City Council - Regular Session
The Chambers at City Center

8534 Main Street, Woodstock GA
(Main) 770.592.6000 (Fax) 770.926.1375
http://www.woodstockga.gov
***Hearing Assistance Available Upon Request**

AGENDA

Monday, April 27, 2026

City Council - Regular Session
7:00 PM

ITEM 1. MEETING CALLED TO ORDER

7:00 PM Meeting called to order at The Chambers at City Center,
8534 Main Street, Woodstock, GA.

ITEM 2. RECOGNITION OF GUESTS AND VISITORS

1. **Proclamation - Motorcycle Safety Awareness Month** (Michael Caldwell)
2. **Proclamation - Light the Night for Fallen Firefighters** (Michael Caldwell)
3. **Proclamation - Professional Municipal Clerks Week** (Michael Caldwell)

ITEM 3. APPOINTMENTS/OATH OF OFFICE

1. **Impact Fee Advisory Committee Appointments** (Michael Caldwell)

ITEM 4. ANNOUNCEMENTS

1. **Announcements** (Colin Ake)
The Dos de Mayo Crawl is Saturday, May 2 from 2 to 6 p.m. in downtown Woodstock. See the route and the specials at visitwoodstockga.com.

The Brown Bag Concert Series takes place Thursdays in May from 12 to 1 p.m. in the Park at City Center. Bring a chair and pack a lunch or pick up takeout from a downtown restaurant and enjoy these free lunchtime concerts. Schedule available in the special events section of woodstockparksandrec.com.

Woodstock Summer Concert Series kicks off on Saturday, May 9th as Black Jacket Symphony presents Bon Jovi's Slippery When Wet. Full details at woodstockconcertseries.com.

The Downtown Woodstock Walking Tour Series returns April 30th with tours highlighting Historic Families of Woodstock. Each month April to October, the Woodstock Visitors Center offers tours on a different topic. Tickets are $5 per person and can be purchased

at the visitors center or online at visitwoodstockga.com.

ITEM 5. MEETING DECORUM

ITEM 6. PUBLIC COMMENT

ITEM 7. CONSENT AGENDA

1. **Ratify the Purchase of Neese Road - Parcel 68** (Jeff Moon)
   Request for approval to ratify the purchase of Neese Road Parcel 68 in connection with the Neese Road Improvements Project.

2. **Approve Emergency Purchases - MAJBA JE 21025 - 1522 - WWTP Pump Emergency Purchases** (Jeremy Parker)
   Request for approval of MAJBA JE 21025 to re-purpose funding from the Waste Water Treatment Plant UV Disinfection project and the Lift Station First Baptist Church Pump project to fund the emergency purchase of two Boerger permeate pumps and one Flygt submersible EQ Pump.

3. **Approve MAJBA JE 21070 - Recognize Additional Revenue & Fund Additional Expenses for Streetscapes VI** (Jeremy Parker)
   Request for approval of MAJBA JE 21070 which recognizes additional TAD revenue and DDA contributions and funds additional expenses for the Streetscapes VI project.

4. **Approve MAJBA JE 21071 - Recognize 2025 URA Bond Proceeds for Construction of Fire Stations** (Ron Shelby)
   Request for approval of MAJBA JE 20171 which recognizes the 2025 URA Bond proceeds and projected interest income for use of construction of the fire stations and fund related expenses.

5. **Approve MAJBA JE 21074 - Fund Purchase of Fire Aerial Ladder Truck** (Shane Dobson)
   Request for approval of MAJBA JE 21074 which uses SPLOST V reserves to fund the purchase of the fire aerial ladder truck. The truck delivery was anticipated to be in FY 2027. However, the truck was completed and delivered ahead of schedule.

6. **Approve MAJBA JE 21091 - To Fund Purchase and Installation of Market Street Bollards** (Jeff Moon)
   Request for approval of MAJBA JE 21091 which uses Green Prints reserves to fund the purchase and installation of replacement bollards on Market Street for pedestrian safety at the trailhead.

7. **Adopt Ordinance No. 2026-005 Amending Chapter 2, Article II, Section 2-66 Expenses (2nd Reading & Final Vote)** (Robyn Adams)
   Request for approval to adopt Ordinance No. 2026-005 to amend Chapter 2 Administration, Article II. City Council, Division 2. Meetings, Section 2-66 - Expenses as identified in the document included in the agenda packet. This amendment updates the Code language to align with the revisions made to the Council Policy Manual - Council Approval Section, as referenced in the related agenda item. The first reading for this item was held at the April 13, 2026 Council Meeting. This serves as the 2nd Reading and final vote.

8. **Adopt Ordinance No. 2026-006 Amending Chapter 34, Article V, Section 34-139 Holidays - Addition of Federal Holiday Juneteenth as Recognized City Holiday** (Mindy Nobis)
   Request for approval to adopt Ordinance 2026-006 amending Chapter 34 Personnel, Article V Leave, Section 34-139 Holidays to add Juneteenth (June 19th) as a recognized

city holiday. This would be an addition to the holiday list provided with pay for full-time employees. This amendment updates the Code language as referenced in the supporting documentation in the agenda packet. The first reading for this item was held at the April 13, 2026 Council Meeting. This serves as the 2nd reading and final vote.

9. **Approve Road Closure for 2026 July 4th Freedom Run 5K and 10K** (Brian Borden)
Request for approval to close Main Street, Rope Mill Road, Market Street, Fowler Street, Mill Street, Maple Street, and Oak Street from 6:45 a.m. to 8:30 a.m. for the July 4th Freedom Run 5K and 10K.

ITEM 8. PUBLIC HEARING

1. **Consideration of Z#167-26 & CUP#94-26, Reagan & Ridgewalk - The Pitch (Public Hearing & Vote)** (Melissa Sigmund)
Request for approval of a Zone Map Amendment, Conditional Use Permit (CUP), and Variances to allow for the construction of a ± 12.81 acre mixed-use development located at the southeast corner of Reagan Street and Ridgewalk Parkway (Z#166-25, CUP#094-26) that would include up approximately 26,000 sf of commercial uses, a soccer stadium for semi-professional/professional soccer teams, and a maximum of 236 multi-family rental units. The application seeks to rezone the property from NC to GC-VMU and requests a Conditional Use Permit to allow multi-family rental units and to allow the residential units to be located on the ground floor of buildings within the development. Associated Variances are requested to the development standards of the LDO for the amounts and locations of provided parking.

2. **Consideration of CUP#093-25: 706 Robin Court (Public Hearing & Vote)** (Cameron Dunn)
Request for consideration of CUP#093-25 - 706 Robin Court. Staff recommends approval to grant a Conditional Use Permit to allow for a development within the Downtown District on less than five acres with concurrent site Variances, subject to the staff-recommended and Planning Commission-modified conditions. This case was remanded back to Planning Commission at the March 23, 2026 Council Meeting.

3. **Consideration of V#220-25: 704 Robin Court (Public Hearing & Vote)** (Cameron Dunn)
Request for consideration of V#220-25 - 704 Robin Court. Staff recommends approval of a Conditional Use Permit to allow for a development within the Downtown District on less than five acres with concurrent site Variances, subject to the staff-recommended and Planning Commission-modified conditions of approval. This case was remanded back to Planning Commission at the March 23, 2026 Council Meeting.

4. **Consideration of ZTA#020-26: Lot of Record/Downtown LDO Amendment (Public Hearing/Vote)** (Melissa Sigmund)
Request for approval of ZTA#-21-26, a Zone Text Amendment that amends Chapter VII (Performance Zoning Standards) of the Land Development Ordinance to update Article III – General Information, Article IV – Zone District Performance Standards, Article V – Use Districts and Regulations, and Article VII – Downtown District Standards.

ITEM 9. NEW BUSINESS

1. **Consideration to Adopt Ordinance No. 2026-009 Amending Chapter 34, Article III Adding Section 34-74 Relating to Defense of Actions (1st Reading)** (Robyn Adams)
Request for approval to adopt Ordinance No. 2026-009 amending Chapter 34 Personnel, Article III Compensation of the City Code to add Section 34-74 relating to the Defense of Actions arising out of the performance of duties; to provide definitions, procedures, and

limitations as identified in the ordinance. This will serve as the first reading with the second reading and final vote scheduled for the May 11, 2026 agenda.

2. **Consideration to Adopt Ordinance No. 2026-010 Amending Chapter 2, Article I Adding Section 2-6 Relating to Service of Process (1st Reading)** (Robyn Adams)
Request for approval to adopt Ordinance No. 2026-010 amending Chapter 2 Administration, Article I In General of the City Code to add Section 2-6 relating to the Service of Process as identified in the ordinance. This will serve as the first reading with the second reading and final vote scheduled for the May 11, 2026 agenda.

3. **Consideration to Adopt Ordinance No. 2026-011 Amending Chapter 30, Article III - Special Events** (Melissa Sigmund)
Request for approval to adopt an Ordinance No. 2026-011 amending Chapter 30 - Offenses and Miscellaneous Provisions, Article III Special Events of the City Code to provide for revised provisions for special events. Proposed changes are shown in the redline document included in the agenda packet.

4. **Consideration of Contract with Delinquent Tax Services Incorporated** (Ron Shelby)
Request for approval of a contract with Delinquent Tax Services Incorporated for the collection of delinquent property taxes.

ITEM 10. MINUTES APPROVAL

1. **Consideration of Approval to Adopt Council Meeting Minutes - April 13, 2026** (Robyn Adams)

ITEM 11. DEPARTMENTAL REPORTS

1. **Information Technology Monthly Report (April 2026)** (Katy Leggett)

2. **Parks & Recreation Monthly Report (March 2026)** (Brian Borden)

3. **Capital Projects Monthly Report (April 2026)** (Chris Luly)

4. **Community Development Hot Sheet (April 2026)** (Melissa Sigmund)

5. **Communications Report (March 2026)** (Stacy Brown)

6. **Public Works Project Status Report (March & April 2026)** (Jeremy Parker)

ITEM 12. MAYOR AND COUNCIL COMMENTS

ITEM 13. CITY MANAGER AND STAFF COMMENTS

ITEM 14. EXECUTIVE SESSION - Personnel, Litigation, Real Estate

ITEM 15. FINAL ADJOURNMENT

AGENDA ITEM NO. 2.1

Item Cover Page

CITY COUNCIL AGENDA ITEM REPORT

DATE:	April 27, 2026
SUBMITTED BY:	Robyn Adams, City Clerk
ITEM TYPE:	Proclamation
AGENDA SECTION:	RECOGNITION OF GUESTS AND VISITORS
SUBJECT:	**Proclamation - Motorcycle Safety Awareness Month**

SUGGESTED ACTION:

ATTACHMENTS:

PRO - Motorcycle Safety Awareness Month 2026.pdf

A PROCLAMATION BY THE MAYOR AND COUNCIL OF THE CITY OF WOODSTOCK, GEORGIA

MOTORCYCLE SAFETY AWARENESS MONTH

WHEREAS, Motorcycle riding is a popular form of recreation and transportation for thousands of people across the state and nation; and

WHEREAS, Motorcycles are a common and economical means of transportation that reduces fuel consumption and road wear, and contributes in a significant way to the relief of traffic and parking congestion; and

WHEREAS, the National Highway Traffic Safety Administration and the Motorcycle Safety Foundation have named May as Motorcycle Safety Awareness Month; and

WHEREAS, states and motorcycle organizations across this country will be conducting a variety of activities to promote the importance of motorist awareness and safely sharing the road with motorcycles and remind riders to make themselves more visible to others; and

WHEREAS, the City of Woodstock, wishes to promote the safety campaign of the National Highway Traffic Safety Administration in their effort to ensure the safety and well-being of all; and

WHEREAS, all highway users should unite in the safe sharing of roadways throughout the City of Woodstock, Cherokee County, and the state of Georgia with all others on the roadways; and

NOW THEREFORE, I, Michael Caldwell, Mayor of the City of Woodstock, Georgia, do hereby proclaim the month of May 2026 as **Motorcycle Safety Awareness Month** and urge all motor vehicle operators to join in this effort to keep our highways safe.

Proclaimed this 27th day of April 2026.

_____
Michael Caldwell, Mayor

Attest _____
Robyn Adams, City Clerk

AGENDA ITEM NO. 2.2

Item Cover Page

CITY COUNCIL AGENDA ITEM REPORT

DATE:	April 27, 2026
SUBMITTED BY:	Robyn Adams, City Clerk
ITEM TYPE:	Proclamation
AGENDA SECTION:	RECOGNITION OF GUESTS AND VISITORS
SUBJECT:	**Proclamation - Light the Night for Fallen Firefighters**

SUGGESTED ACTION:

ATTACHMENTS:
PRO Light the Night for Fallen Firefighters.pdf

A PROCLAMATION BY THE MAYOR AND COUNCIL OF THE CITY OF WOODSTOCK, GEORGIA

LIGHT THE NIGHT FOR FALLEN FIREFIGHTERS

WHEREAS the United States Congress and the President of the United States have designated the day of the annual National Fallen Firefighters Memorial Service as a day to honor firefighters and emergency services personnel who have sacrificed their lives to save others; and

WHEREAS, an average of 80 firefighters courageously make the ultimate sacrifice in the line of duty each year; and

WHEREAS, firefighters and emergency services personnel play an essential role in the protection of lives and property in our local community; and

WHEREAS, it is of major importance that we increase our efforts to reduce deaths, injuries and property losses from fire; and

WHEREAS, the City of Woodstock now calls upon all citizens and upon all patriotic, civic, and educational organizations to observe the day of May 3, 2026, in recognition of the patriotic service and dedicated efforts of our fire and emergency services personnel by lowering American flags of all buildings to half-staff.

NOW, THEREFORE, I, Michael Caldwell, Mayor of the City of Woodstock, do hereby proclaim **May 3, 2026**, as **Light the Night for Fallen Firefighters** in the City of Woodstock, and call upon all residents to join in lighting a red light or candle and pause for a moment of silence, or read a special passage to honor the sacrifices of these public servants and their families.

I encourage our citizens to honor fire and emergency services personnel, past and present, who, by their faithful and loyal devotion to duties, have rendered invaluable service to our community and its citizens.

BE IT FURTHER PROCLAIMED, that this proclamation is issued on the 27th day of April 2026 in recognition of the Woodstock Fire Department for their steadfast commitment to our community.

Proclaimed this 27th day of April 2026.

_____
Michael Caldwell, Mayor

Attest _____
Robyn Adams, City Clerk

AGENDA ITEM NO. 2.3

Item Cover Page

CITY COUNCIL AGENDA ITEM REPORT

DATE: April 27, 2026

SUBMITTED BY: Coty Thigpen, Administration

ITEM TYPE: Proclamation

AGENDA SECTION: RECOGNITION OF GUESTS AND VISITORS

SUBJECT: **Proclamation - Professional Municipal Clerks Week**

SUGGESTED ACTION:

ATTACHMENTS:
PRO - 57th Annual Professional Municipal Clerks Week.pdf

A PROCLAMATION BY THE MAYOR AND COUNCIL OF THE CITY OF WOODSTOCK, GEORGIA TO RECOGNIZE 57TH ANNUAL

PROFESSIONAL MUNICIPAL CLERKS WEEK

MAY 3-9, 2026

WHEREAS, The Office of the Professional Municipal Clerk, a time honored and vital part of local government exist throughout the world, and

WHEREAS, The Office of the Professional Municipal Clerk is the oldest among public servants, and

WHEREAS, The Office of the Professional Municipal Clerk provides the professional link between the citizens, the local governing bodies, and agencies of government at other levels, and

WHEREAS, Professional Municipal Clerks have pledged to be ever mindful of their neutrality and impartiality, rendering equal service to all, and

WHEREAS, The Professional Municipal Clerk serves as the information center on functions of local government and community, and

WHEREAS, Professional Municipal Clerks continually strive to improve the administration of the affairs of the Office of the Professional Municipal Clerk through participation in education programs, seminars, workshops and the annual meetings of their state, provincial, county, and international professional organizations, and

WHEREAS, It is most appropriate that we recognize the accomplishments of the Office of the Professional Municipal Clerk.

NOW THEREFORE, I, Michael Caldwell, Mayor of the City of Woodstock, do hereby recognize the week of May 3-9, 2026, as **Professional Municipal Clerks Week**, and further extend appreciation to our Professional Municipal Clerk, Robyn Adams and Deputy City Clerk, Sandy Henry for the vital services they perform and their exemplary dedication to the City of Woodstock.

Proclaimed this 27th day of April 2026.

_____
Michael Caldwell, Mayor

Attest _____
Robyn Adams, City Clerk

AGENDA ITEM NO. 3.1

Item Cover Page

CITY COUNCIL AGENDA ITEM REPORT

DATE:	April 27, 2026
SUBMITTED BY:	Coty Thigpen, Administration
ITEM TYPE:	Appointments to Boards, Committees, Oaths of Office
AGENDA SECTION:	APPOINTMENTS/OATH OF OFFICE
SUBJECT:	**Impact Fee Advisory Committee Appointments**
SUGGESTED ACTION:	
ATTACHMENTS:	

AGENDA ITEM NO. 4.1

Item Cover Page

CITY COUNCIL AGENDA ITEM REPORT

DATE: April 27, 2026

SUBMITTED BY: Stacy Brown, Communications

ITEM TYPE: Announcements

AGENDA SECTION: ANNOUNCEMENTS

SUBJECT: **Announcements**

SUGGESTED ACTION: The Dos de Mayo Crawl is Saturday, May 2 from 2 to 6 p.m. in downtown Woodstock. See the route and the specials at visitwoodstockga.com.

The Brown Bag Concert Series takes place Thursdays in May from 12 to 1 p.m. in the Park at City Center. Bring a chair and pack a lunch or pick up takeout from a downtown restaurant and enjoy these free lunchtime concerts. Schedule available in the special events section of woodstockparksandrec.com.

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ATTACHMENTS:

AGENDA ITEM NO. 7.1

Item Cover Page

CITY COUNCIL AGENDA ITEM REPORT

DATE:	April 27, 2026
SUBMITTED BY:	Robyn Adams, Administration
ITEM TYPE:	Contracts, Agreements, Leases
AGENDA SECTION:	CONSENT AGENDA
SUBJECT:	**Ratify the Purchase of Neese Road - Parcel 68**
SUGGESTED ACTION:	Request for approval to ratify the purchase of Neese Road Parcel 68 in connection with the Neese Road Improvements Project.

ATTACHMENTS:

Execute Closing Documents - Parcel 68_Redacted.pdf

THE LAW FIRM OF JOHN W. BELL, P.C.

ATLANTA OFFICE:
5 CONCOURSE PARKWAY
SUITE 3000
ATLANTA, GEORGIA 30328

ALPHARETTA OFFICE:
12600 DEERFIELD PARKWAY
SUITE 100
ALPHARETTA, GEORGIA 30004

TELEPHONE: (678) 762-3394
DIRECT DIAL: (678) 457-1198
TELECOPIER: (770) 783-8706
EMAIL: jwbell@jwb-law.com

SETTLEMENT AND DISBURSEMENT STATEMENT

Project Name: Neese Road Improvements
Owner: Dhananjay Mane, Aparna Mane, and Jyoti S. Mane
Property Address: 501 Neese Road, Woodstock, Georgia 30188

Date: 04/09/2026
Project No. 30100560
Parcel No. 68

	Credit to Purchaser	Due to Seller
1. Purchase/Sale Price		$ 1,200.00
2. Earnest Money Paid	$ N/A	
3. Pro-rated Items:	$ N/A	
(a) City taxes for year	$ N/A	
(b) County & State taxes	$ N/A	
4. Reimbursement for Notary	$ N/A	$ 120.00
TOTALS (PROCEEDS PAYABLE TO DHANANJAY MANE)	$ N/A	$ 1,320.00

	City's Expenses	Paid By City
1. Gross Compensation Paid By City of Woodstock		$ 1,320.00
2. Attorney's Closing Fees	$ 850.00	
3. Title Update	$ 100.00	
4. Title Insurance	$ N/A	
5. Recording Fees	$ 89.25	
Total Expenses:	$ 1,039.25	$ 1,039.25
TOTAL PAID BY CITY OF WOODSTOCK:		$ 2,359.25

The undersigned Seller acknowledges that Seller has reviewed the above Closing Statement, approved the form and content thereof as true and correct, and does hereby authorize and direct the settlement agent to make the disbursements shown herein. The terms and conditions of any applicable option or contract shall survive the closing hereof and shall remain enforceable.

"SELLER"

Dhananjay Mane

Aparna Mane

Jyoti S. Mane

"PURCHASER"

City of Woodstock, a municipal corporation of the State of Georgia

By: _____
Closing Attorney

ACKNOWLEDGEMENT REGARDING FINAL COMPENSATION

WHEREAS, the City of Woodstock, Georgia (the "City") is in the process of acquiring real property interests in connection with a road improvement project designated as **Neese Road Improvements from Washington Avenue to Arnold Mill Road; Project No. 30100560**; and

WHEREAS, **Dhananjay Mane, Aparna Mane, and Jyoti S. Mane** (hereinafter referred to as the "Seller") is/are the owner(s) of a certain tract of land identified as **Parcel 68** on said project; and

WHEREAS, the Seller desires to settle on an amount of just compensation for the interests to be acquired in the property simultaneously herewith;

NOW, THEREFORE, for and in consideration of the purchase price paid herewith and for other good and valuable consideration, the sufficiency and receipt of which are hereby acknowledged, it is agreed that:

1. The City will and does hereby pay, and the Seller will and does hereby accept, the amount of **$1,200.00** to settle all claims of the Seller for compensation resulting in any manner from the acquisition by the City of the following interests, in addition to any resulting damages to site improvements and landscaping located within the acquisition areas and consequential damages related thereto:

A.	Fee Simple Right-of-Way	272.47 square feet
B.	Permanent Construction and Maintenance Easement	N/A square feet
C.	Permanent Utility Easement	150.50 square feet
D.	Temporary Construction Easement	525.53 square feet
E.	Temporary Driveway Easement	N/A

2. The Seller hereby agrees that if requested by the City, John W. Bell, P.C., Robert W. Graves & Associates, or their respective agents, successors or assigns, the Seller will fully cooperate in adjusting for typographical or clerical errors in any documents executed at settlement and to re-execute any corrected documents upon request. As a convenience, the Seller hereby appoints John W. Bell as attorney-in-fact to correct insignificant typographical errors, but changes of significance shall require re-execution by the Seller.

3. The Seller does hereby release, remise and forever discharge and agree to indemnify, hold harmless and defend the City, John W. Bell, P.C., and their respective officers, commissioners, agents, servants, employees, attorneys and their heirs, successors and assigns from any and all claims, demands, actions or causes of action of whatever kind or nature, including but not limited to claims of Seller; any current, former or prospective tenants and lessees; any easement and lien holders; any grantees under, or assignees of, any Security Deed, Mortgage, UCC Financing Statement or similar instrument; any homeowners' or community association; and any other persons and entities whomsoever, for just and adequate compensation, consequential damages, cost to cure, business loss, damage to realty or personalty, damage to leasehold, claims of inverse condemnation and any other claims

related in any way to compensation or payment for the acquisition described in Paragraph 1 above and as described in any right-of-way deed and easement forms executed by the Seller and delivered to the City this same day.

4. The Seller agrees and understands that John W. Bell, P.C. (the "Settlement Agent") represents the City in the current transaction and that the Settlement Agent does not represent the undersigned in any legal capacity or otherwise whatsoever in such transaction. Further, the Seller acknowledges that the Seller has sought and obtained any desired independent legal advice in connection with this transaction and has not sought or obtained the legal or tax advice of the Settlement Agent or the City. The Seller further acknowledges that no one has represented to the Seller that the Settlement Agent represents the Seller, in any manner, in regard to the current transaction.

5. ***In accordance with the terms of that certain Agreement to Purchase Right-of-Way and/or Easement(s) by the Seller in favor of the City (the "Agreement"), the following Special Provision shall not merge with the granting of right-of-way and easement interests but shall instead continue in full force and effect:***

   a. ***Upon request by the owner after completion and acceptance by the City of the work required in the temporary construction easement area referenced in condition 2 of the Agreement, the City will quitclaim its real property interest in the temporary construction easement area refeenced in condition 2 of the Agreement which is no longer required.***

This 25th day of March, 2026.

Dhananjay Mane

Aparna Mane

Jyoti S. Mane

PROJECT: Neese Road Northern Improvements
PROJECT NO.: 30100560
PARCEL NO.: 68

City of Woodstock
Department of Public Works
210 Bell Place
Woodstock, Georgia 30188

IRS REPORTING INFORMATION

1. **Address and/or legal description of conveyed property:**

   Tax Parcel ID: 15N17C 291

2. **Residential Property (1 to 4 units):** Yes X No _____

3. **Contract Sales Price (Gross Proceeds):** $1,200.00

4. **TAXPAYER IDENTIFICATION NUMBER and Division of Interest:**

Seller(s) Name	Tax ID Number	Division of Interest
Dhananjay Mane	_____	100%
Aparna Mane	N/A	0%
Jyoti S. Mane	N/A	0%

5. **Correct Mailing Address of Seller(s):**

[redacted]

6. **ALLOCATION OF THE GROSS PROCEEDS:**

   (See Attached Settlement and Disbursement Statement)
   or
   (See Attached Appraiser's Affidavit – Page 13)

The undersigned acknowledge(s) that the Internal Revenue Service requires the above transaction to be reported and requires an accurate disclosure of the above information. The undersigned warrant(s) that the above information is true and correct and acknowledge(s) that the above information will be submitted to the Internal Revenue Service with other information required by the Internal Revenue Service concerning the sale of the above property this date. Under penalties of perjury, I certify that the number shown on this statement is my correct taxpayer identification number.

April 9, 2026
Date of Closing

Dhananjay Mane

Closing Official and Title

Aparna Mane

Jyoti S. Mane

ROW-572A
Revised: 3-4-99

PROJECT: Neese Road Improvements
PROJECT NO.: 30100560
PARCEL NO.: 68

PROPERTY OWNER'S AFFIDAVIT

GEORGIA, CHEROKEE COUNTY

Personally appeared before the undersigned attesting officer, duly authorized to administer oaths in said State and County, **DHANANJAY MANE, APARNA MANE, and JYOTI S. MANE**, who after being duly sworn, depose(s) and say(s) upon oath:

That **DHANANJAY MANE, APARNA MANE, and JYOTI S. MANE** is/are the owner(s) in fee simple of the land and improvements shown for **Parcel 68** on Exhibit "A" attached hereto, which is an excerpt of right-of-way plans for the **Neese Road Improvements from Washington Avenue to Arnold Mill Road; Project No. 30100560**;

Further, that the improvements situated on said real estate are within the limits of said described property and that there has been no violation of any restrictions that may have been imposed on said lands nor has any interest in same been sold or conveyed or any change made in the improvements thereon since said lands were inspected as aforesaid;

Further, that the owner or owners named above is in indisputable possession of said described lands and knows of no one claiming under any unrecorded bond for title of any nature of claiming any interest in said lands whatsoever; except as may be set out below;

Further, that there are no leases, either recorded of record, unrecorded, or otherwise, currently in effect or terminated in contemplation of the acquisition or purchase by the City of Woodstock, Georgia (hereinafter the "City") of the real estate shown on Exhibit "A" hereto, except as may be set out below;

Further, that there are no suits, judgements, bankruptcies or executions pending against the owner or owners named above in any court relating to the subject property or which could in any way affect the title to said lands or constitute a lien thereon, and that the owner or owners named above is not surety on the bond of any county or county official or any other bond that through default of the principal therein a lien would be created superior to the deed mentioned above, nor are there any loan deeds, trust deeds, mortgages, or liens of any nature whatsoever unsatisfied against said lands except as set out below;

Further, that there are no unpaid bills of any nature either for labor or materials or for architects', surveyors', or other services rendered or used on the improvement of said real estate, except as set out below, which constitute or might constitute any lien upon said real estate; and

The owner or owners named above for (his/its) part acknowledges that this Affidavit is made and given to the City in connection with and for purposes of inducing the City in its acquisition or purchase of the real estate shown on Exhibit "A" thereto and, further, agrees to indemnify and hold harmless the City from any and all claims for compensation or benefits made by any party or individual claiming through or under any interest in the property or business now or formerly situated or operating on said property, against the City other than as may be set forth herein below.

Sworn to and subscribed before me,
this 25th day of March, 20 26.

Mary K Colladay
Notary Public

MARY K. COLLADAY
Notary Public - California
San Diego County
Commission # 2488851
My Comm. Expires Apr 30, 2028

AFFIANT(S):

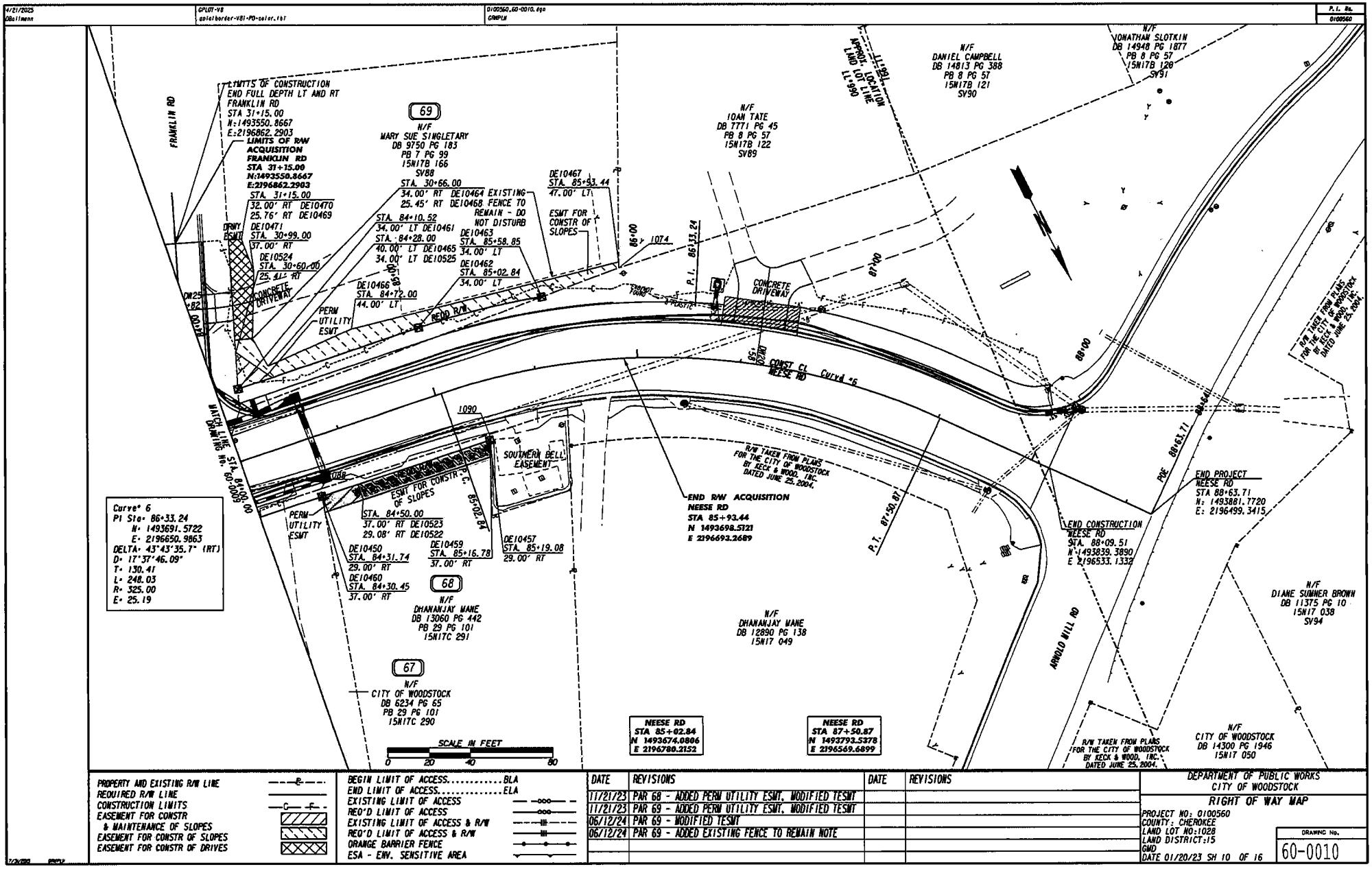
_____ (Seal)
Dhananjay Mane

_____ (Seal)
Aparna Mane

_____ (Seal)
Jyoti S. Mane

Exception(s): N/A

EXHIBIT "A"



PROPERTY AND EXISTING R/W LINE
REQUIRED R/W LINE
CONSTRUCTION LIMITS
EASEMENT FOR CONSTR & MAINTENANCE OF SLOPES
EASEMENT FOR CONSTR OF SLOPES
EASEMENT FOR CONSTR OF DRIVES

BEGIN LIMIT OF ACCESS.....BLA
END LIMIT OF ACCESS.....ELA
EXISTING LIMIT OF ACCESS
REQ'D LIMIT OF ACCESS
EXISTING LIMIT OF ACCESS & R/W
REQ'D LIMIT OF ACCESS & R/W
ORANGE BARRIER FENCE
ESA - ENV. SENSITIVE AREA

DATE	REVISIONS	DATE	REVISIONS
11/21/23	PAR 68 - ADDED PERM UTILITY ESMT, MODIFIED TESMT		
11/21/23	PAR 69 - ADDED PERM UTILITY ESMT, MODIFIED TESMT		
06/12/24	PAR 69 - MODIFIED TESMT		
06/12/24	PAR 69 - ADDED EXISTING FENCE TO REMAIN NOTE		

DEPARTMENT OF PUBLIC WORKS
CITY OF WOODSTOCK
RIGHT OF WAY MAP
PROJECT NO: 0100560
COUNTY: CHEROKEE
LAND LOT NO:1028
LAND DISTRICT:15
GMD
DATE 01/20/23 SH 10 OF 16
DRAWING No. 60-0010

EXHIBIT "A"

4/21/2025 | CPLOT-V8 | 0100560_60-0015101.dgn
CBollmann | cplotborder-V81-PO.tbl | GRAPLN
P. I. No. 0100560

PAR 64 PESMT-TRACT 1 REQ'D PERM. EASM'T. DE1067

PNT	OFFSET/ DIST	STATION/ BEARING	ALIGNMENT
DE10422	43.00 L	80+13.58	Neese Rd
	11.42	N 82°17'30.0" W	
DE10425	43.00 L	80+25.00	Neese Rd
	9.92	N 7°42'30.0" E	
DE10426	33.08 L	80+25.00	Neese Rd
	12.36	S 80°04'25.2" E	
1030	33.56 L	80+12.65	Neese Rd
	9.48	S 15°17'45.6" W	
DE10422	43.00 L	80+13.58	Neese Rd

REQD EASMT = 115.14 SF
REQD EASMT = 0.003 ACRES

PAR 64 PESMT - TRACT 2 REQ'D PERM. EASM'T. DE1095

PNT	OFFSET/ DIST	STATION/ BEARING	ALIGNMENT
DE10487	46.00 L	81+13.00	Neese Rd
	9.89	N 82°17'30.0" W	
DE10488	46.00 L	81+22.89	Neese Rd
	16.70	N 10°42'40.4" E	
1033	29.33 L	81+22.01	Neese Rd
	9.02	S 80°04'25.2" E	
DE10430	29.68 L	81+13.00	Neese Rd
	16.32	S 7°42'30.0" W	
DE10487	46.00 L	81+13.00	Neese Rd

REQD EASMT = 156.00 SF
REQD EASMT = 0.004 ACRES

TOTAL PERM ESMT PAR 64 = 271.14 SF
TOTAL PERM ESMT PAR 64 = 0.006 ACRES

PAR 64 TESMT REQ'D TEMP. EASM'T. DE1068

PNT	OFFSET/	STATION/	ALIGNMENT
DE10427	40.00 L	80+54.00	Neese Rd
DE10428	40.00 L	81+13.00	Neese Rd
DE10430	29.68 L	81+13.00	Neese Rd
DE10429	31.96 L	80+54.00	Neese Rd
DE10427	40.00 L	80+54.00	Neese Rd

REQD EASMT AREA = 541.76 SF

PAR 64 DMESMT REQ'D DRNG. EASM'T. DE1069

PNT	OFFSET/	STATION/	ALIGNMENT
DE10425	43.00 L	80+25.00	Neese Rd
DE10427	40.00 L	80+54.00	Neese Rd
DE10429	31.96 L	80+54.00	Neese Rd
DE10426	33.08 L	80+25.00	Neese Rd
DE10425	43.00 L	80+25.00	Neese Rd

PAR 65 ROW REQ'D R/W DE1070

PNT	OFFSET/ DIST	STATION/ BEARING	ALIGNMENT
DE10431	30.00 L	81+22.05	Neese Rd
	69.95	N 82°17'30.0" W	
DE10432	30.00 L	81+92.00	Neese Rd
	4.00	S 7°42'30.0" W	
DE10433	34.00 L	81+92.00	Neese Rd
	40.00	N 82°17'30.0" W	
DE10434	34.00 L	82+32.00	Neese Rd
	8.88	N 10°49'40.4" E	
42451	25.14 L	82+31.52	Neese Rd
	1.60	S 81°59'11.8" E	
1035	25.15 L	82+29.91	Neese Rd
	107.98	S 80°04'25.2" E	
1033	29.33 L	81+22.01	Neese Rd
	0.67	S 10°42'40.4" W	
DE10431	30.00 L	81+22.05	Neese Rd

REQD R/W = 466.18 SF
REQD R/W = 0.011 ACRES
REMAINDER = +/- 0.51 ACRES

PAR 65 PESMT REQ'D PERM. EASM'T. DE1096

PNT	OFFSET/ DIST	STATION/ BEARING	ALIGNMENT
DE10505	46.00 L	81+22.00	Neese Rd
	16.00	N 7°42'30.0" E	
DE10506	30.00 L	81+27.00	Neese Rd
	4.95	S 82°17'30.0" E	
DE10431	30.00 L	81+22.05	Neese Rd
	16.02	S 10°42'40.4" W	
DE10488	46.00 L	81+22.89	Neese Rd
	4.11	N 82°17'29.9" W	
DE10505	46.00 L	81+27.00	Neese Rd

REQD EASMT = 72.51 SF
REQD EASMT = 0.002 ACRES

PAR 65 TESMT REQ'D TEMP. EASM'T. DE1071

PNT	OFFSET/	STATION/	ALIGNMENT
DE10435	45.00 L	81+62.00	Neese Rd
DE10436	49.00 L	82+00.00	Neese Rd
DE10437	49.00 L	82+32.82	Neese Rd
DE10434	34.00 L	82+32.00	Neese Rd
DE10433	34.00 L	81+92.00	Neese Rd
DE10432	30.00 L	81+92.00	Neese Rd
DE10438	30.00 L	81+62.00	Neese Rd
DE10435	45.00 L	81+62.00	Neese Rd

REQD EASMT AREA = 1100.14 SF

PAR 65 DMESMT REQ'D DRNG. EASM'T. DE1072

PNT	OFFSET/	STATION/	ALIGNMENT
DE10439	60.00 L	81+23.62	Neese Rd
DE10440	55.00 L	81+62.00	Neese Rd
DE10438	30.00 L	81+62.00	Neese Rd
DE10506	30.00 L	81+27.00	Neese Rd
DE10505	46.00 L	81+27.00	Neese Rd
DE10488	46.00 L	81+22.89	Neese Rd
DE10439	60.00 L	81+23.62	Neese Rd

PAR 66 ROW REQ'D R/W DE1073

PNT	OFFSET/ DIST	STATION/ BEARING	ALIGNMENT
DE10434	34.00 L	82+32.00	Neese Rd
	126.67	N 82°17'30.0" W	
DE10441	34.00 L	83+58.67	Neese Rd
	10.07	N 23°03'30.0" E	
1070	24.29 L	83+56.01	Neese Rd
	124.49	S 81°54'11.8" E	
42451	25.14 L	82+31.52	Neese Rd
	8.88	S 10°49'40.4" W	
DE10434	34.00 L	82+32.00	Neese Rd

REQD R/W = 1166.81 SF
REQD R/W = 0.027 ACRES
REMAINDER = +/- 0.66 ACRES

PAR 66 PESMT REQ'D PERM. EASM'T. DE1091

PNT	OFFSET/ DIST	STATION/ BEARING	ALIGNMENT
DE10507	34.00 L	83+50.00	Neese Rd
	11.00	S 7°42'30.0" W	
DE10508	45.00 L	83+50.00	Neese Rd
	11.70	N 82°26'50.5" W	
DE10509	24.72 L	80+40.00	FRANKLIN RD
	11.44	N 23°03'30.0" E	
DE10441	34.00 L	83+58.67	Neese Rd
	8.67	S 82°17'30.0" E	
DE10507	34.00 L	83+50.00	Neese Rd

REQD EASMT = 112.20 SF
REQD EASMT = 0.003 ACRES

PAR 66 TESMT REQ'D TEMP. EASM'T. DE1074

PNT	OFFSET/	STATION/	ALIGNMENT
DE10437	49.00 L	82+32.82	Neese Rd
DE10442	43.00 L	83+10.00	Neese Rd
DE10443	34.00 L	30+40.00	FRANKLIN RD
DE10444	28.00 L	30+75.00	FRANKLIN RD
DE10445	24.50 L	30+75.00	FRANKLIN RD
DE10509	24.72 L	30+40.00	FRANKLIN RD
DE10508	45.00 L	83+50.00	Neese Rd
DE10507	34.00 L	83+50.00	Neese Rd
DE10434	34.00 L	82+32.00	Neese Rd
DE10437	49.00 L	82+32.82	Neese Rd

REQD EASMT AREA = 1616.12 SF

PAR 66 DMESMT REQ'D DRNG. EASM'T. DE1075

PNT	OFFSET/	STATION/	ALIGNMENT
DE10446	30.00 L	30+75.00	FRANKLIN RD
DE10447	30.00 L	31+15.00	FRANKLIN RD
DE10448	24.24 L	31+15.00	FRANKLIN RD
DE10445	24.50 L	30+75.00	FRANKLIN RD
DE10446	30.00 L	30+75.00	FRANKLIN RD

PAR 67 ROW REQ'D R/W DE1076

PNT	OFFSET/ DIST	STATION/ BEARING	ALIGNMENT
DE10412	29.00 R	83+06.15	Neese Rd
	3.56	S 7°49'34.6" W	
1036	25.44 R	83+06.16	Neese Rd
	1.58	S 7°49'34.6" W	
42452	23.86 R	83+06.16	Neese Rd
	126.17	N 81°34'14.1" W	
1088	25.45 R	84+32.32	Neese Rd
	3.59	N 16°53'00.7" E	
DE10450	29.00 R	84+31.74	Neese Rd
	125.60	S 82°17'30.0" E	
DE10412	29.00 R	83+06.15	Neese Rd

REQD R/W = 546.68 SF
REQD R/W = 0.013 ACRES
REMAINDER = +/- 0.72 ACRES

PAR 67 TESMT REQ'D TEMP. EASM'T. DE1077

PNT	OFFSET/	STATION/	ALIGNMENT
DE10451	29.00 R	83+85.00	Neese Rd
DE10452	34.00 R	83+85.00	Neese Rd
DE10453	34.00 R	83+06.14	Neese Rd
DE10412	29.00 R	83+06.15	Neese Rd
DE10452	29.00 R	83+85.00	Neese Rd

REQD EASMT AREA = 414.29 SF

PAR 68 ROW REQ'D R/W DE1079

PNT	OFFSET/ DIST	STATION/ BEARING	ALIGNMENT
DE10457	29.00 R	85+19.08	Neese Rd
	85.88	S 82°02'42.2" E	
DE10450	29.00 R	84+31.74	Neese Rd
	3.59	S 16°53'00.7" W	
1088	25.45 R	84+32.32	Neese Rd
	86.17	N 81°31'57.3" W	
1090	26.18 R	85+19.86	Neese Rd
	2.90	N 24°49'45.7" E	
DE10457	29.00 R	85+19.08	Neese Rd

REQD R/W = 272.47 SF
REQD R/W = 0.006 ACRES
REMAINDER = +/- 0.75 ACRES

PAR 68 PERM UTILITY ESMT DE1101

PNT	OFFSET/ DIST	STATION/ BEARING	ALIGNMENT
DE10522	29.08 R	84+50.00	Neese Rd
	7.92	N 7°42'30.0" E	
DE10523	37.00 R	84+50.00	Neese Rd
	19.55	S 82°17'30.0" E	
DE10460	37.00 R	84+30.45	Neese Rd
	8.10	S 16°53'00.7" W	
DE10450	29.00 R	84+31.74	Neese Rd
	18.26	N 82°02'42.2" W	
DE10522	29.08 R	84+50.00	Neese Rd

REQD EASMT = 150.50 SF
REQD EASMT = 0.003 ACRES

PAR 68 TESMT REQ'D TEMP. EASM'T. DE1080

PNT	OFFSET/	STATION/	ALIGNMENT
DE10459	37.00 R	85+16.78	Neese Rd
DE10523	37.00 R	84+50.00	Neese Rd
DE10522	29.08 R	84+50.00	Neese Rd
DE10457	29.00 R	85+19.08	Neese Rd
DE10459	37.00 R	85+16.78	Neese Rd

REQD EASMT AREA = 525.53 SF

PAR 69 ROW REQ'D R/W DE1081

PNT	OFFSET/ DIST	STATION/ BEARING	ALIGNMENT
DE10461	34.00 L	84+10.52	Neese Rd
	92.31	N 82°17'30.0" W	
DE10462	34.00 L	85+02.84	Neese Rd

ARC LENGTH = 61.81
CHORD BEAR = N 77°21'15.6" W
LNTH CHORD = 61.80
RADIUS = 350.00
DEGREE = 15°57'35.4"

DE10463	34.00 L	85+58.85	Neese Rd
	156.78	S 84°06'25.9" E	
1071	23.71 L	84+07.70	Neese Rd
	10.67	S 23°03'30.0" W	
DE10461	34.00 L	84+10.52	Neese Rd

REQD R/W = 1099.26 SF
REQD R/W = 0.025 ACRES
REMAINDER = +/- 0.56 ACRES

PAR 69 PERM UTILITY ESMT DE1102

PNT	OFFSET/ DIST	STATION/ BEARING	ALIGNMENT
DE10524	25.41 R	30+60.00	FRANKLIN RD
	21.53	N 38°25'35.4" W	
DE10525	34.00 L	84+28.00	Neese Rd
	17.48	S 82°17'30.0" E	
DE10461	34.00 L	84+10.52	Neese Rd
	18.03	S 23°03'30.0" W	
DE10524	25.41 R	30+60.00	FRANKLIN RD

REQD EASMT = 151.95 SF
REQD EASMT = 0.003 ACRES

PAR 69 TESMT REQ'D TEMP. EASM'T. DE1082

PNT	OFFSET/	STATION/	ALIGNMENT
DE10468	25.45 R	30+66.00	FRANKLIN RD
DE10464	34.00 R	30+66.00	FRANKLIN RD
DE10465	40.00 L	84+28.00	Neese Rd
DE10466	44.00 L	84+72.00	Neese Rd
DE10467	47.00 L	85+93.44	Neese Rd
1074	44.16 L	85+93.33	Neese Rd
DE10463	34.00 L	85+58.85	Neese Rd

ARC LENGTH = 61.81
CHORD BEAR = S 77°21'15.6" E
LNTH CHORD = 61.80
RADIUS = 350.00
DEGREE = 15°57'35.4"

DE10462	34.00 L	85+02.84	Neese Rd
DE10525	34.00 L	84+28.00	Neese Rd
DE10524	25.41 R	30+60.00	FRANKLIN RD
DE10468	25.45 R	30+66.00	FRANKLIN RD

REQD EASMT AREA = 1368.05 SF

PAR 69 DMESMT REQ'D DRNG. EASM'T. DE1083

PNT	OFFSET/	STATION/	ALIGNMENT
DE10469	25.76 R	31+15.00	FRANKLIN RD
DE10470	32.00 R	31+15.00	FRANKLIN RD
DE10471	37.00 R	30+99.00	FRANKLIN RD
DE10464	34.00 R	30+66.00	FRANKLIN RD
DE10468	25.45 R	30+66.00	FRANKLIN RD
DE10469	25.76 R	31+15.00	FRANKLIN RD

PAR TO ROW REQ'D R/W DE1084

PNT	OFFSET/ DIST	STATION/ BEARING	ALIGNMENT
DE10472	24.60 R	102+00.00	Nash Ave
	21.60	S 89°28'48.0" E	
633	24.67 R	102+23.25	Nash Ave

ARC LENGTH = 38.29
CHORD BEAR = N 86°41'53.0" E
LNTH CHORD = 38.26
RADIUS = 280.02
DEGREE = 19°57'43.6"

628	24.16 R	102+59.65	Nash Ave
	6.85	S 2°11'50.5" E	
DE10473	31.00 R	102+59.36	Nash Ave
	62.25	N 85°31'48.5" W	
DE10472	24.60 R	102+00.00	Nash Ave

REQD R/W = 165.25 SF
REQD R/W = 0.004 ACRES
REMAINDER = +/- 0.47 ACRES

PAR TO TESMT-TRACT 1 REQ'D TEMP. EASM'T. DE1085

PNT	OFFSET/	STATION/	ALIGNMENT
DE10475	33.00 R	102+59.28	Nash Ave
DE10476	33.00 R	102+49.00	Nash Ave
DE10477	29.34 R	102+49.00	Nash Ave
DE10473	31.00 R	102+59.35	Nash Ave
DE10475	33.00 R	102+59.28	Nash Ave

REQD EASMT AREA = 31.18 SF

PAR TO TESMT-TRACT 2 REQ'D TEMP. EASM'T. DE1086

PNT	OFFSET/	STATION/	ALIGNMENT
DE10478	29.00 R	102+03.02	Nash Ave
DE10480	24.57 R	101+75.00	Nash Ave
DE10472	24.60 R	102+00.00	Nash Ave
DE10476	29.00 R	102+03.02	Nash Ave

REQD EASMT AREA = 55.02 SF

TOTAL TEMP ESMT PAR 72 = 86.20 SF

PAR TO DMESMT REQ'D DRNG. EASM'T. DE1087

PNT	OFFSET/	STATION/	ALIGNMENT
DE10481	45.00 R	102+49.00	Nash Ave
DE10482	45.00 R	102+14.00	Nash Ave
DE10472	24.60 R	102+00.00	Nash Ave
DE10477	29.34 R	102+49.00	Nash Ave
DE10481	45.00 R	102+49.00	Nash Ave

PAR T1 DMESMT REQ'D DRNG. EASM'T. DE1088

PNT	OFFSET/	STATION/	ALIGNMENT
DE10273	35.00 L	106+33.32	Driftwood Ln
DE10483	35.00 L	106+63.00	Driftwood Ln
DE10484	24.65 L	106+65.00	Driftwood Ln
613	24.41 L	106+33.85	Driftwood Ln
DE10273	35.00 L	106+33.32	Driftwood Ln

PROPERTY AND EXISTING R/W LINE
REQUIRED R/W LINE
CONSTRUCTION LIMITS —C— —C—
EASEMENT FOR CONSTR & MAINTENANCE OF SLOPES
EASEMENT FOR CONSTR OF SLOPES
EASEMENT FOR CONSTR OF DRIVES

BEGIN LIMIT OF ACCESS.....BLA
END LIMIT OF ACCESS.....ELA
LIMIT OF ACCESS
REQ'D R/W & LIMIT OF ACCESS
ORANGE BARRIER FENCE
ESA - ENV. SENSITIVE AREA (SEE ERIT TABLE)

DATE	REVISIONS	DATE	REVISIONS
11/21/23	PAR 68 - ADDED PERM UTILITY ESMT, MODIFIED TESMT		
11/21/23	PAR 69 - ADDED PERM UTILITY ESMT, MODIFIED TESMT		
03/25/24	PAR 65 - ADDED PESMT TO DATA TABLES		
06/12/24	PAR 69 - MODFIETD TESMT		

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
RIGHT OF WAY MAP
PROJECT NO:0100560
COUNTY: CHEROKEE
LAND LOT NO: 1028, 1061
LAND DISTRICT:15
GMD
DATE 01/20/23 SH 16 OF 16
DRAWING No. 60-0016

7/2/2025 GRAPLN

AFTER RECORDING, PLEASE RETURN TO:

The Law Firm of John W. Bell, P.C.
5 Concourse Parkway, Suite 3000
Atlanta, Georgia 30328

CITY OF WOODSTOCK
RIGHT OF WAY DEED

CHEROKEE COUNTY, GEORGIA PROJECT NO. 30100560

THIS CONVEYANCE made and executed as of the 25th day of March, 20 26.

WITNESSETH that **DHANANJAY MANE, APARNA MANE, and JYOTI S. MANE**, the undersigned, (hereinafter referred to as 'Grantor'), is the owner of a tract of land in CHEROKEE County through which a road improvement project designated as the Neese Road Improvements from Washington Avenue to Arnold Mill Road; Project No. 30100560; has been laid out by the CITY OF WOODSTOCK, being more particularly described in a map and drawing of said road in the office of the City of Woodstock Department of Public Works, 210 Bell Place, Woodstock, Georgia 30188, to which reference is hereby made;

NOW, THEREFORE, in consideration of the benefit to said property by the construction and maintenance of said greenway, and in consideration of ONE DOLLAR ($1.00), in hand paid, the receipt whereof is hereby acknowledged, Grantor does hereby grant, sell and convey to the **CITY OF WOODSTOCK**, a municipal corporation of the State of Georgia, and its successors in office so much land as more particularly described as follows:

All that tract or parcel of land lying and being in **Land Lot 990** of the **15th Land District, 2nd Section**, of Cherokee County, Georgia, and being more particularly described on Exhibit "A" attached hereto and made a part hereto by this reference.

Said right of way is hereby conveyed, consisting of **0.006 acres**, more or less, as shown on the plat of the property prepared for the State of Georgia Department of Transportation, dated January 20, 2023, last revised: Sheet Nos. 10 and 16 on June 12, 2024, said plat being attached hereto and made a part of this instrument as Exhibit "B".

ALSO granted is an easement for the right to construct and maintain utilities as shown on the attached plat.

ALSO granted is an easement for the right to construct slopes as shown on the attached plat. Said easement expires upon completion and final acceptance of said project by the City of Woodstock.

In the event Limits of Access Rights are being acquired on this project/parcel, the required Limits of Access will be shown/labeled on the attached Right of Way maps. The Limits of Access Rights will also be described in the attached Legal Description and stated below:

Limits of Access Rights being acquired: 0 total linear feet.

Parcel No. 68

TO HAVE AND TO HOLD the said conveyed premises in fee simple and any rights Grantor has or may have in and to existing public rights of way are hereby quitclaimed and conveyed unto the City of Woodstock.

Grantor hereby warrants that Grantor has the right to sell and convey said land and hereby binds Grantor, its successors and assigns forever to defend by virtue of these presents.

IN WITNESSETH WHEREOF, Grantor has hereunto set his hand and seal as of the day first above written.

Signed, Sealed and Delivered
this 25 day of March,
2026, in the presence of:

Witness

Notary Public

Dhananjay Mane (L.S.)

Aparna Mane (L.S.)

Jyoti S. Mane (L.S.)

MARY K. COLLADAY
Notary Public - California
San Diego County
Commission # 2488851
My Comm. Expires Apr 30, 2028

EXHIBIT "A"

P. I. NO.:	0100560
PARCEL NO.:	68
COUNTY:	Cherokee
DATE OF R/W PLANS:	January 20, 2023
REVISION DATE:	Sheet Nos. 10 and 16 on June 12, 2024

FEE SIMPLE RIGHT OF WAY

All and singular that certain tract of land lying and being in Land Lot 990, 15th District of Cherokee County, Georgia, being more particularly described as follows:

Commencing at the mitered intersection of the easterly right-of-way line of Arnold Mill Road (Variable right-of-way) and the northerly right-of-way line of Neese Road (variable right-of-way) at station 87+72.96, 39.69 feet right of construction centerline as shown on plans for Neese Road Improvements;

Thence South 39°29'10" East along said northerly right-of-way of Neese Road a distance of 34.03 feet to a point;

Thence along the said northerly right-of-way line on the arc of a curve to the left an arc distance of 155.25 feet, having a radius of 260.00 feet a chord bearing of which is South 56°39'22" East and chord distance of 152.95 feet to a point;

Thence South 24°30'40" West continuing along said northerly right-of-way line a distance of 18.46 feet to a point;
Thence South 81°31'57" East continuing along said northerly right-of-way line a distance of 40.00 feet to a point said point being the **POINT OF BEGINNING;**

Thence North 24°49'46" East leaving said northerly right-of-way line a distance of 2.90 feet to a point;

Thence South 82°02'42" East a distance of 85.88 feet to a point;

Thence South 16°53'01" West a distance of 3.59 feet to a point on the northerly right-of-way line of Neese Road.

Thence North 81°31'57" West along said northerly right-of-way line a distance of 86.17 feet to a point said point being the **POINT OF BEGINNING;**

CONTAINING 272 square feet or 0.006 acres as shown on Right-of-Way Plans of Neese Road Improvements Washington Ave to Arnold Mill Rd. by ARCADIS, Project #30100560, dated 1-20-2023, last revised 6-12-2024.

EXHIBIT "A"

P. I. NO.:	0100560
PARCEL NO.:	68
COUNTY:	Cherokee
DATE OF R/W PLANS:	January 20, 2023
REVISION DATE:	Sheet Nos. 10 and 16 on June 12, 2024

PERMANENT UTILITY EASEMENT

All and singular that certain tract of land lying and being in Land Lot 990, 15th District of Cherokee County, Georgia, being more particularly described as follows:

Commencing at the mitered intersection of the easterly right-of-way line of Arnold Mill Road (Variable right-of-way) and the northerly right-of-way line of Neese Road (variable right-of-way) at station 87+72.96, 39.69 feet right of construction centerline as shown on plans for Neese Road Improvements;

Thence South 39°29'10" East along said northerly right-of-way of Neese Road a distance of 34.03 feet to a point;

Thence along the said northerly right-of-way line on the arc of a curve to the left an arc distance of 155.25 feet, having a radius of 260.00 feet a chord bearing of which is South 56°39'22" East and chord distance of 152.95 feet to a point;

Thence South 24°30'40" West continuing along said northerly right-of-way line a distance of 18.46 feet to a point;

Thence South 81°31'57" East continuing along said northerly right-of-way line a distance of 40.00 feet to a point said point;

Thence North 24°49'46" East leaving said northerly right-of-way line a distance of 2.90 feet to a point;

Thence South 82°02'42" East a distance of 67.63 feet to a point being the **POINT OF BEGINNING;**

Thence North 07°42'30" East a distance of 7.92 feet to a point DE10523
Thence South 82°17'30" East a distance of 19.55 feet to a point DE10460

Thence South 16°53'01" West a distance of 8.10 feet to a point on the northern right-of-way of Neese Road;

Thence North 82°02'42" West along said northerly right-of-way line a distance of 18.26 feet to a point said point being the **POINT OF BEGINNING;**

CONTAINING 151 square feet or 0.004 acres as shown on Right-of-Way Plans of Neese Road Improvements Washington Ave to Arnold Mill Rd. by ARCADIS, Project #30100560, dated 1-20-2023, last revised 6-12-2024.

EXHIBIT "A"

P. I. NO.:	0100560
PARCEL NO.:	68
COUNTY:	Cherokee
DATE OF R/W PLANS:	January 20, 2023
REVISION DATE:	Sheet Nos. 10 and 16 on June 12, 2024

TEMPORARY CONSTRUCTION EASEMENT

All and singular that certain tract of land lying and being in Land Lot 990, 15th District of Cherokee County, Georgia, being more particularly described as follows:

Commencing at the mitered intersection of the easterly right-of-way line of Arnold Mill Road (Variable right-of-way) and the northerly right-of-way line of Neese Road (variable right-of-way) at station 87+72.96, 39.69 feet right of construction centerline as shown on plans for Neese Road Improvements;

Thence South 39°29'10" East along said northerly right-of-way of Neese Road a distance of 34.03 feet to a point;

Thence along the said northerly right-of-way line on the arc of a curve to the left an arc distance of 155.25 feet, having a radius of 260.00 feet a chord bearing of which is South 56°39'22" East and chord distance of 152.95 feet to a point;

Thence South 24°30'40" West continuing along said northerly right-of-way line a distance of 18.46 feet to a point;
Thence South 81°31'57" East continuing along said northerly right-of-way line a distance of 40.00 feet to a point said point;

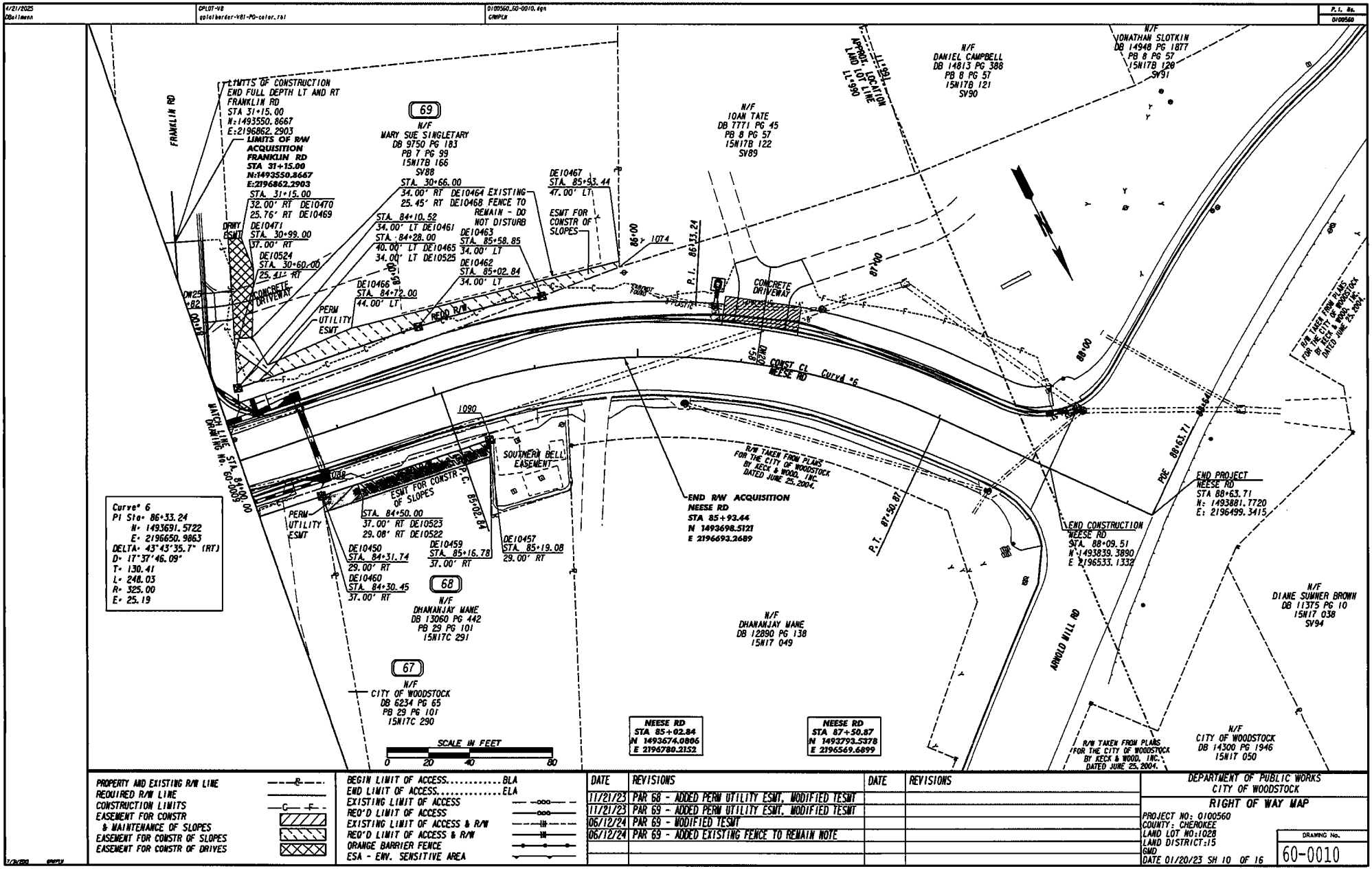
Thence North 24°49'46" East leaving said northerly right-of-way line a distance of 2.90 feet to a point being the **POINT OF BEGINNING;**

Thence North 24°49'46" East a distance of 8.26 feet to a point;
Thence South 82°03'31" East a distance of 65.19 feet to a point;
Thence South 07°42'30" West a distance of 7.92 feet to a point on the northerly right-of-way line of Neese Road;

Thence North 82°02'42" West along said northerly right-of-way line a distance of 67.63 feet to a point said pint being the **POINT OF BEGINNING;**

CONTAINING 526 square feet or 0.012 acres as shown on Right-of-Way Plans of Neese Road Improvements Washington Ave to Arnold Mill Rd. by ARCADIS, Project #30100560, dated 1-20-2023, last revised 6-12-2024.

EXHIBIT "B"



PROPERTY AND EXISTING R/W LINE
REQUIRED R/W LINE
CONSTRUCTION LIMITS
EASEMENT FOR CONSTR & MAINTENANCE OF SLOPES
EASEMENT FOR CONSTR OF SLOPES
EASEMENT FOR CONSTR OF DRIVES

BEGIN LIMIT OF ACCESS.....BLA
END LIMIT OF ACCESS.....ELA
EXISTING LIMIT OF ACCESS
REQ'D LIMIT OF ACCESS
EXISTING LIMIT OF ACCESS & R/W
REQ'D LIMIT OF ACCESS & R/W
ORANGE BARRIER FENCE
ESA - ENV. SENSITIVE AREA

DATE	REVISIONS	DATE	REVISIONS
11/21/23	PAR 68 - ADDED PERM UTILITY ESMT, MODIFIED TESMT		
11/21/23	PAR 69 - ADDED PERM UTILITY ESMT, MODIFIED TESMT		
06/12/24	PAR 69 - MODIFIED TESMT		
06/12/24	PAR 69 - ADDED EXISTING FENCE TO REMAIN NOTE		

DEPARTMENT OF PUBLIC WORKS
CITY OF WOODSTOCK
RIGHT OF WAY MAP
PROJECT NO: 0100560
COUNTY: CHEROKEE
LAND LOT NO:1028
LAND DISTRICT:15
GMD
DATE 01/20/23 SH 10 OF 16
DRAWING No. 60-0010

EXHIBIT "B"

4/21/2025 DBollmann | GPLOT-V8 plotborder-V81-PO.tbl | 0100560_GD-0013left.dgn GRAPLIN | P. I. No. 0100560

PAR 64 PESMT-TRACT 1 REQ'D PERM. EASM'T. DE1067

PNT	OFFSET/ DIST	STATION/ BEARING	ALIGNMENT
DE10422	43.00 L	80+13.58	Neese Rd
	11.42	N 82°17'30.0" W	
DE10425	43.00 L	80+25.00	Neese Rd
	9.92	N 7°42'30.0" E	
DE10426	33.08 L	80+25.00	Neese Rd
	12.36	S 80°04'25.2" E	
1030	33.36 L	80+12.65	Neese Rd
	9.48	S 13°17'45.6" W	
DE10422	43.00 L	80+13.58	Neese Rd

REQD EASMT = 115.14 SF
REQD EASMT = 0.003 ACRES

PAR 64 PESMT - TRACT 2 REQ'D PERM. EASM'T. DE1085

PNT	OFFSET/ DIST	STATION/ BEARING	ALIGNMENT
DE10487	46.00 L	81+13.00	Neese Rd
	9.89	N 82°17'30.0" W	
DE10488	46.00 L	81+22.89	Neese Rd
	16.70	N 10°42'40.4" E	
1033	29.33 L	81+22.01	Neese Rd
	9.02	S 80°04'25.2" E	
DE10430	29.68 L	81+13.00	Neese Rd
	16.32	S 7°42'30.0" W	
DE10487	46.00 L	81+13.00	Neese Rd

REQD EASMT = 156.00 SF
REQD EASMT = 0.004 ACRES

TOTAL PERM ESMT PAR 64 = 271.14 SF
TOTAL PERM ESMT PAR 64 = 0.006 ACRES

PAR 64 TESMT REQ'D TEMP. EASM'T. DE1068

PNT	OFFSET/	STATION/	ALIGNMENT
DE10427	40.00 L	80+54.00	Neese Rd
DE10428	40.00 L	81+13.00	Neese Rd
DE10430	29.68 L	81+13.00	Neese Rd
DE10425	31.96 L	80+54.00	Neese Rd
DE10427	40.00 L	80+54.00	Neese Rd

REQD EASMT AREA = 541.76 SF

PAR 64 DMESMT REQ'D DRWY. EASM'T. DE1069

PNT	OFFSET/	STATION/	ALIGNMENT
DE10425	43.00 L	80+25.00	Neese Rd
DE10427	40.00 L	80+54.00	Neese Rd
DE10426	31.96 L	80+54.00	Neese Rd
DE10425	33.08 L	80+25.00	Neese Rd
DE10425	43.00 L	80+25.00	Neese Rd

PAR 65 ROW REQ'D R/W DE1070

PNT	OFFSET/ DIST	STATION/ BEARING	ALIGNMENT
DE10431	30.00 L	81+22.05	Neese Rd
	69.95	N 82°17'30.0" W	
DE10432	30.00 L	81+92.00	Neese Rd
	4.00	S 7°42'30.0" W	
DE10433	34.00 L	81+92.00	Neese Rd
	40.00	N 82°17'30.0" W	
DE10434	34.00 L	82+32.00	Neese Rd
	8.88	N 10°49'40.4" E	
42451	25.14 L	82+31.52	Neese Rd
	1.60	S 81°54'11.8" E	
1035	25.15 L	82+29.91	Neese Rd
	107.38	S 80°04'25.2" E	
1033	29.33 L	81+22.01	Neese Rd
	0.67	S 10°42'40.4" W	
DE10431	30.00 L	81+22.05	Neese Rd

REQD R/W = 466.18 SF
REQD R/W = 0.011 ACRES
REMAINDER = +/- 0.51 ACRES

PAR 65 PESMT REQ'D PERM. EASM'T. DE1096

PNT	OFFSET/ DIST	STATION/ BEARING	ALIGNMENT
DE10505	46.00 L	81+27.00	Neese Rd
	16.00	N 7°42'30.0" E	
DE10506	30.00 L	81+27.00	Neese Rd
	4.95	S 82°17'30.0" E	
DE10431	30.00 L	81+22.05	Neese Rd
	16.02	S 10°42'40.4" W	
DE10488	46.00 L	81+22.89	Neese Rd
	4.11	N 82°17'29.9" W	
DE10505	46.00 L	81+27.00	Neese Rd

REQD EASMT = 72.51 SF
REQD EASMT = 0.002 ACRES

PAR 65 TESMT REQ'D TEMP. EASM'T. DE1071

PNT	OFFSET/	STATION/	ALIGNMENT
DE10435	45.00 L	81+62.00	Neese Rd
DE10436	49.00 L	82+01.00	Neese Rd
DE10437	49.00 L	82+32.82	Neese Rd
DE10434	34.00 L	82+32.00	Neese Rd
DE10433	34.00 L	81+92.00	Neese Rd
DE10432	30.00 L	81+92.00	Neese Rd
DE10438	30.00 L	81+62.00	Neese Rd
DE10435	45.00 L	81+62.00	Neese Rd

REQD EASMT AREA = 1100.14 SF

PAR 65 DMESMT REQ'D DRWY. EASM'T. DE1072

PNT	OFFSET/	STATION/	ALIGNMENT
DE10439	60.00 L	81+23.62	Neese Rd
DE10440	55.00 L	81+62.00	Neese Rd
DE10438	30.00 L	81+62.00	Neese Rd
DE10506	30.00 L	81+27.00	Neese Rd
DE10505	46.00 L	81+27.00	Neese Rd
DE10488	45.00 L	81+22.89	Neese Rd
DE10439	60.00 L	81+23.62	Neese Rd

PAR 66 ROW REQ'D R/W DE1073

PNT	OFFSET/ DIST	STATION/ BEARING	ALIGNMENT
DE10434	34.00 L	82+32.00	Neese Rd
	126.67	N 82°17'30.0" W	
DE10441	34.00 L	83+58.67	Neese Rd
	10.07	N 23°03'30.0" E	
1070	24.29 L	83+56.01	Neese Rd
	124.49	S 81°54'11.8" E	
42451	25.14 L	82+31.52	Neese Rd
	0.88	S 10°49'40.4" W	
DE10434	34.00 L	82+32.00	Neese Rd

REQD R/W = 1166.81 SF
REQD R/W = 0.027 ACRES
REMAINDER = +/- 0.66 ACRES

PAR 66 PESMT REQ'D PERM. EASM'T. DE1091

PNT	OFFSET/ DIST	STATION/ BEARING	ALIGNMENT
DE10507	34.00 L	83+50.00	Neese Rd
	11.00	S 7°42'30.0" W	
DE10508	45.00 L	83+50.00	Neese Rd
	11.70	N 82°26'50.5" W	
DE10509	24.72 L	30+40.00	FRANKLIN RD
	11.44	N 23°03'30.0" E	
DE10441	34.00 L	83+58.67	Neese Rd
	8.67	S 82°17'30.0" E	
DE10507	34.00 L	83+50.00	Neese Rd

REQD EASMT = 112.20 SF
REQD EASMT = 0.003 ACRES

PAR 66 TESMT REQ'D TEMP. EASM'T. DE1074

PNT	OFFSET/	STATION/	ALIGNMENT
DE10437	49.00 L	82+32.82	Neese Rd
DE10442	43.00 L	83+10.00	Neese Rd
DE10443	34.00 L	30+40.00	FRANKLIN RD
DE10444	28.00 L	30+75.00	FRANKLIN RD
DE10445	24.50 L	30+75.00	FRANKLIN RD
DE10509	24.72 L	30+40.00	FRANKLIN RD
DE10508	45.00 L	83+50.00	Neese Rd
DE10507	34.00 L	83+50.00	Neese Rd
DE10434	34.00 L	82+32.00	Neese Rd
DE10437	49.00 L	82+32.82	Neese Rd

REQD EASMT AREA = 1616.12 SF

PAR 66 DMESMT REQ'D DRWY. EASM'T. DE1075

PNT	OFFSET/	STATION/	ALIGNMENT
DE10446	30.00 L	30+75.00	FRANKLIN RD
DE10447	30.00 L	31+15.00	FRANKLIN RD
DE10448	24.24 L	31+15.00	FRANKLIN RD
DE10445	24.50 L	30+75.00	FRANKLIN RD
DE10446	30.00 L	30+75.00	FRANKLIN RD

PAR 67 ROW REQ'D R/W DE1076

PNT	OFFSET/ DIST	STATION/ BEARING	ALIGNMENT
DE10412	29.00 R	83+06.15	Neese Rd
	3.56	S 7°49'34.6" W	
1036	25.44 R	83+06.16	Neese Rd
	1.58	S 7°49'34.6" W	
42452	23.86 R	83+06.16	Neese Rd
	126.17	N 81°34'14.1" W	
1088	25.45 R	84+32.32	Neese Rd
	5.59	N 16°53'00.7" E	
DE10450	29.00 R	84+31.74	Neese Rd
	125.60	S 82°17'30.0" E	
DE10412	29.00 R	83+06.15	Neese Rd

REQD R/W = 546.68 SF
REQD R/W = 0.013 ACRES
REMAINDER = +/- 0.72 ACRES

PAR 67 TESMT REQ'D TEMP. EASM'T. DE1077

PNT	OFFSET/	STATION/	ALIGNMENT
DE10451	29.00 R	83+89.00	Neese Rd
DE10452	34.00 R	83+89.00	Neese Rd
DE10453	34.00 R	83+06.14	Neese Rd
DE10412	29.00 R	83+06.15	Neese Rd
DE10451	29.00 R	83+89.00	Neese Rd

REQD EASMT AREA = 414.29 SF

PAR 68 ROW REQ'D R/W DE1079

PNT	OFFSET/ DIST	STATION/ BEARING	ALIGNMENT
DE10457	29.00 R	85+19.08	Neese Rd
	85.88	S 82°02'42.2" E	
DE10450	29.00 R	84+31.74	Neese Rd
	3.59	S 16°53'00.7" W	
1088	25.45 R	84+32.32	Neese Rd
	86.17	N 81°31'57.3" W	
1090	26.18 R	85+19.86	Neese Rd
	2.90	N 24°49'45.7" E	
DE10457	29.00 R	85+19.08	Neese Rd

REQD R/W = 272.47 SF
REQD R/W = 0.006 ACRES
REMAINDER = +/- 0.75 ACRES

PAR 68 PERM UTILITY ESMT DE1101

PNT	OFFSET/ DIST	STATION/ BEARING	ALIGNMENT
DE10522	29.08 R	84+50.00	Neese Rd
	7.92	N 7°42'30.0" E	
DE10523	37.00 R	84+50.00	Neese Rd
	19.55	S 82°17'30.0" E	
DE10460	37.00 R	84+30.45	Neese Rd
	8.10	S 16°53'00.7" W	
DE10450	29.00 R	84+31.74	Neese Rd
	18.26	N 82°02'42.2" W	
DE10522	29.08 R	84+50.00	Neese Rd

REQD EASMT = 150.50 SF
REQD EASMT = 0.003 ACRES

PAR 68 TESMT REQ'D TEMP. EASM'T. DE1080

PNT	OFFSET/	STATION/	ALIGNMENT
DE10459	37.00 R	85+16.78	Neese Rd
DE10523	37.00 R	84+50.00	Neese Rd
DE10522	29.08 R	84+50.00	Neese Rd
DE10457	29.00 R	85+19.08	Neese Rd
DE10459	37.00 R	85+16.78	Neese Rd

REQD EASMT AREA = 525.53 SF

PAR 69 ROW REQ'D R/W DE1081

PNT	OFFSET/ DIST	STATION/ BEARING	ALIGNMENT
DE10461	34.00 L	84+10.52	Neese Rd
	92.31	N 82°17'30.0" W	
DE10462	34.00 L	85+02.84	Neese Rd

ARC LENGTH = 61.87
CHORD BEAR = N 77°21'15.6" W
LNTH CHORD = 61.80
RADIUS = 350.00
DEGREE = 15°57'35.4"

DE10463	34.00 L	85+58.85	Neese Rd
	156.78	S 84°06'25.9" E	
1071	23.71 L	84+07.70	Neese Rd
	10.67	S 23°03'30.0" W	
DE10461	34.00 L	84+10.52	Neese Rd

REQD R/W = 1099.26 SF
REQD R/W = 0.025 ACRES
REMAINDER = +/- 0.56 ACRES

PAR 69 PERM UTILITY ESMT DE1102

PNT	OFFSET/ DIST	STATION/ BEARING	ALIGNMENT
DE10524	25.41 R	30+60.00	FRANKLIN RD
	21.53	N 08°26'35.4" W	
DE10525	34.00 L	84+28.00	Neese Rd
	17.48	S 82°17'30.0" E	
DE10461	34.00 L	84+10.52	Neese Rd
	18.03	S 23°03'30.0" W	
DE10524	25.41 R	30+60.00	FRANKLIN RD

REQD EASMT = 151.95 SF
REQD EASMT = 0.003 ACRES

PAR 69 TESMT REQ'D TEMP. EASM'T. DE1082

PNT	OFFSET/	STATION/	ALIGNMENT
DE10468	25.45 R	30+66.00	FRANKLIN RD
DE10464	34.60 R	30+66.00	FRANKLIN RD
DE10465	40.00 L	84+28.00	Neese Rd
DE10466	44.00 L	84+72.00	Neese Rd
DE10467	47.00 L	85+93.44	Neese Rd
1074	44.16 L	85+93.33	Neese Rd
DE10463	34.00 L	85+58.85	Neese Rd

ARC LENGTH = 61.87
CHORD BEAR = S 77°21'15.6" E
LNTH CHORD = 61.80
RADIUS = 350.00
DEGREE = 15°57'35.4"

DE10462	34.00 L	85+02.84	Neese Rd
DE10525	34.00 L	84+28.00	Neese Rd
DE10524	25.41 R	30+60.00	FRANKLIN RD
DE10468	25.45 R	30+66.00	FRANKLIN RD

REQD EASMT AREA = 1368.05 SF

PAR 69 DMESMT REQ'D DRWY. EASM'T. DE1083

PNT	OFFSET/ DIST	STATION/ BEARING	ALIGNMENT
DE10469	25.76 R	31+15.00	FRANKLIN RD
DE10470	32.00 R	31+15.00	FRANKLIN RD
DE10471	37.00 R	30+99.00	FRANKLIN RD
DE10466	34.00 R	30+66.00	FRANKLIN RD
DE10468	25.45 R	30+66.00	FRANKLIN RD
DE10469	25.76 R	31+15.00	FRANKLIN RD

PAR TO ROW REQ'D R/W DE1084

PNT	OFFSET/ DIST	STATION/ BEARING	ALIGNMENT
DE10472	24.60 R	102+00.00	Wash Ave
	24.60	S 85°28'48.0" E	
633	24.57 R	102+23.25	Wash Ave

ARC LENGTH = 38.29
CHORD BEAR = N 86°41'53.0" E
LNTH CHORD = 38.26
RADIUS = 287.82
DEGREE = 19°57'43.6"

628	24.16 R	102+59.65	Wash Ave
	6.85	S 7°11'50.5" E	
DE10473	31.00 R	102+58.36	Wash Ave
	62.25	N 85°31'48.5" W	
DE10472	24.60 R	102+00.00	Wash Ave

REQD R/W = 165.25 SF
REQD R/W = 0.004 ACRES
REMAINDER = +/- 0.47 ACRES

PAR TO TESMT-TRACT 1 REQ'D TEMP. EASM'T. DE1085

PNT	OFFSET/	STATION/	ALIGNMENT
DE10475	33.00 R	102+59.28	Wash Ave
DE10476	33.00 R	102+49.00	Wash Ave
DE10477	29.34 R	102+49.00	Wash Ave
DE10473	31.00 R	102+59.36	Wash Ave
DE10475	33.00 R	102+59.28	Wash Ave

REQD EASMT AREA = 31.18 SF

PAR TO TESMT-TRACT 2 REQ'D TEMP. EASM'T. DE1086

PNT	OFFSET/	STATION/	ALIGNMENT
DE10478	29.00 R	102+03.02	Wash Ave
DE10480	24.57 R	101+75.00	Wash Ave
DE10472	24.60 R	102+00.00	Wash Ave
DE10478	29.00 R	102+03.02	Wash Ave

REQD EASMT AREA = 55.02 SF

TOTAL TEMP ESMT PAR 72 = 86.20 SF

PAR TO DMESMT REQ'D DRWY. EASM'T. DE1087

PNT	OFFSET/	STATION/	ALIGNMENT
DE10481	45.00 R	102+49.00	Wash Ave
DE10482	45.00 R	102+14.00	Wash Ave
DE10472	24.60 R	102+00.00	Wash Ave
DE10477	29.34 R	102+49.00	Wash Ave
DE10481	45.00 R	102+49.00	Wash Ave

PAR T1 DMESMT REQ'D DRWY. EASM'T. DE1088

PNT	OFFSET/	STATION/	ALIGNMENT
DE10273	35.00 L	106+33.32	Driftwood Ln
DE10483	35.00 L	106+63.00	Driftwood Ln
DE10484	24.65 L	106+65.00	Driftwood Ln
673	24.41 L	106+33.85	Driftwood Ln
DE10273	35.00 L	106+33.32	Driftwood Ln

PROPERTY AND EXISTING R/W LINE
REQUIRED R/W LINE
CONSTRUCTION LIMITS
EASEMENT FOR CONSTR & MAINTENANCE OF SLOPES
EASEMENT FOR CONSTR OF SLOPES
EASEMENT FOR CONSTR OF DRIVES

BEGIN LIMIT OF ACCESS.....BLA
END LIMIT OF ACCESS.....ELA
LIMIT OF ACCESS
REQ'D R/W & LIMIT OF ACCESS
ORANGE BARRIER FENCE
ESA - ENV. SENSITIVE AREA (SEE ERIT TABLE)

DATE	REVISIONS	DATE	REVISIONS
11/21/23	PAR 68 - ADDED PERM UTILITY ESMT, MODIFIED TESMT		
11/21/23	PAR 69 - ADDED PERM UTILITY ESMT, MODIFIED TESMT		
03/25/24	PAR 65 - ADDED PESMT TO DATA TABLES		
06/12/24	PAR 69 - MODFIED TESMT		

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
RIGHT OF WAY MAP
PROJECT NO:0100560
COUNTY: CHEROKEE
LAND LOT NO: 1028, 1061
LAND DISTRICT:15
GMD
DATE 01/20/23 SH 16 OF 16

DRAWING No. 60-0016

7/3/2025 GRAPLIN

AGENDA ITEM NO. 7.2

Item Cover Page

CITY COUNCIL AGENDA ITEM REPORT

DATE:	April 27, 2026
SUBMITTED BY:	Karen Gammill, Public Works
ITEM TYPE:	Contracts, Agreements, Leases
AGENDA SECTION:	CONSENT AGENDA
SUBJECT:	**Approve Emergency Purchases - MAJBA JE 21025 - 1522 - WWTP Pump Emergency Purchases**
SUGGESTED ACTION:	Request for approval of MAJBA JE 21025 to re-purpose funding from the Waste Water Treatment Plant UV Disinfection project and the Lift Station First Baptist Church Pump project to fund the emergency purchase of two Boerger permeate pumps and one Flygt submersible EQ Pump.

ATTACHMENTS:

MAJBA JE 21025 - 1522 - WWTP Pump Emergency Purchases.pdf
WO-WW-EQ-11 Flygt Model NP-3127.070 Submersible Pump.pdf
WO-WW-MB-42 â€“ Boerger Repair Kit and Installation.pdf
WO-WW-MB-43 â€“ Boerger Repair Kit and Installation.pdf

City of Woodstock, GA
Major Budget Amendment

Name of Department **504 - 1522 WATER & SEWER TAP FEES**
Budget Amendment # **MAJBA JE 21025**

Explanation of Request

This MAJBA is to re-purpose funding from the WWTP UV Disinfection project and the Lift Station First Baptist Church Pump project to fund the emergency purchase of two Boerger permeate pumps and one Flygt submersible EQ pump.

ACCOUNT NUMBER	ACCOUNT NAME	DEBIT	CREDIT
504-1522-541410-01-SUBPUM	FLYGT SUBMERSIBLE EQ PUMP - EQ 11	$ 25,016.69	
504-1522-541410-01-PERMP2	WWTP PERMEATE PUMP - MB-42	$ 26,932.60	
504-1522-541410-01-PERMP2	WWTP PERMEATE PUMP - MB-43	$ 26,932.60	
504-1522-541410-01-WFBCPS	LIFT STATION WOODSTOCK FIRST BAPTIST CHURCH PUMP		$ 25,016.69
504-1522-541410-01-UVDSYS	WWTP UV DISINFECTION		$ 53,865.20
TOTALS		**$ 78,881.89**	**$ 78,881.89**

EOM Operations
Your solution to a better tomorrow

April 03, 2026

City of Woodstock
Attn: Coty Thigpen
12453 GA-92
Woodstock, GA 30188

Re: Flygt EQ Pump (WO-WW-EQ-11) Replacement (WO-425986)

Dear Ms. Thigpen

EOM Operations, a full-service public works operations, engineering, and utilities construction firm, is pleased to submit this proposal to the City of Woodstock. This proposal includes the replacement, installation, and start-up of the EQ pump to ensure proper functionality and verified operation.

WO-WW-EQ-11 Flygt Model NP-3127.070 Submersible Pump $25,016.69

If the above prices are acceptable, please acknowledge by signing the area below. Please do not hesitate to contact me should you have any questions or concerns.

Respectfully,

Michael Rhoads

Michael Rhoads
Regional Director

*Accepted by:*_____ *Date:* _____

*Printed Name:*_____ *Title:*_____

EOM Operations
Your solution to a better tomorrow
OPERATIONS

April 03, 2026

City of Woodstock
Attn: Coty Thigpen
12453 GA-92
Woodstock, GA 30188

Re: Boerger Permeate Pump #2 (WO-WW-MB-42) Replacement (WO-427308)

Dear Ms. Thigpen

EOM Operations, a full-service public works operations, engineering, and utilities construction firm, is pleased to submit this proposal to the City of Woodstock. This proposal covers the repair kit and installation for Permeate Pump #2. The price provided below includes complete installation and start-up of the Boerger permeate pump, ensuring proper functionality and verified operation.

WO-WW-MB-42 – Boerger Repair Kit and Installation **$26,932.60**

If the above prices are acceptable, please acknowledge by signing the area below. Please do not hesitate to contact me should you have any questions or concerns.

Respectfully,

Michael Rhoads

Michael Rhoads
Regional Director

*Accepted by:*_____ *Date:* _____

*Printed Name:*_____ *Title:*_____

EOM Operations
Your solution to a better tomorrow
OPERATIONS

April 03, 2026

City of Woodstock
Attn: Coty Thigpen
12453 GA-92
Woodstock, GA 30188

Re: Boerger Permeate Pump #2 (WO-WW-MB-43) Replacement (WO-427309)

Dear Ms. Thigpen

EOM Operations, a full-service public works operations, engineering, and utilities construction firm, is pleased to submit this proposal to the City of Woodstock. This proposal covers the repair kit and installation for Permeate Pump #2. The price provided below includes complete installation and start-up of the Boerger permeate pump, ensuring proper functionality and verified operation.

WO-WW-MB-43 – Boerger Repair Kit and Installation **$26,932.60**

If the above prices are acceptable, please acknowledge by signing the area below. Please do not hesitate to contact me should you have any questions or concerns.

Respectfully,

Michael Rhoads

Michael Rhoads
Regional Director

*Accepted by:*_____ *Date:* _____

*Printed Name:*_____ *Title:*_____

AGENDA ITEM NO. 7.3

Item Cover Page

CITY COUNCIL AGENDA ITEM REPORT

DATE:	April 27, 2026
SUBMITTED BY:	Crystal Welch, Public Works
ITEM TYPE:	Budget Approval/Amendment
AGENDA SECTION:	CONSENT AGENDA
SUBJECT:	**Approve MAJBA JE 21070 - Recognize Additional Revenue & Fund Additional Expenses for Streetscapes VI**
SUGGESTED ACTION:	Request for approval of MAJBA JE 21070 which recognizes additional TAD revenue and DDA contributions and funds additional expenses for the Streetscapes VI project.

ATTACHMENTS:
MAJBA JE 21070 - Recognize Streetscapes VI DDA Contribution & Fund Add'l Expenses.pdf

City of Woodstock, GA
Major Budget Amendment

Name of Department	**Fund 201 - TAD**
Budget Amendment #	**MAJBA JE 21070**

Explanation of Request

This major budget amendment is to recognize additional TAD revenue and contributions from DDA and fund additional expenses for the Streetscapes VI project.

ACCOUNT NUMBER	ACCOUNT NAME	DEBIT	CREDIT
201-4215-541410-00-00SSBK	Streetscapes Brick	$ 796.91	
201-4215-541410-00-STSC06	Infrastructure - Streetscapes VI	$ 203,861.58	
201-1510-311128-00	TAD Real Estate Taxes County		$ 796.91
201-4215-371001-00-STSC06	Contributions & Donations - Streetscapes VI		$ 203,861.58
TOTALS		**$ 204,658.49**	**$ 204,658.49**

AGENDA ITEM NO. 7.4

Item Cover Page

CITY COUNCIL AGENDA ITEM REPORT

DATE:	April 27, 2026
SUBMITTED BY:	Crystal Welch, Finance Department
ITEM TYPE:	Budget Approval/Amendment
AGENDA SECTION:	CONSENT AGENDA
SUBJECT:	**Approve MAJBA JE 21071 - Recognize 2025 URA Bond Proceeds for Construction of Fire Stations**
SUGGESTED ACTION:	Request for approval of MAJBA JE 20171 which recognizes the 2025 URA Bond proceeds and projected interest income for use of construction of the fire stations and fund related expenses.

ATTACHMENTS:
MAJBA JE 21071 - Recognize 2025 URA Bond (Fire Stn Prj) Proceeds & Fund Related Expenses.pdf

City of Woodstock, GA
Major Budget Amendment

Name of Department	**Fund 314 - 2025 URA Bond (Fire Stations)**
Budget Amendment #	**MAJBA JE 21071**

Explanation of Request

This major budget amendment is to recognize the 2025 URA Bond proceeds for use of construction of the fire stations and fund the related expenses.

ACCOUNT NUMBER	ACCOUNT NAME	DEBIT	CREDIT
314-1599-584055-00	Misc. Bond Issue Costs	$ 234,325.66	
314-3510-541421-03-00FS#3	Construction - 3rd Fire Stn (FS 28)	$ 7,437,455.00	
314-3510-541421-03-00FST4	Construction - 4th Fire Stn (FS 34)	$ 6,831,855.00	
314-3510-541421-03	Construction	$ 386,364.34	
314-1510-361172-00	Interest Income		$ 205,000.00
314-1599-393111-00	Proceeds from Bond Issued		$ 14,685,000.00
TOTALS		**$ 14,890,000.00**	**$ 14,890,000.00**

AGENDA ITEM NO. 7.5

Item Cover Page

CITY COUNCIL AGENDA ITEM REPORT

DATE:	April 27, 2026
SUBMITTED BY:	Crystal Welch, Fire Department
ITEM TYPE:	Budget Approval/Amendment
AGENDA SECTION:	CONSENT AGENDA
SUBJECT:	**Approve MAJBA JE 21074 - Fund Purchase of Fire Aerial Ladder Truck**
SUGGESTED ACTION:	Request for approval of MAJBA JE 21074 which uses SPLOST V reserves to fund the purchase of the fire aerial ladder truck. The truck delivery was anticipated to be in FY 2027. However, the truck was completed and delivered ahead of schedule.

ATTACHMENTS:

MAJBA JE 21074 - Fund Fire Aerial Ladder Truck.pdf

City of Woodstock, GA
Major Budget Amendment

Name of Department	**Fund 435 - Fire Dept**
Budget Amendment #	**MAJBA JE 21074**

Explanation of Request

This major budget amendment is to use reserves to fund the purchase of the Fire aerial ladder truck. The truck delivery was anticipated to be in FY 2027. However, the truck was completed and delivered ahead of schedule. This is to use reserves to fund the truck purchase.

ACCOUNT NUMBER	ACCOUNT NAME	DEBIT	CREDIT
435-3510-542212-00	Vehicles	$ 1,557,533.06	
435-1510-381120-00	Use of Reserves		$ 1,557,533.06
TOTALS		**$ 1,557,533.06**	**$ 1,557,533.06**

AGENDA ITEM NO. 7.6

Item Cover Page

CITY COUNCIL AGENDA ITEM REPORT

DATE:	April 27, 2026
SUBMITTED BY:	Crystal Welch, Public Works
ITEM TYPE:	Budget Approval/Amendment
AGENDA SECTION:	CONSENT AGENDA
SUBJECT:	**Approve MAJBA JE 21091 - To Fund Purchase and Installation of Market Street Bollards**
SUGGESTED ACTION:	Request for approval of MAJBA JE 21091 which uses Green Prints reserves to fund the purchase and installation of replacement bollards on Market Street for pedestrian safety at the trailhead.

ATTACHMENTS:
MAJBA JE 21091 - To Fund Purchase & Install of Market St Bollards.pdf

City of Woodstock, GA
Major Budget Amendment

Name of Department	**Fund 320 Green Prints**
Budget Amendment #	**MAJBA JE 21091**

Explanation of Request

This major budget amendment is to use reserves to fund the purchase and installation of replacement bollards on Market St for pedestrian safety at the trailhead.

ACCOUNT NUMBER	ACCOUNT NAME	DEBIT	CREDIT
320-5535-541444-00	Green Prints Projects	$ 13,500.00	
320-1599-394110-00	Use of Reserves		$ 13,500.00
TOTALS		**$ 13,500.00**	**$ 13,500.00**

AGENDA ITEM NO. 7.7

Item Cover Page

CITY COUNCIL AGENDA ITEM REPORT

DATE:	April 27, 2026
SUBMITTED BY:	Robyn Adams, City Clerk
ITEM TYPE:	Ordinance 1st or 2nd Reading
AGENDA SECTION:	CONSENT AGENDA
SUBJECT:	**Adopt Ordinance No. 2026-005 Amending Chapter 2, Article II, Section 2-66 Expenses (2nd Reading & Final Vote)**
SUGGESTED ACTION:	Request for approval to adopt Ordinance No. 2026-005 to amend Chapter 2 Administration, Article II. City Council, Division 2. Meetings, Section 2-66 - Expenses as identified in the document included in the agenda packet. This amendment updates the Code language to align with the revisions made to the Council Policy Manual - Council Approval Section, as referenced in the related agenda item. The first reading for this item was held at the April 13, 2026 Council Meeting. This serves as the 2nd Reading and final vote.

ATTACHMENTS:
Ordinance_2026-005 Amend Ch 2 Art II Sect 2-66 Final.pdf

ORDINANCE NO. 2026-005

AN ORDINANCE OF THE MAYOR AND COUNCIL OF THE CITY OF WOODSTOCK, GEORGIA AMENDING CHAPTER 2 ADMINISTRATION, ARTICLE II CITY COUNCIL, DIVISION 2 MEETINGS, SECTION 2-66 EXPENSES.

WHEREAS, the City of Woodstock, Georgia (hereinafter sometimes referred to as the "City") is a municipality duly formed and existing pursuant to Georgia law; and

WHEREAS, O.C.G.A.§ 36-35-3(a) provides that the governing authority of each municipal corporation shall have the power to adopt clearly reasonable ordinances, resolutions and regulations relating to its property, affairs, and local government for which no provision has been made by general law and which are not consistent with the Constitution or any charter provision applicable thereto; and

WHEREAS, the Mayor and City Council for the City of Woodstock, Georgia ("Mayor and City Council") previously adopted an ordinance establishing regulations for expenses; and

WHEREAS, the Mayor and City Council desire to amend Chapter 2, Article II, Division 2, Section 2-66 to remove the requirement of City Council approval of expense reimbursements and to replace the referenced administrative policy and procedures section with the section included in the Council Policy Manual.

NOW, THEREFORE, The Mayor and City Council of the City of Woodstock, Georgia hereby ordains, as follows:

Section 1. The sentence within (b) of Chapter 2, Article II, Division 2, Section 2-66 that reads "Elected officials will adhere to the same policy guidelines as outlined in the administrative policy and procedures of HRM-5 Travel While on City Business, as now or hereafter amended with the exception of approval procedures for reimbursements." is hereby repealed and replaced with "Elected officials will adhere to the same policy guidelines as outlined in the Council Policy Manual – Section 500 Human Resources, 500-0001 Travel While on City Business, as now or hereafter amended with the exception of approval procedures for reimbursements."

Section 2. The sentence within (b) (2) of Chapter 2, Article II, Division 2, Section 2-66 that reads "Expenses may be reimbursed only after the submission of receipts for such expenses to the City Manager and the approval by majority vote of the City Council at a regularly scheduled meeting." is hereby repealed and replaced with "Expenses may be reimbursed only after the submission of receipts for such expenses to the City Manager."

Sec. 2-66. Expenses.

(a) The Mayor and Councilmembers shall be entitled to receive their actual and necessary expenses incurred in the performance of their duties of office.

(b) The Mayor and Councilmembers may be reimbursed for reasonable expenses incurred in carrying out their duties. Elected officials will adhere to the same policy guidelines as outlined in the Council Policy Manual – Section 500 Human Resources, 500-0001 Travel While on City Business, as now or hereafter amended with the exception of approval procedures for reimbursements. Such expenses shall include, without limitation, the following:

(1) Mileage reimbursement for the use of a personal automobile while conducting City business.

(2) Travel and lodging expenses and fees incurred in conjunction with training seminars, conventions or City business or City business conducted outside the City. Expenses may be reimbursed only after the submission of receipts for such expenses to the City Manager.

(c) No elected official may request disbursement of City funds for any advertisement, club dues, charities or other projects, functions or entities without first submitting the request in writing to the City Manager and the approval by majority vote of the City Council at a regularly scheduled meeting.

(Code 1989, § 2-1-7; Code 2005, § 2-187; Ord. No. 02-01-09, 1-9-2002; Ord. No. 8202-2022, 10-24-2022)

Section 3. Effective Date

This ordinance shall be effective immediately upon adoption.

SO ORDAINED, this 27th day of April, 2026.

FIRST READING: April 13, 2026

SECOND READING & ADOPTION: April 27, 2026

_____

Michael Caldwell, Mayor
City of Woodstock, Georgia

ATTEST:

_____

Robyn Adams, City Clerk
City of Woodstock, Georgia

AGENDA ITEM NO. 7.8

Item Cover Page

CITY COUNCIL AGENDA ITEM REPORT

DATE:	April 27, 2026
SUBMITTED BY:	Mindy Nobis, Human Resources
ITEM TYPE:	Ordinance 1st or 2nd Reading
AGENDA SECTION:	CONSENT AGENDA
SUBJECT:	**Adopt Ordinance No. 2026-006 Amending Chapter 34, Article V, Section 34-139 Holidays - Addition of Federal Holiday Juneteenth as Recognized City Holiday**
SUGGESTED ACTION:	Request for approval to adopt Ordinance 2026-006 amending Chapter 34 Personnel, Article V Leave, Section 34-139 Holidays to add Juneteenth (June 19th) as a recognized city holiday. This would be an addition to the holiday list provided with pay for full-time employees. This amendment updates the Code language as referenced in the supporting documentation in the agenda packet. The first reading for this item was held at the April 13, 2026 Council Meeting. This serves as the 2nd reading and final vote.

ATTACHMENTS:

Sec._34_139.___Holidays._add_Juneteenth_04.13.26__2_.pdf
Ordinance_2026-006 Amend Ch 34 Sect 34-139 Final 4.27.26.pdf

Sec. 34-139. Holidays.

(a) The City shall celebrate the following holidays off with pay for full-time employees:

New Year's Day	January 1
Martin Luther King Day	Third Monday in January
Memorial Day	Last Monday of May
Juneteenth	June 19
Independence Day	July 4
Labor Day	First Monday of September
Veterans Day	November 11
Thanksgiving Day	Fourth Thursday of November
Day after Thanksgiving	
Christmas Eve	December 24
Christmas Day	December 25
Personal Day	

ORDINANCE NO. 2026-006

AN ORDINANCE OF THE MAYOR AND COUNCIL OF THE CITY OF WOODSTOCK, GEORGIA AMENDING CHAPTER 34 PERSONNEL, ARTICLE V LEAVE, SECTION 34-139 HOLIDAYS.

WHEREAS, the City of Woodstock, Georgia (hereinafter sometimes referred to as the "City") is a municipality duly formed and existing pursuant to Georgia law; and

WHEREAS, O.C.G.A.§ 36-35-3(a) provides that the governing authority of each municipal corporation shall have the power to adopt clearly reasonable ordinances, resolutions and regulations relating to its property, affairs, and local government for which no provision has been made by general law and which are not consistent with the Constitution or any charter provision applicable thereto; and

WHEREAS, the Mayor and City Council for the City of Woodstock, Georgia ("Mayor and City Council") previously adopted an ordinance establishing regulations for expenses; and

WHEREAS, the Mayor and City Council desire to amend Chapter 34 Personnel, Article V Leave, Section 34-139 Holidays in the City's Code to include the federal holiday, Juneteenth (June 19), as an official holiday within the City's designated holiday schedule.

NOW, THEREFORE, The Mayor and City Council of the City of Woodstock, Georgia hereby ordains, as follows:

Sec. 34-139. Holidays.

(a) The City shall celebrate the following holidays off with pay for full-time employees:

New Year's Day	January 1
Martin Luther King Day	Third Monday in January
Memorial Day	Last Monday of May
Juneteenth	June 19
Independence Day	July 4
Labor Day	First Monday of September
Veterans Day	November 11
Thanksgiving Day	Fourth Thursday of November
Day after Thanksgiving	
Christmas Eve	December 24
Christmas Day	December 25
Personal Day	

(b) If a holiday falls upon a Sunday, the following Monday shall be deemed to be the legal holiday. If the legal holiday falls on a Saturday, the preceding Friday shall be deemed to be the legal holiday.

(c) To receive pay for an official holiday, the employee must either:

(1) Work the days immediately before and after the holiday; or

(2) Be on approved paid leave on those days.

(d) Employees working flexible hours who are not scheduled to work on the day of a holiday will not have their holiday hours included in any calculations of overtime. Rather, they will be paid holiday hours in the amount proportionate to their daily flex time work hours. For example, if an employee is scheduled to work four ten-

hour days and the following day off coincides with a Council-designated holiday, then the flex time employee will receive ten hours of holiday pay. For the non-exempt flex time employee who is scheduled to work on a holiday, the individual will be paid for the hours worked in addition to the holiday hours granted in a proportional manner to the normal daily flex hours. Only the hours actually worked will be eligible for inclusion in the calculation of overtime.

(e) Firefighters and uniform sworn police officers (207(k) employees), and non-exempt employees that are not on flex schedules and authorized to work during any Council-designated holiday as defined in Subsection (a) of this section shall receive holiday pay for the Council-designated holiday at their normal hourly rates as well as pay for actual hours worked. Only the actual hours worked will be factored into the calculation of overtime pay. Holiday pay is not to be considered hours worked in the computation of overtime.

(1) Holiday pay for fire: 12 hours.

(2) Holiday pay for police patrol: 12.25 hours.

(3) Holiday pay for police administration: 8.5 hours.

(4) Holiday pay for general employees: 8 hours.

(f) Any employee who has accrued holiday hours shall use such holiday hours earned prior to using vacation hours.

(Code 1989, § 2-5-63; Code 2005, § 70-173; Ord. No. 98-11-24, 11-24-1998; Ord. No. 01-02-27, 2-27-2001; Ord. No. 2008-0016, exhs. A, B, 7-28-2008; Ord. of 9-25-2017, att. A)

Section 3. Effective Date

This ordinance shall be effective immediately upon adoption.

SO ORDAINED, this 27th day of April 2026.

FIRST READING: April 13, 2026

SECOND READING & ADOPTION: April 27, 2026

_____

Michael Caldwell, Mayor
City of Woodstock, Georgia

ATTEST:

_____

Robyn Adams, City Clerk
City of Woodstock, Georgia

AGENDA ITEM NO. 7.9

Item Cover Page

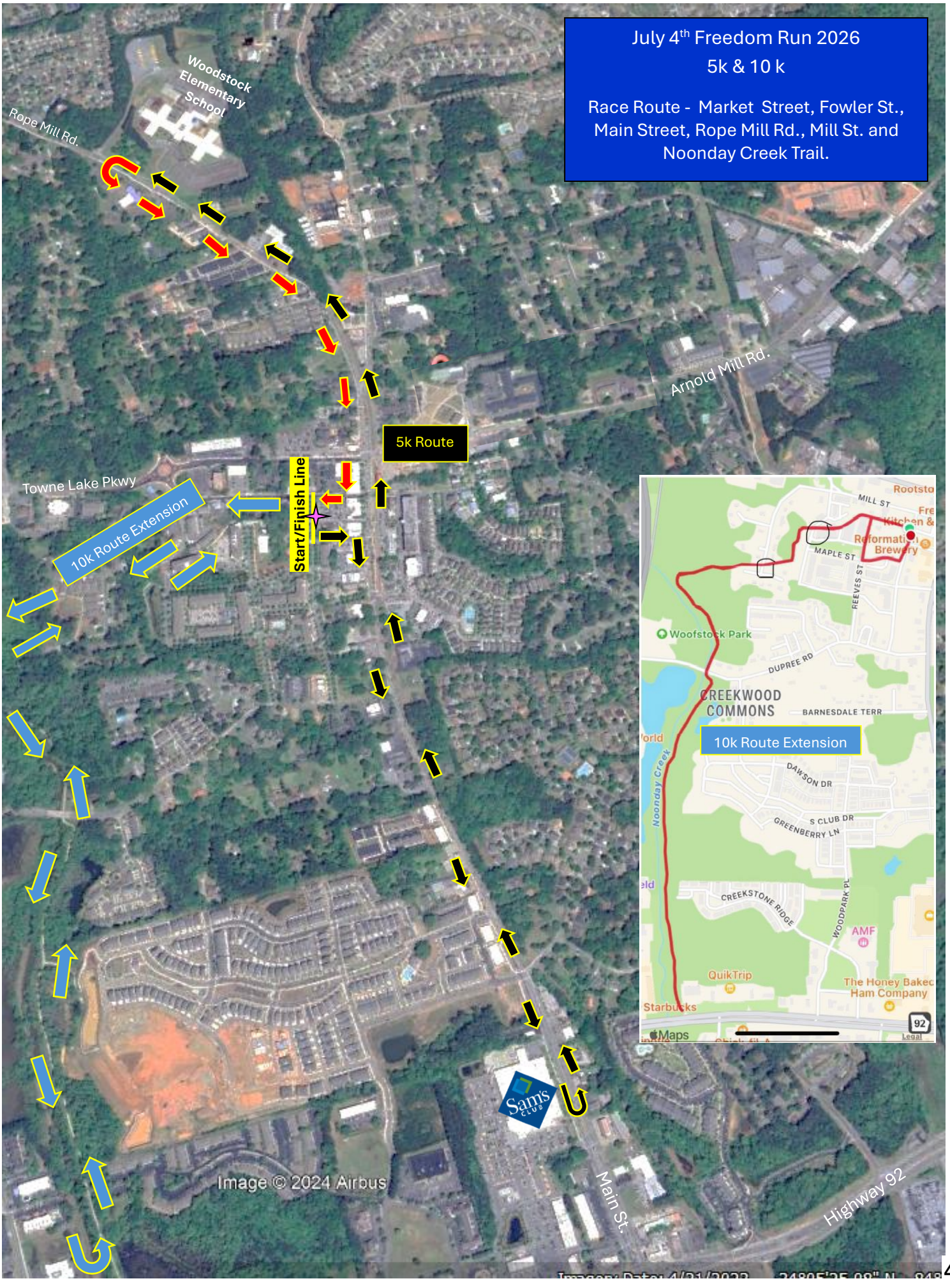
CITY COUNCIL AGENDA ITEM REPORT

DATE:	April 27, 2026
SUBMITTED BY:	MaryBeth Stockdale, Parks & Recreation
ITEM TYPE:	Permits - Road Closings, Special Events
AGENDA SECTION:	CONSENT AGENDA
SUBJECT:	**Approve Road Closure for 2026 July 4th Freedom Run 5K and 10K**
SUGGESTED ACTION:	Request for approval to close Main Street, Rope Mill Road, Market Street, Fowler Street, Mill Street, Maple Street, and Oak Street from 6:45 a.m. to 8:30 a.m. for the July 4th Freedom Run 5K and 10K.

