	0	0	0	0	0	0	167
1300 - 1400	0	2	4	18	39	60	26	3	2	1	1	0	1	0	0	157
1400 - 1500	0	0	2	11	50	90	38	6	1	1	0	0	0	0	3	202
1500 - 1600	0	3	3	33	79	95	55	10	2	1	0	0	0	0	0	281
1600 - 1700	1	0	5	28	94	114	55	10	4	2	0	1	0	0	0	314
1700 - 1800	2	4	2	19	80	139	81	8	2	0	0	1	0	0	0	338
1800 - 1900	2	0	3	16	50	92	48	11	3	0	4	0	0	0	0	229
1900 - 2000	0	1	4	14	50	50	29	6	0	1	0	0	0	0	0	155
2000 - 2100	0	0	0	10	42	51	21	9	2	0	0	0	0	0	0	135
2100 - 2200	0	1	2	0	26	32	19	4	0	0	0	0	0	0	1	85
2200 - 2300	0	1	0	1	7	19	15	3	2	0	0	0	0	0	0	48
2300 - 2400	0	0	0	2	7	11	5	1	1	0	0	0	0	0	0	27
Session Total	10	13	37	212	710	1106	625	110	25	8	7	2	1	0	4	2870

15th Percentile	50th Percentile	Average	85th Percentile	95th Percentile
31	36	36	41	44





**Attachment D:  
Operational Analysis Reports**

Lanes, Volumes, Timings  
59: Brockett Rd & SR 8

Existing (2022) Conditions  
Timing Plan: AM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	70	520	20	90	890	190	50	95	140	70	40	80
Future Volume (vph)	70	520	20	90	890	190	50	95	140	70	40	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	75		0	160		0	120		75	0		0
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	100			95			70			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		468			420			224			146	
Travel Time (s)		10.6			9.5			5.1			3.3	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.73	0.73	0.73	0.87	0.87	0.87
Shared Lane Traffic (%)												
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		3	8		7	4	
Permitted Phases	6			2			8		8	4		4
Detector Phase	1	6		5	2		3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	15.0		5.0	7.0	7.0	5.0	7.0	7.0
Minimum Split (s)	11.7	34.7		12.0	33.7		11.0	34.7	34.7	11.3	33.7	33.7
Total Split (s)	20.0	90.0		15.0	85.0		15.0	40.0	40.0	15.0	40.0	40.0
Total Split (%)	12.5%	56.3%		9.4%	53.1%		9.4%	25.0%	25.0%	9.4%	25.0%	25.0%
Yellow Time (s)	3.7	4.5		4.0	4.5		3.0	4.0	4.0	3.3	4.0	4.0
All-Red Time (s)	3.0	2.2		3.0	2.2		3.0	2.7	2.7	3.0	2.7	2.7
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.7	6.7		7.0	6.7		6.0	6.7	6.7	6.3	6.7	6.7
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max		None	C-Max		None	None	None	None	None	None

Intersection Summary























Area Type: Other  
 Cycle Length: 160  
 Actuated Cycle Length: 160  
 Offset: 80 (50%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow  
 Natural Cycle: 95  
 Control Type: Actuated-Coordinated

Splits and Phases: 59: Brockett Rd & SR 8



HCM 6th Signalized Intersection Summary  
59: Brockett Rd & SR 8

Existing (2022) Conditions  
Timing Plan: AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	520	20	90	890	190	50	95	140	70	40	80
Future Volume (veh/h)	70	520	20	90	890	190	50	95	140	70	40	80
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	80	591	23	102	1011	216	68	130	192	80	46	92
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.73	0.73	0.73	0.87	0.87	0.87
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	287	2134	83	536	1799	383	278	258	219	211	274	232
Arrive On Green	0.03	0.61	0.61	0.03	0.62	0.62	0.04	0.14	0.14	0.05	0.15	0.15
Sat Flow, veh/h	1781	3487	136	1781	2914	621	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	80	301	313	102	615	612	68	130	192	80	46	92
Grp Sat Flow(s),veh/h/ln	1781	1777	1846	1781	1777	1759	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	2.7	12.7	12.7	3.4	32.4	32.6	5.2	10.3	19.0	6.1	3.4	8.4
Cycle Q Clear(g_c), s	2.7	12.7	12.7	3.4	32.4	32.6	5.2	10.3	19.0	6.1	3.4	8.4
Prop In Lane	1.00		0.07	1.00		0.35	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	287	1087	1129	536	1097	1086	278	258	219	211	274	232
V/C Ratio(X)	0.28	0.28	0.28	0.19	0.56	0.56	0.25	0.50	0.88	0.38	0.17	0.40
Avail Cap(c_a), veh/h	381	1087	1129	564	1097	1086	301	389	330	220	389	330
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.6	14.5	14.5	11.2	17.9	18.0	55.8	63.9	67.6	55.7	59.8	61.9
Incr Delay (d2), s/veh	0.5	0.6	0.6	0.2	2.1	2.1	0.5	1.5	15.8	1.1	0.3	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	5.4	5.6	1.4	13.9	13.9	2.4	5.1	8.7	2.8	1.7	3.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.1	15.1	15.1	11.4	20.0	20.1	56.3	65.4	83.5	56.8	60.1	63.0
LnGrp LOS	B	B	B	B	B	C	E	E	F	E	E	E
Approach Vol, veh/h		694			1329			390			218	
Approach Delay, s/veh		15.1			19.4			72.7			60.1	
Approach LOS		B			B			E			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.6	105.5	12.9	30.1	12.4	104.6	14.2	28.8				
Change Period (Y+Rc), s	* 6.7	* 6.7	6.0	* 6.7	7.0	* 6.7	* 6.3	* 6.7				
Max Green Setting (Gmax), s	* 13	* 78	9.0	* 33	8.0	* 83	* 8.7	* 33				
Max Q Clear Time (g_c+I1), s	4.7	34.6	7.2	10.4	5.4	14.7	8.1	21.0				
Green Ext Time (p_c), s	0.1	22.9	0.0	0.5	0.0	9.3	0.0	1.1				

Intersection Summary

HCM 6th Ctrl Delay	29.5
HCM 6th LOS	C

Notes

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

Lanes, Volumes, Timings  
59: Brockett Rd & SR 8

Existing (2022) Conditions  
Timing Plan: PM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	70	940	35	160	760	75	45	60	165	135	155	100
Future Volume (vph)	70	940	35	160	760	75	45	60	165	135	155	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	75		0	160		0	120		75	0		0
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	100			95			70			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		468			420			224			146	
Travel Time (s)		10.6			9.5			5.1			3.3	
Peak Hour Factor	0.93	0.93	0.93	0.89	0.89	0.89	0.86	0.86	0.86	0.89	0.89	0.89
Shared Lane Traffic (%)												
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		3	8		7	4	
Permitted Phases	6			2			8		8	4		4
Detector Phase	1	6		5	2		3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	15.0		5.0	7.0	7.0	5.0	7.0	7.0
Minimum Split (s)	11.7	34.7		12.0	33.7		11.0	34.7	34.7	11.3	33.7	33.7
Total Split (s)	15.0	70.0		30.0	85.0		15.0	30.0	30.0	30.0	45.0	45.0
Total Split (%)	9.4%	43.8%		18.8%	53.1%		9.4%	18.8%	18.8%	18.8%	28.1%	28.1%
Yellow Time (s)	3.7	4.5		4.0	4.5		3.0	4.0	4.0	3.3	4.0	4.0
All-Red Time (s)	3.0	2.2		3.0	2.2		3.0	2.7	2.7	3.0	2.7	2.7
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.7	6.7		7.0	6.7		6.0	6.7	6.7	6.3	6.7	6.7
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	C-Max		None	None	None	None	None	None

Intersection Summary

Area Type: Other  
 Cycle Length: 160  
 Actuated Cycle Length: 160  
 Offset: 100 (63%), Referenced to phase 2:WBTL, Start of Yellow  
 Natural Cycle: 95  
 Control Type: Actuated-Coordinated

Splits and Phases: 59: Brockett Rd & SR 8





HCM 6th Signalized Intersection Summary  
59: Brockett Rd & SR 8

Existing (2022) Conditions  
Timing Plan: PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	940	35	160	760	75	45	60	165	135	155	100
Future Volume (veh/h)	70	940	35	160	760	75	45	60	165	135	155	100
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	75	1011	38	180	854	84	52	70	192	152	174	112
Peak Hour Factor	0.93	0.93	0.93	0.89	0.89	0.89	0.86	0.86	0.86	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	361	1941	73	350	1914	188	231	249	211	330	350	296
Arrive On Green	0.03	0.56	0.56	0.06	0.59	0.59	0.03	0.13	0.13	0.09	0.19	0.19
Sat Flow, veh/h	1781	3492	131	1781	3268	321	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	75	514	535	180	464	474	52	70	192	152	174	112
Grp Sat Flow(s),veh/h/ln	1781	1777	1847	1781	1777	1813	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	2.9	29.0	29.0	6.9	23.4	23.4	4.0	5.4	19.1	11.5	13.3	9.9
Cycle Q Clear(g_c), s	2.9	29.0	29.0	6.9	23.4	23.4	4.0	5.4	19.1	11.5	13.3	9.9
Prop In Lane	1.00		0.07	1.00		0.18	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	361	987	1026	350	1041	1062	231	249	211	330	350	296
V/C Ratio(X)	0.21	0.52	0.52	0.51	0.45	0.45	0.23	0.28	0.91	0.46	0.50	0.38
Avail Cap(c_a), veh/h	400	987	1026	503	1041	1062	271	272	231	441	448	379
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	15.6	22.2	22.2	17.2	18.6	18.6	57.2	62.4	68.4	51.8	58.3	56.9
Incr Delay (d2), s/veh	0.3	1.0	0.9	1.2	1.4	1.4	0.5	0.6	34.1	1.0	1.1	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	12.5	12.9	3.0	10.2	10.3	1.9	2.6	9.8	5.3	6.5	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.8	23.2	23.1	18.4	20.0	19.9	57.7	63.0	102.5	52.8	59.4	57.7
LnGrp LOS	B	C	C	B	B	B	E	E	F	D	E	E
Approach Vol, veh/h		1124			1118			314			438	
Approach Delay, s/veh		22.7			19.7			86.3			56.7	
Approach LOS		C			B			F			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.5	100.4	11.4	36.6	16.3	95.6	20.0	28.0				
Change Period (Y+Rc), s	* 6.7	* 6.7	6.0	* 6.7	7.0	* 6.7	* 6.3	* 6.7				
Max Green Setting (Gmax), s	* 8.3	* 78	9.0	* 38	23.0	* 63	* 24	* 23				
Max Q Clear Time (g_c+I1), s	4.9	25.4	6.0	15.3	8.9	31.0	13.5	21.1				
Green Ext Time (p_c), s	0.0	16.5	0.0	1.3	0.4	15.8	0.3	0.2				

Intersection Summary

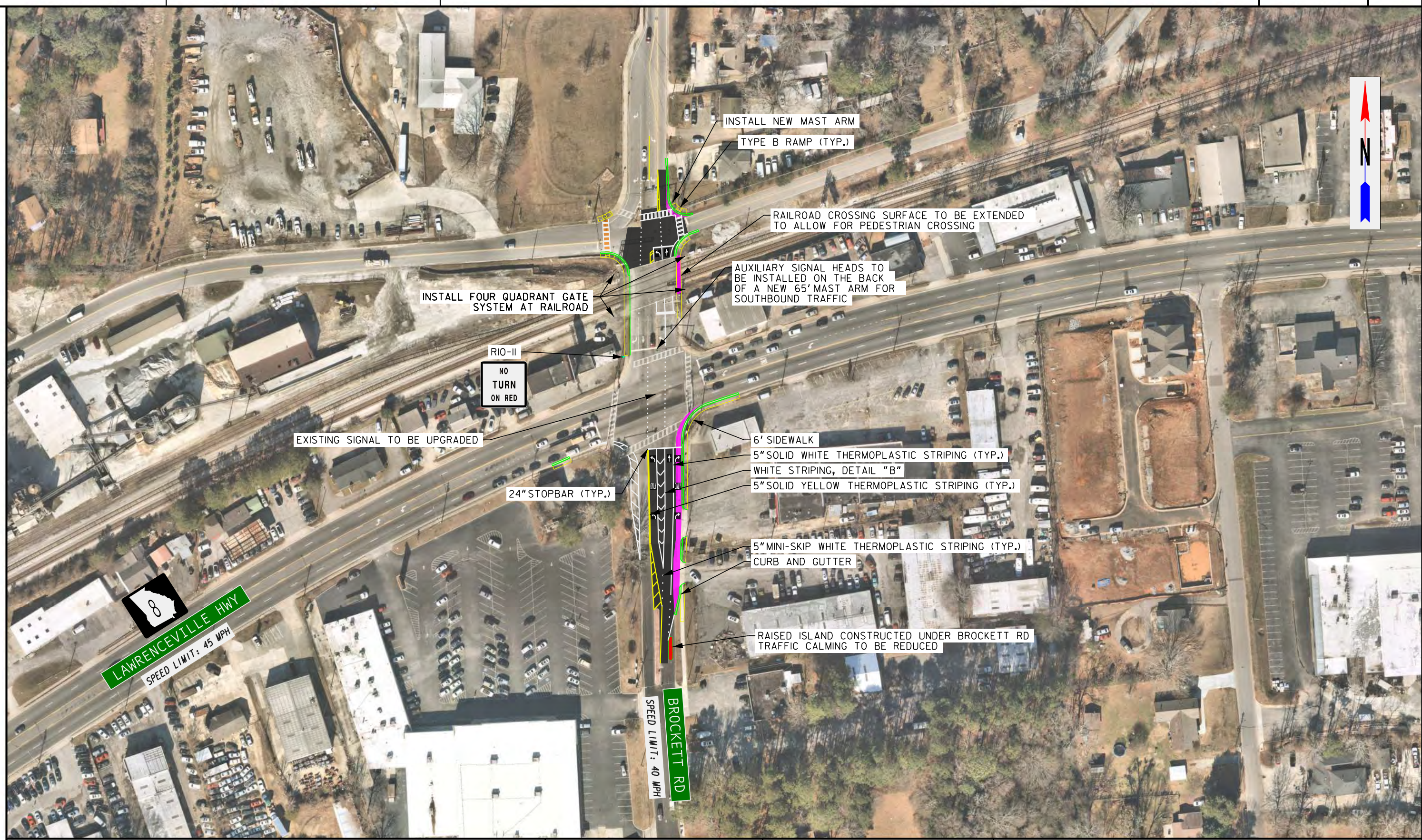
HCM 6th Ctrl Delay	33.2
HCM 6th LOS	C

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.

**Attachment E:  
Concept Design**



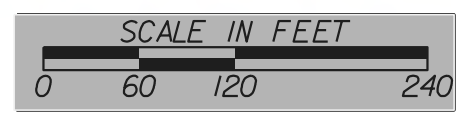


**8**  
**LAWRENCEVILLE HWY**  
 SPEED LIMIT: 45 MPH

**BROCKETT RD**  
 SPEED LIMIT: 40 MPH

**LEGEND**

STRIPING IMPROVEMENTS ONLY	
PROPOSED PAVEMENT MILL & INLAY	
PROPOSED PAVEMENT WIDENING	



REVISION DATES	

CONCEPT LAYOUT  
 SR 8 @ BROCKETT ROAD

CHECKED:	DATE:
BACKCHECKED:	DATE:
CORRECTED:	DATE:
VERIFIED:	DATE:

SHEET 1/1



## MEMORANDUM

To: Ken Hildebrandt, P.E., PTOE  
City of Tucker

From: Jourdyn R. Fuga, P.E., RSP<sub>2B</sub>  
Tyler Minkkinen  
Kimley-Horn

Date: November 28, 2023

Subject: Data Collection and Analysis: SR 8 at Cooledge Road/Northlake Parkway  
Tucker North-South Connectivity Study  
Tucker, Georgia

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### Introduction

The City of Tucker has had growing concerns over speeding and safety on its roadways, particularly on collector and arterial roadways located in more residential areas. To address these concerns, the City completed the North-South Connectivity Study, which evaluated six corridors that provide vital north-south connections through the city:

1. Montreal Road (East)
2. Montreal Road (West)
3. Cooledge Road
4. Brockett Road
5. Idlewood Road
6. Fellowship Road

As part of the North-South Connectivity Study, the City of Tucker retained Kimley-Horn and Associates, Inc., to complete data collection and analysis efforts for several study intersections in the study area. The purpose of this memorandum is to document these efforts completed for the intersection of SR 8 (US 29/Lawrenceville Highway) at Cooledge Road/Northlake Parkway. An intersection aerial is provided in **Attachment A**.

### Study Intersection

The intersection of SR 8 (US 29/Lawrenceville Highway) and Cooledge Road/Northlake Parkway is a four-leg intersection that operates with a span-wire signal. At the study intersection, SR 8 is a four-lane, principal arterial oriented in the northeast-southwest direction (considered east-west). SR 8 has a posted speed limit of 45 miles per hours (mph) and is divided by a two-way, left-turn lane (TWLTL). The south leg of the intersection is designated as Cooledge Road, which is a two-lane, undivided, minor arterial oriented in the north-south direction with a posted speed limit of 40 mph. The north leg of the intersection, Northlake Parkway, is a four-leg, major collector oriented in the

northwest-southeast direction (considered north-south) and is median divided with a posted speed limit of 40 mph.

The intersection of SR 8 at Cooledge Road/Northlake Parkway is located in western Tucker, approximately 1.1 miles east of the I-285 interchange with SR 8 and approximately 0.9 miles north of the US 78 (SR 410/Stone Mountain Parkway) interchange with Cooledge Road. Cooledge Road meets SR 8 at a skew of approximately 50 degrees, and Northlake Parkway meets SR 8 along a horizontal curve with an approximate radius of 540 feet. All four approaches have a single, exclusive left-turn lane that operates with protected-permissive left-turn phasing controlled by a flashing-yellow-arrow (FYA) signal head. The westbound and southbound approaches also have a single, exclusive right-turn lane, while the northbound approach widens to provide a shared through/right-turn lane with approximately 115 of storage. A short, channelized right-turn slip lane is provided at the eastbound approach.

Crosswalks are striped across all four legs of the intersection and feature countdown pedestrian signal heads with curb ramps at all four corners. Sidewalks are provided along both sides of SR 8 and both sides of Northlake Parkway. A complete sidewalk is provided along the west side of Cooledge Road, and while sidewalk is provided along the southeast quadrant of the intersection, full sidewalk is not provided along the east side of Cooledge Road.

Metropolitan Atlanta Rapid Transit Authority (MARTA) Route 125 operates along SR 8 and Northlake Parkway, and Route 75 operates along SR 8. Eastbound and westbound bus stops are provided on the west leg of the intersection, and northbound and southbound bus stops are provided on the north leg of the intersection.

The surrounding land uses are primarily commercial along SR 8 and Northlake Parkway and primarily residential along Cooledge Road. City of Tucker City Hall and Municipal Court is located in the Lakeside Center business park immediately north of the study intersection.

## **Field Review**

A field review visit was completed on Monday, November 28, 2022, to assess the intersection's existing infrastructure and conditions. The following observations were noted:

- All signal heads had backplates with retroreflective borders, and most were in good condition. However, the backplate for the northbound FYA signal head was broken.
- The R10-12a regulatory sign that accompanies the westbound FYA signal head was flipped around and not visible to westbound motorists.
- A "State Law Stop for Pedestrians" regulatory sign appeared to have been struck by a vehicle and was laying broken in the southwest quadrant of the intersection.
- Lighting was provided in the northwest quadrant of the intersection.
- Radar detection was mounted in the northeast quadrant.
- There appeared to be drainage issues in the northwest quadrant, and the inlet was clogged.
- During the PM peak hour, northbound through queues were starving the outside, shared through/right-turn lane.
- A heavy vehicle was observed making the westbound right-turn movement from the outside, westbound through lane.

## Crash Analysis

Crash data was extracted for the study intersection from the Georgia Electronic Accident Reporting System (GEARS) and from the AASHTOWare Safety online crash analytics tool for the five-year period from January 1, 2017 to December 31, 2021. Because crash types can often be miscoded in the data due to the individual discretion of reporting law enforcement officers, the data coded for each crash was reviewed to analyze harmful events, directions of travel, and driving maneuvers to determine appropriate crash types; however, individual crash reports were not reviewed. The crash data is summarized in **Table 1**, and a crash data table is provided in **Attachment B**.

Table 1: Crash Data Summary

Year	Total Crashes	Fatal Crashes	Injury Crashes	Dark Crashes	Wet Crashes	Bike/Ped Crashes
2017	37	0	12	8	12	0
2018	56	0	13	10	11	2
2019	53	0	13	7	7	0
2020	31	0	7	10	8	1
2021	41	0	11	8	4	0
<b>Total</b>	<b>218</b>	<b>0</b>	<b>56</b>	<b>44</b>	<b>42</b>	<b>3</b>
Average	43.6	0.0	11.2	8.8	8.4	0.6
<i>Percent</i>		<i>0.0%</i>	<i>25.7%</i>	<i>20.2%</i>	<i>19.3%</i>	<i>1.4%</i>

Over the five-year crash history, a total of 218 crashes were reported at the study intersection, including 56 injury crashes and no fatal crashes. The number of crashes per year increased from 37 crashes reported in 2017 to a peak of 56 crashes reported in 2018 before declining in 2019 and 2020, then increasing again to 41 crashes reported in 2021. The crash data was manipulated to identify any trends in the circumstances surrounding the crashes and the following observations were made:

- Approximately 20 percent of the crashes occurred during dark conditions, and 19 percent occurred on wet pavement.
- The predominant crash types reported were rear-end crashes (95 crashes/44 percent), as summarized in **Table 2**. The rear-end crashes reported at the study intersection were fairly evenly distributed across all four approaches.
- The second most common crash types reported were same-direction sideswipe crashes (57 crashes/26 percent), 42 percent of which occurred southbound, 25 percent eastbound, 19 percent westbound, and 14 percent of which occurred northbound.
- 36 left-turn crashes (17 percent) and 14 angle crashes (6 percent) were reported at the study intersection.
  - Thirteen of the left-turn crashes (36 percent) involved an eastbound vehicle attempting a left turn in the path of a westbound vehicle. Five of these crashes occurred within the 24-month period between January 1, 2019 and December 31, 2020.

- Ten of the left-turn crashes (28 percent) involved a northbound vehicle attempting a left turn in the path of a southbound vehicle. Six of these crashes occurred within the 24-month period between January 1, 2020 and December 31, 2021.
- Nine of the left-turn crashes (25 percent) involved a westbound vehicle attempting a left turn in the path of an eastbound vehicle. Five of these crashes occurred within the 24-month period between January 1, 2020 and December 31, 2021.
- Eight of the 14 angle crashes involved an eastbound vehicle—6 with a northbound vehicle and 2 with a southbound vehicle—and 6 of the angle crashes involved a westbound vehicle—4 with a northbound vehicle and 2 with a southbound vehicle.
- Crashes were most concentrated between 3:00 PM and 6:00 PM with the peak period for crash frequency occurring from 5:00 PM to 6:00 PM, as shown in **Figure 1**. A secondary peak in crash frequency occurred from 7:00 AM to 8:00 AM.

Table 2: Crashes by Type and Severity

Crash Type	Crash Severity	2017	2018	2019	2020	2021	Total		
Rear End	B	0	0	0	0	1	1	95	43.6%
	C	6	5	5	3	4	23		
	O	10	22	16	9	14	71		
Sideswipe – Same Direction	C	2	1	0	1	1	5	57	26.1%
	O	10	15	14	6	7	52		
Left Turn	B	2	0	1	2	2	7	36	16.5%
	C	2	3	5	0	1	11		
	O	2	2	4	3	7	18		
Angle	C	0	2	1	0	2	5	14	6.4%
	O	0	3	3	2	1	9		
Backed Into	O	1	1	0	1	0	3	3	1.4%
Right Turn	C	0	0	1	0	0	1	3	1.4%
	O	0	0	1	1	0	2		
Pedestrian	C	0	1	0	1	0	2	2	0.9%
Sideswipe – Opposite Direction	O	0	0	1	1	0	2	2	0.9%
Hit Curb	O	1	0	0	0	1	2	2	0.9%
Bicycle	B	0	1	0	0	0	1	1	0.5%
Hit Fixed Object	O	0	0	1	0	0	1	1	0.5%
Hit Sign	O	0	0	0	1	0	1	1	0.5%
Hit Unfixed Object	O	1	0	0	0	0	1	1	0.5%
Total	K	0	0	0	0	0	0	218	100%
	A	0	0	0	0	0	0		
	B	2	1	1	2	3	9		
	C	10	12	12	5	8	47		
	O	25	43	40	24	30	162		
	<b>Total</b>		<b>37</b>	<b>56</b>	<b>53</b>	<b>31</b>	<b>41</b>		

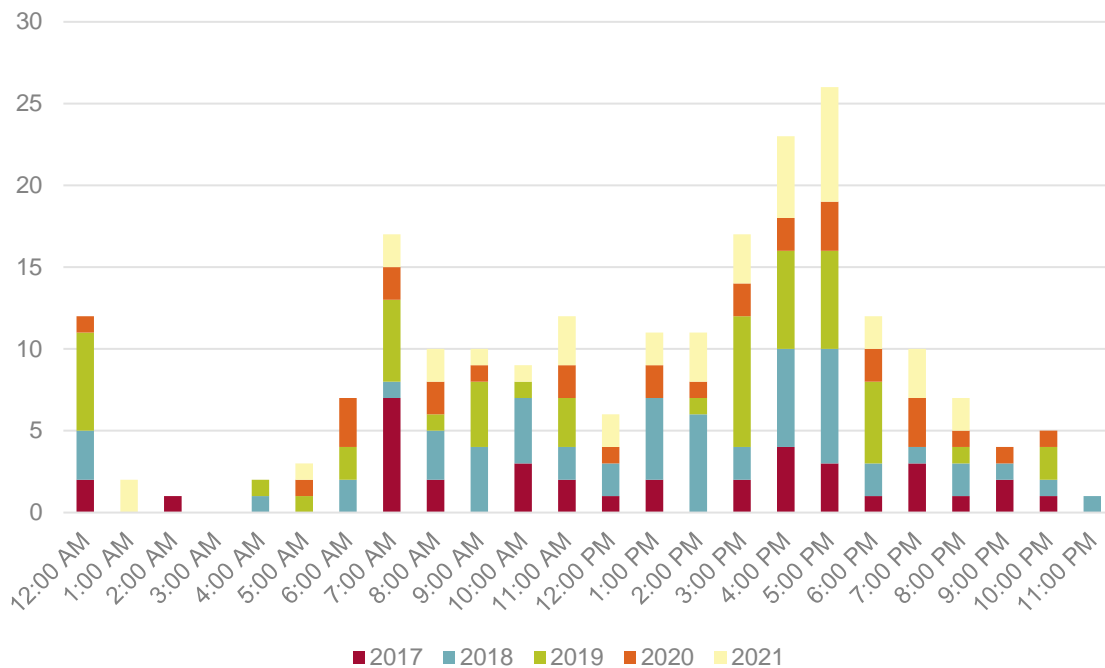


Figure 1: Crashes by Time of Day

Using the National Safety Council (NSC) “KABCO” injury severity scale, approximately 4 percent of the crashes were “visible injury” (KABCO “B” rating) crashes, 22 percent of the crashes were “complaint of injury” (KABCO “C” rating) crashes, and 74 percent of the crashes were property-damage-only crashes (“O” rating), as shown in **Figure 2**. No fatal (KABCO “K” rating) crashes or “serious injury” (KABCO “A” rating) crashes were reported at the study intersection during the five-year crash analysis period.

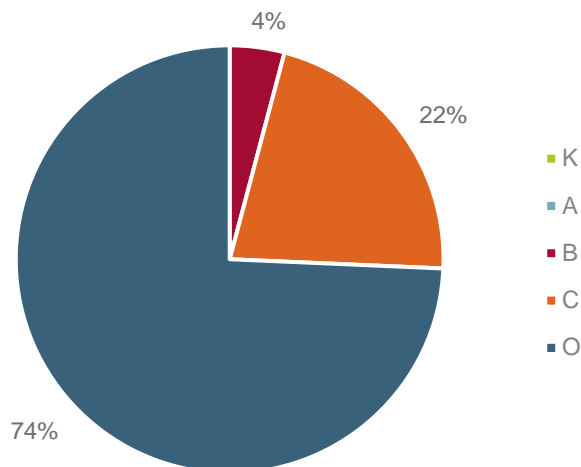


Figure 2: Crashes by Severity



### Existing Traffic Volumes

Traffic count data was collected to understand existing traffic patterns and vehicle classification at the study intersection. One four-hour turning movement count (TMC) was collected on Thursday, October 13, 2022 from 7:00 AM to 9:00 AM and from 4:00 PM to 6:00 PM to capture peak period conditions on a typical weekday. The four-hour TMCs included passenger car, heavy vehicle, bicycle, and pedestrian volumes to capture multimodal characteristics in the study area. A single, 24-hour bidirectional count with vehicle classification was also collected the same day, from 12:00 AM to 11:59 PM, on the south leg of the intersection to understand traffic fluctuations along Cooledge Road throughout the day.

The morning peak hour at the intersection was determined to be from 8:00 AM to 9:00 AM, and the evening peak hour was determined to be from 4:45 PM to 5:45 PM. Traffic count data is provided in **Attachment C**.

### Existing Capacity Analysis

Intersection capacity analyses were completed for Existing (2022) traffic conditions during the AM and PM peak hours using Trafficware’s Synchro 11.0 software, which applies methodologies outlined in the Highway Capacity Manual (HCM). Delay and level-of-service (LOS) were evaluated for the study intersection using the HCM’s LOS criteria for signalized intersections. The results of the Existing (2022) capacity analysis for the intersection are summarized in **Table 3**, and Synchro analysis reports are provided in **Attachment D**.

Table 3: Existing (2022) LOS and Delay

Peak Hour	LOS and Delay (sec)				
	Overall	NB	SB	EB	WB
AM	D (35.8)	E (65.1)	D (53.5)	C (20.4)	C (24.5)
PM	D (47.4)	D (44.9)	E (70.7)	D (37.2)	C (30.9)

The results of the Existing (2022) capacity analysis for the study intersection indicate that the intersection operates at LOS D during both peak hours, with 35.8 seconds of delay during the AM peak hour and 47.4 seconds of delay during the PM peak hour. The northbound approach of Cooledge Road operates at LOS E with over 65 seconds of delay during the AM peak hour, and the southbound approach of Northlake Parkway operates at LOS E with over 70 seconds of delay during the PM peak hour.

### Recommendations

Building upon work previously completed as part of Tucker Tomorrow, the city’s comprehensive plan, and the Tucker PATH Trail Master Plan, the findings from the Existing Conditions and Needs Assessment of the North-South Connectivity Study were used to develop recommendations that support the City of Tucker in its vision of "connecting places and people with safe travel options, today, tomorrow." These recommendations build on the City's previous efforts and focus on operational and safety improvements that can be accomplished without major roadway widening. The following recommendations were identified at the intersection of SR 8 at Cooledge Road/Northlake Parkway:

- NS-049: Construct a northbound right-turn lane and reconfigure the northbound approach to one left-turn lane, two through lanes, and one right-turn lane; Widen the southbound approach and reconfigure to one left-turn lane, two through lanes, and one right-turn lane
- NS-050: Improve the westbound right-turning radius for heavy vehicles
- NS-051: Implement access management strategies at the southeast quadrant of the intersection, if not implementing Project NS-049

A concept design that addresses recommendations NS-049 and NS-050 is provided in **Attachment E**.

### **Attachments**

The following attachments are included to supplement this memorandum:

Attachment A: Intersection Aerial

Attachment B: Crash Data Table

Attachment C: Traffic Count Data

Attachment D: Operational Analysis Reports

Attachment E: Concept Design

**Attachment A:  
Intersection Aerial**







**Attachment B:  
Crash Data Table**

Attachment B: Crash Data Table

No	Crash No	Date	Time	Location	Severity	Crash Type	# of Vehicles	Direction 1	Direction 2	Lighting	Surface
1	6095967	1/27/2017	17:25	SR 8 at Cooledge Rd/Northlake Pkwy	O	Sideswipe - Same Direction	2	North	North	Daylight	Dry
2	6100970	1/30/2017	8:38	SR 8 at Cooledge Rd/Northlake Pkwy	O	Left Turn	2	West	East	Daylight	Dry
3	6109349	2/7/2017	16:33	SR 8 at Cooledge Rd/Northlake Pkwy	O	Rear End	2	North	North	Daylight	Wet
4	6116843	2/12/2017	13:15	SR 8 at Cooledge Rd/Northlake Pkwy	O	Hit Unfixed Object	2	N/A	West	Daylight	Dry
5	6119878	2/16/2017	7:47	SR 8 at Cooledge Rd/Northlake Pkwy	C	Rear End	2	South	South	Daylight	Dry
6	6134170	2/28/2017	10:42	SR 8 at Cooledge Rd/Northlake Pkwy	O	Backed Into	2	South	North	Daylight	Dry
7	6148468	3/13/2017	7:25	SR 8 at Cooledge Rd/Northlake Pkwy	C	Sideswipe - Same Direction	2	North	North	Dark-Lit	Dry
8	6153550	3/16/2017	16:48	SR 8 at Cooledge Rd/Northlake Pkwy	O	Rear End	3	South	South	Daylight	Dry
9	6193073	4/14/2017	8:11	SR 8 at Cooledge Rd/Northlake Pkwy	O	Rear End	2	North	North	Daylight	Dry
10	6201002	4/18/2017	16:00	SR 8 at Cooledge Rd/Northlake Pkwy	C	Rear End	2	South	South	Daylight	Wet
11	6225998	5/9/2017	7:10	SR 8 at Cooledge Rd/Northlake Pkwy	C	Left Turn	2	East	West	Daylight	Dry
12	6230466	5/12/2017	7:56	SR 8 at Cooledge Rd/Northlake Pkwy	B	Left Turn	2	East	West	Daylight	Dry
13	6253512	5/30/2017	7:15	SR 8 at Cooledge Rd/Northlake Pkwy	C	Rear End	2	West	West	Daylight	Dry
14	6255034	5/30/2017	10:06	SR 8 at Cooledge Rd/Northlake Pkwy	O	Rear End	2	West	West	Daylight	Wet
15	6254501	5/30/2017	17:41	SR 8 at Cooledge Rd/Northlake Pkwy	O	Sideswipe - Same Direction	2	South	South	Daylight	Wet
16	6273591	6/14/2017	11:15	SR 8 at Cooledge Rd/Northlake Pkwy	O	Rear End	2	South	South	Daylight	Dry
17	6292615	6/29/2017	19:37	SR 8 at Cooledge Rd/Northlake Pkwy	O	Rear End	2	West	West	Daylight	Wet
18	6360131	8/19/2017	2:45	SR 8 at Cooledge Rd/Northlake Pkwy	O	Hit Curb	1	South	N/A	Dark-Lit	Dry
19	6365740	8/24/2017	12:10	SR 8 at Cooledge Rd/Northlake Pkwy	O	Sideswipe - Same Direction	2	South	South	Daylight	Dry
20	6381002	9/5/2017	15:51	SR 8 at Cooledge Rd/Northlake Pkwy	O	Sideswipe - Same Direction	2	East	East	Daylight	Dry
21	6399795	9/12/2017	22:46	SR 8 at Cooledge Rd/Northlake Pkwy	O	Rear End	2	West	West	Dark-Lit	Wet
22	6396542	9/18/2017	13:16	SR 8 at Cooledge Rd/Northlake Pkwy	C	Rear End	2	West	West	Daylight	Dry
23	6422704	10/9/2017	0:00	SR 8 at Cooledge Rd/Northlake Pkwy	C	Left Turn	3	East	West	Daylight	Wet
24	6426522	10/12/2017	19:35	SR 8 at Cooledge Rd/Northlake Pkwy	C	Sideswipe - Same Direction	2	West	West	Dark-Lit	Dry
25	6428193	10/14/2017	17:50	SR 8 at Cooledge Rd/Northlake Pkwy	B	Left Turn	2	East	West	Daylight	Dry
26	6429792	10/16/2017	18:25	SR 8 at Cooledge Rd/Northlake Pkwy	O	Sideswipe - Same Direction	2	West	West	Daylight	Dry
27	6430143	10/17/2017	7:30	SR 8 at Cooledge Rd/Northlake Pkwy	O	Sideswipe - Same Direction	2	West	West	Daylight	Dry
28	6434177	10/19/2017	11:51	SR 8 at Cooledge Rd/Northlake Pkwy	O	Sideswipe - Same Direction	2	East	East	Daylight	Dry
29	6459129	11/4/2017	21:00	SR 8 at Cooledge Rd/Northlake Pkwy	O	Left Turn	2	North	South	Dark-Lit	Wet
30	6465313	11/9/2017	7:35	SR 8 at Cooledge Rd/Northlake Pkwy	O	Rear End	2	North	North	Daylight	Wet
31	6467651	11/10/2017	15:40	SR 8 at Cooledge Rd/Northlake Pkwy	O	Sideswipe - Same Direction	2	South	South	Daylight	Dry
32	6516413	12/16/2017	16:20	SR 8 at Cooledge Rd/Northlake Pkwy	O	Rear End	2	North	North	Daylight	Dry
33	6521009	12/19/2017	20:43	SR 8 at Cooledge Rd/Northlake Pkwy	C	Rear End	2	North	North	Dark-Unlit	Dry
34	6522442	12/20/2017	10:52	SR 8 at Cooledge Rd/Northlake Pkwy	O	Rear End	2	West	West	Daylight	Wet
35	6524482	12/21/2017	0:00	SR 8 at Cooledge Rd/Northlake Pkwy	O	Sideswipe - Same Direction	2	North	North	Daylight	Wet

Attachment B: Crash Data Table

No	Crash No	Date	Time	Location	Severity	Crash Type	# of Vehicles	Direction 1	Direction 2	Lighting	Surface
36	6524519	12/21/2017	19:12	SR 8 at Cooledge Rd/Northlake Pkwy	O	Sideswipe - Same Direction	2	East	East	Dark-Lit	Wet
37	6526838	12/23/2017	21:27	SR 8 at Cooledge Rd/Northlake Pkwy	C	Rear End	2	East	East	Dark-Unlit	Dry
38	6541325	1/6/2018	9:33	SR 8 at Cooledge Rd/Northlake Pkwy	O	Rear End	2	East	East	Daylight	Dry
39	6555621	1/17/2018	8:00	SR 8 at Cooledge Rd/Northlake Pkwy	O	Angle	2	West	South	Daylight	Ice/Frost
40	6566837	1/25/2018	20:01	SR 8 at Cooledge Rd/Northlake Pkwy	O	Rear End	2	North	North	Dark-Unlit	Dry
41	6575540	1/31/2018	12:57	SR 8 at Cooledge Rd/Northlake Pkwy	O	Sideswipe - Same Direction	2	South	South	Daylight	Dry
42	6591067	2/13/2018	17:00	SR 8 at Cooledge Rd/Northlake Pkwy	O	Sideswipe - Same Direction	2	South	South	Daylight	Dry
43	6598922	2/21/2018	4:43	SR 8 at Cooledge Rd/Northlake Pkwy	O	Rear End	2	East	East	Dark-Lit	Wet
44	6625200	3/8/2018	14:00	SR 8 at Cooledge Rd/Northlake Pkwy	O	Rear End	2	South	South	Daylight	Dry
45	6639859	3/20/2018	8:07	SR 8 at Cooledge Rd/Northlake Pkwy	O	Sideswipe - Same Direction	2	East	East	Daylight	Wet
46	6663263	4/9/2018	9:30	SR 8 at Cooledge Rd/Northlake Pkwy	O	Left Turn	2	South	North	Daylight	Dry
47	6671066	4/12/2018	15:59	SR 8 at Cooledge Rd/Northlake Pkwy	O	Sideswipe - Same Direction	2	South	South	Daylight	Dry
48	6674814	4/16/2018	17:30	SR 8 at Cooledge Rd/Northlake Pkwy	C	Rear End	2	East	East	Daylight	Dry
49	6680964	4/22/2018	0:22	SR 8 at Cooledge Rd/Northlake Pkwy	O	Left Turn	2	West	East	Dark-Lit	Dry
50	6683461	4/24/2018	9:20	SR 8 at Cooledge Rd/Northlake Pkwy	C	Rear End	2	North	North	Daylight	Wet
51	6691672	5/1/2018	14:39	SR 8 at Cooledge Rd/Northlake Pkwy	C	Pedestrian	1	South	South	Daylight	Dry
52	6701148	5/8/2018	20:59	SR 8 at Cooledge Rd/Northlake Pkwy	O	Sideswipe - Same Direction	2	South	South	Dark-Lit	Dry
53	6714275	5/17/2018	14:25	SR 8 at Cooledge Rd/Northlake Pkwy	O	Sideswipe - Same Direction	2	South	South	Daylight	Dry
54	6722595	5/23/2018	15:54	SR 8 at Cooledge Rd/Northlake Pkwy	O	Rear End	2	North	North	Daylight	Dry
55	6725578	5/26/2018	8:56	SR 8 at Cooledge Rd/Northlake Pkwy	O	Angle	2	East	North	Daylight	Dry
56	6740338	6/7/2018	10:55	SR 8 at Cooledge Rd/Northlake Pkwy	O	Sideswipe - Same Direction	2	East	East	Daylight	Dry
57	6764986	6/22/2018	12:00	SR 8 at Cooledge Rd/Northlake Pkwy	C	Angle	2	West	South	Daylight	Dry
58	6787143	7/10/2018	17:20	SR 8 at Cooledge Rd/Northlake Pkwy	O	Sideswipe - Same Direction	2	West	West	Daylight	Dry
59	6795055	7/17/2018	19:00	SR 8 at Cooledge Rd/Northlake Pkwy	O	Rear End	2	West	West	Daylight	Dry
60	6813969	8/2/2018	16:50	SR 8 at Cooledge Rd/Northlake Pkwy	C	Rear End	2	South	South	Daylight	Wet
61	6820876	8/6/2018	16:28	SR 8 at Cooledge Rd/Northlake Pkwy	O	Rear End	2	South	South	Dark-Unlit	Dry
62	6827067	8/8/2018	0:00	SR 8 at Cooledge Rd/Northlake Pkwy	O	Sideswipe - Same Direction	2	East	East	Daylight	Dry
63	6832059	8/14/2018	13:50	SR 8 at Cooledge Rd/Northlake Pkwy	O	Sideswipe - Same Direction	2	South	South	Daylight	Dry
64	6837073	8/16/2018	14:45	SR 8 at Cooledge Rd/Northlake Pkwy	C	Angle	2	East	North	Daylight	Dry
65	6841545	8/21/2018	7:00	SR 8 at Cooledge Rd/Northlake Pkwy	O	Rear End	2	East	East	Daylight	Dry
66	6845742	8/24/2018	10:37	SR 8 at Cooledge Rd/Northlake Pkwy	O	Rear End	2	West	West	Daylight	Dry
67	6846116	8/24/2018	11:27	SR 8 at Cooledge Rd/Northlake Pkwy	O	Rear End	2	East	East	Daylight	Dry
68	6846253	8/24/2018	16:12	SR 8 at Cooledge Rd/Northlake Pkwy	O	Rear End	2	South	South	Daylight	Dry
69	6851730	8/27/2018	0:00	SR 8 at Cooledge Rd/Northlake Pkwy	O	Rear End	2	West	West	Daylight	Dry
70	6865340	9/8/2018	14:17	SR 8 at Cooledge Rd/Northlake Pkwy	C	Sideswipe - Same Direction	2	East	East	Daylight	Dry

Attachment B: Crash Data Table

No	Crash No	Date	Time	Location	Severity	Crash Type	# of Vehicles	Direction 1	Direction 2	Lighting	Surface
71	6870040	9/12/2018	9:26	SR 8 at Cooledge Rd/Northlake Pkwy	O	Rear End	2	North	North	Daylight	Dry
72	6873161	9/14/2018	10:00	SR 8 at Cooledge Rd/Northlake Pkwy	C	Left Turn	2	West	East	Daylight	Dry
73	6873506	9/14/2018	13:20	SR 8 at Cooledge Rd/Northlake Pkwy	C	Rear End	3	East	East	Daylight	Dry
74	6876840	9/17/2018	13:00	SR 8 at Cooledge Rd/Northlake Pkwy	O	Sideswipe - Same Direction	2	South	South	Daylight	Dry
75	6888367	9/25/2018	16:59	SR 8 at Cooledge Rd/Northlake Pkwy	O	Rear End	2	South	South	Daylight	Dry
76	6890220	9/26/2018	17:53	SR 8 at Cooledge Rd/Northlake Pkwy	O	Rear End	2	South	South	Daylight	Dry
77	6891694	9/27/2018	23:08	SR 8 at Cooledge Rd/Northlake Pkwy	O	Angle	2	East	South	Dark-Lit	Wet
78	6899215	10/3/2018	18:01	SR 8 at Cooledge Rd/Northlake Pkwy	O	Sideswipe - Same Direction	2	South	South	Daylight	Dry
79	6916972	10/16/2018	17:30	SR 8 at Cooledge Rd/Northlake Pkwy	O	Sideswipe - Same Direction	2	South	South	Daylight	Dry
80	6941621	11/2/2018	13:30	SR 8 at Cooledge Rd/Northlake Pkwy	O	Sideswipe - Same Direction	2	North	North	Daylight	Dry
81	6949775	11/7/2018	17:15	SR 8 at Cooledge Rd/Northlake Pkwy	O	Rear End	2	East	East	Daylight	Wet
82	6951186	11/8/2018	18:19	SR 8 at Cooledge Rd/Northlake Pkwy	C	Left Turn	2	North	South	Dark-Lit	Wet
83	6958935	11/14/2018	13:50	SR 8 at Cooledge Rd/Northlake Pkwy	C	Left Turn	2	East	West	Daylight	Wet
84	6958968	11/15/2018	6:45	SR 8 at Cooledge Rd/Northlake Pkwy	O	Rear End	2	North	North	Daylight	Wet
85	6980929	11/15/2018	11:58	SR 8 at Cooledge Rd/Northlake Pkwy	C	Rear End	2	South	South	Daylight	Dry
86	6963708	11/16/2018	22:30	SR 8 at Cooledge Rd/Northlake Pkwy	O	Backed Into	2	South	South	Dark-Unlit	Dry
87	6971571	11/21/2018	14:30	SR 8 at Cooledge Rd/Northlake Pkwy	O	Rear End	2	East	East	Daylight	Dry
88	6978730	11/28/2018	6:37	SR 8 at Cooledge Rd/Northlake Pkwy	O	Rear End	2	West	West	Dark-Lit	Dry
89	6998213	12/11/2018	10:38	SR 8 at Cooledge Rd/Northlake Pkwy	O	Rear End	2	West	West	Daylight	Dry
90	6998617	12/11/2018	16:42	SR 8 at Cooledge Rd/Northlake Pkwy	O	Rear End	2	South	South	Daylight	Dry
91	6998559	12/11/2018	16:48	SR 8 at Cooledge Rd/Northlake Pkwy	O	Rear End	2	East	East	Daylight	Dry
92	7010498	12/19/2018	17:06	SR 8 at Cooledge Rd/Northlake Pkwy	O	Sideswipe - Same Direction	2	South	South	Daylight	Dry
93	7022823	12/31/2018	21:40	SR 8 at Cooledge Rd/Northlake Pkwy	B	Bicycle	1	North	West	Dark-Unlit	Wet
94	7044513	1/15/2019	4:50	SR 8 at Cooledge Rd/Northlake Pkwy	O	Angle	2	North	East	Dark-Lit	Dry
95	7057443	1/24/2019	16:30	SR 8 at Cooledge Rd/Northlake Pkwy	O	Sideswipe - Same Direction	2	South	South	Daylight	Dry
96	7072616	2/5/2019	17:35	SR 8 at Cooledge Rd/Northlake Pkwy	C	Rear End	2	South	South	Dusk	Dry
97	7075763	2/7/2019	15:50	SR 8 at Cooledge Rd/Northlake Pkwy	C	Rear End	2	East	East	Daylight	Dry
98	7084720	2/14/2019	10:54	SR 8 at Cooledge Rd/Northlake Pkwy	C	Left Turn	3	East	West	Daylight	Dry
99	7094874	2/20/2019	15:42	SR 8 at Cooledge Rd/Northlake Pkwy	O	Rear End	2	North	North	Daylight	Wet
100	7110024	3/5/2019	22:10	SR 8 at Cooledge Rd/Northlake Pkwy	C	Left Turn	2	West	East	Dark-Lit	Dry
101	7118897	3/12/2019	0:00	SR 8 at Cooledge Rd/Northlake Pkwy	O	Rear End	2	East	East	Dawn	Dry
102	7121870	3/13/2019	15:30	SR 8 at Cooledge Rd/Northlake Pkwy	O	Sideswipe - Same Direction	2	South	South	Daylight	Dry
103	7127182	3/17/2019	16:04	SR 8 at Cooledge Rd/Northlake Pkwy	O	Sideswipe - Same Direction	2	South	South	Daylight	Dry
104	7169646	4/19/2019	0:00	SR 8 at Cooledge Rd/Northlake Pkwy	O	Rear End	2	East	East	Daylight	Wet
105	7169881	4/19/2019	0:00	SR 8 at Cooledge Rd/Northlake Pkwy	O	Right Turn	2	South	West	Daylight	Dry



Attachment B: Crash Data Table

No	Crash No	Date	Time	Location	Severity	Crash Type	# of Vehicles	Direction 1	Direction 2	Lighting	Surface
106	7176246	4/24/2019	17:40	SR 8 at Cooledge Rd/Northlake Pkwy	O	Left Turn	2	North	South	Daylight	Dry
107	7193456	5/5/2019	15:42	SR 8 at Cooledge Rd/Northlake Pkwy	O	Rear End	2	North	North	Daylight	Dry
108	7195293	5/6/2019	17:37	SR 8 at Cooledge Rd/Northlake Pkwy	O	Sideswipe - Same Direction	2	West	West	Daylight	Dry
109	7196855	5/7/2019	18:52	SR 8 at Cooledge Rd/Northlake Pkwy	O	Left Turn	2	South	North	Daylight	Dry
110	7199768	5/9/2019	17:35	SR 8 at Cooledge Rd/Northlake Pkwy	O	Rear End	2	South	South	Daylight	Dry
111	7199921	5/9/2019	18:35	SR 8 at Cooledge Rd/Northlake Pkwy	O	Rear End	2	South	South	Daylight	Wet
112	7206828	5/15/2019	5:10	SR 8 at Cooledge Rd/Northlake Pkwy	O	Sideswipe - Same Direction	2	West	West	Dark-Unlit	Dry
113	7213730	5/20/2019	14:48	SR 8 at Cooledge Rd/Northlake Pkwy	O	Rear End	2	West	West	Daylight	Dry
114	7236897	6/6/2019	9:35	SR 8 at Cooledge Rd/Northlake Pkwy	C	Right Turn	3	South	West	Daylight	Wet
115	7237291	6/6/2019	18:00	SR 8 at Cooledge Rd/Northlake Pkwy	O	Rear End	2	South	South	Daylight	Dry
116	7239959	6/9/2019	11:00	SR 8 at Cooledge Rd/Northlake Pkwy	C	Angle	2	East	North	Dawn	Wet
117	7245155	6/12/2019	16:10	SR 8 at Cooledge Rd/Northlake Pkwy	C	Rear End	2	East	East	Daylight	Dry
118	7252714	6/18/2019	22:05	SR 8 at Cooledge Rd/Northlake Pkwy	B	Left Turn	2	East	West	Dark-Lit	Wet
119	7265901	6/29/2019	11:25	SR 8 at Cooledge Rd/Northlake Pkwy	C	Left Turn	2	East	West	Daylight	Dry
120	7271443	7/3/2019	17:05	SR 8 at Cooledge Rd/Northlake Pkwy	O	Rear End	2	East	East	Daylight	Dry
121	7282716	7/13/2019	20:00	SR 8 at Cooledge Rd/Northlake Pkwy	O	Rear End	2	West	West	Daylight	Wet
122	7290564	7/19/2019	6:40	SR 8 at Cooledge Rd/Northlake Pkwy	O	Sideswipe - Opposite Direction	2	West	East	Daylight	Dry
123	7298400	7/26/2019	16:20	SR 8 at Cooledge Rd/Northlake Pkwy	O	Rear End	2	South	South	Daylight	Dry
124	7306005	8/2/2019	15:00	SR 8 at Cooledge Rd/Northlake Pkwy	O	Sideswipe - Same Direction	2	East	East	Daylight	Dry
125	7317376	8/13/2019	9:10	SR 8 at Cooledge Rd/Northlake Pkwy	O	Sideswipe - Same Direction	2	North	North	Daylight	Dry
126	7320936	8/15/2019	7:10	SR 8 at Cooledge Rd/Northlake Pkwy	C	Left Turn	2	South	North	Daylight	Dry
127	7321582	8/15/2019	16:30	SR 8 at Cooledge Rd/Northlake Pkwy	O	Sideswipe - Same Direction	2	South	South	Daylight	Dry
128	7322903	8/16/2019	0:00	SR 8 at Cooledge Rd/Northlake Pkwy	C	Left Turn	3	North	South	Daylight	Dry
129	7344013	9/4/2019	15:42	SR 8 at Cooledge Rd/Northlake Pkwy	O	Sideswipe - Same Direction	2	East	East	Daylight	Dry
130	7351539	9/11/2019	8:40	SR 8 at Cooledge Rd/Northlake Pkwy	O	Sideswipe - Same Direction	2	West	West	Daylight	Dry
131	7354321	9/13/2019	15:59	SR 8 at Cooledge Rd/Northlake Pkwy	O	Hit Fixed Object	1	North	N/A	Daylight	Dry
132	7360894	9/19/2019	17:30	SR 8 at Cooledge Rd/Northlake Pkwy	O	Angle	2	East	South	Daylight	Dry
133	7364497	9/23/2019	7:51	SR 8 at Cooledge Rd/Northlake Pkwy	O	Rear End	2	East	East	Daylight	Dry
134	7369036	9/25/2019	0:00	SR 8 at Cooledge Rd/Northlake Pkwy	O	Angle	2	North	West	Dark-Lit	Dry
135	7369012	9/25/2019	18:27	SR 8 at Cooledge Rd/Northlake Pkwy	O	Rear End	2	South	South	Daylight	Dry
136	7380282	10/5/2019	9:16	SR 8 at Cooledge Rd/Northlake Pkwy	C	Rear End	2	West	West	Daylight	Dry
137	7387794	10/11/2019	18:11	SR 8 at Cooledge Rd/Northlake Pkwy	O	Sideswipe - Same Direction	2	West	West	Dawn	Dry
138	7404195	10/24/2019	7:20	SR 8 at Cooledge Rd/Northlake Pkwy	O	Left Turn	2	East	West	Daylight	Dry
139	7403586	10/24/2019	11:25	SR 8 at Cooledge Rd/Northlake Pkwy	O	Sideswipe - Same Direction	2	East	East	Daylight	Dry
140	7405277	10/25/2019	16:14	SR 8 at Cooledge Rd/Northlake Pkwy	O	Sideswipe - Same Direction	2	East	East	Daylight	Dry

Attachment B: Crash Data Table

No	Crash No	Date	Time	Location	Severity	Crash Type	# of Vehicles	Direction 1	Direction 2	Lighting	Surface
141	7427770	11/10/2019	0:15	SR 8 at Cooledge Rd/Northlake Pkwy	O	Rear End	3	East	East	Dark-Lit	Dry
142	7431777	11/13/2019	7:30	SR 8 at Cooledge Rd/Northlake Pkwy	O	Sideswipe - Same Direction	2	North	North	Daylight	Dry
143	7459183	12/2/2019	15:08	SR 8 at Cooledge Rd/Northlake Pkwy	O	Rear End	2	South	South	Daylight	Dry
144	7463655	12/5/2019	9:03	SR 8 at Cooledge Rd/Northlake Pkwy	O	Left Turn	2	South	North	Daylight	Dry
145	7471752	12/11/2019	7:25	SR 8 at Cooledge Rd/Northlake Pkwy	O	Rear End	2	North	North	Dawn	Dry
146	7480605	12/16/2019	6:35	SR 8 at Cooledge Rd/Northlake Pkwy	C	Rear End	3	North	North	Dark-Lit	Dry
147	7500984	1/2/2020	13:25	SR 8 at Cooledge Rd/Northlake Pkwy	C	Rear End	2	North	North	Daylight	Wet
148	7517066	1/15/2020	17:22	SR 8 at Cooledge Rd/Northlake Pkwy	O	Rear End	2	East	East	Daylight	Dry
149	7517130	1/15/2020	20:15	SR 8 at Cooledge Rd/Northlake Pkwy	O	Rear End	2	North	North	Dark-Lit	Dry
150	7534596	1/31/2020	18:10	SR 8 at Cooledge Rd/Northlake Pkwy	O	Rear End	2	North	North	Daylight	Dry
151	7540687	2/6/2020	7:15	SR 8 at Cooledge Rd/Northlake Pkwy	O	Sideswipe - Same Direction	2	West	West	Dark-Lit	Wet
152	7542009	2/7/2020	8:50	SR 8 at Cooledge Rd/Northlake Pkwy	O	Left Turn	2	North	South	Dawn	Wet
153	7547119	2/12/2020	7:41	SR 8 at Cooledge Rd/Northlake Pkwy	O	Angle	2	West	North	Daylight	Dry
154	7554069	2/18/2020	9:45	SR 8 at Cooledge Rd/Northlake Pkwy	O	Sideswipe - Opposite Direction	2	North	South	Daylight	Wet
155	7556717	2/20/2020	11:09	SR 8 at Cooledge Rd/Northlake Pkwy	O	Sideswipe - Same Direction	2	East	East	Daylight	Wet
156	7572480	3/4/2020	17:42	SR 8 at Cooledge Rd/Northlake Pkwy	C	Sideswipe - Same Direction	2	South	South	Daylight	Wet
157	7578713	3/9/2020	18:15	SR 8 at Cooledge Rd/Northlake Pkwy	O	Rear End	2	East	East	Daylight	Dry
158	7612759	4/10/2020	19:05	SR 8 at Cooledge Rd/Northlake Pkwy	B	Left Turn	2	North	South	Daylight	Dry
159	7681293	6/30/2020	14:15	SR 8 at Cooledge Rd/Northlake Pkwy	O	Rear End	2	West	West	Daylight	Dry
160	7713996	8/1/2020	0:45	SR 8 at Cooledge Rd/Northlake Pkwy	O	Rear End	2	West	West	Dark-Lit	Dry
161	7732662	8/10/2020	5:20	SR 8 at Cooledge Rd/Northlake Pkwy	O	Sideswipe - Same Direction	2	N/A	South	Dark-Lit	Dry
162	7750016	8/23/2020	11:36	SR 8 at Cooledge Rd/Northlake Pkwy	O	Backed Into	2	North	North	Daylight	Dry
163	7756173	8/30/2020	6:10	SR 8 at Cooledge Rd/Northlake Pkwy	O	Rear End	2	West	West	Dark-Unlit	Dry
164	7756495	8/30/2020	15:11	SR 8 at Cooledge Rd/Northlake Pkwy	O	Hit Sign	1	South	N/A	Daylight	Dry
165	7767298	9/9/2020	6:58	SR 8 at Cooledge Rd/Northlake Pkwy	O	Left Turn	2	East	West	Daylight	Dry
166	7797994	10/5/2020	12:50	SR 8 at Cooledge Rd/Northlake Pkwy	C	Pedestrian	1	North	North	Daylight	Dry
167	7801711	10/7/2020	15:43	SR 8 at Cooledge Rd/Northlake Pkwy	O	Sideswipe - Same Direction	2	South	South	Daylight	Dry
168	7802478	10/8/2020	8:50	SR 8 at Cooledge Rd/Northlake Pkwy	O	Sideswipe - Same Direction	2	East	East	Daylight	Dry
169	7820513	10/22/2020	22:29	SR 8 at Cooledge Rd/Northlake Pkwy	B	Left Turn	2	West	East	Dark-Lit	Dry
170	7829000	10/30/2020	6:49	SR 8 at Cooledge Rd/Northlake Pkwy	O	Angle	2	North	East	Dark-Lit	Dry
171	7835471	11/3/2020	16:15	SR 8 at Cooledge Rd/Northlake Pkwy	C	Rear End	2	East	East	Daylight	Dry
172	7837138	11/4/2020	17:15	SR 8 at Cooledge Rd/Northlake Pkwy	C	Rear End	2	West	West	Daylight	Dry
173	7858135	11/20/2020	13:19	SR 8 at Cooledge Rd/Northlake Pkwy	O	Left Turn	2	West	East	Daylight	Dry
174	7859720	11/22/2020	19:05	SR 8 at Cooledge Rd/Northlake Pkwy	O	Right Turn	2	West	North	Dark-Unlit	Dry
175	7885213	12/12/2020	21:43	SR 8 at Cooledge Rd/Northlake Pkwy	O	Rear End	2	North	North	Dark-Unlit	Wet


## Attachment B: Crash Data Table

No	Crash No	Date	Time	Location	Severity	Crash Type	# of Vehicles	Direction 1	Direction 2	Lighting	Surface
176	7887336	12/14/2020	16:10	SR 8 at Cooledge Rd/Northlake Pkwy	O	Rear End	2	North	North	Daylight	Dry
177	7890190	12/16/2020	19:40	SR 8 at Cooledge Rd/Northlake Pkwy	O	Sideswipe - Same Direction	2	South	South	Dark-Lit	Wet
178	7913068	1/6/2021	16:20	SR 8 at Cooledge Rd/Northlake Pkwy	O	Left Turn	2	North	South	Daylight	Dry
179	7913189	1/6/2021	19:20	SR 8 at Cooledge Rd/Northlake Pkwy	B	Left Turn	2	West	East	Daylight	Dry
180	7915112	1/8/2021	7:00	SR 8 at Cooledge Rd/Northlake Pkwy	O	Left Turn	2	North	South	Dark-Unlit	Wet
181	7922962	1/15/2021	17:08	SR 8 at Cooledge Rd/Northlake Pkwy	C	Sideswipe - Same Direction	2	West	West	Daylight	Dry
182	7923102	1/15/2021	20:11	SR 8 at Cooledge Rd/Northlake Pkwy	O	Rear End	2	South	South	Dark-Lit	Dry
183	7956352	2/16/2021	9:00	SR 8 at Cooledge Rd/Northlake Pkwy	C	Rear End	2	South	South	Daylight	Wet
184	7991410	3/18/2021	18:25	SR 8 at Cooledge Rd/Northlake Pkwy	O	Rear End	2	East	East	Daylight	Dry
185	7998317	3/24/2021	11:16	SR 8 at Cooledge Rd/Northlake Pkwy	O	Sideswipe - Same Direction	2	East	East	Daylight	Dry
186	8022505	4/13/2021	15:49	SR 8 at Cooledge Rd/Northlake Pkwy	O	Rear End	2	North	North	Daylight	Dry
187	8023932	4/14/2021	17:16	SR 8 at Cooledge Rd/Northlake Pkwy	O	Sideswipe - Same Direction	2	South	South	Dark-Lit	Dry
188	8041918	4/29/2021	8:30	SR 8 at Cooledge Rd/Northlake Pkwy	O	Rear End	2	West	West	Daylight	Dry
189	8052465	5/7/2021	10:55	SR 8 at Cooledge Rd/Northlake Pkwy	C	Rear End	2	South	South	Daylight	Dry
190	8058866	5/12/2021	12:18	SR 8 at Cooledge Rd/Northlake Pkwy	O	Sideswipe - Same Direction	2	North	North	Daylight	Wet
191	8069496	5/20/2021	13:59	SR 8 at Cooledge Rd/Northlake Pkwy	O	Sideswipe - Same Direction	2	North	North	Daylight	Dry
192	8073067	5/24/2021	11:50	SR 8 at Cooledge Rd/Northlake Pkwy	O	Rear End	2	North	North	Daylight	Dry
193	8083117	6/1/2021	17:05	SR 8 at Cooledge Rd/Northlake Pkwy	C	Angle	2	North	West	Dark-Lit	Dry
194	8114778	6/26/2021	17:55	SR 8 at Cooledge Rd/Northlake Pkwy	O	Sideswipe - Same Direction	2	South	South	Daylight	Dry
195	8123714	7/3/2021	19:30	SR 8 at Cooledge Rd/Northlake Pkwy	B	Left Turn	3	West	East	Daylight	Dry
196	8128719	7/8/2021	1:45	SR 8 at Cooledge Rd/Northlake Pkwy	O	Rear End	2	East	East	Dark-Lit	Wet
197	8138054	7/15/2021	14:34	SR 8 at Cooledge Rd/Northlake Pkwy	O	Left Turn	2	North	South	Daylight	Dry
198	8155683	7/16/2021	20:40	SR 8 at Cooledge Rd/Northlake Pkwy	O	Rear End	2	West	West	Dusk	Dry
199	8144875	7/21/2021	5:54	SR 8 at Cooledge Rd/Northlake Pkwy	O	Angle	2	West	North	Dark-Lit	Dry
200	8154525	7/28/2021	19:00	SR 8 at Cooledge Rd/Northlake Pkwy	O	Sideswipe - Same Direction	2	West	West	Daylight	Dry
201	8170281	8/10/2021	12:45	SR 8 at Cooledge Rd/Northlake Pkwy	C	Rear End	2	North	North	Daylight	Dry
202	8188448	8/24/2021	14:49	SR 8 at Cooledge Rd/Northlake Pkwy	O	Left Turn	2	East	West	Daylight	Dry
203	8198363	8/31/2021	8:35	SR 8 at Cooledge Rd/Northlake Pkwy	O	Rear End	2	South	South	Daylight	Dry
204	8201463	9/3/2021	16:19	SR 8 at Cooledge Rd/Northlake Pkwy	O	Rear End	2	East	East	Daylight	Dry
205	8201462	9/3/2021	17:40	SR 8 at Cooledge Rd/Northlake Pkwy	B	Rear End	5	South	South	Daylight	Dry
206	8218193	9/9/2021	17:48	SR 8 at Cooledge Rd/Northlake Pkwy	O	Rear End	2	South	South	Daylight	Dry
207	8270433	10/18/2021	16:00	SR 8 at Cooledge Rd/Northlake Pkwy	O	Hit Curb	1	South	N/A	Daylight	Dry
208	8277543	10/23/2021	13:00	SR 8 at Cooledge Rd/Northlake Pkwy	C	Angle	2	North	East	Daylight	Dry
209	8294314	11/3/2021	17:19	SR 8 at Cooledge Rd/Northlake Pkwy	C	Rear End	2	East	East	Daylight	Dry
210	8306832	11/12/2021	14:26	SR 8 at Cooledge Rd/Northlake Pkwy	O	Sideswipe - Same Direction	2	South	South	Daylight	Dry

Attachment B: Crash Data Table

No	Crash No	Date	Time	Location	Severity	Crash Type	# of Vehicles	Direction 1	Direction 2	Lighting	Surface
211	8314640	11/17/2021	15:05	SR 8 at Cooleedge Rd/Northlake Pkwy	O	Rear End	2	South	South	Daylight	Dry
212	8321975	11/22/2021	16:35	SR 8 at Cooleedge Rd/Northlake Pkwy	O	Left Turn	2	West	East	Daylight	Dry
213	8329052	11/29/2021	15:00	SR 8 at Cooleedge Rd/Northlake Pkwy	O	Rear End	2	East	East	Daylight	Dry
214	8345468	12/3/2021	1:36	SR 8 at Cooleedge Rd/Northlake Pkwy	O	Left Turn	2	North	South	Dark-Lit	Dry
215	8340938	12/7/2021	16:51	SR 8 at Cooleedge Rd/Northlake Pkwy	O	Rear End	2	West	West	Daylight	Dry
216	8342157	12/8/2021	18:18	SR 8 at Cooleedge Rd/Northlake Pkwy	O	Left Turn	2	East	West	Dark-Unlit	Dry
217	8342838	12/9/2021	7:00	SR 8 at Cooleedge Rd/Northlake Pkwy	C	Left Turn	2	East	West	Dark-Lit	Dry
218	8346280	12/11/2021	11:55	SR 8 at Cooleedge Rd/Northlake Pkwy	O	Rear End	2	West	West	Daylight	Dry

**Attachment C:  
Traffic Count Data**

 [Click here for Map](#)

### Peak Hour Turning Movement Count

Tucker, GA & Stone Mountain, GA



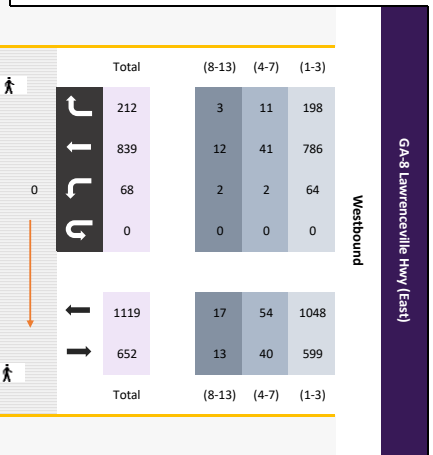
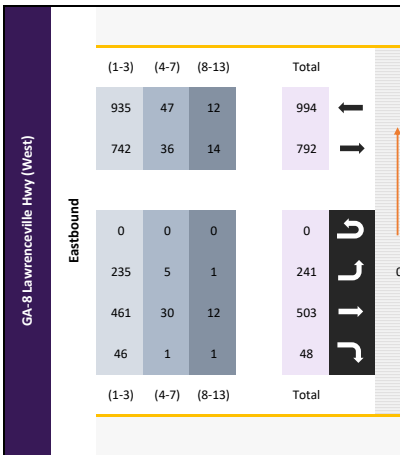
www.marrtraffic.com

Thursday, October 13, 2022	
Period	0700 - 0900
Peak Hour	0800 - 0900

\* the Peak Hour Diagram does not include Bikes

**Session Parameters**

(Drop Down Menu)



All vehicles

Time	Northbound Coolege Rd					Southbound Northlake Pkwy					Eastbound GA-8 Lawrenceville Hwy (West)					Westbound GA-8 Lawrenceville Hwy (East)					Int Total
	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	
	6.1	6.2	6.3	6.4		6.5	6.6	6.7	6.8		6.9	6.10	6.11	6.12		6.13	6.14	6.15	6.16		
0800 - 0815	16	126	19	0	161	30	33	16	0	79	47	122	8	0	177	17	234	71	0	322	739
0815 - 0830	18	142	15	0	175	27	29	13	0	69	63	136	12	0	211	18	193	54	0	265	720
0830 - 0845	28	117	7	0	152	23	24	24	1	72	52	120	14	0	186	17	207	40	0	264	674
0845 - 0900	17	116	13	0	146	15	28	23	0	66	79	125	14	0	218	16	205	47	0	268	698
Total	79	501	54	0	634	95	114	76	1	286	241	503	48	0	792	68	839	212	0	1119	2831
Approach %	12.46	79.02	8.52	0.00	-	33.22	39.86	26.57	0.35	-	30.43	63.51	6.06	0.00	-	6.08	74.98	18.95	0.00	-	
PHF	0.71	0.88	0.71	0.00	0.91	0.79	0.86	0.79	0.25	0.91	0.76	0.92	0.86	0.00	0.91	0.94	0.90	0.75	0.00	0.87	0.96

Bikes

Time	Northbound Coolege Rd					Southbound Northlake Pkwy					Eastbound GA-8 Lawrenceville Hwy (West)					Westbound GA-8 Lawrenceville Hwy (East)					Int Total
	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	
	6.1	6.2	6.3	6.4		6.5	6.6	6.7	6.8		6.9	6.10	6.11	6.12		6.13	6.14	6.15	6.16		
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	100.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.25	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 Coolege Rd					Southbound Northlake Pkwy					Eastbound GA-8 Lawrenceville Hwy (West)					Westbound GA-8 Lawrenceville Hwy (East)					Int Total
	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	
	6.1	6.2	6.3	6.4		6.5	6.6	6.7	6.8		6.9	6.10	6.11	6.12		6.13	6.14	6.15	6.16		
0800 - 0815	15	124	18	0	157	27	32	15	0	74	45	114	8	0	167	15	218	67	0	300	698
0815 - 0830	18	141	14	0	173	25	29	13	0	67	60	125	11	0	196	18	180	48	0	246	682
0830 - 0845	26	117	7	0	150	21	24	24	0	69	52	107	14	0	173	16	191	40	0	247	639
0845 - 0900	15	114	12	0	141	14	27	23	0	64	78	115	13	0	206	15	197	43	0	255	666
Total	74	496	51	0	621	87	112	75	0	274	235	461	46	0	742	64	786	198	0	1048	2685
Approach %	11.92	79.87	8.21	0.00	-	31.75	40.88	27.37	0.00	-	31.67	62.13	6.20	0.00	-	6.11	75.00	18.89	0.00	-	
PHF	0.71	0.88	0.71	0.00	0.90	0.81	0.88	0.78	0.00	0.93	0.75	0.92	0.82	0.00	0.90	0.89	0.90	0.74	0.00	0.87	0.96

Single Unit Trucks (4-7)

Time	Northbound Coolege Rd					Southbound Northlake Pkwy					Eastbound GA-8 Lawrenceville Hwy (West)					Westbound GA-8 Lawrenceville Hwy (East)					Int Total
	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	
	6.1	6.2	6.3	6.4		6.5	6.6	6.7	6.8		6.9	6.10	6.11	6.12		6.13	6.14	6.15	6.16		
0800 - 0815	1	2	1	0	4	2	1	1	0	4	2	5	0	0	7	2	12	3	0	17	32
0815 - 0830	0	1	1	0	2	2	0	0	0	2	2	8	1	0	11	0	10	4	0	14	29
0830 - 0845	2	0	0	0	2	2	0	0	0	2	0	9	0	0	9	0	12	0	0	12	25
0845 - 0900	2	2	1	0	5	1	1	0	0	2	1	8	0	0	9	0	7	4	0	11	27
Total	5	5	3	0	13	7	2	1	0	10	5	30	1	0	36	2	41	11	0	54	113
Approach %	38.46	38.46	23.08	0.00	-	70.00	20.00	10.00	0.00	-	13.89	83.33	2.78	0.00	-	3.70	75.93	20.37	0.00	-	
PHF	0.63	0.63	0.75	0.00	0.65	0.88	0.50	0.25	0.00	0.63	0.63	0.83	0.25	0.00	0.82	0.25	0.85	0.69	0.00	0.79	0.88

Combination Trucks (8-13)

Time	Northbound Coolege Rd					Southbound Northlake Pkwy					Eastbound GA-8 Lawrenceville Hwy (West)					Westbound GA-8 Lawrenceville Hwy (East)					Int Total
	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	
	6.1	6.2	6.3	6.4		6.5	6.6	6.7	6.8		6.9	6.10	6.11	6.12		6.13	6.14	6.15	6.16		
0800 - 0815	0	0	0	0	0	1	0	0	0	1	0	3	0	0	3	0	4	1	0	5	9
0815 - 0830	0	0	0	0	0	0	0	0	0	0	1	3	0	0	4	0	3	2	0	5	9
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	1	4	0	0	5	9
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	1	1	0	0	2	5
Total	0	0	0	0	0	1	0	0	0	1	1	12	1	0	14	2	12	3	0	17	32
Approach %	0.00	0.00	0.00	0.00	-	100.00	0.00	0.00	0.00	-	7.14	85.71	7.14	0.00	-	11.76	70.59	17.65	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.25	0.25	0.75	0.25	0.00	0.88	0.50	0.75	0.38	0.00	0.85	0.89



[Click here for Map](#)

### Peak Hour Turning Movement Count

Tucker, GA & Stone Mountain, GA



www.marrtraffic.com

Thursday, October 13, 2022	
Period	1600 - 1800
Peak Hour	1645 - 1745

\* the Peak Hour Diagram does not include Bikes

**Session Parameters**

(Drop Down Menu)



GA-8 Lawrenceville Hwy (West)

GA-8 Lawrenceville Hwy (East)



All vehicles

Time	Northbound					Southbound					Eastbound					Westbound					Int	Total
	Coolege Rd					Northlake Pkwy					GA-8 Lawrenceville Hwy (West)					GA-8 Lawrenceville Hwy (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		
1645 - 1700	11	31	15	0	57	27	158	75	0	260	32	215	38	0	285	40	155	33	0	228	830	
1700 - 1715	11	62	18	0	91	50	169	90	0	309	35	193	34	0	262	42	160	41	0	243	905	
1715 - 1730	9	49	24	0	82	43	138	99	0	280	21	214	36	0	271	40	177	38	0	255	888	
1730 - 1745	10	44	21	0	75	34	180	62	0	276	45	192	38	0	275	42	168	42	0	252	878	
Total	41	186	78	0	305	154	645	326	0	1125	133	814	146	0	1093	164	660	154	0	978	3501	
Approach %	13.44	60.98	25.57	0.00	-	13.69	57.33	28.98	0.00	-	12.17	74.47	13.36	0.00	-	16.77	67.48	15.75	0.00	-		
PHF	0.93	0.75	0.81	0.00	0.84	0.77	0.90	0.82	0.00	0.91	0.74	0.95	0.96	0.00	0.96	0.98	0.93	0.92	0.00	0.96	0.97	

Bikes

Time	Northbound					Southbound					Eastbound					Westbound					Int	Total
	Coolege Rd					Northlake Pkwy					GA-8 Lawrenceville Hwy (West)					GA-8 Lawrenceville Hwy (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		
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	
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-		
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Passenger Vehicles (1-3)

Time	Northbound					Southbound					Eastbound					Westbound					Int	Total
	Coolege Rd					Northlake Pkwy					GA-8 Lawrenceville Hwy (West)					GA-8 Lawrenceville Hwy (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		
1645 - 1700	10	30	15	0	55	27	157	75	0	259	32	210	37	0	279	38	150	32	0	220	813	
1700 - 1715	11	60	18	0	89	49	168	89	0	306	34	186	34	0	254	42	155	41	0	238	887	
1715 - 1730	9	49	23	0	81	43	138	99	0	280	21	207	35	0	263	40	168	37	0	245	869	
1730 - 1745	10	44	19	0	73	34	179	62	0	275	44	189	38	0	271	41	159	42	0	242	861	
Total	40	183	75	0	298	153	642	325	0	1120	131	792	144	0	1067	161	632	152	0	945	3430	
Approach %	13.42	61.41	25.17	0.00	-	13.66	57.32	29.02	0.00	-	12.28	74.23	13.50	0.00	-	17.04	66.88	16.08	0.00	-		
PHF	0.91	0.76	0.82	0.00	0.84	0.78	0.90	0.82	0.00	0.92	0.74	0.94	0.95	0.00	0.96	0.96	0.94	0.90	0.00	0.96	0.97	

Single Unit Trucks (4-7)

Time	Northbound					Southbound					Eastbound					Westbound					Int	Total
	Coolege Rd					Northlake Pkwy					GA-8 Lawrenceville Hwy (West)					GA-8 Lawrenceville Hwy (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		
1645 - 1700	1	1	0	0	2	0	1	0	0	1	0	4	1	0	5	2	5	1	0	8	16	
1700 - 1715	0	0	0	0	0	1	1	1	0	3	1	5	0	0	6	0	4	0	0	4	13	
1715 - 1730	0	0	1	0	1	0	0	0	0	0	0	6	1	0	7	0	6	1	0	7	15	
1730 - 1745	0	0	2	0	2	0	1	0	0	1	1	3	0	0	4	1	6	0	0	7	14	
Total	1	1	3	0	5	1	3	1	0	5	2	18	2	0	22	3	21	2	0	26	58	
Approach %	20.00	20.00	60.00	0.00	-	20.00	60.00	20.00	0.00	-	9.09	81.82	9.09	0.00	-	11.54	80.77	7.69	0.00	-		
PHF	0.25	0.25	0.38	0.00	0.63	0.25	0.75	0.25	0.00	0.42	0.50	0.75	0.50	0.00	0.79	0.38	0.88	0.50	0.00	0.81	0.91	

Combination Trucks (8-13)

Time	Northbound					Southbound					Eastbound					Westbound					Int	Total
	Coolege Rd					Northlake Pkwy					GA-8 Lawrenceville Hwy (West)					GA-8 Lawrenceville Hwy (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		
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	
1700 - 1715	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	5	
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	3	0	0	3	4	
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3	
Total	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	0	7	0	0	7	13	
Approach %	0.00	100.00	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	-		
PHF	0.00	0.25	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.50	0.00	0.00	0.50	0.00	0.58	0.00	0.00	0.58	0.65	

# Classified Turn Movement Count || All vehicles



Tucker, GA & Stone Mountain, GA

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**Site 6 of 23**  
 Cooledge Rd  
 Northlake Pkwy  
 GA-8 Lawrenceville Hwy (West)  
 GA-8 Lawrenceville Hwy (East)

**Date**  
 Thursday, October 13, 2022

**Weather**  
 Mostly Cloudy  
 66°F

**Lat/Long**  
 33.837824°, -84.237626°

## 0700 - 0900 (Weekday 2h Session) (10-13-2022)

All vehicles

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Cooledge Rd					Northlake Pkwy					GA-8 Lawrenceville Hwy (West)					GA-8 Lawrenceville Hwy (East)					
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	
0700 - 0715	20	103	7	0	130	20	20	20	0	60	42	70	11	0	123	11	103	39	0	153	466
0715 - 0730	12	123	10	0	145	24	24	14	1	63	21	85	9	0	115	9	128	44	0	181	504
0730 - 0745	20	111	10	0	141	15	20	14	0	49	41	118	5	0	164	12	165	47	0	224	578
0745 - 0800	25	142	13	0	180	36	28	22	0	86	40	108	11	0	159	12	165	51	0	228	653
Hourly Total	77	479	40	0	596	95	92	70	1	258	144	381	36	0	561	44	561	181	0	786	2201
0800 - 0815	16	126	19	0	161	30	33	16	0	79	47	122	8	0	177	17	234	71	0	322	739
0815 - 0830	18	142	15	0	175	27	29	13	0	69	63	136	12	0	211	18	193	54	0	265	720
0830 - 0845	28	117	7	0	152	23	24	24	1	72	52	120	14	0	186	17	207	40	0	264	674
0845 - 0900	17	116	13	0	146	15	28	23	0	66	79	125	14	0	218	16	205	47	0	268	698
Hourly Total	79	501	54	0	634	95	114	76	1	286	241	503	48	0	792	68	839	212	0	1119	2831
Grand Total	156	980	94	0	1230	190	206	146	2	544	385	884	84	0	1353	112	1400	393	0	1905	5032
Approach %	12.68	79.67	7.64	0.00	-	34.93	37.87	26.84	0.37	-	28.46	65.34	6.21	0.00	-	5.88	73.49	20.63	0.00	-	-
Intersection %	3.10	19.48	1.87	0.00	24.44	3.78	4.09	2.90	0.04	10.81	7.65	17.57	1.67	0.00	26.89	2.23	27.82	7.81	0.00	37.86	-
PHF	0.71	0.88	0.71	0.00	0.91	0.79	0.86	0.79	0.25	0.91	0.76	0.92	0.86	0.00	0.91	0.94	0.90	0.75	0.00	0.87	0.96

## 1600 - 1800 (Weekday 2h Session) (10-13-2022)

All vehicles

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Cooledge Rd					Northlake Pkwy					GA-8 Lawrenceville Hwy (West)					GA-8 Lawrenceville Hwy (East)					
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	
1600 - 1615	9	35	14	0	58	30	144	81	0	255	34	193	37	0	264	36	175	48	0	259	836
1615 - 1630	7	49	18	0	74	33	152	60	0	245	42	179	33	0	254	49	161	42	0	252	825
1630 - 1645	13	30	18	0	61	28	169	61	0	258	24	168	34	0	226	39	184	39	0	262	807
1645 - 1700	11	31	15	0	57	27	158	75	0	260	32	215	38	0	285	40	155	33	0	228	830
Hourly Total	40	145	65	0	250	118	623	277	0	1018	132	755	142	0	1029	164	675	162	0	1001	3298
1700 - 1715	11	62	18	0	91	50	169	90	0	309	35	193	34	0	262	42	160	41	0	243	905
1715 - 1730	9	49	24	0	82	43	138	99	0	280	21	214	36	0	271	40	177	38	0	255	888
1730 - 1745	10	44	21	0	75	34	180	62	0	276	45	192	38	0	275	42	168	42	0	252	878
1745 - 1800	10	43	15	0	68	34	170	81	0	285	30	178	45	0	253	15	152	28	0	195	801
Hourly Total	40	198	78	0	316	161	657	332	0	1150	131	777	153	0	1061	139	657	149	0	945	3472
Grand Total	80	343	143	0	566	279	1280	609	0	2168	263	1532	295	0	2090	303	1332	311	0	1946	6770
Approach %	14.13	60.60	25.27	0.00	-	12.87	59.04	28.09	0.00	-	12.58	73.30	14.11	0.00	-	15.57	68.45	15.98	0.00	-	-
Intersection %	1.18	5.07	2.11	0.00	8.36	4.12	18.91	9.00	0.00	32.02	3.88	22.63	4.36	0.00	30.87	4.48	19.68	4.59	0.00	28.74	-
PHF	0.93	0.75	0.81	0.00	0.84	0.77	0.90	0.82	0.00	0.91	0.74	0.95	0.96	0.00	0.96	0.98	0.93	0.92	0.00	0.96	0.97



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



Tucker, GA & Stone Mountain, GA

www.marrtraffic.com

**Site 6 of 23**  
 Cooledge Rd  
 Northlake Pkwy  
 GA-8 Lawrenceville Hwy (West)  
 GA-8 Lawrenceville Hwy (East)

**Date**  
 Thursday, October 13, 2022

**Weather**  
 Mostly Cloudy  
 66°F

**Lat/Long**  
 33.837824°, -84.237626°

## 0700 - 0900 (Weekday 2h Session) (10-13-2022)

Passenger Vehicles (1-3)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Cooledge Rd					Northlake Pkwy					GA-8 Lawrenceville Hwy (West)					GA-8 Lawrenceville Hwy (East)					
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	
0700 - 0715	20	102	7	0	129	18	17	19	0	54	41	67	11	0	119	8	90	38	0	136	438
0715 - 0730	11	123	9	0	143	22	22	12	0	56	21	75	9	0	105	8	118	42	0	168	472
0730 - 0745	19	110	10	0	139	13	20	14	0	47	38	109	4	0	151	11	154	44	0	209	546
0745 - 0800	25	140	13	0	178	35	28	20	0	83	40	101	11	0	152	12	158	48	0	218	631
Hourly Total	75	475	39	0	589	88	87	65	0	240	140	352	35	0	527	39	520	172	0	731	2087
0800 - 0815	15	124	18	0	157	27	32	15	0	74	45	114	8	0	167	15	218	67	0	300	698
0815 - 0830	18	141	14	0	173	25	29	13	0	67	60	125	11	0	196	18	180	48	0	246	682
0830 - 0845	26	117	7	0	150	21	24	24	0	69	52	107	14	0	173	16	191	40	0	247	639
0845 - 0900	15	114	12	0	141	14	27	23	0	64	78	115	13	0	206	15	197	43	0	255	666
Hourly Total	74	496	51	0	621	87	112	75	0	274	235	461	46	0	742	64	786	198	0	1048	2685
Grand Total	149	971	90	0	1210	175	199	140	0	514	375	813	81	0	1269	103	1306	370	0	1779	4772
Approach %	12.31	80.25	7.44	0.00	-	34.05	38.72	27.24	0.00	-	29.55	64.07	6.38	0.00	-	5.79	73.41	20.80	0.00	-	
Intersection %	3.12	20.35	1.89	0.00	25.36	3.67	4.17	2.93	0.00	10.77	7.86	17.04	1.70	0.00	26.59	2.16	27.37	7.75	0.00	37.28	

## 1600 - 1800 (Weekday 2h Session) (10-13-2022)

Passenger Vehicles (1-3)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Cooledge Rd					Northlake Pkwy					GA-8 Lawrenceville Hwy (West)					GA-8 Lawrenceville Hwy (East)					
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	
1600 - 1615	9	35	14	0	58	28	144	79	0	251	33	184	35	0	252	35	170	47	0	252	813
1615 - 1630	7	48	15	0	70	31	151	59	0	241	39	174	32	0	245	48	152	39	0	239	795
1630 - 1645	12	29	18	0	59	26	168	60	0	254	24	161	34	0	219	38	175	35	0	248	780
1645 - 1700	10	30	15	0	55	27	157	75	0	259	32	210	37	0	279	38	150	32	0	220	813
Hourly Total	38	142	62	0	242	112	620	273	0	1005	128	729	138	0	995	159	647	153	0	959	3201
1700 - 1715	11	60	18	0	89	49	168	89	0	306	34	186	34	0	254	42	155	41	0	238	887
1715 - 1730	9	49	23	0	81	43	138	99	0	280	21	207	35	0	263	40	168	37	0	245	869
1730 - 1745	10	44	19	0	73	34	179	62	0	275	44	189	38	0	271	41	159	42	0	242	861
1745 - 1800	10	43	15	0	68	34	170	81	0	285	30	170	44	0	244	15	148	28	0	191	788
Hourly Total	40	196	75	0	311	160	655	331	0	1146	129	752	151	0	1032	138	630	148	0	916	3405
Grand Total	78	338	137	0	553	272	1275	604	0	2151	257	1481	289	0	2027	297	1277	301	0	1875	6606
Approach %	14.10	61.12	24.77	0.00	-	12.65	59.27	28.08	0.00	-	12.68	73.06	14.26	0.00	-	15.84	68.11	16.05	0.00	-	
Intersection %	1.18	5.12	2.07	0.00	8.37	4.12	19.30	9.14	0.00	32.56	3.89	22.42	4.37	0.00	30.68	4.50	19.33	4.56	0.00	28.38	

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



www.marrtraffic.com

Tucker, GA & Stone Mountain, GA

**Site 6 of 23**  
 Cooledge Rd  
 Northlake Pkwy  
 GA-8 Lawrenceville Hwy (West)  
 GA-8 Lawrenceville Hwy (East)

**Date**  
 Thursday, October 13, 2022

**Weather**  
 Mostly Cloudy  
 66°F

**Lat/Long**  
 33.837824°, -84.237626°

## 0700 - 0900 (Weekday 2h Session) (10-13-2022)

Single Unit Trucks (4-7)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Cooledge Rd					Northlake Pkwy					GA-8 Lawrenceville Hwy (West)					GA-8 Lawrenceville Hwy (East)					
	Left 6.1	Thru 6.2	Right 6.3	U-Turn 6.4	App Total	Left 6.5	Thru 6.6	Right 6.7	U-Turn 6.8	App Total	Left 6.9	Thru 6.10	Right 6.11	U-Turn 6.12	App Total	Left 6.13	Thru 6.14	Right 6.15	U-Turn 6.16	App Total	
0700 - 0715	0	1	0	0	1	2	3	1	0	6	1	2	0	0	3	3	10	1	0	14	24
0715 - 0730	1	0	1	0	2	2	2	2	0	6	0	6	0	0	6	1	8	2	0	11	25
0730 - 0745	1	1	0	0	2	0	0	0	0	0	2	7	0	0	9	1	7	2	0	10	21
0745 - 0800	0	2	0	0	2	1	0	2	0	3	0	6	0	0	6	0	6	1	0	7	18
Hourly Total	2	4	1	0	7	5	5	5	0	15	3	21	0	0	24	5	31	6	0	42	88
0800 - 0815	1	2	1	0	4	2	1	1	0	4	2	5	0	0	7	2	12	3	0	17	32
0815 - 0830	0	1	1	0	2	2	0	0	0	2	2	8	1	0	11	0	10	4	0	14	29
0830 - 0845	2	0	0	0	2	2	0	0	0	2	0	9	0	0	9	0	12	0	0	12	25
0845 - 0900	2	2	1	0	5	1	1	0	0	2	1	8	0	0	9	0	7	4	0	11	27
Hourly Total	5	5	3	0	13	7	2	1	0	10	5	30	1	0	36	2	41	11	0	54	113
Grand Total	7	9	4	0	20	12	7	6	0	25	8	51	1	0	60	7	72	17	0	96	201
Approach %	35.00	45.00	20.00	0.00	-	48.00	28.00	24.00	0.00	-	13.33	85.00	1.67	0.00	-	7.29	75.00	17.71	0.00	-	
Intersection %	3.48	4.48	1.99	0.00	9.95	5.97	3.48	2.99	0.00	12.44	3.98	25.37	0.50	0.00	29.85	3.48	35.82	8.46	0.00	47.76	

## 1600 - 1800 (Weekday 2h Session) (10-13-2022)

Single Unit Trucks (4-7)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Cooledge Rd					Northlake Pkwy					GA-8 Lawrenceville Hwy (West)					GA-8 Lawrenceville Hwy (East)					
	Left 6.1	Thru 6.2	Right 6.3	U-Turn 6.4	App Total	Left 6.5	Thru 6.6	Right 6.7	U-Turn 6.8	App Total	Left 6.9	Thru 6.10	Right 6.11	U-Turn 6.12	App Total	Left 6.13	Thru 6.14	Right 6.15	U-Turn 6.16	App Total	
1600 - 1615	0	0	0	0	0	2	0	2	0	4	1	8	2	0	11	1	3	1	0	5	20
1615 - 1630	0	1	2	0	3	2	1	0	0	3	2	4	1	0	7	1	7	3	0	11	24
1630 - 1645	0	1	0	0	1	2	1	1	0	4	0	4	0	0	4	1	7	3	0	11	20
1645 - 1700	1	1	0	0	2	0	1	0	0	1	0	4	1	0	5	2	5	1	0	8	16
Hourly Total	1	3	2	0	6	6	3	3	0	12	3	20	4	0	27	5	22	8	0	35	80
1700 - 1715	0	0	0	0	0	1	1	1	0	3	1	5	0	0	6	0	4	0	0	4	13
1715 - 1730	0	0	1	0	1	0	0	0	0	0	0	6	1	0	7	0	6	1	0	7	15
1730 - 1745	0	0	2	0	2	0	1	0	0	1	1	3	0	0	4	1	6	0	0	7	14
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	5	1	0	6	0	2	0	0	2	8
Hourly Total	0	0	3	0	3	1	2	1	0	4	2	19	2	0	23	1	18	1	0	20	50
Grand Total	1	3	5	0	9	7	5	4	0	16	5	39	6	0	50	6	40	9	0	55	130
Approach %	11.11	33.33	55.56	0.00	-	43.75	31.25	25.00	0.00	-	10.00	78.00	12.00	0.00	-	10.91	72.73	16.36	0.00	-	
Intersection %	0.77	2.31	3.85	0.00	6.92	5.38	3.85	3.08	0.00	12.31	3.85	30.00	4.62	0.00	38.46	4.62	30.77	6.92	0.00	42.31	

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



Tucker, GA & Stone Mountain, GA

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**Site 6 of 23**  
 Cooledge Rd  
 Northlake Pkwy  
 GA-8 Lawrenceville Hwy (West)  
 GA-8 Lawrenceville Hwy (East)

**Date**  
 Thursday, October 13, 2022

**Weather**  
 Mostly Cloudy  
 66°F

**Lat/Long**  
 33.837824°, -84.237626°

## 0700 - 0900 (Weekday 2h Session) (10-13-2022) Combination Trucks (8-13)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Cooledge Rd					Northlake Pkwy					GA-8 Lawrenceville Hwy (West)					GA-8 Lawrenceville Hwy (East)					
	Left 6.1	Thru 6.2	Right 6.3	U-Turn 6.4	App Total	Left 6.5	Thru 6.6	Right 6.7	U-Turn 6.8	App Total	Left 6.9	Thru 6.10	Right 6.11	U-Turn 6.12	App Total	Left 6.13	Thru 6.14	Right 6.15	U-Turn 6.16	App Total	
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	3	0	0	3	4
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	2	0	0	2	6
0730 - 0745	0	0	0	0	0	2	0	0	0	2	1	2	1	0	4	0	4	1	0	5	11
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	2	0	3	4
Hourly Total	0	0	0	0	0	2	0	0	0	2	1	8	1	0	10	0	10	3	0	13	25
0800 - 0815	0	0	0	0	0	1	0	0	0	1	0	3	0	0	3	0	4	1	0	5	9
0815 - 0830	0	0	0	0	0	0	0	0	0	0	1	3	0	0	4	0	3	2	0	5	9
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	1	4	0	0	5	9
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	1	1	0	0	2	5
Hourly Total	0	0	0	0	0	1	0	0	0	1	1	12	1	0	14	2	12	3	0	17	32
Grand Total	0	0	0	0	0	3	0	0	0	3	2	20	2	0	24	2	22	6	0	30	57
Approach %	0.00	0.00	0.00	0.00	-	100.00	0.00	0.00	0.00	-	8.33	83.33	8.33	0.00	-	6.67	73.33	20.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	5.26	0.00	0.00	0.00	5.26	3.51	35.09	3.51	0.00	42.11	3.51	38.60	10.53	0.00	52.63	

## 1600 - 1800 (Weekday 2h Session) (10-13-2022) Combination Trucks (8-13)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Cooledge Rd					Northlake Pkwy					GA-8 Lawrenceville Hwy (West)					GA-8 Lawrenceville Hwy (East)					
	Left 6.1	Thru 6.2	Right 6.3	U-Turn 6.4	App Total	Left 6.5	Thru 6.6	Right 6.7	U-Turn 6.8	App Total	Left 6.9	Thru 6.10	Right 6.11	U-Turn 6.12	App Total	Left 6.13	Thru 6.14	Right 6.15	U-Turn 6.16	App Total	
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	3
1615 - 1630	0	0	1	0	1	0	0	1	0	1	1	1	0	0	2	0	2	0	0	2	6
1630 - 1645	1	0	0	0	1	0	0	0	0	0	0	3	0	0	3	0	2	1	0	3	7
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Hourly Total	1	0	1	0	2	0	0	1	0	1	1	6	0	0	7	0	6	1	0	7	17
1700 - 1715	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	5
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	3	0	0	3	4
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	2	0	0	2	5
Hourly Total	0	2	0	0	2	0	0	0	0	0	0	6	0	0	6	0	9	0	0	9	17
Grand Total	1	2	1	0	4	0	0	1	0	1	1	12	0	0	13	0	15	1	0	16	34
Approach %	25.00	50.00	25.00	0.00	-	0.00	0.00	100.00	0.00	-	7.69	92.31	0.00	0.00	-	0.00	93.75	6.25	0.00	-	
Intersection %	2.94	5.88	2.94	0.00	11.76	0.00	0.00	2.94	0.00	2.94	2.94	35.29	0.00	0.00	38.24	0.00	44.12	2.94	0.00	47.06	

# Pedestrian Count | All vehicles



Tucker, GA & Stone Mountain, GA

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**Site 6 of 23**  
 Cooledge Rd  
 Northlake Pkwy  
 GA-8 Lawrenceville Hwy (West)  
 GA-8 Lawrenceville Hwy (East)

**Date**  
 Thursday, October 13, 2022

**Weather**  
 Mostly Cloudy  
 66°F

**Lat/Long**  
 33.837824°, -84.237626°

## 0700 - 0900 (Weekday 2h Session) (10-13-2022)

Pedestrians

TIME	Northbound			Southbound			Eastbound			Westbound			Int Total
	Cooledge Rd			Northlake Pkwy			GA-8 Lawrenceville Hwy (West)			GA-8 Lawrenceville Hwy (East)			
	EB 6a	WB 6b	App Total	EB 6c	WB 6d	App Total	NB 6e	SB 6f	App Total	NB 6g	SB 6h	App Total	
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	1	1	0	0	0	0	0	0	0	0	0	1
0730 - 0745	1	0	1	0	0	0	0	0	1	1	0	0	2
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	1	2	0	0	0	0	0	1	1	0	0	3
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	1	1	2	0	0	0	0	0	0	2
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	1	1	2	0	0	0	0	0	0	2
Grand Total	1	1	2	1	1	2	0	1	1	0	0	0	5
Approach %	50.00	50.00	-	50.00	50.00	-	0.00	100.00	-	0.00	0.00	-	-
Intersection %	20.00	20.00	40.00	20.00	20.00	40.00	0.00	20.00	20.00	0.00	0.00	0.00	-

## 1600 - 1800 (Weekday 2h Session) (10-13-2022)

Pedestrians

TIME	Northbound			Southbound			Eastbound			Westbound			Int Total
	Cooledge Rd			Northlake Pkwy			GA-8 Lawrenceville Hwy (West)			GA-8 Lawrenceville Hwy (East)			
	EB 6a	WB 6b	App Total	EB 6c	WB 6d	App Total	NB 6e	SB 6f	App Total	NB 6g	SB 6h	App Total	
1600 - 1615	1	1	2	0	0	0	0	0	2	2	1	0	1
1615 - 1630	0	0	0	1	0	1	1	0	0	0	0	0	1
1630 - 1645	0	0	0	0	0	0	0	1	0	1	1	0	2
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	1	2	1	0	1	1	1	2	3	2	0	8
1700 - 1715	0	0	0	0	0	0	0	1	0	1	0	0	1
1715 - 1730	0	0	0	0	0	0	0	0	1	1	0	0	1
1730 - 1745	1	0	1	0	0	1	0	0	0	0	0	0	1
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	0	1	0	0	0	0	1	1	2	0	0	3
Grand Total	2	1	3	1	0	1	2	3	3	5	2	0	11
Approach %	66.67	33.33	-	100.00	0.00	-	40.00	60.00	-	100.00	0.00	-	-
Intersection %	18.18	9.09	27.27	9.09	0.00	9.09	18.18	27.27	45.45	18.18	0.00	18.18	-





Bi-Directional Class Count || NB EB 15min

Tucker, GA & Stone Mountain, GA



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Site 29  
Coolidge Rd,  
south of GA-8 Lawrenceville Hwy (West)

Date  
Thursday, October 13, 2022

Weather  
Mostly Cloudy  
66°F

Lat/Long  
33.836553°, -84.237616°

[Click here for Map](#)

0000 - 2400 (24h Session) (10-13-2022)  
NB EB 15min

Time	Northbound (Movement 29.1)													15min Total	60min Total
	1	2	3	4	5	6	7	8	9	10	11	12	13		
0000-0015	0	8	0	0	0	0	0	0	0	0	0	0	0	8	
0015-0030	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0030-0045	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0045-0100	0	3	0	0	0	0	0	0	0	0	0	0	0	3	17
0100-0115	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
0115-0130	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
0130-0145	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
0145-0200	0	6	0	0	0	0	0	0	0	0	0	0	0	6	18
0200-0215	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0215-0230	0	4	2	0	0	0	0	0	0	0	0	0	0	6	
0230-0245	0	4	0	0	1	0	0	0	0	0	0	0	0	5	
0245-0300	0	3	0	0	0	0	0	0	0	0	0	0	0	3	15
0300-0315	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0315-0330	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0330-0345	0	6	0	0	0	0	0	0	0	0	0	0	0	6	
0345-0400	0	5	0	0	0	0	0	0	0	0	0	0	0	5	17
0400-0415	0	8	1	0	0	0	0	0	0	0	0	0	0	9	
0415-0430	0	12	1	0	0	0	0	0	0	0	0	0	0	13	
0430-0445	0	9	0	0	0	0	0	0	0	0	0	0	0	9	
0445-0500	0	12	1	0	0	0	0	0	0	0	0	0	0	13	44
0500-0515	0	12	2	0	0	0	0	0	0	0	0	0	0	14	
0515-0530	0	18	2	0	0	0	0	0	0	0	0	0	0	20	
0530-0545	0	37	3	1	0	0	0	0	0	0	0	0	0	41	
0545-0600	0	40	6	2	0	0	0	0	0	0	0	0	0	48	123
0600-0615	0	42	5	1	2	0	0	0	0	0	0	0	0	50	
0615-0630	0	50	5	1	0	0	0	0	0	0	0	0	0	56	
0630-0645	1	89	8	0	2	0	0	0	0	0	0	0	0	100	
0645-0700	0	76	10	1	2	0	0	0	0	0	0	0	0	89	295
0700-0715	0	110	19	1	0	0	0	0	0	0	0	0	0	130	
0715-0730	0	127	16	1	1	0	0	0	0	0	0	0	0	145	
0730-0745	0	124	15	0	2	0	0	0	0	0	0	0	0	141	
0745-0800	0	156	22	0	1	1	0	0	0	0	0	0	0	180	596
0800-0815	0	144	13	0	3	1	0	0	0	0	0	0	0	161	
0815-0830	0	157	16	0	1	1	0	0	0	0	0	0	0	175	
0830-0845	0	135	15	2	0	0	0	0	0	0	0	0	0	152	
0845-0900	0	129	12	0	3	2	0	0	0	0	0	0	0	146	634
0900-0915	0	88	10	2	2	0	0	1	1	0	0	0	0	104	
0915-0930	0	71	5	0	0	1	0	0	0	0	0	0	0	77	
0930-0945	0	94	9	0	0	0	0	0	0	0	0	0	0	103	
0945-1000	1	82	8	0	0	0	0	0	0	0	0	0	0	91	375
1000-1015	0	80	6	0	2	1	0	0	0	0	0	0	0	89	
1015-1030	0	69	5	0	1	1	0	0	0	0	0	0	0	76	
1030-1045	0	62	11	0	1	1	0	0	0	0	0	0	0	75	
1045-1100	0	64	11	0	0	0	0	0	0	0	0	0	0	75	315
1100-1115	0	56	7	0	5	0	0	0	1	0	0	0	0	69	
1115-1130	0	57	6	0	2	0	0	0	0	0	0	0	0	65	
1130-1145	0	54	9	0	0	1	0	0	0	0	0	0	0	64	
1145-1200	0	73	10	1	2	0	0	0	0	0	0	0	0	86	284
1200-1215	0	70	11	0	2	1	0	0	2	0	0	0	0	86	
1215-1230	0	61	8	0	1	0	0	0	0	0	0	0	0	70	
1230-1245	0	79	12	0	1	0	0	0	0	0	0	0	0	92	
1245-1300	0	46	6	0	0	0	0	0	1	0	0	0	0	53	301
1300-1315	0	91	9	1	2	1	0	0	0	0	0	0	0	104	
1315-1330	0	74	4	0	1	0	0	0	0	0	0	0	0	79	
1330-1345	0	73	14	0	1	1	0	0	0	0	0	0	0	89	
1345-1400	0	65	8	0	1	0	0	0	0	0	0	0	0	74	346
1400-1415	0	64	6	0	1	0	0	0	0	0	0	0	0	71	
1415-1430	0	71	13	1	1	0	0	0	0	0	0	0	0	86	
1430-1445	1	65	8	0	1	0	0	0	1	0	0	0	0	76	
1445-1500	0	66	6	0	1	1	0	0	1	0	0	0	0	75	308
1500-1515	0	63	5	0	0	0	0	0	0	0	0	0	0	68	
1515-1530	0	50	9	0	0	2	0	0	0	0	0	0	0	61	
1530-1545	0	70	14	0	1	1	0	0	0	0	0	0	0	86	
1545-1600	0	94	9	0	1	0	0	0	0	0	0	0	0	104	319
1600-1615	0	48	10	0	0	0	0	0	0	0	0	0	0	58	
1615-1630	0	65	5	1	2	0	0	0	1	0	0	0	0	74	
1630-1645	0	48	11	1	0	0	0	0	1	0	0	0	0	61	
1645-1700	0	51	4	0	1	0	0	0	0	0	0	0	0	57	250
1700-1715	0	80	9	0	0	0	0	2	0	0	0	0	0	91	
1715-1730	0	77	4	0	1	0	0	0	0	0	0	0	0	82	
1730-1745	1	64	8	0	2	0	0	0	0	0	0	0	0	75	
1745-1800	0	60	8	0	0	0	0	0	0	0	0	0	0	68	316
1800-1815	0	54	6	0	1	0	0	0	1	0	0	0	0	62	
1815-1830	0	68	8	0	1	0	0	0	0	0	0	0	0	77	
1830-1845	0	52	7	0	0	0	0	0	0	0	0	0	0	59	
1845-1900	0	74	4	0	1	0	0	0	0	0	0	0	0	79	277
1900-1915	0	72	7	0	0	0	0	0	0	0	0	0	0	79	
1915-1930	0	44	4	0	1	0	0	0	0	0	0	0	0	49	
1930-1945	0	48	1	0	0	0	0	0	1	0	0	0	0	50	
1945-2000	0	41	5	0	0	0	0	0	0	0	0	0	0	46	224
2000-2015	0	51	3	0	0	0	0	0	0	0	0	0	0	54	
2015-2030	0	28	4	0	0	0	0	0	0	0	0	0	0	32	
2030-2045	0	32	3	0	0	0	0	0	0	0	0	0	0	35	
2045-2100	0	25	4	0	2	0	0	0	0	0	0	0	0	31	152
2100-2115	0	18	2	0	0	0	0	0	0	0	0	0	0	20	
2115-2130	0	24	3	0	0	0	0	0	0	0	0	0	0	27	
2130-2145	0	17	2	0	0	0	0	0	0	0	0	0	0	19	
2145-2200	0	10	3	0	0	0	0	0	0	0	0	0	0	13	79
2200-2215	0	16	1	0	0	0	0	0	0	0	0	0	0	17	
2215-2230	0	20	3	0	0	0	0	0	0	0	0	0	0	23	
2230-2245	0	9	2	0	0	0	0	0	0	0	0	0	0	11	
2245-2300	0	12	2	0	0	0	0	0	0	0	0	0	0	14	65
2300-2315	0	9	2	0	0	0	0	0	0	0	0	0	0	12	
2315-2330	0	10	1	0	0	0	0	0	0	0	0	0	0	11	
2330-2345	0	8	2	0	1	0	0	0	0	0	0	0	0	11	
2345-0000	0	9	1	0	0	0	0	0	0	0	0	0	0	10	44

Session Total	4	4747	552	18	61	18	0	5	9	0	0	0	0	5414
Session Average	0.04	49.45	5.75	0.19	0.64	0.19	0.00	0.05	0.09	0.00	0.00	0.00	0.00	56.40
Session Percentage	0.07	87.68	10.20	0.33	1.13	0.33	0.00	0.09	0.17	0.00	0.00	0.00	0.00	
AM Peak Hour	0545-0645	0745-0845	0700-0800	0530-0630	0715-0815	0800-0900	-	0815-0915	0815-0915	-	-	-	-	0745-0845
AM Peak Volume	1	592	72	5	7	4	0	1	1	0	0	0	0	668
Noon Peak Hour	1345-1445	1300-1400	1145-1245	1100-1200	1100-1200	1445-1545	-	1400-1500	1200-1300	-	-	-	-	1300-1400
Noon Peak Volume	1	303	41	1	9	4	0	1	3	0	0	0	0	346
PM Peak Hour	1645-1745	1700-1800	1515-1615	1600-1700	1530-1630	1500-1600	-	1615-171						

Bi-Directional Class Count || SB WB 15min

Tucker, GA & Stone Mountain, GA



**Site 29**  
Coolidge Rd,  
south of GA-8 Lawrenceville Hwy (West)

**Date**  
Thursday, October 13, 2022

**Weather**  
Mostly Cloudy  
66°F

**Lat/Long**  
33.836553°, -84.237616°

[Click here for Map](#)

**0000 - 2400 (24h Session) (10-13-2022)**  
SB WB 15min

Time	Southbound (Movement 29.2)													15min Total	60min Total
	1	2	3	4	5	6	7	8	9	10	11	12	13		
0000-0015	0	14	0	0	0	0	0	0	0	0	0	0	0	14	
0015-0030	0	15	0	0	0	0	0	0	0	0	0	0	0	15	
0030-0045	0	12	0	0	0	0	0	0	0	0	0	0	0	12	
0045-0100	0	11	2	0	0	0	0	0	0	0	0	0	0	13	54
0100-0115	0	6	0	0	0	0	0	0	0	0	0	0	0	6	
0115-0130	0	10	1	0	0	0	0	0	0	0	0	0	0	11	
0130-0145	0	7	0	0	0	0	0	0	0	0	0	0	0	7	
0145-0200	0	7	2	0	0	0	0	0	0	0	0	0	0	9	33
0200-0215	0	7	0	0	0	0	0	0	0	0	0	0	0	7	
0215-0230	0	14	0	0	0	0	0	0	0	0	0	0	0	14	
0230-0245	0	7	0	0	0	0	0	0	0	0	0	0	0	7	
0245-0300	0	4	1	0	0	0	0	0	0	0	0	0	0	5	28
0300-0315	0	9	1	0	0	0	0	0	0	0	0	0	0	10	
0315-0330	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
0330-0345	0	5	0	0	0	0	0	0	0	0	0	0	0	5	
0345-0400	0	3	0	0	0	0	0	0	0	0	0	0	0	3	22
0400-0415	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
0415-0430	0	9	0	0	0	0	0	0	0	0	0	0	0	9	
0430-0445	0	5	0	0	0	0	0	0	0	0	0	0	0	5	
0445-0500	0	1	0	0	0	0	0	0	0	0	0	0	0	1	19
0500-0515	0	5	1	0	0	0	0	0	0	0	0	0	0	6	
0515-0530	0	7	0	0	0	0	0	0	0	0	0	0	0	7	
0530-0545	0	8	1	0	0	0	0	0	0	0	0	0	0	9	
0545-0600	0	13	2	0	1	0	0	0	0	0	0	0	0	16	38
0600-0615	0	18	0	1	4	0	0	0	0	0	0	0	0	23	
0615-0630	0	12	2	0	4	0	0	0	0	0	0	0	0	14	
0630-0645	0	21	2	0	4	0	0	0	0	0	0	0	0	27	
0645-0700	0	28	7	0	1	0	0	0	0	0	0	0	0	36	100
0700-0715	0	32	4	1	4	1	0	0	0	0	0	0	0	42	
0715-0730	0	34	5	3	0	0	0	0	0	0	0	0	0	42	
0730-0745	0	33	2	0	1	0	0	1	0	0	0	0	0	37	
0745-0800	0	42	9	0	0	0	0	0	0	0	0	0	0	51	172
0800-0815	0	50	5	3	0	0	0	0	0	0	0	0	0	58	
0815-0830	0	51	7	0	1	0	0	0	0	0	0	0	0	59	
0830-0845	0	43	11	0	0	0	0	0	0	1	0	0	0	55	
0845-0900	0	45	10	1	0	0	0	1	1	0	0	0	0	58	230
0900-0915	0	36	11	0	1	2	0	1	0	0	0	0	0	51	
0915-0930	0	40	5	1	3	0	0	1	1	0	0	0	0	51	
0930-0945	0	30	11	0	2	0	0	0	0	0	0	0	0	43	
0945-1000	0	51	5	0	4	0	0	0	0	0	0	0	0	60	205
1000-1015	0	52	10	1	1	0	0	1	0	0	0	0	0	65	
1015-1030	0	51	6	1	0	0	0	1	0	0	0	0	0	59	
1030-1045	0	53	10	0	0	0	0	1	0	0	0	0	0	64	
1045-1100	0	66	6	0	2	1	0	0	0	0	0	0	0	75	263
1100-1115	0	67	7	0	2	0	0	0	0	0	0	0	0	76	
1115-1130	0	58	5	0	4	0	0	1	0	0	0	0	0	68	
1130-1145	0	61	10	0	2	0	0	0	1	0	0	0	0	74	
1145-1200	0	70	11	1	2	0	0	1	0	0	0	0	0	85	303
1200-1215	0	51	11	1	2	1	0	0	0	0	0	0	0	66	
1215-1230	0	82	5	0	1	2	0	0	0	0	0	0	0	90	
1230-1245	0	66	10	0	3	0	0	1	0	0	0	0	0	80	
1245-1300	0	79	10	0	0	0	0	0	0	0	0	0	0	89	325
1300-1315	0	102	11	1	3	0	0	1	0	0	0	0	0	118	
1315-1330	0	90	11	0	0	1	0	0	1	0	0	0	0	103	
1330-1345	0	111	13	1	2	0	0	0	1	0	0	0	0	128	
1345-1400	0	99	8	0	0	1	0	2	0	0	0	0	0	110	459
1400-1415	0	114	10	1	2	1	0	0	1	0	0	0	0	129	
1415-1430	0	129	12	0	2	0	0	1	0	0	0	0	0	144	
1430-1445	1	111	16	1	0	0	0	0	0	0	0	0	0	129	
1445-1500	1	133	15	0	0	0	0	0	0	0	0	0	0	150	552
1500-1515	0	137	24	2	5	0	0	0	0	0	0	0	0	168	
1515-1530	0	181	17	1	2	2	0	1	1	0	0	0	0	205	
1530-1545	1	211	16	2	2	0	0	0	0	0	0	0	0	232	
1545-1600	1	193	34	2	3	0	0	0	1	0	0	0	0	234	839
1600-1615	0	189	25	1	2	0	0	0	0	0	0	0	0	217	
1615-1630	0	210	21	2	1	0	0	0	0	0	0	0	0	234	
1630-1645	0	212	28	0	1	1	0	0	0	0	0	0	0	242	
1645-1700	0	210	22	0	1	0	0	0	1	0	0	0	0	236	929
1700-1715	0	224	20	0	1	0	0	0	0	0	0	0	0	245	
1715-1730	0	189	24	1	0	0	0	0	0	0	0	0	0	214	
1730-1745	0	242	16	1	1	0	0	0	0	0	0	0	0	260	
1745-1800	0	216	13	1	0	0	0	0	0	0	0	0	0	230	949
1800-1815	0	166	13	0	0	1	0	1	0	0	0	0	0	181	
1815-1830	0	173	5	0	0	0	0	0	0	0	0	0	0	178	
1830-1845	1	149	11	0	1	0	0	1	0	0	0	0	0	163	
1845-1900	0	119	9	0	0	0	0	0	0	0	0	0	0	128	
1900-1915	0	130	4	0	1	0	0	0	0	0	0	0	0	135	650
1915-1930	0	110	7	0	0	0	0	0	0	0	0	0	0	117	
1930-1945	0	99	4	0	0	0	0	0	0	0	0	0	0	103	
1945-2000	0	82	6	0	0	0	0	0	0	0	0	0	0	88	443
2000-2015	0	69	1	0	1	0	0	0	0	0	0	0	0	71	
2015-2030	0	79	2	1	0	0	0	0	0	0	0	0	0	82	
2030-2045	0	77	3	0	0	0	0	0	0	0	0	0	0	80	
2045-2100	0	59	8	1	0	0	0	0	0	0	0	0	0	68	301
2100-2115	0	47	1	0	0	0	0	0	0	0	0	0	0	48	
2115-2130	0	50	6	0	0	0	0	0	0	0	0	0	0	56	
2130-2145	1	51	6	0	0	0	0	0	0	0	0	0	0	58	
2145-2200	0	43	3	0	0	0	0	0	0	0	0	0	0	46	208
2200-2215	0	55	4	0	0	0	0	0	0	0	0	0	0	59	
2215-2230	0	41	4	0	0	0	0	0	0	0	0	0	0	45	
2230-2245	0	34	3	0	0	0	0	0	0	0	0	0	0	37	
2245-2300	0	27	3	0	0	0	0	0	1	0	0	0	0	31	172
2300-2315	0	28	4	0	0	0	0	0	0	0	0	0	0	32	
2315-2330	0	31	2	0	0	0	0	0	0	0	0	0	0	33	
2330-2345	0	22	4	0	0	0	0	0	0	0	0	0	0	26	
2345-0000	0	17	2	0	0	0	0	0	0	0	0	0	0	19	110

Session Total	6	6563	681	36	76	15	0	18	9	0	0	0	0	0	7404
Session Average	0.06	68.36	7.09	0.38	0.79	0.16	0.00	0.19	0.09	0.00	0.00	0.00	0.00	0.00	77.13
Session Percentage	0.08	88.64	9.20	0.49	1.03	0.20	0.00	0.24	0.12	0.00	0.00	0.00	0.00	0.00	
AM Peak Hour	-	0945-1045	0815-0915	0715-0815	0900-1000	0815-0915	-	0830-0930	0830-0930	-	-	-	-	-	0945-1045
AM Peak Volume	0	207	39	6	10	2	0	3	3	0	0	0	0	0	248
Noon Peak Hour	1400-1500	1445-1545	1430-1530	1445-1545	1045-1145	1130-1230	-	1300-1400	1315-1415	-	-	-	-	-	1445-1545
Noon Peak Volume	2	662	72	6	10	3									

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

Tucker, GA & Stone Mountain, GA



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Site 29  
Coolidge Rd,  
south of GA-8 Lawrenceville Hwy (West)

Date  
Thursday, October 13, 2022

Weather  
Mostly Cloudy  
66°F

Lat/Long  
33.836553°, -84.237616°

0000 - 2400 (24h Session) (10-13-2022)  
Bi-Directional 15min

Time	Bi-Directional 15min													15min Total	60min Total
	1	2	3	4	5	6	7	8	9	10	11	12	13		
0000-0015	0	22	0	0	0	0	0	0	0	0	0	0	0	22	
0015-0030	0	18	0	0	0	0	0	0	0	0	0	0	0	18	
0030-0045	0	15	0	0	0	0	0	0	0	0	0	0	0	15	
0045-0100	0	14	2	0	0	0	0	0	0	0	0	0	0	16	71
0100-0115	0	10	0	0	0	0	0	0	0	0	0	0	0	10	
0115-0130	0	14	1	0	0	0	0	0	0	0	0	0	0	15	
0130-0145	0	11	0	0	0	0	0	0	0	0	0	0	0	11	
0145-0200	0	13	2	0	0	0	0	0	0	0	0	0	0	15	51
0200-0215	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0215-0230	0	18	2	0	0	0	0	0	0	0	0	0	0	20	
0230-0245	0	11	0	0	1	0	0	0	0	0	0	0	0	12	
0245-0300	0	7	1	0	0	0	0	0	0	0	0	0	0	8	43
0300-0315	0	12	1	0	0	0	0	0	0	0	0	0	0	13	
0315-0330	0	6	1	0	0	0	0	0	0	0	0	0	0	7	
0330-0345	0	11	0	0	0	0	0	0	0	0	0	0	0	11	
0345-0400	0	8	0	0	0	0	0	0	0	0	0	0	0	8	39
0400-0415	0	11	2	0	0	0	0	0	0	0	0	0	0	13	
0415-0430	0	21	1	0	0	0	0	0	0	0	0	0	0	22	
0430-0445	0	14	0	0	0	0	0	0	0	0	0	0	0	14	
0445-0500	0	13	1	0	0	0	0	0	0	0	0	0	0	14	63
0500-0515	0	17	3	0	0	0	0	0	0	0	0	0	0	20	
0515-0530	0	25	2	0	0	0	0	0	0	0	0	0	0	27	
0530-0545	0	45	4	1	0	0	0	0	0	0	0	0	0	50	
0545-0600	0	53	8	2	1	0	0	0	0	0	0	0	0	64	161
0600-0615	0	60	5	2	6	0	0	0	0	0	0	0	0	73	
0615-0630	0	62	7	1	0	0	0	0	0	0	0	0	0	70	
0630-0645	1	110	10	0	6	0	0	0	0	0	0	0	0	127	
0645-0700	0	104	17	1	3	0	0	0	0	0	0	0	0	125	395
0700-0715	0	142	23	2	4	1	0	0	0	0	0	0	0	172	
0715-0730	0	161	21	4	1	0	0	0	0	0	0	0	0	187	
0730-0745	0	157	17	0	3	0	0	1	0	0	0	0	0	178	
0745-0800	0	198	31	0	1	1	0	0	0	0	0	0	0	231	768
0800-0815	0	194	18	3	3	1	0	0	0	0	0	0	0	219	
0815-0830	0	208	23	0	2	1	0	0	0	0	0	0	0	234	
0830-0845	0	178	26	0	2	0	0	0	0	0	0	0	0	207	
0845-0900	0	174	22	1	3	2	0	1	1	0	0	0	0	204	864
0900-0915	0	124	21	2	3	2	0	2	1	0	0	0	0	155	
0915-0930	0	111	10	1	3	1	0	1	1	0	0	0	0	128	
0930-0945	0	124	20	0	2	0	0	0	0	0	0	0	0	146	
0945-1000	1	133	13	0	4	0	0	0	0	0	0	0	0	151	580
1000-1015	0	132	16	1	3	1	0	1	0	0	0	0	0	154	
1015-1030	0	120	11	1	1	1	0	1	0	0	0	0	0	135	
1030-1045	0	115	21	0	1	1	0	1	0	0	0	0	0	139	
1045-1100	0	130	17	0	2	1	0	0	0	0	0	0	0	150	578
1100-1115	0	123	14	0	7	0	0	0	1	0	0	0	0	145	
1115-1130	0	115	11	0	6	0	0	1	0	0	0	0	0	133	
1130-1145	0	115	19	0	2	1	0	0	1	0	0	0	0	138	
1145-1200	0	143	21	2	4	0	0	1	0	0	0	0	0	171	587
1200-1215	0	121	22	1	4	2	0	0	2	0	0	0	0	152	
1215-1230	0	143	13	0	2	2	0	0	0	0	0	0	0	160	
1230-1245	0	145	22	0	4	0	0	1	0	0	0	0	0	172	
1245-1300	0	125	16	0	0	0	0	0	1	0	0	0	0	142	626
1300-1315	0	193	20	2	5	1	0	1	0	0	0	0	0	222	
1315-1330	0	164	15	0	1	1	0	1	0	0	0	0	0	182	
1330-1345	0	184	27	1	3	1	0	0	1	0	0	0	0	217	
1345-1400	0	164	16	0	1	1	0	2	0	0	0	0	0	184	805
1400-1415	0	178	16	1	3	1	0	0	1	0	0	0	0	200	
1415-1430	0	200	25	1	3	0	0	1	0	0	0	0	0	230	
1430-1445	2	176	24	1	1	0	0	0	1	0	0	0	0	205	
1445-1500	1	199	21	1	1	1	0	0	1	0	0	0	0	225	860
1500-1515	0	200	29	2	5	0	0	0	0	0	0	0	0	236	
1515-1530	0	231	26	1	2	4	0	1	1	0	0	0	0	266	
1530-1545	1	281	30	2	3	1	0	0	0	0	0	0	0	318	
1545-1600	1	287	43	2	4	0	0	0	1	0	0	0	0	338	1158
1600-1615	0	237	35	1	2	0	0	0	0	0	0	0	0	275	
1615-1630	0	275	26	3	3	0	0	1	0	0	0	0	0	308	
1630-1645	0	260	39	1	1	1	0	1	0	0	0	0	0	303	
1645-1700	0	261	26	0	3	1	0	0	0	0	0	0	0	293	1179
1700-1715	0	304	29	0	1	0	0	2	0	0	0	0	0	336	
1715-1730	0	266	28	1	1	0	0	0	0	0	0	0	0	296	
1730-1745	1	306	24	1	3	0	0	0	0	0	0	0	0	335	
1745-1800	0	276	21	1	0	0	0	0	0	0	0	0	0	298	1265
1800-1815	0	220	19	0	1	1	0	1	1	0	0	0	0	243	
1815-1830	0	241	13	0	1	0	0	0	0	0	0	0	0	255	
1830-1845	1	201	18	0	1	0	0	1	0	0	0	0	0	222	
1845-1900	0	193	13	0	1	0	0	0	0	0	0	0	0	207	
1900-1915	0	202	11	0	1	0	0	0	0	0	0	0	0	214	927
1915-1930	0	154	11	0	1	0	0	0	0	0	0	0	0	166	
1930-1945	0	147	5	0	0	0	0	0	1	0	0	0	0	153	
1945-2000	0	123	11	0	0	0	0	0	0	0	0	0	0	134	667
2000-2015	0	120	4	0	1	0	0	0	0	0	0	0	0	125	
2015-2030	0	107	6	1	0	0	0	0	0	0	0	0	0	114	
2030-2045	0	109	6	0	0	0	0	0	0	0	0	0	0	115	
2045-2100	0	84	12	1	2	0	0	0	0	0	0	0	0	99	453
2100-2115	0	65	3	0	0	0	0	0	0	0	0	0	0	68	
2115-2130	0	74	9	0	0	0	0	0	0	0	0	0	0	83	
2130-2145	1	68	8	0	0	0	0	0	0	0	0	0	0	77	
2145-2200	0	53	6	0	0	0	0	0	0	0	0	0	0	59	287
2200-2215	0	71	5	0	0	0	0	0	0	0	0	0	0	76	
2215-2230	0	61	7	0	0	0	0	0	0	0	0	0	0	68	
2230-2245	0	43	5	0	0	0	0	0	0	0	0	0	0	48	
2245-2300	0	39	5	0	0	0	0	0	1	0	0	0	0	45	237
2300-2315	0	37	6	0	0	0	0	1	0	0	0	0	0	44	
2315-2330	0	41	3	0	0	0	0	0	0	0	0	0	0	44	
2330-2345	0	30	6	0	1	0	0	0	0	0	0	0	0	37	
2345-0000	0	26	3	0	0	0	0	0	0	0	0	0	0	29	154

Session Total	10	11310	1233	54	137	33	0	23	18	0	0	0	0	0	12818
Session Average	0.10	117.81	12.84	0.56	1.43	0.34	0.00	0.24	0.19	0.00	0.00	0.00	0.00	0.00	133.52
Session Percentage	0.08	88.24	9.62	0.42	1.07	0.26	0.00	0.18	0.14	0.00	0.00	0.00	0.00	0.00	
AM Peak Hour	0545-0645	0745-0845	0745-0845	0630-0730	0600-0700	0815-0915	-	0830-0930	0830-0930	-	-	-	-	-	0745-0845
AM Peak Volume	1	778	98	7	15	5	0	4	4	0	0	0	0	0	891
Noon Peak Hour	1400-1500	1445-1545	1445-1545	1445-1545	1100-1200	1445-1545	-	1300-1400	1115-1215	-	-	-</			

# Bi-Directional Class Count || Volume Summary 15min



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Tucker, GA & Stone Mountain, GA

**Site 29**

Coolidge Rd,  
south of GA-8 Lawrenceville Hwy (West)

**Date**

Thursday, October 13, 2022

**Weather**

Mostly Cloudy  
66°F

**Lat/Long**

33.836553°, -84.237616°

**0000 - 2400 (24h Session) (10-13-2022)**

Volume Summary 15min

TIME	Volume Summary 15min		15min Total	60min Total
	NB	SB		
0000 - 0015	8	14	22	
0015 - 0030	3	15	18	
0030 - 0045	3	12	15	
0045 - 0100	3	13	16	71
0100 - 0115	4	6	10	
0115 - 0130	4	11	15	
0130 - 0145	4	7	11	
0145 - 0200	6	9	15	51
0200 - 0215	1	2	3	
0215 - 0230	6	14	20	
0230 - 0245	5	7	12	
0245 - 0300	3	5	8	43
0300 - 0315	3	10	13	
0315 - 0330	3	4	7	
0330 - 0345	6	5	11	
0345 - 0400	5	3	8	39
0400 - 0415	9	4	13	
0415 - 0430	13	9	22	
0430 - 0445	9	5	14	
0445 - 0500	13	1	14	63
0500 - 0515	14	6	20	
0515 - 0530	20	7	27	
0530 - 0545	41	9	50	
0545 - 0600	48	16	64	161
0600 - 0615	50	23	73	
0615 - 0630	56	14	70	
0630 - 0645	100	27	127	
0645 - 0700	89	36	125	395
0700 - 0715	130	42	172	
0715 - 0730	145	42	187	
0730 - 0745	141	37	178	
0745 - 0800	180	51	231	768
0800 - 0815	161	58	219	
0815 - 0830	175	59	234	
0830 - 0845	152	55	207	
0845 - 0900	146	58	204	864
0900 - 0915	104	51	155	
0915 - 0930	77	51	128	
0930 - 0945	103	43	146	
0945 - 1000	91	60	151	580
1000 - 1015	89	65	154	
1015 - 1030	76	59	135	
1030 - 1045	75	64	139	
1045 - 1100	75	75	150	578
1100 - 1115	69	76	145	
1115 - 1130	65	68	133	
1130 - 1145	64	74	138	
1145 - 1200	86	85	171	587

Time	Volume Summary 15min		15min Total	60min Total
	NB	SB		
1200 - 1215	86	66	152	
1215 - 1230	70	90	160	
1230 - 1245	92	80	172	
1245 - 1300	53	89	142	626
1300 - 1315	104	118	222	
1315 - 1330	79	103	182	
1330 - 1345	89	128	217	
1345 - 1400	74	110	184	805
1400 - 1415	71	129	200	
1415 - 1430	86	144	230	
1430 - 1445	76	129	205	
1445 - 1500	75	150	225	860
1500 - 1515	68	168	236	
1515 - 1530	61	205	266	
1530 - 1545	86	232	318	
1545 - 1600	104	234	338	1158
1600 - 1615	58	217	275	
1615 - 1630	74	234	308	
1630 - 1645	61	242	303	
1645 - 1700	57	236	293	1179
1700 - 1715	91	245	336	
1715 - 1730	82	214	296	
1730 - 1745	75	260	335	
1745 - 1800	68	230	298	1265
1800 - 1815	62	181	243	
1815 - 1830	77	178	255	
1830 - 1845	59	163	222	
1845 - 1900	79	128	207	927
1900 - 1915	79	135	214	
1915 - 1930	49	117	166	
1930 - 1945	50	103	153	
1945 - 2000	46	88	134	667
2000 - 2015	54	71	125	
2015 - 2030	32	82	114	
2030 - 2045	35	80	115	
2045 - 2100	31	68	99	453
2100 - 2115	20	48	68	
2115 - 2130	27	56	83	
2130 - 2145	19	58	77	
2145 - 2200	13	46	59	287
2200 - 2215	17	59	76	
2215 - 2230	23	45	68	
2230 - 2245	11	37	48	
2245 - 2300	14	31	45	237
2300 - 2315	12	32	44	
2315 - 2330	11	33	44	
2330 - 2345	11	26	37	
2345 - 0000	10	19	29	154

Session Total	5414	7404	12818
Session Average	56.40	77.13	133.52
Session Percentage	42.24	57.76	

# Bi-Directional Class Count || NB EB 60min

Tucker, GA & Stone Mountain, GA



**Site 29**  
Cooledge Rd,  
south of GA-8 Lawrenceville Hwy (West)

**Date**  
Thursday, October 13, 2022

**Weather**  
Mostly Cloudy  
66°F

**Lat/Long**  
33.836553°, -84.237616°

## 0000 - 2400 (24h Session) (10-13-2022)

NB EB 60min

TIME	Northbound (Movement 29.1)													Total
	1	2	3	4	5	6	7	8	9	10	11	12	13	
0000 - 0100	0	17	0	0	0	0	0	0	0	0	0	0	0	17
0100 - 0200	0	18	0	0	0	0	0	0	0	0	0	0	0	18
0200 - 0300	0	12	2	0	1	0	0	0	0	0	0	0	0	15
0300 - 0400	0	17	0	0	0	0	0	0	0	0	0	0	0	17
0400 - 0500	0	41	3	0	0	0	0	0	0	0	0	0	0	44
0500 - 0600	0	107	13	3	0	0	0	0	0	0	0	0	0	123
0600 - 0700	1	257	28	3	6	0	0	0	0	0	0	0	0	295
0700 - 0800	0	517	72	2	4	1	0	0	0	0	0	0	0	596
0800 - 0900	0	565	56	2	7	4	0	0	0	0	0	0	0	634
0900 - 1000	1	335	32	2	2	1	0	1	1	0	0	0	0	375
1000 - 1100	0	275	33	0	4	3	0	0	0	0	0	0	0	315
1100 - 1200	0	240	32	1	9	1	0	0	1	0	0	0	0	284
1200 - 1300	0	256	37	0	4	1	0	0	3	0	0	0	0	301
1300 - 1400	0	303	35	1	5	2	0	0	0	0	0	0	0	346
1400 - 1500	1	266	33	1	4	1	0	1	1	0	0	0	0	308
1500 - 1600	0	277	37	0	2	3	0	0	0	0	0	0	0	319
1600 - 1700	0	212	30	3	3	0	0	1	1	0	0	0	0	250
1700 - 1800	1	281	29	0	3	0	0	2	0	0	0	0	0	316
1800 - 1900	0	248	25	0	3	0	0	0	1	0	0	0	0	277
1900 - 2000	0	205	17	0	1	0	0	0	1	0	0	0	0	224
2000 - 2100	0	136	14	0	2	0	0	0	0	0	0	0	0	152
2100 - 2200	0	69	10	0	0	0	0	0	0	0	0	0	0	79
2200 - 2300	0	57	8	0	0	0	0	0	0	0	0	0	0	65
2300 - 2400	0	36	6	0	1	1	0	0	0	0	0	0	0	44

Session Total	4	4747	552	18	61	18	0	5	9	0	0	0	0	5414
Session Average	0.17	197.79	23.00	0.75	2.54	0.75	0.00	0.21	0.38	0.00	0.00	0.00	0.00	225.58
Session Percentage	0.07	87.68	10.20	0.33	1.13	0.33	0.00	0.09	0.17	0.00	0.00	0.00	0.00	

AM Peak Hour	0600 - 0700	0800 - 0900	0700 - 0800	0500 - 0600	0800 - 0900	0800 - 0900	-	0900 - 1000	0900 - 1000	-	-	-	-	0800 - 0900
AM Peak Volume	1	565	72	3	7	4	0	1	1	0	0	0	0	634

Noon Peak Hour	1400 - 1500	1300 - 1400	1200 - 1300	1100 - 1200	1100 - 1200	1000 - 1100	-	1400 - 1500	1200 - 1300	-	-	-	-	1300 - 1400
Noon Peak Volume	1	303	37	1	9	3	0	1	3	0	0	0	0	346

PM Peak Hour	1700 - 1800	1700 - 1800	1500 - 1600	1600 - 1700	1600 - 1700	1500 - 1600	-	1700 - 1800	1600 - 1700	-	-	-	-	1500 - 1600
PM Peak Volume	1	281	37	3	3	3	0	2	1	0	0	0	0	319

# Bi-Directional Class Count || SB WB 60min

Tucker, GA & Stone Mountain, GA



**Site 29**  
Cooledge Rd,  
south of GA-8 Lawrenceville Hwy (West)

**Date**  
Thursday, October 13, 2022

**Weather**  
Mostly Cloudy  
66°F

**Lat/Long**  
33.836553°, -84.237616°

## 0000 - 2400 (24h Session) (10-13-2022)

SB WB 60min

TIME	Southbound (Movement 29.2)													Total
	1	2	3	4	5	6	7	8	9	10	11	12	13	
0000 - 0100	0	52	2	0	0	0	0	0	0	0	0	0	0	54
0100 - 0200	0	30	3	0	0	0	0	0	0	0	0	0	0	33
0200 - 0300	0	27	1	0	0	0	0	0	0	0	0	0	0	28
0300 - 0400	0	20	2	0	0	0	0	0	0	0	0	0	0	22
0400 - 0500	0	18	1	0	0	0	0	0	0	0	0	0	0	19
0500 - 0600	0	33	4	0	1	0	0	0	0	0	0	0	0	38
0600 - 0700	0	79	11	1	9	0	0	0	0	0	0	0	0	100
0700 - 0800	0	141	20	4	5	1	0	1	0	0	0	0	0	172
0800 - 0900	0	189	33	4	1	0	0	1	2	0	0	0	0	230
0900 - 1000	0	157	32	1	10	2	0	2	1	0	0	0	0	205
1000 - 1100	0	222	32	2	3	1	0	3	0	0	0	0	0	263
1100 - 1200	0	256	33	1	10	0	0	2	1	0	0	0	0	303
1200 - 1300	0	278	36	1	6	3	0	1	0	0	0	0	0	325
1300 - 1400	0	402	43	2	5	2	0	4	1	0	0	0	0	459
1400 - 1500	2	487	53	3	4	1	0	1	1	0	0	0	0	552
1500 - 1600	2	722	91	7	12	2	0	1	2	0	0	0	0	839
1600 - 1700	0	821	96	5	5	2	0	0	0	0	0	0	0	929
1700 - 1800	0	871	73	3	2	0	0	0	0	0	0	0	0	949
1800 - 1900	1	607	38	0	1	1	0	2	0	0	0	0	0	650
1900 - 2000	0	421	21	0	1	0	0	0	0	0	0	0	0	443
2000 - 2100	0	284	14	2	1	0	0	0	0	0	0	0	0	301
2100 - 2200	1	191	16	0	0	0	0	0	0	0	0	0	0	208
2200 - 2300	0	157	14	0	0	0	0	0	1	0	0	0	0	172
2300 - 2400	0	98	12	0	0	0	0	0	0	0	0	0	0	110

Session Total	6	6563	681	36	76	15	0	18	9	0	0	0	0	7404
Session Average	0.25	273.46	28.38	1.50	3.17	0.63	0.00	0.75	0.38	0.00	0.00	0.00	0.00	308.50
Session Percentage	0.08	88.64	9.20	0.49	1.03	0.20	0.00	0.24	0.12	0.00	0.00	0.00	0.00	

AM Peak Hour	-	0800 - 0900	0800 - 0900	0700 - 0800	0900 - 1000	0900 - 1000	-	0900 - 1000	0800 - 0900	-	-	-	-	0800 - 0900
AM Peak Volume	0	189	33	4	10	2	0	2	2	0	0	0	0	230

Noon Peak Hour	1400 - 1500	1400 - 1500	1400 - 1500	1400 - 1500	1100 - 1200	1200 - 1300	-	1300 - 1400	1100 - 1200	-	-	-	-	1400 - 1500
Noon Peak Volume	2	487	53	3	10	3	0	4	1	0	0	0	0	552

PM Peak Hour	1500 - 1600	1700 - 1800	1600 - 1700	1500 - 1600	1500 - 1600	1500 - 1600	-	1800 - 1900	1500 - 1600	-	-	-	-	1700 - 1800
PM Peak Volume	2	871	96	7	12	2	0	2	2	0	0	0	0	949

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



www.marrtraffic.com

Tucker, GA & Stone Mountain, GA

**Site 29**  
Cooledge Rd,  
south of GA-8 Lawrenceville Hwy (West)

**Date**  
Thursday, October 13, 2022

**Weather**  
Mostly Cloudy  
66°F

**Lat/Long**  
33.836553°, -84.237616°

## 0000 - 2400 (24h Session) (10-13-2022)

Bi-Directional 60min

TIME	Bi-Directional 60min													Total
	1	2	3	4	5	6	7	8	9	10	11	12	13	
0000 - 0100	0	69	2	0	0	0	0	0	0	0	0	0	0	71
0100 - 0200	0	48	3	0	0	0	0	0	0	0	0	0	0	51
0200 - 0300	0	39	3	0	1	0	0	0	0	0	0	0	0	43
0300 - 0400	0	37	2	0	0	0	0	0	0	0	0	0	0	39
0400 - 0500	0	59	4	0	0	0	0	0	0	0	0	0	0	63
0500 - 0600	0	140	17	3	1	0	0	0	0	0	0	0	0	161
0600 - 0700	1	336	39	4	15	0	0	0	0	0	0	0	0	395
0700 - 0800	0	658	92	6	9	2	0	1	0	0	0	0	0	768
0800 - 0900	0	754	89	6	8	4	0	1	2	0	0	0	0	864
0900 - 1000	1	492	64	3	12	3	0	3	2	0	0	0	0	580
1000 - 1100	0	497	65	2	7	4	0	3	0	0	0	0	0	578
1100 - 1200	0	496	65	2	19	1	0	2	2	0	0	0	0	587
1200 - 1300	0	534	73	1	10	4	0	1	3	0	0	0	0	626
1300 - 1400	0	705	78	3	10	4	0	4	1	0	0	0	0	805
1400 - 1500	3	753	86	4	8	2	0	2	2	0	0	0	0	860
1500 - 1600	2	999	128	7	14	5	0	1	2	0	0	0	0	1158
1600 - 1700	0	1033	126	8	8	2	0	1	1	0	0	0	0	1179
1700 - 1800	1	1152	102	3	5	0	0	2	0	0	0	0	0	1265
1800 - 1900	1	855	63	0	4	1	0	2	1	0	0	0	0	927
1900 - 2000	0	626	38	0	2	0	0	0	1	0	0	0	0	667
2000 - 2100	0	420	28	2	3	0	0	0	0	0	0	0	0	453
2100 - 2200	1	260	26	0	0	0	0	0	0	0	0	0	0	287
2200 - 2300	0	214	22	0	0	0	0	0	1	0	0	0	0	237
2300 - 2400	0	134	18	0	1	1	0	0	0	0	0	0	0	154

Session Total	10	11310	1233	54	137	33	0	23	18	0	0	0	0	12818
Session Average	0.42	471.25	51.38	2.25	5.71	1.38	0.00	0.96	0.75	0.00	0.00	0.00	0.00	534.08
Session Percentage	0.08	88.24	9.62	0.42	1.07	0.26	0.00	0.18	0.14	0.00	0.00	0.00	0.00	

AM Peak Hour	0600 - 0700	0800 - 0900	0700 - 0800	0700 - 0800	0600 - 0700	0800 - 0900	-	0900 - 1000	0800 - 0900	-	-	-	-	0800 - 0900
AM Peak Volume	1	754	92	6	15	4	0	3	2	0	0	0	0	864

Noon Peak Hour	1400 - 1500	1400 - 1500	1400 - 1500	1400 - 1500	1100 - 1200	1000 - 1100	-	1300 - 1400	1200 - 1300	-	-	-	-	1400 - 1500
Noon Peak Volume	3	753	86	4	19	4	0	4	3	0	0	0	0	860

PM Peak Hour	1500 - 1600	1700 - 1800	1500 - 1600	1600 - 1700	1500 - 1600	1500 - 1600	-	1700 - 1800	1500 - 1600	-	-	-	-	1700 - 1800
PM Peak Volume	2	1152	128	8	14	5	0	2	2	0	0	0	0	1265



## Bi-Directional Class Count || Volume Summary 60min

Tucker, GA & Stone Mountain, GA



www.marrtraffic.com

### Site 29

Cooledge Rd,  
south of GA-8 Lawrenceville Hwy (West)

### Date

Thursday, October 13, 2022

### Weather

Mostly Cloudy  
66°F

### Lat/Long

33.836553°, -84.237616°

### 0000 - 2400 (24h Session) (10-13-2022)

Volume Summary 60min

Volume Summary 60min			
TIME	NB	SB	Total
0000 - 0100	17	54	71
0100 - 0200	18	33	51
0200 - 0300	15	28	43
0300 - 0400	17	22	39
0400 - 0500	44	19	63
0500 - 0600	123	38	161
0600 - 0700	295	100	395
0700 - 0800	596	172	768
0800 - 0900	634	230	864
0900 - 1000	375	205	580
1000 - 1100	315	263	578
1100 - 1200	284	303	587

Volume Summary 60min			
Time	NB	SB	Total
1200 - 1300	301	325	626
1300 - 1400	346	459	805
1400 - 1500	308	552	860
1500 - 1600	319	839	1158
1600 - 1700	250	929	1179
1700 - 1800	316	949	1265
1800 - 1900	277	650	927
1900 - 2000	224	443	667
2000 - 2100	152	301	453
2100 - 2200	79	208	287
2200 - 2300	65	172	237
2300 - 2400	44	110	154

Session Total	5414	7404	12818
Session Average	225.58	308.50	534.08
Session Percentage	42.24	57.76	