ATTACHMENTS:

2026 July 4th Freedom Run - 5k & 10k Route.pdf

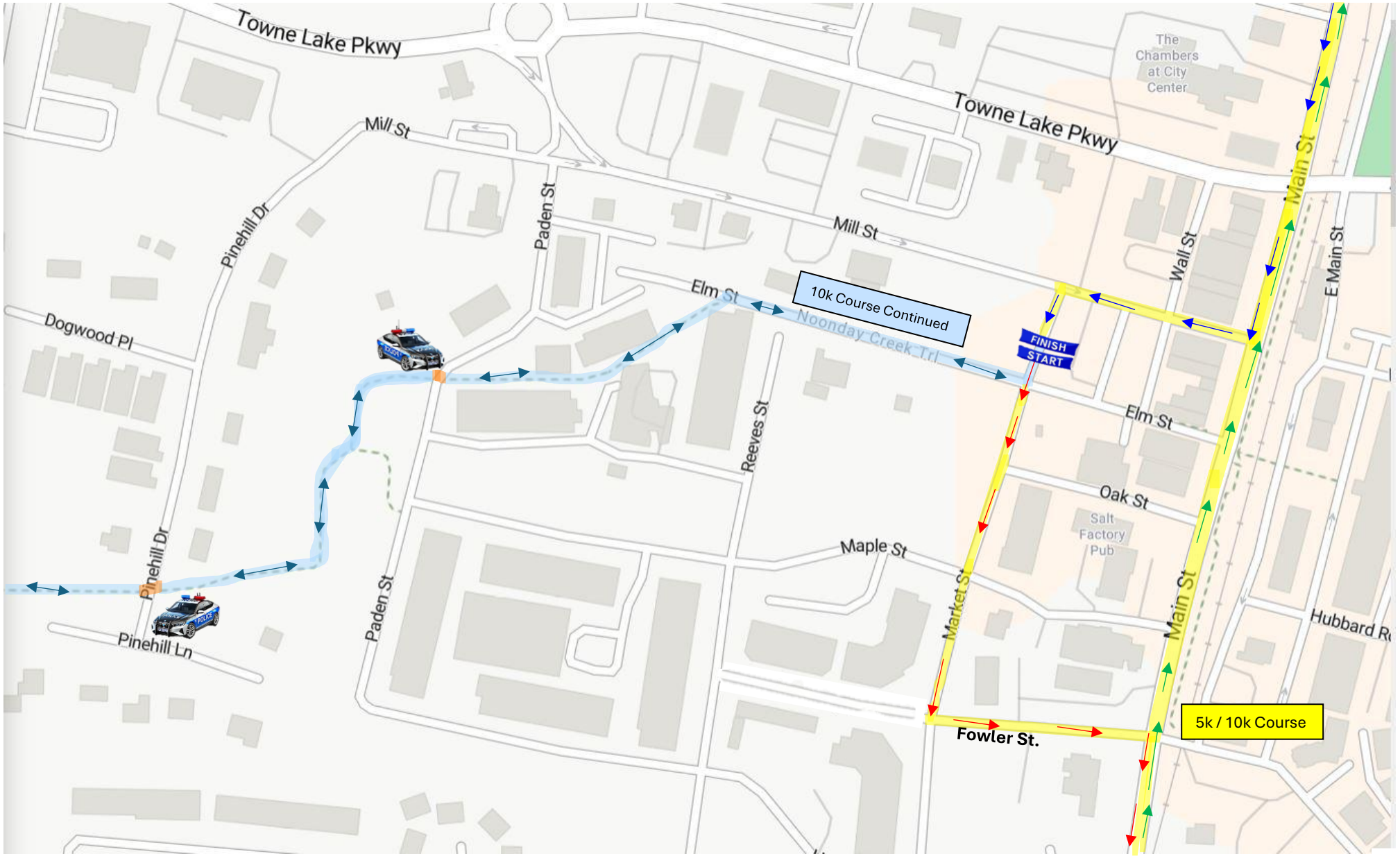
July 4th Freedom Run - Downtown Section of Route 5k & 10k 2026.pdf


July 4th Freedom Run 2026
5k & 10 k
Race Route - Market Street, Fowler St., Main Street, Rope Mill Rd., Mill St. and Noonday Creek Trail.
Woodstock Elementary School
Rope Mill Rd.
Arnold Mill Rd.
5k Route
Towne Lake Pkwy
10k Route Extension
Start/Finish Line
Image © 2024 Airbus
Main St.
Highway 92
MILL ST
MAPLE ST
REEVES ST
Woofstock Park
DUPREE RD
CREEKWOOD COMMONS
BARNESDALE TERR
10k Route Extension
DAWSON DR
S CLUB DR
GREENBERRY LN
CREEKSTONE RIDGE
WOODPARK PL
AMF
QuikTrip
Starbucks
Noonday Creek
Maps

July 4th Freedom Run

5k & 10k

Downtown Section of Race Route



AGENDA ITEM NO. 8.1

Item Cover Page

CITY COUNCIL AGENDA ITEM REPORT

DATE:	April 27, 2026
SUBMITTED BY:	Melissa Sigmund, Community Development
ITEM TYPE:	Ordinance 1st or 2nd Reading
AGENDA SECTION:	PUBLIC HEARING
SUBJECT:	**Consideration of Z#167-26 & CUP#94-26, Reagan & Ridgewalk - The Pitch (Public Hearing & Vote)**
SUGGESTED ACTION:	Request for approval of a Zone Map Amendment, Conditional Use Permit (CUP), and Variances to allow for the construction of a ± 12.81 acre mixed-use development located at the southeast corner of Reagan Street and Ridgewalk Parkway (Z#166-25, CUP#094-26) that would include up approximately 26,000 sf of commercial uses, a soccer stadium for semi-professional/professional soccer teams, and a maximum of 236 multi-family rental units. The application seeks to rezone the property from NC to GC-VMU and requests a Conditional Use Permit to allow multi-family rental units and to allow the residential units to be located on the ground floor of buildings within the development. Associated Variances are requested to the development standards of the LDO for the amounts and locations of provided parking.

ATTACHMENTS:

Z#167-26 CC Memo 4.27.26.pdf
Z#167-26 Reagan & Ridgewalk Mixed-Use Draft Rezoning Ordinance w Exhibits.docx.pdf
PC packet The Pitch.pdf
Traffic Impact Study - Woodstock Soccer TIS_Final Report (4).pdf
City of Woodstock 3rd party review of Traffic Study.pdf
REDACTED_Public_Input_received_Z167-26_for_CC.pdf
Additional public input - Costco traffic engineering concerns_Redacted.pdf
Public input Costco markup Traffic Impact Study
Public input Costco Exhibit.pdf
Additional publi input 2 FW_ Reagan Street - Ridgewwalk Proposed Development_Redacted.pdf
4.19 Re_ HOA Update_ Glenhaven at Ridgewalk Actions Regarding Proposed Woodstock Development_Redacted.pdf
4.19 Diane Geeslin FW_ Supplement Objection_Redacted.pdf

DATE: April 27, 2026

TO: Woodstock City Council

FROM: Melissa Sigmund, AICP, MPA, Community Development Director

SUBJECT: Project Z#167-26, CUP#094-26 Ridgewalk & Reagan – The Pitch

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EXECUTIVE SUMMARY

Joe Knight, on behalf of Freestone Realty, has submitted an application to rezone a 12.81 acre parcel located at the southeast corner of Reagan Street and Ridgewalk Parkway from NC (Neighborhood Commercial) to GC-VMU (General Commercial-Mixed Use) for the purposes of developing a mixed use project with approximately 26,000 sf of commercial uses, a soccer stadium that would be home to a professional soccer team, and a maximum of 236 multi-family rental units. The property is also located in the Ridgewalk Overlay District. In addition to the rezoning, the applicant has requested a Conditional Use Permit to allow the multi-family rental units and allow the residential units to be located on the ground floor of buildings within the development, along with Variances to the development standards of the LDO for parking amounts and locations.

PLANNING COMMISSION RECOMMENDATION

On April 2, 2026, the Planning Commission considered the project. The link to the Planning Commission agenda and video can be found online at: https://www.woodstockga.gov/your_government/meetings_agendas_and_minutes.php

Planning staff provided an overview of the applicant's requests and the Development Process Committee recommendation. The applicant team provided a brief presentation to the Commission regarding the proposed development and soccer team activities. Members of the public commented regarding traffic in the area currently and concerns regarding traffic increases. The applicant's traffic engineer also provided information to the Commission regarding their analysis of the proposed project a well as other traffic improvements planned for the vicinity. Commission discussion included benefits and trade-offs of increasing the ratio of approved multi-family to single-family housing in the city and other members expressing interest in the quality and mixed use character of the proposed development.

Following discussion, the Planning Commission voted (4-2) to recommend City Council approval of the Rezoning, CUP, and Variances with staff's recommended conditions of approval and additional changes noted in red:

1) The Development Agreement between the DDA, Developer, and the Georgia Impact soccer club shall be executed within (1) year of approval of this rezoning. If the Development Agreement is not executed within the (1) timeframe, all entitlements included in this package (Rezoning, CUP, Variances) shall be immediately null and void and the zoning of the property shall revert to Neighborhood Commercial without any required notification or Council approval process.
2) Eastbound left turn lane on Ridgewalk Parkway shall be installed by the developer with other site infrastructure.
3) Final agreement for water and sewer service delivery shall be executed prior to Site Plan application package.
4) Development shall develop and remain in substantial compliance with the conceptual site plans and renderings attached hereto as Exhibit A and hereinafter referred to as the "Concept Plans." Where the zoning code conflicts with the substantial compliance requirement, the zoning code will be enforced except where explicit variance or administrative relief has been granted in writing by Mayor and City Council or the DPC. The aforementioned notwithstanding, all site plans submitted to the City for review shall comply with all adopted building and fire safety requirements. Exterior elevations for all buildings shall be provided with the Site Plan application package for consistency review with the approved Concept Plans.
    a. If amendments or modifications are requested by the Developer, the Community Development Director shall determine at their sole discretion: (1) whether the requested amendment or modification is minor; and (2) whether the requested amendment or modification is consistent with the approved project. If the Director finds that it is both minor and consistent, the amendment shall be determined to be an "Administrative Amendment," subject to review and approval by the DPC.
    No administrative amendment will be effective until after thirty (30) days' notice to the City Council and posting in the same manner as agendas. If any member of the City Council requests amendment within the 30-day notice period, then the administrative amendment will not be effective unless there is a final determination approving it. In the event Council requests consideration of an administrative amendment, staff will agendize the matter for Council discussion.
    b. Any written request by the Developer for an amendment that is determined by the Community Development Director to be either: (1) not minor, or (2) inconsistent with the approved project, shall be determined

not to be an Administrative Amendment and shall be subject to review by the City Council.

c. If applicant disagrees with decision by Community Development Director, applicant may appeal said decision to City Council in accordance with LDO Section 10.162.
d. Changes in the use of specific exterior building colors may be considered minor changes if deemed consistent with the approved design style from the Concept Plans.

5) All required on and off-site infrastructure for the project shall be completed in a single phase. The Site Plan application package shall include all infrastructure improvements for the entirety of the project, including but not limited to, all parking, grading, drainage, landscaping, and utilities. All infrastructure improvements shall be completed before the first Certificate of Occupancy can be issued for any buildings on the site.
6) Restroom facilities to serve the initial soccer stadium capacity must be provided and designed as public restrooms outside of any suites for retail, restaurant, or other commercial uses in accordance with applicable code.
7) A comprehensive sign program shall be submitted to the Community Development Department at the time of first Site Plan submittal. The plan shall indicate signage type and location proposed, identify materials used in the composition of signs, indicate engineering specifications for fixture to buildings/walls, and the size (in square feet) of any signage proposed. The sign program shall be subject to sign waiver review and shall be appealable to City Council.
8) The total square footage of the proposed commercial (retail, office, and restaurant) buildings shall be consistent with the Concept Plan.
9) Hours of operation for events on the outdoor field including lighting and noise shall be addressed in the private lease agreement between the DDA and tenant.
10) Outdoor amplified sound shall be limited to between the hours of 7:00am to 11:00pm.
11) No fencing shall be required along Ridgewalk Parkway. However, a decorative streetscape design shall be provided, consisting of some combination of shrub hedgerows, columns, fences, or other landscape features. Any decorative streetscape elements shall be specifically approved by the DPC during site plan review for consistency and compatibility with the renderings and design concepts included as exhibits to this approval.
12) An approved plan for pedestrian access across Ridgewalk Parkway to the ancillary parking at Woodstock City Church, as well as an executed parking agreement between the development and Woodstock City Church must be submitted and approved at or before Site Plan submittal.

13) 6’ Privacy fence or minimum 10’ wide opaque buffer of evergreen trees shall be installed along the shared property line with the Ridgewalk Landing Subdivision located to the northeast of the site.
14) No trash service or deliveries shall occur between the hours of 10:00pm and 6:00am.
15) If any human remains are found during grading, work must stop immediately, and the County Coroner, the City, and the adjacent cemetery must be alerted.

ORDINANCE #XXX-2026

CITY OF WOODSTOCK ZONING ORDINANCE

CASES Z#167-26 and CUP#094-26

REZONING property consisting of tax parcel 15N17001A in Land Lots 878, 879, 922 & 923 of the 15th District of Cherokee County, Georgia, totaling ± 12.81 acres, located northeast of Ridgewalk Parkway and southeast of Reagan St, in Woodstock, Georgia, 30188, from NC (Neighborhood Commercial) to GC-VMU (General Commercial-Vertical Mixed Use) and maintaining the existing Ridgewalk Overlay District designation.

WHEREAS, the City of Woodstock (hereinafter sometimes referred to as the "City") is a municipality duly formed and existing pursuant to Georgia law; and

WHEREAS, the 1983 Constitution of the State of Georgia provides for the self government of municipalities without the necessity of action by the General Assembly; and

WHEREAS, the City of Woodstock, Georgia, has the legislative power to adopt clearly reasonable ordinances, resolutions or regulations relating to its property, affairs and local government for which no provision has been made by general law, and which are not inconsistent with the Constitution or any charter provision applicable thereto; and

WHEREAS, the Mayor and Council of the City of Woodstock have determined that rezoning the above identified property would be in the best of interest of the property owners of the area and of the citizens of the City of Woodstock; and

WHEREAS, said rezoning request application is and has been accessible to members of the public who are, or may be, affected by it, having been kept and maintained for public inspection during the normal business hours at Woodstock City Hall, and notice of intent to take action having been published in the Cherokee Tribune, a newspaper of general circulation within the territorial boundaries of the municipality of the City of Woodstock, for a period of at least fifteen (15) days prior to but no more than forty-five (45) days prior to the public hearing date; and

WHEREAS, the governing authority of the City of Woodstock has read and considered the proposed rezoning request;

NOW THEREFORE, BE IT RESOLVED AND ORDAINED by the Mayor and Council of the City of Woodstock that the aforesaid rezoning request shall now and hereafter be maintained for public inspection during the normal business hours at the City Hall under the custody of the City Clerk of the City of Woodstock; and

NOW THEREFORE, BE IT RESOLVED AND ORDAINED by the City of Woodstock,

Georgia, by the lawful authority vested in them that the property more particularly described on Exhibit “A” attached hereto and made a part hereof by reference is hereby designated as zoning designation GC-VMU (General Commercial-Vertical Mixed use) with the Ridgewalk Overlay District Designation. Said rezoning is defined and regulated by the City of Woodstock Land Development Ordinance and is subject to the Conditions of Zoning attached hereto as Exhibit “B” and made a part hereof by reference. The rezoning of said property as provided herein shall take effect upon annexation of same by the City Council.

Date of Public Hearing: April 27, 2026

Advertisement: Cherokee Tribune: March 12, 2026 & March 19, 2026

APPROVED, ADOPTED, AND ENACTED this 11th day of May, 2026.

_____
Michael Caldwell, Mayor
City of Woodstock, Georgia

_____
Robyn Adams, City Clerk (Municipal Seal)
City of Woodstock, Georgia

EXHIBIT "A"

Area to be Rezoned

ALL THAT TRACT OR PARCEL OF LAND lying and being in Land Lots 850 and 879 of the 15th District, 2nd Section of Cherokee County, Georgia. and being more particularly described as follows:

TO FIND THE TRUE POINT OF BEGINNING, begin at an aluminum monument found at the common land lot comer of Land Lots 851, 806, 807 and 850 of Cherokee County, Georgia; running thence along the west land lot line of Land Lot 850 South 01 degrees 14 minutes 22 seconds West, a distance of 404.77 feet to an iron pin found (1.5 inch rod); thence leaving the west land lot line of Land Lot 850 and running South 51 degrees 29 minutes 41 seconds East, a distance of 248.60 feet to an iron pin found (1.5 inch open top pipe); running thence South 62 degrees 54 minutes 02 seconds East, a distance of 215.18 feet to an iron pin found (1.5 inch rod); running thence South 53 degrees 59 minutes 08 seconds East, a distance of 165.48 feet to an iron pin found (1.5 inch open top pipe); running thence South 68 degrees 21 minutes 29 seconds East, a distance of 18.93 feet to an iron pin set and the TRUE POINT OF BEGINNING; running thence South 68 degrees 21 minutes 29 seconds East, a distance of 709.15 feet to an iron pin set; running thence South 58 degrees 14 minutes 53 seconds East, a distance of 138.61 feet to an iron pin found (½ inch rebar) at the common land lot corner of Land Lots 850, 849, 880 and 879; running thence South 43 degrees 33 minutes 06 seconds West, a distance of 837.20 feet to an iron pin set; running thence North 46 degrees 43 minutes 32 seconds West, a distance of 792.45 feet to an iron pin set; running thence North 43 degrees 25 minutes 49 seconds East, a distance of 548.08 feet to an iron pin set and the TRUE POINT OF BEGINNING.

Said property is comprised of 12.8097 acres and is more particularly shown on that certain Boundary Survey for YMCA of Metropolitan Atlanta, Inc. and Chicago Title Insurance Company prepared by David A. Burre Engineers & Surveyors, Inc., David A. Burre, Georgia Registered Land Surveyor No. 1965, dated May 27, 2003.

EXHIBIT "B"

Conditions of Zoning

1. Approve Rezoning of property to GC-VMU, maintaining Ridgewalk Overlay District.
2. Approve Conditional Use Permit to allow multi-family residential uses, and to allow residential uses on the first floor of buildings (LDO Section 7.506.23).
3. Approve Variance to LDO Section 7.805.3.b to allow more than two rows of parking between a primary structure and any streets.
4. Approve Variance to LDO Chapter 7, Article 5 [7.511-7.521] to allow the numbers and locations of parking and loading spaces per the provided plans.

Conditions of Zoning

1) The Development Agreement between the DDA, Developer, and the Georgia Impact soccer club shall be executed within (1) year of approval of this rezoning. If the Development Agreement is not executed within the (1) timeframe, all entitlements included in this package (Rezoning, CUP, Variances) shall be immediately null and void and the zoning of the property shall revert to Neighborhood Commercial without any required notification or Council approval process.
2) Eastbound left turn lane on Ridgewalk Parkway shall be installed by the developer with other site infrastructure.
3) Final agreement for water and sewer service delivery shall be executed prior to Site Plan application package.
4) Development shall develop and remain in substantial compliance with the conceptual site plans and renderings attached hereto as Exhibit C and hereinafter referred to as the "Concept Plans." Where the zoning code conflicts with the substantial compliance requirement, the zoning code will be enforced except where explicit variance or administrative relief has been granted in writing by Mayor and City Council or the DPC. The aforementioned notwithstanding, all site plans submitted to the City for review shall comply with all adopted building and fire safety requirements. Exterior elevations for all buildings shall be provided with the Site Plan application package for consistency review with the approved Concept Plans.
    a. If amendments or modifications are requested by the Developer, the Community Development Director shall determine at their sole discretion: (1) whether the requested amendment or modification is

minor; and (2) whether the requested amendment or modification is consistent with the approved project. If the Director finds that it is both minor and consistent, the amendment shall be determined to be an “Administrative Amendment,” subject to review and approval by the DPC.

No administrative amendment will be effective until after thirty (30) days’ notice to the City Council and posting in the same manner as agendas. If any member of the City Council requests amendment within the 30-day notice period, then the administrative amendment will not be effective unless there is a final determination approving it. In the event Council requests consideration of an administrative amendment, staff will agendize the matter for Council discussion.

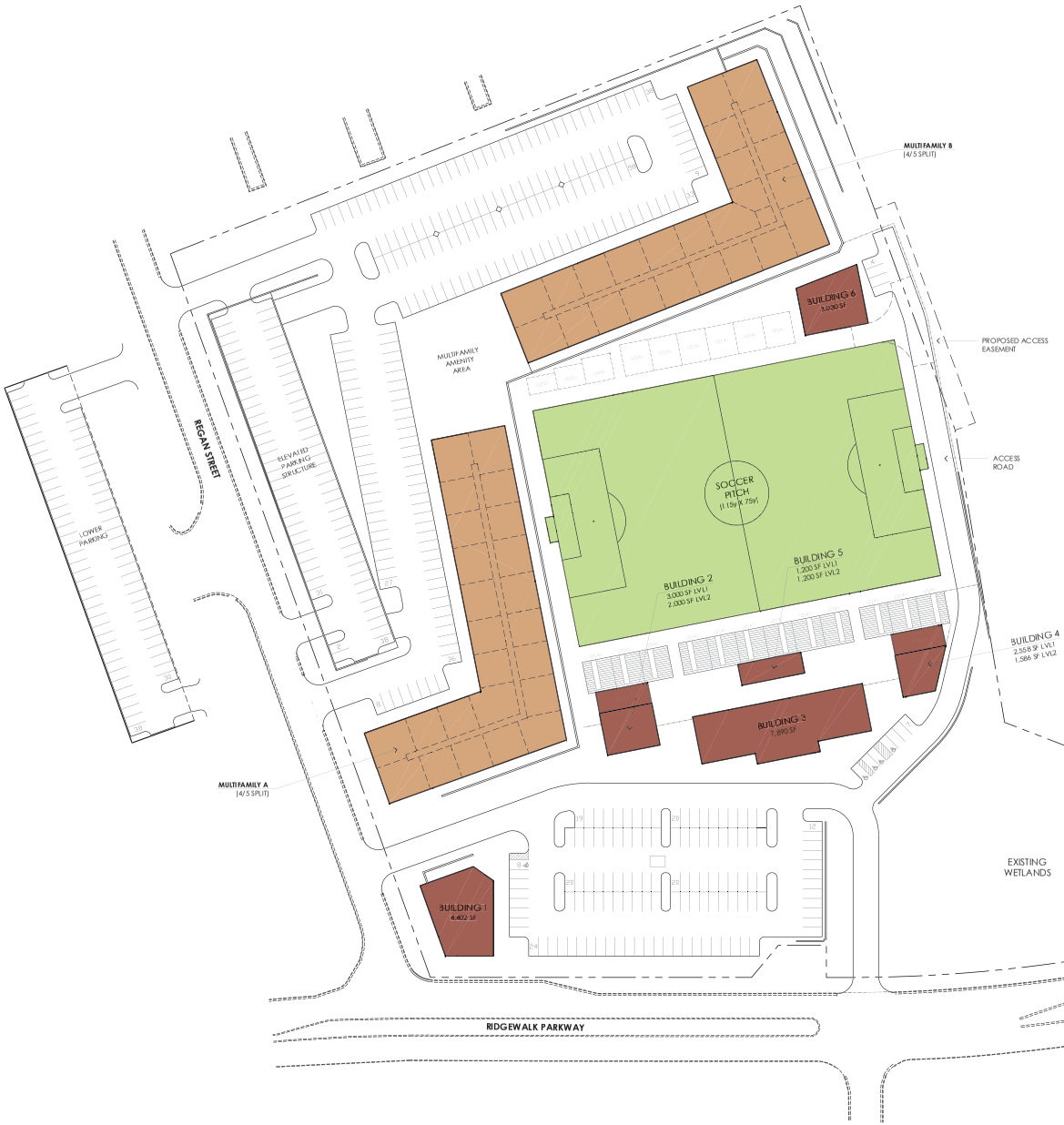
b. Any written request by the Developer for an amendment that is determined by the Community Development Director to be either: (1) not minor, or (2) inconsistent with the approved project, shall be determined not to be an Administrative Amendment and shall be subject to review by the City Council.
c. If applicant disagrees with decision by Community Development Director, applicant may appeal said decision to City Council in accordance with LDO Section 10.162.
d. Changes in the use of specific exterior building colors may be considered minor changes if deemed consistent with the approved design style from the Concept Plans.

5) All required on and off-site infrastructure for the project shall be completed in a single phase. The Site Plan application package shall include all infrastructure improvements for the entirety of the project, including but not limited to, all parking, grading, drainage, landscaping, and utilities. All infrastructure improvements shall be completed before the first Certificate of Occupancy can be issued for any buildings on the site.
6) Restroom facilities to serve the initial soccer stadium capacity must be provided and designed as public restrooms outside of any suites for retail, restaurant, or other commercial uses in accordance with applicable code.
7) A comprehensive sign program shall be submitted to the Community Development Department at the time of first Site Plan submittal. The plan shall indicate signage type and location proposed, identify materials used in the composition of signs, indicate engineering specifications for fixture to buildings/walls, and the size (in square feet) of any signage proposed. The sign program shall be subject to sign waiver review and shall be appealable to City Council.

8) The total square footage of the proposed commercial (retail, office, and restaurant) buildings shall be consistent with the Concept Plan.
9) Hours of operation for events on the outdoor field including lighting and noise shall be addressed in the private lease agreement between the DDA and tenant.
10) Outdoor amplified sound shall be limited to between the hours of 7:00am to 11:00pm.
11) No fencing shall be required along Ridgewalk Parkway. However, a decorative streetscape design shall be provided, consisting of some combination of shrub hedgerows, columns, fences, or other landscape features. Any decorative streetscape elements shall be specifically approved by the DPC during site plan review for consistency and compatibility with the renderings and design concepts included as exhibits to this approval.
12) An approved plan for pedestrian access across Ridgewalk Parkway to the ancillary parking at Woodstock City Church, as well as an executed parking agreement between the development and Woodstock City Church must be submitted and approved at or before Site Plan submittal.
13) 6’ Privacy fence or minimum 10' wide opaque buffer of evergreen trees shall be installed along the shared property line with the Ridgewalk Landing Subdivision located to the northeast of the site.
14) No trash service or deliveries shall occur between the hours of 10:00pm and 6:00am.
15) If any human remains are found during grading, work must stop immediately, and the County Coroner, the City, and the adjacent cemetery must be alerted.

EXHIBIT "C"

CONCEPT PLANS



SITE PLAN

NORTH 0' 10' 25' 50'

MULTIFAMILY SITE DATA

	#UNITS	AREA
BUILDING A	118	133,876 SF
BUILDING B	118	134,049 SF
TOTAL	**236**	**267,925 SF**

UNIT BREAKDOWN

	%	QTY	PARK REQ	# REQ
1 BR	50%	118	1/UNIT	118 SP
2 BR	40%	94	1.5/UNIT	142 SP
3 BR	10%	24	2/UNIT	47 SP
TOTAL		**236**		**307 SP**
TOTAL PARKING PROVIDED				**348 SP**
				1.475 /UNIT

COMMERCIAL SITE DATA

		USE	AREA	PARK REQ	# REQ
BUILDING 1		RESTAURANT	4,402 SF	7/ 1000	31 SP
BUILDING 2	LVL1	RETAIL	3,000 SF	1/ 250	12 SP
	LVL2	OFFICE	2,000 SF	1/ 300	7 SP
BUILDING 3		RESTAURANT	7,890 SF	7/ 1000	55 SP
BUILDING 4	LVL1	OFFICE	2,558 SF	1/ 300	18 SP
	LVL2	OFFICE	1,586 SF	1/ 300	11 SP
BUILDING 5	LVL1	FIELD	1,200 SF	N/A	0 SP
	LVL2	FIELD	1,200 SF	N/A	0 SP
BUILDING 6		FIELD	3,030 SF	N/A	0 SP
TOTAL			**26,866 SF**		**134 SP**
TOTAL PARKING PROVIDED					**134 SP**

PLACE MAKER DESIGN

REV #	DATE	DESCRIPTION
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THE PITCH
RIDGEWALK PARKWAY
WOODSTOCK, GEORGIA
FREESTONE REAL ESTATE

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PLACE MAKER DESIGN
280 INTERSTATE NORTH CIRCLE
SUITE 510
ATLANTA, GEORGIA 30339
404.549.4499

ISSUE DATE	12/09/25
DRAWN BY	TMW
CHECKED BY	TMW
PMD PROJ #	25005

SHEET TITLE

SITE PLAN

SHEET #

SP.02


THE PITCH
Woodstock, Georgia
PLACE MAKER DESIGN


THE PITCH
Woodstock, Georgia
PLACE MAKER DESIGN


CARTA ROJA
THE PITCH
Woodstock, Georgia
PLACE MAKER DESIGN


MARKET
HOME SLICE
THE PITCH
Woodstock, Georgia
PLACE MAKER DESIGN



THE PITCH

Woodstock, Georgia



THE PITCH

Woodstock, Georgia

PLACE MAKER DESIGN


THE PITCH
Woodstock, Georgia
PLACE MAKER DESIGN

DATE: April 2, 2026

TO: Woodstock Planning Commission

FROM: Melissa Sigmund, AICP, MPA
Community Development Director

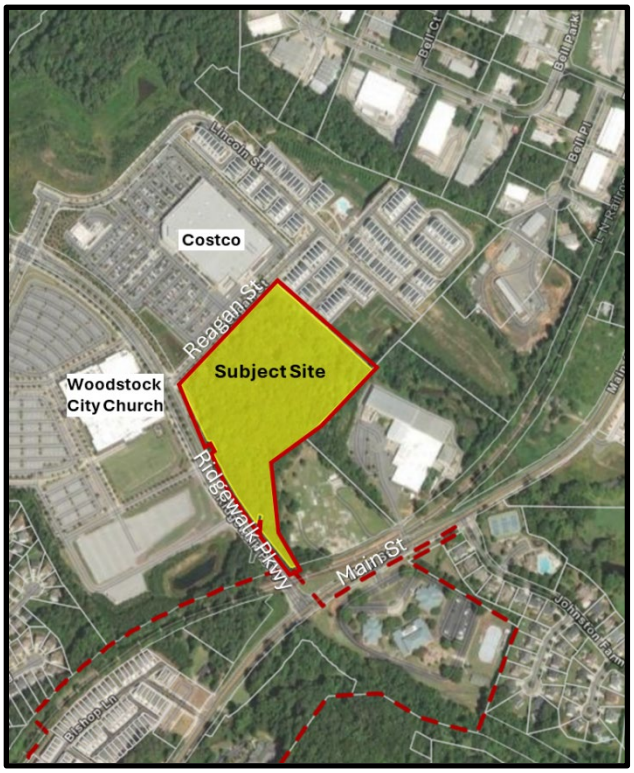
SUBJECT: Project Z#167-26, CUP#094-26
Reagan & Ridgewalk (The Pitch)

RECOMMENDATION

Staff recommends City Council approve the Rezoning, Conditional Use Permit and Variances for a ± 12.81 acres project located at the southeast corner of Reagan Street and Ridgewalk Parkway (Z#167-26, CUP#094-26).

EXECUTIVE SUMMARY

Joe Knight, on behalf of Freestone Realty, has submitted an application to rezone a 12.81 acre parcel located at the southeast corner of Reagan Street and Ridgewalk Parkway from NC (Neighborhood Commercial) to GC-VMU (General Commercial-Mixed Use) for the purposes of developing a mixed use project with approximately 26,000 sf of commercial uses, a soccer stadium that would be home to a professional soccer team, and a maximum of 236 multi-family rental units. The property is also located in the Ridgewalk Overlay District. In addition to the rezoning, the applicant has requested a Conditional Use Permit to allow the multi-family rental units and allow the residential units to be located on the ground floor of buildings within the development, along with Variances to the development standards of the LDO for parking amounts and locations.



Vicinity Map

Additional information can be found in Table 1 below.

BACKGROUND

Table 1 provides general property information for the project site and the surrounding land uses.

Table 1: General Property and Surrounding Land Use Information	
Address	0 Ridgewalk Parkway
Council Ward	1 – Johnson
Tax ID # (TIN)	15N17001A
Parcel ID #	15-0879-0001
Site Acreage	± 12.81 acres
Building/Tenant Space	± 26,866sf commercial/stadium uses, 236 apartments (max)
Future Development Map	Community Village Center
Current Zoning	NC, Ridgewalk Overlay
Current Development	Vacant, undeveloped.
Streets Information:	Ridgewalk Parkway and Reagan Street are maintained by the City
Surrounding Neighborhood: Northeast	LI, Technology Park Overlay
Southeast	HI, Gateway Overlay
Southwest	Ridgewalk Parkway, then NC, Ridgewalk Overlay (Woodstock City Church)
Northeast	Reagan St, then NC, Ridgewalk Overlay (Costco)

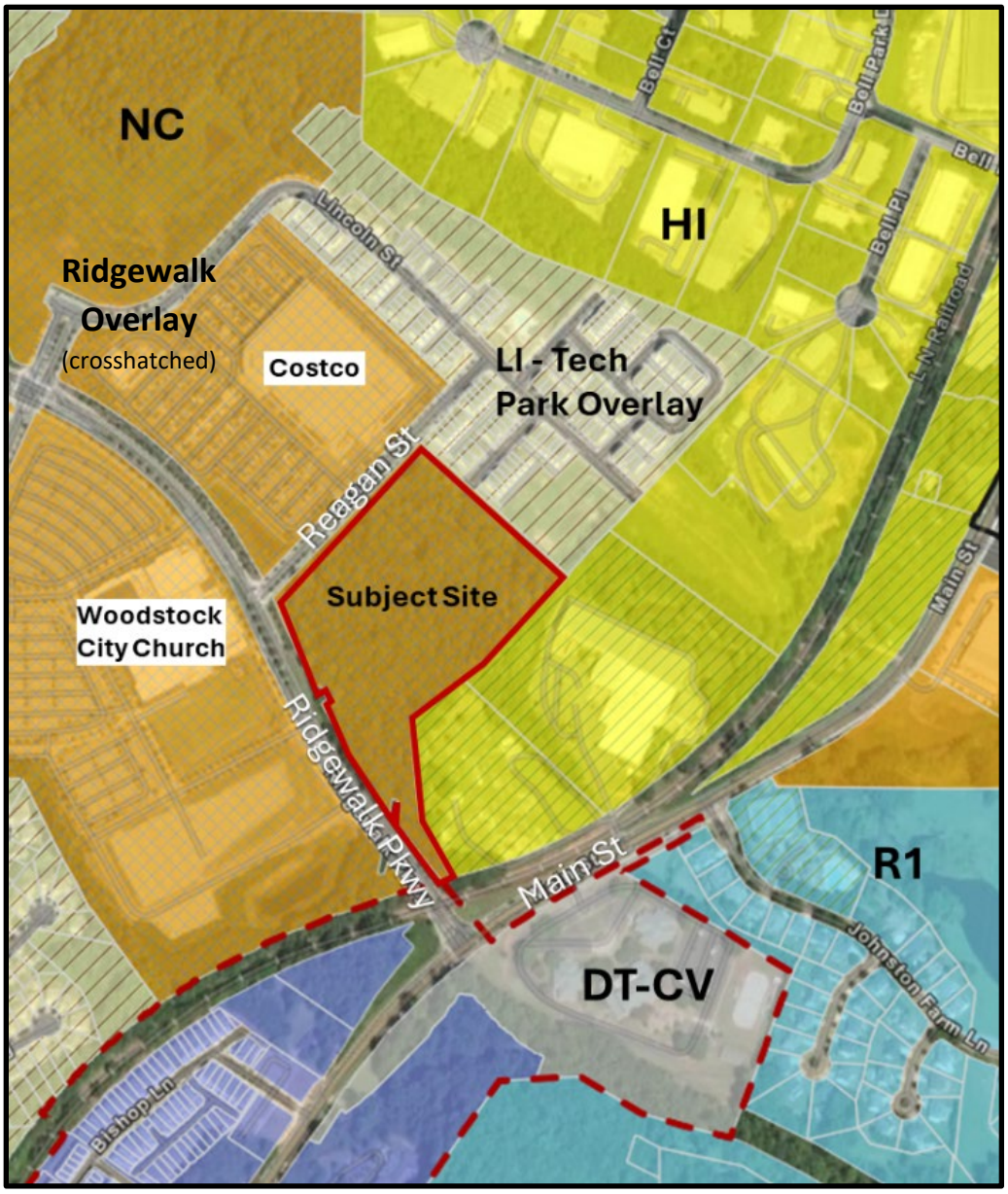
ANALYSIS

The subject property is located along the northeast side of Ridgewalk Parkway. The approximately 12.81 acre site is currently vacant, undeveloped land, zoned Neighborhood Commercial within the Ridgewalk Overlay. The request is to rezone the property to the GC-VMU zoning district with a Conditional Use Permit to allow multi-family residential uses, including residential units on the ground floor of buildings. Variances are also requested to LDO Section 7.805.3.b to allow more than two rows of parking between a primary structure and any streets and LDO Chapter7, Article 5 [7.511-7.521] to allow the numbers and locations of parking and loading spaces per the provided plans.

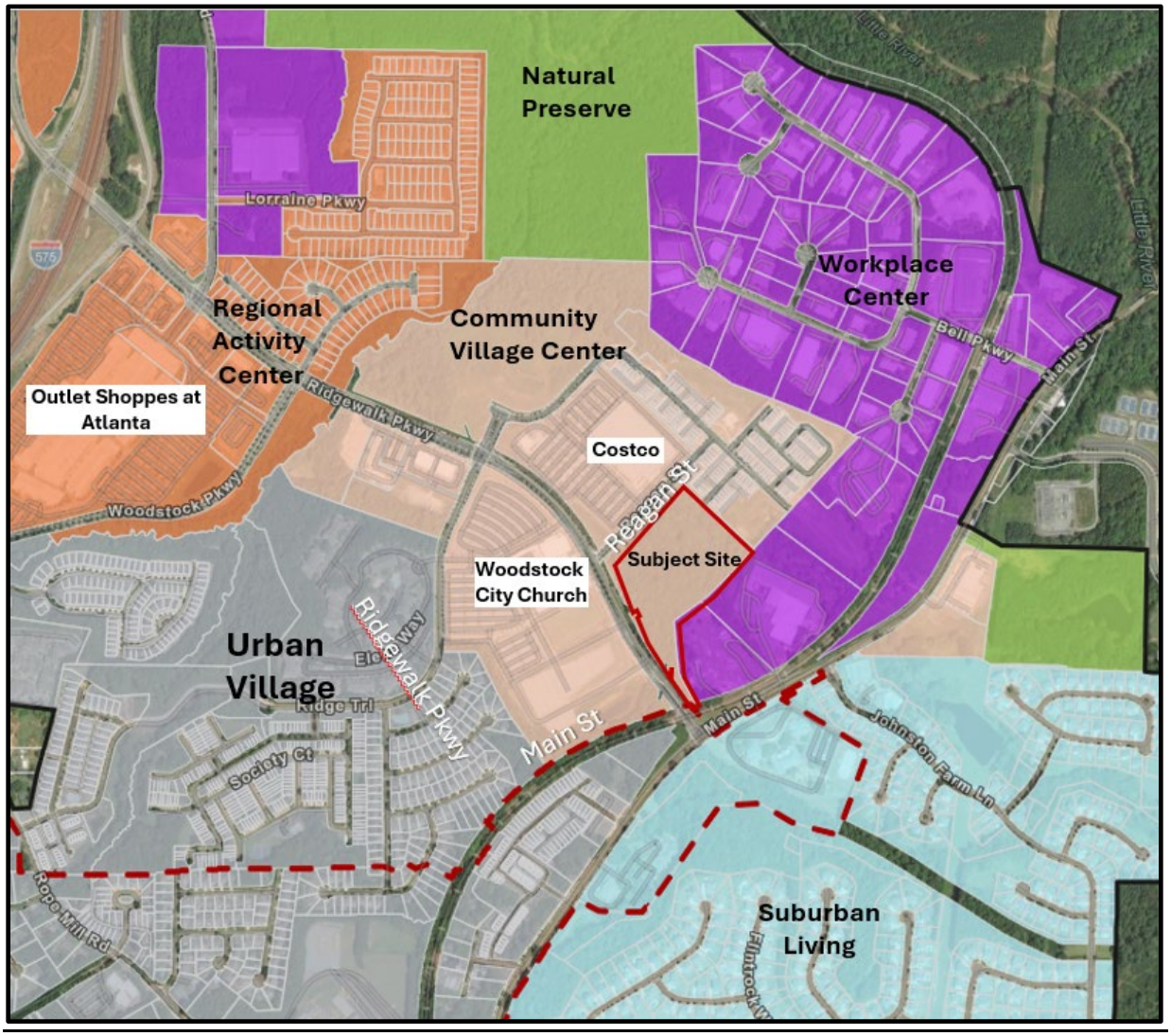
The project will be developed through a three-party Development Agreement between the Downtown Development Authority (DDA), the Developer, and the Georgia Impact soccer club. This agreement will include requirements for the Developer to deed a pad ready building site to the DDA for the future soccer facilities and will also require Georgia Impact to construct the soccer facilities. Many aspects regarding the timing and

expectations of construction will be specified in the Development Agreement and will not be included as specific conditions of approval for this project.

Zoning Map



Future Land Use Map



Consistency with the Land Development Ordinance

Zone Map Amendment

The GC-VMU zoning district supports a mix of both non-residential uses, as well as multi-family residential uses proposed for the project. The proposed project maintains a strong non-residential component while adding residential units to the city.

Conditional Use Permit

A recent amendment to the Land Development Ordinance allows ground floor residential uses in this zoning district with an approved Conditional Use Permit, as is being requested with this project. Multi-family rental uses are also permissible in the GC-VMU zoning district with a Conditional Use Permit. The proposed development will function as an

integrated site, however in order to create a vibrant commercial component that interacts with both the stadium and Ridgewalk Parkway, the Developer is proposing these uses to be horizontally integrated on the site. Residences will have front-row visibility to stadium events, while the commercial and stadium components of the project are the most prominent as they are the main attractions of the site. The rental component is suitable for the intensity and vibrancy of the area and can provide additional housing options for the larger community, as well as members affiliated with the soccer club, whether players or staff. The rental product is both responsive to market demand, as well as the demographics and setting of the site and vicinity.

Variances

The requested variances for parking are appropriate given the particular nature of the proposed uses. The proposed development seeks to create a walkable corridor of commercial uses adjacent to the soccer stadium. As a result, placing parking behind the primary commercial buildings would not be conducive to creating pedestrian spaces between the buildings and the stadium. In addition, the very particular nature of the stadium use generates a larger than average parking demand but only during very specific hours and events. The Developer will be entering into a parking agreement with Woodstock City Church for use of their ancillary parking that will be confirmed by the Development Agreement. This use of off-site parking will maximum the active uses of the site and minimize the creation of additional impervious areas for event parking. As the owner of the soccer facility, the DDA will be the appropriate entity to ensure that parking is sufficient and well managed during events and will also be involved in approving annual event schedules for the facility.

CONSISTENCY WITH THE 2023 COMPREHENSIVE PLAN

The parcels are designated Community Village Center in the 2023 Comprehensive Plan. The Community Village Center is envisioned as a place where a mix of modest to higher intensity uses are located, including larger scaled shopping centers, professional offices, and service uses reaching multiple neighborhoods. Multi-family development anchored by substantial retail can be appropriate. Civic uses and gathering spaces should be part of the Community Village land use areas.

PUBLIC INPUT

Two public input meetings were held for the project, including an in-person meeting and an online virtual meeting. No members of the public attended the in-person meeting. Several individuals attended the virtual meeting, and the developer provided information regarding the proposed site layout and how the soccer facility would operate as well as the fact that the multi-family residential portion of the development is intended to be a rental community. Public notice was published in the Cherokee Tribune and signs were posted on the property a minimum of 15 days but no more than 45 days prior to the public hearing.

DPC RECOMMENDATION

The Development Process Committee (DPC) voted 5-0 on March 25, 2026, to recommend approval of the proposed rezoning, CUP, and Variance requests, subject to the conditions listed below:

1) The Development Agreement between the DDA, Developer, and the Georgia Impact soccer club shall be executed within (1) year of approval of this rezoning. If the Development Agreement is not executed within the (1) timeframe, all entitlements included in this package (Rezoning, CUP, Variances) shall be immediately null and void and the zoning of the property shall revert to Neighborhood Commercial without any required notification or Council approval process.
2) Eastbound left turn lane on Ridgewalk Parkway shall be installed by the developer with other site infrastructure.
3) Final agreement for water and sewer service delivery shall be executed prior to Site Plan application package.
4) Development shall develop and remain in substantial compliance with the conceptual site plans and renderings attached hereto as Exhibit A and hereinafter referred to as the "Concept Plans." Where the zoning code conflicts with the substantial compliance requirement, the zoning code will be enforced except where explicit variance or administrative relief has been granted in writing by Mayor and City Council or the DPC. The aforementioned notwithstanding, all site plans submitted to the City for review shall comply with all adopted building and fire safety requirements. Exterior elevations for all buildings shall be provided with the Site Plan application package for consistency review with the approved Concept Plans.
    a. If amendments or modifications are requested by the Developer, the Community Development Director shall determine at their sole discretion: (1) whether the requested amendment or modification is minor; and (2) whether the requested amendment or modification is consistent with the approved project. If the Director finds that it is both minor and consistent, the amendment shall be determined to be an "Administrative Amendment," subject to review and approval by the DPC.
    No administrative amendment will be effective until after thirty (30) days' notice to the City Council and posting in the same manner as agendas. If any member of the City Council requests amendment within the 30-day notice period, then the administrative amendment will not be effective unless there is a final determination approving it. In the event Council requests consideration of an administrative amendment, staff will agendize the matter for Council discussion.

b. Any written request by the Developer for an amendment that is determined by the Community Development Director to be either: (1) not minor, or (2) inconsistent with the approved project, shall be determined not to be an Administrative Amendment and shall be subject to review by the City Council.
c. If applicant disagrees with decision by Community Development Director, applicant may appeal said decision to City Council in accordance with LDO Section 10.162.
d. Changes in the use of specific exterior building colors may be considered minor changes if deemed consistent with the approved design style from the Concept Plans.

5) All required on and off-site infrastructure for the project shall be completed in a single phase. The Site Plan application package shall include all infrastructure improvements for the entirety of the project, including but not limited to, all parking, grading, drainage, landscaping, and utilities. All infrastructure improvements shall be completed before the first Certificate of Occupancy can be issued for any buildings on the site.
6) Restroom facilities to serve the initial soccer stadium capacity must be provided and designed as public restrooms outside of any suites for retail, restaurant, or other commercial uses in accordance with applicable code.
7) A comprehensive sign program shall be submitted to the Community Development Department at the time of first Site Plan submittal. The plan shall indicate signage type and location proposed, identify materials used in the composition of signs, indicate engineering specifications for fixture to buildings/walls, and the size (in square feet) of any signage proposed. The sign program shall be subject to sign waiver review and shall be appealable to City Council.
8) The total square footage of the proposed commercial (retail, office, and restaurant) buildings shall be consistent with the Concept Plan.
9) Hours of operation for events on the outdoor field including lighting and noise shall be addressed in the private lease agreement between the DDA and tenant.
10) Outdoor amplified sound shall be limited to between the hours of 7:00am to 11:00pm.
11) No fencing shall be required along Ridgewalk Parkway. However, a decorative streetscape design shall be provided, consisting of some combination of shrub hedgerows, columns, fences, or other landscape features. Any decorative streetscape elements shall be specifically approved by the DPC during site plan review for consistency and compatibility with the renderings and design concepts included as exhibits to this approval.

12) An approved plan for pedestrian access across Ridgewalk Parkway to the ancillary parking at Woodstock City Church must be submitted and approved at or before Site Plan submittal.
13) 6’ Privacy fence shall be installed along the shared property line with the Ridgewalk Landing Subdivision located to the northeast of the site.
14) No trash service or deliveries shall occur between the hours of 10:00pm and 6:00am.
15) If any human remains are found during grading, work must stop immediately, and the County Coroner, the City, and the adjacent cemetery must be alerted.

CRITERIA FOR CONSIDERATION OF A REZONING REQUEST

Pursuant to LDO Section 11.215.2 (Zoning Standards), no rezoning request shall be authorized (or recommended for authorization) unless City Council evaluates the following criteria listed below and followed by the applicant’s response:

1. Whether the zoning proposal will permit a use that is suitable in view of the use and development of adjacent and nearby property.

The Ridgewalk Corridor and the surrounding properties of the subject property are currently being used in a variety of ways. Across Ridgewalk from the subject property is Woodstock City Church and across Reagan St. is a Costco. Behind the property is relatively new townhome community and to the southeast is a cemetery and industrial warehouse. Our proposed development will bring another different use to the corridor, one that most Ridgewalk properties will benefit from by creating a new destination, not just a destination for residents of Woodstock but for people all over Metro Atlanta. We already have an agreed upon LOI with Woodstock City Church to allow for parking of the soccer fans in their parking lot during gametimes. We also expect that Church will be able to use the soccer field and will benefit from the multi-family and retail use of the proposed development. The town home community will see increased value because they will now be within walking distance to mixed use development home to a professional sports team.

2. Whether the zoning proposal will adversely affect the existing use or usability of adjacent or nearby property.

It is our goal that our development is seen as a benefit to the Ridgewalk Corridor and all of Woodstock by bringing a professional sports team and first-class mixed-use development that is an attraction for people from all over. With any new development, there is always an increase of traffic and people, but we have performed the required traffic studies and don't expect the traffic to increase any more when a soccer game is going on than when the church is having an event. There will be no events at the soccer stadium on Sunday mornings.

The lights that are going in the stadium are the new LED lights that point directly down, and we don't expect any light pollution to effect other properties. And since the stadium is pulled close to Ridgewalk and with the multifamily in between the town homes and soccer stadium we don't expect any excess noise to affect the residents.

3. Whether the property to be affected by a proposed zoning has reasonable economic use at it is currently zoned.

The site is currently a wooded lot on one of the busiest roads in Woodstock. If it could have

been developed under its current zoning, then it would have been. It is going to take a rezoning to activate the site. Not to mention, the site has other issues including wetlands and significant topographical challenges.

4. Whether the proposed zoning will result in a use which could cause an excessive or burdensome use of the existing streets, transportation facilities, utilities, or schools.

We don't expect it to over burden any or the infrastructure or school systems. The total number of multi-family units is relatively small and only a minority of them will be occupied by families with school aged children. As far as traffic goes, we have performed the required traffic studies and found that we don't require any major upgrades to the infrastructure, including adding traffic lights at our entrances.

6. Whether the proposed zoning is in conformity with the policy and interest of the land use plan.

Yes, it is our understanding that a mixed-use development follows the future land use plan for the Ridgewalk Overlay district.

7. Whether there are other existing or changing conditions affecting the use and development of the property which give supporting grounds for either approved of disapproval of the proposed zoning.

The only issue effecting the use and development of the subject property are the wetlands located across the front and rear of the property, and we are already working with the Army Corps of Engineers on this issue. The site also has significant topographic challenges. This means the only way the site can be developed is by allowing density. It would cost too much money to for the site development work to make a less dense development financially feasible.

CRITERIA FOR CONSIDERATION OF A CONDITIONAL USE PERMIT REQUEST

Pursuant to LDO Section 7.503 (Conditional Use Permit Review Criteria), the conditions below (followed by applicant's response) must be considered before a Conditional Use Permit can be granted by Mayor and Council.

1.Whether or not there will be significant adverse effect on the surrounding area in which the proposed use will be located.

The proposed development is not expected to create any significant adverse effects on the surrounding area. On the contrary, it will provide substantial benefits to the Ridgewalk Corridor and the City of Woodstock. The project introduces the first professional sports team to a northern suburb of Atlanta and includes a city-owned stadium developed without the use of public tax dollars. While the project includes multi-family residential components, this residential element is what enables the community to attract a professional soccer team and associated amenities. Although the team will initially compete at a minor league level, we anticipate that higher-level soccer opportunities may follow as the development matures.

2. Whether or not the use is otherwise compatible with the surrounding area.

The Ridgewalk Corridor currently includes a diverse mix of uses, including big-box retail, churches, and residential developments. The proposed mixed-use development incorporating retail, restaurants, recreational facilities, and residential units-is consistent with and complementary to these existing uses. The project is designed to serve as a year round destination for families and visitors, enhancing the overall character of the area.

3. Whether or not the use proposed will result in a nuisance as defined under state law.

The proposed use will not result in a nuisance as defined under state law. All required traffic studies have been completed, and the development will comply fully with applicable state and local regulations related to traffic, noise, and other operational considerations.

4. Whether or not quiet enjoyment of surrounding property will be adversely affected.
The development will not adversely affect the quiet enjoyment of surrounding properties. We are coordinating with Woodstock City Church to utilize shared parking for stadium events, an arrangement that the church fully supports. Additionally, the stadium has been intentionally sited away from nearby residential areas to minimize potential impacts related to noise and lighting on the adjacent townhomes.

5. Whether or not property values of surrounding property will be adversely affected.
We anticipate that the proposed development will have a positive effect on surrounding property values. The mixed-use nature of the project and the inclusion of a soccer stadium will attract visitors who will support local hotels, restaurants, and businesses, thereby strengthening the local economy and enhancing the desirability of the area.

6. Whether or not adequate provisions are made for parking and traffic considerations.
Adequate provisions have been made for parking and traffic. All required traffic studies have been completed and are publicly available. The studies indicate that traffic generated by stadium events will be comparable to existing traffic levels experienced during Sunday services at Woodstock City Church. No major roadway improvements or traffic signals are required at the primary intersection. Shared parking with the church provides a significant benefit by efficiently accommodating event-related parking demand.

7. Whether or not the site or intensity of the use is appropriate.
This property represents one of the last major undeveloped sites along Ridgewalk Parkway. While the proposed development is an intensive use of the site, it is appropriate given the location, surrounding infrastructure, and long-term development goals for the corridor.

8. Whether or not special or unique conditions created by the use are consistent withthe purpose, intent and goals of the Comprehensive Town Plan.
The proposed mixed-use development, including a professional sports venue, aligns with the purpose, intent, and goals of the City of Woodstock's Comprehensive Town Plan. The project supports economic development, community engagement, and thoughtful land use along the Ridgewalk Corridor.

9. Whether or not adequate provisions are made regarding hours of operation.
The development will comply with all applicable city laws and requirements related to hours of operation.

10. Whether or not adequate controls and limits are placed on commercial and business deliveries.
Adequate controls and limitations will be in place for commercial and business deliveries. The proposed uses are not expected to require heavy or frequent delivery traffic.

11. Whether or not adequate landscape plans are incorporated to ensure appropriate transition between adjacent or nearby properties.
Landscaping is a key priority for this project. The site will be landscaped beyond minimum code requirements, with all buffers carefully designed, installed, and maintained to exceed industry standards and ensure appropriate transitions between adjacent properties.

12. Whether or not the public health, safety, welfare or moral concerns of the surrounding neighborhood will be adversely affected.
The proposed development will not adversely affect public health, safety, welfare, or moral concerns within the surrounding neighborhood. No unsafe or inappropriate uses are proposed.

13. Whether the application complies with any applicable specific requirements set forth in this chapter for conditional use permits for particular types of uses.
The application complies with all applicable requirements set forth in the zoning ordinance for conditional use permits.

14. Whether the applicant has provided sufficient information to allow full consideration of all relevant factors.
The applicant has provided sufficient information to allow for full consideration of all relevant factors. In addition to addressing each required criterion, the application includes supplemental materials such as development renderings.

15. Whether the conditional use requested emits or creates unusual odors which would warrant use of an odor elimination/attenuation system as recommended by industry standards.
The proposed uses will not emit or create unusual odors. Accordingly, no odor elimination or attenuation systems are required.

CRITERIA FOR CONSIDERATION OF A VARIANCE REQUEST

Pursuant to LDO Section 11.216.2 (Variances), no Variance shall be authorized (or recommended for authorization) unless the City Council finds that all of the following conditions listed below exist:

1. **There are exceptional and extraordinary conditions pertaining to the particular piece of property in question, due to its size, shape, or topography.**
   The subject parcel has an unusual triangular configuration as well as steep changes in grade across the site.

2. **The application of these regulations to this particular piece of property would create a practical difficulty or unnecessary hardship.**
   Providing parking on-site for the stadium facility would result in an undesirable amount of impervious, underutilized land area. Locating the majority of the on-site parking behind the primary commercial buildings would negatively impact the pedestrian-focused area between the commercial buildings and stadium, resulting in a less connected and cohesive development.

3. **Such conditions are peculiar to the particular piece of property involved.**
   The property's configuration and shape are unique in the city, as is the proposed use.

4. **A literal interpretation of this Ordinance would deprive the applicant of any right that others in the same district are allowed.**
   A literal interpretation of the Ordinance would deprive the Applicant of designing the proposed use as desired and using the property, given the unique development proposal.

5. **Relief, if granted, would not cause substantial detriment of the public good, or impair the purposes and intent of the Ordinance.**
   Relief, if granted, would not cause substantial detriment of the public good, or impair the purposes and intent of the Ordinance.

6. **That the special circumstances or conditions applying to the building or land or building and land in question are peculiar to such premises and do not apply generally to other land or buildings in the vicinity.**
   The proposed soccer stadium and integrated mixed use development is a one-of-a kind development that will involve the Downtown Development Authority in partnership.

7. **That the granting of the application is necessary for the preservation and enjoyment of a property right and not merely to serve as a convenience to the applicant.**
   The granting of the Variances would allow the development to occur in a form and manner more consistent with the Design Development Strategies for the Community Village land use designation.

8. **That the condition from which relief or a variance is sought did not result from willful action by the Applicant.**
   The condition from which relief is sought did not result from willful action by the applicant, but rather are innate or inherent conditions of the use.

9. **That the authorizing of the variance will not impair an adequate supply of light and air to adjacent property, unreasonably increase congestion of public streets, increase danger of fire, imperil public safety, unreasonably diminish property values, or in any other respect impair the health, safety, comfort, morals or general welfare of the inhabitants of the City.**
   The authorization of the Variances would not impair light to surrounding properties. The proposed development will not imperil public safety or increase risk of fire. The general welfare of the public will not be harmed by the granting of the Variances requested.

ATTACHMENTS

Exhibit A: Concept Plans

Exhibit B: Public Input Summary



MULTIFAMILY SITE DATA

	#UNITS	AREA
BUILDING A	118	133,876 SF
BUILDING B	118	134,049 SF
TOTAL	**236**	**267,925 SF**

UNIT BREAKDOWN

	%	QTY	PARK REQ	# REQ
1 BR	50%	118	1/UNIT	118 SP
2 BR	40%	94	1.5/UNIT	142 SP
3 BR	10%	24	2/UNIT	47 SP
TOTAL		**236**		**307 SP**
TOTAL PARKING PROVIDED				**348 SP**
				1.475 /UNIT

COMMERCIAL SITE DATA

		USE	AREA	PARK REQ	# REQ
BUILDING 1		RESTAURANT	4,402 SF	7/ 1000	31 SP
BUILDING 2	LVL1	RETAIL	3,000 SF	1/ 250	12 SP
	LVL2	OFFICE	2,000 SF	1/ 300	7 SP
BUILDING 3		RESTAURANT	7,890 SF	7/ 1000	55 SP
BUILDING 4	LVL1	OFFICE	2,558 SF	1/ 300	18 SP
	LVL2	OFFICE	1,586 SF	1/ 300	11 SP
BUILDING 5	LVL1	FIELD	1,200 SF	N/A	0 SP
	LVL2	FIELD	1,200 SF	N/A	0 SP
BUILDING 6		FIELD	3,030 SF	N/A	0 SP
TOTAL			**26,866 SF**		**134 SP**
TOTAL PARKING PROVIDED					**134 SP**

SITE PLAN

NORTH 0' 10' 25' 50'

PLACE MAKER DESIGN

REV #	DATE	DESCRIPTION
---	---	---

THE PITCH
RIDGEWALK PARKWAY
WOODSTOCK, GEORGIA
FREESTONE REAL ESTATE

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PLACE MAKER DESIGN
280 INTERSTATE NORTH CIRCLE
SUITE 510
ATLANTA, GEORGIA 30339
404.549.4499

ISSUE DATE	12/30/25
DRAWN BY	TMV
CHECKED BY	TMV
PMD PROJ #	25055

SHEET TITLE

SITE PLAN

SHEET #

SP.02


THE PITCH
Woodstock, Georgia
PLACE MAKER DESIGN



THE PITCH

Woodstock, Georgia

PLACE MAKER DESIGN



THE PITCH

Woodstock, Georgia

PLACE MAKER DESIGN



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Woodstock, Georgia

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THE PITCH

Woodstock, Georgia

PLACE MAKER DESIGN



THE PITCH

Woodstock, Georgia

PLACE MAKER DESIGN

PUBLIC INPUT REPORT: Case # _____

Applicant Name: Joe Knight, Freestone Real Estate

Phone [redacted] Email: [redacted]

Subject Property Address/Parcel #: _____

Public Input Meeting date, time, location: 7:00pm on 3/4/26. Virtual Meeting

I. Summary of concerns:
Answer on Seperate Page

II. How the applicant addressed concerns:
Seperate Page

III. Concerns the applicant was unable or unwilling to address and why:
No concerns we were unable to address

IV. Concerns or topics of discussion unrelated to the proposal:
None.

V. Agreements made by the applicant to property owners at the meeting:
None.

Applicant's Signature: _____

Applicant: Attach sign-in sheet(s) from the meeting and return with this form to your case manager by the date shown on the Public Hearing Schedule. Thank you!

COMMENT CARD
Public Input Meeting

Date: _____ Case #: _____

Name: _____

Address: _____

Phone: _____

Email: _____

Do you support the project?

☐ For ☐ Against ☐ With Conditions ☐ Undecided

Comments: _____

_____

_____

_____

_____

_____

_____

_____

_____

Use back of this form for additional comments, if necessary.

How did you hear about this meeting?

☐ Social Media ☐ Newspaper ☐ Signs ☐ Word of Mouth ☐ Direct Mail

Were your questions answered by the applicant? ☐ Yes ☐ No

Do you understand the proposal after attending this meeting? ☐Yes ☐ No

Please share your suggestions on improving the way these meetings are conducted:

_____

_____

_____

Thank you for attending and providing your input!
Leave your completed comment card with the applicant or email it to planning@woodstockga.gov

CASE # _____ Meeting Date _____ Meeting Location _____

PUBLIC INPUT MEETING SIGN-IN SHEET

Name	Address	Email or Phone
		[redacted]

I. **Summary of concerns:**

The primary concern was the amount of traffic a new development on Ridgewalk Parkway would generate. There was also a little bit of concern about what would happen if the soccer team didn't make it financially.

II. **How the Applicant addressed concerns:**

For the traffic concern, there will only be 30-40 events held at the stadium per year, the vast majority occur not during peak traffic hours. There will also never be a time when an event is being held and church is in session because we must utilize the church's parking. For the financial stability of the soccer team, we assured the public we have reviewed the soccer teams financials and feel confident in their ability to perform, but in the event the soccer team didn't make it, the stadium could still be used for other events, could be occupied by another team, or turned into a park.

WOODSTOCK MIXED USE DEVELOPMENT

WOODSTOCK, GEORGIA

Traffic Impact Study

DECEMBER 2025

Prepared For:

Freestone Real Estate Group

Prepared By:

Croy Engineering, LLC
200 Cobb Parkway N
Building 400, Suite 413
Marietta, Georgia 30062

www.croyeng.com

WOODSTOCK MIXED USE DEVELOPMENT

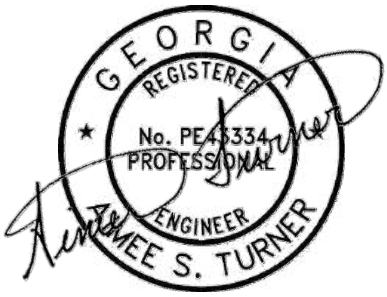
WOODSTOCK, GEORGIA

Traffic Impact Study

DECEMBER 2025

Prepared For:

Freestone Real Estate Group



12/09/2025

DATE

Prepared By:

Croy Engineering, LLC
200 Cobb Parkway N
Building 400, Suite 413
Marietta, Georgia 30062

www.croyeng.com

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EXECUTIVE SUMMARY

PROJECT OVERVIEW

Freestone Real Estate Group is proposing a mixed-use development on the north side of Ridgewalk Parkway between Main Street and Reagan Street in Woodstock, Georgia. The project includes multifamily residential units, retail and restaurant space, and a potential 2,500-seat semi-professional and professional soccer arena. This Traffic Impact Study evaluates existing traffic conditions, projects future year 2030 traffic volumes, and analyzes the development's impact on the surrounding network. The Build analysis for the proposed development was separated into two scenarios: (1) typical daily operations without soccer arena game-day trips and (2) peak event conditions with soccer arena game-day trips.

EXISTING AND NO BUILD CONDITIONS

Traffic counts were collected during the weekday AM, weekday PM, Saturday, and Sunday peak periods. Existing conditions were evaluated using 2025 traffic data and projected to 2030 using a 1.5 percent annual growth rate based on historical count trends and regional model forecasts. Programmed improvements in the area were also incorporated, including GDOT's planned Diverging Diamond Interchange at I-575 and Ridgewalk Parkway and ongoing City signal timing updates.

Under Existing and No Build conditions, all study intersections operate at acceptable Levels of Service (LOS). The planned DDI at I-575 is anticipated to improve operations at the ramp terminals, and periodic corridor timing updates continue to benefit travel along Ridgewalk Parkway. These improvements form the baseline against which Build conditions were evaluated.

TRIP GENERATION METHODOLOGY

Trip generation for the multifamily and retail components was estimated using the Institute of Transportation Engineers' Trip Generation Manual. Because no ITE land use code represents a semi-professional or professional outdoor soccer arena, trips for the arena were calculated from attendance projections and operational information provided by the developer. This includes typical weekday, Saturday, and Sunday attendance levels, staff needs, and expected arrival patterns associated with game-day events.

To remain conservative, the arena-generated PM Weekday, Saturday, and Sunday peak-hour trips were added directly to the corresponding daily peak hours, even though matches begin later in the evening and would not ordinarily coincide with those peaks. This approach represents a highest demand evaluation scenario for analysis and recommendations. In practice, games occur on a limited number of days throughout the year and are spread across different times, so full overlap with daily peak hours is not expected. This ensures that analysis and recommended improvements account for the heaviest potential combination of site and roadway traffic.

2030 BUILD CONDITIONS (WITHOUT SOCCER ARENA GAME-DAY TRIPS)

Under typical daily conditions, the development produces minor increases in delay across the network. The most notable change occurs on the southbound (site driveway) approach at the shared Woodstock City Church Driveway and Site Driveway 1. Even with this increase, overall traffic operations remain acceptable.

As part of the site access points evaluation, turn lane warrants were reviewed in accordance with GDOT's Driveway and Encroachment Manual. The analysis confirmed that an eastbound right-turn lane and a westbound shared left-turn/U-turn lane with a U-turn bulb-out are warranted and recommended at Site Driveway #1 at Ridgewalk Parkway. At Site Driveway #3 on Reagan Street, a northbound right-turn lane into the residential component of the development is warranted. These improvements were included in the Build traffic model and support acceptable driveway operations.

2030 BUILD CONDITIONS (WITH SOCCER ARENA GAME-DAY TRIPS)

Under the game-day scenario, concentrated event arrival and dismissal patterns increase delays, particularly on the southbound approach at Site Driveway 1. The southbound approach at Site Driveway 1 experiences LOS E or LOS F during event periods. Other intersections along Ridgewalk Parkway experience moderate delay increases but continue to function acceptably.

A traffic signal warrant analysis determined that a traffic signal at Site Driveway #1 at Ridgewalk Parkway is warranted only during the Sunday peak hour when church dismissal coincides with arena traffic. Although not warranted during weekday or Saturday peaks, the delay observed during game-day conditions suggests that temporary or managed traffic control, such as manual control or law enforcement officers, may be appropriate. Once site operations stabilize, the City and development team may reconsider permanent signalization in coordination with the Woodstock City Church as well.

OVERALL FINDINGS

With the recommended system-wide improvements and warranted turn lane installations at the site driveways, both Build scenarios operate at acceptable Levels of Service. The development is not expected to produce significant adverse impacts on the roadway network once improvements are in place and coordination continues with the City of Woodstock.

INTRODUCTION

Freestone Real Estate Group is in the process of completing the land use application rezoning process for parcels totaling 12.8-acres on the north side of Ridgewalk Parkway between Main Street and Reagan Street in Woodstock, Georgia. Figure 1 shows the site location relative to the adjacent roadway network.

SITE PLAN

The proposed mixed-use development will consist of multi-family housing, retail, restaurants, and a potential 2,500-seat soccer stadium.

The proposed conceptual site plan is shown in Figure 2 and a high-resolution version of the site plan is included in Appendix A. For access, several full access driveways are proposed on Reagan Street, and one full access driveway on Ridgewalk Parkway.

The project is proposed to be completed in one phase. For the purposes of the traffic impact study, the build analysis year will be 2030.

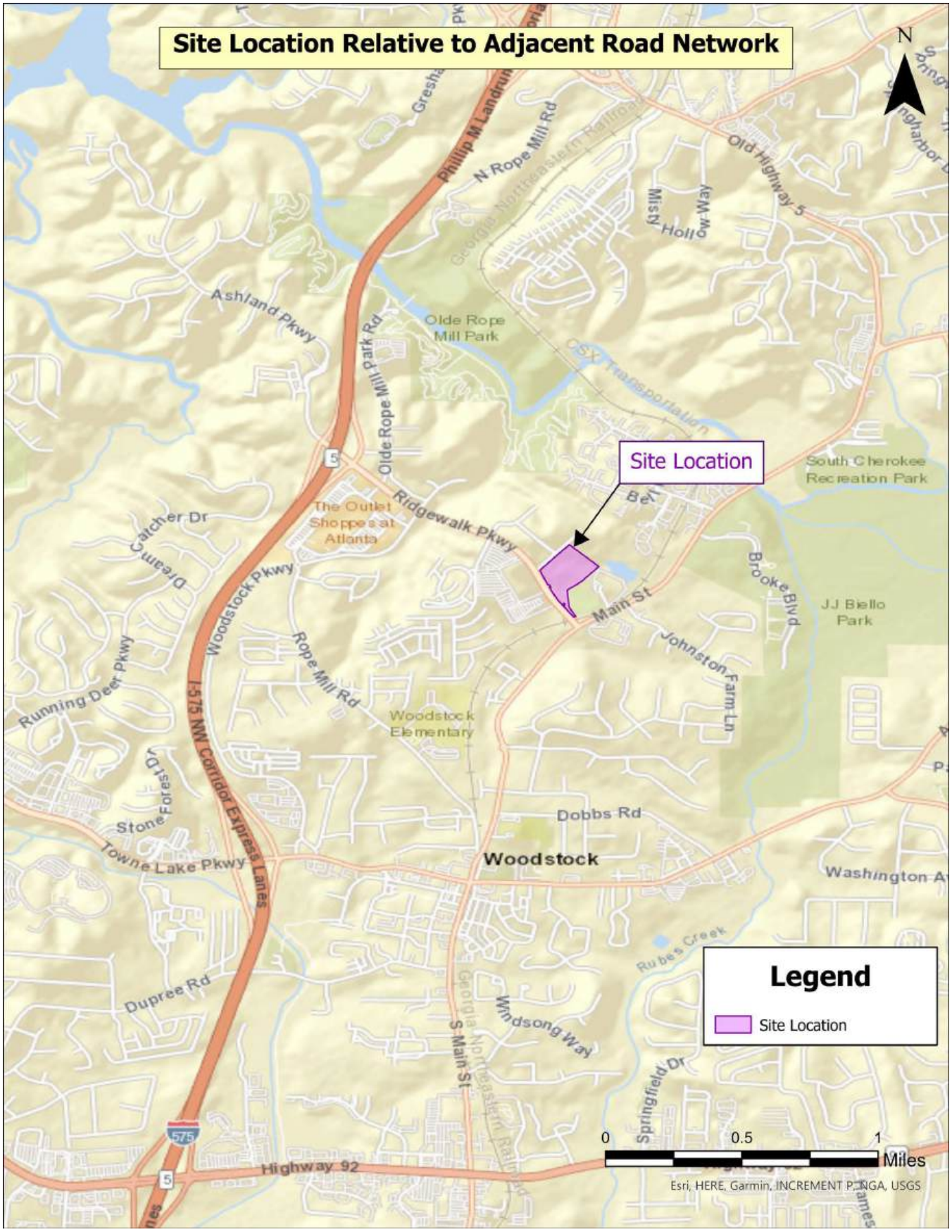


Figure 1: Site Location Relative to Adjacent Roadway Network

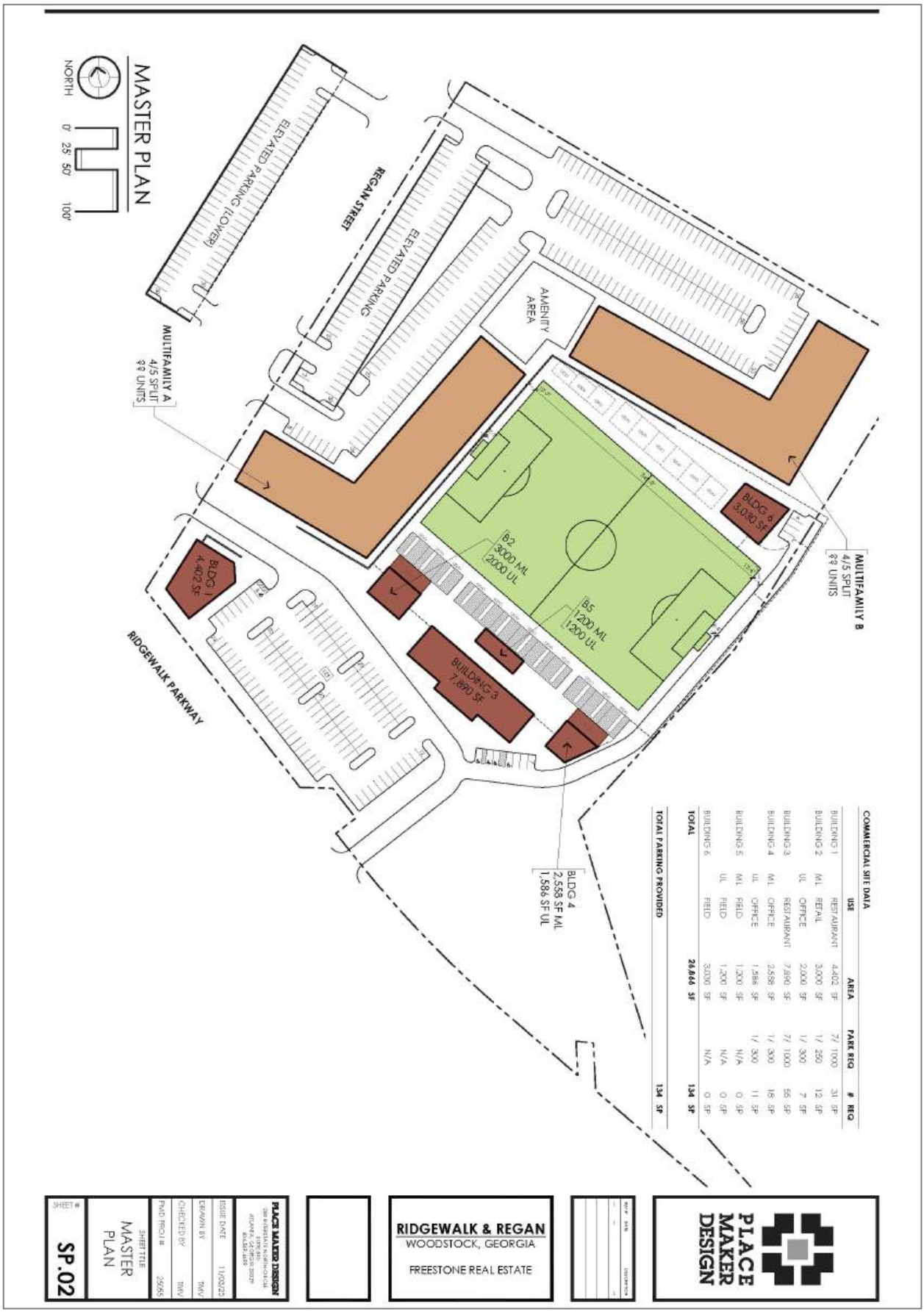


Figure 2: Proposed Development Site Plan

STUDY INTERSECTIONS

Following discussions with the City of Woodstock, the resulting study network to quantify traffic impacts includes the following intersections:

1. I-575 Southbound Ramp at Ridgewalk Parkway
2. I-575 Northbound Ramp at Ridgewalk Parkway
3. The Outlet Shoppes at Atlanta Driveway-Olde Rope Mill Park Road at Ridgewalk Parkway
4. Woodstock Parkway-Meridian Drive at Ridgewalk Parkway
5. Ridge Trail-Lincoln Street at Ridgewalk Parkway
6. Reagan Street at Ridgewalk Parkway
7. Woodstock City Church Driveway-Site Driveway #1 at Ridgewalk Parkway
8. Main Street at Ridgewalk Parkway
9. Reagan Street at Site Driveway #2
10. Reagan Street at Costco Driveway-Site Driveway #3

A map of the intersections included in the study area network is shown in Figure 3. Figure 4 through Figure 10 show the existing lane configurations at the study intersections.

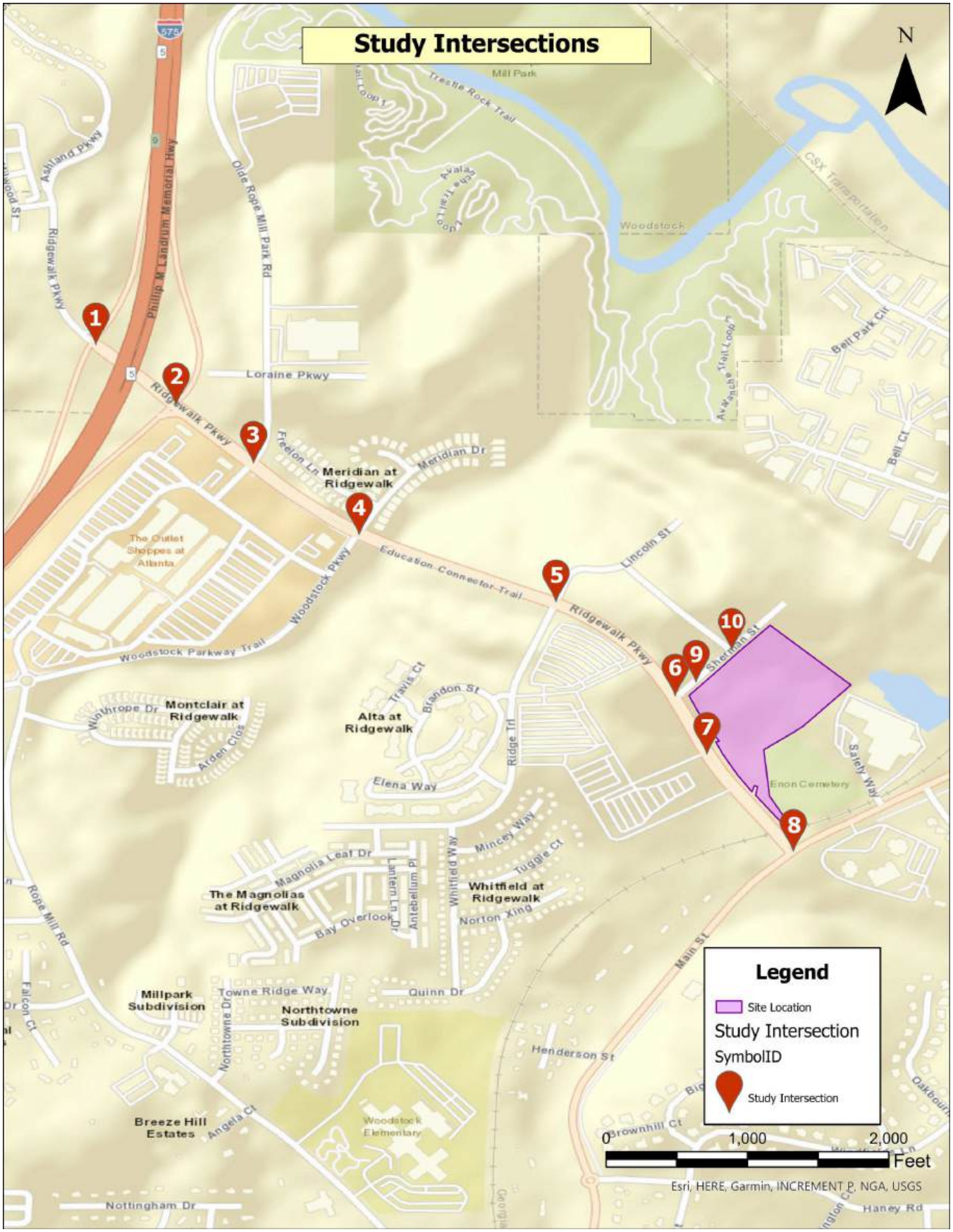


Figure 3: Study Intersections



Figure 4: Intersections 1 and 2 – I-575 Ramps at Ridgewalk Parkway



Figure 5: Intersection 2 – The Outlet Shoppes at Atlanta Driveway-Olde Rope Mill Park Road at Ridgewalk Parkway

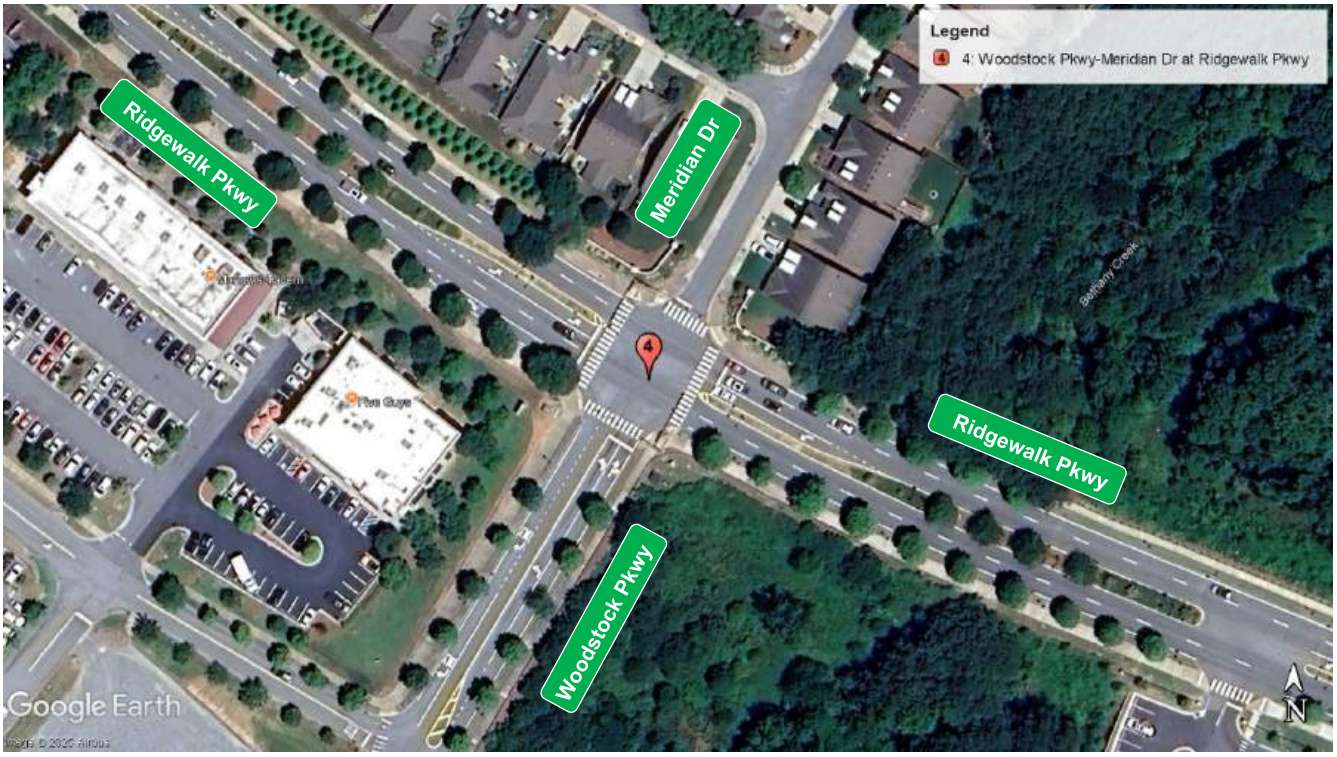


Figure 6: Intersection 3 – Woodstock Parkway-Meridian Drive at Ridgewalk Parkway



Figure 7: Intersection 5 – Ridge Trail-Lincoln Street at Ridgewalk Parkway

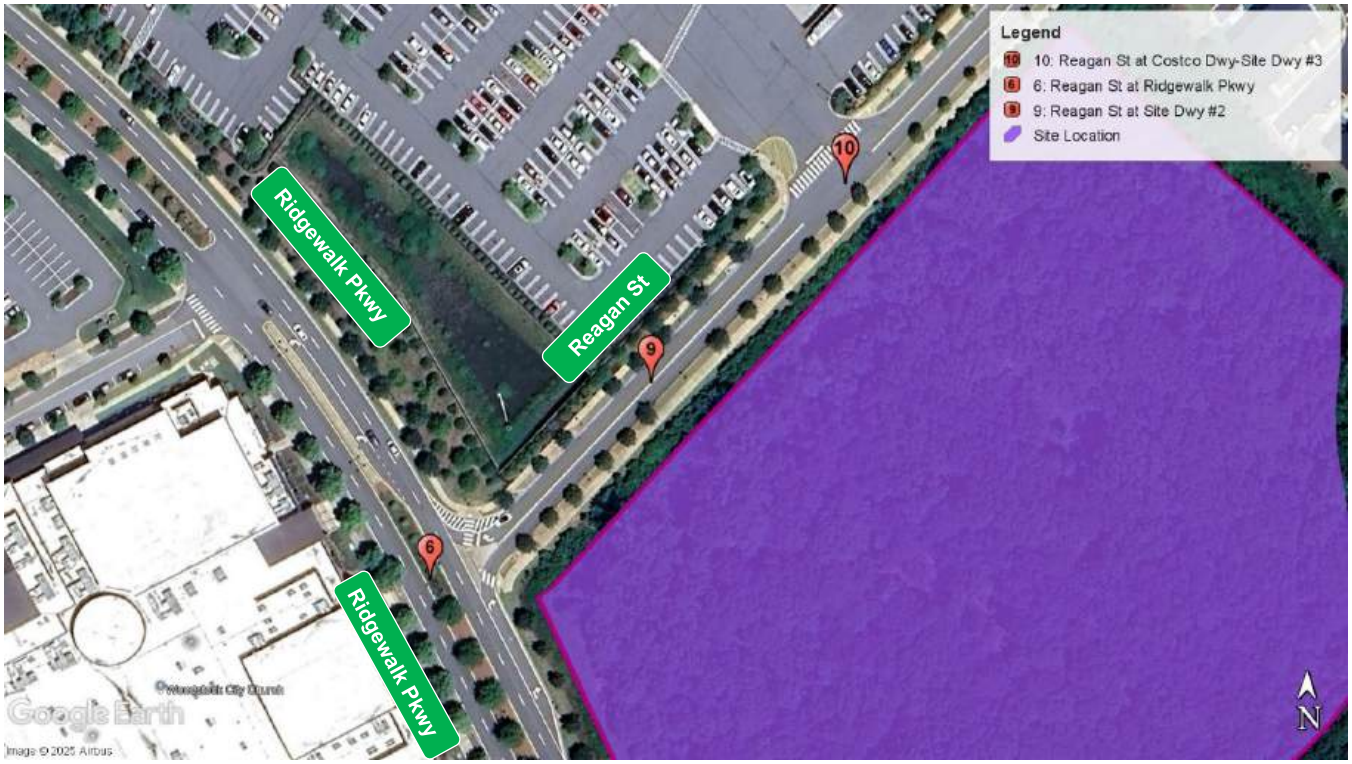


Figure 8: Intersections 6, 9, and 10 – Reagan Street at Ridgewalk Parkway and Site Driveways



Figure 9: Intersection 7 – Woodstock City Church Driveway-Site Driveway #1 at Ridgewalk Parkway



Figure 10: Intersection 8 – Main Street at Ridgewalk Parkway

EXISTING CONDITIONS

ROADWAY FACILITIES

Ridgewalk Parkway is classified as a local road by GDOT and is 2-lanes in each direction with turn lanes into developments along the corridor. Ridgewalk Parkway is a median divided facility. The posted speed limit is 35 miles per hour (mph).

Olde Rope Mill Park Road is classified as a local road and is 1-lane in each direction. The posted speed limit is 35 mph.

Woodstock Parkway is classified as a local road and is 1-lane in each direction. The posted speed limit is 25 mph.

Ridge Trail is classified as local road and is 1-lane in each direction. The posted speed limit is 25 mph.

Lincoln Street is classified as a local road and is 1-lane in each direction. Lincoln Street serves Costco Wholesale and the neighboring townhomes. The posted speed limit is 25 mph.

Reagan Street is classified as a local road and is 1-lane in each direction. The posted speed limit is 25 mph.

Main Street is classified as a minor arterial and is 1-lane in each direction. The posted speed limit is 35 mph.

PEDESTRIAN AND BICYCLE FACILITIES

Continuous sidewalk coverage exists along the south side of Ridgewalk Parkway between I-575 and Main Street. Continuous coverage also exists along the north side of Ridgewalk Parkway between I-575 and Reagan Street. Sidewalk coverage also exists along one or more sides of Olde Rope Mill Park Road, Woodstock Parkway, Meridian Drive, Ridge Trail, Lincoln Street, Reagan Street, and Main Street. There are no dedicated bicycle facilities within the study area.

TRANSIT FACILITIES

There is no fixed-route transit service within the vicinity of the development. Cherokee County operates Cherokee Area Transit Service (CATS) which provides on-demand transit service within Cherokee County for residents. The service covers the entire county and operates through reservations from 8 AM – 4 PM, Monday through Friday.

TRAFFIC CONTROL

The traffic control at the study intersections is provided below in Table 1. The City of Woodstock supplied the signal timing parameters used in the evaluation.

Table 1: Traffic Control at Study Intersections

No.	Intersection:	Traffic Control:
1	I-575 Southbound Ramp at Ridgewalk Parkway	Signalized
2	I-575 Northbound Ramp at Ridgewalk Parkway	Signalized
3	The Outlet Shoppes at Atlanta Driveway-Olde Rope Mill Park Road at Ridgewalk Parkway	Signalized
4	Woodstock Parkway-Meridian Drive at Ridgewalk Parkway	Signalized
5	Ridge Trail-Lincoln Street at Ridgewalk Parkway	Signalized
6	Reagan Street at Ridgewalk Parkway	Side-Street Stop Controlled
7	Woodstock City Church Driveway-Site Driveway #1 at Ridgewalk Parkway	Side-Street Stop Controlled
8	Main Street at Ridgewalk Parkway	Signalized
9	Reagan Street at Site Driveway #2	Side-Street Stop Controlled
10	Reagan Street at Costco Driveway-Site Driveway #3	Side-Street Stop Controlled

VOLUMES

Traffic counts were collected in October and November 2025 at the study intersections while primary and secondary schools were in session. Turning movement counts were performed at the study intersections outlined below. For all the counts, pedestrian and bicycle counts were included. The sheets for the raw traffic count are in Appendix B.

The average morning, afternoon, Saturday, and Sunday peak hours for the study intersections were from 7:15 AM – 8:15 AM, 4:45 PM – 5:45 PM, 1:45 PM – 2:45 PM, and 2:15 PM – 3:15 PM, respectively. The existing peak hour volumes are shown in Figure 11.

FIELD OBSERVATIONS

Field observations were performed at the study intersections as part of this traffic study. Field observations allow the existing intersection configurations to be validated and provide real-world insights into traffic flow at the study intersections. Potential issues can also be identified as part of field observations.

Field observations were performed during midday operations. After the site visit was performed, the following observations were noted and included in Appendix C.

2025 EXISTING VOLUMES AT STUDY INTERSECTIONS

LEGEND
AM PEAK VOLUME
(###) PM PEAK VOLUME
[###] SAT PEAK VOLUME
{###} SUN PEAK VOLUME
TRAFFIC CONTROL

N
NOT TO SCALE

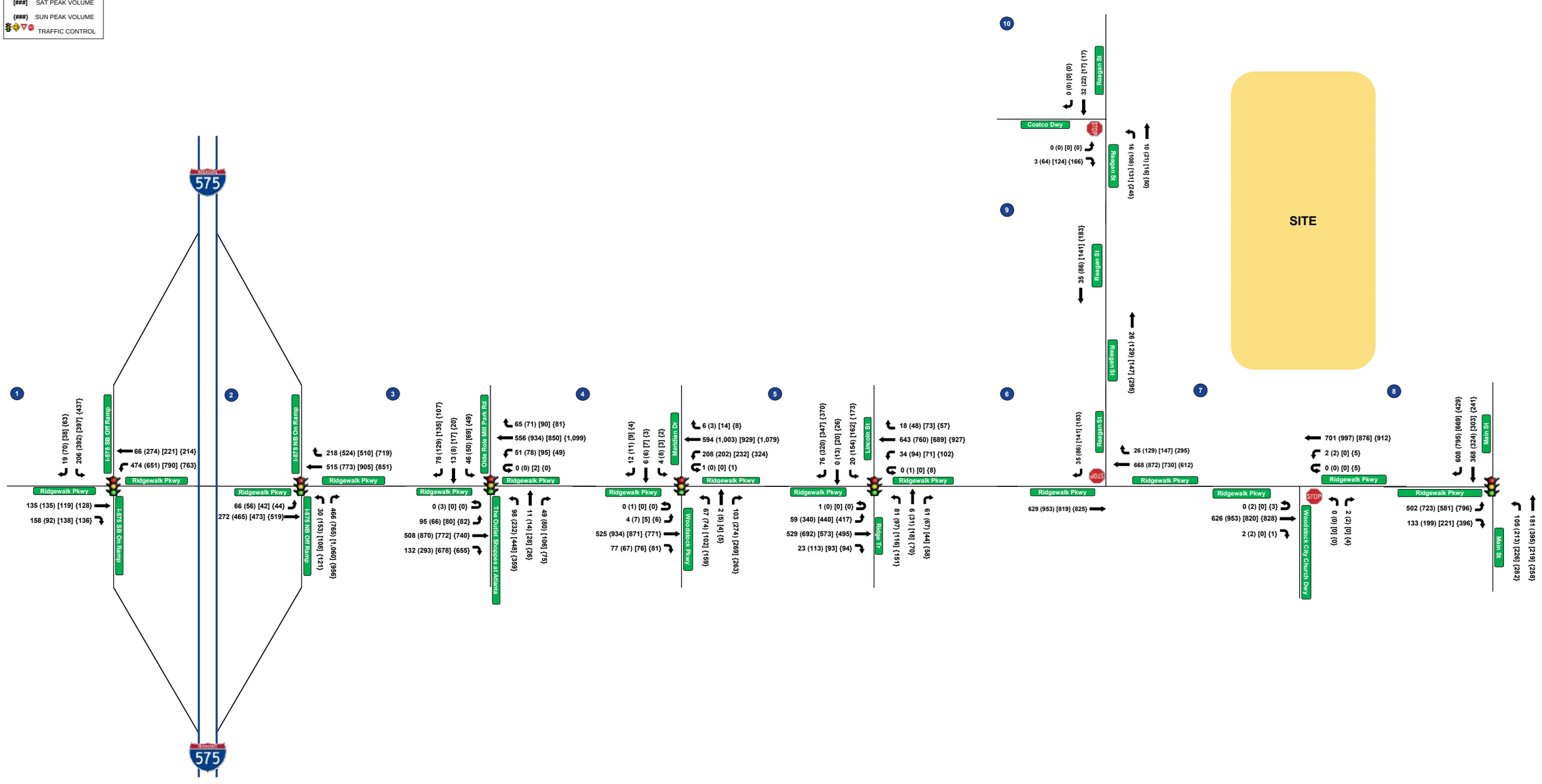


Figure 11: 2025 Existing Peak Hour Traffic Volumes

BACKGROUND CONDITIONS

PROGRAMMED/PLANNED TRANSPORTATION PROJECTS

The Atlanta Regional Commission's (ARC) Regional Transportation Plan (RTP), Cherokee County's Comprehensive Transportation Plan, and GDOT's Project Search Tool were reviewed to determine projects that are planned within the vicinity of the proposed development. Table 2 shows the programmed and planned transportation projects in the study area.

Table 2: Programmed/Planned Transportation Projects in Study Area

ID (Source)	Project Name	Project Description
P.I. 0019632 (GDOT Project Search)	I-575 at Ridgewalk Parkway Interchange Improvements	This project will replace the existing Diamond Interchange at I-575 and Ridgewalk Parkway with a Diverging Diamond Interchange.
CTP-394 (Cherokee County CTP)	Ridgewalk Parkway at Main Street Turn Lane Extensions	Extend the Eastbound Turn Lanes on Ridgewalk Parkway at Main Street.
CTP-419 (Cherokee County CTP)	Ridgewalk Parkway at Main Street Roundabout	This project will replace the signalized intersection of Ridgewalk Parkway at Main Street with a multilane roundabout.

The Diverging Diamond Interchange (P.I. 0019632) at I-575 and Ridgewalk Parkway is set for construction in 2028. A four lane Diverging Diamond Interchange will be constructed in place of the existing diamond interchange. Westbound Ridgewalk Parkway will be widened from two to three lanes from Woodstock Parkway-Meridian Drive to the I-575 NB Ramp. The project is anticipated to be completed before the 2030 No Build Year, and the programmed interchange is included in the No Build and Build Scenarios as a System Improvement. The conceptual layout is included in Figure 12.



Figure 12: I-575 at Ridgewalk Parkway Concept Layout

BACKGROUND TRAFFIC METHODOLOGY

To project the existing traffic volumes to the build out year of the development, an annual growth rate (AGR) was determined using an exponential regression analysis of reported historical traffic count data and the Atlanta Regional Commission's (ARC) regional travel demand model projections for the surrounding roadway network.

Historical traffic data from GDOT's Traffic Analysis Data Application (TADA™), from the Georgia Traffic Monitoring Program for public roads, was used for this analysis. Although the historical traffic growth is not necessarily a predictor of future trends, it is a consideration in determining the rate of future growth in a study area. A growth rate was determined using an exponential regression analysis of reported historical traffic count data at key count stations within the surrounding roadway network. Based on the available count stations in the study area, the average historical growth rate in the area is 2.6%.

The ARC travel demand model was evaluated to determine the expected growth rate predicted by the model. The traffic volume projections for 2020, 2030, 2040, and 2050 were reviewed and an AGR was evaluated. The growth rate analysis yields an average growth rate of 1.8% for the study network between 2020 and 2050.

In reviewing historical and projected traffic growth along Ridgewalk Parkway, it was noted that much of the surrounding area has already experienced substantial development, with many of the larger parcels now fully built out. As a result, future traffic growth is expected to moderate compared to historical trends. Given these conditions, it was determined that a lower growth rate consistent with the ARC travel demand model projections would be more representative of future conditions than the historical growth rate alone. Based on this assessment, a conservative annual growth rate (AGR) of 1.5 percent was selected to forecast existing traffic volumes to the 2030 build-out year.

To determine the base traffic conditions prior to the introduction of the development's new trips, the 2025 existing traffic volumes in Figure 11 were grown to the 2030 build-out year using the AGR. The 2030 No Build traffic volumes are shown in Figure 13.

2030 NO BUILD VOLUMES AT STUDY INTERSECTIONS

LEGEND
AM PEAK VOLUME
(###) PM PEAK VOLUME
[###] SAT PEAK VOLUME
{###} SUN PEAK VOLUME
TRAFFIC CONTROL

N
NOT TO SCALE

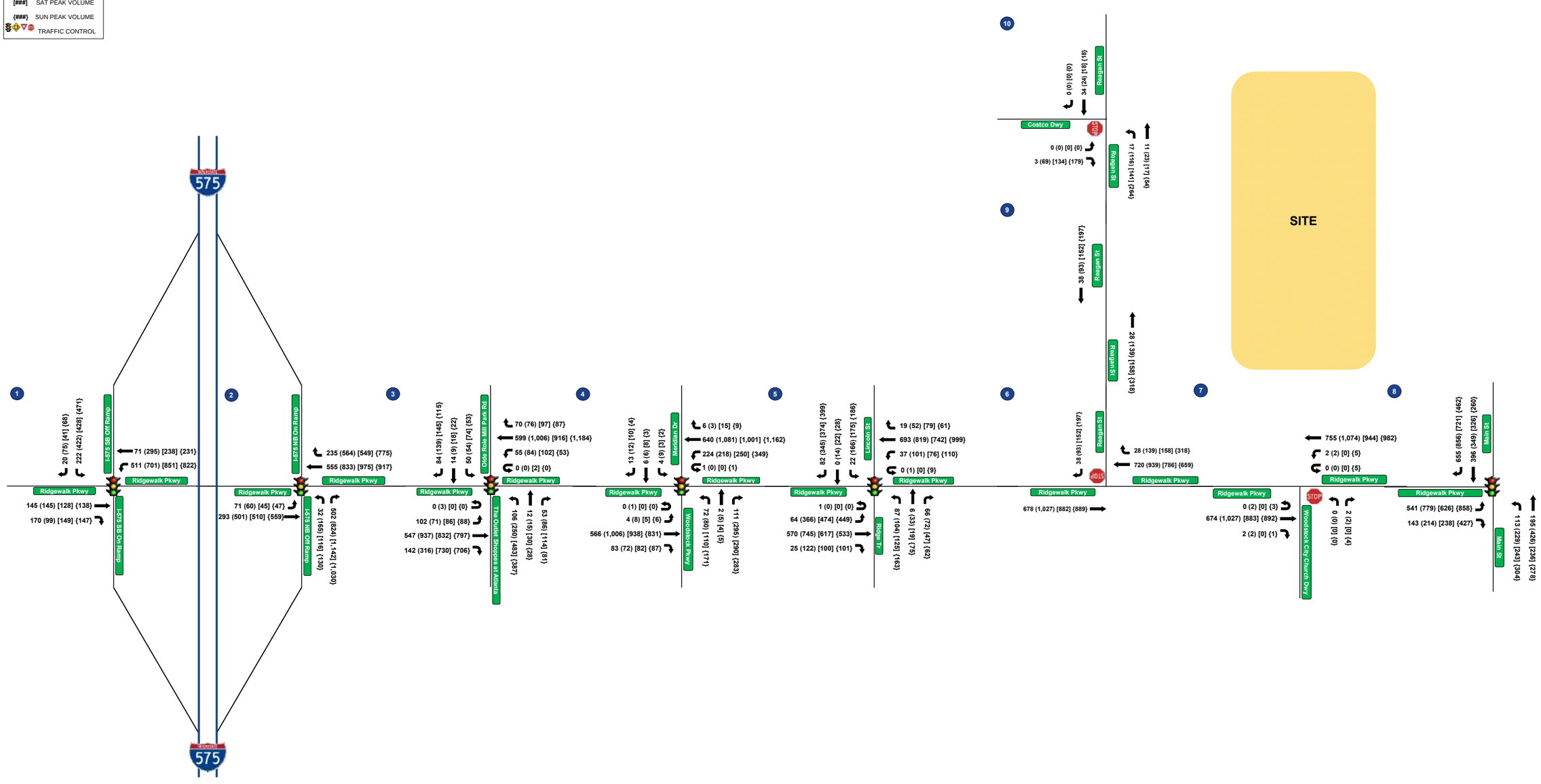


Figure 13: 2030 No Build Peak Hour Traffic Volumes

SITE CONDITIONS

TRIP GENERATION

The Institute of Transportation Engineers' (ITE) Trip Generation Manual, latest edition, was used to quantify the new trips generated by the proposed development per Land Use Code (LUC).

ITE recognizes that due to different factors, actual total trips are less than the aggregate total of the individual land uses, which is detailed in the ITE Trip Generation Handbook (latest edition). One factor is pass-by trips. Pass-by trips account for retail and restaurant land uses attracting drivers already traveling the abutting roadway system. These drivers divert from the roadway to access the land use and return to the roadway in their original direction of travel. The pass-by trip reduction for the available LUCs were used.

Another type of trip reduction is the internal capture of trips. For example, a trip may include stopping at a coffee shop before ending the trip at the residential area, both of which could be included in a mixed-use development. Consequently, two internal trips may be the equivalent to one external trip. Internal capture reductions were calculated for the project per ITE's Internal Capture methodology.

For this study's traffic analysis, two separate alternatives were evaluated. The first alternative evaluated is trips generated by the site on an average day without soccer game day traffic. The second alternative evaluated is trips generated by the site on a game day when there is an active soccer game at the proposed arena. Trips generated without inclusion of the soccer stadium development are included in Table 3. Appendix D includes the detailed worksheets for the trip generation.

Table 3: Trip Generation Summary for Mixed-Use Development (Non-Soccer Game Day)

Description	LUC	Quantity	Daily	AM Peak			PM Peak			SAT Peak			SUN Peak		
			Two-way	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
Multifamily Housing (Low-Rise)	220	230 Units	1,428	23	71	94	74	46	120	43	70	113	41	42	83
Strip Retail Plaza (<40k)	822	26,866 SF	1,463	58	48	106	84	85	169	91	87	178	38	36	74
Gross Site Trips (without reductions)			**2,891**	**81**	**119**	**200**	**158**	**131**	**289**	**134**	**157**	**291**	**79**	**78**	**157**
Internal Capture for Retail[1,2]			*-232*	*-1*	*0*	*-1*	*-11*	*-25*	*-36*	*-12*	*-23*	*-35*	*-6*	*-10*	*-16*
Internal Capture for Residential[1,2]			*-261*	*0*	*-1*	*-1*	*-25*	*-8*	*-33*	*-22*	*-8*	*-30*	*-11*	*-4*	*-15*
Shopping Plaza Pass-by Trips - 0% AM; 40% PM; 31% SAT; 31% SUN[3]			*-384*	*0*	*0*	*0*	*-29*	*-24*	*-53*	*-24*	*-20*	*-44*	*-10*	*-8*	*-18*
Net External Site Trips (with reductions)			**2,014**	**80**	**118**	**198**	**93**	**74**	**167**	**76**	**106**	**182**	**52**	**56**	**108**

Assumptions:

1. Daily Internal Capture rate is an average of AM & PM rates.
2. AM/PM Internal capture percentages and trips were calculated using NCHRP 684 Internal Trip Capture Estimation Tool.
3. For daily pass-by trips, 75% of Shopping Center Trips are made in PM.

SOCCER ARENA TRIPS ESTIMATION

Because the ITE Trip Generation Manual does not include a land use category that appropriately represents a semi-professional or professional outdoor soccer arena, trips for this component were estimated using event-based attendance projections and operating information provided by the development team. Attendance assumptions were developed based on similar local venues and anticipated demand for weekday, Saturday, and Sunday matches, with additional consideration given to staff attendance and typical arrival patterns.

Peak-hour trips were assumed to occur during the hour prior to kickoff, with approximately 80 percent of event-related vehicles arriving during this period. Vehicle trips were estimated assuming no fixed-route transit service, a 90 percent auto mode share and 10 percent ride-share usage, and average vehicle occupancies of 2.5 persons per automobile and 1.7 persons per ride-share vehicle. Because matches occur in the afternoon and evening, no arena-related trips were assumed during the weekday AM peak hour.

To remain conservative, the PM weekday, Saturday, and Sunday peak arena trips were added to the corresponding average roadway peak hours for each day, even though matches typically begin later in the evening and may not overlap with traditional commuter peak periods. This approach represents a highest demand evaluation scenario for analysis and recommendations. In practice, games occur on a limited number of days throughout the year and are spread across different times, so full overlap with daily peak hours is not expected. The "Pro Typical" scenario was carried forward into the overall trip generation summary to provide a consistent and conservative basis for analysis. Table 4 summarizes the assumptions and calculations used to estimate arena trips.

The gross and net two-way daily plus peak weekday morning and weekday afternoon volumes are shown in Table 5 for the proposed development including the soccer stadium trips. Appendix D includes the detailed worksheets for the trip generation.

Table 4: Trip Generation Assumptions for Soccer Games

Scenario	Attendance	Staff	Total Persons	Daily Trips (Two-Way)
Semi-Pro Typical	900	100	1,000	838
Pro Weekday (reduced attendance)	1,012	100	1,112	930
Pro Sunday (moderate attendance)	1,215	100	1,315	1,100
Pro Saturday (highest attendance)	1,500	100	1,600	1,338
Pro Typical	**1,350**	**100**	**1,450**	**1,215**

Assumptions:

1. Peak-hour trips represent the hour before kickoff, assuming 80% of event vehicles arrive during this period.
2. Vehicle estimates use 90% auto share and 10% ride-share; an occupancy of 2.5 persons/vehicle (auto) and 1.7 persons/vehicle (ride-share).
3. AM peak arena trips are zero because matches occur in afternoon periods.
4. The "Pro Typical" scenario was used for the development's main trip generation table to provide a consistent set of peak-hour values for analysis.