**Bi-Directional Class Count || Graphical Analysis NB EB**

Tucker, GA & Stone Mountain, GA

**Site 29**

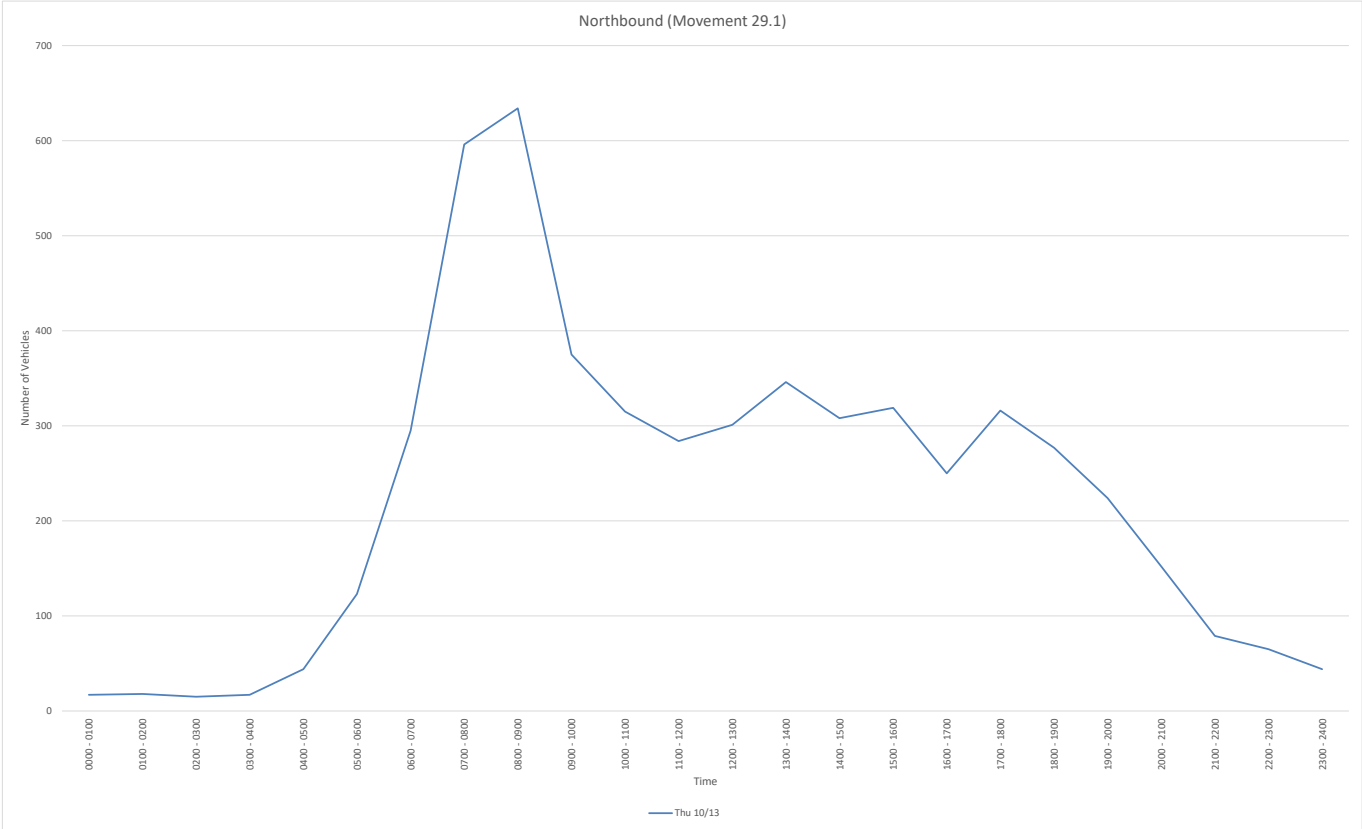
Coolidge Rd,  
south of GA-8 Lawrenceville Hwy (West)

**Lat/Long**

33.836553°, -84.237616°

**0000 - 2400 (Weekday 24h Session)**

Graphical Analysis NB EB



**Bi-Directional Class Count || Graphical Analysis SB WB**

Tucker, GA & Stone Mountain, GA

**Site 29**

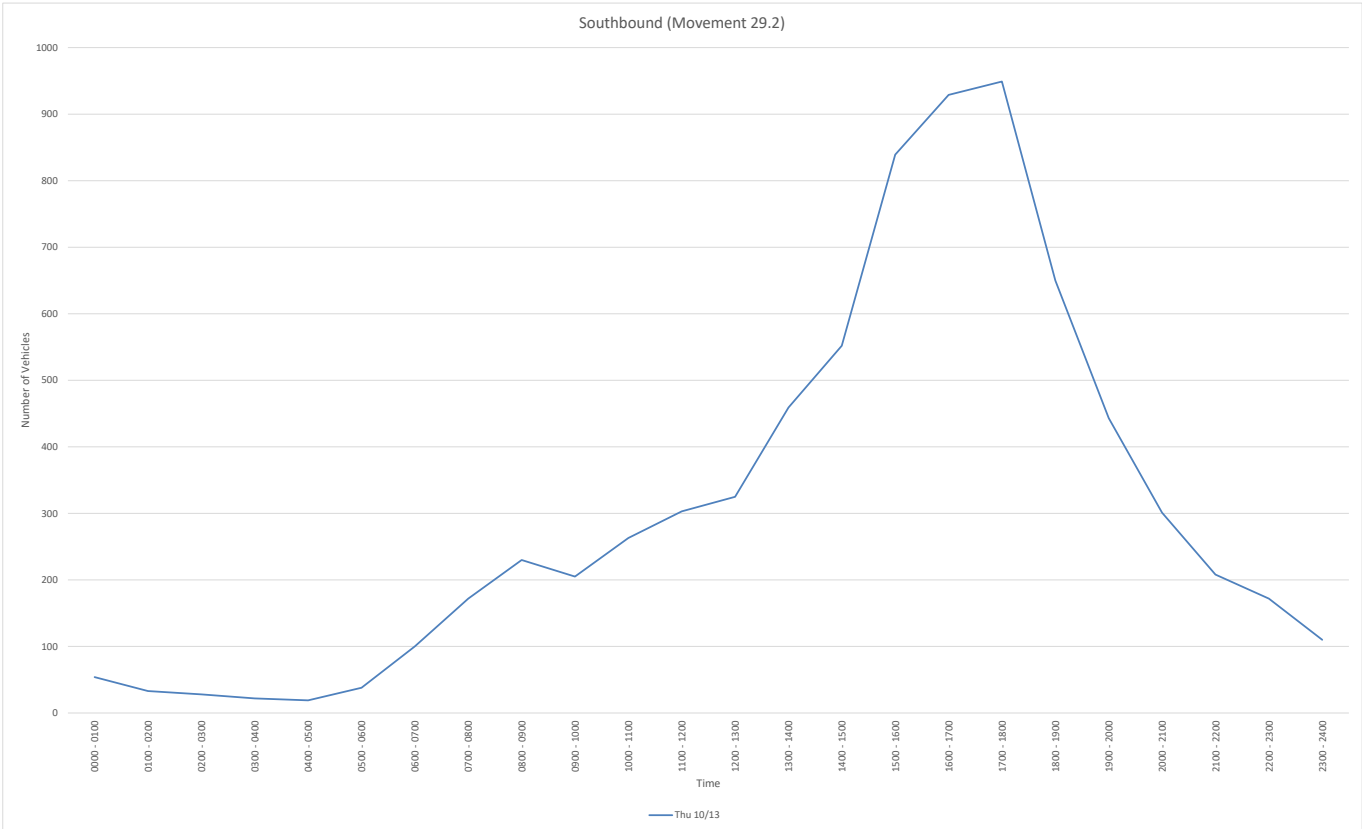
Coolidge Rd,  
south of GA-8 Lawrenceville Hwy (West)

**Lat/Long**

33.836553°, -84.237616°

**0000 - 2400 (Weekday 24h Session)**

Graphical Analysis SB WB













**Attachment D:  
Operational Analysis Reports**

Lanes, Volumes, Timings  
6: Cooledge Rd/Northlake Pkwy & SR 8

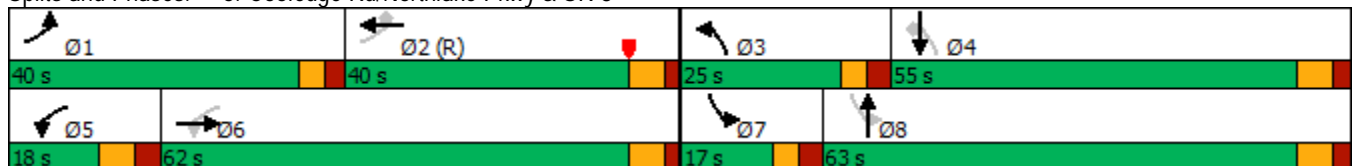
Existing (2022) Conditions  
Timing Plan: AM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	180	440	40	60	720	195	80	475	50	105	105	70
Future Volume (vph)	180	440	40	60	720	195	80	475	50	105	105	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	280		0	175		510	125		135	175		0
Storage Lanes	1		0	1		1	1		0	1		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		45			45			40				40
Link Distance (ft)		404			496			421				347
Travel Time (s)		6.1			7.5			7.2				5.9
Peak Hour Factor	0.87	0.87	0.87	0.84	0.84	0.84	0.93	0.93	0.93	0.89	0.89	0.89
Heavy Vehicles (%)	2%	8%	2%	4%	6%	5%	3%	0%	3%	6%	0%	4%
Shared Lane Traffic (%)												
Turn Type	D.P+P	NA		D.P+P	NA	Perm	D.P+P	NA		D.P+P	NA	Perm
Protected Phases	1	6		5	2		3	8		7	4	
Permitted Phases	2			6		2	4			8		4
Detector Phase	1	6		5	2	2	3	8		7	4	4
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0	10.0	5.0	7.0		5.0	7.0	7.0
Minimum Split (s)	10.5	29.3		12.2	36.3	36.3	11.0	37.6		11.0	29.6	29.6
Total Split (s)	40.0	62.0		18.0	40.0	40.0	25.0	63.0		17.0	55.0	55.0
Total Split (%)	25.0%	38.8%		11.3%	25.0%	25.0%	15.6%	39.4%		10.6%	34.4%	34.4%
Yellow Time (s)	3.1	4.4		4.2	4.4	4.4	3.1	4.2		3.0	4.2	4.2
All-Red Time (s)	2.4	1.9		3.0	1.9	1.9	2.9	2.4		3.0	2.4	2.4
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.5	6.3		7.2	6.3	6.3	6.0	6.6		6.0	6.6	6.6
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	None	Max		None	C-Max	C-Max	None	None		None	None	None

Intersection Summary

Area Type: Other  
 Cycle Length: 160  
 Actuated Cycle Length: 160  
 Offset: 45.7 (29%), Referenced to phase 2:EBWB, Start of Yellow  
 Natural Cycle: 100  
 Control Type: Actuated-Coordinated

Splits and Phases: 6: Cooledge Rd/Northlake Pkwy & SR 8



HCM 6th Signalized Intersection Summary  
6: Cooledge Rd/Northlake Pkwy & SR 8

Existing (2022) Conditions  
Timing Plan: AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗	↗	↖	↗		↖	↗	↗
Traffic Volume (veh/h)	180	440	40	60	720	195	80	475	50	105	105	70
Future Volume (veh/h)	180	440	40	60	720	195	80	475	50	105	105	70
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	1781	1870	1841	1811	1826	1856	1900	1856	1811	1900	1841
Adj Flow Rate, veh/h	207	506	46	71	857	232	86	511	54	118	118	79
Peak Hour Factor	0.87	0.87	0.87	0.84	0.84	0.84	0.93	0.93	0.93	0.89	0.89	0.89
Percent Heavy Veh, %	2	8	2	4	6	5	3	0	3	6	0	4
Cap, veh/h	357	1720	156	486	1781	801	318	634	67	196	397	326
Arrive On Green	0.07	0.55	0.55	0.03	0.52	0.52	0.05	0.19	0.19	0.07	0.21	0.21
Sat Flow, veh/h	1781	3138	284	1753	3441	1547	1767	3295	347	1725	1900	1560
Grp Volume(v), veh/h	207	272	280	71	857	232	86	279	286	118	118	79
Grp Sat Flow(s),veh/h/ln	1781	1692	1730	1753	1721	1547	1767	1805	1838	1725	1900	1560
Q Serve(g_s), s	8.7	13.9	14.0	2.9	25.6	13.6	6.1	23.6	23.8	8.7	8.4	6.7
Cycle Q Clear(g_c), s	8.7	13.9	14.0	2.9	25.6	13.6	6.1	23.6	23.8	8.7	8.4	6.7
Prop In Lane	1.00		0.16	1.00		1.00	1.00		0.19	1.00		1.00
Lane Grp Cap(c), veh/h	357	927	948	486	1781	801	318	347	354	196	397	326
V/C Ratio(X)	0.58	0.29	0.30	0.15	0.48	0.29	0.27	0.80	0.81	0.60	0.30	0.24
Avail Cap(c_a), veh/h	614	927	948	551	1781	801	439	636	648	199	575	472
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.7	19.5	19.5	15.5	24.8	21.9	46.4	61.7	61.8	49.2	53.3	52.7
Incr Delay (d2), s/veh	1.8	0.8	0.8	0.1	0.9	0.9	0.3	6.1	6.2	4.3	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	5.6	5.7	1.1	10.4	5.1	2.7	11.3	11.6	4.0	4.0	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.5	20.3	20.3	15.6	25.7	22.8	46.7	67.8	68.0	53.5	53.8	53.1
LnGrp LOS	C	C	C	B	C	C	D	E	E	D	D	D
Approach Vol, veh/h		759			1160			651			315	
Approach Delay, s/veh		20.4			24.5			65.1			53.5	
Approach LOS		C			C			E			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.9	89.1	14.0	40.1	12.0	94.0	16.7	37.4				
Change Period (Y+Rc), s	5.5	* 6.3	6.0	6.6	7.2	* 6.3	6.0	6.6				
Max Green Setting (Gmax), s	34.5	* 34	19.0	48.4	10.8	* 56	11.0	56.4				
Max Q Clear Time (g_c+I1), s	10.7	27.6	8.1	10.4	4.9	16.0	10.7	25.8				
Green Ext Time (p_c), s	0.7	4.8	0.1	0.9	0.0	9.1	0.0	5.0				

Intersection Summary

HCM 6th Ctrl Delay	35.8
HCM 6th LOS	D

Notes

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

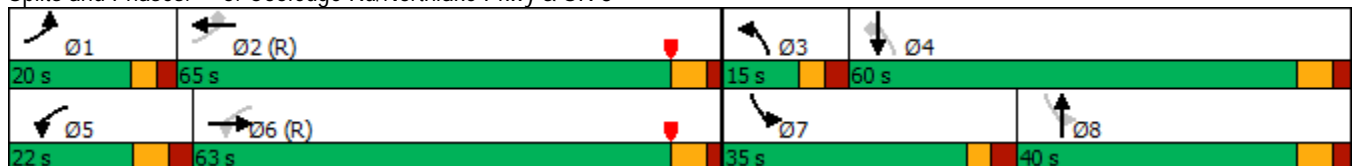
Lanes, Volumes, Timings  
6: Cooledge Rd/Northlake Pkwy & SR 8

Existing (2022) Conditions  
Timing Plan: PM Peak Hour

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗	↗	↖	↗		↖	↗	↗
Traffic Volume (vph)	120	700	140	125	595	135	35	180	70	145	595	300
Future Volume (vph)	120	700	140	125	595	135	35	180	70	145	595	300
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	280		0	175		510	125		135	175		0
Storage Lanes	1		0	1		1	1		0	1		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		45			45			40				40
Link Distance (ft)		404			496			421				347
Travel Time (s)		6.1			7.5			7.2				5.9
Peak Hour Factor	0.96	0.96	0.96	0.93	0.93	0.93	0.87	0.87	0.87	0.93	0.93	0.93
Heavy Vehicles (%)	1%	3%	1%	0%	4%	0%	0%	1%	3%	0%	0%	0%
Shared Lane Traffic (%)												
Turn Type	D.P+P	NA		D.P+P	NA	Perm	D.P+P	NA		D.P+P	NA	Perm
Protected Phases	1	6		5	2		3	8		7	4	
Permitted Phases	2			6		2	4			8		4
Detector Phase	1	6		5	2	2	3	8		7	4	4
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0	10.0	5.0	7.0		5.0	7.0	7.0
Minimum Split (s)	10.5	29.3		12.2	36.3	36.3	11.0	37.6		11.0	29.6	29.6
Total Split (s)	20.0	63.0		22.0	65.0	65.0	15.0	40.0		35.0	60.0	60.0
Total Split (%)	12.5%	39.4%		13.8%	40.6%	40.6%	9.4%	25.0%		21.9%	37.5%	37.5%
Yellow Time (s)	3.1	4.4		4.2	4.4	4.4	3.1	4.2		3.0	4.2	4.2
All-Red Time (s)	2.4	1.9		3.0	1.9	1.9	2.9	2.4		3.0	2.4	2.4
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.5	6.3		7.2	6.3	6.3	6.0	6.6		6.0	6.6	6.6
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	None	C-Max		None	C-Max	C-Max	None	None		None	None	None

**Intersection Summary**  
 Area Type: Other  
 Cycle Length: 160  
 Actuated Cycle Length: 160  
 Offset: 64.7 (40%), Referenced to phase 2:EBWB and 6:EBWB, Start of Yellow  
 Natural Cycle: 100  
 Control Type: Actuated-Coordinated

Splits and Phases: 6: Cooledge Rd/Northlake Pkwy & SR 8



HCM 6th Signalized Intersection Summary  
6: Cooledge Rd/Northlake Pkwy & SR 8

Existing (2022) Conditions  
Timing Plan: PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗	↗	↖	↗		↖	↗	↗
Traffic Volume (veh/h)	120	700	140	125	595	135	35	180	70	145	595	300
Future Volume (veh/h)	120	700	140	125	595	135	35	180	70	145	595	300
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	1885	1856	1885	1900	1841	1900	1900	1885	1856	1900	1900	1900
Adj Flow Rate, veh/h	125	729	146	134	640	145	40	207	80	156	640	323
Peak Hour Factor	0.96	0.96	0.96	0.93	0.93	0.93	0.87	0.87	0.87	0.93	0.93	0.93
Percent Heavy Veh, %	1	3	1	0	4	0	0	1	3	0	0	0
Cap, veh/h	353	1236	247	293	1525	702	92	728	272	424	634	537
Arrive On Green	0.05	0.42	0.42	0.05	0.44	0.44	0.03	0.29	0.29	0.07	0.33	0.33
Sat Flow, veh/h	1795	2927	586	1810	3497	1610	1810	2550	954	1810	1900	1610
Grp Volume(v), veh/h	125	439	436	134	640	145	40	143	144	156	640	323
Grp Sat Flow(s),veh/h/ln	1795	1763	1750	1810	1749	1610	1810	1791	1713	1810	1900	1610
Q Serve(g_s), s	6.1	30.6	30.7	6.7	20.2	8.9	2.3	9.9	10.5	9.7	53.4	26.8
Cycle Q Clear(g_c), s	6.1	30.6	30.7	6.7	20.2	8.9	2.3	9.9	10.5	9.7	53.4	26.8
Prop In Lane	1.00		0.33	1.00		1.00	1.00		0.56	1.00		1.00
Lane Grp Cap(c), veh/h	353	744	739	293	1525	702	92	511	489	424	634	537
V/C Ratio(X)	0.35	0.59	0.59	0.46	0.42	0.21	0.43	0.28	0.29	0.37	1.01	0.60
Avail Cap(c_a), veh/h	423	744	739	361	1525	702	147	511	489	617	634	537
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	24.1	35.6	35.6	27.3	31.1	28.0	42.4	44.4	44.6	36.3	53.3	44.4
Incr Delay (d2), s/veh	0.7	3.4	3.4	0.8	0.9	0.7	2.4	0.4	0.5	0.4	38.1	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	13.6	13.5	2.9	8.6	3.6	1.1	4.5	4.5	4.3	31.7	10.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.8	39.0	39.0	28.2	32.0	28.6	44.8	44.8	45.1	36.7	91.4	46.3
LnGrp LOS	C	D	D	C	C	C	D	D	D	D	F	D
Approach Vol, veh/h		1000			919			327			1119	
Approach Delay, s/veh		37.2			30.9			44.9			70.7	
Approach LOS		D			C			D			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.8	76.1	10.2	60.0	16.0	73.9	17.9	52.2				
Change Period (Y+Rc), s	5.5	* 6.3	6.0	6.6	7.2	* 6.3	6.0	6.6				
Max Green Setting (Gmax), s	14.5	* 59	9.0	53.4	14.8	* 57	29.0	33.4				
Max Q Clear Time (g_c+I1), s	8.1	22.2	4.3	55.4	8.7	32.7	11.7	12.5				
Green Ext Time (p_c), s	0.2	13.2	0.0	0.0	0.1	12.5	0.3	2.1				

Intersection Summary

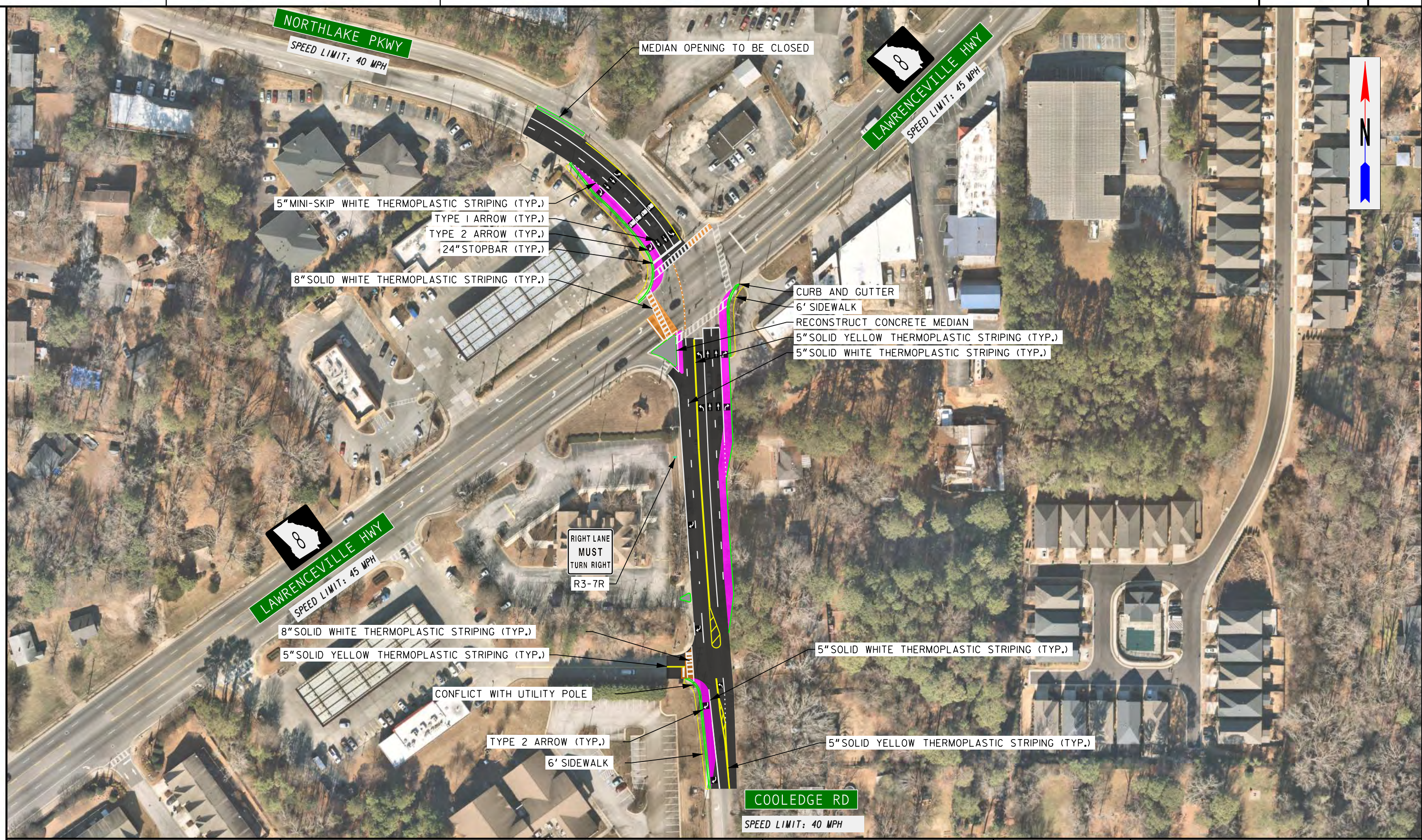
HCM 6th Ctrl Delay	47.4
HCM 6th LOS	D

Notes

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

**Attachment E:  
Concept Design**

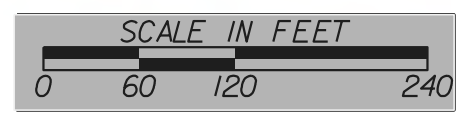




**LEGEND**

STRIPING IMPROVEMENTS ONLY	
PROPOSED PAVEMENT MILL & INLAY	
PROPOSED PAVEMENT WIDENING	
PROPOSED CONCRETE ISLAND	

**Kimley»Horn**



REVISION DATES	

CONCEPT LAYOUT  
SR 8 @ COOLEEDGE ROAD

CHECKED:	DATE:	SHEET 1/1
BACKCHECKED:	DATE:	
CORRECTED:	DATE:	
VERIFIED:	DATE:	



Worksheet 2A -- General Information and Input Data for Urban and Suburban Arterial Intersections			
General Information		Location Information	
Analyst	Kimley-Horn	Roadway	SR (US 29/Lawrenceville Hwy)
Agency or Company	Tucker North-South Connectivity Study	Intersection	Cooledge Rd/Northlake Pkwy
Date Performed	12/27/23	Jurisdiction	GDOT
		Analysis Year	2022
Input Data		Base Conditions	Site Conditions
Intersection type (3ST, 3SG, 4ST, 4SG)		--	4SG
AADT <sub>major</sub> (veh/day)	AADT <sub>MAX</sub> = 67,700 (veh/day)	--	23,600
AADT <sub>minor</sub> (veh/day)	AADT <sub>MAX</sub> = 33,400 (veh/day)	--	16,000
Intersection lighting (present/not present)		Not Present	Present
Calibration factor, C <sub>i</sub>		1.00	1.00
Data for unsignalized intersections only:		--	--
Number of major-road approaches with left-turn lanes (0,1,2)		0	0
Number of major-road approaches with right-turn lanes (0,1,2)		0	0
Data for signalized intersections only:		--	--
Number of approaches with left-turn lanes (0,1,2,3,4) [for 3SG, use maximum value of 3]		0	4
Number of approaches with right-turn lanes (0,1,2,3,4) [for 3SG, use maximum value of 3]		0	2
Number of approaches with left-turn signal phasing [for 3SG, use maximum value of 3]		--	4
Type of left-turn signal phasing for Leg #1		Permissive	Permissive / Protected
Type of left-turn signal phasing for Leg #2		--	Protected / Permissive
Type of left-turn signal phasing for Leg #3		--	Protected / Permissive
Type of left-turn signal phasing for Leg #4 (if applicable)		--	Protected / Permissive
Number of approaches with right-turn-on-red prohibited [for 3SG, use maximum value of 3]		0	0
Intersection red light cameras (present/not present)		Not Present	Not Present
Sum of all pedestrian crossing volumes (PedVol) -- Signalized intersections only			16
Maximum number of lanes crossed by a pedestrian (n <sub>lanesx</sub> )		--	6
Number of bus stops within 300 m (1,000 ft) of the intersection		0	2
Schools within 300 m (1,000 ft) of the intersection (present/not present)		Not Present	Not Present
Number of alcohol sales establishments within 300 m (1,000 ft) of the intersection		0	2

Worksheet 2B -- Crash Modification Factors for Urban and Suburban Arterial Intersections						
(1)	(2)	(3)	(4)	(5)	(6)	(7)
CMF for Left-Turn Lanes	CMF for Left-Turn Signal Phasing	CMF for Right-Turn Lanes	CMF for Right Turn on Red	CMF for Lighting	CMF for Red Light Cameras	Combined CMF
CMF <sub>1i</sub>	CMF <sub>2i</sub>	CMF <sub>3i</sub>	CMF <sub>4i</sub>	CMF <sub>5i</sub>	CMF <sub>6i</sub>	CMF <sub>COMB</sub>
from Table 12-24	from Table 12-25	from Table 12-26	from Equation 12-35	from Equation 12-36	from Equation 12-37	(1)*(2)*(3)*(4)*(5)*(6)
0.66	0.96	0.92	1.00	0.91	1.00	0.53

**Worksheet 2C -- Multiple-Vehicle Collisions by Severity Level for Urban and Suburban Arterial Intersections**

(1)	(2)			(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	SPF Coefficients			Overdispersion Parameter, k	Initial $N_{bimv}$	Proportion of Total Crashes	Adjusted $N_{bimv}$	Combined CMFs (7) from Worksheet 2B	Calibration Factor, $C_i$	Predicted $N_{bimv}$
	from Table 12-10			from Table 12-10	from Equation 12-21		(4) <sub>TOTAL</sub> * (5)			(6) * (7) * (8)
	a	b	c							
Total	-10.99	1.07	0.23	0.39	7.466	1.000	7.466	0.53	1.00	3.973
Fatal and Injury (FI)	-13.14	1.18	0.22	0.33	2.390	$(4)_{FI} / ((4)_{FI} + (4)_{PDO})$ 0.331	2.473	0.53	1.00	1.316
Property Damage Only (PDO)	-11.02	1.02	0.24	0.44	4.824	$(5)_{TOTAL} - (5)_{FI}$ 0.669	4.993	0.53	1.00	2.657

**Worksheet 2D -- Multiple-Vehicle Collisions by Collision Type for Urban and Suburban Arterial Intersections**

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	Proportion of Collision Type <sub>(FI)</sub>	Predicted $N_{bimv (FI)}$ (crashes/year)	Proportion of Collision Type (PDO)	Predicted $N_{bimv (PDO)}$ (crashes/year)	Predicted $N_{bimv (TOTAL)}$ (crashes/year)
	from Table 12-11	$(9)_{FI}$ from Worksheet 2C	from Table 12-11	$(9)_{PDO}$ from Worksheet 2C	$(9)_{PDO}$ from Worksheet 2C
Total	1.000	1.316	1.000	2.657	3.973
		$(2) * (3)_{FI}$		$(4) * (5)_{PDO}$	$(3) + (5)$
Rear-end collision	0.450	0.592	0.483	1.283	1.875
Head-on collision	0.049	0.064	0.030	0.080	0.144
Angle collision	0.347	0.457	0.244	0.648	1.105
Sideswipe	0.099	0.130	0.032	0.085	0.215
Other multiple-vehicle collision	0.055	0.072	0.211	0.561	0.633

**Worksheet 2E -- Single-Vehicle Collisions by Severity Level for Urban and Suburban Arterial Intersections**

(1)	(2)			(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	SPF Coefficients			Overdispersion Parameter, k	Initial $N_{bisv}$	Proportion of Total Crashes	Adjusted $N_{bisv}$	Combined CMFs (7) from Worksheet 2B	Calibration Factor, $C_i$	Predicted $N_{bisv}$
	from Table 12-12			from Table 12-12	from Eqn. 12-24; (FI) from Eqn. 12-24 or 12-27		(4) <sub>TOTAL</sub> * (5)			(6) * (7) * (8)
	a	b	c							
Total	-10.21	0.68	0.27	0.36	0.473	1.000	0.473	0.53	1.00	0.252
Fatal and Injury (FI)	-9.25	0.43	0.29	0.09	0.121	$(4)_{FI} / ((4)_{FI} + (4)_{PDO})$ 0.260	0.123	0.53	1.00	0.065
Property Damage Only (PDO)	-11.34	0.78	0.25	0.44	0.344	$(5)_{TOTAL} - (5)_{FI}$ 0.740	0.350	0.53	1.00	0.186

Worksheet 2F -- Single-Vehicle Collisions by Collision Type for Urban and Suburban Arterial Intersections					
(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	Proportion of Collision Type <sub>(FI)</sub>	Predicted N <sub>bisv (FI)</sub> (crashes/year)	Proportion of Collision Type <sub>(PDO)</sub>	Predicted N <sub>bisv (PDO)</sub> (crashes/year)	Predicted N <sub>bisv (TOTAL)</sub> (crashes/year)
	from Table 12-13	(9) <sub>FI</sub> from Worksheet 2E	from Table 12-13	(9) <sub>PDO</sub> from Worksheet 2E	(9) <sub>PDO</sub> from Worksheet 2E
Total	1.000	0.065	1.000	0.186	0.252
		(2)*(3) <sub>FI</sub>		(4)*(5) <sub>PDO</sub>	(3)+(5)
Collision with parked vehicle	0.001	0.000	0.001	0.000	0.000
Collision with animal	0.002	0.000	0.002	0.000	0.001
Collision with fixed object	0.744	0.049	0.870	0.162	0.211
Collision with other object	0.072	0.005	0.070	0.013	0.018
Other single-vehicle collision	0.040	0.003	0.023	0.004	0.007
Single-vehicle noncollision	0.141	0.009	0.034	0.006	0.016

Worksheet 2G -- Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Stop-Controlled Intersections					
(1)	(2)	(3)	(4)	(5)	(7)*
Crash Severity Level	Predicted N <sub>bimv</sub>	Predicted N <sub>bisv</sub>	Predicted N <sub>bi</sub>	f <sub>pedi</sub>	Predicted N <sub>pedi</sub>
	(9) from Worksheet 2C	(9) from Worksheet 2E	(2) + (3)	from Table 12-16	(4)*(5)
Total	--	--	--	--	--
Fatal and injury (FI)	--	--	--	--	--

\* Column 6 has been removed due to redundant application of calibration factors and inconsistency with HSM Equation 12-30

Worksheet 2H -- Crash Modification Factors for Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Signalized Intersections			
(1)	(2)	(3)	(4)
CMF for Bus Stops	CMF for Schools	CMF for Alcohol Sales Establishments	Combined CMF
CMF <sub>1p</sub>	CMF <sub>2p</sub>	CMF <sub>3p</sub>	
from Table 12-28	from Table 12-29	from Table 12-30	(1)*(2)*(3)
2.78	1.00	1.12	3.11

Worksheet 2I -- Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Signalized Intersections										
(1)	(2)					(3)	(4)	(5)	(6)	(7)
Crash Severity Level	SPF Coefficients					Overdispersion Parameter, k	N <sub>pedbase</sub>	Combined CMF	Calibration factor, C <sub>i</sub>	Predicted N <sub>pedi</sub>
	from Table 12-14									
	a	b	c	d	e					
Total	-9.53	0.40	0.26	0.45	0.04	0.24	0.020	3.11	1.00	0.062
Fatal and Injury (FI)	--	--	--	--	--	--	--	--	1.00	0.062

Worksheet 2J -- Vehicle-Bicycle Collisions for Urban and Suburban Arterial Intersections					
(1)	(2)	(3)	(4)	(5)	(7)*
Crash Severity Level	Predicted $N_{bimv}$	Predicted $N_{bisv}$	Predicted $N_{bi}$	$f_{bikei}$	Predicted $N_{bikei}$
	(9) from Worksheet 2C	(9) from Worksheet 2E	(2) + (3)	from Table 12-17	(4)*(5)
Total	3.973	0.252	4.224	0.015	0.063
Fatal and injury (FI)	--	--	--	--	0.063

\* Column 6 has been removed due to redundant application of calibration factors and inconsistency with HSM Equation 12-31

Worksheet 2K -- Crash Severity Distribution for Urban and Suburban Arterial Intersections			
(1)	(2)	(3)	(4)
Collision type	Fatal and injury (FI)	Property damage only (PDO)	Total
	(3) from Worksheet 2D and 2F; (7) from 2G or 2I and 2J	(5) from Worksheet 2D and 2F	(6) from Worksheet 2D and 2F; (7) from 2G or 2I and 2J
<b>MULTIPLE-VEHICLE</b>			
Rear-end collisions (from Worksheet 2D)	0.592	1.283	1.875
Head-on collisions (from Worksheet 2D)	0.064	0.080	0.144
Angle collisions (from Worksheet 2D)	0.457	0.648	1.105
Sideswipe (from Worksheet 2D)	0.130	0.085	0.215
Other multiple-vehicle collision (from Worksheet 2D)	0.072	0.561	0.633
Subtotal	1.316	2.657	3.973
<b>SINGLE-VEHICLE</b>			
Collision with parked vehicle (from Worksheet 2F)	0.000	0.000	0.000
Collision with animal (from Worksheet 2F)	0.000	0.000	0.001
Collision with fixed object (from Worksheet 2F)	0.049	0.162	0.211
Collision with other object (from Worksheet 2F)	0.005	0.013	0.018
Other single-vehicle collision (from Worksheet 2F)	0.003	0.004	0.007
Single-vehicle noncollision (from Worksheet 2F)	0.009	0.006	0.016
Collision with pedestrian (from Worksheet 2G or 2I)	0.062	0.000	0.062
Collision with bicycle (from Worksheet 2J)	0.063	0.000	0.063
Subtotal	0.191	0.186	0.377
Total	1.507	2.843	4.350

Worksheet 2L -- Summary Results for Urban and Suburban Arterial Intersections	
(1)	(2)
Crash severity level	Predicted average crash frequency, $N_{predicted int}$ (crashes/year)
	(Total) from Worksheet 2K
Total	4.3
Fatal and injury (FI)	1.5
Property damage only (PDO)	2.8

**Worksheet 3A -- Predicted Crashes by Severity and Site Type and Observed Crashes Using the Site-Specific EB Method for Urban and Suburban Arterials**

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Collision type / Site type	Predicted average crash frequency (crashes/year)			Observed crashes, $N_{observed}$ (crashes/year)	Overdispersion Parameter, k	Weighted adjustment, w Equation A-5 from Part C Appendix	Expected average crash frequency, Equation A-4 from Part C Appendix
	$N_{predicted}$ (TOTAL)	$N_{predicted}$ (FI)	$N_{predicted}$ (PDO)				
<b>INTERSECTIONS</b>							
<b>Multiple-vehicle</b>							
Intersection_1	3.973	1.316	2.657	42.000	0.390	0.392	27.083
<b>Single-vehicle</b>							
Intersection_1	0.252	0.065	0.186	1.600	0.360	0.917	0.363
COMBINED (sum of column)	4.224	1.381	2.843	43.600	--	--	27.447

**Worksheet 3B -- Predicted Pedestrian and Bicycle Crashes for Urban and Suburban Arterials**

(1)	(2)	(3)
Site Type	$N_{ped}$	$N_{bike}$
Intersection_1	0.062	0.063
COMBINED (sum of column)	0.062	0.063

**Worksheet 3C -- Site-Specific EB Method Summary Results for Urban and Suburban Arterials**

(1)	(2)	(3)	(4)	(5)	(6)
Crash severity level	$N_{predicted}$	$N_{ped}$	$N_{bike}$	$N_{expected}$ (VEHICLE)	$N_{expected}$
Total	(2) <sub>COMB</sub> from Worksheet 3A 4.224	(2) <sub>COMB</sub> from Worksheet 3B 0.062	(3) <sub>COMB</sub> from Worksheet 3B 0.063	(8) <sub>COMB</sub> Worksheet 3A 27.447	(3)+(4)+(5) 27.572
Fatal and injury (FI)	(3) <sub>COMB</sub> from Worksheet 3A 1.381	(2) <sub>COMB</sub> from Worksheet 3B 0.062	(3) <sub>COMB</sub> from Worksheet 3B 0.063	(5) <sub>TOTAL</sub> * (2) <sub>FI</sub> / (2) <sub>TOTAL</sub> 8.975	(3)+(4)+(5) 9.101
Property damage only (PDO)	(4) <sub>COMB</sub> from Worksheet 3A 2.843	-- 0.000	-- 0.000	(5) <sub>TOTAL</sub> * (2) <sub>PDO</sub> / (2) <sub>TOTAL</sub> 18.472	(3)+(4)+(5) 18.472

Worksheet 2A -- General Information and Input Data for Urban and Suburban Arterial Intersections			
General Information		Location Information	
Analyst	Kimley-Horn	Roadway	SR (US 29/Lawrenceville Hwy)
Agency or Company	Tucker North-South Connectivity Study	Intersection	Cooledge Rd/Northlake Pkwy
Date Performed	12/27/23	Jurisdiction	GDOT
		Analysis Year	2022
Input Data		Base Conditions	Site Conditions
Intersection type (3ST, 3SG, 4ST, 4SG)		--	4SG
AADT <sub>major</sub> (veh/day)	AADT <sub>MAX</sub> = 67,700 (veh/day)	--	23,600
AADT <sub>minor</sub> (veh/day)	AADT <sub>MAX</sub> = 33,400 (veh/day)	--	16,000
Intersection lighting (present/not present)		Not Present	Present
Calibration factor, C <sub>i</sub>		1.00	1.00
Data for unsignalized intersections only:		--	--
Number of major-road approaches with left-turn lanes (0,1,2)		0	0
Number of major-road approaches with right-turn lanes (0,1,2)		0	0
Data for signalized intersections only:		--	--
Number of approaches with left-turn lanes (0,1,2,3,4) [for 3SG, use maximum value of 3]		0	4
Number of approaches with right-turn lanes (0,1,2,3,4) [for 3SG, use maximum value of 3]		0	3
Number of approaches with left-turn signal phasing [for 3SG, use maximum value of 3]		--	4
Type of left-turn signal phasing for Leg #1		Permissive	Permissive / Protected
Type of left-turn signal phasing for Leg #2		--	Protected / Permissive
Type of left-turn signal phasing for Leg #3		--	Protected / Permissive
Type of left-turn signal phasing for Leg #4 (if applicable)		--	Protected / Permissive
Number of approaches with right-turn-on-red prohibited [for 3SG, use maximum value of 3]		0	0
Intersection red light cameras (present/not present)		Not Present	Not Present
Sum of all pedestrian crossing volumes (PedVol) -- Signalized intersections only			16
Maximum number of lanes crossed by a pedestrian (n <sub>lanesx</sub> )		--	6
Number of bus stops within 300 m (1,000 ft) of the intersection		0	2
Schools within 300 m (1,000 ft) of the intersection (present/not present)		Not Present	Not Present
Number of alcohol sales establishments within 300 m (1,000 ft) of the intersection		0	2

Worksheet 2B -- Crash Modification Factors for Urban and Suburban Arterial Intersections						
(1)	(2)	(3)	(4)	(5)	(6)	(7)
CMF for Left-Turn Lanes	CMF for Left-Turn Signal Phasing	CMF for Right-Turn Lanes	CMF for Right Turn on Red	CMF for Lighting	CMF for Red Light Cameras	Combined CMF
CMF <sub>1i</sub>	CMF <sub>2i</sub>	CMF <sub>3i</sub>	CMF <sub>4i</sub>	CMF <sub>5i</sub>	CMF <sub>6i</sub>	CMF <sub>COMB</sub>
from Table 12-24	from Table 12-25	from Table 12-26	from Equation 12-35	from Equation 12-36	from Equation 12-37	(1)*(2)*(3)*(4)*(5)*(6)
0.66	0.96	0.88	1.00	0.91	1.00	0.51

**Worksheet 2C -- Multiple-Vehicle Collisions by Severity Level for Urban and Suburban Arterial Intersections**

(1)	(2)			(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	SPF Coefficients			Overdispersion Parameter, k	Initial $N_{bimv}$	Proportion of Total Crashes	Adjusted $N_{bimv}$	Combined CMFs (7) from Worksheet 2B	Calibration Factor, $C_i$	Predicted $N_{bimv}$
	from Table 12-10			from Table 12-10	from Equation 12-21		(4) <sub>TOTAL</sub> * (5)			(6) * (7) * (8)
	a	b	c							
Total	-10.99	1.07	0.23	0.39	7.466	1.000	7.466	0.51	1.00	3.814
Fatal and Injury (FI)	-13.14	1.18	0.22	0.33	2.390	$(4)_{FI} / ((4)_{FI} + (4)_{PDO})$ 0.331	2.473	0.51	1.00	1.263
Property Damage Only (PDO)	-11.02	1.02	0.24	0.44	4.824	$(5)_{TOTAL} - (5)_{FI}$ 0.669	4.993	0.51	1.00	2.550

**Worksheet 2D -- Multiple-Vehicle Collisions by Collision Type for Urban and Suburban Arterial Intersections**

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	Proportion of Collision Type <sub>(FI)</sub>	Predicted $N_{bimv (FI)}$ (crashes/year)	Proportion of Collision Type (PDO)	Predicted $N_{bimv (PDO)}$ (crashes/year)	Predicted $N_{bimv (TOTAL)}$ (crashes/year)
	from Table 12-11	$(9)_{FI}$ from Worksheet 2C	from Table 12-11	$(9)_{PDO}$ from Worksheet 2C	$(9)_{PDO}$ from Worksheet 2C
Total	1.000	1.263	1.000	2.550	3.814
		$(2) * (3)_{FI}$		$(4) * (5)_{PDO}$	$(3) + (5)$
Rear-end collision	0.450	0.568	0.483	1.232	1.800
Head-on collision	0.049	0.062	0.030	0.077	0.138
Angle collision	0.347	0.438	0.244	0.622	1.061
Sideswipe	0.099	0.125	0.032	0.082	0.207
Other multiple-vehicle collision	0.055	0.069	0.211	0.538	0.608

**Worksheet 2E -- Single-Vehicle Collisions by Severity Level for Urban and Suburban Arterial Intersections**

(1)	(2)			(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	SPF Coefficients			Overdispersion Parameter, k	Initial $N_{bisv}$	Proportion of Total Crashes	Adjusted $N_{bisv}$	Combined CMFs (7) from Worksheet 2B	Calibration Factor, $C_i$	Predicted $N_{bisv}$
	from Table 12-12			from Table 12-12	from Eqn. 12-24; (FI) from Eqn. 12-24 or 12-27		(4) <sub>TOTAL</sub> * (5)			(6) * (7) * (8)
	a	b	c							
Total	-10.21	0.68	0.27	0.36	0.473	1.000	0.473	0.51	1.00	0.241
Fatal and Injury (FI)	-9.25	0.43	0.29	0.09	0.121	$(4)_{FI} / ((4)_{FI} + (4)_{PDO})$ 0.260	0.123	0.51	1.00	0.063
Property Damage Only (PDO)	-11.34	0.78	0.25	0.44	0.344	$(5)_{TOTAL} - (5)_{FI}$ 0.740	0.350	0.51	1.00	0.179



Worksheet 2F -- Single-Vehicle Collisions by Collision Type for Urban and Suburban Arterial Intersections					
(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	Proportion of Collision Type <sub>(FI)</sub>	Predicted N <sub>bisv (FI)</sub> (crashes/year)	Proportion of Collision Type <sub>(PDO)</sub>	Predicted N <sub>bisv (PDO)</sub> (crashes/year)	Predicted N <sub>bisv (TOTAL)</sub> (crashes/year)
	from Table 12-13	(9) <sub>FI</sub> from Worksheet 2E	from Table 12-13	(9) <sub>PDO</sub> from Worksheet 2E	(9) <sub>PDO</sub> from Worksheet 2E
Total	1.000	0.063	1.000	0.179	0.241
		(2)*(3) <sub>FI</sub>		(4)*(5) <sub>PDO</sub>	(3)+(5)
Collision with parked vehicle	0.001	0.000	0.001	0.000	0.000
Collision with animal	0.002	0.000	0.002	0.000	0.000
Collision with fixed object	0.744	0.047	0.870	0.155	0.202
Collision with other object	0.072	0.005	0.070	0.013	0.017
Other single-vehicle collision	0.040	0.003	0.023	0.004	0.007
Single-vehicle noncollision	0.141	0.009	0.034	0.006	0.015

Worksheet 2G -- Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Stop-Controlled Intersections					
(1)	(2)	(3)	(4)	(5)	(7)*
Crash Severity Level	Predicted N <sub>bimv</sub>	Predicted N <sub>bisv</sub>	Predicted N <sub>bi</sub>	f <sub>pedi</sub>	Predicted N <sub>pedi</sub>
	(9) from Worksheet 2C	(9) from Worksheet 2E	(2) + (3)	from Table 12-16	(4)*(5)
Total	--	--	--	--	--
Fatal and injury (FI)	--	--	--	--	--

\* Column 6 has been removed due to redundant application of calibration factors and inconsistency with HSM Equation 12-30

Worksheet 2H -- Crash Modification Factors for Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Signalized Intersections			
(1)	(2)	(3)	(4)
CMF for Bus Stops	CMF for Schools	CMF for Alcohol Sales Establishments	Combined CMF
CMF <sub>1p</sub>	CMF <sub>2p</sub>	CMF <sub>3p</sub>	
from Table 12-28	from Table 12-29	from Table 12-30	(1)*(2)*(3)
2.78	1.00	1.12	3.11

Worksheet 2I -- Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Signalized Intersections										
(1)	(2)					(3)	(4)	(5)	(6)	(7)
Crash Severity Level	SPF Coefficients					Overdispersion Parameter, k	N <sub>pedbase</sub>	Combined CMF	Calibration factor, C <sub>i</sub>	Predicted N <sub>pedi</sub>
	from Table 12-14									
	a	b	c	d	e					
Total	-9.53	0.40	0.26	0.45	0.04	0.24	0.020	3.11	1.00	0.062
Fatal and Injury (FI)	--	--	--	--	--	--	--	--	1.00	0.062

Worksheet 2J -- Vehicle-Bicycle Collisions for Urban and Suburban Arterial Intersections					
(1)	(2)	(3)	(4)	(5)	(7)*
Crash Severity Level	Predicted $N_{bimv}$	Predicted $N_{bisv}$	Predicted $N_{bi}$	$f_{bikei}$	Predicted $N_{bikei}$
	(9) from Worksheet 2C	(9) from Worksheet 2E	(2) + (3)	from Table 12-17	(4)*(5)
Total	3.814	0.241	4.055	0.015	0.061
Fatal and injury (FI)	--	--	--	--	0.061

\* Column 6 has been removed due to redundant application of calibration factors and inconsistency with HSM Equation 12-31

Worksheet 2K -- Crash Severity Distribution for Urban and Suburban Arterial Intersections			
(1)	(2)	(3)	(4)
Collision type	Fatal and injury (FI)	Property damage only (PDO)	Total
	(3) from Worksheet 2D and 2F; (7) from 2G or 2I and 2J	(5) from Worksheet 2D and 2F	(6) from Worksheet 2D and 2F; (7) from 2G or 2I and 2J
<b>MULTIPLE-VEHICLE</b>			
Rear-end collisions (from Worksheet 2D)	0.568	1.232	1.800
Head-on collisions (from Worksheet 2D)	0.062	0.077	0.138
Angle collisions (from Worksheet 2D)	0.438	0.622	1.061
Sideswipe (from Worksheet 2D)	0.125	0.082	0.207
Other multiple-vehicle collision (from Worksheet 2D)	0.069	0.538	0.608
Subtotal	1.263	2.550	3.814
<b>SINGLE-VEHICLE</b>			
Collision with parked vehicle (from Worksheet 2F)	0.000	0.000	0.000
Collision with animal (from Worksheet 2F)	0.000	0.000	0.000
Collision with fixed object (from Worksheet 2F)	0.047	0.155	0.202
Collision with other object (from Worksheet 2F)	0.005	0.013	0.017
Other single-vehicle collision (from Worksheet 2F)	0.003	0.004	0.007
Single-vehicle noncollision (from Worksheet 2F)	0.009	0.006	0.015
Collision with pedestrian (from Worksheet 2G or 2I)	0.062	0.000	0.062
Collision with bicycle (from Worksheet 2J)	0.061	0.000	0.061
Subtotal	0.186	0.179	0.365
Total	1.449	2.729	4.178

Worksheet 2L -- Summary Results for Urban and Suburban Arterial Intersections	
(1)	(2)
Crash severity level	Predicted average crash frequency, $N_{predicted int}$ (crashes/year)
	(Total) from Worksheet 2K
Total	4.2
Fatal and injury (FI)	1.4
Property damage only (PDO)	2.7

**Worksheet 3A -- Predicted Crashes by Severity and Site Type and Observed Crashes Using the Site-Specific EB Method for Urban and Suburban Arterials**

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Collision type / Site type	Predicted average crash frequency (crashes/year)			Observed crashes, $N_{observed}$ (crashes/year)	Overdispersion Parameter, k	Weighted adjustment, w Equation A-5 from Part C Appendix	Expected average crash frequency, Equation A-4 from Part C Appendix
	$N_{predicted}$ (TOTAL)	$N_{predicted}$ (FI)	$N_{predicted}$ (PDO)				
<b>INTERSECTIONS</b>							
<b>Multiple-vehicle</b>							
Intersection_1	3.814	1.263	2.550	42.000	0.390	0.402	26.648
<b>Single-vehicle</b>							
Intersection_1	0.241	0.063	0.179	1.600	0.360	0.920	0.350
COMBINED (sum of column)	4.055	1.326	2.729	43.600	--	--	26.998

**Worksheet 3B -- Predicted Pedestrian and Bicycle Crashes for Urban and Suburban Arterials**

(1)	(2)	(3)
Site Type	$N_{ped}$	$N_{bike}$
Intersection_1	0.062	0.061
COMBINED (sum of column)	0.062	0.061

**Worksheet 3C -- Site-Specific EB Method Summary Results for Urban and Suburban Arterials**

(1)	(2)	(3)	(4)	(5)	(6)
Crash severity level	$N_{predicted}$	$N_{ped}$	$N_{bike}$	$N_{expected}$ (VEHICLE)	$N_{expected}$
Total	(2) <sub>COMB</sub> from Worksheet 3A 4.055	(2) <sub>COMB</sub> from Worksheet 3B 0.062	(3) <sub>COMB</sub> from Worksheet 3B 0.061	(8) <sub>COMB</sub> Worksheet 3A 26.998	(3)+(4)+(5) 27.121
Fatal and injury (FI)	(3) <sub>COMB</sub> from Worksheet 3A 1.326	(2) <sub>COMB</sub> from Worksheet 3B 0.062	(3) <sub>COMB</sub> from Worksheet 3B 0.061	(5) <sub>TOTAL</sub> * (2) <sub>FI</sub> / (2) <sub>TOTAL</sub> 8.828	(3)+(4)+(5) 8.951
Property damage only (PDO)	(4) <sub>COMB</sub> from Worksheet 3A 2.729	-- 0.000	-- 0.000	(5) <sub>TOTAL</sub> * (2) <sub>PDO</sub> / (2) <sub>TOTAL</sub> 18.170	(3)+(4)+(5) 18.170

## BENEFIT COST ANALYSIS WORKSHEET

City of Tucker: North-South Connectivity Study

SR 8 (Lawrenceville Hwy) at Cooledge Rd/Northlake Pkwy (DeKalb County, GA)

NS-050: Improve the westbound right-turning radius for heavy vehicles

Years for Crash Data = 5

CRASH DATA for 5 YEARS (KABCO System)			
Severity Description	Severity Symbol	No. Crashes	Crash Rate (per year)
Fatal	K	0	0.00
Incapacitating injury	A	0	0.00
Non-incapacitating injury	B	3	0.60
Possible injury	C	9	1.80
Property Damage Only (PDO)	O	36	7.20
All	KABCO	48	9.60

Crash Costs		
Severity Description	Symbol	Value
Fatal	$C_k$	\$12,450,000
Incapacitating injury	$C_A$	\$2,740,000
Non-incapacitating injury	$C_B$	\$600,000
Possible injury	$C_C$	\$129,000
Property Damage Only	$C_O$	\$28,000
Maintenance	$C_m$	\$20,000

BC CALCULATION PARAMETERS AND VALUES		
Description	Symbol	Value
Reduction Factor (Fatal and Injury Crashes, KABCO)	$CRF_{KABC}$	44%
Reduction Factor (PDO Crashes, O)	$CRF_O$	44%
Capital Recovery Factor	$E_k$	0.087
Initial Improvement Cost (Itemized Cost Estimate)	$C_i$	\$75,000
Maintenance / Operating Cost (per year)	$C_m$	\$20,000

$$Q = \text{Weighted Cost of Fatal and Injury Crashes} \Rightarrow \frac{(C_k \times K) + (C_A \times A) + (C_B \times B) + (C_C \times C)}{K + A + B + C} = \$246,750$$

$$B = \text{Benefit} \Rightarrow Q (K + A + B + C) (CRF_{KABC}) + C_O (O) (CRF_O) = \$347,306$$

$$C = \text{Cost} \Rightarrow C = E_k (C_i) + C_m = \$26,525$$

$$\underline{\underline{B/C = \text{Benefit/Cost Ratio} \Rightarrow \quad \quad \quad B/C \quad \quad \quad = 13.09}}}$$

## ***BENEFIT COST ANALYSIS FACTOR DEFINITIONS***

K: Average annual number of collisions involving fatalities during study period

A: Average annual number of collisions involving incapacitating injuries for the period of the study

B: Average annual number of collisions involving non-incapacitating injuries for the period of the study

C: Average annual number of collisions involving possible (not visible) injuries for the period of the study

C: Average annual number of collisions involving only property damage for the period of the study

CRF<sub>KABC</sub>: Percentage of reduction in fatal and injury crashes by type (correctable crashes)

CRF<sub>O</sub>: Percentage of reduction in property damage only crashes by type (correctable crashes)

C<sub>k</sub>: Average cost per fatal crash

C<sub>A</sub>: Average cost per incapacitating injury crash

C<sub>B</sub>: Average cost per non-incapacitating injury crash

C<sub>C</sub>: Average cost per possible injury (not visible injury) crash

C<sub>O</sub>: Average cost per property damage only crash

Q: Weighted cost of fatal and injury crashes

E<sub>k</sub>: Capital recovery factor based on countermeasure (proposed alternative) life

C<sub>i</sub>: Estimated initial cost of the countermeasure (cost of the improvement including Right of Way)

C<sub>m</sub>: Estimated annual maintenance and operating cost of the countermeasure

## MEMORANDUM

To: Ken Hildebrandt, P.E., PTOE  
City of Tucker

From: Jourdyn R. Fuga, P.E., RSP<sub>2B</sub>  
Darren Wilton, P.E.  
Kimley-Horn

Date: May 16, 2024

Subject: SR 8 (US 29/Lawrenceville Highway) at Cooledge Road/Northlake Parkway  
Safety Screening  
DeKalb County, Georgia

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### Introduction

The City of Tucker has had growing concerns over speeding and safety on its roadways, particularly on collector and arterial roadways located in more residential areas. To address these concerns, the City completed the North-South Connectivity Study, which evaluated six corridors that provide vital north-south connections through the city, including the section of Cooledge Road from Brockett Road to SR 8 (US 29/Lawrenceville Highway).

The intersection of SR 8 at Cooledge Road/Northlake Parkway was identified as a priority intersection for safety and operational improvements, and after a review of existing conditions and coordination with the Georgia Department of Transportation (GDOT) Office of Traffic Operations, a concept was prepared and included the following intersection improvements:

1. Implementation of access management through a median on the west leg;
2. Construction of a northbound right-turn lane;
3. Reconfiguration of the southbound approach to one left-turn lane, two through lanes, and one right-turn lane; and
4. Reconstruction of the eastbound right-turn lane to improve the viewing angle.

To implement these improvements, the City of Tucker is seeking a partnership with the GDOT Office of Traffic Operations, through which the City would fund preliminary engineering, utility, and right-of-way costs and GDOT would fund construction costs, which are estimated to be \$1,134,055.

Recommendation:	Access Management and Turn-lane Improvements	Safety B/C (GDOT):	24.61
Delivery Mechanism:	Plans Development Process (PDP)	Estimated Cost to GDOT:	\$1,134,055

An aerial of the intersection is provided in **Attachment A.**, and the improvement concept is provided in **Attachment B.**

## Project Location and Existing Conditions

The intersection of SR 8 (US 29/Lawrenceville Highway) and Cooledge Road/Northlake Parkway is a four-leg intersection that operates with a span-wire signal. At the study intersection, SR 8 is a four-lane, principal arterial oriented in the northeast-southwest direction. SR 8 has a posted speed limit of 45 miles per hour (mph) and is divided by a two-way, left-turn lane (TWLTL). The south leg of the intersection is designated as Cooledge Road, which is a two-lane, undivided, minor arterial oriented in the north-south direction with a posted speed limit of 40 mph. The north leg of the intersection, Northlake Parkway, is a four-leg, major collector oriented in the northwest-southeast direction and is median divided with a posted speed limit of 40 mph. For the purposes of this screening, SR 8 is considered east-west, and Cooledge Road/Northlake Parkway is considered north-south.

The study intersection is located in western Tucker, approximately 1.1 miles east of the I-285 interchange with SR 8 and approximately 0.9 miles north of the US 78 (SR 410/Stone Mountain Freeway) interchange with Cooledge Road. Cooledge Road meets SR 8 at a skew of approximately 50 degrees, and Northlake Parkway meets SR 8 along a horizontal curve with an approximate radius of 540 feet. All four approaches have a single, exclusive left-turn lane that operates with protected-permissive left-turn phasing controlled by a flashing-yellow-arrow (FYA) signal head. The westbound and southbound approaches also have a single, exclusive right-turn lane, while the northbound approach widens to provide a shared through/right-turn lane with approximately 115 feet of storage. A short, channelized right-turn slip lane is provided at the eastbound approach.

The surrounding land uses are primarily commercial along SR 8 and Northlake Parkway and primarily residential along Cooledge Road. City of Tucker City Hall and Municipal Court is located in the Lakeside Center business park immediately north of the study intersection.

### Multimodal Infrastructure

Crosswalks are striped across all four legs of the intersection and feature countdown pedestrian signal heads with curb ramps at all four corners. Sidewalks are provided along both sides of SR 8 and both sides of Northlake Parkway. A complete sidewalk is provided along the west side of Cooledge Road, and while sidewalk is provided along the southeast quadrant of the intersection, full sidewalk is not provided along the east side of Cooledge Road.

Metropolitan Atlanta Rapid Transit Authority (MARTA) Route 125 operates along SR 8 and Northlake Parkway, and Route 75 operates along SR 8. Eastbound and westbound bus stops are provided on the west leg of the intersection, and northbound and southbound bus stops are provided on the north leg of the intersection.

### Existing Safety Equipment

A field review visit was completed on Monday, November 28, 2022 to assess the intersection's existing infrastructure and conditions. The following observations were noted:

- All signal heads had backplates with retroreflective borders, and most were in good working condition; however, the backplate for the northbound FYA signal head was broken.
- The R10-12a regulatory sign ("Left Turn Yield on Flashing Yellow Arrow") that accompanies the westbound FYA signal head was flipped around the span wire and not visible to westbound motorists.



- A “State Law Stop for Pedestrians” regulatory sign appeared to have been struck by a vehicle and was laying broken in the southwest quadrant of the intersection.
- Lighting was provided in the northwest quadrant of the intersection.
- Radar detection was mounted in the northeast quadrant.
- There appeared to be drainage issues in the northwest quadrant, and the inlet was clogged.
- During the PM peak hour, northbound through queues were starving the outside, shared through/right-turn lane.
- A heavy vehicle was observed making the westbound right-turn movement from the outside, westbound through lane.

### Other Projects in the Area

The following projects in the surrounding area of the study intersection were identified through a review of the GDOT GeoPI project information database, the GDOT Georgia Operational and Safety Information System (GOASIS) website, the Georgia Permit Application System (GPAS), and other local agency projects:

- **PI 0012814 – SR 8 @ 7 LOCS & SR 236 @ 2 LOCS IN DEKALB & GWINNETT:** This project was a signal equipment upgrade project at seven intersections in DeKalb and Gwinnett Counties, including the intersection of SR 8 at Cooledge Road/Northlake Parkway. The upgrades included signal cabinets and equipment, signal interconnect, and pedestrian accommodations and was completed in 2019.
- **PI M005808 – SR 8 FROM FULTON COUNTY LINE TO GWINNETT COUNTY LINE:** This project was a resurfacing project along the section of SR 8 throughout DeKalb County to improve the roadway’s PACES rating of 63. It was completed in 2019.
- **PI 0015067 – SR 8 FM MONTREAL RD TO OLD NORCROSS RD BIKE/PED ALT STUDY:** This project was a scoping study to evaluate alternatives for pedestrian and bicycle facilities along SR 8 and to develop an access management plan for the commercial corridor with excessive access points and small lot sizes. The limits of this project fall within a Livable Centers Initiative (LCI) area, is on the priority bike network, and is within ¼-mile of local bus service, and pedestrian crossing safety as well as MARTA bus stop access were priorities of the study, which was completed in 2019.
- **GOASIS ID 21-7026 – US 29 and SR 236 Corridor Crash Screening:** The GDOT State Bicycle and Pedestrian Engineer completed a corridor safety screening along the sections of SR 8 from Cooledge Road/Northlake Parkway to Hugh Howell Road and SR 236 (Lavista Road) from Northlake Parkway to SR 8 in 2021. The screening identified converting the TWLTL to a raised along the entire study section of SR 8.

### Traffic Volumes

Traffic count data was collected to understand existing traffic patterns and vehicle classification at the study intersection. One four-hour turning movement count (TMC) was collected on Thursday, October 13, 2022 from 7:00 AM to 9:00 AM and from 4:00 PM to 6:00 PM to capture peak period conditions on a typical weekday. The four-hour TMCs included passenger car, heavy vehicle, bicycle, and pedestrian volumes to capture multimodal characteristics in the study area. A single, 24-hour bidirectional count with vehicle classification was also collected the same day, from 12:00 AM to 11:59 PM, on the south leg of the intersection to understand traffic fluctuations along

Cooledge Road throughout the day. The morning peak hour at the intersection was determined to be from 8:00 AM to 9:00 AM, and the evening peak hour was determined to be from 4:45 PM to 5:45 PM. Traffic count data is provided in **Attachment C**.

### Crash History

Historical crash data was extracted from the Georgia Electronic Accident Reporting System (GEARS) and from the AASHTOWare Safety online crash analytics tool for the period from January 1, 2017 through December 31, 2022. All individual crash reports were reviewed to confirm that the details surrounding each crash—including locations, crash types, crash severity, directions of travel, lighting conditions, and surface conditions—were coded correctly. Between January 2017 and December 2022, a total of 280 crashes were reported at the study intersection and at the driveways that intersect with the west leg of the intersection, including 2 fatal crashes and 83 injury crashes. A crash data table is provided in **Attachment D**.

Crash rate rankings as well as severity rankings, analyzed as equivalent property damage only (ePDO), were reviewed for the study intersection in AASHTOWare Safety using data from 2017 to 2022, analyzing 6-year rankings. The study intersection was compared to other on-system intersections across the state, GDOT District 7, DeKalb County, and the city of Tucker. These rankings, compared to others in each jurisdiction, are summarized in **Table 1**.

Table 1: AASHTOWare Safety ePDO and Crash Rate Rankings

Geographic Bounds	6-Year ePDO Ranking	6-Year Crash Rate Ranking
City of Tucker	2	6
DeKalb County	55	40
GDOT District 7	227	176
State of Georgia	472	504

The study intersection ranks 2nd within the city of Tucker and 472nd in the state of Georgia, in terms of crash severity. In terms of crash frequency, the intersection ranks 6th in Tucker and 504th in the state.

### Crash Analysis

Over the six-year crash history, a total of 280 crashes were reported at the study intersection and at the driveways that intersect with the west leg of the intersection, including 2 fatal crashes and 83 injury crashes. The number of crashes per year increased from 37 crashes reported in 2017 to a peak of 56 crashes reported in 2019 before declining to 36 crashes in 2020, then increasing again to 44 crashes reported in 2022. The following trends were noted in the crash data:

- Approximately 20 percent of the crashes occurred during dark conditions, and 16 percent occurred on wet pavement.
- The predominant crash types reported were rear-end crashes (114 crashes/41 percent), as summarized in **Table 2**. The rear-end crashes reported at the study intersection were fairly evenly distributed across all four approaches.
  - The second most common crash types reported were same-direction sideswipe crashes (67 crashes/24 percent), 39 percent of which occurred southbound, 25 percent eastbound, and 21 percent westbound.

- Four pedestrian crashes and one bicycle crash were reported.
- 34 crashes that occurred at driveways that intersect with the west leg of the intersection and 49 other crashes occurred on the west leg of the intersection—a total of 83 crashes that would be impacted by the proposed median. 28 eastbound rear-end crashes, which would be impacted by the improved channelization of the eastbound right-turn lane, were reported.

Table 2: Crashes by Type and Severity

Crash Type	Crash Severity	2017	2018	2019	2020	2021	2022	Total		
Rear End	B	0	0	0	0	1	0	1	114	40.7%
	C	6	5	5	3	4	10	33		
	O	10	22	17	9	14	8	80		
Sideswipe – Same Direction	C	2	1	0	1	1	3	8	67	23.9%
	O	10	15	14	6	7	7	59		
Left Turn	B	2	1	1	2	2	1	9	45	16.1%
	C	2	3	5	1	1	1	13		
	O	2	2	4	4	8	3	23		
Angle	A	0	0	0	0	1	0	1	30	10.7%
	B	0	0	0	0	2	0	2		
	C	0	2	1	0	4	3	10		
	O	0	4	3	5	3	2	17		
Right Turn	C	0	0	2	0	0	0	2	6	2.1%
	O	0	0	1	1	0	2	4		
Pedestrian	K	0	0	0	0	0	2	2	4	1.4%
	C	0	1	0	1	0	0	2		
Backed Into	O	1	1	1	1	0	0	4	4	1.4%
Hit Curb	O	1	0	0	0	1	1	3	3	1.1%
Sideswipe – Opposite Direction	B	0	0	0	0	0	1	1	2	0.7%
	O	0	0	1	0	0	0	1		
Bicycle	B	0	1	0	0	0	0	1	1	0.4%
Hit Fixed Object	O	0	0	1	0	0	0	1	1	0.4%
Hit Sign	O	0	0	0	1	0	0	1	1	0.4%
Hit Unfixed Object	O	1	0	0	0	0	0	1	1	0.4%
Hit Pothole	O	0	0	0	1	0	0	1	1	0.4%
Total	K	0	0	0	0	0	2	2	280	100%
	A	0	0	0	0	1	0	1		
	B	2	2	1	2	5	2	14		
	C	10	12	13	6	10	17	68		
	O	25	44	42	28	33	23	195		
	<b>Total</b>	<b>37</b>	<b>58</b>	<b>56</b>	<b>36</b>	<b>49</b>	<b>44</b>	<b>280</b>		

Crashes were most concentrated between 3:00 PM and 6:00 PM with the peak period for crash frequency occurring from 4:00 PM to 5:00 PM, as shown in **Figure 1**. A morning peak in crash frequency occurred from 7:00 AM to 8:00 AM.

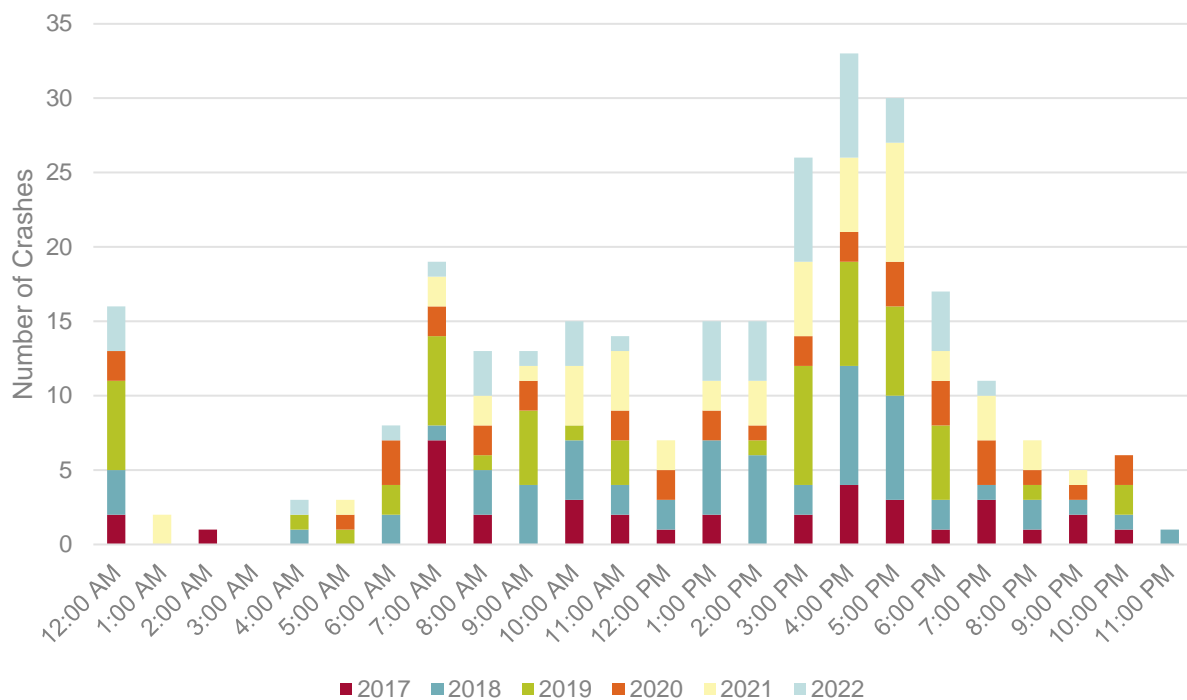


Figure 1: Crashes by Time of Day

Using the National Safety Council (NSC) “KABCO” injury severity scale, fewer than 1 percent of the crashes were fatal crashes (KABCO “K” rating) and fewer than 1 percent were “serious injury” (KABCO “A” rating) crashes. Approximately 5 percent were visible injury” (KABCO “B” rating) crashes, 24 percent of the crashes were “complaint of injury” (KABCO “C” rating) crashes, and 70 percent of the crashes were property-damage-only (PDO) crashes (“O” rating), as shown in **Figure 2**.

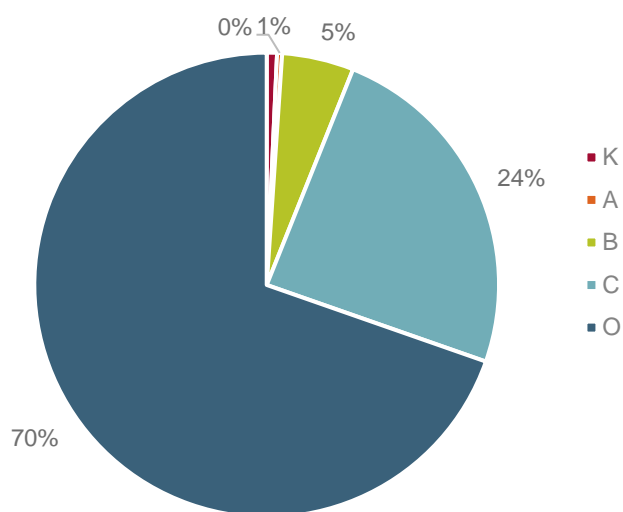


Figure 2: Crashes by Severity

### Fatal Crashes

Two fatal crashes—both pedestrian crashes—were reported over the six-year crash analysis period. The first fatal crash occurred in March 2022 during dark conditions when a southbound pedestrian attempted to cross SR 8 between two driveways immediately west of the study intersection. The pedestrian was struck by a westbound motorist who was unable to see the pedestrian crossing in time to avoid a crash.

The second fatal crash occurred in December 2022 during dark conditions and resulted from a northbound pedestrian stepping directly in the path of an eastbound vehicle while attempting to cross SR 8 immediately west of the study intersection.