Table 5: Trip Generation Summary for Mixed-Use Development (Soccer Game Day)

Description	LUC	Quantity	Daily	AM Peak			PM Peak			SAT Peak			SUN Peak		
			Two-way	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
Multifamily Housing (Low-Rise)	220	230 Units	1,428	23	71	94	74	46	120	43	70	113	41	42	83
Strip Retail Plaza (<40k)	822	26,866 SF	1,463	58	48	106	84	85	169	91	87	178	38	36	74
Soccer Arena (Semi-Pro and Pro)	N/A	2,500 seats	1,215	0	0	0	335	37	486	481	53	486	396	44	486
Gross Site Trips (without reductions)			**4,106**	**81**	**119**	**200**	**493**	**168**	**775**	**615**	**210**	**777**	**475**	**122**	**643**
Internal Capture for Retail[1,2]			*-232*	*-1*	*0*	*-1*	*-11*	*-25*	*-36*	*-12*	*-23*	*-35*	*-6*	*-10*	*-16*
Internal Capture for Entertainment[1,2]			*-14*	*0*	*0*	*0*	*-3*	*-6*	*-9*	*-3*	*-6*	*-9*	*-1*	*-4*	*-5*
Internal Capture for Residential[1,2]			*-261*	*0*	*-1*	*-1*	*-25*	*-8*	*-33*	*-22*	*-8*	*-30*	*-11*	*-4*	*-15*
Shopping Plaza Pass-by Trips - 0% AM; 40% PM; 31% SAT; 31% SUN[3]			*-384*	*0*	*0*	*0*	*-29*	*-24*	*-53*	*-24*	*-20*	*-44*	*-10*	*-8*	*-18*
Net External Site Trips (with reductions)			**3,215**	**80**	**118**	**198**	**425**	**105**	**644**	**554**	**153**	**659**	**447**	**96**	**589**

Assumptions:

1. Daily Internal Capture rate is an average of AM & PM rates.
2. AM/PM Internal capture percentages and trips were calculated using NCHRP 684 Internal Trip Capture Estimation Tool.

TRIP DISTRIBUTION

The distribution of the new trips was determined based on locations of major roadways that will serve the development; programmed improvements in the area; anticipated traffic patterns; and surrounding land uses. Figure 14 shows the regional trip distribution assumptions for all trips generated by the mixed-use development.

Because the flow of traffic into and out of the site differs significantly between a non-game weekday AM peak period and the periods when the soccer arena trips occur, separate trip distribution assignments were developed. Figure 15 shows the trip distribution assignment for the average day when there is no soccer game planned for the day. Figure 16 shows the trip distribution assignment for the weekday PM, Saturday peak, and Sunday peak hours when there is an active soccer game is planned for the day.

On non-soccer game days, percentages from Figure 15 were then applied to the new peak hour trips generated by the development shown in Table 3, and Figure 17 shows the new trips during the weekday AM, weekday PM, Saturday, and Sunday peak hours on days without a planned soccer game.

On soccer game days, percentages from Figure 16 were then applied to the new peak hour trips generated by the development shown in Table 5, and Figure 18 shows the new trips during the weekday AM, weekday PM, Saturday, and Sunday peak hours on days with a planned soccer game.

Figure 19 shows the pass-by trips for the mixed-use site, which are the same for non-soccer game days and soccer game days.

For the 2030 Build traffic conditions on non-soccer game days, the total new trips and pass-by trips from Figure 17 and Figure 19 were added to the No Build traffic volumes in Figure 13, and the 2030 Build traffic volumes on non-soccer game days are shown on Figure 20.

For the 2030 Build traffic conditions on soccer game days, the total new trips and pass-by trips from Figure 18 and Figure 19 were added to the No Build traffic volumes in Figure 13, and the 2030 Build traffic volumes on soccer game days are shown on Figure 21.

Traffic volume worksheets are in Appendix D.

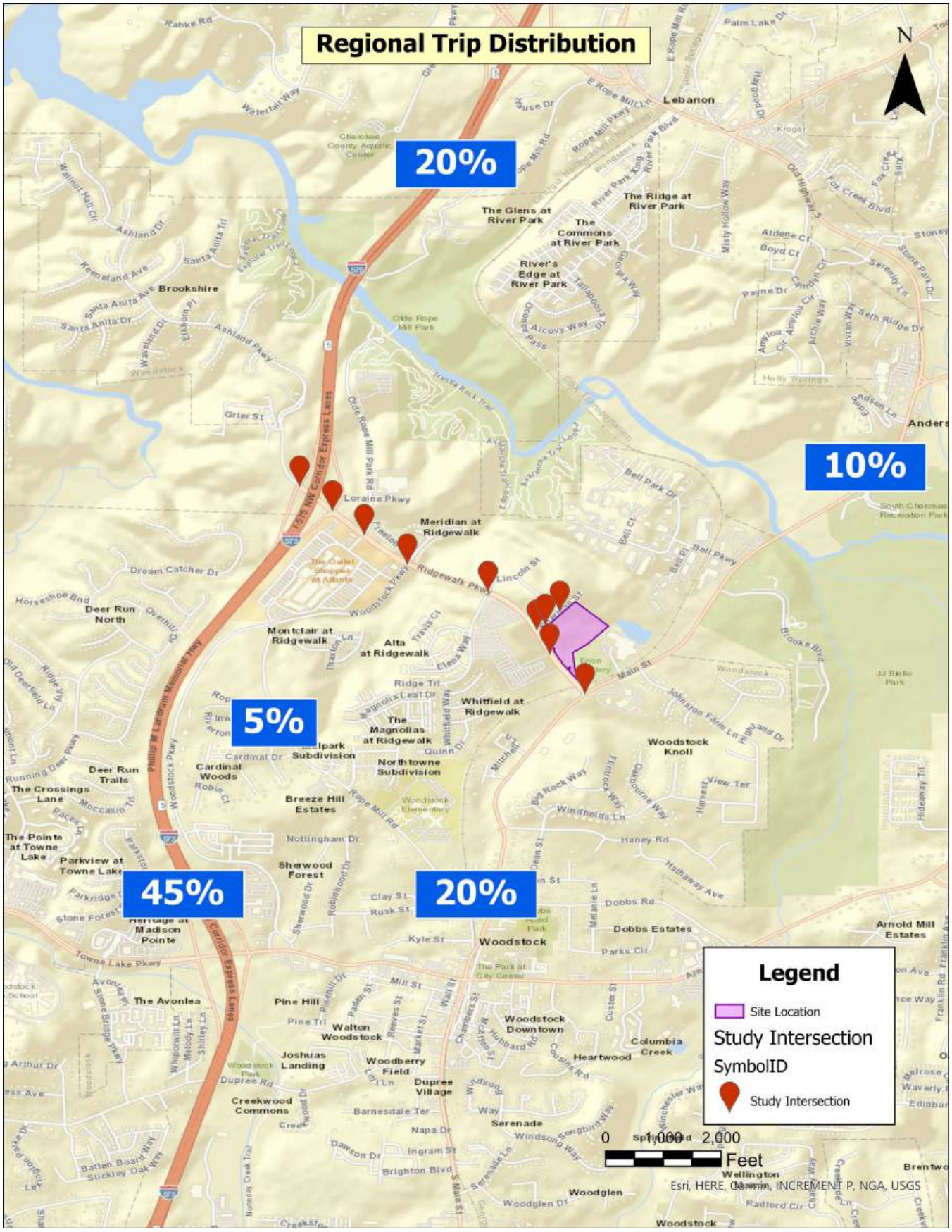


Figure 14: Regional Trip Distribution

TRIP DISTRIBUTION AT STUDY INTERSECTIONS

LEGEND
##% EXITING DISTRIBUTION
(##%) ENTERING DISTRIBUTION
TRAFFIC CONTROL

N
NOT TO SCALE

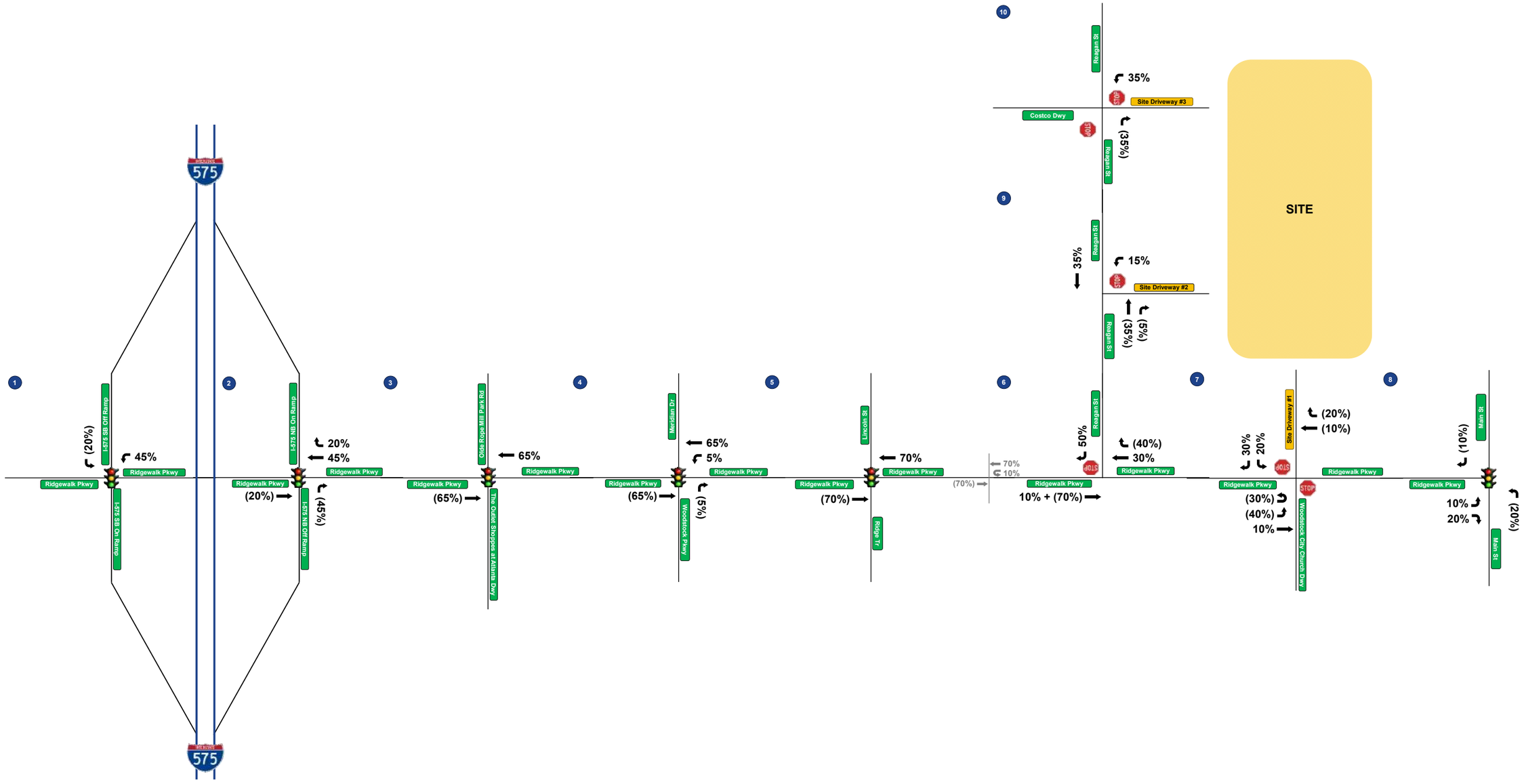


Figure 15: Trip Distribution Assignment at Study Intersections (Without Soccer Game Trips)

TRIP DISTRIBUTION AT STUDY INTERSECTIONS (WITH SOCCER GAME TRIPS)

LEGEND
##% EXITING DISTRIBUTION
(##%) ENTERING DISTRIBUTION
TRAFFIC CONTROL

N
NOT TO SCALE

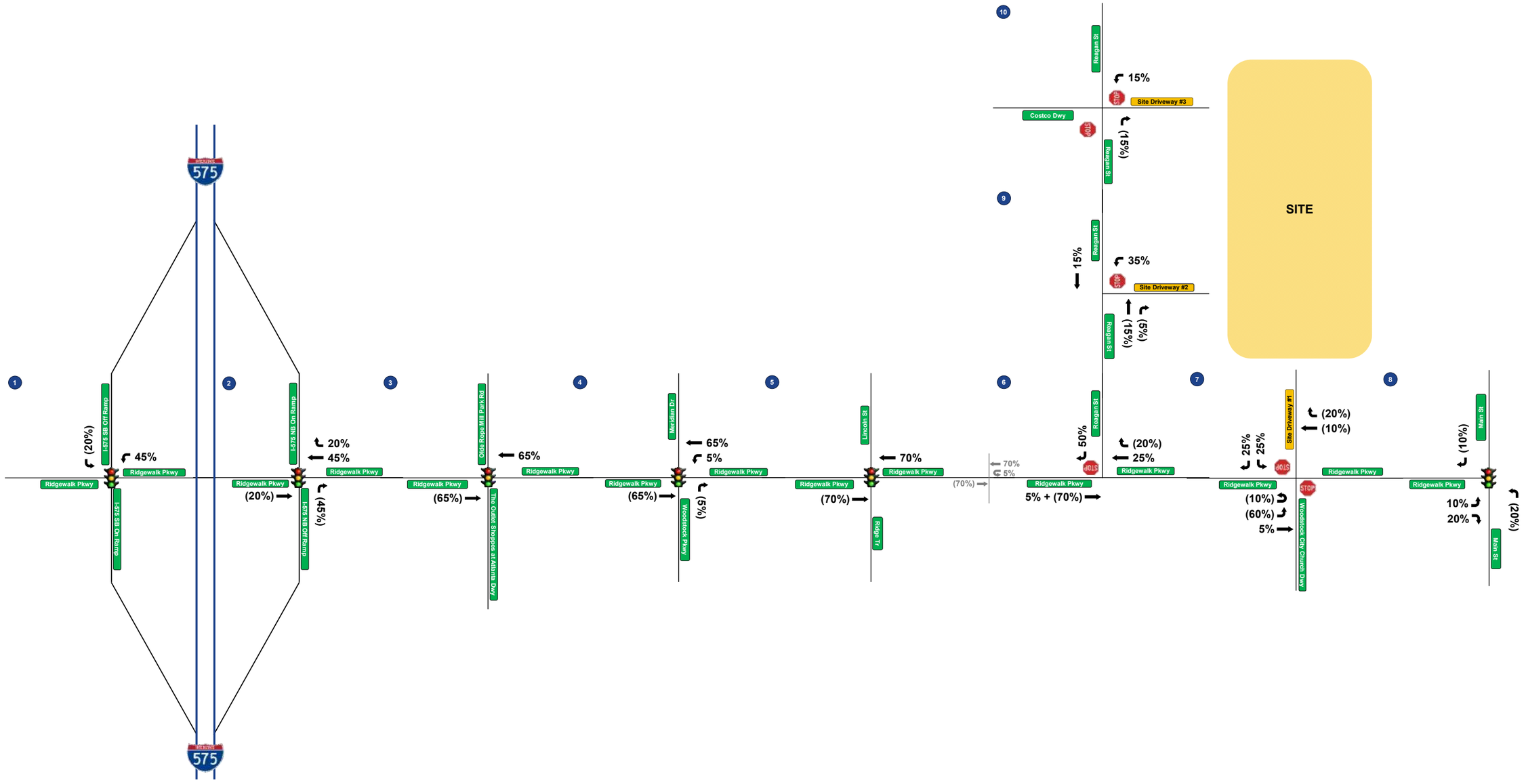


Figure 16: Trip Distribution Assignment at Study Intersections (With Soccer Game Trips)

NEW TRIPS
(WITHOUT SOCCER GAME TRIPS)

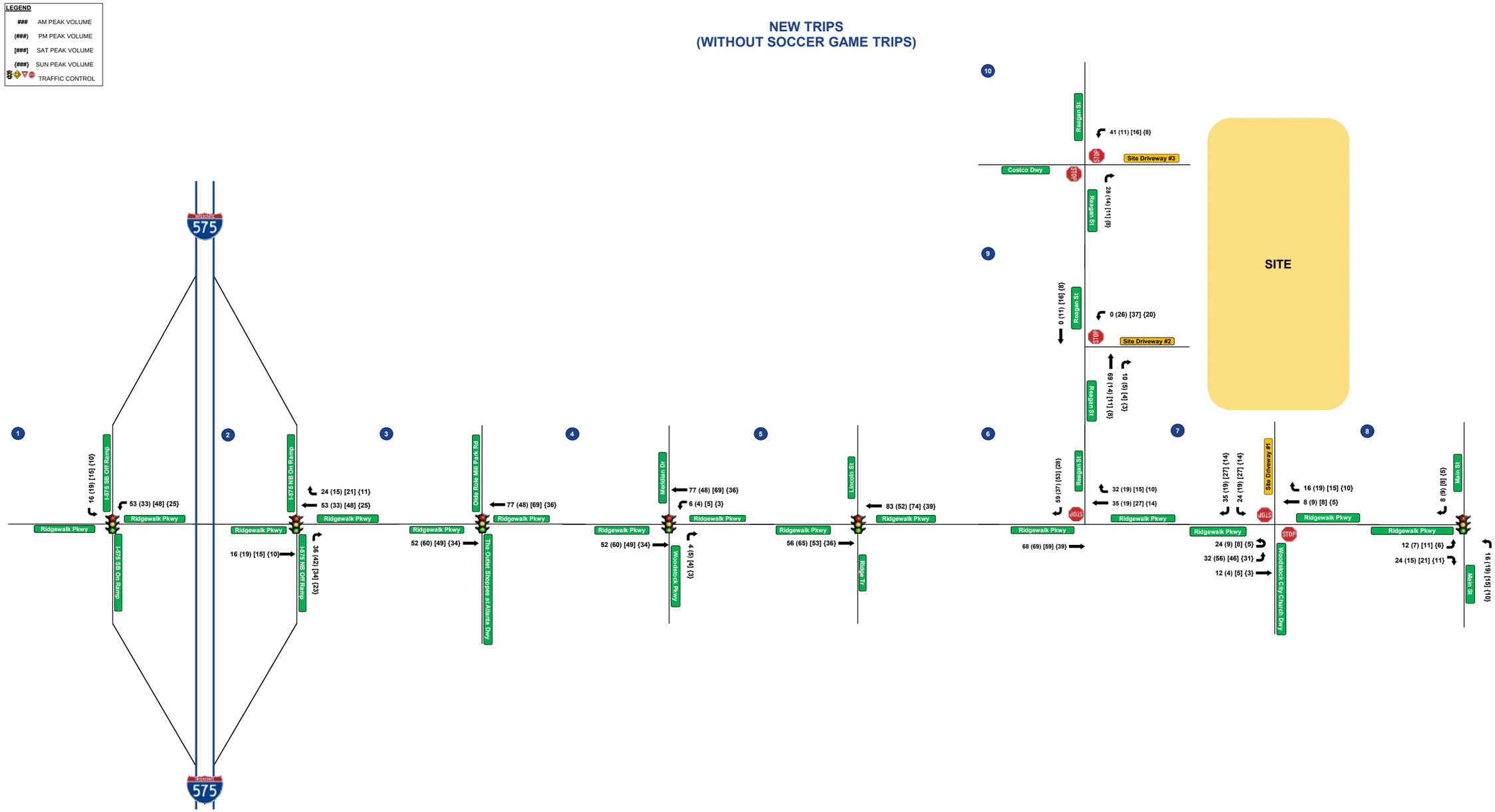


Figure 17: New Trips at Study Intersections (Without Soccer Game Trips)

LEGEND

###	AM PEAK VOLUME
(###)	PM PEAK VOLUME
[###]	SAT PEAK VOLUME
{###}	SUN PEAK VOLUME
	TRAFFIC CONTROL

N

NOT TO SCALE

NEW TRIPS
(WITH SOCCER ARENA TRIPS)

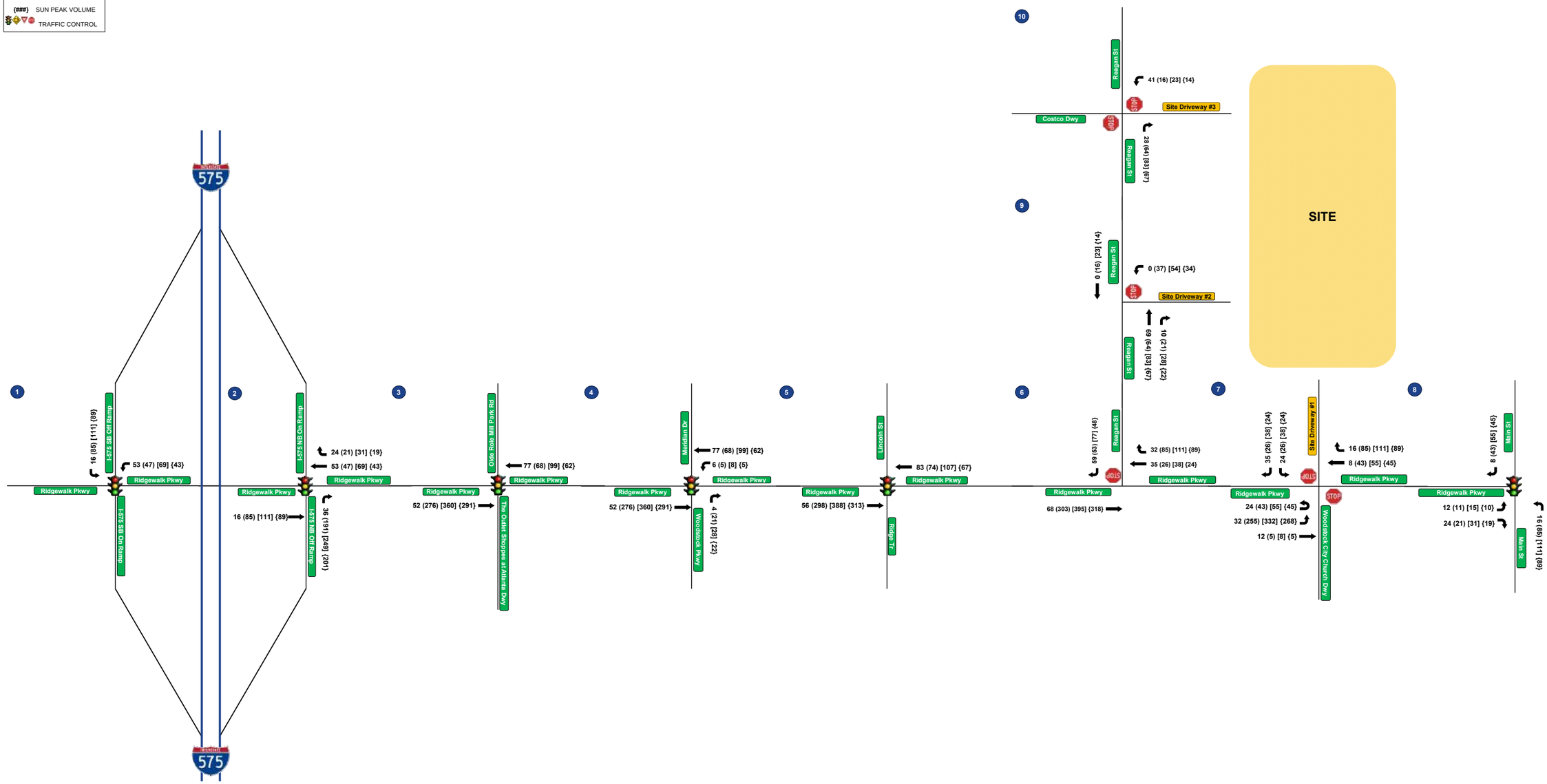


Figure 18: New Trips at Study Intersections (With Soccer Game Trips)

PASS-BY TRIPS

LEGEND
AM PEAK VOLUME
(###) PM PEAK VOLUME
[###] SAT PEAK VOLUME
{###} SUN PEAK VOLUME
TRAFFIC CONTROL

N
NOT TO SCALE

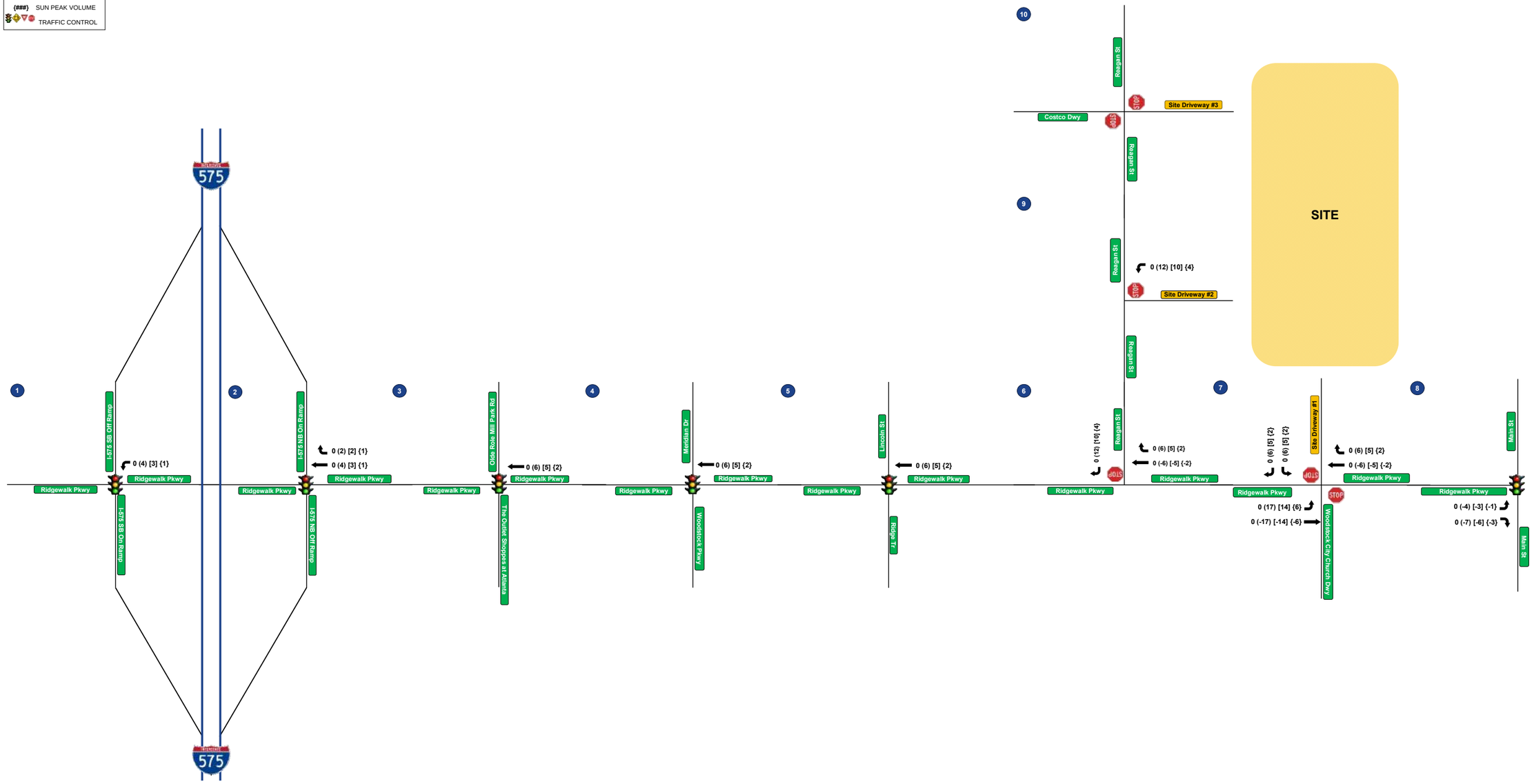


Figure 19: Pass-By Trips at Study Intersections

2030 BUILD VOLUMES AT STUDY INTERSECTIONS (WITHOUT SOCCER GAME TRIPS)

LEGEND
AM PEAK VOLUME
(###) PM PEAK VOLUME
[###] SAT PEAK VOLUME
{###} SUN PEAK VOLUME
TRAFFIC CONTROL

N
NOT TO SCALE

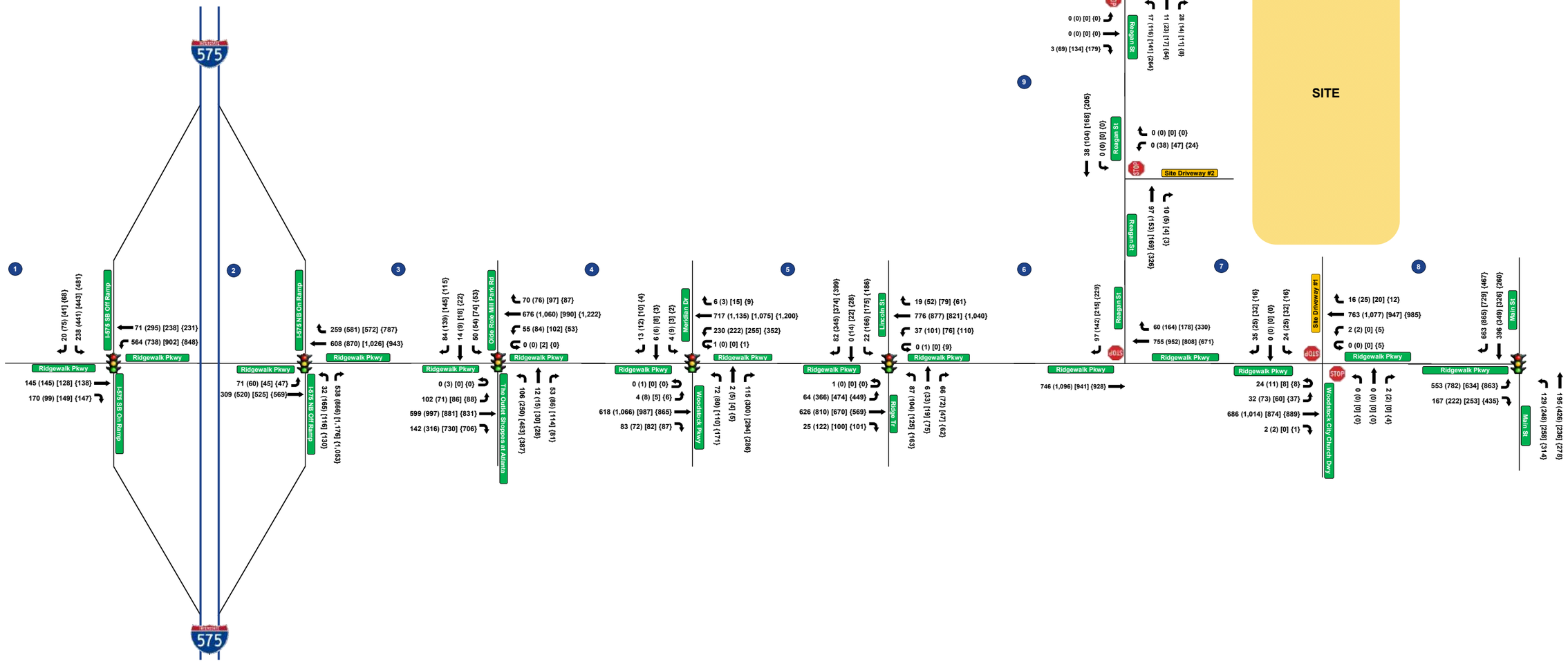


Figure 20: 2030 Build Peak Hour Traffic Volumes (Without Soccer Game Trips)

2030 BUILD VOLUMES AT STUDY INTERSECTIONS (WITH SOCCER ARENA TRIPS)

LEGEND
AM PEAK VOLUME
(###) PM PEAK VOLUME
[###] SAT PEAK VOLUME
{###} SUN PEAK VOLUME
TRAFFIC CONTROL

N
NOT TO SCALE

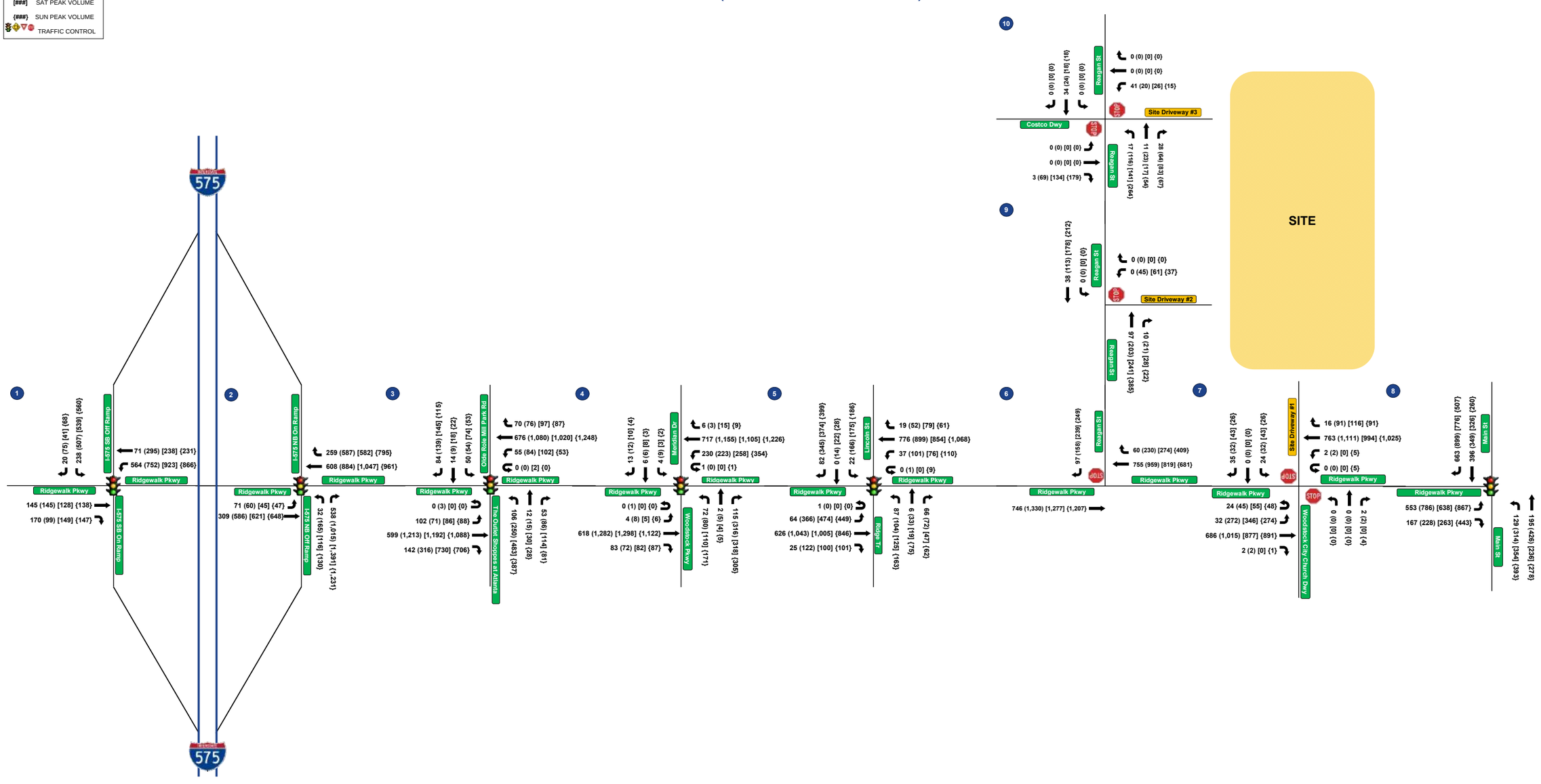


Figure 21: 2030 Build Peak Hour Traffic Volumes (With Soccer Game Trips)

INTERSECTION CAPACITY ANALYSIS

The Transportation Research Board's Highway Capacity Manual, 7th edition methodology using Synchro™ software was used to analyze Level of Service and delay at study intersections. Level of Service (LOS) is defined as a qualitative measure that describes operational conditions and motorists' perceptions within a traffic stream. HCM defines six Levels of Service, which are defined by average controlled delay. The LOS criteria for signalized and unsignalized intersections are given in Table 6.

For signalized intersections, LOS and capacity analyses are necessary to determine the overall operation of the intersection. The capacity analysis is defined by a volume to capacity ratio (v/c) for each lane group. A v/c ratio greater than 1.0 indicates that the volume of traffic on the roadway has exceeded the capacity available, resulting in a temporary surplus of demand. The LOS is defined by the control delay if the v/c ratio is no greater than 1.0.

For unsignalized intersections, the only criteria for evaluating traffic operation are the LOS of the turning movements and the overall intersection. For unsignalized intersections with stop control on the minor street only, or two-way stop controlled (TWSC), LOS are reported for the side street approaches. Low LOS for side street approaches are not uncommon, as vehicles may experience delays in turning onto a major roadway.

For this study's capacity analysis, the LOS standard for all intersections will be LOS D, except for intersections currently at or below LOS E.

Table 6: Level of Service Criteria for Signalized and Unsignalized Intersections

	SIGNALIZED	UNSIGNALIZED	
		All-Way Stop Control	Two-Way Stop Control
Level of Service	Average Delay (sec)	Average Delay (sec)	Average Delay (sec)
A	≤ 10	≤ 10	≤ 10
B	> 10 and ≤ 20	> 10 and ≤ 15	> 10 and ≤ 15
C	> 20 and ≤ 35	> 15 and ≤ 25	> 15 and ≤ 25
D	> 35 and ≤ 55	> 25 and ≤ 35	> 25 and ≤ 35
E	> 55 and ≤ 80	> 35 and ≤ 50	> 35 and ≤ 50
F	> 80	> 50	> 50

Source:

1. Highway Capacity Manual, 7th ed. - Level of Service Criteria for Signalized Intersections, Exhibit 19-8
2. Highway Capacity Manual, 7th ed. - Level of Service Criteria for TWSC Intersections, Exhibit 20-2
3. Highway Capacity Manual, 7th ed. - Level of Service Criteria for AWSC Intersections, Exhibit 21-8

2025 EXISTING TRAFFIC OPERATIONS

Using the traffic volumes from Figure 11, a traffic operations analysis for 2025 existing conditions was completed. For the existing conditions Synchro model, the signal parameters were entered using data provided from the City of Woodstock, including the set cycle lengths, split times, sequences, yellow + all red times, etc. for the morning, afternoon, Saturday, and Sunday peak hours. The signal parameters from the existing Synchro models were then carried over to the No Build and Build traffic models so that a comparable assessment could be completed for each scenario.

The results of the analysis are shown in Table 7. The Synchro output sheets are included in Appendix E.

Under the 2025 existing conditions, most of the study intersections' overall LOS are operating at acceptable LOS except for the I-575 ramps. The intersection of I-575 Northbound Ramp at Ridgewalk Parkway operates at LOS F and E during the Saturday and Sunday peak hours, respectively. The northbound approach of the intersection operates at LOS F during the Saturday and Sunday peak hour with a delay of 237.1 seconds and 209.3 seconds, respectively. The northbound approach operates at LOS E during the afternoon peak hour.

During field observations, the northbound approach showed extensive queuing. Particularly the northbound right turn contains a near constant flow of vehicles. The southbound approach of I-575 Southbound Ramp at Ridgewalk Parkway is operating at LOS E during the afternoon and Sunday peak hour. The southbound approach of Woodstock Parkway-Meridian Drive at Ridgewalk Parkway operates at LOS E during the afternoon peak hour.

Table 7: 2025 Existing LOS and Delay at Study Intersections

#	Study Intersection	Traffic Control	2025 Existing			
			AM Peak	PM Peak	SAT Peak	SUN Peak
			Delay	Delay	Delay	Delay
1	**I-575 Southbound Ramp at Ridgewalk Parkway**	Signalized	**B (16.2 s)**	**C (27.2 s)**	**C (31.8 s)**	**D (37.3 s)**
	Eastbound Approach		*B (12.6 s)*	*C (25.2 s)*	*C (23.0 s)*	*C (24.8 s)*
	Westbound Approach		*A (5.6 s)*	*B (10.3 s)*	*C (25.2 s)*	*C (30.8 s)*
	Southbound Approach		*D (46.7 s)*	*E (61.9 s)*	*D (52.3 s)*	*E (56.4 s)*
2	**I-575 Northbound Ramp at Ridgewalk Parkway**	Signalized	**A (8.0 s)**	**C (32.1 s)**	**F (96.2 s)**	**E (76.9 s)**
	Eastbound Approach		*A (4.7 s)*	*B (13.3 s)*	*A (7.7 s)*	*A (7.9 s)*
	Westbound Approach		*A (4.0 s)*	*A (8.2 s)*	*B (12.0 s)*	*B (10.8 s)*
	Northbound Approach		*B (16.1 s)*	*E (76.4 s)*	*F (237.1 s)*	*F (209.3 s)*
3	**The Outlet Shoppes at Atlanta Driveway-Olde Rope Mill Park Road at Ridgewalk Parkway**	Signalized	**B (11.8 s)**	**B (20.0 s)**	**C (20.1 s)**	**B (17.8 s)**
	Eastbound Approach		*A (8.1 s)*	*A (10.0 s)*	*B (13.5 s)*	*B (11.0 s)*
	Westbound Approach		*A (7.2 s)*	*C (22.7 s)*	*B (19.3 s)*	*B (17.5 s)*
	Northbound Approach		*D (36.0 s)*	*D (45.4 s)*	*D (37.6 s)*	*D (38.5 s)*
	Southbound Approach		*C (25.6 s)*	*C (26.2 s)*	*C (22.9 s)*	*C (22.8 s)*
4	**Woodstock Parkway-Meridian Drive at Ridgewalk Parkway**	Signalized	**A (7.7 s)**	**A (8.5 s)**	**A (9.8 s)**	**B (13.5 s)**
	Eastbound Approach		*A (5.0 s)*	*A (2.8 s)*	*A (4.5 s)*	*A (4.8 s)*
	Westbound Approach		*A (4.8 s)*	*A (5.6 s)*	*A (9.7 s)*	*B (15.3 s)*
	Northbound Approach		*C (28.8 s)*	*C (31.1 s)*	*C (22.7 s)*	*C (25.3 s)*
	Southbound Approach		*C (25.5 s)*	*E (57.0 s)*	*C (24.7 s)*	*C (24.8 s)*
5	**Ridge Trail-Lincoln Street at Ridgewalk Parkway**	Signalized	**B (12.4 s)**	**C (25.8 s)**	**C (26.1 s)**	**C (30.7 s)**
	Eastbound Approach		*B (11.6 s)*	*C (28.1 s)*	*C (27.7 s)*	*C (29.2 s)*
	Westbound Approach		*A (9.6 s)*	*B (16.4 s)*	*B (19.8 s)*	*C (26.0 s)*
	Northbound Approach		*C (30.6 s)*	*D (36.9 s)*	*D (37.2 s)*	*D (50.2 s)*
	Southbound Approach		*B (10.1 s)*	*C (33.5 s)*	*C (28.9 s)*	*C (32.9 s)*
6	**Reagan Street at Ridgewalk Parkway**	Side Street Stop Controlled[1]	**(0.3 s)**	**(0.5 s)**	**(1.0 s)**	**(1.4 s)**
	Eastbound Approach		*(0.0 s)*	*(0.0 s)*	*(0.0 s)*	*(0.0 s)*
	Westbound Approach		*(0.0 s)*	*(0.0 s)*	*(0.0 s)*	*(0.0 s)*
	Southbound Approach		*B (10.8 s)*	*B (12.2 s)*	*B (12.2 s)*	*B (12.4 s)*
7	**Woodstock City Church Driveway at Ridgewalk Parkway**	Side Street Stop Controlled[1]	**(0.0 s)**	**(0.1 s)**	**(0.0 s)**	**(0.2 s)**
	Eastbound Approach		*(0.0 s)*	*(0.2 s)*	*(0.0 s)*	*(0.3 s)*
	Westbound Approach		*(0.0 s)*	*(0.0 s)*	*(0.0 s)*	*(0.1 s)*
	Northbound Approach		*B (10.1 s)*	*(11.1 s)*	*A (0.0 s)*	*B (10.7 s)*
8	**Main Street at Ridgewalk Parkway**	Signalized	**B (16.9 s)**	**C (21.8 s)**	**B (16.3 s)**	**B (18.0 s)**
	Eastbound Approach		*C (25.7 s)*	*C (24.6 s)*	*B (18.0 s)*	*B (18.2 s)*
	Northbound Approach		*C (22.5 s)*	*C (32.7 s)*	*B (19.4 s)*	*C (21.9 s)*
	Southbound Approach		*A (9.5 s)*	*B (13.6 s)*	*B (13.6 s)*	*B (14.6 s)*
10	**Reagan Street at Costco Driveway**	Side Street Stop Controlled[1]	**(2.3 s)**	**(6.3 s)**	**(7.2 s)**	**(7.1 s)**
	Eastbound Approach		*A (8.5 s)*	*A (8.7 s)*	*A (8.9 s)*	*A (9.1 s)*
	Northbound Approach		*(4.5 s)*	*(6.2 s)*	*(6.7 s)*	*(6.4 s)*
	Southbound Approach		*(0.0 s)*	*(0.0 s)*	*(0.0 s)*	*(0.0 s)*

1. *For Side Street Stop Controlled (SSSC) intersections, LOS are reported for the side street approaches only.*

2030 NO BUILD TRAFFIC OPERATIONS ANALYSIS

To quantify traffic operations prior to the introduction of the new trips from the development, LOS and delay were calculated for the No Build traffic volumes for the 2030 build-out year.

As part of the 2030 No Build analysis, the programmed transportation projects that are currently underway or that will be complete by 2030 were included in the traffic simulation model. The Diverging Diamond Interchange at I-575 and Ridgewalk Parkway is included in the traffic simulation model. Additionally, the signal timing adjustments that the City of Woodstock periodically makes along the Ridgewalk Parkway corridor were included in the 2030 No Build analysis.

The results of the 2030 No Build analysis are shown in Table 8. The Synchro output sheets are included in Appendix E.

Under the 2030 No Build conditions, all the study intersections' overall LOS operate at acceptable LOS. For individual approaches, the eastbound approach at I-575 Southbound Ramp at Ridgewalk Parkway will operate at LOS E during afternoon, Saturday, and Sunday peak hours. The northbound approach of Ridge Trail-Lincoln Street at Ridgewalk Parkway is projected to operate at LOS E during the Sunday peak hour. The eastbound approach of Main Street at Ridgewalk Parkway is projected to operate at LOS E during the Sunday peak hour.

SYSTEM IMPROVEMENTS ANALYSIS

Improvements that are identified as "System Improvements" address deficiencies that are found in the study network for the "No Build" conditions without the addition of traffic from the proposed development. Based on the 2030 No Build traffic conditions, no additional "System Improvements" are recommended.

Table 8: 2030 No Build LOS and Delay at Study Intersections

#	Study Intersection	Traffic Control	2030 No Build			
			AM Peak	PM Peak	SAT Peak	SUN Peak
			Delay	Delay	Delay	Delay
1	**I-575 Southbound Ramp at Ridgewalk Parkway**	Signalized **Programmed System Imp:** Diverging Diamond Interchange	**D (35.5 s)**	**C (21.4 s)**	**C (21.6 s)**	**C (23.0 s)**
	Eastbound Approach		*D (51.6 s)*	*E (62.7 s)*	*E (57.1 s)*	*E (57.2 s)*
	Northbound Approach		*A (2.3 s)*	*A (1.2 s)*	*A (2.4 s)*	*A (2.5 s)*
2	**I-575 Northbound Ramp at Ridgewalk Parkway**	Signalized **Programmed System Imp:** Diverging Diamond Interchange	**B (18.9 s)**	**B (17.2 s)**	**B (17.2 s)**	**B (19.4 s)**
	Westbound Approach		*A (3.3 s)*	*A (4.7 s)*	*A (7.2 s)*	*A (9.5 s)*
	Southbound Approach		*D (48.4 s)*	*D (37.9 s)*	*D (36.3 s)*	*D (35.7 s)*
3	**The Outlet Shoppes at Atlanta Driveway-Olde Rope Mill Park Road at Ridgewalk Parkway**	Signalized **Programmed System Imp:** Updated Signal Timing + Offsets	**B (10.6 s)**	**B (16.3 s)**	**C (20.5 s)**	**B (18.8 s)**
	Eastbound Approach		*A (6.0 s)*	*A (8.8 s)*	*B (14.7 s)*	*B (12.5 s)*
	Westbound Approach		*A (6.5 s)*	*B (14.5 s)*	*B (14.6 s)*	*B (16.0 s)*
	Northbound Approach		*D (41.2 s)*	*D (49.7 s)*	*D (47.4 s)*	*D (47.2 s)*
	Southbound Approach		*B (19.5 s)*	*B (17.9 s)*	*B (17.6 s)*	*B (17.4 s)*
4	**Woodstock Parkway-Meridian Drive at Ridgewalk Parkway**	Signalized **Programmed System Imp:** Updated Signal Timing + Offsets	**B (12.7 s)**	**B (10.4 s)**	**B (10.5 s)**	**B (16.3 s)**
	Eastbound Approach		*A (10.0 s)*	*A (4.9 s)*	*A (3.4 s)*	*A (7.4 s)*
	Westbound Approach		*B (10.4 s)*	*A (5.7 s)*	*B (10.3 s)*	*B (17.2 s)*
	Northbound Approach		*C (31.6 s)*	*D (39.6 s)*	*C (28.0 s)*	*C (30.9 s)*
	Southbound Approach		*C (27.2 s)*	*D (49.5 s)*	*C (32.3 s)*	*C (30.6 s)*
5	**Ridge Trail-Lincoln Street at Ridgewalk Parkway**	Signalized **Programmed System Imp:** Updated Signal Timing + Offsets	**B (13.3 s)**	**C (28.5 s)**	**C (28.9 s)**	**D (36.3 s)**
	Eastbound Approach		*B (12.0 s)*	*C (28.8 s)*	*C (33.1 s)*	*D (36.9 s)*
	Westbound Approach		*B (10.0 s)*	*B (19.0 s)*	*B (17.1 s)*	*C (25.5 s)*
	Northbound Approach		*D (35.6 s)*	*D (40.9 s)*	*D (45.3 s)*	*E (62.1 s)*
	Southbound Approach		*B (11.5 s)*	*D (40.6 s)*	*C (33.2 s)*	*D (43.6 s)*
6	**Reagan Street at Ridgewalk Parkway**	Side Street Stop Controlled[1]	**(0.3 s)**	**(0.6 s)**	**(1.1 s)**	**(1.5 s)**
	Eastbound Approach		*(0.0 s)*	*(0.0 s)*	*(0.0 s)*	*(0.0 s)*
	Westbound Approach		*(0.0 s)*	*(0.0 s)*	*(0.0 s)*	*(0.0 s)*
	Southbound Approach		*B (11.1 s)*	*B (12.7 s)*	*B (12.8 s)*	*B (13.0 s)*
7	**Woodstock City Church Driveway at Ridgewalk Parkway**	Side Street Stop Controlled[1]	**(0.0 s)**	**(0.0 s)**	**(0.0 s)**	**(0.1 s)**
	Eastbound Approach		*(0.0 s)*	*(0.0 s)*	*(0.0 s)*	*(0.1 s)*
	Westbound Approach		*(0.0 s)*	*(0.0 s)*	*(0.0 s)*	*(0.1 s)*
	Northbound Approach		*B (10.2 s)*	*B (11.4 s)*	*A (0.0 s)*	*B (10.9 s)*
8	**Main Street at Ridgewalk Parkway**	Signalized **Programmed System Imp:** Updated Signal Timing + Offsets	**B (18.4 s)**	**C (23.8 s)**	**C (24.6 s)**	**D (47.9 s)**
	Eastbound Approach		*C (27.7 s)*	*C (26.2 s)*	*D (36.7 s)*	*E (72.8 s)*
	Northbound Approach		*C (25.1 s)*	*D (35.9 s)*	*C (34.5 s)*	*D (39.8 s)*
	Southbound Approach		*B (10.4 s)*	*B (15.3 s)*	*B (10.2 s)*	*B (10.1 s)*
10	**Reagan Street at Costco Driveway**	Side Street Stop Controlled[1]	**(2.3 s)**	**(6.3 s)**	**(7.3 s)**	**(7.2 s)**
	Eastbound Approach		*A (8.5 s)*	*A (8.7 s)*	*A (8.9 s)*	*A (9.2 s)*
	Northbound Approach		*(4.4 s)*	*(6.2 s)*	*(6.7 s)*	*(6.4 s)*
	Southbound Approach		*(0.0 s)*	*(0.0 s)*	*(0.0 s)*	*(0.0 s)*

1. *For Side Street Stop Controlled (SSSC) intersections, LOS are reported for the side street approaches only.*

2030 BUILD TRAFFIC OPERATIONS ANALYSIS (NON-SOCCER GAME SCENARIO)

To quantify traffic operations after the introduction of the mixed-use development's new trips, LOS and delay were calculated for the 2030 Build conditions with and without soccer game scenarios. This section details the LOS and delay for Build conditions without soccer arena traffic to determine the impact of the residential and retail components only. The results of the 2030 analysis are shown in Table 9. The Synchro output sheets are included in Appendix E.

Under the 2030 Build conditions without soccer arena trips, all the study intersections' overall LOS will continue to operate at an acceptable level. For individual approaches, the southbound approach at Woodstock City Church Driveway-Site Driveway #1 at Ridgewalk Parkway operates at LOS E during the morning peak hour. The eastbound approach of I-575 Southbound Ramp at Ridgewalk Parkway remains at LOS E during the afternoon, Saturday, and Sunday peak hours. At Ridge Trail-Lincoln Street at Ridgewalk Parkway, the northbound approach reaches LOS E during the Sunday peak hour. At Main Street at Ridgewalk Parkway the eastbound approach reaches LOS E during the Sunday peak hour. The programmed System Improvements discussed in the previous section do improve LOS at the modified study intersections while some approaches remain at the same LOS.

COMPARATIVE ANALYSIS

For a comparative analysis, Table 10 shows the net difference in delay for the 2030 No Build and 2030 Build traffic conditions without soccer game day trips at the study intersections.

Table 10 compares delay between the 2030 No Build and 2030 Build conditions without soccer game-day trips. Overall increases in delay are minimal across the network, with the highest change occurring on the southbound (site driveway) approach at the Woodstock City Church Driveway–Site Driveway #1. At

Table 9: 2030 Build LOS and Delay at Study Intersections (Non-Soccer Game Scenario)

#	Study Intersection	Traffic Control	2030 Build (Non-Soccer Game Scenario)			
			AM Peak	PM Peak	SAT Peak	SUN Peak
			Delay	Delay	Delay	Delay
1	**I-575 Southbound Ramp at Ridgewalk Parkway**	Signalized **Programmed System Imp:** Diverging Diamond Interchange	**D (35.5 s)**	**C (21.4 s)**	**C (21.6 s)**	**C (23.0 s)**
	Eastbound Approach		*D (51.6 s)*	*E (62.7 s)*	*E (57.1 s)*	*E (57.2 s)*
	Northbound Approach		*A (2.4 s)*	*A (1.2 s)*	*A (2.5 s)*	*A (2.5 s)*
2	**I-575 Northbound Ramp at Ridgewalk Parkway**	Signalized **Programmed System Imp:** Diverging Diamond Interchange	**B (18.7 s)**	**B (17.2 s)**	**B (17.3 s)**	**B (19.6 s)**
	Westbound Approach		*A (3.8 s)*	*A (4.9 s)*	*A (7.6 s)*	*A (10.0 s)*
	Southbound Approach		*D (48.1 s)*	*D (37.8 s)*	*D (36.4 s)*	*D (35.5 s)*
3	**The Outlet Shoppes at Atlanta Driveway-Olde Rope Mill Park Road at Ridgewalk Parkway**	Signalized **Programmed System Imp:** Updated Signal Timing + Offsets	**B (10.9 s)**	**B (16.6 s)**	**C (20.8 s)**	**B (19.1 s)**
	Eastbound Approach		*A (6.3 s)*	*A (9.1 s)*	*B (15.2 s)*	*B (12.8 s)*
	Westbound Approach		*A (7.5 s)*	*B (15.2 s)*	*B (15.4 s)*	*B (16.4 s)*
	Northbound Approach		*D (41.2 s)*	*D (49.7 s)*	*D (47.4 s)*	*D (47.2 s)*
	Southbound Approach		*B (19.5 s)*	*B (17.9 s)*	*B (17.6 s)*	*B (17.4 s)*
4	**Woodstock Parkway-Meridian Drive at Ridgewalk Parkway**	Signalized **Programmed System Imp:** Updated Signal Timing + Offsets	**B (12.9 s)**	**B (11.2 s)**	**B (11.1 s)**	**B (16.7 s)**
	Eastbound Approach		*B (10.2 s)*	*A (5.9 s)*	*A (3.7 s)*	*A (7.6 s)*
	Westbound Approach		*B (11.1 s)*	*A (6.5 s)*	*B (11.2 s)*	*B (17.9 s)*
	Northbound Approach		*C (31.2 s)*	*D (41.6 s)*	*C (29.4 s)*	*C (30.9 s)*
	Southbound Approach		*C (27.2 s)*	*D (44.7 s)*	*C (32.3 s)*	*C (30.7 s)*
5	**Ridge Trail-Lincoln Street at Ridgewalk Parkway**	Signalized **Programmed System Imp:** Updated Signal Timing + Offsets	**B (13.4 s)**	**C (28.9 s)**	**C (28.7 s)**	**D (36.3 s)**
	Eastbound Approach		*B (11.9 s)*	*C (28.7 s)*	*C (32.3 s)*	*D (36.1 s)*
	Westbound Approach		*B (10.7 s)*	*C (20.2 s)*	*B (18.2 s)*	*C (26.5 s)*
	Northbound Approach		*D (35.6 s)*	*D (40.7 s)*	*D (45.3 s)*	*E (62.1 s)*
	Southbound Approach		*B (11.5 s)*	*D (41.9 s)*	*C (33.2 s)*	*D (43.8 s)*
6	**Reagan Street at Ridgewalk Parkway**	Side Street Stop Controlled[1]	**(0.7 s)**	**(0.9 s)**	**(1.6 s)**	**(1.7 s)**
	Eastbound Approach		*(0.0 s)*	*(0.0 s)*	*(0.0 s)*	*(0.0 s)*
	Westbound Approach		*(0.0 s)*	*(0.0 s)*	*(0.0 s)*	*(0.0 s)*
	Southbound Approach		*B (12.1 s)*	*B (13.8 s)*	*B (14.3 s)*	*B (13.8 s)*
7	**Woodstock City Church Driveway-Site Driveway #1 at Ridgewalk Parkway**	Side Street Stop Controlled[1]	**(1.7 s)**	**(1.2 s)**	**(1.2 s)**	**(0.7 s)**
	Eastbound Approach		*(0.9 s)*	*(1.1 s)*	*(0.9 s)*	*(0.6 s)*
	Westbound Approach		*(0.0 s)*	*(0.0 s)*	*(0.0 s)*	*(0.1 s)*
	Northbound Approach		*B (10.3 s)*	*B (11.3 s)*	*A (0.0 s)*	*B (10.9 s)*
	Southbound Approach		*E (35.5 s)*	*D (29.0 s)*	*C (23.9 s)*	*C (23.0 s)*
8	**Main Street at Ridgewalk Parkway**	Signalized **Programmed System Imp:** Updated Signal Timing + Offsets	**B (19.5 s)**	**C (24.1 s)**	**C (25.2 s)**	**D (48.8 s)**
	Eastbound Approach		*C (28.9 s)*	*C (25.2 s)*	*D (36.9 s)*	*E (73.8 s)*
	Northbound Approach		*C (26.5 s)*	*D (36.9 s)*	*D (35.8 s)*	*D (41.3 s)*
	Southbound Approach		*B (11.0 s)*	*B (16.1 s)*	*B (10.5 s)*	*B (10.1 s)*
10	**Reagan Street at Costco Driveway-Site Driveway #3**	Side Street Stop Controlled[1]	**(4.0 s)**	**(6.3 s)**	**(7.4 s)**	**(7.3 s)**
	Eastbound Approach		*A (8.5 s)*	*A (8.7 s)*	*A (8.9 s)*	*A (9.2 s)*
	Westbound Approach		*A (9.4 s)*	*B (11.8 s)*	*B (13.0 s)*	*C (19.9 s)*
	Northbound Approach		*(2.2 s)*	*(5.7 s)*	*(6.3 s)*	*(6.3 s)*
	Southbound Approach		*(0.0 s)*	*(0.0 s)*	*(0.0 s)*	*(0.0 s)*

1. *For Side Street Stop Controlled (SSSC) intersections, LOS are reported for the side street approaches only.*

Table 10: Net Difference in Delay between 2030 No Build and Build Traffic Conditions (Non-Soccer Game Scenario)

#	Study Intersection	Traffic Control	2030 No Build vs. Build (Non-Soccer Game Scenario)			
			AM Peak	PM Peak	SAT Peak	SUN Peak
			Delay	Delay	Delay	Delay
1	**I-575 Southbound Ramp at Ridgewalk Parkway**	Signalized **Programmed System Imp:** Diverging Diamond Interchange	**0.0 s**	**0.0 s**	**0.0 s**	**0.0 s**
	Eastbound Approach		*0.0 s*	*0.0 s*	*0.0 s*	*0.0 s*
	Northbound Approach		*+0.1 s*	*0.0 s*	*+0.1 s*	*0.0 s*
2	**I-575 Northbound Ramp at Ridgewalk Parkway**	Signalized **Programmed System Imp:** Diverging Diamond Interchange	**-0.2 s**	**0.0 s**	**+0.1 s**	**+0.2 s**
	Westbound Approach		*+0.5 s*	*+0.2 s*	*+0.4 s*	*+0.5 s*
	Southbound Approach		*-0.3 s*	*-0.1 s*	*+0.1 s*	*-0.2 s*
3	**The Outlet Shoppes at Atlanta Driveway-Olde Rope Mill Park Road at Ridgewalk Parkway**	Signalized **Programmed System Imp:** Updated Signal Timing + Offsets	**+0.3 s**	**+0.3 s**	**+0.3 s**	**+0.3 s**
	Eastbound Approach		*+0.3 s*	*+0.3 s*	*+0.5 s*	*+0.3 s*
	Westbound Approach		*+1.0 s*	*+0.7 s*	*+0.8 s*	*+0.4 s*
	Northbound Approach		*0.0 s*	*0.0 s*	*0.0 s*	*0.0 s*
	Southbound Approach		*0.0 s*	*0.0 s*	*0.0 s*	*0.0 s*
4	**Woodstock Parkway-Meridian Drive at Ridgewalk Parkway**	Signalized **Programmed System Imp:** Updated Signal Timing + Offsets	**+0.2 s**	**+0.8 s**	**+0.6 s**	**+0.4 s**
	Eastbound Approach		*+0.2 s*	*+1.0 s*	*+0.3 s*	*+0.2 s*
	Westbound Approach		*+0.7 s*	*+0.8 s*	*+0.9 s*	*+0.7 s*
	Northbound Approach		*-0.4 s*	*+2.0 s*	*+1.4 s*	*0.0 s*
	Southbound Approach		*0.0 s*	*-4.8 s*	*0.0 s*	*+0.1 s*
5	**Ridge Trail-Lincoln Street at Ridgewalk Parkway**	Signalized **Programmed System Imp:** Updated Signal Timing + Offsets	**+0.1 s**	**+0.4 s**	**-0.2 s**	**0.0 s**
	Eastbound Approach		*-0.1 s*	*-0.1 s*	*-0.8 s*	*-0.8 s*
	Westbound Approach		*+0.7 s*	*+1.2 s*	*+1.1 s*	*+1.0 s*
	Northbound Approach		*0.0 s*	*-0.2 s*	*0.0 s*	*0.0 s*
	Southbound Approach		*0.0 s*	*+1.3 s*	*0.0 s*	*+0.2 s*
6	**Reagan Street at Ridgewalk Parkway**	Side Street Stop Controlled[1]	**+0.4 s**	**+0.3 s**	**+0.5 s**	**+0.2 s**
	Eastbound Approach		*0.0 s*	*0.0 s*	*0.0 s*	*0.0 s*
	Westbound Approach		*0.0 s*	*0.0 s*	*0.0 s*	*0.0 s*
	Southbound Approach		*+1.0 s*	*+1.1 s*	*+1.5 s*	*+0.8 s*
7	**Woodstock City Church Driveway-Site Driveway #1 at Ridgewalk Parkway**	Side Street Stop Controlled[1]	**+1.7 s**	**+1.2 s**	**+1.2 s**	**+0.6 s**
	Eastbound Approach		*+0.9 s*	*+1.1 s*	*+0.9 s*	*+0.5 s*
	Westbound Approach		*0.0 s*	*0.0 s*	*0.0 s*	*0.0 s*
	Northbound Approach		*+0.1 s*	*-0.1 s*	*0.0 s*	*0.0 s*
	Southbound Approach		*+35.5 s*	*+29.0 s*	*+23.9 s*	*+23.0 s*
8	**Main Street at Ridgewalk Parkway**	Signalized **Programmed System Imp:** Updated Signal Timing + Offsets	**+1.1 s**	**+0.3 s**	**+0.6 s**	**+0.9 s**
	Eastbound Approach		*+1.2 s*	*-1.0 s*	*+0.2 s*	*+1.0 s*
	Northbound Approach		*+1.4 s*	*+1.0 s*	*+1.3 s*	*+1.5 s*
	Southbound Approach		*+0.6 s*	*+0.8 s*	*+0.3 s*	*0.0 s*
10	**Reagan Street at Costco Driveway-Site Driveway #3**	Side Street Stop Controlled[1]	**+1.1 s**	**0.0 s**	**+0.1 s**	**+0.1 s**
	Eastbound Approach		*0.0 s*	*0.0 s*	*0.0 s*	*0.0 s*
	Westbound Approach		*+9.4 s*	*+11.8 s*	*+13.0 s*	*+19.9 s*
	Northbound Approach		*0.0 s*	*-0.5 s*	*-0.4 s*	*-0.1 s*
	Southbound Approach		*0.0 s*	*0.0 s*	*0.0 s*	*0.0 s*

1. For Side Street Stop Controlled (SSSC) intersections, LOS are reported for the side street approaches only.

SITE MITIGATION IMPROVEMENTS ANALYSIS

Improvements that are identified as **"Site Mitigation Improvements"** address deficiencies that are caused by site traffic and can be identified as related to the proposed development. Based on the 2030 Build traffic operations without the soccer game day trips, no additional "site mitigation" are recommended to the study network beyond site access improvements at the site driveways.

SITE ACCESS ANALYSIS

An evaluation of the proposed site access points was completed to identify whether any improvements are needed to support safe and efficient ingress and egress for the development. The analysis reviewed operating conditions at each driveway under future traffic volumes for the non-soccer game scenarios.

Turn lane warrants were analyzed for the proposed site access points for the proposed development. The intersections were assessed per Section 4.9 Auxiliary Turn Lane of GDOT's Driveway and Encroachment Manual. GDOT's minimum requirements for turn lanes are based on the number of lanes on the main route, the posted speed limit, and the average annual daily traffic (AADT) along the road. Table 11 summarizes the turn lane warrant analysis for the site driveway.

Table 11: Turn Lane Warrant Analysis at the Development's Site Driveway (Non-Soccer Game Scenario)

	Right Turn Lane			Left Turn Lane		
Intersection	**Minimum Threshold**	**Right Turns (Daily)**	**Threshold Met?**	**Minimum Threshold**	**Left Turns (Daily)**	**Threshold Met?**
Woodstock City Church Driveway-Site Driveway #1 at Ridgewalk Parkway	100 vpd	403 vpd	Yes	300 vpd	1,410 vpd	Yes
Reagan Street at Site Driveway #2	200 vpd	101 vpd	No	300 vpd	0 vpd	No
Reagan Street at Costco Driveway-Site Driveway #3	200 vpd	705 vpd	Yes	300 vpd	0 vpd	No

Based on the site access analysis, the following lane configurations were modeled at the site driveways.

Woodstock City Church Driveway-Site Driveway #1 at Ridgewalk Parkway

- Side Street Stop Controlled Driveway with Full Access
- Eastbound Right Turn deceleration lane
- Westbound shared Left Turn/U-Turn lane with a U-turn bulb out

Reagan Street at Site Driveway #2 (Retail Component)

- Side Street Stop Controlled Driveway with Full Access
- Turn lanes not warranted

Reagan Street at Site Driveway #3 (Residential Component)

- Side Street Stop Controlled Driveway with Full Access
- Northbound Right Turn deceleration lane

Table 12 shows the traffic operations at the site driveways given the proposed layouts at the intersections without the addition of soccer game trips. The Synchro output sheets are included in Appendix E.

The results of the analysis indicate that for the 2030 Build conditions, the site driveways will operate at acceptable LOS given the proposed lane configurations. Figure 22 shows the future recommended Build Lane configurations at the study intersection and site driveways for the scenario without soccer arena trips.

Table 12: 2030 Build LOS and Delay at Site Driveways (Non-Soccer Game Scenario)

#	Study Intersection	Traffic Control	2030 Build			
			AM Peak	PM Peak	SAT Peak	SUN Peak
			Delay	Delay	Delay	Delay
7	**Woodstock City Church Driveway-Site Driveway #1 at Ridgewalk Parkway**	Side Street Stop Controlled[1]	**(1.7 s)**	**(1.2 s)**	**(1.2 s)**	**(0.7 s)**
	Eastbound Approach		*(0.9 s)*	*(1.1 s)*	*(0.9 s)*	*(0.6 s)*
	Westbound Approach		*(0.0 s)*	*(0.0 s)*	*(0.0 s)*	*(0.1 s)*
	Northbound Approach		*B (10.3 s)*	*B (11.3 s)*	*A (0.0 s)*	*B (10.9 s)*
	Southbound Approach		*E (35.5 s)*	*D (29.0 s)*	*C (23.9 s)*	*C (23.0 s)*
9	**Reagan Street at Site Driveway #2**	Side Street Stop Controlled[1]	**(1.1 s)**	**(1.2 s)**	**(1.3 s)**	**(0.5 s)**
	Westbound Approach		*A (9.4 s)*	*B (10.4 s)*	*B (11.2 s)*	*B (13.0 s)*
	Northbound Approach		*(0.0 s)*	*(0.0 s)*	*(0.0 s)*	*(0.0 s)*
	Southbound Approach		*(0.0 s)*	*(0.0 s)*	*(0.0 s)*	*(0.0 s)*
10	**Reagan Street at Costco Driveway-Site Driveway #3**	Side Street Stop Controlled[1]	**(4.0 s)**	**(6.3 s)**	**(7.4 s)**	**(7.3 s)**
	Eastbound Approach		*A (8.5 s)*	*A (8.7 s)*	*A (8.9 s)*	*A (9.2 s)*
	Westbound Approach		*A (9.4 s)*	*B (11.8 s)*	*B (13.0 s)*	*C (19.9 s)*
	Northbound Approach		*(2.2 s)*	*(5.7 s)*	*(6.3 s)*	*(6.3 s)*
	Southbound Approach		*(0.0 s)*	*(0.0 s)*	*(0.0 s)*	*(0.0 s)*

1. *For Side Street Stop Controlled (SSSC) intersections, LOS are reported for the side street approaches only.*

2030 PROPOSED LANE CONFIGURATIONS - SYSTEM & SITE IMPROVEMENTS (WITHOUT SOCCER ARENA)

N
NOT TO SCALE

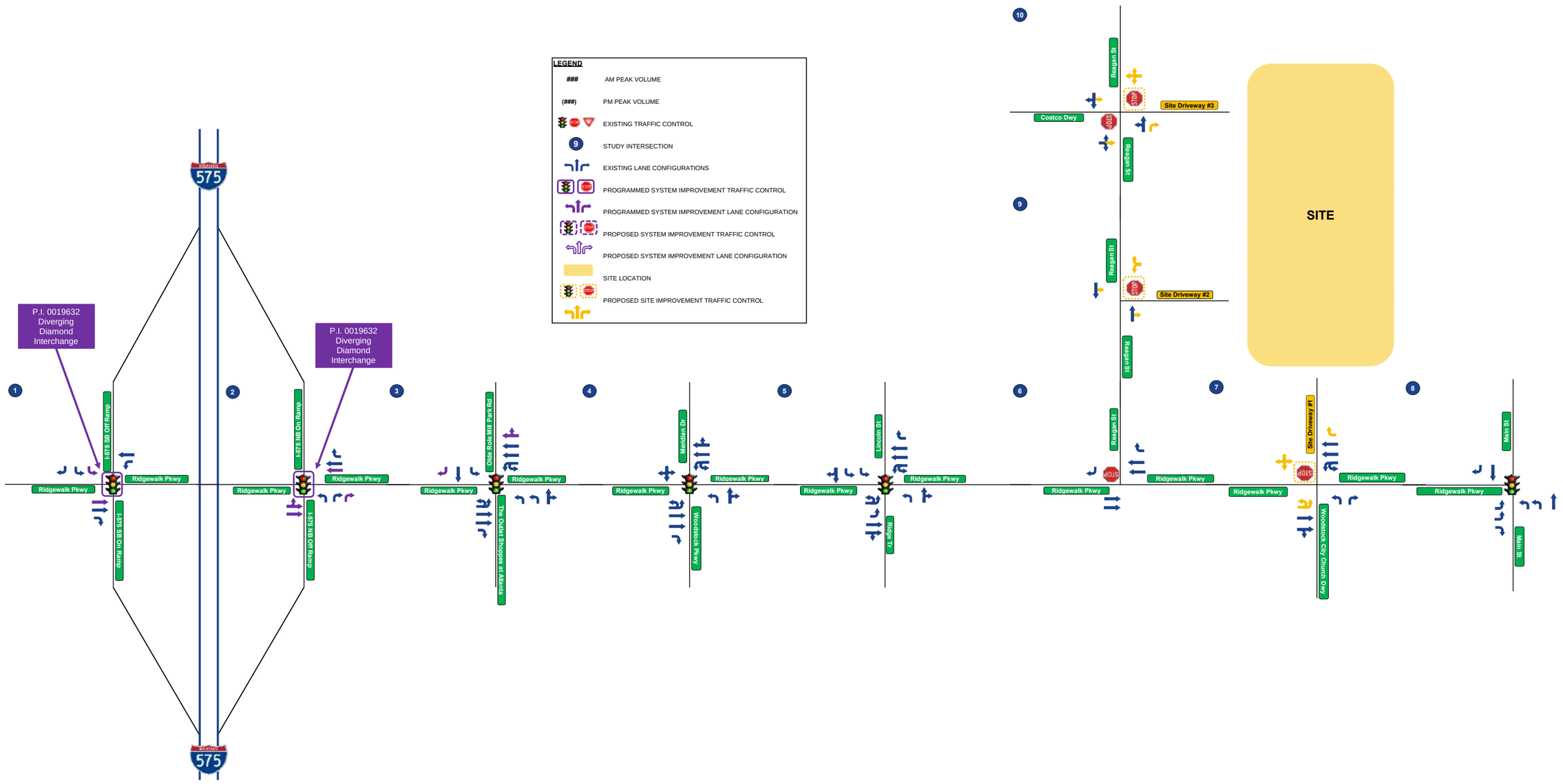


Figure 22: Future Recommended Lane Configurations at Study Intersections (Without Soccer Arena)

2030 BUILD TRAFFIC OPERATIONS ANALYSIS (SOCCER GAME SCENARIO)

To quantify traffic operations after the introduction of the mixed-use development's new trips, LOS and delay were calculated for the 2030 Build conditions with and without System Improvements. A parallel scenario was also developed to assess the influence of future soccer arena-related trips on intersection performance. This supplemental analysis evaluated LOS and delay for Build conditions with soccer arena traffic to determine the impact of the soccer arena. The results of the 2030 analysis are shown in Table 9. The Synchro output sheets are included in Appendix E.

Under the 2030 Build conditions with soccer arena trips, all the study intersections' overall LOS will continue to operate at an acceptable level. For individual approaches, the southbound approach at Woodstock City Church Driveway-Site Driveway #1 at Ridgewalk Parkway operates at LOS E during the morning peak hour, and LOS F during the afternoon, Saturday, and Sunday peak hours. The eastbound approach of I-575 Southbound Ramp at Ridgewalk Parkway remains at LOS E during the afternoon, Saturday, and Sunday peak hours. At Ridge Trail-Lincoln Street at Ridgewalk Parkway, the northbound approach reaches LOS E during the Sunday peak hour. At Main Street at Ridgewalk Parkway the eastbound and northbound approaches reach LOS E during the Sunday peak hour. The programmed System Improvements discussed in the previous section do improve LOS at the modified study intersections while some approaches remain at the same LOS.

COMPARATIVE ANALYSIS

For a comparative analysis, Table 10 shows the net difference in delay for the 2030 No Build and 2030 Build traffic conditions without soccer game day trips at the study intersections. Table 13 shows the net difference in delay for the 2030 No Build and 2030 Build traffic conditions with soccer game day trips at study intersections.

As shown in Table 14, the study intersections increase in delay with the introduction of the soccer game new trips in the Build condition. The highest increase in delay per vehicle under the 2030 Build condition with soccer game trips would be for the southbound approach at the intersection of Woodstock City Church Driveway-Site Driveway #1 at Ridgewalk Parkway during the Saturday peak hour.

Table 13: 2030 Build LOS and Delay at Study Intersections (Soccer Game Scenario)

#	Study Intersection	Traffic Control	2030 Build			
			AM Peak	PM Peak	SAT Peak	SUN Peak
			Delay	Delay	Delay	Delay
1	**I-575 Southbound Ramp at Ridgewalk Parkway**	Signalized **Programmed System Imp:** Diverging Diamond Interchange	**D (35.5 s)**	**C (21.4 s)**	**C (21.6 s)**	**C (23.0 s)**
	Eastbound Approach		*D (51.6 s)*	*E (62.7 s)*	*E (57.1 s)*	*E (57.2 s)*
	Northbound Approach		*A (2.4 s)*	*A (1.1 s)*	*A (2.5 s)*	*A (2.5 s)*
2	**I-575 Northbound Ramp at Ridgewalk Parkway**	Signalized **Programmed System Imp:** Diverging Diamond Interchange	**B (18.7 s)**	**B (18.7 s)**	**B (19.3 s)**	**C (21.4 s)**
	Westbound Approach		*A (3.8 s)*	*A (6.7 s)*	*A (8.5 s)*	*B (10.8 s)*
	Southbound Approach		*D (48.1 s)*	*D (36.8 s)*	*D (37.4 s)*	*D (37.2 s)*
3	**The Outlet Shoppes at Atlanta Driveway-Olde Rope Mill Park Road at Ridgewalk Parkway**	Signalized **Programmed System Imp:** Updated Signal Timing + Offsets	**B (10.9 s)**	**B (16.9 s)**	**C (22.4 s)**	**B (19.8 s)**
	Eastbound Approach		*A (6.3 s)*	*B (11.4 s)*	*B (18.3 s)*	*B (14.9 s)*
	Westbound Approach		*A (7.5 s)*	*B (14.6 s)*	*B (17.2 s)*	*B (16.8 s)*
	Northbound Approach		*D (41.2 s)*	*D (49.7 s)*	*D (47.4 s)*	*D (47.2 s)*
	Southbound Approach		*B (19.5 s)*	*B (17.9 s)*	*B (17.6 s)*	*B (17.4 s)*
4	**Woodstock Parkway-Meridian Drive at Ridgewalk Parkway**	Signalized **Programmed System Imp:** Updated Signal Timing + Offsets	**B (12.9 s)**	**B (14.3 s)**	**B (13.5 s)**	**B (19.2 s)**
	Eastbound Approach		*B (10.2 s)*	*A (9.2 s)*	*A (5.3 s)*	*B (11.3 s)*
	Westbound Approach		*B (11.1 s)*	*A (9.8 s)*	*B (13.8 s)*	*C (20.2 s)*
	Northbound Approach		*C (31.2 s)*	*D (45.6 s)*	*D (37.5 s)*	*D (35.6 s)*
	Southbound Approach		*C (27.2 s)*	*D (35.5 s)*	*C (31.3 s)*	*C (30.7 s)*
5	**Ridge Trail-Lincoln Street at Ridgewalk Parkway**	Signalized **Programmed System Imp:** Updated Signal Timing + Offsets	**B (13.4 s)**	**C (28.9 s)**	**C (26.8 s)**	**C (34.0 s)**
	Eastbound Approach		*B (11.9 s)*	*C (28.1 s)*	*C (27.4 s)*	*C (29.6 s)*
	Westbound Approach		*B (10.7 s)*	*C (20.9 s)*	*B (19.0 s)*	*C (27.3 s)*
	Northbound Approach		*D (35.6 s)*	*D (40.7 s)*	*D (45.3 s)*	*E (62.3 s)*
	Southbound Approach		*B (11.5 s)*	*D (42.4 s)*	*C (33.2 s)*	*D (43.9 s)*
6	**Reagan Street at Ridgewalk Parkway**	Side Street Stop Controlled[1]	**(0.7 s)**	**(0.9 s)**	**(1.5 s)**	**(1.7 s)**
	Eastbound Approach		*(0.0 s)*	*(0.0 s)*	*(0.0 s)*	*(0.0 s)*
	Westbound Approach		*(0.0 s)*	*(0.0 s)*	*(0.0 s)*	*(0.0 s)*
	Northbound Approach		*N/A*	*N/A*	*N/A*	*N/A*
	Southbound Approach		*B (12.1 s)*	*B (14.2 s)*	*C (15.1 s)*	*B (14.4 s)*
7	**Woodstock City Church Driveway-Site Driveway #1 at Ridgewalk Parkway**	Side Street Stop Controlled[1]	**(1.7 s)**	**(10.3 s)**	**(30.6 s)**	**(7.7 s)**
	Eastbound Approach		*(0.9 s)*	*(8.0 s)*	*(11.8 s)*	*(7.7 s)*
	Westbound Approach		*(0.0 s)*	*(0.0 s)*	*(0.0 s)*	*(0.1 s)*
	Northbound Approach		*B (10.3 s)*	*B (11.3 s)*	*A (0.0 s)*	*B (10.9 s)*
	Southbound Approach		*E (35.5 s)*	*F (246.9 s)*	*F (683.5 s)*	*F (Err)*[2]
8	**Main Street at Ridgewalk Parkway**	Signalized **Programmed System Imp:** Updated Signal Timing + Offsets	**B (19.5 s)**	**C (25.2 s)**	**C (28.3 s)**	**D (54.2 s)**
	Eastbound Approach		*C (28.9 s)*	*C (22.1 s)*	*D (37.2 s)*	*E (75.1 s)*
	Westbound Approach		*N/A*	*N/A*	*N/A*	*N/A*
	Northbound Approach		*C (26.5 s)*	*D (41.0 s)*	*D (46.0 s)*	*E (63.4 s)*
	Southbound Approach		*B (11.0 s)*	*B (18.5 s)*	*B (11.6 s)*	*B (10.2 s)*
10	**Reagan Street at Costco Driveway-Site Driveway #3**	Side Street Stop Controlled[1]	**(4.0 s)**	**(5.4 s)**	**(6.2 s)**	**(6.7 s)**
	Eastbound Approach		*A (8.5 s)*	*A (8.7 s)*	*A (8.9 s)*	*A (9.2 s)*
	Westbound Approach		*A (9.4 s)*	*B (12.2 s)*	*B (13.7 s)*	*C (21.4 s)*
	Northbound Approach		*(2.2 s)*	*(4.3 s)*	*(4.4 s)*	*(5.3 s)*
	Southbound Approach		*(0.0 s)*	*(0.0 s)*	*(0.0 s)*	*(0.0 s)*

1. *For Side Street Stop Controlled (SSSC) intersections, LOS are reported for the side street approaches only.*
2. Delay exceeds upper bound of HCM capacity analysis methodology.

Table 14: Net Difference in Delay between 2030 No Build and Build Traffic Conditions (Soccer Game Scenario)

#	Study Intersection	Traffic Control	2030 Build vs No Build			
			AM Peak	PM Peak	SAT Peak	SUN Peak
			Delay	Delay	Delay	Delay
1	**I-575 Southbound Ramp at Ridgewalk Parkway**	Signalized **Programmed System Imp:** Diverging Diamond Interchange	**0.0 s**	**0.0 s**	**0.0 s**	**0.0 s**
	Eastbound Approach		*0.0 s*	*0.0 s*	*0.0 s*	*0.0 s*
	Northbound Approach		*+0.1 s*	*-0.1 s*	*+0.1 s*	*0.0 s*
2	**I-575 Northbound Ramp at Ridgewalk Parkway**	Signalized **Programmed System Imp:** Diverging Diamond Interchange	**-0.2 s**	**+1.5 s**	**+2.1 s**	**+2.0 s**
	Westbound Approach		*+0.5 s*	*+2.0 s*	*+1.3 s*	*+1.3 s*
	Southbound Approach		*-0.3 s*	*-1.1 s*	*+1.1 s*	*+1.5 s*
3	**The Outlet Shoppes at Atlanta Driveway-Olde Rope Mill Park Road at Ridgewalk Parkway**	Signalized **Programmed System Imp:** Updated Signal Timing + Offsets	**+0.3 s**	**+0.6 s**	**+1.9 s**	**+1.0 s**
	Eastbound Approach		*+0.3 s*	*+2.6 s*	*+3.6 s*	*+2.4 s*
	Westbound Approach		*+1.0 s*	*+0.1 s*	*+2.6 s*	*+0.8 s*
	Northbound Approach		*0.0 s*	*0.0 s*	*0.0 s*	*0.0 s*
	Southbound Approach		*0.0 s*	*0.0 s*	*0.0 s*	*0.0 s*
4	**Woodstock Parkway-Meridian Drive at Ridgewalk Parkway**	Signalized **Programmed System Imp:** Updated Signal Timing + Offsets	**+0.2 s**	**+3.9 s**	**+3.0 s**	**+2.9 s**
	Eastbound Approach		*+0.2 s*	*+4.3 s*	*+1.9 s*	*+3.9 s*
	Westbound Approach		*+0.7 s*	*+4.1 s*	*+3.5 s*	*+3.0 s*
	Northbound Approach		*-0.4 s*	*+6.0 s*	*+9.5 s*	*+4.7 s*
	Southbound Approach		*0.0 s*	*-14.0 s*	*-1.0 s*	*+0.1 s*
5	**Ridge Trail-Lincoln Street at Ridgewalk Parkway**	Signalized **Programmed System Imp:** Updated Signal Timing + Offsets	**+0.1 s**	**+0.4 s**	**-2.1 s**	**-2.3 s**
	Eastbound Approach		*-0.1 s*	*-0.7 s*	*-5.7 s*	*-7.3 s*
	Westbound Approach		*+0.7 s*	*+1.9 s*	*+1.9 s*	*+1.8 s*
	Northbound Approach		*0.0 s*	*-0.2 s*	*0.0 s*	*+0.2 s*
	Southbound Approach		*0.0 s*	*+1.8 s*	*0.0 s*	*+0.3 s*
6	**Reagan Street at Ridgewalk Parkway**	Side Street Stop Controlled[1]	**+0.4 s**	**+0.3 s**	**+0.4 s**	**+0.2 s**
	Eastbound Approach		*0.0 s*	*0.0 s*	*0.0 s*	*0.0 s*
	Westbound Approach		*0.0 s*	*0.0 s*	*0.0 s*	*0.0 s*
	Southbound Approach		*+1.0 s*	*+1.5 s*	*+2.3 s*	*+1.4 s*
7	**Woodstock City Church Driveway-Site Driveway #1 at Ridgewalk Parkway**	Side Street Stop Controlled[1]	**+1.7 s**	**+10.3 s**	**+30.6 s**	**+7.6 s**
	Eastbound Approach		*+0.9 s*	*+8.0 s*	*+11.8 s*	*+7.6 s*
	Westbound Approach		*0.0 s*	*0.0 s*	*0.0 s*	*0.0 s*
	Northbound Approach		*+0.1 s*	*-0.1 s*	*0.0 s*	*0.0 s*
	Southbound Approach		*+35.5 s*	*+246.9 s*	*+683.5 s*	*+173.7 s*
8	**Main Street at Ridgewalk Parkway**	Signalized **Programmed System Imp:** Updated Signal Timing + Offsets	**+1.1 s**	**+1.4 s**	**+3.7 s**	**+6.3 s**
	Eastbound Approach		*+1.2 s*	*-4.1 s*	*+0.5 s*	*+2.3 s*
	Northbound Approach		*+1.4 s*	*+5.1 s*	*+11.5 s*	*+23.6 s*
	Southbound Approach		*+0.6 s*	*+3.2 s*	*+1.4 s*	*+0.1 s*
10	**Reagan Street at Costco Driveway-Site Driveway #3**	Side Street Stop Controlled[1]	**+1.7 s**	**-0.9 s**	**-1.1 s**	**-0.5 s**
	Eastbound Approach		*0.0 s*	*0.0 s*	*0.0 s*	*0.0 s*
	Westbound Approach		*+9.4 s*	*+12.2 s*	*+13.7 s*	*+21.4 s*
	Northbound Approach		*-2.2 s*	*-1.9 s*	*-2.3 s*	*-1.1 s*
	Southbound Approach		*0.0 s*	*0.0 s*	*0.0 s*	*0.0 s*

1. *For Side Street Stop Controlled (SSSC) intersections, LOS are reported for the side street approaches only.*

SITE MITIGATION IMPROVEMENTS ANALYSIS

Improvements that are identified as **"Site Mitigation Improvements"** address deficiencies that are caused by site traffic and can be identified as related to the proposed development. Based on the 2030 Build traffic operations with soccer game trips, the following Site Mitigation Improvements are recommended and were included in the traffic model:

Systemwide Improvements

- Periodic signal timing optimization

Woodstock City Church Driveway-Site Driveway #1 at Ridgewalk Parkway

- Consider a Traffic Signal at Woodstock City Church Driveway-Site Driveway #1 at Ridgewalk Parkway

Operational analysis for 2030 Build conditions shows that the southbound approach from the shared driveway is expected to operate at LOS F during three of the four evaluated peak hours, primarily driven by game-day arrival and dismissal periods associated with the soccer arena. This location was evaluated using the MUTCD traffic signal warrants, and the analysis indicates that a signal is only warranted during the Sunday peak hour when church dismissal coincides with the site's event traffic. The signal is not warranted during the weekday PM or Saturday peaks.

Although warrants are not met for all peak periods, the level of delay experienced during event-related peaks suggests that a traffic signal may ultimately provide the most reliable long-term operations at this driveway. However, because game-day peaks are limited in frequency and occur at specific times that may not always overlap with the roadway's typical peak periods, it is appropriate to frame this as a consideration rather than a firm requirement at this stage.

As an interim measure, the City and developer may elect to manage intense game-day arrival and departure periods using temporary traffic control, such as law enforcement or event traffic officers, to support safe and efficient movements. This approach may be suitable during the early years of site operation while the residential, retail, and arena uses stabilize and true traffic patterns become clear.

Following project build-out and soccer event activities and traffic patterns are better established, the City and developer should revisit the signal warrant analysis to confirm whether a full traffic signal is justified based on observed operations and established land-use patterns. Furthermore, coordination with the Woodstock City Church should occur as well given their access to this traffic signal.

Table 15 shows the LOS and delay at the study intersections with the proposed Site Mitigation Improvements for the soccer game trips scenario. Table 16 shows the net difference in LOS and delay at the modified study intersections. The Synchro output sheets are included in Appendix E.

As shown, the proposed Site Mitigation Improvements improve delay at the intersection of Woodstock City Church Driveway-Site Driveway #1 at Ridgewalk Parkway significantly.

Table 15: 2030 Build + Site Mitigation Improvements LOS and Delay (Soccer Game Scenario)

#	Study Intersection	Traffic Control	2030 Build + Site			
			AM Peak	PM Peak	SAT Peak	SUN Peak
			Delay	Delay	Delay	Delay
7	**Woodstock City Church Driveway-Site Driveway #1 at Ridgewalk Parkway**	Side Street Stop Controlled[1] **Site Imp** Traffic Signal	**A (4.0 s)**	**A (8.1 s)**	**A (8.7 s)**	**B (10.9 s)**
	Eastbound Approach		*A (1.0 s)*	*A (5.6 s)*	*A (5.9 s)*	*B (11.1 s)*
	Westbound Approach		*A (5.4 s)*	*B (10.6 s)*	*B (11.0 s)*	*B (11.1 s)*
	Northbound Approach		*(0.0 s)*	*(0.0 s)*	*(0.0 s)*	*(0.0 s)*
	Southbound Approach		*C (23.2 s)*	*B (16.5 s)*	*C (21.8 s)*	*A (3.4 s)*

Table 16: Net Difference in Delay between 2030 Build + Site Mitigation Improvements vs 2030 Build (Soccer Game Scenario)

#	Study Intersection	Traffic Control	2030 Build + Site			
			AM Peak	PM Peak	SAT Peak	SUN Peak
			Delay	Delay	Delay	Delay
7	**Woodstock City Church Driveway-Site Driveway #1 at Ridgewalk Parkway**	Side Street Stop Controlled[1] **Site Imp** Traffic Signal	**+2.3 s**	**-2.2 s**	**-21.9 s**	**+3.2 s**
	Eastbound Approach		*+0.1 s*	*-2.4 s*	*-5.9 s*	*+3.4 s*
	Westbound Approach		*+5.4 s*	*+10.6 s*	*+11.0 s*	*+11.0 s*
	Northbound Approach		*-10.3 s*	*-11.3 s*	*0.0 s*	*-10.9 s*
	Southbound Approach		*-12.3 s*	*-230.4 s*	*-661.7 s*	*-170.3 s*

SITE ACCESS ANALYSIS

An evaluation of the proposed site access points was completed to identify whether any improvements are needed to support safe and efficient ingress and egress for the development with soccer game trips. The analysis reviewed operating conditions at each driveway under future traffic volumes for the non-soccer game scenarios.

Based on the site access analysis, the turn lane recommendations at the site driveways from the non-soccer game scenario are recommended and carried forward for the soccer game scenario.

Table 17 shows the traffic operations at the site driveways given the proposed layouts at the intersections with the addition of soccer development trips. The Synchro output sheets are included in Appendix E.

The results of the analysis indicate that for the 2030 Build conditions, the site driveways will operate at acceptable LOS given the proposed lane configurations and Site Mitigation Improvements with soccer development trips.

Figure 23 shows the future recommended Build Lane configurations at the study intersection and site driveways given the proposed System and Site Mitigation improvements.

Table 17: 2030 Build LOS and Delay at Site Driveways with Soccer Development

#	Study Intersection	Traffic Control	2030 Build			
			AM Peak	PM Peak	SAT Peak	SUN Peak
			Delay	Delay	Delay	Delay
7	**Woodstock City Church Driveway-Site Driveway #1 at Ridgewalk Parkway** *Eastbound Approach* *Westbound Approach* *Northbound Approach* *Southbound Approach*	Side Street Stop Controlled[1] **Site Imp** Traffic Signal	**A (4.0 s)** *A (1.0 s)* *A (5.4 s)* *(0.0 s)* *C (23.2 s)*	**A (8.1 s)** *A (5.6 s)* *B (10.6 s)* *(0.0 s)* *B (16.5 s)*	**A (8.7 s)** *A (5.9 s)* *B (11.0 s)* *(0.0 s)* *C (21.8 s)*	**B (10.9 s)** *B (11.1 s)* *B (11.1 s)* *(0.0 s)* *A (3.4 s)*
9	**Reagan Street at Site Driveway #2** *Westbound Approach* *Northbound Approach* *Southbound Approach*	Side Street Stop Controlled[1]	**(1.1 s)** *A (9.4 s)* *(0.0 s)* *(0.0 s)*	**(1.3 s)** *B (11.1 s)* *(0.0 s)* *(0.0 s)*	**(1.5 s)** *B (12.4 s)* *(0.0 s)* *(0.0 s)*	**(0.8 s)** *B (14.3 s)* *(0.0 s)* *(0.0 s)*
10	**Reagan Street at Costco Driveway-Site Driveway #3** *Eastbound Approach* *Westbound Approach* *Northbound Approach* *Southbound Approach*	Side Street Stop Controlled[1]	**(4.0 s)** *A (8.5 s)* *A (9.4 s)* *(2.2 s)* *(0.0 s)*	**(5.4 s)** *A (8.7 s)* *B (12.2 s)* *(4.3 s)* *(0.0 s)*	**(6.2 s)** *A (8.9 s)* *B (13.7 s)* *(4.4 s)* *(0.0 s)*	**(6.7 s)** *A (9.2 s)* *C (21.4 s)* *(5.3 s)* *(0.0 s)*

1. For Side Street Stop Controlled (SSSC) intersections, LOS are reported for the side street approaches only.

2030 PROPOSED LANE CONFIGURATIONS - SYSTEM & SITE IMPROVEMENTS (WITH SOCCER ARENA TRIPS)

N
NOT TO SCALE

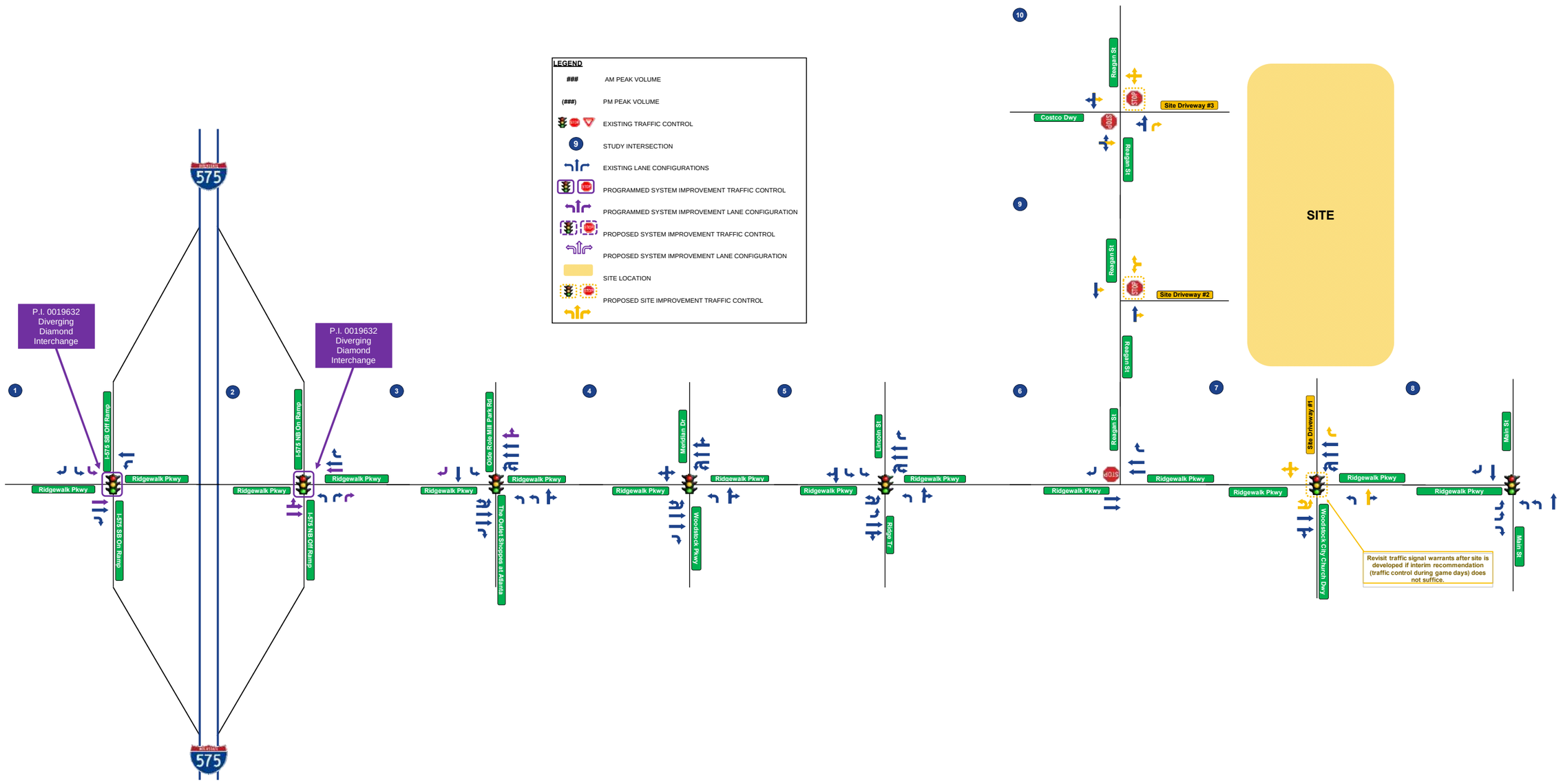


Figure 23: Future Recommended Lane Configurations at Study Intersections (With Soccer Arena)

SUMMARY AND CONCLUSION

This traffic impact study evaluated the transportation effects of the proposed Woodstock Mixed Use Development, which includes multifamily units, retail and restaurant space, and a 2,500-seat soccer arena. Conditions were evaluated for 2025 Existing, 2030 No Build, and 2030 Build scenarios during the weekday AM, weekday PM, Saturday, and Sunday peak hours. The 2030 Build analysis was separated into two scenarios. The first scenario reflects daily operations without soccer arena game-day trips. The second scenario incorporates the concentrated arrival and dismissal patterns associated with soccer matches.

Under Existing and No Build conditions, most intersections operate acceptably. Planned improvements, including the Diverging Diamond Interchange at I-575 and Ridgewalk Parkway and the City's periodic timing updates, are expected to further enhance corridor operations before build-out.

Trip generation for the multifamily and retail components was estimated using ITE land use codes. Because no comparable ITE land use exists for a professional or semi-professional outdoor soccer arena, arena trips were calculated from attendance projections and typical arrival patterns. To maintain a conservative analysis, arena PM, Saturday, and Sunday peak trips were added to the corresponding daily peak hours, even though matches occur later in the evening. This approach represents a highest demand evaluation scenario for analysis and recommendations. In practice, games occur on a limited number of days throughout the year and are spread across different times, so full overlap with daily peak hours is not expected.

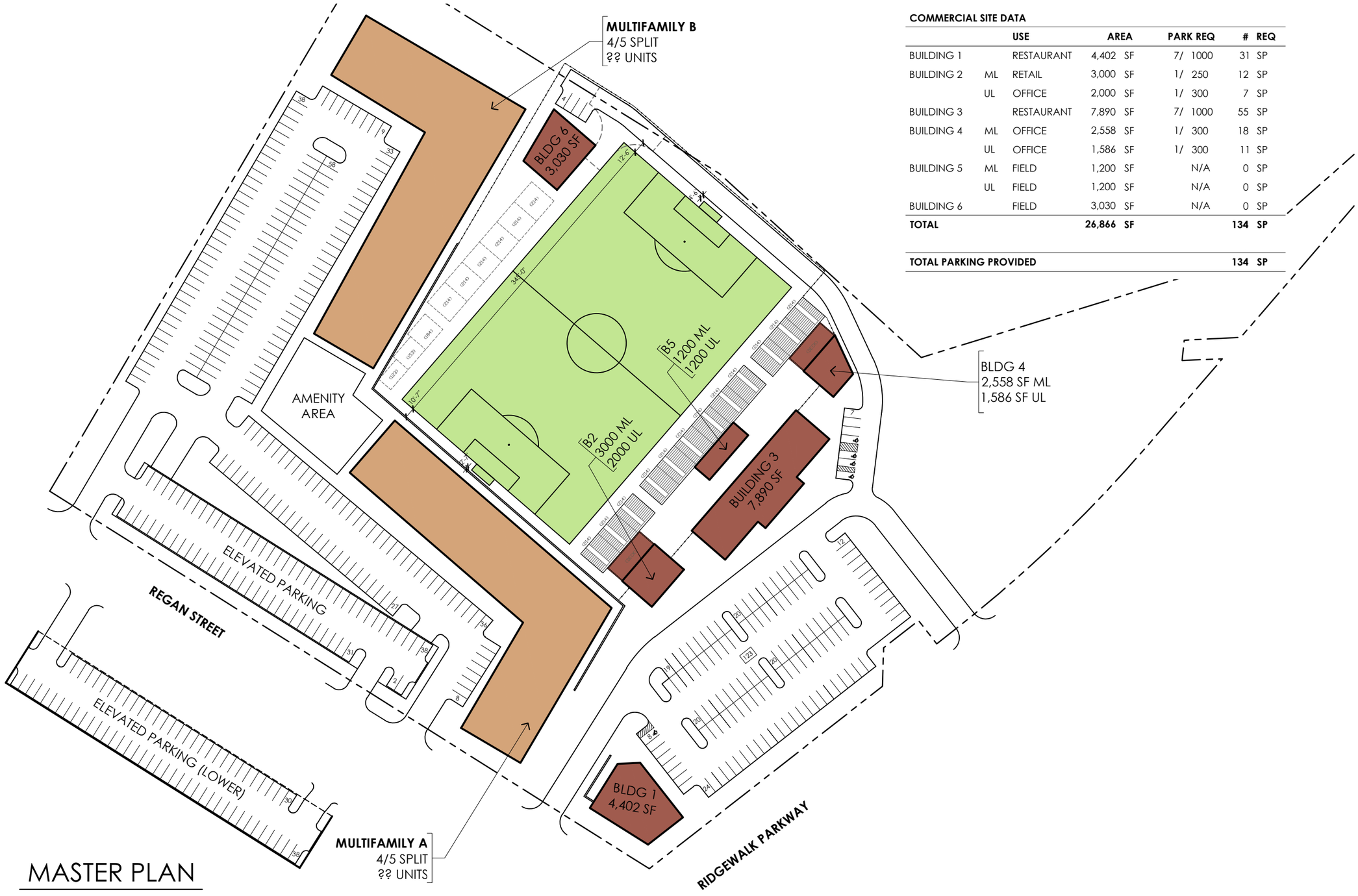
Under the Build scenario without arena game-day trips, increases in delay across the study intersections are modest. The largest increases occur at the shared Woodstock City Church Driveway and Site Driveway 1, where the southbound site driveway approach experiences higher delay but remains manageable once system improvements are considered. The site access analysis confirmed that turn lanes are warranted at two of the proposed site driveways, including an eastbound right-turn lane and a westbound shared left-turn/U-turn lane with a U-turn bulb-out at Site Driveway #1 at Ridgewalk Parkway, and a northbound right-turn lane at Site Driveway #3 on Reagan Street into the residential component of the development. These improvements were included in the Build traffic model and support acceptable driveway operations.

Under the game-day Build scenario, traffic demand increases during event arrival and dismissal periods, which results in higher delays at several intersections. The most significant delay is observed on the southbound approach at Site Driveway 1 during event peaks. A signal warrant analysis confirms that MUTCD warrants are met only during the Sunday peak hour. As an interim measure, event-specific management such as law enforcement traffic control may help manage peak inflows and outflows. Once site operations stabilize, the City and development team may reconsider permanent signalization in coordination with the Woodstock City Church as well.

With the recommended System and Site Mitigation Improvements in place, operations at the study intersections remain acceptable under 2030 Build conditions. The recommended improvements support safe and efficient access for daily and event-related traffic. Overall, the proposed development is not expected to cause significant adverse impacts to the surrounding roadway network once the improvements are implemented.