### Recommendations

After a review of existing conditions and coordination with the Georgia Department of Transportation Office of Traffic Operations, the following intersection improvements were identified and are recommended for the intersection of SR 8 at Cooledge Road/Northlake Parkway:

1. Implementation of access management through a median on the west leg;
2. Construction of a northbound right-turn lane;
3. Reconfiguration of the southbound approach to one left-turn lane, two through lanes, and one right-turn lane; and
4. Reconstruction of the eastbound right-turn lane to improve the viewing angle.

These recommendations build upon work previously completed as part of the North-South Connectivity study, Tucker Tomorrow—the city’s comprehensive plan—as well as work completed by the GDOT Office of Traffic Operations in the safety screening completed as part of GOASIS ID 21-7026. These recommendations also support the City of Tucker in its vision of "connecting places and people with safe travel options, today, tomorrow."

To implement these improvements, the City of Tucker is seeking a partnership with GDOT OTO, through which the City would fund preliminary engineering, utility, and right-of-way costs and GDOT would fund construction costs, which are estimated to be \$1,134,055. Delivery via the Plans Development Process (PDP) is anticipated.

#### Benefits

- Reduces conflict points
- Precludes across-roadway movements
- Provides additional protection for motorists
- Improves intersection visibility for right-turning motorists

#### Concerns

- Reroutes left-turn movements
- May impact pass-by trips for adjacent businesses

#### Estimated Cost to GDOT

PE	\$0
UTL	\$0
ROW	\$0
CST	\$1,134,055
<b>Total</b>	<b>\$1,134,055</b>

#### Estimated Safety Benefit

The Federal Highway Administration (FHWA) Crash Modification Factors (CMF) Clearinghouse suggests a reduction of 71 percent in crashes of all severities and types (CMF ID 2219) for installation of a raised median.

The FHWA CMF Clearinghouse suggests a reduction of 43.6 percent in all fatal and injury crashes (CMF ID 8429) and 44.2 percent in PDO crashes (CMF ID 8428) of all types for improving the viewing angle of a channelized right-turn lane.

$$\frac{\text{Design Life Benefit}}{\text{Design Life Cost}} = \frac{\$4,260,110}{\$173,097}$$

**Safety B/C = 24.61**

Based on the project costs applicable to GDOT and the anticipated safety benefit of the proposed improvements, this project would yield a Safety B/C of 24.61 for the GDOT Office of Traffic Operations. The B/C worksheet is provided in **Attachment E**.

### Attachments

The following attachments are included to supplement this memorandum:

- Attachment A: Intersection Aerial
- Attachment B: Concept Design
- Attachment C: Traffic Count Data
- Attachment D: Crash Data Table
- Attachment E: B/C Worksheet

**Attachment A:  
Intersection Aerial**





NORTHLAKE PARKWAY

LAWRENCEVILLE HIGHWAY



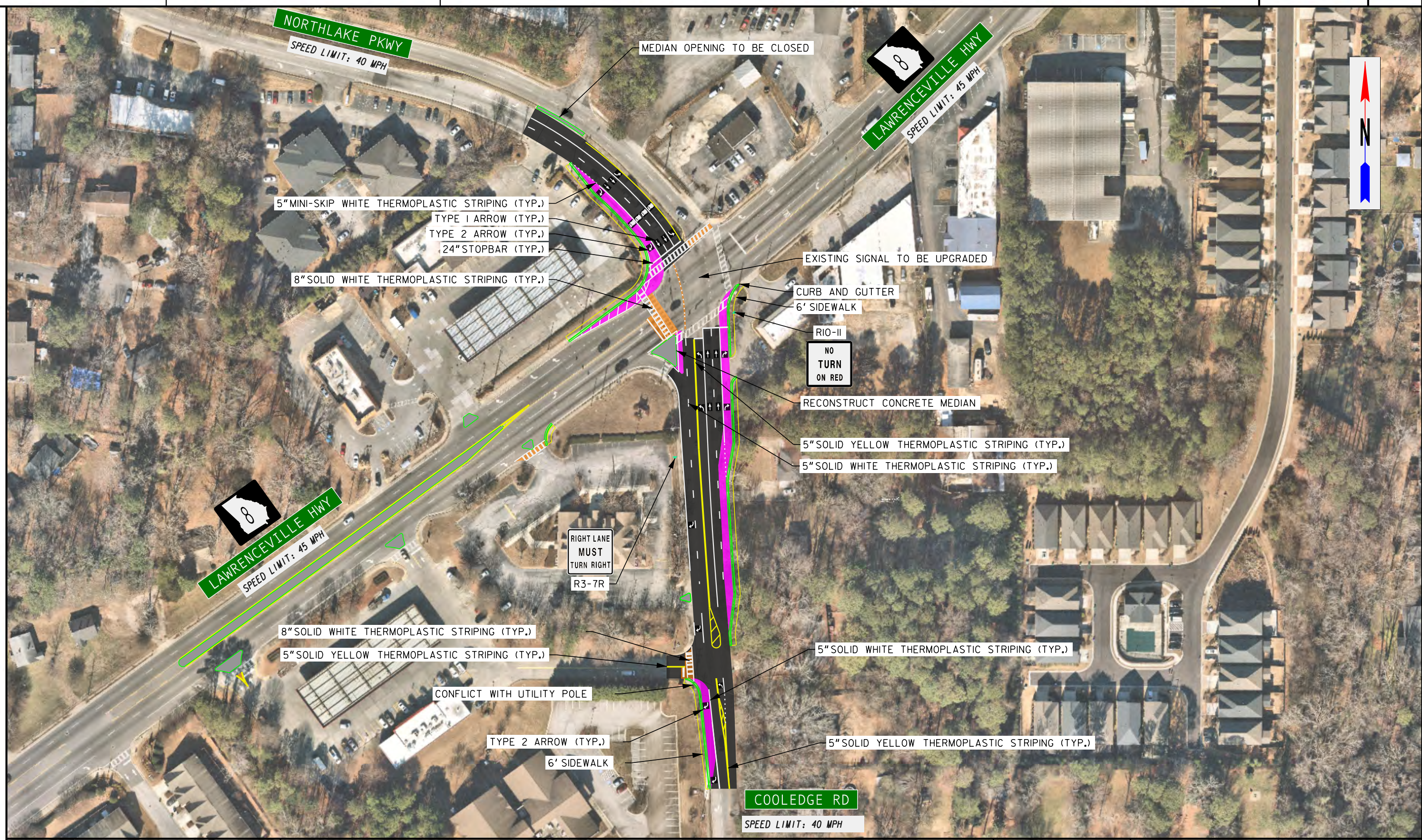
COOLEGGE ROAD





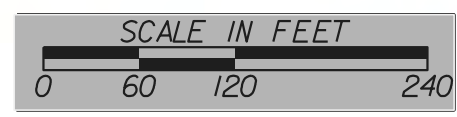
**Attachment B:  
Concept Design**





**LEGEND**

STRIPING IMPROVEMENTS ONLY	
PROPOSED PAVEMENT MILL & INLAY	
PROPOSED PAVEMENT WIDENING	
PROPOSED CONCRETE ISLAND	



REVISION DATES	

CONCEPT LAYOUT  
SR 8 @ COOLEGGE ROAD

CHECKED:	DATE:
BACKCHECKED:	DATE:
CORRECTED:	DATE:
VERIFIED:	DATE:



**Attachment C:  
Traffic Count Data**

 [Click here for Map](#)

### Peak Hour Turning Movement Count

Tucker, GA & Stone Mountain, GA



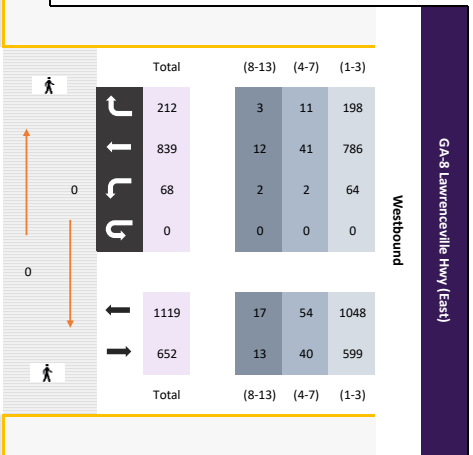
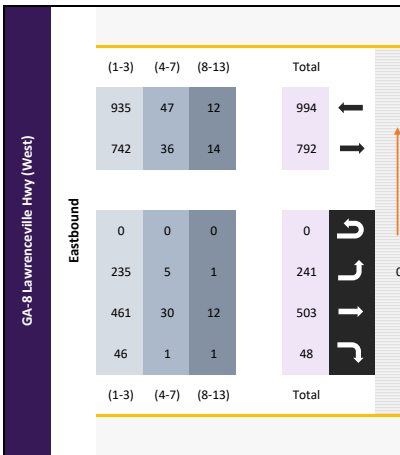
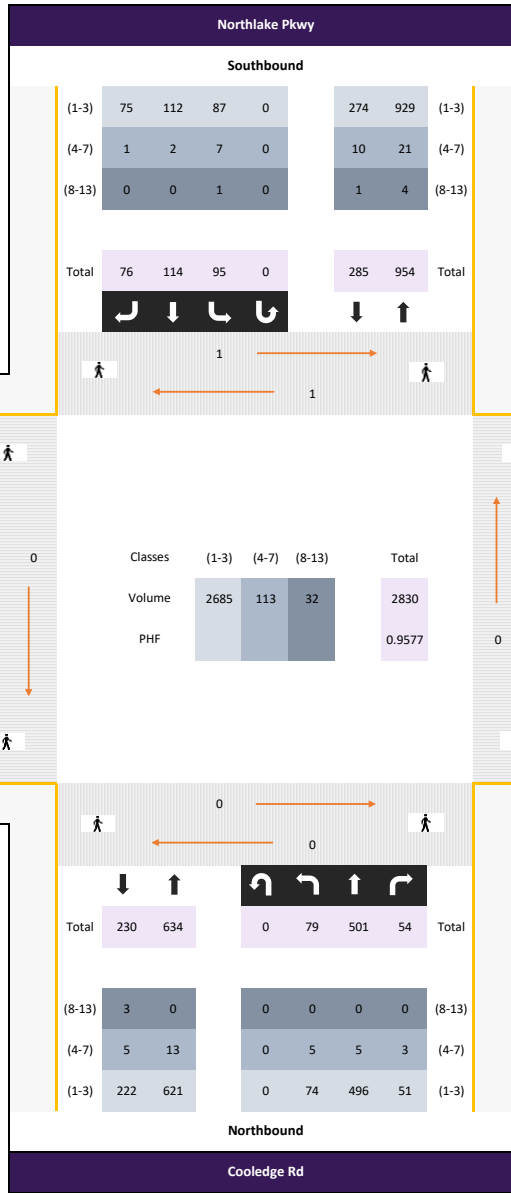
www.marrtraffic.com

Thursday, October 13, 2022	
Period	0700 - 0900
Peak Hour	0800 - 0900

\* the Peak Hour Diagram does not include Bikes

**Session Parameters**

(Drop Down Menu)



Classes	(1-3)	(4-7)	(8-13)	Total
Volume	2685	113	32	2830
PHF				0.9577

All vehicles

Time	Northbound Coolege Rd					Southbound Northlake Pkwy					Eastbound GA-8 Lawrenceville Hwy (West)					Westbound GA-8 Lawrenceville Hwy (East)					Int Total
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	
	6.1	6.2	6.3	6.4	Total	6.5	6.6	6.7	6.8	Total	6.9	6.10	6.11	6.12	Total	6.13	6.14	6.15	6.16	Total	
0800 - 0815	16	126	19	0	161	30	33	16	0	79	47	122	8	0	177	17	234	71	0	322	739
0815 - 0830	18	142	15	0	175	27	29	13	0	69	63	136	12	0	211	18	193	54	0	265	720
0830 - 0845	28	117	7	0	152	23	24	24	1	72	52	120	14	0	186	17	207	40	0	264	674
0845 - 0900	17	116	13	0	146	15	28	23	0	66	79	125	14	0	218	16	205	47	0	268	698
Total	79	501	54	0	634	95	114	76	1	286	241	503	48	0	792	68	839	212	0	1119	2831
Approach %	12.46	79.02	8.52	0.00	-	33.22	39.86	26.57	0.35	-	30.43	63.51	6.06	0.00	-	6.08	74.98	18.95	0.00	-	
PHF	0.71	0.88	0.71	0.00	0.91	0.79	0.86	0.79	0.25	0.91	0.76	0.92	0.86	0.00	0.91	0.94	0.90	0.75	0.00	0.87	0.96

Bikes

Time	Northbound Coolege Rd					Southbound Northlake Pkwy					Eastbound GA-8 Lawrenceville Hwy (West)					Westbound GA-8 Lawrenceville Hwy (East)					Int Total
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	
	6.1	6.2	6.3	6.4	Total	6.5	6.6	6.7	6.8	Total	6.9	6.10	6.11	6.12	Total	6.13	6.14	6.15	6.16	Total	
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	100.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.25	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 Coolege Rd					Southbound Northlake Pkwy					Eastbound GA-8 Lawrenceville Hwy (West)					Westbound GA-8 Lawrenceville Hwy (East)					Int Total
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	
	6.1	6.2	6.3	6.4	Total	6.5	6.6	6.7	6.8	Total	6.9	6.10	6.11	6.12	Total	6.13	6.14	6.15	6.16	Total	
0800 - 0815	15	124	18	0	157	27	32	15	0	74	45	114	8	0	167	15	218	67	0	300	698
0815 - 0830	18	141	14	0	173	25	29	13	0	67	60	125	11	0	196	18	180	48	0	246	682
0830 - 0845	26	117	7	0	150	21	24	24	0	69	52	107	14	0	173	16	191	40	0	247	639
0845 - 0900	15	114	12	0	141	14	27	23	0	64	78	115	13	0	206	15	197	43	0	255	666
Total	74	496	51	0	621	87	112	75	0	274	235	461	46	0	742	64	786	198	0	1048	2685
Approach %	11.92	79.87	8.21	0.00	-	31.75	40.88	27.37	0.00	-	31.67	62.13	6.20	0.00	-	6.11	75.00	18.89	0.00	-	
PHF	0.71	0.88	0.71	0.00	0.90	0.81	0.88	0.78	0.00	0.93	0.75	0.92	0.82	0.00	0.90	0.89	0.90	0.74	0.00	0.87	0.96

Single Unit Trucks (4-7)

Time	Northbound Coolege Rd					Southbound Northlake Pkwy					Eastbound GA-8 Lawrenceville Hwy (West)					Westbound GA-8 Lawrenceville Hwy (East)					Int Total
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	
	6.1	6.2	6.3	6.4	Total	6.5	6.6	6.7	6.8	Total	6.9	6.10	6.11	6.12	Total	6.13	6.14	6.15	6.16	Total	
0800 - 0815	1	2	1	0	4	2	1	1	0	4	2	5	0	0	7	2	12	3	0	17	32
0815 - 0830	0	1	1	0	2	2	0	0	0	2	2	8	1	0	11	0	10	4	0	14	29
0830 - 0845	2	0	0	0	2	2	0	0	0	2	0	9	0	0	9	0	12	0	0	12	25
0845 - 0900	2	2	1	0	5	1	1	0	0	2	1	8	0	0	9	0	7	4	0	11	27
Total	5	5	3	0	13	7	2	1	0	10	5	30	1	0	36	2	41	11	0	54	113
Approach %	38.46	38.46	23.08	0.00	-	70.00	20.00	10.00	0.00	-	13.89	83.33	2.78	0.00	-	3.70	75.93	20.37	0.00	-	
PHF	0.63	0.63	0.75	0.00	0.65	0.88	0.50	0.25	0.00	0.63	0.63	0.83	0.25	0.00	0.82	0.25	0.85	0.69	0.00	0.79	0.88

Combination Trucks (8-13)

Time	Northbound Coolege Rd					Southbound Northlake Pkwy					Eastbound GA-8 Lawrenceville Hwy (West)					Westbound GA-8 Lawrenceville Hwy (East)					Int Total
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	
	6.1	6.2	6.3	6.4	Total	6.5	6.6	6.7	6.8	Total	6.9	6.10	6.11	6.12	Total	6.13	6.14	6.15	6.16	Total	
0800 - 0815	0	0	0	0	0	1	0	0	0	1	0	3	0	0	3	0	4	1	0	5	9
0815 - 0830	0	0	0	0	0	0	0	0	0	0	1	3	0	0	4	0	3	2	0	5	9
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	1	4	0	0	5	9
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	1	1	0	0	2	5
Total	0	0	0	0	0	1	0	0	0	1	1	12	1	0	14	2	12	3	0	17	32
Approach %	0.00	0.00	0.00	0.00	-	100.00	0.00	0.00	0.00	-	7.14	85.71	7.14	0.00	-	11.76	70.59	17.65	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.25	0.25	0.75	0.25	0.00	0.88	0.50	0.75	0.38	0.00	0.85	0.89

 [Click here for Map](#)

### Peak Hour Turning Movement Count

Tucker, GA & Stone Mountain, GA



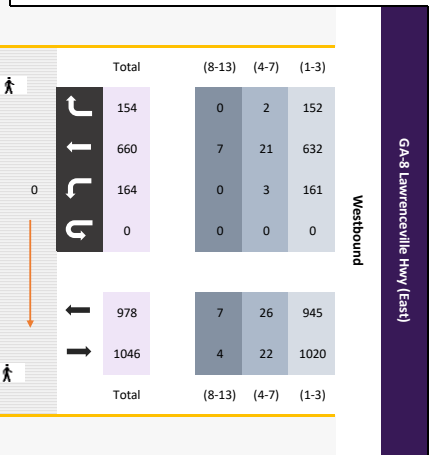
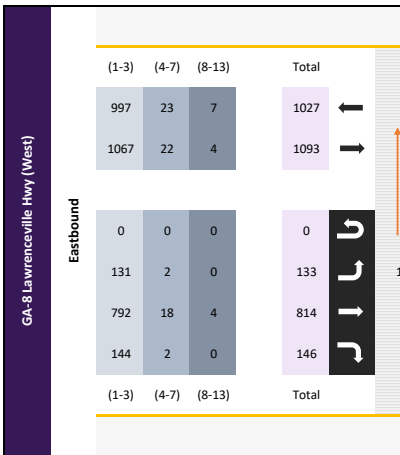
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Thursday, October 13, 2022	
Period	1600 - 1800
Peak Hour	1645 - 1745

\* the Peak Hour Diagram does not include Bikes

**Session Parameters**

(Drop Down Menu)



**Classes**

(1-3)	(4-7)	(8-13)	<b>Total</b>
3430	58	13	3501
<b>Volume</b>			
			0.9671
<b>PHF</b>			



All vehicles

Time	Northbound Coolege Rd					Southbound Northlake Pkwy					Eastbound GA-8 Lawrenceville Hwy (West)					Westbound GA-8 Lawrenceville Hwy (East)					Int Total
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	
	6.1	6.2	6.3	6.4	Total	6.5	6.6	6.7	6.8	Total	6.9	6.10	6.11	6.12	Total	6.13	6.14	6.15	6.16	Total	
1645 - 1700	11	31	15	0	57	27	158	75	0	260	32	215	38	0	285	40	155	33	0	228	830
1700 - 1715	11	62	18	0	91	50	169	90	0	309	35	193	34	0	262	42	160	41	0	243	905
1715 - 1730	9	49	24	0	82	43	138	99	0	280	21	214	36	0	271	40	177	38	0	255	888
1730 - 1745	10	44	21	0	75	34	180	62	0	276	45	192	38	0	275	42	168	42	0	252	878
Total	41	186	78	0	305	154	645	326	0	1125	133	814	146	0	1093	164	660	154	0	978	3501
Approach %	13.44	60.98	25.57	0.00	-	13.69	57.33	28.98	0.00	-	12.17	74.47	13.36	0.00	-	16.77	67.48	15.75	0.00	-	
PHF	0.93	0.75	0.81	0.00	0.84	0.77	0.90	0.82	0.00	0.91	0.74	0.95	0.96	0.00	0.96	0.98	0.93	0.92	0.00	0.96	0.97

Bikes

Time	Northbound Coolege Rd					Southbound Northlake Pkwy					Eastbound GA-8 Lawrenceville Hwy (West)					Westbound GA-8 Lawrenceville Hwy (East)					Int Total
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	
	6.1	6.2	6.3	6.4	Total	6.5	6.6	6.7	6.8	Total	6.9	6.10	6.11	6.12	Total	6.13	6.14	6.15	6.16	Total	
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
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Passenger Vehicles (1-3)

Time	Northbound Coolege Rd					Southbound Northlake Pkwy					Eastbound GA-8 Lawrenceville Hwy (West)					Westbound GA-8 Lawrenceville Hwy (East)					Int Total
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	
	6.1	6.2	6.3	6.4	Total	6.5	6.6	6.7	6.8	Total	6.9	6.10	6.11	6.12	Total	6.13	6.14	6.15	6.16	Total	
1645 - 1700	10	30	15	0	55	27	157	75	0	259	32	210	37	0	279	38	150	32	0	220	813
1700 - 1715	11	60	18	0	89	49	168	89	0	306	34	186	34	0	254	42	155	41	0	238	887
1715 - 1730	9	49	23	0	81	43	138	99	0	280	21	207	35	0	263	40	168	37	0	245	869
1730 - 1745	10	44	19	0	73	34	179	62	0	275	44	189	38	0	271	41	159	42	0	242	861
Total	40	183	75	0	298	153	642	325	0	1120	131	792	144	0	1067	161	632	152	0	945	3430
Approach %	13.42	61.41	25.17	0.00	-	13.66	57.32	29.02	0.00	-	12.28	74.23	13.50	0.00	-	17.04	66.88	16.08	0.00	-	
PHF	0.91	0.76	0.82	0.00	0.84	0.78	0.90	0.82	0.00	0.92	0.74	0.94	0.95	0.00	0.96	0.96	0.94	0.90	0.00	0.96	0.97

Single Unit Trucks (4-7)

Time	Northbound Coolege Rd					Southbound Northlake Pkwy					Eastbound GA-8 Lawrenceville Hwy (West)					Westbound GA-8 Lawrenceville Hwy (East)					Int Total
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	
	6.1	6.2	6.3	6.4	Total	6.5	6.6	6.7	6.8	Total	6.9	6.10	6.11	6.12	Total	6.13	6.14	6.15	6.16	Total	
1645 - 1700	1	1	0	0	2	0	1	0	0	1	0	4	1	0	5	2	5	1	0	8	16
1700 - 1715	0	0	0	0	0	1	1	1	0	3	1	5	0	0	6	0	4	0	0	4	13
1715 - 1730	0	0	1	0	1	0	0	0	0	0	0	6	1	0	7	0	6	1	0	7	15
1730 - 1745	0	0	2	0	2	0	1	0	0	1	1	3	0	0	4	1	6	0	0	7	14
Total	1	1	3	0	5	1	3	1	0	5	2	18	2	0	22	3	21	2	0	26	58
Approach %	20.00	20.00	60.00	0.00	-	20.00	60.00	20.00	0.00	-	9.09	81.82	9.09	0.00	-	11.54	80.77	7.69	0.00	-	
PHF	0.25	0.25	0.38	0.00	0.63	0.25	0.75	0.25	0.00	0.42	0.50	0.75	0.50	0.00	0.79	0.38	0.88	0.50	0.00	0.81	0.91

Combination Trucks (8-13)

Time	Northbound Coolege Rd					Southbound Northlake Pkwy					Eastbound GA-8 Lawrenceville Hwy (West)					Westbound GA-8 Lawrenceville Hwy (East)					Int Total
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	
	6.1	6.2	6.3	6.4	Total	6.5	6.6	6.7	6.8	Total	6.9	6.10	6.11	6.12	Total	6.13	6.14	6.15	6.16	Total	
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
1700 - 1715	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	5
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	3	0	0	3	4
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
Total	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	0	7	0	0	7	13
Approach %	0.00	100.00	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	-	
PHF	0.00	0.25	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.50	0.00	0.00	0.50	0.00	0.58	0.00	0.00	0.58	0.65

# Classified Turn Movement Count || All vehicles



Tucker, GA & Stone Mountain, GA

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**Site 6 of 23**  
 Cooledge Rd  
 Northlake Pkwy  
 GA-8 Lawrenceville Hwy (West)  
 GA-8 Lawrenceville Hwy (East)

**Date**  
 Thursday, October 13, 2022

**Weather**  
 Mostly Cloudy  
 66°F

**Lat/Long**  
 33.837824°, -84.237626°

## 0700 - 0900 (Weekday 2h Session) (10-13-2022)

All vehicles

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Cooledge Rd					Northlake Pkwy					GA-8 Lawrenceville Hwy (West)					GA-8 Lawrenceville Hwy (East)					
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	
0700 - 0715	20	103	7	0	130	20	20	20	0	60	42	70	11	0	123	11	103	39	0	153	466
0715 - 0730	12	123	10	0	145	24	24	14	1	63	21	85	9	0	115	9	128	44	0	181	504
0730 - 0745	20	111	10	0	141	15	20	14	0	49	41	118	5	0	164	12	165	47	0	224	578
0745 - 0800	25	142	13	0	180	36	28	22	0	86	40	108	11	0	159	12	165	51	0	228	653
Hourly Total	77	479	40	0	596	95	92	70	1	258	144	381	36	0	561	44	561	181	0	786	2201
0800 - 0815	16	126	19	0	161	30	33	16	0	79	47	122	8	0	177	17	234	71	0	322	739
0815 - 0830	18	142	15	0	175	27	29	13	0	69	63	136	12	0	211	18	193	54	0	265	720
0830 - 0845	28	117	7	0	152	23	24	24	1	72	52	120	14	0	186	17	207	40	0	264	674
0845 - 0900	17	116	13	0	146	15	28	23	0	66	79	125	14	0	218	16	205	47	0	268	698
Hourly Total	79	501	54	0	634	95	114	76	1	286	241	503	48	0	792	68	839	212	0	1119	2831
Grand Total	156	980	94	0	1230	190	206	146	2	544	385	884	84	0	1353	112	1400	393	0	1905	5032
Approach %	12.68	79.67	7.64	0.00	-	34.93	37.87	26.84	0.37	-	28.46	65.34	6.21	0.00	-	5.88	73.49	20.63	0.00	-	-
Intersection %	3.10	19.48	1.87	0.00	24.44	3.78	4.09	2.90	0.04	10.81	7.65	17.57	1.67	0.00	26.89	2.23	27.82	7.81	0.00	37.86	-
PHF	0.71	0.88	0.71	0.00	0.91	0.79	0.86	0.79	0.25	0.91	0.76	0.92	0.86	0.00	0.91	0.94	0.90	0.75	0.00	0.87	0.96

## 1600 - 1800 (Weekday 2h Session) (10-13-2022)

All vehicles

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Cooledge Rd					Northlake Pkwy					GA-8 Lawrenceville Hwy (West)					GA-8 Lawrenceville Hwy (East)					
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	
1600 - 1615	9	35	14	0	58	30	144	81	0	255	34	193	37	0	264	36	175	48	0	259	836
1615 - 1630	7	49	18	0	74	33	152	60	0	245	42	179	33	0	254	49	161	42	0	252	825
1630 - 1645	13	30	18	0	61	28	169	61	0	258	24	168	34	0	226	39	184	39	0	262	807
1645 - 1700	11	31	15	0	57	27	158	75	0	260	32	215	38	0	285	40	155	33	0	228	830
Hourly Total	40	145	65	0	250	118	623	277	0	1018	132	755	142	0	1029	164	675	162	0	1001	3298
1700 - 1715	11	62	18	0	91	50	169	90	0	309	35	193	34	0	262	42	160	41	0	243	905
1715 - 1730	9	49	24	0	82	43	138	99	0	280	21	214	36	0	271	40	177	38	0	255	888
1730 - 1745	10	44	21	0	75	34	180	62	0	276	45	192	38	0	275	42	168	42	0	252	878
1745 - 1800	10	43	15	0	68	34	170	81	0	285	30	178	45	0	253	15	152	28	0	195	801
Hourly Total	40	198	78	0	316	161	657	332	0	1150	131	777	153	0	1061	139	657	149	0	945	3472
Grand Total	80	343	143	0	566	279	1280	609	0	2168	263	1532	295	0	2090	303	1332	311	0	1946	6770
Approach %	14.13	60.60	25.27	0.00	-	12.87	59.04	28.09	0.00	-	12.58	73.30	14.11	0.00	-	15.57	68.45	15.98	0.00	-	-
Intersection %	1.18	5.07	2.11	0.00	8.36	4.12	18.91	9.00	0.00	32.02	3.88	22.63	4.36	0.00	30.87	4.48	19.68	4.59	0.00	28.74	-
PHF	0.93	0.75	0.81	0.00	0.84	0.77	0.90	0.82	0.00	0.91	0.74	0.95	0.96	0.00	0.96	0.98	0.93	0.92	0.00	0.96	0.97



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



Tucker, GA & Stone Mountain, GA

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**Site 6 of 23**  
 Cooledge Rd  
 Northlake Pkwy  
 GA-8 Lawrenceville Hwy (West)  
 GA-8 Lawrenceville Hwy (East)

**Date**  
 Thursday, October 13, 2022

**Weather**  
 Mostly Cloudy  
 66°F

**Lat/Long**  
 33.837824°, -84.237626°

## 0700 - 0900 (Weekday 2h Session) (10-13-2022)

Passenger Vehicles (1-3)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Cooledge Rd					Northlake Pkwy					GA-8 Lawrenceville Hwy (West)					GA-8 Lawrenceville Hwy (East)					
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	
0700 - 0715	20	102	7	0	129	18	17	19	0	54	41	67	11	0	119	8	90	38	0	136	438
0715 - 0730	11	123	9	0	143	22	22	12	0	56	21	75	9	0	105	8	118	42	0	168	472
0730 - 0745	19	110	10	0	139	13	20	14	0	47	38	109	4	0	151	11	154	44	0	209	546
0745 - 0800	25	140	13	0	178	35	28	20	0	83	40	101	11	0	152	12	158	48	0	218	631
Hourly Total	75	475	39	0	589	88	87	65	0	240	140	352	35	0	527	39	520	172	0	731	2087
0800 - 0815	15	124	18	0	157	27	32	15	0	74	45	114	8	0	167	15	218	67	0	300	698
0815 - 0830	18	141	14	0	173	25	29	13	0	67	60	125	11	0	196	18	180	48	0	246	682
0830 - 0845	26	117	7	0	150	21	24	24	0	69	52	107	14	0	173	16	191	40	0	247	639
0845 - 0900	15	114	12	0	141	14	27	23	0	64	78	115	13	0	206	15	197	43	0	255	666
Hourly Total	74	496	51	0	621	87	112	75	0	274	235	461	46	0	742	64	786	198	0	1048	2685
Grand Total	149	971	90	0	1210	175	199	140	0	514	375	813	81	0	1269	103	1306	370	0	1779	4772
Approach %	12.31	80.25	7.44	0.00	-	34.05	38.72	27.24	0.00	-	29.55	64.07	6.38	0.00	-	5.79	73.41	20.80	0.00	-	
Intersection %	3.12	20.35	1.89	0.00	25.36	3.67	4.17	2.93	0.00	10.77	7.86	17.04	1.70	0.00	26.59	2.16	27.37	7.75	0.00	37.28	

## 1600 - 1800 (Weekday 2h Session) (10-13-2022)

Passenger Vehicles (1-3)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Cooledge Rd					Northlake Pkwy					GA-8 Lawrenceville Hwy (West)					GA-8 Lawrenceville Hwy (East)					
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	
1600 - 1615	9	35	14	0	58	28	144	79	0	251	33	184	35	0	252	35	170	47	0	252	813
1615 - 1630	7	48	15	0	70	31	151	59	0	241	39	174	32	0	245	48	152	39	0	239	795
1630 - 1645	12	29	18	0	59	26	168	60	0	254	24	161	34	0	219	38	175	35	0	248	780
1645 - 1700	10	30	15	0	55	27	157	75	0	259	32	210	37	0	279	38	150	32	0	220	813
Hourly Total	38	142	62	0	242	112	620	273	0	1005	128	729	138	0	995	159	647	153	0	959	3201
1700 - 1715	11	60	18	0	89	49	168	89	0	306	34	186	34	0	254	42	155	41	0	238	887
1715 - 1730	9	49	23	0	81	43	138	99	0	280	21	207	35	0	263	40	168	37	0	245	869
1730 - 1745	10	44	19	0	73	34	179	62	0	275	44	189	38	0	271	41	159	42	0	242	861
1745 - 1800	10	43	15	0	68	34	170	81	0	285	30	170	44	0	244	15	148	28	0	191	788
Hourly Total	40	196	75	0	311	160	655	331	0	1146	129	752	151	0	1032	138	630	148	0	916	3405
Grand Total	78	338	137	0	553	272	1275	604	0	2151	257	1481	289	0	2027	297	1277	301	0	1875	6606
Approach %	14.10	61.12	24.77	0.00	-	12.65	59.27	28.08	0.00	-	12.68	73.06	14.26	0.00	-	15.84	68.11	16.05	0.00	-	
Intersection %	1.18	5.12	2.07	0.00	8.37	4.12	19.30	9.14	0.00	32.56	3.89	22.42	4.37	0.00	30.68	4.50	19.33	4.56	0.00	28.38	

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



Tucker, GA & Stone Mountain, GA

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**Site 6 of 23**  
 Cooledge Rd  
 Northlake Pkwy  
 GA-8 Lawrenceville Hwy (West)  
 GA-8 Lawrenceville Hwy (East)

**Date**  
 Thursday, October 13, 2022

**Weather**  
 Mostly Cloudy  
 66°F

**Lat/Long**  
 33.837824°, -84.237626°

## 0700 - 0900 (Weekday 2h Session) (10-13-2022)

Single Unit Trucks (4-7)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Cooledge Rd					Northlake Pkwy					GA-8 Lawrenceville Hwy (West)					GA-8 Lawrenceville Hwy (East)					
	Left 6.1	Thru 6.2	Right 6.3	U-Turn 6.4	App Total	Left 6.5	Thru 6.6	Right 6.7	U-Turn 6.8	App Total	Left 6.9	Thru 6.10	Right 6.11	U-Turn 6.12	App Total	Left 6.13	Thru 6.14	Right 6.15	U-Turn 6.16	App Total	
0700 - 0715	0	1	0	0	1	2	3	1	0	6	1	2	0	0	3	3	10	1	0	14	24
0715 - 0730	1	0	1	0	2	2	2	2	0	6	0	6	0	0	6	1	8	2	0	11	25
0730 - 0745	1	1	0	0	2	0	0	0	0	0	2	7	0	0	9	1	7	2	0	10	21
0745 - 0800	0	2	0	0	2	1	0	2	0	3	0	6	0	0	6	0	6	1	0	7	18
Hourly Total	2	4	1	0	7	5	5	5	0	15	3	21	0	0	24	5	31	6	0	42	88
0800 - 0815	1	2	1	0	4	2	1	1	0	4	2	5	0	0	7	2	12	3	0	17	32
0815 - 0830	0	1	1	0	2	2	0	0	0	2	2	8	1	0	11	0	10	4	0	14	29
0830 - 0845	2	0	0	0	2	2	0	0	0	2	0	9	0	0	9	0	12	0	0	12	25
0845 - 0900	2	2	1	0	5	1	1	0	0	2	1	8	0	0	9	0	7	4	0	11	27
Hourly Total	5	5	3	0	13	7	2	1	0	10	5	30	1	0	36	2	41	11	0	54	113
Grand Total	7	9	4	0	20	12	7	6	0	25	8	51	1	0	60	7	72	17	0	96	201
Approach %	35.00	45.00	20.00	0.00	-	48.00	28.00	24.00	0.00	-	13.33	85.00	1.67	0.00	-	7.29	75.00	17.71	0.00	-	
Intersection %	3.48	4.48	1.99	0.00	9.95	5.97	3.48	2.99	0.00	12.44	3.98	25.37	0.50	0.00	29.85	3.48	35.82	8.46	0.00	47.76	

## 1600 - 1800 (Weekday 2h Session) (10-13-2022)

Single Unit Trucks (4-7)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Cooledge Rd					Northlake Pkwy					GA-8 Lawrenceville Hwy (West)					GA-8 Lawrenceville Hwy (East)					
	Left 6.1	Thru 6.2	Right 6.3	U-Turn 6.4	App Total	Left 6.5	Thru 6.6	Right 6.7	U-Turn 6.8	App Total	Left 6.9	Thru 6.10	Right 6.11	U-Turn 6.12	App Total	Left 6.13	Thru 6.14	Right 6.15	U-Turn 6.16	App Total	
1600 - 1615	0	0	0	0	0	2	0	2	0	4	1	8	2	0	11	1	3	1	0	5	20
1615 - 1630	0	1	2	0	3	2	1	0	0	3	2	4	1	0	7	1	7	3	0	11	24
1630 - 1645	0	1	0	0	1	2	1	1	0	4	0	4	0	0	4	1	7	3	0	11	20
1645 - 1700	1	1	0	0	2	0	1	0	0	1	0	4	1	0	5	2	5	1	0	8	16
Hourly Total	1	3	2	0	6	6	3	3	0	12	3	20	4	0	27	5	22	8	0	35	80
1700 - 1715	0	0	0	0	0	1	1	1	0	3	1	5	0	0	6	0	4	0	0	4	13
1715 - 1730	0	0	1	0	1	0	0	0	0	0	0	6	1	0	7	0	6	1	0	7	15
1730 - 1745	0	0	2	0	2	0	1	0	0	1	1	3	0	0	4	1	6	0	0	7	14
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	5	1	0	6	0	2	0	0	2	8
Hourly Total	0	0	3	0	3	1	2	1	0	4	2	19	2	0	23	1	18	1	0	20	50
Grand Total	1	3	5	0	9	7	5	4	0	16	5	39	6	0	50	6	40	9	0	55	130
Approach %	11.11	33.33	55.56	0.00	-	43.75	31.25	25.00	0.00	-	10.00	78.00	12.00	0.00	-	10.91	72.73	16.36	0.00	-	
Intersection %	0.77	2.31	3.85	0.00	6.92	5.38	3.85	3.08	0.00	12.31	3.85	30.00	4.62	0.00	38.46	4.62	30.77	6.92	0.00	42.31	

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



Tucker, GA & Stone Mountain, GA

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**Site 6 of 23**  
 Cooledge Rd  
 Northlake Pkwy  
 GA-8 Lawrenceville Hwy (West)  
 GA-8 Lawrenceville Hwy (East)

**Date**  
 Thursday, October 13, 2022

**Weather**  
 Mostly Cloudy  
 66°F

**Lat/Long**  
 33.837824°, -84.237626°

## 0700 - 0900 (Weekday 2h Session) (10-13-2022) Combination Trucks (8-13)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Cooledge Rd					Northlake Pkwy					GA-8 Lawrenceville Hwy (West)					GA-8 Lawrenceville Hwy (East)					
	Left 6.1	Thru 6.2	Right 6.3	U-Turn 6.4	App Total	Left 6.5	Thru 6.6	Right 6.7	U-Turn 6.8	App Total	Left 6.9	Thru 6.10	Right 6.11	U-Turn 6.12	App Total	Left 6.13	Thru 6.14	Right 6.15	U-Turn 6.16	App Total	
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	3	0	0	3	4
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	2	0	0	2	6
0730 - 0745	0	0	0	0	0	2	0	0	0	2	1	2	1	0	4	0	4	1	0	5	11
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	2	0	3	4
Hourly Total	0	0	0	0	0	2	0	0	0	2	1	8	1	0	10	0	10	3	0	13	25
0800 - 0815	0	0	0	0	0	1	0	0	0	1	0	3	0	0	3	0	4	1	0	5	9
0815 - 0830	0	0	0	0	0	0	0	0	0	0	1	3	0	0	4	0	3	2	0	5	9
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	1	4	0	0	5	9
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	1	1	0	0	2	5
Hourly Total	0	0	0	0	0	1	0	0	0	1	1	12	1	0	14	2	12	3	0	17	32
Grand Total	0	0	0	0	0	3	0	0	0	3	2	20	2	0	24	2	22	6	0	30	57
Approach %	0.00	0.00	0.00	0.00	-	100.00	0.00	0.00	0.00	-	8.33	83.33	8.33	0.00	-	6.67	73.33	20.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	5.26	0.00	0.00	0.00	5.26	3.51	35.09	3.51	0.00	42.11	3.51	38.60	10.53	0.00	52.63	

## 1600 - 1800 (Weekday 2h Session) (10-13-2022) Combination Trucks (8-13)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Cooledge Rd					Northlake Pkwy					GA-8 Lawrenceville Hwy (West)					GA-8 Lawrenceville Hwy (East)					
	Left 6.1	Thru 6.2	Right 6.3	U-Turn 6.4	App Total	Left 6.5	Thru 6.6	Right 6.7	U-Turn 6.8	App Total	Left 6.9	Thru 6.10	Right 6.11	U-Turn 6.12	App Total	Left 6.13	Thru 6.14	Right 6.15	U-Turn 6.16	App Total	
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	3
1615 - 1630	0	0	1	0	1	0	0	1	0	1	1	1	0	0	2	0	2	0	0	2	6
1630 - 1645	1	0	0	0	1	0	0	0	0	0	0	3	0	0	3	0	2	1	0	3	7
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Hourly Total	1	0	1	0	2	0	0	1	0	1	1	6	0	0	7	0	6	1	0	7	17
1700 - 1715	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	5
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	3	0	0	3	4
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	2	0	0	2	5
Hourly Total	0	2	0	0	2	0	0	0	0	0	0	6	0	0	6	0	9	0	0	9	17
Grand Total	1	2	1	0	4	0	0	1	0	1	1	12	0	0	13	0	15	1	0	16	34
Approach %	25.00	50.00	25.00	0.00	-	0.00	0.00	100.00	0.00	-	7.69	92.31	0.00	0.00	-	0.00	93.75	6.25	0.00	-	
Intersection %	2.94	5.88	2.94	0.00	11.76	0.00	0.00	2.94	0.00	2.94	2.94	35.29	0.00	0.00	38.24	0.00	44.12	2.94	0.00	47.06	



# Pedestrian Count | All vehicles



Tucker, GA & Stone Mountain, GA

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**Site 6 of 23**  
 Cooledge Rd  
 Northlake Pkwy  
 GA-8 Lawrenceville Hwy (West)  
 GA-8 Lawrenceville Hwy (East)

**Date**  
 Thursday, October 13, 2022

**Weather**  
 Mostly Cloudy  
 66°F

**Lat/Long**  
 33.837824°, -84.237626°

## 0700 - 0900 (Weekday 2h Session) (10-13-2022)

Pedestrians

TIME	Northbound			Southbound			Eastbound			Westbound			App Total	Int Total
	Cooledge Rd			Northlake Pkwy			GA-8 Lawrenceville Hwy (West)			GA-8 Lawrenceville Hwy (East)				
	EB 6a	WB 6b	App Total	EB 6c	WB 6d	App Total	NB 6e	SB 6f	App Total	NB 6g	SB 6h	App Total		
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	1	1	0	0	0	0	0	0	0	0	0	0	1
0730 - 0745	1	0	1	0	0	0	0	0	1	1	0	0	0	2
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	1	2	0	0	0	0	0	1	1	0	0	0	3
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	1	1	2	0	0	0	0	0	0	2
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	1	1	2	0	0	0	0	0	0	2
Grand Total	1	1	2	1	1	2	0	1	1	0	0	0	0	5
Approach %	50.00	50.00	-	50.00	50.00	-	0.00	100.00	-	0.00	0.00	-	-	-
Intersection %	20.00	20.00	40.00	20.00	20.00	40.00	0.00	20.00	20.00	0.00	0.00	0.00	0.00	-

## 1600 - 1800 (Weekday 2h Session) (10-13-2022)

Pedestrians

TIME	Northbound			Southbound			Eastbound			Westbound			App Total	Int Total
	Cooledge Rd			Northlake Pkwy			GA-8 Lawrenceville Hwy (West)			GA-8 Lawrenceville Hwy (East)				
	EB 6a	WB 6b	App Total	EB 6c	WB 6d	App Total	NB 6e	SB 6f	App Total	NB 6g	SB 6h	App Total		
1600 - 1615	1	1	2	0	0	0	0	0	2	2	1	0	1	5
1615 - 1630	0	0	0	0	1	0	1	0	0	0	0	0	0	1
1630 - 1645	0	0	0	0	0	0	0	1	0	1	1	0	1	2
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	1	2	1	0	1	1	1	2	3	2	0	2	8
1700 - 1715	0	0	0	0	0	0	0	1	0	1	0	0	0	1
1715 - 1730	0	0	0	0	0	0	0	0	1	1	0	0	0	1
1730 - 1745	1	0	1	0	0	0	0	0	0	0	0	0	0	1
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	0	1	0	0	0	0	1	1	2	0	0	0	3
Grand Total	2	1	3	1	0	1	2	3	5	2	0	2	11	
Approach %	66.67	33.33	-	100.00	0.00	-	40.00	60.00	-	100.00	0.00	-	-	
Intersection %	18.18	9.09	27.27	9.09	0.00	9.09	18.18	27.27	45.45	18.18	0.00	18.18	18.18	



Bi-Directional Class Count || NB EB 15min

Tucker, GA & Stone Mountain, GA



www.martraffic.com

Site 29  
Coolidge Rd,  
south of GA-8 Lawrenceville Hwy (West)

Date  
Thursday, October 13, 2022

Weather  
Mostly Cloudy  
66°F

Lat/Long  
33.836553°, -84.237616°

[Click here for Map](#)

0000 - 2400 (24h Session) (10-13-2022)  
NB EB 15min

Time	Northbound (Movement 29.1)													15min Total	60min Total
	1	2	3	4	5	6	7	8	9	10	11	12	13		
0000-0015	0	8	0	0	0	0	0	0	0	0	0	0	0	8	
0015-0030	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0030-0045	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0045-0100	0	3	0	0	0	0	0	0	0	0	0	0	0	3	17
0100-0115	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
0115-0130	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
0130-0145	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
0145-0200	0	6	0	0	0	0	0	0	0	0	0	0	0	6	18
0200-0215	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0215-0230	0	4	2	0	0	0	0	0	0	0	0	0	0	6	
0230-0245	0	4	0	0	1	0	0	0	0	0	0	0	0	5	
0245-0300	0	3	0	0	0	0	0	0	0	0	0	0	0	3	15
0300-0315	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0315-0330	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0330-0345	0	6	0	0	0	0	0	0	0	0	0	0	0	6	
0345-0400	0	5	0	0	0	0	0	0	0	0	0	0	0	5	17
0400-0415	0	8	1	0	0	0	0	0	0	0	0	0	0	9	
0415-0430	0	12	1	0	0	0	0	0	0	0	0	0	0	13	
0430-0445	0	9	0	0	0	0	0	0	0	0	0	0	0	9	
0445-0500	0	12	1	0	0	0	0	0	0	0	0	0	0	13	44
0500-0515	0	12	2	0	0	0	0	0	0	0	0	0	0	14	
0515-0530	0	18	2	0	0	0	0	0	0	0	0	0	0	20	
0530-0545	0	37	3	1	0	0	0	0	0	0	0	0	0	41	
0545-0600	0	40	6	2	0	0	0	0	0	0	0	0	0	48	123
0600-0615	0	42	5	1	2	0	0	0	0	0	0	0	0	50	
0615-0630	0	50	5	1	0	0	0	0	0	0	0	0	0	56	
0630-0645	1	89	8	0	2	0	0	0	0	0	0	0	0	100	
0645-0700	0	76	10	1	2	0	0	0	0	0	0	0	0	89	295
0700-0715	0	110	19	1	0	0	0	0	0	0	0	0	0	130	
0715-0730	0	127	16	1	1	0	0	0	0	0	0	0	0	145	
0730-0745	0	124	15	0	2	0	0	0	0	0	0	0	0	141	
0745-0800	0	156	22	0	1	1	0	0	0	0	0	0	0	180	596
0800-0815	0	144	13	0	3	1	0	0	0	0	0	0	0	161	
0815-0830	0	157	16	0	1	1	0	0	0	0	0	0	0	175	
0830-0845	0	135	15	2	0	0	0	0	0	0	0	0	0	152	
0845-0900	0	129	12	0	3	2	0	0	0	0	0	0	0	146	634
0900-0915	0	88	10	2	2	0	0	1	1	0	0	0	0	104	
0915-0930	0	71	5	0	0	1	0	0	0	0	0	0	0	77	
0930-0945	0	94	9	0	0	0	0	0	0	0	0	0	0	103	
0945-1000	1	82	8	0	0	0	0	0	0	0	0	0	0	91	375
1000-1015	0	80	6	0	2	1	0	0	0	0	0	0	0	89	
1015-1030	0	69	5	0	1	1	0	0	0	0	0	0	0	76	
1030-1045	0	62	11	0	1	1	0	0	0	0	0	0	0	75	
1045-1100	0	64	11	0	0	0	0	0	0	0	0	0	0	75	315
1100-1115	0	56	7	0	5	0	0	0	1	0	0	0	0	69	
1115-1130	0	57	6	0	2	0	0	0	0	0	0	0	0	65	
1130-1145	0	54	9	0	0	1	0	0	0	0	0	0	0	64	
1145-1200	0	73	10	1	2	0	0	0	0	0	0	0	0	86	284
1200-1215	0	70	11	0	2	1	0	0	2	0	0	0	0	86	
1215-1230	0	61	8	0	1	0	0	0	0	0	0	0	0	70	
1230-1245	0	79	12	0	1	0	0	0	0	0	0	0	0	92	
1245-1300	0	46	6	0	0	0	0	0	1	0	0	0	0	53	301
1300-1315	0	91	9	1	2	1	0	0	0	0	0	0	0	104	
1315-1330	0	74	4	0	1	0	0	0	0	0	0	0	0	79	
1330-1345	0	73	14	0	1	1	0	0	0	0	0	0	0	89	
1345-1400	0	65	8	0	1	0	0	0	0	0	0	0	0	74	346
1400-1415	0	64	6	0	1	0	0	0	0	0	0	0	0	71	
1415-1430	0	71	13	1	1	0	0	0	0	0	0	0	0	86	
1430-1445	1	65	8	0	1	0	0	0	1	0	0	0	0	76	
1445-1500	0	66	6	0	1	1	0	0	1	0	0	0	0	75	308
1500-1515	0	63	5	0	0	0	0	0	0	0	0	0	0	68	
1515-1530	0	50	9	0	0	2	0	0	0	0	0	0	0	61	
1530-1545	0	70	14	0	1	1	0	0	0	0	0	0	0	86	
1545-1600	0	94	9	0	1	0	0	0	0	0	0	0	0	104	319
1600-1615	0	48	10	0	0	0	0	0	0	0	0	0	0	58	
1615-1630	0	65	5	1	2	0	0	0	1	0	0	0	0	74	
1630-1645	0	48	11	1	0	0	0	0	1	0	0	0	0	61	
1645-1700	0	51	4	0	1	0	0	0	0	0	0	0	0	57	250
1700-1715	0	80	9	0	0	0	0	2	0	0	0	0	0	91	
1715-1730	0	77	4	0	1	0	0	0	0	0	0	0	0	82	
1730-1745	1	64	8	0	2	0	0	0	0	0	0	0	0	75	
1745-1800	0	60	8	0	0	0	0	0	0	0	0	0	0	68	316
1800-1815	0	54	6	0	1	0	0	0	1	0	0	0	0	62	
1815-1830	0	68	8	0	1	0	0	0	0	0	0	0	0	77	
1830-1845	0	52	7	0	0	0	0	0	0	0	0	0	0	59	
1845-1900	0	74	4	0	1	0	0	0	0	0	0	0	0	79	277
1900-1915	0	72	7	0	0	0	0	0	0	0	0	0	0	79	
1915-1930	0	44	4	0	1	0	0	0	0	0	0	0	0	49	
1930-1945	0	48	1	0	0	0	0	0	1	0	0	0	0	50	
1945-2000	0	41	5	0	0	0	0	0	0	0	0	0	0	46	224
2000-2015	0	51	3	0	0	0	0	0	0	0	0	0	0	54	
2015-2030	0	28	4	0	0	0	0	0	0	0	0	0	0	32	
2030-2045	0	32	3	0	0	0	0	0	0	0	0	0	0	35	
2045-2100	0	25	4	0	2	0	0	0	0	0	0	0	0	31	152
2100-2115	0	18	2	0	0	0	0	0	0	0	0	0	0	20	
2115-2130	0	24	3	0	0	0	0	0	0	0	0	0	0	27	
2130-2145	0	17	2	0	0	0	0	0	0	0	0	0	0	19	
2145-2200	0	10	3	0	0	0	0	0	0	0	0	0	0	13	79
2200-2215	0	16	1	0	0	0	0	0	0	0	0	0	0	17	
2215-2230	0	20	3	0	0	0	0	0	0	0	0	0	0	23	
2230-2245	0	9	2	0	0	0	0	0	0	0	0	0	0	11	
2245-2300	0	12	2	0	0	0	0	0	0	0	0	0	0	14	65
2300-2315	0	9	2	0	0	0	0	0	0	0	0	0	0	12	
2315-2330	0	10	1	0	0	0	0	0	0	0	0	0	0	11	
2330-2345	0	8	2	0	1	0	0	0	0	0	0	0	0	11	
2345-0000	0	9	1	0	0	0	0	0	0	0	0	0	0	10	44

Session Total	4	4747	552	18	61	18	0	5	9	0	0	0	0	5414
Session Average	0.04	49.45	5.75	0.19	0.64	0.19	0.00	0.05	0.09	0.00	0.00	0.00	0.00	56.40
Session Percentage	0.07	87.68	10.20	0.33	1.13	0.33	0.00	0.09	0.17	0.00	0.00	0.00	0.00	
AM Peak Hour	0545-0645	0745-0845	0700-0800	0530-0630	0715-0815	0800-0900	-	0815-0915	0815-0915	-	-	-	-	0745-0845
AM Peak Volume	1	592	72	5	7	4	0	1	1	0	0	0	0	668
Noon Peak Hour	1345-1445	1300-1400	1145-1245	1100-1200	1100-1200	1445-1545	-	1400-1500	1200-1300	-	-	-	-	1300-1400
Noon Peak Volume	1	303	41	1	9	4	0	1	3	0	0	0	0	346
PM Peak Hour	1645-1745	1700-1800	1515-1615	1600-1700	1530-1630	1500-1600	-	1615-171						

Bi-Directional Class Count || SB WB 15min

Tucker, GA & Stone Mountain, GA



Site 29  
Coolidge Rd,  
south of GA-8 Lawrenceville Hwy (West)

Date  
Thursday, October 13, 2022

Weather  
Mostly Cloudy  
66°F

Lat/Long  
33.836553°, -84.237616°

[Click here for Map](#)

0000 - 2400 (24h Session) (10-13-2022)  
SB WB 15min

Time	Southbound (Movement 29.2)													15min Total	60min Total
	1	2	3	4	5	6	7	8	9	10	11	12	13		
0000-0015	0	14	0	0	0	0	0	0	0	0	0	0	0	14	
0015-0030	0	15	0	0	0	0	0	0	0	0	0	0	0	15	
0030-0045	0	12	0	0	0	0	0	0	0	0	0	0	0	12	
0045-0100	0	11	2	0	0	0	0	0	0	0	0	0	0	13	54
0100-0115	0	6	0	0	0	0	0	0	0	0	0	0	0	6	
0115-0130	0	10	1	0	0	0	0	0	0	0	0	0	0	11	
0130-0145	0	7	0	0	0	0	0	0	0	0	0	0	0	7	
0145-0200	0	7	2	0	0	0	0	0	0	0	0	0	0	9	33
0200-0215	0	7	0	0	0	0	0	0	0	0	0	0	0	7	
0215-0230	0	14	0	0	0	0	0	0	0	0	0	0	0	14	
0230-0245	0	7	0	0	0	0	0	0	0	0	0	0	0	7	
0245-0300	0	4	1	0	0	0	0	0	0	0	0	0	0	5	28
0300-0315	0	9	1	0	0	0	0	0	0	0	0	0	0	10	
0315-0330	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
0330-0345	0	5	0	0	0	0	0	0	0	0	0	0	0	5	
0345-0400	0	3	0	0	0	0	0	0	0	0	0	0	0	3	22
0400-0415	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
0415-0430	0	9	0	0	0	0	0	0	0	0	0	0	0	9	
0430-0445	0	5	0	0	0	0	0	0	0	0	0	0	0	5	
0445-0500	0	1	0	0	0	0	0	0	0	0	0	0	0	1	19
0500-0515	0	5	1	0	0	0	0	0	0	0	0	0	0	6	
0515-0530	0	7	0	0	0	0	0	0	0	0	0	0	0	7	
0530-0545	0	8	1	0	0	0	0	0	0	0	0	0	0	9	
0545-0600	0	13	2	0	1	0	0	0	0	0	0	0	0	16	38
0600-0615	0	18	0	1	4	0	0	0	0	0	0	0	0	23	
0615-0630	0	12	2	0	0	0	0	0	0	0	0	0	0	14	
0630-0645	0	21	2	0	4	0	0	0	0	0	0	0	0	27	
0645-0700	0	28	7	0	1	0	0	0	0	0	0	0	0	36	100
0700-0715	0	32	4	1	4	1	0	0	0	0	0	0	0	42	
0715-0730	0	34	5	3	0	0	0	0	0	0	0	0	0	42	
0730-0745	0	33	2	0	1	0	0	1	0	0	0	0	0	37	
0745-0800	0	42	9	0	0	0	0	0	0	0	0	0	0	51	172
0800-0815	0	50	5	3	0	0	0	0	0	0	0	0	0	58	
0815-0830	0	51	7	0	1	0	0	0	0	0	0	0	0	59	
0830-0845	0	43	11	0	0	0	0	0	0	1	0	0	0	55	
0845-0900	0	45	10	1	0	0	0	1	1	0	0	0	0	58	230
0900-0915	0	36	11	0	1	2	0	1	0	0	0	0	0	51	
0915-0930	0	40	5	1	3	0	0	1	1	0	0	0	0	51	
0930-0945	0	30	11	0	2	0	0	0	0	0	0	0	0	43	
0945-1000	0	51	5	0	4	0	0	0	0	0	0	0	0	60	205
1000-1015	0	52	10	1	1	0	0	1	0	0	0	0	0	65	
1015-1030	0	51	6	1	0	0	0	1	0	0	0	0	0	59	
1030-1045	0	53	10	0	0	0	0	1	0	0	0	0	0	64	
1045-1100	0	66	6	0	2	1	0	0	0	0	0	0	0	75	263
1100-1115	0	67	7	0	2	0	0	0	0	0	0	0	0	76	
1115-1130	0	58	5	0	4	0	0	1	0	0	0	0	0	68	
1130-1145	0	61	10	0	2	0	0	0	1	0	0	0	0	74	
1145-1200	0	70	11	1	2	0	0	1	0	0	0	0	0	85	303
1200-1215	0	51	11	1	2	1	0	0	0	0	0	0	0	66	
1215-1230	0	82	5	0	1	2	0	0	0	0	0	0	0	90	
1230-1245	0	66	10	0	3	0	0	1	0	0	0	0	0	80	
1245-1300	0	79	10	0	0	0	0	0	0	0	0	0	0	89	325
1300-1315	0	102	11	1	3	0	0	1	0	0	0	0	0	118	
1315-1330	0	90	11	0	0	1	0	0	1	0	0	0	0	103	
1330-1345	0	111	13	1	2	0	0	0	1	0	0	0	0	128	
1345-1400	0	99	8	0	0	1	0	2	0	0	0	0	0	110	459
1400-1415	0	114	10	1	2	1	0	0	1	0	0	0	0	129	
1415-1430	0	129	12	0	2	0	0	1	0	0	0	0	0	144	
1430-1445	1	111	16	1	0	0	0	0	0	0	0	0	0	129	
1445-1500	1	133	15	0	0	0	0	0	0	0	0	0	0	150	552
1500-1515	0	137	24	2	5	0	0	0	0	0	0	0	0	168	
1515-1530	0	181	17	1	2	2	0	1	1	0	0	0	0	205	
1530-1545	1	211	16	2	2	0	0	0	0	0	0	0	0	232	
1545-1600	1	193	34	2	3	0	0	0	1	0	0	0	0	234	839
1600-1615	0	189	25	1	2	0	0	0	0	0	0	0	0	217	
1615-1630	0	210	21	2	1	0	0	0	0	0	0	0	0	234	
1630-1645	0	212	28	0	1	1	0	0	0	0	0	0	0	242	
1645-1700	0	210	22	0	1	0	0	0	1	0	0	0	0	236	929
1700-1715	0	224	20	0	1	0	0	0	0	0	0	0	0	245	
1715-1730	0	189	24	1	0	0	0	0	0	0	0	0	0	214	
1730-1745	0	242	16	1	1	0	0	0	0	0	0	0	0	260	
1745-1800	0	216	13	1	0	0	0	0	0	0	0	0	0	230	949
1800-1815	0	166	13	0	0	1	0	1	0	0	0	0	0	181	
1815-1830	0	173	5	0	0	0	0	0	0	0	0	0	0	178	
1830-1845	1	149	11	0	1	0	0	1	0	0	0	0	0	163	
1845-1900	0	119	9	0	0	0	0	0	0	0	0	0	0	128	
1900-1915	0	130	4	0	1	0	0	0	0	0	0	0	0	135	650
1915-1930	0	110	7	0	0	0	0	0	0	0	0	0	0	117	
1930-1945	0	99	4	0	0	0	0	0	0	0	0	0	0	103	
1945-2000	0	82	6	0	0	0	0	0	0	0	0	0	0	88	443
2000-2015	0	69	1	0	1	0	0	0	0	0	0	0	0	71	
2015-2030	0	79	2	1	0	0	0	0	0	0	0	0	0	82	
2030-2045	0	77	3	0	0	0	0	0	0	0	0	0	0	80	
2045-2100	0	59	8	1	0	0	0	0	0	0	0	0	0	68	301
2100-2115	0	47	1	0	0	0	0	0	0	0	0	0	0	48	
2115-2130	0	50	6	0	0	0	0	0	0	0	0	0	0	56	
2130-2145	1	51	6	0	0	0	0	0	0	0	0	0	0	58	
2145-2200	0	43	3	0	0	0	0	0	0	0	0	0	0	46	208
2200-2215	0	55	4	0	0	0	0	0	0	0	0	0	0	59	
2215-2230	0	41	4	0	0	0	0	0	0	0	0	0	0	45	
2230-2245	0	34	3	0	0	0	0	0	0	0	0	0	0	37	
2245-2300	0	27	3	0	0	0	0	0	1	0	0	0	0	31	172
2300-2315	0	28	4	0	0	0	0	0	0	0	0	0	0	32	
2315-2330	0	31	2	0	0	0	0	0	0	0	0	0	0	33	
2330-2345	0	22	4	0	0	0	0	0	0	0	0	0	0	26	
2345-0000	0	17	2	0	0	0	0	0	0	0	0	0	0	19	110

Session Total	6	6563	681	36	76	15	0	18	9	0	0	0	0	7404
Session Average	0.06	68.36	7.09	0.38	0.79	0.16	0.00	0.19	0.09	0.00	0.00	0.00	0.00	77.13
Session Percentage	0.08	88.64	9.20	0.49	1.03	0.20	0.00	0.24	0.12	0.00	0.00	0.00	0.00	
AM Peak Hour	-	0945-1045	0815-0915	0715-0815	0900-1000	0815-0915	-	0830-0930	0830-0930	-	-	-	-	0945-1045
AM Peak Volume	0	207	39	6	10	2	0	3	3	0	0	0	0	248
Noon Peak Hour	1400-1500	1445-1545	1430-1530	1445-1545	1045-1145	1130-1230	-	1300-1400	1315-1415	-	-	-	-	1445-1545
Noon Peak Volume	2	662	72	6	10	3	0	4	2	0	0	0	0	755
PM Peak														

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

Tucker, GA & Stone Mountain, GA



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**Site 29**  
Coolidge Rd,  
south of GA-8 Lawrenceville Hwy (West)

**Date**  
Thursday, October 13, 2022

**Weather**  
Mostly Cloudy  
66°F

**Lat/Long**  
33.836553°, -84.237616°

0000 - 2400 (24h Session) (10-13-2022)

Bi-Directional 15min

Time	Bi-Directional 15min													15min Total	60min Total
	1	2	3	4	5	6	7	8	9	10	11	12	13		
0000-0015	0	22	0	0	0	0	0	0	0	0	0	0	0	22	
0015-0030	0	18	0	0	0	0	0	0	0	0	0	0	0	18	
0030-0045	0	15	0	0	0	0	0	0	0	0	0	0	0	15	
0045-0100	0	14	2	0	0	0	0	0	0	0	0	0	0	16	71
0100-0115	0	10	0	0	0	0	0	0	0	0	0	0	0	10	
0115-0130	0	14	1	0	0	0	0	0	0	0	0	0	0	15	
0130-0145	0	11	0	0	0	0	0	0	0	0	0	0	0	11	
0145-0200	0	13	2	0	0	0	0	0	0	0	0	0	0	15	51
0200-0215	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0215-0230	0	18	2	0	0	0	0	0	0	0	0	0	0	20	
0230-0245	0	11	0	0	1	0	0	0	0	0	0	0	0	12	
0245-0300	0	7	1	0	0	0	0	0	0	0	0	0	0	8	43
0300-0315	0	12	1	0	0	0	0	0	0	0	0	0	0	13	
0315-0330	0	6	1	0	0	0	0	0	0	0	0	0	0	7	
0330-0345	0	11	0	0	0	0	0	0	0	0	0	0	0	11	
0345-0400	0	8	0	0	0	0	0	0	0	0	0	0	0	8	39
0400-0415	0	11	2	0	0	0	0	0	0	0	0	0	0	13	
0415-0430	0	21	1	0	0	0	0	0	0	0	0	0	0	22	
0430-0445	0	14	0	0	0	0	0	0	0	0	0	0	0	14	
0445-0500	0	13	1	0	0	0	0	0	0	0	0	0	0	14	63
0500-0515	0	17	3	0	0	0	0	0	0	0	0	0	0	20	
0515-0530	0	25	2	0	0	0	0	0	0	0	0	0	0	27	
0530-0545	0	45	4	1	0	0	0	0	0	0	0	0	0	50	
0545-0600	0	53	8	2	1	0	0	0	0	0	0	0	0	64	161
0600-0615	0	60	5	2	6	0	0	0	0	0	0	0	0	73	
0615-0630	0	62	7	1	0	0	0	0	0	0	0	0	0	70	
0630-0645	1	110	10	0	6	0	0	0	0	0	0	0	0	127	
0645-0700	0	104	17	1	3	0	0	0	0	0	0	0	0	125	395
0700-0715	0	142	23	2	4	1	0	0	0	0	0	0	0	172	
0715-0730	0	161	21	4	1	0	0	0	0	0	0	0	0	187	
0730-0745	0	157	17	0	3	0	0	1	0	0	0	0	0	178	
0745-0800	0	198	31	0	1	1	0	0	0	0	0	0	0	231	768
0800-0815	0	194	18	3	3	1	0	0	0	0	0	0	0	219	
0815-0830	0	208	23	0	2	1	0	0	0	0	0	0	0	234	
0830-0845	0	178	26	0	2	0	0	0	0	1	0	0	0	207	
0845-0900	0	174	22	1	3	2	0	1	1	0	0	0	0	204	864
0900-0915	0	124	21	2	3	2	0	2	1	0	0	0	0	155	
0915-0930	0	111	10	1	3	1	0	1	1	0	0	0	0	128	
0930-0945	0	124	20	0	2	0	0	0	0	0	0	0	0	146	
0945-1000	1	133	13	0	4	0	0	0	0	0	0	0	0	151	580
1000-1015	0	132	16	1	3	1	0	1	0	0	0	0	0	154	
1015-1030	0	120	11	1	1	1	0	1	0	0	0	0	0	135	
1030-1045	0	115	21	0	1	1	0	1	0	0	0	0	0	139	
1045-1100	0	130	17	0	2	1	0	0	0	0	0	0	0	150	578
1100-1115	0	123	14	0	7	0	0	0	1	0	0	0	0	145	
1115-1130	0	115	11	0	6	0	0	1	0	0	0	0	0	133	
1130-1145	0	115	19	0	2	1	0	0	1	0	0	0	0	138	
1145-1200	0	143	21	2	4	0	0	1	0	0	0	0	0	171	587
1200-1215	0	121	22	1	4	2	0	0	2	0	0	0	0	152	
1215-1230	0	143	13	0	2	2	0	0	0	0	0	0	0	160	
1230-1245	0	145	22	0	4	0	0	1	0	0	0	0	0	172	
1245-1300	0	125	16	0	0	0	0	0	1	0	0	0	0	142	626
1300-1315	0	193	20	2	5	1	0	1	0	0	0	0	0	222	
1315-1330	0	164	15	0	1	1	0	1	0	0	0	0	0	182	
1330-1345	0	184	27	1	3	1	0	0	1	0	0	0	0	217	
1345-1400	0	164	16	0	1	1	0	2	0	0	0	0	0	184	805
1400-1415	0	178	16	1	3	1	0	0	1	0	0	0	0	200	
1415-1430	0	200	25	1	3	0	0	1	0	0	0	0	0	230	
1430-1445	2	176	24	1	1	0	0	0	1	0	0	0	0	205	
1445-1500	1	199	21	1	1	1	0	0	1	0	0	0	0	225	860
1500-1515	0	200	29	2	5	0	0	0	0	0	0	0	0	236	
1515-1530	0	231	26	1	2	4	0	1	1	0	0	0	0	266	
1530-1545	1	281	30	2	3	1	0	0	0	0	0	0	0	318	
1545-1600	1	287	43	2	4	0	0	0	1	0	0	0	0	338	1158
1600-1615	0	237	35	1	2	0	0	0	0	0	0	0	0	275	
1615-1630	0	275	26	3	3	0	0	1	0	0	0	0	0	308	
1630-1645	0	260	39	1	1	1	0	1	0	0	0	0	0	303	
1645-1700	0	261	26	0	3	1	0	0	3	0	0	0	0	293	1179
1700-1715	0	304	29	0	1	0	0	2	0	0	0	0	0	336	
1715-1730	0	266	28	1	1	0	0	0	0	0	0	0	0	296	
1730-1745	1	306	24	1	3	0	0	0	0	0	0	0	0	335	
1745-1800	0	276	21	1	0	0	0	0	0	0	0	0	0	298	1265
1800-1815	0	220	19	0	1	1	0	1	1	0	0	0	0	243	
1815-1830	0	241	13	0	1	0	0	0	0	0	0	0	0	255	
1830-1845	1	201	18	0	1	0	0	1	0	0	0	0	0	222	
1845-1900	0	193	13	0	1	0	0	0	0	0	0	0	0	207	
1900-1915	0	202	11	0	1	0	0	0	0	0	0	0	0	214	927
1915-1930	0	154	11	0	1	0	0	0	0	0	0	0	0	166	
1930-1945	0	147	5	0	0	0	0	0	1	0	0	0	0	153	
1945-2000	0	123	11	0	0	0	0	0	0	0	0	0	0	134	667
2000-2015	0	120	4	0	1	0	0	0	0	0	0	0	0	125	
2015-2030	0	107	6	1	0	0	0	0	0	0	0	0	0	114	
2030-2045	0	109	6	0	0	0	0	0	0	0	0	0	0	115	
2045-2100	0	84	12	1	2	0	0	0	0	0	0	0	0	99	453
2100-2115	0	65	3	0	0	0	0	0	0	0	0	0	0	68	
2115-2130	0	74	9	0	0	0	0	0	0	0	0	0	0	83	
2130-2145	1	68	8	0	0	0	0	0	0	0	0	0	0	77	
2145-2200	0	53	6	0	0	0	0	0	0	0	0	0	0	59	287
2200-2215	0	71	5	0	0	0	0	0	0	0	0	0	0	76	
2215-2230	0	61	7	0	0	0	0	0	0	0	0	0	0	68	
2230-2245	0	43	5	0	0	0	0	0	0	0	0	0	0	48	
2245-2300	0	39	5	0	0	0	0	0	1	0	0	0	0	45	237
2300-2315	0	37	6	0	0	0	0	1	0	0	0	0	0	44	
2315-2330	0	41	3	0	0	0	0	0	0	0	0	0	0	44	
2330-2345	0	30	6	0	1	0	0	0	0	0	0	0	0	37	
2345-0000	0	26	3	0	0	0	0	0	0	0	0	0	0	29	154

Session Total	10	11310	1233	54	137	33	0	23	18	0	0	0	0	0	12818
Session Average	0.10	117.81	12.84	0.56	1.43	0.34	0.00	0.24	0.19	0.00	0.00	0.00	0.00	0.00	133.52
Session Percentage	0.08	88.24	9.62	0.42	1.07	0.26	0.00	0.18	0.14	0.00	0.00	0.00	0.00	0.00	
AM Peak Hour	0545-0645	0745-0845	0745-0845	0630-0730	0600-0700	0815-0915	-	0830-0930	0830-0930	-	-	-	-	-	0745-0845
AM Peak Volume	1	778	98	7	15	5	0	4	4	0	0	0	0	0	891
Noon Peak Hour	1400-1500	1445-1545	1445-1545	1445-1545	1100-1200	1445-1545</									

# Bi-Directional Class Count || Volume Summary 15min



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Tucker, GA & Stone Mountain, GA

**Site 29**

Coolidge Rd,  
south of GA-8 Lawrenceville Hwy (West)

**Date**

Thursday, October 13, 2022

**Weather**

Mostly Cloudy  
66°F

**Lat/Long**

33.836553°, -84.237616°

**0000 - 2400 (24h Session) (10-13-2022)**

Volume Summary 15min

TIME	Volume Summary 15min		15min Total	60min Total
	NB	SB		
0000 - 0015	8	14	22	
0015 - 0030	3	15	18	
0030 - 0045	3	12	15	
0045 - 0100	3	13	16	71
0100 - 0115	4	6	10	
0115 - 0130	4	11	15	
0130 - 0145	4	7	11	
0145 - 0200	6	9	15	51
0200 - 0215	1	2	3	
0215 - 0230	6	14	20	
0230 - 0245	5	7	12	
0245 - 0300	3	5	8	43
0300 - 0315	3	10	13	
0315 - 0330	3	4	7	
0330 - 0345	6	5	11	
0345 - 0400	5	3	8	39
0400 - 0415	9	4	13	
0415 - 0430	13	9	22	
0430 - 0445	9	5	14	
0445 - 0500	13	1	14	63
0500 - 0515	14	6	20	
0515 - 0530	20	7	27	
0530 - 0545	41	9	50	
0545 - 0600	48	16	64	161
0600 - 0615	50	23	73	
0615 - 0630	56	14	70	
0630 - 0645	100	27	127	
0645 - 0700	89	36	125	395
0700 - 0715	130	42	172	
0715 - 0730	145	42	187	
0730 - 0745	141	37	178	
0745 - 0800	180	51	231	768
0800 - 0815	161	58	219	
0815 - 0830	175	59	234	
0830 - 0845	152	55	207	
0845 - 0900	146	58	204	864
0900 - 0915	104	51	155	
0915 - 0930	77	51	128	
0930 - 0945	103	43	146	
0945 - 1000	91	60	151	580
1000 - 1015	89	65	154	
1015 - 1030	76	59	135	
1030 - 1045	75	64	139	
1045 - 1100	75	75	150	578
1100 - 1115	69	76	145	
1115 - 1130	65	68	133	
1130 - 1145	64	74	138	
1145 - 1200	86	85	171	587

Time	Volume Summary 15min		15min Total	60min Total
	NB	SB		
1200 - 1215	86	66	152	
1215 - 1230	70	90	160	
1230 - 1245	92	80	172	
1245 - 1300	53	89	142	626
1300 - 1315	104	118	222	
1315 - 1330	79	103	182	
1330 - 1345	89	128	217	
1345 - 1400	74	110	184	805
1400 - 1415	71	129	200	
1415 - 1430	86	144	230	
1430 - 1445	76	129	205	
1445 - 1500	75	150	225	860
1500 - 1515	68	168	236	
1515 - 1530	61	205	266	
1530 - 1545	86	232	318	
1545 - 1600	104	234	338	1158
1600 - 1615	58	217	275	
1615 - 1630	74	234	308	
1630 - 1645	61	242	303	
1645 - 1700	57	236	293	1179
1700 - 1715	91	245	336	
1715 - 1730	82	214	296	
1730 - 1745	75	260	335	
1745 - 1800	68	230	298	1265
1800 - 1815	62	181	243	
1815 - 1830	77	178	255	
1830 - 1845	59	163	222	
1845 - 1900	79	128	207	927
1900 - 1915	79	135	214	
1915 - 1930	49	117	166	
1930 - 1945	50	103	153	
1945 - 2000	46	88	134	667
2000 - 2015	54	71	125	
2015 - 2030	32	82	114	
2030 - 2045	35	80	115	
2045 - 2100	31	68	99	453
2100 - 2115	20	48	68	
2115 - 2130	27	56	83	
2130 - 2145	19	58	77	
2145 - 2200	13	46	59	287
2200 - 2215	17	59	76	
2215 - 2230	23	45	68	
2230 - 2245	11	37	48	
2245 - 2300	14	31	45	237
2300 - 2315	12	32	44	
2315 - 2330	11	33	44	
2330 - 2345	11	26	37	
2345 - 0000	10	19	29	154

Session Total	5414	7404	12818
Session Average	56.40	77.13	133.52
Session Percentage	42.24	57.76	



# Bi-Directional Class Count || NB EB 60min

Tucker, GA & Stone Mountain, GA



**Site 29**  
Cooledge Rd,  
south of GA-8 Lawrenceville Hwy (West)

**Date**  
Thursday, October 13, 2022

**Weather**  
Mostly Cloudy  
66°F

**Lat/Long**  
33.836553°, -84.237616°

## 0000 - 2400 (24h Session) (10-13-2022)

NB EB 60min

TIME	Northbound (Movement 29.1)													Total
	1	2	3	4	5	6	7	8	9	10	11	12	13	
0000 - 0100	0	17	0	0	0	0	0	0	0	0	0	0	0	17
0100 - 0200	0	18	0	0	0	0	0	0	0	0	0	0	0	18
0200 - 0300	0	12	2	0	1	0	0	0	0	0	0	0	0	15
0300 - 0400	0	17	0	0	0	0	0	0	0	0	0	0	0	17
0400 - 0500	0	41	3	0	0	0	0	0	0	0	0	0	0	44
0500 - 0600	0	107	13	3	0	0	0	0	0	0	0	0	0	123
0600 - 0700	1	257	28	3	6	0	0	0	0	0	0	0	0	295
0700 - 0800	0	517	72	2	4	1	0	0	0	0	0	0	0	596
0800 - 0900	0	565	56	2	7	4	0	0	0	0	0	0	0	634
0900 - 1000	1	335	32	2	2	1	0	1	1	0	0	0	0	375
1000 - 1100	0	275	33	0	4	3	0	0	0	0	0	0	0	315
1100 - 1200	0	240	32	1	9	1	0	0	1	0	0	0	0	284
1200 - 1300	0	256	37	0	4	1	0	0	3	0	0	0	0	301
1300 - 1400	0	303	35	1	5	2	0	0	0	0	0	0	0	346
1400 - 1500	1	266	33	1	4	1	0	1	1	0	0	0	0	308
1500 - 1600	0	277	37	0	2	3	0	0	0	0	0	0	0	319
1600 - 1700	0	212	30	3	3	0	0	1	1	0	0	0	0	250
1700 - 1800	1	281	29	0	3	0	0	2	0	0	0	0	0	316
1800 - 1900	0	248	25	0	3	0	0	0	1	0	0	0	0	277
1900 - 2000	0	205	17	0	1	0	0	0	1	0	0	0	0	224
2000 - 2100	0	136	14	0	2	0	0	0	0	0	0	0	0	152
2100 - 2200	0	69	10	0	0	0	0	0	0	0	0	0	0	79
2200 - 2300	0	57	8	0	0	0	0	0	0	0	0	0	0	65
2300 - 2400	0	36	6	0	1	1	0	0	0	0	0	0	0	44

Session Total	4	4747	552	18	61	18	0	5	9	0	0	0	0	5414
Session Average	0.17	197.79	23.00	0.75	2.54	0.75	0.00	0.21	0.38	0.00	0.00	0.00	0.00	225.58
Session Percentage	0.07	87.68	10.20	0.33	1.13	0.33	0.00	0.09	0.17	0.00	0.00	0.00	0.00	

AM Peak Hour	0600 - 0700	0800 - 0900	0700 - 0800	0500 - 0600	0800 - 0900	0800 - 0900	-	0900 - 1000	0900 - 1000	-	-	-	-	0800 - 0900
AM Peak Volume	1	565	72	3	7	4	0	1	1	0	0	0	0	634

Noon Peak Hour	1400 - 1500	1300 - 1400	1200 - 1300	1100 - 1200	1100 - 1200	1000 - 1100	-	1400 - 1500	1200 - 1300	-	-	-	-	1300 - 1400
Noon Peak Volume	1	303	37	1	9	3	0	1	3	0	0	0	0	346

PM Peak Hour	1700 - 1800	1700 - 1800	1500 - 1600	1600 - 1700	1600 - 1700	1500 - 1600	-	1700 - 1800	1600 - 1700	-	-	-	-	1500 - 1600
PM Peak Volume	1	281	37	3	3	3	0	2	1	0	0	0	0	319

# Bi-Directional Class Count || SB WB 60min

Tucker, GA & Stone Mountain, GA



**Site 29**  
Cooledge Rd,  
south of GA-8 Lawrenceville Hwy (West)

**Date**  
Thursday, October 13, 2022

**Weather**  
Mostly Cloudy  
66°F

**Lat/Long**  
33.836553°, -84.237616°

## 0000 - 2400 (24h Session) (10-13-2022)

SB WB 60min

TIME	Southbound (Movement 29.2)													Total
	1	2	3	4	5	6	7	8	9	10	11	12	13	
0000 - 0100	0	52	2	0	0	0	0	0	0	0	0	0	0	54
0100 - 0200	0	30	3	0	0	0	0	0	0	0	0	0	0	33
0200 - 0300	0	27	1	0	0	0	0	0	0	0	0	0	0	28
0300 - 0400	0	20	2	0	0	0	0	0	0	0	0	0	0	22
0400 - 0500	0	18	1	0	0	0	0	0	0	0	0	0	0	19
0500 - 0600	0	33	4	0	1	0	0	0	0	0	0	0	0	38
0600 - 0700	0	79	11	1	9	0	0	0	0	0	0	0	0	100
0700 - 0800	0	141	20	4	5	1	0	1	0	0	0	0	0	172
0800 - 0900	0	189	33	4	1	0	0	1	2	0	0	0	0	230
0900 - 1000	0	157	32	1	10	2	0	2	1	0	0	0	0	205
1000 - 1100	0	222	32	2	3	1	0	3	0	0	0	0	0	263
1100 - 1200	0	256	33	1	10	0	0	2	1	0	0	0	0	303
1200 - 1300	0	278	36	1	6	3	0	1	0	0	0	0	0	325
1300 - 1400	0	402	43	2	5	2	0	4	1	0	0	0	0	459
1400 - 1500	2	487	53	3	4	1	0	1	1	0	0	0	0	552
1500 - 1600	2	722	91	7	12	2	0	1	2	0	0	0	0	839
1600 - 1700	0	821	96	5	5	2	0	0	0	0	0	0	0	929
1700 - 1800	0	871	73	3	2	0	0	0	0	0	0	0	0	949
1800 - 1900	1	607	38	0	1	1	0	2	0	0	0	0	0	650
1900 - 2000	0	421	21	0	1	0	0	0	0	0	0	0	0	443
2000 - 2100	0	284	14	2	1	0	0	0	0	0	0	0	0	301
2100 - 2200	1	191	16	0	0	0	0	0	0	0	0	0	0	208
2200 - 2300	0	157	14	0	0	0	0	0	1	0	0	0	0	172
2300 - 2400	0	98	12	0	0	0	0	0	0	0	0	0	0	110

Session Total	6	6563	681	36	76	15	0	18	9	0	0	0	0	7404
Session Average	0.25	273.46	28.38	1.50	3.17	0.63	0.00	0.75	0.38	0.00	0.00	0.00	0.00	308.50
Session Percentage	0.08	88.64	9.20	0.49	1.03	0.20	0.00	0.24	0.12	0.00	0.00	0.00	0.00	

AM Peak Hour	-	0800 - 0900	0800 - 0900	0700 - 0800	0900 - 1000	0900 - 1000	-	0900 - 1000	0800 - 0900	-	-	-	-	0800 - 0900
AM Peak Volume	0	189	33	4	10	2	0	2	2	0	0	0	0	230

Noon Peak Hour	1400 - 1500	1400 - 1500	1400 - 1500	1400 - 1500	1100 - 1200	1200 - 1300	-	1300 - 1400	1100 - 1200	-	-	-	-	1400 - 1500
Noon Peak Volume	2	487	53	3	10	3	0	4	1	0	0	0	0	552

PM Peak Hour	1500 - 1600	1700 - 1800	1600 - 1700	1500 - 1600	1500 - 1600	1500 - 1600	-	1800 - 1900	1500 - 1600	-	-	-	-	1700 - 1800
PM Peak Volume	2	871	96	7	12	2	0	2	2	0	0	0	0	949

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



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Tucker, GA & Stone Mountain, GA

**Site 29**  
Cooledge Rd,  
south of GA-8 Lawrenceville Hwy (West)

**Date**  
Thursday, October 13, 2022

**Weather**  
Mostly Cloudy  
66°F

**Lat/Long**  
33.836553°, -84.237616°

## 0000 - 2400 (24h Session) (10-13-2022)

Bi-Directional 60min

TIME	Bi-Directional 60min													Total
	1	2	3	4	5	6	7	8	9	10	11	12	13	
0000 - 0100	0	69	2	0	0	0	0	0	0	0	0	0	0	71
0100 - 0200	0	48	3	0	0	0	0	0	0	0	0	0	0	51
0200 - 0300	0	39	3	0	1	0	0	0	0	0	0	0	0	43
0300 - 0400	0	37	2	0	0	0	0	0	0	0	0	0	0	39
0400 - 0500	0	59	4	0	0	0	0	0	0	0	0	0	0	63
0500 - 0600	0	140	17	3	1	0	0	0	0	0	0	0	0	161
0600 - 0700	1	336	39	4	15	0	0	0	0	0	0	0	0	395
0700 - 0800	0	658	92	6	9	2	0	1	0	0	0	0	0	768
0800 - 0900	0	754	89	6	8	4	0	1	2	0	0	0	0	864
0900 - 1000	1	492	64	3	12	3	0	3	2	0	0	0	0	580
1000 - 1100	0	497	65	2	7	4	0	3	0	0	0	0	0	578
1100 - 1200	0	496	65	2	19	1	0	2	2	0	0	0	0	587
1200 - 1300	0	534	73	1	10	4	0	1	3	0	0	0	0	626
1300 - 1400	0	705	78	3	10	4	0	4	1	0	0	0	0	805
1400 - 1500	3	753	86	4	8	2	0	2	2	0	0	0	0	860
1500 - 1600	2	999	128	7	14	5	0	1	2	0	0	0	0	1158
1600 - 1700	0	1033	126	8	8	2	0	1	1	0	0	0	0	1179
1700 - 1800	1	1152	102	3	5	0	0	2	0	0	0	0	0	1265
1800 - 1900	1	855	63	0	4	1	0	2	1	0	0	0	0	927
1900 - 2000	0	626	38	0	2	0	0	0	1	0	0	0	0	667
2000 - 2100	0	420	28	2	3	0	0	0	0	0	0	0	0	453
2100 - 2200	1	260	26	0	0	0	0	0	0	0	0	0	0	287
2200 - 2300	0	214	22	0	0	0	0	0	1	0	0	0	0	237
2300 - 2400	0	134	18	0	1	1	0	0	0	0	0	0	0	154

Session Total	10	11310	1233	54	137	33	0	23	18	0	0	0	0	12818
Session Average	0.42	471.25	51.38	2.25	5.71	1.38	0.00	0.96	0.75	0.00	0.00	0.00	0.00	534.08
Session Percentage	0.08	88.24	9.62	0.42	1.07	0.26	0.00	0.18	0.14	0.00	0.00	0.00	0.00	

AM Peak Hour	0600 - 0700	0800 - 0900	0700 - 0800	0700 - 0800	0600 - 0700	0800 - 0900	-	0900 - 1000	0800 - 0900	-	-	-	-	0800 - 0900
AM Peak Volume	1	754	92	6	15	4	0	3	2	0	0	0	0	864

Noon Peak Hour	1400 - 1500	1400 - 1500	1400 - 1500	1400 - 1500	1100 - 1200	1000 - 1100	-	1300 - 1400	1200 - 1300	-	-	-	-	1400 - 1500
Noon Peak Volume	3	753	86	4	19	4	0	4	3	0	0	0	0	860

PM Peak Hour	1500 - 1600	1700 - 1800	1500 - 1600	1600 - 1700	1500 - 1600	1500 - 1600	-	1700 - 1800	1500 - 1600	-	-	-	-	1700 - 1800
PM Peak Volume	2	1152	128	8	14	5	0	2	2	0	0	0	0	1265

## Bi-Directional Class Count || Volume Summary 60min

Tucker, GA & Stone Mountain, GA



www.marrtraffic.com

### Site 29

Coolidge Rd,  
south of GA-8 Lawrenceville Hwy (West)

### Date

Thursday, October 13, 2022

### Weather

Mostly Cloudy  
66°F

### Lat/Long

33.836553°, -84.237616°

### 0000 - 2400 (24h Session) (10-13-2022)

Volume Summary 60min

Volume Summary 60min			
TIME	NB	SB	Total
0000 - 0100	17	54	71
0100 - 0200	18	33	51
0200 - 0300	15	28	43
0300 - 0400	17	22	39
0400 - 0500	44	19	63
0500 - 0600	123	38	161
0600 - 0700	295	100	395
0700 - 0800	596	172	768
0800 - 0900	634	230	864
0900 - 1000	375	205	580
1000 - 1100	315	263	578
1100 - 1200	284	303	587

Volume Summary 60min			
Time	NB	SB	Total
1200 - 1300	301	325	626
1300 - 1400	346	459	805
1400 - 1500	308	552	860
1500 - 1600	319	839	1158
1600 - 1700	250	929	1179
1700 - 1800	316	949	1265
1800 - 1900	277	650	927
1900 - 2000	224	443	667
2000 - 2100	152	301	453
2100 - 2200	79	208	287
2200 - 2300	65	172	237
2300 - 2400	44	110	154

Session Total	5414	7404	12818
Session Average	225.58	308.50	534.08
Session Percentage	42.24	57.76	

**Bi-Directional Class Count || Graphical Analysis NB EB**

Tucker, GA & Stone Mountain, GA

**Site 29**

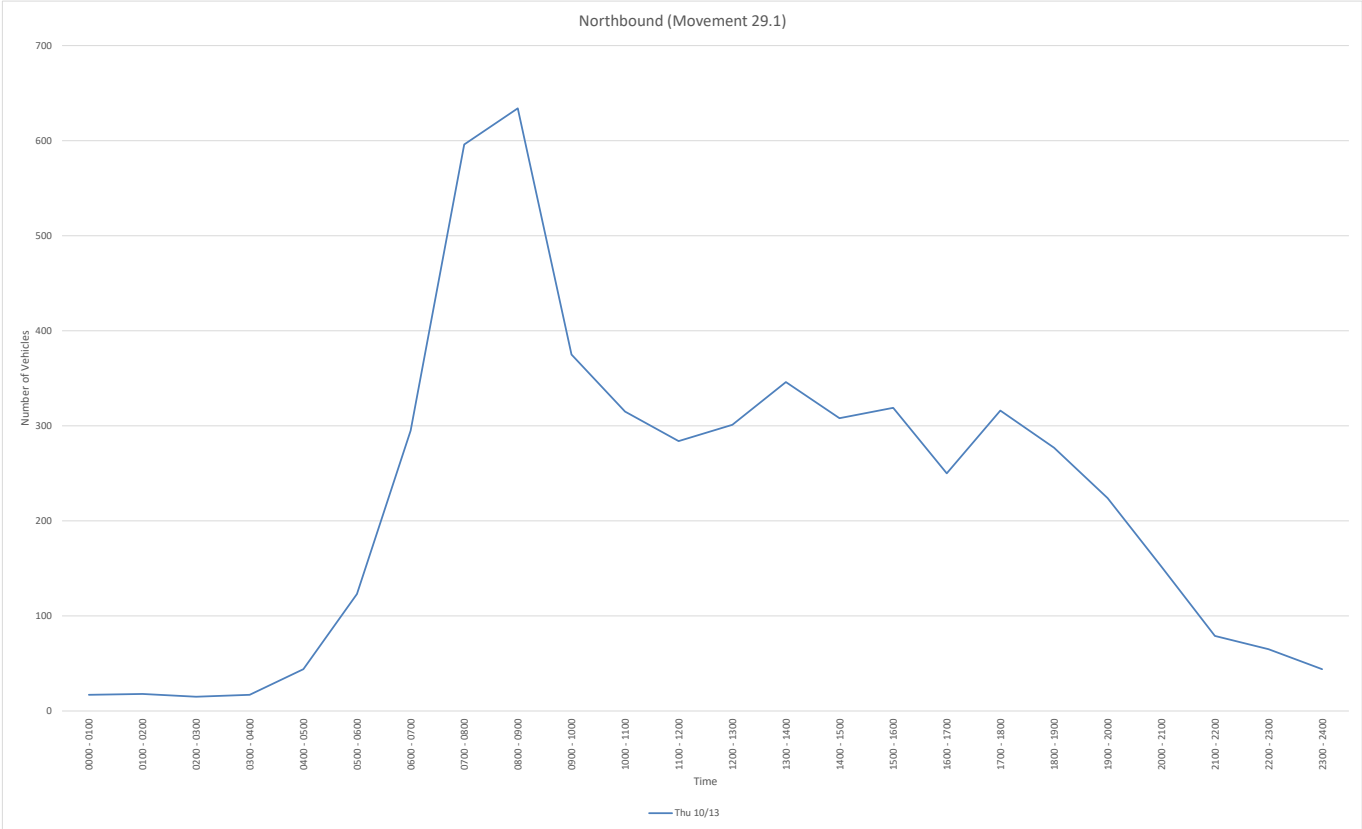
Coolidge Rd,  
south of GA-8 Lawrenceville Hwy (West)

**Lat/Long**

33.836553°, -84.237616°

**0000 - 2400 (Weekday 24h Session)**

Graphical Analysis NB EB



**Bi-Directional Class Count || Graphical Analysis SB WB**

Tucker, GA & Stone Mountain, GA

**Site 29**

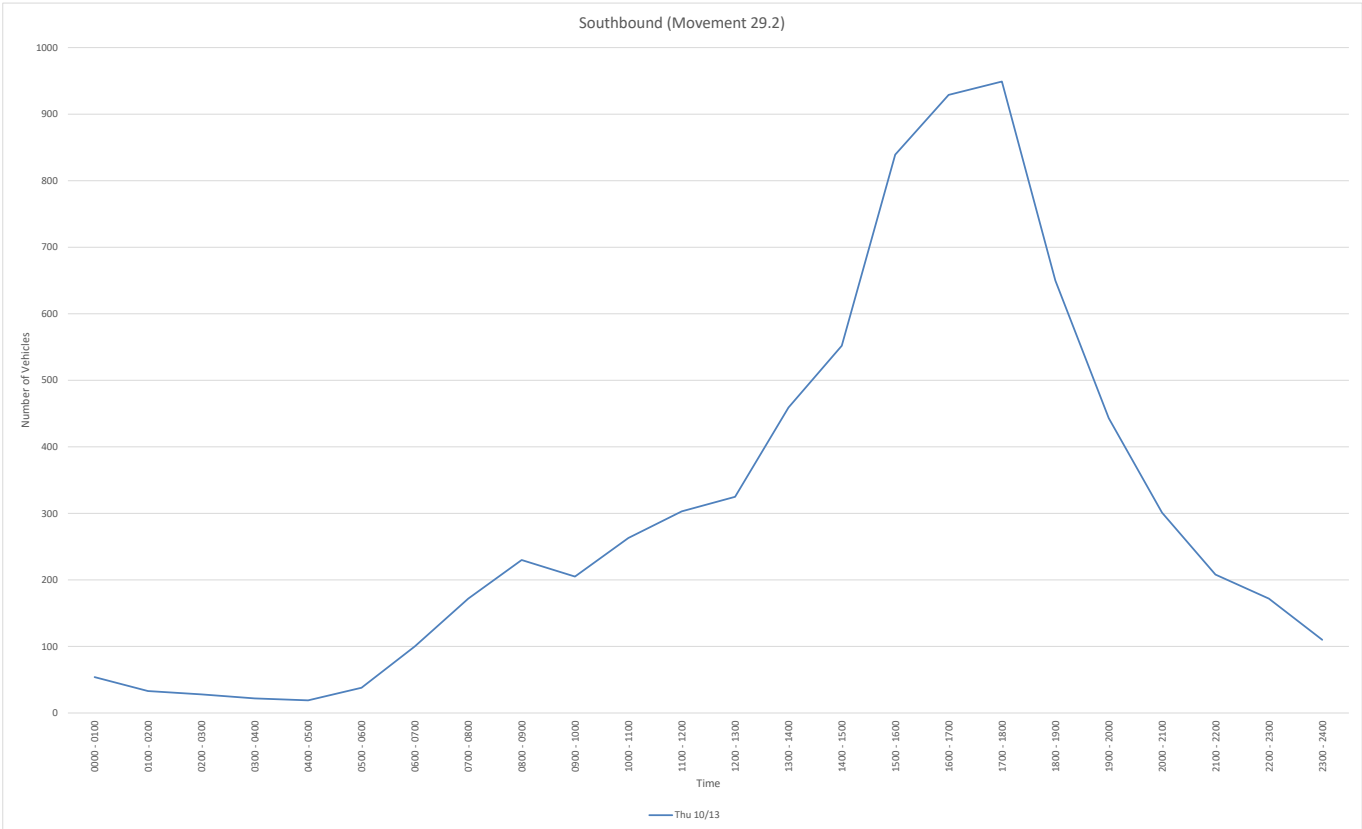
Coolidge Rd,  
south of GA-8 Lawrenceville Hwy (West)

**Lat/Long**

33.836553°, -84.237616°

**0000 - 2400 (Weekday 24h Session)**

Graphical Analysis SB WB













**Attachment D:  
Crash Data Table**

Attachment D: Crash Data Table

No	Crash No	Date	Hour	Location	Severity	# Fatalities	# Injuries	Crash Type	# of Vehicles	Direction 1	Direction 2	Lighting	Surface
1	6095967	1/27/2017	17	SR 8 at Cooledge Rd	O	0	0	Sideswipe - Same	2	North	North	Daylight	Dry
2	6100970	1/30/2017	8	SR 8 at Cooledge Rd	O	0	0	Left Turn	2	West	East	Daylight	Dry
3	6109349	2/7/2017	16	SR 8 at Cooledge Rd	O	0	0	Rear End	2	North	North	Daylight	Wet
4	6116843	2/12/2017	13	SR 8 at Cooledge Rd	O	0	0	Hit Unfixed Object	2	N/A	West	Daylight	Dry
5	6119878	2/16/2017	7	SR 8 at Cooledge Rd	C	2	0	Rear End	2	South	South	Daylight	Dry
6	6134170	2/28/2017	10	SR 8 at Cooledge Rd	O	0	0	Backed Into	2	South	North	Daylight	Dry
7	6148468	3/13/2017	7	SR 8 at Cooledge Rd	C	1	0	Sideswipe - Same	2	North	North	Dark - Lit	Dry
8	6153550	3/16/2017	16	SR 8 at Cooledge Rd	O	0	0	Rear End	3	South	South	Daylight	Dry
9	6193073	4/14/2017	8	SR 8 at Cooledge Rd	O	0	0	Rear End	2	North	North	Daylight	Dry
10	6201002	4/18/2017	16	SR 8 at Cooledge Rd	C	1	0	Rear End	2	South	South	Daylight	Wet
11	6225998	5/9/2017	7	SR 8 at Cooledge Rd	C	1	0	Left Turn	2	East	West	Daylight	Dry
12	6230466	5/12/2017	7	SR 8 at Cooledge Rd	B	1	0	Left Turn	2	East	West	Daylight	Dry
13	6253512	5/30/2017	7	SR 8 at Cooledge Rd	C	1	0	Rear End	2	West	West	Daylight	Dry
14	6255034	5/30/2017	10	SR 8 at Cooledge Rd	O	0	0	Rear End	2	West	West	Daylight	Wet
15	6254501	5/30/2017	17	SR 8 at Cooledge Rd	O	0	0	Sideswipe - Same	2	South	South	Daylight	Wet
16	6273591	6/14/2017	11	SR 8 at Cooledge Rd	O	0	0	Rear End	2	South	South	Daylight	Dry
17	6292615	6/29/2017	19	SR 8 at Cooledge Rd	O	0	0	Rear End	2	West	West	Daylight	Wet
18	6360131	8/19/2017	2	SR 8 at Cooledge Rd	O	0	0	Hit Curb	1	South	N/A	Dark - Lit	Dry
19	6365740	8/24/2017	12	SR 8 at Cooledge Rd	O	0	0	Sideswipe - Same	2	South	South	Daylight	Dry
20	6381002	9/5/2017	15	SR 8 at Cooledge Rd	O	0	0	Sideswipe - Same	2	East	East	Daylight	Dry
21	6399795	9/12/2017	22	SR 8 at Cooledge Rd	O	0	0	Rear End	2	West	West	Dark - Lit	Wet
22	6396542	9/18/2017	13	SR 8 at Cooledge Rd	C	1	0	Rear End	2	West	West	Daylight	Dry
23	6422704	10/9/2017	0	SR 8 at Cooledge Rd	C	1	0	Left Turn	3	East	West	Daylight	Wet
24	6426522	10/12/2017	19	SR 8 at Cooledge Rd	C	1	0	Sideswipe - Same	2	West	West	Dark - Lit	Dry
25	6428193	10/14/2017	17	SR 8 at Cooledge Rd	B	2	0	Left Turn	2	East	West	Daylight	Dry
26	6429792	10/16/2017	18	SR 8 at Cooledge Rd	O	0	0	Sideswipe - Same	2	West	West	Daylight	Dry
27	6430143	10/17/2017	7	SR 8 at Cooledge Rd	O	0	0	Sideswipe - Same	2	West	West	Daylight	Dry
28	6434177	10/19/2017	11	SR 8 at Cooledge Rd	O	0	0	Sideswipe - Same	2	East	East	Daylight	Dry
29	6459129	11/4/2017	21	SR 8 at Cooledge Rd	O	0	0	Left Turn	2	North	South	Dark - Lit	Wet
30	6465313	11/9/2017	7	SR 8 at Cooledge Rd	O	0	0	Rear End	2	North	North	Daylight	Wet
31	6467651	11/10/2017	15	SR 8 at Cooledge Rd	O	0	0	Sideswipe - Same	2	South	South	Daylight	Dry
32	6516413	12/16/2017	16	SR 8 at Cooledge Rd	O	0	0	Rear End	2	North	North	Daylight	Dry
33	6521009	12/19/2017	20	SR 8 at Cooledge Rd	C	2	0	Rear End	2	North	North	Dark - Unlit	Dry
34	6522442	12/20/2017	10	SR 8 at Cooledge Rd	O	0	0	Rear End	2	West	West	Daylight	Wet

Attachment D: Crash Data Table

No	Crash No	Date	Hour	Location	Severity	# Fatalities	# Injuries	Crash Type	# of Vehicles	Direction 1	Direction 2	Lighting	Surface
35	6524482	12/21/2017	0	SR 8 at Cooledge Rd	O	0	0	Sideswipe - Same	2	North	North	Daylight	Wet
36	6524519	12/21/2017	19	SR 8 at Cooledge Rd	O	0	0	Sideswipe - Same	2	East	East	Dark - Lit	Wet
37	6526838	12/23/2017	21	SR 8 at Cooledge Rd	C	1	0	Rear End	2	East	East	Dark - Unlit	Dry
38	6541325	1/6/2018	9	SR 8 at Cooledge Rd	O	0	0	Rear End	2	East	East	Daylight	Dry
39	6555621	1/17/2018	8	SR 8 at Cooledge Rd	O	0	0	Angle	2	West	South	Daylight	Ice/Frost
40	6566837	1/25/2018	20	SR 8 at Cooledge Rd	O	0	0	Rear End	2	North	North	Dark - Unlit	Dry
41	6575540	1/31/2018	12	SR 8 at Cooledge Rd	O	0	0	Sideswipe - Same	2	South	South	Daylight	Dry
42	6591067	2/13/2018	17	SR 8 at Cooledge Rd	O	0	0	Sideswipe - Same	2	South	South	Daylight	Dry
43	6598922	2/21/2018	4	SR 8 at Cooledge Rd	O	0	0	Rear End	2	East	East	Dark - Lit	Wet
44	6625200	3/8/2018	14	SR 8 at Cooledge Rd	O	0	0	Rear End	2	South	South	Daylight	Dry
45	6639859	3/20/2018	8	SR 8 at Cooledge Rd	O	0	0	Sideswipe - Same	2	East	East	Daylight	Wet
46	6663263	4/9/2018	9	SR 8 at Cooledge Rd	O	0	0	Left Turn	2	South	North	Daylight	Dry
47	6671066	4/12/2018	15	SR 8 at Cooledge Rd	O	0	0	Sideswipe - Same	2	South	South	Daylight	Dry
48	6674814	4/16/2018	17	SR 8 at Cooledge Rd	C	2	0	Rear End	2	East	East	Daylight	Dry
49	6680964	4/22/2018	0	SR 8 at Cooledge Rd	O	0	0	Left Turn	2	West	East	Dark - Lit	Dry
50	6683461	4/24/2018	9	SR 8 at Cooledge Rd	C	1	0	Rear End	2	North	North	Daylight	Wet
51	6691672	5/1/2018	14	SR 8 at Cooledge Rd	C	1	0	Pedestrian	1	South	South	Daylight	Dry
52	6701148	5/8/2018	20	SR 8 at Cooledge Rd	O	0	0	Sideswipe - Same	2	South	South	Dark - Lit	Dry
53	6706256	5/12/2018	16	SR 8 at RaceTrac Dwy	B	1	0	Left Turn	2	East	West	Daylight	Dry
54	6714275	5/17/2018	14	SR 8 at Cooledge Rd	O	0	0	Sideswipe - Same	2	South	South	Daylight	Dry
55	6722595	5/23/2018	15	SR 8 at Cooledge Rd	O	0	0	Rear End	2	North	North	Daylight	Dry
56	6725578	5/26/2018	8	SR 8 at Cooledge Rd	O	0	0	Angle	2	East	North	Daylight	Dry
57	6740338	6/7/2018	10	SR 8 at Cooledge Rd	O	0	0	Sideswipe - Same	2	East	East	Daylight	Dry
58	6764986	6/22/2018	12	SR 8 at Cooledge Rd	C	2	0	Angle	2	West	South	Daylight	Dry
59	6787143	7/10/2018	17	SR 8 at Cooledge Rd	O	0	0	Sideswipe - Same	2	West	West	Daylight	Dry
60	6795055	7/17/2018	19	SR 8 at Cooledge Rd	O	0	0	Rear End	2	West	West	Daylight	Dry
61	6813969	8/2/2018	16	SR 8 at Cooledge Rd	C	1	0	Rear End	2	South	South	Daylight	Wet
62	6820876	8/6/2018	16	SR 8 at Cooledge Rd	O	0	0	Rear End	2	South	South	Dark - Unlit	Dry
63	6827067	8/8/2018	0	SR 8 at Cooledge Rd	O	0	0	Sideswipe - Same	2	East	East	Daylight	Dry
64	6832059	8/14/2018	13	SR 8 at Cooledge Rd	O	0	0	Sideswipe - Same	2	South	South	Daylight	Dry
65	6837073	8/16/2018	14	SR 8 at Cooledge Rd	C	2	0	Angle	2	East	North	Daylight	Dry
66	6841545	8/21/2018	7	SR 8 at Cooledge Rd	O	0	0	Rear End	2	East	East	Daylight	Dry
67	6845742	8/24/2018	10	SR 8 at Cooledge Rd	O	0	0	Rear End	2	West	West	Daylight	Dry
68	6846116	8/24/2018	11	SR 8 at Cooledge Rd	O	0	0	Rear End	2	East	East	Daylight	Dry



Attachment D: Crash Data Table

No	Crash No	Date	Hour	Location	Severity	# Fatalities	# Injuries	Crash Type	# of Vehicles	Direction 1	Direction 2	Lighting	Surface
69	6846253	8/24/2018	16	SR 8 at Cooledge Rd	O	0	0	Rear End	2	South	South	Daylight	Dry
70	6851730	8/27/2018	0	SR 8 at Cooledge Rd	O	0	0	Rear End	2	West	West	Daylight	Dry
71	6865340	9/8/2018	14	SR 8 at Cooledge Rd	C	1	0	Sideswipe - Same	2	East	East	Daylight	Dry
72	6870040	9/12/2018	9	SR 8 at Cooledge Rd	O	0	0	Rear End	2	North	North	Daylight	Dry
73	6873161	9/14/2018	10	SR 8 at Cooledge Rd	C	2	0	Left Turn	2	West	East	Daylight	Dry
74	6873506	9/14/2018	13	SR 8 at Cooledge Rd	C	1	0	Rear End	3	East	East	Daylight	Dry
75	6876840	9/17/2018	13	SR 8 at Cooledge Rd	O	0	0	Sideswipe - Same	2	South	South	Daylight	Dry
76	6888367	9/25/2018	16	SR 8 at Cooledge Rd	O	0	0	Rear End	2	South	South	Daylight	Dry
77	6890220	9/26/2018	17	SR 8 at Cooledge Rd	O	0	0	Rear End	2	South	South	Daylight	Dry
78	6891694	9/27/2018	23	SR 8 at Cooledge Rd	O	0	0	Angle	2	East	South	Dark - Lit	Wet
79	6891397	9/27/2018	16	SR 8 at QuickTrip Dwy	O	0	0	Angle	2	North	East	Daylight	Wet
80	6899215	10/3/2018	18	SR 8 at Cooledge Rd	O	0	0	Sideswipe - Same	2	South	South	Daylight	Dry
81	6916972	10/16/2018	17	SR 8 at Cooledge Rd	O	0	0	Sideswipe - Same	2	South	South	Daylight	Dry
82	6941621	11/2/2018	13	SR 8 at Cooledge Rd	O	0	0	Sideswipe - Same	2	North	North	Daylight	Dry
83	6949775	11/7/2018	17	SR 8 at Cooledge Rd	O	0	0	Rear End	2	East	East	Daylight	Wet
84	6951186	11/8/2018	18	SR 8 at Cooledge Rd	C	1	0	Left Turn	2	North	South	Dark - Lit	Wet
85	6958935	11/14/2018	13	SR 8 at Cooledge Rd	C	1	0	Left Turn	2	East	West	Daylight	Wet
86	6958968	11/15/2018	6	SR 8 at Cooledge Rd	O	0	0	Rear End	2	North	North	Daylight	Wet
87	6980929	11/15/2018	11	SR 8 at Cooledge Rd	C	1	0	Rear End	2	South	South	Daylight	Dry
88	6963708	11/16/2018	22	SR 8 at Cooledge Rd	O	0	0	Backed Into	2	South	South	Dark - Unlit	Dry
89	6971571	11/21/2018	14	SR 8 at Cooledge Rd	O	0	0	Rear End	2	East	East	Daylight	Dry
90	6978730	11/28/2018	6	SR 8 at Cooledge Rd	O	0	0	Rear End	2	West	West	Dark - Lit	Dry
91	6998213	12/11/2018	10	SR 8 at Cooledge Rd	O	0	0	Rear End	2	West	West	Daylight	Dry
92	6998559	12/11/2018	16	SR 8 at Cooledge Rd	O	0	0	Rear End	2	East	East	Daylight	Dry
93	6998617	12/11/2018	16	SR 8 at Cooledge Rd	O	0	0	Rear End	2	South	South	Daylight	Dry
94	7010498	12/19/2018	17	SR 8 at Cooledge Rd	O	0	0	Sideswipe - Same	2	South	South	Daylight	Dry
95	7022823	12/31/2018	21	SR 8 at QuickTrip Dwy	B	1	0	Bicycle	1	North	West	Dark - Unlit	Wet
96	7044513	1/15/2019	4	SR 8 at Cooledge Rd	O	0	0	Angle	2	North	East	Dark - Lit	Dry
97	7057443	1/24/2019	16	SR 8 at Cooledge Rd	O	0	0	Sideswipe - Same	2	South	South	Daylight	Dry
98	7072616	2/5/2019	17	SR 8 at Cooledge Rd	C	2	0	Rear End	2	South	South	Dusk	Dry
99	7075763	2/7/2019	15	SR 8 at Cooledge Rd	C	2	0	Rear End	2	East	East	Daylight	Dry
100	7084720	2/14/2019	10	SR 8 at Cooledge Rd	C	1	0	Left Turn	3	East	West	Daylight	Dry
101	7094874	2/20/2019	15	SR 8 at Cooledge Rd	O	0	0	Rear End	2	North	North	Daylight	Wet
102	7110024	3/5/2019	22	SR 8 at Cooledge Rd	C	3	0	Left Turn	2	West	East	Dark - Lit	Dry

Attachment D: Crash Data Table

No	Crash No	Date	Hour	Location	Severity	# Fatalities	# Injuries	Crash Type	# of Vehicles	Direction 1	Direction 2	Lighting	Surface
103	7118897	3/12/2019	0	SR 8 at Cooledge Rd	O	0	0	Rear End	2	East	East	Dawn	Dry
104	7121870	3/13/2019	15	SR 8 at Cooledge Rd	O	0	0	Sideswipe - Same	2	South	South	Daylight	Dry
105	7127182	3/17/2019	16	SR 8 at Cooledge Rd	O	0	0	Sideswipe - Same	2	South	South	Daylight	Dry
106	7169646	4/19/2019	0	SR 8 at Cooledge Rd	O	0	0	Rear End	2	East	East	Daylight	Wet
107	7169881	4/19/2019	0	SR 8 at Cooledge Rd	O	0	0	Right Turn	2	South	West	Daylight	Dry
108	7176246	4/24/2019	17	SR 8 at Cooledge Rd	O	0	0	Left Turn	2	North	South	Daylight	Dry
109	7193456	5/5/2019	15	SR 8 at Cooledge Rd	O	0	0	Rear End	2	North	North	Daylight	Dry
110	7195293	5/6/2019	17	SR 8 at Cooledge Rd	O	0	0	Sideswipe - Same	2	West	West	Daylight	Dry
111	7196855	5/7/2019	18	SR 8 at Cooledge Rd	O	0	0	Left Turn	2	South	North	Daylight	Dry
112	7199768	5/9/2019	17	SR 8 at Cooledge Rd	O	0	0	Rear End	2	South	South	Daylight	Dry
113	7199921	5/9/2019	18	SR 8 at Cooledge Rd	O	0	0	Rear End	2	South	South	Daylight	Wet
114	7206828	5/15/2019	5	SR 8 at Cooledge Rd	O	0	0	Sideswipe - Same	2	West	West	Dark - Unlit	Dry
115	7213730	5/20/2019	14	SR 8 at Cooledge Rd	O	0	0	Rear End	2	West	West	Daylight	Dry
116	7236897	6/6/2019	9	SR 8 at Cooledge Rd	C	1	0	Right Turn	3	South	West	Daylight	Wet
117	7237291	6/6/2019	18	SR 8 at Cooledge Rd	O	0	0	Rear End	2	South	South	Daylight	Dry
118	7239959	6/9/2019	11	SR 8 at Cooledge Rd	C	1	0	Angle	2	East	North	Dawn	Wet
119	7245155	6/12/2019	16	SR 8 at Cooledge Rd	C	1	0	Rear End	2	East	East	Daylight	Dry
120	7252714	6/18/2019	22	SR 8 at Cooledge Rd	B	2	0	Left Turn	2	East	West	Dark - Lit	Wet
121	7265901	6/29/2019	11	SR 8 at Cooledge Rd	C	2	0	Left Turn	2	East	West	Daylight	Dry
122	7271443	7/3/2019	17	SR 8 at Cooledge Rd	O	0	0	Rear End	2	East	East	Daylight	Dry
123	7282716	7/13/2019	20	SR 8 at Cooledge Rd	O	0	0	Rear End	2	West	West	Daylight	Wet
124	7290564	7/19/2019	06	SR 8 at QuickTrip Dwy	O	0	0	Sideswipe - Opposte	2	West	East	Daylight	Dry
125	7298400	7/26/2019	16	SR 8 at Cooledge Rd	O	0	0	Rear End	2	South	South	Daylight	Dry
126	7306005	8/2/2019	15	SR 8 at Cooledge Rd	O	0	0	Sideswipe - Same	2	East	East	Daylight	Dry
127	7317376	8/13/2019	9	SR 8 at Cooledge Rd	O	0	0	Sideswipe - Same	2	North	North	Daylight	Dry
128	7320936	8/15/2019	7	SR 8 at Cooledge Rd	C	1	0	Left Turn	2	South	North	Daylight	Dry
129	7321582	8/15/2019	16	SR 8 at Cooledge Rd	O	0	0	Sideswipe - Same	2	South	South	Daylight	Dry
130	7322903	8/16/2019	0	SR 8 at Cooledge Rd	C	3	0	Left Turn	3	North	South	Daylight	Dry
131	7344013	9/4/2019	15	SR 8 at Cooledge Rd	O	0	0	Sideswipe - Same	2	East	East	Daylight	Dry
132	7351539	9/11/2019	8	SR 8 at Cooledge Rd	O	0	0	Sideswipe - Same	2	West	West	Daylight	Dry
133	7354321	9/13/2019	15	SR 8 at Cooledge Rd	O	0	0	Hit Fixed Object	1	North	N/A	Daylight	Dry
134	7360894	9/19/2019	17	SR 8 at Cooledge Rd	O	0	0	Angle	2	East	South	Daylight	Dry
135	7364497	9/23/2019	07	SR 8 at QuickTrip Dwy	O	0	0	Rear End	2	East	East	Daylight	Dry
136	7369036	9/25/2019	0	SR 8 at Cooledge Rd	O	0	0	Angle	2	North	West	Dark - Lit	Dry

Attachment D: Crash Data Table

No	Crash No	Date	Hour	Location	Severity	# Fatalities	# Injuries	Crash Type	# of Vehicles	Direction 1	Direction 2	Lighting	Surface
137	7369012	9/25/2019	18	SR 8 at Cooledge Rd	O	0	0	Rear End	2	South	South	Daylight	Dry
138	7373640	9/30/2019	07	SR 8 at RaceTrac Dwy	O	0	0	Backing	2	East	East	Daylight	Dry
139	7380282	10/5/2019	9	SR 8 at Cooledge Rd	C	3	0	Rear End	2	West	West	Daylight	Dry
140	7387794	10/11/2019	18	SR 8 at Cooledge Rd	O	0	0	Sideswipe - Same	2	West	West	Dawn	Dry
141	7387835	10/11/2019	16	SR 8 at QuickTrip Dwy	O	0	0	Rear End	2	West	West	Daylight	Dry
142	7404195	10/24/2019	7	SR 8 at Cooledge Rd	O	0	0	Left Turn	2	East	West	Daylight	Dry
143	7403586	10/24/2019	11	SR 8 at Cooledge Rd	O	0	0	Sideswipe - Same	2	East	East	Daylight	Dry
144	7405277	10/25/2019	16	SR 8 at Cooledge Rd	O	0	0	Sideswipe - Same	2	East	East	Daylight	Dry
145	7427770	11/10/2019	0	SR 8 at Cooledge Rd	O	0	0	Rear End	3	East	East	Dark - Lit	Dry
146	7431777	11/13/2019	7	SR 8 at Cooledge Rd	O	0	0	Sideswipe - Same	2	North	North	Daylight	Dry
147	7459183	12/2/2019	15	SR 8 at Cooledge Rd	O	0	0	Rear End	2	South	South	Daylight	Dry
148	7463655	12/5/2019	9	SR 8 at Cooledge Rd	O	0	0	Left Turn	2	South	North	Daylight	Dry
149	7471752	12/11/2019	7	SR 8 at Cooledge Rd	O	0	0	Rear End	2	North	North	Dawn	Dry
150	7480605	12/16/2019	6	SR 8 at Cooledge Rd	C	1	0	Rear End	3	North	North	Dark - Lit	Dry
151	7484532	12/19/2019	09	SR 8 at BoJangles Dwy	C	1	0	Right Turn	2	South	West	Daylight	Dry
152	7500984	1/2/2020	13	SR 8 at Cooledge Rd	C	1	0	Rear End	2	North	North	Daylight	Wet
153	7517066	1/15/2020	17	SR 8 at Cooledge Rd	O	0	0	Rear End	2	East	East	Daylight	Dry
154	7517130	1/15/2020	20	SR 8 at Cooledge Rd	O	0	0	Rear End	2	North	North	Dark - Lit	Dry
155	7534596	1/31/2020	18	SR 8 at Cooledge Rd	O	0	0	Rear End	2	North	North	Daylight	Dry
156	7540687	2/6/2020	7	SR 8 at Cooledge Rd	O	0	0	Sideswipe - Same	2	West	West	Dark - Lit	Wet
157	7542009	2/7/2020	8	SR 8 at Cooledge Rd	O	0	0	Left Turn	2	North	South	Dawn	Wet
158	7547119	2/12/2020	7	SR 8 at Cooledge Rd	O	0	0	Angle	2	West	North	Daylight	Dry
159	7554069	2/18/2020	09	SR 8 at QuickTrip Dwy	O	0	0	Left Turn	2	North	South	Daylight	Wet
160	7556717	2/20/2020	11	SR 8 at Cooledge Rd	O	0	0	Sideswipe - Same	2	East	East	Daylight	Wet
161	7572480	3/4/2020	17	SR 8 at Cooledge Rd	C	1	0	Sideswipe - Same	2	South	South	Daylight	Wet
162	7578713	3/9/2020	18	SR 8 at Cooledge Rd	O	0	0	Rear End	2	East	East	Daylight	Dry
163	7593037	3/14/2020	00	SR 8 at QuickTrip Dwy	O	0	0	Hit Pot Hole	1	West	N/A	Dark - Lit	Dry
164	7612759	4/10/2020	19	SR 8 at Cooledge Rd	B	2	0	Left Turn	2	North	South	Daylight	Dry
165	7681293	6/30/2020	14	SR 8 at Cooledge Rd	O	0	0	Rear End	2	West	West	Daylight	Dry
166	7713996	8/1/2020	0	SR 8 at Cooledge Rd	O	0	0	Rear End	2	West	West	Dark - Lit	Dry
167	7732662	8/10/2020	5	SR 8 at Cooledge Rd	O	0	0	Sideswipe - Same	2	N/A	South	Dark - Lit	Dry
168	7750016	8/23/2020	11	SR 8 at Cooledge Rd	O	0	0	Backed Into	2	North	North	Daylight	Dry
169	7756173	8/30/2020	6	SR 8 at Cooledge Rd	O	0	0	Rear End	2	West	West	Dark - Unlit	Dry
170	7756495	8/30/2020	15	SR 8 at Cooledge Rd	O	0	0	Hit Sign	1	South	N/A	Daylight	Dry

Attachment D: Crash Data Table

No	Crash No	Date	Hour	Location	Severity	# Fatalities	# Injuries	Crash Type	# of Vehicles	Direction 1	Direction 2	Lighting	Surface
171	7767298	9/9/2020	6	SR 8 at Cooledge Rd	O	0	0	Left Turn	2	East	West	Daylight	Dry
172	7782514	9/22/2020	22	SR 8 at QuickTrip Dwy	O	0	0	Angle	2	North	West	Dark - Lit	Dry
173	7791858	9/30/2020	09	SR 8 at RaceTrac Dwy	O	0	0	Angle	3	South	West	Daylight	Dry
174	7797994	10/5/2020	12	SR 8 at Cooledge Rd	C	1	0	Pedestrian	1	North	North	Daylight	Dry
175	7801711	10/7/2020	15	SR 8 at Cooledge Rd	O	0	0	Sideswipe - Same	2	South	South	Daylight	Dry
176	7802478	10/8/2020	8	SR 8 at Cooledge Rd	O	0	0	Sideswipe - Same	2	East	East	Daylight	Dry
177	7820513	10/22/2020	22	SR 8 at Cooledge Rd	B	2	0	Left Turn	2	West	East	Dark - Lit	Dry
178	7820360	10/22/2020	18	SR 8 at QuickTrip Dwy	O	0	0	Angle	2	North	West	Dark - Unlit	Dry
179	7829000	10/30/2020	6	SR 8 at Cooledge Rd	O	0	0	Angle	2	North	East	Dark - Lit	Dry
180	7835471	11/3/2020	16	SR 8 at Cooledge Rd	C	1	0	Rear End	2	East	East	Daylight	Dry
181	7837138	11/4/2020	17	SR 8 at Cooledge Rd	C	1	0	Rear End	2	West	West	Daylight	Dry
182	7858135	11/20/2020	13	SR 8 at Cooledge Rd	O	0	0	Left Turn	2	West	East	Daylight	Dry
183	7859720	11/22/2020	19	SR 8 at Cooledge Rd	O	0	0	Right Turn	2	West	North	Dark - Unlit	Dry
184	7885213	12/12/2020	21	SR 8 at Cooledge Rd	O	0	0	Rear End	2	North	North	Dark - Unlit	Wet
185	7887336	12/14/2020	16	SR 8 at Cooledge Rd	O	0	0	Rear End	2	North	North	Daylight	Dry
186	7890190	12/16/2020	19	SR 8 at Cooledge Rd	O	0	0	Sideswipe - Same	2	South	South	Dark - Lit	Wet
187	7897297	12/22/2020	12	SR 8 at QuickTrip Dwy	C	1	0	Left Turn	2	West	East	Daylight	Dry
188	7913068	1/6/2021	16	SR 8 at Cooledge Rd	O	0	0	Left Turn	2	North	South	Daylight	Dry
189	7913189	1/6/2021	19	SR 8 at Cooledge Rd	B	1	0	Left Turn	2	West	East	Daylight	Dry
190	7915112	1/8/2021	7	SR 8 at Cooledge Rd	O	0	0	Left Turn	2	North	South	Dark - Unlit	Wet
191	7922962	1/15/2021	17	SR 8 at Cooledge Rd	C	1	0	Sideswipe - Same	2	West	West	Daylight	Dry
192	7923102	1/15/2021	20	SR 8 at Cooledge Rd	O	0	0	Rear End	2	South	South	Dark - Lit	Dry
193	7956352	2/16/2021	9	SR 8 at Cooledge Rd	C	1	0	Rear End	2	South	South	Daylight	Wet
194	7970225	3/1/2021	10	SR 8 at QuickTrip Dwy	B	2	0	Angle	2	North	East	Daylight	Wet
195	7991410	3/18/2021	18	SR 8 at Cooledge Rd	O	0	0	Rear End	2	East	East	Daylight	Dry
196	7998317	3/24/2021	11	SR 8 at Cooledge Rd	O	0	0	Sideswipe - Same	2	East	East	Daylight	Dry
197	8022505	4/13/2021	15	SR 8 at Cooledge Rd	O	0	0	Rear End	2	North	North	Daylight	Dry
198	8023932	4/14/2021	17	SR 8 at Cooledge Rd	O	0	0	Sideswipe - Same	2	South	South	Dark - Lit	Dry
199	8044520	4/21/2021	11	SR 8 at QuickTrip Dwy	O	0	0	Angle	2	North	East	Dark - Lit	Dry
200	8041918	4/29/2021	8	SR 8 at Cooledge Rd	O	0	0	Rear End	2	West	West	Daylight	Dry
201	8052465	5/7/2021	10	SR 8 at Cooledge Rd	C	1	0	Rear End	2	South	South	Daylight	Dry
202	8054996	5/9/2021	15	SR 8 at QuickTrip Dwy	C	1	0	Angle	2	North	West	Daylight	Dry
203	8058866	5/12/2021	12	SR 8 at Cooledge Rd	O	0	0	Sideswipe - Same	2	North	North	Daylight	Wet
204	8069496	5/20/2021	13	SR 8 at Cooledge Rd	O	0	0	Sideswipe - Same	2	North	North	Daylight	Dry

Attachment D: Crash Data Table

No	Crash No	Date	Hour	Location	Severity	# Fatalities	# Injuries	Crash Type	# of Vehicles	Direction 1	Direction 2	Lighting	Surface
205	8073067	5/24/2021	11	SR 8 at Cooledge Rd	O	0	0	Rear End	2	North	North	Daylight	Dry
206	8075926	5/26/2021	10	SR 8 at RaceTrac Dwy	B	2	0	Angle	2	South	West	Daylight	Dry
207	8083117	6/1/2021	17	SR 8 at Cooledge Rd	C	1	0	Angle	2	North	West	Dark - Lit	Dry
208	8114778	6/26/2021	17	SR 8 at Cooledge Rd	O	0	0	Sideswipe - Same	2	South	South	Daylight	Dry
209	8123714	7/3/2021	19	SR 8 at Cooledge Rd	B	2	0	Left Turn	3	West	East	Daylight	Dry
210	8128719	7/8/2021	1	SR 8 at Cooledge Rd	O	0	0	Rear End	2	East	East	Dark - Lit	Wet
211	8138054	7/15/2021	14	SR 8 at Cooledge Rd	O	0	0	Left Turn	2	North	South	Daylight	Dry
212	8155683	7/16/2021	20	SR 8 at Cooledge Rd	O	0	0	Rear End	2	West	West	Dusk	Dry
213	8145850	7/20/2021	15	SR 8 at RaceTrac Dwy	A	4	0	Angle	3	South	West	Daylight	Wet
214	8144875	7/21/2021	5	SR 8 at Cooledge Rd	O	0	0	Angle	2	West	North	Dark - Lit	Dry
215	8154525	7/28/2021	19	SR 8 at Cooledge Rd	O	0	0	Sideswipe - Same	2	West	West	Daylight	Dry
216	8170281	8/10/2021	12	SR 8 at Cooledge Rd	C	1	0	Rear End	2	North	North	Daylight	Dry
217	8188448	8/24/2021	14	SR 8 at Cooledge Rd	O	0	0	Left Turn	2	East	West	Daylight	Dry
218	8192327	8/27/2021	17	SR 8 at QuickTrip Dwy	O	0	0	Left Turn	2	West	East	Daylight	Dry
219	8198363	8/31/2021	8	SR 8 at Cooledge Rd	O	0	0	Rear End	2	South	South	Daylight	Dry
220	8201463	9/3/2021	16	SR 8 at Cooledge Rd	O	0	0	Rear End	2	East	East	Daylight	Dry
221	8201462	9/3/2021	17	SR 8 at Cooledge Rd	B	3	0	Rear End	5	South	South	Daylight	Dry
222	8218193	9/9/2021	17	SR 8 at Cooledge Rd	O	0	0	Rear End	2	South	South	Daylight	Dry
223	8267968	10/16/2021	21	SR 8 at RaceTrac Dwy	C	1	0	Angle	2	South	East	Dark - Lit	Dry
224	8270433	10/18/2021	16	SR 8 at Cooledge Rd	O	0	0	Hit Curb	1	South	N/A	Daylight	Dry
225	8275950	10/22/2021	10	SR 8 at QuickTrip Dwy	O	0	0	Angle	2	North	West	Daylight	Dry
226	8277543	10/23/2021	13	SR 8 at Cooledge Rd	C	1	0	Angle	2	North	East	Daylight	Dry
227	8294314	11/3/2021	17	SR 8 at Cooledge Rd	C	1	0	Rear End	2	East	East	Daylight	Dry
228	8306832	11/12/2021	14	SR 8 at Cooledge Rd	O	0	0	Sideswipe - Same	2	South	South	Daylight	Dry
229	8314640	11/17/2021	15	SR 8 at Cooledge Rd	O	0	0	Rear End	2	South	South	Daylight	Dry
230	8321975	11/22/2021	16	SR 8 at Cooledge Rd	O	0	0	Left Turn	2	West	East	Daylight	Dry
231	8329052	11/29/2021	15	SR 8 at Cooledge Rd	O	0	0	Rear End	2	East	East	Daylight	Dry
232	8345468	12/3/2021	1	SR 8 at Cooledge Rd	O	0	0	Left Turn	2	North	South	Dark - Lit	Dry
233	8340938	12/7/2021	16	SR 8 at Cooledge Rd	O	0	0	Rear End	2	West	West	Daylight	Dry
234	8342157	12/8/2021	18	SR 8 at Cooledge Rd	O	0	0	Left Turn	2	East	West	Dark - Unlit	Dry
235	8342838	12/9/2021	7	SR 8 at Cooledge Rd	C	2	0	Left Turn	2	East	West	Dark - Lit	Dry
236	8346280	12/11/2021	11	SR 8 at Cooledge Rd	O	0	0	Rear End	2	West	West	Daylight	Dry
237	8392252	1/18/2022	00	SR 8 at Cooledge Rd	O	0	0	Rear End	2	West	West	Daylight	Dry
238	8408482	2/1/2022	00	SR 8 at Cooledge Rd	O	0	0	Left Turn	2	East	West	Daylight	Dry

Attachment D: Crash Data Table

No	Crash No	Date	Hour	Location	Severity	# Fatalities	# Injuries	Crash Type	# of Vehicles	Direction 1	Direction 2	Lighting	Surface
239	8411425	2/3/2022	00	SR 8 at Cooledge Rd	B	1	0	Sideswipe-Opposte	3	South	North	Dark - Lit	Wet
240	8416050	2/7/2022	00	SR 8 at Cooledge Rd	O	0	0	Angle	2	North	East	Daylight	Dry
241	8418997	2/10/2022	00	SR 8 at Cooledge Rd	O	0	0	Hit Curb	1	North	N/A	Dark - Lit	Dry
242	8425829	2/15/2022	00	SR 8 at Cooledge Rd	C	1	0	Rear End	2	East	East	Daylight	Dry
243	8440845	2/28/2022	10	SR 8 at RaceTrac Dwy	C	1	0	Angle	2	South	West	Daylight	Dry
244	8444457	3/2/2022	00	SR 8 at Cooledge Rd	O	0	0	Sideswipe - Same	2	West	West	Dark - Unlit	Dry
245	8447066	3/4/2022	00	SR 8 at Cooledge Rd	O	0	0	Sideswipe - Same	2	East	East	Daylight	Dry
246	8458338	3/14/2022	00	SR 8 at Cooledge Rd	O	0	0	Sideswipe - Same	2	South	South	Dark - Lit	Dry
247	8457887	3/14/2022	00	SR 8 at RaceTrac Dwy	K	0	1	Pedestrian	1	North	West	Dark - Lit	Dry
248	8462908	3/17/2022	00	SR 8 at Cooledge Rd	C	1	0	Rear End	2	South	South	Daylight	Dry
249	8467468	3/21/2022	00	SR 8 at Cooledge Rd	O	0	0	Sideswipe - Same	2	South	South	Daylight	Dry
250	8477490	3/29/2022	17	SR 8 at RaceTrac Dwy	O	0	0	Sideswipe - Same	2	East	East	Daylight	Dry
251	8493633	4/12/2022	00	SR 8 at Cooledge Rd	C	1	0	Rear End	3	West	West	Daylight	Dry
252	8504109	4/20/2022	00	SR 8 at Cooledge Rd	O	0	0	Rear End	2	South	South	Daylight	Dry
253	8509317	4/25/2022	00	SR 8 at Cooledge Rd	B	1	0	Left Turn	2	East	West	Daylight	Dry
254	8519519	5/3/2022	07	SR 8 at RaceTrac Dwy	O	0	0	Right Turn	2	South	West	Daylight	Dry
255	8540511	5/19/2022	00	SR 8 at Cooledge Rd	O	0	0	Left Turn	2	South	North	Daylight	Dry
256	8540512	5/19/2022	00	SR 8 at Cooledge Rd	C	1	0	Rear End	2	East	East	Daylight	Dry
257	8540968	5/19/2022	00	SR 8 at Cooledge Rd	O	0	0	Rear End	2	South	South	Daylight	Dry
258	8541367	5/19/2022	00	SR 8 at Cooledge Rd	C	1	0	Left Turn	2	South	North	Daylight	Dry
259	8550343	5/26/2022	00	SR 8 at Cooledge Rd	O	0	0	Rear End	2	North	North	Dusk	Wet
260	8569442	6/11/2022	00	SR 8 at Cooledge Rd	C	1	0	Sideswipe - Same	2	South	South	Daylight	Dry
261	8575637	6/16/2022	00	SR 8 at Cooledge Rd	C	2	0	Sideswipe - Same	2	East	East	Daylight	Dry
262	8576455	6/17/2022	00	SR 8 at Cooledge Rd	O	0	0	Rear End	2	North	North	Daylight	Dry
263	8577089	6/18/2022	11	SR 8 at QuickTrip Dwy	C	3	0	Angle	2	North	East	Daylight	Dry
264	8595174	6/25/2022	00	SR 8 at Cooledge Rd	C	3	0	Rear End	2	East	East	Daylight	Dry
265	8611525	7/10/2022	00	SR 8 at Cooledge Rd	O	0	0	Sideswipe - Same	2	West	West	Daylight	Dry
266	8615981	7/14/2022	09	SR 8 at BB&T Dwy	O	0	0	Right Turn	2	North	East	Daylight	Dry
267	8634001	7/28/2022	16	SR 8 at QuickTrip Dwy	C	1	0	Sideswipe - Same	2	West	West	Daylight	Dry
268	8633572	7/29/2022	13	SR 8 at RaceTrac Dwy	O	0	0	Angle	2	South	East	Daylight	Dry
269	8640412	8/3/2022	16	SR 8 at QuickTrip Dwy	O	0	0	Rear End	2	East	East	Daylight	Dry
270	8649923	8/11/2022	00	SR 8 at Cooledge Rd	C	1	0	Rear End	2	West	West	Daylight	Dry
271	8700123	9/13/2022	00	SR 8 at Cooledge Rd	O	0	0	Left Turn	2	East	West	Daylight	Dry
272	8701084	9/14/2022	00	SR 8 at Cooledge Rd	O	0	0	Rear End	2	East	East	Daylight	Dry

Attachment D: Crash Data Table

No	Crash No	Date	Hour	Location	Severity	# Fatalities	# Injuries	Crash Type	# of Vehicles	Direction 1	Direction 2	Lighting	Surface
273	8711813	9/22/2022	00	SR 8 at Cooledge Rd	O	0	0	Sideswipe - Same	2	North	North	Daylight	Dry
274	8722229	10/1/2022	00	SR 8 at QuickTrip Dwy	C	1	0	Angle	2	North	East	Dark - Lit	Dry
275	8725229	10/3/2022	00	SR 8 at Cooledge Rd	C	1	0	Rear End	3	West	West	Daylight	Dry
276	8740306	10/14/2022	00	SR 8 at Cooledge Rd	C	2	0	Rear End	2	West	West	Daylight	Dry
277	8751413	10/21/2022	00	SR 8 at Cooledge Rd	O	0	0	Rear End	2	South	South	Daylight	Dry
278	8831471	12/19/2022	00	SR 8 at Cooledge Rd	C	2	0	Rear End	2	South	South	Dark - Unlit	Dry
279	8839883	12/27/2022	14	SR 8 at QuickTrip Dwy	C	2	0	Rear End	3	West	West	Daylight	Dry
280	8841458	12/28/2022	18	SR 8 at QuickTrip Dwy	K	0	1	Pedestrian	1	North	East	Dark - Unlit	Dry



**Attachment E:  
B/C Worksheet**

## BENEFIT COST ANALYSIS WORKSHEET

SR 8 at Cooledge Rd/Northlake Pkwy - Intersection Improvements  
DeKalb County, GA

### Improvement 1: Install a median along the west leg of SR 8

Years for Crash Data = 6

CRASH DATA for 6 YEARS (KABCO System)			
Severity Description	Severity Symbol	No. Crashes	Crash Rate (per year)
Fatal	K	2	0.33
Incapacitating injury	A	1	0.17
Non-incapacitating injury	B	6	1.00
Possible injury	C	19	3.17
Property Damage Only (PDO)	O	43	7.17
All	KABCO	71	11.83

Notes
CMFs applied to all crashes at driveways impacted by the proposed median as well as crashes that occurred on the west leg of the intersection of SR 8 at Cooledge Rd/Northlake Pkwy

BC CALCULATION PARAMETERS AND VALUES			
Description	Symbol	CMF ID	Value
Reduction Factor (Fatal and Injury Crashes, KABC)	CRF <sub>KABC</sub>	2219	71%
Reduction Factor (PDO Crashes, O)	CRF <sub>O</sub>	2219	71%
Capital Recovery Factor	E <sub>k</sub>	-	0.087

$$Q = \text{Weighted Cost of Fatal and Injury Crashes} \Rightarrow \frac{(C_k \times K) + (C_A \times A) + (C_B \times B) + (C_C \times C)}{K + A + B + C} = \$1,203,250$$

$$B = \text{Benefit} \Rightarrow Q (K + A + B + C) (CRF_{KABC}) + C_O (O) (CRF_O) = \$4,129,242$$

### Improvement 2: Improve the eastbound right-turning radius

Years for Crash Data = 6

CRASH DATA for 6 YEARS (KABCO System)			
Severity Description	Severity Symbol	No. Crashes	Crash Rate (per year)
Fatal	K	0	0.00
Incapacitating injury	A	0	0.00
Non-incapacitating injury	B	0	0.00
Possible injury	C	10	1.67
Property Damage Only (PDO)	O	18	3.00
All	KABCO	28	4.67

Notes
CMFs applied to eastbound rear-end crashes and eastbound right-turn crashes only CMFs were not double-applied to crashes

BC CALCULATION PARAMETERS AND VALUES			
Description	Symbol	CMF ID	Value
Reduction Factor (Fatal and Injury Crashes, KABC)	CRF <sub>KABC</sub>	8429	44%
Reduction Factor (PDO Crashes, O)	CRF <sub>O</sub>	8428	44%
Capital Recovery Factor	E <sub>k</sub>	-	0.135

$$Q = \text{Weighted Cost of Fatal and Injury Crashes} \Rightarrow \frac{(C_k \times K) + (C_A \times A) + (C_B \times B) + (C_C \times C)}{K + A + B + C} = \$129,000$$

$$B = \text{Benefit} \Rightarrow Q (K + A + B + C) (CRF_{KABC}) + C_O (O) (CRF_O) = \$130,868$$

**Improvement Costs (Project Total)**

Cost Estimates			
Project Phase	Symbol	Value	Notes
Preliminary Engineering	-	\$0	Cost covered by City
Utility	-	\$0	Cost covered by City
Right-of-Way	-	\$0	Cost covered by City
Construction	-	\$1,134,055	GDOT cost
Initial Improvement Cost	C <sub>i</sub>	\$1,134,055	
Maintenance Cost (per year)	C <sub>m</sub>	\$20,000	

Crash Costs		
Severity Description	Symbol	Value
Fatal	C <sub>k</sub>	\$12,450,000
Incapacitating injury	C <sub>A</sub>	\$2,740,000
Non-incapacitating injury	C <sub>B</sub>	\$600,000
Possible injury	C <sub>C</sub>	\$129,000
Property Damage Only	C <sub>O</sub>	\$28,000
Maintenance	C <sub>m</sub>	\$20,000

$$B = \text{Combined Total Benefit} \Rightarrow Q (K + A + B + C) (CRF_{KABC}) + C_O (O) (CRF_O) = \$4,260,110$$

$$C = \text{Total Cost} \Rightarrow C = E_k (C_i) + C_m = \$173,097$$

$$B/C = \text{Benefit/Cost Ratio} \Rightarrow B/C = 24.61$$

***BENEFIT COST ANALYSIS FACTOR DEFINITIONS***

K: Average annual number of collisions involving fatalities during study period

A: Average annual number of collisions involving incapacitating injuries for the period of the study

B: Average annual number of collisions involving non-incapacitating injuries for the period of the study

C: Average annual number of collisions involving possible (not visible) injuries for the period of the study

C: Average annual number of collisions involving only property damage for the period of the study

CRF<sub>KABC</sub>: Percentage of reduction in fatal and injury crashes by type (correctable crashes)

CRF<sub>O</sub>: Percentage of reduction in property damage only crashes by type (correctable crashes)

C<sub>k</sub>: Average cost per fatal crash

C<sub>A</sub>: Average cost per incapacitating injury crash

C<sub>B</sub>: Average cost per non-incapacitating injury crash

C<sub>C</sub>: Average cost per possible injury (not visible injury) crash

C<sub>O</sub>: Average cost per property damage only crash

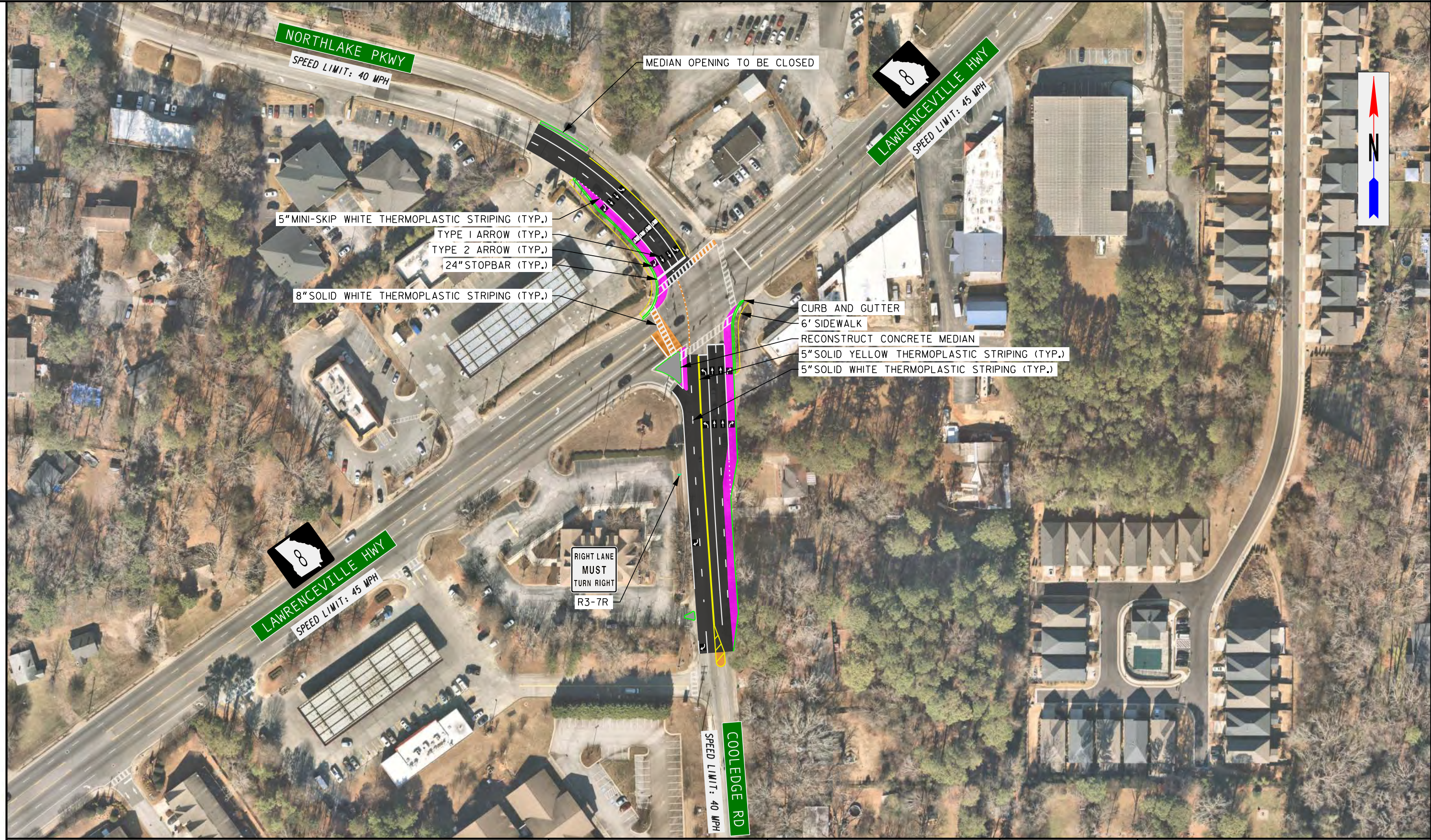
Q: Weighted cost of fatal and injury crashes

E<sub>k</sub>: Capital recovery factor based on countermeasure (proposed alternative) life

C<sub>i</sub>: Estimated initial cost of the countermeasure (cost of the improvement including Right of Way)

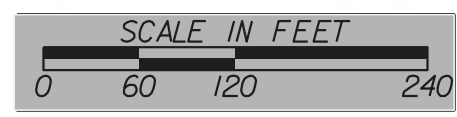
C<sub>m</sub>: Estimated annual maintenance and operating cost of the countermeasure





**LEGEND**

STRIPING IMPROVEMENTS ONLY	
PROPOSED PAVEMENT MILL & INLAY	
PROPOSED PAVEMENT WIDENING	
PROPOSED CONCRETE ISLAND	

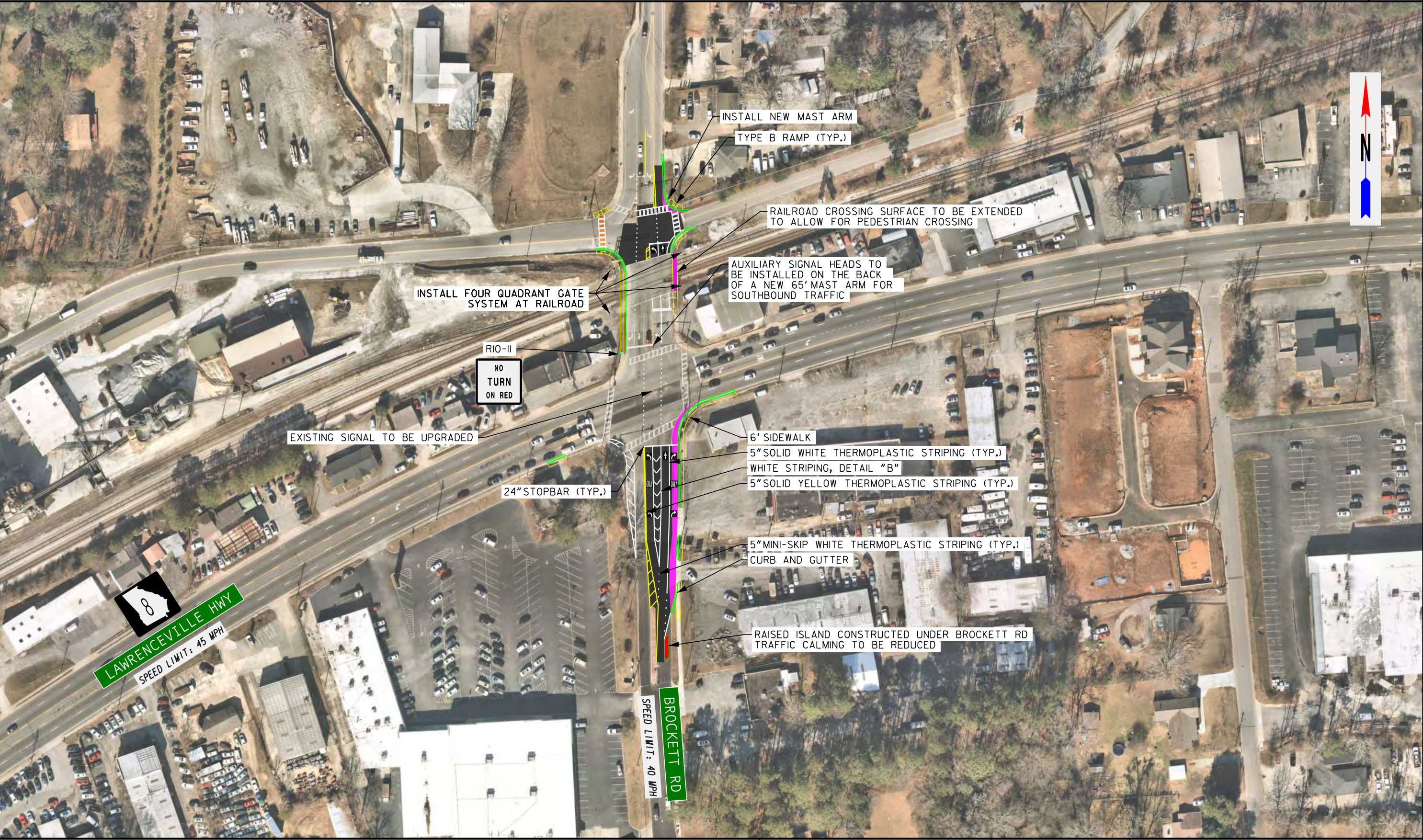


REVISION DATES	

CONCEPT LAYOUT		SR 8 @ COOLEGGE ROAD	
CHECKED:	DATE:	CHECKED:	DATE:
BACKCHECKED:	DATE:	CORRECTED:	DATE:
CORRECTED:	DATE:	VERIFIED:	DATE:

SHEET 1/1



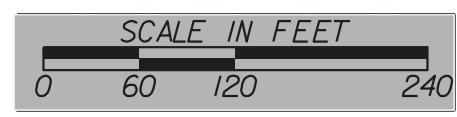


**8**  
**LAWRENCEVILLE HWY**  
 SPEED LIMIT: 45 MPH

**BROCKETT RD**  
 SPEED LIMIT: 40 MPH

**LEGEND**

STRIPING IMPROVEMENTS ONLY	
PROPOSED PAVEMENT MILL & INLAY	
PROPOSED PAVEMENT WIDENING	



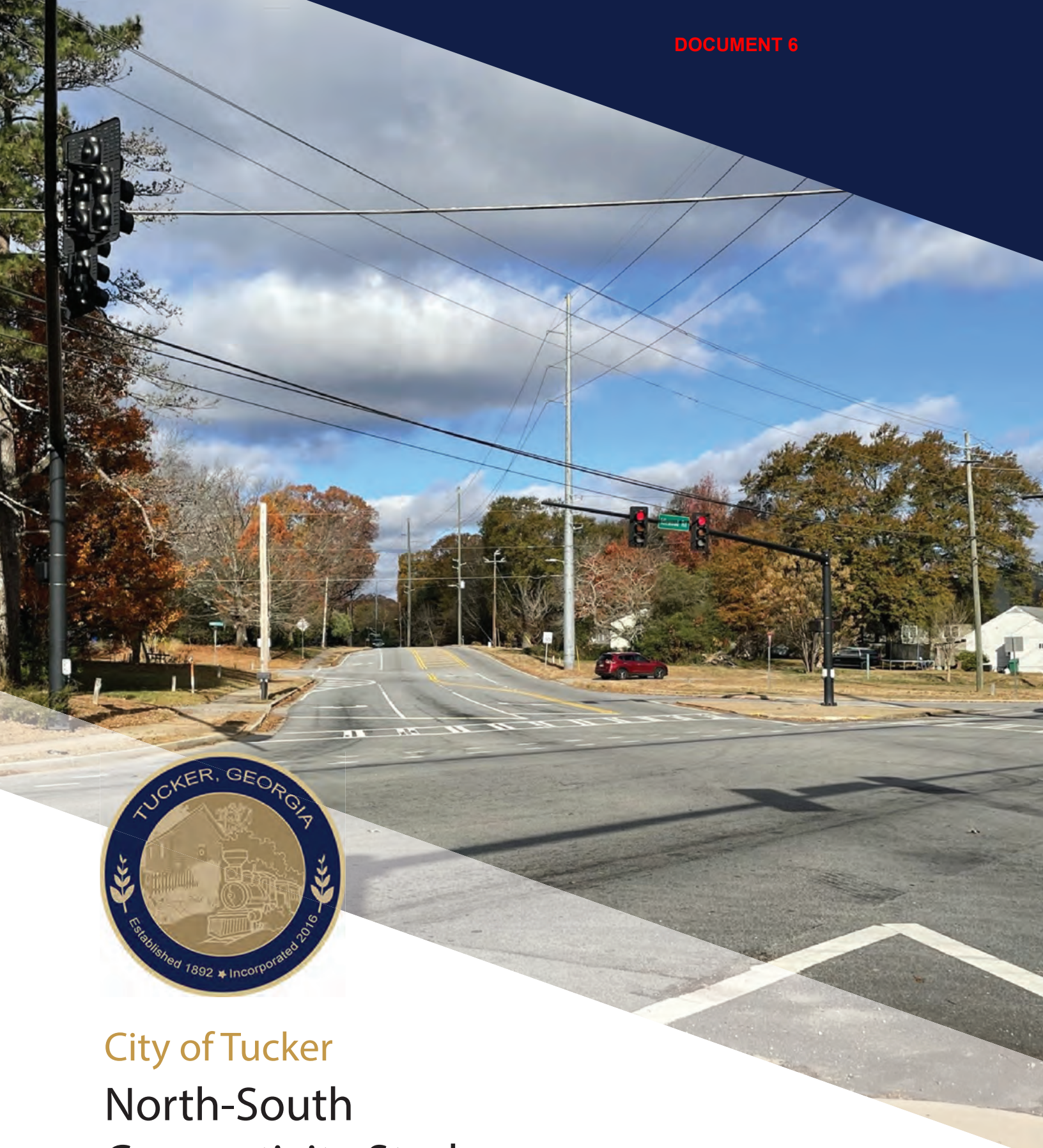
REVISION DATES	

CONCEPT LAYOUT  
 SR 8 @ BROCKETT ROAD

CHECKED:	DATE:
BACKCHECKED:	DATE:
CORRECTED:	DATE:
VERIFIED:	DATE:

SHEET 1/1





# City of Tucker North-South Connectivity Study

July 2023







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# Introduction

The City of Tucker has had growing concerns over speeding and safety on its roadways, particularly on collector and arterial roadways located in more residential areas. To address these concerns, the City completed the North-South Connectivity Study, which evaluated six corridors that provide vital north-south connections through the city:

- Montreal Road (East)
- Montreal Road (West)
- Cooledge Road
- Brockett Road
- Idlewood Road
- Fellowship Road

Operational and safety analyses were completed along each corridor, and findings from these analyses were paired with site observations and public feedback to develop solutions that address speeding, operations, and safety concerns along each of the corridors. Recommendations from the North-South Connectivity Study were evaluated for different funding sources and were incorporated into Tucker Tomorrow, the City's Comprehensive Plan.