APPENDIX A: HIGH RESOLUTION SITE PLAN

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MASTER PLAN

NORTH

0' 25' 50' 100'

COMMERCIAL SITE DATA

		USE	AREA		PARK REQ	#	REQ
BUILDING 1		RESTAURANT	4,402	SF	7/ 1000	31	SP
BUILDING 2	ML	RETAIL	3,000	SF	1/ 250	12	SP
	UL	OFFICE	2,000	SF	1/ 300	7	SP
BUILDING 3		RESTAURANT	7,890	SF	7/ 1000	55	SP
BUILDING 4	ML	OFFICE	2,558	SF	1/ 300	18	SP
	UL	OFFICE	1,586	SF	1/ 300	11	SP
BUILDING 5	ML	FIELD	1,200	SF	N/A	0	SP
	UL	FIELD	1,200	SF	N/A	0	SP
BUILDING 6		FIELD	3,030	SF	N/A	0	SP
TOTAL			**26,866**	**SF**		**134**	**SP**

TOTAL PARKING PROVIDED	**134 SP**

PLACE MAKER DESIGN

REV #	DATE	DESCRIPTION
---	---	---

RIDGEWALK & REGAN
WOODSTOCK, GEORGIA
FREESTONE REAL ESTATE

PLACE MAKER DESIGN
280 INTERSTATE NORTH CIRCLE
SUITE 510
ATLANTA, GEORGIA 30339
404.549.4499

ISSUE DATE	11/03/25
DRAWN BY	TMV
CHECKED BY	TMV
PMD PROJ #	25055

SHEET TITLE
MASTER PLAN

SHEET # **SP.02**

APPENDIX B: RAW TRAFFIC COUNTS

Bi-Directional Class Count || Location Overview

Woodstock, GA

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Site 1

Ridgewalk Pkwy,
east of Reagan St

Lat/Long

34.117292°, -84.515683°

Click here for Map

0000 - 2400 (Weekday 24h Session) (All Dates)

Location Overview

Description	Time Interval	Visible	Tabs
Bi-Directional Class Count	15min	☑	6
Bi-Directional Class Count	60min	☑	4
Graphical Analysis	-	☑	3
Base Data	15min	☑	2
Base Data	60min	☑	2

Daily & Monthly Factors

	Thu	Sat	Sun
	10/30	11/01	11/02
DF	1.00	1.00	1.00
MF	1.00	1.00	1.00
DF*MF	**1.00**	**1.00**	**1.00**

Bi-Directional Class Count || NB EB 15min

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Woodstock, GA

Site 1
Ridgewalk Pkwy,
east of Reagan St

Date
Thursday, October 30, 2025

Lat/Long
34.117292°, -84.515683°

Weather
Cloudy
49°F

Click here for Detailed Weather

Click here for Map

0000 - 2400 (Weekday 24h Session) (10-30-2025)

NB EB 15min

	Eastbound (Movement 1.1)													15min	60min
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	5	3	0	0	0	0	0	0	0	0	0	0	**8**	
0015 - 0030	0	5	1	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	4	3	0	0	0	0	0	2	0	0	0	0	**9**	**24**
0100 - 0115	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**	
0115 - 0130	0	2	1	0	1	0	0	0	0	0	0	0	0	**4**	
0130 - 0145	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**	
0145 - 0200	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**	**10**
0200 - 0215	0	3	2	0	0	0	0	0	1	0	0	0	0	**6**	
0215 - 0230	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**	
0230 - 0245	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**	
0245 - 0300	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**	**13**
0300 - 0315	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**	
0315 - 0330	0	4	2	0	1	0	0	0	0	0	0	0	0	**7**	
0330 - 0345	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**	
0345 - 0400	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**	**17**
0400 - 0415	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	
0415 - 0430	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**	
0430 - 0445	0	4	2	0	2	0	0	0	0	0	0	0	0	**8**	
0445 - 0500	0	6	4	0	1	1	0	0	0	0	0	0	0	**12**	**26**
0500 - 0515	0	11	5	0	0	0	0	0	1	0	0	0	0	**17**	
0515 - 0530	0	16	5	0	0	4	0	0	0	0	0	0	0	**25**	
0530 - 0545	0	20	11	0	1	0	0	0	1	0	0	0	0	**33**	
0545 - 0600	0	22	12	0	2	0	0	0	0	0	0	0	0	**36**	**111**
0600 - 0615	0	49	8	0	2	1	0	0	0	0	0	0	0	**60**	
0615 - 0630	0	67	9	2	2	2	0	0	1	0	0	0	0	**83**	
0630 - 0645	0	78	10	2	0	1	0	0	1	0	0	0	0	**92**	
0645 - 0700	0	115	16	1	1	1	0	0	0	0	0	0	0	**134**	**369**
0700 - 0715	0	106	19	0	5	2	0	0	0	0	0	0	0	**132**	
0715 - 0730	0	113	14	2	1	1	0	0	2	0	0	0	0	**133**	
0730 - 0745	0	124	22	1	6	0	0	0	2	0	0	0	0	**155**	
0745 - 0800	0	133	22	0	4	2	0	0	0	0	0	0	0	**161**	**581**
0800 - 0815	1	144	28	1	1	1	0	1	2	0	0	0	0	**179**	
0815 - 0830	0	104	30	1	4	1	0	0	0	0	0	0	0	**140**	
0830 - 0845	0	98	21	0	5	2	0	1	1	0	0	0	0	**128**	
0845 - 0900	0	105	26	0	10	4	0	0	1	0	0	0	0	**146**	**593**
0900 - 0915	0	113	24	0	6	1	0	0	0	0	0	0	0	**144**	
0915 - 0930	0	93	30	0	9	4	0	0	1	0	0	0	0	**137**	
0930 - 0945	0	108	29	0	2	4	0	1	0	0	0	0	0	**144**	
0945 - 1000	0	116	24	0	4	5	0	2	0	0	0	0	0	**151**	**576**
1000 - 1015	0	121	30	0	4	3	0	0	0	0	0	0	0	**158**	
1015 - 1030	0	124	19	2	6	6	0	0	0	0	0	0	0	**157**	
1030 - 1045	0	126	20	0	6	2	0	1	0	0	0	0	0	**155**	
1045 - 1100	1	141	30	1	5	2	0	1	2	0	0	0	0	**183**	**653**
1100 - 1115	0	134	19	0	1	2	0	2	0	0	0	0	0	**158**	
1115 - 1130	0	143	28	0	1	3	0	1	0	0	0	0	0	**176**	
1130 - 1145	0	132	29	0	2	1	0	0	2	0	0	0	0	**166**	
1145 - 1200	1	163	21	0	3	3	0	0	0	0	0	0	0	**191**	**691**
1200 - 1215	0	164	21	1	3	3	0	1	0	0	0	0	0	**193**	
1215 - 1230	0	164	32	0	6	2	0	0	1	0	0	0	0	**205**	
1230 - 1245	0	166	39	0	8	1	0	0	1	0	0	0	0	**215**	
1245 - 1300	0	152	31	0	2	3	0	1	1	0	0	0	0	**190**	**803**
1300 - 1315	0	155	37	0	3	2	0	2	0	0	0	0	0	**199**	
1315 - 1330	0	152	27	1	4	1	0	2	1	0	0	0	0	**188**	
1330 - 1345	0	179	28	0	5	1	0	1	1	0	0	0	0	**215**	
1345 - 1400	0	171	26	1	4	0	0	0	0	0	0	0	0	**202**	**804**
1400 - 1415	0	171	39	0	4	0	0	0	0	0	0	0	0	**214**	
1415 - 1430	0	179	35	4	1	0	0	0	0	0	0	0	0	**219**	
1430 - 1445	2	204	28	1	2	2	0	0	0	0	0	0	0	**239**	
1445 - 1500	0	185	30	0	3	1	0	1	0	0	0	0	0	**220**	**892**
1500 - 1515	0	226	33	0	1	1	0	0	0	0	0	0	0	**261**	
1515 - 1530	0	185	28	0	1	1	0	3	0	0	0	0	0	**218**	
1530 - 1545	1	208	25	1	0	0	0	0	0	0	0	0	0	**235**	
1545 - 1600	0	174	34	0	1	0	0	0	0	0	0	0	0	**209**	**923**
1600 - 1615	0	151	27	0	1	0	0	1	2	0	0	0	0	**182**	
1615 - 1630	0	191	25	0	1	0	0	2	1	0	0	0	0	**220**	
1630 - 1645	0	186	30	2	0	1	0	0	0	0	0	0	0	**219**	
1645 - 1700	0	212	37	0	1	0	0	0	0	0	0	0	0	**250**	**871**
1700 - 1715	1	187	33	0	1	0	0	0	1	0	0	0	0	**223**	
1715 - 1730	0	203	29	0	1	0	0	0	0	0	0	0	0	**233**	
1730 - 1745	0	217	33	0	1	0	0	0	0	0	0	0	0	**251**	
1745 - 1800	0	204	32	0	1	0	0	1	0	0	0	0	0	**238**	**945**
1800 - 1815	0	157	42	0	2	0	0	1	0	0	0	0	0	**202**	
1815 - 1830	0	130	43	0	1	0	0	0	0	0	0	0	0	**174**	
1830 - 1845	0	150	48	0	4	0	0	0	0	0	0	0	0	**202**	
1845 - 1900	0	126	42	0	1	0	0	0	0	0	0	0	0	**169**	**747**
1900 - 1915	0	113	40	0	0	0	0	0	0	0	0	0	0	**153**	
1915 - 1930	2	118	40	0	2	0	0	0	1	0	0	0	0	**163**	
1930 - 1945	0	93	35	0	1	0	0	0	0	0	0	0	0	**129**	
1945 - 2000	1	95	32	0	0	1	0	0	0	0	0	0	0	**129**	**574**
2000 - 2015	1	85	29	0	1	0	0	1	0	0	0	0	0	**117**	
2015 - 2030	0	78	26	0	0	0	0	0	0	0	0	0	0	**104**	
2030 - 2045	0	75	21	0	0	0	0	0	0	0	0	0	0	**96**	
2045 - 2100	0	57	23	0	0	0	0	0	0	0	0	0	0	**80**	**397**
2100 - 2115	0	55	24	0	0	0	0	0	0	0	0	0	0	**79**	
2115 - 2130	0	40	18	0	0	0	0	0	0	0	0	0	0	**58**	
2130 - 2145	0	35	14	0	0	0	0	0	0	0	0	0	0	**49**	
2145 - 2200	0	33	8	0	0	0	0	0	0	0	0	0	0	**41**	**227**
2200 - 2215	0	30	10	0	1	0	0	0	0	0	0	0	0	**41**	
2215 - 2230	0	30	8	0	0	0	0	0	0	0	0	0	0	**38**	
2230 - 2245	0	13	7	0	0	0	0	0	0	0	0	0	0	**20**	
2245 - 2300	0	20	8	0	0	0	0	0	0	0	0	0	0	**28**	**127**
2300 - 2315	0	14	5	0	1	0	0	0	1	0	0	0	0	**21**	
2315 - 2330	0	9	6	0	0	0	0	0	0	0	0	0	0	**15**	
2330 - 2345	0	9	3	0	0	0	0	0	0	0	0	0	0	**12**	
2345 - 0000	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**	**53**

Session Total	11	8827	1861	24	167	79	0	27	31	0	0	0	0	**11027**
Session Average	0.11	91.95	19.39	0.25	1.74	0.82	0.00	0.28	0.32	0.00	0.00	0.00	0.00	**114.86**
Session Percentage	0.10	80.05	16.88	0.22	1.51	0.72	0.00	0.24	0.28	0.00	0.00	0.00	0.00	

AM Peak Hour	0715 - 0815	0715 - 0815	0915 - 1015	0600 - 0700	0830 - 0930	0930 - 1030	-	0900 - 1000	0715 - 0815	-	-	-	-	**0730 - 0830**
AM Peak Volume	1	514	113	5	30	18	0	3	6	0	0	0	0	**635**
AM Peak %age	0.16	80.94	17.80	0.79	4.72	2.83	0.00	0.47	0.94	0.00	0.00	0.00	0.00	

Noon Peak Hour	1345 - 1445	1445 - 1545	1215 - 1315	1345 - 1445	1000 - 1100	1000 - 1100	-	1245 - 1345	1045 - 1145	-	-	-	-	**1415 - 1515**
Noon Peak Volume	2	804	139	6	21	13	0	6	4	0	0	0	0	**939**
Noon Peak %age	0.21	85.62	14.80	0.64	2.24	1.38	0.00	0.64	0.43	0.00	0.00	0.00	0.00	

PM Peak Hour	1915 - 2015	1645 - 1745	1800 - 1900	1545 - 1645	1745 - 1845	1500 - 1600	-	1515 - 1615	1530 - 1630	-	-	-	-	**1645 - 1745**
PM Peak Volume	4	819	175	2	8	2	0	4	3	0	0	0	0	**957**
PM Peak %age	0.42	85.58	18.29	0.21	0.84	0.21	0.00	0.42	0.31	0.00	0.00	0.00	0.00	

User Peak Volume	0	15	7	0	0	0	0	0	2	0	0	0	0	**24**
User Peak %age	0.00	62.50	29.17	0.00	0.00	0.00	0.00	0.00	8.33	0.00	0.00	0.00	0.00	

Site 1
Ridgewalk Pkwy,
east of Reagan St

Date
Saturday, November 1, 2025

Lat/Long
34.117292°, -84.515683°

Weather
Fair
51°F

Click here for Detailed Weather

0000 - 2400 (Saturday 24h Session) (11-01-2025)
NB EB 15min

	Eastbound (Movement 1.1)													15min	60min
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	12	4	0	0	0	0	0	0	0	0	0	0	**16**	
0015 - 0030	0	16	3	0	0	0	0	0	1	0	0	0	0	**20**	
0030 - 0045	0	14	3	0	0	0	0	0	0	0	0	0	0	**17**	
0045 - 0100	0	8	3	0	0	0	0	0	0	0	0	0	0	**11**	**64**
0100 - 0115	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**	
0115 - 0130	0	13	1	0	0	0	0	0	0	0	0	0	0	**14**	
0130 - 0145	0	10	3	0	0	0	0	0	1	0	0	0	0	**14**	
0145 - 0200	0	12	0	0	0	0	0	0	0	0	0	0	0	**12**	**46**
0200 - 0215	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**	
0215 - 0230	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**	
0230 - 0245	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**	
0245 - 0300	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**	**21**
0300 - 0315	0	6	2	0	0	0	0	0	1	0	0	0	0	**9**	
0315 - 0330	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**	
0330 - 0345	0	5	2	0	0	0	0	0	0	0	0	0	0	**7**	
0345 - 0400	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**	**28**
0400 - 0415	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	
0415 - 0430	0	9	2	0	0	0	0	0	0	0	0	0	0	**11**	
0430 - 0445	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**	
0445 - 0500	0	6	0	0	0	0	0	0	1	0	0	0	0	**7**	**28**
0500 - 0515	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**	
0515 - 0530	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**	
0530 - 0545	0	20	5	0	0	1	0	0	0	0	0	0	0	**26**	
0545 - 0600	0	7	4	0	0	0	0	0	0	0	0	0	0	**11**	**51**
0600 - 0615	0	19	5	0	0	0	0	0	1	0	0	0	0	**25**	
0615 - 0630	0	36	8	0	2	0	0	0	0	0	0	0	0	**46**	
0630 - 0645	0	38	9	0	0	0	0	0	0	0	0	0	0	**47**	
0645 - 0700	0	44	12	0	0	1	0	0	0	0	0	0	0	**57**	**175**
0700 - 0715	0	24	6	0	2	1	0	0	0	0	0	0	0	**33**	
0715 - 0730	0	29	8	0	6	1	0	0	2	0	0	0	0	**46**	
0730 - 0745	0	43	12	0	3	0	0	0	1	0	0	0	0	**59**	
0745 - 0800	0	44	14	0	5	0	0	0	0	0	0	0	0	**63**	**201**
0800 - 0815	0	52	12	0	0	0	0	0	0	0	0	0	0	**64**	
0815 - 0830	0	72	19	0	1	0	0	1	0	0	0	0	0	**93**	
0830 - 0845	0	100	28	0	2	0	0	1	0	0	0	0	0	**131**	
0845 - 0900	0	80	12	0	2	1	0	0	0	0	0	0	0	**95**	**383**
0900 - 0915	0	102	17	0	0	1	0	0	0	0	0	0	0	**120**	
0915 - 0930	0	102	15	0	5	0	0	0	0	0	0	0	0	**122**	
0930 - 0945	0	151	19	0	0	0	0	0	0	0	0	0	0	**170**	
0945 - 1000	0	163	28	0	4	0	0	0	0	0	0	0	0	**195**	**607**
1000 - 1015	0	155	25	0	2	1	0	0	0	0	0	0	0	**183**	
1015 - 1030	0	142	30	0	3	1	0	0	0	0	0	0	0	**176**	
1030 - 1045	0	137	22	0	1	0	0	0	0	0	0	0	0	**160**	
1045 - 1100	0	126	18	0	3	2	0	1	0	0	0	0	0	**150**	**669**
1100 - 1115	2	189	31	0	1	0	0	0	0	0	0	0	0	**223**	
1115 - 1130	0	192	24	0	1	0	0	0	1	0	0	0	0	**218**	
1130 - 1145	0	179	24	0	1	0	0	0	0	0	0	0	0	**204**	
1145 - 1200	0	186	19	0	0	0	0	0	1	0	0	0	0	**206**	**851**
1200 - 1215	0	177	35	0	2	0	0	0	0	0	0	0	0	**214**	
1215 - 1230	0	176	25	0	0	0	0	0	0	0	0	0	0	**201**	
1230 - 1245	0	156	30	0	1	1	0	0	0	0	0	0	0	**188**	
1245 - 1300	0	158	27	0	1	0	0	1	0	0	0	0	0	**187**	**790**
1300 - 1315	1	160	30	0	2	0	0	0	0	0	0	0	0	**193**	
1315 - 1330	0	140	32	0	1	0	0	0	0	0	0	0	0	**173**	
1330 - 1345	2	152	23	0	2	0	0	0	0	0	0	0	0	**179**	
1345 - 1400	0	179	35	0	4	0	0	0	0	0	0	0	0	**218**	**763**
1400 - 1415	1	166	32	0	0	1	0	0	0	0	0	0	0	**200**	
1415 - 1430	0	173	28	0	2	0	0	0	0	0	0	0	0	**203**	
1430 - 1445	2	169	27	0	0	1	0	0	0	0	0	0	0	**199**	
1445 - 1500	0	182	24	0	2	0	0	0	0	0	0	0	0	**208**	**810**
1500 - 1515	0	167	29	0	0	0	0	0	0	0	0	0	0	**196**	
1515 - 1530	1	194	22	0	0	0	0	0	0	0	0	0	0	**217**	
1530 - 1545	0	164	27	0	1	0	0	0	0	0	0	0	0	**192**	
1545 - 1600	0	164	28	0	1	0	0	0	0	0	0	0	0	**193**	**798**
1600 - 1615	1	174	30	0	0	0	0	0	0	0	0	0	0	**205**	
1615 - 1630	1	170	26	0	2	1	0	0	0	0	0	0	0	**200**	
1630 - 1645	0	176	35	0	0	0	0	0	0	0	0	0	0	**211**	
1645 - 1700	3	150	30	1	0	0	0	0	0	0	0	0	0	**184**	**800**
1700 - 1715	0	150	33	0	1	0	0	0	0	0	0	0	0	**184**	
1715 - 1730	1	157	18	0	1	0	0	0	0	0	0	0	0	**177**	
1730 - 1745	0	170	19	0	2	0	0	0	0	0	0	0	0	**191**	
1745 - 1800	0	178	18	0	0	0	0	0	0	0	0	0	0	**196**	**748**
1800 - 1815	11	164	21	0	0	0	0	0	0	0	0	0	0	**196**	
1815 - 1830	0	145	17	0	0	0	0	0	0	0	0	0	0	**162**	
1830 - 1845	0	154	20	0	0	0	0	0	0	0	0	0	0	**174**	
1845 - 1900	1	112	20	0	2	0	0	0	0	0	0	0	0	**135**	**667**
1900 - 1915	1	128	23	0	0	0	0	0	0	0	0	0	0	**152**	
1915 - 1930	0	121	26	0	0	0	0	0	0	0	0	0	0	**147**	
1930 - 1945	0	99	27	0	0	0	0	0	0	0	0	0	0	**126**	
1945 - 2000	0	83	24	0	0	0	0	0	0	0	0	0	0	**107**	**532**
2000 - 2015	0	87	27	0	0	0	0	0	0	0	0	0	0	**114**	
2015 - 2030	0	71	19	0	0	0	0	0	0	0	0	0	0	**90**	
2030 - 2045	0	62	17	0	1	0	0	0	0	0	0	0	0	**80**	
2045 - 2100	0	44	14	0	0	0	0	0	0	0	0	0	0	**58**	**342**
2100 - 2115	0	45	15	0	0	0	0	0	0	0	0	0	0	**60**	
2115 - 2130	0	49	16	0	1	0	0	0	0	0	0	0	0	**66**	
2130 - 2145	0	34	6	0	1	0	0	0	0	0	0	0	0	**41**	
2145 - 2200	0	36	11	0	1	0	0	0	0	0	0	0	0	**48**	**215**
2200 - 2215	0	43	9	0	0	0	0	0	0	0	0	0	0	**52**	
2215 - 2230	0	29	6	0	0	0	0	0	0	0	0	0	0	**35**	
2230 - 2245	0	33	10	0	1	0	0	0	0	0	0	0	0	**44**	
2245 - 2300	0	26	7	0	0	0	0	0	0	0	0	0	0	**33**	**164**
2300 - 2315	0	30	7	0	0	0	0	0	0	0	0	0	0	**37**	
2315 - 2330	0	15	1	0	0	0	0	0	0	0	0	0	0	**16**	
2330 - 2345	0	13	3	1	0	0	0	0	0	0	0	0	0	**17**	
2345 - 0000	0	16	2	0	1	0	0	0	0	0	0	0	0	**19**	**89**

Session Total	28	8237	1470	2	77	14	0	4	10	0	0	0	0	**9842**
Session Average	0.29	85.80	15.31	0.02	0.80	0.15	0.00	0.04	0.10	0.00	0.00	0.00	0.00	**102.52**
Session Percentage	0.28	83.69	14.94	0.02	0.78	0.14	0.00	0.04	0.10	0.00	0.00	0.00	0.00	

AM Peak Hour	-	0930 - 1030	0945 - 1045	-	0700 - 0800	0630 - 0730	-	0745 - 0845	0645 - 0745	-	-	-	-	**0930 - 1030**
AM Peak Volume	0	611	105	0	16	3	0	2	3	0	0	0	0	**724**
AM Peak %age	0.00	84.39	14.50	0.00	2.21	0.41	0.00	0.28	0.41	0.00	0.00	0.00	0.00	

Noon Peak Hour	1245 - 1345	1100 - 1200	1315 - 1415	-	1000 - 1100	1000 - 1100	-	1000 - 1100	1100 - 1200	-	-	-	-	**1100 - 1200**
Noon Peak Volume	3	746	122	0	9	4	0	1	2	0	0	0	0	**851**
Noon Peak %age	0.35	87.66	14.34	0.00	1.06	0.47	0.00	0.12	0.24	0.00	0.00	0.00	0.00	

PM Peak Hour	1715 - 1815	1515 - 1615	1615 - 1715	1600 - 1700	1530 - 1630	1530 - 1630	-	-	-	-	-	-	-	**1545 - 1645**
PM Peak Volume	12	696	124	1	4	1	0	0	0	0	0	0	0	**809**
PM Peak %age	1.48	86.03	15.33	0.12	0.49	0.12	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

User Peak Volume	0	50	13	0	0	0	0	0	1	0	0	0	0	**64**
User Peak %age	0.00	78.13	20.31	0.00	0.00	0.00	0.00	0.00	1.56	0.00	0.00	0.00	0.00	

Site 1
Ridgewalk Pkwy,
east of Reagan St

Date
Sunday, November 2, 2025

Lat/Long
34.117292°, -84.515683°

Weather
Cloudy
50°F

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0000 - 2400 (Sunday 24h Session) (11-02-2025)
NB EB 15min

	Eastbound (Movement 1.1)													15min	60min
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	16	0	0	0	0	0	0	0	0	0	0	0	**16**	
0015 - 0030	0	14	2	0	0	0	0	0	0	0	0	0	0	**16**	
0030 - 0045	1	23	2	0	0	0	0	0	0	0	0	0	0	**26**	
0045 - 0100	0	13	1	0	0	0	0	0	0	0	0	0	0	**14**	**72**
0100 - 0115	0	12	0	0	0	0	0	0	0	0	0	0	0	**12**	
0115 - 0130	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**	
0130 - 0145	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	
0145 - 0200	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	**28**
0200 - 0215	0	12	0	0	0	0	0	0	0	0	0	0	0	**12**	
0215 - 0230	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**	
0230 - 0245	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	
0245 - 0300	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	**28**
0300 - 0315	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**	
0315 - 0330	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	
0330 - 0345	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	
0345 - 0400	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	**18**
0400 - 0415	0	2	0	0	1	0	0	0	0	0	0	0	0	**3**	
0415 - 0430	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	
0430 - 0445	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	
0445 - 0500	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**10**
0500 - 0515	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	
0515 - 0530	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0530 - 0545	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	
0545 - 0600	0	4	0	0	0	0	0	0	1	0	0	0	0	**5**	**10**
0600 - 0615	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	
0615 - 0630	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	
0630 - 0645	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	
0645 - 0700	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**11**
0700 - 0715	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**	
0715 - 0730	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**	
0730 - 0745	0	6	2	0	0	0	0	0	0	0	0	0	0	**8**	
0745 - 0800	0	6	2	0	0	0	0	0	0	0	0	0	0	**8**	**24**
0800 - 0815	0	14	1	0	0	0	0	0	0	0	0	0	0	**15**	
0815 - 0830	0	27	7	0	0	0	0	0	0	0	0	0	0	**34**	
0830 - 0845	0	52	12	0	0	0	0	0	0	0	0	0	0	**64**	
0845 - 0900	0	45	14	0	0	0	0	0	0	0	0	0	0	**59**	**172**
0900 - 0915	0	31	8	0	0	0	0	0	0	0	0	0	0	**39**	
0915 - 0930	0	29	5	0	0	0	0	0	0	0	0	0	0	**34**	
0930 - 0945	1	29	10	0	1	0	0	0	0	0	0	0	0	**41**	
0945 - 1000	0	49	13	0	0	0	0	0	0	0	0	0	0	**62**	**176**
1000 - 1015	0	62	7	0	0	0	0	0	0	0	0	0	0	**69**	
1015 - 1030	0	69	12	0	0	0	0	0	0	0	0	0	0	**81**	
1030 - 1045	0	70	13	0	0	0	0	0	0	0	0	0	0	**83**	
1045 - 1100	0	77	6	0	0	0	0	0	0	0	0	0	0	**83**	**316**
1100 - 1115	0	67	14	0	0	0	0	0	0	0	0	0	0	**81**	
1115 - 1130	0	67	17	0	1	0	0	0	0	0	0	0	0	**85**	
1130 - 1145	2	73	16	0	2	1	0	0	0	0	0	0	0	**94**	
1145 - 1200	1	111	17	0	1	0	0	0	0	0	0	0	0	**130**	**390**
1200 - 1215	0	112	22	0	1	0	0	0	0	0	0	0	0	**135**	
1215 - 1230	0	139	29	0	0	0	0	0	0	0	0	0	0	**168**	
1230 - 1245	0	127	20	0	0	0	0	0	0	0	0	0	0	**147**	
1245 - 1300	0	125	18	0	0	0	0	0	0	0	0	0	0	**143**	**593**
1300 - 1315	0	121	12	0	2	0	0	0	0	0	0	0	0	**135**	
1315 - 1330	0	120	16	0	0	0	0	0	0	0	0	0	0	**136**	
1330 - 1345	0	131	19	0	0	0	0	0	0	0	0	0	0	**150**	
1345 - 1400	0	164	23	0	0	0	0	0	0	0	0	0	0	**187**	**608**
1400 - 1415	0	159	25	0	0	0	0	0	0	0	0	0	0	**184**	
1415 - 1430	0	166	37	0	1	0	0	0	0	0	0	0	0	**204**	
1430 - 1445	1	188	27	0	1	0	0	0	0	0	0	0	0	**217**	
1445 - 1500	0	183	34	0	0	0	0	0	0	0	0	0	0	**217**	**822**
1500 - 1515	0	176	18	0	0	0	0	0	0	0	0	0	0	**194**	
1515 - 1530	0	172	24	0	0	0	0	0	1	0	0	0	0	**197**	
1530 - 1545	0	175	21	0	0	0	0	0	0	0	0	0	0	**196**	
1545 - 1600	0	178	22	0	1	0	0	0	0	0	0	0	0	**201**	**788**
1600 - 1615	0	184	14	0	1	0	0	0	0	0	0	0	0	**199**	
1615 - 1630	0	178	32	0	0	0	0	0	0	0	0	0	0	**210**	
1630 - 1645	0	170	26	0	0	0	0	0	0	0	0	0	0	**196**	
1645 - 1700	0	188	29	0	2	0	0	0	0	0	0	0	0	**219**	**824**
1700 - 1715	1	177	17	0	2	0	0	0	0	0	0	0	0	**197**	
1715 - 1730	0	176	21	0	0	0	0	0	0	0	0	0	0	**197**	
1730 - 1745	0	153	18	0	1	0	0	0	0	0	0	0	0	**172**	
1745 - 1800	0	164	21	0	0	0	0	0	0	0	0	0	0	**185**	**751**
1800 - 1815	0	184	8	0	0	0	0	0	0	0	0	0	0	**192**	
1815 - 1830	0	190	17	0	0	0	0	0	0	0	0	0	0	**207**	
1830 - 1845	1	190	19	0	0	0	0	0	0	0	0	0	0	**210**	
1845 - 1900	0	168	23	1	0	0	0	0	0	0	0	0	0	**192**	**801**
1900 - 1915	0	152	23	0	1	0	0	0	0	0	0	0	0	**176**	
1915 - 1930	0	162	14	0	0	0	0	0	0	0	0	0	0	**176**	
1930 - 1945	0	155	17	0	0	0	0	0	0	0	0	0	0	**172**	
1945 - 2000	0	120	12	0	0	0	0	0	0	0	0	0	0	**132**	**656**
2000 - 2015	0	130	20	0	0	0	0	0	0	0	0	0	0	**150**	
2015 - 2030	0	120	15	0	0	0	0	0	0	0	0	0	0	**135**	
2030 - 2045	0	117	11	0	0	0	0	0	0	0	0	0	0	**128**	
2045 - 2100	0	80	6	0	1	0	0	0	0	0	0	0	0	**87**	**500**
2100 - 2115	0	84	9	0	0	0	0	0	0	0	0	0	0	**93**	
2115 - 2130	0	85	8	0	0	0	0	0	1	0	0	0	0	**94**	
2130 - 2145	0	47	5	0	0	0	0	0	0	0	0	0	0	**52**	
2145 - 2200	0	55	5	0	0	0	0	0	1	0	0	0	0	**61**	**300**
2200 - 2215	0	60	6	0	0	0	0	0	0	0	0	0	0	**66**	
2215 - 2230	0	39	4	0	0	0	0	0	0	0	0	0	0	**43**	
2230 - 2245	0	34	4	0	0	0	0	0	0	0	0	0	0	**38**	
2245 - 2300	0	30	3	0	0	0	0	0	0	0	0	0	0	**33**	**180**
2300 - 2315	0	31	3	0	0	0	0	0	0	0	0	0	0	**34**	
2315 - 2330	0	27	3	0	0	0	0	0	0	0	0	0	0	**30**	
2330 - 2345	0	30	4	0	0	0	0	0	0	0	0	0	0	**34**	
2345 - 0000	0	25	2	0	0	0	0	0	0	0	0	0	0	**27**	**125**

Session Total	8	7199	970	1	20	1	0	0	4	0	0	0	0	**8203**
Session Average	0.08	74.99	10.10	0.01	0.21	0.01	0.00	0.00	0.04	0.00	0.00	0.00	0.00	**85.45**
Session Percentage	0.10	87.76	11.82	0.01	0.24	0.01	0.00	0.00	0.05	0.00	0.00	0.00	0.00	

AM Peak Hour	0845 - 0945	0945 - 1045	0945 - 1045	-	0845 - 0945	-	-	-	0500 - 0600	-	-	-	-	**0945 - 1045**
AM Peak Hour Volume	1	250	45	0	1	0	0	0	1	0	0	0	0	**295**
AM Peak %age	0.34	84.75	15.25	0.00	0.34	0.00	0.00	0.00	0.34	0.00	0.00	0.00	0.00	

Noon Peak Hour	1100 - 1200	1430 - 1530	1400 - 1500	-	1115 - 1215	1045 - 1145	-	-	1430 - 1530	-	-	-	-	**1415 - 1515**
Noon Peak Hour Volume	3	719	123	0	5	1	0	0	1	0	0	0	0	**832**
Noon Peak %age	0.36	86.42	14.78	0.00	0.60	0.12	0.00	0.00	0.12	0.00	0.00	0.00	0.00	

PM Peak Hour	1615 - 1715	1800 - 1900	1615 - 1715	1800 - 1900	1645 - 1745	-	-	-	1500 - 1600	-	-	-	-	**1600 - 1700**
PM Peak Hour Volume	1	732	104	1	5	0	0	0	1	0	0	0	0	**824**
PM Peak %age	0.12	88.83	12.62	0.12	0.61	0.00	0.00	0.00	0.12	0.00	0.00	0.00	0.00	

User Peak Volume	1	66	5	0	0	0	0	0	0	0	0	0	0	**72**
User Peak %age	1.39	91.67	6.94	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Bi-Directional Class Count || SB WB 15min

Woodstock, GA

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Site 1
Ridgewalk Pkwy,
east of Reagan St

Date
Thursday, October 30, 2025

Weather
Cloudy
49°F

Lat/Long
34.117292°, -84.515683°

Click here for Map

Click here for Detailed Weather

0000 - 2400 (Weekday 24h Session) (10-30-2025)

SB WB 15min

	Westbound (Movement 1.2)													15min	60min
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**	
0015 - 0030	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**	
0030 - 0045	0	1	0	1	0	0	0	0	0	0	0	0	0	**2**	
0045 - 0100	0	2	2	0	0	0	0	0	0	0	0	0	0	**4**	**13**
0100 - 0115	0	6	2	0	0	0	0	0	0	0	0	0	0	**8**	
0115 - 0130	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0130 - 0145	0	2	1	0	0	1	0	0	0	0	0	0	0	**4**	
0145 - 0200	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**	**15**
0200 - 0215	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**	
0215 - 0230	0	0	0	0	0	0	0	0	1	0	0	0	0	**1**	
0230 - 0245	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**	
0245 - 0300	0	1	2	0	1	0	0	0	1	0	0	0	0	**5**	**13**
0300 - 0315	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**	
0315 - 0330	0	3	1	0	1	0	0	0	0	0	0	0	0	**5**	
0330 - 0345	0	16	6	0	1	0	0	0	0	0	0	0	0	**23**	
0345 - 0400	0	7	3	0	0	0	0	0	1	0	0	0	0	**11**	**42**
0400 - 0415	0	4	3	0	0	0	0	0	0	0	0	0	0	**7**	
0415 - 0430	0	6	2	0	0	0	0	0	0	0	0	1	0	**9**	
0430 - 0445	0	11	6	0	0	0	0	0	1	0	0	0	0	**18**	
0445 - 0500	0	9	5	0	0	0	0	0	0	0	0	0	0	**14**	**48**
0500 - 0515	0	7	5	0	0	0	0	0	1	0	0	0	0	**13**	
0515 - 0530	0	17	10	0	1	0	0	0	1	0	0	0	0	**29**	
0530 - 0545	0	16	8	0	0	1	0	0	0	0	0	0	0	**25**	
0545 - 0600	0	28	16	0	2	3	0	0	0	0	0	0	0	**49**	**116**
0600 - 0615	0	51	13	0	0	2	0	0	1	0	0	0	0	**67**	
0615 - 0630	0	62	14	0	1	3	0	0	1	0	0	0	0	**81**	
0630 - 0645	0	72	15	0	7	2	0	0	3	0	0	0	0	**99**	
0645 - 0700	0	89	21	4	4	0	0	0	1	0	0	0	0	**119**	**366**
0700 - 0715	0	119	24	1	1	1	0	0	1	0	0	0	0	**147**	
0715 - 0730	0	139	22	1	4	2	0	1	2	0	0	0	0	**171**	
0730 - 0745	1	138	24	2	3	2	0	0	2	0	0	0	0	**172**	
0745 - 0800	0	172	33	0	5	2	0	0	3	0	0	0	0	**215**	**705**
0800 - 0815	0	102	36	0	1	2	0	1	1	0	0	0	0	**143**	
0815 - 0830	0	108	23	0	4	4	0	0	1	0	0	0	0	**140**	
0830 - 0845	0	112	39	1	3	2	0	0	1	0	0	0	0	**158**	
0845 - 0900	0	113	21	1	1	3	0	0	1	0	0	0	0	**140**	**581**
0900 - 0915	0	123	21	0	3	3	0	0	3	0	0	0	0	**153**	
0915 - 0930	0	117	32	0	1	3	0	0	4	0	0	0	0	**157**	
0930 - 0945	0	136	37	0	4	3	0	0	0	0	0	0	0	**180**	
0945 - 1000	0	126	38	1	5	4	0	0	1	0	0	0	0	**175**	**665**
1000 - 1015	0	125	30	0	7	2	0	1	2	0	0	0	0	**167**	
1015 - 1030	1	121	39	0	2	4	0	0	1	0	0	0	0	**168**	
1030 - 1045	0	137	31	0	3	3	0	0	3	0	0	0	0	**177**	
1045 - 1100	0	138	27	1	1	2	0	1	1	0	0	0	0	**171**	**683**
1100 - 1115	0	154	35	1	5	1	0	0	1	0	0	0	0	**197**	
1115 - 1130	0	147	33	1	4	2	0	0	2	0	0	0	0	**189**	
1130 - 1145	0	162	37	0	4	3	0	1	1	0	0	0	0	**208**	
1145 - 1200	0	158	51	0	3	5	0	0	2	0	0	0	0	**219**	**813**
1200 - 1215	0	180	28	0	1	3	0	0	0	0	0	0	0	**212**	
1215 - 1230	0	167	49	0	2	2	0	0	0	0	0	0	0	**220**	
1230 - 1245	0	153	32	0	0	2	0	0	3	0	0	0	0	**190**	
1245 - 1300	0	167	34	0	3	1	0	0	0	0	0	0	0	**205**	**827**
1300 - 1315	0	158	25	0	1	0	0	0	1	0	0	0	0	**185**	
1315 - 1330	0	136	21	0	2	2	0	0	0	0	0	0	0	**161**	
1330 - 1345	1	179	30	0	1	3	0	1	0	0	0	0	0	**215**	
1345 - 1400	0	152	33	0	1	0	0	0	0	0	0	0	0	**186**	**747**
1400 - 1415	0	140	30	2	1	1	0	0	1	0	0	0	0	**175**	
1415 - 1430	0	158	36	0	6	2	0	0	0	0	0	0	0	**202**	
1430 - 1445	0	142	31	1	3	1	0	0	1	0	0	0	0	**179**	
1445 - 1500	0	163	37	0	2	2	0	0	2	0	0	0	0	**206**	**762**
1500 - 1515	1	154	28	0	8	1	0	1	0	0	0	0	0	**193**	
1515 - 1530	0	149	30	0	3	1	0	2	2	0	0	0	0	**187**	
1530 - 1545	0	170	37	0	2	1	0	0	1	0	0	0	0	**211**	
1545 - 1600	0	171	37	1	1	0	0	1	2	0	0	0	0	**213**	**804**
1600 - 1615	1	170	36	0	3	1	0	2	1	0	0	0	0	**214**	
1615 - 1630	0	194	31	1	2	0	0	1	0	0	0	0	0	**229**	
1630 - 1645	0	220	44	0	1	0	0	1	2	0	0	0	0	**268**	
1645 - 1700	0	211	34	3	1	1	0	0	0	0	0	0	0	**250**	**961**
1700 - 1715	0	241	53	1	0	0	0	2	0	0	0	0	0	**297**	
1715 - 1730	0	184	35	0	2	0	0	0	1	0	0	0	0	**222**	
1730 - 1745	0	192	33	0	4	0	0	1	0	0	0	0	0	**230**	
1745 - 1800	0	179	36	0	1	0	0	0	0	0	0	0	0	**216**	**965**
1800 - 1815	1	152	36	0	6	0	0	1	0	0	0	0	0	**196**	
1815 - 1830	1	167	18	0	3	0	0	2	0	0	0	0	0	**191**	
1830 - 1845	0	169	22	0	2	0	0	1	0	0	0	0	0	**194**	
1845 - 1900	0	145	31	0	1	0	0	0	0	0	0	0	0	**177**	**758**
1900 - 1915	0	141	26	0	1	0	0	0	0	0	0	0	0	**168**	
1915 - 1930	0	131	19	0	2	0	0	0	0	0	0	0	0	**152**	
1930 - 1945	0	85	15	0	0	0	0	0	1	0	0	0	0	**101**	
1945 - 2000	0	89	18	0	0	0	0	0	1	0	0	0	0	**108**	**529**
2000 - 2015	0	70	10	0	1	0	0	0	0	0	0	0	0	**81**	
2015 - 2030	0	64	9	0	1	0	0	0	0	0	0	0	0	**74**	
2030 - 2045	0	77	10	0	0	0	0	0	0	0	0	0	0	**87**	
2045 - 2100	0	62	8	0	0	0	0	0	0	0	0	0	0	**70**	**312**
2100 - 2115	1	52	8	0	0	0	0	0	0	0	0	0	0	**61**	
2115 - 2130	0	51	9	0	0	0	0	0	0	0	0	0	0	**60**	
2130 - 2145	0	38	4	0	0	0	0	0	0	0	0	0	0	**42**	
2145 - 2200	0	41	7	0	0	0	0	0	0	0	0	0	0	**48**	**211**
2200 - 2215	0	29	5	0	1	0	0	0	0	0	0	0	0	**35**	
2215 - 2230	0	16	2	0	0	0	0	0	0	0	0	0	0	**18**	
2230 - 2245	0	17	2	0	0	0	0	0	0	0	0	0	0	**19**	
2245 - 2300	0	13	2	0	0	0	0	0	0	0	0	0	0	**15**	**87**
2300 - 2315	0	17	3	0	0	0	0	0	0	0	0	0	0	**20**	
2315 - 2330	0	15	2	0	0	0	0	0	1	0	0	0	0	**18**	
2330 - 2345	0	6	1	0	0	0	0	0	1	0	0	0	0	**8**	
2345 - 0000	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**	**54**

Session Total	8	8855	1862	24	151	89	0	21	66	0	0	1	0	**11077**
Session Average	0.08	92.24	19.40	0.25	1.57	0.93	0.00	0.22	0.69	0.00	0.00	0.01	0.00	**115.39**
Session Percentage	0.07	79.94	16.81	0.22	1.36	0.80	0.00	0.19	0.60	0.00	0.00	0.01	0.00	

AM Peak Hour	0645 - 0745	0700 - 0800	0930 - 1030	0645 - 0745	0930 - 1030	0900 - 1000	-	0715 - 0815	0830 - 0930	-	-	-	-	**0700 - 0800**
AM Peak Volume	1	568	144	8	18	13	0	2	9	0	0	0	0	**705**
AM Peak %age	0.14	80.57	20.43	1.13	2.55	1.84	0.00	0.28	1.28	0.00	0.00	0.00	0.00	

Noon Peak Hour	1000 - 1100	1130 - 1230	1130 - 1230	1030 - 1130	1415 - 1515	1115 - 1215	-	1430 - 1530	1000 - 1100	-	-	-	-	**1130 - 1230**
Noon Peak Volume	1	667	165	3	19	13	0	3	7	0	0	0	0	**859**
Noon Peak %age	0.12	77.65	19.21	0.35	2.21	1.51	0.00	0.35	0.81	0.00	0.00	0.00	0.00	

PM Peak Hour	1730 - 1830	1615 - 1715	1630 - 1730	1615 - 1715	1500 - 1600	1500 - 1600	-	1515 - 1615	1515 - 1615	-	-	-	-	**1615 - 1715**
PM Peak Volume	2	866	166	5	14	3	0	5	6	0	0	0	0	**1044**
PM Peak %age	0.19	82.95	15.90	0.48	1.34	0.29	0.00	0.48	0.57	0.00	0.00	0.00	0.00	

User Peak Volume	0	8	4	1	0	0	0	0	0	0	0	0	0	**13**
User Peak %age	0.00	61.54	30.77	7.69	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Site 1
Ridgewalk Pkwy,
east of Reagan St

Date
Saturday, November 1, 2025

Lat/Long
34.117292°, -84.515683°

Weather
Fair
51°F

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0000 - 2400 (Saturday 24h Session) (11-01-2025)
SB WB 15min

	Westbound (Movement 1.2)													15min	60min
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	18	6	0	0	0	0	0	0	0	0	0	0	**24**	
0015 - 0030	0	22	7	0	0	0	0	0	0	0	0	0	0	**29**	
0030 - 0045	0	14	4	0	0	0	0	0	1	0	0	0	0	**19**	
0045 - 0100	0	12	1	0	0	0	0	0	0	0	0	0	0	**13**	**85**
0100 - 0115	0	7	4	0	0	0	0	0	0	0	0	0	0	**11**	
0115 - 0130	0	8	2	0	0	0	0	0	0	0	0	0	0	**10**	
0130 - 0145	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**	
0145 - 0200	0	9	2	0	0	0	0	0	0	0	0	0	0	**11**	**39**
0200 - 0215	0	2	0	0	0	0	0	0	1	0	0	0	0	**3**	
0215 - 0230	0	6	2	0	0	0	0	0	0	0	0	0	0	**8**	
0230 - 0245	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**	
0245 - 0300	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**	**26**
0300 - 0315	0	11	4	0	0	0	0	0	0	0	0	0	0	**15**	
0315 - 0330	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	
0330 - 0345	0	5	1	0	1	0	0	0	0	0	0	0	0	**7**	
0345 - 0400	0	7	1	0	1	0	0	0	0	0	0	0	0	**9**	**34**
0400 - 0415	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**	
0415 - 0430	0	7	2	0	0	0	0	0	0	0	0	0	0	**9**	
0430 - 0445	0	6	1	0	0	0	0	0	1	0	0	0	0	**8**	
0445 - 0500	0	3	3	0	0	0	0	0	1	0	0	0	0	**7**	**28**
0500 - 0515	0	7	1	0	0	0	0	0	1	0	0	0	0	**9**	
0515 - 0530	0	11	2	0	0	0	0	0	1	0	0	0	0	**14**	
0530 - 0545	0	10	2	0	0	0	0	0	0	0	0	0	0	**12**	
0545 - 0600	0	15	1	0	0	0	0	0	0	0	0	0	0	**16**	**51**
0600 - 0615	0	10	3	0	1	0	0	0	1	0	0	0	0	**15**	
0615 - 0630	0	13	5	0	1	0	0	0	0	0	0	0	0	**19**	
0630 - 0645	0	21	6	0	1	2	0	0	0	0	0	0	0	**30**	
0645 - 0700	0	25	9	0	3	0	0	0	0	0	0	0	0	**37**	**101**
0700 - 0715	0	31	7	0	0	0	0	0	1	0	0	0	0	**39**	
0715 - 0730	0	32	7	0	0	0	0	0	0	0	0	0	0	**39**	
0730 - 0745	0	36	7	0	3	1	0	0	0	0	0	0	0	**47**	
0745 - 0800	0	41	9	0	0	2	0	0	0	0	0	0	0	**52**	**177**
0800 - 0815	0	54	12	0	1	1	0	0	0	0	0	0	0	**68**	
0815 - 0830	0	52	12	0	1	2	0	0	1	0	0	0	0	**68**	
0830 - 0845	0	54	18	1	2	1	0	0	0	0	0	0	0	**76**	
0845 - 0900	0	110	25	0	1	0	0	0	0	0	0	0	0	**136**	**348**
0900 - 0915	0	101	25	0	1	0	0	0	0	0	0	0	0	**127**	
0915 - 0930	0	115	23	0	6	0	0	0	0	0	0	0	0	**144**	
0930 - 0945	0	121	23	0	1	1	0	0	0	0	0	0	0	**146**	
0945 - 1000	0	144	24	0	4	0	0	0	0	0	0	0	0	**172**	**589**
1000 - 1015	0	148	23	0	2	1	0	0	0	0	0	0	0	**174**	
1015 - 1030	1	160	23	0	0	0	0	0	0	0	0	0	0	**184**	
1030 - 1045	0	140	19	0	0	2	0	0	0	0	0	0	0	**161**	
1045 - 1100	0	175	29	0	3	0	0	0	0	0	0	0	0	**207**	**726**
1100 - 1115	0	177	20	0	1	0	0	0	0	0	0	0	0	**198**	
1115 - 1130	0	141	25	0	2	0	0	0	0	1	0	0	0	**169**	
1130 - 1145	0	207	21	0	0	0	0	0	0	0	0	0	0	**228**	
1145 - 1200	0	199	21	0	2	0	0	0	0	0	0	0	0	**222**	**817**
1200 - 1215	0	184	24	0	1	0	0	0	0	0	0	0	0	**209**	
1215 - 1230	1	199	33	0	2	0	0	0	0	0	0	0	0	**235**	
1230 - 1245	0	167	41	0	2	0	0	0	0	0	0	0	0	**210**	
1245 - 1300	0	166	37	0	1	0	0	0	0	0	0	0	0	**204**	**858**
1300 - 1315	0	169	40	0	1	0	0	0	0	0	0	0	0	**210**	
1315 - 1330	0	153	36	0	1	0	0	0	0	0	0	0	0	**190**	
1330 - 1345	0	180	35	0	3	0	0	0	0	0	0	0	0	**218**	
1345 - 1400	1	181	41	0	0	0	0	0	0	0	0	0	0	**223**	**841**
1400 - 1415	0	191	23	0	0	1	0	0	0	0	0	0	0	**215**	
1415 - 1430	0	206	30	0	0	0	0	0	0	0	0	0	0	**236**	
1430 - 1445	0	171	30	0	1	0	0	0	0	0	0	0	0	**202**	
1445 - 1500	0	178	31	0	1	0	0	0	0	0	0	0	0	**210**	**863**
1500 - 1515	0	162	24	0	0	0	0	0	0	0	0	0	0	**186**	
1515 - 1530	0	150	30	0	1	0	0	0	0	0	0	0	0	**181**	
1530 - 1545	0	160	21	0	1	0	0	0	0	0	0	0	0	**182**	
1545 - 1600	0	158	32	0	2	0	0	0	0	0	0	0	0	**192**	**741**
1600 - 1615	0	179	21	0	2	0	0	0	0	0	0	0	0	**202**	
1615 - 1630	0	156	26	0	0	0	0	0	0	0	0	0	0	**182**	
1630 - 1645	0	141	27	0	1	0	0	0	0	0	0	0	0	**169**	
1645 - 1700	0	134	23	0	0	0	0	0	0	0	0	0	0	**157**	**710**
1700 - 1715	0	144	20	0	0	0	0	0	0	0	0	0	0	**164**	
1715 - 1730	1	134	21	0	0	0	0	1	0	0	0	0	0	**157**	
1730 - 1745	0	127	26	0	1	0	0	0	0	0	0	0	0	**154**	
1745 - 1800	0	146	24	0	1	0	0	0	1	0	0	0	0	**172**	**647**
1800 - 1815	1	149	22	0	4	1	0	0	0	0	0	0	0	**177**	
1815 - 1830	0	128	15	0	0	0	0	0	0	0	0	0	0	**143**	
1830 - 1845	1	99	17	0	0	0	0	0	0	0	0	0	0	**117**	
1845 - 1900	0	100	18	0	0	0	0	0	0	0	0	0	0	**118**	**555**
1900 - 1915	1	82	14	0	0	0	0	0	1	0	0	0	0	**98**	
1915 - 1930	0	79	15	0	0	0	0	0	0	0	0	0	0	**94**	
1930 - 1945	0	99	20	0	1	0	0	0	0	0	0	0	0	**120**	
1945 - 2000	0	95	16	0	0	0	0	0	0	0	0	0	0	**111**	**423**
2000 - 2015	0	87	13	0	0	0	0	0	0	0	0	0	0	**100**	
2015 - 2030	0	61	12	0	0	0	0	0	0	0	0	0	0	**73**	
2030 - 2045	0	43	11	0	0	0	0	0	0	0	0	0	0	**54**	
2045 - 2100	0	56	10	0	0	0	0	0	0	0	0	0	0	**66**	**293**
2100 - 2115	0	43	9	0	1	0	0	0	0	0	0	0	0	**53**	
2115 - 2130	0	40	7	0	0	0	0	0	0	0	0	0	0	**47**	
2130 - 2145	0	41	12	0	2	0	0	0	0	0	0	0	0	**55**	
2145 - 2200	0	102	16	0	0	0	0	0	0	0	0	0	0	**118**	**273**
2200 - 2215	0	56	10	0	1	0	0	0	0	0	0	0	0	**67**	
2215 - 2230	0	28	9	0	0	0	0	0	0	0	0	0	0	**37**	
2230 - 2245	0	42	8	0	0	0	0	0	0	0	0	0	0	**50**	
2245 - 2300	0	22	7	0	0	0	0	0	0	0	0	0	0	**29**	**183**
2300 - 2315	0	30	6	0	0	0	0	0	0	0	0	0	0	**36**	
2315 - 2330	0	18	5	0	0	0	0	0	0	0	0	0	0	**23**	
2330 - 2345	0	29	4	0	0	0	0	0	0	0	0	0	0	**33**	
2345 - 0000	0	15	3	0	0	0	0	0	0	0	0	0	0	**18**	**110**

Session Total	7	7992	1421	1	69	15	0	1	11	1	0	0	0	**9518**
Session Average	0.07	83.25	14.80	0.01	0.72	0.16	0.00	0.01	0.11	0.01	0.00	0.00	0.00	**99.15**
Session Percentage	0.07	83.97	14.93	0.01	0.72	0.16	0.00	0.01	0.12	0.01	0.00	0.00	0.00	

AM Peak Hour	0930 - 1030	0945 - 1045	0845 - 0945	0745 - 0845	0915 - 1015	0730 - 0830	-	-	0500 - 0600	-	-	-	-	**0945 - 1045**
AM Peak Volume	1	592	96	1	13	6	0	0	2	0	0	0	0	**691**
AM Peak %age	0.14	85.67	13.89	0.14	1.88	0.87	0.00	0.00	0.29	0.00	0.00	0.00	0.00	

Noon Peak Hour	1000 - 1100	1130 - 1230	1230 - 1330	-	1145 - 1245	1000 - 1100	-	-	-	1030 - 1130	-	-	-	**1130 - 1230**
Noon Peak Volume	1	789	154	0	7	3	0	0	0	1	0	0	0	**894**
Noon Peak %age	0.11	88.26	17.23	0.00	0.78	0.34	0.00	0.00	0.00	0.11	0.00	0.00	0.00	

PM Peak Hour	1715 - 1815	1530 - 1630	1500 - 1600	-	1515 - 1615	1715 - 1815	-	1630 - 1730	1700 - 1800	-	-	-	-	**1530 - 1630**
PM Peak Volume	2	653	107	0	6	1	0	1	1	0	0	0	0	**758**
PM Peak %age	0.26	86.15	14.12	0.00	0.79	0.13	0.00	0.13	0.13	0.00	0.00	0.00	0.00	

User Peak Volume	0	66	18	0	0	0	0	0	1	0	0	0	0	**85**
User Peak %age	0.00	77.65	21.18	0.00	0.00	0.00	0.00	0.00	1.18	0.00	0.00	0.00	0.00	

Site 1
Ridgewalk Pkwy,
east of Reagan St

Date
Sunday, November 2, 2025

Lat/Long
34.117292°, -84.515683°

Weather
Cloudy
50°F

Click here for Detailed Weather

0000 - 2400 (Sunday 24h Session) (11-02-2025)
SB WB 15min

	Westbound (Movement 1.2)													15min	60min
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	21	1	0	0	0	0	0	0	0	0	0	0	**22**	
0015 - 0030	0	16	2	0	0	0	0	0	0	0	0	0	0	**18**	
0030 - 0045	0	19	0	0	0	0	0	0	0	0	0	0	0	**19**	
0045 - 0100	0	13	1	0	0	0	0	0	0	0	0	0	0	**14**	**73**
0100 - 0115	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	
0115 - 0130	0	9	1	0	0	0	0	0	0	0	0	0	0	**10**	
0130 - 0145	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**	
0145 - 0200	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**	**32**
0200 - 0215	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	
0215 - 0230	0	9	1	0	0	0	0	0	0	0	0	0	0	**10**	
0230 - 0245	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**	
0245 - 0300	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**	**32**
0300 - 0315	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**	
0315 - 0330	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0330 - 0345	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**	
0345 - 0400	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**	**14**
0400 - 0415	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	
0415 - 0430	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	
0430 - 0445	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	
0445 - 0500	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**	**7**
0500 - 0515	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0515 - 0530	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0530 - 0545	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**	
0545 - 0600	0	4	1	0	0	0	0	0	1	0	0	0	0	**6**	**10**
0600 - 0615	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	
0615 - 0630	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	
0630 - 0645	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	
0645 - 0700	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	**15**
0700 - 0715	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	
0715 - 0730	0	9	1	0	0	0	0	0	0	0	0	0	0	**10**	
0730 - 0745	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**	
0745 - 0800	0	9	2	0	0	0	0	0	0	0	0	0	0	**11**	**34**
0800 - 0815	0	19	2	0	0	0	0	0	0	0	0	0	0	**21**	
0815 - 0830	0	12	2	0	0	0	0	0	0	0	0	0	0	**14**	
0830 - 0845	0	16	1	0	0	0	0	0	0	0	0	0	0	**17**	
0845 - 0900	0	35	6	0	0	0	0	0	0	0	0	0	0	**41**	**93**
0900 - 0915	0	30	3	0	1	0	0	0	0	0	0	0	0	**34**	
0915 - 0930	0	33	0	0	0	0	0	0	0	0	0	0	0	**33**	
0930 - 0945	0	32	3	0	0	0	0	0	0	0	0	0	0	**35**	
0945 - 1000	0	44	8	0	0	0	0	0	0	0	0	0	0	**52**	**154**
1000 - 1015	0	46	3	0	0	0	0	0	0	0	0	0	0	**49**	
1015 - 1030	0	51	8	0	0	0	0	0	1	0	0	0	0	**60**	
1030 - 1045	0	71	9	0	0	0	0	0	0	0	0	0	0	**80**	
1045 - 1100	0	120	20	0	1	0	0	0	0	0	0	0	0	**141**	**330**
1100 - 1115	0	134	27	0	1	0	0	0	1	0	0	0	0	**163**	
1115 - 1130	0	94	12	0	2	1	0	0	0	0	0	0	0	**109**	
1130 - 1145	1	110	21	0	0	0	0	0	1	0	0	0	0	**133**	
1145 - 1200	0	146	18	0	0	0	0	0	0	0	0	0	0	**164**	**569**
1200 - 1215	0	198	26	0	2	0	0	0	0	0	0	0	0	**226**	
1215 - 1230	0	263	44	0	2	0	0	0	0	0	0	0	0	**309**	
1230 - 1245	0	201	24	0	2	0	0	0	0	0	0	0	0	**227**	
1245 - 1300	0	176	35	0	0	0	0	0	1	0	0	0	0	**212**	**974**
1300 - 1315	1	167	23	0	1	0	0	0	0	0	0	0	0	**192**	
1315 - 1330	1	158	30	0	1	0	0	0	0	0	0	0	0	**190**	
1330 - 1345	0	155	19	0	1	0	0	0	0	0	0	0	0	**175**	
1345 - 1400	0	149	27	0	1	0	0	0	0	0	0	0	0	**177**	**734**
1400 - 1415	0	234	39	0	1	0	0	0	0	0	0	0	0	**274**	
1415 - 1430	0	226	31	0	2	0	0	0	0	0	0	0	0	**259**	
1430 - 1445	0	144	21	0	1	0	0	0	0	0	0	0	0	**166**	
1445 - 1500	0	224	35	0	1	0	0	0	0	0	0	0	0	**260**	**959**
1500 - 1515	0	205	24	0	1	0	0	0	0	0	0	0	0	**230**	
1515 - 1530	0	134	21	0	2	0	0	0	0	0	0	0	0	**157**	
1530 - 1545	0	155	23	0	1	0	0	0	0	0	0	0	0	**179**	
1545 - 1600	1	186	26	0	0	0	0	0	0	0	0	0	0	**213**	**779**
1600 - 1615	1	189	26	0	1	0	0	0	0	0	0	0	0	**217**	
1615 - 1630	0	171	20	0	1	0	0	0	0	0	0	0	0	**192**	
1630 - 1645	1	158	21	0	1	0	0	0	0	0	0	0	0	**181**	
1645 - 1700	0	157	23	0	1	0	0	0	0	0	0	0	0	**181**	**771**
1700 - 1715	0	127	18	0	2	0	0	0	0	0	0	0	0	**147**	
1715 - 1730	0	148	20	0	1	0	0	0	0	0	0	0	0	**169**	
1730 - 1745	0	130	18	0	1	0	0	0	0	0	0	0	0	**149**	
1745 - 1800	0	144	18	0	0	0	0	0	0	0	0	0	0	**162**	**627**
1800 - 1815	0	165	22	0	1	0	0	0	0	0	0	0	0	**188**	
1815 - 1830	0	168	25	0	1	0	0	0	0	0	0	0	0	**194**	
1830 - 1845	0	141	18	0	1	0	0	0	0	0	0	0	0	**160**	
1845 - 1900	0	127	13	0	0	0	0	0	0	0	0	0	0	**140**	**682**
1900 - 1915	0	118	26	0	1	0	0	0	0	0	0	0	0	**145**	
1915 - 1930	0	89	13	0	0	0	0	0	0	0	0	0	0	**102**	
1930 - 1945	0	93	27	0	1	0	0	0	0	0	0	0	0	**121**	
1945 - 2000	0	79	15	0	0	0	0	0	0	0	0	0	0	**94**	**462**
2000 - 2015	0	63	18	0	1	0	0	0	0	0	0	0	0	**82**	
2015 - 2030	0	62	16	0	0	0	0	0	0	0	0	0	0	**78**	
2030 - 2045	0	82	19	0	0	0	0	0	0	0	0	0	0	**101**	
2045 - 2100	0	54	13	0	0	0	0	0	0	0	0	0	0	**67**	**328**
2100 - 2115	0	53	14	0	0	0	0	0	0	0	0	0	0	**67**	
2115 - 2130	0	33	14	0	0	0	0	0	0	0	0	0	0	**47**	
2130 - 2145	0	36	17	0	0	0	0	0	0	0	0	0	0	**53**	
2145 - 2200	0	41	13	0	1	0	0	0	0	0	0	0	0	**55**	**222**
2200 - 2215	0	35	10	0	0	0	0	0	0	0	0	0	0	**45**	
2215 - 2230	0	34	13	0	0	0	0	0	0	0	0	0	0	**47**	
2230 - 2245	0	33	13	0	0	0	0	0	1	0	0	0	0	**47**	
2245 - 2300	0	20	8	0	0	0	0	0	1	0	0	0	0	**29**	**168**
2300 - 2315	0	25	9	0	0	0	0	0	0	0	0	0	0	**34**	
2315 - 2330	0	21	7	0	0	0	0	0	0	0	0	0	0	**28**	
2330 - 2345	0	20	6	0	0	0	0	0	0	0	0	0	0	**26**	
2345 - 0000	0	17	6	0	0	0	0	0	0	0	0	0	0	**23**	**111**

Session Total	6	6998	1129	0	39	1	0	0	7	0	0	0	0	**8180**
Session Average	0.06	72.90	11.76	0.00	0.41	0.01	0.00	0.00	0.07	0.00	0.00	0.00	0.00	**85.21**
Session Percentage	0.07	85.55	13.80	0.00	0.48	0.01	0.00	0.00	0.09	0.00	0.00	0.00	0.00	

AM Peak Hour	-	0945 - 1045	0945 - 1045	-	0815 - 0915	-	-	-	0500 - 0600	-	-	-	-	**0945 - 1045**
AM Peak Hour Volume	0	212	28	0	1	0	0	0	1	0	0	0	0	**241**
AM Peak %age	0.00	87.97	11.62	0.00	0.41	0.00	0.00	0.00	0.41	0.00	0.00	0.00	0.00	

Noon Peak Hour	1230 - 1330	1200 - 1300	1200 - 1300	-	1145 - 1245	1030 - 1130	-	-	1015 - 1115	-	-	-	-	**1200 - 1300**
Noon Peak Hour Volume	2	838	129	0	6	1	0	0	2	0	0	0	0	**974**
Noon Peak %age	0.21	86.04	13.24	0.00	0.62	0.10	0.00	0.00	0.21	0.00	0.00	0.00	0.00	

PM Peak Hour	1545 - 1645	1545 - 1645	1515 - 1615	-	1615 - 1715	-	-	-	-	-	-	-	-	**1545 - 1645**
PM Peak Hour Volume	3	704	96	0	5	0	0	0	0	0	0	0	0	**803**
PM Peak %age	0.37	87.67	11.96	0.00	0.62	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

User Peak Volume	1	69	4	0	0	0	0	0	0	0	0	0	0	**74**
User Peak %age	1.35	93.24	5.41	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

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

Woodstock, GA

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 1
Ridgewalk Pkwy,
east of Reagan St

Date
Thursday, October 30, 2025

Lat/Long
34.117292°, -84.515683°

Weather
Cloudy
49°F

Click here for Detailed Weather

0000 - 2400 (Weekday 24h Session) (10-30-2025)
Bi-Directional 15min

	Bi-Directional 15min													15min	60min
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	8	4	0	0	0	0	0	0	0	0	0	0	**12**	
0015 - 0030	0	7	2	0	0	0	0	0	0	0	0	0	0	**9**	
0030 - 0045	0	2	0	1	0	0	0	0	0	0	0	0	0	**3**	
0045 - 0100	0	6	5	0	0	0	0	0	2	0	0	0	0	**13**	**37**
0100 - 0115	0	6	3	0	0	0	0	0	0	0	0	0	0	**9**	
0115 - 0130	0	2	1	0	1	0	0	0	0	0	0	0	0	**4**	
0130 - 0145	0	3	2	0	0	1	0	0	0	0	0	0	0	**6**	
0145 - 0200	0	4	2	0	0	0	0	0	0	0	0	0	0	**6**	**25**
0200 - 0215	0	6	3	0	0	0	0	0	1	0	0	0	0	**10**	
0215 - 0230	0	2	1	0	0	0	0	0	1	0	0	0	0	**4**	
0230 - 0245	0	3	2	0	0	0	0	0	0	0	0	0	0	**5**	
0245 - 0300	0	2	3	0	1	0	0	0	1	0	0	0	0	**7**	**26**
0300 - 0315	0	4	2	0	0	0	0	0	0	0	0	0	0	**6**	
0315 - 0330	0	7	3	0	2	0	0	0	0	0	0	0	0	**12**	
0330 - 0345	0	19	7	0	1	0	0	0	0	0	0	0	0	**27**	
0345 - 0400	0	9	4	0	0	0	0	0	1	0	0	0	0	**14**	**59**
0400 - 0415	0	6	3	0	0	0	0	0	0	0	0	0	0	**9**	
0415 - 0430	0	9	3	0	0	0	0	0	0	0	0	1	0	**13**	
0430 - 0445	0	15	8	0	2	0	0	0	1	0	0	0	0	**26**	
0445 - 0500	0	15	9	0	1	1	0	0	0	0	0	0	0	**26**	**74**
0500 - 0515	0	18	10	0	0	0	0	0	2	0	0	0	0	**30**	
0515 - 0530	0	33	15	0	1	4	0	0	1	0	0	0	0	**54**	
0530 - 0545	0	36	19	0	1	1	0	0	1	0	0	0	0	**58**	
0545 - 0600	0	50	28	0	4	3	0	0	0	0	0	0	0	**85**	**227**
0600 - 0615	0	100	21	0	2	3	0	0	1	0	0	0	0	**127**	
0615 - 0630	0	129	23	2	3	5	0	0	2	0	0	0	0	**164**	
0630 - 0645	0	150	25	2	7	3	0	0	4	0	0	0	0	**191**	
0645 - 0700	0	204	37	5	5	1	0	0	1	0	0	0	0	**253**	**735**
0700 - 0715	0	225	43	1	6	3	0	0	1	0	0	0	0	**279**	
0715 - 0730	0	252	36	3	5	3	0	1	4	0	0	0	0	**304**	
0730 - 0745	1	262	46	3	9	2	0	0	4	0	0	0	0	**327**	
0745 - 0800	0	305	55	0	9	4	0	0	3	0	0	0	0	**376**	**1286**
0800 - 0815	1	246	64	1	2	3	0	2	3	0	0	0	0	**322**	
0815 - 0830	0	212	53	1	8	5	0	0	1	0	0	0	0	**280**	
0830 - 0845	0	210	60	1	8	4	0	1	2	0	0	0	0	**286**	
0845 - 0900	0	218	47	1	11	7	0	0	2	0	0	0	0	**286**	**1174**
0900 - 0915	0	236	45	0	9	4	0	0	3	0	0	0	0	**297**	
0915 - 0930	0	210	62	0	10	7	0	0	5	0	0	0	0	**294**	
0930 - 0945	0	244	66	0	6	7	0	1	0	0	0	0	0	**324**	
0945 - 1000	0	242	62	1	9	9	0	2	1	0	0	0	0	**326**	**1241**
1000 - 1015	0	246	60	0	11	5	0	1	2	0	0	0	0	**325**	
1015 - 1030	1	245	58	2	8	10	0	0	1	0	0	0	0	**325**	
1030 - 1045	0	263	51	0	9	5	0	1	3	0	0	0	0	**332**	
1045 - 1100	1	279	57	2	6	4	0	2	3	0	0	0	0	**354**	**1336**
1100 - 1115	0	288	54	1	6	3	0	2	1	0	0	0	0	**355**	
1115 - 1130	0	290	61	1	5	5	0	1	2	0	0	0	0	**365**	
1130 - 1145	0	294	66	0	6	4	0	1	3	0	0	0	0	**374**	
1145 - 1200	1	321	72	0	6	8	0	0	2	0	0	0	0	**410**	**1504**
1200 - 1215	0	344	49	1	4	6	0	1	0	0	0	0	0	**405**	
1215 - 1230	0	331	81	0	8	4	0	0	1	0	0	0	0	**425**	
1230 - 1245	0	319	71	0	8	3	0	0	4	0	0	0	0	**405**	
1245 - 1300	0	319	65	0	5	4	0	1	1	0	0	0	0	**395**	**1630**
1300 - 1315	0	313	62	0	4	2	0	2	1	0	0	0	0	**384**	
1315 - 1330	0	288	48	1	6	3	0	2	1	0	0	0	0	**349**	
1330 - 1345	1	358	58	0	6	4	0	2	1	0	0	0	0	**430**	
1345 - 1400	0	323	59	1	5	0	0	0	0	0	0	0	0	**388**	**1551**
1400 - 1415	0	311	69	2	5	1	0	0	1	0	0	0	0	**389**	
1415 - 1430	0	337	71	4	7	2	0	0	0	0	0	0	0	**421**	
1430 - 1445	2	346	59	2	5	3	0	0	1	0	0	0	0	**418**	
1445 - 1500	0	348	67	0	5	3	0	1	2	0	0	0	0	**426**	**1654**
1500 - 1515	1	380	61	0	9	2	0	1	0	0	0	0	0	**454**	
1515 - 1530	0	334	58	0	4	2	0	5	2	0	0	0	0	**405**	
1530 - 1545	1	378	62	1	2	1	0	0	1	0	0	0	0	**446**	
1545 - 1600	0	345	71	1	2	0	0	1	2	0	0	0	0	**422**	**1727**
1600 - 1615	1	321	63	0	4	1	0	3	3	0	0	0	0	**396**	
1615 - 1630	0	385	56	1	3	0	0	3	1	0	0	0	0	**449**	
1630 - 1645	0	406	74	2	1	1	0	1	2	0	0	0	0	**487**	
1645 - 1700	0	423	71	3	2	1	0	0	0	0	0	0	0	**500**	**1832**
1700 - 1715	1	428	86	1	1	0	0	2	1	0	0	0	0	**520**	
1715 - 1730	0	387	64	0	3	0	0	0	1	0	0	0	0	**455**	
1730 - 1745	0	409	66	0	5	0	0	1	0	0	0	0	0	**481**	
1745 - 1800	0	383	68	0	2	0	0	1	0	0	0	0	0	**454**	**1910**
1800 - 1815	1	309	78	0	8	0	0	2	0	0	0	0	0	**398**	
1815 - 1830	1	297	61	0	4	0	0	2	0	0	0	0	0	**365**	
1830 - 1845	0	319	70	0	6	0	0	1	0	0	0	0	0	**396**	
1845 - 1900	0	271	73	0	2	0	0	0	0	0	0	0	0	**346**	**1505**
1900 - 1915	0	254	66	0	1	0	0	0	0	0	0	0	0	**321**	
1915 - 1930	2	249	59	0	4	0	0	0	1	0	0	0	0	**315**	
1930 - 1945	0	178	50	0	1	0	0	0	1	0	0	0	0	**230**	
1945 - 2000	1	184	50	0	0	1	0	0	1	0	0	0	0	**237**	**1103**
2000 - 2015	1	155	39	0	2	0	0	1	0	0	0	0	0	**198**	
2015 - 2030	0	142	35	0	1	0	0	0	0	0	0	0	0	**178**	
2030 - 2045	0	152	31	0	0	0	0	0	0	0	0	0	0	**183**	
2045 - 2100	0	119	31	0	0	0	0	0	0	0	0	0	0	**150**	**709**
2100 - 2115	1	107	32	0	0	0	0	0	0	0	0	0	0	**140**	
2115 - 2130	0	91	27	0	0	0	0	0	0	0	0	0	0	**118**	
2130 - 2145	0	73	18	0	0	0	0	0	0	0	0	0	0	**91**	
2145 - 2200	0	74	15	0	0	0	0	0	0	0	0	0	0	**89**	**438**
2200 - 2215	0	59	15	0	2	0	0	0	0	0	0	0	0	**76**	
2215 - 2230	0	46	10	0	0	0	0	0	0	0	0	0	0	**56**	
2230 - 2245	0	30	9	0	0	0	0	0	0	0	0	0	0	**39**	
2245 - 2300	0	33	10	0	0	0	0	0	0	0	0	0	0	**43**	**214**
2300 - 2315	0	31	8	0	1	0	0	0	1	0	0	0	0	**41**	
2315 - 2330	0	24	8	0	0	0	0	0	1	0	0	0	0	**33**	
2330 - 2345	0	15	4	0	0	0	0	0	1	0	0	0	0	**20**	
2345 - 0000	0	11	2	0	0	0	0	0	0	0	0	0	0	**13**	**107**

Session Total	19	17682	3723	48	318	168	0	48	97	0	0	1	0	**22104**
Session Average	0.20	184.19	38.78	0.50	3.31	1.75	0.00	0.50	1.01	0.00	0.00	0.01	0.00	**230.25**
Session Percentage	0.09	79.99	16.84	0.22	1.44	0.76	0.00	0.22	0.44	0.00	0.00	0.00	0.00	

AM Peak Hour	0715 - 0815	0715 - 0815	0915 - 1015	0645 - 0745	0830 - 0930	0930 - 1030	-	0915 - 1015	0715 - 0815	-	-	-	-	**0715 - 0815**
AM Peak Volume	2	1065	250	12	38	31	0	4	14	0	0	0	0	**1329**
AM Peak %age	0.15	80.14	18.81	0.90	2.86	2.33	0.00	0.30	1.05	0.00	0.00	0.00	0.00	

Noon Peak Hour	1415 - 1515	1445 - 1545	1215 - 1315	1345 - 1445	1000 - 1100	1000 - 1100	-	1245 - 1345	1000 - 1100	-	-	-	-	**1445 - 1545**
Noon Peak Volume	3	1440	279	9	34	24	0	7	9	0	0	0	0	**1731**
Noon Peak %age	0.17	83.19	16.12	0.52	1.96	1.39	0.00	0.40	0.52	0.00	0.00	0.00	0.00	

PM Peak Hour	1915 - 2015	1645 - 1745	1630 - 1730	1615 - 1715	1745 - 1845	1500 - 1600	-	1515 - 1615	1515 - 1615	-	-	-	-	**1630 - 1730**
PM Peak Volume	4	1647	295	7	20	5	0	9	8	0	0	0	0	**1962**
PM Peak %age	0.20	83.94	15.04	0.36	1.02	0.25	0.00	0.46	0.41	0.00	0.00	0.00	0.00	

User Peak Volume	0	23	11	1	0	0	0	0	2	0	0	0	0	**37**
User Peak %age	0.00	62.16	29.73	2.70	0.00	0.00	0.00	0.00	5.41	0.00	0.00	0.00	0.00	

Site 1
Ridgewalk Pkwy,
east of Reagan St

Date
Saturday, November 1, 2025

Lat/Long
34.117292°, -84.515683°

Weather
Fair
51°F

Click here for Detailed Weather

0000 - 2400 (Saturday 24h Session) (11-01-2025)
Bi-Directional 15min

	Bi-Directional 15min													15min	60min
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	30	10	0	0	0	0	0	0	0	0	0	0	**40**	
0015 - 0030	0	38	10	0	0	0	0	0	1	0	0	0	0	**49**	
0030 - 0045	0	28	7	0	0	0	0	0	1	0	0	0	0	**36**	
0045 - 0100	0	20	4	0	0	0	0	0	0	0	0	0	0	**24**	**149**
0100 - 0115	0	12	5	0	0	0	0	0	0	0	0	0	0	**17**	
0115 - 0130	0	21	3	0	0	0	0	0	0	0	0	0	0	**24**	
0130 - 0145	0	16	4	0	0	0	0	0	1	0	0	0	0	**21**	
0145 - 0200	0	21	2	0	0	0	0	0	0	0	0	0	0	**23**	**85**
0200 - 0215	0	7	1	0	0	0	0	0	1	0	0	0	0	**9**	
0215 - 0230	0	12	3	0	0	0	0	0	0	0	0	0	0	**15**	
0230 - 0245	0	9	2	0	0	0	0	0	0	0	0	0	0	**11**	
0245 - 0300	0	10	2	0	0	0	0	0	0	0	0	0	0	**12**	**47**
0300 - 0315	0	17	6	0	0	0	0	0	1	0	0	0	0	**24**	
0315 - 0330	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**	
0330 - 0345	0	10	3	0	1	0	0	0	0	0	0	0	0	**14**	
0345 - 0400	0	12	2	0	1	0	0	0	0	0	0	0	0	**15**	**62**
0400 - 0415	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**	
0415 - 0430	0	16	4	0	0	0	0	0	0	0	0	0	0	**20**	
0430 - 0445	0	12	2	0	0	0	0	0	1	0	0	0	0	**15**	
0445 - 0500	0	9	3	0	0	0	0	0	2	0	0	0	0	**14**	**56**
0500 - 0515	0	12	2	0	0	0	0	0	1	0	0	0	0	**15**	
0515 - 0530	0	18	3	0	0	0	0	0	1	0	0	0	0	**22**	
0530 - 0545	0	30	7	0	0	1	0	0	0	0	0	0	0	**38**	
0545 - 0600	0	22	5	0	0	0	0	0	0	0	0	0	0	**27**	**102**
0600 - 0615	0	29	8	0	1	0	0	0	2	0	0	0	0	**40**	
0615 - 0630	0	49	13	0	3	0	0	0	0	0	0	0	0	**65**	
0630 - 0645	0	59	15	0	1	2	0	0	0	0	0	0	0	**77**	
0645 - 0700	0	69	21	0	3	1	0	0	0	0	0	0	0	**94**	**276**
0700 - 0715	0	55	13	0	2	1	0	0	1	0	0	0	0	**72**	
0715 - 0730	0	61	15	0	6	1	0	0	2	0	0	0	0	**85**	
0730 - 0745	0	79	19	0	6	1	0	0	1	0	0	0	0	**106**	
0745 - 0800	0	85	23	0	5	2	0	0	0	0	0	0	0	**115**	**378**
0800 - 0815	0	106	24	0	1	1	0	0	0	0	0	0	0	**132**	
0815 - 0830	0	124	31	0	2	2	0	1	1	0	0	0	0	**161**	
0830 - 0845	0	154	46	1	4	1	0	1	0	0	0	0	0	**207**	
0845 - 0900	0	190	37	0	3	1	0	0	0	0	0	0	0	**231**	**731**
0900 - 0915	0	203	42	0	1	1	0	0	0	0	0	0	0	**247**	
0915 - 0930	0	217	38	0	11	0	0	0	0	0	0	0	0	**266**	
0930 - 0945	0	272	42	0	1	1	0	0	0	0	0	0	0	**316**	
0945 - 1000	0	307	52	0	8	0	0	0	0	0	0	0	0	**367**	**1196**
1000 - 1015	0	303	48	0	4	2	0	0	0	0	0	0	0	**357**	
1015 - 1030	1	302	53	0	3	1	0	0	0	0	0	0	0	**360**	
1030 - 1045	0	277	41	0	1	2	0	0	0	0	0	0	0	**321**	
1045 - 1100	0	301	47	0	6	2	0	1	0	0	0	0	0	**357**	**1395**
1100 - 1115	2	366	51	0	2	0	0	0	0	0	0	0	0	**421**	
1115 - 1130	0	333	49	0	3	0	0	0	1	1	0	0	0	**387**	
1130 - 1145	0	386	45	0	1	0	0	0	0	0	0	0	0	**432**	
1145 - 1200	0	385	40	0	2	0	0	0	1	0	0	0	0	**428**	**1668**
1200 - 1215	0	361	59	0	3	0	0	0	0	0	0	0	0	**423**	
1215 - 1230	1	375	58	0	2	0	0	0	0	0	0	0	0	**436**	
1230 - 1245	0	323	71	0	3	1	0	0	0	0	0	0	0	**398**	
1245 - 1300	0	324	64	0	2	0	0	1	0	0	0	0	0	**391**	**1648**
1300 - 1315	1	329	70	0	3	0	0	0	0	0	0	0	0	**403**	
1315 - 1330	0	293	68	0	2	0	0	0	0	0	0	0	0	**363**	
1330 - 1345	2	332	58	0	5	0	0	0	0	0	0	0	0	**397**	
1345 - 1400	1	360	76	0	4	0	0	0	0	0	0	0	0	**441**	**1604**
1400 - 1415	1	357	55	0	0	2	0	0	0	0	0	0	0	**415**	
1415 - 1430	0	379	58	0	2	0	0	0	0	0	0	0	0	**439**	
1430 - 1445	2	340	57	0	1	1	0	0	0	0	0	0	0	**401**	
1445 - 1500	0	360	55	0	3	0	0	0	0	0	0	0	0	**418**	**1673**
1500 - 1515	0	329	53	0	0	0	0	0	0	0	0	0	0	**382**	
1515 - 1530	1	344	52	0	1	0	0	0	0	0	0	0	0	**398**	
1530 - 1545	0	324	48	0	2	0	0	0	0	0	0	0	0	**374**	
1545 - 1600	0	322	60	0	3	0	0	0	0	0	0	0	0	**385**	**1539**
1600 - 1615	1	353	51	0	2	0	0	0	0	0	0	0	0	**407**	
1615 - 1630	1	326	52	0	2	1	0	0	0	0	0	0	0	**382**	
1630 - 1645	0	317	62	0	1	0	0	0	0	0	0	0	0	**380**	
1645 - 1700	3	284	53	1	0	0	0	0	0	0	0	0	0	**341**	**1510**
1700 - 1715	0	294	53	0	1	0	0	0	0	0	0	0	0	**348**	
1715 - 1730	2	291	39	0	1	0	0	1	0	0	0	0	0	**334**	
1730 - 1745	0	297	45	0	3	0	0	0	0	0	0	0	0	**345**	
1745 - 1800	0	324	42	0	1	0	0	0	1	0	0	0	0	**368**	**1395**
1800 - 1815	12	313	43	0	4	1	0	0	0	0	0	0	0	**373**	
1815 - 1830	0	273	32	0	0	0	0	0	0	0	0	0	0	**305**	
1830 - 1845	1	253	37	0	0	0	0	0	0	0	0	0	0	**291**	
1845 - 1900	1	212	38	0	2	0	0	0	0	0	0	0	0	**253**	**1222**
1900 - 1915	2	210	37	0	0	0	0	0	1	0	0	0	0	**250**	
1915 - 1930	0	200	41	0	0	0	0	0	0	0	0	0	0	**241**	
1930 - 1945	0	198	47	0	1	0	0	0	0	0	0	0	0	**246**	
1945 - 2000	0	178	40	0	0	0	0	0	0	0	0	0	0	**218**	**955**
2000 - 2015	0	174	40	0	0	0	0	0	0	0	0	0	0	**214**	
2015 - 2030	0	132	31	0	0	0	0	0	0	0	0	0	0	**163**	
2030 - 2045	0	105	28	0	1	0	0	0	0	0	0	0	0	**134**	
2045 - 2100	0	100	24	0	0	0	0	0	0	0	0	0	0	**124**	**635**
2100 - 2115	0	88	24	0	1	0	0	0	0	0	0	0	0	**113**	
2115 - 2130	0	89	23	0	1	0	0	0	0	0	0	0	0	**113**	
2130 - 2145	0	75	18	0	3	0	0	0	0	0	0	0	0	**96**	
2145 - 2200	0	138	27	0	1	0	0	0	0	0	0	0	0	**166**	**488**
2200 - 2215	0	99	19	0	1	0	0	0	0	0	0	0	0	**119**	
2215 - 2230	0	57	15	0	0	0	0	0	0	0	0	0	0	**72**	
2230 - 2245	0	75	18	0	1	0	0	0	0	0	0	0	0	**94**	
2245 - 2300	0	48	14	0	0	0	0	0	0	0	0	0	0	**62**	**347**
2300 - 2315	0	60	13	0	0	0	0	0	0	0	0	0	0	**73**	
2315 - 2330	0	33	6	0	0	0	0	0	0	0	0	0	0	**39**	
2330 - 2345	0	42	7	1	0	0	0	0	0	0	0	0	0	**50**	
2345 - 0000	0	31	5	0	1	0	0	0	0	0	0	0	0	**37**	**199**

Session Total	35	16229	2891	3	146	29	0	5	21	1	0	0	0	**19360**
Session Average	0.36	169.05	30.11	0.03	1.52	0.30	0.00	0.05	0.22	0.01	0.00	0.00	0.00	**201.67**
Session Percentage	0.18	83.83	14.93	0.02	0.75	0.15	0.00	0.03	0.11	0.01	0.00	0.00	0.00	

AM Peak Hour	0930 - 1030	0945 - 1045	0930 - 1030	0745 - 0845	0915 - 1015	0730 - 0830	-	0745 - 0845	0645 - 0745	-	-	-	-	**0945 - 1045**
AM Peak Volume	1	1189	195	1	24	6	0	2	4	0	0	0	0	**1405**
AM Peak %age	0.07	84.63	13.88	0.07	1.71	0.43	0.00	0.14	0.28	0.00	0.00	0.00	0.00	

Noon Peak Hour	1300 - 1400	1130 - 1230	1230 - 1330	-	1000 - 1100	1000 - 1100	-	1000 - 1100	1100 - 1200	1030 - 1130	-	-	-	**1130 - 1230**
Noon Peak Volume	4	1507	273	0	14	7	0	1	2	1	0	0	0	**1719**
Noon Peak %age	0.23	87.67	15.88	0.00	0.81	0.41	0.00	0.06	0.12	0.06	0.00	0.00	0.00	

PM Peak Hour	1715 - 1815	1515 - 1615	1545 - 1645	1600 - 1700	1530 - 1630	1530 - 1630	-	1630 - 1730	1700 - 1800	-	-	-	-	**1515 - 1615**
PM Peak Volume	14	1343	225	1	9	1	0	1	1	0	0	0	0	**1564**
PM Peak %age	0.90	85.87	14.39	0.06	0.58	0.06	0.00	0.06	0.06	0.00	0.00	0.00	0.00	

User Peak Volume	0	116	31	0	0	0	0	0	2	0	0	0	0	**149**
User Peak %age	0.00	77.85	20.81	0.00	0.00	0.00	0.00	0.00	1.34	0.00	0.00	0.00	0.00	

Site 1
Ridgewalk Pkwy,
east of Reagan St

Date
Sunday, November 2, 2025

Lat/Long
34.117292°, -84.515683°

Weather
Cloudy
50°F

Click here for Detailed Weather

0000 - 2400 (Sunday 24h Session) (11-02-2025)
Bi-Directional 15min

	Bi-Directional 15min													15min	60min
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	37	1	0	0	0	0	0	0	0	0	0	0	**38**	
0015 - 0030	0	30	4	0	0	0	0	0	0	0	0	0	0	**34**	
0030 - 0045	1	42	2	0	0	0	0	0	0	0	0	0	0	**45**	
0045 - 0100	0	26	2	0	0	0	0	0	0	0	0	0	0	**28**	**145**
0100 - 0115	0	17	0	0	0	0	0	0	0	0	0	0	0	**17**	
0115 - 0130	0	16	1	0	0	0	0	0	0	0	0	0	0	**17**	
0130 - 0145	0	12	1	0	0	0	0	0	0	0	0	0	0	**13**	
0145 - 0200	0	12	1	0	0	0	0	0	0	0	0	0	0	**13**	**60**
0200 - 0215	0	17	0	0	0	0	0	0	0	0	0	0	0	**17**	
0215 - 0230	0	16	1	0	0	0	0	0	0	0	0	0	0	**17**	
0230 - 0245	0	12	1	0	0	0	0	0	0	0	0	0	0	**13**	
0245 - 0300	0	12	1	0	0	0	0	0	0	0	0	0	0	**13**	**60**
0300 - 0315	0	14	1	0	0	0	0	0	0	0	0	0	0	**15**	
0315 - 0330	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	
0330 - 0345	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**	
0345 - 0400	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**	**32**
0400 - 0415	0	4	0	0	1	0	0	0	0	0	0	0	0	**5**	
0415 - 0430	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	
0430 - 0445	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	
0445 - 0500	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**	**17**
0500 - 0515	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	
0515 - 0530	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0530 - 0545	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**	
0545 - 0600	0	8	1	0	0	0	0	0	2	0	0	0	0	**11**	**20**
0600 - 0615	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	
0615 - 0630	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**	
0630 - 0645	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	
0645 - 0700	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**	**26**
0700 - 0715	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**	
0715 - 0730	0	14	2	0	0	0	0	0	0	0	0	0	0	**16**	
0730 - 0745	0	13	3	0	0	0	0	0	0	0	0	0	0	**16**	
0745 - 0800	0	15	4	0	0	0	0	0	0	0	0	0	0	**19**	**58**
0800 - 0815	0	33	3	0	0	0	0	0	0	0	0	0	0	**36**	
0815 - 0830	0	39	9	0	0	0	0	0	0	0	0	0	0	**48**	
0830 - 0845	0	68	13	0	0	0	0	0	0	0	0	0	0	**81**	
0845 - 0900	0	80	20	0	0	0	0	0	0	0	0	0	0	**100**	**265**
0900 - 0915	0	61	11	0	1	0	0	0	0	0	0	0	0	**73**	
0915 - 0930	0	62	5	0	0	0	0	0	0	0	0	0	0	**67**	
0930 - 0945	1	61	13	0	1	0	0	0	0	0	0	0	0	**76**	
0945 - 1000	0	93	21	0	0	0	0	0	0	0	0	0	0	**114**	**330**
1000 - 1015	0	108	10	0	0	0	0	0	0	0	0	0	0	**118**	
1015 - 1030	0	120	20	0	0	0	0	0	1	0	0	0	0	**141**	
1030 - 1045	0	141	22	0	0	0	0	0	0	0	0	0	0	**163**	
1045 - 1100	0	197	26	0	1	0	0	0	0	0	0	0	0	**224**	**646**
1100 - 1115	0	201	41	0	1	0	0	0	1	0	0	0	0	**244**	
1115 - 1130	0	161	29	0	3	1	0	0	0	0	0	0	0	**194**	
1130 - 1145	3	183	37	0	2	1	0	0	1	0	0	0	0	**227**	
1145 - 1200	1	257	35	0	1	0	0	0	0	0	0	0	0	**294**	**959**
1200 - 1215	0	310	48	0	3	0	0	0	0	0	0	0	0	**361**	
1215 - 1230	0	402	73	0	2	0	0	0	0	0	0	0	0	**477**	
1230 - 1245	0	328	44	0	2	0	0	0	0	0	0	0	0	**374**	
1245 - 1300	0	301	53	0	0	0	0	0	1	0	0	0	0	**355**	**1567**
1300 - 1315	1	288	35	0	3	0	0	0	0	0	0	0	0	**327**	
1315 - 1330	1	278	46	0	1	0	0	0	0	0	0	0	0	**326**	
1330 - 1345	0	286	38	0	1	0	0	0	0	0	0	0	0	**325**	
1345 - 1400	0	313	50	0	1	0	0	0	0	0	0	0	0	**364**	**1342**
1400 - 1415	0	393	64	0	1	0	0	0	0	0	0	0	0	**458**	
1415 - 1430	0	392	68	0	3	0	0	0	0	0	0	0	0	**463**	
1430 - 1445	1	332	48	0	2	0	0	0	0	0	0	0	0	**383**	
1445 - 1500	0	407	69	0	1	0	0	0	0	0	0	0	0	**477**	**1781**
1500 - 1515	0	381	42	0	1	0	0	0	0	0	0	0	0	**424**	
1515 - 1530	0	306	45	0	2	0	0	0	1	0	0	0	0	**354**	
1530 - 1545	0	330	44	0	1	0	0	0	0	0	0	0	0	**375**	
1545 - 1600	1	364	48	0	1	0	0	0	0	0	0	0	0	**414**	**1567**
1600 - 1615	1	373	40	0	2	0	0	0	0	0	0	0	0	**416**	
1615 - 1630	0	349	52	0	1	0	0	0	0	0	0	0	0	**402**	
1630 - 1645	1	328	47	0	1	0	0	0	0	0	0	0	0	**377**	
1645 - 1700	0	345	52	0	3	0	0	0	0	0	0	0	0	**400**	**1595**
1700 - 1715	1	304	35	0	4	0	0	0	0	0	0	0	0	**344**	
1715 - 1730	0	324	41	0	1	0	0	0	0	0	0	0	0	**366**	
1730 - 1745	0	283	36	0	2	0	0	0	0	0	0	0	0	**321**	
1745 - 1800	0	308	39	0	0	0	0	0	0	0	0	0	0	**347**	**1378**
1800 - 1815	0	349	30	0	1	0	0	0	0	0	0	0	0	**380**	
1815 - 1830	0	358	42	0	1	0	0	0	0	0	0	0	0	**401**	
1830 - 1845	1	331	37	0	1	0	0	0	0	0	0	0	0	**370**	
1845 - 1900	0	295	36	1	0	0	0	0	0	0	0	0	0	**332**	**1483**
1900 - 1915	0	270	49	0	2	0	0	0	0	0	0	0	0	**321**	
1915 - 1930	0	251	27	0	0	0	0	0	0	0	0	0	0	**278**	
1930 - 1945	0	248	44	0	1	0	0	0	0	0	0	0	0	**293**	
1945 - 2000	0	199	27	0	0	0	0	0	0	0	0	0	0	**226**	**1118**
2000 - 2015	0	193	38	0	1	0	0	0	0	0	0	0	0	**232**	
2015 - 2030	0	182	31	0	0	0	0	0	0	0	0	0	0	**213**	
2030 - 2045	0	199	30	0	0	0	0	0	0	0	0	0	0	**229**	
2045 - 2100	0	134	19	0	1	0	0	0	0	0	0	0	0	**154**	**828**
2100 - 2115	0	137	23	0	0	0	0	0	0	0	0	0	0	**160**	
2115 - 2130	0	118	22	0	0	0	0	0	1	0	0	0	0	**141**	
2130 - 2145	0	83	22	0	0	0	0	0	0	0	0	0	0	**105**	
2145 - 2200	0	96	18	0	1	0	0	0	1	0	0	0	0	**116**	**522**
2200 - 2215	0	95	16	0	0	0	0	0	0	0	0	0	0	**111**	
2215 - 2230	0	73	17	0	0	0	0	0	0	0	0	0	0	**90**	
2230 - 2245	0	67	17	0	0	0	0	0	1	0	0	0	0	**85**	
2245 - 2300	0	50	11	0	0	0	0	0	1	0	0	0	0	**62**	**348**
2300 - 2315	0	56	12	0	0	0	0	0	0	0	0	0	0	**68**	
2315 - 2330	0	48	10	0	0	0	0	0	0	0	0	0	0	**58**	
2330 - 2345	0	50	10	0	0	0	0	0	0	0	0	0	0	**60**	
2345 - 0000	0	42	8	0	0	0	0	0	0	0	0	0	0	**50**	**236**

Session Total	14	14197	2099	1	59	2	0	0	11	0	0	0	0	**16383**
Session Average	0.15	147.89	21.86	0.01	0.61	0.02	0.00	0.00	0.11	0.00	0.00	0.00	0.00	**170.66**
Session Percentage	0.09	86.66	12.81	0.01	0.36	0.01	0.00	0.00	0.07	0.00	0.00	0.00	0.00	

AM Peak Hour	0845 - 0945	0945 - 1045	0945 - 1045	-	0845 - 0945	-	-	-	0500 - 0600	-	-	-	-	**0945 - 1045**
AM Peak Hour Volume	1	462	73	0	2	0	0	0	2	0	0	0	0	**536**
AM Peak %age	0.19	86.19	13.62	0.00	0.37	0.00	0.00	0.00	0.37	0.00	0.00	0.00	0.00	

Noon Peak Hour	1100 - 1200	1400 - 1500	1400 - 1500	-	1115 - 1215	1045 - 1145	-	-	1015 - 1115	-	-	-	-	**1400 - 1500**
Noon Peak Hour Volume	4	1524	249	0	9	2	0	0	2	0	0	0	0	**1781**
Noon Peak %age	0.22	85.57	13.98	0.00	0.51	0.11	0.00	0.00	0.11	0.00	0.00	0.00	0.00	

PM Peak Hour	1545 - 1645	1530 - 1630	1600 - 1700	1800 - 1900	1645 - 1745	-	-	-	1500 - 1600	-	-	-	-	**1545 - 1645**
PM Peak Hour Volume	3	1416	191	1	10	0	0	0	1	0	0	0	0	**1609**
PM Peak %age	0.19	88.00	11.87	0.06	0.62	0.00	0.00	0.00	0.06	0.00	0.00	0.00	0.00	

User Peak Volume	1	135	9	0	0	0	0	0	0	0	0	0	0	**145**
User Peak %age	0.69	93.10	6.21	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Bi-Directional Class Count || NB EB Average 15min

Woodstock, GA

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Site 1

Ridgewalk Pkwy,
east of Reagan St

Lat/Long

34.117292°, -84.515683°

0000 - 2400 (Weekday 24h Session) (All Dates)

NB EB Average 15min

	NB EB Average 15min													15min	60min
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	11	2	0	0	0	0	0	0	0	0	0	0	**13**	
0015 - 0030	0	12	2	0	0	0	0	0	0	0	0	0	0	**14**	
0030 - 0045	0	13	2	0	0	0	0	0	0	0	0	0	0	**15**	
0045 - 0100	0	8	2	0	0	0	0	0	1	0	0	0	0	**11**	**53**
0100 - 0115	0	6	1	0	0	0	0	0	0	0	0	0	0	**6**	
0115 - 0130	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**	
0130 - 0145	0	5	1	0	0	0	0	0	0	0	0	0	0	**7**	
0145 - 0200	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	**28**
0200 - 0215	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**	
0215 - 0230	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**	
0230 - 0245	0	3	1	0	0	0	0	0	0	0	0	0	0	**3**	
0245 - 0300	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**	**21**
0300 - 0315	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**	
0315 - 0330	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**	
0330 - 0345	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**	
0345 - 0400	0	4	1	0	0	0	0	0	0	0	0	0	0	**4**	**21**
0400 - 0415	0	2	0	0	0	0	0	0	0	0	0	0	0	**3**	
0415 - 0430	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**	
0430 - 0445	0	4	1	0	1	0	0	0	0	0	0	0	0	**6**	
0445 - 0500	0	5	1	0	0	0	0	0	0	0	0	0	0	**7**	**21**
0500 - 0515	0	6	2	0	0	0	0	0	0	0	0	0	0	**8**	
0515 - 0530	0	8	2	0	0	1	0	0	0	0	0	0	0	**11**	
0530 - 0545	0	15	5	0	0	0	0	0	0	0	0	0	0	**21**	
0545 - 0600	0	11	5	0	1	0	0	0	0	0	0	0	0	**17**	**57**
0600 - 0615	0	23	4	0	1	0	0	0	0	0	0	0	0	**29**	
0615 - 0630	0	36	6	1	1	1	0	0	0	0	0	0	0	**45**	
0630 - 0645	0	39	6	1	0	0	0	0	0	0	0	0	0	**47**	
0645 - 0700	0	54	9	0	0	1	0	0	0	0	0	0	0	**65**	**185**
0700 - 0715	0	44	9	0	2	1	0	0	0	0	0	0	0	**56**	
0715 - 0730	0	49	8	1	2	1	0	0	1	0	0	0	0	**62**	
0730 - 0745	0	58	12	0	3	0	0	0	1	0	0	0	0	**74**	
0745 - 0800	0	61	13	0	3	1	0	0	0	0	0	0	0	**77**	**269**
0800 - 0815	0	70	14	0	0	0	0	0	1	0	0	0	0	**86**	
0815 - 0830	0	68	19	0	2	0	0	0	0	0	0	0	0	**89**	
0830 - 0845	0	83	20	0	2	1	0	1	0	0	0	0	0	**108**	
0845 - 0900	0	77	17	0	4	2	0	0	0	0	0	0	0	**100**	**383**
0900 - 0915	0	82	16	0	2	1	0	0	0	0	0	0	0	**101**	
0915 - 0930	0	75	17	0	5	1	0	0	0	0	0	0	0	**98**	
0930 - 0945	0	96	19	0	1	1	0	0	0	0	0	0	0	**118**	
0945 - 1000	0	109	22	0	3	2	0	1	0	0	0	0	0	**136**	**453**
1000 - 1015	0	113	21	0	2	1	0	0	0	0	0	0	0	**137**	
1015 - 1030	0	112	20	1	3	2	0	0	0	0	0	0	0	**138**	
1030 - 1045	0	111	18	0	2	1	0	0	0	0	0	0	0	**133**	
1045 - 1100	0	115	18	0	3	1	0	1	1	0	0	0	0	**139**	**546**
1100 - 1115	1	130	21	0	1	1	0	1	0	0	0	0	0	**154**	
1115 - 1130	0	134	23	0	1	1	0	0	0	0	0	0	0	**160**	
1130 - 1145	1	128	23	0	2	1	0	0	1	0	0	0	0	**155**	
1145 - 1200	1	153	19	0	1	1	0	0	0	0	0	0	0	**176**	**644**
1200 - 1215	0	151	26	0	2	1	0	0	0	0	0	0	0	**181**	
1215 - 1230	0	160	29	0	2	1	0	0	0	0	0	0	0	**191**	
1230 - 1245	0	150	30	0	3	1	0	0	0	0	0	0	0	**183**	
1245 - 1300	0	145	25	0	1	1	0	1	0	0	0	0	0	**173**	**729**
1300 - 1315	0	145	26	0	2	1	0	1	0	0	0	0	0	**176**	
1315 - 1330	0	137	25	0	2	0	0	1	0	0	0	0	0	**166**	
1330 - 1345	1	154	23	0	2	0	0	0	0	0	0	0	0	**181**	
1345 - 1400	0	171	28	0	3	0	0	0	0	0	0	0	0	**202**	**725**
1400 - 1415	0	165	32	0	1	0	0	0	0	0	0	0	0	**199**	
1415 - 1430	0	173	33	1	1	0	0	0	0	0	0	0	0	**209**	
1430 - 1445	2	187	27	0	1	1	0	0	0	0	0	0	0	**218**	
1445 - 1500	0	183	29	0	2	0	0	0	0	0	0	0	0	**215**	**841**
1500 - 1515	0	190	27	0	0	0	0	0	0	0	0	0	0	**217**	
1515 - 1530	0	184	25	0	0	0	0	1	0	0	0	0	0	**211**	
1530 - 1545	0	182	24	0	0	0	0	0	0	0	0	0	0	**208**	
1545 - 1600	0	172	28	0	1	0	0	0	0	0	0	0	0	**201**	**836**
1600 - 1615	0	170	24	0	1	0	0	0	1	0	0	0	0	**195**	
1615 - 1630	0	180	28	0	1	0	0	1	0	0	0	0	0	**210**	
1630 - 1645	0	177	30	1	0	0	0	0	0	0	0	0	0	**209**	
1645 - 1700	1	183	32	0	1	0	0	0	0	0	0	0	0	**218**	**832**
1700 - 1715	1	171	28	0	1	0	0	0	0	0	0	0	0	**201**	
1715 - 1730	0	179	23	0	1	0	0	0	0	0	0	0	0	**202**	
1730 - 1745	0	180	23	0	1	0	0	0	0	0	0	0	0	**205**	
1745 - 1800	0	182	24	0	0	0	0	0	0	0	0	0	0	**206**	**815**
1800 - 1815	4	168	24	0	1	0	0	0	0	0	0	0	0	**197**	
1815 - 1830	0	155	26	0	0	0	0	0	0	0	0	0	0	**181**	
1830 - 1845	0	165	29	0	1	0	0	0	0	0	0	0	0	**195**	
1845 - 1900	0	135	28	0	1	0	0	0	0	0	0	0	0	**165**	**738**
1900 - 1915	0	131	29	0	0	0	0	0	0	0	0	0	0	**160**	
1915 - 1930	1	134	27	0	1	0	0	0	0	0	0	0	0	**162**	
1930 - 1945	0	116	26	0	0	0	0	0	0	0	0	0	0	**142**	
1945 - 2000	0	99	23	0	0	0	0	0	0	0	0	0	0	**123**	**587**
2000 - 2015	0	101	25	0	0	0	0	0	0	0	0	0	0	**127**	
2015 - 2030	0	90	20	0	0	0	0	0	0	0	0	0	0	**110**	
2030 - 2045	0	85	16	0	0	0	0	0	0	0	0	0	0	**101**	
2045 - 2100	0	60	14	0	0	0	0	0	0	0	0	0	0	**75**	**413**
2100 - 2115	0	61	16	0	0	0	0	0	0	0	0	0	0	**77**	
2115 - 2130	0	58	14	0	0	0	0	0	0	0	0	0	0	**73**	
2130 - 2145	0	39	8	0	0	0	0	0	0	0	0	0	0	**47**	
2145 - 2200	0	41	8	0	0	0	0	0	0	0	0	0	0	**50**	**247**
2200 - 2215	0	44	8	0	0	0	0	0	0	0	0	0	0	**53**	
2215 - 2230	0	33	6	0	0	0	0	0	0	0	0	0	0	**39**	
2230 - 2245	0	27	7	0	0	0	0	0	0	0	0	0	0	**34**	
2245 - 2300	0	25	6	0	0	0	0	0	0	0	0	0	0	**31**	**157**
2300 - 2315	0	25	5	0	0	0	0	0	0	0	0	0	0	**31**	
2315 - 2330	0	17	3	0	0	0	0	0	0	0	0	0	0	**20**	
2330 - 2345	0	17	3	0	0	0	0	0	0	0	0	0	0	**21**	
2345 - 0000	0	15	2	0	0	0	0	0	0	0	0	0	0	**17**	**89**

Session Total	16	8088	1434	9	88	31	0	10	15	0	0	0	0	**9691**
Session Average	0.16	84.25	14.93	0.09	0.92	0.33	0.00	0.11	0.16	0.00	0.00	0.00	0.00	**100.94**
Session Percentage	0.16	83.46	14.79	0.09	0.91	0.32	0.00	0.11	0.15	0.00	0.00	0.00	0.00	

AM Peak Hour	0715 - 0815	0945 - 1045	0930 - 1030	0600 - 0700	0830 - 0930	0930 - 1030	-	0745 - 0845	0715 - 0815	-	-	-	-	**0945 - 1045**
AM Peak Volume	0	445	82	2	13	7	0	1	3	0	0	0	0	**543**

Noon Peak Hour	1100 - 1200	1430 - 1530	1400 - 1500	1345 - 1445	1000 - 1100	1000 - 1100	-	1245 - 1345	1045 - 1145	-	-	-	-	**1430 - 1530**
Noon Peak Volume	2	744	122	2	10	6	0	2	2	0	0	0	0	**861**

PM Peak Hour	1800 - 1900	1500 - 1600	1615 - 1715	1600 - 1700	1645 - 1745	1500 - 1600	-	1515 - 1615	1515 - 1615	-	-	-	-	**1615 - 1715**
PM Peak Volume	4	728	118	1	4	1	0	1	1	0	0	0	0	**838**

Bi-Directional Class Count || SB WB Average 15min

Woodstock, GA

Marr Traffic DATA COLLECTION

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Site 1

Ridgewalk Pkwy,
east of Reagan St

Lat/Long

34.117292°, -84.515683°

0000 - 2400 (Weekday 24h Session) (All Dates)