Improvements identified in the North-South Connectivity Study focus on operational and safety improvements as well as bicycle and pedestrian accommodations, and the intent of these improvements is to provide safer and more efficient roadways for drivers, bicyclists, and pedestrians and to encourage more connectivity within the City of Tucker.

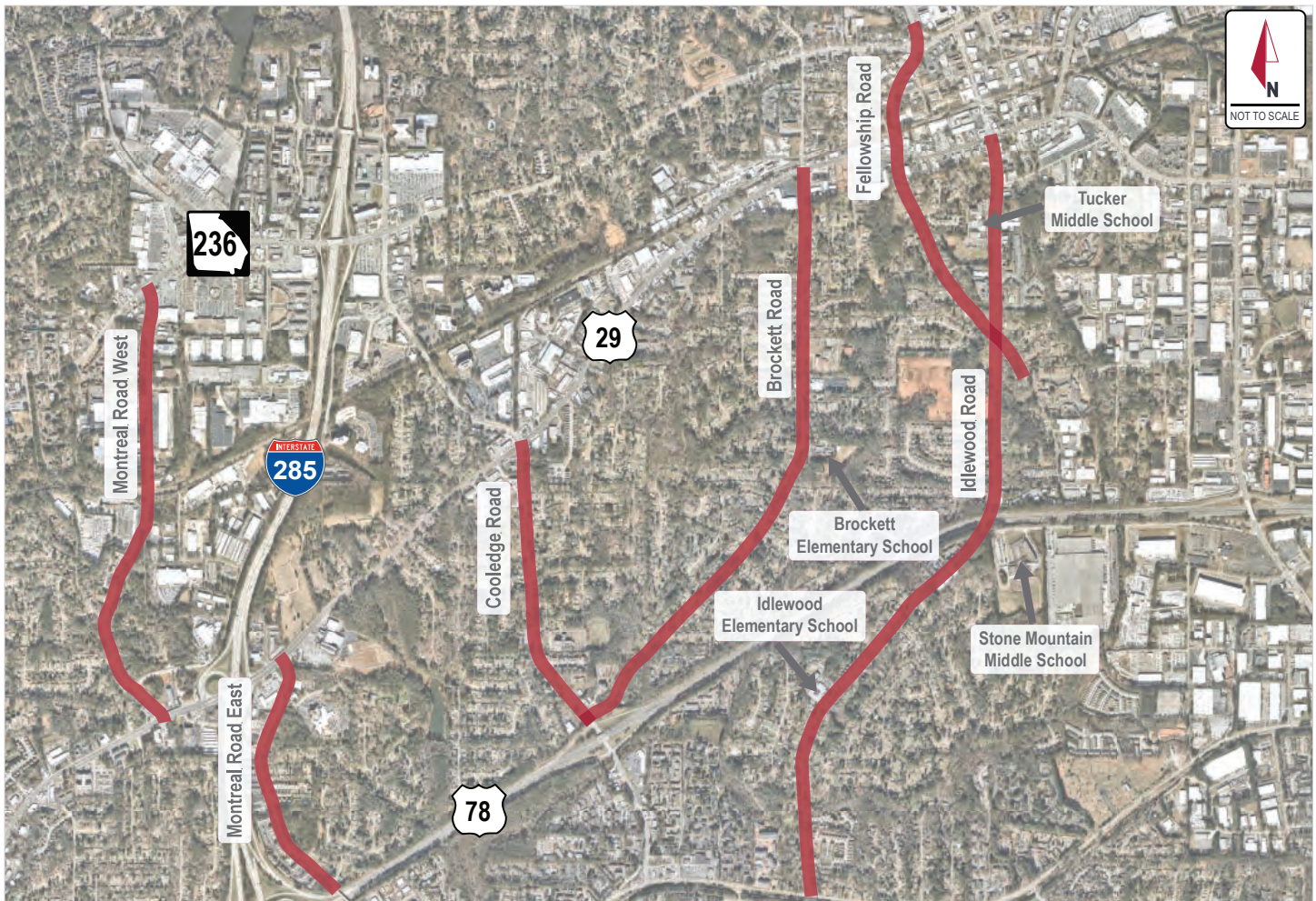


Figure 1: Study Corridors



# Study Methodology

The procedure for this study was based upon the following tasks:

- **Data Collection:** Four-hour turning movements counts with heavy vehicles, bicycles, and pedestrians as well as 24-hour bidirectional counts were collected in the study area for a typical weekday. Regional Integrated Transportation Information System (RITIS) was used to capture speed statistics and bottleneck data along the corridors for a one-year period. Strava was used to create heat maps for each corridor to capture where pedestrians and cyclist activity is most predominant. MARTA ridership data was collected from the 2019 Automatic Person Counter (APC) weekday average for August 17 through December 6, and from the 2021 APC weekday average for August 14 through December 17 to understand transit ridership in the study area.
- **Literature Review:** Previously completed plans and studies were reviewed to understand past, ongoing, and future transportation efforts in the City. Findings from this review were incorporated into each corridor evaluation and recommendations development.
- **Field Review and Site Observations:** Field observations were completed on Monday, November 28, 2022, to observe operations and to assess existing geometric features, safety conditions, and traffic characteristics for typical weekday conditions.
- **Crash Analysis:** Crash data was extracted from Numetric, the Georgia Department of Transportation's (GDOT) online crash database and analytics tool, for each of the study corridors. Data was extracted for the five-year period between 2017 and 2021. The data was cleaned and analyzed to identify correctable crash patterns and trends, which were used in recommendations development.
- **Operational Analysis:** Intersection capacity analyses were completed for existing traffic conditions at 13 signalized intersections using Trafficware's Synchro software, which applies methodologies outlined in the Highway Capacity Manual (HCM).
- **Multimodal Assessment:** An assessment of pedestrian, bicycle, and transit facilities, activity, and needs was completed and reviewed within the context of the Tucker PATH Trail Master Plan. Multimodal improvements that complement and enhance the recommendations of the Trails Master Plan, without major roadway widening projects, and support the City's goal of improving connectivity and safety for pedestrians and cyclists were identified.
- **Conceptual Plans:** A community meeting was hosted on Tuesday, December 6, 2022, to educate the public on the purpose and efforts of the North-South Connectivity Study. Attendees from the community provided feedback on issues and observations along the study corridors as well as suggestions for improvements.

## PREVIOUS PLANS AND KEY TAKEAWAYS

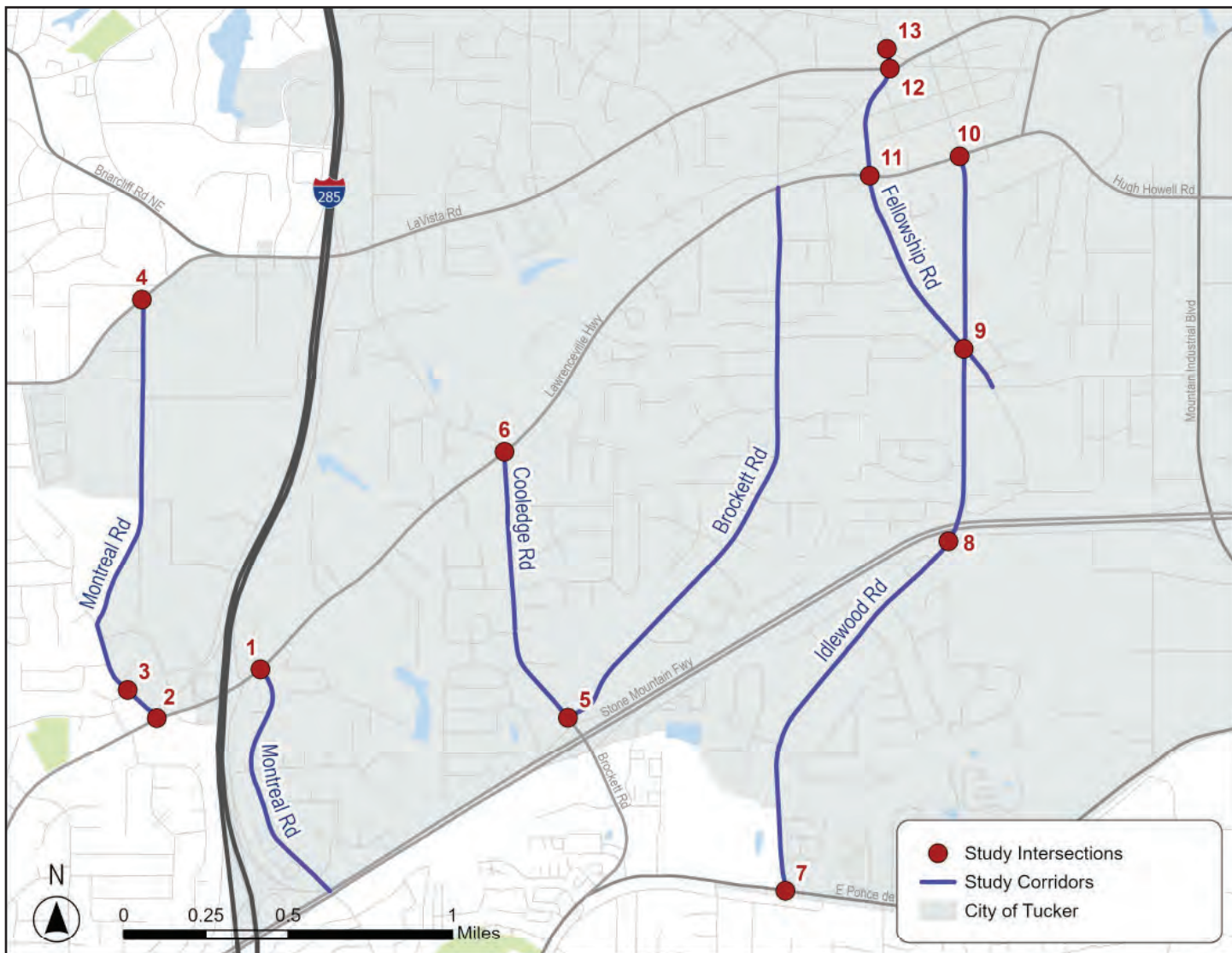
A review of previously completed plans and studies was performed to identify key projects so that recommendations from the North-South Connectivity Study are cohesive with the City's previous efforts.

- Tucker Tomorrow, the City's Strategic Transportation Master Plan completed in 2019, includes an analysis of existing and future transportation needs and identifies policies, projects, and programs to remedy transportation issues and meet future needs throughout the city.
- The Tucker PATH Trail Master Plan and Implementation Strategy was completed in 2019 and identifies 31.7 miles of bicycle and pedestrian facilities that will connect the commercial area of downtown Tucker to surrounding neighborhoods, parks, schools, and existing trails.
- The City of Tucker's Intersection Safety Study is a safety evaluation of 20 intersections within the City of Tucker that was completed in 2018 and prioritizes the implementation of safety projects.
- The DeKalb Unified Plan analyzes transportation priorities and needs to help facilitate County growth over the next 30 years, aiming to provide transportation and land use improvement projects within the county including art and culture, housing, health and wellness, public safety, sustainability, retail, and annexation improvements. The plan was completed in 2022.
- The Tucker Summit CID Freight Cluster Plan, completed in 2020, details insight into the area's current and future freight activity in order to address transportation planning, traffic operations, and other related planning activities.
- GDOT P.I. 0001814 has plans to provide a grade-separated railroad crossing on Montreal Road.

# Corridor Overview

CORRIDOR NAME	LIMITS	FACILITY TYPE	CROSS-SECTION	SPEED LIMIT	KEY INTERSECTIONS
Montreal Rd (East)	US 78 (Stone Mountain Fwy) to SR 8 (US 29/Lawrenceville Hwy)	Major Collector	2 Lanes Predominately undivided with some median and consistent sidewalks	35 MPH	<ul style="list-style-type: none"> <li>Montreal Rd (East) at SR 8 (US 29/Lawrenceville Hwy)</li> </ul>
Montreal Rd (West)	SR 8 (US 29/Lawrenceville Hwy) to SR 236 (Lavista Rd)	Major Collector	2 Lanes Predominately undivided with some median and inconsistent sidewalks	35 MPH	<ul style="list-style-type: none"> <li>Montreal Rd (West) at SR 8 (US 29/Lawrenceville Hwy)</li> <li>Montreal Rd (West) at Montreal Circle</li> <li>Montreal Rd (West) at SR 236 (Lavista Rd)</li> <li>Montreal Rd (West) at Montreal Ind Way</li> </ul>
Cooledge Rd	Brockett Rd to SR 8 (US 29/Lawrenceville Highway)	Minor Arterial	2 lanes Undivided with inconsistent sidewalks	40 MPH	<ul style="list-style-type: none"> <li>Cooledge Rd at Brockett Rd</li> <li>Cooledge Rd at SR 8 (US 29/Lawrenceville Hwy)</li> <li>Cooledge Rd at Gloucester Rd</li> </ul>
Brockett Rd	Cooledge Rd to SR 8 (US 29/Lawrenceville Hwy)	Major Collector	2 lanes Undivided with inconsistent sidewalks	40 MPH	<ul style="list-style-type: none"> <li>Brockett Rd at Cooledge Rd</li> <li>Brockett Rd at SR 8 (US 29/Lawrenceville Hwy)</li> </ul>
Idlewood Rd	E Ponce de Leon Ave to SR 8 (US 29/Lawrenceville Hwy)	Major Collector/ Local Road	2 lanes Primarily undivided with some TWLTL and inconsistent sidewalk	35 MPH	<ul style="list-style-type: none"> <li>Idlewood Rd at E Ponce de Leon Ave</li> <li>Idlewood Rd at Sarr Pkwy</li> <li>Idlewood Rd at Fellowship Rd</li> <li>Idlewood Rd at SR 8 (US 29/Lawrenceville Hwy)</li> <li>Idlewood Rd at Cowan Rd</li> <li>Idlewood Rd at Idlewood Elementary School</li> </ul>
Fellowship Rd	Elmdale Dr to Chamblee Tucker Rd	Local Road/Major Collector	2 – 4 lanes Undivided with inconsistent sidewalk	25 – 40 MPH	<ul style="list-style-type: none"> <li>Fellowship Rd at Idlewood Rd</li> <li>Fellowship Rd at SR 8 (US 29/Lawrenceville Hwy)</li> <li>Fellowship Rd at SR 236 (Lavista Rd)</li> <li>Fellowship Rd at Chamblee Tucker Rd</li> </ul>





**Figure 2: Study Corridors and Major Intersections**

13 signalized intersections are located along the study corridors:

- |   |   |
|---|---|
| 1. Montreal Road (East) at SR 8 (US 29/Lawrenceville Highway) | 8. Idlewood Road at Sarr Parkway                          |
| 2. Montreal Road (West) at SR 8 (US 29/Lawrenceville Highway) | 9. Idlewood Road at Fellowship Road                       |
| 3. Montreal Road (West) at Montreal Circle                    | 10. Idlewood Road at SR 8 (US 29/Lawrenceville Highway)   |
| 4. Montreal Road (West) at SR 236 (Lavista Road)              | 11. Fellowship Road at SR 8 (US 29/Lawrenceville Highway) |
| 5. Coolegge Road at Brockett Road                             | 12. Fellowship Road at SR 236 (Lavista Road)              |
| 6. Coolegge Road at SR 8 (US 29/Lawrenceville Highway)        | 13. Fellowship Road at Chamblee Tucker Road               |
| 7. Idlewood Road at E Ponce de Leon Avenue                    |   |



# Existing Conditions and Needs Assessment

The corridor extends from US 78 (Stone Mountain Parkway) to SR 8 (US 29/Lawrenceville Highway). Within the project limits, Montreal Road (East) is a two-lane, major collector oriented in the north-south direction with a posted speed limit of 35 miles per hour (mph). The roadway is undivided.



Figure 3: Montreal Rd (East) Study Area

## KEY TAKEAWAYS

- The majority of crashes occurred at the intersection of Montreal Road (East) at SR 8. Rear-end and left-turn crashes were the two most predominant crash types.
- The intersection of Montreal Road (East) at SR 8 operates at an acceptable level-of-service.
- Sidewalks are incomplete with gaps along both sides of the corridor.
- 95th percentile speeds have been recorded at 41 mph, 6 mph over the posted 35 mph speed limit.

## CRASH TRENDS

- Over 26 percent of the crashes reported occurred during dark conditions.
- Approximately 21 percent of the crashes occurred on wet, icy, or snowy pavement.
- 112 of the crashes (70 percent) occurred at the intersection of Montreal Road (East) at SR 8, and 17 crashes (11 percent) occurred at Montreal Road (East) at Canadian Way. All other intersections accounted for less than 10 percent of all crashes along the corridor.
- Two crashes involved a vulnerable roadway user—one bicycle crash and one pedestrian crash.



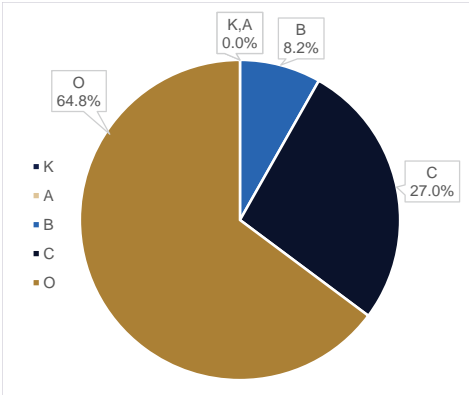
# Montreal Road (East)

## CRASH ANALYSIS

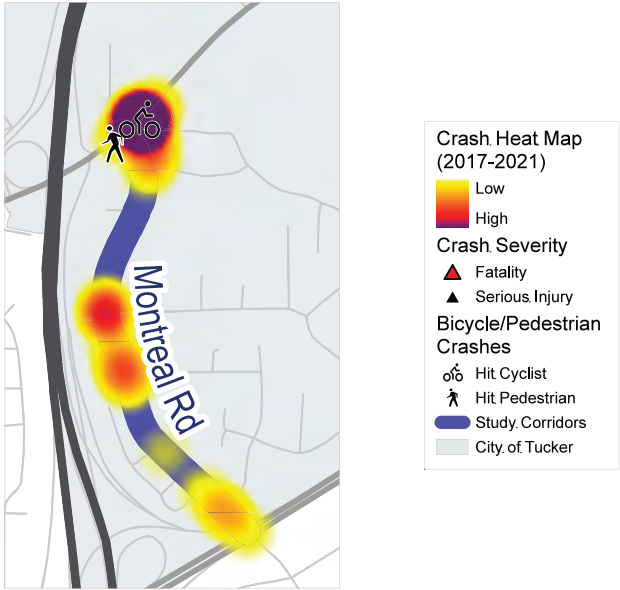
Crash Trends

	TOTAL	AVERAGE	PERCENT
Total Crashes	159	31.8	100%
Fatal Crashes	0	0	0%
Injury Crashes	56	11.2	35.2%
Dark Crashes	42	8.4	26.4%
Wet Crashes	34	6.8	21.4%
Bike/Ped Crashes	2	0.4	1.3%

Crashes by Severity



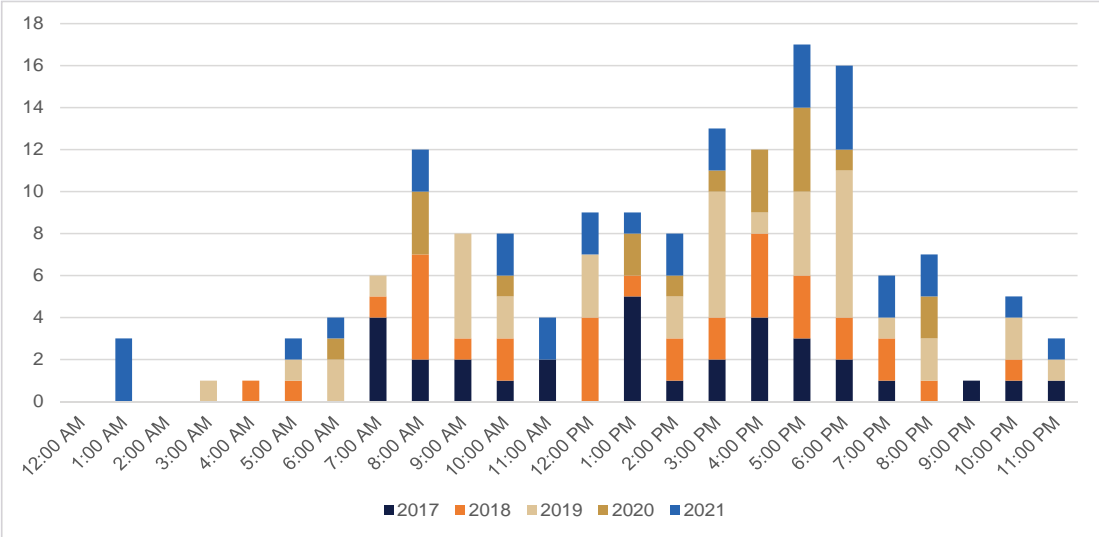
Crash Heat Map



Crashes by Type

CRASH TYPE	TOTAL	PERCENT
Rear End	65	40.88%
Left Turn	32	20.13%
Angle	24	15.09%
Sideswipe-Same Direction	15	9.43%
Right Turn	5	3.14%
Hit Fixed Object	5	3.14%
Head On	4	2.52%
Run off the Road	3	1.89%
Backed into	2	1.26%
Sideswipe-Opposite Direction	2	1.26%
Bicycle	1	0.63%
Pedestrian	1	0.63%

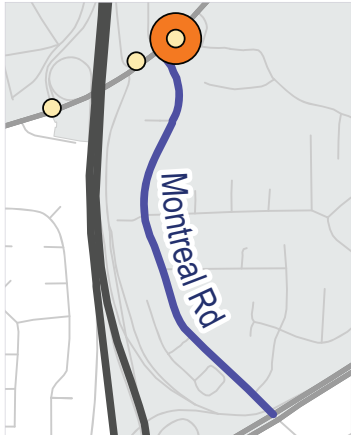
Crashes by Time of Day



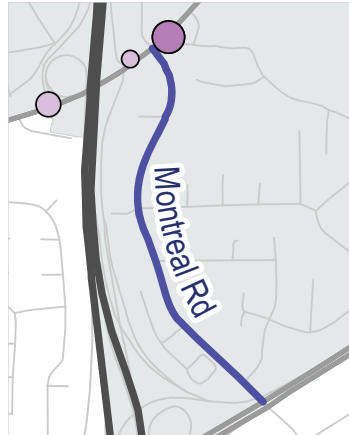
# Existing Conditions and Needs Assessment

## OPERATIONS

Duration of Bottlenecks



Queue Lengths of Bottlenecks



AM Level of Service



PM Level of Service



Average Daily Duration of Bottlenecks

- Less than 1 hour
- 1 to 4 hours
- 4 to 7 hours
- 7 to 10 hours
- More than 10 hours
- Study Corridors
- City of Tucker

Average Bottleneck Queue Length

- Less than 0.50 miles
- 0.50 - 1.0 miles
- 1.0 - 2.0 miles
- 2.0 - 3.0 miles
- More than 3.0 miles
- Study Corridors
- City of Tucker

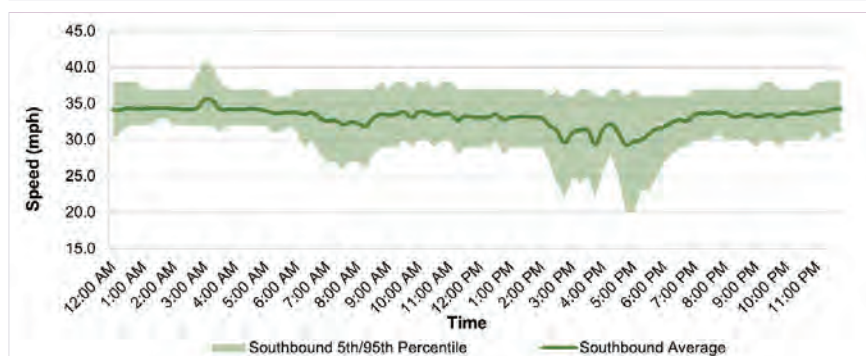
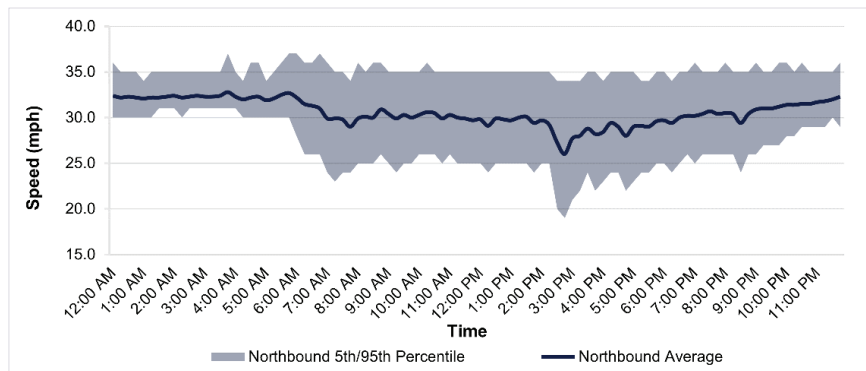
Legend

- Intersection LOS**
- LOS A
  - LOS B
  - LOS C
  - LOS D
  - LOS E
  - LOS F
  - # Delay (s)

Legend

- Movement LOS**
- LOS A
  - LOS B
  - LOS C
  - LOS D
  - LOS E
  - LOS F
  - No LOS

### Speed Data



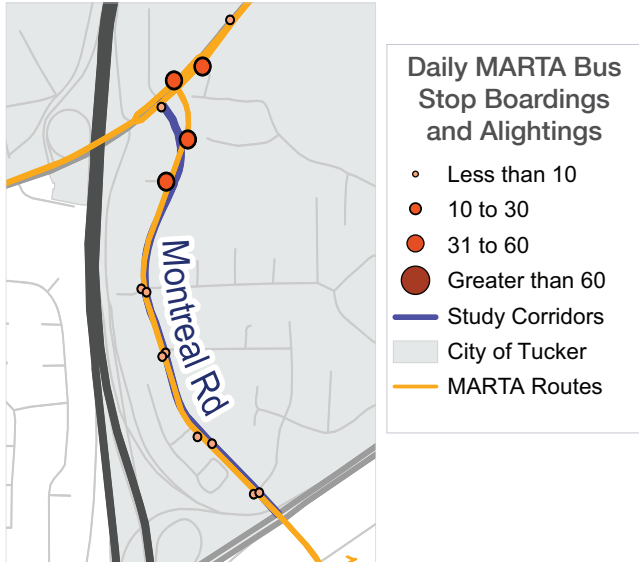
### SUMMARY OF OPERATIONS

- The results of the capacity analysis for Montreal Road (East) at SR 8 indicate the signalized intersection operates at an acceptable LOS B during both peak hours.
- Northbound speeds on Montreal Road (East) reach the highest average speed of 32.8 mph at 3:45 A.M. and lowest average speed of 26.0 mph at 2:45 P.M. Southbound speeds on Montreal Road (East) reach the highest average speed of 35.6 mph at 3:00 A.M. and lowest average speed of 29.3 mph at 4:45 P.M.
- This corridor has the second worst bottleneck within the study area at the eastbound approach of Montreal Road (East) at SR 8. The average daily duration is 18 hours and 28 minutes.

# Montreal Road (East)

## TRANSIT, BICYCLE, AND PEDESTRIAN

MARTA Ridership



Sidewalk Presence



### SUMMARY OF MULTIMODAL ASSESSMENT

Bicycle and pedestrian activity is most concentrated towards the northern part of the study corridor. Sidewalks are present along the west side of the corridor, though full sidewalk connectivity is not provided along the east side of the corridor. MARTA bus stops are located throughout the entire study corridor with the highest ridership at the northern stops.

## SITE VISIT AND PUBLIC COMMENTS

- No crosswalk is present across the west leg of the intersection of Montreal Road (East) at SR 8, and either crosswalk installation or signage instructing pedestrians to use the east crosswalk should be installed to address this.
- There are damaged signs and pedestrian railing at the intersection of Montreal Road (East) at SR 8.
- The westbound left-turn movement at the intersection of Montreal Road (East) at SR 8 should be evaluated for either protected-only left-turn phasing or an upgrade of the existing, five-section signal head to a four-section signal head with flashing yellow arrow (FYA) operations.
- There are opportunities for improved visibility at the intersection of Montreal Road (East) at SR 8, including painting along the median nose.
- There is a public desire for sidewalk along the south end of the corridor.



# Existing Conditions and Needs Assessment

The corridor extends from SR 8 (US 29/Lawrenceville Highway) to SR 236 (Lavista Road). Within the project limits, Montreal Road (West) is a two-lane, major collector oriented in the north-south direction with a posted speed limit of 35 mph. The roadway is primarily undivided, though there is a raised median at the intersection of Montreal Road (West) at Woodlawn Circle.

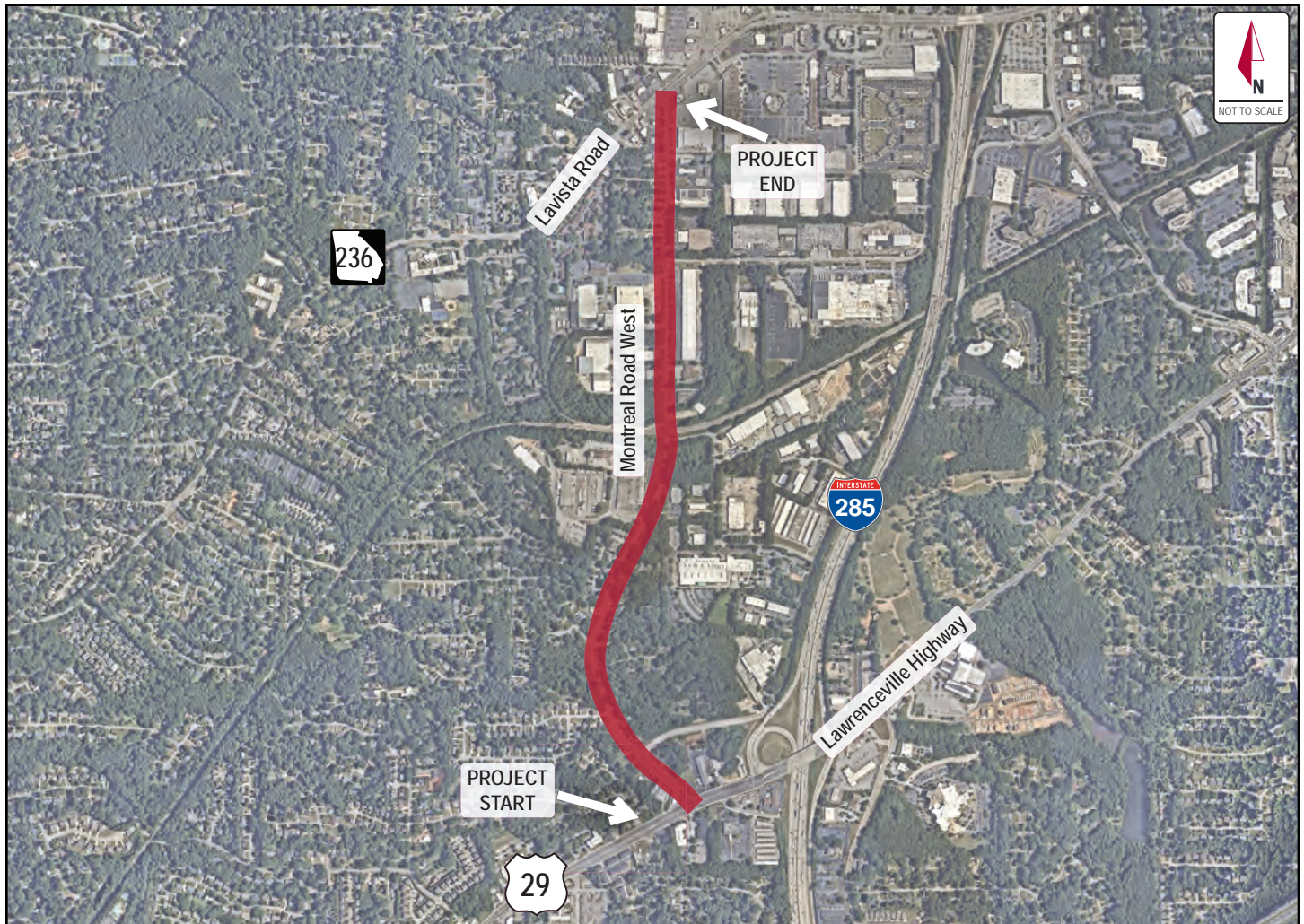


Figure 4: Montreal Rd (West) Study Area

## KEY TAKEAWAYS

- The majority of crashes occurred at the intersection of Montreal Road (West) at SR 8. Rear-end crashes and same-direction sideswipe crashes were the most predominant within the corridor limits.
- The southbound approach of Montreal Road (West) at SR 8 is operating at a LOS F during the PM Peak hour. The overall intersection of Montreal Road (West) at SR 236 functions at an LOS F during both peak hours.
- There are sidewalk gaps throughout the corridor, particularly near the northern end.

## CRASH TRENDS

- Over 18 percent of the crashes reported occurred during dark conditions.
- Approximately 17 percent of the crashes occurred on wet, icy, or snowy pavement.
- 104 of the crashes (40 percent) occurred at the intersection of Montreal Road (West) at SR 8, and 78 crashes (30 percent) occurred at Montreal Road (West) at SR 236. All other intersections accounted for less than 10 percent of the crashes reported along the corridor.
- Five crashes involved a vulnerable roadway user—one bicycle crash and four pedestrian crashes.



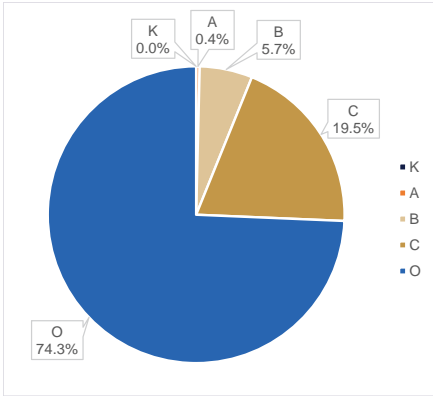
# Montreal Road (West)

## CRASH ANALYSIS

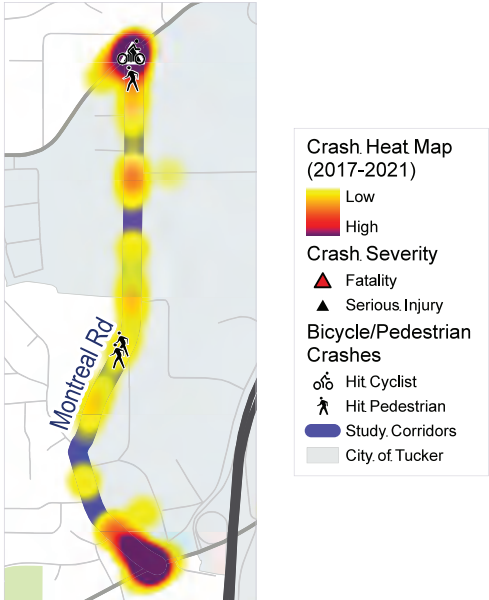
### Crash Trends

	TOTAL	AVERAGE	PERCENT
Total Crashes	261	52.2	100%
Fatal Crashes	0	0	0%
Injury Crashes	67	13.4	25.7%
Dark Crashes	48	9.4	18.4%
Wet Crashes	44	8.8	16.9%
Bike/Ped Crashes	5	1	1.9%

### Crashes by Severity



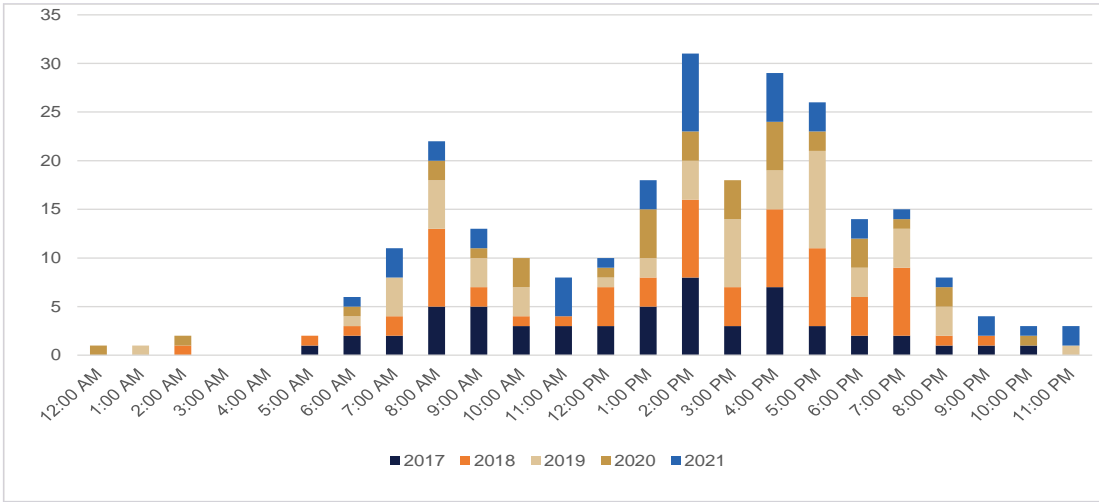
### Crash Heat Map



### Crashes by Type

CRASH TYPE	TOTAL	PERCENT
Rear End	96	36.78%
Sideswipe-Same Direction	52	19.92%
Angle	45	17.24%
Left Turn	40	15.33%
Right Turn	7	2.68%
Hit Fixed Object	7	2.68%
Pedestrian	4	1.53%
Run off the Road	3	1.15%
Backed into	3	1.15%
Sideswipe-Opposite Direction	2	0.77%
Bicycle	1	0.38%
Hit Parked Vehicle	1	0.38%

### Crashes by Time of Day





# Existing Conditions and Needs Assessment

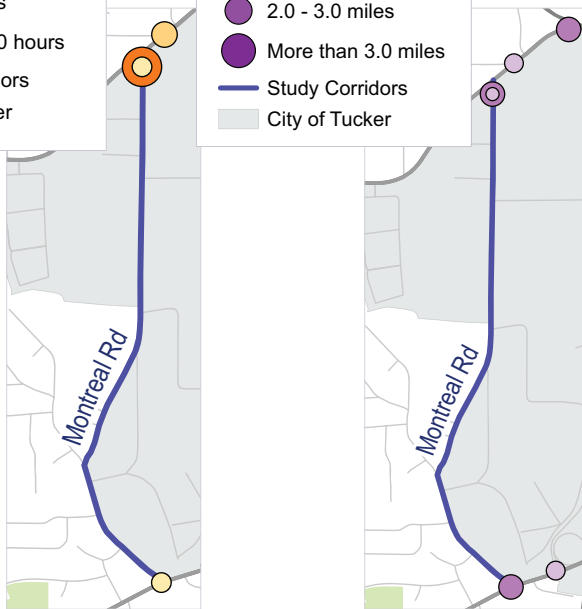
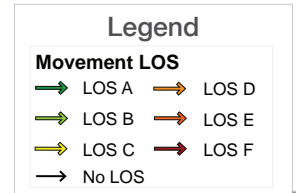
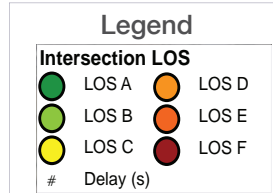
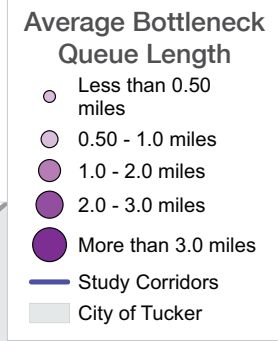
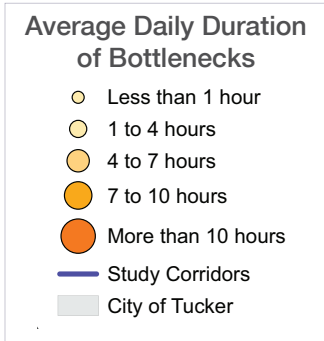
## OPERATIONS

### Duration of Bottlenecks

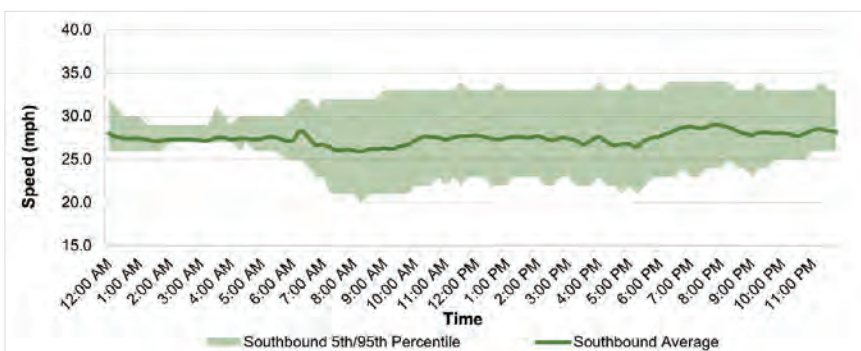
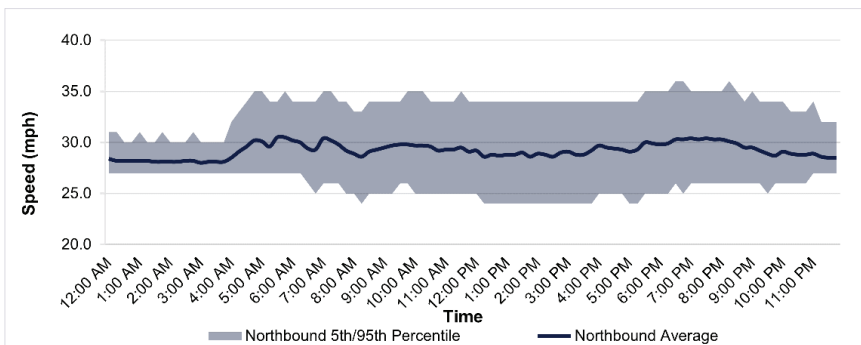
### Queue Lengths of Bottlenecks

### AM Level of Service

### PM Level of Service



### RITIS Speed Data



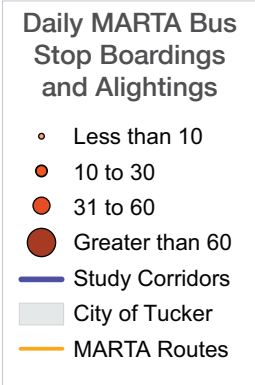
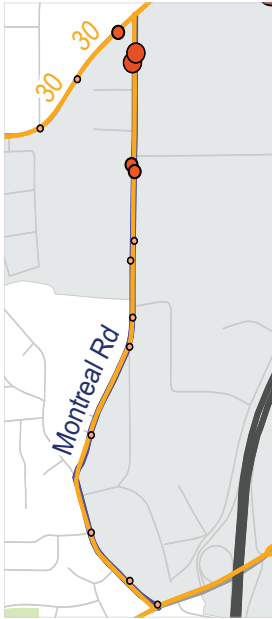
## SUMMARY OF OPERATIONS

- The results of the capacity analysis for Montreal Road (West) at SR 8 indicate the intersection operates at LOS D during both peak hours.
- The intersection of Montreal Road (West) at SR 236 operates at LOS F during both peak hours.
- Northbound speeds on Montreal Road (West) reach the highest average speed of 30.5 mph at 5:30 A.M. and lowest average speed of 28.0 mph at 3:00 A.M. Southbound speeds on Montreal Road (West) reach the highest average speed of 29.0 mph at 7:45 P.M. and lowest average speed of 25.9 mph at 8:15 A.M.
- This corridor has the 18th worst bottleneck within the study area at the southbound approach of Montreal Road (West) at SR 8. The average daily duration is 1 hour and 38 minutes.

# Montreal Road (West)

## TRANSIT, BICYCLE, AND PEDESTRIAN

### MARTA Ridership



### Sidewalk Presence



## SUMMARY OF MULTIMODAL ASSESSMENT

This corridor has moderate pedestrian and bicycle activity throughout the study corridor. Sidewalks do not provide complete connectivity along either side of the corridor, and the highest MARTA ridership of any study corridor is along the northern end of Montreal Road (West).

## SITE VISIT AND PUBLIC COMMENTS

- There are many maintenance needs at the intersection of Montreal Road (West) at SR 8, including faded signage, missing and broken signal-head backplates, and faded pavement markings.
- There are opportunities to improve pedestrian treatments at the intersection of Montreal Road (West) at SR 8, including upgrading the pedestrian signals to countdown signal heads and improving the accessibility of the pedestrian push button in the northeast quadrant of the intersection.
- There are many maintenance needs at the intersection of Montreal Road (West) at Montreal Circle, including faded intersection striping and faded signage.
- The pedestrian ramp in the southeast quadrant of the intersection of Montreal Road (West) at Montreal Circle does not meet ADA compliance.
- The pedestrian push button in the northeast quadrant of the intersection of Montreal Road (West) at Montreal Circle (to cross the north leg of the intersection) does not work, and the minimum green provided for westbound traffic does not provide enough time for pedestrians to cross Montreal Road (West).
- The CSX rail crossing is hard to traverse, and either grade separation or improvements to the crossing should be considered.
- Heavy vehicles at the westbound approach of Montreal Industrial Way have trouble entering the intersection.
- Pedestrian activity was highest along the corridor at the intersection of Montreal Road (West) at SR 236, and leading pedestrian intervals (LPIs) may be appropriate to consider.
- Queues from the adjacent signal at the intersection of SR 236 at Henderson Mill Road frequently spills back into the intersection at Montreal Road (West).
- There are concerns from the public about the amount of green time provided to the southbound approach of the intersection of Montreal Road (West) at SR 236; detection failures of the pedestrian button in the northeast quadrant; and the appropriateness of the eastbound channelized right-turn lane.
- There is a public desire for sidewalk along the north end of the corridor.



# Existing Conditions and Needs Assessment

The corridor extends from Brockett Road to SR 8 (US 29/Lawrenceville Highway). Within the project limits, Cooledge Road is a two-lane, minor arterial oriented in the north-south direction with a posted speed limit of 40 mph. The roadway is primarily undivided.



Figure 5: Cooledge Rd Study Area

## KEY TAKEAWAYS

- The majority of crashes occurred at the intersection of Cooledge Road at SR 8. The two most predominant crash types along the corridor were rear-end and same-direction sideswipe crashes.
- The intersection of Cooledge Road at Brockett Road operates at an acceptable level-of-service during both peak hours.
- Sidewalks are present across the entire west side of the corridor, and there are plans to close the gaps in sidewalks along the east side.

## CRASH TRENDS

- Nearly 19 percent of the crashes reported occurred during dark conditions.
- Over 20 percent of the crashes occurred on wet, icy, or snowy pavement.
- 219 of the crashes (67 percent) occurred at the intersection of Cooledge Road at SR 8, and 38 crashes (12 percent) occurred at Cooledge Road at Brockett Road. All other intersections accounted for less than 10 percent of all crashes along the corridor.
- Five crashes involved a vulnerable roadway user—one bicycle crash and four pedestrian crashes.

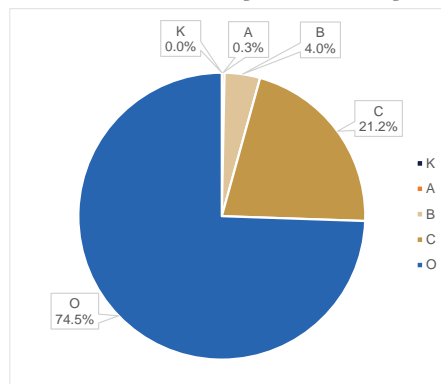
# Coolidge Road

## CRASH ANALYSIS

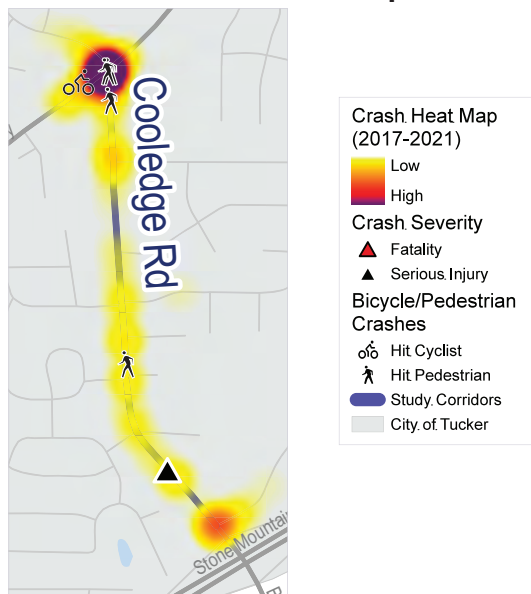
### Crash Trends

	TOTAL	AVERAGE	PERCENT
Total Crashes	325	65	100%
Fatal Crashes	0	0	0%
Injury Crashes	83	16.5	25.5%
Dark Crashes	61	12.2	18.8%
Wet Crashes	66	13.2	20.3%
Bike/Ped Crashes	4	0.8	1.2%

### Crashes by Severity



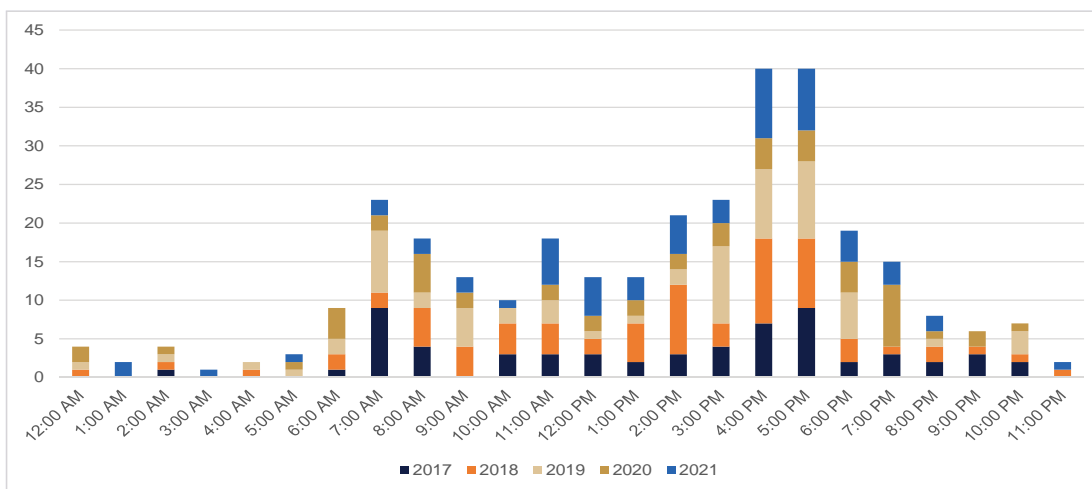
### Heat Map



### Crashes by Type

CRASH TYPE	TOTAL	PERCENT
Rear End	151	46.46%
Sideswipe-Same Direction	68	20.92%
Left Turn	39	12.00%
Angle	36	11.08%
Right Turn	6	1.85%
Hit Fixed Object	5	1.53%
Run off the Road	5	1.53%
Pedestrian	4	1.23%
Sideswipe-Opposite Direction	4	1.23%
Backed into	3	0.92%
Hit Fallen Object	1	0.31%
Head On	1	0.31%
Hit Parked Vehicle	1	0.31%
Bicycle	1	0.31%

### Crashes by Time of Day



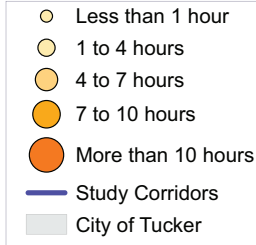


# Existing Conditions and Needs Assessment

## OPERATIONS

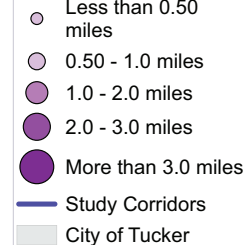
### Duration of Bottlenecks

#### Average Daily Duration of Bottlenecks

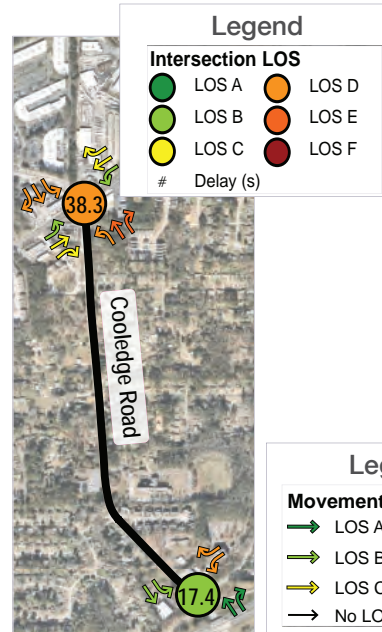


### Queue Lengths of Bottlenecks

#### Average Bottleneck Queue Length



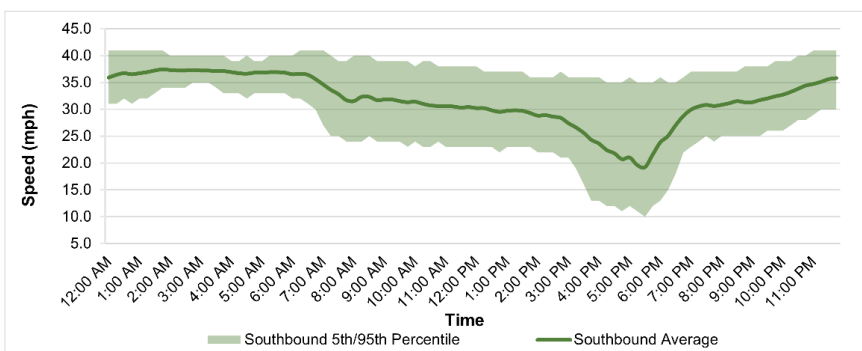
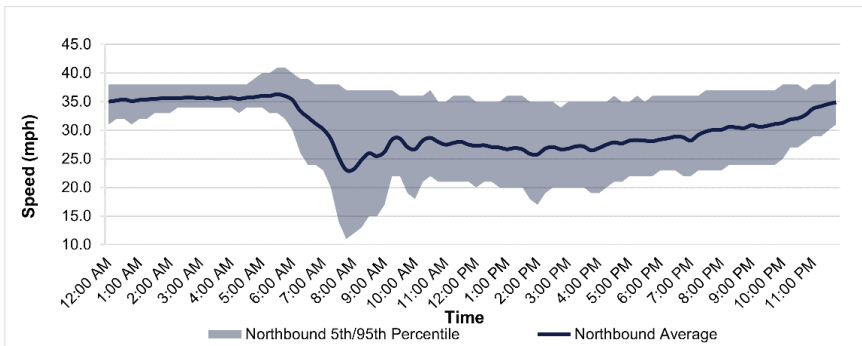
### AM Level of Service



### PM Level of Service



### RITIS Speed Data



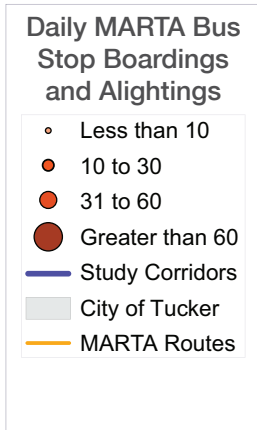
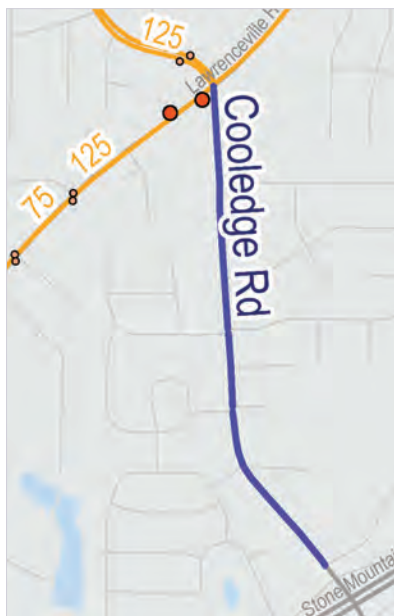
### SUMMARY OF OPERATIONS

- The results of the capacity analysis for Coolidge Road indicate that the intersection of Coolidge Road at SR 8 operates at LOS D for both peak hours, while Coolidge Road at Brockett Road operates at LOS B during both hours.
- Northbound speeds on Coolidge Road reach the highest average speed of 36.3 mph at 5:30 A.M. and lowest average speed of 23.1 mph at 7:45 A.M. Southbound speeds on Coolidge Road reach the highest average speed of 37.4 mph at 1:45 A.M. and lowest average speed of 19.2 mph at 5:30 P.M.
- This corridor has the 4th worst bottleneck within the study area at the southbound approach of SR 8 at Northlake Parkway. The average daily duration is 5 hour and 39 minutes. This corridor also includes 2 other bottlenecks that fall within the top 10 in the study area: Coolidge Road at SR 8 and Coolidge Road at Brockett Road.

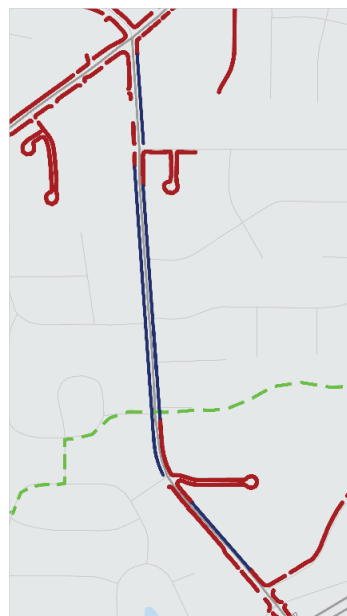


## TRANSIT, BICYCLE, AND PEDESTRIAN

### MARTA Ridership



### Sidewalk Presence



## SUMMARY OF MULTIMODAL ASSESSMENT

This corridor has moderate pedestrian and bicycle activity throughout the study corridor. Sidewalks are present across the entire west side of the corridor and along parts of the east side of the corridor. MARTA stops can only be found at the north end of the corridor, at the intersection of Cooledge Road at SR 8. The Trails Master Plan has a proposed a planned greenway trail to provide an at-grade crossing of trail facilities at the intersection Cooledge Road at Avon Avenue/Cousins Way.

## SITE VISIT AND PUBLIC COMMENTS

- The intersections of Cooledge Road at Brockett Road and at US 78 WB have very closely spaced traffic signals, and the proximity of the Brockett Road intersection to the US 78 interchange can lead to difficulty with navigation, driver confusion, and unpredicted lane-change maneuvers.
- Signage improvements, including adding overhead street name signs and other navigational signage, may help motorists travel through the section of Cooledge Road at the US 78 interchange and Brockett Road.
- Pedestrian facilities at the intersection of Cooledge Road at Brockett Road need to be updated for ADA compliance.
- Heavy vehicles at the intersection of Cooledge Road at SR 8 have been observed making the westbound right-turn movement from the outside, westbound through lane.
- There are many maintenance needs at the intersection of Cooledge Road at SR 8 including broken backplates, broken and faded signage, and drainage at the northwest quadrant.
- Northbound through-movement queues are starving the northbound turning movements.
- High travel speeds are observed along the middle of the corridor, particularly near Bishop Drive/Gloucester Drive.
- There are concerns from the public about the frequency of cut-through traffic on Cooledge Road, and there is interest in reducing the speed limit and installing traffic calming measures or other treatments to divert traffic.
- The public is interested in mid-block crosswalks at the intersections of Cooledge Road at Bishop Drive/Gloucester Drive and at Avon Avenue/Cousins Way.
- There is a public desire for filling sidewalk gaps along the corridor.

# Existing Conditions and Needs Assessment

The corridor extends from Cooledge Road to SR 8 (US 29/Lawrenceville Highway). Within the project limits, Brockett Road is a two-lane, major collector oriented in the north-south direction with a posted speed limit of 40 mph. The roadway is undivided within the project limits.



Figure 6: Brockett Rd Study Area

## KEY TAKEAWAYS

- The majority of crashes occurred at the intersection of Brockett Road at SR 8. Rear-end crashes and same-direction sideswipe crashes were the most predominant crash types along the corridor.
- The intersection of Cooledge Road at Brockett Road operates at an acceptable level-of-service during both peak hours.
- A traffic calming project was constructed along the study section of Brockett Road in 2022.
- Sidewalks are present across the entire east side of the corridor and most of the west side of the corridor. The City began filling in sidewalk gaps in 2022.

## CRASH TRENDS

- Over 19 percent of the crashes reported occurred during dark conditions.
- Over 15 percent of the crashes occurred on wet, icy, or snowy pavement.
- 70 of the crashes (45 percent) occurred at the intersection of Brockett Road at SR 8, and 38 crashes (25 percent) occurred at Cooledge Road at Brockett Road. All other intersections accounted for less than 10 percent of crashes along the corridor.
- Five crashes involved a vulnerable roadway user—two bicycle crashes and three pedestrian crashes.
- Three fatal crashes occurred—one run-off-the-road (ROTR) crash, one pedestrian crash, and one left-turn crash. The fatal pedestrian crash occurred mid-block, north of Oakcrest Road during daylight conditions.