SB WB Average 15min

	SB WB Average 15min													15min	60min
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	14	3	0	0	0	0	0	0	0	0	0	0	**17**	
0015 - 0030	0	13	3	0	0	0	0	0	0	0	0	0	0	**17**	
0030 - 0045	0	11	1	0	0	0	0	0	0	0	0	0	0	**13**	
0045 - 0100	0	9	1	0	0	0	0	0	0	0	0	0	0	**10**	**57**
0100 - 0115	0	6	2	0	0	0	0	0	0	0	0	0	0	**8**	
0115 - 0130	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**	
0130 - 0145	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**	
0145 - 0200	0	6	1	0	0	0	0	0	0	0	0	0	0	**8**	**29**
0200 - 0215	0	3	0	0	0	0	0	0	0	0	0	0	0	**4**	
0215 - 0230	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**	
0230 - 0245	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**	
0245 - 0300	0	5	1	0	0	0	0	0	0	0	0	0	0	**7**	**24**
0300 - 0315	0	7	2	0	0	0	0	0	0	0	0	0	0	**9**	
0315 - 0330	0	2	0	0	0	0	0	0	0	0	0	0	0	**3**	
0330 - 0345	0	8	3	0	1	0	0	0	0	0	0	0	0	**11**	
0345 - 0400	0	5	2	0	0	0	0	0	0	0	0	0	0	**8**	**30**
0400 - 0415	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**	
0415 - 0430	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**	
0430 - 0445	0	6	2	0	0	0	0	0	1	0	0	0	0	**9**	
0445 - 0500	0	5	3	0	0	0	0	0	0	0	0	0	0	**8**	**28**
0500 - 0515	0	5	2	0	0	0	0	0	1	0	0	0	0	**7**	
0515 - 0530	0	9	4	0	0	0	0	0	1	0	0	0	0	**14**	
0530 - 0545	0	10	4	0	0	0	0	0	0	0	0	0	0	**14**	
0545 - 0600	0	16	6	0	1	1	0	0	0	0	0	0	0	**24**	**59**
0600 - 0615	0	21	5	0	0	1	0	0	1	0	0	0	0	**28**	
0615 - 0630	0	26	6	0	1	1	0	0	0	0	0	0	0	**34**	
0630 - 0645	0	32	7	0	3	1	0	0	1	0	0	0	0	**44**	
0645 - 0700	0	40	10	1	2	0	0	0	0	0	0	0	0	**54**	**161**
0700 - 0715	0	52	10	0	0	0	0	0	1	0	0	0	0	**64**	
0715 - 0730	0	60	10	0	1	1	0	0	1	0	0	0	0	**73**	
0730 - 0745	0	60	11	1	2	1	0	0	1	0	0	0	0	**76**	
0745 - 0800	0	74	15	0	2	1	0	0	1	0	0	0	0	**93**	**305**
0800 - 0815	0	58	17	0	1	1	0	0	0	0	0	0	0	**77**	
0815 - 0830	0	57	12	0	2	2	0	0	1	0	0	0	0	**74**	
0830 - 0845	0	61	19	1	2	1	0	0	0	0	0	0	0	**84**	
0845 - 0900	0	86	17	0	1	1	0	0	0	0	0	0	0	**106**	**341**
0900 - 0915	0	85	16	0	2	1	0	0	1	0	0	0	0	**105**	
0915 - 0930	0	88	18	0	2	1	0	0	1	0	0	0	0	**111**	
0930 - 0945	0	96	21	0	2	1	0	0	0	0	0	0	0	**120**	
0945 - 1000	0	105	23	0	3	1	0	0	0	0	0	0	0	**133**	**469**
1000 - 1015	0	106	19	0	3	1	0	0	1	0	0	0	0	**130**	
1015 - 1030	1	111	23	0	1	1	0	0	1	0	0	0	0	**137**	
1030 - 1045	0	116	20	0	1	2	0	0	1	0	0	0	0	**139**	
1045 - 1100	0	144	25	0	2	1	0	0	0	0	0	0	0	**173**	**580**
1100 - 1115	0	155	27	0	2	0	0	0	1	0	0	0	0	**186**	
1115 - 1130	0	127	23	0	3	1	0	0	1	0	0	0	0	**156**	
1130 - 1145	0	160	26	0	1	1	0	0	1	0	0	0	0	**190**	
1145 - 1200	0	168	30	0	2	2	0	0	1	0	0	0	0	**202**	**733**
1200 - 1215	0	187	26	0	1	1	0	0	0	0	0	0	0	**216**	
1215 - 1230	0	210	42	0	2	1	0	0	0	0	0	0	0	**255**	
1230 - 1245	0	174	32	0	1	1	0	0	1	0	0	0	0	**209**	
1245 - 1300	0	170	35	0	1	0	0	0	0	0	0	0	0	**207**	**886**
1300 - 1315	0	165	29	0	1	0	0	0	0	0	0	0	0	**196**	
1315 - 1330	0	149	29	0	1	1	0	0	0	0	0	0	0	**180**	
1330 - 1345	0	171	28	0	2	1	0	0	0	0	0	0	0	**203**	
1345 - 1400	0	161	34	0	1	0	0	0	0	0	0	0	0	**195**	**774**
1400 - 1415	0	188	31	1	1	1	0	0	0	0	0	0	0	**221**	
1415 - 1430	0	197	32	0	3	1	0	0	0	0	0	0	0	**232**	
1430 - 1445	0	152	27	0	2	0	0	0	0	0	0	0	0	**182**	
1445 - 1500	0	188	34	0	1	1	0	0	1	0	0	0	0	**225**	**861**
1500 - 1515	0	174	25	0	3	0	0	0	0	0	0	0	0	**203**	
1515 - 1530	0	144	27	0	2	0	0	1	1	0	0	0	0	**175**	
1530 - 1545	0	162	27	0	1	0	0	0	0	0	0	0	0	**191**	
1545 - 1600	0	172	32	0	1	0	0	0	1	0	0	0	0	**206**	**775**
1600 - 1615	1	179	28	0	2	0	0	1	0	0	0	0	0	**211**	
1615 - 1630	0	174	26	0	1	0	0	0	0	0	0	0	0	**201**	
1630 - 1645	0	173	31	0	1	0	0	0	1	0	0	0	0	**206**	
1645 - 1700	0	167	27	1	1	0	0	0	0	0	0	0	0	**196**	**814**
1700 - 1715	0	171	30	0	1	0	0	1	0	0	0	0	0	**203**	
1715 - 1730	0	155	25	0	1	0	0	0	0	0	0	0	0	**183**	
1730 - 1745	0	150	26	0	2	0	0	0	0	0	0	0	0	**178**	
1745 - 1800	0	156	26	0	1	0	0	0	0	0	0	0	0	**183**	**746**
1800 - 1815	1	155	27	0	4	0	0	0	0	0	0	0	0	**187**	
1815 - 1830	0	154	19	0	1	0	0	1	0	0	0	0	0	**176**	
1830 - 1845	0	136	19	0	1	0	0	0	0	0	0	0	0	**157**	
1845 - 1900	0	124	21	0	0	0	0	0	0	0	0	0	0	**145**	**665**
1900 - 1915	0	114	22	0	1	0	0	0	0	0	0	0	0	**137**	
1915 - 1930	0	100	16	0	1	0	0	0	0	0	0	0	0	**116**	
1930 - 1945	0	92	21	0	1	0	0	0	0	0	0	0	0	**114**	
1945 - 2000	0	88	16	0	0	0	0	0	0	0	0	0	0	**104**	**471**
2000 - 2015	0	73	14	0	1	0	0	0	0	0	0	0	0	**88**	
2015 - 2030	0	62	12	0	0	0	0	0	0	0	0	0	0	**75**	
2030 - 2045	0	67	13	0	0	0	0	0	0	0	0	0	0	**81**	
2045 - 2100	0	57	10	0	0	0	0	0	0	0	0	0	0	**68**	**311**
2100 - 2115	0	49	10	0	0	0	0	0	0	0	0	0	0	**60**	
2115 - 2130	0	41	10	0	0	0	0	0	0	0	0	0	0	**51**	
2130 - 2145	0	38	11	0	1	0	0	0	0	0	0	0	0	**50**	
2145 - 2200	0	61	12	0	0	0	0	0	0	0	0	0	0	**74**	**235**
2200 - 2215	0	40	8	0	1	0	0	0	0	0	0	0	0	**49**	
2215 - 2230	0	26	8	0	0	0	0	0	0	0	0	0	0	**34**	
2230 - 2245	0	31	8	0	0	0	0	0	0	0	0	0	0	**39**	
2245 - 2300	0	18	6	0	0	0	0	0	0	0	0	0	0	**24**	**146**
2300 - 2315	0	24	6	0	0	0	0	0	0	0	0	0	0	**30**	
2315 - 2330	0	18	5	0	0	0	0	0	0	0	0	0	0	**23**	
2330 - 2345	0	18	4	0	0	0	0	0	0	0	0	0	0	**22**	
2345 - 0000	0	13	3	0	0	0	0	0	0	0	0	0	0	**16**	**92**

Session Total	7	7948	1471	8	86	35	0	7	28	0	0	0	0	**9592**
Session Average	0.07	82.80	15.32	0.09	0.90	0.36	0.00	0.08	0.29	0.00	0.00	0.00	0.00	**99.91**
Session Percentage	0.07	82.87	15.33	0.09	0.90	0.36	0.00	0.08	0.29	0.00	0.00	0.00	0.00	

AM Peak Hour	0930 - 1030	0945 - 1045	0930 - 1030	0645 - 0745	0915 - 1015	0730 - 0830	-	0715 - 0815	0700 - 0800	-	-	-	-	**0945 - 1045**
AM Peak Volume	1	438	86	3	10	5	0	1	3	0	0	0	0	**540**

Noon Peak Hour	1300 - 1400	1200 - 1300	1215 - 1315	1030 - 1130	1415 - 1515	1000 - 1100	-	1430 - 1530	1000 - 1100	1030 - 1130	-	-	-	**1200 - 1300**
Noon Peak Volume	1	740	139	1	9	5	0	1	3	0	0	0	0	**886**

PM Peak Hour	1545 - 1645	1545 - 1645	1545 - 1645	1615 - 1715	1730 - 1830	1500 - 1600	-	1515 - 1615	1515 - 1615	-	-	-	-	**1545 - 1645**
PM Peak Volume	1	698	116	2	8	1	0	2	2	0	0	0	0	**824**

Bi-Directional Class Count || Volume Summary 15min

Woodstock, GA

Marr Traffic DATA COLLECTION

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Site 1
Ridgewalk Pkwy,
east of Reagan St

Date
Thursday, October 30, 2025

Lat/Long
34.117292°, -84.515683°

Weather
Cloudy
49°F

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0000 - 2400 (Weekday 24h Session) (10-30-2025)

Volume Summary 15min

TIME	Volume Summary 15min EB	WB	15min Total	60min Total
0000 - 0015	8	4	**12**	
0015 - 0030	6	3	**9**	
0030 - 0045	1	2	**3**	
0045 - 0100	9	4	**13**	**37**
0100 - 0115	1	8	**9**	
0115 - 0130	4	0	**4**	
0130 - 0145	2	4	**6**	
0145 - 0200	3	3	**6**	**25**
0200 - 0215	6	4	**10**	
0215 - 0230	3	1	**4**	
0230 - 0245	2	3	**5**	
0245 - 0300	2	5	**7**	**26**
0300 - 0315	3	3	**6**	
0315 - 0330	7	5	**12**	
0330 - 0345	4	23	**27**	
0345 - 0400	3	11	**14**	**59**
0400 - 0415	2	7	**9**	
0415 - 0430	4	9	**13**	
0430 - 0445	8	18	**26**	
0445 - 0500	12	14	**26**	**74**
0500 - 0515	17	13	**30**	
0515 - 0530	25	29	**54**	
0530 - 0545	33	25	**58**	
0545 - 0600	36	49	**85**	**227**
0600 - 0615	60	67	**127**	
0615 - 0630	83	81	**164**	
0630 - 0645	92	99	**191**	
0645 - 0700	134	119	**253**	**735**
0700 - 0715	132	147	**279**	
0715 - 0730	133	171	**304**	
0730 - 0745	155	172	**327**	
0745 - 0800	161	215	**376**	**1286**
0800 - 0815	179	143	**322**	
0815 - 0830	140	140	**280**	
0830 - 0845	128	158	**286**	
0845 - 0900	146	140	**286**	**1174**
0900 - 0915	144	153	**297**	
0915 - 0930	137	157	**294**	
0930 - 0945	144	180	**324**	
0945 - 1000	151	175	**326**	**1241**
1000 - 1015	158	167	**325**	
1015 - 1030	157	168	**325**	
1030 - 1045	155	177	**332**	
1045 - 1100	183	171	**354**	**1336**
1100 - 1115	158	197	**355**	
1115 - 1130	176	189	**365**	
1130 - 1145	166	208	**374**	
1145 - 1200	191	219	**410**	**1504**

Time	Volume Summary 15min EB	WB	15min Total	60min Total
1200 - 1215	193	212	**405**	
1215 - 1230	205	220	**425**	
1230 - 1245	215	190	**405**	
1245 - 1300	190	205	**395**	**1630**
1300 - 1315	199	185	**384**	
1315 - 1330	188	161	**349**	
1330 - 1345	215	215	**430**	
1345 - 1400	202	186	**388**	**1551**
1400 - 1415	214	175	**389**	
1415 - 1430	219	202	**421**	
1430 - 1445	239	179	**418**	
1445 - 1500	220	206	**426**	**1654**
1500 - 1515	261	193	**454**	
1515 - 1530	218	187	**405**	
1530 - 1545	235	211	**446**	
1545 - 1600	209	213	**422**	**1727**
1600 - 1615	182	214	**396**	
1615 - 1630	220	229	**449**	
1630 - 1645	219	268	**487**	
1645 - 1700	250	250	**500**	**1832**
1700 - 1715	223	297	**520**	
1715 - 1730	233	222	**455**	
1730 - 1745	251	230	**481**	
1745 - 1800	238	216	**454**	**1910**
1800 - 1815	202	196	**398**	
1815 - 1830	174	191	**365**	
1830 - 1845	202	194	**396**	
1845 - 1900	169	177	**346**	**1505**
1900 - 1915	153	168	**321**	
1915 - 1930	163	152	**315**	
1930 - 1945	129	101	**230**	
1945 - 2000	129	108	**237**	**1103**
2000 - 2015	117	81	**198**	
2015 - 2030	104	74	**178**	
2030 - 2045	96	87	**183**	
2045 - 2100	80	70	**150**	**709**
2100 - 2115	79	61	**140**	
2115 - 2130	58	60	**118**	
2130 - 2145	49	42	**91**	
2145 - 2200	41	48	**89**	**438**
2200 - 2215	41	35	**76**	
2215 - 2230	38	18	**56**	
2230 - 2245	20	19	**39**	
2245 - 2300	28	15	**43**	**214**
2300 - 2315	21	20	**41**	
2315 - 2330	15	18	**33**	
2330 - 2345	12	8	**20**	
2345 - 0000	5	8	**13**	**107**

Session Total	11027	11077	**22104**
Session Average	114.86	115.39	**230.25**
Session Percentage	49.89	50.11	

Site 1

Ridgewalk Pkwy,
east of Reagan St

Date

Saturday, November 1, 2025

Lat/Long

34.117292°, -84.515683°

Weather

Fair
51°F

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0000 - 2400 (Saturday 24h Session) (11-01-2025)

Volume Summary 15min

TIME	Volume Summary 15min EB	Volume Summary 15min WB	15min Total	60min Total
0000 - 0015	16	24	**40**	
0015 - 0030	20	29	**49**	
0030 - 0045	17	19	**36**	
0045 - 0100	11	13	**24**	**149**
0100 - 0115	6	11	**17**	
0115 - 0130	14	10	**24**	
0130 - 0145	14	7	**21**	
0145 - 0200	12	11	**23**	**85**
0200 - 0215	6	3	**9**	
0215 - 0230	7	8	**15**	
0230 - 0245	3	8	**11**	
0245 - 0300	5	7	**12**	**47**
0300 - 0315	9	15	**24**	
0315 - 0330	6	3	**9**	
0330 - 0345	7	7	**14**	
0345 - 0400	6	9	**15**	**62**
0400 - 0415	3	4	**7**	
0415 - 0430	11	9	**20**	
0430 - 0445	7	8	**15**	
0445 - 0500	7	7	**14**	**56**
0500 - 0515	6	9	**15**	
0515 - 0530	8	14	**22**	
0530 - 0545	26	12	**38**	
0545 - 0600	11	16	**27**	**102**
0600 - 0615	25	15	**40**	
0615 - 0630	46	19	**65**	
0630 - 0645	47	30	**77**	
0645 - 0700	57	37	**94**	**276**
0700 - 0715	33	39	**72**	
0715 - 0730	46	39	**85**	
0730 - 0745	59	47	**106**	
0745 - 0800	63	52	**115**	**378**
0800 - 0815	64	68	**132**	
0815 - 0830	93	68	**161**	
0830 - 0845	131	76	**207**	
0845 - 0900	95	136	**231**	**731**
0900 - 0915	120	127	**247**	
0915 - 0930	122	144	**266**	
0930 - 0945	170	146	**316**	
0945 - 1000	195	172	**367**	**1196**
1000 - 1015	183	174	**357**	
1015 - 1030	176	184	**360**	
1030 - 1045	160	161	**321**	
1045 - 1100	150	207	**357**	**1395**
1100 - 1115	223	198	**421**	
1115 - 1130	218	169	**387**	
1130 - 1145	204	228	**432**	
1145 - 1200	206	222	**428**	**1668**

Time	Volume Summary 15min EB	Volume Summary 15min WB	15min Total	60min Total
1200 - 1215	214	209	**423**	
1215 - 1230	201	235	**436**	
1230 - 1245	188	210	**398**	
1245 - 1300	187	204	**391**	**1648**
1300 - 1315	193	210	**403**	
1315 - 1330	173	190	**363**	
1330 - 1345	179	218	**397**	
1345 - 1400	218	223	**441**	**1604**
1400 - 1415	200	215	**415**	
1415 - 1430	203	236	**439**	
1430 - 1445	199	202	**401**	
1445 - 1500	208	210	**418**	**1673**
1500 - 1515	196	186	**382**	
1515 - 1530	217	181	**398**	
1530 - 1545	192	182	**374**	
1545 - 1600	193	192	**385**	**1539**
1600 - 1615	205	202	**407**	
1615 - 1630	200	182	**382**	
1630 - 1645	211	169	**380**	
1645 - 1700	184	157	**341**	**1510**
1700 - 1715	184	164	**348**	
1715 - 1730	177	157	**334**	
1730 - 1745	191	154	**345**	
1745 - 1800	196	172	**368**	**1395**
1800 - 1815	196	177	**373**	
1815 - 1830	162	143	**305**	
1830 - 1845	174	117	**291**	
1845 - 1900	135	118	**253**	**1222**
1900 - 1915	152	98	**250**	
1915 - 1930	147	94	**241**	
1930 - 1945	126	120	**246**	
1945 - 2000	107	111	**218**	**955**
2000 - 2015	114	100	**214**	
2015 - 2030	90	73	**163**	
2030 - 2045	80	54	**134**	
2045 - 2100	58	66	**124**	**635**
2100 - 2115	60	53	**113**	
2115 - 2130	66	47	**113**	
2130 - 2145	41	55	**96**	
2145 - 2200	48	118	**166**	**488**
2200 - 2215	52	67	**119**	
2215 - 2230	35	37	**72**	
2230 - 2245	44	50	**94**	
2245 - 2300	33	29	**62**	**347**
2300 - 2315	37	36	**73**	
2315 - 2330	16	23	**39**	
2330 - 2345	17	33	**50**	
2345 - 0000	19	18	**37**	**199**

Session Total	9842	9518	**19360**
Session Average	102.52	99.15	**201.67**
Session Percentage	50.84	49.16	

Site 1

Ridgewalk Pkwy,
east of Reagan St

Date

Sunday, November 2, 2025

Lat/Long

34.117292°, -84.515683°

Weather

Cloudy
50°F

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0000 - 2400 (Sunday 24h Session) (11-02-2025)

Volume Summary 15min

TIME	Volume Summary 15min EB	Volume Summary 15min WB	15min Total	60min Total
0000 - 0015	16	22	**38**	
0015 - 0030	16	18	**34**	
0030 - 0045	26	19	**45**	
0045 - 0100	14	14	**28**	**145**
0100 - 0115	12	5	**17**	
0115 - 0130	7	10	**17**	
0130 - 0145	5	8	**13**	
0145 - 0200	4	9	**13**	**60**
0200 - 0215	12	5	**17**	
0215 - 0230	7	10	**17**	
0230 - 0245	5	8	**13**	
0245 - 0300	4	9	**13**	**60**
0300 - 0315	7	8	**15**	
0315 - 0330	6	0	**6**	
0330 - 0345	1	3	**4**	
0345 - 0400	4	3	**7**	**32**
0400 - 0415	3	2	**5**	
0415 - 0430	2	1	**3**	
0430 - 0445	3	1	**4**	
0445 - 0500	2	3	**5**	**17**
0500 - 0515	1	0	**1**	
0515 - 0530	0	0	**0**	
0530 - 0545	4	4	**8**	
0545 - 0600	5	6	**11**	**20**
0600 - 0615	2	3	**5**	
0615 - 0630	5	2	**7**	
0630 - 0645	1	4	**5**	
0645 - 0700	3	6	**9**	**26**
0700 - 0715	2	5	**7**	
0715 - 0730	6	10	**16**	
0730 - 0745	8	8	**16**	
0745 - 0800	8	11	**19**	**58**
0800 - 0815	15	21	**36**	
0815 - 0830	34	14	**48**	
0830 - 0845	64	17	**81**	
0845 - 0900	59	41	**100**	**265**
0900 - 0915	39	34	**73**	
0915 - 0930	34	33	**67**	
0930 - 0945	41	35	**76**	
0945 - 1000	62	52	**114**	**330**
1000 - 1015	69	49	**118**	
1015 - 1030	81	60	**141**	
1030 - 1045	83	80	**163**	
1045 - 1100	83	141	**224**	**646**
1100 - 1115	81	163	**244**	
1115 - 1130	85	109	**194**	
1130 - 1145	94	133	**227**	
1145 - 1200	130	164	**294**	**959**

Time	Volume Summary 15min EB	Volume Summary 15min WB	15min Total	60min Total
1200 - 1215	135	226	**361**	
1215 - 1230	168	309	**477**	
1230 - 1245	147	227	**374**	
1245 - 1300	143	212	**355**	**1567**
1300 - 1315	135	192	**327**	
1315 - 1330	136	190	**326**	
1330 - 1345	150	175	**325**	
1345 - 1400	187	177	**364**	**1342**
1400 - 1415	184	274	**458**	
1415 - 1430	204	259	**463**	
1430 - 1445	217	166	**383**	
1445 - 1500	217	260	**477**	**1781**
1500 - 1515	194	230	**424**	
1515 - 1530	197	157	**354**	
1530 - 1545	196	179	**375**	
1545 - 1600	201	213	**414**	**1567**
1600 - 1615	199	217	**416**	
1615 - 1630	210	192	**402**	
1630 - 1645	196	181	**377**	
1645 - 1700	219	181	**400**	**1595**
1700 - 1715	197	147	**344**	
1715 - 1730	197	169	**366**	
1730 - 1745	172	149	**321**	
1745 - 1800	185	162	**347**	**1378**
1800 - 1815	192	188	**380**	
1815 - 1830	207	194	**401**	
1830 - 1845	210	160	**370**	
1845 - 1900	192	140	**332**	**1483**
1900 - 1915	176	145	**321**	
1915 - 1930	176	102	**278**	
1930 - 1945	172	121	**293**	
1945 - 2000	132	94	**226**	**1118**
2000 - 2015	150	82	**232**	
2015 - 2030	135	78	**213**	
2030 - 2045	128	101	**229**	
2045 - 2100	87	67	**154**	**828**
2100 - 2115	93	67	**160**	
2115 - 2130	94	47	**141**	
2130 - 2145	52	53	**105**	
2145 - 2200	61	55	**116**	**522**
2200 - 2215	66	45	**111**	
2215 - 2230	43	47	**90**	
2230 - 2245	38	47	**85**	
2245 - 2300	33	29	**62**	**348**
2300 - 2315	34	34	**68**	
2315 - 2330	30	28	**58**	
2330 - 2345	34	26	**60**	
2345 - 0000	27	23	**50**	**236**

Session Total	8203	8180	**16383**
Session Average	85.45	85.21	**170.66**
Session Percentage	50.07	49.93	

Bi-Directional Class Count || NB EB 60min

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Woodstock, GA

Site 1
Ridgewalk Pkwy,
east of Reagan St

Date
Thursday, October 30, 2025

Lat/Long
34.117292°, -84.515683°

Weather
Cloudy
49°F

Click here for Detailed Weather

0000 - 2400 (Weekday 24h Session) (10-30-2025)

NB EB 60min

	Eastbound (Movement 1.1)													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	**Total**
0000 - 0100	0	15	7	0	0	0	0	0	2	0	0	0	0	**24**
0100 - 0200	0	5	4	0	1	0	0	0	0	0	0	0	0	**10**
0200 - 0300	0	7	5	0	0	0	0	0	1	0	0	0	0	**13**
0300 - 0400	0	11	5	0	1	0	0	0	0	0	0	0	0	**17**
0400 - 0500	0	15	7	0	3	1	0	0	0	0	0	0	0	**26**
0500 - 0600	0	69	33	0	3	4	0	0	2	0	0	0	0	**111**
0600 - 0700	0	309	43	5	5	5	0	0	2	0	0	0	0	**369**
0700 - 0800	0	476	77	3	16	5	0	0	4	0	0	0	0	**581**
0800 - 0900	1	451	105	2	20	8	0	2	4	0	0	0	0	**593**
0900 - 1000	0	430	107	0	21	14	0	3	1	0	0	0	0	**576**
1000 - 1100	1	512	99	3	21	13	0	2	2	0	0	0	0	**653**
1100 - 1200	1	572	97	0	7	9	0	3	2	0	0	0	0	**691**
1200 - 1300	0	646	123	1	19	9	0	2	3	0	0	0	0	**803**
1300 - 1400	0	657	118	2	16	4	0	5	2	0	0	0	0	**804**
1400 - 1500	2	739	132	5	10	3	0	1	0	0	0	0	0	**892**
1500 - 1600	1	793	120	1	3	2	0	3	0	0	0	0	0	**923**
1600 - 1700	0	740	119	2	3	1	0	3	3	0	0	0	0	**871**
1700 - 1800	1	811	127	0	4	0	0	1	1	0	0	0	0	**945**
1800 - 1900	0	563	175	0	8	0	0	1	0	0	0	0	0	**747**
1900 - 2000	3	419	147	0	3	1	0	0	1	0	0	0	0	**574**
2000 - 2100	1	295	99	0	1	0	0	1	0	0	0	0	0	**397**
2100 - 2200	0	163	64	0	0	0	0	0	0	0	0	0	0	**227**
2200 - 2300	0	93	33	0	1	0	0	0	0	0	0	0	0	**127**
2300 - 2400	0	36	15	0	1	0	0	0	1	0	0	0	0	**53**

Session Total	11	8827	1861	24	167	79	0	27	31	0	0	0	0	**11027**
Session Average	0.46	367.79	77.54	1.00	6.96	3.29	0.00	1.13	1.29	0.00	0.00	0.00	0.00	**459.46**
Session Percentage	0.10	80.05	16.88	0.22	1.51	0.72	0.00	0.24	0.28	0.00	0.00	0.00	0.00	

AM Peak Hour	0800 - 0900	0700 - 0800	0900 - 1000	0600 - 0700	0900 - 1000	0900 - 1000	-	0900 - 1000	0700 - 0800	-	-	-	-	**0800 - 0900**
AM Peak Volume	1	476	107	5	21	14	0	3	4	0	0	0	0	**593**
AM Peak %age	0.17	80.27	18.04	0.84	3.54	2.36	0.00	0.51	0.67	0.00	0.00	0.00	0.00	

Noon Peak Hour	1400 - 1500	1400 - 1500	1400 - 1500	1400 - 1500	1000 - 1100	1000 - 1100	-	1300 - 1400	1200 - 1300	-	-	-	-	**1400 - 1500**
Noon Peak Volume	2	739	132	5	21	13	0	5	3	0	0	0	0	**892**
Noon Peak %age	0.22	82.85	14.80	0.56	2.35	1.46	0.00	0.56	0.34	0.00	0.00	0.00	0.00	

PM Peak Hour	1900 - 2000	1700 - 1800	1800 - 1900	1600 - 1700	1800 - 1900	1500 - 1600	-	1500 - 1600	1600 - 1700	-	-	-	-	**1700 - 1800**
PM Peak Volume	3	811	175	2	8	2	0	3	3	0	0	0	0	**945**
PM Peak %age	0.32	85.82	18.52	0.21	0.85	0.21	0.00	0.32	0.32	0.00	0.00	0.00	0.00	

Site 1
Ridgewalk Pkwy,
east of Reagan St

Date
Saturday, November 1, 2025

Lat/Long
34.117292°, -84.515683°

Weather
Fair
51°F

Click here for Detailed Weather

0000 - 2400 (Saturday 24h Session) (11-01-2025)

NB EB 60min

	Eastbound (Movement 1.1)													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	**Total**
0000 - 0100	0	50	13	0	0	0	0	0	1	0	0	0	0	**64**
0100 - 0200	0	40	5	0	0	0	0	0	1	0	0	0	0	**46**
0200 - 0300	0	17	4	0	0	0	0	0	0	0	0	0	0	**21**
0300 - 0400	0	21	6	0	0	0	0	0	1	0	0	0	0	**28**
0400 - 0500	0	24	3	0	0	0	0	0	1	0	0	0	0	**28**
0500 - 0600	0	39	11	0	0	1	0	0	0	0	0	0	0	**51**
0600 - 0700	0	137	34	0	2	1	0	0	1	0	0	0	0	**175**
0700 - 0800	0	140	40	0	16	2	0	0	3	0	0	0	0	**201**
0800 - 0900	0	304	71	0	5	1	0	2	0	0	0	0	0	**383**
0900 - 1000	0	518	79	0	9	1	0	0	0	0	0	0	0	**607**
1000 - 1100	0	560	95	0	9	4	0	1	0	0	0	0	0	**669**
1100 - 1200	2	746	98	0	3	0	0	0	2	0	0	0	0	**851**
1200 - 1300	0	667	117	0	4	1	0	1	0	0	0	0	0	**790**
1300 - 1400	3	631	120	0	9	0	0	0	0	0	0	0	0	**763**
1400 - 1500	3	690	111	0	4	2	0	0	0	0	0	0	0	**810**
1500 - 1600	1	689	106	0	2	0	0	0	0	0	0	0	0	**798**
1600 - 1700	5	670	121	1	2	1	0	0	0	0	0	0	0	**800**
1700 - 1800	1	655	88	0	4	0	0	0	0	0	0	0	0	**748**
1800 - 1900	12	575	78	0	2	0	0	0	0	0	0	0	0	**667**
1900 - 2000	1	431	100	0	0	0	0	0	0	0	0	0	0	**532**
2000 - 2100	0	264	77	0	1	0	0	0	0	0	0	0	0	**342**
2100 - 2200	0	164	48	0	3	0	0	0	0	0	0	0	0	**215**
2200 - 2300	0	131	32	0	1	0	0	0	0	0	0	0	0	**164**
2300 - 2400	0	74	13	1	1	0	0	0	0	0	0	0	0	**89**

Session Total	28	8237	1470	2	77	14	0	4	10	0	0	0	0	**9842**
Session Average	1.17	343.21	61.25	0.08	3.21	0.58	0.00	0.17	0.42	0.00	0.00	0.00	0.00	**410.08**
Session Percentage	0.28	83.69	14.94	0.02	0.78	0.14	0.00	0.04	0.10	0.00	0.00	0.00	0.00	

AM Peak Hour	-	0900 - 1000	0900 - 1000	-	0700 - 0800	0700 - 0800	-	0800 - 0900	0700 - 0800	-	-	-	-	**0900 - 1000**
AM Peak Volume	0	518	79	0	16	2	0	2	3	0	0	0	0	**607**
AM Peak %age	0.00	85.34	13.01	0.00	2.64	0.33	0.00	0.33	0.49	0.00	0.00	0.00	0.00	

Noon Peak Hour	1300 - 1400	1100 - 1200	1300 - 1400	-	1000 - 1100	1000 - 1100	-	1000 - 1100	1100 - 1200	-	-	-	-	**1100 - 1200**
Noon Peak Volume	3	746	120	0	9	4	0	1	2	0	0	0	0	**851**
Noon Peak %age	0.35	87.66	14.10	0.00	1.06	0.47	0.00	0.12	0.24	0.00	0.00	0.00	0.00	

PM Peak Hour	1800 - 1900	1500 - 1600	1600 - 1700	1600 - 1700	1700 - 1800	1600 - 1700	-	-	-	-	-	-	-	**1600 - 1700**
PM Peak Volume	12	689	121	1	4	1	0	0	0	0	0	0	0	**800**
PM Peak %age	1.50	86.13	15.13	0.13	0.50	0.13	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Site 1
Ridgewalk Pkwy,
east of Reagan St

Date
Sunday, November 2, 2025

Lat/Long
34.117292°, -84.515683°

Weather
Cloudy
50°F

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0000 - 2400 (Sunday 24h Session) (11-02-2025)

NB EB 60min

	Eastbound (Movement 1.1)													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	**Total**
0000 - 0100	1	66	5	0	0	0	0	0	0	0	0	0	0	**72**
0100 - 0200	0	28	0	0	0	0	0	0	0	0	0	0	0	**28**
0200 - 0300	0	28	0	0	0	0	0	0	0	0	0	0	0	**28**
0300 - 0400	0	17	1	0	0	0	0	0	0	0	0	0	0	**18**
0400 - 0500	0	9	0	0	1	0	0	0	0	0	0	0	0	**10**
0500 - 0600	0	9	0	0	0	0	0	0	1	0	0	0	0	**10**
0600 - 0700	0	11	0	0	0	0	0	0	0	0	0	0	0	**11**
0700 - 0800	0	18	6	0	0	0	0	0	0	0	0	0	0	**24**
0800 - 0900	0	138	34	0	0	0	0	0	0	0	0	0	0	**172**
0900 - 1000	1	138	36	0	1	0	0	0	0	0	0	0	0	**176**
1000 - 1100	0	278	38	0	0	0	0	0	0	0	0	0	0	**316**
1100 - 1200	3	318	64	0	4	1	0	0	0	0	0	0	0	**390**
1200 - 1300	0	503	89	0	1	0	0	0	0	0	0	0	0	**593**
1300 - 1400	0	536	70	0	2	0	0	0	0	0	0	0	0	**608**
1400 - 1500	1	696	123	0	2	0	0	0	0	0	0	0	0	**822**
1500 - 1600	0	701	85	0	1	0	0	0	1	0	0	0	0	**788**
1600 - 1700	0	720	101	0	3	0	0	0	0	0	0	0	0	**824**
1700 - 1800	1	670	77	0	3	0	0	0	0	0	0	0	0	**751**
1800 - 1900	1	732	67	1	0	0	0	0	0	0	0	0	0	**801**
1900 - 2000	0	589	66	0	1	0	0	0	0	0	0	0	0	**656**
2000 - 2100	0	447	52	0	1	0	0	0	0	0	0	0	0	**500**
2100 - 2200	0	271	27	0	0	0	0	0	2	0	0	0	0	**300**
2200 - 2300	0	163	17	0	0	0	0	0	0	0	0	0	0	**180**
2300 - 2400	0	113	12	0	0	0	0	0	0	0	0	0	0	**125**

Session Total	8	7199	970	1	20	1	0	0	4	0	0	0	0	**8203**
Session Average	0.33	299.96	40.42	0.04	0.83	0.04	0.00	0.00	0.17	0.00	0.00	0.00	0.00	**341.79**
Session Percentage	0.10	87.76	11.82	0.01	0.24	0.01	0.00	0.00	0.05	0.00	0.00	0.00	0.00	

AM Peak Hour	0900 - 1000	0800 - 0900	0900 - 1000	-	0900 - 1000	-	-	-	0500 - 0600	-	-	-	-	**0900 - 1000**
AM Peak Hour Volume	1	138	36	0	1	0	0	0	1	0	0	0	0	**176**
AM Peak %age	0.57	78.41	20.45	0.00	0.57	0.00	0.00	0.00	0.57	0.00	0.00	0.00	0.00	

Noon Peak Hour	1100 - 1200	1400 - 1500	1400 - 1500	-	1100 - 1200	1100 - 1200	-	-	-	-	-	-	-	**1400 - 1500**
Noon Peak Hour Volume	3	696	123	0	4	1	0	0	0	0	0	0	0	**822**
Noon Peak %age	0.36	84.67	14.96	0.00	0.49	0.12	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

PM Peak Hour	1700 - 1800	1800 - 1900	1600 - 1700	1800 - 1900	1600 - 1700	-	-	-	1500 - 1600	-	-	-	-	**1600 - 1700**
PM Peak Hour Volume	1	732	101	1	3	0	0	0	1	0	0	0	0	**824**
PM Peak %age	0.12	88.83	12.26	0.12	0.36	0.00	0.00	0.00	0.12	0.00	0.00	0.00	0.00	

Bi-Directional Class Count || SB WB 60min

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Woodstock, GA

Site 1
Ridgewalk Pkwy,
east of Reagan St

Date
Thursday, October 30, 2025

Lat/Long
34.117292°, -84.515683°

Weather
Cloudy
49°F

Click here for Detailed Weather

0000 - 2400 (Weekday 24h Session) (10-30-2025)

SB WB 60min

	Westbound (Movement 1.2)													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	Total
0000 - 0100	0	8	4	1	0	0	0	0	0	0	0	0	0	**13**
0100 - 0200	0	10	4	0	0	1	0	0	0	0	0	0	0	**15**
0200 - 0300	0	6	4	0	1	0	0	0	2	0	0	0	0	**13**
0300 - 0400	0	28	11	0	2	0	0	0	1	0	0	0	0	**42**
0400 - 0500	0	30	16	0	0	0	0	0	1	0	0	1	0	**48**
0500 - 0600	0	68	39	0	3	4	0	0	2	0	0	0	0	**116**
0600 - 0700	0	274	63	4	12	7	0	0	6	0	0	0	0	**366**
0700 - 0800	1	568	103	4	13	7	0	1	8	0	0	0	0	**705**
0800 - 0900	0	435	119	2	9	11	0	1	4	0	0	0	0	**581**
0900 - 1000	0	502	128	1	13	13	0	0	8	0	0	0	0	**665**
1000 - 1100	1	521	127	1	13	11	0	2	7	0	0	0	0	**683**
1100 - 1200	0	621	156	2	16	11	0	1	6	0	0	0	0	**813**
1200 - 1300	0	667	143	0	6	8	0	0	3	0	0	0	0	**827**
1300 - 1400	1	625	109	0	5	5	0	1	1	0	0	0	0	**747**
1400 - 1500	0	603	134	3	12	6	0	0	4	0	0	0	0	**762**
1500 - 1600	1	644	132	1	14	3	0	4	5	0	0	0	0	**804**
1600 - 1700	1	795	145	4	7	2	0	4	3	0	0	0	0	**961**
1700 - 1800	0	796	157	1	7	0	0	3	1	0	0	0	0	**965**
1800 - 1900	2	633	107	0	12	0	0	4	0	0	0	0	0	**758**
1900 - 2000	0	446	78	0	3	0	0	0	2	0	0	0	0	**529**
2000 - 2100	0	273	37	0	2	0	0	0	0	0	0	0	0	**312**
2100 - 2200	1	182	28	0	0	0	0	0	0	0	0	0	0	**211**
2200 - 2300	0	75	11	0	1	0	0	0	0	0	0	0	0	**87**
2300 - 2400	0	45	7	0	0	0	0	0	2	0	0	0	0	**54**

Session Total	8	8855	1862	24	151	89	0	21	66	0	0	1	0	**11077**
Session Average	0.33	368.96	77.58	1.00	6.29	3.71	0.00	0.88	2.75	0.00	0.00	0.04	0.00	**461.54**
Session Percentage	0.07	79.94	16.81	0.22	1.36	0.80	0.00	0.19	0.60	0.00	0.00	0.01	0.00	

AM Peak Hour	0700 - 0800	0700 - 0800	0900 - 1000	0600 - 0700	0700 - 0800	0900 - 1000	-	0700 - 0800	0700 - 0800	-	-	-	-	**0700 - 0800**
AM Peak Volume	1	568	128	4	13	13	0	1	8	0	0	0	0	**705**
AM Peak %age	0.14	80.57	18.16	0.57	1.84	1.84	0.00	0.14	1.13	0.00	0.00	0.00	0.00	

Noon Peak Hour	1000 - 1100	1200 - 1300	1100 - 1200	1400 - 1500	1100 - 1200	1000 - 1100	-	1000 - 1100	1000 - 1100	-	-	-	-	**1200 - 1300**
Noon Peak Volume	1	667	156	3	16	11	0	2	7	0	0	0	0	**827**
Noon Peak %age	0.12	80.65	18.86	0.36	1.93	1.33	0.00	0.24	0.85	0.00	0.00	0.00	0.00	

PM Peak Hour	1800 - 1900	1700 - 1800	1700 - 1800	1600 - 1700	1500 - 1600	1500 - 1600	-	1500 - 1600	1500 - 1600	-	-	-	-	**1700 - 1800**
PM Peak Volume	2	796	157	4	14	3	0	4	5	0	0	0	0	**965**
PM Peak %age	0.21	82.49	16.27	0.41	1.45	0.31	0.00	0.41	0.52	0.00	0.00	0.00	0.00	

Site 1
Ridgewalk Pkwy,
east of Reagan St

Date
Saturday, November 1, 2025

Lat/Long
34.117292°, -84.515683°

Weather
Fair
51°F

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0000 - 2400 (Saturday 24h Session) (11-01-2025)
SB WB 60min

	Westbound (Movement 1.2)													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	**Total**
0000 - 0100	0	66	18	0	0	0	0	0	1	0	0	0	0	**85**
0100 - 0200	0	30	9	0	0	0	0	0	0	0	0	0	0	**39**
0200 - 0300	0	21	4	0	0	0	0	0	1	0	0	0	0	**26**
0300 - 0400	0	26	6	0	2	0	0	0	0	0	0	0	0	**34**
0400 - 0500	0	19	7	0	0	0	0	0	2	0	0	0	0	**28**
0500 - 0600	0	43	6	0	0	0	0	0	2	0	0	0	0	**51**
0600 - 0700	0	69	23	0	6	2	0	0	1	0	0	0	0	**101**
0700 - 0800	0	140	30	0	3	3	0	0	1	0	0	0	0	**177**
0800 - 0900	0	270	67	1	5	4	0	0	1	0	0	0	0	**348**
0900 - 1000	0	481	95	0	12	1	0	0	0	0	0	0	0	**589**
1000 - 1100	1	623	94	0	5	3	0	0	0	0	0	0	0	**726**
1100 - 1200	0	724	87	0	5	0	0	0	0	1	0	0	0	**817**
1200 - 1300	1	716	135	0	6	0	0	0	0	0	0	0	0	**858**
1300 - 1400	1	683	152	0	5	0	0	0	0	0	0	0	0	**841**
1400 - 1500	0	746	114	0	2	1	0	0	0	0	0	0	0	**863**
1500 - 1600	0	630	107	0	4	0	0	0	0	0	0	0	0	**741**
1600 - 1700	0	610	97	0	3	0	0	0	0	0	0	0	0	**710**
1700 - 1800	1	551	91	0	2	0	0	1	1	0	0	0	0	**647**
1800 - 1900	2	476	72	0	4	1	0	0	0	0	0	0	0	**555**
1900 - 2000	1	355	65	0	1	0	0	0	1	0	0	0	0	**423**
2000 - 2100	0	247	46	0	0	0	0	0	0	0	0	0	0	**293**
2100 - 2200	0	226	44	0	3	0	0	0	0	0	0	0	0	**273**
2200 - 2300	0	148	34	0	1	0	0	0	0	0	0	0	0	**183**
2300 - 2400	0	92	18	0	0	0	0	0	0	0	0	0	0	**110**

Session Total	7	7992	1421	1	69	15	0	1	11	1	0	0	0	**9518**
Session Average	0.29	333.00	59.21	0.04	2.88	0.63	0.00	0.04	0.46	0.04	0.00	0.00	0.00	**396.58**
Session Percentage	0.07	83.97	14.93	0.01	0.72	0.16	0.00	0.01	0.12	0.01	0.00	0.00	0.00	

AM Peak Hour	-	0900 - 1000	0900 - 1000	0800 - 0900	0900 - 1000	0800 - 0900	-	-	0500 - 0600	-	-	-	-	**0900 - 1000**
AM Peak Volume	0	481	95	1	12	4	0	0	2	0	0	0	0	**589**
AM Peak %age	0.00	81.66	16.13	0.17	2.04	0.68	0.00	0.00	0.34	0.00	0.00	0.00	0.00	

Noon Peak Hour	1000 - 1100	1400 - 1500	1300 - 1400	-	1200 - 1300	1000 - 1100	-	-	-	1100 - 1200	-	-	-	**1400 - 1500**
Noon Peak Volume	1	746	152	0	6	3	0	0	0	1	0	0	0	**863**
Noon Peak %age	0.12	86.44	17.61	0.00	0.70	0.35	0.00	0.00	0.00	0.12	0.00	0.00	0.00	

PM Peak Hour	1800 - 1900	1500 - 1600	1500 - 1600	-	1500 - 1600	1800 - 1900	-	1700 - 1800	1700 - 1800	-	-	-	-	**1500 - 1600**
PM Peak Volume	2	630	107	0	4	1	0	1	1	0	0	0	0	**741**
PM Peak %age	0.27	85.02	14.44	0.00	0.54	0.13	0.00	0.13	0.13	0.00	0.00	0.00	0.00	

Site 1
Ridgewalk Pkwy,
east of Reagan St

Date
Sunday, November 2, 2025

Lat/Long
34.117292°, -84.515683°

Weather
Cloudy
50°F

Click here for Detailed Weather

0000 - 2400 (Sunday 24h Session) (11-02-2025)
SB WB 60min

	Westbound (Movement 1.2)													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	**Total**
0000 - 0100	0	69	4	0	0	0	0	0	0	0	0	0	0	**73**
0100 - 0200	0	29	3	0	0	0	0	0	0	0	0	0	0	**32**
0200 - 0300	0	29	3	0	0	0	0	0	0	0	0	0	0	**32**
0300 - 0400	0	12	2	0	0	0	0	0	0	0	0	0	0	**14**
0400 - 0500	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**
0500 - 0600	0	7	2	0	0	0	0	0	1	0	0	0	0	**10**
0600 - 0700	0	15	0	0	0	0	0	0	0	0	0	0	0	**15**
0700 - 0800	0	30	4	0	0	0	0	0	0	0	0	0	0	**34**
0800 - 0900	0	82	11	0	0	0	0	0	0	0	0	0	0	**93**
0900 - 1000	0	139	14	0	1	0	0	0	0	0	0	0	0	**154**
1000 - 1100	0	288	40	0	1	0	0	0	1	0	0	0	0	**330**
1100 - 1200	1	484	78	0	3	1	0	0	2	0	0	0	0	**569**
1200 - 1300	0	838	129	0	6	0	0	0	1	0	0	0	0	**974**
1300 - 1400	2	629	99	0	4	0	0	0	0	0	0	0	0	**734**
1400 - 1500	0	828	126	0	5	0	0	0	0	0	0	0	0	**959**
1500 - 1600	1	680	94	0	4	0	0	0	0	0	0	0	0	**779**
1600 - 1700	2	675	90	0	4	0	0	0	0	0	0	0	0	**771**
1700 - 1800	0	549	74	0	4	0	0	0	0	0	0	0	0	**627**
1800 - 1900	0	601	78	0	3	0	0	0	0	0	0	0	0	**682**
1900 - 2000	0	379	81	0	2	0	0	0	0	0	0	0	0	**462**
2000 - 2100	0	261	66	0	1	0	0	0	0	0	0	0	0	**328**
2100 - 2200	0	163	58	0	1	0	0	0	0	0	0	0	0	**222**
2200 - 2300	0	122	44	0	0	0	0	0	2	0	0	0	0	**168**
2300 - 2400	0	83	28	0	0	0	0	0	0	0	0	0	0	**111**

Session Total	6	6998	1129	0	39	1	0	0	7	0	0	0	0	**8180**
Session Average	0.25	291.58	47.04	0.00	1.63	0.04	0.00	0.00	0.29	0.00	0.00	0.00	0.00	**340.83**
Session Percentage	0.07	85.55	13.80	0.00	0.48	0.01	0.00	0.00	0.09	0.00	0.00	0.00	0.00	

AM Peak Hour	-	0900 - 1000	0900 - 1000	-	0900 - 1000	-	-	-	0500 - 0600	-	-	-	-	**0900 - 1000**
AM Peak Hour Volume	0	139	14	0	1	0	0	0	1	0	0	0	0	**154**
AM Peak %age	0.00	90.26	9.09	0.00	0.65	0.00	0.00	0.00	0.65	0.00	0.00	0.00	0.00	

Noon Peak Hour	1300 - 1400	1200 - 1300	1200 - 1300	-	1200 - 1300	1100 - 1200	-	-	1100 - 1200	-	-	-	-	**1200 - 1300**
Noon Peak Hour Volume	2	838	129	0	6	1	0	0	2	0	0	0	0	**974**
Noon Peak %age	0.21	86.04	13.24	0.00	0.62	0.10	0.00	0.00	0.21	0.00	0.00	0.00	0.00	

PM Peak Hour	1600 - 1700	1500 - 1600	1500 - 1600	-	1500 - 1600	-	-	-	-	-	-	-	-	**1500 - 1600**
PM Peak Hour Volume	2	680	94	0	4	0	0	0	0	0	0	0	0	**779**
PM Peak %age	0.26	87.29	12.07	0.00	0.51	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

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

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Woodstock, GA

Site 1
Ridgewalk Pkwy,
east of Reagan St

Date
Thursday, October 30, 2025

Lat/Long
34.117292°, -84.515683°

Weather
Cloudy
49°F

Click here for Detailed Weather

0000 - 2400 (Weekday 24h Session) (10-30-2025)

Bi-Directional 60min

	Bi-Directional 60min													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	**Total**
0000 - 0100	0	23	11	1	0	0	0	0	2	0	0	0	0	**37**
0100 - 0200	0	15	8	0	1	1	0	0	0	0	0	0	0	**25**
0200 - 0300	0	13	9	0	1	0	0	0	3	0	0	0	0	**26**
0300 - 0400	0	39	16	0	3	0	0	0	1	0	0	0	0	**59**
0400 - 0500	0	45	23	0	3	1	0	0	1	0	0	1	0	**74**
0500 - 0600	0	137	72	0	6	8	0	0	4	0	0	0	0	**227**
0600 - 0700	0	583	106	9	17	12	0	0	8	0	0	0	0	**735**
0700 - 0800	1	1044	180	7	29	12	0	1	12	0	0	0	0	**1286**
0800 - 0900	1	886	224	4	29	19	0	3	8	0	0	0	0	**1174**
0900 - 1000	0	932	235	1	34	27	0	3	9	0	0	0	0	**1241**
1000 - 1100	2	1033	226	4	34	24	0	4	9	0	0	0	0	**1336**
1100 - 1200	1	1193	253	2	23	20	0	4	8	0	0	0	0	**1504**
1200 - 1300	0	1313	266	1	25	17	0	2	6	0	0	0	0	**1630**
1300 - 1400	1	1282	227	2	21	9	0	6	3	0	0	0	0	**1551**
1400 - 1500	2	1342	266	8	22	9	0	1	4	0	0	0	0	**1654**
1500 - 1600	2	1437	252	2	17	5	0	7	5	0	0	0	0	**1727**
1600 - 1700	1	1535	264	6	10	3	0	7	6	0	0	0	0	**1832**
1700 - 1800	1	1607	284	1	11	0	0	4	2	0	0	0	0	**1910**
1800 - 1900	2	1196	282	0	20	0	0	5	0	0	0	0	0	**1505**
1900 - 2000	3	865	225	0	6	1	0	0	3	0	0	0	0	**1103**
2000 - 2100	1	568	136	0	3	0	0	1	0	0	0	0	0	**709**
2100 - 2200	1	345	92	0	0	0	0	0	0	0	0	0	0	**438**
2200 - 2300	0	168	44	0	2	0	0	0	0	0	0	0	0	**214**
2300 - 2400	0	81	22	0	1	0	0	0	3	0	0	0	0	**107**

Session Total	19	17682	3723	48	318	168	0	48	97	0	0	1	0	**22104**
Session Average	0.79	736.75	155.13	2.00	13.25	7.00	0.00	2.00	4.04	0.00	0.00	0.04	0.00	**921.00**
Session Percentage	0.09	79.99	16.84	0.22	1.44	0.76	0.00	0.22	0.44	0.00	0.00	0.00	0.00	

AM Peak Hour	0700 - 0800	0700 - 0800	0900 - 1000	0600 - 0700	0900 - 1000	0900 - 1000	-	0800 - 0900	0700 - 0800	-	-	-	-	**0700 - 0800**
AM Peak Volume	1	1044	235	9	34	27	0	3	12	0	0	0	0	**1286**
AM Peak %age	0.08	81.18	18.27	0.70	2.64	2.10	0.00	0.23	0.93	0.00	0.00	0.00	0.00	

Noon Peak Hour	1000 - 1100	1400 - 1500	1200 - 1300	1400 - 1500	1000 - 1100	1000 - 1100	-	1300 - 1400	1000 - 1100	-	-	-	-	**1400 - 1500**
Noon Peak Volume	2	1342	266	8	34	24	0	6	9	0	0	0	0	**1654**
Noon Peak %age	0.12	81.14	16.08	0.48	2.06	1.45	0.00	0.36	0.54	0.00	0.00	0.00	0.00	

PM Peak Hour	1900 - 2000	1700 - 1800	1700 - 1800	1600 - 1700	1800 - 1900	1500 - 1600	-	1500 - 1600	1600 - 1700	-	-	-	-	**1700 - 1800**
PM Peak Volume	3	1607	284	6	20	5	0	7	6	0	0	0	0	**1910**
PM Peak %age	0.16	84.14	14.87	0.31	1.05	0.26	0.00	0.37	0.31	0.00	0.00	0.00	0.00	

Site 1
Ridgewalk Pkwy,
east of Reagan St

Date
Saturday, November 1, 2025

Lat/Long
34.117292°, -84.515683°

Weather
Fair
51°F

Click here for Detailed Weather

0000 - 2400 (Saturday 24h Session) (11-01-2025)
Bi-Directional 60min

	Bi-Directional 60min													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	**Total**
0000 - 0100	0	116	31	0	0	0	0	0	2	0	0	0	0	**149**
0100 - 0200	0	70	14	0	0	0	0	0	1	0	0	0	0	**85**
0200 - 0300	0	38	8	0	0	0	0	0	1	0	0	0	0	**47**
0300 - 0400	0	47	12	0	2	0	0	0	1	0	0	0	0	**62**
0400 - 0500	0	43	10	0	0	0	0	0	3	0	0	0	0	**56**
0500 - 0600	0	82	17	0	0	1	0	0	2	0	0	0	0	**102**
0600 - 0700	0	206	57	0	8	3	0	0	2	0	0	0	0	**276**
0700 - 0800	0	280	70	0	19	5	0	0	4	0	0	0	0	**378**
0800 - 0900	0	574	138	1	10	5	0	2	1	0	0	0	0	**731**
0900 - 1000	0	999	174	0	21	2	0	0	0	0	0	0	0	**1196**
1000 - 1100	1	1183	189	0	14	7	0	1	0	0	0	0	0	**1395**
1100 - 1200	2	1470	185	0	8	0	0	0	2	1	0	0	0	**1668**
1200 - 1300	1	1383	252	0	10	1	0	1	0	0	0	0	0	**1648**
1300 - 1400	4	1314	272	0	14	0	0	0	0	0	0	0	0	**1604**
1400 - 1500	3	1436	225	0	6	3	0	0	0	0	0	0	0	**1673**
1500 - 1600	1	1319	213	0	6	0	0	0	0	0	0	0	0	**1539**
1600 - 1700	5	1280	218	1	5	1	0	0	0	0	0	0	0	**1510**
1700 - 1800	2	1206	179	0	6	0	0	1	1	0	0	0	0	**1395**
1800 - 1900	14	1051	150	0	6	1	0	0	0	0	0	0	0	**1222**
1900 - 2000	2	786	165	0	1	0	0	0	1	0	0	0	0	**955**
2000 - 2100	0	511	123	0	1	0	0	0	0	0	0	0	0	**635**
2100 - 2200	0	390	92	0	6	0	0	0	0	0	0	0	0	**488**
2200 - 2300	0	279	66	0	2	0	0	0	0	0	0	0	0	**347**
2300 - 2400	0	166	31	1	1	0	0	0	0	0	0	0	0	**199**

Session Total	35	16229	2891	3	146	29	0	5	21	1	0	0	0	**19360**
Session Average	1.46	676.21	120.46	0.13	6.08	1.21	0.00	0.21	0.88	0.04	0.00	0.00	0.00	**806.67**
Session Percentage	0.18	83.83	14.93	0.02	0.75	0.15	0.00	0.03	0.11	0.01	0.00	0.00	0.00	

AM Peak Hour	-	0900 - 1000	0900 - 1000	0800 - 0900	0900 - 1000	0700 - 0800	-	0800 - 0900	0700 - 0800	-	-	-	-	**0900 - 1000**
AM Peak Volume	0	999	174	1	21	5	0	2	4	0	0	0	0	**1196**
AM Peak %age	0.00	83.53	14.55	0.08	1.76	0.42	0.00	0.17	0.33	0.00	0.00	0.00	0.00	

Noon Peak Hour	1300 - 1400	1100 - 1200	1300 - 1400	-	1000 - 1100	1000 - 1100	-	1000 - 1100	1100 - 1200	1100 - 1200	-	-	-	**1400 - 1500**
Noon Peak Volume	4	1470	272	0	14	7	0	1	2	1	0	0	0	**1673**
Noon Peak %age	0.24	87.87	16.26	0.00	0.84	0.42	0.00	0.06	0.12	0.06	0.00	0.00	0.00	

PM Peak Hour	1800 - 1900	1500 - 1600	1600 - 1700	1600 - 1700	1500 - 1600	1600 - 1700	-	1700 - 1800	1700 - 1800	-	-	-	-	**1500 - 1600**
PM Peak Volume	14	1319	218	1	6	1	0	1	1	0	0	0	0	**1539**
PM Peak %age	0.91	85.71	14.17	0.06	0.39	0.06	0.00	0.06	0.06	0.00	0.00	0.00	0.00	

Site 1

Ridgewalk Pkwy,
east of Reagan St

Date

Sunday, November 2, 2025

Lat/Long

34.117292°, -84.515683°

Weather

Cloudy
50°F

Click here for Detailed Weather

0000 - 2400 (Sunday 24h Session) (11-02-2025)

Bi-Directional 60min

	Bi-Directional 60min													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	**Total**
0000 - 0100	1	135	9	0	0	0	0	0	0	0	0	0	0	**145**
0100 - 0200	0	57	3	0	0	0	0	0	0	0	0	0	0	**60**
0200 - 0300	0	57	3	0	0	0	0	0	0	0	0	0	0	**60**
0300 - 0400	0	29	3	0	0	0	0	0	0	0	0	0	0	**32**
0400 - 0500	0	15	1	0	1	0	0	0	0	0	0	0	0	**17**
0500 - 0600	0	16	2	0	0	0	0	0	2	0	0	0	0	**20**
0600 - 0700	0	26	0	0	0	0	0	0	0	0	0	0	0	**26**
0700 - 0800	0	48	10	0	0	0	0	0	0	0	0	0	0	**58**
0800 - 0900	0	220	45	0	0	0	0	0	0	0	0	0	0	**265**
0900 - 1000	1	277	50	0	2	0	0	0	0	0	0	0	0	**330**
1000 - 1100	0	566	78	0	1	0	0	0	1	0	0	0	0	**646**
1100 - 1200	4	802	142	0	7	2	0	0	2	0	0	0	0	**959**
1200 - 1300	0	1341	218	0	7	0	0	0	1	0	0	0	0	**1567**
1300 - 1400	2	1165	169	0	6	0	0	0	0	0	0	0	0	**1342**
1400 - 1500	1	1524	249	0	7	0	0	0	0	0	0	0	0	**1781**
1500 - 1600	1	1381	179	0	5	0	0	0	1	0	0	0	0	**1567**
1600 - 1700	2	1395	191	0	7	0	0	0	0	0	0	0	0	**1595**
1700 - 1800	1	1219	151	0	7	0	0	0	0	0	0	0	0	**1378**
1800 - 1900	1	1333	145	1	3	0	0	0	0	0	0	0	0	**1483**
1900 - 2000	0	968	147	0	3	0	0	0	0	0	0	0	0	**1118**
2000 - 2100	0	708	118	0	2	0	0	0	0	0	0	0	0	**828**
2100 - 2200	0	434	85	0	1	0	0	0	2	0	0	0	0	**522**
2200 - 2300	0	285	61	0	0	0	0	0	2	0	0	0	0	**348**
2300 - 2400	0	196	40	0	0	0	0	0	0	0	0	0	0	**236**

Session Total	14	14197	2099	1	59	2	0	0	11	0	0	0	0	**16383**
Session Average	0.58	591.54	87.46	0.04	2.46	0.08	0.00	0.00	0.46	0.00	0.00	0.00	0.00	**682.63**
Session Percentage	0.09	86.66	12.81	0.01	0.36	0.01	0.00	0.00	0.07	0.00	0.00	0.00	0.00	

AM Peak Hour	0900 - 1000	0900 - 1000	0900 - 1000	-	0900 - 1000	-	-	-	0500 - 0600	-	-	-	-	**0900 - 1000**
AM Peak Hour Volume	1	277	50	0	2	0	0	0	2	0	0	0	0	**330**
AM Peak %age	0.30	83.94	15.15	0.00	0.61	0.00	0.00	0.00	0.61	0.00	0.00	0.00	0.00	

Noon Peak Hour	1100 - 1200	1400 - 1500	1400 - 1500	-	1100 - 1200	1100 - 1200	-	-	1100 - 1200	-	-	-	-	**1400 - 1500**
Noon Peak Hour Volume	4	1524	249	0	7	2	0	0	2	0	0	0	0	**1781**
Noon Peak %age	0.22	85.57	13.98	0.00	0.39	0.11	0.00	0.00	0.11	0.00	0.00	0.00	0.00	

PM Peak Hour	1600 - 1700	1600 - 1700	1600 - 1700	1800 - 1900	1600 - 1700	-	-	-	1500 - 1600	-	-	-	-	**1600 - 1700**
PM Peak Hour Volume	2	1395	191	1	7	0	0	0	1	0	0	0	0	**1595**
PM Peak %age	0.13	87.46	11.97	0.06	0.44	0.00	0.00	0.00	0.06	0.00	0.00	0.00	0.00	

Bi-Directional Class Count || Volume Summary 60min

Woodstock, GA

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Site 1
Ridgewalk Pkwy,
east of Reagan St

Date
Thursday, October 30, 2025

Lat/Long
34.117292°, -84.515683°

Weather
Cloudy
49°F

Click here for Detailed Weather

0000 - 2400 (Weekday 24h Session) (10-30-2025)

Volume Summary 60min

	Volume Summary 60min		
TIME	EB	WB	**Total**
0000 - 0100	24	13	**37**
0100 - 0200	10	15	**25**
0200 - 0300	13	13	**26**
0300 - 0400	17	42	**59**
0400 - 0500	26	48	**74**
0500 - 0600	111	116	**227**
0600 - 0700	369	366	**735**
0700 - 0800	581	705	**1286**
0800 - 0900	593	581	**1174**
0900 - 1000	576	665	**1241**
1000 - 1100	653	683	**1336**
1100 - 1200	691	813	**1504**

	Volume Summary 60min		
Time	EB	WB	**Total**
1200 - 1300	803	827	**1630**
1300 - 1400	804	747	**1551**
1400 - 1500	892	762	**1654**
1500 - 1600	923	804	**1727**
1600 - 1700	871	961	**1832**
1700 - 1800	945	965	**1910**
1800 - 1900	747	758	**1505**
1900 - 2000	574	529	**1103**
2000 - 2100	397	312	**709**
2100 - 2200	227	211	**438**
2200 - 2300	127	87	**214**
2300 - 2400	53	54	**107**

Session Total	11027	11077	**22104**
Session Average	459.46	461.54	**921.00**
Session Percentage	49.89	50.11	

Site 1

Ridgewalk Pkwy,
east of Reagan St

Date

Saturday, November 1, 2025

Lat/Long

34.117292°, -84.515683°

Weather

Fair
51°F

Click here for Detailed Weather

0000 - 2400 (Saturday 24h Session) (11-01-2025)

Volume Summary 60min

	Volume Summary 60min		
TIME	EB	WB	**Total**
0000 - 0100	64	85	**149**
0100 - 0200	46	39	**85**
0200 - 0300	21	26	**47**
0300 - 0400	28	34	**62**
0400 - 0500	28	28	**56**
0500 - 0600	51	51	**102**
0600 - 0700	175	101	**276**
0700 - 0800	201	177	**378**
0800 - 0900	383	348	**731**
0900 - 1000	607	589	**1196**
1000 - 1100	669	726	**1395**
1100 - 1200	851	817	**1668**

	Volume Summary 60min		
Time	EB	WB	**Total**
1200 - 1300	790	858	**1648**
1300 - 1400	763	841	**1604**
1400 - 1500	810	863	**1673**
1500 - 1600	798	741	**1539**
1600 - 1700	800	710	**1510**
1700 - 1800	748	647	**1395**
1800 - 1900	667	555	**1222**
1900 - 2000	532	423	**955**
2000 - 2100	342	293	**635**
2100 - 2200	215	273	**488**
2200 - 2300	164	183	**347**
2300 - 2400	89	110	**199**

Session Total	9842	9518	**19360**
Session Average	410.08	396.58	**806.67**
Session Percentage	50.84	49.16	

Site 1

Ridgewalk Pkwy,
east of Reagan St

Date

Sunday, November 2, 2025

Lat/Long

34.117292°, -84.515683°

Weather

Cloudy
50°F

Click here for Detailed Weather

0000 - 2400 (Sunday 24h Session) (11-02-2025)

Volume Summary 60min

	Volume Summary 60min		
TIME	EB	WB	**Total**
0000 - 0100	72	73	**145**
0100 - 0200	28	32	**60**
0200 - 0300	28	32	**60**
0300 - 0400	18	14	**32**
0400 - 0500	10	7	**17**
0500 - 0600	10	10	**20**
0600 - 0700	11	15	**26**
0700 - 0800	24	34	**58**
0800 - 0900	172	93	**265**
0900 - 1000	176	154	**330**
1000 - 1100	316	330	**646**
1100 - 1200	390	569	**959**

	Volume Summary 60min		
Time	EB	WB	**Total**
1200 - 1300	593	974	**1567**
1300 - 1400	608	734	**1342**
1400 - 1500	822	959	**1781**
1500 - 1600	788	779	**1567**
1600 - 1700	824	771	**1595**
1700 - 1800	751	627	**1378**
1800 - 1900	801	682	**1483**
1900 - 2000	656	462	**1118**
2000 - 2100	500	328	**828**
2100 - 2200	300	222	**522**
2200 - 2300	180	168	**348**
2300 - 2400	125	111	**236**

Session Total	8203	8180	**16383**
Session Average	341.79	340.83	**682.63**
Session Percentage	50.07	49.93	

Bi-Directional Class Count || Graphical Analysis NB EB

Woodstock, GA

Marr Traffic DATA COLLECTION

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Site 1

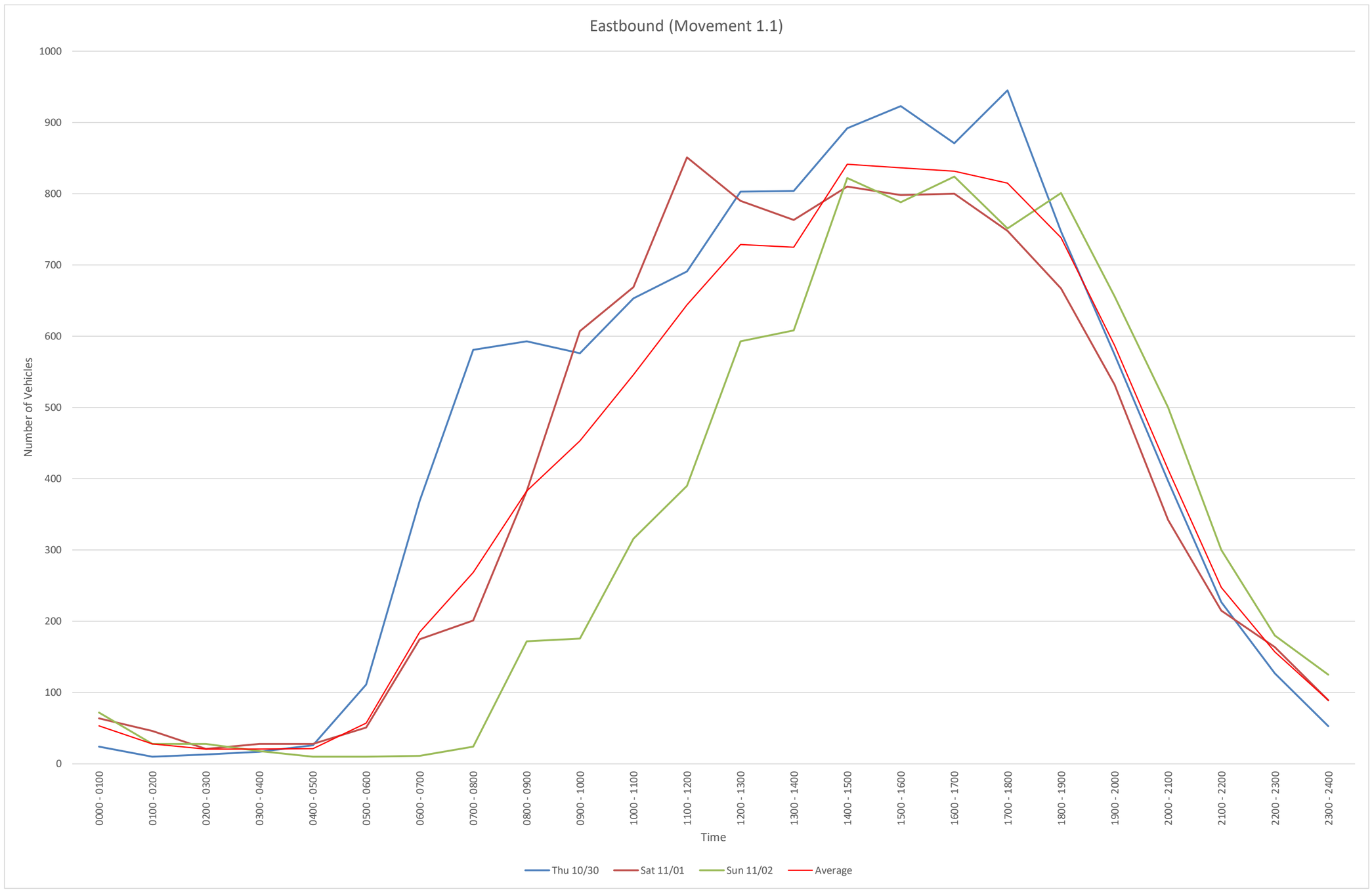
Ridgewalk Pkwy,
east of Reagan St

Lat/Long

34.117292°, -84.515683°

0000 - 2400 (Weekday 24h Session)

Graphical Analysis NB EB



Time	Thu 10/30	Sat 11/01	Sun 11/02				
0000 - 0100	24	64	72				
0100 - 0200	10	46	28				
0200 - 0300	13	21	28				
0300 - 0400	17	28	18				
0400 - 0500	26	28	10				
0500 - 0600	111	51	10				
0600 - 0700	369	175	11				
0700 - 0800	581	201	24				
0800 - 0900	593	383	172				
0900 - 1000	576	607	176				
1000 - 1100	653	669	316				
1100 - 1200	691	851	390				
1200 - 1300	803	790	593				
1300 - 1400	804	763	608				
1400 - 1500	892	810	822				
1500 - 1600	923	798	788				
1600 - 1700	871	800	824				
1700 - 1800	945	748	751				
1800 - 1900	747	667	801				
1900 - 2000	574	532	656				
2000 - 2100	397	342	500				
2100 - 2200	227	215	300				
2200 - 2300	127	164	180				
2300 - 2400	53	89	125				

Daily Total	11027	9842	8203				

Bi-Directional Class Count || Graphical Analysis SB WB

Woodstock, GA

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Site 1

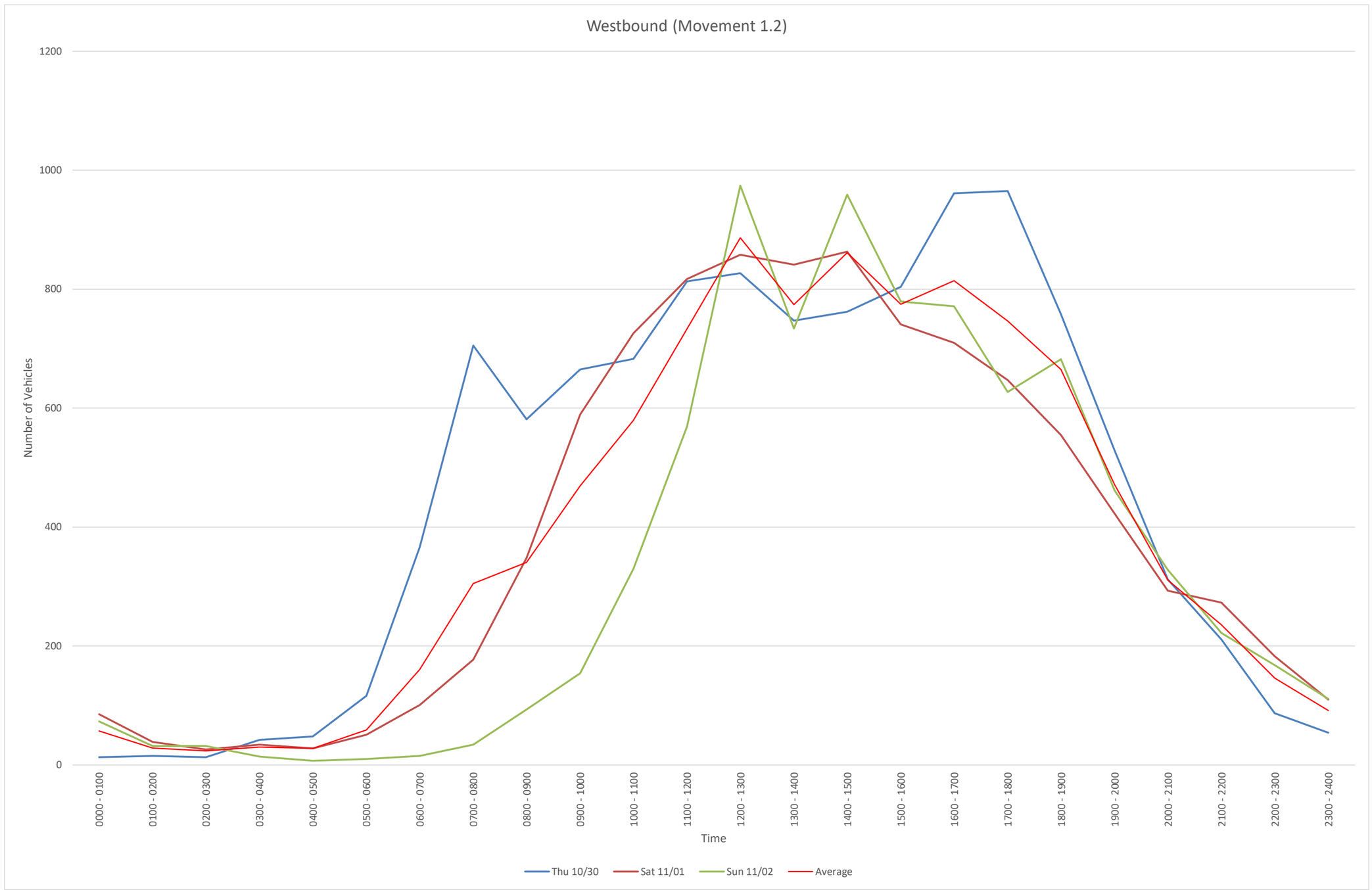
Ridgewalk Pkwy,
east of Reagan St

Lat/Long

34.117292°, -84.515683°

0000 - 2400 (Weekday 24h Session)

Graphical Analysis SB WB



Time	Thu 10/30	Sat 11/01	Sun 11/02				
0000 - 0100	13	85	73				
0100 - 0200	15	39	32				
0200 - 0300	13	26	32				
0300 - 0400	42	34	14				
0400 - 0500	48	28	7				
0500 - 0600	116	51	10				
0600 - 0700	366	101	15				
0700 - 0800	705	177	34				
0800 - 0900	581	348	93				
0900 - 1000	665	589	154				
1000 - 1100	683	726	330				
1100 - 1200	813	817	569				
1200 - 1300	827	858	974				
1300 - 1400	747	841	734				
1400 - 1500	762	863	959				
1500 - 1600	804	741	779				
1600 - 1700	961	710	771				
1700 - 1800	965	647	627				
1800 - 1900	758	555	682				
1900 - 2000	529	423	462				
2000 - 2100	312	293	328				
2100 - 2200	211	273	222				
2200 - 2300	87	183	168				
2300 - 2400	54	110	111				

Daily Total	11077	9518	8180				

Bi-Directional Class Count || Graphical Analysis BiDir

Woodstock, GA

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Site 1

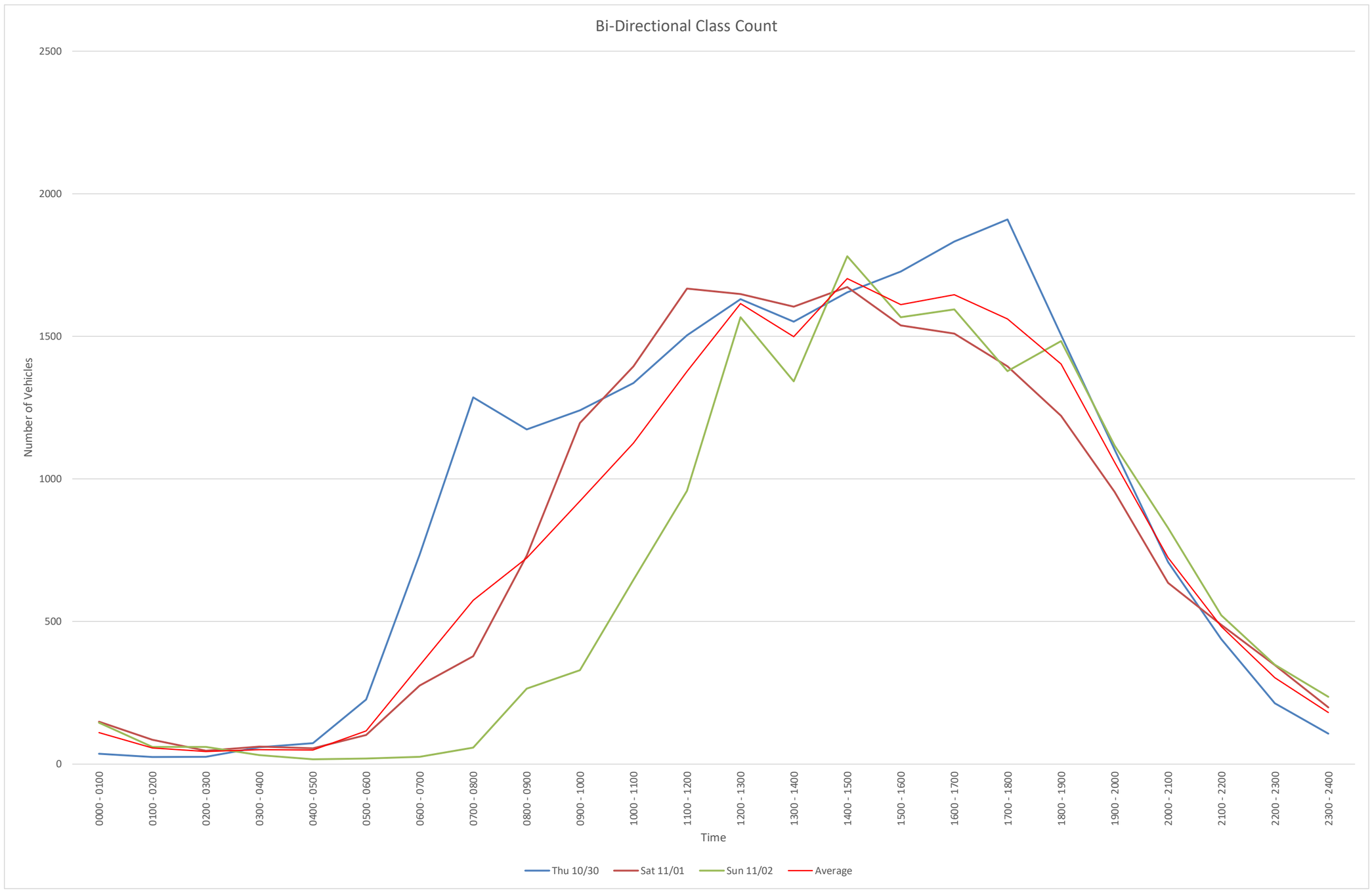
Ridgewalk Pkwy,
east of Reagan St

Lat/Long

34.117292°, -84.515683°

0000 - 2400 (Weekday 24h Session)

Graphical Analysis BiDir



Time	Thu 10/30	Sat 11/01	Sun 11/02				
0000 - 0100	37	149	145				
0100 - 0200	25	85	60				
0200 - 0300	26	47	60				
0300 - 0400	59	62	32				
0400 - 0500	74	56	17				
0500 - 0600	227	102	20				
0600 - 0700	735	276	26				
0700 - 0800	1286	378	58				
0800 - 0900	1174	731	265				
0900 - 1000	1241	1196	330				
1000 - 1100	1336	1395	646				
1100 - 1200	1504	1668	959				
1200 - 1300	1630	1648	1567				
1300 - 1400	1551	1604	1342				
1400 - 1500	1654	1673	1781				
1500 - 1600	1727	1539	1567				
1600 - 1700	1832	1510	1595				
1700 - 1800	1910	1395	1378				
1800 - 1900	1505	1222	1483				
1900 - 2000	1103	955	1118				
2000 - 2100	709	635	828				
2100 - 2200	438	488	522				
2200 - 2300	214	347	348				
2300 - 2400	107	199	236				

Daily Total	22104	19360	16383				

Bi-Directional Class Count || Location Overview

Woodstock, GA

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Site 2

Reagan St,
north of Ridgewalk Pkwy

Lat/Long

34.118950°, -84.514584°

Click here for Map

0000 - 2400 (Weekday 24h Session) (All Dates)

Location Overview

Description	Time Interval	Visible	Tabs
Bi-Directional Class Count	15min	☑	6
Bi-Directional Class Count	60min	☑	4
Graphical Analysis	-	☑	3
Base Data	15min	☑	2
Base Data	60min	☑	2

Daily & Monthly Factors

	Thu	Sat	Sun
	10/30	11/01	11/02
DF	1.00	1.00	1.00
MF	1.00	1.00	1.00
DF*MF	**1.00**	**1.00**	**1.00**

Bi-Directional Class Count || NB EB 15min

Woodstock, GA

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Site 2
Reagan St,
north of Ridgewalk Pkwy

Date
Thursday, October 30, 2025

Lat/Long
34.118950°, -84.514584°

Weather
Cloudy
49°F

Click here for Detailed Weather

Click here for Map

0000 - 2400 (Weekday 24h Session) (10-30-2025)

NB EB 15min

	Northbound (Movement 2.1)													15min	60min
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0015 - 0030	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0030 - 0045	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0045 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**
0100 - 0115	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0115 - 0130	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0130 - 0145	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0145 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**
0200 - 0215	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0215 - 0230	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0230 - 0245	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0245 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**
0300 - 0315	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0315 - 0330	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0330 - 0345	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	
0345 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**1**
0400 - 0415	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0415 - 0430	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0430 - 0445	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**	
0445 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**2**
0500 - 0515	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0515 - 0530	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0530 - 0545	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0545 - 0600	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**1**
0600 - 0615	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0615 - 0630	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0630 - 0645	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	
0645 - 0700	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**3**
0700 - 0715	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	
0715 - 0730	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**	
0730 - 0745	0	2	1	2	0	0	0	0	0	0	0	0	0	**5**	
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**9**
0800 - 0815	0	2	2	0	0	0	0	0	0	0	0	0	0	**4**	
0815 - 0830	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	
0830 - 0845	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	
0845 - 0900	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	**10**
0900 - 0915	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	
0915 - 0930	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	
0930 - 0945	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	
0945 - 1000	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**10**
1000 - 1015	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**	
1015 - 1030	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	
1030 - 1045	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**	
1045 - 1100	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**9**
1100 - 1115	0	5	0	0	1	0	0	0	0	0	0	0	0	**6**	
1115 - 1130	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	
1130 - 1145	0	2	0	0	1	0	0	0	0	0	0	0	0	**3**	
1145 - 1200	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**12**
1200 - 1215	0	7	2	0	0	0	0	0	0	0	0	0	0	**9**	
1215 - 1230	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	
1230 - 1245	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	
1245 - 1300	0	1	2	0	0	0	0	0	0	0	0	0	0	**3**	**17**
1300 - 1315	0	2	0	0	1	0	0	0	0	0	0	0	0	**3**	
1315 - 1330	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	
1330 - 1345	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	
1345 - 1400	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**	**11**
1400 - 1415	0	3	0	1	0	0	0	0	0	0	0	0	0	**4**	
1415 - 1430	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**	
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
1445 - 1500	0	5	2	0	0	0	0	0	0	0	0	0	0	**7**	**15**
1500 - 1515	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	
1515 - 1530	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**	
1530 - 1545	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	
1545 - 1600	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	**13**
1600 - 1615	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**	
1615 - 1630	0	11	1	0	0	0	0	0	0	0	0	0	0	**12**	
1630 - 1645	0	2	2	0	0	0	0	0	0	0	0	0	0	**4**	
1645 - 1700	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	**25**
1700 - 1715	0	6	2	0	0	0	0	0	0	0	0	0	0	**8**	
1715 - 1730	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**	
1730 - 1745	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	
1745 - 1800	0	3	2	0	0	0	0	0	0	0	0	0	0	**5**	**22**
1800 - 1815	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**	
1815 - 1830	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	
1830 - 1845	0	5	2	0	0	0	0	0	0	0	0	0	0	**7**	
1845 - 1900	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**22**
1900 - 1915	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	
1915 - 1930	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	
1930 - 1945	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**	
1945 - 2000	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	**12**
2000 - 2015	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**	
2015 - 2030	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**	
2030 - 2045	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	
2045 - 2100	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**	**18**
2100 - 2115	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	
2115 - 2130	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**	
2130 - 2145	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	
2145 - 2200	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**11**
2200 - 2215	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	
2215 - 2230	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	
2230 - 2245	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
2245 - 2300	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**3**
2300 - 2315	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
2315 - 2330	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
2330 - 2345	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	
2345 - 0000	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**1**

Session Total	0	189	31	3	4	0	0	0	0	0	0	0	0	**227**
Session Average	0.00	1.97	0.32	0.03	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	**2.36**
Session Percentage	0.00	83.26	13.66	1.32	1.76	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

AM Peak Hour	-	0845 - 0945	0715 - 0815	0645 - 0745	0945 - 1045	-	-	-	-	-	-	-	-	**0845 - 0945**
AM Peak Volume	0	13	4	2	1	0	0	0	0	0	0	0	0	**13**
AM Peak %age	0.00	100.00	30.77	15.38	7.69	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Noon Peak Hour	-	1045 - 1145	1200 - 1300	1315 - 1415	1015 - 1115	-	-	-	-	-	-	-	-	**1200 - 1300**
Noon Peak Volume	0	13	4	1	2	0	0	0	0	0	0	0	0	**17**
Noon Peak %age	0.00	76.47	23.53	5.88	11.76	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

PM Peak Hour	-	1530 - 1630	1615 - 1715	-	-	-	-	-	-	-	-	-	-	**1615 - 1715**
PM Peak Volume	0	23	5	0	0	0	0	0	0	0	0	0	0	**28**
PM Peak %age	0.00	82.14	17.86	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

User Peak Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
User Peak %age	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Site 2
Reagan St,
north of Ridgewalk Pkwy

Date
Saturday, November 1, 2025

Lat/Long
34.118950°, -84.514584°

Weather
Fair
51°F

Click here for Detailed Weather

0000 - 2400 (Saturday 24h Session) (11-01-2025)
NB EB 15min

	Northbound (Movement 2.1)													15min	60min
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	
0015 - 0030	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	
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**	**5**
0100 - 0115	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**	
0115 - 0130	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0130 - 0145	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	
0145 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**2**
0200 - 0215	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0215 - 0230	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	
0230 - 0245	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0245 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**1**
0300 - 0315	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0315 - 0330	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0330 - 0345	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0345 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**
0400 - 0415	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0415 - 0430	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0430 - 0445	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0445 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**
0500 - 0515	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0515 - 0530	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	
0530 - 0545	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0545 - 0600	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**1**
0600 - 0615	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0615 - 0630	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0630 - 0645	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0645 - 0700	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0730 - 0745	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**2**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0845 - 0900	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**1**
0900 - 0915	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	
0915 - 0930	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**	
0930 - 0945	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**	
0945 - 1000	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**7**
1000 - 1015	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	
1015 - 1030	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	
1030 - 1045	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	
1045 - 1100	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**	**10**
1100 - 1115	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	
1115 - 1130	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**	
1130 - 1145	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**	
1145 - 1200	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**	**23**
1200 - 1215	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	
1215 - 1230	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**	
1230 - 1245	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**	
1245 - 1300	0	10	2	0	0	0	0	0	0	0	0	0	0	**12**	**28**
1300 - 1315	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	
1315 - 1330	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	
1330 - 1345	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	
1345 - 1400	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	**16**
1400 - 1415	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**	
1415 - 1430	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**	
1430 - 1445	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	
1445 - 1500	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**	**16**
1500 - 1515	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	
1515 - 1530	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**	
1530 - 1545	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	
1545 - 1600	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**17**
1600 - 1615	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	
1615 - 1630	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	
1630 - 1645	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	
1645 - 1700	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	**11**
1700 - 1715	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
1730 - 1745	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**	
1745 - 1800	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**8**
1800 - 1815	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	
1815 - 1830	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
1830 - 1845	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	
1845 - 1900	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**6**
1900 - 1915	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	
1915 - 1930	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	
1930 - 1945	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	
1945 - 2000	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**	**12**
2000 - 2015	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	
2015 - 2030	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	
2030 - 2045	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	
2045 - 2100	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	**11**
2100 - 2115	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	
2115 - 2130	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	
2130 - 2145	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	
2145 - 2200	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**13**
2200 - 2215	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**	
2215 - 2230	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	
2230 - 2245	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	
2245 - 2300	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**5**
2300 - 2315	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	
2315 - 2330	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**	
2330 - 2345	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	
2345 - 0000	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**4**

Session Total	0	181	18	0	0	0	0	0	0	0	0	0	0	**199**
Session Average	0.00	1.89	0.19	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	**2.07**
Session Percentage	0.00	90.95	9.05	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

AM Peak Hour	-	0930 - 1030	0845 - 0945	-	-	-	-	-	-	-	-	-	-	**0845 - 0945**
AM Peak Volume	0	7	2	0	0	0	0	0	0	0	0	0	0	**8**
AM Peak %age	0.00	87.50	25.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Noon Peak Hour	-	1230 - 1330	1200 - 1300	-	-	-	-	-	-	-	-	-	-	**1200 - 1300**
Noon Peak Volume	0	25	4	0	0	0	0	0	0	0	0	0	0	**28**
Noon Peak %age	0.00	89.29	14.29	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

PM Peak Hour	-	1515 - 1615	1500 - 1600	-	-	-	-	-	-	-	-	-	-	**1515 - 1615**
PM Peak Volume	0	17	1	0	0	0	0	0	0	0	0	0	0	**18**
PM Peak %age	0.00	94.44	5.56	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

User Peak Volume	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
User Peak %age	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Site 2
Reagan St,
north of Ridgewalk Pkwy

Date
Sunday, November 2, 2025

Lat/Long
34.118950°, -84.514584°

Weather
Cloudy
50°F

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0000 - 2400 (Sunday 24h Session) (11-02-2025)
NB EB 15min

	Northbound (Movement 2.1)														
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	15min Total	60min Total
0000 - 0015	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**	
0015 - 0030	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	
0030 - 0045	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	
0045 - 0100	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**4**
0100 - 0115	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0115 - 0130	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0130 - 0145	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0145 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**
0200 - 0215	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0215 - 0230	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0230 - 0245	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0245 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**
0300 - 0315	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0315 - 0330	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0330 - 0345	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0345 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**
0400 - 0415	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0415 - 0430	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0430 - 0445	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0445 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**
0500 - 0515	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0515 - 0530	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0530 - 0545	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**	
0545 - 0600	0	0	0	0	0	0	0	0	1	0	0	0	0	**1**	**2**
0600 - 0615	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0615 - 0630	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0630 - 0645	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0645 - 0700	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0745 - 0800	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**1**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0830 - 0845	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	
0845 - 0900	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**2**
0900 - 0915	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**	
0915 - 0930	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0930 - 0945	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0945 - 1000	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**1**
1000 - 1015	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	
1015 - 1030	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	
1030 - 1045	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
1045 - 1100	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**4**
1100 - 1115	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**	
1115 - 1130	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	
1130 - 1145	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**	
1145 - 1200	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	**15**
1200 - 1215	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	
1215 - 1230	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	
1230 - 1245	0	2	3	0	0	0	0	0	0	0	0	0	0	**5**	
1245 - 1300	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**	**16**
1300 - 1315	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	
1315 - 1330	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	
1330 - 1345	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	
1345 - 1400	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**9**
1400 - 1415	0	6	3	0	0	0	0	0	0	0	0	0	0	**9**	
1415 - 1430	0	10	1	0	0	0	0	0	0	0	0	0	0	**11**	
1430 - 1445	0	14	1	0	0	0	0	0	0	0	0	0	0	**15**	
1445 - 1500	0	12	2	0	0	0	0	0	0	0	0	0	0	**14**	**49**
1500 - 1515	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**	
1515 - 1530	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	
1530 - 1545	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	
1545 - 1600	0	6	2	0	0	0	0	0	0	0	0	0	0	**8**	**26**
1600 - 1615	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**	
1615 - 1630	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	
1630 - 1645	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	
1645 - 1700	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**	**21**
1700 - 1715	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**	
1715 - 1730	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**	
1730 - 1745	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	
1745 - 1800	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	**19**
1800 - 1815	0	0	2	0	0	0	0	0	0	0	0	0	0	**2**	
1815 - 1830	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**	
1830 - 1845	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**	
1845 - 1900	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	**24**
1900 - 1915	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**	
1915 - 1930	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	
1930 - 1945	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	
1945 - 2000	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**13**
2000 - 2015	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	
2015 - 2030	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	
2030 - 2045	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
2045 - 2100	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**7**
2100 - 2115	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	
2115 - 2130	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	
2130 - 2145	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	
2145 - 2200	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	**11**
2200 - 2215	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	
2215 - 2230	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
2230 - 2245	0	2	2	0	0	0	0	0	0	0	0	0	0	**4**	
2245 - 2300	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**	**8**
2300 - 2315	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	
2315 - 2330	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	
2330 - 2345	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	
2345 - 0000	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**7**

Session Total	0	212	26	0	0	0	0	0	1	0	0	0	0	**239**
Session Average	0.00	2.21	0.27	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	**2.49**
Session Percentage	0.00	88.70	10.88	0.00	0.00	0.00	0.00	0.00	0.42	0.00	0.00	0.00	0.00	

AM Peak Hour	-	0930 - 1030	0500 - 0600	-	-	-	-	-	0500 - 0600	-	-	-	-	**0815 - 0915**
AM Peak Hour Volume	0	3	1	0	0	0	0	0	1	0	0	0	0	**3**
AM Peak %age	0.00	100.00	33.33	0.00	0.00	0.00	0.00	0.00	33.33	0.00	0.00	0.00	0.00	

Noon Peak Hour	-	1415 - 1515	1400 - 1500	-	-	-	-	-	-	-	-	-	-	**1415 - 1515**
Noon Peak Hour Volume	0	46	7	0	0	0	0	0	0	0	0	0	0	**50**
Noon Peak %age	0.00	92.00	14.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

PM Peak Hour	-	1815 - 1915	1630 - 1730	-	-	-	-	-	-	-	-	-	-	**1815 - 1915**
PM Peak Hour Volume	0	29	3	0	0	0	0	0	0	0	0	0	0	**29**
PM Peak %age	0.00	100.00	10.34	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

User Peak Volume	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
User Peak %age	0.00	75.00	25.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Bi-Directional Class Count || SB WB 15min

Woodstock, GA

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Site 2
Reagan St,
north of Ridgewalk Pkwy

Date
Thursday, October 30, 2025

Lat/Long
34.118950°, -84.514584°

Weather
Cloudy
49°F

Click here for Detailed Weather

Click here for Map

0000 - 2400 (Weekday 24h Session) (10-30-2025)

SB WB 15min

	Southbound (Movement 2.2)													15min	60min
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0015 - 0030	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0030 - 0045	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0045 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**
0100 - 0115	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0115 - 0130	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0130 - 0145	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	
0145 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**1**
0200 - 0215	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0215 - 0230	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0230 - 0245	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0245 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**
0300 - 0315	0	0	0	0	0	0	0	0	1	0	0	0	0	**1**	
0315 - 0330	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0330 - 0345	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0345 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**1**
0400 - 0415	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	
0415 - 0430	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**	
0430 - 0445	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0445 - 0500	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**3**
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	1	0	0	0	0	0	0	0	0	0	0	0	**1**	
0545 - 0600	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**7**
0600 - 0615	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	
0615 - 0630	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	
0630 - 0645	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	
0645 - 0700	0	8	0	1	0	0	0	0	0	0	0	0	0	**9**	**18**
0700 - 0715	0	6	2	0	0	0	0	0	0	0	0	0	0	**8**	
0715 - 0730	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**	
0730 - 0745	0	6	0	1	0	0	0	0	0	0	0	0	0	**7**	
0745 - 0800	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**	**31**
0800 - 0815	0	7	2	0	0	0	0	0	0	0	0	0	0	**9**	
0815 - 0830	0	2	1	1	0	0	0	0	0	0	0	0	0	**4**	
0830 - 0845	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	
0845 - 0900	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**	**22**
0900 - 0915	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	
0915 - 0930	0	4	0	0	0	0	0	0	1	0	0	0	0	**5**	
0930 - 0945	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	
0945 - 1000	0	4	0	0	1	0	0	0	0	0	0	0	0	**5**	**15**
1000 - 1015	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	
1015 - 1030	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**	
1030 - 1045	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	
1045 - 1100	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**	**19**
1100 - 1115	0	4	1	0	0	0	0	0	1	0	0	0	0	**6**	
1115 - 1130	0	3	2	1	0	0	0	0	0	0	0	0	0	**6**	
1130 - 1145	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	
1145 - 1200	0	4	1	0	1	0	0	0	0	0	0	0	0	**6**	**20**
1200 - 1215	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	
1215 - 1230	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	
1230 - 1245	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	
1245 - 1300	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**	**12**
1300 - 1315	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	
1315 - 1330	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	
1330 - 1345	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	
1345 - 1400	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**9**
1400 - 1415	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	
1415 - 1430	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**	
1430 - 1445	0	2	2	1	0	0	0	0	0	0	0	0	0	**5**	
1445 - 1500	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**	**14**
1500 - 1515	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**	
1515 - 1530	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	
1530 - 1545	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**	
1545 - 1600	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**15**
1600 - 1615	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	
1615 - 1630	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	
1630 - 1645	0	4	2	0	0	0	0	0	0	0	0	0	0	**6**	
1645 - 1700	0	4	1	1	0	0	0	0	0	0	0	0	0	**6**	**18**
1700 - 1715	0	3	2	0	0	0	0	0	0	0	0	0	0	**5**	
1715 - 1730	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**	
1730 - 1745	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**	
1745 - 1800	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	**21**
1800 - 1815	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**	
1815 - 1830	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	
1830 - 1845	0	2	0	0	1	0	0	0	0	0	0	0	0	**3**	
1845 - 1900	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**	**14**
1900 - 1915	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**	
1915 - 1930	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	
1930 - 1945	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	
1945 - 2000	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**14**
2000 - 2015	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	
2015 - 2030	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**	
2030 - 2045	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	
2045 - 2100	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**12**
2100 - 2115	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	
2115 - 2130	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**	
2130 - 2145	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**	
2145 - 2200	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**5**
2200 - 2215	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	
2215 - 2230	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	
2230 - 2245	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
2245 - 2300	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**6**
2300 - 2315	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
2315 - 2330	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
2330 - 2345	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
2345 - 0000	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**1**

Session Total	0	233	32	6	4	0	0	0	3	0	0	0	0	**278**
Session Average	0.00	2.43	0.33	0.06	0.04	0.00	0.00	0.00	0.03	0.00	0.00	0.00	0.00	**2.90**
Session Percentage	0.00	83.81	11.51	2.16	1.44	0.00	0.00	0.00	1.08	0.00	0.00	0.00	0.00	

AM Peak Hour	-	0645 - 0745	0700 - 0800	0645 - 0745	0900 - 1000	-	-	-	0830 - 0930	-	-	-	-	**0645 - 0745**
AM Peak Volume	0	28	4	2	1	0	0	0	1	0	0	0	0	**33**
AM Peak %age	0.00	84.85	12.12	6.06	3.03	0.00	0.00	0.00	3.03	0.00	0.00	0.00	0.00	

Noon Peak Hour	-	1015 - 1115	1415 - 1515	1030 - 1130	1100 - 1200	-	-	-	1015 - 1115	-	-	-	-	**1030 - 1130**
Noon Peak Volume	0	20	5	1	1	0	0	0	1	0	0	0	0	**24**
Noon Peak %age	0.00	83.33	20.83	4.17	4.17	0.00	0.00	0.00	4.17	0.00	0.00	0.00	0.00	

PM Peak Hour	-	1730 - 1830	1630 - 1730	1600 - 1700	1745 - 1845	-	-	-	-	-	-	-	-	**1645 - 1745**
PM Peak Volume	0	19	6	1	1	0	0	0	0	0	0	0	0	**22**
PM Peak %age	0.00	86.36	27.27	4.55	4.55	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

User Peak Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
User Peak %age	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Site 2
Reagan St,
north of Ridgewalk Pkwy

Date
Saturday, November 1, 2025

Lat/Long
34.118950°, -84.514584°

Weather
Fair
51°F

Click here for Detailed Weather

0000 - 2400 (Saturday 24h Session) (11-01-2025)
SB WB 15min

	Southbound (Movement 2.2)													15min	60min
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0015 - 0030	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	
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**	**2**
0100 - 0115	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	
0115 - 0130	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	
0130 - 0145	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	
0145 - 0200	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**7**
0200 - 0215	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0215 - 0230	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0230 - 0245	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0245 - 0300	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**3**
0300 - 0315	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0315 - 0330	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0330 - 0345	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0345 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**
0400 - 0415	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0415 - 0430	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0430 - 0445	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0445 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**
0500 - 0515	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0515 - 0530	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0530 - 0545	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	
0545 - 0600	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**1**
0600 - 0615	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0615 - 0630	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0630 - 0645	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	
0645 - 0700	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**1**
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0730 - 0745	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	
0745 - 0800	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**2**
0800 - 0815	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	
0815 - 0830	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	
0830 - 0845	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	
0845 - 0900	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	**15**
0900 - 0915	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0915 - 0930	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	
0930 - 0945	0	5	2	0	0	0	0	0	0	0	0	0	0	**7**	
0945 - 1000	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**	**15**
1000 - 1015	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**	
1015 - 1030	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**	
1030 - 1045	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	
1045 - 1100	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**	**20**
1100 - 1115	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**	
1115 - 1130	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**	
1130 - 1145	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**	
1145 - 1200	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**26**
1200 - 1215	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	
1215 - 1230	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**	
1230 - 1245	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**	
1245 - 1300	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**	**22**
1300 - 1315	0	3	1	0	1	0	0	0	0	0	0	0	0	**5**	
1315 - 1330	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**	
1330 - 1345	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**	
1345 - 1400	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**17**
1400 - 1415	0	5	2	0	0	0	0	0	0	0	0	0	0	**7**	
1415 - 1430	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	
1430 - 1445	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	
1445 - 1500	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**15**
1500 - 1515	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**	
1515 - 1530	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	
1530 - 1545	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**	
1545 - 1600	0	4	0	0	1	0	0	0	0	0	0	0	0	**5**	**18**
1600 - 1615	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	
1615 - 1630	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	
1630 - 1645	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	
1645 - 1700	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	**15**
1700 - 1715	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	
1715 - 1730	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**	
1730 - 1745	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	
1745 - 1800	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**14**
1800 - 1815	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	
1815 - 1830	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	
1830 - 1845	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	
1845 - 1900	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**	**10**
1900 - 1915	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	
1915 - 1930	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	
1930 - 1945	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
1945 - 2000	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**11**
2000 - 2015	0	4	2	0	0	0	0	0	0	0	0	0	0	**6**	
2015 - 2030	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	
2030 - 2045	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	
2045 - 2100	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**10**
2100 - 2115	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	
2115 - 2130	0	1	0	0	1	0	0	0	0	0	0	0	0	**2**	
2130 - 2145	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	
2145 - 2200	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**8**
2200 - 2215	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	
2215 - 2230	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
2230 - 2245	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	
2245 - 2300	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**5**
2300 - 2315	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**	
2315 - 2330	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	
2330 - 2345	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	
2345 - 0000	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**11**

Session Total	0	225	20	0	3	0	0	0	0	0	0	0	0	**248**
Session Average	0.00	2.34	0.21	0.00	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	**2.58**
Session Percentage	0.00	90.73	8.06	0.00	1.21	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

AM Peak Hour	-	0915 - 1015	0930 - 1030	-	-	-	-	-	-	-	-	-	-	**0915 - 1015**
AM Peak Volume	0	22	4	0	0	0	0	0	0	0	0	0	0	**25**
AM Peak %age	0.00	88.00	16.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Noon Peak Hour	-	1045 - 1145	1230 - 1330	-	1215 - 1315	-	-	-	-	-	-	-	-	**1045 - 1145**
Noon Peak Volume	0	26	4	0	1	0	0	0	0	0	0	0	0	**28**
Noon Peak %age	0.00	92.86	14.29	0.00	3.57	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

PM Peak Hour	-	1615 - 1715	1500 - 1600	-	1500 - 1600	-	-	-	-	-	-	-	-	**1500 - 1600**
PM Peak Volume	0	16	2	0	1	0	0	0	0	0	0	0	0	**18**
PM Peak %age	0.00	88.89	11.11	0.00	5.56	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

User Peak Volume	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
User Peak %age	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Site 2
Reagan St,
north of Ridgewalk Pkwy

Date
Sunday, November 2, 2025

Lat/Long
34.118950°, -84.514584°

Weather
Cloudy
50°F

Click here for Detailed Weather

0000 - 2400 (Sunday 24h Session) (11-02-2025)
SB WB 15min

	Southbound (Movement 2.2)													15min	60min
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	
0015 - 0030	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	
0030 - 0045	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	
0045 - 0100	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**7**
0100 - 0115	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0115 - 0130	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0130 - 0145	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	
0145 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**1**
0200 - 0215	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0215 - 0230	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0230 - 0245	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	
0245 - 0300	0	0	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**	
0315 - 0330	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0330 - 0345	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	
0345 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**1**
0400 - 0415	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0415 - 0430	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0430 - 0445	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0445 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**
0500 - 0515	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0515 - 0530	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0530 - 0545	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0545 - 0600	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**
0600 - 0615	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0615 - 0630	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0630 - 0645	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0645 - 0700	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**
0700 - 0715	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	
0715 - 0730	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0745 - 0800	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**3**
0800 - 0815	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	
0815 - 0830	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**	
0830 - 0845	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**	
0845 - 0900	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**6**
0900 - 0915	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0915 - 0930	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0930 - 0945	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	
0945 - 1000	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**4**
1000 - 1015	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	
1015 - 1030	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	
1030 - 1045	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	
1045 - 1100	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**8**
1100 - 1115	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**	
1115 - 1130	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**	
1130 - 1145	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	
1145 - 1200	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**13**
1200 - 1215	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	
1215 - 1230	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**	
1230 - 1245	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	
1245 - 1300	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	**15**
1300 - 1315	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**	
1315 - 1330	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**	
1330 - 1345	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	
1345 - 1400	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	**16**
1400 - 1415	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	
1415 - 1430	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	
1430 - 1445	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	
1445 - 1500	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	**17**
1500 - 1515	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	
1515 - 1530	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	
1530 - 1545	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**	
1545 - 1600	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	**23**
1600 - 1615	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	
1615 - 1630	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	
1630 - 1645	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**	
1645 - 1700	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	**16**
1700 - 1715	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	
1715 - 1730	1	1	0	0	0	0	0	0	0	0	0	0	0	**2**	
1730 - 1745	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**	
1745 - 1800	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	**17**
1800 - 1815	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**	
1815 - 1830	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**	
1830 - 1845	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	
1845 - 1900	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**	**21**
1900 - 1915	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	
1915 - 1930	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	
1930 - 1945	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	
1945 - 2000	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**11**
2000 - 2015	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	
2015 - 2030	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	
2030 - 2045	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	
2045 - 2100	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**13**
2100 - 2115	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	
2115 - 2130	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	
2130 - 2145	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	
2145 - 2200	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**12**
2200 - 2215	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
2215 - 2230	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**	
2230 - 2245	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	
2245 - 2300	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**2**
2300 - 2315	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
2315 - 2330	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	
2330 - 2345	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	
2345 - 0000	1	5	0	0	0	0	0	0	0	0	0	0	0	**6**	**9**

Session Total	2	201	12	0	1	0	0	0	0	0	0	0	0	**216**
Session Average	0.02	2.09	0.13	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	**2.25**
Session Percentage	0.93	93.06	5.56	0.00	0.46	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

AM Peak Hour	-	0930 - 1030	0730 - 0830	-	0745 - 0845	-	-	-	-	-	-	-	-	**0930 - 1030**
AM Peak Hour Volume	0	8	1	0	1	0	0	0	0	0	0	0	0	**8**
AM Peak %age	0.00	100.00	12.50	0.00	12.50	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Noon Peak Hour	-	1445 - 1545	1030 - 1130	-	-	-	-	-	-	-	-	-	-	**1445 - 1545**
Noon Peak Hour Volume	0	21	2	0	0	0	0	0	0	0	0	0	0	**22**
Noon Peak %age	0.00	95.45	9.09	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

PM Peak Hour	1630 - 1730	1515 - 1615	1800 - 1900	-	-	-	-	-	-	-	-	-	-	**1515 - 1615**
PM Peak Hour Volume	1	23	3	0	0	0	0	0	0	0	0	0	0	**24**
PM Peak %age	4.17	95.83	12.50	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

User Peak Volume	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
User Peak %age	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

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

Woodstock, GA

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Site 2
Reagan St,
north of Ridgewalk Pkwy

Date
Thursday, October 30, 2025

Lat/Long
34.118950°, -84.514584°

Weather
Cloudy
49°F

Click here for Detailed Weather

0000 - 2400 (Weekday 24h Session) (10-30-2025)
Bi-Directional 15min

	Bi-Directional 15min													15min	60min
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0015 - 0030	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0030 - 0045	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0045 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**
0100 - 0115	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0115 - 0130	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0130 - 0145	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	
0145 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**1**
0200 - 0215	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0215 - 0230	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0230 - 0245	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0245 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**
0300 - 0315	0	0	0	0	0	0	0	0	1	0	0	0	0	**1**	
0315 - 0330	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0330 - 0345	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	
0345 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**2**
0400 - 0415	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	
0415 - 0430	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**	
0430 - 0445	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**	
0445 - 0500	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**5**
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	1	0	0	0	0	0	0	0	0	0	0	0	**1**	
0545 - 0600	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	**8**
0600 - 0615	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	
0615 - 0630	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	
0630 - 0645	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	
0645 - 0700	0	10	0	1	0	0	0	0	0	0	0	0	0	**11**	**21**
0700 - 0715	0	9	2	0	0	0	0	0	0	0	0	0	0	**11**	
0715 - 0730	0	8	2	0	0	0	0	0	0	0	0	0	0	**10**	
0730 - 0745	0	8	1	3	0	0	0	0	0	0	0	0	0	**12**	
0745 - 0800	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**	**40**
0800 - 0815	0	9	4	0	0	0	0	0	0	0	0	0	0	**13**	
0815 - 0830	0	3	1	1	0	0	0	0	0	0	0	0	0	**5**	
0830 - 0845	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	
0845 - 0900	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**	**32**
0900 - 0915	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**	
0915 - 0930	0	6	0	0	0	0	0	0	1	0	0	0	0	**7**	
0930 - 0945	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	
0945 - 1000	0	5	0	0	1	0	0	0	0	0	0	0	0	**6**	**25**
1000 - 1015	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**	
1015 - 1030	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**	
1030 - 1045	0	4	0	0	1	0	0	0	0	0	0	0	0	**5**	
1045 - 1100	0	11	0	0	0	0	0	0	0	0	0	0	0	**11**	**28**
1100 - 1115	0	9	1	0	1	0	0	0	1	0	0	0	0	**12**	
1115 - 1130	0	6	2	1	0	0	0	0	0	0	0	0	0	**9**	
1130 - 1145	0	4	0	0	1	0	0	0	0	0	0	0	0	**5**	
1145 - 1200	0	4	1	0	1	0	0	0	0	0	0	0	0	**6**	**32**
1200 - 1215	0	9	2	0	0	0	0	0	0	0	0	0	0	**11**	
1215 - 1230	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	
1230 - 1245	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**	
1245 - 1300	0	4	3	0	0	0	0	0	0	0	0	0	0	**7**	**29**
1300 - 1315	0	4	0	0	1	0	0	0	0	0	0	0	0	**5**	
1315 - 1330	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	
1330 - 1345	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	
1345 - 1400	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**	**20**
1400 - 1415	0	5	0	1	0	0	0	0	0	0	0	0	0	**6**	
1415 - 1430	0	7	2	0	0	0	0	0	0	0	0	0	0	**9**	
1430 - 1445	0	2	2	1	0	0	0	0	0	0	0	0	0	**5**	
1445 - 1500	0	6	3	0	0	0	0	0	0	0	0	0	0	**9**	**29**
1500 - 1515	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**	
1515 - 1530	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**	
1530 - 1545	0	9	1	0	0	0	0	0	0	0	0	0	0	**10**	
1545 - 1600	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	**28**
1600 - 1615	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**	
1615 - 1630	0	14	1	0	0	0	0	0	0	0	0	0	0	**15**	
1630 - 1645	0	6	4	0	0	0	0	0	0	0	0	0	0	**10**	
1645 - 1700	0	8	1	1	0	0	0	0	0	0	0	0	0	**10**	**43**
1700 - 1715	0	9	4	0	0	0	0	0	0	0	0	0	0	**13**	
1715 - 1730	0	7	2	0	0	0	0	0	0	0	0	0	0	**9**	
1730 - 1745	0	10	1	0	0	0	0	0	0	0	0	0	0	**11**	
1745 - 1800	0	8	2	0	0	0	0	0	0	0	0	0	0	**10**	**43**
1800 - 1815	0	8	2	0	0	0	0	0	0	0	0	0	0	**10**	
1815 - 1830	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**	
1830 - 1845	0	7	2	0	1	0	0	0	0	0	0	0	0	**10**	
1845 - 1900	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**	**36**
1900 - 1915	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**	
1915 - 1930	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	
1930 - 1945	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**	
1945 - 2000	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**	**26**
2000 - 2015	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**	
2015 - 2030	0	3	2	0	0	0	0	0	0	0	0	0	0	**5**	
2030 - 2045	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**	
2045 - 2100	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**	**30**
2100 - 2115	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	
2115 - 2130	0	3	2	0	0	0	0	0	0	0	0	0	0	**5**	
2130 - 2145	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**	
2145 - 2200	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**16**
2200 - 2215	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**	
2215 - 2230	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	
2230 - 2245	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
2245 - 2300	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**9**
2300 - 2315	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
2315 - 2330	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
2330 - 2345	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	
2345 - 0000	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**2**

Session Total	0	422	63	9	8	0	0	0	3	0	0	0	0	**505**
Session Average	0.00	4.40	0.66	0.09	0.08	0.00	0.00	0.00	0.03	0.00	0.00	0.00	0.00	**5.26**
Session Percentage	0.00	83.56	12.48	1.78	1.58	0.00	0.00	0.00	0.59	0.00	0.00	0.00	0.00	

AM Peak Hour	-	0645 - 0745	0715 - 0815	0645 - 0745	0945 - 1045	-	-	-	0830 - 0930	-	-	-	-	**0645 - 0745**
AM Peak Volume	0	35	8	4	2	0	0	0	1	0	0	0	0	**44**
AM Peak %age	0.00	79.55	18.18	9.09	4.55	0.00	0.00	0.00	2.27	0.00	0.00	0.00	0.00	

Noon Peak Hour	-	1015 - 1115	1415 - 1515	1345 - 1445	1100 - 1200	-	-	-	1015 - 1115	-	-	-	-	**1030 - 1130**
Noon Peak Volume	0	30	8	2	3	0	0	0	1	0	0	0	0	**37**
Noon Peak %age	0.00	81.08	21.62	5.41	8.11	0.00	0.00	0.00	2.70	0.00	0.00	0.00	0.00	

PM Peak Hour	-	1615 - 1715	1630 - 1730	1600 - 1700	1745 - 1845	-	-	-	-	-	-	-	-	**1615 - 1715**
PM Peak Volume	0	37	11	1	1	0	0	0	0	0	0	0	0	**48**
PM Peak %age	0.00	77.08	22.92	2.08	2.08	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

User Peak Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
User Peak %age	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Site 2
Reagan St,
north of Ridgewalk Pkwy

Date
Saturday, November 1, 2025

Lat/Long
34.118950°, -84.514584°

Weather
Fair
51°F

Click here for Detailed Weather

0000 - 2400 (Saturday 24h Session) (11-01-2025)
Bi-Directional 15min

	Bi-Directional 15min													15min	60min
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	
0015 - 0030	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	
0030 - 0045	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	
0045 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**7**
0100 - 0115	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**	
0115 - 0130	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	
0130 - 0145	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	
0145 - 0200	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**9**
0200 - 0215	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0215 - 0230	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	
0230 - 0245	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0245 - 0300	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**4**
0300 - 0315	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0315 - 0330	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0330 - 0345	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0345 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**
0400 - 0415	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0415 - 0430	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0430 - 0445	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0445 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**
0500 - 0515	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0515 - 0530	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	
0530 - 0545	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	
0545 - 0600	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**2**
0600 - 0615	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0615 - 0630	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0630 - 0645	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	
0645 - 0700	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**1**
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0730 - 0745	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	
0745 - 0800	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**4**
0800 - 0815	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	
0815 - 0830	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	
0830 - 0845	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	
0845 - 0900	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	**16**
0900 - 0915	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	
0915 - 0930	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**	
0930 - 0945	0	8	3	0	0	0	0	0	0	0	0	0	0	**11**	
0945 - 1000	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**	**22**
1000 - 1015	0	12	0	0	0	0	0	0	0	0	0	0	0	**12**	
1015 - 1030	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**	
1030 - 1045	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	
1045 - 1100	0	7	2	0	0	0	0	0	0	0	0	0	0	**9**	**30**
1100 - 1115	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**	
1115 - 1130	0	12	1	0	0	0	0	0	0	0	0	0	0	**13**	
1130 - 1145	0	16	1	0	0	0	0	0	0	0	0	0	0	**17**	
1145 - 1200	0	11	0	0	0	0	0	0	0	0	0	0	0	**11**	**49**
1200 - 1215	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**	
1215 - 1230	0	13	1	0	0	0	0	0	0	0	0	0	0	**14**	
1230 - 1245	0	8	2	0	0	0	0	0	0	0	0	0	0	**10**	
1245 - 1300	0	15	3	0	0	0	0	0	0	0	0	0	0	**18**	**50**
1300 - 1315	0	6	1	0	1	0	0	0	0	0	0	0	0	**8**	
1315 - 1330	0	10	1	0	0	0	0	0	0	0	0	0	0	**11**	
1330 - 1345	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**	
1345 - 1400	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**	**33**
1400 - 1415	0	9	3	0	0	0	0	0	0	0	0	0	0	**12**	
1415 - 1430	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**	
1430 - 1445	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**	
1445 - 1500	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**	**31**
1500 - 1515	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**	
1515 - 1530	0	11	1	0	0	0	0	0	0	0	0	0	0	**12**	
1530 - 1545	0	9	1	0	0	0	0	0	0	0	0	0	0	**10**	
1545 - 1600	0	7	0	0	1	0	0	0	0	0	0	0	0	**8**	**35**
1600 - 1615	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	
1615 - 1630	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**	
1630 - 1645	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	
1645 - 1700	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**	**26**
1700 - 1715	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	
1715 - 1730	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**	
1730 - 1745	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**	
1745 - 1800	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	**22**
1800 - 1815	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**	
1815 - 1830	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	
1830 - 1845	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	
1845 - 1900	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**	**16**
1900 - 1915	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**	
1915 - 1930	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	
1930 - 1945	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	
1945 - 2000	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**	**23**
2000 - 2015	0	7	2	0	0	0	0	0	0	0	0	0	0	**9**	
2015 - 2030	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	
2030 - 2045	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	
2045 - 2100	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	**21**
2100 - 2115	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	
2115 - 2130	0	5	0	0	1	0	0	0	0	0	0	0	0	**6**	
2130 - 2145	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	
2145 - 2200	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	**21**
2200 - 2215	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**	
2215 - 2230	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	
2230 - 2245	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	
2245 - 2300	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**10**
2300 - 2315	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**	
2315 - 2330	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**	
2330 - 2345	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	
2345 - 0000	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**15**

Session Total	0	406	38	0	3	0	0	0	0	0	0	0	0	**447**
Session Average	0.00	4.23	0.40	0.00	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	**4.66**
Session Percentage	0.00	90.83	8.50	0.00	0.67	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

AM Peak Hour	-	0915 - 1015	0900 - 1000	-	-	-	-	-	-	-	-	-	-	**0915 - 1015**
AM Peak Volume	0	28	5	0	0	0	0	0	0	0	0	0	0	**33**
AM Peak %age	0.00	84.85	15.15	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Noon Peak Hour	-	1130 - 1230	1215 - 1315	-	1215 - 1315	-	-	-	-	-	-	-	-	**1130 - 1230**
Noon Peak Volume	0	48	7	0	1	0	0	0	0	0	0	0	0	**50**
Noon Peak %age	0.00	96.00	14.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

PM Peak Hour	-	1500 - 1600	1500 - 1600	-	1500 - 1600	-	-	-	-	-	-	-	-	**1500 - 1600**
PM Peak Volume	0	31	3	0	1	0	0	0	0	0	0	0	0	**35**
PM Peak %age	0.00	88.57	8.57	0.00	2.86	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

User Peak Volume	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
User Peak %age	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Site 2
Reagan St,
north of Ridgewalk Pkwy

Date
Sunday, November 2, 2025

Lat/Long
34.118950°, -84.514584°

Weather
Cloudy
50°F

Click here for Detailed Weather

0000 - 2400 (Sunday 24h Session) (11-02-2025)
Bi-Directional 15min

	Bi-Directional 15min													15min	60min
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**	
0015 - 0030	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	
0030 - 0045	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	
0045 - 0100	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	**11**
0100 - 0115	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0115 - 0130	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0130 - 0145	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	
0145 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**1**
0200 - 0215	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0215 - 0230	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0230 - 0245	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	
0245 - 0300	0	0	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**	
0315 - 0330	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0330 - 0345	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	
0345 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**1**
0400 - 0415	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0415 - 0430	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0430 - 0445	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0445 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**
0500 - 0515	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0515 - 0530	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0530 - 0545	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**	
0545 - 0600	0	0	0	0	0	0	0	0	1	0	0	0	0	**1**	**2**
0600 - 0615	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0615 - 0630	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0630 - 0645	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0645 - 0700	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**
0700 - 0715	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	
0715 - 0730	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0745 - 0800	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**4**
0800 - 0815	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	
0815 - 0830	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**	
0830 - 0845	0	1	0	0	1	0	0	0	0	0	0	0	0	**2**	
0845 - 0900	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	**8**
0900 - 0915	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**	
0915 - 0930	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0930 - 0945	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	
0945 - 1000	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**5**
1000 - 1015	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	
1015 - 1030	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	
1030 - 1045	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	
1045 - 1100	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	**12**
1100 - 1115	0	3	2	0	0	0	0	0	0	0	0	0	0	**5**	
1115 - 1130	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**	
1130 - 1145	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**	
1145 - 1200	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**	**28**
1200 - 1215	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	
1215 - 1230	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**	
1230 - 1245	0	6	3	0	0	0	0	0	0	0	0	0	0	**9**	
1245 - 1300	0	12	1	0	0	0	0	0	0	0	0	0	0	**13**	**31**
1300 - 1315	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**	
1315 - 1330	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**	
1330 - 1345	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	
1345 - 1400	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	**25**
1400 - 1415	0	9	3	0	0	0	0	0	0	0	0	0	0	**12**	
1415 - 1430	0	14	1	0	0	0	0	0	0	0	0	0	0	**15**	
1430 - 1445	0	19	1	0	0	0	0	0	0	0	0	0	0	**20**	
1445 - 1500	0	17	2	0	0	0	0	0	0	0	0	0	0	**19**	**66**
1500 - 1515	0	13	0	0	0	0	0	0	0	0	0	0	0	**13**	
1515 - 1530	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**	
1530 - 1545	0	13	1	0	0	0	0	0	0	0	0	0	0	**14**	
1545 - 1600	0	12	2	0	0	0	0	0	0	0	0	0	0	**14**	**49**
1600 - 1615	0	11	0	0	0	0	0	0	0	0	0	0	0	**11**	
1615 - 1630	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	
1630 - 1645	0	9	1	0	0	0	0	0	0	0	0	0	0	**10**	
1645 - 1700	0	10	1	0	0	0	0	0	0	0	0	0	0	**11**	**37**
1700 - 1715	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**	
1715 - 1730	1	7	1	0	0	0	0	0	0	0	0	0	0	**9**	
1730 - 1745	0	13	0	0	0	0	0	0	0	0	0	0	0	**13**	
1745 - 1800	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**	**36**
1800 - 1815	0	1	3	0	0	0	0	0	0	0	0	0	0	**4**	
1815 - 1830	0	16	1	0	0	0	0	0	0	0	0	0	0	**17**	
1830 - 1845	0	15	0	0	0	0	0	0	0	0	0	0	0	**15**	
1845 - 1900	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**	**45**
1900 - 1915	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**	
1915 - 1930	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**	
1930 - 1945	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**	
1945 - 2000	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**24**
2000 - 2015	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	
2015 - 2030	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	
2030 - 2045	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	
2045 - 2100	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	**20**
2100 - 2115	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**	
2115 - 2130	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	
2130 - 2145	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	
2145 - 2200	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**	**23**
2200 - 2215	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	
2215 - 2230	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**	
2230 - 2245	0	3	2	0	0	0	0	0	0	0	0	0	0	**5**	
2245 - 2300	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**	**10**
2300 - 2315	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	
2315 - 2330	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	
2330 - 2345	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	
2345 - 0000	1	7	0	0	0	0	0	0	0	0	0	0	0	**8**	**16**

Session Total	2	413	38	0	1	0	0	0	1	0	0	0	0	**455**
Session Average	0.02	4.30	0.40	0.00	0.01	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	**4.74**
Session Percentage	0.44	90.77	8.35	0.00	0.22	0.00	0.00	0.00	0.22	0.00	0.00	0.00	0.00	

AM Peak Hour	-	0930 - 1030	0815 - 0915	-	0745 - 0845	-	-	-	0500 - 0600	-	-	-	-	**0930 - 1030**
AM Peak Hour Volume	0	11	2	0	1	0	0	0	1	0	0	0	0	**11**
AM Peak %age	0.00	100.00	18.18	0.00	9.09	0.00	0.00	0.00	9.09	0.00	0.00	0.00	0.00	

Noon Peak Hour	-	1415 - 1515	1400 - 1500	-	-	-	-	-	-	-	-	-	-	**1415 - 1515**
Noon Peak Hour Volume	0	63	7	0	0	0	0	0	0	0	0	0	0	**67**
Noon Peak %age	0.00	94.03	10.45	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

PM Peak Hour	1630 - 1730	1815 - 1915	1800 - 1900	-	-	-	-	-	-	-	-	-	-	**1815 - 1915**
PM Peak Hour Volume	1	49	5	0	0	0	0	0	0	0	0	0	0	**51**
PM Peak %age	1.96	96.08	9.80	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

User Peak Volume	0	10	1	0	0	0	0	0	0	0	0	0	0	**11**
User Peak %age	0.00	90.91	9.09	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Bi-Directional Class Count || NB EB Average 15min

Woodstock, GA

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Site 2

Reagan St,
north of Ridgewalk Pkwy

Lat/Long

34.118950°, -84.514584°

0000 - 2400 (Weekday 24h Session) (All Dates)

NB EB Average 15min

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

Session Total	0	194	25	1	1	0	0	0	0	0	0	0	0	**222**
Session Average	0.00	2.02	0.26	0.01	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	**2.31**
Session Percentage	0.00	87.52	11.28	0.45	0.60	0.00	0.00	0.00	0.15	0.00	0.00	0.00	0.00	

AM Peak Hour	-	0845 - 0945	0715 - 0815	0645 - 0745	0945 - 1045	-	-	-	0500 - 0600	-	-	-	-	**0845 - 0945**
AM Peak Volume	0	7	1	1	0	0	0	0	0	0	0	0	0	**8**

Noon Peak Hour	-	1400 - 1500	1400 - 1500	1315 - 1415	1015 - 1115	-	-	-	-	-	-	-	-	**1400 - 1500**
Noon Peak Volume	0	22	4	0	1	0	0	0	0	0	0	0	0	**27**

PM Peak Hour	-	1530 - 1630	1630 - 1730	-	-	-	-	-	-	-	-	-	-	**1530 - 1630**
PM Peak Volume	0	19	3	0	0	0	0	0	0	0	0	0	0	**20**

Bi-Directional Class Count || SB WB Average 15min

Woodstock, GA

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Site 2

Reagan St,
north of Ridgewalk Pkwy

Lat/Long

34.118950°, -84.514584°

0000 - 2400 (Weekday 24h Session) (All Dates)

SB WB Average 15min

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

Session Total	1	220	21	2	3	0	0	0	1	0	0	0	0	**247**
Session Average	0.01	2.29	0.22	0.02	0.03	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	**2.58**
Session Percentage	0.27	88.81	8.63	0.81	1.08	0.00	0.00	0.00	0.40	0.00	0.00	0.00	0.00	

AM Peak Hour	-	0915 - 1015	0730 - 0830	0645 - 0745	0745 - 0845	-	-	-	0830 - 0930	-	-	-	-	**0930 - 1030**
AM Peak Volume	0	13	2	1	0	0	0	0	0	0	0	0	0	**15**

Noon Peak Hour	-	1045 - 1145	1100 - 1200	1030 - 1130	1100 - 1200	-	-	-	1015 - 1115	-	-	-	-	**1045 - 1145**
Noon Peak Volume	0	18	2	0	0	0	0	0	0	0	0	0	0	**21**

PM Peak Hour	1630 - 1730	1730 - 1830	1630 - 1730	1600 - 1700	1500 - 1600	-	-	-	-	-	-	-	-	**1500 - 1600**
PM Peak Volume	0	17	3	0	0	0	0	0	0	0	0	0	0	**19**

Bi-Directional Class Count || Volume Summary 15min

Marr Traffic DATA COLLECTION

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Woodstock, GA

Site 2
Reagan St,
north of Ridgewalk Pkwy

Date
Thursday, October 30, 2025

Lat/Long
34.118950°, -84.514584°

Weather
Cloudy
49°F

Click here for Detailed Weather

0000 - 2400 (Weekday 24h Session) (10-30-2025)

Volume Summary 15min

TIME	Volume Summary 15min NB	SB	15min Total	60min Total
0000 - 0015	0	0	**0**	
0015 - 0030	0	0	**0**	
0030 - 0045	0	0	**0**	
0045 - 0100	0	0	**0**	**0**
0100 - 0115	0	0	**0**	
0115 - 0130	0	0	**0**	
0130 - 0145	0	1	**1**	
0145 - 0200	0	0	**0**	**1**
0200 - 0215	0	0	**0**	
0215 - 0230	0	0	**0**	
0230 - 0245	0	0	**0**	
0245 - 0300	0	0	**0**	**0**
0300 - 0315	0	1	**1**	
0315 - 0330	0	0	**0**	
0330 - 0345	1	0	**1**	
0345 - 0400	0	0	**0**	**2**
0400 - 0415	0	1	**1**	
0415 - 0430	0	1	**1**	
0430 - 0445	2	0	**2**	
0445 - 0500	0	1	**1**	**5**
0500 - 0515	0	0	**0**	
0515 - 0530	0	3	**3**	
0530 - 0545	0	1	**1**	
0545 - 0600	1	3	**4**	**8**
0600 - 0615	0	1	**1**	
0615 - 0630	0	5	**5**	
0630 - 0645	1	3	**4**	
0645 - 0700	2	9	**11**	**21**
0700 - 0715	3	8	**11**	
0715 - 0730	1	9	**10**	
0730 - 0745	5	7	**12**	
0745 - 0800	0	7	**7**	**40**
0800 - 0815	4	9	**13**	
0815 - 0830	1	4	**5**	
0830 - 0845	1	4	**5**	
0845 - 0900	4	5	**9**	**32**
0900 - 0915	5	4	**9**	
0915 - 0930	2	5	**7**	
0930 - 0945	2	1	**3**	
0945 - 1000	1	5	**6**	**25**
1000 - 1015	3	2	**5**	
1015 - 1030	2	5	**7**	
1030 - 1045	1	4	**5**	
1045 - 1100	3	8	**11**	**28**
1100 - 1115	6	6	**12**	
1115 - 1130	3	6	**9**	
1130 - 1145	3	2	**5**	
1145 - 1200	0	6	**6**	**32**

Time	Volume Summary 15min NB	SB	15min Total	60min Total
1200 - 1215	9	2	**11**	
1215 - 1230	1	3	**4**	
1230 - 1245	4	3	**7**	
1245 - 1300	3	4	**7**	**29**
1300 - 1315	3	2	**5**	
1315 - 1330	4	2	**6**	
1330 - 1345	2	2	**4**	
1345 - 1400	2	3	**5**	**20**
1400 - 1415	4	2	**6**	
1415 - 1430	4	5	**9**	
1430 - 1445	0	5	**5**	
1445 - 1500	7	2	**9**	**29**
1500 - 1515	2	6	**8**	
1515 - 1530	3	1	**4**	
1530 - 1545	4	6	**10**	
1545 - 1600	4	2	**6**	**28**
1600 - 1615	5	3	**8**	
1615 - 1630	12	3	**15**	
1630 - 1645	4	6	**10**	
1645 - 1700	4	6	**10**	**43**
1700 - 1715	8	5	**13**	
1715 - 1730	6	3	**9**	
1730 - 1745	3	8	**11**	
1745 - 1800	5	5	**10**	**43**
1800 - 1815	6	4	**10**	
1815 - 1830	6	4	**10**	
1830 - 1845	7	3	**10**	
1845 - 1900	3	3	**6**	**36**
1900 - 1915	2	7	**9**	
1915 - 1930	3	1	**4**	
1930 - 1945	2	4	**6**	
1945 - 2000	5	2	**7**	**26**
2000 - 2015	7	2	**9**	
2015 - 2030	1	4	**5**	
2030 - 2045	3	4	**7**	
2045 - 2100	7	2	**9**	**30**
2100 - 2115	5	1	**6**	
2115 - 2130	3	2	**5**	
2130 - 2145	2	2	**4**	
2145 - 2200	1	0	**1**	**16**
2200 - 2215	2	5	**7**	
2215 - 2230	1	1	**2**	
2230 - 2245	0	0	**0**	
2245 - 2300	0	0	**0**	**9**
2300 - 2315	0	0	**0**	
2315 - 2330	0	0	**0**	
2330 - 2345	1	0	**1**	
2345 - 0000	0	1	**1**	**2**

Session Total	227	278	**505**
Session Average	2.36	2.90	**5.26**
Session Percentage	44.95	55.05	

Site 2

Reagan St,
north of Ridgewalk Pkwy

Date

Saturday, November 1, 2025

Lat/Long

34.118950°, -84.514584°

Weather

Fair
51°F

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0000 - 2400 (Saturday 24h Session) (11-01-2025)

Volume Summary 15min

TIME	Volume Summary 15min NB	SB	15min Total	60min Total
0000 - 0015	2	0	**2**	
0015 - 0030	2	1	**3**	
0030 - 0045	1	1	**2**	
0045 - 0100	0	0	**0**	**7**
0100 - 0115	1	1	**2**	
0115 - 0130	0	2	**2**	
0130 - 0145	1	2	**3**	
0145 - 0200	0	2	**2**	**9**
0200 - 0215	0	0	**0**	
0215 - 0230	1	0	**1**	
0230 - 0245	0	0	**0**	
0245 - 0300	0	3	**3**	**4**
0300 - 0315	0	0	**0**	
0315 - 0330	0	0	**0**	
0330 - 0345	0	0	**0**	
0345 - 0400	0	0	**0**	**0**
0400 - 0415	0	0	**0**	
0415 - 0430	0	0	**0**	
0430 - 0445	0	0	**0**	
0445 - 0500	0	0	**0**	**0**
0500 - 0515	0	0	**0**	
0515 - 0530	1	0	**1**	
0530 - 0545	0	1	**1**	
0545 - 0600	0	0	**0**	**2**
0600 - 0615	0	0	**0**	
0615 - 0630	0	0	**0**	
0630 - 0645	0	1	**1**	
0645 - 0700	0	0	**0**	**1**
0700 - 0715	0	0	**0**	
0715 - 0730	0	0	**0**	
0730 - 0745	2	1	**3**	
0745 - 0800	0	1	**1**	**4**
0800 - 0815	0	2	**2**	
0815 - 0830	0	4	**4**	
0830 - 0845	0	4	**4**	
0845 - 0900	1	5	**6**	**16**
0900 - 0915	1	0	**1**	
0915 - 0930	2	4	**6**	
0930 - 0945	4	7	**11**	
0945 - 1000	0	4	**4**	**22**
1000 - 1015	2	10	**12**	
1015 - 1030	2	3	**5**	
1030 - 1045	2	2	**4**	
1045 - 1100	4	5	**9**	**30**
1100 - 1115	3	5	**8**	
1115 - 1130	4	9	**13**	
1130 - 1145	8	9	**17**	
1145 - 1200	8	3	**11**	**49**

Time	Volume Summary 15min NB	SB	15min Total	60min Total
1200 - 1215	4	4	**8**	
1215 - 1230	5	9	**14**	
1230 - 1245	7	3	**10**	
1245 - 1300	12	6	**18**	**50**
1300 - 1315	3	5	**8**	
1315 - 1330	6	5	**11**	
1330 - 1345	3	4	**7**	
1345 - 1400	4	3	**7**	**33**
1400 - 1415	5	7	**12**	
1415 - 1430	6	1	**7**	
1430 - 1445	1	6	**7**	
1445 - 1500	4	1	**5**	**31**
1500 - 1515	1	4	**5**	
1515 - 1530	8	4	**12**	
1530 - 1545	5	5	**10**	
1545 - 1600	3	5	**8**	**35**
1600 - 1615	2	2	**4**	
1615 - 1630	3	5	**8**	
1630 - 1645	2	3	**5**	
1645 - 1700	4	5	**9**	**26**
1700 - 1715	1	3	**4**	
1715 - 1730	0	5	**5**	
1730 - 1745	4	3	**7**	
1745 - 1800	3	3	**6**	**22**
1800 - 1815	4	4	**8**	
1815 - 1830	0	1	**1**	
1830 - 1845	1	1	**2**	
1845 - 1900	1	4	**5**	**16**
1900 - 1915	1	6	**7**	
1915 - 1930	1	3	**4**	
1930 - 1945	6	0	**6**	
1945 - 2000	4	2	**6**	**23**
2000 - 2015	3	6	**9**	
2015 - 2030	2	1	**3**	
2030 - 2045	2	2	**4**	
2045 - 2100	4	1	**5**	**21**
2100 - 2115	2	2	**4**	
2115 - 2130	4	2	**6**	
2130 - 2145	4	2	**6**	
2145 - 2200	3	2	**5**	**21**
2200 - 2215	1	2	**3**	
2215 - 2230	3	0	**3**	
2230 - 2245	1	1	**2**	
2245 - 2300	0	2	**2**	**10**
2300 - 2315	1	3	**4**	
2315 - 2330	1	3	**4**	
2330 - 2345	1	3	**4**	
2345 - 0000	1	2	**3**	**15**

Session Total	199	248	**447**
Session Average	2.07	2.58	**4.66**
Session Percentage	44.52	55.48	

Site 2

Reagan St,
north of Ridgewalk Pkwy

Date

Sunday, November 2, 2025

Lat/Long

34.118950°, -84.514584°

Weather

Cloudy
50°F

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0000 - 2400 (Sunday 24h Session) (11-02-2025)

Volume Summary 15min

TIME	Volume Summary 15min NB	SB	15min Total	60min Total
0000 - 0015	1	1	**2**	
0015 - 0030	1	2	**3**	
0030 - 0045	1	1	**2**	
0045 - 0100	1	3	**4**	**11**
0100 - 0115	0	0	**0**	
0115 - 0130	0	0	**0**	
0130 - 0145	0	1	**1**	
0145 - 0200	0	0	**0**	**1**
0200 - 0215	0	0	**0**	
0215 - 0230	0	0	**0**	
0230 - 0245	0	1	**1**	
0245 - 0300	0	0	**0**	**1**
0300 - 0315	0	0	**0**	
0315 - 0330	0	0	**0**	
0330 - 0345	0	1	**1**	
0345 - 0400	0	0	**0**	**1**
0400 - 0415	0	0	**0**	
0415 - 0430	0	0	**0**	
0430 - 0445	0	0	**0**	
0445 - 0500	0	0	**0**	**0**
0500 - 0515	0	0	**0**	
0515 - 0530	0	0	**0**	
0530 - 0545	1	0	**1**	
0545 - 0600	1	0	**1**	**2**
0600 - 0615	0	0	**0**	
0615 - 0630	0	0	**0**	
0630 - 0645	0	0	**0**	
0645 - 0700	0	0	**0**	**0**
0700 - 0715	0	1	**1**	
0715 - 0730	0	1	**1**	
0730 - 0745	0	0	**0**	
0745 - 0800	1	1	**2**	**4**
0800 - 0815	0	1	**1**	
0815 - 0830	0	1	**1**	
0830 - 0845	1	1	**2**	
0845 - 0900	1	3	**4**	**8**
0900 - 0915	1	0	**1**	
0915 - 0930	0	0	**0**	
0930 - 0945	0	2	**2**	
0945 - 1000	0	2	**2**	**5**
1000 - 1015	1	2	**3**	
1015 - 1030	2	2	**4**	
1030 - 1045	0	1	**1**	
1045 - 1100	1	3	**4**	**12**
1100 - 1115	3	2	**5**	
1115 - 1130	5	2	**7**	
1130 - 1145	3	6	**9**	
1145 - 1200	4	3	**7**	**28**

Time	Volume Summary 15min NB	SB	15min Total	60min Total
1200 - 1215	2	3	**5**	
1215 - 1230	2	2	**4**	
1230 - 1245	5	4	**9**	
1245 - 1300	7	6	**13**	**31**
1300 - 1315	3	4	**7**	
1315 - 1330	2	4	**6**	
1330 - 1345	2	4	**6**	
1345 - 1400	2	4	**6**	**25**
1400 - 1415	9	3	**12**	
1415 - 1430	11	4	**15**	
1430 - 1445	15	5	**20**	
1445 - 1500	14	5	**19**	**66**
1500 - 1515	10	3	**13**	
1515 - 1530	3	5	**8**	
1530 - 1545	5	9	**14**	
1545 - 1600	8	6	**14**	**49**
1600 - 1615	7	4	**11**	
1615 - 1630	3	2	**5**	
1630 - 1645	4	6	**10**	
1645 - 1700	7	4	**11**	**37**
1700 - 1715	3	2	**5**	
1715 - 1730	7	2	**9**	
1730 - 1745	5	8	**13**	
1745 - 1800	4	5	**9**	**36**
1800 - 1815	2	2	**4**	
1815 - 1830	9	8	**17**	
1830 - 1845	9	6	**15**	
1845 - 1900	4	5	**9**	**45**
1900 - 1915	7	3	**10**	
1915 - 1930	2	5	**7**	
1930 - 1945	4	3	**7**	
1945 - 2000	0	0	**0**	**24**
2000 - 2015	1	4	**5**	
2015 - 2030	5	1	**6**	
2030 - 2045	0	5	**5**	
2045 - 2100	1	3	**4**	**20**
2100 - 2115	3	5	**8**	
2115 - 2130	1	4	**5**	
2130 - 2145	2	1	**3**	
2145 - 2200	5	2	**7**	**23**
2200 - 2215	2	0	**2**	
2215 - 2230	0	1	**1**	
2230 - 2245	4	1	**5**	
2245 - 2300	2	0	**2**	**10**
2300 - 2315	3	0	**3**	
2315 - 2330	1	2	**3**	
2330 - 2345	1	1	**2**	
2345 - 0000	2	6	**8**	**16**

Session Total	239	216	**455**
Session Average	2.49	2.25	**4.74**
Session Percentage	52.53	47.47	

Bi-Directional Class Count || NB EB 60min

Marr Traffic DATA COLLECTION

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Woodstock, GA

Site 2
Reagan St,
north of Ridgewalk Pkwy

Date
Thursday, October 30, 2025

Lat/Long
34.118950°, -84.514584°

Weather
Cloudy
49°F

Click here for Detailed Weather

0000 - 2400 (Weekday 24h Session) (10-30-2025)

NB EB 60min

	Northbound (Movement 2.1)													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	**Total**
0000 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
0100 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
0200 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
0300 - 0400	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
0400 - 0500	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
0500 - 0600	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
0600 - 0700	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
0700 - 0800	0	5	2	2	0	0	0	0	0	0	0	0	0	**9**
0800 - 0900	0	8	2	0	0	0	0	0	0	0	0	0	0	**10**
0900 - 1000	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**
1000 - 1100	0	7	1	0	1	0	0	0	0	0	0	0	0	**9**
1100 - 1200	0	10	0	0	2	0	0	0	0	0	0	0	0	**12**
1200 - 1300	0	13	4	0	0	0	0	0	0	0	0	0	0	**17**
1300 - 1400	0	9	1	0	1	0	0	0	0	0	0	0	0	**11**
1400 - 1500	0	11	3	1	0	0	0	0	0	0	0	0	0	**15**
1500 - 1600	0	12	1	0	0	0	0	0	0	0	0	0	0	**13**
1600 - 1700	0	21	4	0	0	0	0	0	0	0	0	0	0	**25**
1700 - 1800	0	17	5	0	0	0	0	0	0	0	0	0	0	**22**
1800 - 1900	0	19	3	0	0	0	0	0	0	0	0	0	0	**22**
1900 - 2000	0	11	1	0	0	0	0	0	0	0	0	0	0	**12**
2000 - 2100	0	16	2	0	0	0	0	0	0	0	0	0	0	**18**
2100 - 2200	0	10	1	0	0	0	0	0	0	0	0	0	0	**11**
2200 - 2300	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
2300 - 2400	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**

Session Total	0	189	31	3	4	0	0	0	0	0	0	0	0	**227**
Session Average	0.00	7.88	1.29	0.13	0.17	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	**9.46**
Session Percentage	0.00	83.26	13.66	1.32	1.76	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

AM Peak Hour	-	0900 - 1000	0700 - 0800	0700 - 0800	-	-	-	-	-	-	-	-	-	**0800 - 0900**
AM Peak Volume	0	10	2	2	0	0	0	0	0	0	0	0	0	**10**
AM Peak %age	0.00	100.00	20.00	20.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Noon Peak Hour	-	1200 - 1300	1200 - 1300	1400 - 1500	1100 - 1200	-	-	-	-	-	-	-	-	**1200 - 1300**
Noon Peak Volume	0	13	4	1	2	0	0	0	0	0	0	0	0	**17**
Noon Peak %age	0.00	76.47	23.53	5.88	11.76	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

PM Peak Hour	-	1600 - 1700	1700 - 1800	-	-	-	-	-	-	-	-	-	-	**1600 - 1700**
PM Peak Volume	0	21	5	0	0	0	0	0	0	0	0	0	0	**25**
PM Peak %age	0.00	84.00	20.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Site 2
Reagan St,
north of Ridgewalk Pkwy

Date
Saturday, November 1, 2025

Lat/Long
34.118950°, -84.514584°

Weather
Fair
51°F

Click here for Detailed Weather

0000 - 2400 (Saturday 24h Session) (11-01-2025)
NB EB 60min

	Northbound (Movement 2.1)													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	**Total**
0000 - 0100	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
0100 - 0200	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
0200 - 0300	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
0500 - 0600	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
0600 - 0700	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
0700 - 0800	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
0800 - 0900	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
0900 - 1000	0	5	2	0	0	0	0	0	0	0	0	0	0	**7**
1000 - 1100	0	9	1	0	0	0	0	0	0	0	0	0	0	**10**
1100 - 1200	0	21	2	0	0	0	0	0	0	0	0	0	0	**23**
1200 - 1300	0	24	4	0	0	0	0	0	0	0	0	0	0	**28**
1300 - 1400	0	16	0	0	0	0	0	0	0	0	0	0	0	**16**
1400 - 1500	0	13	3	0	0	0	0	0	0	0	0	0	0	**16**
1500 - 1600	0	16	1	0	0	0	0	0	0	0	0	0	0	**17**
1600 - 1700	0	11	0	0	0	0	0	0	0	0	0	0	0	**11**
1700 - 1800	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**
1800 - 1900	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
1900 - 2000	0	11	1	0	0	0	0	0	0	0	0	0	0	**12**
2000 - 2100	0	11	0	0	0	0	0	0	0	0	0	0	0	**11**
2100 - 2200	0	13	0	0	0	0	0	0	0	0	0	0	0	**13**
2200 - 2300	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
2300 - 2400	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**

Session Total	0	181	18	0	0	0	0	0	0	0	0	0	0	**199**
Session Average	0.00	7.54	0.75	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	**8.29**
Session Percentage	0.00	90.95	9.05	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

AM Peak Hour	-	0900 - 1000	0900 - 1000	-	-	-	-	-	-	-	-	-	-	**0900 - 1000**
AM Peak Volume	0	5	2	0	0	0	0	0	0	0	0	0	0	**7**
AM Peak %age	0.00	71.43	28.57	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Noon Peak Hour	-	1200 - 1300	1200 - 1300	-	-	-	-	-	-	-	-	-	-	**1200 - 1300**
Noon Peak Volume	0	24	4	0	0	0	0	0	0	0	0	0	0	**28**
Noon Peak %age	0.00	85.71	14.29	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

PM Peak Hour	-	1500 - 1600	1500 - 1600	-	-	-	-	-	-	-	-	-	-	**1500 - 1600**
PM Peak Volume	0	16	1	0	0	0	0	0	0	0	0	0	0	**17**
PM Peak %age	0.00	94.12	5.88	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Site 2
Reagan St,
north of Ridgewalk Pkwy

Date
Sunday, November 2, 2025

Lat/Long
34.118950°, -84.514584°

Weather
Cloudy
50°F

Click here for Detailed Weather

0000 - 2400 (Sunday 24h Session) (11-02-2025)
NB EB 60min

	Northbound (Movement 2.1)													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	**Total**
0000 - 0100	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
0100 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
0200 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
0500 - 0600	0	0	1	0	0	0	0	0	1	0	0	0	0	**2**
0600 - 0700	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
0700 - 0800	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
0800 - 0900	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
0900 - 1000	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
1000 - 1100	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
1100 - 1200	0	13	2	0	0	0	0	0	0	0	0	0	0	**15**
1200 - 1300	0	12	4	0	0	0	0	0	0	0	0	0	0	**16**
1300 - 1400	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**
1400 - 1500	0	42	7	0	0	0	0	0	0	0	0	0	0	**49**
1500 - 1600	0	24	2	0	0	0	0	0	0	0	0	0	0	**26**
1600 - 1700	0	20	1	0	0	0	0	0	0	0	0	0	0	**21**
1700 - 1800	0	17	2	0	0	0	0	0	0	0	0	0	0	**19**
1800 - 1900	0	22	2	0	0	0	0	0	0	0	0	0	0	**24**
1900 - 2000	0	13	0	0	0	0	0	0	0	0	0	0	0	**13**
2000 - 2100	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
2100 - 2200	0	11	0	0	0	0	0	0	0	0	0	0	0	**11**
2200 - 2300	0	5	3	0	0	0	0	0	0	0	0	0	0	**8**
2300 - 2400	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**

Session Total	0	212	26	0	0	0	0	0	1	0	0	0	0	**239**
Session Average	0.00	8.83	1.08	0.00	0.00	0.00	0.00	0.00	0.04	0.00	0.00	0.00	0.00	**9.96**
Session Percentage	0.00	88.70	10.88	0.00	0.00	0.00	0.00	0.00	0.42	0.00	0.00	0.00	0.00	

AM Peak Hour	-	0800 - 0900	0500 - 0600	-	-	-	-	-	0500 - 0600	-	-	-	-	**0500 - 0600**
AM Peak Hour Volume	0	2	1	0	0	0	0	0	1	0	0	0	0	**2**
AM Peak %age	0.00	100.00	50.00	0.00	0.00	0.00	0.00	0.00	50.00	0.00	0.00	0.00	0.00	

Noon Peak Hour	-	1400 - 1500	1400 - 1500	-	-	-	-	-	-	-	-	-	-	**1400 - 1500**
Noon Peak Hour Volume	0	42	7	0	0	0	0	0	0	0	0	0	0	**49**
Noon Peak %age	0.00	85.71	14.29	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

PM Peak Hour	-	1500 - 1600	1500 - 1600	-	-	-	-	-	-	-	-	-	-	**1500 - 1600**
PM Peak Hour Volume	0	24	2	0	0	0	0	0	0	0	0	0	0	**26**
PM Peak %age	0.00	92.31	7.69	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Bi-Directional Class Count || SB WB 60min

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Woodstock, GA

Site 2
Reagan St,
north of Ridgewalk Pkwy

Date
Thursday, October 30, 2025

Lat/Long
34.118950°, -84.514584°

Weather
Cloudy
49°F

Click here for Detailed Weather

0000 - 2400 (Weekday 24h Session) (10-30-2025)

SB WB 60min

	Southbound (Movement 2.2)													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	**Total**
0000 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
0100 - 0200	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
0200 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
0300 - 0400	0	0	0	0	0	0	0	0	1	0	0	0	0	**1**
0400 - 0500	0	2	0	0	1	0	0	0	0	0	0	0	0	**3**
0500 - 0600	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
0600 - 0700	0	17	0	1	0	0	0	0	0	0	0	0	0	**18**
0700 - 0800	0	26	4	1	0	0	0	0	0	0	0	0	0	**31**
0800 - 0900	0	17	4	1	0	0	0	0	0	0	0	0	0	**22**
0900 - 1000	0	13	0	0	1	0	0	0	1	0	0	0	0	**15**
1000 - 1100	0	18	1	0	0	0	0	0	0	0	0	0	0	**19**
1100 - 1200	0	13	4	1	1	0	0	0	1	0	0	0	0	**20**
1200 - 1300	0	11	1	0	0	0	0	0	0	0	0	0	0	**12**
1300 - 1400	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**
1400 - 1500	0	9	4	1	0	0	0	0	0	0	0	0	0	**14**
1500 - 1600	0	13	2	0	0	0	0	0	0	0	0	0	0	**15**
1600 - 1700	0	14	3	1	0	0	0	0	0	0	0	0	0	**18**
1700 - 1800	0	17	4	0	0	0	0	0	0	0	0	0	0	**21**
1800 - 1900	0	11	2	0	1	0	0	0	0	0	0	0	0	**14**
1900 - 2000	0	14	0	0	0	0	0	0	0	0	0	0	0	**14**
2000 - 2100	0	11	1	0	0	0	0	0	0	0	0	0	0	**12**
2100 - 2200	0	3	2	0	0	0	0	0	0	0	0	0	0	**5**
2200 - 2300	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
2300 - 2400	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**

Session Total	0	233	32	6	4	0	0	0	3	0	0	0	0	**278**
Session Average	0.00	9.71	1.33	0.25	0.17	0.00	0.00	0.00	0.13	0.00	0.00	0.00	0.00	**11.58**
Session Percentage	0.00	83.81	11.51	2.16	1.44	0.00	0.00	0.00	1.08	0.00	0.00	0.00	0.00	

AM Peak Hour	-	0700 - 0800	0700 - 0800	0600 - 0700	0900 - 1000	-	-	-	0900 - 1000	-	-	-	-	**0700 - 0800**
AM Peak Volume	0	26	4	1	1	0	0	0	1	0	0	0	0	**31**
AM Peak %age	0.00	83.87	12.90	3.23	3.23	0.00	0.00	0.00	3.23	0.00	0.00	0.00	0.00	

Noon Peak Hour	-	1000 - 1100	1100 - 1200	1100 - 1200	1100 - 1200	-	-	-	1100 - 1200	-	-	-	-	**1100 - 1200**
Noon Peak Volume	0	18	4	1	1	0	0	0	1	0	0	0	0	**20**
Noon Peak %age	0.00	90.00	20.00	5.00	5.00	0.00	0.00	0.00	5.00	0.00	0.00	0.00	0.00	

PM Peak Hour	-	1700 - 1800	1700 - 1800	1600 - 1700	1800 - 1900	-	-	-	-	-	-	-	-	**1700 - 1800**
PM Peak Volume	0	17	4	1	1	0	0	0	0	0	0	0	0	**21**
PM Peak %age	0.00	80.95	19.05	4.76	4.76	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Site 2
Reagan St,
north of Ridgewalk Pkwy

Date
Saturday, November 1, 2025

Lat/Long
34.118950°, -84.514584°

Weather
Fair
51°F

Click here for Detailed Weather

0000 - 2400 (Saturday 24h Session) (11-01-2025)
SB WB 60min

	Southbound (Movement 2.2)													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	**Total**
0000 - 0100	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
0100 - 0200	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
0200 - 0300	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
0500 - 0600	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
0600 - 0700	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
0700 - 0800	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
0800 - 0900	0	15	0	0	0	0	0	0	0	0	0	0	0	**15**
0900 - 1000	0	12	3	0	0	0	0	0	0	0	0	0	0	**15**
1000 - 1100	0	18	2	0	0	0	0	0	0	0	0	0	0	**20**
1100 - 1200	0	25	1	0	0	0	0	0	0	0	0	0	0	**26**
1200 - 1300	0	20	2	0	0	0	0	0	0	0	0	0	0	**22**
1300 - 1400	0	13	3	0	1	0	0	0	0	0	0	0	0	**17**
1400 - 1500	0	13	2	0	0	0	0	0	0	0	0	0	0	**15**
1500 - 1600	0	15	2	0	1	0	0	0	0	0	0	0	0	**18**
1600 - 1700	0	15	0	0	0	0	0	0	0	0	0	0	0	**15**
1700 - 1800	0	13	1	0	0	0	0	0	0	0	0	0	0	**14**
1800 - 1900	0	9	1	0	0	0	0	0	0	0	0	0	0	**10**
1900 - 2000	0	11	0	0	0	0	0	0	0	0	0	0	0	**11**
2000 - 2100	0	8	2	0	0	0	0	0	0	0	0	0	0	**10**
2100 - 2200	0	7	0	0	1	0	0	0	0	0	0	0	0	**8**
2200 - 2300	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
2300 - 2400	0	10	1	0	0	0	0	0	0	0	0	0	0	**11**

Session Total	0	225	20	0	3	0	0	0	0	0	0	0	0	**248**
Session Average	0.00	9.38	0.83	0.00	0.13	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	**10.33**
Session Percentage	0.00	90.73	8.06	0.00	1.21	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

AM Peak Hour	-	0800 - 0900	0900 - 1000	-	-	-	-	-	-	-	-	-	-	**0800 - 0900**
AM Peak Volume	0	15	3	0	0	0	0	0	0	0	0	0	0	**15**
AM Peak %age	0.00	100.00	20.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Noon Peak Hour	-	1100 - 1200	1300 - 1400	-	1300 - 1400	-	-	-	-	-	-	-	-	**1100 - 1200**
Noon Peak Volume	0	25	3	0	1	0	0	0	0	0	0	0	0	**26**
Noon Peak %age	0.00	96.15	11.54	0.00	3.85	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

PM Peak Hour	-	1500 - 1600	1500 - 1600	-	1500 - 1600	-	-	-	-	-	-	-	-	**1500 - 1600**
PM Peak Volume	0	15	2	0	1	0	0	0	0	0	0	0	0	**18**
PM Peak %age	0.00	83.33	11.11	0.00	5.56	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Site 2
Reagan St,
north of Ridgewalk Pkwy

Date
Sunday, November 2, 2025

Lat/Long
34.118950°, -84.514584°

Weather
Cloudy
50°F

Click here for Detailed Weather

0000 - 2400 (Sunday 24h Session) (11-02-2025)
SB WB 60min

	Southbound (Movement 2.2)													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	**Total**
0000 - 0100	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
0100 - 0200	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
0200 - 0300	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
0300 - 0400	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
0500 - 0600	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
0600 - 0700	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
0700 - 0800	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
0800 - 0900	0	4	1	0	1	0	0	0	0	0	0	0	0	**6**
0900 - 1000	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
1000 - 1100	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
1100 - 1200	0	11	2	0	0	0	0	0	0	0	0	0	0	**13**
1200 - 1300	0	14	1	0	0	0	0	0	0	0	0	0	0	**15**
1300 - 1400	0	14	2	0	0	0	0	0	0	0	0	0	0	**16**
1400 - 1500	0	17	0	0	0	0	0	0	0	0	0	0	0	**17**
1500 - 1600	0	22	1	0	0	0	0	0	0	0	0	0	0	**23**
1600 - 1700	0	15	1	0	0	0	0	0	0	0	0	0	0	**16**
1700 - 1800	1	16	0	0	0	0	0	0	0	0	0	0	0	**17**
1800 - 1900	0	18	3	0	0	0	0	0	0	0	0	0	0	**21**
1900 - 2000	0	11	0	0	0	0	0	0	0	0	0	0	0	**11**
2000 - 2100	0	13	0	0	0	0	0	0	0	0	0	0	0	**13**
2100 - 2200	0	12	0	0	0	0	0	0	0	0	0	0	0	**12**
2200 - 2300	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
2300 - 2400	1	8	0	0	0	0	0	0	0	0	0	0	0	**9**

Session Total	2	201	12	0	1	0	0	0	0	0	0	0	0	**216**
Session Average	0.08	8.38	0.50	0.00	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	**9.00**
Session Percentage	0.93	93.06	5.56	0.00	0.46	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

AM Peak Hour	-	0800 - 0900	0800 - 0900	-	0800 - 0900	-	-	-	-	-	-	-	-	**0800 - 0900**
AM Peak Hour Volume	0	4	1	0	1	0	0	0	0	0	0	0	0	**6**
AM Peak %age	0.00	66.67	16.67	0.00	16.67	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Noon Peak Hour	-	1400 - 1500	1100 - 1200	-	-	-	-	-	-	-	-	-	-	**1400 - 1500**
Noon Peak Hour Volume	0	17	2	0	0	0	0	0	0	0	0	0	0	**17**
Noon Peak %age	0.00	100.00	11.76	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

PM Peak Hour	1700 - 1800	1500 - 1600	1800 - 1900	-	-	-	-	-	-	-	-	-	-	**1500 - 1600**
PM Peak Hour Volume	1	22	3	0	0	0	0	0	0	0	0	0	0	**23**
PM Peak %age	4.35	95.65	13.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

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

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Woodstock, GA

Site 2
Reagan St,
north of Ridgewalk Pkwy

Date
Thursday, October 30, 2025

Lat/Long
34.118950°, -84.514584°

Weather
Cloudy
49°F

Click here for Detailed Weather

0000 - 2400 (Weekday 24h Session) (10-30-2025)

Bi-Directional 60min

	Bi-Directional 60min													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	**Total**
0000 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
0100 - 0200	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
0200 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
0300 - 0400	0	1	0	0	0	0	0	0	1	0	0	0	0	**2**
0400 - 0500	0	3	1	0	1	0	0	0	0	0	0	0	0	**5**
0500 - 0600	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
0600 - 0700	0	20	0	1	0	0	0	0	0	0	0	0	0	**21**
0700 - 0800	0	31	6	3	0	0	0	0	0	0	0	0	0	**40**
0800 - 0900	0	25	6	1	0	0	0	0	0	0	0	0	0	**32**
0900 - 1000	0	23	0	0	1	0	0	0	1	0	0	0	0	**25**
1000 - 1100	0	25	2	0	1	0	0	0	0	0	0	0	0	**28**
1100 - 1200	0	23	4	1	3	0	0	0	1	0	0	0	0	**32**
1200 - 1300	0	24	5	0	0	0	0	0	0	0	0	0	0	**29**
1300 - 1400	0	18	1	0	1	0	0	0	0	0	0	0	0	**20**
1400 - 1500	0	20	7	2	0	0	0	0	0	0	0	0	0	**29**
1500 - 1600	0	25	3	0	0	0	0	0	0	0	0	0	0	**28**
1600 - 1700	0	35	7	1	0	0	0	0	0	0	0	0	0	**43**
1700 - 1800	0	34	9	0	0	0	0	0	0	0	0	0	0	**43**
1800 - 1900	0	30	5	0	1	0	0	0	0	0	0	0	0	**36**
1900 - 2000	0	25	1	0	0	0	0	0	0	0	0	0	0	**26**
2000 - 2100	0	27	3	0	0	0	0	0	0	0	0	0	0	**30**
2100 - 2200	0	13	3	0	0	0	0	0	0	0	0	0	0	**16**
2200 - 2300	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**
2300 - 2400	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**

Session Total	0	422	63	9	8	0	0	0	3	0	0	0	0	**505**
Session Average	0.00	17.58	2.63	0.38	0.33	0.00	0.00	0.00	0.13	0.00	0.00	0.00	0.00	**21.04**
Session Percentage	0.00	83.56	12.48	1.78	1.58	0.00	0.00	0.00	0.59	0.00	0.00	0.00	0.00	

AM Peak Hour	-	0700 - 0800	0700 - 0800	0700 - 0800	0900 - 1000	-	-	-	0900 - 1000	-	-	-	-	**0700 - 0800**
AM Peak Volume	0	31	6	3	1	0	0	0	1	0	0	0	0	**40**
AM Peak %age	0.00	77.50	15.00	7.50	2.50	0.00	0.00	0.00	2.50	0.00	0.00	0.00	0.00	

Noon Peak Hour	-	1000 - 1100	1400 - 1500	1400 - 1500	1100 - 1200	-	-	-	1100 - 1200	-	-	-	-	**1100 - 1200**
Noon Peak Volume	0	25	7	2	3	0	0	0	1	0	0	0	0	**32**
Noon Peak %age	0.00	78.13	21.88	6.25	9.38	0.00	0.00	0.00	3.13	0.00	0.00	0.00	0.00	

PM Peak Hour	-	1600 - 1700	1700 - 1800	1600 - 1700	1800 - 1900	-	-	-	-	-	-	-	-	**1600 - 1700**
PM Peak Volume	0	35	9	1	1	0	0	0	0	0	0	0	0	**43**
PM Peak %age	0.00	81.40	20.93	2.33	2.33	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Site 2
Reagan St,
north of Ridgewalk Pkwy

Date
Saturday, November 1, 2025

Lat/Long
34.118950°, -84.514584°

Weather
Fair
51°F

Click here for Detailed Weather

0000 - 2400 (Saturday 24h Session) (11-01-2025)
Bi-Directional 60min

	Bi-Directional 60min													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	**Total**
0000 - 0100	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
0100 - 0200	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**
0200 - 0300	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
0500 - 0600	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
0600 - 0700	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
0700 - 0800	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
0800 - 0900	0	16	0	0	0	0	0	0	0	0	0	0	0	**16**
0900 - 1000	0	17	5	0	0	0	0	0	0	0	0	0	0	**22**
1000 - 1100	0	27	3	0	0	0	0	0	0	0	0	0	0	**30**
1100 - 1200	0	46	3	0	0	0	0	0	0	0	0	0	0	**49**
1200 - 1300	0	44	6	0	0	0	0	0	0	0	0	0	0	**50**
1300 - 1400	0	29	3	0	1	0	0	0	0	0	0	0	0	**33**
1400 - 1500	0	26	5	0	0	0	0	0	0	0	0	0	0	**31**
1500 - 1600	0	31	3	0	1	0	0	0	0	0	0	0	0	**35**
1600 - 1700	0	26	0	0	0	0	0	0	0	0	0	0	0	**26**
1700 - 1800	0	20	2	0	0	0	0	0	0	0	0	0	0	**22**
1800 - 1900	0	15	1	0	0	0	0	0	0	0	0	0	0	**16**
1900 - 2000	0	22	1	0	0	0	0	0	0	0	0	0	0	**23**
2000 - 2100	0	19	2	0	0	0	0	0	0	0	0	0	0	**21**
2100 - 2200	0	20	0	0	1	0	0	0	0	0	0	0	0	**21**
2200 - 2300	0	9	1	0	0	0	0	0	0	0	0	0	0	**10**
2300 - 2400	0	13	2	0	0	0	0	0	0	0	0	0	0	**15**
Session Total	0	406	38	0	3	0	0	0	0	0	0	0	0	**447**
Session Average	0.00	16.92	1.58	0.00	0.13	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	**18.63**
Session Percentage	0.00	90.83	8.50	0.00	0.67	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
AM Peak Hour	-	0900 - 1000	0900 - 1000	-	-	-	-	-	-	-	-	-	-	**0900 - 1000**
AM Peak Volume	0	17	5	0	0	0	0	0	0	0	0	0	0	**22**
AM Peak %age	0.00	77.27	22.73	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Noon Peak Hour	-	1100 - 1200	1200 - 1300	-	1300 - 1400	-	-	-	-	-	-	-	-	**1200 - 1300**
Noon Peak Volume	0	46	6	0	1	0	0	0	0	0	0	0	0	**50**
Noon Peak %age	0.00	92.00	12.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
PM Peak Hour	-	1500 - 1600	1500 - 1600	-	1500 - 1600	-	-	-	-	-	-	-	-	**1500 - 1600**
PM Peak Volume	0	31	3	0	1	0	0	0	0	0	0	0	0	**35**
PM Peak %age	0.00	88.57	8.57	0.00	2.86	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Site 2

Reagan St,
north of Ridgewalk Pkwy

Date

Sunday, November 2, 2025

Lat/Long

34.118950°, -84.514584°

Weather

Cloudy
50°F

Click here for Detailed Weather

0000 - 2400 (Sunday 24h Session) (11-02-2025)

Bi-Directional 60min

	Bi-Directional 60min													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	**Total**
0000 - 0100	0	10	1	0	0	0	0	0	0	0	0	0	0	**11**
0100 - 0200	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
0200 - 0300	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
0300 - 0400	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
0500 - 0600	0	0	1	0	0	0	0	0	1	0	0	0	0	**2**
0600 - 0700	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
0700 - 0800	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
0800 - 0900	0	6	1	0	1	0	0	0	0	0	0	0	0	**8**
0900 - 1000	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
1000 - 1100	0	12	0	0	0	0	0	0	0	0	0	0	0	**12**
1100 - 1200	0	24	4	0	0	0	0	0	0	0	0	0	0	**28**
1200 - 1300	0	26	5	0	0	0	0	0	0	0	0	0	0	**31**
1300 - 1400	0	23	2	0	0	0	0	0	0	0	0	0	0	**25**
1400 - 1500	0	59	7	0	0	0	0	0	0	0	0	0	0	**66**
1500 - 1600	0	46	3	0	0	0	0	0	0	0	0	0	0	**49**
1600 - 1700	0	35	2	0	0	0	0	0	0	0	0	0	0	**37**
1700 - 1800	1	33	2	0	0	0	0	0	0	0	0	0	0	**36**
1800 - 1900	0	40	5	0	0	0	0	0	0	0	0	0	0	**45**
1900 - 2000	0	24	0	0	0	0	0	0	0	0	0	0	0	**24**
2000 - 2100	0	20	0	0	0	0	0	0	0	0	0	0	0	**20**
2100 - 2200	0	23	0	0	0	0	0	0	0	0	0	0	0	**23**
2200 - 2300	0	6	4	0	0	0	0	0	0	0	0	0	0	**10**
2300 - 2400	1	15	0	0	0	0	0	0	0	0	0	0	0	**16**

Session Total	2	413	38	0	1	0	0	0	1	0	0	0	0	**455**
Session Average	0.08	17.21	1.58	0.00	0.04	0.00	0.00	0.00	0.04	0.00	0.00	0.00	0.00	**18.96**
Session Percentage	0.44	90.77	8.35	0.00	0.22	0.00	0.00	0.00	0.22	0.00	0.00	0.00	0.00	

AM Peak Hour	-	0800 - 0900	0500 - 0600	-	0800 - 0900	-	-	-	0500 - 0600	-	-	-	-	**0800 - 0900**
AM Peak Hour Volume	0	6	1	0	1	0	0	0	1	0	0	0	0	**8**
AM Peak %age	0.00	75.00	12.50	0.00	12.50	0.00	0.00	0.00	12.50	0.00	0.00	0.00	0.00	

Noon Peak Hour	-	1400 - 1500	1400 - 1500	-	-	-	-	-	-	-	-	-	-	**1400 - 1500**
Noon Peak Hour Volume	0	59	7	0	0	0	0	0	0	0	0	0	0	**66**
Noon Peak %age	0.00	89.39	10.61	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

PM Peak Hour	1700 - 1800	1500 - 1600	1800 - 1900	-	-	-	-	-	-	-	-	-	-	**1500 - 1600**
PM Peak Hour Volume	1	46	5	0	0	0	0	0	0	0	0	0	0	**49**
PM Peak %age	2.04	93.88	10.20	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Bi-Directional Class Count || Volume Summary 60min

Woodstock, GA

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Site 2
Reagan St,
north of Ridgewalk Pkwy

Date
Thursday, October 30, 2025

Lat/Long
34.118950°, -84.514584°

Weather
Cloudy
49°F

Click here for Detailed Weather

0000 - 2400 (Weekday 24h Session) (10-30-2025)
Volume Summary 60min

	Volume Summary 60min		
TIME	NB	SB	**Total**
0000 - 0100	0	0	**0**
0100 - 0200	0	1	**1**
0200 - 0300	0	0	**0**
0300 - 0400	1	1	**2**
0400 - 0500	2	3	**5**
0500 - 0600	1	7	**8**
0600 - 0700	3	18	**21**
0700 - 0800	9	31	**40**
0800 - 0900	10	22	**32**
0900 - 1000	10	15	**25**
1000 - 1100	9	19	**28**
1100 - 1200	12	20	**32**

Session Total	227	278	**505**
Session Average	9.46	11.58	**21.04**
Session Percentage	44.95	55.05	

	Volume Summary 60min		
Time	NB	SB	**Total**
1200 - 1300	17	12	**29**
1300 - 1400	11	9	**20**
1400 - 1500	15	14	**29**
1500 - 1600	13	15	**28**
1600 - 1700	25	18	**43**
1700 - 1800	22	21	**43**
1800 - 1900	22	14	**36**
1900 - 2000	12	14	**26**
2000 - 2100	18	12	**30**
2100 - 2200	11	5	**16**
2200 - 2300	3	6	**9**
2300 - 2400	1	1	**2**

Site 2

Reagan St,
north of Ridgewalk Pkwy

Date

Saturday, November 1, 2025

Lat/Long

34.118950°, -84.514584°

Weather

Fair
51°F

Click here for Detailed Weather

0000 - 2400 (Saturday 24h Session) (11-01-2025)

Volume Summary 60min

	Volume Summary 60min		
TIME	NB	SB	**Total**
0000 - 0100	5	2	**7**
0100 - 0200	2	7	**9**
0200 - 0300	1	3	**4**
0300 - 0400	0	0	**0**
0400 - 0500	0	0	**0**
0500 - 0600	1	1	**2**
0600 - 0700	0	1	**1**
0700 - 0800	2	2	**4**
0800 - 0900	1	15	**16**
0900 - 1000	7	15	**22**
1000 - 1100	10	20	**30**
1100 - 1200	23	26	**49**

	Volume Summary 60min		
Time	NB	SB	**Total**
1200 - 1300	28	22	**50**
1300 - 1400	16	17	**33**
1400 - 1500	16	15	**31**
1500 - 1600	17	18	**35**
1600 - 1700	11	15	**26**
1700 - 1800	8	14	**22**
1800 - 1900	6	10	**16**
1900 - 2000	12	11	**23**
2000 - 2100	11	10	**21**
2100 - 2200	13	8	**21**
2200 - 2300	5	5	**10**
2300 - 2400	4	11	**15**

Session Total	199	248	**447**
Session Average	8.29	10.33	**18.63**
Session Percentage	44.52	55.48	

Site 2

Reagan St,
north of Ridgewalk Pkwy

Date

Sunday, November 2, 2025

Lat/Long

34.118950°, -84.514584°

Weather

Cloudy
50°F

Click here for Detailed Weather

0000 - 2400 (Sunday 24h Session) (11-02-2025)

Volume Summary 60min

	Volume Summary 60min		
TIME	NB	SB	**Total**
0000 - 0100	4	7	**11**
0100 - 0200	0	1	**1**
0200 - 0300	0	1	**1**
0300 - 0400	0	1	**1**
0400 - 0500	0	0	**0**
0500 - 0600	2	0	**2**
0600 - 0700	0	0	**0**
0700 - 0800	1	3	**4**
0800 - 0900	2	6	**8**
0900 - 1000	1	4	**5**
1000 - 1100	4	8	**12**
1100 - 1200	15	13	**28**

	Volume Summary 60min		
Time	NB	SB	**Total**
1200 - 1300	16	15	**31**
1300 - 1400	9	16	**25**
1400 - 1500	49	17	**66**
1500 - 1600	26	23	**49**
1600 - 1700	21	16	**37**
1700 - 1800	19	17	**36**
1800 - 1900	24	21	**45**
1900 - 2000	13	11	**24**
2000 - 2100	7	13	**20**
2100 - 2200	11	12	**23**
2200 - 2300	8	2	**10**
2300 - 2400	7	9	**16**

Session Total	239	216	**455**
Session Average	9.96	9.00	**18.96**
Session Percentage	52.53	47.47	

Bi-Directional Class Count || Graphical Analysis NB EB

Woodstock, GA

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Site 2

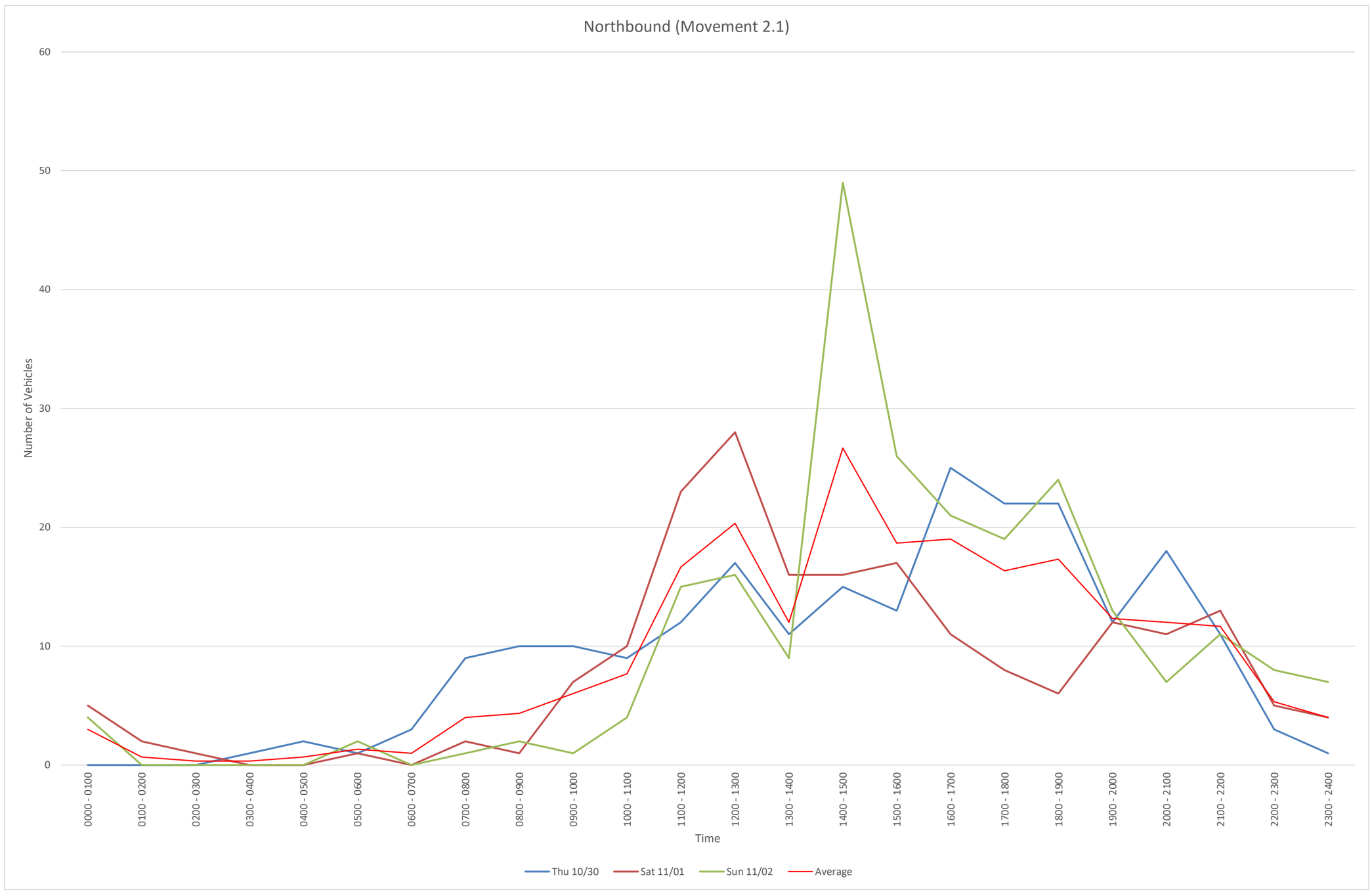
Reagan St,
north of Ridgewalk Pkwy

Lat/Long

34.118950°, -84.514584°

0000 - 2400 (Weekday 24h Session)

Graphical Analysis NB EB



Time	Thu 10/30	Sat 11/01	Sun 11/02				
0000 - 0100	0	5	4				
0100 - 0200	0	2	0				
0200 - 0300	0	1	0				
0300 - 0400	1	0	0				
0400 - 0500	2	0	0				
0500 - 0600	1	1	2				
0600 - 0700	3	0	0				
0700 - 0800	9	2	1				
0800 - 0900	10	1	2				
0900 - 1000	10	7	1				
1000 - 1100	9	10	4				
1100 - 1200	12	23	15				
1200 - 1300	17	28	16				
1300 - 1400	11	16	9				
1400 - 1500	15	16	49				
1500 - 1600	13	17	26				
1600 - 1700	25	11	21				
1700 - 1800	22	8	19				
1800 - 1900	22	6	24				
1900 - 2000	12	12	13				
2000 - 2100	18	11	7				
2100 - 2200	11	13	11				
2200 - 2300	3	5	8				
2300 - 2400	1	4	7				

Daily Total	227	199	239				

Bi-Directional Class Count || Graphical Analysis SB WB

Woodstock, GA

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Site 2

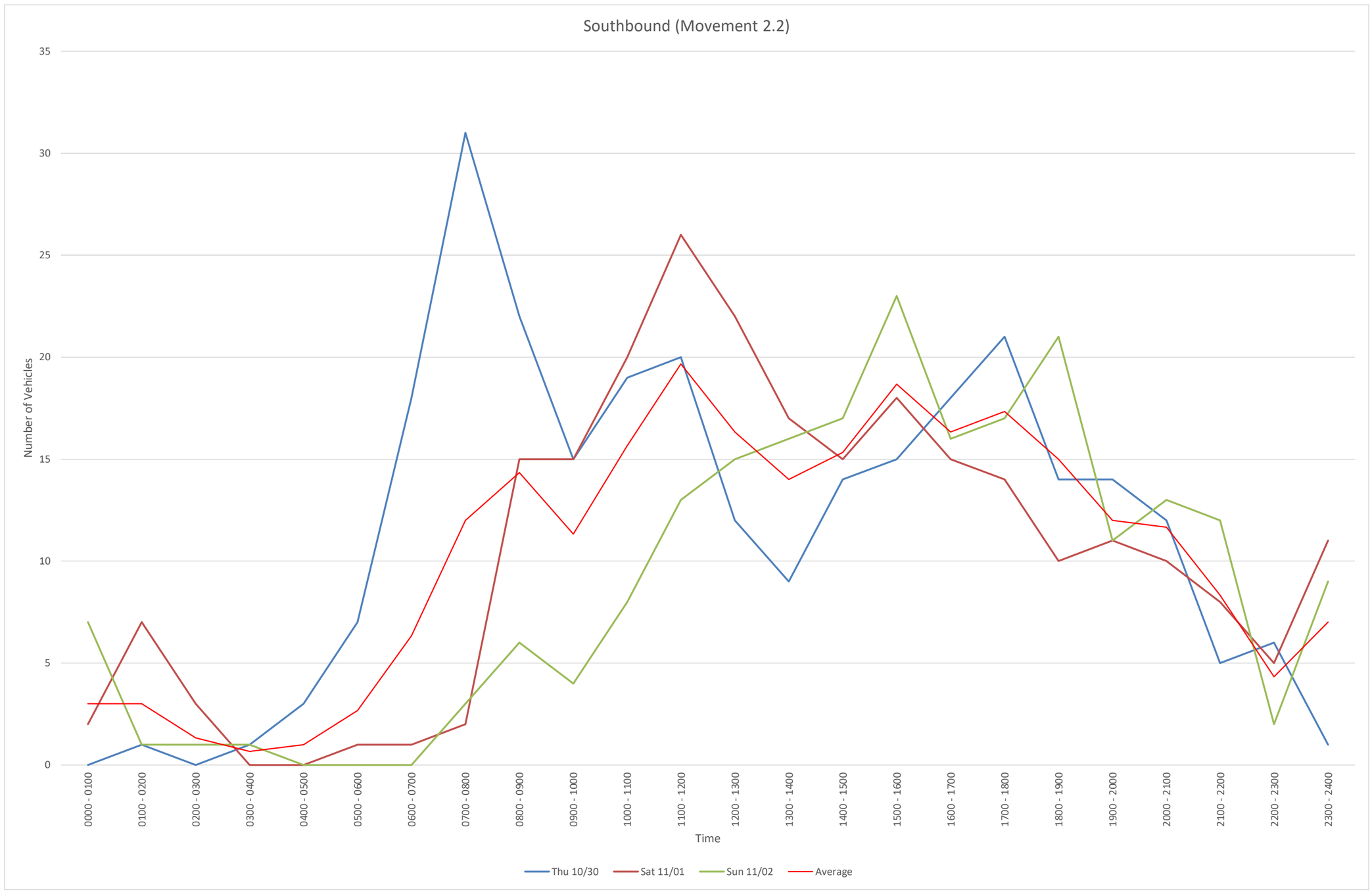
Reagan St,
north of Ridgewalk Pkwy

Lat/Long

34.118950°, -84.514584°

0000 - 2400 (Weekday 24h Session)

Graphical Analysis SB WB



Time	Thu 10/30	Sat 11/01	Sun 11/02				
0000 - 0100	0	2	7				
0100 - 0200	1	7	1				
0200 - 0300	0	3	1				
0300 - 0400	1	0	1				
0400 - 0500	3	0	0				
0500 - 0600	7	1	0				
0600 - 0700	18	1	0				
0700 - 0800	31	2	3				
0800 - 0900	22	15	6				
0900 - 1000	15	15	4				
1000 - 1100	19	20	8				
1100 - 1200	20	26	13				
1200 - 1300	12	22	15				
1300 - 1400	9	17	16				
1400 - 1500	14	15	17				
1500 - 1600	15	18	23				
1600 - 1700	18	15	16				
1700 - 1800	21	14	17				
1800 - 1900	14	10	21				
1900 - 2000	14	11	11				
2000 - 2100	12	10	13				
2100 - 2200	5	8	12				
2200 - 2300	6	5	2				
2300 - 2400	1	11	9				

Daily Total	278	248	216				

Bi-Directional Class Count || Graphical Analysis BiDir

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Woodstock, GA

Site 2

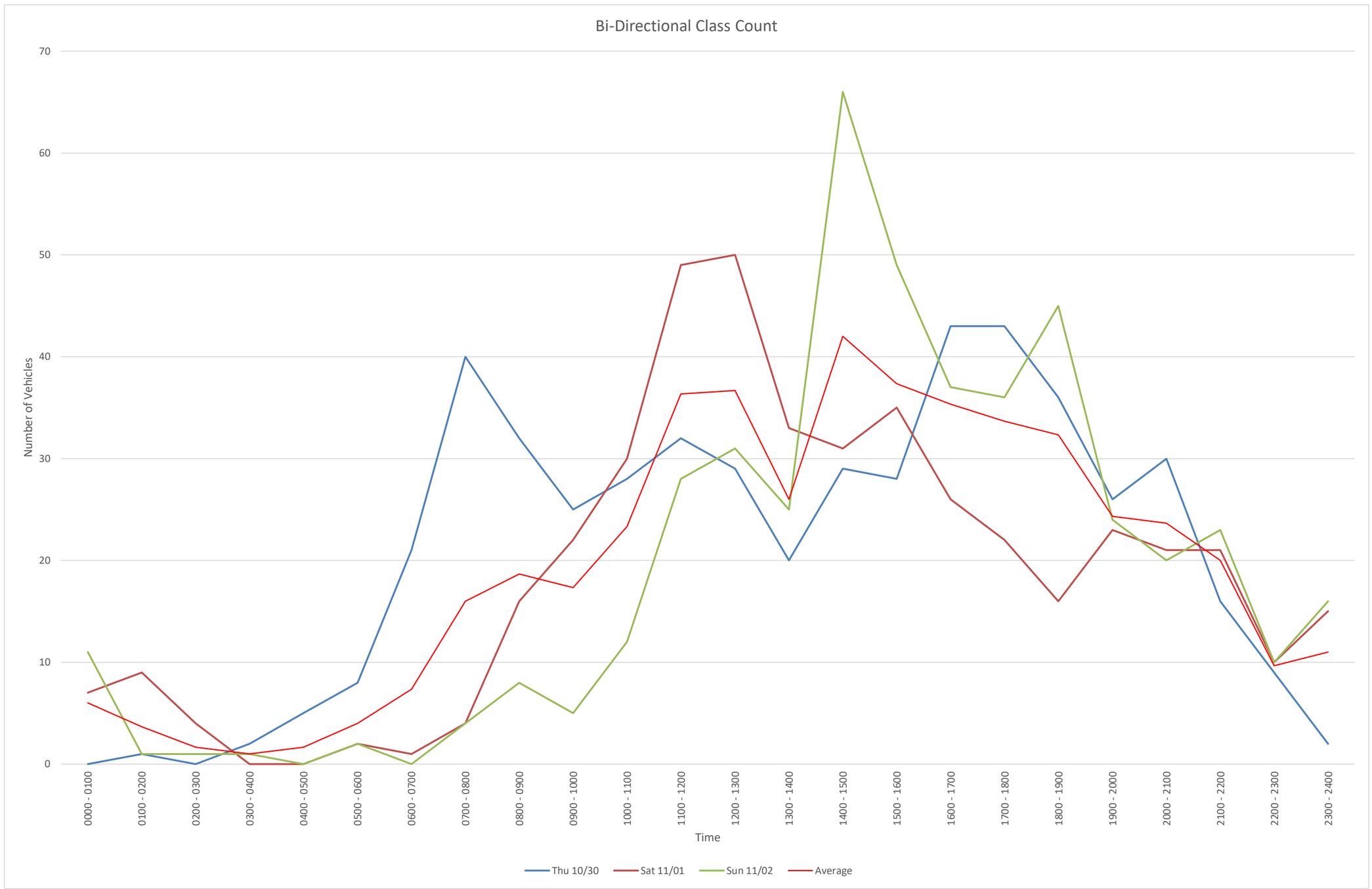
Reagan St,
north of Ridgewalk Pkwy

Lat/Long

34.118950°, -84.514584°

0000 - 2400 (Weekday 24h Session)

Graphical Analysis BiDir



Time	Thu 10/30	Sat 11/01	Sun 11/02				
0000 - 0100	0	7	11				
0100 - 0200	1	9	1				
0200 - 0300	0	4	1				
0300 - 0400	2	0	1				
0400 - 0500	5	0	0				
0500 - 0600	8	2	2				
0600 - 0700	21	1	0				
0700 - 0800	40	4	4				
0800 - 0900	32	16	8				
0900 - 1000	25	22	5				
1000 - 1100	28	30	12				
1100 - 1200	32	49	28				
1200 - 1300	29	50	31				
1300 - 1400	20	33	25				
1400 - 1500	29	31	66				
1500 - 1600	28	35	49				
1600 - 1700	43	26	37				
1700 - 1800	43	22	36				
1800 - 1900	36	16	45				
1900 - 2000	26	23	24				
2000 - 2100	30	21	20				
2100 - 2200	16	21	23				
2200 - 2300	9	10	10				
2300 - 2400	2	15	16				

Daily Total	505	447	455				

Peak Hour Turning Movement Count

Woodstock, GA

Click here for Map

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Saturday, November 1, 2025		
Fair		51°F
Period	1200 - 1800	**APPLY**
Peak Hour	1330 - 1430	**APPLY**
Global PH	1345 - 1445	**APPLY**

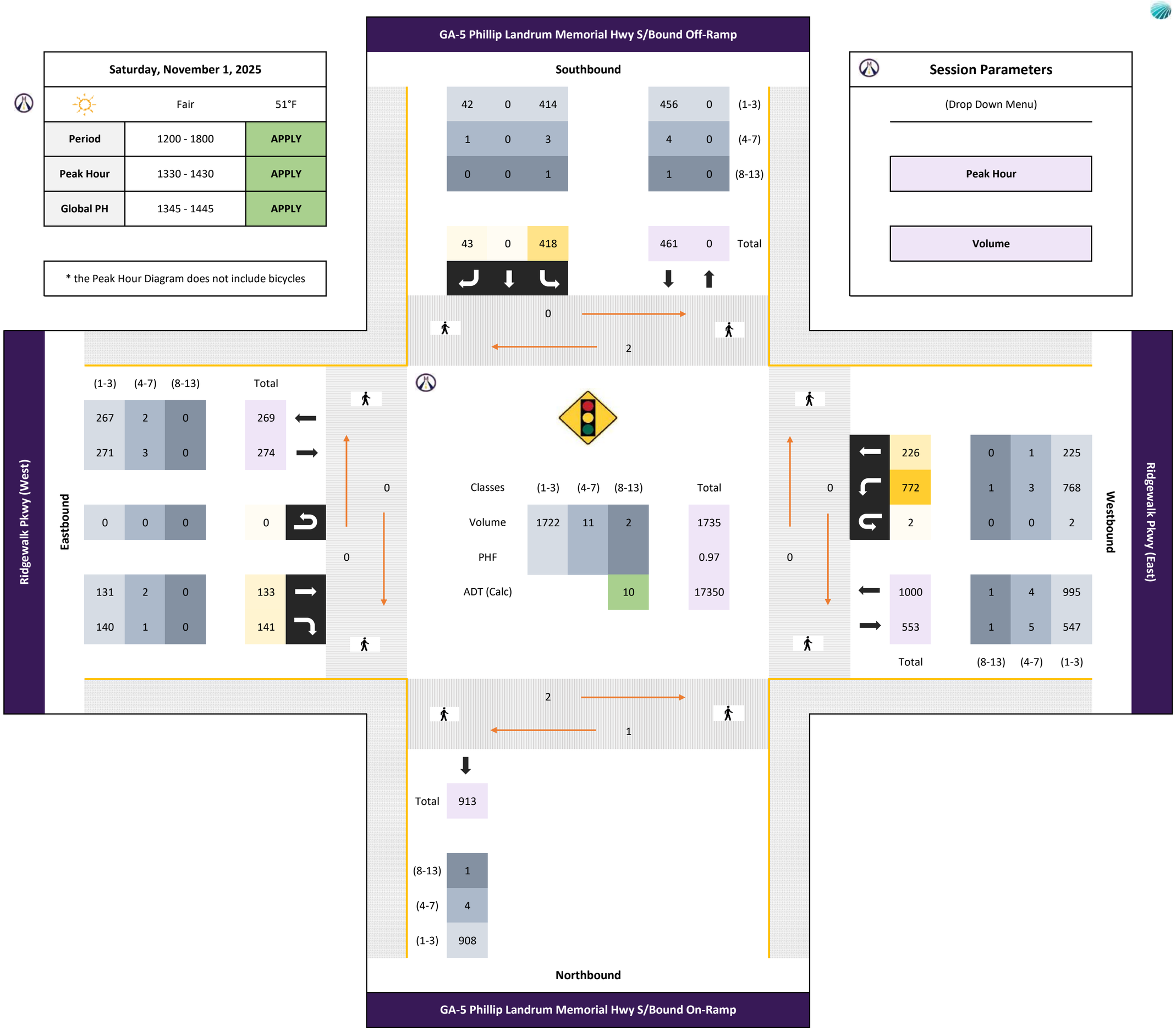
* the Peak Hour Diagram does not include bicycles

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	I-5 Phillip Landrum Memorial Hwy S/Bound On-Ra						I-5 Phillip Landrum Memorial Hwy S/Bound Off-Ra						Ridgewalk Pkwy (West)						Ridgewalk Pkwy (East)						
Time						App Total	Left 1.1	Thru 1.2	Right 1.3			App Total		Thru 1.4	Right 1.5		U-Turn 1.6	App Total	Left 1.7	Thru 1.8			U-Turn 1.9	App Total	Int Total
1330 - 1345	-	-	-	-	-	0	115	0	17	-	-	132	-	41	38	-	0	79	182	53	-	-	1	236	447
1345 - 1400	-	-	-	-	-	0	108	0	8	-	-	116	-	48	34	-	0	82	182	55	-	-	0	237	435
1400 - 1415	-	-	-	-	-	0	108	0	10	-	-	118	-	27	30	-	0	57	201	59	-	-	0	260	435
1415 - 1430	-	-	-	-	-	0	87	0	8	-	-	95	-	17	39	-	0	56	207	59	-	-	1	267	418
Total	0	0	0	0	0	0	418	0	43	0	0	461	0	133	141	0	0	274	772	226	0	0	2	1000	1735
Approach %	0.00	0.00	0.00	0.00	0.00	-	90.67	0.00	9.33	0.00	0.00	-	0.00	48.54	51.46	0.00	0.00	-	77.20	22.60	0.00	0.00	0.20	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.91	0.00	0.63	0.00	0.00	**0.87**	0.00	0.69	0.90	0.00	0.00	**0.84**	0.93	0.96	0.00	0.00	0.50	**0.94**	**0.97**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	I-5 Phillip Landrum Memorial Hwy S/Bound On-Ra						I-5 Phillip Landrum Memorial Hwy S/Bound Off-Ra						Ridgewalk Pkwy (West)						Ridgewalk Pkwy (East)						
Time						App Total	Left 1.1	Thru 1.2	Right 1.3			App Total		Thru 1.4	Right 1.5		U-Turn 1.6	App Total	Left 1.7	Thru 1.8			U-Turn 1.9	App Total	Int Total
1330 - 1345	-	-	-	-	-	0	114	0	16	-	-	130	-	39	38	-	0	77	180	52	-	-	1	233	440
1345 - 1400	-	-	-	-	-	0	107	0	8	-	-	115	-	48	34	-	0	82	182	55	-	-	0	237	434
1400 - 1415	-	-	-	-	-	0	107	0	10	-	-	117	-	27	30	-	0	57	200	59	-	-	0	259	433
1415 - 1430	-	-	-	-	-	0	86	0	8	-	-	94	-	17	38	-	0	55	206	59	-	-	1	266	415
Total	0	0	0	0	0	0	414	0	42	0	0	456	0	131	140	0	0	271	768	225	0	0	2	995	1722
Approach %	0.00	0.00	0.00	0.00	0.00	-	90.79	0.00	9.21	0.00	0.00	-	0.00	48.34	51.66	0.00	0.00	-	77.19	22.61	0.00	0.00	0.20	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.91	0.00	0.66	0.00	0.00	**0.88**	0.00	0.68	0.92	0.00	0.00	**0.83**	0.93	0.95	0.00	0.00	0.50	**0.94**	**0.98**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	I-5 Phillip Landrum Memorial Hwy S/Bound On-Ra						I-5 Phillip Landrum Memorial Hwy S/Bound Off-Ra						Ridgewalk Pkwy (West)						Ridgewalk Pkwy (East)						
Time						App Total	Left 1.1	Thru 1.2	Right 1.3			App Total		Thru 1.4	Right 1.5		U-Turn 1.6	App Total	Left 1.7	Thru 1.8			U-Turn 1.9	App Total	Int Total
1330 - 1345	-	-	-	-	-	0	0	0	1	-	-	1	-	2	0	-	0	2	1	1	-	-	0	2	5
1345 - 1400	-	-	-	-	-	0	1	0	0	-	-	1	-	0	0	-	0	0	0	0	-	-	0	0	1
1400 - 1415	-	-	-	-	-	0	1	0	0	-	-	1	-	0	0	-	0	0	1	0	-	-	0	1	2
1415 - 1430	-	-	-	-	-	0	1	0	0	-	-	1	-	0	1	-	0	1	1	0	-	-	0	1	3
Total	0	0	0	0	0	0	3	0	1	0	0	4	0	2	1	0	0	3	3	1	0	0	0	4	11
Approach %	0.00	0.00	0.00	0.00	0.00	-	75.00	0.00	25.00	0.00	0.00	-	0.00	66.67	33.33	0.00	0.00	-	75.00	25.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.75	0.00	0.25	0.00	0.00	**1.00**	0.00	0.25	0.25	0.00	0.00	**0.38**	0.75	0.25	0.00	0.00	0.00	**0.50**	**0.55**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	I-5 Phillip Landrum Memorial Hwy S/Bound On-Ra						I-5 Phillip Landrum Memorial Hwy S/Bound Off-Ra						Ridgewalk Pkwy (West)						Ridgewalk Pkwy (East)						
Time						App Total	Left 1.1	Thru 1.2	Right 1.3			App Total		Thru 1.4	Right 1.5		U-Turn 1.6	App Total	Left 1.7	Thru 1.8			U-Turn 1.9	App Total	Int Total
1330 - 1345	-	-	-	-	-	0	1	0	0	-	-	1	-	0	0	-	0	0	1	0	-	-	0	1	2
1345 - 1400	-	-	-	-	-	0	0	0	0	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	0
1400 - 1415	-	-	-	-	-	0	0	0	0	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	0
1415 - 1430	-	-	-	-	-	0	0	0	0	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	0
Total	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1	2
Approach %	0.00	0.00	0.00	0.00	0.00	-	100.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	100.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.25	0.00	0.00	0.00	0.00	**0.25**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.25	0.00	0.00	0.00	0.00	**0.25**	**0.25**

Bicycles

	Northbound						Southbound						Eastbound						Westbound						
	I-5 Phillip Landrum Memorial Hwy S/Bound On-Ra						I-5 Phillip Landrum Memorial Hwy S/Bound Off-Ra						Ridgewalk Pkwy (West)						Ridgewalk Pkwy (East)						
Time						App Total	Left 1.1	Thru 1.2	Right 1.3			App Total		Thru 1.4	Right 1.5		U-Turn 1.6	App Total	Left 1.7	Thru 1.8			U-Turn 1.9	App Total	Int Total
1330 - 1345	-	-	-	-	-	0	0	0	0	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	0
1345 - 1400	-	-	-	-	-	0	0	0	0	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	0
1400 - 1415	-	-	-	-	-	0	0	0	0	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	0
1415 - 1430	-	-	-	-	-	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	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Classified Turn Movement Count || All vehicles

Marr Traffic DATA COLLECTION

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Woodstock, GA

Site 1
GA-5 Phillip Landrum Memorial Hwy S/Bound On-Ramp
GA-5 Phillip Landrum Memorial Hwy S/Bound Off-Ramp
Ridgewalk Pkwy (West)
Ridgewalk Pkwy (East)

Date
Saturday, November 1, 2025

Lat/Long
34.124692°, -84.527202°
Click here for Map

Weather
Fair
51°F
Click here for Detailed Weather

1200 - 1800 (Saturday 6h Session) (11-01-2025)
All vehicles

	Northbound				Southbound				Eastbound				Westbound					
	GA-5 Phillip Landrum Memorial Hwy S/Bound On-Ra				GA-5 Phillip Landrum Memorial Hwy S/Bound Off-Ra				Ridgewalk Pkwy (West)				Ridgewalk Pkwy (East)					
TIME					Left 1.1	Thru 1.2	Right 1.3	App Total	Thru 1.4	Right 1.5	U-Turn 1.6	App Total	Left 1.7	Thru 1.8	U-Turn 1.9	App Total	Int Total	
1200 - 1215					113	1	7	121	34	27	0	61	195	42	0	237	419	
1215 - 1230					114	0	10	124	39	36	0	75	184	41	3	228	427	
1230 - 1245					118	1	17	136	28	38	0	66	189	51	0	240	442	
1245 - 1300					120	0	7	127	30	26	0	56	194	47	2	243	426	
Hourly Total					465	2	41	**508**	131	127	0	**258**	762	181	5	**948**	**1714**	
1300 - 1315					112	0	10	122	25	42	0	67	175	37	2	214	403	
1315 - 1330					105	0	18	123	31	32	0	63	179	39	1	219	405	
1330 - 1345					115	0	17	132	41	38	0	79	182	53	1	236	447	
1345 - 1400					108	0	8	116	48	34	0	82	182	55	0	237	435	
Hourly Total					440	0	53	**493**	145	146	0	**291**	718	184	4	**906**	**1690**	
1400 - 1415					108	0	10	118	27	30	0	57	201	59	0	260	435	
1415 - 1430					87	0	8	95	17	39	0	56	207	59	1	267	418	
1430 - 1445					94	1	12	107	27	35	0	62	200	48	0	248	417	
1445 - 1500					113	0	13	126	33	42	0	75	190	62	0	252	453	
Hourly Total					402	1	43	**446**	104	146	0	**250**	798	228	1	**1027**	**1723**	
1500 - 1515					98	0	10	108	43	30	0	73	187	59	0	246	427	
1515 - 1530					92	0	11	103	28	31	0	59	200	47	0	247	409	
1530 - 1545					100	1	10	111	17	22	0	39	197	49	0	246	396	
1545 - 1600					93	0	10	103	35	36	0	71	199	52	0	251	425	
Hourly Total					383	1	41	**425**	123	119	0	**242**	783	207	0	**990**	**1657**	
1600 - 1615					83	1	8	92	33	30	0	63	200	53	0	253	408	
1615 - 1630					90	0	11	101	32	27	0	59	202	55	0	257	417	
1630 - 1645					95	1	12	108	33	34	0	67	190	57	0	247	422	
1645 - 1700					97	0	7	104	25	23	0	48	195	53	0	248	400	
Hourly Total					365	2	38	**405**	123	114	0	**237**	787	218	0	**1005**	**1647**	
1700 - 1715					80	0	8	88	19	15	0	34	200	58	0	258	380	
1715 - 1730					89	0	14	103	22	30	0	52	187	52	0	239	394	
1730 - 1745					79	0	9	88	27	31	0	58	173	46	1	220	366	
1745 - 1800					70	0	8	78	34	24	0	58	186	65	3	254	390	
Hourly Total					318	0	39	**357**	102	100	0	**202**	746	221	4	**971**	**1530**	
Grand Total					2373	6	255	**2634**	728	752	0	**1480**	4594	1239	14	**5847**	**9961**	
Approach %					90.09	0.23	9.68	-	49.19	50.81	0.00	-	78.57	21.19	0.95	-		
Intersection %					23.82	0.06	2.56	26.44	7.31	7.55	0.00	14.86	46.12	12.44	0.14	58.70		
Heavy Vehicle %					0	0	1	**0**	0	1	-	**1**	1	1	0	**1**	**1**	
PHF					0.91	0.00	0.63	**0.87**	0.69	0.90	0.00	**0.84**	0.93	0.96	0.50	**0.94**	**0.97**	
Peak Hour Total					418	0	43	**461**	133	141	0	**274**	772	226	2	**1000**	**1735**	
Peak Hour HV %					1	0	2	**1**	2	1	0	**1**	1	0	0	**1**	**1**	

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

Marr Traffic DATA COLLECTION

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Woodstock, GA

Site 1
GA-5 Phillip Landrum Memorial Hwy S/Bound On-Ramp
GA-5 Phillip Landrum Memorial Hwy S/Bound Off-Ramp
Ridgewalk Pkwy (West)
Ridgewalk Pkwy (East)

Date
Saturday, November 1, 2025

Lat/Long
34.124692°, -84.527202°
Click here for Map

Weather
Fair
51°F
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1200 - 1800 (Saturday 6h Session) (11-01-2025)
Passenger Vehicles (1-3)

	Northbound				Southbound				Eastbound				Westbound					
	GA-5 Phillip Landrum Memorial Hwy S/Bound On-Ra				GA-5 Phillip Landrum Memorial Hwy S/Bound Off-Ra				Ridgewalk Pkwy (West)				Ridgewalk Pkwy (East)					
TIME					Left 1.1	Thru 1.2	Right 1.3	App Total	Thru 1.4	Right 1.5	U-Turn 1.6	App Total	Left 1.7	Thru 1.8	U-Turn 1.9	App Total	Int Total	
1200 - 1215					113	1	7	121	34	27	0	61	193	41	0	234	416	
1215 - 1230					114	0	10	124	39	36	0	75	183	41	3	227	426	
1230 - 1245					118	1	17	136	28	38	0	66	187	51	0	238	440	
1245 - 1300					119	0	7	126	30	26	0	56	193	47	2	242	424	
Hourly Total					464	2	41	**507**	131	127	0	**258**	756	180	5	**941**	**1706**	
1300 - 1315					111	0	10	121	25	42	0	67	172	37	2	211	399	
1315 - 1330					105	0	18	123	30	32	0	62	179	38	1	218	403	
1330 - 1345					114	0	16	130	39	38	0	77	180	52	1	233	440	
1345 - 1400					107	0	8	115	48	34	0	82	182	55	0	237	434	
Hourly Total					437	0	52	**489**	142	146	0	**288**	713	182	4	**899**	**1676**	
1400 - 1415					107	0	10	117	27	30	0	57	200	59	0	259	433	
1415 - 1430					86	0	8	94	17	38	0	55	206	59	1	266	415	
1430 - 1445					93	1	12	106	27	35	0	62	198	48	0	246	414	
1445 - 1500					113	0	13	126	33	42	0	75	189	60	0	249	450	
Hourly Total					399	1	43	**443**	104	145	0	**249**	793	226	1	**1020**	**1712**	
1500 - 1515					98	0	10	108	43	28	0	71	186	59	0	245	424	
1515 - 1530					92	0	11	103	28	31	0	59	199	47	0	246	408	
1530 - 1545					100	1	10	111	17	22	0	39	194	49	0	243	393	
1545 - 1600					93	0	10	103	34	36	0	70	196	52	0	248	421	
Hourly Total					383	1	41	**425**	122	117	0	**239**	775	207	0	**982**	**1646**	
1600 - 1615					82	1	8	91	33	30	0	63	199	53	0	252	406	
1615 - 1630					88	0	11	99	32	27	0	59	202	54	0	256	414	
1630 - 1645					95	1	12	108	33	34	0	67	188	57	0	245	420	
1645 - 1700					97	0	7	104	25	23	0	48	194	52	0	246	398	
Hourly Total					362	2	38	**402**	123	114	0	**237**	783	216	0	**999**	**1638**	
1700 - 1715					80	0	8	88	19	15	0	34	200	58	0	258	380	
1715 - 1730					89	0	13	102	22	30	0	52	187	52	0	239	393	
1730 - 1745					79	0	9	88	27	29	0	56	173	46	1	220	364	
1745 - 1800					70	0	8	78	34	24	0	58	185	65	3	253	389	
Hourly Total					318	0	38	**356**	102	98	0	**200**	745	221	4	**970**	**1526**	
Grand Total					2363	6	253	**2622**	724	747	0	**1471**	4565	1232	14	**5811**	**9904**	
Approach %					90.12	0.23	9.65	-	49.22	50.78	0.00	-	78.56	21.20	0.95	-		
Intersection %					23.86	0.06	2.55	26.47	7.31	7.54	0.00	14.85	46.09	12.44	0.14	58.67		

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

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Woodstock, GA

Site 1
GA-5 Phillip Landrum Memorial Hwy S/Bound On-Ramp
GA-5 Phillip Landrum Memorial Hwy S/Bound Off-Ramp
Ridgewalk Pkwy (West)
Ridgewalk Pkwy (East)

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1200 - 1800 (Saturday 6h Session) (11-01-2025)
Single Unit Trucks (4-7)

	Northbound				Southbound				Eastbound				Westbound					
	GA-5 Phillip Landrum Memorial Hwy S/Bound On-Ra				GA-5 Phillip Landrum Memorial Hwy S/Bound Off-Ra				Ridgewalk Pkwy (West)				Ridgewalk Pkwy (East)					
TIME					Left 1.1	Thru 1.2	Right 1.3	App Total	Thru 1.4	Right 1.5	U-Turn 1.6	App Total	Left 1.7	Thru 1.8	U-Turn 1.9	App Total	Int Total	
1200 - 1215					0	0	0	0	0	0	0	0	2	1	0	3	3	
1215 - 1230					0	0	0	0	0	0	0	0	1	0	0	1	1	
1230 - 1245					0	0	0	0	0	0	0	0	2	0	0	2	2	
1245 - 1300					1	0	0	1	0	0	0	0	1	0	0	1	2	
Hourly Total					1	0	0	**1**	0	0	0	**0**	6	1	0	**7**	**8**	
1300 - 1315					1	0	0	1	0	0	0	0	2	0	0	2	3	
1315 - 1330					0	0	0	0	1	0	0	1	0	1	0	1	2	
1330 - 1345					0	0	1	1	2	0	0	2	1	1	0	2	5	
1345 - 1400					1	0	0	1	0	0	0	0	0	0	0	0	1	
Hourly Total					2	0	1	**3**	3	0	0	**3**	3	2	0	**5**	**11**	
1400 - 1415					1	0	0	1	0	0	0	0	1	0	0	1	2	
1415 - 1430					1	0	0	1	0	1	0	1	1	0	0	1	3	
1430 - 1445					1	0	0	1	0	0	0	0	0	0	0	0	1	
1445 - 1500					0	0	0	0	0	0	0	0	1	2	0	3	3	
Hourly Total					3	0	0	**3**	0	1	0	**1**	3	2	0	**5**	**9**	
1500 - 1515					0	0	0	0	0	2	0	2	1	0	0	1	3	
1515 - 1530					0	0	0	0	0	0	0	0	1	0	0	1	1	
1530 - 1545					0	0	0	0	0	0	0	0	2	0	0	2	2	
1545 - 1600					0	0	0	0	0	0	0	0	2	0	0	2	2	
Hourly Total					0	0	0	**0**	0	2	0	**2**	6	0	0	**6**	**8**	
1600 - 1615					1	0	0	1	0	0	0	0	1	0	0	1	2	
1615 - 1630					1	0	0	1	0	0	0	0	0	1	0	1	2	
1630 - 1645					0	0	0	0	0	0	0	0	1	0	0	1	1	
1645 - 1700					0	0	0	0	0	0	0	0	0	1	0	1	1	
Hourly Total					2	0	0	**2**	0	0	0	**0**	2	2	0	**4**	**6**	
1700 - 1715					0	0	0	0	0	0	0	0	0	0	0	0	0	
1715 - 1730					0	0	1	1	0	0	0	0	0	0	0	0	1	
1730 - 1745					0	0	0	0	0	2	0	2	0	0	0	0	2	
1745 - 1800					0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total					0	0	1	**1**	0	2	0	**2**	0	0	0	**0**	**3**	
Grand Total					8	0	2	**10**	3	5	0	**8**	20	7	0	**27**	**45**	
Approach %					80.00	0.00	20.00	-	37.50	62.50	0.00	-	74.07	25.93	0.00	-		
Intersection %					17.78	0.00	4.44	22.22	6.67	11.11	0.00	17.78	44.44	15.56	0.00	60.00		

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

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Woodstock, GA

Site 1
GA-5 Phillip Landrum Memorial Hwy S/Bound On-Ramp
GA-5 Phillip Landrum Memorial Hwy S/Bound Off-Ramp
Ridgewalk Pkwy (West)
Ridgewalk Pkwy (East)

Date
Saturday, November 1, 2025

Lat/Long
34.124692°, -84.527202°
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Weather
Fair
51°F
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1200 - 1800 (Saturday 6h Session) (11-01-2025)
Combination Trucks (8-13)

	Northbound				Southbound				Eastbound				Westbound				
	GA-5 Phillip Landrum Memorial Hwy S/Bound On-Ra				GA-5 Phillip Landrum Memorial Hwy S/Bound Off-Ra				Ridgewalk Pkwy (West)				Ridgewalk Pkwy (East)				
TIME					Left 1.1	Thru 1.2	Right 1.3	App Total	Thru 1.4	Right 1.5	U-Turn 1.6	App Total	Left 1.7	Thru 1.8	U-Turn 1.9	App Total	Int Total
1200 - 1215					0	0	0	0	0	0	0	0	0	0	0	0	0
1215 - 1230					0	0	0	0	0	0	0	0	0	0	0	0	0
1230 - 1245					0	0	0	0	0	0	0	0	0	0	0	0	0
1245 - 1300					0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total					0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
1300 - 1315					0	0	0	0	0	0	0	0	1	0	0	1	1
1315 - 1330					0	0	0	0	0	0	0	0	0	0	0	0	0
1330 - 1345					1	0	0	1	0	0	0	0	1	0	0	1	2
1345 - 1400					0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total					1	0	0	**1**	0	0	0	**0**	2	0	0	**2**	**3**
1400 - 1415					0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430					0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445					0	0	0	0	0	0	0	0	2	0	0	2	2
1445 - 1500					0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total					0	0	0	**0**	0	0	0	**0**	2	0	0	**2**	**2**
1500 - 1515					0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530					0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545					0	0	0	0	0	0	0	0	1	0	0	1	1
1545 - 1600					0	0	0	0	0	0	0	0	1	0	0	1	1
Hourly Total					0	0	0	**0**	0	0	0	**0**	2	0	0	**2**	**2**
1600 - 1615					0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630					1	0	0	1	0	0	0	0	0	0	0	0	1
1630 - 1645					0	0	0	0	0	0	0	0	1	0	0	1	1
1645 - 1700					0	0	0	0	0	0	0	0	1	0	0	1	1
Hourly Total					1	0	0	**1**	0	0	0	**0**	2	0	0	**2**	**3**
1700 - 1715					0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730					0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745					0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800					0	0	0	0	0	0	0	0	1	0	0	1	1
Hourly Total					0	0	0	**0**	0	0	0	**0**	1	0	0	**1**	**1**
Grand Total					2	0	0	**2**	0	0	0	**0**	9	0	0	**9**	**11**
Approach %					100.00	0.00	0.00	-	0.00	0.00	0.00	-	100.00	0.00	0.00	-	
Intersection %					18.18	0.00	0.00	18.18	0.00	0.00	0.00	0.00	81.82	0.00	0.00	81.82	

Classified Turn Movement Count || Bicycles

Marr Traffic DATA COLLECTION

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Woodstock, GA

Site 1
GA-5 Phillip Landrum Memorial Hwy S/Bound On-Ramp
GA-5 Phillip Landrum Memorial Hwy S/Bound Off-Ramp
Ridgewalk Pkwy (West)
Ridgewalk Pkwy (East)

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1200 - 1800 (Saturday 6h Session) (11-01-2025)
Bicycles

	Northbound				Southbound				Eastbound				Westbound				
	GA-5 Phillip Landrum Memorial Hwy S/Bound On-Ra				GA-5 Phillip Landrum Memorial Hwy S/Bound Off-Ra				Ridgewalk Pkwy (West)				Ridgewalk Pkwy (East)				
TIME					Left 1.1	Thru 1.2	Right 1.3	App Total	Thru 1.4	Right 1.5	U-Turn 1.6	App Total	Left 1.7	Thru 1.8	U-Turn 1.9	App Total	Int Total
1200 - 1215					0	0	0	0	0	0	0	0	0	0	0	0	0
1215 - 1230					0	0	0	0	0	0	0	0	0	0	0	0	0
1230 - 1245					0	0	0	0	0	0	0	0	0	0	0	0	0
1245 - 1300					0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total					0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
1300 - 1315					0	0	0	0	0	0	0	0	0	0	0	0	0
1315 - 1330					0	0	0	0	0	0	0	0	0	0	0	0	0
1330 - 1345					0	0	0	0	0	0	0	0	0	0	0	0	0
1345 - 1400					0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total					0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
1400 - 1415					0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430					0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445					0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500					0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total					0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
1500 - 1515					0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530					0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545					0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600					0	0	0	0	1	0	0	1	0	0	0	0	1
Hourly Total					0	0	0	**0**	1	0	0	**1**	0	0	0	**0**	**1**
1600 - 1615					0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630					0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645					0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700					0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total					0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
1700 - 1715					0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730					0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745					0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800					0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total					0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Grand Total					0	0	0	**0**	1	0	0	**1**	0	0	0	**0**	**1**
Approach %					0.00	0.00	0.00	-	100.00	0.00	0.00	-	0.00	0.00	0.00	-	
Intersection %					0.00	0.00	0.00	0.00	100.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	