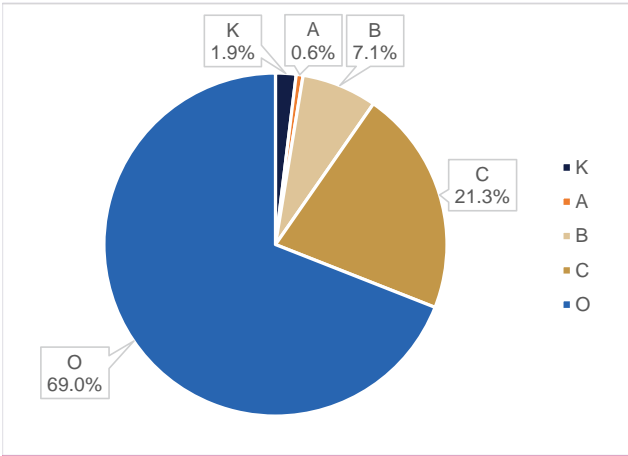
# Brockett Road

## CRASH ANALYSIS

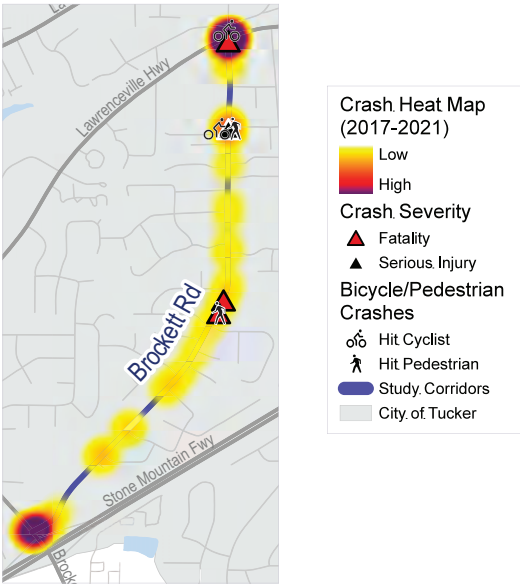
### Crash Trends

	TOTAL	AVERAGE	PERCENT
Total Crashes	155	65	100%
Fatal Crashes	3	0.6	1.9%
Injury Crashes	45	9	29.0%
Dark Crashes	30	6	19.4%
Wet Crashes	24	4.8	15.5%
Bike/Ped Crashes	5	1	3.2%

### Crashes by Severity



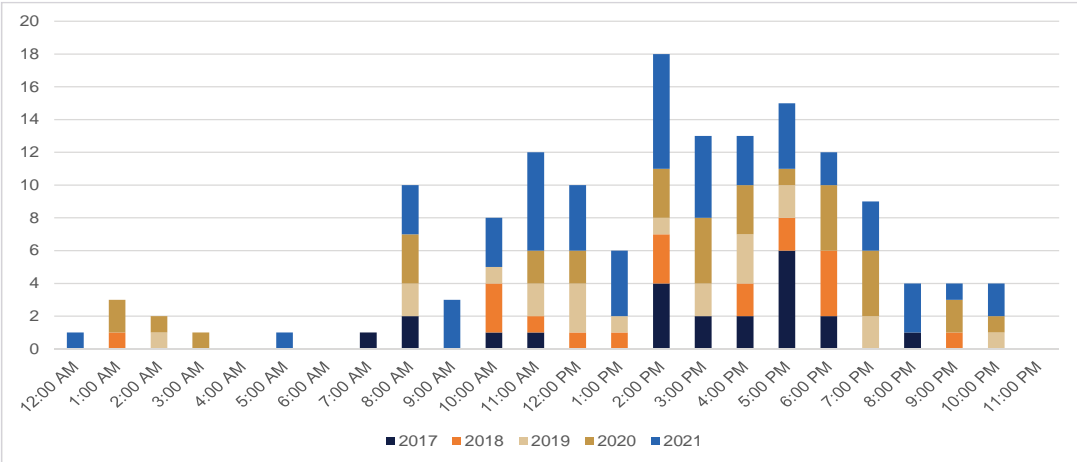
### Heat Map



### Crashes by Type

CRASH TYPE	TOTAL	PERCENT
Rear End	76	49.03%
Sideswipe-Same Direction	23	14.84%
Left Turn	17	10.96%
Angle	15	9.86%
Hit Fixed Object	7	4.52%
Pedestrian	3	1.94%
Run off the Road	3	1.94%
Head On	2	1.29%
Right Turn	2	1.29%
Sideswipe-Opposite Direction	2	1.29%
Bicycle	2	1.29%
Backed into	1	0.65%
Hit Parked Vehicle	1	0.65%
Hit Cyclist	1	0.65%

### Crashes by Time of Day

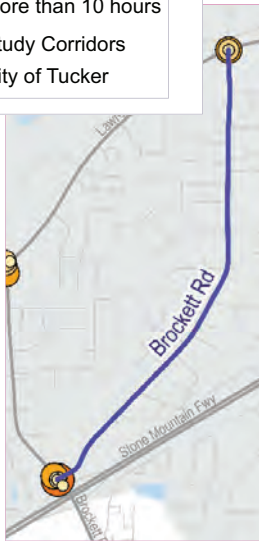
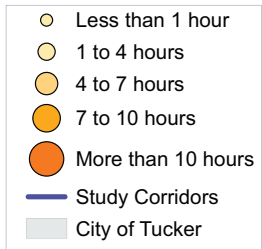


# Existing Conditions and Needs Assessment

## OPERATIONS

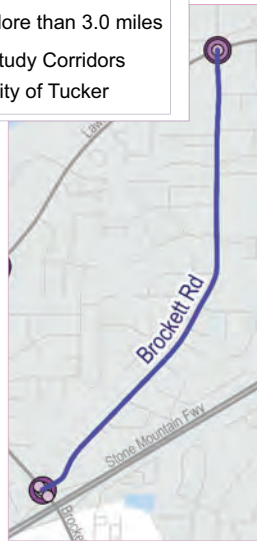
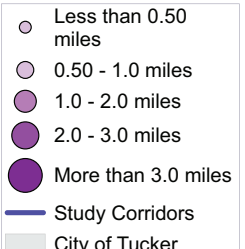
### Duration of Bottlenecks

#### Average Daily Duration of Bottlenecks

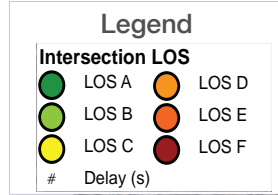


### Queue Lengths of Bottlenecks

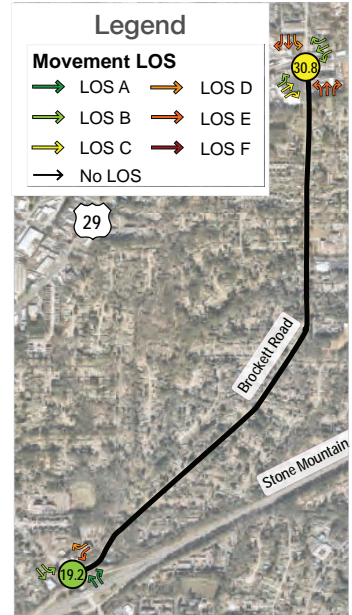
#### Average Bottleneck Queue Length



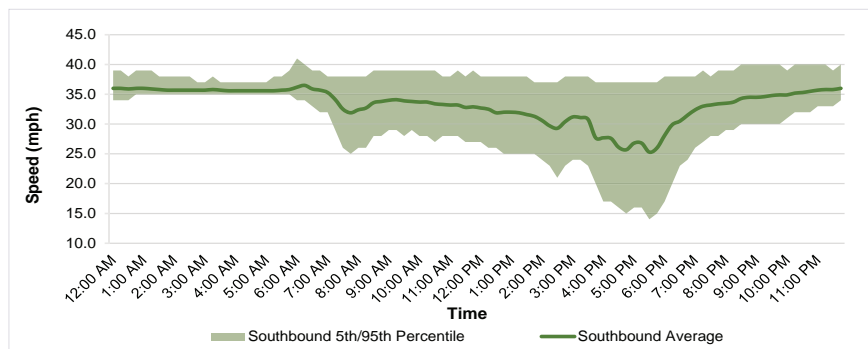
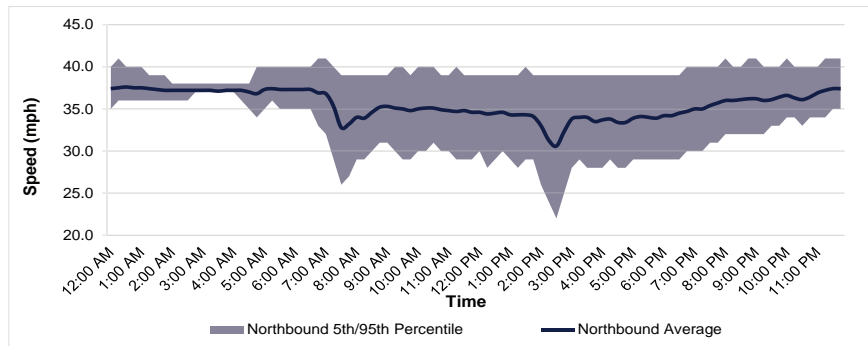
### AM Level of Service



### PM Level of Service



### RITIS Speed Data

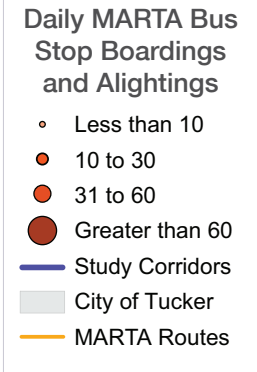
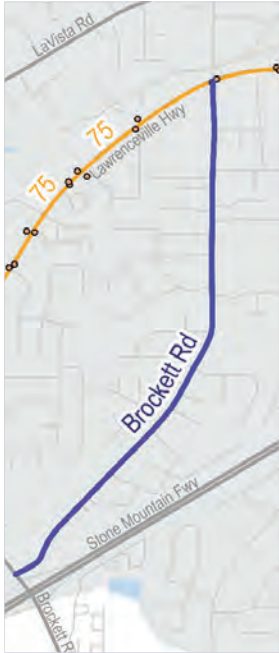


### SUMMARY OF OPERATIONS

- The results of the capacity analysis for Brockett Road indicate that the intersection of Brockett Road at Coolegge Road operates at a LOS B during both peak hours, while Brockett Road at SR 8 operates at LOS C during both peak hours.
- Northbound speeds on Brockett Road reach the highest average speed of 37.6 mph at 12:30 A.M. and lowest average speed of 30.6 mph at 2:30 P.M. Southbound speeds on Brockett Road reaches the highest average speed of 36.5 mph at 6:15 A.M. and lowest average speed of 25.3 mph at 5:30 P.M.
- This corridor has the worst ranked bottleneck within the study area at the southbound approach of Brockett Road at SR 8. The average daily duration is 8 hours and 2 minutes.

## TRANSIT, BICYCLE, AND PEDESTRIAN

### MARTA Ridership



### Sidewalk Presence



### SUMMARY OF MULTIMODAL ASSESSMENT

This corridor has moderate pedestrian and bicycle activity throughout the study corridor, and Brockett Elementary School is located in the middle of the study corridor. There are no MARTA bus stops located on Brockett Road. The Trails Master Plan has a proposed greenway trail that would provide an at-grade crossing at the intersection of Brockett Road at Brockett Creek Drive as well as a side path that will run along the west side of Brockett Road from Foxglove Road to Brockett Creek Road.

## SITE VISIT AND PUBLIC COMMENTS

- There are concerns from the public about traveling along Brockett Road between the intersections of SR 8 and Moon Street/ Railroad Ave due to the railroad crossing, pavement and striping conditions, lane joggling between intersections, and the lack of pedestrian accommodations.
- Sight distance is limited for the northbound right-turn movement at the intersection of Brockett Road at SR 8.
- There are faded overhead signs at the intersection of Brockett Road at SR 8.
- There is public desire for sidewalks along the entire corridor.
- There are concerns from the public about the 40-mph speed limit (and actual travel speeds along the corridor) since the corridor is highly residential with an elementary school.
- Travel speeds along Brockett Road have slowed down since installation of traffic calming features.



# Existing Conditions and Needs Assessment

The corridor extends from E Ponce de Leon Avenue to SR 8 (US 29/Lawrenceville Highway). Within the project limits, Idlewood Road is a two-lane, major collector from E Ponce de Leon Avenue to Fellowship Road and as a local road from Fellowship Road to SR 8 (US 29/Lawrenceville Highway), oriented in the north-south direction with a posted speed limit of 35 mph. The roadway is primarily undivided with a shared, two-way left-turn lane from the Tucker Middle School to just north of Fellowship Road.

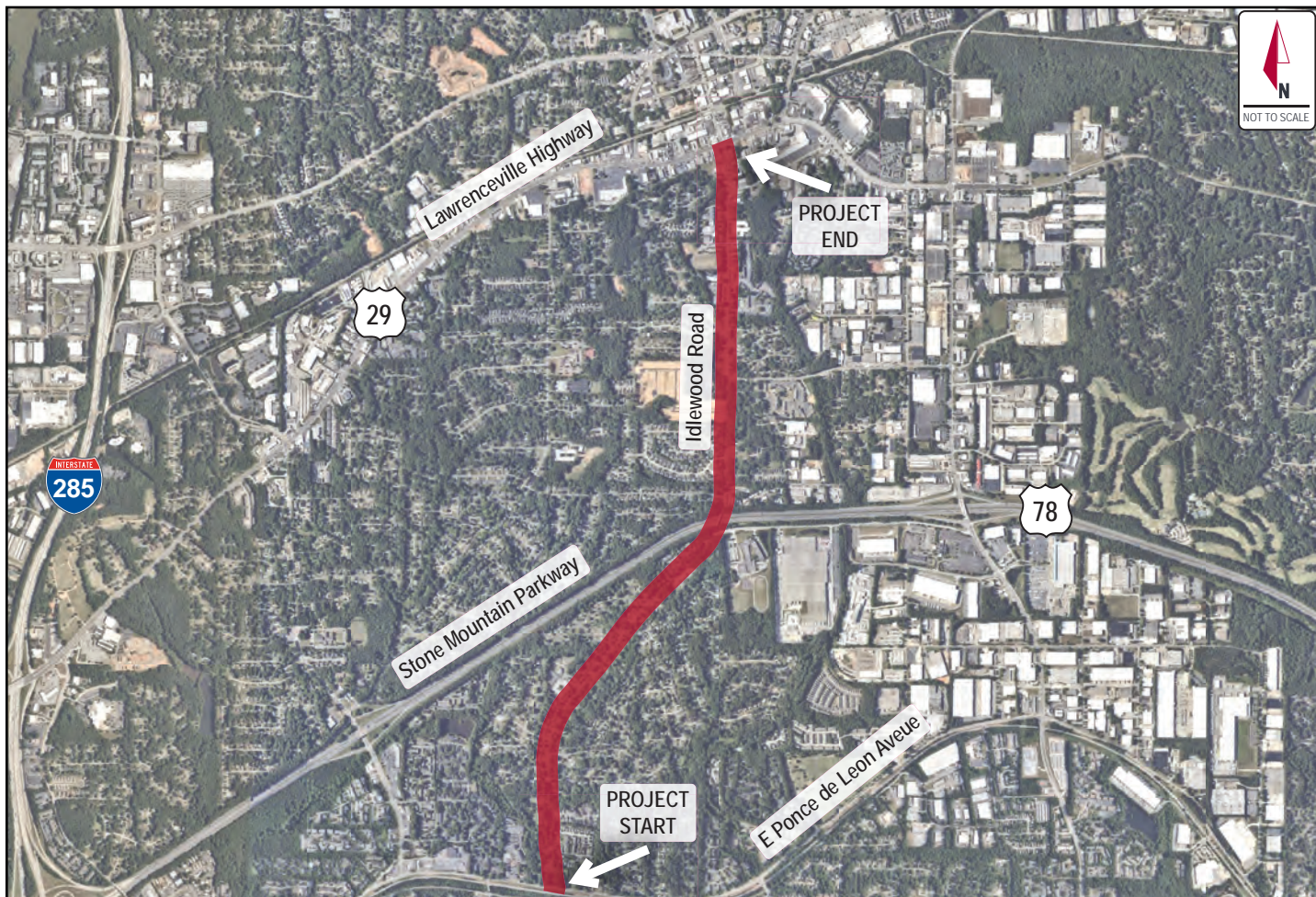


Figure 7: Idlewood Rd Study Area

## KEY TAKEAWAYS

- The majority of crashes occurred at the intersection of Idlewood Road at SR 8. Rear-end and angle crashes were the most predominant within the corridor study limits.
- The southbound approach of Idlewood Road at Sarr Parkway operates at LOS F during the P.M. peak hour.
- Sidewalks are present across the entire west side of the corridor and parts of the east side of the corridor.
- The 95th percentile speeds on Idlewood Road were recorded at 43 mph, 8 mph over the posted 35 mph speed limit.

## CRASH TRENDS

- Over 20 percent of the crashes reported occurred during dark conditions.
- Nearly 19 percent of the crashes occurred on wet, icy, or snowy pavement.
- 120 of the crashes (26 percent) occurred at the intersection of Idlewood Road at SR 8, 106 crashes (23 percent) occurred at Idlewood Road at E Ponce de Leon Avenue, 61 crashes (13 percent) occurred at Idlewood Road at Fellowship Road. All other intersections accounted for less than 10 percent of all crashes along the corridor.
- Three crashes involved a vulnerable roadway user—one bicycle crash and two pedestrian crashes.
- One fatal crash resulting from an overturned vehicle occurred.



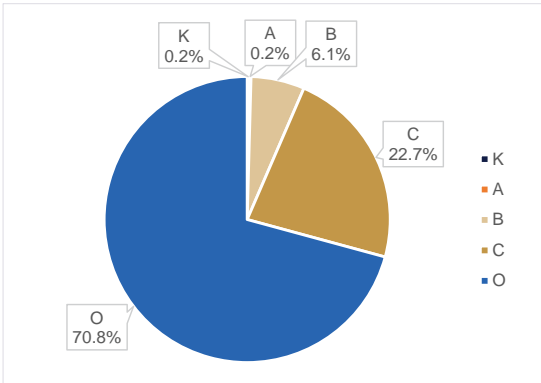
# Idlewood Road

## CRASH ANALYSIS

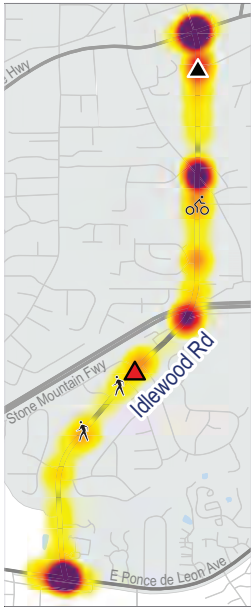
### Crash Trends

	TOTAL	AVERAGE	PERCENT
Total Crashes	462	92.4	100%
Fatal Crashes	1	0.2	0.2%
Injury Crashes	134	26.8	29.0%
Dark Crashes	95	19	20.6%
Wet Crashes	87	17.4	18.8%
Bike/Ped Crashes	3	0.6	0.6%

### Crashes by Severity



### Heat Map



**Crash Heat Map (2017-2021)**

- Low (Yellow)
- High (Red)

**Crash Severity**

- Fatality (Red Triangle)
- Serious Injury (Black Triangle)

**Bicycle/Pedestrian Crashes**

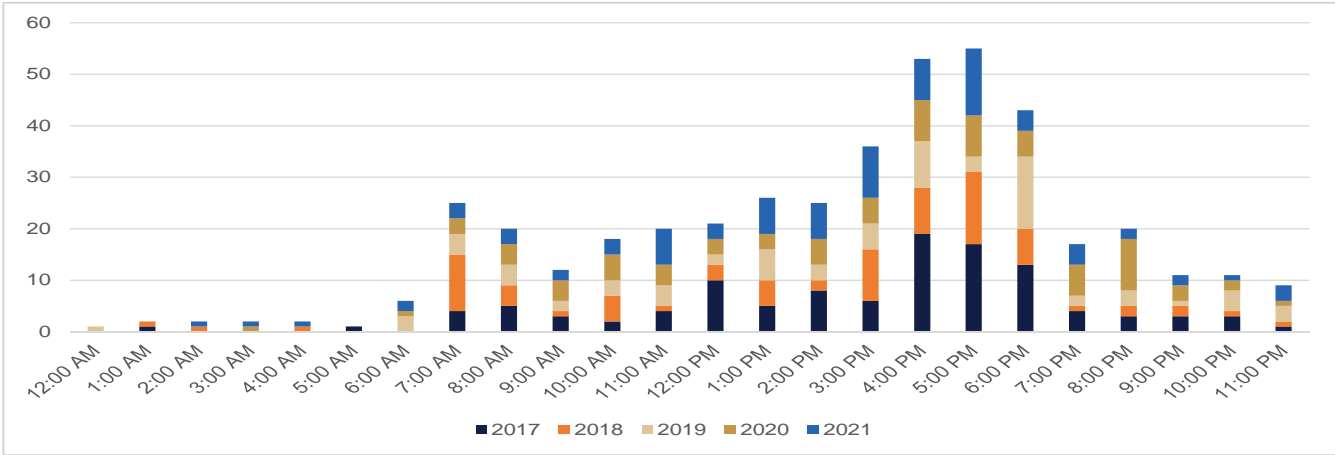
- Hit Cyclist (Bicycle icon)
- Hit Pedestrian (Person icon)

Study Corridors (Blue line)  
City of Tucker (Grey area)

### Crashes by Type

CRASH TYPE	TOTAL	PERCENT
Rear End	247	53.46%
Angle	68	14.72%
Sideswipe-Same Direction	48	10.39%
Left Turn	36	7.79%
Hit Fixed Object	17	3.68%
Backed into	11	2.38%
Sideswipe-Opposite Direction	10	2.16%
Right-Turn	7	1.52%
Head On	6	1.30%
Run off the Road	6	1.30%
Hit Parked Vehicle	2	0.43%
Pedestrian	2	0.43%
Hit Fallen Object	1	0.22%
Bicycle	1	0.22%

### Crashes by Time of Day





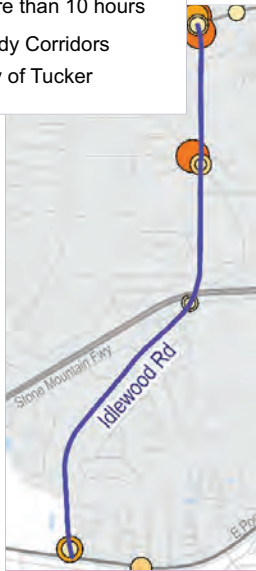
# Existing Conditions and Needs Assessment

## OPERATIONS

### Duration of Bottlenecks

#### Average Daily Duration of Bottlenecks

- Less than 1 hour
- 1 to 4 hours
- 4 to 7 hours
- 7 to 10 hours
- More than 10 hours
- Study Corridors
- City of Tucker



### Queue Lengths of Bottlenecks

#### Average Bottleneck Queue Length

- Less than 0.50 miles
- 0.50 - 1.0 miles
- 1.0 - 2.0 miles
- 2.0 - 3.0 miles
- More than 3.0 miles
- Study Corridors
- City of Tucker



### AM Level of Service

- #### Legend
- ##### Intersection LOS
- LOS A
  - LOS B
  - LOS C
  - LOS D
  - LOS E
  - LOS F
  - # Delay (s)

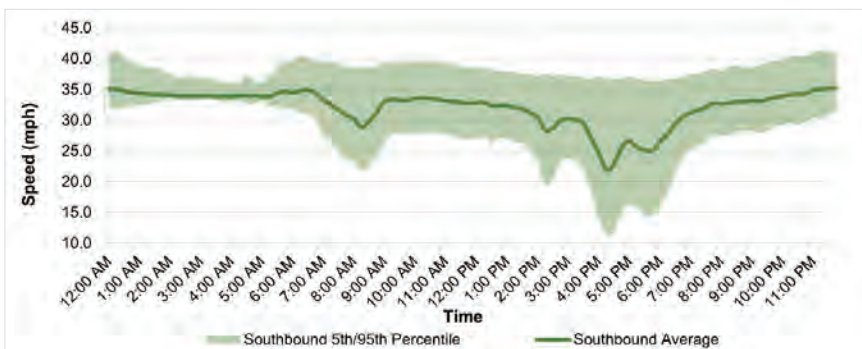
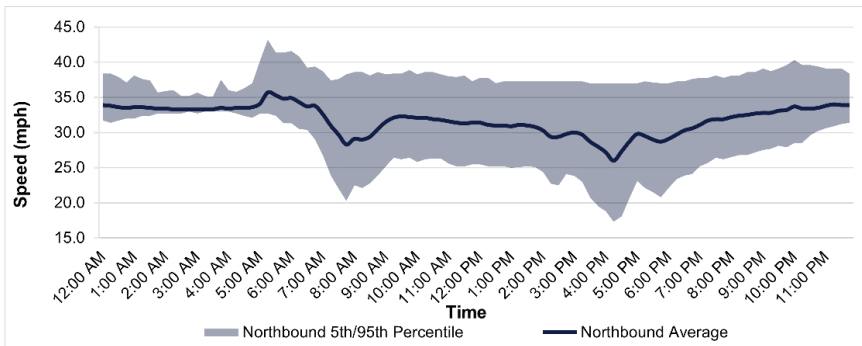


### PM Level of Service

- #### Legend
- ##### Movement LOS
- LOS A
  - LOS B
  - LOS C
  - LOS D
  - LOS E
  - LOS F
  - No LOS



### RITIS Speed Data

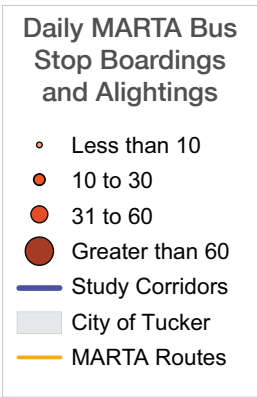


## SUMMARY OF OPERATIONS

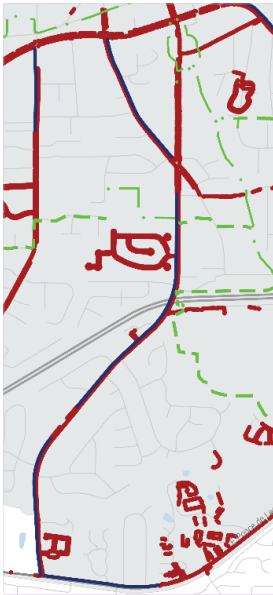
- The results of the capacity analysis for Idlewood Road indicate that the intersection of Idlewood Road at Sarr Parkway operates at LOS E during the PM peak hour and the SB approach operates at LOS F during the PM peak hour. All other intersection operates at Lost C or better during the AM and PM peak hours.
- Northbound speeds on Idlewood Road reach the highest average speed of 35.7 mph at 5:15 A.M. and lowest average speed of 26.0 mph at 4:15 P.M. Southbound speeds on Idlewood Road reach the highest average speed of 35.3 mph at 11:45 P.M. and lowest average speed of 21.9 mph at 4:15 P.M.
- This corridor has the 3rd worst bottleneck within the study area at the westbound approach of Idlewood Road at SR 8. The average daily duration is 5 hours and 39 minutes.

## TRANSIT, BICYCLE, AND PEDESTRIAN

### MARTA Ridership



### Sidewalk Presence



## SUMMARY OF MULTIMODAL ASSESSMENT

This corridor has the highest pedestrian and bicycle activity of all the study corridors. Sidewalks are present across the entire west side of the corridor and parts of the east side of the corridor. MARTA bus stops are located through the northern half of the corridor and at the intersection of Idlewood Road at E Ponce de Leon Avenue, with the highest ridership at the northern end of the corridor. There are three schools along the study corridor: Tucker Middle School, Stone Mountain Middle School, and Idlewood Elementary School. The Trails Master Plan identified two crossings in design: one immediately north of Tucker Middle School and one at Freight Street.

## SITE VISIT AND PUBLIC COMMENTS

- The traffic signal at the intersection of Idlewood Road at East Ponce de Leon Avenue needs several upgrades and maintenance items including countdown pedestrian signal heads, ADA-compliant ramps, backplates with retroreflective borders, intersection signage, and clearing/grubbing of vegetation.
- The bridge across US 78 is very narrow, and there are public concerns about pedestrian access across the bridge.
- There is public interest in installing a traffic signal at the intersection of Idlewood Road at Duesenberg Drive, since there are perceived sight distance limitations and difficulty finding a gap in traffic to enter the intersection.
- There is public desire to close the section of Elmdale Drive between Idlewood Road and Fellowship Road.
- There is public support for converting the intersection of Idlewood Road at Fellowship Road to a roundabout, which would address the intersection skew and operational concerns at the intersection during school egress and the PM peak hour.
- There is public interest in installing a traffic signal to Idlewood Road at Cowan Road, though it is only 750 feet from the signal at SR 8.
- There is a narrow parking lot on the west side of Idlewood Road, at the intersection of SR 8, that presents many potential conflicts between backing maneuvers from the parking lot and traffic on Idlewood Road.
- There are several maintenance needs at the intersection of Idlewood Road at SR 8 including faded signage, faded pavement markings, and broken backplates.
- There are public concerns about sidewalk gaps, overnight street racing, street lighting gaps, vegetation overgrowth, and heavy vehicle travel patterns throughout the corridor.



# Existing Conditions and Needs Assessment

The corridor extends from Elmdale Drive to Chamblee Tucker Road. Within the project limits, Fellowship Road is a two-lane road from Elmdale Drive to SR 8 and a four-lane road from SR 8 to Chamblee Tucker Road. Fellowship Road is classified as a local road from Elmdale Road to Idlewood Road and a major collector from Idlewood Road to Chamblee Tucker Road, oriented in the north-south direction with a posted speed limit of 40 mph from Chamblee Tucker Road to Lavista Road, 35 mph from SR 236 to SR 8, 30 mph from SR 8 to Idlewood Road, and 25 mph from Idlewood Road to Elmdale Road. The roadway is undivided.



Figure 8: Fellowship Rd Study Area

## KEY TAKEAWAYS

- The majority of crashes occurred at the intersection of Fellowship Road at SR 8. Rear-end crashes and same-direction sideswipe crashes were the most predominant.
- The intersections of Idlewood Road at Fellowship Road, SR 8 at Fellowship Road, SR 236 at Fellowship Road, and Fellowship Road at Chamblee Tucker Road are operating at an acceptable LOS during both peak hours.
- Sidewalks are present across the entire west side of the corridor and parts of the east side of the corridor.
- The 95th percentile speed along Fellowship Road reached 35 mph, 5 mph over the posted 30 mph speed limit.

## CRASH TRENDS

- Over 18 percent of the crashes reported occurred during dark conditions.
- Over 12 percent of the crashes occurred on wet, icy, or snowy pavement.
- 164 of the crashes (40 percent) occurred at the intersection of Fellowship Road at SR 8, 100 crashes (25 percent) occurred at Fellowship Road at SR 236, 61 crashes (15 percent) occurred at Fellowship Road at Idlewood Road. All other intersections accounted for less than 10 percent of all crashes along the corridor.
- Five crashes involved a vulnerable roadway user—two bicycle crashes and three pedestrian crashes.
- The single fatal crash was a pedestrian crash that occurred at the east leg of SR 8 at Fellowship Road during light conditions.





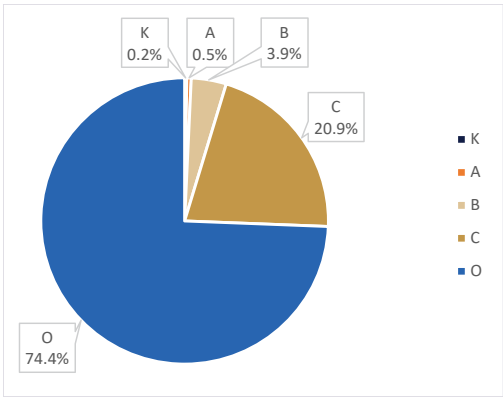
# Fellowship Road

## CRASH ANALYSIS

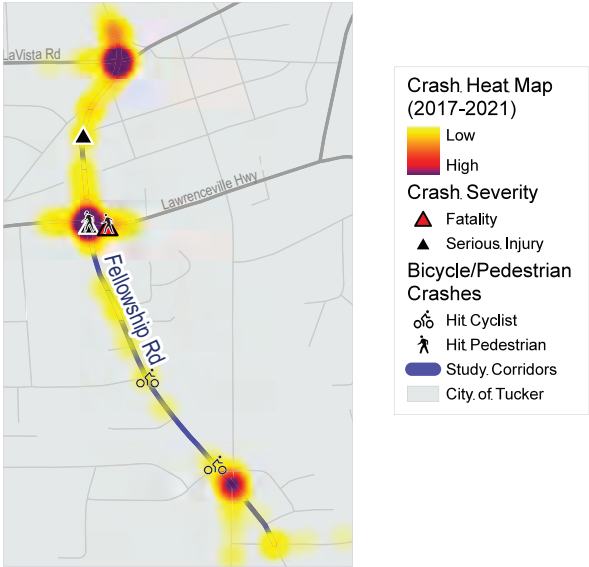
### Crash Trends

	TOTAL	AVERAGE	PERCENT
Total Crashes	406	81.2	100%
Fatal Crashes	1	0.2	0.2%
Injury Crashes	103	20.6	25.4%
Dark Crashes	74	14.8	18.2%
Wet Crashes	50	10	12.3%
Bike/Ped Crashes	5	1	1.2%

### Crashes by Severity



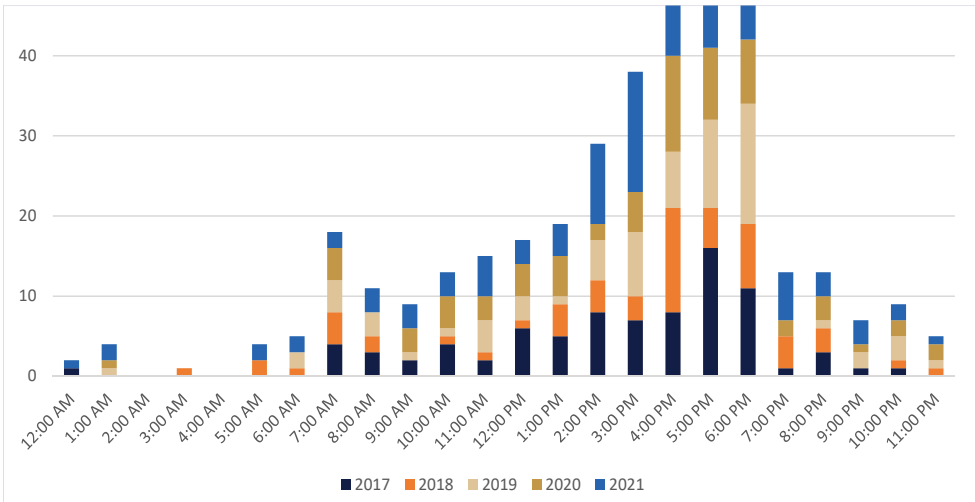
### Heat Map



### Crashes by Type

CRASH TYPE	TOTAL	PERCENT
Rear End	169	41.60%
Sideswipe-Same Direction	88	21.70%
Angle	56	13.80%
Left Turn	44	10.80%
Hit Fixed Object	15	3.69%
Right Turn	10	2.50%
Backing	7	1.70%
Head On	6	1.50%
Sideswipe-Opposite Direction	4	1.00%
Hit Pedestrian	3	0.70%
Hit Cyclist	2	0.50%
Run off the Road	1	0.25%
Hit Fallen Object	1	0.25%

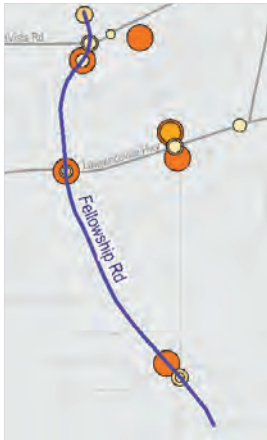
### Crashes by Time of Day



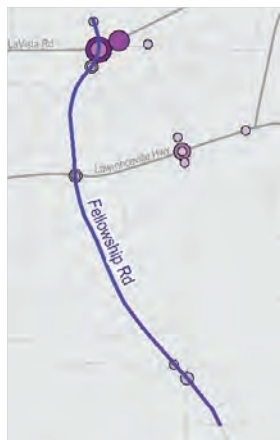
# Existing Conditions and Needs Assessment

## OPERATIONS

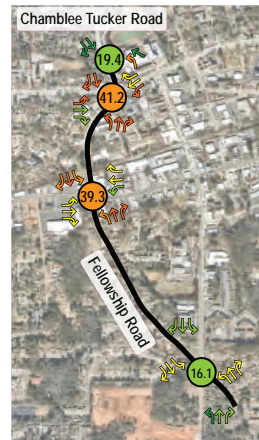
Duration of Bottlenecks



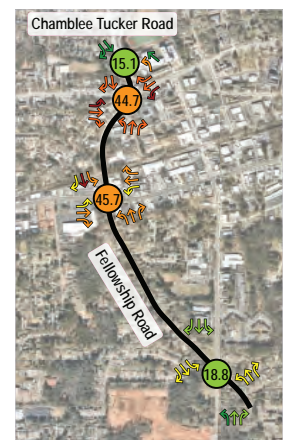
Queue Lengths of Bottlenecks



AM Level of Service



PM Level of Service



Average Daily Duration of Bottlenecks

- Less than 1 hour
- 1 to 4 hours
- 4 to 7 hours
- 7 to 10 hours
- More than 10 hours
- Study Corridors
- City of Tucker

Average Bottleneck Queue Length

- Less than 0.50 miles
- 0.50 - 1.0 miles
- 1.0 - 2.0 miles
- 2.0 - 3.0 miles
- More than 3.0 miles
- Study Corridors
- City of Tucker

Legend

- Intersection LOS**
- LOS A
  - LOS B
  - LOS C
  - LOS D
  - LOS E
  - LOS F
  - # Delay (s)

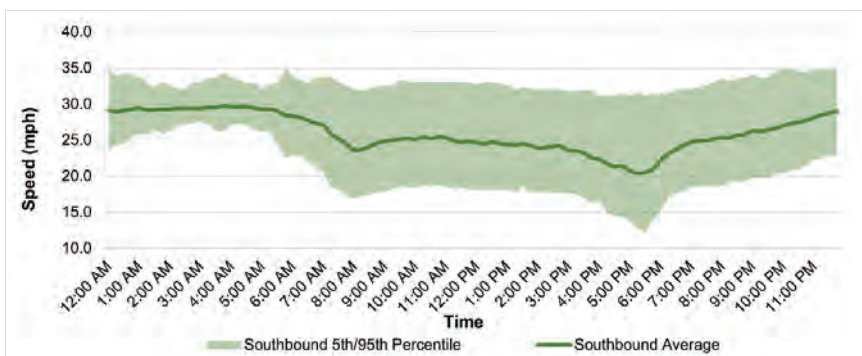
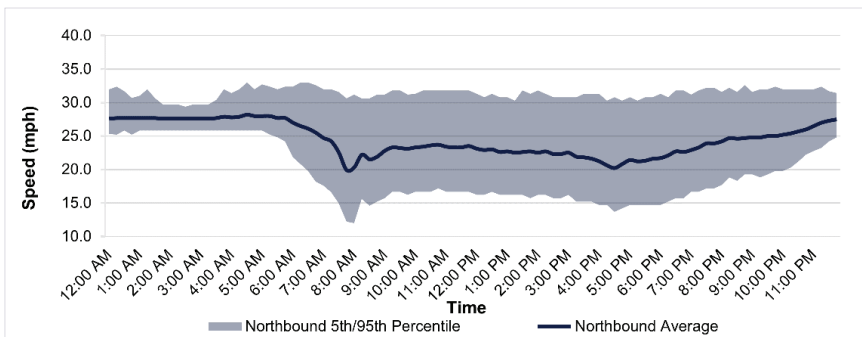
Legend

- Movement LOS**
- LOS A
  - LOS B
  - LOS C
  - LOS D
  - LOS E
  - LOS F
  - No LOS

## SUMMARY OF OPERATIONS

- The results of the capacity analysis for Fellowship Road indicate that Fellowship Road at SR 8 and Fellowship Road at SR 236 both operate at LOS D during both peak hours. Fellowship Road at Idlewood Road and Fellowship Road at Chamblee Tucker Road operate at LOS B during both peak hours.
- Northbound speeds on Fellowship Road reach the highest average speed of 28.2 mph at 4:30 A.M. and lowest average speed of 19.9 mph at 7:45 A.M. Southbound speeds on Fellowship Road reach the highest average speed of 29.7 mph at 3:45 A.M. and lowest average speed of 20.4 mph at 5:15 P.M.
- This corridor has the 5th worst bottleneck within the study area at the westbound approach of SR 8 at Fellowship Road. The average daily duration is 5 hours and 39 minutes.

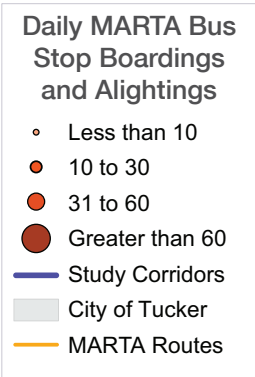
## RITIS Speed Data



# Fellowship Road

## TRANSIT, BICYCLE, AND PEDESTRIAN

**MARTA Ridership**



**Sidewalk Presence**



### SUMMARY OF MULTIMODAL ASSESSMENT

This corridor has moderate to heavy pedestrian and bicycle activity, especially north of the Idlewood Road at Fellowship Road intersection. Sidewalks are present across the entire west side of the corridor and parts of the east side of the corridor. MARTA bus stops are located along the northern half of the corridor. At road diet was completed just north of the study corridor (on Chamblee Tucker Road) starting at Tucker High School and extending north The Trails Master Plan identified a trail bridge in design that is planned to provide crossing over Fellowship Road at Railroad Avenue.

### SITE VISIT AND PUBLIC COMMENTS

- There is public concern that not enough green time is provided for the side-street left-turn phases at the intersection of Fellowship Road at SR 8.
- Pedestrian timings as well as the placement angle of pedestrian signal heads should be reevaluated at the intersection of Fellowship Road at SR 8.
- There is public desire for a left-turn lane and/or left-turn signal phase at the northbound approach of Fellowship Road at SR 236.
- Sight distance is limited for the southbound right-turn movement at the intersection of Fellowship Road at SR 236.
- There are several maintenance needs at the intersection of Fellowship Road at SR 236 including faded overhead street name signs, faded pedestrian striping, and missing or broken backplates.
- There is public concern at the intersection where Fellowship Road merges with Chamblee Tucker Road since the outside, northbound travel lane drops into a right-turn lane.
- There are several maintenance needs at the intersection of Fellowship Road at Chamblee Tucker Road including damaged sidewalks, faded signage, and retroreflective borders for signal backplates.
- Transversing through the intersection of Fellowship Road at Chamblee Tucker Road may be improved by installing skip striping through the intersection as well as auxiliary signal heads and larger directional signage.
- There is an opportunity to extend the road diet on Chamblee Tucker Road further south along Fellowship Road.

# Recommendations

Building upon work previously completed as part of Tucker Tomorrow and the Tucker PATH Trail Master Plan, the findings from the Existing Conditions and Needs Assessment of the North-South Connectivity Study were used to develop recommendations that support the City of Tucker in its vision of "connecting places and people with safe travel options, today, tomorrow." These recommendations build on the City's previous efforts and focus on operational and safety improvements that can be accomplished without major roadway widening.

Four priority tiers of recommendations were developed:

- **Tier 1:** Tier 1 recommendations are a mix of higher priority and higher impact projects as well as "easy win" projects that can provide meaningful impact at lower costs. Projects in Tier 1 are the City of Tucker's top priority for funding and implementation, and they provide the most opportunity to help the City accomplish its transportation objectives.
- **Tier 2:** Tier 2 recommendations are projects that also provide meaningful impact but are at a middle level of priority for implementation based on available and identified funding. As the City completes higher priority projects, Tier 2 projects may move into Tier 1.
- **Tier 3:** Tier 3 recommendations are projects that provide more moderate impacts or are lower priority for implementation. Tier 3 projects may require partnership or identifying new and/or additional funding sources.
- **Maintenance:** These projects include annual, ongoing maintenance activities as well as repaving, re-striping, and equipment repair activities.

## Recommendation Categories

Further, recommendations from the North-South Connectivity Study fall into four primary categories of projects:

- **Mobility:** Projects that address both safety and operations while enhancing connectivity and mobility for all transportation users
- **Multimodal:** Projects that facilitate the movement of pedestrians, cyclists, transit, and freight
- **Operations:** Projects that improve intersection and corridor operations without adding capacity
- **Safety:** Projects that address historical crash trends or aim to prevent fatal and serious injury crashes

### Mobility:

- 8 Intersection Improvements
- 3 Roadway Improvements
- 3 Signing and Marking Improvements

### Multimodal:

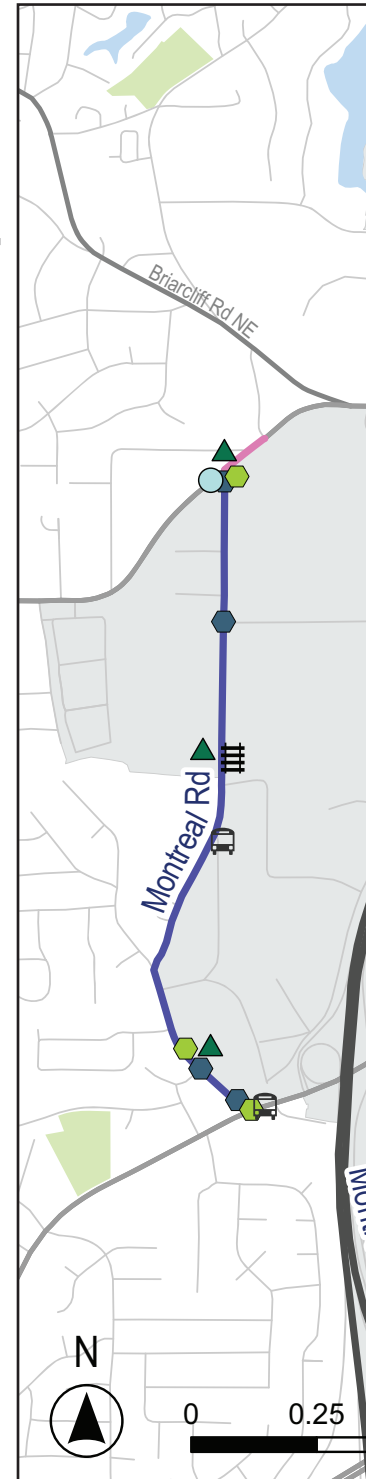
- 13 Bicycle/Pedestrian Connectivity
- 9 Signal Improvements
- 6 Transit Improvements
- 6 Roadway Improvements
- 5 Intersection Improvements
- 3 Freight Improvements

### Operations:

- 9 Intersection Improvements
- 3 Signal Improvements
- 1 Roadway Improvement

### Safety:

- 17 Signal Improvements
- 9 Access Management
- 9 Intersection Improvements
- 7 Signing and Marking Improvements
- 2 Roadway Improvements
- 2 Freight Improvements





# All Projects

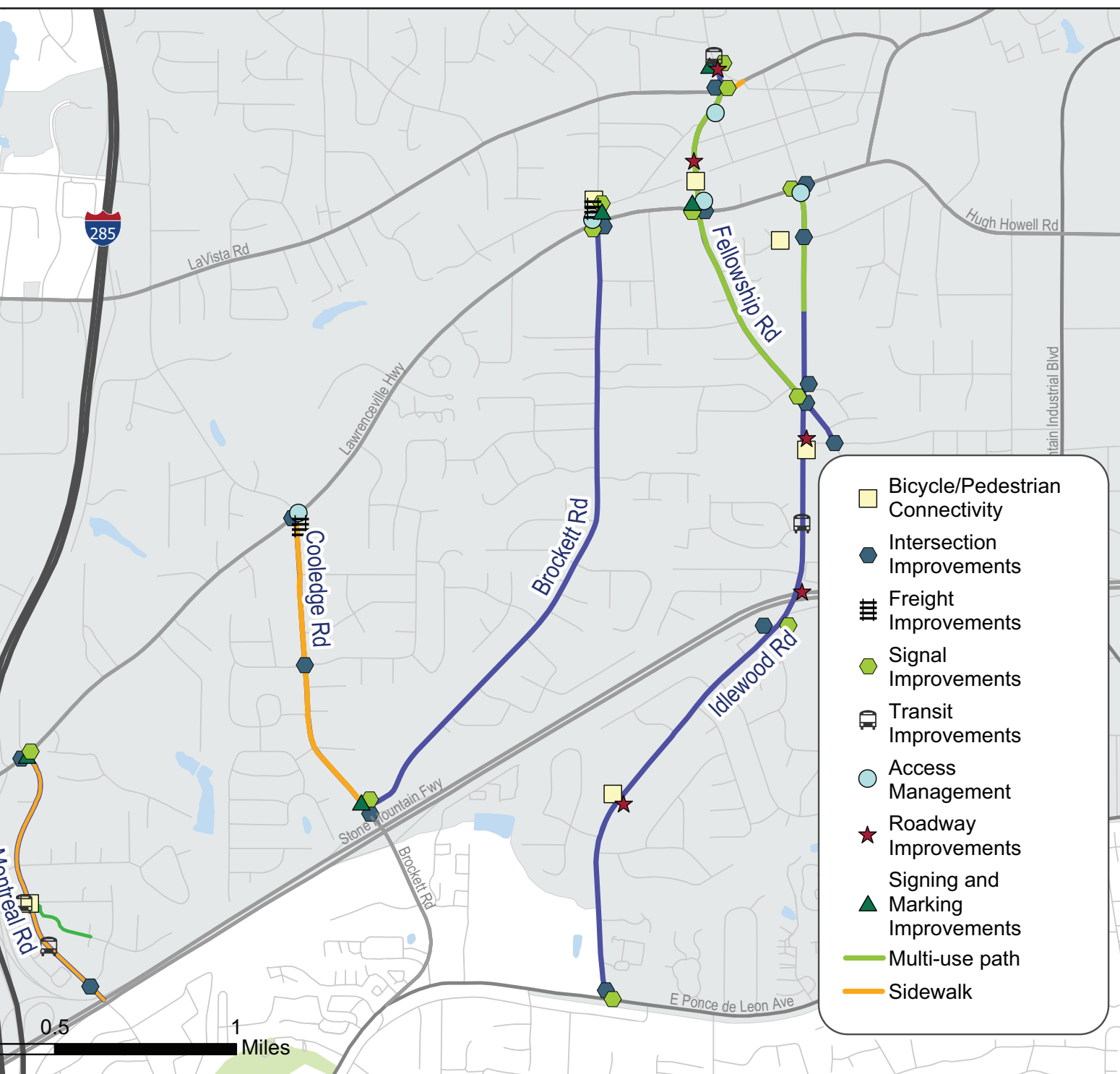


Figure 9: Recommendations Map



# Recommendations

Montreal Road (East) has 13 planned projects that includes 3 bicycle/pedestrian connectivity, 2 intersection improvements, 3 signal improvements, 3 signing and marking improvements, and 2 transit improvement projects.

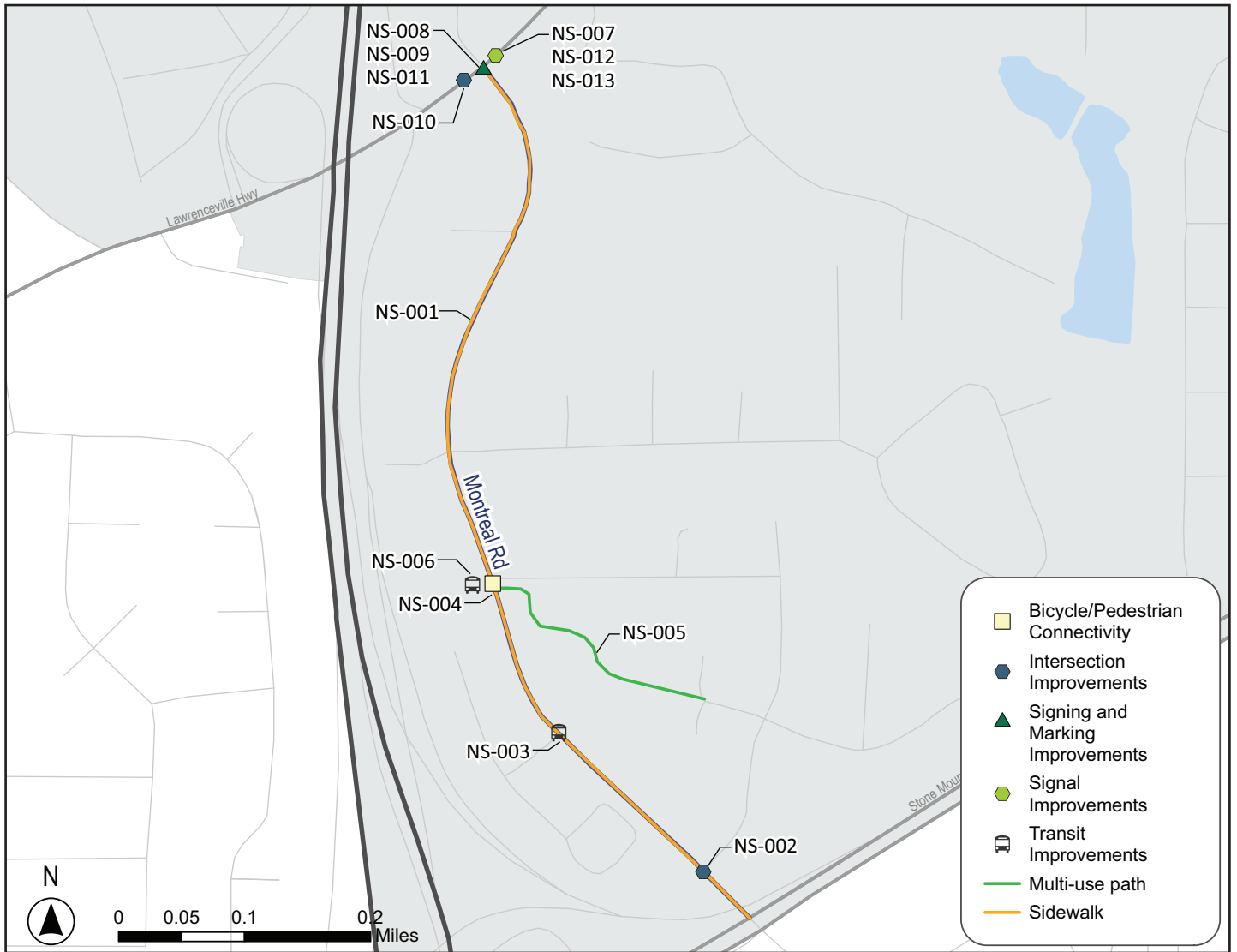


Figure 10: Montreal Rd (East) Recommendations



## Montreal Road (East)

Project ID	Location	Recommendation	Category	Project Tier	Cost Estimate
NS-001	1 - Corridor	Fill in the sidewalk gaps along the east side of the corridor	Bicycle/Pedestrian Connectivity	Tier 2	\$ 175,000.00
NS-002	2 - Montreal Rd (East) at Juneau Ct	Construct a northbound right-turn lane	Intersection Improvements	Tier 3	\$ 125,000.00
NS-003	3 - Montreal Rd at Five Oaks Way	Move Bus Stop 901640 (Montreal Rd & 1215) further north, closer to Five Oaks Way	Transit Improvements	Tier 1	\$ 15,000.00
NS-004	4 - Montreal Rd (East) at Alcan Way	Install a mid-block pedestrian crossing	Bicycle/Pedestrian Connectivity	Tier 2	\$ 35,000.00
NS-005	4 - Montreal Rd (East) at Alcan Way	Install a multi-use path through Montreal Park that connects Montreal Way to MARTA stops on Montreal Rd East, as well as the proposed mid-block pedestrian crossing in Project NS-004	Bicycle/Pedestrian Connectivity	Tier 3	\$ 250,000.00
NS-006	4 - Montreal Rd (East) at Alcan Way	Move Bus Stop 901531 (Montreal Rd & Alcan Way) to the north side of the intersection	Transit Improvements	Tier 1	\$ 15,000.00
NS-007	5 - Montreal Rd (East) at SR 8 (US 29/Lawrenceville Hwy)	Reconfigure the signal heads at the northbound approach to provide two, three-section signal heads with left-turn arrows and a single, three-section signal head with a right-turn arrow	Signal Improvements	Tier 2	\$ 25,000.00
NS-008	5 - Montreal Rd (East) at SR 8 (US 29/Lawrenceville Hwy)	Restripe the intersection	Signing and Marking Improvements	Maintenance	\$ 35,000.00
NS-009	5 - Montreal Rd (East) at SR 8 (US 29/Lawrenceville Hwy)	Paint the median nose of the west leg of the intersection to improve visibility	Signing and Marking Improvements	Maintenance	\$ 2,500.00
NS-010	5 - Montreal Rd (East) at SR 8 (US 29/Lawrenceville Hwy)	Replace the damaged pedestrian railing at the north side of the intersection	Intersection Improvements	Maintenance	\$ 5,000.00
NS-011	5 - Montreal Rd (East) at SR 8 (US 29/Lawrenceville Hwy)	Replace the damaged "State-Law Stop for Pedestrian" sign in the southeast quadrant of the intersection	Signing and Marking Improvements	Maintenance	\$ 1,000.00
NS-012	5 - Montreal Rd (East) at SR 8 (US 29/Lawrenceville Hwy)	Convert the westbound left-turn phasing to protected only or upgrade the five-section signal head to a four-section signal head with flashing yellow-arrow operations	Signal Improvements	Maintenance	\$ 15,000.00
NS-013	5 - Montreal Rd (East) at SR 8 (US 29/Lawrenceville Hwy)	Install a crosswalk and pedestrian signal across the west leg of the intersection	Signal Improvements	Tier 2	\$ 20,000.00

# Recommendations

Montreal Road (East) at SR 8 (US 29/Lawrenceville Highway)



Figure 11. Project ID NS-013: Montreal Rd E at SR 8 Concept Drawing

- Reconfigure the signal heads at the northbound approach to provide two, three-section signal heads with left-turn arrows and a single, three-section signal head with a right-turn arrow.
- Convert the westbound left-turn phasing to protected only or upgrade the five-section signal head to a four-section signal head with flashing yellow-arrow operations.
- Install a crosswalk with ADA ramps and pedestrian signal across the west leg of the intersection.
- Reconstruction of the concrete median in the southwest corner of the intersection to accommodate the added crosswalk.



# Montreal Road (East)

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# Recommendations

Montreal Road (West) has 28 planned projects including 3 access management, 3 freight improvements, 8 intersection improvements, 1 roadway improvement, 8 signal improvements, 3 signing and marking improvements, and 2 transit improvements.

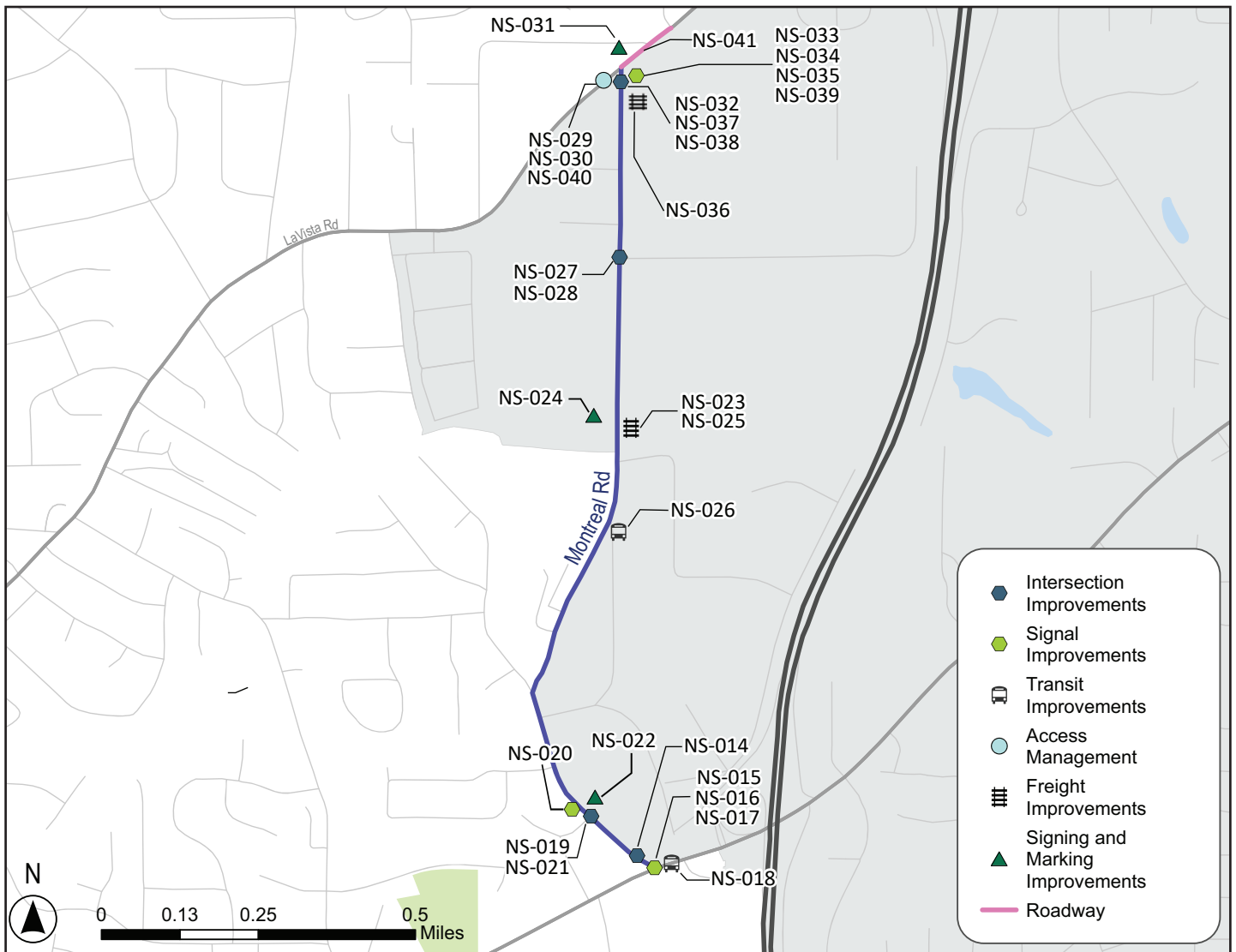


Figure 12: Montreal Rd (West) Recommendations





# Montreal Road (West)

Project ID	Location	Recommendation	Category	Project Tier	Cost Estimate
NS-014	1 - Montreal Rd (West) at SR 8 (US 29/Lawrenceville Hwy)	Construct an eastbound right-turn lane	Intersection Improvements	Tier 3	\$ 125,000.00
NS-015	1 - Montreal Rd (West) at SR 8 (US 29/Lawrenceville Hwy)	Install backplates with retroreflective borders to the northbound and southbound signal heads	Signal Improvements	Maintenance	\$ 5,000.00
NS-016	1 - Montreal Rd (West) at SR 8 (US 29/Lawrenceville Hwy)	Upgrade the southbound pedestrian signal across the east leg of the intersection to a countdown signal head	Signal Improvements	Tier 1	\$ 10,000.00
NS-017	1 - Montreal Rd (West) at SR 8 (US 29/Lawrenceville Hwy)	Relocate the pedestrian button in the northeast quadrant of the intersection to improve accessibility	Signal Improvements	Tier 1	\$ 5,000.00
NS-018	1 - Montreal Rd (West) at SR 8 (US 29/Lawrenceville Hwy)	Consolidate bus stops at the intersection: Remove Bus Stop 212941 and Bus Stop 901643 (Montreal Rd & Montreal Cir S) and redesignate to Bus Stop 902192 and Bus Stop 902197 (Lawrenceville Hwy & Montreal Rd W); Remove Bus Stop 211132 (Lawrenceville Hwy & Montreal Rd W); Assign MARTA Routes 125 and 75 to Bus Stop 902197 (Lawrenceville Hwy & Montreal Rd W)	Transit Improvements	Tier 2	\$ 30,000.00
NS-019	2 - Montreal Rd (West) at Montreal Cir South	Convert the westbound approach to one right-turn lane and one left-turn lane	Intersection Improvements	Tier 3	\$ 20,000.00
NS-020	2 - Montreal Rd (West) at Montreal Cir South	Replace the broken pedestrian signal across the north leg of the intersection	Signal Improvements	Maintenance	\$ 5,000.00
NS-021	2 - Montreal Rd (West) at Montreal Cir South	Reconstruct the pedestrian ramp in the southeast quadrant of the intersection to meet ADA compliance	Intersection Improvements	Tier 2	\$ 10,000.00
NS-022	2 - Montreal Rd (West) at Montreal Cir South	Restripe the intersection	Signing and Marking Improvements	Maintenance	\$ 30,000.00
NS-023	3 - Montreal Rd (West) at CSX RR Crossing	Install a four-quadrant gate system at the railroad crossing	Freight Improvements	Tier 1	\$ 50,000.00
NS-024	3 - Montreal Rd (West) at CSX RR Crossing	Restripe and resurface the railroad crossing	Signing and Marking Improvements	Maintenance	\$ 200,000.00
NS-025	3 - Montreal Rd (West) at CSX RR Crossing	Provide a grade separated railroad crossing	Freight Improvements	Tier 3	\$13,400,000.00
NS-026	4 - Montreal Rd (West) at Simpson Dr	Remove Bus Stop 902537 and Bus Stop 902503 (Montreal Rd & Simpson Dr)	Transit Improvements	Tier 1	\$ 15,000.00
NS-027	5 - Montreal Rd (West) at Montreal Industrial Way	Construct a northbound right-turn lane	Intersection Improvements	Tier 1	\$ 125,000.00

# Recommendations

Project ID	Location	Recommendation	Category	Project Tier	Cost Estimate
NS-028	5 - Montreal Rd (West) at Montreal Industrial Way	Improve the turning radii at the intersection	Intersection Improvements	Tier 2	\$ 150,000.00
NS-029	6 - Montreal Rd (West) at SR 236 (Lavista Rd)	Convert the southbound approach to right-in/right-out operations	Access Management	Tier 2	\$ 30,000.00
NS-030	6 - Montreal Rd (West) at SR 236 (Lavista Rd)	Install a concrete median along the east leg of SR 236 between Montreal Rd West and Henderson Mill Rd	Access Management	Tier 2	\$ 50,000.00
NS-031	6 - Montreal Rd (West) at SR 236 (Lavista Rd)	Install skip striping through the intersection for the eastbound through movement	Signing and Marking Improvements	Maintenance	\$ 5,000.00
NS-032	6 - Montreal Rd (West) at SR 236 (Lavista Rd)	Reconstruct the median island to address the intersection skew	Intersection Improvements	Tier 2	\$ 25,000.00
NS-033	6 - Montreal Rd (West) at SR 236 (Lavista Rd)	Add retroreflective border to all signal backplates	Signal Improvements	Maintenance	\$ 5,000.00
NS-034	6 - Montreal Rd (West) at SR 236 (Lavista Rd)	Convert the westbound five-section signal head to a four-section signal head with flashing yellow-arrow operations	Signal Improvements	Maintenance	\$ 10,000.00
NS-035	6 - Montreal Rd (West) at SR 236 (Lavista Rd)	Increase countdown times for the pedestrian signals across SR 236	Signal Improvements	Maintenance	\$ 1,000.00
NS-036	6 - Montreal Rd (West) at SR 236 (Lavista Rd)	Install a truck apron/mountable curb in the southwest quadrant of the intersection	Freight Improvements	Maintenance	\$ 30,000.00
NS-037	6 - Montreal Rd (West) at SR 236 (Lavista Rd)	Restripe the crosswalk across the southern Dunkin Donuts driveway	Intersection Improvements	Maintenance	\$ 5,000.00
NS-038	6 - Montreal Rd (West) at SR 236 (Lavista Rd)	Stagger the northbound stop bars to improve intersection sight distance for the northbound right-turn movement	Intersection Improvements	Tier 2	\$ 10,000.00
NS-039	6 - Montreal Rd (West) at SR 236 (Lavista Rd)	Redesign the signal to include a new mast arm in the southeast quadrant of the intersection	Signal Improvements	Tier 3	\$ 95,000.00
NS-040	6 - Montreal Rd (West) at SR 236 (Lavista Rd)	Consolidate driveways in the southwest quadrant of the intersection	Access Management	Tier 3	\$ 250,000.00
NS-041	6 - Montreal Rd (West) at SR 236 (Lavista Rd)	Construct a new roadway that connects Montreal Rd (West), via a route around the development in the southeast quadrant of the intersection, to Henderson Mill Rd; Reconstruct the signalized intersection of SR 236 at Henderson Mill Rd and convert Montreal Rd (West) at SR 236 to right-in/right-out operations	Roadway Improvements	Tier 3	\$ 7,000,000.00



# Montreal Road (West)

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# Recommendations

Montreal Road (West) at SR 8 (US 29/Lawrenceville Highway)



Figure 13. Project ID NS-014: Montreal Rd W at SR 8 Concept Drawing

- Close the driveway in the southwest corner of the intersection.
- Construct an eastbound right-turn lane.
- Restripe crosswalks at all approaches.
- Restripe stop bar at the northbound approach.
- The signal is to be upgraded.



# Montreal Road (West)

Montreal Road (West) at SR 236 (Lavista Road)



Figure 14. Project ID NS-029-030-031: Montreal Rd W at SR 236 Concept Drawing

- Convert the southbound leg to right-in/right-out operations.
- Install a concrete median along the east leg of SR 236 between Montreal Rd West and Henderson Mill Rd.
- Install skip striping through the intersection for the eastbound through movement.
- Redesign the signal to include a new mast arm in the southeast quadrant of the intersection.
- Increase countdown times for the pedestrian signals across SR 236.
- Install a truck apron/mountable curb in the southwest quadrant of the intersection.
- Reduces intersection skew for the northbound approach.



# Recommendations

Montreal Road at Montreal Circle



Figure 15. Project ID-019-020-022: Montreal Rd W at Montreal Cir Concept Drawing

- Convert the westbound approach to one right-turn lane and one left-turn lane.
- Restripe the intersection including crosswalks.
- The existing signal and pedestrian signals are to be upgraded.

# Montreal Road (West)

Montreal Road at Montreal Industrial Way



Figure 16. Project ID-027-028: Montreal Rd W at Montreal Ind Way Concept Drawing

- Improve the turning radii at the intersection.
- Construct a northbound right-turn lane.
- Reduce lane shift across intersection for northbound traffic.

# Recommendations

Cooledge Road has 10 planned projects including 1 access management, 1 bicycle/pedestrian connectivity, 1 freight improvement, 5 intersection improvements, 1 signal improvement, and 1 signing and marking improvement.



Figure 17: Cooledge Rd Recommendations





# Cooledge Road

Project ID	Location	Recommendation	Category	Project Tier	Cost Estimate
NS-042	1 - Corridor	Fill in the sidewalk gaps along the corridor	Bicycle/Pedestrian Connectivity	Tier 2	\$ 250,000.00
NS-043	2 - Cooledge Rd at Brockett Rd	Reconfigure the intersection to a roundabout	Intersection Improvements	Tier 1	\$5,200,000.00
NS-044	2 - Cooledge Rd at Brockett Rd	Restripe the crosswalks to be high emphasis crossings	Intersection Improvements	Maintenance	\$ 10,000.00
NS-045	2 - Cooledge Rd at Brockett Rd	Install overhead street-name signs with wayfinding along the northbound and southbound approaches	Signing and Marking Improvements	Tier 3	\$ 10,000.00
NS-046	2 - Cooledge Rd at Brockett Rd	Upgrade the pedestrian signals to countdown signal heads, if not implementing Project NS-043	Signal Improvements	Tier 2	\$ 30,000.00
NS-047	2 - Cooledge Rd at Brockett Rd	Construct a northbound right-turn lane, if not implementing Project NS-043	Intersection Improvements	Tier 3	\$ 125,000.00
NS-048	3 - Cooledge Rd at Bishop Dr/Gloucester Dr	Reconfigure the offset intersection to a barbell roundabout	Intersection Improvements	Tier 1	\$2,600,000.00
NS-049	4 - Cooledge Rd at SR 8 (US 29/Lawrenceville Hwy)	Construct a northbound right-turn lane and reconfigure the northbound approach to one left-turn lane, two through lanes, and one right-turn lane; Widen the southbound approach and reconfigure to one left-turn lane, two through lanes, and one right-turn lane	Intersection Improvements	Tier 1	\$1,175,000.00
NS-050	4 - Cooledge Rd at SR 8 (US 29/Lawrenceville Hwy)	Improve the westbound right-turning radius for heavy vehicles	Freight Improvements	Tier 1	\$ 75,000.00
NS-051	4 - Cooledge Rd at SR 8 (US 29/Lawrenceville Hwy)	Implement access management strategies at the southeast quadrant of the intersection, if not implementing Project NS-049	Access Management	Tier 3	\$ 150,000.00

# Recommendations

Coolidge Road at Brockett Road

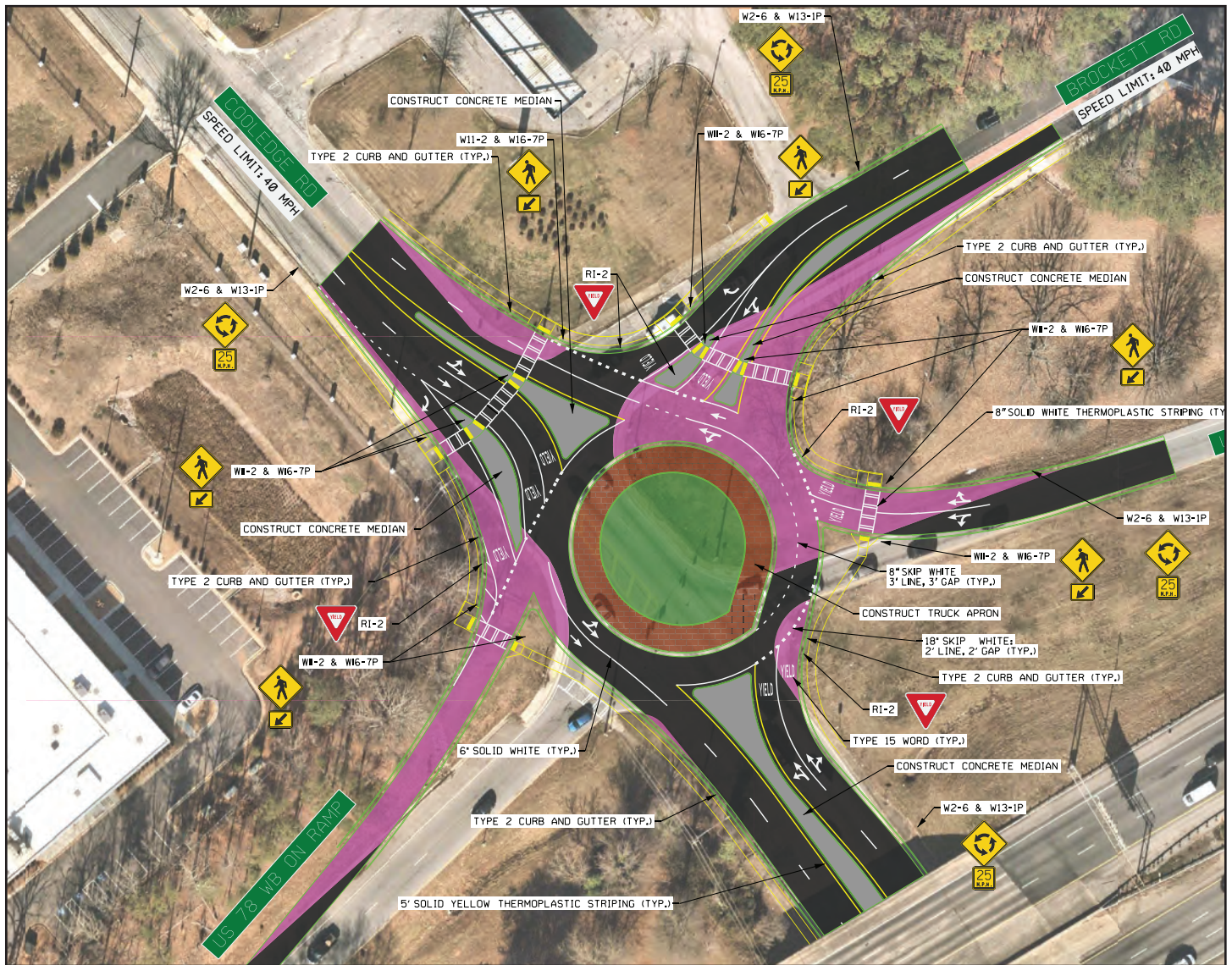


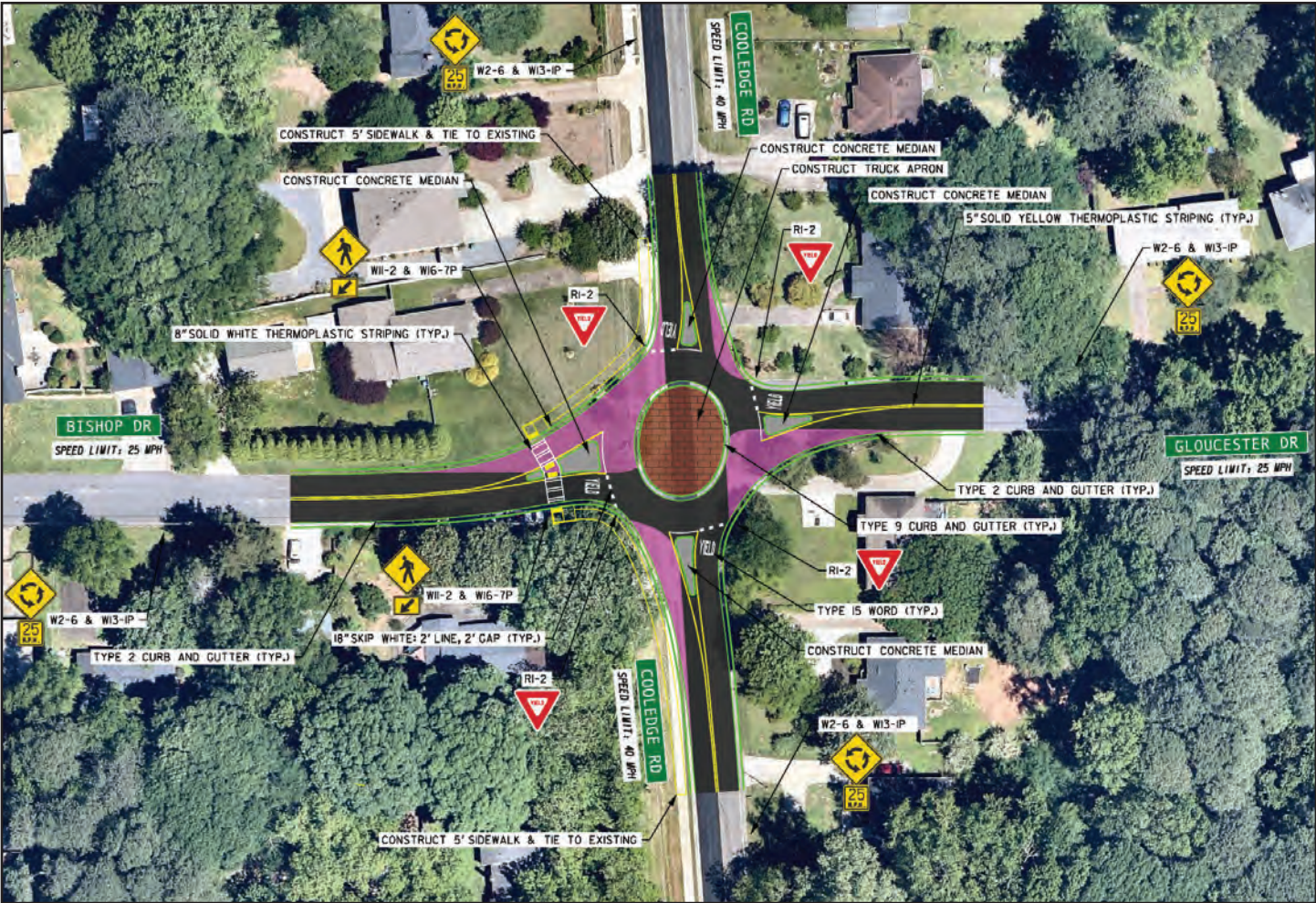
Figure 18. Project ID NS-043: Coolidge Rd at Brockett Rd Concept Drawing

- Reconfigures existing signalized intersection into a roundabout featuring a mountable truck apron, medians at each leg of the intersection and a crosswalk at the east leg.



# Cooledge Road

Cooledge Road at SR 8 Bishop Dive/Gloucestter Drive



**Figure 19. Project ID NS-048: Cooledge Rd at Bishop Dr/Gloucestter Dr Concept Drawing**

- Convert the existing two-way stop-controlled intersection into a roundabout.
- The roundabout will feature medians at each approach, a truck apron, and a crosswalk at the west leg.



# Recommendations

Cooledge Road at SR 8 (US 29/Lawrenceville Highway)

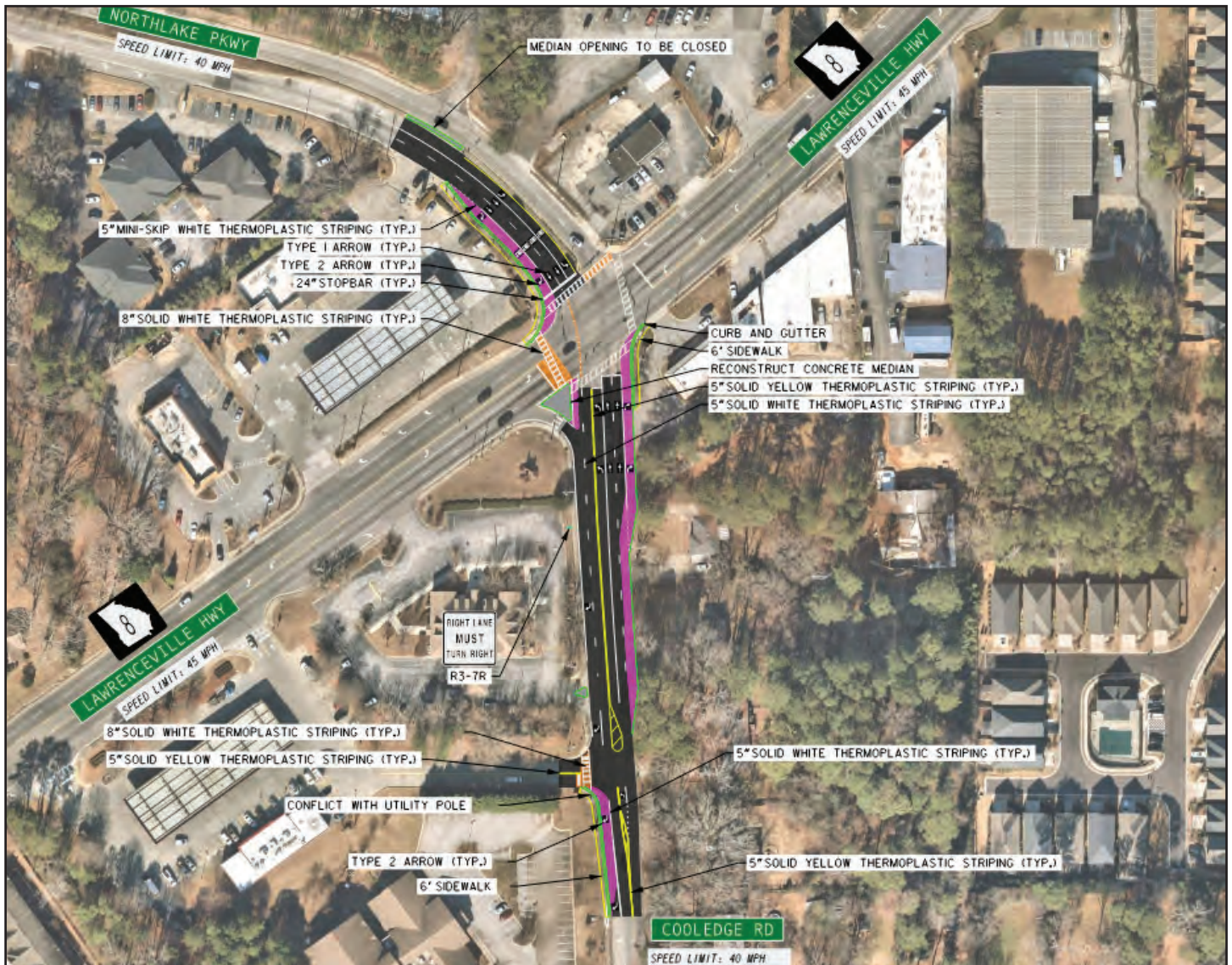


Figure 20. Project ID NS-049: Cooledge Rd at SR 8 Concept Drawing

- Construct a northbound right-turn lane and reconfigure the existing, northbound shared through/right-turn lane to a through lane
- Construct dual southbound through lanes and an exclusive southbound right-turn lane.
- Restripe the west-leg crosswalk.
- Restripe the eastbound approach of Cooledge Rd at QuickTrip driveway including the crosswalk.
- Close median opening on north leg intersection to prevent left-turns out of RaceTrac.



## Cooledge Road

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# Recommendations

Brockett Road has 9 planned projects including 1 access management, 1 pedestrian/bicycle connectivity, 1 freight improvement, 1 intersection improvement, 2 roadway improvements, 3 signal improvements, and 1 signing and marking improvement.

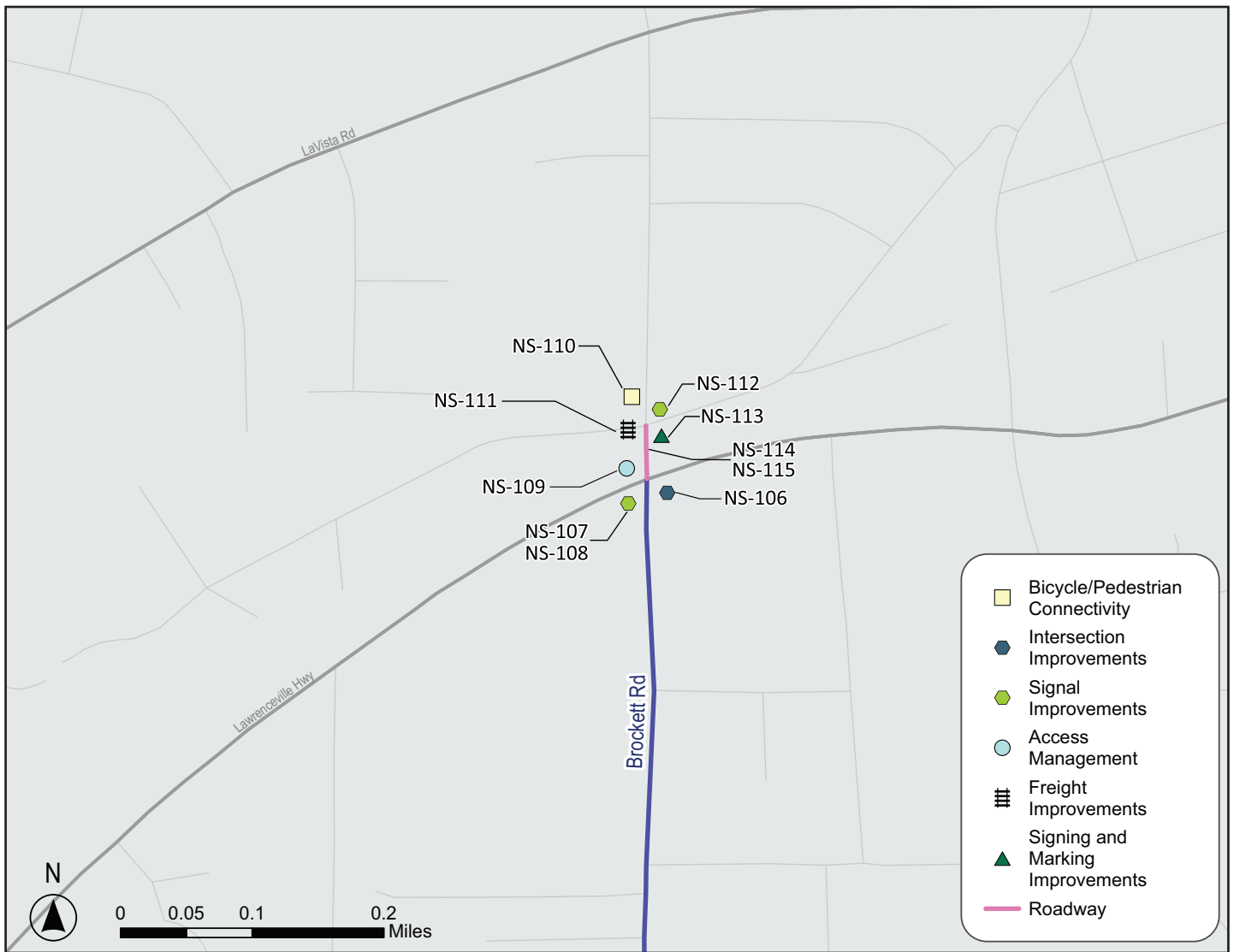


Figure 21: Brockett Rd Recommendations



# Brockett Road

Project ID	Location	Recommendation	Category	Project Tier	Cost Estimate
NS-106	1 - Brockett Rd at SR 8 (US 29/Lawrenceville Hwy)	Reconfigure the northbound approach of Brockett Road to offset the left-turn lane and align the through lane with the northbound through lane at Railroad Ave	Intersection Improvements	Tier 1	\$ 485,000.00
NS-107	1 - Brockett Rd at SR 8 (US 29/Lawrenceville Hwy)	Replace all five-section signal heads with four-section signal heads with flashing yellow-arrow operations	Signal Improvements	Maintenance	\$ 50,000.00
NS-108	1 - Brockett Rd at SR 8 (US 29/Lawrenceville Hwy)	Prohibit southbound right-turn movements on red	Signal Improvements	Tier 2	\$ 2,000.00
NS-109	1 - Brockett Rd at SR 8 (US 29/Lawrenceville Hwy)	Consolidate driveways along both SR 8 approaches	Access Management	Tier 2	\$ 200,000.00
NS-110	2 - Brockett Rd at Moon St/Railroad Ave	Install sidewalk along both sides of Brockett Road, between SR 8 and Moon St/Railroad Ave	Bicycle/Pedestrian Connectivity	Tier 1	\$ 175,000.00
NS-111	2 - Brockett Rd at Moon St/Railroad Ave	Install a four-quadrant gate system at the railroad crossing	Freight Improvements	Tier 1	\$ 50,000.00
NS-112	2 - Brockett Rd at Moon St/Railroad Ave	Install auxiliary signal heads on the back of the north SR 8 mast arm for southbound motorists	Signal Improvements	Tier 1	\$ 5,000.00
NS-113	2 - Brockett Rd at Moon St/Railroad Ave	Repave and restripe Brockett Rd at Moon St/Railroad Ave	Signing and Marking Improvements	Maintenance	\$ 185,000.00
NS-114	2 - Brockett Rd at Moon St/Railroad Ave	Install shoulders along both sides of Brockett Rd, if not implementing Project NS-106	Roadway Improvements	Tier 2	\$ 500,000.00
NS-115	2 - Brockett Rd at Moon St/Railroad Ave	Realign the intersection further north	Roadway Improvements	Tier 3	\$2,750,000.00



# Recommendations

Brockett Road at SR 8 (US 29/Lawrenceville Highway)

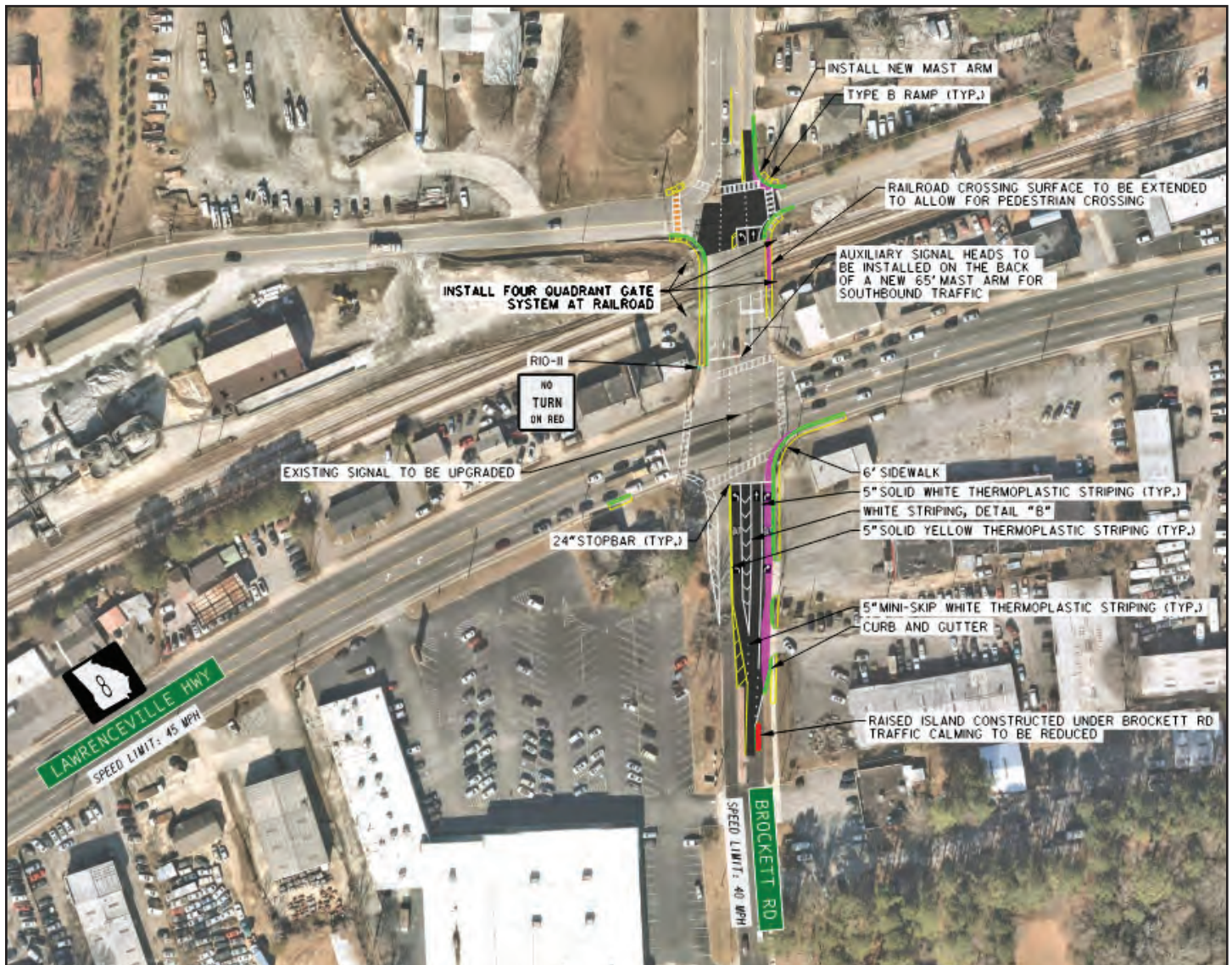


Figure 22. Project ID NS-106-108-110-111-112: Brockett Rd at SR 8 Concept Drawing

- Construct a northbound right-turn lane.
- Align the northbound through-lane to its receiving lane.
- Install an auxiliary head for the southbound approach of Brockett Rd at SR 8.
- Upgrade the existing signal equipment and install a mast arm for southbound traffic.
- Install a four quadrant gate system at the railroad crossing.
- Extend the railroad crossing surface to allow for easier pedestrian mobility.
- Restripe the intersection of SR 8 at Moon St including the northbound approach and crosswalks at the west, north, and east legs.



# Brockett Road

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# Recommendations

Idlewood Road has 31 planned projects including 2 access management, 6 pedestrian/bicycle connectivity, 10 intersection improvements, 7 roadway improvement, 10 signal improvements, and 1 transit improvement.

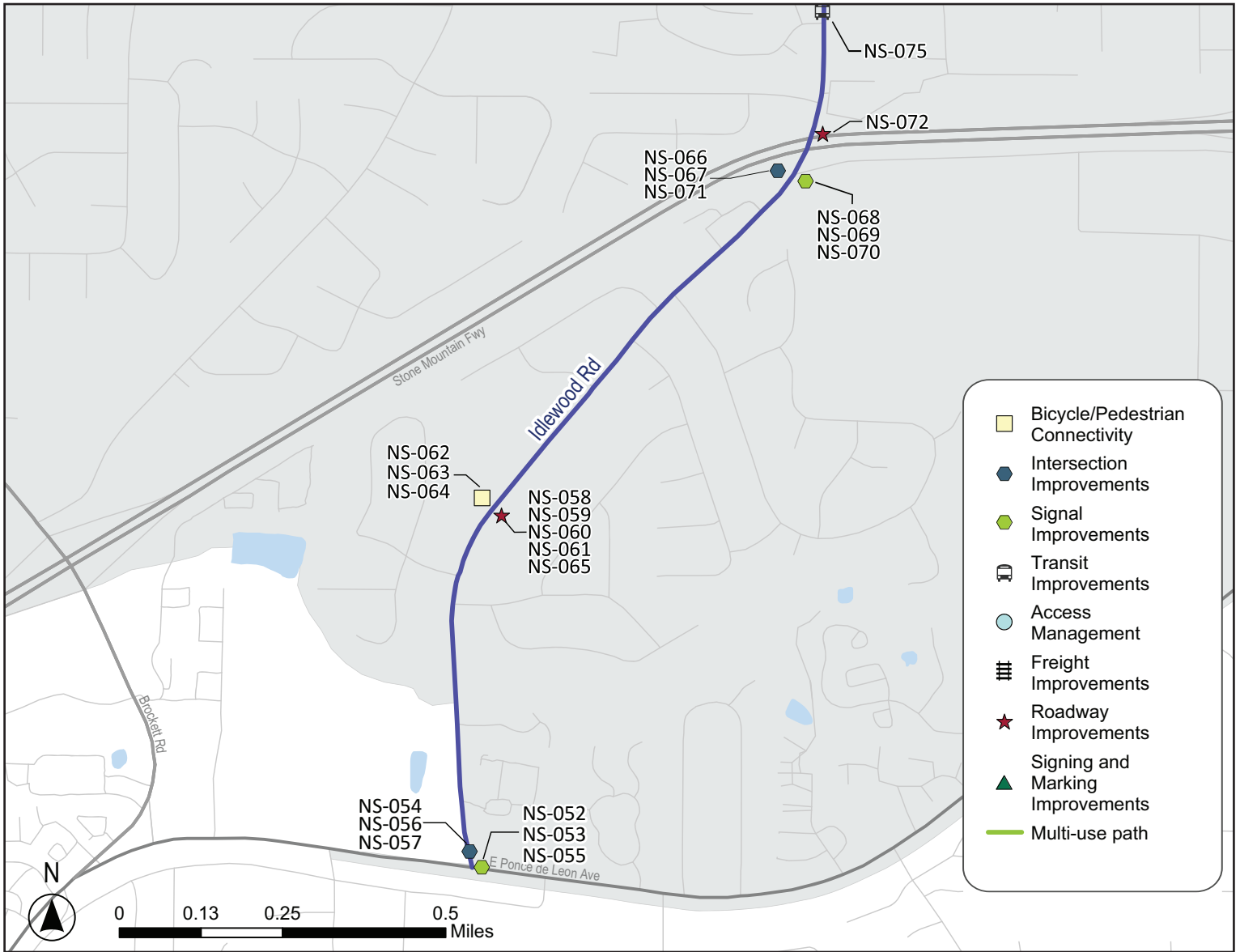


Figure 23: Idlewood Rd Recommendations



# Idlewood Road

Project ID	Location	Recommendation	Category	Project Tier	Cost Estimate
NS-052	1 - Idlewood Rd at E Ponce de Leon Ave	Install a crosswalk and pedestrian signal across the west leg of the intersection	Signal Improvements	Tier 2	\$ 15,000.00
NS-053	1 - Idlewood Rd at E Ponce de Leon Ave	Update the pedestrian signals to countdown signal heads	Signal Improvements	Tier 1	\$ 20,000.00
NS-054	1 - Idlewood Rd at E Ponce de Leon Ave	Install pedestrian ramps to meet ADA compliance	Intersection Improvements	Tier 1	\$ 40,000.00
NS-055	1 - Idlewood Rd at E Ponce de Leon Ave	Add backplates with retroreflective borders to all signal heads	Signal Improvements	Maintenance	\$ 7,500.00
NS-056	1 - Idlewood Rd at E Ponce de Leon Ave	Trim vegetation along the northeast and northwest quadrants of the intersection to improve intersection sight distance for the southbound approach	Intersection Improvements	Maintenance	\$ 2,000.00
NS-057	1 - Idlewood Rd at E Ponce de Leon Ave	Reconstruct the southbound left-turn movement	Intersection Improvements	Tier 3	\$ 75,000.00
NS-058	2 - Idlewood Rd at Idlewood Elementary School	Reconfigure the intersection to provide a northbound left-turn lane and a southbound right-turn lane, keeping the southbound through lanes aligned	Roadway Improvements	Tier 3	\$ 400,000.00
NS-059	2 - Idlewood Rd at Idlewood Elementary School	Install a curb ramp on the east side of Idlewood Road for the existing crosswalk at the south driveway of Idlewood Elementary School	Roadway Improvements	Tier 2	\$ 20,000.00
NS-060	2 - Idlewood Rd at Idlewood Elementary School	Improve the curb ramp on the west side of Idlewood Road for the existing crosswalk at the south driveway of Idlewood Elementary School	Roadway Improvements	Maintenance	\$ 15,000.00
NS-061	2 - Idlewood Rd at Idlewood Elementary School	Install curb bulb-outs at the mid-block crossing	Roadway Improvements	Tier 2	\$ 10,000.00
NS-062	2 - Idlewood Rd at Idlewood Elementary School	Enhance the existing mid-block crossing with an RRFB treatment	Bicycle/Pedestrian Connectivity	Tier 1	\$ 25,000.00
NS-063	2 - Idlewood Rd at Idlewood Elementary School	Install a mid-block crossing at the north driveway of Idlewood Elementary School	Bicycle/Pedestrian Connectivity	Tier 2	\$ 35,000.00
NS-064	2 - Idlewood Rd at Idlewood Elementary School	Install sidewalk to close the gap on the west side of Idlewood Road between the existing sidewalk and Idlewood Elementary School	Bicycle/Pedestrian Connectivity	Tier 3	\$ 25,000.00
NS-065	2 - Idlewood Rd at Idlewood Elementary School	Improve drainage near the mid-block crossing	Roadway Improvements	Maintenance	\$ 50,000.00



# Recommendations

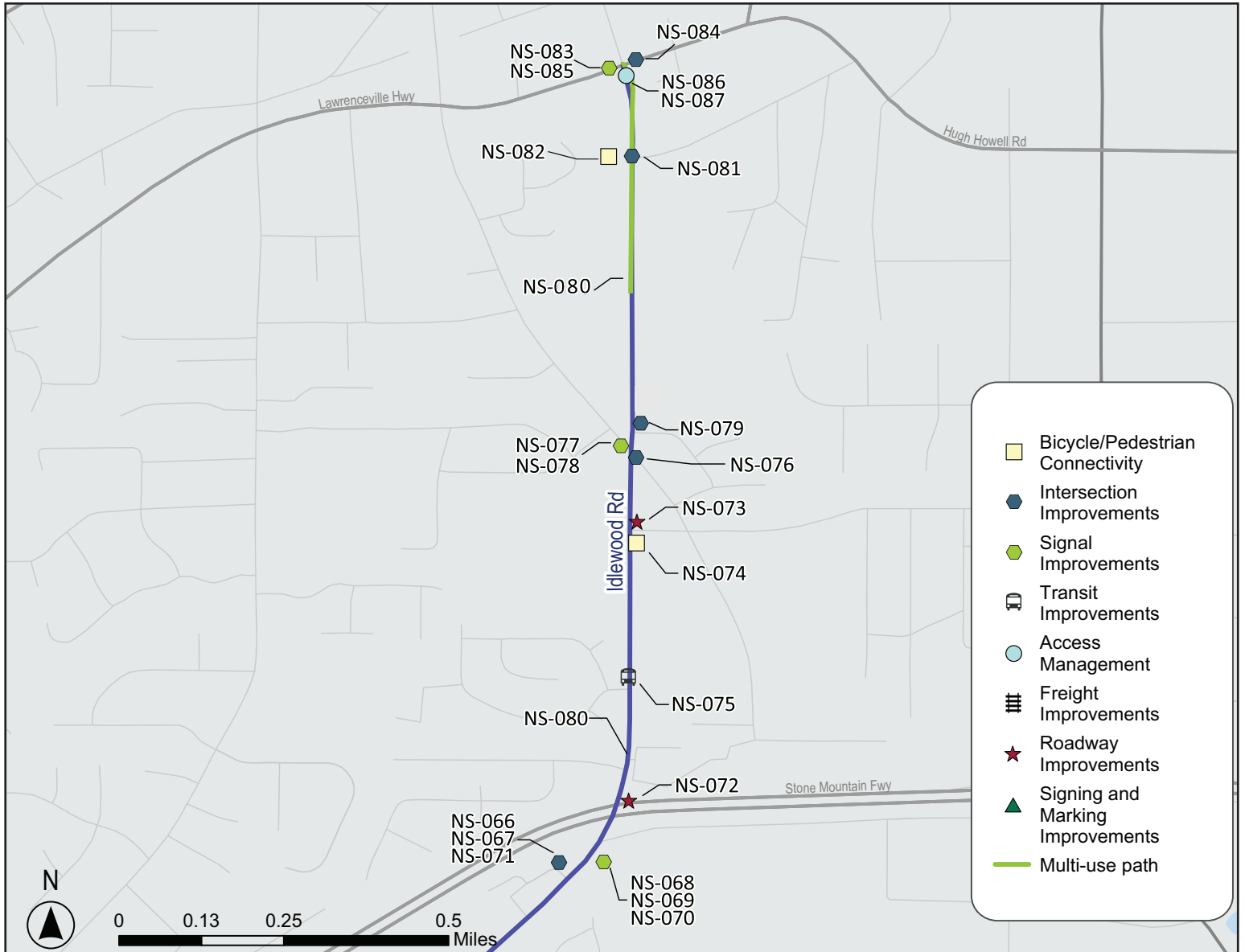


Figure 24: Idlewood Rd Recommendations





# Idlewood Road

Project ID	Location	Recommendation	Category	Project Tier	Cost Estimate
NS-066	3 - Idlewood Rd at Sarr Pkwy	Reconfigure the intersection to a roundabout	Intersection Improvements	Tier 1	\$ 3,900,000.00
NS-067	3 - Idlewood Rd at Sarr Pkwy	Replace the guardrail in the northeast quadrant of the intersection	Intersection Improvements	Maintenance	\$ 20,000.00
NS-068	3 - Idlewood Rd at Sarr Pkwy	Add backplates with retroreflective borders to all signal heads, except for the new five-section signal head that has current backplates and borders, if not implementing NS-066	Signal Improvements	Maintenance	\$ 7,500.00
NS-069	3 - Idlewood Rd at Sarr Pkwy	Install an auxiliary signal head for the northbound approach, if not implementing NS-066	Signal Improvements	Tier 2	\$ 5,000.00
NS-070	3 - Idlewood Rd at Sarr Pkwy	Install a crosswalk and pedestrian signal across the east leg of the intersection, if not implementing NS-066	Signal Improvements	Tier 3	\$ 15,000.00
NS-071	3 - Idlewood Rd at Sarr Pkwy	Widen turning radii at the intersection, if not implementing NS-066	Intersection Improvements	Tier 3	\$ 150,000.00
NS-072	4 - Idlewood Rd at SR 410 (US 78)	Trim vegetation along the bridge over SR 410 (US 78)	Roadway Improvements	Maintenance	\$ 2,000.00
NS-073	5 - Idlewood Rd at Elmdale Dr	Close the section of Elmdale Dr between Idlewood Rd and Fellowship Rd	Roadway Improvements	Tier 1	\$ 50,000.00
NS-074	5 - Idlewood Rd at Elmdale Dr	Install a mid-block pedestrian crossing with RRFB equipment, curb ramps, and advanced warning signage across the north leg of the intersection	Bicycle/Pedestrian Connectivity	Tier 3	\$ 50,000.00
NS-075	6 - Idlewood Rd at Browning Chase Dr	Move Bus Stop 213188 and Bus Stop 902433 (Idlewood Rd & Browning Chase Dr) further south, closer to Browning Chase Dr	Transit Improvements	Tier 1	\$ 15,000.00
NS-076	7 - Idlewood Rd at Fellowship Rd	Reconfigure the intersection to a roundabout	Intersection Improvements	Tier 1	\$ 4,250,000.00
NS-077	7 - Idlewood Rd at Fellowship Rd	Add retroreflective border to all signal backplates, if not implementing NS-076	Signal Improvements	Tier 2	\$ 5,000.00
NS-078	7 - Idlewood Rd at Fellowship Rd	Prohibit eastbound right-turn movements on red, if not implementing NS-076	Signal Improvements	Tier 2	\$ 2,000.00

# Recommendations

Project ID	Location	Recommendation	Category	Project Tier	Cost Estimate
NS-079	8 - Idlewood Rd at Glynbrook Dr	Restripe the right-in/right-out striping or install a concrete median	Intersection Improvements	Maintenance	\$ 10,000.00
NS-080	9 - Idlewood Rd from Tucker Middle School to SR 8 (US 29/Lawrenceville Hwy)	Replace the east sidewalk with a multi-use path	Bicycle/Pedestrian Connectivity	Tier 2	\$ 200,000.00
NS-081	10 - Idlewood Rd at Cowan Rd	Reconfigure the intersection to a roundabout	Intersection Improvements	Tier 3	\$ 2,250,000.00
NS-082	10 - Idlewood Rd at Cowan Rd	Install a mid-block crossing at Cowan Rd, either as part of Project NS-081 or as a standalone project	Bicycle/Pedestrian Connectivity	Tier 2	\$ 35,000.00
NS-083	11 - Idlewood Rd at SR 8 (US 29/Lawrenceville Hwy)	Adjust signal timings to provide more green time to the side streets, particularly during off-peak periods	Signal Improvements	Maintenance	\$ 5,000.00
NS-084	11 - Idlewood Rd at SR 8 (US 29/Lawrenceville Hwy)	Construct a northbound right-turn lane	Intersection Improvements	Tier 3	\$ 125,000.00
NS-085	11 - Idlewood Rd at SR 8 (US 29/Lawrenceville Hwy)	Prohibit eastbound right-turn movements on red	Signal Improvements	Tier 3	\$ 2,000.00
NS-086	11 - Idlewood Rd at SR 8 (US 29/Lawrenceville Hwy)	Prohibit parking within the right-of-way along the west side of Idlewood Rd, at the southwest quadrant of the intersection	Access Management	Tier 3	\$ 75,000.00
NS-087	11 - Idlewood Rd at SR 8 (US 29/Lawrenceville Hwy)	Consolidate driveways adjacent to the intersection	Access Management	Tier 3	\$ 150,000.00



# Idlewood Road

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# Recommendations

Idlewood Road at Fellowship Road



Figure 25. Project ID NS-076: Idlewood Rd at Fellowship Rd Concept Drawing

- Reconfigures existing signalized intersection into a roundabout featuring a mountable truck apron, medians at each leg of the intersection and a crosswalk at the east leg.







# Recommendations

Idlewood Road at SR 8 (US 29/Lawrenceville Highway)

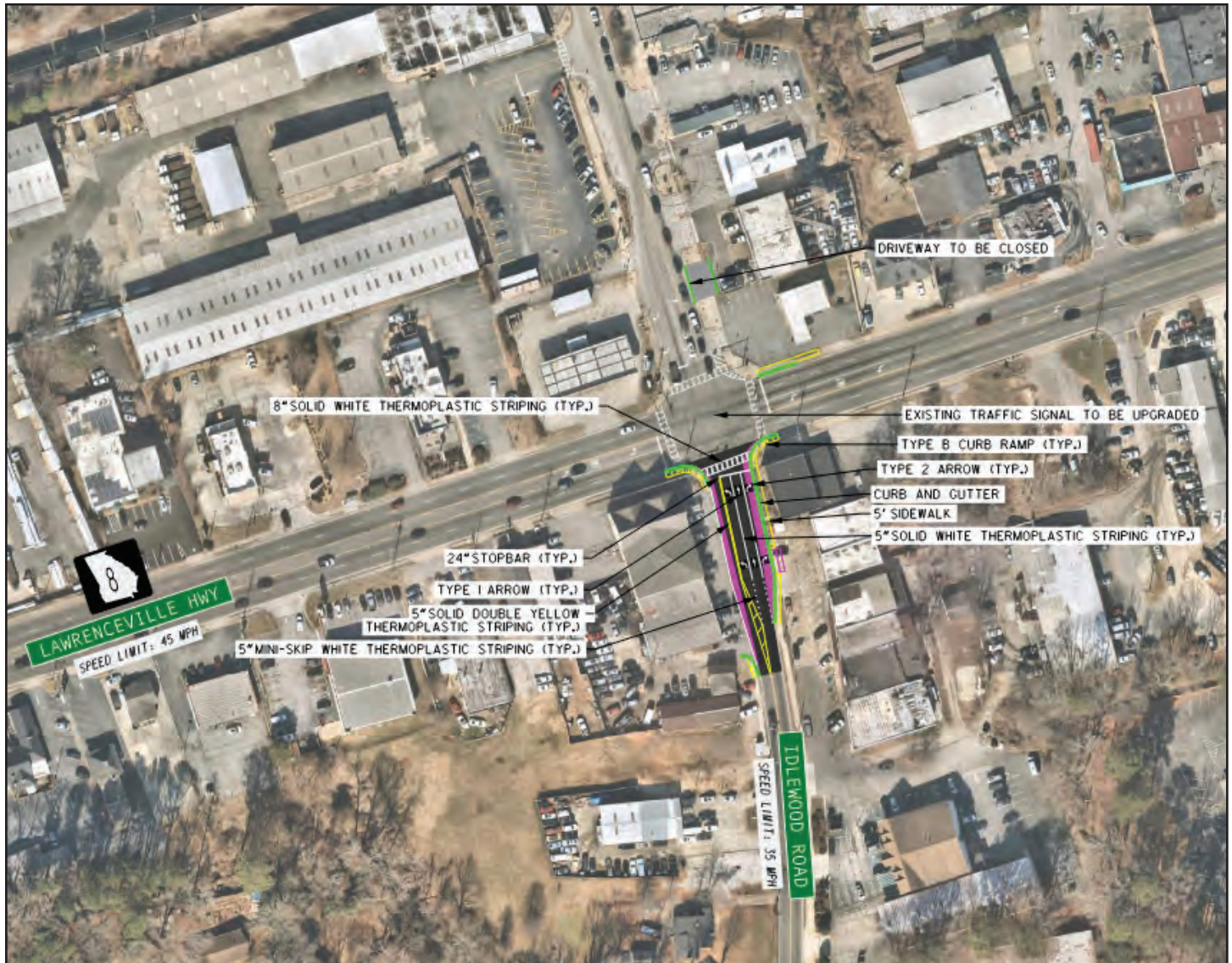


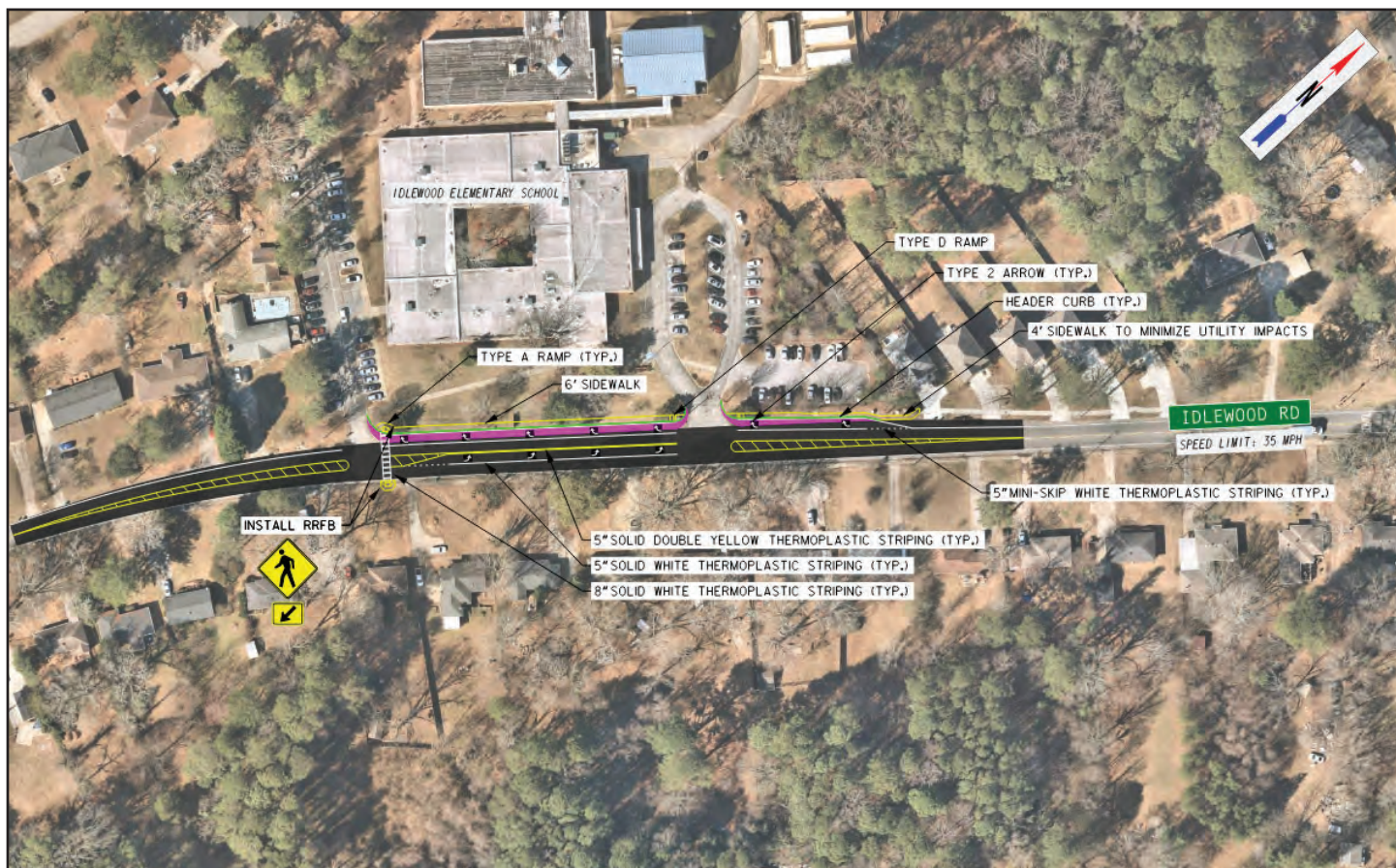
Figure 27. Project ID NS-084: Idlewood Rd at SR 8 Concept Drawing

- Consolidate driveways adjacent to the intersection.
- Construct a northbound right-turn lane utilizing widening on both sides of Idlewood Rd.
- The northbound approach of the intersection will be restriped.
- Provide more green time the side streets during off-peak hours.



# Idlewood Road

Idlewood Road at Idlewood Elementary School



**Figure 28: Project ID NS 058-059-060-062: Idlewood Rd at Idlewood Elementary School Concept Drawing**

- Enhance the mid-block crossing.
- Reconfigure the intersection to provide a northbound left-turn lane and a southbound right-turn lane, keeping the southbound through lanes aligned.



# Recommendations

Idlewood Road at Sarr Parkway

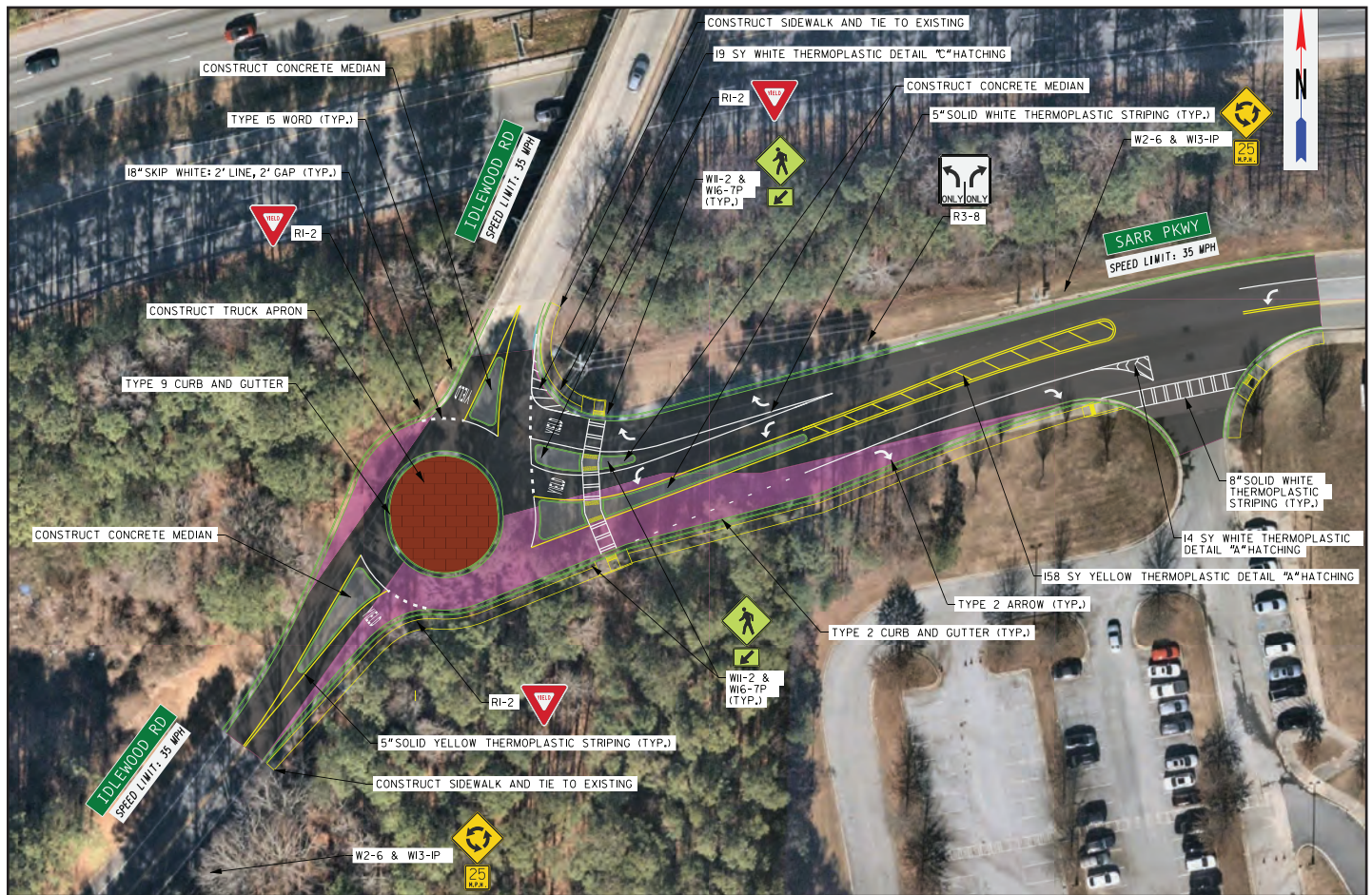


Figure 29. Project ID NS-066: Idlewood Rd at Sarr Pkwy Concept Drawing

- Reconfigures the intersection to into a single-lane roundabout featuring a mountable truck apron, medians at each leg of the intersection and a crosswalk at the east leg.



# Idlewood Road

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# Recommendations

Fellowship Road has 17 planned projects including 2 access management, 2 pedestrian/bicycle connectivity, 5 intersection improvements, 2 roadway improvements, 4 signal improvements, 2 signing and marking improvements, and 1 transit improvement.

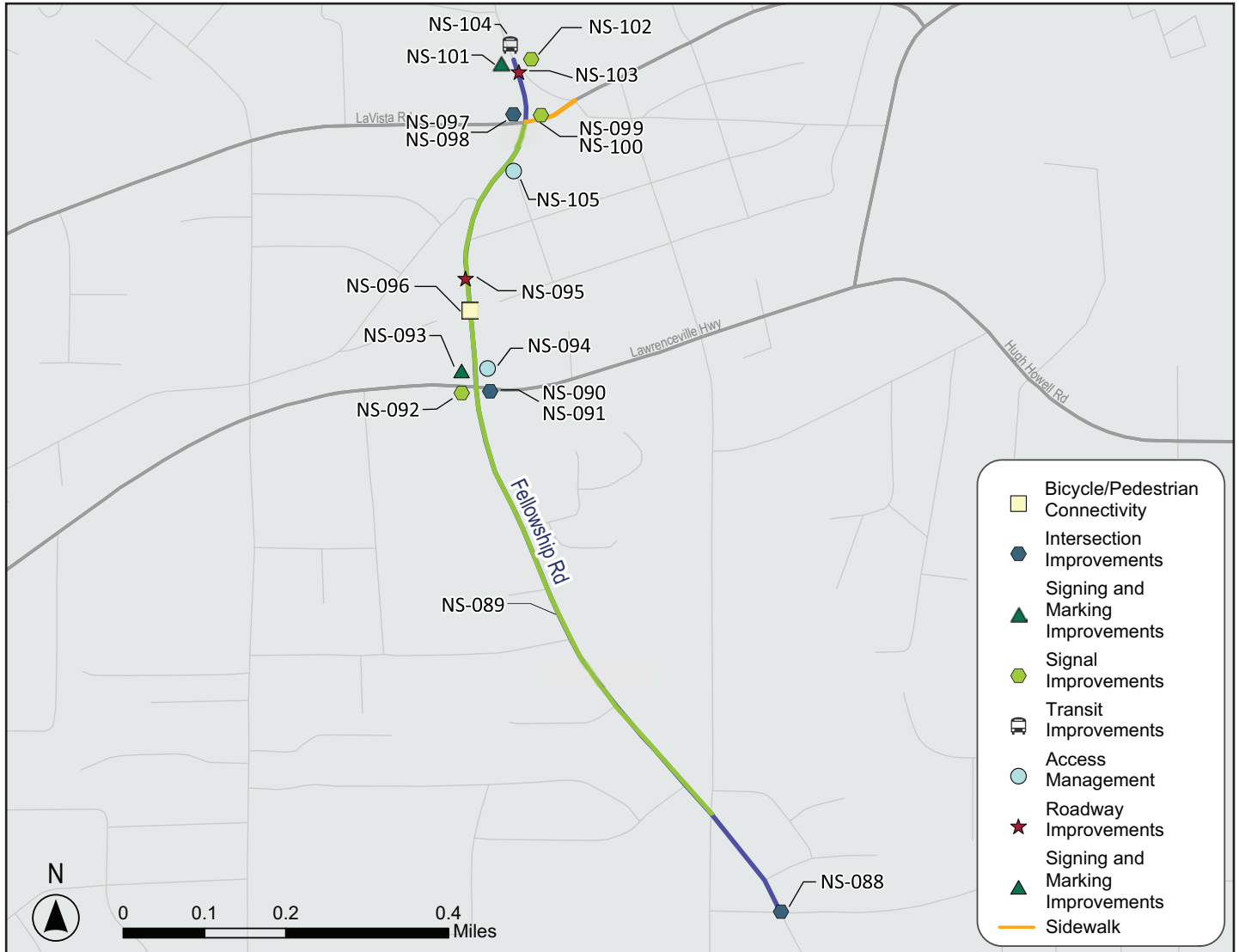


Figure 30: Fellowship Rd Recommendations



# Fellowship Road

Project ID	Location	Recommendation	Category	Project Tier	Cost Estimate
NS-088	1 - Fellowship Rd at Elmdale Dr	Improve the turning radius of the northbound right-turn movement	Intersection Improvements	Tier 3	\$ 50,000.00
NS-089	2 - Fellowship Rd from Idlewood Rd to SR 8 (US 29/Lawrenceville Hwy)	Replace the west sidewalk with a multi-use path	Bicycle/Pedestrian Connectivity	Tier 2	\$ 645,000.00
NS-090	3 - Fellowship Rd at SR 8 (US 29/Lawrenceville Hwy)	Construct a northbound right-turn lane	Intersection Improvements	Tier 2	\$ 260,000.00
NS-091	3 - Fellowship Rd at SR 8 (US 29/Lawrenceville Hwy)	Extend northbound left-turn lane storage	Intersection Improvements	Tier 1	\$ 75,000.00
NS-092	3 - Fellowship Rd at SR 8 (US 29/Lawrenceville Hwy)	Replace broken backplates	Signal Improvements	Maintenance	\$ 5,000.00
NS-093	3 - Fellowship Rd at SR 8 (US 29/Lawrenceville Hwy)	Replace faded overhead street-name signs	Signing and Marking Improvements	Maintenance	\$ 5,000.00
NS-094	3 - Fellowship Rd at SR 8 (US 29/Lawrenceville Hwy)	Consolidate driveways in the northeast and northwest quadrants of the intersection	Access Management	Tier 3	\$ 150,000.00
NS-095	4 - Fellowship Rd from SR 8 (US 29/Lawrenceville Hwy) to SR 236 (Lavista Rd)	Construct a road-diet reconfiguration that includes bike/ped treatments	Roadway Improvements	Tier 1	\$ 75,000.00
NS-096	5 - Fellowship Rd at CSX RR Crossing	Provide a vertical trail connection between the multiuse path proposed as part of Project NS-089 to the proposed PATH trail segment, Downtown to Johns Homestead Park	Bicycle/Pedestrian Connectivity	Tier 3	\$ 150,000.00
NS-097	6 - Fellowship Rd at SR 236 (Lavista Rd)	Convert the inside northbound lane to be an exclusive left-turn lane	Intersection Improvements	Tier 1	\$ 75,000.00

# Recommendations

Project ID	Location	Recommendation	Category	Project Tier	Cost Estimate
NS-098	6 - Fellowship Rd at SR 236 (Lavista Rd)	Reconfigure the intersection of SR 236 at Chamblee Tucker Rd including: closure of Lynburn Dr between SR 236 and Main St to through traffic; conversion of Chamblee Tucker Rd to be a one-way, right-turn slip lane; reconfiguration of the southbound approach to provide a left-turn lane; installation a new southbound right-turn lane; and prohibition of westbound right-turn movements	Intersection Improvements	Tier 1	\$ 1,500,000.00
NS-099	6 - Fellowship Rd at SR 236 (Lavista Rd)	Install missing retroreflective borders to signal head backplates, if not implementing NS-098	Signal Improvements	Maintenance	\$ 5,000.00
NS-100	6 - Fellowship Rd at SR 236 (Lavista Rd)	Prohibit southbound right-turn movements on red, if not implementing NS-098	Signal Improvements	Tier 3	\$ 2,000.00
NS-101	7 - Fellowship Rd at Chamblee Tucker Rd	Provide skip striping along Fellowship Rd through the intersection	Signing and Marking Improvements	Maintenance	\$ 5,000.00
NS-102	7 - Fellowship Rd at Chamblee Tucker Rd	Add retroreflective border to all signal backplates	Signal Improvements	Maintenance	\$ 5,000.00
NS-103	7 - Fellowship Rd at Chamblee Tucker Rd	Replace damaged sidewalk in the southeast quadrant of the intersection	Roadway Improvements	Maintenance	\$ 12,000.00
NS-104	7 - Fellowship Rd at Chamblee Tucker Rd	Move Bus Stop 900330 (Chamblee Tucker Rd & Lavista Rd) south of SR 236	Transit Improvements	Tier 1	\$ 15,000.00
NS-105	8 - Fellowship Rd at 2nd Street	Reconfigure the intersection to to right-in/right-out operations	Access Management	Tier 2	\$ 50,000.00



# Fellowship Road

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# Recommendations

Fellowship Road at SR 8 (US 29/Lawrenceville Highway)

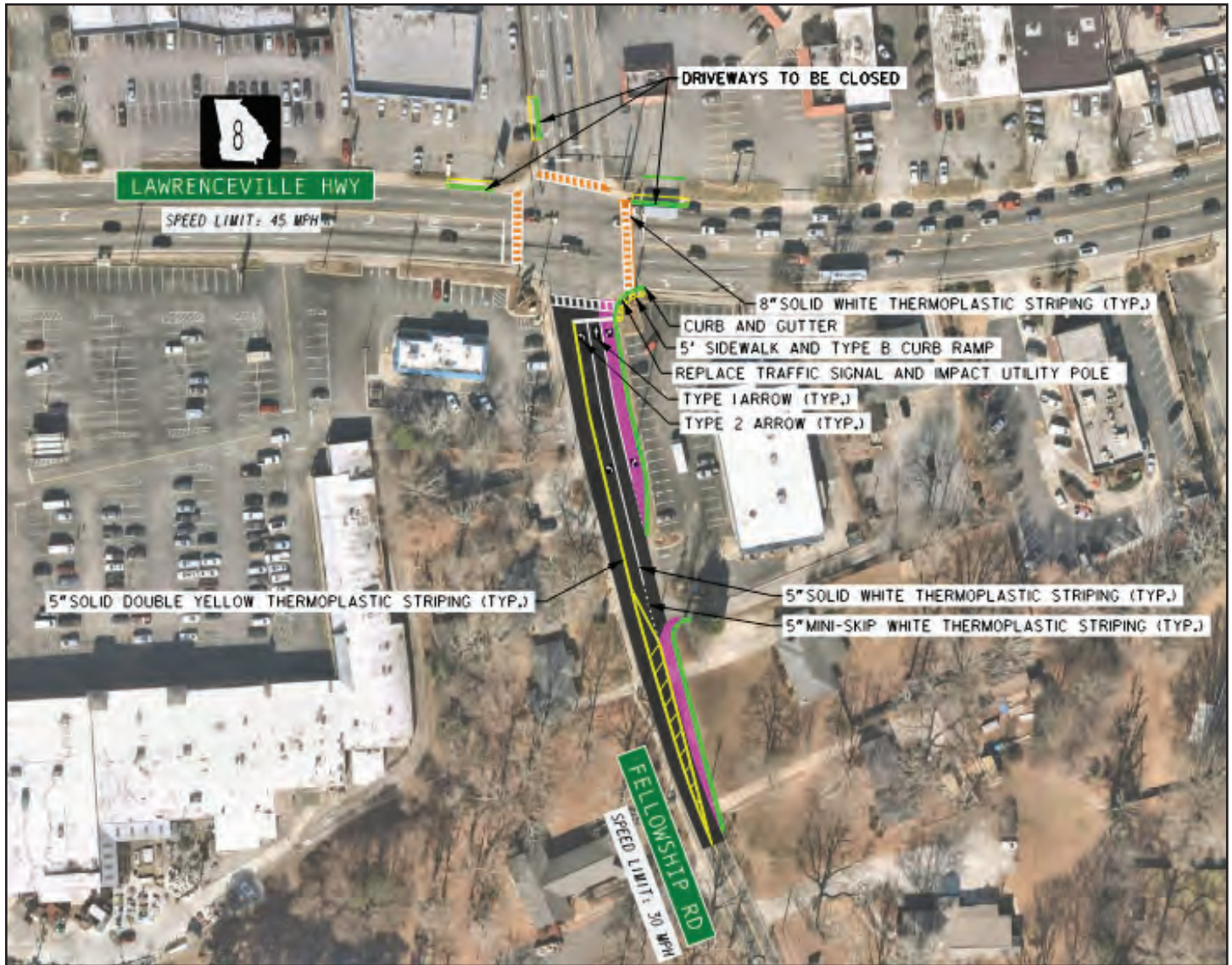


Figure 31. Project ID NS-090-091: Fellowship Rd at SR 8 Concept Drawing

- Consolidate driveways in the northeast and northwest quadrants of the intersection.
- Extend northbound left-turn lane storage.
- Construct a northbound right-turn lane.
- Would require replacement of traffic signal, utility pole, and sidewalk in the southeast quadrant.



# Fellowship Road

Fellowship Road at SR 236 (Lavista Road)



**Figure 32. Project ID NS-095-97-098: Fellowship Rd at SR 236/Chamblee Tucker Concept Drawing**

- Reconfigure the intersection of SR 236 at Chamblee Tucker Rd.
- Closure of Lynburn Dr between SR 236 and Main St to through traffic
- Conversion of Chamblee Tucker Rd to be a one-way, right-turn slip lane.
- Reconfiguration of the southbound approach to provide a left-turn lane.
- Installation a new southbound right-turn lane.
- Prohibition of westbound right-turn movements.
- Reconfigure ingress/egress for Tucker Animal Hospital.
- Convert 2nd St. intersection to right-in/right-out.
- Traffic signal replacement.

# Funding Recommendations

## FUNDING SOURCES IDENTIFIED

A review of available funding sources was completed for the all planned projects. Below is an overview of both Federal and State/ARC funding opportunities.

### FEDERAL FUNDING

- INFRA
- RAISE
- Railroad Crossing Elimination (RCE)
- Consolidation Rail Infrastructure and Safety Improvements (CRISI)

NOTE: There are additional funding opportunities available under IJA, however no projects listed currently appear to qualify.

### STATE/ARC FUNDING

- Community Development Block Grant (CDBG)
- Congestion Management and Air Quality (CMAQ)
- Surface Transportation Block Grant (STBG)
- Livable Centers Initiative (LCI)
- Transportation Alternatives Program (TAP)
- Local Maintenance Improvement Grants Program (LMIG)
- Georgia Transportation Infrastructure Bank (GTIB)
- Georgia Highway Safety Improvement Program (HSIP)

## USDOT TRANSPORTATION - DISADVANTAGED CENSUS TRACTS

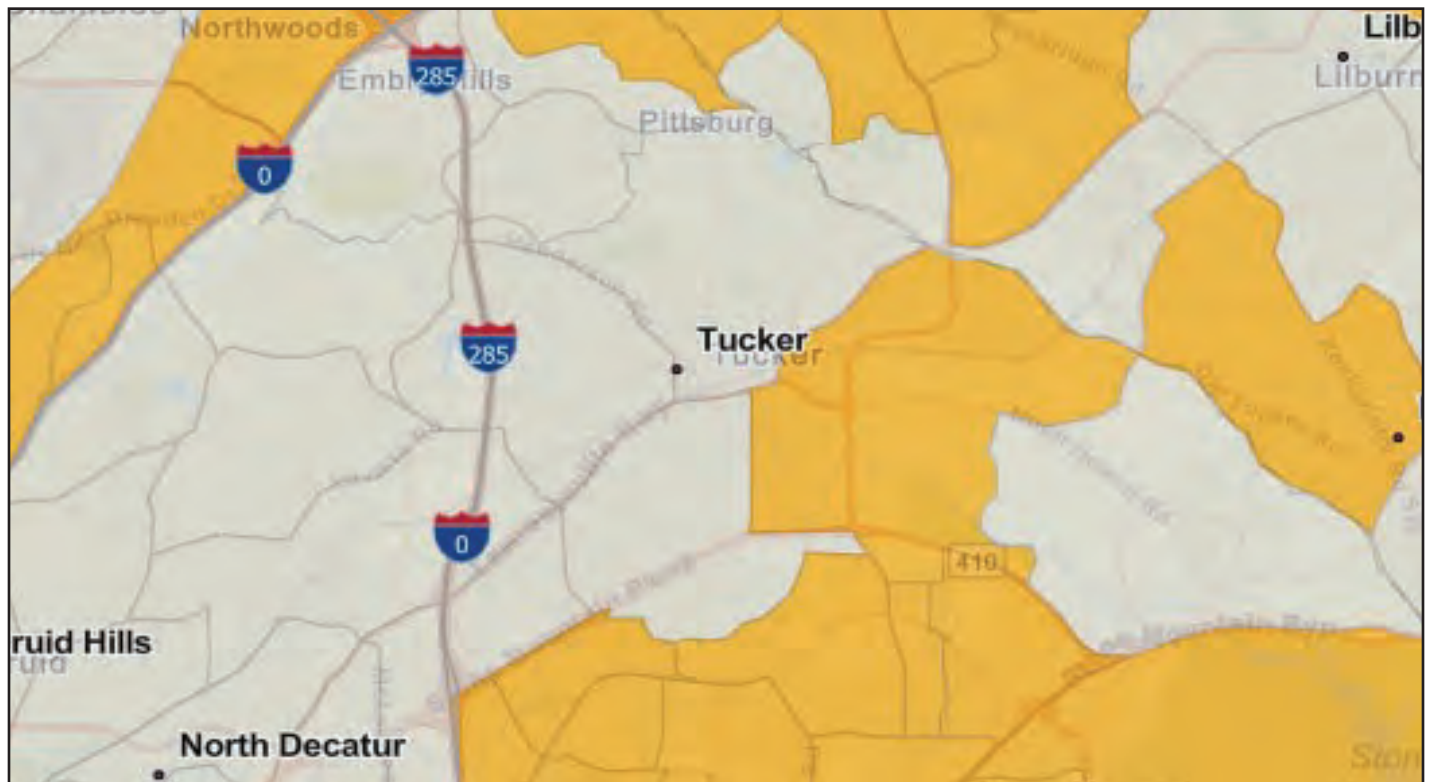


Figure 33: Disadvantaged Census Tract Map





## LOCAL FUNDING REVIEW

### BROCKETT RD AT SR 8 (US 29/LAWRENCEVILLE HWY)

Three packing options:

1.) Option 1: Combine NS-106 through NS-115 - \$4.4M (combined) estimated cost.

- Well-positioned for INFRA and RAISE funding.
- STBG, LCI, GTIB, and HSIP good State opportunities.
- Not in an area of need or transportation disadvantaged community, but it supports economic development, mobility, and safety improvements.
- Partnership opportunity with GDOT.
- Strongest option due to project competitiveness combined with volume of improvements for a moderate cost.

2.) Option 2: Combine NS-106 through NS-109 - \$737K (combined) estimated cost.

- Eligible for INFRA or RAISE funding, but price tag likely not worth the cost and effort to pursue Federal funding.
- Excellent candidate for STBG, GTIB, or HSIP funding, and potentially for CDBG funding.
- Not in an area of need or transportation disadvantaged community, but it supports economic development, mobility, and safety improvements.

3.) Option 3: Combine NS-110 through NS-1115 - \$3.67M (combined) estimated cost.

- Well-positioned for RAISE funding, as well as STBG, GTIB, or HSIP funding.
- CRISI is a potential opportunity due to the installation of new crossing gates and relocation of the intersection.
- Not in an area of need or transportation disadvantaged community, but it supports economic development, mobility, and safety improvements.

### COOLEIDGE AT SR 8 (US 29/LAWRENCEVILLE HWY)

1.) NS-049, NS-050, and NS-051 - \$1.4M (combined) estimated cost.

- Eligible for INFRA or RAISE funding, but price tag likely not worth the cost and effort to pursue Federal funding.
- Excellent candidate for STBG, LCI, GTIB, or HSIP funding.
- Not in an area of need or transportation disadvantaged community, but it supports economic development, mobility, and safety improvements.

### IDLEWOOD RD AT FELLOWSHIP RD

Two packing options:

1.) Option 1: NS-075, NS-076, and NS-078 - \$4.27M (combined) estimated cost.

- Well-positioned for RAISE funding, especially with the inclusion of bike/ped components.
- CMAQ, STBG, LCI, TAP, GTIB, or HSIP funding are good state opportunities.
- Project location is in a transportation-disadvantaged and historically-disadvantaged Census tract.

2.) Option 2: NS-078 - \$4.25M estimated cost.

- Eligible for RAISE funding, although less competitive without bike/ped components.
- CMAQ, STBG, GTIB, or HSIP funding are good state opportunities.
- Project location is in a transportation-disadvantaged and historically-disadvantaged Census tract.

### MONTREAL RD WEST AT CSX RR CROSSING

Three packing options:

1.) Option 1: Montreal Rd West at CSX RR Crossing (NS-025) - \$13.4M estimated cost.

- Excellent candidate for RCE funding, as well as CRISI funding.
- STBG, LMIG, GTIB, or HSIP funding are good state opportunities.
- Not in an area of need or transportation disadvantaged community, but it supports mobility, and safety improvements.

2.) Option 2: Montreal Rd West at CSX RR Crossing (NS-023 and NS-024) - \$250,000 estimated cost.

- Not worth pursuing Federal funding. May be eligible for STBG, LMIG, GTIB, or HSIP funding are good state opportunities.
- Not in an area of need or transportation disadvantaged community, but it supports mobility, and safety improvements.

3.) Option 3: NS-104 should be combined with Brockett Rd at SR 8 improvements.



# Summary

The City of Tucker has had growing concerns over speeding and safety on its roadways, particularly on collector and arterial roadways located in more residential areas. The City completed the North-South Connectivity Study to address these concerns, and identified 115 projects across six corridors that provide vital north-south connections through the city:

- Montreal Road (East)
- Montreal Road (West)
- Cooledge Road
- Brockett Road
- Idlewood Road
- Fellowship Road

Recommendations identified as part of the North-South Connectivity Study were coordinated with other, ongoing City transportation initiatives and were developed to build upon the City's previous planning efforts—particularly those of Tucker Tomorrow, the City's Strategic Transportation Master Plan, and the Tucker PATH Trail Master Plan.

The recommendations span 4 priority tiers, 4 project categories, and 8 project subcategories. Recommendations were evaluated for different funding sources and were incorporated in Tucker Tomorrow, the City's Comprehensive Plan.

The estimate of total costs for the project recommendations is approximately \$51.6 million—\$20 million across Tier 1, \$2.8 million across Tier 2, \$28 million across Tier 3, and nearly \$800,000 across Maintenance activities.

Project Category	# of Projects	Total Cost
<b>Mobility</b>	<b>14</b>	<b>\$31,025,000</b>
Intersection Improvements	8	\$21,025,000
Roadway Improvements	3	\$9,800,000
Signing and Marking Improvements	3	\$200,000
<b>Multimodal</b>	<b>42</b>	<b>\$16,033,000</b>
Bicycle/Pedestrian Connectivity	13	\$2,050,000
Freight Improvements	3	\$13,505,000
Intersection Improvements	5	\$70,000
Roadway Improvements	6	\$182,000
Signal Improvements	9	\$121,000
Transit Improvements	6	\$105,000
<b>Operations</b>	<b>13</b>	<b>\$1,580,000</b>
Intersection Improvements	9	\$1,055,000
Roadway Improvements	1	\$400,000
Signal Improvements	3	\$125,000
<b>Safety</b>	<b>46</b>	<b>\$2,950,500</b>
Access Management	9	\$1,105,000
Freight Improvements	2	\$100,000
Intersection Improvements	9	\$827,000
Roadway Improvements	2	\$502,000
Signal Improvements	17	\$138,000
Signing and Marking Improvements	7	\$278,500
<b>Total</b>	<b>115</b>	<b>\$51,588,500</b>

*Transportation Vision:*

*"To enhance Tucker by connecting places and people with save travel options, today, tomorrow, together."*

*Transportation Objectives:*

- Provide connectivity to green spaces, businesses and public spaces
- Improve walking and biking conditions
- Enhance travel safety
- Manage an efficient multimodal system with traffic congestion reduction

*Source: Tucker Tomorrow: Improving Transportation Connections (2019)*

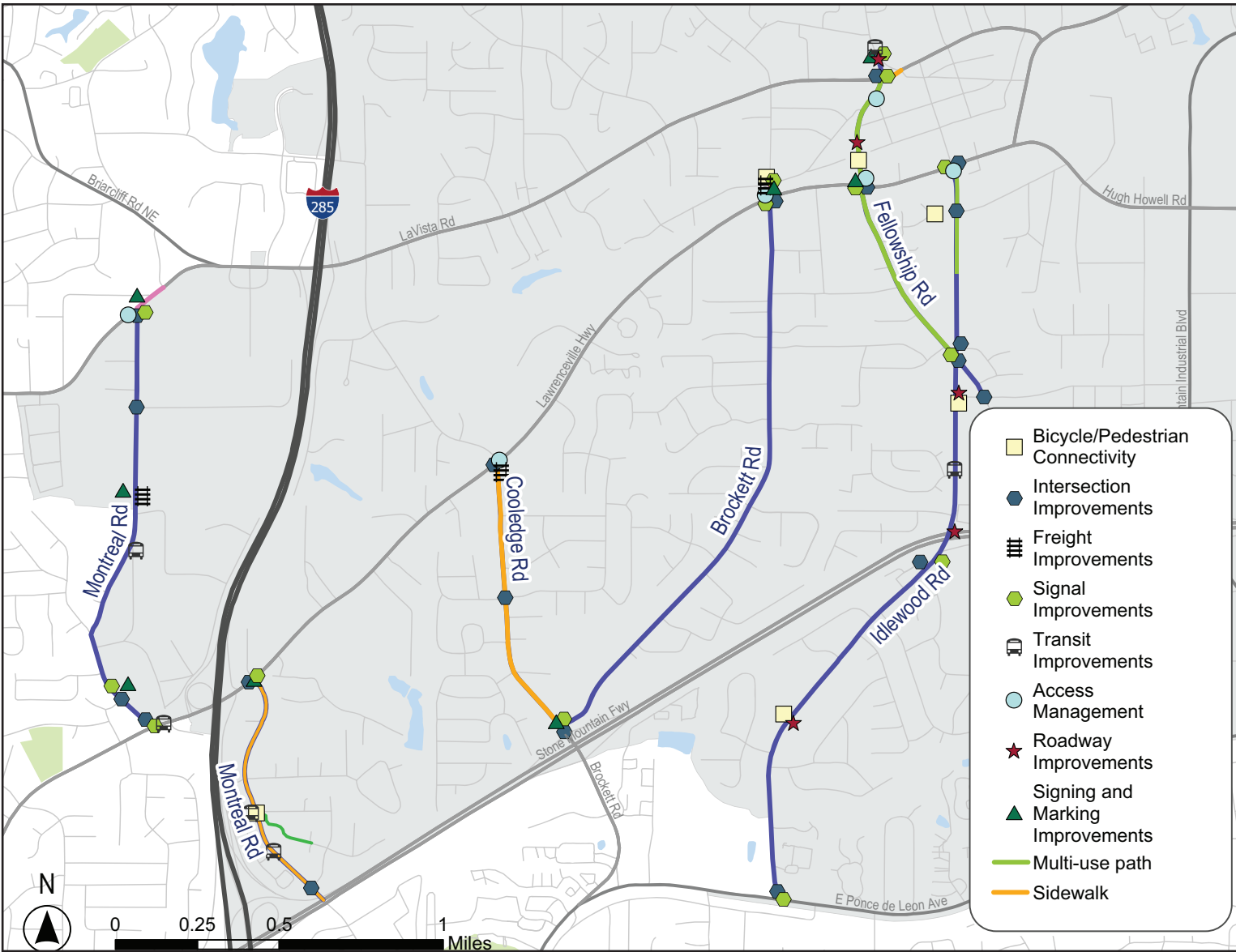


Figure 34: Recommendations Map

Tier	Total Cost
Tier 1	\$ 20,040,000.00
Tier 2	\$ 2,824,000.00
Tier 3	\$ 27,969,000.00
Maintenance	\$ 755,500.00
<b>Total</b>	<b>\$ 51,588,500.00</b>