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

Marr Traffic DATA COLLECTION

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Woodstock, GA

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Ridgewalk Pkwy (West)
Ridgewalk Pkwy (East)

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1200 - 1800 (Saturday 6h Session) (11-01-2025)
All Trucks (4-13)

	Northbound				Southbound				Eastbound				Westbound					
	GA-5 Phillip Landrum Memorial Hwy S/Bound On-Ra				GA-5 Phillip Landrum Memorial Hwy S/Bound Off-Ra				Ridgewalk Pkwy (West)				Ridgewalk Pkwy (East)					
TIME	Left 1.1	Thru 1.2	Right 1.3	App Total	Left 1.1	Thru 1.2	Right 1.3	App Total	Thru 1.4	Right 1.5	U-Turn 1.6	App Total	Left 1.7	Thru 1.8	U-Turn 1.9	App Total	Int Total	
1200 - 1215					0	0	0	0	0	0	0	0	2	1	0	3	3	
1215 - 1230					0	0	0	0	0	0	0	0	1	0	0	1	1	
1230 - 1245					0	0	0	0	0	0	0	0	2	0	0	2	2	
1245 - 1300					1	0	0	1	0	0	0	0	1	0	0	1	2	
Hourly Total					1	0	0	**1**	0	0	0	**0**	6	1	0	**7**	**8**	
1300 - 1315					1	0	0	1	0	0	0	0	3	0	0	3	4	
1315 - 1330					0	0	0	0	1	0	0	1	0	1	0	1	2	
1330 - 1345					1	0	1	2	2	0	0	2	2	1	0	3	7	
1345 - 1400					1	0	0	1	0	0	0	0	0	0	0	0	1	
Hourly Total					3	0	1	**4**	3	0	0	**3**	5	2	0	**7**	**14**	
1400 - 1415					1	0	0	1	0	0	0	0	1	0	0	1	2	
1415 - 1430					1	0	0	1	0	1	0	1	1	0	0	1	3	
1430 - 1445					1	0	0	1	0	0	0	0	2	0	0	2	3	
1445 - 1500					0	0	0	0	0	0	0	0	1	2	0	3	3	
Hourly Total					3	0	0	**3**	0	1	0	**1**	5	2	0	**7**	**11**	
1500 - 1515					0	0	0	0	0	2	0	2	1	0	0	1	3	
1515 - 1530					0	0	0	0	0	0	0	0	1	0	0	1	1	
1530 - 1545					0	0	0	0	0	0	0	0	3	0	0	3	3	
1545 - 1600					0	0	0	0	0	0	0	0	3	0	0	3	3	
Hourly Total					0	0	0	**0**	0	2	0	**2**	8	0	0	**8**	**10**	
1600 - 1615					1	0	0	1	0	0	0	0	1	0	0	1	2	
1615 - 1630					2	0	0	2	0	0	0	0	0	1	0	1	3	
1630 - 1645					0	0	0	0	0	0	0	0	2	0	0	2	2	
1645 - 1700					0	0	0	0	0	0	0	0	1	1	0	2	2	
Hourly Total					3	0	0	**3**	0	0	0	**0**	4	2	0	**6**	**9**	
1700 - 1715					0	0	0	0	0	0	0	0	0	0	0	0	0	
1715 - 1730					0	0	1	1	0	0	0	0	0	0	0	0	1	
1730 - 1745					0	0	0	0	0	2	0	2	0	0	0	0	2	
1745 - 1800					0	0	0	0	0	0	0	0	1	0	0	1	1	
Hourly Total					0	0	1	**1**	0	2	0	**2**	1	0	0	**1**	**4**	
Grand Total					10	0	2	**12**	3	5	0	**8**	29	7	0	**36**	**56**	
Approach %					83.33	0.00	16.67	-	37.50	62.50	0.00	-	80.56	19.44	0.00	-		
Intersection %					17.86	0.00	3.57	21.43	5.36	8.93	0.00	14.29	51.79	12.50	0.00	64.29		

Crosswalk Counts || Pedestrians

Marr Traffic DATA COLLECTION

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Woodstock, GA

Site 1
GA-5 Phillip Landrum Memorial Hwy S/Bound On-Ramp
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Ridgewalk Pkwy (West)
Ridgewalk Pkwy (East)

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1200 - 1800 (Saturday 6h Session) (11-01-2025)
Pedestrians

	Northbound			Southbound			Eastbound			Westbound				
	GA-5 Phillip Landrum Memorial Hwy S Bound On-Ra			GA-5 Phillip Landrum Memorial Hwy S Bound Off-Ra			Ridgewalk Pkwy (West)			Ridgewalk Pkwy (East)				
TIME	EB 1a	WB 1b	App Total	EB 1c	WB 1d	App Total	NB 1e	SB 1f	App Total	NB 1g	SB 1h	App Total	Int Total
1200 - 1215	1	1	2	0	0	0	0	0	0	0	0	0	2
1215 - 1230	0	0	0	0	0	0	0	0	0	0	0	0	0
1230 - 1245	0	1	1	0	0	0	0	0	0	0	0	0	1
1245 - 1300	1	0	1	0	0	0	0	0	0	0	0	0	1
Hourly Total	2	2	**4**	0	0	**0**	0	0	**0**	0	0	**0**	**4**
1300 - 1315	1	0	1	0	0	0	0	0	0	0	0	0	1
1315 - 1330	0	0	0	0	0	0	0	0	0	0	0	0	0
1330 - 1345	0	0	0	0	0	0	0	0	0	0	0	0	0
1345 - 1400	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	0	**1**	0	0	**0**	0	0	**0**	0	0	**0**	**1**
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	2	0	2	0	0	0	0	0	0	0	0	0	2
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	2	0	**2**	0	0	**0**	0	0	**0**	0	0	**0**	**2**
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	1	0	1	0	0	0	0	0	0	0	0	0	1
1530 - 1545	0	2	2	0	0	0	0	0	0	0	0	0	2
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	2	**3**	0	0	**0**	0	0	**0**	0	0	**0**	**3**
1600 - 1615	1	0	1	0	0	0	0	0	0	0	0	0	1
1615 - 1630	1	1	2	0	0	0	0	0	0	0	0	0	2
1630 - 1645	0	2	2	0	0	0	0	0	0	0	0	0	2
1645 - 1700	1	0	1	0	0	0	0	0	0	0	0	0	1
Hourly Total	3	3	**6**	0	0	**0**	0	0	**0**	0	0	**0**	**6**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	9	7	**16**	0	0	**0**	0	0	**0**	0	0	**0**	**16**
Approach %	56.25	43.75	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	56.25	43.75	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Crosswalk Counts || Bicycles

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1200 - 1800 (Saturday 6h Session) (11-01-2025)
Bicycles

	Northbound			Southbound			Eastbound			Westbound				
	GA-5 Phillip Landrum Memorial Hwy S Bound On-Ra			GA-5 Phillip Landrum Memorial Hwy S Bound Off-Ra			Ridgewalk Pkwy (West)			Ridgewalk Pkwy (East)				
TIME	EB 1a	WB 1b	App Total	EB 1c	WB 1d	App Total	NB 1e	SB 1f	App Total	NB 1g	SB 1h	App Total	App Total	Int Total
1200 - 1215	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1215 - 1230	1	0	1	0	0	0	0	0	0	0	0	0	0	1
1230 - 1245	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1245 - 1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	0	**1**	0	0	**0**	0	0	**0**	0	0	**0**	**0**	**1**
1300 - 1315	0	0	0	1	0	1	1	0	1	0	0	0	0	2
1315 - 1330	0	2	2	0	0	0	0	0	0	0	0	0	0	2
1330 - 1345	0	1	1	0	1	1	0	0	0	0	0	0	0	2
1345 - 1400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	3	**3**	1	1	**2**	1	0	**1**	0	0	**0**	**0**	**6**
1400 - 1415	0	0	0	0	1	1	0	0	0	0	0	0	0	1
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	1	**1**	0	0	**0**	0	0	**0**	**0**	**1**
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**	**0**
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	1	0	1	0	0	0	0	0	0	0	0	0	0	1
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	0	**1**	0	0	**0**	0	0	**0**	0	0	**0**	**0**	**1**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	1	1	2	0	2	0	0	0	0	0	0	0	3
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	1	**1**	2	0	**2**	0	0	**0**	0	0	**0**	**0**	**3**
Grand Total	2	4	**6**	3	2	**5**	1	0	**1**	0	0	**0**	**0**	**12**
Approach %	33.33	66.67	-	60.00	40.00	-	100.00	0.00	-	0.00	0.00	-	-	
Intersection %	16.67	33.33	50.00	25.00	16.67	41.67	8.33	0.00	8.33	0.00	0.00	0.00		

Crosswalk Counts || Motorized Vehicles

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Motorized Vehicles

	Northbound			Southbound			Eastbound			Westbound				
	GA-5 Phillip Landrum Memorial Hwy S Bound On-Ra			GA-5 Phillip Landrum Memorial Hwy S Bound Off-Ra			Ridgewalk Pkwy (West)			Ridgewalk Pkwy (East)				
TIME	EB 1a	WB 1b	App Total	EB 1c	WB 1d	App Total	NB 1e	SB 1f	App Total	NB 1g	SB 1h	App Total	Int Total
1200 - 1215	0	0	0	0	0	0	0	0	0	0	0	0	0
1215 - 1230	0	0	0	0	0	0	0	0	0	0	0	0	0
1230 - 1245	0	0	0	0	0	0	0	0	0	0	0	0	0
1245 - 1300	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1300 - 1315	0	1	1	0	0	0	0	0	0	0	0	0	1
1315 - 1330	0	0	0	0	0	0	0	0	0	0	0	0	0
1330 - 1345	0	0	0	0	0	0	0	0	0	0	0	0	0
1345 - 1400	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	1	**1**	0	0	**0**	0	0	**0**	0	0	**0**	**1**
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	1	**1**	0	0	**0**	0	0	**0**	0	0	**0**	**1**
Approach %	0.00	100.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	100.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Peak Hour Turning Movement Count

Woodstock, GA

Click here for Map

Marr Traffic DATA COLLECTION

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Sunday, November 2, 2025		
	Cloudy	50°F
Period	1200 - 1800	APPLY
Peak Hour	1400 - 1500	APPLY
Global PH	1415 - 1515	APPLY

* the Peak Hour Diagram does not include bicycles



All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	I-5 Phillip	Landrum	Memorial	Hwy S/Bound	On-Ra		I-5 Phillip	Landrum	Memorial	Hwy S/Bound	Off-Ra		Ridgewalk Pkwy (West)						Ridgewalk Pkwy (East)						
Time						App Total	Left 1.1	Thru 1.2	Right 1.3			App Total		Thru 1.4	Right 1.5		U-Turn 1.6	App Total	Left 1.7	Thru 1.8			U-Turn 1.9	App Total	Int Total
1400 - 1415	-	-	-	-	-	0	110	1	28	-	-	139	-	26	30	-	0	56	201	45	-	-	0	246	441
1415 - 1430	-	-	-	-	-	0	109	0	19	-	-	128	-	28	46	-	0	74	203	40	-	-	0	243	445
1430 - 1445	-	-	-	-	-	0	115	0	19	-	-	134	-	46	34	-	0	80	184	54	-	-	0	238	452
1445 - 1500	-	-	-	-	-	0	112	0	13	-	-	125	-	22	23	-	0	45	182	54	-	-	1	237	407
Total	0	0	0	0	0	0	446	1	79	0	0	526	0	122	133	0	0	255	770	193	0	0	1	964	1745
Approach %	0.00	0.00	0.00	0.00	0.00	-	84.79	0.19	15.02	0.00	0.00	-	0.00	47.84	52.16	0.00	0.00	-	79.88	20.02	0.00	0.00	0.10	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.97	0.25	0.71	0.00	0.00	**0.95**	0.00	0.66	0.72	0.00	0.00	**0.80**	0.95	0.89	0.00	0.00	0.25	**0.98**	**0.97**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	I-5 Phillip	Landrum	Memorial	Hwy S/Bound	On-Ra		I-5 Phillip	Landrum	Memorial	Hwy S/Bound	Off-Ra		Ridgewalk Pkwy (West)						Ridgewalk Pkwy (East)						
Time						App Total	Left 1.1	Thru 1.2	Right 1.3			App Total		Thru 1.4	Right 1.5		U-Turn 1.6	App Total	Left 1.7	Thru 1.8			U-Turn 1.9	App Total	Int Total
1400 - 1415	-	-	-	-	-	0	110	1	28	-	-	139	-	26	30	-	0	56	200	45	-	-	0	245	440
1415 - 1430	-	-	-	-	-	0	109	0	19	-	-	128	-	28	46	-	0	74	203	40	-	-	0	243	445
1430 - 1445	-	-	-	-	-	0	115	0	18	-	-	133	-	45	34	-	0	79	183	53	-	-	0	236	448
1445 - 1500	-	-	-	-	-	0	112	0	13	-	-	125	-	22	23	-	0	45	180	54	-	-	1	235	405
Total	0	0	0	0	0	0	446	1	78	0	0	525	0	121	133	0	0	254	766	192	0	0	1	959	1738
Approach %	0.00	0.00	0.00	0.00	0.00	-	84.95	0.19	14.86	0.00	0.00	-	0.00	47.64	52.36	0.00	0.00	-	79.87	20.02	0.00	0.00	0.10	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.97	0.25	0.70	0.00	0.00	**0.94**	0.00	0.67	0.72	0.00	0.00	**0.80**	0.94	0.89	0.00	0.00	0.25	**0.98**	**0.97**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	I-5 Phillip	Landrum	Memorial	Hwy S/Bound	On-Ra		I-5 Phillip	Landrum	Memorial	Hwy S/Bound	Off-Ra		Ridgewalk Pkwy (West)						Ridgewalk Pkwy (East)						
Time						App Total	Left 1.1	Thru 1.2	Right 1.3			App Total		Thru 1.4	Right 1.5		U-Turn 1.6	App Total	Left 1.7	Thru 1.8			U-Turn 1.9	App Total	Int Total
1400 - 1415	-	-	-	-	-	0	0	0	0	-	-	0	-	0	0	-	0	0	1	0	-	-	0	1	1
1415 - 1430	-	-	-	-	-	0	0	0	0	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	0
1430 - 1445	-	-	-	-	-	0	0	0	1	-	-	1	-	1	0	-	0	1	1	0	-	-	0	1	3
1445 - 1500	-	-	-	-	-	0	0	0	0	-	-	0	-	0	0	-	0	0	2	0	-	-	0	2	2
Total	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	0	1	4	0	0	0	0	4	6
Approach %	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	0.00	-	100.00	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	0.00	0.00	**0.25**	0.00	0.25	0.00	0.00	0.00	**0.25**	0.50	0.00	0.00	0.00	0.00	**0.50**	**0.50**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	I-5 Phillip	Landrum	Memorial	Hwy S/Bound	On-Ra		I-5 Phillip	Landrum	Memorial	Hwy S/Bound	Off-Ra		Ridgewalk Pkwy (West)						Ridgewalk Pkwy (East)						
Time						App Total	Left 1.1	Thru 1.2	Right 1.3			App Total		Thru 1.4	Right 1.5		U-Turn 1.6	App Total	Left 1.7	Thru 1.8			U-Turn 1.9	App Total	Int Total
1400 - 1415	-	-	-	-	-	0	0	0	0	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	0
1415 - 1430	-	-	-	-	-	0	0	0	0	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	0
1430 - 1445	-	-	-	-	-	0	0	0	0	-	-	0	-	0	0	-	0	0	0	1	-	-	0	1	1
1445 - 1500	-	-	-	-	-	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	1	0	0	0	1	1
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.25	0.00	0.00	0.00	**0.25**	**0.25**

Bicycles

	Northbound						Southbound						Eastbound						Westbound						
	I-5 Phillip	Landrum	Memorial	Hwy S/Bound	On-Ra		I-5 Phillip	Landrum	Memorial	Hwy S/Bound	Off-Ra		Ridgewalk Pkwy (West)						Ridgewalk Pkwy (East)						
Time						App Total	Left 1.1	Thru 1.2	Right 1.3			App Total		Thru 1.4	Right 1.5		U-Turn 1.6	App Total	Left 1.7	Thru 1.8			U-Turn 1.9	App Total	Int Total
1400 - 1415	-	-	-	-	-	0	0	0	0	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	0
1415 - 1430	-	-	-	-	-	0	0	0	0	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	0
1430 - 1445	-	-	-	-	-	0	0	0	0	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	0
1445 - 1500	-	-	-	-	-	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	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Classified Turn Movement Count || All vehicles

Marr Traffic DATA COLLECTION

Woodstock, GA

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Site 1
GA-5 Phillip Landrum Memorial Hwy S/Bound On-Ramp
GA-5 Phillip Landrum Memorial Hwy S/Bound Off-Ramp
Ridgewalk Pkwy (West)
Ridgewalk Pkwy (East)

Date
Sunday, November 2, 2025

Lat/Long
34.124692°, -84.527202°
Click here for Map

Weather
Cloudy
50°F
Click here for Detailed Weather

1200 - 1800 (Sunday 6h Session) (11-02-2025)
All vehicles

	Northbound	Southbound				Eastbound				Westbound				
	GA-5 Phillip Landrum Memorial Hwy S/Bound On-Ra	GA-5 Phillip Landrum Memorial Hwy S/Bound Off-Ra				Ridgewalk Pkwy (West)				Ridgewalk Pkwy (East)				
		Left	Thru	Right	App	Thru	Right	U-Turn	App	Left	Thru	U-Turn	App	Int
TIME		1.1	1.2	1.3	Total	1.4	1.5	1.6	Total	1.7	1.8	1.9	Total	Total
1200 - 1215		87	0	5	92	29	23	0	52	133	30	0	163	307
1215 - 1230		102	0	9	111	22	18	0	40	195	24	0	219	370
1230 - 1245		145	0	10	155	39	35	0	74	170	29	0	199	428
1245 - 1300		162	1	9	172	40	25	0	65	127	42	0	169	406
Hourly Total		496	1	33	**530**	130	101	0	**231**	625	125	0	**750**	**1511**
1300 - 1315		113	0	10	123	34	25	0	59	137	34	0	171	353
1315 - 1330		116	0	10	126	28	30	0	58	126	36	0	162	346
1330 - 1345		108	0	7	115	23	25	0	48	151	29	0	180	343
1345 - 1400		114	0	15	129	33	28	0	61	135	44	0	179	369
Hourly Total		451	0	42	**493**	118	108	0	**226**	549	143	0	**692**	**1411**
1400 - 1415		110	1	28	139	26	30	0	56	201	45	0	246	441
1415 - 1430		109	0	19	128	28	46	0	74	203	40	0	243	445
1430 - 1445		115	0	19	134	46	34	0	80	184	54	0	238	452
1445 - 1500		112	0	13	125	22	23	0	45	182	54	1	237	407
Hourly Total		446	1	79	**526**	122	133	0	**255**	770	193	1	**964**	**1745**
1500 - 1515		101	0	12	113	32	33	0	65	194	66	0	260	438
1515 - 1530		98	0	13	111	33	29	0	62	201	49	0	250	423
1530 - 1545		102	1	9	112	26	25	0	51	185	31	0	216	379
1545 - 1600		100	0	14	114	31	27	0	58	176	58	1	235	407
Hourly Total		401	1	48	**450**	122	114	0	**236**	756	204	1	**961**	**1647**
1600 - 1615		98	0	11	109	35	36	0	71	194	57	0	251	431
1615 - 1630		86	0	8	94	16	19	0	35	200	52	1	253	382
1630 - 1645		106	0	15	121	27	24	0	51	199	49	1	249	421
1645 - 1700		105	0	9	114	27	28	0	55	190	62	1	253	422
Hourly Total		395	0	43	**438**	105	107	0	**212**	783	220	3	**1006**	**1656**
1700 - 1715		101	0	15	116	24	19	0	43	194	52	0	246	405
1715 - 1730		82	0	12	94	32	23	0	55	162	42	1	205	354
1730 - 1745		90	1	11	102	30	34	0	64	194	47	1	242	408
1745 - 1800		85	2	14	101	29	13	0	42	176	45	1	222	365
Hourly Total		358	3	52	**413**	115	89	0	**204**	726	186	3	**915**	**1532**
Grand Total		2547	6	297	**2850**	712	652	0	**1364**	4209	1071	8	**5288**	**9502**
Approach %		89.37	0.21	10.42	-	52.20	47.80	0.00	-	79.60	20.25	0.59	-	
Intersection %		26.80	0.06	3.13	29.99	7.49	6.86	0.00	14.35	44.30	11.27	0.08	55.65	
Heavy Vehicle %		0	0	0	**0**	0	0	-	**0**	0	0	0	**0**	**0**
PHF		0.97	0.25	0.71	**0.95**	0.66	0.72	0.00	**0.80**	0.95	0.89	0.25	**0.98**	**0.97**
Peak Hour Total		446	1	79	**526**	122	133	0	**255**	770	193	1	**964**	**1745**
Peak Hour HV %		0	0	1	**0**	1	0	0	**0**	1	1	0	**1**	**0**

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

Marr Traffic DATA COLLECTION

Woodstock, GA

www.marrtraffic.com

Site 1
GA-5 Phillip Landrum Memorial Hwy S/Bound On-Ramp
GA-5 Phillip Landrum Memorial Hwy S/Bound Off-Ramp
Ridgewalk Pkwy (West)
Ridgewalk Pkwy (East)

Date
Sunday, November 2, 2025

Lat/Long
34.124692°, -84.527202°
Click here for Map

Weather
Cloudy
50°F
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1200 - 1800 (Sunday 6h Session) (11-02-2025)
Passenger Vehicles (1-3)

	Northbound				Southbound				Eastbound				Westbound				
	GA-5 Phillip Landrum Memorial Hwy S/Bound On-Ra				GA-5 Phillip Landrum Memorial Hwy S/Bound Off-Ra				Ridgewalk Pkwy (West)				Ridgewalk Pkwy (East)				
TIME					Left	Thru	Right	App	Thru	Right	U-Turn	App	Left	Thru	U-Turn	App	Int
					1.1	1.2	1.3	Total	1.4	1.5	1.6	Total	1.7	1.8	1.9	Total	Total
1200 - 1215					87	0	5	92	29	23	0	52	133	30	0	163	307
1215 - 1230					101	0	9	110	22	17	0	39	195	24	0	219	368
1230 - 1245					144	0	10	154	39	35	0	74	169	29	0	198	426
1245 - 1300					162	1	9	172	40	25	0	65	126	42	0	168	405
Hourly Total					494	1	33	**528**	130	100	0	**230**	623	125	0	**748**	**1506**
1300 - 1315					112	0	10	122	34	25	0	59	136	34	0	170	351
1315 - 1330					116	0	10	126	28	30	0	58	126	36	0	162	346
1330 - 1345					108	0	7	115	23	25	0	48	151	29	0	180	343
1345 - 1400					114	0	15	129	33	28	0	61	135	44	0	179	369
Hourly Total					450	0	42	**492**	118	108	0	**226**	548	143	0	**691**	**1409**
1400 - 1415					110	1	28	139	26	30	0	56	200	45	0	245	440
1415 - 1430					109	0	19	128	28	46	0	74	203	40	0	243	445
1430 - 1445					115	0	18	133	45	34	0	79	183	53	0	236	448
1445 - 1500					112	0	13	125	22	23	0	45	180	54	1	235	405
Hourly Total					446	1	78	**525**	121	133	0	**254**	766	192	1	**959**	**1738**
1500 - 1515					101	0	12	113	31	33	0	64	192	66	0	258	435
1515 - 1530					98	0	13	111	33	29	0	62	201	49	0	250	423
1530 - 1545					102	1	9	112	26	25	0	51	185	31	0	216	379
1545 - 1600					100	0	14	114	31	27	0	58	176	58	1	235	407
Hourly Total					401	1	48	**450**	121	114	0	**235**	754	204	1	**959**	**1644**
1600 - 1615					98	0	11	109	35	36	0	71	194	57	0	251	431
1615 - 1630					86	0	8	94	16	19	0	35	199	52	1	252	381
1630 - 1645					106	0	15	121	27	24	0	51	198	49	1	248	420
1645 - 1700					104	0	9	113	27	28	0	55	187	62	1	250	418
Hourly Total					394	0	43	**437**	105	107	0	**212**	778	220	3	**1001**	**1650**
1700 - 1715					101	0	15	116	24	19	0	43	192	52	0	244	403
1715 - 1730					82	0	12	94	32	23	0	55	161	42	1	204	353
1730 - 1745					90	1	11	102	30	34	0	64	194	47	1	242	408
1745 - 1800					85	2	14	101	29	13	0	42	176	45	1	222	365
Hourly Total					358	3	52	**413**	115	89	0	**204**	723	186	3	**912**	**1529**
Grand Total					2543	6	296	**2845**	710	651	0	**1361**	4192	1070	8	**5270**	**9476**
Approach %					89.38	0.21	10.40	-	52.17	47.83	0.00	-	79.54	20.30	0.59	-	
Intersection %					26.84	0.06	3.12	30.02	7.49	6.87	0.00	14.36	44.24	11.29	0.08	55.61	

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

Marr Traffic DATA COLLECTION

Woodstock, GA

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Site 1
GA-5 Phillip Landrum Memorial Hwy S/Bound On-Ramp
GA-5 Phillip Landrum Memorial Hwy S/Bound Off-Ramp
Ridgewalk Pkwy (West)
Ridgewalk Pkwy (East)

Date
Sunday, November 2, 2025

Lat/Long
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Weather
Cloudy
50°F
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1200 - 1800 (Sunday 6h Session) (11-02-2025)
Single Unit Trucks (4-7)

	Northbound				Southbound				Eastbound				Westbound				
	GA-5 Phillip Landrum Memorial Hwy S/Bound On-Ra				GA-5 Phillip Landrum Memorial Hwy S/Bound Off-Ra				Ridgewalk Pkwy (West)				Ridgewalk Pkwy (East)				
TIME					Left 1.1	Thru 1.2	Right 1.3	App Total	Thru 1.4	Right 1.5	U-Turn 1.6	App Total	Left 1.7	Thru 1.8		U-Turn 1.9	App Total	Int Total
1200 - 1215					0	0	0	0	0	0	0	0	0	0		0	0	0
1215 - 1230					1	0	0	1	0	1	0	1	0	0		0	0	2
1230 - 1245					1	0	0	1	0	0	0	0	0	0		0	0	1
1245 - 1300					0	0	0	0	0	0	0	0	0	0		0	0	0
Hourly Total					2	0	0	**2**	0	1	0	**1**	0	0		0	**0**	**3**
1300 - 1315					1	0	0	1	0	0	0	0	1	0		0	1	2
1315 - 1330					0	0	0	0	0	0	0	0	0	0		0	0	0
1330 - 1345					0	0	0	0	0	0	0	0	0	0		0	0	0
1345 - 1400					0	0	0	0	0	0	0	0	0	0		0	0	0
Hourly Total					1	0	0	**1**	0	0	0	**0**	1	0		0	**1**	**2**
1400 - 1415					0	0	0	0	0	0	0	0	1	0		0	1	1
1415 - 1430					0	0	0	0	0	0	0	0	0	0		0	0	0
1430 - 1445					0	0	1	1	1	0	0	1	1	0		0	1	3
1445 - 1500					0	0	0	0	0	0	0	0	2	0		0	2	2
Hourly Total					0	0	1	**1**	1	0	0	**1**	4	0		0	**4**	**6**
1500 - 1515					0	0	0	0	1	0	0	1	2	0		0	2	3
1515 - 1530					0	0	0	0	0	0	0	0	0	0		0	0	0
1530 - 1545					0	0	0	0	0	0	0	0	0	0		0	0	0
1545 - 1600					0	0	0	0	0	0	0	0	0	0		0	0	0
Hourly Total					0	0	0	**0**	1	0	0	**1**	2	0		0	**2**	**3**
1600 - 1615					0	0	0	0	0	0	0	0	0	0		0	0	0
1615 - 1630					0	0	0	0	0	0	0	0	1	0		0	1	1
1630 - 1645					0	0	0	0	0	0	0	0	1	0		0	1	1
1645 - 1700					1	0	0	1	0	0	0	0	2	0		0	2	3
Hourly Total					1	0	0	**1**	0	0	0	**0**	4	0		0	**4**	**5**
1700 - 1715					0	0	0	0	0	0	0	0	2	0		0	2	2
1715 - 1730					0	0	0	0	0	0	0	0	1	0		0	1	1
1730 - 1745					0	0	0	0	0	0	0	0	0	0		0	0	0
1745 - 1800					0	0	0	0	0	0	0	0	0	0		0	0	0
Hourly Total					0	0	0	**0**	0	0	0	**0**	3	0		0	**3**	**3**
Grand Total					4	0	1	**5**	2	1	0	**3**	14	0		0	**14**	**22**
Approach %					80.00	0.00	20.00	-	66.67	33.33	0.00	-	100.00	0.00		0.00	-	
Intersection %					18.18	0.00	4.55	22.73	9.09	4.55	0.00	13.64	63.64	0.00		0.00	63.64	

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

Marr Traffic DATA COLLECTION

Woodstock, GA

www.marrtraffic.com

Site 1
GA-5 Phillip Landrum Memorial Hwy S/Bound On-Ramp
GA-5 Phillip Landrum Memorial Hwy S/Bound Off-Ramp
Ridgewalk Pkwy (West)
Ridgewalk Pkwy (East)

Date
Sunday, November 2, 2025

Lat/Long
34.124692°, -84.527202°
Click here for Map

Weather
Cloudy
50°F
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1200 - 1800 (Sunday 6h Session) (11-02-2025)
Combination Trucks (8-13)

	Northbound				Southbound				Eastbound				Westbound				
	GA-5 Phillip Landrum Memorial Hwy S/Bound On-Ra				GA-5 Phillip Landrum Memorial Hwy S/Bound Off-Ra				Ridgewalk Pkwy (West)				Ridgewalk Pkwy (East)				
TIME					Left 1.1	Thru 1.2	Right 1.3	App Total	Thru 1.4	Right 1.5	U-Turn 1.6	App Total	Left 1.7	Thru 1.8		U-Turn 1.9	App Total	Int Total
1200 - 1215					0	0	0	0	0	0	0	0	0	0		0	0	0
1215 - 1230					0	0	0	0	0	0	0	0	0	0		0	0	0
1230 - 1245					0	0	0	0	0	0	0	0	1	0		0	1	1
1245 - 1300					0	0	0	0	0	0	0	0	1	0		0	1	1
Hourly Total					0	0	0	**0**	0	0	0	**0**	2	0		0	**2**	**2**
1300 - 1315					0	0	0	0	0	0	0	0	0	0		0	0	0
1315 - 1330					0	0	0	0	0	0	0	0	0	0		0	0	0
1330 - 1345					0	0	0	0	0	0	0	0	0	0		0	0	0
1345 - 1400					0	0	0	0	0	0	0	0	0	0		0	0	0
Hourly Total					0	0	0	**0**	0	0	0	**0**	0	0		0	**0**	**0**
1400 - 1415					0	0	0	0	0	0	0	0	0	0		0	0	0
1415 - 1430					0	0	0	0	0	0	0	0	0	0		0	0	0
1430 - 1445					0	0	0	0	0	0	0	0	0	1		0	1	1
1445 - 1500					0	0	0	0	0	0	0	0	0	0		0	0	0
Hourly Total					0	0	0	**0**	0	0	0	**0**	0	1		0	**1**	**1**
1500 - 1515					0	0	0	0	0	0	0	0	0	0		0	0	0
1515 - 1530					0	0	0	0	0	0	0	0	0	0		0	0	0
1530 - 1545					0	0	0	0	0	0	0	0	0	0		0	0	0
1545 - 1600					0	0	0	0	0	0	0	0	0	0		0	0	0
Hourly Total					0	0	0	**0**	0	0	0	**0**	0	0		0	**0**	**0**
1600 - 1615					0	0	0	0	0	0	0	0	0	0		0	0	0
1615 - 1630					0	0	0	0	0	0	0	0	0	0		0	0	0
1630 - 1645					0	0	0	0	0	0	0	0	0	0		0	0	0
1645 - 1700					0	0	0	0	0	0	0	0	1	0		0	1	1
Hourly Total					0	0	0	**0**	0	0	0	**0**	1	0		0	**1**	**1**
1700 - 1715					0	0	0	0	0	0	0	0	0	0		0	0	0
1715 - 1730					0	0	0	0	0	0	0	0	0	0		0	0	0
1730 - 1745					0	0	0	0	0	0	0	0	0	0		0	0	0
1745 - 1800					0	0	0	0	0	0	0	0	0	0		0	0	0
Hourly Total					0	0	0	**0**	0	0	0	**0**	0	0		0	**0**	**0**
Grand Total					0	0	0	**0**	0	0	0	**0**	3	1		0	**4**	**4**
Approach %					0.00	0.00	0.00	-	0.00	0.00	0.00	-	75.00	25.00		0.00	-	
Intersection %					0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	75.00	25.00		0.00	100.00	

Classified Turn Movement Count || Bicycles

Marr Traffic DATA COLLECTION

Woodstock, GA

www.marrtraffic.com

Site 1
GA-5 Phillip Landrum Memorial Hwy S/Bound On-Ramp
GA-5 Phillip Landrum Memorial Hwy S/Bound Off-Ramp
Ridgewalk Pkwy (West)
Ridgewalk Pkwy (East)

Date
Sunday, November 2, 2025

Lat/Long
34.124692°, -84.527202°
Click here for Map

Weather
Cloudy
50°F
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1200 - 1800 (Sunday 6h Session) (11-02-2025)
Bicycles

	Northbound				Southbound				Eastbound				Westbound				
	GA-5 Phillip Landrum Memorial Hwy S/Bound On-Ra				GA-5 Phillip Landrum Memorial Hwy S/Bound Off-Ra				Ridgewalk Pkwy (West)				Ridgewalk Pkwy (East)				
TIME					Left 1.1	Thru 1.2	Right 1.3	App Total	Thru 1.4	Right 1.5	U-Turn 1.6	App Total	Left 1.7	Thru 1.8		U-Turn 1.9	App Total	Int Total
1200 - 1215					0	0	0	0	0	0	0	0	0	0		0	0	0
1215 - 1230					0	0	0	0	0	0	0	0	0	0		0	0	0
1230 - 1245					0	0	0	0	0	0	0	0	0	0		0	0	0
1245 - 1300					0	0	0	0	0	0	0	0	0	0		0	0	0
Hourly Total					0	0	0	**0**	0	0	0	**0**	0	0		0	**0**	**0**
1300 - 1315					0	0	0	0	0	0	0	0	0	0		0	0	0
1315 - 1330					0	0	0	0	0	0	0	0	0	0		0	0	0
1330 - 1345					0	0	0	0	0	0	0	0	0	0		0	0	0
1345 - 1400					0	0	0	0	0	0	0	0	0	0		0	0	0
Hourly Total					0	0	0	**0**	0	0	0	**0**	0	0		0	**0**	**0**
1400 - 1415					0	0	0	0	0	0	0	0	0	0		0	0	0
1415 - 1430					0	0	0	0	0	0	0	0	0	0		0	0	0
1430 - 1445					0	0	0	0	0	0	0	0	0	0		0	0	0
1445 - 1500					0	0	0	0	0	0	0	0	0	0		0	0	0
Hourly Total					0	0	0	**0**	0	0	0	**0**	0	0		0	**0**	**0**
1500 - 1515					0	0	0	0	0	0	0	0	0	0		0	0	0
1515 - 1530					0	0	0	0	0	0	0	0	0	0		0	0	0
1530 - 1545					0	0	0	0	0	0	0	0	0	0		0	0	0
1545 - 1600					0	0	0	0	0	0	0	0	0	0		0	0	0
Hourly Total					0	0	0	**0**	0	0	0	**0**	0	0		0	**0**	**0**
1600 - 1615					0	0	0	0	0	0	0	0	0	0		0	0	0
1615 - 1630					0	0	0	0	0	0	0	0	0	0		0	0	0
1630 - 1645					0	0	0	0	0	0	0	0	0	0		0	0	0
1645 - 1700					0	0	0	0	0	0	0	0	0	0		0	0	0
Hourly Total					0	0	0	**0**	0	0	0	**0**	0	0		0	**0**	**0**
1700 - 1715					0	0	0	0	0	0	0	0	0	0		0	0	0
1715 - 1730					0	0	0	0	0	0	0	0	0	0		0	0	0
1730 - 1745					0	0	0	0	0	0	0	0	0	0		0	0	0
1745 - 1800					0	0	0	0	0	0	0	0	0	0		0	0	0
Hourly Total					0	0	0	**0**	0	0	0	**0**	0	0		0	**0**	**0**
Grand Total					0	0	0	**0**	0	0	0	**0**	0	0		0	**0**	**0**
Approach %					0.00	0.00	0.00	-	0.00	0.00	0.00	-	0.00	0.00		0.00	-	
Intersection %					0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00	0.00	

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

Marr Traffic DATA COLLECTION

Woodstock, GA

www.marrtraffic.com

Site 1
GA-5 Phillip Landrum Memorial Hwy S/Bound On-Ramp
GA-5 Phillip Landrum Memorial Hwy S/Bound Off-Ramp
Ridgewalk Pkwy (West)
Ridgewalk Pkwy (East)

Date
Sunday, November 2, 2025

Lat/Long
34.124692°, -84.527202°
Click here for Map

Weather
Cloudy
50°F
Click here for Detailed Weather

1200 - 1800 (Sunday 6h Session) (11-02-2025)
All Trucks (4-13)

	Northbound				Southbound				Eastbound				Westbound				
	GA-5 Phillip Landrum Memorial Hwy S/Bound On-Ra				GA-5 Phillip Landrum Memorial Hwy S/Bound Off-Ra				Ridgewalk Pkwy (West)				Ridgewalk Pkwy (East)				
TIME					Left	Thru	Right	App	Thru	Right	U-Turn	App	Left	Thru	U-Turn	App	Int
					1.1	1.2	1.3	Total	1.4	1.5	1.6	Total	1.7	1.8	1.9	Total	Total
1200 - 1215					0	0	0	0	0	0	0	0	0	0	0	0	0
1215 - 1230					1	0	0	1	0	1	0	1	0	0	0	0	2
1230 - 1245					1	0	0	1	0	0	0	0	1	0	0	1	2
1245 - 1300					0	0	0	0	0	0	0	0	1	0	0	1	1
Hourly Total					2	0	0	**2**	0	1	0	**1**	2	0	0	**2**	**5**
1300 - 1315					1	0	0	1	0	0	0	0	1	0	0	1	2
1315 - 1330					0	0	0	0	0	0	0	0	0	0	0	0	0
1330 - 1345					0	0	0	0	0	0	0	0	0	0	0	0	0
1345 - 1400					0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total					1	0	0	**1**	0	0	0	**0**	1	0	0	**1**	**2**
1400 - 1415					0	0	0	0	0	0	0	0	1	0	0	1	1
1415 - 1430					0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445					0	0	1	1	1	0	0	1	1	1	0	2	4
1445 - 1500					0	0	0	0	0	0	0	0	2	0	0	2	2
Hourly Total					0	0	1	**1**	1	0	0	**1**	4	1	0	**5**	**7**
1500 - 1515					0	0	0	0	1	0	0	1	2	0	0	2	3
1515 - 1530					0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545					0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600					0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total					0	0	0	**0**	1	0	0	**1**	2	0	0	**2**	**3**
1600 - 1615					0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630					0	0	0	0	0	0	0	0	1	0	0	1	1
1630 - 1645					0	0	0	0	0	0	0	0	1	0	0	1	1
1645 - 1700					1	0	0	1	0	0	0	0	3	0	0	3	4
Hourly Total					1	0	0	**1**	0	0	0	**0**	5	0	0	**5**	**6**
1700 - 1715					0	0	0	0	0	0	0	0	2	0	0	2	2
1715 - 1730					0	0	0	0	0	0	0	0	1	0	0	1	1
1730 - 1745					0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800					0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total					0	0	0	**0**	0	0	0	**0**	3	0	0	**3**	**3**
Grand Total					4	0	1	**5**	2	1	0	**3**	17	1	0	**18**	**26**
Approach %					80.00	0.00	20.00	-	66.67	33.33	0.00	-	94.44	5.56	0.00	-	
Intersection %					15.38	0.00	3.85	19.23	7.69	3.85	0.00	11.54	65.38	3.85	0.00	69.23	

Crosswalk Counts || Pedestrians

Marr Traffic DATA COLLECTION

Woodstock, GA

www.marrtraffic.com

Site 1
GA-5 Phillip Landrum Memorial Hwy S/Bound On-Ramp
GA-5 Phillip Landrum Memorial Hwy S/Bound Off-Ramp
Ridgewalk Pkwy (West)
Ridgewalk Pkwy (East)

Date
Sunday, November 2, 2025

Lat/Long
34.124692°, -84.527202°
Click here for Map

Weather
Cloudy
50°F
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1200 - 1800 (Sunday 6h Session) (11-02-2025)
Pedestrians

	Northbound			Southbound			Eastbound			Westbound			
	GA-5 Phillip Landrum Memorial Hwy S Bound On-Ra			GA-5 Phillip Landrum Memorial Hwy S Bound Off-Ra			Ridgewalk Pkwy (West)			Ridgewalk Pkwy (East)			
TIME	EB 1a	WB 1b	App Total	EB 1c	WB 1d	App Total	NB 1e	SB 1f	App Total	NB 1g	SB 1h	App Total	Int Total
1200 - 1215	0	3	3	1	0	1	0	0	0	0	0	0	4
1215 - 1230	0	2	2	0	0	0	0	0	0	0	0	0	2
1230 - 1245	2	0	2	0	0	0	0	0	0	0	0	0	2
1245 - 1300	1	0	1	0	1	1	0	0	0	0	0	0	2
Hourly Total	3	5	**8**	1	1	**2**	0	0	**0**	0	0	**0**	**10**
1300 - 1315	1	3	4	0	0	0	0	0	0	0	0	0	4
1315 - 1330	0	0	0	0	0	0	0	0	0	0	0	0	0
1330 - 1345	0	0	0	0	0	0	0	0	0	0	0	0	0
1345 - 1400	0	1	1	0	0	0	0	0	0	0	0	0	1
Hourly Total	1	4	**5**	0	0	**0**	0	0	**0**	0	0	**0**	**5**
1400 - 1415	0	0	0	1	0	1	0	0	0	0	0	0	1
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	2	2	0	0	0	0	0	0	2
1445 - 1500	1	0	1	0	0	0	0	0	0	0	0	0	1
Hourly Total	1	0	**1**	1	2	**3**	0	0	**0**	0	0	**0**	**4**
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	1	0	1	0	0	0	0	0	0	0	0	0	1
1545 - 1600	1	0	1	0	0	0	0	0	0	0	0	0	1
Hourly Total	2	0	**2**	0	0	**0**	0	0	**0**	0	0	**0**	**2**
1600 - 1615	0	2	2	0	0	0	0	0	0	0	0	0	2
1615 - 1630	1	1	2	0	0	0	0	0	0	0	0	0	2
1630 - 1645	0	1	1	0	0	0	0	0	0	0	0	0	1
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	4	**5**	0	0	**0**	0	0	**0**	0	0	**0**	**5**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	8	13	**21**	2	3	**5**	0	0	**0**	0	0	**0**	**26**
Approach %	38.10	61.90	-	40.00	60.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	30.77	50.00	80.77	7.69	11.54	19.23	0.00	0.00	0.00	0.00	0.00	0.00	

Crosswalk Counts || Bicycles

Marr Traffic DATA COLLECTION

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1200 - 1800 (Sunday 6h Session) (11-02-2025)
Bicycles

	Northbound			Southbound			Eastbound			Westbound			
	GA-5 Phillip Landrum Memorial Hwy S Bound On-Ra			GA-5 Phillip Landrum Memorial Hwy S Bound Off-Ra			Ridgewalk Pkwy (West)			Ridgewalk Pkwy (East)			
TIME	EB 1a	WB 1b	App Total	EB 1c	WB 1d	App Total	NB 1e	SB 1f	App Total	NB 1g	SB 1h	App Total	Int Total
1200 - 1215	0	0	0	0	0	0	0	0	0	0	0	0	0
1215 - 1230	0	0	0	0	0	0	0	0	0	0	0	0	0
1230 - 1245	0	0	0	0	0	0	0	0	0	0	0	0	0
1245 - 1300	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1300 - 1315	0	0	0	0	1	1	0	0	0	0	0	0	1
1315 - 1330	0	0	0	0	0	0	0	0	0	0	0	0	0
1330 - 1345	0	0	0	0	0	0	0	0	0	0	0	0	0
1345 - 1400	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	1	**1**	0	0	**0**	0	0	**0**	**1**
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	2	2	0	0	0	0	0	0	0	0	0	2
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	2	**2**	0	0	**0**	0	0	**0**	0	0	**0**	**2**
1700 - 1715	2	0	2	0	0	0	0	0	0	0	0	0	2
1715 - 1730	0	0	0	0	2	2	0	0	0	0	0	0	2
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	2	0	**2**	0	2	**2**	0	0	**0**	0	0	**0**	**4**
Grand Total	2	2	**4**	0	3	**3**	0	0	**0**	0	0	**0**	**7**
Approach %	50.00	50.00	-	0.00	100.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	28.57	28.57	57.14	0.00	42.86	42.86	0.00	0.00	0.00	0.00	0.00	0.00	

Crosswalk Counts || Motorized Vehicles

Marr Traffic DATA COLLECTION

Woodstock, GA

www.marrtraffic.com

Site 1
GA-5 Phillip Landrum Memorial Hwy S/Bound On-Ramp
GA-5 Phillip Landrum Memorial Hwy S/Bound Off-Ramp
Ridgewalk Pkwy (West)
Ridgewalk Pkwy (East)

Date
Sunday, November 2, 2025

Lat/Long
34.124692°, -84.527202°
Click here for Map

Weather
Cloudy
50°F
Click here for Detailed Weather

1200 - 1800 (Sunday 6h Session) (11-02-2025)
Motorized Vehicles

	Northbound			Southbound			Eastbound			Westbound			
	GA-5 Phillip Landrum Memorial Hwy S Bound On-Ra			GA-5 Phillip Landrum Memorial Hwy S Bound Off-Ra			Ridgewalk Pkwy (West)			Ridgewalk Pkwy (East)			
TIME	EB 1a	WB 1b	App Total	EB 1c	WB 1d	App Total	NB 1e	SB 1f	App Total	NB 1g	SB 1h	App Total	Int Total
1200 - 1215	0	0	0	0	0	0	0	0	0	0	0	0	0
1215 - 1230	0	0	0	0	0	0	0	0	0	0	0	0	0
1230 - 1245	0	0	0	0	0	0	0	0	0	0	0	0	0
1245 - 1300	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1300 - 1315	0	0	0	0	0	0	0	0	0	0	0	0	0
1315 - 1330	0	0	0	0	0	0	0	0	0	0	0	0	0
1330 - 1345	0	0	0	0	0	0	0	0	0	0	0	0	0
1345 - 1400	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Peak Hour Turning Movement Count

Click here for Map

Woodstock, GA

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Thursday, October 30, 2025		
Cloudy		49°F
Period	0700 - 0900	**APPLY**
Peak Hour	0700 - 0800	**APPLY**
Global PH	0715 - 0815	**APPLY**

* the Peak Hour Diagram does not include bicycles

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	Phillip Landrum Memorial Hwy S/Bound Off-Ramp (						Phillip Landrum Memorial Hwy S/Bound Off-Ramp (						Ridgewalk Pkwy (West)						Ridgewalk Pkwy (East)						
Time						App Total	Left 1.1	Thru 1.2	Right 1.3			App Total		Thru 1.4	Right 1.5		U-Turn 1.6	App Total	Left 1.7	Thru 1.8			U-Turn 1.9	App Total	Int Total
0700 - 0715	-	-	-	-	-	0	40	0	5	-	-	45	-	35	51	-	0	86	128	12	-	-	0	140	271
0715 - 0730	-	-	-	-	-	0	53	0	5	-	-	58	-	29	45	-	0	74	141	11	-	-	0	152	284
0730 - 0745	-	-	-	-	-	0	58	0	4	-	-	62	-	36	39	-	0	75	121	18	-	-	0	139	276
0745 - 0800	-	-	-	-	-	0	49	0	5	-	-	54	-	39	35	-	0	74	111	18	-	-	1	130	258
Total	0	0	0	0	0	0	200	0	19	0	0	219	0	139	170	0	0	309	501	59	0	0	1	561	1089
Approach %	0.00	0.00	0.00	0.00	0.00	-	91.32	0.00	8.68	0.00	0.00	-	0.00	44.98	55.02	0.00	0.00	-	89.30	10.52	0.00	0.00	0.18	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.86	0.00	0.95	0.00	0.00	**0.88**	0.00	0.89	0.83	0.00	0.00	**0.90**	0.89	0.82	0.00	0.00	0.25	**0.92**	**0.96**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	Phillip Landrum Memorial Hwy S/Bound Off-Ramp (						Phillip Landrum Memorial Hwy S/Bound Off-Ramp (						Ridgewalk Pkwy (West)						Ridgewalk Pkwy (East)						
Time						App Total	Left 1.1	Thru 1.2	Right 1.3			App Total		Thru 1.4	Right 1.5		U-Turn 1.6	App Total	Left 1.7	Thru 1.8			U-Turn 1.9	App Total	Int Total
0700 - 0715	-	-	-	-	-	0	38	0	4	-	-	42	-	34	51	-	0	85	126	11	-	-	0	137	264
0715 - 0730	-	-	-	-	-	0	53	0	4	-	-	57	-	28	44	-	0	72	139	11	-	-	0	150	279
0730 - 0745	-	-	-	-	-	0	58	0	3	-	-	61	-	36	37	-	0	73	116	18	-	-	0	134	268
0745 - 0800	-	-	-	-	-	0	47	0	5	-	-	52	-	39	33	-	0	72	106	17	-	-	0	123	247
Total	0	0	0	0	0	0	196	0	16	0	0	212	0	137	165	0	0	302	487	57	0	0	0	544	1058
Approach %	0.00	0.00	0.00	0.00	0.00	-	92.45	0.00	7.55	0.00	0.00	-	0.00	45.36	54.64	0.00	0.00	-	89.52	10.48	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.84	0.00	0.80	0.00	0.00	**0.87**	0.00	0.88	0.81	0.00	0.00	**0.89**	0.88	0.79	0.00	0.00	0.00	**0.91**	**0.95**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	Phillip Landrum Memorial Hwy S/Bound Off-Ramp (						Phillip Landrum Memorial Hwy S/Bound Off-Ramp (						Ridgewalk Pkwy (West)						Ridgewalk Pkwy (East)						
Time						App Total	Left 1.1	Thru 1.2	Right 1.3			App Total		Thru 1.4	Right 1.5		U-Turn 1.6	App Total	Left 1.7	Thru 1.8			U-Turn 1.9	App Total	Int Total
0700 - 0715	-	-	-	-	-	0	2	0	1	-	-	3	-	1	0	-	0	1	2	1	-	-	0	3	7
0715 - 0730	-	-	-	-	-	0	0	0	1	-	-	1	-	1	1	-	0	2	2	0	-	-	0	2	5
0730 - 0745	-	-	-	-	-	0	0	0	1	-	-	1	-	0	2	-	0	2	3	0	-	-	0	3	6
0745 - 0800	-	-	-	-	-	0	2	0	0	-	-	2	-	0	2	-	0	2	5	1	-	-	1	7	11
Total	0	0	0	0	0	0	4	0	3	0	0	7	0	2	5	0	0	7	12	2	0	0	1	15	29
Approach %	0.00	0.00	0.00	0.00	0.00	-	57.14	0.00	42.86	0.00	0.00	-	0.00	28.57	71.43	0.00	0.00	-	80.00	13.33	0.00	0.00	6.67	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.50	0.00	0.75	0.00	0.00	**0.58**	0.00	0.50	0.63	0.00	0.00	**0.88**	0.60	0.50	0.00	0.00	0.25	**0.54**	**0.66**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	Phillip Landrum Memorial Hwy S/Bound Off-Ramp (						Phillip Landrum Memorial Hwy S/Bound Off-Ramp (						Ridgewalk Pkwy (West)						Ridgewalk Pkwy (East)						
Time						App Total	Left 1.1	Thru 1.2	Right 1.3			App Total		Thru 1.4	Right 1.5		U-Turn 1.6	App Total	Left 1.7	Thru 1.8			U-Turn 1.9	App Total	Int Total
0700 - 0715	-	-	-	-	-	0	0	0	0	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	0
0715 - 0730	-	-	-	-	-	0	0	0	0	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	0
0730 - 0745	-	-	-	-	-	0	0	0	0	-	-	0	-	0	0	-	0	0	2	0	-	-	0	2	2
0745 - 0800	-	-	-	-	-	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	2	0	0	0	0	2	2
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	100.00	0.00	0.00	0.00	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**	0.25	0.00	0.00	0.00	0.00	**0.25**	**0.25**

Bicycles

	Northbound						Southbound						Eastbound						Westbound						
	Phillip Landrum Memorial Hwy S/Bound Off-Ramp (						Phillip Landrum Memorial Hwy S/Bound Off-Ramp (						Ridgewalk Pkwy (West)						Ridgewalk Pkwy (East)						
Time						App Total	Left 1.1	Thru 1.2	Right 1.3			App Total		Thru 1.4	Right 1.5		U-Turn 1.6	App Total	Left 1.7	Thru 1.8			U-Turn 1.9	App Total	Int Total
0700 - 0715	-	-	-	-	-	0	0	0	0	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	0
0715 - 0730	-	-	-	-	-	0	0	0	0	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	0
0730 - 0745	-	-	-	-	-	0	0	0	0	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	0
0745 - 0800	-	-	-	-	-	0	0	0	0	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Peak Hour Turning Movement Count

Click here for Map

Woodstock, GA

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Thursday, October 30, 2025		
Cloudy		49°F
Period	1600 - 1800	**APPLY**
Peak Hour	1700 - 1800	**APPLY**
Global PH	1645 - 1745	**APPLY**

* the Peak Hour Diagram does not include bicycles

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

Time	Northbound (Phillip Landrum Memorial Hwy S/Bound Off-Ramp)						Southbound (Phillip Landrum Memorial Hwy S/Bound Off-Ramp)						Eastbound (Ridgewalk Pkwy (West))						Westbound (Ridgewalk Pkwy (East))						
						App Total	Left 1.1	Thru 1.2	Right 1.3			App Total		Thru 1.4	Right 1.5		U-Turn 1.6	App Total	Left 1.7	Thru 1.8			U-Turn 1.9	App Total	Int Total
1700 - 1715	-	-	-	-	-	0	84	0	17	-	-	101	-	34	25	-	0	59	178	70	-	-	0	248	408
1715 - 1730	-	-	-	-	-	0	103	2	18	-	-	123	-	23	20	-	0	43	176	74	-	-	0	250	416
1730 - 1745	-	-	-	-	-	0	108	0	23	-	-	131	-	39	22	-	0	61	145	71	-	-	0	216	408
1745 - 1800	-	-	-	-	-	0	105	0	11	-	-	116	-	33	33	-	0	66	147	67	-	-	2	216	398
Total	0	0	0	0	0	0	400	2	69	0	0	471	0	129	100	0	0	229	646	282	0	0	2	930	1630
Approach %	0.00	0.00	0.00	0.00	0.00	-	84.93	0.42	14.65	0.00	0.00	-	0.00	56.33	43.67	0.00	0.00	-	69.46	30.32	0.00	0.00	0.22	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.93	0.25	0.75	0.00	0.00	**0.90**	0.00	0.83	0.76	0.00	0.00	**0.87**	0.91	0.95	0.00	0.00	0.25	**0.93**	**0.98**

Passenger Vehicles (1-3)

Time	Northbound (Phillip Landrum Memorial Hwy S/Bound Off-Ramp)						Southbound (Phillip Landrum Memorial Hwy S/Bound Off-Ramp)						Eastbound (Ridgewalk Pkwy (West))						Westbound (Ridgewalk Pkwy (East))						
						App Total	Left 1.1	Thru 1.2	Right 1.3			App Total		Thru 1.4	Right 1.5		U-Turn 1.6	App Total	Left 1.7	Thru 1.8			U-Turn 1.9	App Total	Int Total
1700 - 1715	-	-	-	-	-	0	83	0	17	-	-	100	-	34	25	-	0	59	172	70	-	-	0	242	401
1715 - 1730	-	-	-	-	-	0	102	2	18	-	-	122	-	23	20	-	0	43	173	74	-	-	0	247	412
1730 - 1745	-	-	-	-	-	0	108	0	23	-	-	131	-	39	22	-	0	61	140	71	-	-	0	211	403
1745 - 1800	-	-	-	-	-	0	105	0	11	-	-	116	-	33	33	-	0	66	147	66	-	-	2	215	397
Total	0	0	0	0	0	0	398	2	69	0	0	469	0	129	100	0	0	229	632	281	0	0	2	915	1613
Approach %	0.00	0.00	0.00	0.00	0.00	-	84.86	0.43	14.71	0.00	0.00	-	0.00	56.33	43.67	0.00	0.00	-	69.07	30.71	0.00	0.00	0.22	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.92	0.25	0.75	0.00	0.00	**0.90**	0.00	0.83	0.76	0.00	0.00	**0.87**	0.91	0.95	0.00	0.00	0.25	**0.93**	**0.98**

Single Unit Trucks (4-7)

Time	Northbound (Phillip Landrum Memorial Hwy S/Bound Off-Ramp)						Southbound (Phillip Landrum Memorial Hwy S/Bound Off-Ramp)						Eastbound (Ridgewalk Pkwy (West))						Westbound (Ridgewalk Pkwy (East))						
						App Total	Left 1.1	Thru 1.2	Right 1.3			App Total		Thru 1.4	Right 1.5		U-Turn 1.6	App Total	Left 1.7	Thru 1.8			U-Turn 1.9	App Total	Int Total
1700 - 1715	-	-	-	-	-	0	0	0	0	-	-	0	-	0	0	-	0	0	3	0	-	-	0	3	3
1715 - 1730	-	-	-	-	-	0	1	0	0	-	-	1	-	0	0	-	0	0	2	0	-	-	0	2	3
1730 - 1745	-	-	-	-	-	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	1	-	-	0	1	1
Total	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	8	1	0	0	0	9	10
Approach %	0.00	0.00	0.00	0.00	0.00	-	100.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	88.89	11.11	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.25	0.00	0.00	0.00	0.00	**0.25**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.67	0.25	0.00	0.00	0.00	**0.75**	**0.83**

Combination Trucks (8-13)

Time	Northbound (Phillip Landrum Memorial Hwy S/Bound Off-Ramp)						Southbound (Phillip Landrum Memorial Hwy S/Bound Off-Ramp)						Eastbound (Ridgewalk Pkwy (West))						Westbound (Ridgewalk Pkwy (East))						
						App Total	Left 1.1	Thru 1.2	Right 1.3			App Total		Thru 1.4	Right 1.5		U-Turn 1.6	App Total	Left 1.7	Thru 1.8			U-Turn 1.9	App Total	Int Total
1700 - 1715	-	-	-	-	-	0	1	0	0	-	-	1	-	0	0	-	0	0	3	0	-	-	0	3	4
1715 - 1730	-	-	-	-	-	0	0	0	0	-	-	0	-	0	0	-	0	0	1	0	-	-	0	1	1
1730 - 1745	-	-	-	-	-	0	0	0	0	-	-	0	-	0	0	-	0	0	2	0	-	-	0	2	2
1745 - 1800	-	-	-	-	-	0	0	0	0	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	0
Total	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	6	0	0	0	0	6	7
Approach %	0.00	0.00	0.00	0.00	0.00	-	100.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	100.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.25	0.00	0.00	0.00	0.00	**0.25**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.50	0.00	0.00	0.00	0.00	**0.50**	**0.44**

Bicycles

Time	Northbound (Phillip Landrum Memorial Hwy S/Bound Off-Ramp)						Southbound (Phillip Landrum Memorial Hwy S/Bound Off-Ramp)						Eastbound (Ridgewalk Pkwy (West))						Westbound (Ridgewalk Pkwy (East))						
						App Total	Left 1.1	Thru 1.2	Right 1.3			App Total		Thru 1.4	Right 1.5		U-Turn 1.6	App Total	Left 1.7	Thru 1.8			U-Turn 1.9	App Total	Int Total
1700 - 1715	-	-	-	-	-	0	0	0	0	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	0
1715 - 1730	-	-	-	-	-	0	0	0	0	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	0
1730 - 1745	-	-	-	-	-	0	0	0	0	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	0
1745 - 1800	-	-	-	-	-	0	0	0	0	-	-	0	-	0	0	-	0	0	0	0	-	-	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	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Classified Turn Movement Count || All vehicles

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Woodstock, GA

Site 1

GA-5 Phillip Landrum Memorial Hwy S/Bound Off-Ramp (South)
GA-5 Phillip Landrum Memorial Hwy S/Bound Off-Ramp (North)
Ridgewalk Pkwy (West)
Ridgewalk Pkwy (East)

Date

Thursday, October 30, 2025

Lat/Long

34.124692°, -84.527202°
Click here for Map

Weather

Cloudy
49°F
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0700 - 0900 (Weekday 2h Session) (10-30-2025)

All vehicles

	Northbound				Southbound				Eastbound				Westbound					
	GA-5 Phillip Landrum Memorial Hwy S/Bound Off-Ramp				GA-5 Phillip Landrum Memorial Hwy S/Bound Off-Ramp				Ridgewalk Pkwy (West)				Ridgewalk Pkwy (East)					
TIME					Left 1.1	Thru 1.2	Right 1.3	App Total	Thru 1.4	Right 1.5	U-Turn 1.6	App Total	Left 1.7	Thru 1.8		U-Turn 1.9	App Total	Int Total
0700 - 0715					40	0	5	45	35	51	0	86	128	12		0	140	271
0715 - 0730					53	0	5	58	29	45	0	74	141	11		0	152	284
0730 - 0745					58	0	4	62	36	39	0	75	121	18		0	139	276
0745 - 0800					49	0	5	54	39	35	0	74	111	18		1	130	258
Hourly Total					200	0	19	**219**	139	170	0	**309**	501	59		1	**561**	**1089**
0800 - 0815					46	0	5	51	31	39	0	70	101	19		2	122	243
0815 - 0830					61	1	6	68	28	28	0	56	90	16		0	106	230
0830 - 0845					53	0	7	60	35	44	0	79	110	14		0	124	263
0845 - 0900					80	0	8	88	34	36	0	70	97	23		0	120	278
Hourly Total					240	1	26	**267**	128	147	0	**275**	398	72		2	**472**	**1014**
Grand Total					440	1	45	**486**	267	317	0	**584**	899	131		3	**1033**	**2103**
Approach %					90.53	0.21	9.26	-	45.72	54.28	0.00	-	87.03	12.68		0.51	-	
Intersection %					20.92	0.05	2.14	23.11	12.70	15.07	0.00	27.77	42.75	6.23		0.14	49.12	
Heavy Vehicle %					3	0	11	**3**	1	3	-	**2**	4	2		33	**4**	**3**
PHF					0.86	0.00	0.95	**0.88**	0.89	0.83	0.00	**0.90**	0.89	0.82		0.25	**0.92**	**0.96**
Peak Hour Total					200	0	19	**219**	139	170	0	**309**	501	59		1	**561**	**1089**
Peak Hour HV %					2	0	16	**3**	1	3	0	**2**	3	3		100	**3**	**3**

1600 - 1800 (Weekday 2h Session) (10-30-2025)

All vehicles

	Northbound				Southbound				Eastbound				Westbound					
	GA-5 Phillip Landrum Memorial Hwy S/Bound Off-Ramp				GA-5 Phillip Landrum Memorial Hwy S/Bound Off-Ramp				Ridgewalk Pkwy (West)				Ridgewalk Pkwy (East)					
TIME					Left 1.1	Thru 1.2	Right 1.3	App Total	Thru 1.4	Right 1.5	U-Turn 1.6	App Total	Left 1.7	Thru 1.8		U-Turn 1.9	App Total	Int Total
1600 - 1615					82	1	12	95	28	16	0	44	181	51		0	232	371
1615 - 1630					97	0	16	113	20	11	0	31	166	74		0	240	384
1630 - 1645					83	0	12	95	22	29	0	51	158	59		0	217	363
1645 - 1700					97	0	12	109	39	25	0	64	152	59		0	211	384
Hourly Total					359	1	52	**412**	109	81	0	**190**	657	243		0	**900**	**1502**
1700 - 1715					84	0	17	101	34	25	0	59	178	70		0	248	408
1715 - 1730					103	2	18	123	23	20	0	43	176	74		0	250	416
1730 - 1745					108	0	23	131	39	22	0	61	145	71		0	216	408
1745 - 1800					105	0	11	116	33	33	0	66	147	67		2	216	398
Hourly Total					400	2	69	**471**	129	100	0	**229**	646	282		2	**930**	**1630**
Grand Total					759	3	121	**883**	238	181	0	**419**	1303	525		2	**1830**	**3132**
Approach %					85.96	0.34	13.70	-	56.80	43.20	0.00	-	71.20	28.69		0.11	-	
Intersection %					24.23	0.10	3.86	28.19	7.60	5.78	0.00	13.38	41.60	16.76		0.06	58.43	
Heavy Vehicle %					1	33	1	**1**	3	2	-	**2**	2	1		0	**2**	**2**
PHF					0.93	0.25	0.75	**0.90**	0.83	0.76	0.00	**0.87**	0.91	0.95		0.25	**0.93**	**0.98**
Peak Hour Total					400	2	69	**471**	129	100	0	**229**	646	282		2	**930**	**1630**
Peak Hour HV %					1	0	0	**0**	0	0	0	**0**	2	0		0	**2**	**1**

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

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Woodstock, GA

Site 1
GA-5 Phillip Landrum Memorial Hwy S/Bound Off-Ramp (South)
GA-5 Phillip Landrum Memorial Hwy S/Bound Off-Ramp (North)
Ridgewalk Pkwy (West)
Ridgewalk Pkwy (East)

Date
Thursday, October 30, 2025

Lat/Long
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0700 - 0900 (Weekday 2h Session) (10-30-2025)

Passenger Vehicles (1-3)

	Northbound				Southbound				Eastbound				Westbound				
	GA-5 Phillip Landrum Memorial Hwy S/Bound Off-Ramp				GA-5 Phillip Landrum Memorial Hwy S/Bound Off-Ramp				Ridgewalk Pkwy (West)				Ridgewalk Pkwy (East)				
TIME					Left 1.1	Thru 1.2	Right 1.3	App Total	Thru 1.4	Right 1.5	U-Turn 1.6	App Total	Left 1.7	Thru 1.8	U-Turn 1.9	App Total	Int Total
0700 - 0715					38	0	4	42	34	51	0	85	126	11	0	137	264
0715 - 0730					53	0	4	57	28	44	0	72	139	11	0	150	279
0730 - 0745					58	0	3	61	36	37	0	73	116	18	0	134	268
0745 - 0800					47	0	5	52	39	33	0	72	106	17	0	123	247
Hourly Total					196	0	16	**212**	137	165	0	**302**	487	57	0	**544**	**1058**
0800 - 0815					46	0	5	51	31	39	0	70	93	18	2	113	234
0815 - 0830					60	1	6	67	28	27	0	55	86	16	0	102	224
0830 - 0845					49	0	5	54	35	43	0	78	106	14	0	120	252
0845 - 0900					77	0	8	85	34	35	0	69	92	23	0	115	269
Hourly Total					232	1	24	**257**	128	144	0	**272**	377	71	2	**450**	**979**
Grand Total					428	1	40	**469**	265	309	0	**574**	864	128	2	**994**	**2037**
Approach %					91.26	0.21	8.53	-	46.17	53.83	0.00	-	86.92	12.88	0.35	-	
Intersection %					21.01	0.05	1.96	23.02	13.01	15.17	0.00	28.18	42.42	6.28	0.10	48.80	

1600 - 1800 (Weekday 2h Session) (10-30-2025)

Passenger Vehicles (1-3)

	Northbound				Southbound				Eastbound				Westbound				
	GA-5 Phillip Landrum Memorial Hwy S/Bound Off-Ramp				GA-5 Phillip Landrum Memorial Hwy S/Bound Off-Ramp				Ridgewalk Pkwy (West)				Ridgewalk Pkwy (East)				
TIME					Left 1.1	Thru 1.2	Right 1.3	App Total	Thru 1.4	Right 1.5	U-Turn 1.6	App Total	Left 1.7	Thru 1.8	U-Turn 1.9	App Total	Int Total
1600 - 1615					79	0	11	90	26	16	0	42	178	48	0	226	358
1615 - 1630					94	0	16	110	18	11	0	29	164	73	0	237	376
1630 - 1645					83	0	12	95	21	27	0	48	152	59	0	211	354
1645 - 1700					95	0	12	107	37	24	0	61	148	58	0	206	374
Hourly Total					351	0	51	**402**	102	78	0	**180**	642	238	0	**880**	**1462**
1700 - 1715					83	0	17	100	34	25	0	59	172	70	0	242	401
1715 - 1730					102	2	18	122	23	20	0	43	173	74	0	247	412
1730 - 1745					108	0	23	131	39	22	0	61	140	71	0	211	403
1745 - 1800					105	0	11	116	33	33	0	66	147	66	2	215	397
Hourly Total					398	2	69	**469**	129	100	0	**229**	632	281	2	**915**	**1613**
Grand Total					749	2	120	**871**	231	178	0	**409**	1274	519	2	**1795**	**3075**
Approach %					85.99	0.23	13.78	-	56.48	43.52	0.00	-	70.97	28.91	0.11	-	
Intersection %					24.36	0.07	3.90	28.33	7.51	5.79	0.00	13.30	41.43	16.88	0.07	58.37	

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

Marr Traffic DATA COLLECTION

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Woodstock, GA

Site 1
GA-5 Phillip Landrum Memorial Hwy S/Bound Off-Ramp (South)
GA-5 Phillip Landrum Memorial Hwy S/Bound Off-Ramp (North)
Ridgewalk Pkwy (West)
Ridgewalk Pkwy (East)

Date
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0700 - 0900 (Weekday 2h Session) (10-30-2025)

Single Unit Trucks (4-7)

	Northbound				Southbound				Eastbound				Westbound				
	GA-5 Phillip Landrum Memorial Hwy S/Bound Off-Ramp				GA-5 Phillip Landrum Memorial Hwy S/Bound Off-Ramp				Ridgewalk Pkwy (West)				Ridgewalk Pkwy (East)				
TIME					Left 1.1	Thru 1.2	Right 1.3	App Total	Thru 1.4	Right 1.5	U-Turn 1.6	App Total	Left 1.7	Thru 1.8	U-Turn 1.9	App Total	Int Total
0700 - 0715					2	0	1	3	1	0	0	1	2	1	0	3	7
0715 - 0730					0	0	1	1	1	1	0	2	2	0	0	2	5
0730 - 0745					0	0	1	1	0	2	0	2	3	0	0	3	6
0745 - 0800					2	0	0	2	0	2	0	2	5	1	1	7	11
Hourly Total					4	0	3	**7**	2	5	0	**7**	12	2	1	**15**	**29**
0800 - 0815					0	0	0	0	0	0	0	0	6	1	0	7	7
0815 - 0830					1	0	0	1	0	1	0	1	3	0	0	3	5
0830 - 0845					3	0	2	5	0	1	0	1	3	0	0	3	9
0845 - 0900					3	0	0	3	0	1	0	1	5	0	0	5	9
Hourly Total					7	0	2	**9**	0	3	0	**3**	17	1	0	**18**	**30**
Grand Total					11	0	5	**16**	2	8	0	**10**	29	3	1	**33**	**59**
Approach %					68.75	0.00	31.25	-	20.00	80.00	0.00	-	87.88	9.09	10.00	-	
Intersection %					18.64	0.00	8.47	27.12	3.39	13.56	0.00	16.95	49.15	5.08	1.69	55.93	

1600 - 1800 (Weekday 2h Session) (10-30-2025)

Single Unit Trucks (4-7)

	Northbound				Southbound				Eastbound				Westbound				
	GA-5 Phillip Landrum Memorial Hwy S/Bound Off-Ramp				GA-5 Phillip Landrum Memorial Hwy S/Bound Off-Ramp				Ridgewalk Pkwy (West)				Ridgewalk Pkwy (East)				
TIME					Left 1.1	Thru 1.2	Right 1.3	App Total	Thru 1.4	Right 1.5	U-Turn 1.6	App Total	Left 1.7	Thru 1.8	U-Turn 1.9	App Total	Int Total
1600 - 1615					2	1	1	4	2	0	0	2	1	3	0	4	10
1615 - 1630					1	0	0	1	2	0	0	2	1	1	0	2	5
1630 - 1645					0	0	0	0	1	2	0	3	4	0	0	4	7
1645 - 1700					1	0	0	1	2	1	0	3	2	1	0	3	7
Hourly Total					4	1	1	**6**	7	3	0	**10**	8	5	0	**13**	**29**
1700 - 1715					0	0	0	0	0	0	0	0	3	0	0	3	3
1715 - 1730					1	0	0	1	0	0	0	0	2	0	0	2	3
1730 - 1745					0	0	0	0	0	0	0	0	3	0	0	3	3
1745 - 1800					0	0	0	0	0	0	0	0	0	1	0	1	1
Hourly Total					1	0	0	**1**	0	0	0	**0**	8	1	0	**9**	**10**
Grand Total					5	1	1	**7**	7	3	0	**10**	16	6	0	**22**	**39**
Approach %					71.43	14.29	14.29	-	70.00	30.00	0.00	-	72.73	27.27	0.00	-	
Intersection %					12.82	2.56	2.56	17.95	17.95	7.69	0.00	25.64	41.03	15.38	0.00	56.41	

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

Marr Traffic DATA COLLECTION

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Woodstock, GA

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GA-5 Phillip Landrum Memorial Hwy S/Bound Off-Ramp (South)
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0700 - 0900 (Weekday 2h Session) (10-30-2025)

Combination Trucks (8-13)

	Northbound	Southbound				Eastbound				Westbound				
	GA-5 Phillip Landrum Memorial Hwy S/Bound Off-Ramp	GA-5 Phillip Landrum Memorial Hwy S/Bound Off-Ramp				Ridgewalk Pkwy (West)				Ridgewalk Pkwy (East)				
TIME		Left 1.1	Thru 1.2	Right 1.3	App Total	Thru 1.4	Right 1.5	U-Turn 1.6	App Total	Left 1.7	Thru 1.8	U-Turn 1.9	App Total	Int Total
0700 - 0715		0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730		0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745		0	0	0	0	0	0	0	0	2	0	0	2	2
0745 - 0800		0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total		0	0	0	**0**	0	0	0	**0**	2	0	0	**2**	**2**
0800 - 0815		0	0	0	0	0	0	0	0	2	0	0	2	2
0815 - 0830		0	0	0	0	0	0	0	0	1	0	0	1	1
0830 - 0845		1	0	0	1	0	0	0	0	1	0	0	1	2
0845 - 0900		0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total		1	0	0	**1**	0	0	0	**0**	4	0	0	**4**	**5**
Grand Total		1	0	0	**1**	0	0	0	**0**	6	0	0	**6**	**7**
Approach %		100.00	0.00	0.00	-	0.00	0.00	0.00	-	100.00	0.00	0.00	-	
Intersection %		14.29	0.00	0.00	14.29	0.00	0.00	0.00	0.00	85.71	0.00	0.00	85.71	

1600 - 1800 (Weekday 2h Session) (10-30-2025)

Combination Trucks (8-13)

	Northbound	Southbound				Eastbound				Westbound				
	GA-5 Phillip Landrum Memorial Hwy S/Bound Off-Ramp	GA-5 Phillip Landrum Memorial Hwy S/Bound Off-Ramp				Ridgewalk Pkwy (West)				Ridgewalk Pkwy (East)				
TIME		Left 1.1	Thru 1.2	Right 1.3	App Total	Thru 1.4	Right 1.5	U-Turn 1.6	App Total	Left 1.7	Thru 1.8	U-Turn 1.9	App Total	Int Total
1600 - 1615		1	0	0	1	0	0	0	0	2	0	0	2	3
1615 - 1630		2	0	0	2	0	0	0	0	1	0	0	1	3
1630 - 1645		0	0	0	0	0	0	0	0	2	0	0	2	2
1645 - 1700		1	0	0	1	0	0	0	0	2	0	0	2	3
Hourly Total		4	0	0	**4**	0	0	0	**0**	7	0	0	**7**	**11**
1700 - 1715		1	0	0	1	0	0	0	0	3	0	0	3	4
1715 - 1730		0	0	0	0	0	0	0	0	1	0	0	1	1
1730 - 1745		0	0	0	0	0	0	0	0	2	0	0	2	2
1745 - 1800		0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total		1	0	0	**1**	0	0	0	**0**	6	0	0	**6**	**7**
Grand Total		5	0	0	**5**	0	0	0	**0**	13	0	0	**13**	**18**
Approach %		100.00	0.00	0.00	-	0.00	0.00	0.00	-	100.00	0.00	0.00	-	
Intersection %		27.78	0.00	0.00	27.78	0.00	0.00	0.00	0.00	72.22	0.00	0.00	72.22	

Classified Turn Movement Count || Bicycles

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Bicycles

	Northbound				Southbound				Eastbound				Westbound				
	GA-5 Phillip Landrum Memorial Hwy S/Bound Off-Ramp				GA-5 Phillip Landrum Memorial Hwy S/Bound Off-Ramp				Ridgewalk Pkwy (West)				Ridgewalk Pkwy (East)				
TIME					Left 1.1	Thru 1.2	Right 1.3	App Total	Thru 1.4	Right 1.5	U-Turn 1.6	App Total	Left 1.7	Thru 1.8	U-Turn 1.9	App Total	Int Total
0700 - 0715					0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730					0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745					0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800					0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total					0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
0800 - 0815					0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830					0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845					0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900					0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total					0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Grand Total					0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Approach %					0.00	0.00	0.00	-	0.00	0.00	0.00	-	0.00	0.00	0.00	-	
Intersection %					0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (10-30-2025)

Bicycles

	Northbound				Southbound				Eastbound				Westbound				
	GA-5 Phillip Landrum Memorial Hwy S/Bound Off-Ramp				GA-5 Phillip Landrum Memorial Hwy S/Bound Off-Ramp				Ridgewalk Pkwy (West)				Ridgewalk Pkwy (East)				
TIME					Left 1.1	Thru 1.2	Right 1.3	App Total	Thru 1.4	Right 1.5	U-Turn 1.6	App Total	Left 1.7	Thru 1.8	U-Turn 1.9	App Total	Int Total
1600 - 1615					0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630					0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645					0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700					0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total					0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
1700 - 1715					0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730					0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745					0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800					0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total					0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Grand Total					0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Approach %					0.00	0.00	0.00	-	0.00	0.00	0.00	-	0.00	0.00	0.00	-	
Intersection %					0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

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

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Woodstock, GA

Site 1
GA-5 Phillip Landrum Memorial Hwy S/Bound Off-Ramp (South)
GA-5 Phillip Landrum Memorial Hwy S/Bound Off-Ramp (North)
Ridgewalk Pkwy (West)
Ridgewalk Pkwy (East)

Date
Thursday, October 30, 2025

Lat/Long
34.124692°, -84.527202°
Click here for Map

Weather
Cloudy
49°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (10-30-2025)

All Trucks (4-13)

	Northbound	Southbound				Eastbound				Westbound				
	GA-5 Phillip Landrum Memorial Hwy S/Bound Off-Ramp	GA-5 Phillip Landrum Memorial Hwy S/Bound Off-Ramp				Ridgewalk Pkwy (West)				Ridgewalk Pkwy (East)				
TIME		Left 1.1	Thru 1.2	Right 1.3	App Total	Thru 1.4	Right 1.5	U-Turn 1.6	App Total	Left 1.7	Thru 1.8	U-Turn 1.9	App Total	Int Total
0700 - 0715		2	0	1	3	1	0	0	1	2	1	0	3	7
0715 - 0730		0	0	1	1	1	1	0	2	2	0	0	2	5
0730 - 0745		0	0	1	1	0	2	0	2	5	0	0	5	8
0745 - 0800		2	0	0	2	0	2	0	2	5	1	1	7	11
Hourly Total		4	0	3	**7**	2	5	0	**7**	14	2	1	**17**	**31**
0800 - 0815		0	0	0	0	0	0	0	0	8	1	0	9	9
0815 - 0830		1	0	0	1	0	1	0	1	4	0	0	4	6
0830 - 0845		4	0	2	6	0	1	0	1	4	0	0	4	11
0845 - 0900		3	0	0	3	0	1	0	1	5	0	0	5	9
Hourly Total		8	0	2	**10**	0	3	0	**3**	21	1	0	**22**	**35**
Grand Total		12	0	5	**17**	2	8	0	**10**	35	3	1	**39**	**66**
Approach %		70.59	0.00	29.41	-	20.00	80.00	0.00	-	89.74	7.69	10.00	-	
Intersection %		18.18	0.00	7.58	25.76	3.03	12.12	0.00	15.15	53.03	4.55	1.52	59.09	

1600 - 1800 (Weekday 2h Session) (10-30-2025)

All Trucks (4-13)

	Northbound	Southbound				Eastbound				Westbound				
	GA-5 Phillip Landrum Memorial Hwy S/Bound Off-Ramp	GA-5 Phillip Landrum Memorial Hwy S/Bound Off-Ramp				Ridgewalk Pkwy (West)				Ridgewalk Pkwy (East)				
TIME		Left 1.1	Thru 1.2	Right 1.3	App Total	Thru 1.4	Right 1.5	U-Turn 1.6	App Total	Left 1.7	Thru 1.8	U-Turn 1.9	App Total	Int Total
1600 - 1615		3	1	1	5	2	0	0	2	3	3	0	6	13
1615 - 1630		3	0	0	3	2	0	0	2	2	1	0	3	8
1630 - 1645		0	0	0	0	1	2	0	3	6	0	0	6	9
1645 - 1700		2	0	0	2	2	1	0	3	4	1	0	5	10
Hourly Total		8	1	1	**10**	7	3	0	**10**	15	5	0	**20**	**40**
1700 - 1715		1	0	0	1	0	0	0	0	6	0	0	6	7
1715 - 1730		1	0	0	1	0	0	0	0	3	0	0	3	4
1730 - 1745		0	0	0	0	0	0	0	0	5	0	0	5	5
1745 - 1800		0	0	0	0	0	0	0	0	0	1	0	1	1
Hourly Total		2	0	0	**2**	0	0	0	**0**	14	1	0	**15**	**17**
Grand Total		10	1	1	**12**	7	3	0	**10**	29	6	0	**35**	**57**
Approach %		83.33	8.33	8.33	-	70.00	30.00	0.00	-	82.86	17.14	0.00	-	
Intersection %		17.54	1.75	1.75	21.05	12.28	5.26	0.00	17.54	50.88	10.53	0.00	61.40	

Crosswalk Counts || Pedestrians

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Woodstock, GA

Site 1
GA-5 Phillip Landrum Memorial Hwy S/Bound Off-Ramp (South)
GA-5 Phillip Landrum Memorial Hwy S/Bound Off-Ramp (North)
Ridgewalk Pkwy (West)
Ridgewalk Pkwy (East)

Date
Thursday, October 30, 2025

Lat/Long
34.124692°, -84.527202°
Click here for Map

Weather
Cloudy
49°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (10-30-2025)

Pedestrians

	Northbound			Southbound			Eastbound			Westbound			
	GA-5 Phillip Landrum Memorial Hwy S/Bound Off-Ramp			GA-5 Phillip Landrum Memorial Hwy S/Bound Off-Ramp			Ridgewalk Pkwy (West)			Ridgewalk Pkwy (East)			
TIME	EB 1a	WB 1b	App Total	EB 1c	WB 1d	App Total	NB 1e	SB 1f	App Total	NB 1g	SB 1h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	1	0	1	0	0	0	0	0	0	1
Hourly Total	0	0	**0**	1	0	**1**	0	0	**0**	0	0	**0**	**1**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	1	0	**1**	0	0	**0**	0	0	**0**	**1**
Approach %	0.00	0.00	-	100.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	100.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (10-30-2025)

Pedestrians

	Northbound			Southbound			Eastbound			Westbound			
	GA-5 Phillip Landrum Memorial Hwy S/Bound Off-Ramp			GA-5 Phillip Landrum Memorial Hwy S/Bound Off-Ramp			Ridgewalk Pkwy (West)			Ridgewalk Pkwy (East)			
TIME	EB 1a	WB 1b	App Total	EB 1c	WB 1d	App Total	NB 1e	SB 1f	App Total	NB 1g	SB 1h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	1	0	1	0	0	0	0	0	0	0	0	0	1
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	0	**1**	0	0	**0**	0	0	**0**	0	0	**0**	**1**
1700 - 1715	0	1	1	0	0	0	0	0	0	0	0	0	1
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	1	**1**	0	0	**0**	0	0	**0**	0	0	**0**	**1**
Grand Total	1	1	**2**	0	0	**0**	0	0	**0**	0	0	**0**	**2**
Approach %	50.00	50.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	50.00	50.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Crosswalk Counts || Bicycles

Marr Traffic DATA COLLECTION

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Woodstock, GA

Site 1
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Ridgewalk Pkwy (West)
Ridgewalk Pkwy (East)

Date
Thursday, October 30, 2025

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0700 - 0900 (Weekday 2h Session) (10-30-2025)

Bicycles

	Northbound			Southbound			Eastbound			Westbound			
	GA-5 Phillip Landrum Memorial Hwy S/Bound Off-Ramp			GA-5 Phillip Landrum Memorial Hwy S/Bound Off-Ramp			Ridgewalk Pkwy (West)			Ridgewalk Pkwy (East)			
TIME	EB 1a	WB 1b	App Total	EB 1c	WB 1d	App Total	NB 1e	SB 1f	App Total	NB 1g	SB 1h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (10-30-2025)

Bicycles

	Northbound			Southbound			Eastbound			Westbound			
	GA-5 Phillip Landrum Memorial Hwy S/Bound Off-Ramp			GA-5 Phillip Landrum Memorial Hwy S/Bound Off-Ramp			Ridgewalk Pkwy (West)			Ridgewalk Pkwy (East)			
TIME	EB 1a	WB 1b	App Total	EB 1c	WB 1d	App Total	NB 1e	SB 1f	App Total	NB 1g	SB 1h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Crosswalk Counts || Motorized Vehicles

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Woodstock, GA

Site 1
GA-5 Phillip Landrum Memorial Hwy S/Bound Off-Ramp (South)
GA-5 Phillip Landrum Memorial Hwy S/Bound Off-Ramp (North)
Ridgewalk Pkwy (West)
Ridgewalk Pkwy (East)

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0700 - 0900 (Weekday 2h Session) (10-30-2025)

Motorized Vehicles

	Northbound			Southbound			Eastbound			Westbound			
	GA-5 Phillip Landrum Memorial Hwy S/Bound Off-Ramp			GA-5 Phillip Landrum Memorial Hwy S/Bound Off-Ramp			Ridgewalk Pkwy (West)			Ridgewalk Pkwy (East)			
TIME	EB 1a	WB 1b	App Total	EB 1c	WB 1d	App Total	NB 1e	SB 1f	App Total	NB 1g	SB 1h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (10-30-2025)

Motorized Vehicles

	Northbound			Southbound			Eastbound			Westbound			
	GA-5 Phillip Landrum Memorial Hwy S/Bound Off-Ramp			GA-5 Phillip Landrum Memorial Hwy S/Bound Off-Ramp			Ridgewalk Pkwy (West)			Ridgewalk Pkwy (East)			
TIME	EB 1a	WB 1b	App Total	EB 1c	WB 1d	App Total	NB 1e	SB 1f	App Total	NB 1g	SB 1h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Peak Hour Turning Movement Count

Woodstock, GA

Click here for Map

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Saturday, November 1, 2025		
Fair		51°F
Period	1200 - 1800	**APPLY**
Peak Hour	1345 - 1445	**APPLY**
Global PH	1345 - 1445	**APPLY**

* the Peak Hour Diagram does not include bicycles

Session Parameters

(Drop Down Menu)

Peak Hour

Volume

GA-5 Phillip Landrum Memorial Hwy N/Bound On-Ramp

Southbound

552	(1-3)	
0	(4-7)	
1	(8-13)	
553	Total	

0

1

Ridgewalk Pkwy (West)

Eastbound

(1-3)	(4-7)	(8-13)	Total	
1009	2	2	1013	←
510	4	1	515	→
0	0	0	0	↰
41	0	1	42	↱
469	4	0	473	→

0

0

Classes	(1-3)	(4-7)	(8-13)	Total
Volume	3090	6	4	3100
PHF				0.97
ADT (Calc)			10	31000

0

0

Westbound

		(1-3)	(4-7)	(8-13)
↰	510	510	0	0
←	905	901	2	2
↱	1	1	0	0
←	1416	1412	2	2
→	1534	1529	4	1
	Total			

Ridgewalk Pkwy (East)

2

0

Total	0	1169		108	1	1060
(8-13)	0	1		0	0	1
(4-7)	0	0		0	0	0
(1-3)	0	1168		108	1	1059

Northbound

GA-5 Phillip Landrum Memorial Hwy N/Bound Off-Ramp

All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	-5 Phillip Landrum Memorial Hwy N/Bound Off-Ra						-5 Phillip Landrum Memorial Hwy N/Bound On-Ra						Ridgewalk Pkwy (West)						Ridgewalk Pkwy (East)						
Time	Left 2.1	Thru 2.2	Right 2.3			App Total						App Total	Left 2.4	Thru 2.5			U-Turn 2.6	App Total		Thru 2.7	Right 2.8		U-Turn 2.9	App Total	Int Total
1345 - 1400	28	0	264	-	-	292	-	-	-	-	-	0	11	141	-	-	0	152	-	216	136	-	0	352	796
1400 - 1415	29	0	274	-	-	303	-	-	-	-	-	0	10	128	-	-	0	138	-	227	119	-	0	346	787
1415 - 1430	25	1	269	-	-	295	-	-	-	-	-	0	9	92	-	-	0	101	-	241	128	-	0	369	765
1430 - 1445	26	0	253	-	-	279	-	-	-	-	-	0	12	112	-	-	0	124	-	221	127	-	1	349	752
Total	108	1	1060	0	0	1169	0	0	0	0	0	0	42	473	0	0	0	515	0	905	510	0	1	1416	3100
Approach %	9.24	0.09	90.68	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	8.16	91.84	0.00	0.00	0.00	-	0.00	63.91	36.02	0.00	0.07	-	
PHF	0.93	0.25	0.97	0.00	0.00	**0.96**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.88	0.84	0.00	0.00	0.00	**0.85**	0.00	0.94	0.94	0.00	0.25	**0.96**	**0.97**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	-5 Phillip Landrum Memorial Hwy N/Bound Off-Ra						-5 Phillip Landrum Memorial Hwy N/Bound On-Ra						Ridgewalk Pkwy (West)						Ridgewalk Pkwy (East)						
Time	Left 2.1	Thru 2.2	Right 2.3			App Total						App Total	Left 2.4	Thru 2.5			U-Turn 2.6	App Total		Thru 2.7	Right 2.8		U-Turn 2.9	App Total	Int Total
1345 - 1400	28	0	264	-	-	292	-	-	-	-	-	0	10	140	-	-	0	150	-	215	136	-	0	351	793
1400 - 1415	29	0	274	-	-	303	-	-	-	-	-	0	10	127	-	-	0	137	-	226	119	-	0	345	785
1415 - 1430	25	1	268	-	-	294	-	-	-	-	-	0	9	91	-	-	0	100	-	241	128	-	0	369	763
1430 - 1445	26	0	253	-	-	279	-	-	-	-	-	0	12	111	-	-	0	123	-	219	127	-	1	347	749
Total	108	1	1059	0	0	1168	0	0	0	0	0	0	41	469	0	0	0	510	0	901	510	0	1	1412	3090
Approach %	9.25	0.09	90.67	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	8.04	91.96	0.00	0.00	0.00	-	0.00	63.81	36.12	0.00	0.07	-	
PHF	0.93	0.25	0.97	0.00	0.00	**0.96**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.85	0.84	0.00	0.00	0.00	**0.85**	0.00	0.93	0.94	0.00	0.25	**0.96**	**0.97**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	-5 Phillip Landrum Memorial Hwy N/Bound Off-Ra						-5 Phillip Landrum Memorial Hwy N/Bound On-Ra						Ridgewalk Pkwy (West)						Ridgewalk Pkwy (East)						
Time	Left 2.1	Thru 2.2	Right 2.3			App Total						App Total	Left 2.4	Thru 2.5			U-Turn 2.6	App Total		Thru 2.7	Right 2.8		U-Turn 2.9	App Total	Int Total
1345 - 1400	0	0	0	-	-	0	-	-	-	-	-	0	0	1	-	-	0	1	-	1	0	-	0	1	2
1400 - 1415	0	0	0	-	-	0	-	-	-	-	-	0	0	1	-	-	0	1	-	1	0	-	0	1	2
1415 - 1430	0	0	0	-	-	0	-	-	-	-	-	0	0	1	-	-	0	1	-	0	0	-	0	0	1
1430 - 1445	0	0	0	-	-	0	-	-	-	-	-	0	0	1	-	-	0	1	-	0	0	-	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	2	0	0	0	2	6
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	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	1.00	0.00	0.00	0.00	**1.00**	0.00	0.50	0.00	0.00	0.00	**0.50**	**0.75**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	-5 Phillip Landrum Memorial Hwy N/Bound Off-Ra						-5 Phillip Landrum Memorial Hwy N/Bound On-Ra						Ridgewalk Pkwy (West)						Ridgewalk Pkwy (East)						
Time	Left 2.1	Thru 2.2	Right 2.3			App Total						App Total	Left 2.4	Thru 2.5			U-Turn 2.6	App Total		Thru 2.7	Right 2.8		U-Turn 2.9	App Total	Int Total
1345 - 1400	0	0	0	-	-	0	-	-	-	-	-	0	1	0	-	-	0	1	-	0	0	-	0	0	1
1400 - 1415	0	0	0	-	-	0	-	-	-	-	-	0	0	0	-	-	0	0	-	0	0	-	0	0	0
1415 - 1430	0	0	1	-	-	1	-	-	-	-	-	0	0	0	-	-	0	0	-	0	0	-	0	0	1
1430 - 1445	0	0	0	-	-	0	-	-	-	-	-	0	0	0	-	-	0	0	-	2	0	-	0	2	2
Total	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1	0	2	0	0	0	2	4
Approach %	0.00	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	0.00	-	0.00	100.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.25	0.00	0.00	**0.25**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.25	0.00	0.00	0.00	0.00	**0.25**	0.00	0.25	0.00	0.00	0.00	**0.25**	**0.50**

Bicycles

	Northbound						Southbound						Eastbound						Westbound						
	-5 Phillip Landrum Memorial Hwy N/Bound Off-Ra						-5 Phillip Landrum Memorial Hwy N/Bound On-Ra						Ridgewalk Pkwy (West)						Ridgewalk Pkwy (East)						
Time	Left 2.1	Thru 2.2	Right 2.3			App Total						App Total	Left 2.4	Thru 2.5			U-Turn 2.6	App Total		Thru 2.7	Right 2.8		U-Turn 2.9	App Total	Int Total
1345 - 1400	0	0	0	-	-	0	-	-	-	-	-	0	0	0	-	-	0	0	-	0	0	-	0	0	0
1400 - 1415	0	0	0	-	-	0	-	-	-	-	-	0	0	0	-	-	0	0	-	0	0	-	0	0	0
1415 - 1430	0	0	0	-	-	0	-	-	-	-	-	0	0	0	-	-	0	0	-	0	0	-	0	0	0
1430 - 1445	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	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Classified Turn Movement Count || All vehicles

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Woodstock, GA

Site 2
GA-5 Phillip Landrum Memorial Hwy N/Bound Off-Ramp
GA-5 Phillip Landrum Memorial Hwy N/Bound On-Ramp
Ridgewalk Pkwy (West)
Ridgewalk Pkwy (East)

Date
Saturday, November 1, 2025

Lat/Long
34.123472°, -84.525624°
Click here for Map

Weather
Fair
51°F
Click here for Detailed Weather

1200 - 1800 (Saturday 6h Session) (11-01-2025)
All vehicles

	Northbound				Southbound				Eastbound				Westbound					
	GA-5 Phillip Landrum Memorial Hwy N/Bound Off-Ra				GA-5 Phillip Landrum Memorial Hwy N/Bound On-Ra				Ridgewalk Pkwy (West)				Ridgewalk Pkwy (East)					
TIME	Left 2.1	Thru 2.2	Right 2.3	App Total					Left 2.4	Thru 2.5	U-Turn 2.6	App Total	Thru 2.7	Right 2.8	U-Turn 2.9	App Total	Int Total	
1200 - 1215	18	1	227	246					10	139	0	149	223	127	0	350	745	
1215 - 1230	26	0	256	282					15	140	0	155	203	107	0	310	747	
1230 - 1245	18	0	242	260					8	138	1	147	231	101	0	332	739	
1245 - 1300	15	1	267	283					7	141	0	148	215	110	0	325	756	
Hourly Total	77	2	992	**1071**					40	558	1	**599**	872	445	0	**1317**	**2987**	
1300 - 1315	25	1	231	257					8	133	0	141	194	108	0	302	700	
1315 - 1330	19	0	245	264					13	126	0	139	205	135	0	340	743	
1330 - 1345	25	0	227	252					13	140	0	153	219	113	0	332	737	
1345 - 1400	28	0	264	292					11	141	0	152	216	136	0	352	796	
Hourly Total	97	1	967	**1065**					45	540	0	**585**	834	492	0	**1326**	**2976**	
1400 - 1415	29	0	274	303					10	128	0	138	227	119	0	346	787	
1415 - 1430	25	1	269	295					9	92	0	101	241	128	0	369	765	
1430 - 1445	26	0	253	279					12	112	0	124	221	127	1	349	752	
1445 - 1500	27	0	243	270					10	135	0	145	226	142	0	368	783	
Hourly Total	107	1	1039	**1147**					41	467	0	**508**	915	516	1	**1432**	**3087**	
1500 - 1515	25	1	222	248					16	128	0	144	219	139	0	358	750	
1515 - 1530	23	0	242	265					9	106	0	115	223	104	1	328	708	
1530 - 1545	24	0	248	272					8	113	0	121	232	98	0	330	723	
1545 - 1600	20	0	248	268					12	117	0	129	214	130	0	344	741	
Hourly Total	92	1	960	**1053**					45	464	0	**509**	888	471	1	**1360**	**2922**	
1600 - 1615	30	0	244	274					11	105	0	116	230	129	0	359	749	
1615 - 1630	23	0	233	256					12	108	0	120	231	116	0	347	723	
1630 - 1645	30	0	226	256					8	123	0	131	219	100	0	319	706	
1645 - 1700	29	0	206	235					11	112	0	123	211	119	1	331	689	
Hourly Total	112	0	909	**1021**					42	448	0	**490**	891	464	1	**1356**	**2867**	
1700 - 1715	29	0	222	251					2	96	0	98	213	103	0	316	665	
1715 - 1730	29	0	183	212					5	102	0	107	214	118	1	333	652	
1730 - 1745	14	0	187	201					15	93	0	108	208	133	0	341	650	
1745 - 1800	38	1	198	237					13	97	0	110	217	100	0	317	664	
Hourly Total	110	1	790	**901**					35	388	0	**423**	852	454	1	**1307**	**2631**	
Grand Total	595	6	5657	**6258**					248	2865	1	**3114**	5252	2842	4	**8098**	**17470**	
Approach %	9.51	0.10	90.40	-					7.96	92.00	0.03	-	64.86	35.10	0.13	-		
Intersection %	3.41	0.03	32.38	35.82					1.42	16.40	0.01	17.82	30.06	16.27	0.02	46.35		
Heavy Vehicle %	1	0	1	**1**					0	0	0	**0**	1	0	0	**0**	**1**	
PHF	0.93	0.25	0.97	**0.96**					0.88	0.84	0.00	**0.85**	0.94	0.94	0.25	**0.96**	**0.97**	
Peak Hour Total	108	1	1060	**1169**					42	473	0	**515**	905	510	1	**1416**	**3100**	
Peak Hour HV %	0	0	0	**0**					2	1	0	**1**	0	0	0	**0**	**0**	

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

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Woodstock, GA

Site 2
GA-5 Phillip Landrum Memorial Hwy N/Bound Off-Ramp
GA-5 Phillip Landrum Memorial Hwy N/Bound On-Ramp
Ridgewalk Pkwy (West)
Ridgewalk Pkwy (East)

Date
Saturday, November 1, 2025

Lat/Long
34.123472°, -84.525624°
Click here for Map

Weather
Fair
51°F
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1200 - 1800 (Saturday 6h Session) (11-01-2025)
Passenger Vehicles (1-3)

	Northbound				Southbound				Eastbound				Westbound				
	GA-5 Phillip Landrum Memorial Hwy N/Bound Off-Ra				GA-5 Phillip Landrum Memorial Hwy N/Bound On-Ra				Ridgewalk Pkwy (West)				Ridgewalk Pkwy (East)				
TIME	Left 2.1	Thru 2.2	Right 2.3	App Total					Left 2.4	Thru 2.5	U-Turn 2.6	App Total	Thru 2.7	Right 2.8	U-Turn 2.9	App Total	Int Total
1200 - 1215	18	1	226	245					10	139	0	149	223	127	0	350	744
1215 - 1230	26	0	252	278					15	140	0	155	201	107	0	308	741
1230 - 1245	18	0	238	256					8	138	1	147	229	101	0	330	733
1245 - 1300	15	1	263	279					7	140	0	147	212	109	0	321	747
Hourly Total	77	2	979	**1058**					40	557	1	**598**	865	444	0	**1309**	**2965**
1300 - 1315	25	1	231	257					8	132	0	140	193	108	0	301	698
1315 - 1330	18	0	244	262					13	124	0	137	204	135	0	339	738
1330 - 1345	25	0	225	250					13	139	0	152	215	112	0	327	729
1345 - 1400	28	0	264	292					10	140	0	150	215	136	0	351	793
Hourly Total	96	1	964	**1061**					44	535	0	**579**	827	491	0	**1318**	**2958**
1400 - 1415	29	0	274	303					10	127	0	137	226	119	0	345	785
1415 - 1430	25	1	268	294					9	91	0	100	241	128	0	369	763
1430 - 1445	26	0	253	279					12	111	0	123	219	127	1	347	749
1445 - 1500	25	0	241	266					10	135	0	145	224	142	0	366	777
Hourly Total	105	1	1036	**1142**					41	464	0	**505**	910	516	1	**1427**	**3074**
1500 - 1515	25	1	220	246					16	128	0	144	218	139	0	357	747
1515 - 1530	23	0	241	264					9	106	0	115	222	104	1	327	706
1530 - 1545	24	0	246	270					8	113	0	121	229	97	0	326	717
1545 - 1600	20	0	247	267					12	116	0	128	211	129	0	340	735
Hourly Total	92	1	954	**1047**					45	463	0	**508**	880	469	1	**1350**	**2905**
1600 - 1615	30	0	241	271					11	103	0	114	230	129	0	359	744
1615 - 1630	23	0	233	256					12	107	0	119	229	116	0	345	720
1630 - 1645	30	0	225	255					8	123	0	131	217	100	0	317	703
1645 - 1700	28	0	204	232					11	112	0	123	210	119	1	330	685
Hourly Total	111	0	903	**1014**					42	445	0	**487**	886	464	1	**1351**	**2852**
1700 - 1715	29	0	221	250					2	96	0	98	213	103	0	316	664
1715 - 1730	29	0	181	210					5	102	0	107	214	118	1	333	650
1730 - 1745	14	0	186	200					15	93	0	108	208	132	0	340	648
1745 - 1800	38	1	198	237					13	97	0	110	216	99	0	315	662
Hourly Total	110	1	786	**897**					35	388	0	**423**	851	452	1	**1304**	**2624**
Grand Total	591	6	5622	**6219**					247	2852	1	**3100**	5219	2836	4	**8059**	**17378**
Approach %	9.50	0.10	90.40	-					7.97	92.00	0.03	-	64.76	35.19	0.13	-	
Intersection %	3.40	0.03	32.35	35.79					1.42	16.41	0.01	17.84	30.03	16.32	0.02	46.37	

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

Marr Traffic DATA COLLECTION

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Woodstock, GA

Site 2
GA-5 Phillip Landrum Memorial Hwy N/Bound Off-Ramp
GA-5 Phillip Landrum Memorial Hwy N/Bound On-Ramp
Ridgewalk Pkwy (West)
Ridgewalk Pkwy (East)

Date
Saturday, November 1, 2025

Lat/Long
34.123472°, -84.525624°
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1200 - 1800 (Saturday 6h Session) (11-01-2025)
Single Unit Trucks (4-7)

	Northbound				Southbound				Eastbound				Westbound				
	GA-5 Phillip Landrum Memorial Hwy N/Bound Off-Ra				GA-5 Phillip Landrum Memorial Hwy N/Bound On-Ra				Ridgewalk Pkwy (West)				Ridgewalk Pkwy (East)				
TIME	Left 2.1	Thru 2.2	Right 2.3	App Total	Left 2.4	Thru 2.5	Right 2.6	App Total	Left 2.4	Thru 2.5	U-Turn 2.6	App Total	Thru 2.7	Right 2.8	U-Turn 2.9	App Total	Int Total
1200 - 1215	0	0	0	0					0	0	0	0	0	0	0	0	0
1215 - 1230	0	0	3	3					0	0	0	0	2	0	0	2	5
1230 - 1245	0	0	4	4					0	0	0	0	2	0	0	2	6
1245 - 1300	0	0	4	4					0	1	0	1	3	1	0	4	9
Hourly Total	0	0	11	**11**					0	1	0	**1**	7	1	0	**8**	**20**
1300 - 1315	0	0	0	0					0	1	0	1	0	0	0	0	1
1315 - 1330	1	0	1	2					0	2	0	2	1	0	0	1	5
1330 - 1345	0	0	2	2					0	1	0	1	3	1	0	4	7
1345 - 1400	0	0	0	0					0	1	0	1	1	0	0	1	2
Hourly Total	1	0	3	**4**					0	5	0	**5**	5	1	0	**6**	**15**
1400 - 1415	0	0	0	0					0	1	0	1	1	0	0	1	2
1415 - 1430	0	0	0	0					0	1	0	1	0	0	0	0	1
1430 - 1445	0	0	0	0					0	1	0	1	0	0	0	0	1
1445 - 1500	2	0	1	3					0	0	0	0	2	0	0	2	5
Hourly Total	2	0	1	**3**					0	3	0	**3**	3	0	0	**3**	**9**
1500 - 1515	0	0	2	2					0	0	0	0	1	0	0	1	3
1515 - 1530	0	0	1	1					0	0	0	0	1	0	0	1	2
1530 - 1545	0	0	1	1					0	0	0	0	2	1	0	3	4
1545 - 1600	0	0	0	0					0	0	0	0	2	0	0	2	2
Hourly Total	0	0	4	**4**					0	0	0	**0**	6	1	0	**7**	**11**
1600 - 1615	0	0	2	2					0	2	0	2	0	0	0	0	4
1615 - 1630	0	0	0	0					0	0	0	0	2	0	0	2	2
1630 - 1645	0	0	1	1					0	0	0	0	1	0	0	1	2
1645 - 1700	1	0	2	3					0	0	0	0	0	0	0	0	3
Hourly Total	1	0	5	**6**					0	2	0	**2**	3	0	0	**3**	**11**
1700 - 1715	0	0	0	0					0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	1	1					0	0	0	0	0	0	0	0	1
1730 - 1745	0	0	1	1					0	0	0	0	0	0	0	0	1
1745 - 1800	0	0	0	0					0	0	0	0	0	1	0	1	1
Hourly Total	0	0	2	**2**					0	0	0	**0**	0	1	0	**1**	**3**
Grand Total	4	0	26	**30**					0	11	0	**11**	24	4	0	**28**	**69**
Approach %	13.33	0.00	86.67	-					0.00	100.00	0.00	-	85.71	14.29	0.00	-	
Intersection %	5.80	0.00	37.68	43.48					0.00	15.94	0.00	15.94	34.78	5.80	0.00	40.58	

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

Marr Traffic DATA COLLECTION

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Woodstock, GA

Site 2
GA-5 Phillip Landrum Memorial Hwy N/Bound Off-Ramp
GA-5 Phillip Landrum Memorial Hwy N/Bound On-Ramp
Ridgewalk Pkwy (West)
Ridgewalk Pkwy (East)

Date
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1200 - 1800 (Saturday 6h Session) (11-01-2025)
Combination Trucks (8-13)

	Northbound				Southbound				Eastbound				Westbound				
	GA-5 Phillip Landrum Memorial Hwy N/Bound Off-Ra				GA-5 Phillip Landrum Memorial Hwy N/Bound On-Ra				Ridgewalk Pkwy (West)				Ridgewalk Pkwy (East)				
TIME	Left 2.1	Thru 2.2	Right 2.3	App Total	Left 2.4	Thru 2.5	U-Turn 2.6	App Total	Thru 2.7	Right 2.8	U-Turn 2.9	App Total	Int Total
1200 - 1215	0	0	1	1	0	0	0	0	0	0	0	0	1
1215 - 1230	0	0	1	1	0	0	0	0	0	0	0	0	1
1230 - 1245	0	0	0	0	0	0	0	0	0	0	0	0	0
1245 - 1300	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	2	**2**	0	0	0	**0**	0	0	0	**0**	**2**
1300 - 1315	0	0	0	0	0	0	0	0	1	0	0	1	1
1315 - 1330	0	0	0	0	0	0	0	0	0	0	0	0	0
1330 - 1345	0	0	0	0	0	0	0	0	1	0	0	1	1
1345 - 1400	0	0	0	0	1	0	0	1	0	0	0	0	1
Hourly Total	0	0	0	**0**	1	0	0	**1**	2	0	0	**2**	**3**
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	1	1	0	0	0	0	0	0	0	0	1
1430 - 1445	0	0	0	0	0	0	0	0	2	0	0	2	2
1445 - 1500	0	0	1	1	0	0	0	0	0	0	0	0	1
Hourly Total	0	0	2	**2**	0	0	0	**0**	2	0	0	**2**	**4**
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	1	1	0	0	0	0	1	0	0	1	2
1545 - 1600	0	0	1	1	0	0	0	0	1	1	0	2	3
Hourly Total	0	0	2	**2**	0	0	0	**0**	2	1	0	**3**	**5**
1600 - 1615	0	0	1	1	0	0	0	0	0	0	0	0	1
1615 - 1630	0	0	0	0	0	1	0	1	0	0	0	0	1
1630 - 1645	0	0	0	0	0	0	0	0	1	0	0	1	1
1645 - 1700	0	0	0	0	0	0	0	0	1	0	0	1	1
Hourly Total	0	0	1	**1**	0	1	0	**1**	2	0	0	**2**	**4**
1700 - 1715	0	0	1	1	0	0	0	0	0	0	0	0	1
1715 - 1730	0	0	1	1	0	0	0	0	0	0	0	0	1
1730 - 1745	0	0	0	0	0	0	0	0	0	1	0	1	1
1745 - 1800	0	0	0	0	0	0	0	0	1	0	0	1	1
Hourly Total	0	0	2	**2**	0	0	0	**0**	1	1	0	**2**	**4**
Grand Total	0	0	9	**9**	1	1	0	**2**	9	2	0	**11**	**22**
Approach %	0.00	0.00	100.00	-	50.00	50.00	0.00	-	81.82	18.18	0.00	-	
Intersection %	0.00	0.00	40.91	40.91	4.55	4.55	0.00	9.09	40.91	9.09	0.00	50.00	

Classified Turn Movement Count || Bicycles

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Woodstock, GA

Site 2
GA-5 Phillip Landrum Memorial Hwy N/Bound Off-Ramp
GA-5 Phillip Landrum Memorial Hwy N/Bound On-Ramp
Ridgewalk Pkwy (West)
Ridgewalk Pkwy (East)

Date
Saturday, November 1, 2025

Lat/Long
34.123472°, -84.525624°
Click here for Map

Weather
Fair
51°F
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1200 - 1800 (Saturday 6h Session) (11-01-2025)
Bicycles

	Northbound				Southbound				Eastbound				Westbound				
	GA-5 Phillip Landrum Memorial Hwy N/Bound Off-Ra				GA-5 Phillip Landrum Memorial Hwy N/Bound On-Ra				Ridgewalk Pkwy (West)				Ridgewalk Pkwy (East)				
TIME	Left 2.1	Thru 2.2	Right 2.3	App Total					Left 2.4	Thru 2.5	U-Turn 2.6	App Total	Thru 2.7	Right 2.8	U-Turn 2.9	App Total	Int Total
1200 - 1215	0	0	0	0					0	0	0	0	0	0	0	0	0
1215 - 1230	0	0	0	0					0	0	0	0	0	0	0	0	0
1230 - 1245	0	0	0	0					0	0	0	0	0	0	0	0	0
1245 - 1300	0	0	0	0					0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**					0	0	0	**0**	0	0	0	**0**	**0**
1300 - 1315	0	0	0	0					0	0	0	0	0	0	0	0	0
1315 - 1330	0	0	0	0					0	0	0	0	0	0	0	0	0
1330 - 1345	0	0	0	0					0	0	0	0	0	0	0	0	0
1345 - 1400	0	0	0	0					0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**					0	0	0	**0**	0	0	0	**0**	**0**
1400 - 1415	0	0	0	0					0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0					0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0					0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0					0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**					0	0	0	**0**	0	0	0	**0**	**0**
1500 - 1515	0	0	0	0					0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0					0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0					0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0					0	1	0	1	0	0	0	0	1
Hourly Total	0	0	0	**0**					0	1	0	**1**	0	0	0	**0**	**1**
1600 - 1615	0	0	0	0					0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0					0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0					0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0					0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**					0	0	0	**0**	0	0	0	**0**	**0**
1700 - 1715	0	0	0	0					0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0					0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0					0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0					0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**					0	0	0	**0**	0	0	0	**0**	**0**
Grand Total	0	0	0	**0**					0	1	0	**1**	0	0	0	**0**	**1**
Approach %	0.00	0.00	0.00	-					0.00	100.00	0.00	-	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00					0.00	100.00	0.00	100.00	0.00	0.00	0.00	0.00	

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

Marr Traffic DATA COLLECTION

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Woodstock, GA

Site 2
GA-5 Phillip Landrum Memorial Hwy N/Bound Off-Ramp
GA-5 Phillip Landrum Memorial Hwy N/Bound On-Ramp
Ridgewalk Pkwy (West)
Ridgewalk Pkwy (East)

Date
Saturday, November 1, 2025

Lat/Long
34.123472°, -84.525624°
Click here for Map

Weather
Fair
51°F
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1200 - 1800 (Saturday 6h Session) (11-01-2025)
All Trucks (4-13)

	Northbound				Southbound				Eastbound				Westbound				
	GA-5 Phillip Landrum Memorial Hwy N/Bound Off-Ra				GA-5 Phillip Landrum Memorial Hwy N/Bound On-Ra				Ridgewalk Pkwy (West)				Ridgewalk Pkwy (East)				
TIME	Left 2.1	Thru 2.2	Right 2.3	App Total	Left 2.4	Thru 2.5	Right 2.6	App Total	Left 2.7	Thru 2.8	Right 2.9	App Total	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Int Total
1200 - 1215	0	0	1	1					0	0	0	0	0	0	0	0	1
1215 - 1230	0	0	4	4					0	0	0	0	2	0	0	2	6
1230 - 1245	0	0	4	4					0	0	0	0	2	0	0	2	6
1245 - 1300	0	0	4	4					0	1	0	1	3	1	0	4	9
Hourly Total	0	0	13	**13**					0	1	0	**1**	7	1	0	**8**	**22**
1300 - 1315	0	0	0	0					0	1	0	1	1	0	0	1	2
1315 - 1330	1	0	1	2					0	2	0	2	1	0	0	1	5
1330 - 1345	0	0	2	2					0	1	0	1	4	1	0	5	8
1345 - 1400	0	0	0	0					1	1	0	2	1	0	0	1	3
Hourly Total	1	0	3	**4**					1	5	0	**6**	7	1	0	**8**	**18**
1400 - 1415	0	0	0	0					0	1	0	1	1	0	0	1	2
1415 - 1430	0	0	1	1					0	1	0	1	0	0	0	0	2
1430 - 1445	0	0	0	0					0	1	0	1	2	0	0	2	3
1445 - 1500	2	0	2	4					0	0	0	0	2	0	0	2	6
Hourly Total	2	0	3	**5**					0	3	0	**3**	5	0	0	**5**	**13**
1500 - 1515	0	0	2	2					0	0	0	0	1	0	0	1	3
1515 - 1530	0	0	1	1					0	0	0	0	1	0	0	1	2
1530 - 1545	0	0	2	2					0	0	0	0	3	1	0	4	6
1545 - 1600	0	0	1	1					0	0	0	0	3	1	0	4	5
Hourly Total	0	0	6	**6**					0	0	0	**0**	8	2	0	**10**	**16**
1600 - 1615	0	0	3	3					0	2	0	2	0	0	0	0	5
1615 - 1630	0	0	0	0					0	1	0	1	2	0	0	2	3
1630 - 1645	0	0	1	1					0	0	0	0	2	0	0	2	3
1645 - 1700	1	0	2	3					0	0	0	0	1	0	0	1	4
Hourly Total	1	0	6	**7**					0	3	0	**3**	5	0	0	**5**	**15**
1700 - 1715	0	0	1	1					0	0	0	0	0	0	0	0	1
1715 - 1730	0	0	2	2					0	0	0	0	0	0	0	0	2
1730 - 1745	0	0	1	1					0	0	0	0	0	1	0	1	2
1745 - 1800	0	0	0	0					0	0	0	0	1	1	0	2	2
Hourly Total	0	0	4	**4**					0	0	0	**0**	1	2	0	**3**	**7**
Grand Total	4	0	35	**39**					1	12	0	**13**	33	6	0	**39**	**91**
Approach %	10.26	0.00	89.74	-					7.69	92.31	0.00	-	84.62	15.38	0.00	-	
Intersection %	4.40	0.00	38.46	42.86					1.10	13.19	0.00	14.29	36.26	6.59	0.00	42.86	

Crosswalk Counts || Pedestrians

Marr Traffic DATA COLLECTION

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Woodstock, GA

Site 2
GA-5 Phillip Landrum Memorial Hwy N/Bound Off-Ramp
GA-5 Phillip Landrum Memorial Hwy N/Bound On-Ramp
Ridgewalk Pkwy (West)
Ridgewalk Pkwy (East)

Date
Saturday, November 1, 2025

Lat/Long
34.123472°, -84.525624°
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Weather
Fair
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1200 - 1800 (Saturday 6h Session) (11-01-2025)
Pedestrians

	Northbound			Southbound			Eastbound			Westbound				
	GA-5 Phillip Landrum Memorial Hwy N Bound Off-Ra			GA-5 Phillip Landrum Memorial Hwy N Bound On-Ra			Ridgewalk Pkwy (West)			Ridgewalk Pkwy (East)				
TIME	EB 2a	WB 2b	App Total	EB 2c	WB 2d	App Total	NB 2e	SB 2f	App Total	NB 2g	SB 2h	App Total	Int Total
1200 - 1215	1	0	1	0	0	0	0	0	0	0	0	0	1
1215 - 1230	0	0	0	0	0	0	0	0	0	0	0	0	0
1230 - 1245	0	1	1	0	0	0	0	0	0	0	0	0	1
1245 - 1300	1	0	1	0	0	0	0	0	0	0	0	0	1
Hourly Total	2	1	**3**	0	0	**0**	0	0	**0**	0	0	**0**	**3**
1300 - 1315	1	1	2	0	0	0	0	0	0	0	0	0	2
1315 - 1330	0	0	0	0	0	0	0	0	0	0	0	0	0
1330 - 1345	0	1	1	0	0	0	0	0	0	0	0	0	1
1345 - 1400	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	2	**3**	0	0	**0**	0	0	**0**	0	0	**0**	**3**
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	2	0	2	0	0	0	0	0	0	0	0	0	2
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	2	0	**2**	0	0	**0**	0	0	**0**	0	0	**0**	**2**
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	1	0	1	0	0	0	0	0	0	0	0	0	1
1530 - 1545	0	2	2	0	0	0	0	0	0	0	0	0	2
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	2	**3**	0	0	**0**	0	0	**0**	0	0	**0**	**3**
1600 - 1615	1	0	1	0	0	0	0	0	0	0	0	0	1
1615 - 1630	0	1	1	0	0	0	0	0	0	0	0	0	1
1630 - 1645	1	2	3	0	0	0	0	0	0	0	0	0	3
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	2	3	**5**	0	0	**0**	0	0	**0**	0	0	**0**	**5**
1700 - 1715	0	0	0	0	0	0	0	0	0	1	0	1	1
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	1	0	**1**	**1**
Grand Total	8	8	**16**	0	0	**0**	0	0	**0**	1	0	**1**	**17**
Approach %	50.00	50.00	-	0.00	0.00	-	0.00	0.00	-	100.00	0.00	-	
Intersection %	47.06	47.06	94.12	0.00	0.00	0.00	0.00	0.00	0.00	5.88	0.00	5.88	

Crosswalk Counts || Bicycles

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Woodstock, GA

Site 2
GA-5 Phillip Landrum Memorial Hwy N/Bound Off-Ramp
GA-5 Phillip Landrum Memorial Hwy N/Bound On-Ramp
Ridgewalk Pkwy (West)
Ridgewalk Pkwy (East)

Date
Saturday, November 1, 2025

Lat/Long
34.123472°, -84.525624°
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1200 - 1800 (Saturday 6h Session) (11-01-2025)
Bicycles

	Northbound			Southbound			Eastbound			Westbound				
	GA-5 Phillip Landrum Memorial Hwy N Bound Off-Ra			GA-5 Phillip Landrum Memorial Hwy N Bound On-Ra			Ridgewalk Pkwy (West)			Ridgewalk Pkwy (East)				
TIME	EB 2a	WB 2b	App Total	EB 2c	WB 2d	App Total	NB 2e	SB 2f	App Total	NB 2g	SB 2h	App Total	Int Total
1200 - 1215	0	0	0	0	0	0	0	0	0	0	0	0	0
1215 - 1230	1	0	1	0	0	0	0	0	0	0	0	0	1
1230 - 1245	0	0	0	0	0	0	0	0	0	0	0	0	0
1245 - 1300	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	0	**1**	0	0	**0**	0	0	**0**	0	0	**0**	**1**
1300 - 1315	0	0	0	1	0	1	0	0	0	0	0	0	1
1315 - 1330	0	2	2	0	0	0	0	0	0	0	0	0	2
1330 - 1345	0	0	0	0	1	1	0	0	0	0	0	0	1
1345 - 1400	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	2	**2**	1	1	**2**	0	0	**0**	0	0	**0**	**4**
1400 - 1415	0	0	0	0	1	1	0	0	0	0	0	0	1
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	1	**1**	0	0	**0**	0	0	**0**	**1**
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	1	0	1	0	0	0	0	0	0	0	0	0	1
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	0	**1**	0	0	**0**	0	0	**0**	0	0	**0**	**1**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	2	0	2	0	0	0	0	0	0	2
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	2	0	**2**	0	0	**0**	0	0	**0**	**2**
Grand Total	2	2	**4**	3	2	**5**	0	0	**0**	0	0	**0**	**9**
Approach %	50.00	50.00	-	60.00	40.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	22.22	22.22	44.44	33.33	22.22	55.56	0.00	0.00	0.00	0.00	0.00	0.00	

Crosswalk Counts || Motorized Vehicles

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Woodstock, GA

Site 2
GA-5 Phillip Landrum Memorial Hwy N/Bound Off-Ramp
GA-5 Phillip Landrum Memorial Hwy N/Bound On-Ramp
Ridgewalk Pkwy (West)
Ridgewalk Pkwy (East)

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1200 - 1800 (Saturday 6h Session) (11-01-2025)
Motorized Vehicles

	Northbound			Southbound			Eastbound			Westbound				
	GA-5 Phillip Landrum Memorial Hwy N Bound Off-Ra			GA-5 Phillip Landrum Memorial Hwy N Bound On-Ra			Ridgewalk Pkwy (West)			Ridgewalk Pkwy (East)				
TIME	EB 2a	WB 2b	App Total	EB 2c	WB 2d	App Total	NB 2e	SB 2f	App Total	NB 2g	SB 2h	App Total	Int Total
1200 - 1215	0	0	0	0	0	0	0	0	0	0	0	0	0
1215 - 1230	0	0	0	0	0	0	0	0	0	0	0	0	0
1230 - 1245	0	0	0	0	0	0	0	0	0	0	0	0	0
1245 - 1300	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1300 - 1315	0	0	0	0	0	0	0	0	0	0	0	0	0
1315 - 1330	0	0	0	0	0	0	0	0	0	0	0	0	0
1330 - 1345	0	0	0	0	0	0	0	0	0	0	0	0	0
1345 - 1400	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	1	1	1
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	1	**1**	**1**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	1	**1**	**1**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	100.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	100.00	100.00	

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Peak Hour Turning Movement Count

Woodstock, GA

Marr Traffic DATA COLLECTION

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Sunday, November 2, 2025		
	Cloudy	50°F
Period	1200 - 1800	APPLY
Peak Hour	1415 - 1515	APPLY
Global PH	1415 - 1515	APPLY

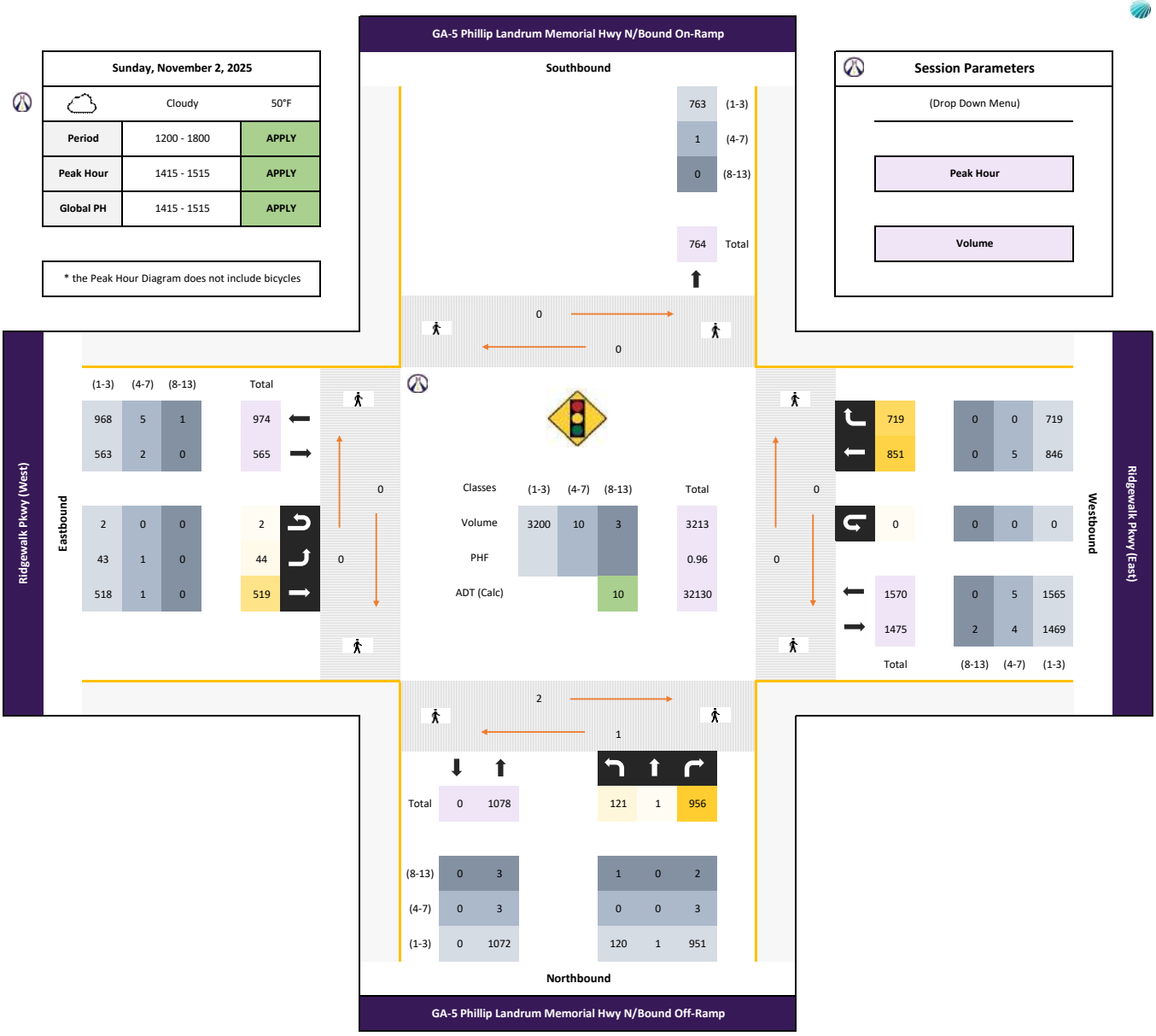
* the Peak Hour Diagram does not include bicycles

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	I-5 Phillip Landrum Memorial Hwy N/Bound Off-Ra						I-5 Phillip Landrum Memorial Hwy N/Bound On-Ra						Ridgewalk Pkwy (West)						Ridgewalk Pkwy (East)						
	Left	Thru	Right			App						App	Left	Thru			U-Turn	App		Thru	Right		U-Turn	App	Int
Time	2.1	2.2	2.3			Total						Total	2.4	2.5			2.6	Total		2.7	2.8		2.9	Total	Total
1415 - 1430	23	1	222	-	-	246	-	-	-	-	-	0	9	116	-	-	2	127	-	232	182	-	0	414	787
1430 - 1445	29	0	238	-	-	267	-	-	-	-	-	0	13	153	-	-	0	166	-	198	175	-	0	373	806
1445 - 1500	31	0	264	-	-	295	-	-	-	-	-	0	6	131	-	-	0	137	-	201	201	-	0	402	834
1500 - 1515	38	0	232	-	-	270	-	-	-	-	-	0	16	119	-	-	0	135	-	220	161	-	0	381	786
Total	121	1	956	0	0	1078	0	0	0	0	0	0	44	519	0	0	2	565	0	851	719	0	0	1570	3213
Approach %	11.22	0.09	88.68	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	7.79	91.86	0.00	0.00	0.35	-	0.00	54.20	45.80	0.00	0.00	-	
PHF	0.80	0.25	0.91	0.00	0.00	**0.91**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.69	0.85	0.00	0.00	0.25	**0.85**	0.00	0.92	0.89	0.00	0.00	**0.95**	**0.96**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	I-5 Phillip Landrum Memorial Hwy N/Bound Off-Ra						I-5 Phillip Landrum Memorial Hwy N/Bound On-Ra						Ridgewalk Pkwy (West)						Ridgewalk Pkwy (East)						
	Left	Thru	Right			App						App	Left	Thru			U-Turn	App		Thru	Right		U-Turn	App	Int
Time	2.1	2.2	2.3			Total						Total	2.4	2.5			2.6	Total		2.7	2.8		2.9	Total	Total
1415 - 1430	23	1	221	-	-	245	-	-	-	-	-	0	9	116	-	-	2	127	-	232	182	-	0	414	786
1430 - 1445	28	0	237	-	-	265	-	-	-	-	-	0	13	152	-	-	0	165	-	197	175	-	0	372	802
1445 - 1500	31	0	262	-	-	293	-	-	-	-	-	0	6	131	-	-	0	137	-	199	201	-	0	400	830
1500 - 1515	38	0	231	-	-	269	-	-	-	-	-	0	15	119	-	-	0	134	-	218	161	-	0	379	782
Total	120	1	951	0	0	1072	0	0	0	0	0	0	43	518	0	0	2	563	0	846	719	0	0	1565	3200
Approach %	11.19	0.09	88.71	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	7.64	92.01	0.00	0.00	0.36	-	0.00	54.06	45.94	0.00	0.00	-	
PHF	0.79	0.25	0.91	0.00	0.00	**0.91**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.72	0.85	0.00	0.00	0.25	**0.85**	0.00	0.91	0.89	0.00	0.00	**0.95**	**0.96**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	I-5 Phillip Landrum Memorial Hwy N/Bound Off-Ra						I-5 Phillip Landrum Memorial Hwy N/Bound On-Ra						Ridgewalk Pkwy (West)						Ridgewalk Pkwy (East)						
	Left	Thru	Right			App						App	Left	Thru			U-Turn	App		Thru	Right		U-Turn	App	Int
Time	2.1	2.2	2.3			Total						Total	2.4	2.5			2.6	Total		2.7	2.8		2.9	Total	Total
1415 - 1430	0	0	1	-	-	1	-	-	-	-	-	0	0	0	-	-	0	0	-	0	0	-	0	0	1
1430 - 1445	0	0	1	-	-	1	-	-	-	-	-	0	0	1	-	-	0	1	-	1	0	-	0	1	3
1445 - 1500	0	0	1	-	-	1	-	-	-	-	-	0	0	0	-	-	0	0	-	2	0	-	0	2	3
1500 - 1515	0	0	0	-	-	0	-	-	-	-	-	0	1	0	-	-	0	1	-	2	0	-	0	2	3
Total	0	0	3	0	0	3	0	0	0	0	0	0	1	1	0	0	0	2	0	5	0	0	0	5	10
Approach %	0.00	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	50.00	50.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.75	0.00	0.00	**0.75**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.25	0.25	0.00	0.00	0.00	**0.50**	0.00	0.63	0.00	0.00	0.00	**0.63**	**0.83**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	I-5 Phillip Landrum Memorial Hwy N/Bound Off-Ra						I-5 Phillip Landrum Memorial Hwy N/Bound On-Ra						Ridgewalk Pkwy (West)						Ridgewalk Pkwy (East)						
	Left	Thru	Right			App						App	Left	Thru			U-Turn	App		Thru	Right		U-Turn	App	Int
Time	2.1	2.2	2.3			Total						Total	2.4	2.5			2.6	Total		2.7	2.8		2.9	Total	Total
1415 - 1430	0	0	0	-	-	0	-	-	-	-	-	0	0	0	-	-	0	0	-	0	0	-	0	0	0
1430 - 1445	1	0	0	-	-	1	-	-	-	-	-	0	0	0	-	-	0	0	-	0	0	-	0	0	1
1445 - 1500	0	0	1	-	-	1	-	-	-	-	-	0	0	0	-	-	0	0	-	0	0	-	0	0	1
1500 - 1515	0	0	1	-	-	1	-	-	-	-	-	0	0	0	-	-	0	0	-	0	0	-	0	0	1
Total	1	0	2	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Approach %	33.33	0.00	66.67	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.25	0.00	0.50	0.00	0.00	**0.75**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.75**

Bicycles

	Northbound						Southbound						Eastbound						Westbound						
	I-5 Phillip Landrum Memorial Hwy N/Bound Off-Ra						I-5 Phillip Landrum Memorial Hwy N/Bound On-Ra						Ridgewalk Pkwy (West)						Ridgewalk Pkwy (East)						
	Left	Thru	Right			App						App	Left	Thru			U-Turn	App		Thru	Right		U-Turn	App	Int
Time	2.1	2.2	2.3			Total						Total	2.4	2.5			2.6	Total		2.7	2.8		2.9	Total	Total
1415 - 1430	0	0	0	-	-	0	-	-	-	-	-	0	0	0	-	-	0	0	-	0	0	-	0	0	0
1430 - 1445	0	0	0	-	-	0	-	-	-	-	-	0	0	0	-	-	0	0	-	0	0	-	0	0	0
1445 - 1500	0	0	0	-	-	0	-	-	-	-	-	0	0	0	-	-	0	0	-	0	0	-	0	0	0
1500 - 1515	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	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Classified Turn Movement Count || All vehicles

Marr Traffic DATA COLLECTION

Woodstock, GA

www.marrtraffic.com

Site 2
GA-5 Phillip Landrum Memorial Hwy N/Bound Off-Ramp
GA-5 Phillip Landrum Memorial Hwy N/Bound On-Ramp
Ridgewalk Pkwy (West)
Ridgewalk Pkwy (East)

Date
Sunday, November 2, 2025

Lat/Long
34.123472°, -84.525624°
Click here for Map

Weather
Cloudy
50°F
Click here for Detailed Weather

1200 - 1800 (Sunday 6h Session) (11-02-2025)
All vehicles

	Northbound				Southbound				Eastbound				Westbound				
	GA-5 Phillip Landrum Memorial Hwy N/Bound Off-Ra				GA-5 Phillip Landrum Memorial Hwy N/Bound On-Ra				Ridgewalk Pkwy (West)				Ridgewalk Pkwy (East)				
TIME	Left 2.1	Thru 2.2	Right 2.3	App Total	Left	Thru	Right	App Total	Left 2.4	Thru 2.5	U-Turn 2.6	App Total	Thru 2.7	Right 2.8	U-Turn 2.9	App Total	Int Total
1200 - 1215	23	0	147	170					11	104	0	115	135	80	0	215	500
1215 - 1230	10	0	162	172					7	117	0	124	213	152	0	365	661
1230 - 1245	16	0	220	236					15	168	0	183	182	107	0	289	708
1245 - 1300	21	0	229	250					14	190	0	204	142	116	0	258	712
Hourly Total	70	0	758	**828**					47	579	0	**626**	672	455	0	**1127**	**2581**
1300 - 1315	21	0	271	292					14	136	2	152	148	82	0	230	674
1315 - 1330	21	1	199	221					9	133	0	142	143	86	0	229	592
1330 - 1345	17	0	249	266					7	126	0	133	160	109	0	269	668
1345 - 1400	20	1	250	271					10	132	0	142	174	110	0	284	697
Hourly Total	79	2	969	**1050**					40	527	2	**569**	625	387	0	**1012**	**2631**
1400 - 1415	29	0	218	247					10	132	0	142	212	139	0	351	740
1415 - 1430	23	1	222	246					9	116	2	127	232	182	0	414	787
1430 - 1445	29	0	238	267					13	153	0	166	198	175	0	373	806
1445 - 1500	31	0	264	295					6	131	0	137	201	201	0	402	834
Hourly Total	112	1	942	**1055**					38	532	2	**572**	843	697	0	**1540**	**3167**
1500 - 1515	38	0	232	270					16	119	0	135	220	161	0	381	786
1515 - 1530	20	0	241	261					8	118	0	126	230	152	0	382	769
1530 - 1545	17	0	214	231					6	127	0	133	197	128	0	325	689
1545 - 1600	26	0	248	274					13	117	0	130	219	113	1	333	737
Hourly Total	101	0	935	**1036**					43	481	0	**524**	866	554	1	**1421**	**2981**
1600 - 1615	27	0	272	299					14	120	1	135	221	129	0	350	784
1615 - 1630	29	0	244	273					7	95	0	102	226	117	0	343	718
1630 - 1645	26	0	231	257					10	123	0	133	214	125	0	339	729
1645 - 1700	34	2	228	264					13	118	0	131	225	105	0	330	725
Hourly Total	116	2	975	**1093**					44	456	1	**501**	886	476	0	**1362**	**2956**
1700 - 1715	20	0	217	237					8	115	0	123	219	127	0	346	706
1715 - 1730	25	0	246	271					14	103	0	117	182	137	0	319	707
1730 - 1745	25	0	184	209					13	105	0	118	215	122	0	337	664
1745 - 1800	28	0	226	254					11	105	0	116	198	108	0	306	676
Hourly Total	98	0	873	**971**					46	428	0	**474**	814	494	0	**1308**	**2753**
Grand Total	576	5	5452	**6033**					258	3003	5	**3266**	4706	3063	1	**7770**	**17069**
Approach %	9.55	0.08	90.37	-					7.90	91.95	0.15	-	60.57	39.42	0.03	-	
Intersection %	3.37	0.03	31.94	35.34					1.51	17.59	0.03	19.13	27.57	17.94	0.01	45.52	
Heavy Vehicle %	0	0	0	**0**					0	0	0	**0**	0	0	0	**0**	**0**
PHF	0.80	0.25	0.91	**0.91**					0.69	0.85	0.25	**0.85**	0.92	0.89	0.00	**0.95**	**0.96**
Peak Hour Total	121	1	956	**1078**					44	519	2	**565**	851	719	0	**1570**	**3213**
Peak Hour HV %	1	0	1	**1**					2	0	0	**0**	1	0	0	**0**	**0**

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

Marr Traffic DATA COLLECTION

Woodstock, GA

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Site 2
GA-5 Phillip Landrum Memorial Hwy N/Bound Off-Ramp
GA-5 Phillip Landrum Memorial Hwy N/Bound On-Ramp
Ridgewalk Pkwy (West)
Ridgewalk Pkwy (East)

Date
Sunday, November 2, 2025

Lat/Long
34.123472°, -84.525624°
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1200 - 1800 (Sunday 6h Session) (11-02-2025)
Passenger Vehicles (1-3)

	Northbound				Southbound				Eastbound				Westbound				
	GA-5 Phillip Landrum Memorial Hwy N/Bound Off-Ra				GA-5 Phillip Landrum Memorial Hwy N/Bound On-Ra				Ridgewalk Pkwy (West)				Ridgewalk Pkwy (East)				
TIME	Left 2.1	Thru 2.2	Right 2.3	App Total	Left	Thru	Right	App Total	Left 2.4	Thru 2.5	U-Turn 2.6	App Total	Thru 2.7	Right 2.8	U-Turn 2.9	App Total	Int Total
1200 - 1215	23	0	145	168					11	104	0	115	135	80	0	215	498
1215 - 1230	10	0	162	172					7	115	0	122	213	152	0	365	659
1230 - 1245	16	0	219	235					15	168	0	183	181	106	0	287	705
1245 - 1300	21	0	228	249					14	190	0	204	141	115	0	256	709
Hourly Total	70	0	754	**824**					47	577	0	**624**	670	453	0	**1123**	**2571**
1300 - 1315	21	0	271	292					14	135	2	151	147	82	0	229	672
1315 - 1330	21	1	199	221					9	133	0	142	143	85	0	228	591
1330 - 1345	17	0	248	265					7	126	0	133	160	109	0	269	667
1345 - 1400	20	1	250	271					10	132	0	142	174	110	0	284	697
Hourly Total	79	2	968	**1049**					40	526	2	**568**	624	386	0	**1010**	**2627**
1400 - 1415	29	0	217	246					10	132	0	142	211	139	0	350	738
1415 - 1430	23	1	221	245					9	116	2	127	232	182	0	414	786
1430 - 1445	28	0	237	265					13	152	0	165	197	175	0	372	802
1445 - 1500	31	0	262	293					6	131	0	137	199	201	0	400	830
Hourly Total	111	1	937	**1049**					38	531	2	**571**	839	697	0	**1536**	**3156**
1500 - 1515	38	0	231	269					15	119	0	134	218	161	0	379	782
1515 - 1530	20	0	241	261					8	118	0	126	230	151	0	381	768
1530 - 1545	17	0	214	231					6	127	0	133	197	128	0	325	689
1545 - 1600	26	0	248	274					13	117	0	130	219	113	1	333	737
Hourly Total	101	0	934	**1035**					42	481	0	**523**	864	553	1	**1418**	**2976**
1600 - 1615	27	0	271	298					14	120	1	135	221	128	0	349	782
1615 - 1630	29	0	244	273					7	95	0	102	225	117	0	342	717
1630 - 1645	26	0	231	257					10	123	0	133	213	125	0	338	728
1645 - 1700	34	2	226	262					13	117	0	130	222	105	0	327	719
Hourly Total	116	2	972	**1090**					44	455	1	**500**	881	475	0	**1356**	**2946**
1700 - 1715	20	0	216	236					8	115	0	123	217	127	0	344	703
1715 - 1730	25	0	245	270					14	103	0	117	181	137	0	318	705
1730 - 1745	25	0	181	206					13	105	0	118	215	122	0	337	661
1745 - 1800	28	0	225	253					11	105	0	116	198	108	0	306	675
Hourly Total	98	0	867	**965**					46	428	0	**474**	811	494	0	**1305**	**2744**
Grand Total	575	5	5432	**6012**					257	2998	5	**3260**	4689	3058	1	**7748**	**17020**
Approach %	9.56	0.08	90.35	-					7.88	91.96	0.15	-	60.52	39.47	0.03	-	
Intersection %	3.38	0.03	31.92	35.32					1.51	17.61	0.03	19.15	27.55	17.97	0.01	45.52	

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

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GA-5 Phillip Landrum Memorial Hwy N/Bound Off-Ramp
GA-5 Phillip Landrum Memorial Hwy N/Bound On-Ramp
Ridgewalk Pkwy (West)
Ridgewalk Pkwy (East)

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Single Unit Trucks (4-7)

	Northbound				Southbound				Eastbound				Westbound				
	GA-5 Phillip Landrum Memorial Hwy N/Bound Off-Ra				GA-5 Phillip Landrum Memorial Hwy N/Bound On-Ra				Ridgewalk Pkwy (West)				Ridgewalk Pkwy (East)				
TIME	Left 2.1	Thru 2.2	Right 2.3	App Total	Left 2.4	Thru 2.5	U-Turn 2.6	App Total	Thru 2.7	Right 2.8	U-Turn 2.9	App Total	Int Total
1200 - 1215	0	0	1	1	0	0	0	0	0	0	0	0	1
1215 - 1230	0	0	0	0	0	2	0	2	0	0	0	0	2
1230 - 1245	0	0	1	1	0	0	0	0	0	1	0	1	2
1245 - 1300	0	0	1	1	0	0	0	0	0	1	0	1	2
Hourly Total	0	0	3	**3**	0	2	0	**2**	0	2	0	**2**	**7**
1300 - 1315	0	0	0	0	0	1	0	1	1	0	0	1	2
1315 - 1330	0	0	0	0	0	0	0	0	0	1	0	1	1
1330 - 1345	0	0	1	1	0	0	0	0	0	0	0	0	1
1345 - 1400	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	1	**1**	0	1	0	**1**	1	1	0	**2**	**4**
1400 - 1415	0	0	1	1	0	0	0	0	1	0	0	1	2
1415 - 1430	0	0	1	1	0	0	0	0	0	0	0	0	1
1430 - 1445	0	0	1	1	0	1	0	1	1	0	0	1	3
1445 - 1500	0	0	1	1	0	0	0	0	2	0	0	2	3
Hourly Total	0	0	4	**4**	0	1	0	**1**	4	0	0	**4**	**9**
1500 - 1515	0	0	0	0	1	0	0	1	2	0	0	2	3
1515 - 1530	0	0	0	0	0	0	0	0	0	1	0	1	1
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	1	0	0	**1**	2	1	0	**3**	**4**
1600 - 1615	0	0	0	0	0	0	0	0	0	1	0	1	1
1615 - 1630	0	0	0	0	0	0	0	0	1	0	0	1	1
1630 - 1645	0	0	0	0	0	0	0	0	1	0	0	1	1
1645 - 1700	0	0	2	2	0	1	0	1	2	0	0	2	5
Hourly Total	0	0	2	**2**	0	1	0	**1**	4	1	0	**5**	**8**
1700 - 1715	0	0	1	1	0	0	0	0	2	0	0	2	3
1715 - 1730	0	0	1	1	0	0	0	0	1	0	0	1	2
1730 - 1745	0	0	3	3	0	0	0	0	0	0	0	0	3
1745 - 1800	0	0	1	1	0	0	0	0	0	0	0	0	1
Hourly Total	0	0	6	**6**	0	0	0	**0**	3	0	0	**3**	**9**
Grand Total	0	0	16	**16**	1	5	0	**6**	14	5	0	**19**	**41**
Approach %	0.00	0.00	100.00	-	16.67	83.33	0.00	-	73.68	26.32	0.00	-	
Intersection %	0.00	0.00	39.02	39.02	2.44	12.20	0.00	14.63	34.15	12.20	0.00	46.34	

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

Marr Traffic DATA COLLECTION

Woodstock, GA

www.marrtraffic.com

Site 2
GA-5 Phillip Landrum Memorial Hwy N/Bound Off-Ramp
GA-5 Phillip Landrum Memorial Hwy N/Bound On-Ramp
Ridgewalk Pkwy (West)
Ridgewalk Pkwy (East)

Date
Sunday, November 2, 2025

Lat/Long
34.123472°, -84.525624°
Click here for Map

Weather
Cloudy
50°F
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1200 - 1800 (Sunday 6h Session) (11-02-2025)
Combination Trucks (8-13)

	Northbound				Southbound				Eastbound				Westbound				
	GA-5 Phillip Landrum Memorial Hwy N/Bound Off-Ra				GA-5 Phillip Landrum Memorial Hwy N/Bound On-Ra				Ridgewalk Pkwy (West)				Ridgewalk Pkwy (East)				
TIME	Left 2.1	Thru 2.2	Right 2.3	App Total	Left	Thru	Right	App Total	Left 2.4	Thru 2.5	U-Turn 2.6	App Total	Thru 2.7	Right 2.8	U-Turn 2.9	App Total	Int Total
1200 - 1215	0	0	1	1					0	0	0	0	0	0	0	0	1
1215 - 1230	0	0	0	0					0	0	0	0	0	0	0	0	0
1230 - 1245	0	0	0	0					0	0	0	0	1	0	0	1	1
1245 - 1300	0	0	0	0					0	0	0	0	1	0	0	1	1
Hourly Total	0	0	1	**1**					0	0	0	**0**	2	0	0	**2**	**3**
1300 - 1315	0	0	0	0					0	0	0	0	0	0	0	0	0
1315 - 1330	0	0	0	0					0	0	0	0	0	0	0	0	0
1330 - 1345	0	0	0	0					0	0	0	0	0	0	0	0	0
1345 - 1400	0	0	0	0					0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**					0	0	0	**0**	0	0	0	**0**	**0**
1400 - 1415	0	0	0	0					0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0					0	0	0	0	0	0	0	0	0
1430 - 1445	1	0	0	1					0	0	0	0	0	0	0	0	1
1445 - 1500	0	0	1	1					0	0	0	0	0	0	0	0	1
Hourly Total	1	0	1	**2**					0	0	0	**0**	0	0	0	**0**	**2**
1500 - 1515	0	0	1	1					0	0	0	0	0	0	0	0	1
1515 - 1530	0	0	0	0					0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0					0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0					0	0	0	0	0	0	0	0	0
Hourly Total	0	0	1	**1**					0	0	0	**0**	0	0	0	**0**	**1**
1600 - 1615	0	0	1	1					0	0	0	0	0	0	0	0	1
1615 - 1630	0	0	0	0					0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0					0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0					0	0	0	0	1	0	0	1	1
Hourly Total	0	0	1	**1**					0	0	0	**0**	1	0	0	**1**	**2**
1700 - 1715	0	0	0	0					0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0					0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0					0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0					0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**					0	0	0	**0**	0	0	0	**0**	**0**
Grand Total	1	0	4	**5**					0	0	0	**0**	3	0	0	**3**	**8**
Approach %	20.00	0.00	80.00	-					0.00	0.00	0.00	-	100.00	0.00	0.00	-	
Intersection %	12.50	0.00	50.00	62.50					0.00	0.00	0.00	0.00	37.50	0.00	0.00	37.50	

Classified Turn Movement Count || Bicycles

Marr Traffic DATA COLLECTION

Woodstock, GA

www.marrtraffic.com

Site 2
GA-5 Phillip Landrum Memorial Hwy N/Bound Off-Ramp
GA-5 Phillip Landrum Memorial Hwy N/Bound On-Ramp
Ridgewalk Pkwy (West)
Ridgewalk Pkwy (East)

Date
Sunday, November 2, 2025

Lat/Long
34.123472°, -84.525624°
Click here for Map

Weather
Cloudy
50°F
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1200 - 1800 (Sunday 6h Session) (11-02-2025)
Bicycles

	Northbound				Southbound				Eastbound				Westbound				
	GA-5 Phillip Landrum Memorial Hwy N/Bound Off-Ra				GA-5 Phillip Landrum Memorial Hwy N/Bound On-Ra				Ridgewalk Pkwy (West)				Ridgewalk Pkwy (East)				
TIME	Left 2.1	Thru 2.2	Right 2.3	App Total	Left 2.4	Thru 2.5	U-Turn 2.6	App Total	Thru 2.7	Right 2.8	U-Turn 2.9	App Total	Int Total
1200 - 1215	0	0	0	0	0	0	0	0	0	0	0	0	0
1215 - 1230	0	0	0	0	0	0	0	0	0	0	0	0	0
1230 - 1245	0	0	0	0	0	0	0	0	0	0	0	0	0
1245 - 1300	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
1300 - 1315	0	0	0	0	0	0	0	0	0	0	0	0	0
1315 - 1330	0	0	0	0	0	0	0	0	0	0	0	0	0
1330 - 1345	0	0	0	0	0	0	0	0	0	0	0	0	0
1345 - 1400	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Grand Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Approach %	0.00	0.00	0.00	-	0.00	0.00	0.00	-	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

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

Marr Traffic DATA COLLECTION

Woodstock, GA

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Site 2
GA-5 Phillip Landrum Memorial Hwy N/Bound Off-Ramp
GA-5 Phillip Landrum Memorial Hwy N/Bound On-Ramp
Ridgewalk Pkwy (West)
Ridgewalk Pkwy (East)

Date
Sunday, November 2, 2025

Lat/Long
34.123472°, -84.525624°
Click here for Map

Weather
Cloudy
50°F
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1200 - 1800 (Sunday 6h Session) (11-02-2025)
All Trucks (4-13)

	Northbound				Southbound				Eastbound				Westbound				
	GA-5 Phillip Landrum Memorial Hwy N/Bound Off-Ra				GA-5 Phillip Landrum Memorial Hwy N/Bound On-Ra				Ridgewalk Pkwy (West)				Ridgewalk Pkwy (East)				
TIME	Left 2.1	Thru 2.2	Right 2.3	App Total	Left	Thru	Right	App Total	Left 2.4	Thru 2.5	U-Turn 2.6	App Total	Thru 2.7	Right 2.8	U-Turn 2.9	App Total	Int Total
1200 - 1215	0	0	2	2					0	0	0	0	0	0	0	0	2
1215 - 1230	0	0	0	0					0	2	0	2	0	0	0	0	2
1230 - 1245	0	0	1	1					0	0	0	0	1	1	0	2	3
1245 - 1300	0	0	1	1					0	0	0	0	1	1	0	2	3
Hourly Total	0	0	4	**4**					0	2	0	**2**	2	2	0	**4**	**10**
1300 - 1315	0	0	0	0					0	1	0	1	1	0	0	1	2
1315 - 1330	0	0	0	0					0	0	0	0	0	1	0	1	1
1330 - 1345	0	0	1	1					0	0	0	0	0	0	0	0	1
1345 - 1400	0	0	0	0					0	0	0	0	0	0	0	0	0
Hourly Total	0	0	1	**1**					0	1	0	**1**	1	1	0	**2**	**4**
1400 - 1415	0	0	1	1					0	0	0	0	1	0	0	1	2
1415 - 1430	0	0	1	1					0	0	0	0	0	0	0	0	1
1430 - 1445	1	0	1	2					0	1	0	1	1	0	0	1	4
1445 - 1500	0	0	2	2					0	0	0	0	2	0	0	2	4
Hourly Total	1	0	5	**6**					0	1	0	**1**	4	0	0	**4**	**11**
1500 - 1515	0	0	1	1					1	0	0	1	2	0	0	2	4
1515 - 1530	0	0	0	0					0	0	0	0	0	1	0	1	1
1530 - 1545	0	0	0	0					0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0					0	0	0	0	0	0	0	0	0
Hourly Total	0	0	1	**1**					1	0	0	**1**	2	1	0	**3**	**5**
1600 - 1615	0	0	1	1					0	0	0	0	0	1	0	1	2
1615 - 1630	0	0	0	0					0	0	0	0	1	0	0	1	1
1630 - 1645	0	0	0	0					0	0	0	0	1	0	0	1	1
1645 - 1700	0	0	2	2					0	1	0	1	3	0	0	3	6
Hourly Total	0	0	3	**3**					0	1	0	**1**	5	1	0	**6**	**10**
1700 - 1715	0	0	1	1					0	0	0	0	2	0	0	2	3
1715 - 1730	0	0	1	1					0	0	0	0	1	0	0	1	2
1730 - 1745	0	0	3	3					0	0	0	0	0	0	0	0	3
1745 - 1800	0	0	1	1					0	0	0	0	0	0	0	0	1
Hourly Total	0	0	6	**6**					0	0	0	**0**	3	0	0	**3**	**9**
Grand Total	1	0	20	**21**					1	5	0	**6**	17	5	0	**22**	**49**
Approach %	4.76	0.00	95.24	-					16.67	83.33	0.00	-	77.27	22.73	0.00	-	
Intersection %	2.04	0.00	40.82	42.86					2.04	10.20	0.00	12.24	34.69	10.20	0.00	44.90	

Crosswalk Counts || Pedestrians

Marr Traffic DATA COLLECTION

Woodstock, GA

www.marrtraffic.com

Site 2
GA-5 Phillip Landrum Memorial Hwy N/Bound Off-Ramp
GA-5 Phillip Landrum Memorial Hwy N/Bound On-Ramp
Ridgewalk Pkwy (West)
Ridgewalk Pkwy (East)

Date
Sunday, November 2, 2025

Lat/Long
34.123472°, -84.525624°
Click here for Map

Weather
Cloudy
50°F
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1200 - 1800 (Sunday 6h Session) (11-02-2025)
Pedestrians

	Northbound			Southbound			Eastbound			Westbound			
	GA-5 Phillip Landrum Memorial Hwy N Bound Off-Ra			GA-5 Phillip Landrum Memorial Hwy N Bound On-Ra			Ridgewalk Pkwy (West)			Ridgewalk Pkwy (East)			
TIME	EB 2a	WB 2b	App Total	EB 2c	WB 2d	App Total	NB 2e	SB 2f	App Total	NB 2g	SB 2h	App Total	Int Total
1200 - 1215	0	1	1	0	0	0	0	0	0	0	0	0	1
1215 - 1230	0	2	2	0	0	0	0	0	0	0	0	0	2
1230 - 1245	2	0	2	0	0	0	0	0	0	0	0	0	2
1245 - 1300	1	2	3	0	0	0	0	0	0	0	0	0	3
Hourly Total	3	5	**8**	0	0	**0**	0	0	**0**	0	0	**0**	**8**
1300 - 1315	1	0	1	0	0	0	0	0	0	0	0	0	1
1315 - 1330	0	0	0	0	0	0	0	0	0	0	0	0	0
1330 - 1345	0	0	0	0	0	0	0	0	0	0	0	0	0
1345 - 1400	0	1	1	0	0	0	0	0	0	0	0	0	1
Hourly Total	1	1	**2**	0	0	**0**	0	0	**0**	0	0	**0**	**2**
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	1	0	1	0	0	0	0	0	0	0	0	0	1
Hourly Total	1	0	**1**	0	0	**0**	0	0	**0**	0	0	**0**	**1**
1500 - 1515	0	1	1	0	0	0	0	0	0	0	0	0	1
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	1	0	1	0	0	0	0	0	0	0	0	0	1
1545 - 1600	1	0	1	0	0	0	0	0	0	0	0	0	1
Hourly Total	2	1	**3**	0	0	**0**	0	0	**0**	0	0	**0**	**3**
1600 - 1615	0	2	2	0	0	0	0	0	0	0	0	0	2
1615 - 1630	0	1	1	0	0	0	0	0	0	0	0	0	1
1630 - 1645	1	1	2	0	0	0	0	0	0	0	0	0	2
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	4	**5**	0	0	**0**	0	0	**0**	0	0	**0**	**5**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	8	11	**19**	0	0	**0**	0	0	**0**	0	0	**0**	**19**
Approach %	42.11	57.89	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	42.11	57.89	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Crosswalk Counts || Bicycles

Marr Traffic DATA COLLECTION

Woodstock, GA

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Site 2
GA-5 Phillip Landrum Memorial Hwy N/Bound Off-Ramp
GA-5 Phillip Landrum Memorial Hwy N/Bound On-Ramp
Ridgewalk Pkwy (West)
Ridgewalk Pkwy (East)

Date
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1200 - 1800 (Sunday 6h Session) (11-02-2025)
Bicycles

	Northbound			Southbound			Eastbound			Westbound			
	GA-5 Phillip Landrum Memorial Hwy N Bound Off-Ra			GA-5 Phillip Landrum Memorial Hwy N Bound On-Ra			Ridgewalk Pkwy (West)			Ridgewalk Pkwy (East)			
TIME	EB 2a	WB 2b	App Total	EB 2c	WB 2d	App Total	NB 2e	SB 2f	App Total	NB 2g	SB 2h	App Total	Int Total
1200 - 1215	0	0	0	0	0	0	0	0	0	0	0	0	0
1215 - 1230	0	0	0	0	0	0	0	0	0	0	0	0	0
1230 - 1245	0	0	0	0	0	0	0	0	0	0	0	0	0
1245 - 1300	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1300 - 1315	0	0	0	0	1	1	0	0	0	0	0	0	1
1315 - 1330	0	0	0	0	0	0	0	0	0	0	0	0	0
1330 - 1345	0	0	0	0	0	0	0	0	0	0	0	0	0
1345 - 1400	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	1	**1**	0	0	**0**	0	0	**0**	**1**
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1500 - 1515	1	0	1	0	0	0	0	0	0	0	0	0	1
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	1	0	1	0	0	0	0	0	0	0	0	0	1
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	2	0	**2**	0	0	**0**	0	0	**0**	0	0	**0**	**2**
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	1	1	0	0	0	0	0	0	0	0	0	1
1630 - 1645	0	2	2	0	0	0	0	0	0	0	0	0	2
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	3	**3**	0	0	**0**	0	0	**0**	0	0	**0**	**3**
1700 - 1715	2	0	2	0	0	0	0	0	0	0	0	0	2
1715 - 1730	0	0	0	0	2	2	0	0	0	0	0	0	2
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	2	0	**2**	0	2	**2**	0	0	**0**	0	0	**0**	**4**
Grand Total	4	3	**7**	0	3	**3**	0	0	**0**	0	0	**0**	**10**
Approach %	57.14	42.86	-	0.00	100.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	40.00	30.00	70.00	0.00	30.00	30.00	0.00	0.00	0.00	0.00	0.00	0.00	

Crosswalk Counts || Motorized Vehicles

Marr Traffic DATA COLLECTION

Woodstock, GA

www.marrtraffic.com

Site 2
GA-5 Phillip Landrum Memorial Hwy N/Bound Off-Ramp
GA-5 Phillip Landrum Memorial Hwy N/Bound On-Ramp
Ridgewalk Pkwy (West)
Ridgewalk Pkwy (East)

Date
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Weather
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50°F
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1200 - 1800 (Sunday 6h Session) (11-02-2025)
Motorized Vehicles

	Northbound			Southbound			Eastbound			Westbound			
	GA-5 Phillip Landrum Memorial Hwy N Bound Off-Ra			GA-5 Phillip Landrum Memorial Hwy N Bound On-Ra			Ridgewalk Pkwy (West)			Ridgewalk Pkwy (East)			
TIME	EB 2a	WB 2b	App Total	EB 2c	WB 2d	App Total	NB 2e	SB 2f	App Total	NB 2g	SB 2h	App Total	Int Total
1200 - 1215	0	0	0	0	0	0	0	0	0	0	0	0	0
1215 - 1230	1	0	1	0	0	0	0	0	0	0	0	0	1
1230 - 1245	0	0	0	0	0	0	0	0	0	0	0	0	0
1245 - 1300	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	0	**1**	0	0	**0**	0	0	**0**	0	0	**0**	**1**
1300 - 1315	0	0	0	0	0	0	0	0	0	0	0	0	0
1315 - 1330	0	0	0	0	0	0	0	0	0	0	0	0	0
1330 - 1345	0	0	0	0	0	0	0	0	0	0	0	0	0
1345 - 1400	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	1	0	1	0	0	0	0	0	0	0	0	0	1
Hourly Total	1	0	**1**	0	0	**0**	0	0	**0**	0	0	**0**	**1**
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	1	0	1	0	0	0	0	0	0	0	0	0	1
Hourly Total	1	0	**1**	0	0	**0**	0	0	**0**	0	0	**0**	**1**
Grand Total	3	0	**3**	0	0	**0**	0	0	**0**	0	0	**0**	**3**
Approach %	100.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	100.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Peak Hour Turning Movement Count

Woodstock, GA

Click here for Map

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Thursday, October 30, 2025		
Cloudy		49°F
Period	0700 - 0900	**APPLY**
Peak Hour	0715 - 0815	**APPLY**
Global PH	0715 - 0815	**APPLY**

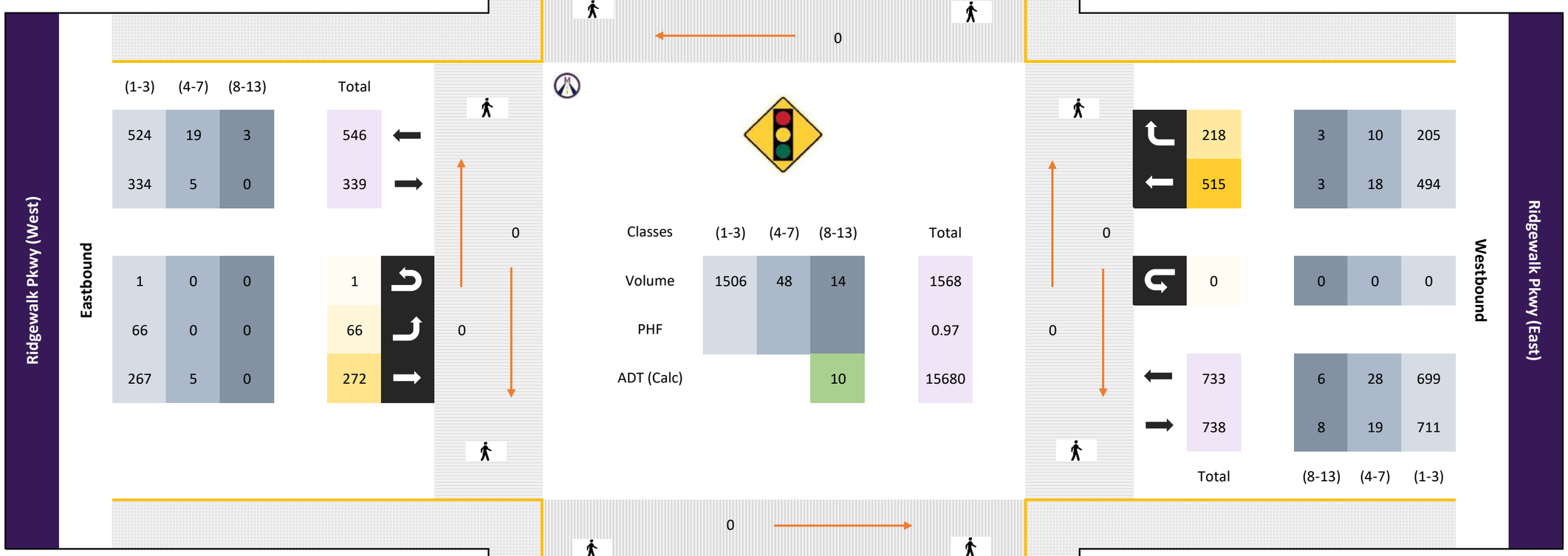
* the Peak Hour Diagram does not include bicycles

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	hillip Landrum Memorial Hwy N/Bound Off-Ramp						hillip Landrum Memorial Hwy N/Bound On-Ramp						Ridgewalk Pkwy (West)						Ridgewalk Pkwy (East)						
	Left 2.1	Thru 2.2	Right 2.3			App Total						App Total	Left 2.4	Thru 2.5			U-Turn 2.6	App Total		Thru 2.7	Right 2.8		U-Turn 2.9	App Total	
0715 - 0730	3	0	97	-	-	100	-	-	-	-	-	0	19	67	-	-	0	86	-	152	52	-	0	204	390
0730 - 0745	6	0	114	-	-	120	-	-	-	-	-	0	17	69	-	-	0	86	-	137	61	-	0	198	404
0745 - 0800	10	0	131	-	-	141	-	-	-	-	-	0	16	70	-	-	0	86	-	116	62	-	0	178	405
0800 - 0815	11	0	124	-	-	135	-	-	-	-	-	0	14	66	-	-	1	81	-	110	43	-	0	153	369
Total	30	0	466	0	0	496	0	0	0	0	0	0	66	272	0	0	1	339	0	515	218	0	0	733	1568
Approach %	6.05	0.00	93.95	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	19.47	80.24	0.00	0.00	0.29	-	0.00	70.26	29.74	0.00	0.00	-	
PHF	0.68	0.00	0.89	0.00	0.00	**0.88**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.87	0.97	0.00	0.00	0.25	**0.99**	0.00	0.85	0.88	0.00	0.00	**0.90**	**0.97**

Passenger Vehicles (1-3)

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	hillip Landrum Memorial Hwy N/Bound Off-Ramp						hillip Landrum Memorial Hwy N/Bound On-Ramp						Ridgewalk Pkwy (West)						Ridgewalk Pkwy (East)						
	Left 2.1	Thru 2.2	Right 2.3			App Total						App Total	Left 2.4	Thru 2.5			U-Turn 2.6	App Total		Thru 2.7	Right 2.8		U-Turn 2.9	App Total	
0715 - 0730	3	0	95	-	-	98	-	-	-	-	-	0	19	65	-	-	0	84	-	150	47	-	0	197	379
0730 - 0745	6	0	104	-	-	110	-	-	-	-	-	0	17	69	-	-	0	86	-	133	58	-	0	191	387
0745 - 0800	9	0	126	-	-	135	-	-	-	-	-	0	16	67	-	-	0	83	-	110	57	-	0	167	385
0800 - 0815	11	0	119	-	-	130	-	-	-	-	-	0	14	66	-	-	1	81	-	101	43	-	0	144	355
Total	29	0	444	0	0	473	0	0	0	0	0	0	66	267	0	0	1	334	0	494	205	0	0	699	1506
Approach %	6.13	0.00	93.87	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	19.76	79.94	0.00	0.00	0.30	-	0.00	70.67	29.33	0.00	0.00	-	
PHF	0.66	0.00	0.88	0.00	0.00	**0.88**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.87	0.97	0.00	0.00	0.25	**0.97**	0.00	0.82	0.88	0.00	0.00	**0.89**	**0.97**

Single Unit Trucks (4-7)

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	hillip Landrum Memorial Hwy N/Bound Off-Ramp						hillip Landrum Memorial Hwy N/Bound On-Ramp						Ridgewalk Pkwy (West)						Ridgewalk Pkwy (East)						
	Left 2.1	Thru 2.2	Right 2.3			App Total						App Total	Left 2.4	Thru 2.5			U-Turn 2.6	App Total		Thru 2.7	Right 2.8		U-Turn 2.9	App Total	
0715 - 0730	0	0	2	-	-	2	-	-	-	-	-	0	0	2	-	-	0	2	-	2	4	-	0	6	10
0730 - 0745	0	0	7	-	-	7	-	-	-	-	-	0	0	0	-	-	0	0	-	3	3	-	0	6	13
0745 - 0800	1	0	2	-	-	3	-	-	-	-	-	0	0	3	-	-	0	3	-	6	3	-	0	9	15
0800 - 0815	0	0	3	-	-	3	-	-	-	-	-	0	0	0	-	-	0	0	-	7	0	-	0	7	10
Total	1	0	14	0	0	15	0	0	0	0	0	0	0	5	0	0	0	5	0	18	10	0	0	28	48
Approach %	6.67	0.00	93.33	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	64.29	35.71	0.00	0.00	-	
PHF	0.25	0.00	0.50	0.00	0.00	**0.54**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.42	0.00	0.00	0.00	**0.42**	0.00	0.64	0.63	0.00	0.00	**0.78**	**0.80**

Combination Trucks (8-13)

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	hillip Landrum Memorial Hwy N/Bound Off-Ramp						hillip Landrum Memorial Hwy N/Bound On-Ramp						Ridgewalk Pkwy (West)						Ridgewalk Pkwy (East)						
	Left 2.1	Thru 2.2	Right 2.3			App Total						App Total	Left 2.4	Thru 2.5			U-Turn 2.6	App Total		Thru 2.7	Right 2.8		U-Turn 2.9	App Total	
0715 - 0730	0	0	0	-	-	0	-	-	-	-	-	0	0	0	-	-	0	0	-	0	1	-	0	1	1
0730 - 0745	0	0	3	-	-	3	-	-	-	-	-	0	0	0	-	-	0	0	-	1	0	-	0	1	4
0745 - 0800	0	0	3	-	-	3	-	-	-	-	-	0	0	0	-	-	0	0	-	0	2	-	0	2	5
0800 - 0815	0	0	2	-	-	2	-	-	-	-	-	0	0	0	-	-	0	0	-	2	0	-	0	2	4
Total	0	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	6	14
Approach %	0.00	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	50.00	50.00	0.00	0.00	-	
PHF	0.00	0.00	0.67	0.00	0.00	**0.67**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.38	0.38	0.00	0.00	**0.75**	**0.70**

Bicycles

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	hillip Landrum Memorial Hwy N/Bound Off-Ramp						hillip Landrum Memorial Hwy N/Bound On-Ramp						Ridgewalk Pkwy (West)						Ridgewalk Pkwy (East)						
	Left 2.1	Thru 2.2	Right 2.3			App Total						App Total	Left 2.4	Thru 2.5			U-Turn 2.6	App Total		Thru 2.7	Right 2.8		U-Turn 2.9	App Total	
0715 - 0730	0	0	0	-	-	0	-	-	-	-	-	0	0	0	-	-	0	0	-	0	0	-	0	0	0
0730 - 0745	0	0	0	-	-	0	-	-	-	-	-	0	0	0	-	-	0	0	-	0	0	-	0	0	0
0745 - 0800	0	0	0	-	-	0	-	-	-	-	-	0	0	0	-	-	0	0	-	0	0	-	0	0	0
0800 - 0815	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	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Peak Hour Turning Movement Count

Click here for Map

Woodstock, GA

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Thursday, October 30, 2025		
Cloudy		49°F
Period	1600 - 1800	**APPLY**
Peak Hour	1630 - 1730	**APPLY**
Global PH	1645 - 1745	**APPLY**

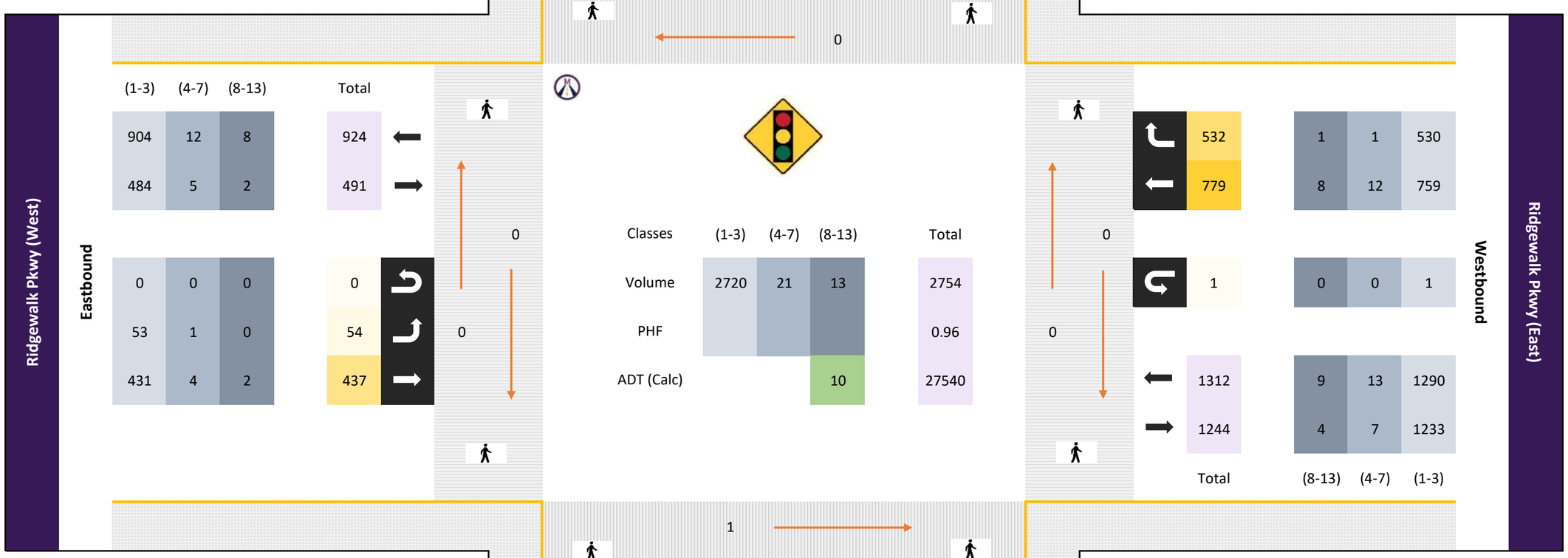
* the Peak Hour Diagram does not include bicycles

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

Time	Northbound: hillip Landrum Memorial Hwy N/Bound Off-Ramp						Southbound: hillip Landrum Memorial Hwy N/Bound On-Ramp						Eastbound: Ridgewalk Pkwy (West)						Westbound: Ridgewalk Pkwy (East)						
	Left 2.1	Thru 2.2	Right 2.3			App Total						App Total	Left 2.4	Thru 2.5			U-Turn 2.6	App Total		Thru 2.7	Right 2.8		U-Turn 2.9	App Total	Int Total
1630 - 1645	36	0	212	-	-	248	-	-	-	-	-	0	7	100	-	-	0	107	-	183	128	-	0	311	666
1645 - 1700	30	0	200	-	-	230	-	-	-	-	-	0	15	122	-	-	0	137	-	179	130	-	0	309	676
1700 - 1715	50	0	173	-	-	223	-	-	-	-	-	0	14	96	-	-	0	110	-	204	159	-	0	363	696
1715 - 1730	29	0	221	-	-	250	-	-	-	-	-	0	18	119	-	-	0	137	-	213	115	-	1	329	716
Total	145	0	806	0	0	951	0	0	0	0	0	0	54	437	0	0	0	491	0	779	532	0	1	1312	2754
Approach %	15.25	0.00	84.75	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	11.00	89.00	0.00	0.00	0.00	-	0.00	59.38	40.55	0.00	0.08	-	
PHF	0.73	0.00	0.91	0.00	0.00	**0.95**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.75	0.90	0.00	0.00	0.00	**0.90**	0.00	0.91	0.84	0.00	0.25	**0.90**	**0.96**

Passenger Vehicles (1-3)

Time	Northbound: hillip Landrum Memorial Hwy N/Bound Off-Ramp						Southbound: hillip Landrum Memorial Hwy N/Bound On-Ramp						Eastbound: Ridgewalk Pkwy (West)						Westbound: Ridgewalk Pkwy (East)						
	Left 2.1	Thru 2.2	Right 2.3			App Total						App Total	Left 2.4	Thru 2.5			U-Turn 2.6	App Total		Thru 2.7	Right 2.8		U-Turn 2.9	App Total	Int Total
1630 - 1645	36	0	210	-	-	246	-	-	-	-	-	0	6	100	-	-	0	106	-	177	127	-	0	304	656
1645 - 1700	30	0	199	-	-	229	-	-	-	-	-	0	15	118	-	-	0	133	-	174	129	-	0	303	665
1700 - 1715	50	0	171	-	-	221	-	-	-	-	-	0	14	95	-	-	0	109	-	198	159	-	0	357	687
1715 - 1730	29	0	221	-	-	250	-	-	-	-	-	0	18	118	-	-	0	136	-	210	115	-	1	326	712
Total	145	0	801	0	0	946	0	0	0	0	0	0	53	431	0	0	0	484	0	759	530	0	1	1290	2720
Approach %	15.33	0.00	84.67	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	10.95	89.05	0.00	0.00	0.00	-	0.00	58.84	41.09	0.00	0.08	-	
PHF	0.73	0.00	0.91	0.00	0.00	**0.95**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.74	0.91	0.00	0.00	0.00	**0.89**	0.00	0.90	0.83	0.00	0.25	**0.90**	**0.96**

Single Unit Trucks (4-7)

Time	Northbound: hillip Landrum Memorial Hwy N/Bound Off-Ramp						Southbound: hillip Landrum Memorial Hwy N/Bound On-Ramp						Eastbound: Ridgewalk Pkwy (West)						Westbound: Ridgewalk Pkwy (East)						
	Left 2.1	Thru 2.2	Right 2.3			App Total						App Total	Left 2.4	Thru 2.5			U-Turn 2.6	App Total		Thru 2.7	Right 2.8		U-Turn 2.9	App Total	Int Total
1630 - 1645	0	0	0	-	-	0	-	-	-	-	-	0	1	0	-	-	0	1	-	3	0	-	0	3	4
1645 - 1700	0	0	1	-	-	1	-	-	-	-	-	0	0	3	-	-	0	3	-	4	1	-	0	5	9
1700 - 1715	0	0	2	-	-	2	-	-	-	-	-	0	0	0	-	-	0	0	-	3	0	-	0	3	5
1715 - 1730	0	0	0	-	-	0	-	-	-	-	-	0	0	1	-	-	0	1	-	2	0	-	0	2	3
Total	0	0	3	0	0	3	0	0	0	0	0	0	1	4	0	0	0	5	0	12	1	0	0	13	21
Approach %	0.00	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	20.00	80.00	0.00	0.00	0.00	-	0.00	92.31	7.69	0.00	0.00	-	
PHF	0.00	0.00	0.38	0.00	0.00	**0.38**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.25	0.33	0.00	0.00	0.00	**0.42**	0.00	0.75	0.25	0.00	0.00	**0.65**	**0.58**

Combination Trucks (8-13)

Time	Northbound: hillip Landrum Memorial Hwy N/Bound Off-Ramp						Southbound: hillip Landrum Memorial Hwy N/Bound On-Ramp						Eastbound: Ridgewalk Pkwy (West)						Westbound: Ridgewalk Pkwy (East)						
	Left 2.1	Thru 2.2	Right 2.3			App Total						App Total	Left 2.4	Thru 2.5			U-Turn 2.6	App Total		Thru 2.7	Right 2.8		U-Turn 2.9	App Total	Int Total
1630 - 1645	0	0	2	-	-	2	-	-	-	-	-	0	0	0	-	-	0	0	-	3	1	-	0	4	6
1645 - 1700	0	0	0	-	-	0	-	-	-	-	-	0	0	1	-	-	0	1	-	1	0	-	0	1	2
1700 - 1715	0	0	0	-	-	0	-	-	-	-	-	0	0	1	-	-	0	1	-	3	0	-	0	3	4
1715 - 1730	0	0	0	-	-	0	-	-	-	-	-	0	0	0	-	-	0	0	-	1	0	-	0	1	1
Total	0	0	2	0	0	2	0	0	0	0	0	0	0	2	0	0	0	2	0	8	1	0	0	9	13
Approach %	0.00	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	88.89	11.11	0.00	0.00	-	
PHF	0.00	0.00	0.25	0.00	0.00	**0.25**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.50	0.00	0.00	0.00	**0.50**	0.00	0.67	0.25	0.00	0.00	**0.56**	**0.54**

Bicycles

Time	Northbound: hillip Landrum Memorial Hwy N/Bound Off-Ramp						Southbound: hillip Landrum Memorial Hwy N/Bound On-Ramp						Eastbound: Ridgewalk Pkwy (West)						Westbound: Ridgewalk Pkwy (East)						
	Left 2.1	Thru 2.2	Right 2.3			App Total						App Total	Left 2.4	Thru 2.5			U-Turn 2.6	App Total		Thru 2.7	Right 2.8		U-Turn 2.9	App Total	Int Total
1630 - 1645	0	0	0	-	-	0	-	-	-	-	-	0	0	0	-	-	0	0	-	0	0	-	0	0	0
1645 - 1700	0	0	0	-	-	0	-	-	-	-	-	0	0	0	-	-	0	0	-	0	0	-	0	0	0
1700 - 1715	0	0	0	-	-	0	-	-	-	-	-	0	0	0	-	-	0	0	-	0	0	-	0	0	0
1715 - 1730	0	0	0	-	-	0	-	-	-	-	-	0	0	0	-	-	0	0	-	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Classified Turn Movement Count || All vehicles

Marr Traffic DATA COLLECTION

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Woodstock, GA

Site 2

GA-5 Phillip Landrum Memorial Hwy N/Bound Off-Ramp (South)
GA-5 Phillip Landrum Memorial Hwy N/Bound On-Ramp (North)
Ridgewalk Pkwy (West)
Ridgewalk Pkwy (East)

Date

Thursday, October 30, 2025

Lat/Long

34.123472°, -84.525624°
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Weather

Cloudy
49°F
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0700 - 0900 (Weekday 2h Session) (10-30-2025)

All vehicles

	Northbound				Southbound				Eastbound				Westbound				
	GA-5 Phillip Landrum Memorial Hwy N/Bound Off-Ramp				GA-5 Phillip Landrum Memorial Hwy N/Bound On-Ramp				Ridgewalk Pkwy (West)				Ridgewalk Pkwy (East)				
TIME	Left 2.1	Thru 2.2	Right 2.3	App Total					Left 2.4	Thru 2.5	U-Turn 2.6	App Total	Thru 2.7	Right 2.8	U-Turn 2.9	App Total	Int Total
0700 - 0715	4	2	94	100					16	67	0	83	134	30	0	164	347
0715 - 0730	3	0	97	100					19	67	0	86	152	52	0	204	390
0730 - 0745	6	0	114	120					17	69	0	86	137	61	0	198	404
0745 - 0800	10	0	131	141					16	70	0	86	116	62	0	178	405
Hourly Total	23	2	436	**461**					68	273	0	**341**	539	205	0	**744**	**1546**
0800 - 0815	11	0	124	135					14	66	1	81	110	43	0	153	369
0815 - 0830	10	0	75	85					14	75	0	89	96	34	1	131	305
0830 - 0845	9	0	100	109					15	75	0	90	113	49	0	162	361
0845 - 0900	13	0	138	151					9	99	0	108	107	43	0	150	409
Hourly Total	43	0	437	**480**					52	315	1	**368**	426	169	1	**596**	**1444**
Grand Total	66	2	873	**941**					120	588	1	**709**	965	374	1	**1340**	**2990**
Approach %	7.01	0.21	92.77	-					16.93	82.93	0.14	-	72.01	27.91	0.14	-	
Intersection %	2.21	0.07	29.20	31.47					4.01	19.67	0.03	23.71	32.27	12.51	0.03	44.82	
Heavy Vehicle %	2	0	7	**7**					0	3	0	**2**	4	6	0	**5**	**5**
PHF	0.68	0.00	0.89	**0.88**					0.87	0.97	0.25	**0.99**	0.85	0.88	0.00	**0.90**	**0.97**
Peak Hour Total	30	0	466	**496**					66	272	1	**339**	515	218	0	**733**	**1568**
Peak Hour HV %	3	0	5	**5**					0	2	0	**1**	4	6	0	**5**	**4**

1600 - 1800 (Weekday 2h Session) (10-30-2025)

All vehicles

	Northbound				Southbound				Eastbound				Westbound				
	GA-5 Phillip Landrum Memorial Hwy N/Bound Off-Ramp				GA-5 Phillip Landrum Memorial Hwy N/Bound On-Ramp				Ridgewalk Pkwy (West)				Ridgewalk Pkwy (East)				
TIME	Left 2.1	Thru 2.2	Right 2.3	App Total					Left 2.4	Thru 2.5	U-Turn 2.6	App Total	Thru 2.7	Right 2.8	U-Turn 2.9	App Total	Int Total
1600 - 1615	26	0	147	173					12	94	0	106	208	131	0	339	618
1615 - 1630	43	0	182	225					5	114	0	119	194	133	0	327	671
1630 - 1645	36	0	212	248					7	100	0	107	183	128	0	311	666
1645 - 1700	30	0	200	230					15	122	0	137	179	130	0	309	676
Hourly Total	135	0	741	**876**					39	430	0	**469**	764	522	0	**1286**	**2631**
1700 - 1715	50	0	173	223					14	96	0	110	204	159	0	363	696
1715 - 1730	29	0	221	250					18	119	0	137	213	115	1	329	716
1730 - 1745	44	0	171	215					9	128	0	137	177	120	0	297	649
1745 - 1800	39	0	202	241					17	129	1	147	173	126	0	299	687
Hourly Total	162	0	767	**929**					58	472	1	**531**	767	520	1	**1288**	**2748**
Grand Total	297	0	1508	**1805**					97	902	1	**1000**	1531	1042	1	**2574**	**5379**
Approach %	16.45	0.00	83.55	-					9.70	90.20	0.10	-	59.48	40.48	0.04	-	
Intersection %	5.52	0.00	28.03	33.56					1.80	16.77	0.02	18.59	28.46	19.37	0.02	47.85	
Heavy Vehicle %	1	-	1	**1**					2	2	0	**2**	2	1	0	**2**	**1**
PHF	0.73	0.00	0.91	**0.95**					0.75	0.90	0.00	**0.90**	0.91	0.84	0.25	**0.90**	**0.96**
Peak Hour Total	145	0	806	**951**					54	437	0	**491**	779	532	1	**1312**	**2754**
Peak Hour HV %	0	0	1	**1**					2	1	0	**1**	3	0	0	**2**	**1**

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

Marr Traffic DATA COLLECTION

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Woodstock, GA

Site 2

GA-5 Phillip Landrum Memorial Hwy N/Bound Off-Ramp (South)
GA-5 Phillip Landrum Memorial Hwy N/Bound On-Ramp (North)
Ridgewalk Pkwy (West)
Ridgewalk Pkwy (East)

Date

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0700 - 0900 (Weekday 2h Session) (10-30-2025)

Passenger Vehicles (1-3)

	Northbound				Southbound		Eastbound				Westbound				
	GA-5 Phillip Landrum Memorial Hwy N/Bound Off-Ramp				GA-5 Phillip Landrum Memorial Hwy N/Bound On-Ramp		Ridgewalk Pkwy (West)				Ridgewalk Pkwy (East)				
TIME	Left 2.1	Thru 2.2	Right 2.3	App Total			Left 2.4	Thru 2.5	U-Turn 2.6	App Total	Thru 2.7	Right 2.8	U-Turn 2.9	App Total	Int Total
0700 - 0715	4	2	83	89			16	65	0	81	130	26	0	156	326
0715 - 0730	3	0	95	98			19	65	0	84	150	47	0	197	379
0730 - 0745	6	0	104	110			17	69	0	86	133	58	0	191	387
0745 - 0800	9	0	126	135			16	67	0	83	110	57	0	167	385
Hourly Total	22	2	408	**432**			68	266	0	**334**	523	188	0	**711**	**1477**
0800 - 0815	11	0	119	130			14	66	1	81	101	43	0	144	355
0815 - 0830	10	0	69	79			14	74	0	88	92	31	1	124	291
0830 - 0845	9	0	89	98			15	70	0	85	109	47	0	156	339
0845 - 0900	13	0	123	136			9	97	0	106	102	42	0	144	386
Hourly Total	43	0	400	**443**			52	307	1	**360**	404	163	1	**568**	**1371**
Grand Total	65	2	808	**875**			120	573	1	**694**	927	351	1	**1279**	**2848**
Approach %	7.43	0.23	92.34	-			17.29	82.56	0.14	-	72.48	27.44	0.14	-	
Intersection %	2.28	0.07	28.37	30.72			4.21	20.12	0.04	24.37	32.55	12.32	0.04	44.91	

1600 - 1800 (Weekday 2h Session) (10-30-2025)

Passenger Vehicles (1-3)

	Northbound				Southbound		Eastbound				Westbound				
	GA-5 Phillip Landrum Memorial Hwy N/Bound Off-Ramp				GA-5 Phillip Landrum Memorial Hwy N/Bound On-Ramp		Ridgewalk Pkwy (West)				Ridgewalk Pkwy (East)				
TIME	Left 2.1	Thru 2.2	Right 2.3	App Total			Left 2.4	Thru 2.5	U-Turn 2.6	App Total	Thru 2.7	Right 2.8	U-Turn 2.9	App Total	Int Total
1600 - 1615	25	0	146	171			12	90	0	102	203	128	0	331	604
1615 - 1630	42	0	182	224			4	109	0	113	192	132	0	324	661
1630 - 1645	36	0	210	246			6	100	0	106	177	127	0	304	656
1645 - 1700	30	0	199	229			15	118	0	133	174	129	0	303	665
Hourly Total	133	0	737	**870**			37	417	0	**454**	746	516	0	**1262**	**2586**
1700 - 1715	50	0	171	221			14	95	0	109	198	159	0	357	687
1715 - 1730	29	0	221	250			18	118	0	136	210	115	1	326	712
1730 - 1745	44	0	167	211			9	128	0	137	172	119	0	291	639
1745 - 1800	38	0	201	239			17	129	1	147	173	126	0	299	685
Hourly Total	161	0	760	**921**			58	470	1	**529**	753	519	1	**1273**	**2723**
Grand Total	294	0	1497	**1791**			95	887	1	**983**	1499	1035	1	**2535**	**5309**
Approach %	16.42	0.00	83.58	-			9.66	90.23	0.10	-	59.13	40.83	0.04	-	
Intersection %	5.54	0.00	28.20	33.74			1.79	16.71	0.02	18.52	28.24	19.50	0.02	47.75	

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

Marr Traffic DATA COLLECTION

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Woodstock, GA

Site 2

GA-5 Phillip Landrum Memorial Hwy N/Bound Off-Ramp (South)
GA-5 Phillip Landrum Memorial Hwy N/Bound On-Ramp (North)
Ridgewalk Pkwy (West)
Ridgewalk Pkwy (East)

Date

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0700 - 0900 (Weekday 2h Session) (10-30-2025)

Single Unit Trucks (4-7)

	Northbound				Southbound				Eastbound				Westbound				
	GA-5 Phillip Landrum Memorial Hwy N/Bound Off-Ramp				GA-5 Phillip Landrum Memorial Hwy N/Bound On-Ramp				Ridgewalk Pkwy (West)				Ridgewalk Pkwy (East)				
TIME	Left 2.1	Thru 2.2	Right 2.3	App Total					Left 2.4	Thru 2.5	U-Turn 2.6	App Total	Thru 2.7	Right 2.8	U-Turn 2.9	App Total	Int Total
0700 - 0715	0	0	10	10					0	2	0	2	3	3	0	6	18
0715 - 0730	0	0	2	2					0	2	0	2	2	4	0	6	10
0730 - 0745	0	0	7	7					0	0	0	0	3	3	0	6	13
0745 - 0800	1	0	2	3					0	3	0	3	6	3	0	9	15
Hourly Total	1	0	21	**22**					0	7	0	**7**	14	13	0	**27**	**56**
0800 - 0815	0	0	3	3					0	0	0	0	7	0	0	7	10
0815 - 0830	0	0	6	6					0	1	0	1	3	1	0	4	11
0830 - 0845	0	0	8	8					0	4	0	4	3	2	0	5	17
0845 - 0900	0	0	14	14					0	2	0	2	5	0	0	5	21
Hourly Total	0	0	31	**31**					0	7	0	**7**	18	3	0	**21**	**59**
Grand Total	1	0	52	**53**					0	14	0	**14**	32	16	0	**48**	**115**
Approach %	1.89	0.00	98.11	-					0.00	100.00	0.00	-	66.67	33.33	0.00	-	
Intersection %	0.87	0.00	45.22	46.09					0.00	12.17	0.00	12.17	27.83	13.91	0.00	41.74	

1600 - 1800 (Weekday 2h Session) (10-30-2025)

Single Unit Trucks (4-7)

	Northbound				Southbound				Eastbound				Westbound				
	GA-5 Phillip Landrum Memorial Hwy N/Bound Off-Ramp				GA-5 Phillip Landrum Memorial Hwy N/Bound On-Ramp				Ridgewalk Pkwy (West)				Ridgewalk Pkwy (East)				
TIME	Left 2.1	Thru 2.2	Right 2.3	App Total					Left 2.4	Thru 2.5	U-Turn 2.6	App Total	Thru 2.7	Right 2.8	U-Turn 2.9	App Total	Int Total
1600 - 1615	1	0	0	1					0	3	0	3	3	3	0	6	10
1615 - 1630	1	0	0	1					1	3	0	4	1	1	0	2	7
1630 - 1645	0	0	0	0					1	0	0	1	3	0	0	3	4
1645 - 1700	0	0	1	1					0	3	0	3	4	1	0	5	9
Hourly Total	2	0	1	**3**					2	9	0	**11**	11	5	0	**16**	**30**
1700 - 1715	0	0	2	2					0	0	0	0	3	0	0	3	5
1715 - 1730	0	0	0	0					0	1	0	1	2	0	0	2	3
1730 - 1745	0	0	2	2					0	0	0	0	3	1	0	4	6
1745 - 1800	1	0	1	2					0	0	0	0	0	0	0	0	2
Hourly Total	1	0	5	**6**					0	1	0	**1**	8	1	0	**9**	**16**
Grand Total	3	0	6	**9**					2	10	0	**12**	19	6	0	**25**	**46**
Approach %	33.33	0.00	66.67	-					16.67	83.33	0.00	-	76.00	24.00	0.00	-	
Intersection %	6.52	0.00	13.04	19.57					4.35	21.74	0.00	26.09	41.30	13.04	0.00	54.35	

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

Marr Traffic DATA COLLECTION

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Woodstock, GA

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GA-5 Phillip Landrum Memorial Hwy N/Bound Off-Ramp (South)
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0700 - 0900 (Weekday 2h Session) (10-30-2025)

Combination Trucks (8-13)

	Northbound				Southbound				Eastbound				Westbound				
	GA-5 Phillip Landrum Memorial Hwy N/Bound Off-Ramp				GA-5 Phillip Landrum Memorial Hwy N/Bound On-Ramp				Ridgewalk Pkwy (West)				Ridgewalk Pkwy (East)				
TIME	Left 2.1	Thru 2.2	Right 2.3	App Total					Left 2.4	Thru 2.5	U-Turn 2.6	App Total	Thru 2.7	Right 2.8	U-Turn 2.9	App Total	Int Total
0700 - 0715	0	0	1	1					0	0	0	0	1	1	0	2	3
0715 - 0730	0	0	0	0					0	0	0	0	0	1	0	1	1
0730 - 0745	0	0	3	3					0	0	0	0	1	0	0	1	4
0745 - 0800	0	0	3	3					0	0	0	0	0	2	0	2	5
Hourly Total	0	0	7	**7**					0	0	0	**0**	2	4	0	**6**	**13**
0800 - 0815	0	0	2	2					0	0	0	0	2	0	0	2	4
0815 - 0830	0	0	0	0					0	0	0	0	1	2	0	3	3
0830 - 0845	0	0	3	3					0	1	0	1	1	0	0	1	5
0845 - 0900	0	0	1	1					0	0	0	0	0	1	0	1	2
Hourly Total	0	0	6	**6**					0	1	0	**1**	4	3	0	**7**	**14**
Grand Total	0	0	13	**13**					0	1	0	**1**	6	7	0	**13**	**27**
Approach %	0.00	0.00	100.00	-					0.00	100.00	0.00	-	46.15	53.85	0.00	-	
Intersection %	0.00	0.00	48.15	48.15					0.00	3.70	0.00	3.70	22.22	25.93	0.00	48.15	

1600 - 1800 (Weekday 2h Session) (10-30-2025)

Combination Trucks (8-13)

	Northbound				Southbound				Eastbound				Westbound				
	GA-5 Phillip Landrum Memorial Hwy N/Bound Off-Ramp				GA-5 Phillip Landrum Memorial Hwy N/Bound On-Ramp				Ridgewalk Pkwy (West)				Ridgewalk Pkwy (East)				
TIME	Left 2.1	Thru 2.2	Right 2.3	App Total					Left 2.4	Thru 2.5	U-Turn 2.6	App Total	Thru 2.7	Right 2.8	U-Turn 2.9	App Total	Int Total
1600 - 1615	0	0	1	1					0	1	0	1	2	0	0	2	4
1615 - 1630	0	0	0	0					0	2	0	2	1	0	0	1	3
1630 - 1645	0	0	2	2					0	0	0	0	3	1	0	4	6
1645 - 1700	0	0	0	0					0	1	0	1	1	0	0	1	2
Hourly Total	0	0	3	**3**					0	4	0	**4**	7	1	0	**8**	**15**
1700 - 1715	0	0	0	0					0	1	0	1	3	0	0	3	4
1715 - 1730	0	0	0	0					0	0	0	0	1	0	0	1	1
1730 - 1745	0	0	2	2					0	0	0	0	2	0	0	2	4
1745 - 1800	0	0	0	0					0	0	0	0	0	0	0	0	0
Hourly Total	0	0	2	**2**					0	1	0	**1**	6	0	0	**6**	**9**
Grand Total	0	0	5	**5**					0	5	0	**5**	13	1	0	**14**	**24**
Approach %	0.00	0.00	100.00	-					0.00	100.00	0.00	-	92.86	7.14	0.00	-	
Intersection %	0.00	0.00	20.83	20.83					0.00	20.83	0.00	20.83	54.17	4.17	0.00	58.33	

Classified Turn Movement Count || Bicycles

Marr Traffic DATA COLLECTION

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Bicycles

	Northbound				Southbound				Eastbound				Westbound				
	GA-5 Phillip Landrum Memorial Hwy N/Bound Off-Ramp				GA-5 Phillip Landrum Memorial Hwy N/Bound On-Ramp				Ridgewalk Pkwy (West)				Ridgewalk Pkwy (East)				
TIME	Left 2.1	Thru 2.2	Right 2.3	App Total					Left 2.4	Thru 2.5	U-Turn 2.6	App Total	Thru 2.7	Right 2.8	U-Turn 2.9	App Total	Int Total
0700 - 0715	0	0	0	0					0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0					0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0					0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0					0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**					0	0	0	**0**	0	0	0	**0**	**0**
0800 - 0815	0	0	0	0					0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0					0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0					0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0					0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**					0	0	0	**0**	0	0	0	**0**	**0**
Grand Total	0	0	0	**0**					0	0	0	**0**	0	0	0	**0**	**0**
Approach %	0.00	0.00	0.00	-					0.00	0.00	0.00	-	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00					0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (10-30-2025)

Bicycles

	Northbound				Southbound				Eastbound				Westbound				
	GA-5 Phillip Landrum Memorial Hwy N/Bound Off-Ramp				GA-5 Phillip Landrum Memorial Hwy N/Bound On-Ramp				Ridgewalk Pkwy (West)				Ridgewalk Pkwy (East)				
TIME	Left 2.1	Thru 2.2	Right 2.3	App Total					Left 2.4	Thru 2.5	U-Turn 2.6	App Total	Thru 2.7	Right 2.8	U-Turn 2.9	App Total	Int Total
1600 - 1615	0	0	0	0					0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0					0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0					0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0					0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**					0	0	0	**0**	0	0	0	**0**	**0**
1700 - 1715	0	0	0	0					0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0					0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0					0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0					0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**					0	0	0	**0**	0	0	0	**0**	**0**
Grand Total	0	0	0	**0**					0	0	0	**0**	0	0	0	**0**	**0**
Approach %	0.00	0.00	0.00	-					0.00	0.00	0.00	-	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00					0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

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

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Woodstock, GA

Site 2
GA-5 Phillip Landrum Memorial Hwy N/Bound Off-Ramp (South)
GA-5 Phillip Landrum Memorial Hwy N/Bound On-Ramp (North)
Ridgewalk Pkwy (West)
Ridgewalk Pkwy (East)

Date
Thursday, October 30, 2025

Lat/Long
34.123472°, -84.525624°
Click here for Map

Weather
Cloudy
49°F
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0700 - 0900 (Weekday 2h Session) (10-30-2025)

All Trucks (4-13)

	Northbound				Southbound				Eastbound				Westbound				
	GA-5 Phillip Landrum Memorial Hwy N/Bound Off-Ramp				GA-5 Phillip Landrum Memorial Hwy N/Bound On-Ramp				Ridgewalk Pkwy (West)				Ridgewalk Pkwy (East)				
TIME	Left 2.1	Thru 2.2	Right 2.3	App Total					Left 2.4	Thru 2.5	U-Turn 2.6	App Total	Thru 2.7	Right 2.8	U-Turn 2.9	App Total	Int Total
0700 - 0715	0	0	11	11					0	2	0	2	4	4	0	8	21
0715 - 0730	0	0	2	2					0	2	0	2	2	5	0	7	11
0730 - 0745	0	0	10	10					0	0	0	0	4	3	0	7	17
0745 - 0800	1	0	5	6					0	3	0	3	6	5	0	11	20
Hourly Total	1	0	28	**29**					0	7	0	**7**	16	17	0	**33**	**69**
0800 - 0815	0	0	5	5					0	0	0	0	9	0	0	9	14
0815 - 0830	0	0	6	6					0	1	0	1	4	3	0	7	14
0830 - 0845	0	0	11	11					0	5	0	5	4	2	0	6	22
0845 - 0900	0	0	15	15					0	2	0	2	5	1	0	6	23
Hourly Total	0	0	37	**37**					0	8	0	**8**	22	6	0	**28**	**73**
Grand Total	1	0	65	**66**					0	15	0	**15**	38	23	0	**61**	**142**
Approach %	1.52	0.00	98.48	-					0.00	100.00	0.00	-	62.30	37.70	0.00	-	
Intersection %	0.70	0.00	45.77	46.48					0.00	10.56	0.00	10.56	26.76	16.20	0.00	42.96	

1600 - 1800 (Weekday 2h Session) (10-30-2025)

All Trucks (4-13)

	Northbound				Southbound				Eastbound				Westbound				
	GA-5 Phillip Landrum Memorial Hwy N/Bound Off-Ramp				GA-5 Phillip Landrum Memorial Hwy N/Bound On-Ramp				Ridgewalk Pkwy (West)				Ridgewalk Pkwy (East)				
TIME	Left 2.1	Thru 2.2	Right 2.3	App Total					Left 2.4	Thru 2.5	U-Turn 2.6	App Total	Thru 2.7	Right 2.8	U-Turn 2.9	App Total	Int Total
1600 - 1615	1	0	1	2					0	4	0	4	5	3	0	8	14
1615 - 1630	1	0	0	1					1	5	0	6	2	1	0	3	10
1630 - 1645	0	0	2	2					1	0	0	1	6	1	0	7	10
1645 - 1700	0	0	1	1					0	4	0	4	5	1	0	6	11
Hourly Total	2	0	4	**6**					2	13	0	**15**	18	6	0	**24**	**45**
1700 - 1715	0	0	2	2					0	1	0	1	6	0	0	6	9
1715 - 1730	0	0	0	0					0	1	0	1	3	0	0	3	4
1730 - 1745	0	0	4	4					0	0	0	0	5	1	0	6	10
1745 - 1800	1	0	1	2					0	0	0	0	0	0	0	0	2
Hourly Total	1	0	7	**8**					0	2	0	**2**	14	1	0	**15**	**25**
Grand Total	3	0	11	**14**					2	15	0	**17**	32	7	0	**39**	**70**
Approach %	21.43	0.00	78.57	-					11.76	88.24	0.00	-	82.05	17.95	0.00	-	
Intersection %	4.29	0.00	15.71	20.00					2.86	21.43	0.00	24.29	45.71	10.00	0.00	55.71	

Crosswalk Counts || Pedestrians

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Woodstock, GA

Site 2
GA-5 Phillip Landrum Memorial Hwy N/Bound Off-Ramp (South)
GA-5 Phillip Landrum Memorial Hwy N/Bound On-Ramp (North)
Ridgewalk Pkwy (West)
Ridgewalk Pkwy (East)

Date
Thursday, October 30, 2025

Lat/Long
34.123472°, -84.525624°
Click here for Map

Weather
Cloudy
49°F
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0700 - 0900 (Weekday 2h Session) (10-30-2025)

Pedestrians

	Northbound			Southbound			Eastbound			Westbound			
	GA-5 Phillip Landrum Memorial Hwy N/Bound Off-Ramp			GA-5 Phillip Landrum Memorial Hwy N/Bound On-Ramp			Ridgewalk Pkwy (West)			Ridgewalk Pkwy (East)			
TIME	EB 2a	WB 2b	App Total	EB 2c	WB 2d	App Total	NB 2e	SB 2f	App Total	NB 2g	SB 2h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (10-30-2025)

Pedestrians

	Northbound			Southbound			Eastbound			Westbound			
	GA-5 Phillip Landrum Memorial Hwy N/Bound Off-Ramp			GA-5 Phillip Landrum Memorial Hwy N/Bound On-Ramp			Ridgewalk Pkwy (West)			Ridgewalk Pkwy (East)			
TIME	EB 2a	WB 2b	App Total	EB 2c	WB 2d	App Total	NB 2e	SB 2f	App Total	NB 2g	SB 2h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	1	0	1	0	0	0	0	0	0	0	0	0	1
1645 - 1700	0	1	1	0	0	0	0	0	0	0	0	0	1
Hourly Total	1	1	**2**	0	0	**0**	0	0	**0**	0	0	**0**	**2**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	1	1	**2**	0	0	**0**	0	0	**0**	0	0	**0**	**2**
Approach %	50.00	50.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	50.00	50.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Crosswalk Counts || Bicycles

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Woodstock, GA

Site 2
GA-5 Phillip Landrum Memorial Hwy N/Bound Off-Ramp (South)
GA-5 Phillip Landrum Memorial Hwy N/Bound On-Ramp (North)
Ridgewalk Pkwy (West)
Ridgewalk Pkwy (East)

Date
Thursday, October 30, 2025

Lat/Long
34.123472°, -84.525624°
Click here for Map

Weather
Cloudy
49°F
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0700 - 0900 (Weekday 2h Session) (10-30-2025)

Bicycles

	Northbound			Southbound			Eastbound			Westbound			
	GA-5 Phillip Landrum Memorial Hwy N/Bound Off-Ramp			GA-5 Phillip Landrum Memorial Hwy N/Bound On-Ramp			Ridgewalk Pkwy (West)			Ridgewalk Pkwy (East)			
TIME	EB 2a	WB 2b	App Total	EB 2c	WB 2d	App Total	NB 2e	SB 2f	App Total	NB 2g	SB 2h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (10-30-2025)

Bicycles

	Northbound			Southbound			Eastbound			Westbound			
	GA-5 Phillip Landrum Memorial Hwy N/Bound Off-Ramp			GA-5 Phillip Landrum Memorial Hwy N/Bound On-Ramp			Ridgewalk Pkwy (West)			Ridgewalk Pkwy (East)			
TIME	EB 2a	WB 2b	App Total	EB 2c	WB 2d	App Total	NB 2e	SB 2f	App Total	NB 2g	SB 2h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Crosswalk Counts || Motorized Vehicles

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Woodstock, GA

Site 2
GA-5 Phillip Landrum Memorial Hwy N/Bound Off-Ramp (South)
GA-5 Phillip Landrum Memorial Hwy N/Bound On-Ramp (North)
Ridgewalk Pkwy (West)
Ridgewalk Pkwy (East)

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0700 - 0900 (Weekday 2h Session) (10-30-2025)

Motorized Vehicles

	Northbound			Southbound			Eastbound			Westbound			
	GA-5 Phillip Landrum Memorial Hwy N/Bound Off-Ramp			GA-5 Phillip Landrum Memorial Hwy N/Bound On-Ramp			Ridgewalk Pkwy (West)			Ridgewalk Pkwy (East)			
TIME	EB 2a	WB 2b	App Total	EB 2c	WB 2d	App Total	NB 2e	SB 2f	App Total	NB 2g	SB 2h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (10-30-2025)

Motorized Vehicles

	Northbound			Southbound			Eastbound			Westbound			
	GA-5 Phillip Landrum Memorial Hwy N/Bound Off-Ramp			GA-5 Phillip Landrum Memorial Hwy N/Bound On-Ramp			Ridgewalk Pkwy (West)			Ridgewalk Pkwy (East)			
TIME	EB 2a	WB 2b	App Total	EB 2c	WB 2d	App Total	NB 2e	SB 2f	App Total	NB 2g	SB 2h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Peak Hour Turning Movement Count

Click here for Map

Woodstock, GA

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Thursday, October 30, 2025		
Cloudy		49°F
Period	0700 - 0900	**APPLY**
Peak Hour	0715 - 0815	**APPLY**
Global PH	0715 - 0815	**APPLY**

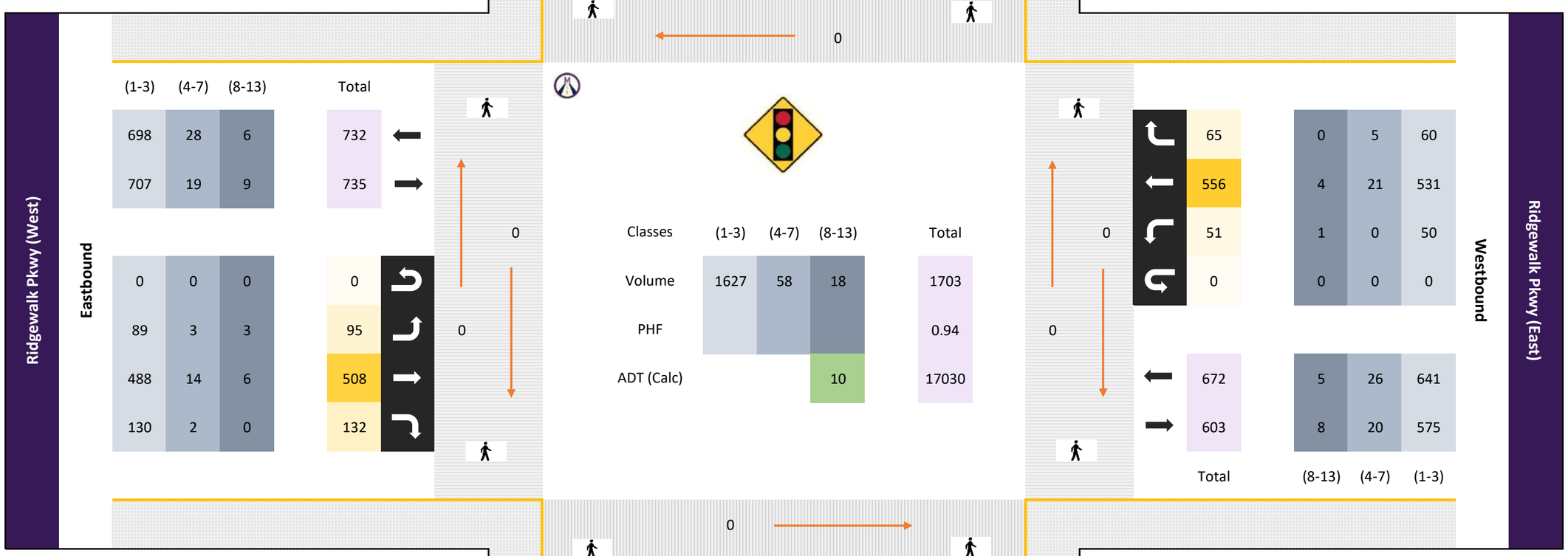
* the Peak Hour Diagram does not include bicycles

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	Outlet Driveway						Olde Rope Mill park Rd						Ridgewalk Pkwy (West)						Ridgewalk Pkwy (East)						
Time	Left 3.1	Thru 3.2	Right 3.3		U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7		U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11		U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15		U-Turn 3.16	App Total	Int Total
0715 - 0730	25	0	6	-	1	32	9	4	21	-	0	34	27	106	29	-	0	162	10	157	17	-	0	184	412
0730 - 0745	21	5	13	-	0	39	14	5	18	-	0	37	20	123	35	-	0	178	7	157	20	-	0	184	438
0745 - 0800	28	3	14	-	0	45	17	3	16	-	0	36	25	137	41	-	0	203	18	135	17	-	0	170	454
0800 - 0815	24	3	16	-	0	43	6	1	23	-	0	30	23	142	27	-	0	192	16	107	11	-	0	134	399
Total	98	11	49	0	1	159	46	13	78	0	0	137	95	508	132	0	0	735	51	556	65	0	0	672	1703
Approach %	61.64	6.92	30.82	0.00	0.63	-	33.58	9.49	56.93	0.00	0.00	-	12.93	69.12	17.96	0.00	0.00	-	7.59	82.74	9.67	0.00	0.00	-	
PHF	0.88	0.55	0.77	0.00	0.25	**0.88**	0.68	0.65	0.85	0.00	0.00	**0.93**	0.88	0.89	0.80	0.00	0.00	**0.91**	0.71	0.89	0.81	0.00	0.00	**0.91**	**0.94**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	Outlet Driveway						Olde Rope Mill park Rd						Ridgewalk Pkwy (West)						Ridgewalk Pkwy (East)						
Time	Left 3.1	Thru 3.2	Right 3.3		U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7		U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11		U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15		U-Turn 3.16	App Total	Int Total
0715 - 0730	23	0	6	-	1	30	8	4	21	-	0	33	26	101	28	-	0	155	9	152	17	-	0	178	396
0730 - 0745	21	5	12	-	0	38	11	5	16	-	0	32	20	115	35	-	0	170	7	151	17	-	0	175	415
0745 - 0800	28	3	13	-	0	44	16	3	14	-	0	33	21	134	40	-	0	195	18	127	16	-	0	161	433
0800 - 0815	23	3	16	-	0	42	5	1	21	-	0	27	22	138	27	-	0	187	16	101	10	-	0	127	383
Total	95	11	47	0	1	154	40	13	72	0	0	125	89	488	130	0	0	707	50	531	60	0	0	641	1627
Approach %	61.69	7.14	30.52	0.00	0.65	-	32.00	10.40	57.60	0.00	0.00	-	12.59	69.02	18.39	0.00	0.00	-	7.80	82.84	9.36	0.00	0.00	-	
PHF	0.85	0.55	0.73	0.00	0.25	**0.88**	0.63	0.65	0.86	0.00	0.00	**0.95**	0.86	0.88	0.81	0.00	0.00	**0.91**	0.69	0.87	0.88	0.00	0.00	**0.90**	**0.94**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	Outlet Driveway						Olde Rope Mill park Rd						Ridgewalk Pkwy (West)						Ridgewalk Pkwy (East)						
Time	Left 3.1	Thru 3.2	Right 3.3		U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7		U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11		U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15		U-Turn 3.16	App Total	Int Total
0715 - 0730	2	0	0	-	0	2	1	0	0	-	0	1	1	3	1	-	0	5	0	4	0	-	0	4	12
0730 - 0745	0	0	0	-	0	0	3	0	1	-	0	4	0	6	0	-	0	6	0	5	3	-	0	8	18
0745 - 0800	0	0	1	-	0	1	1	0	1	-	0	2	1	3	1	-	0	5	0	8	1	-	0	9	17
0800 - 0815	1	0	0	-	0	1	0	0	2	-	0	2	1	2	0	-	0	3	0	4	1	-	0	5	11
Total	3	0	1	0	0	4	5	0	4	0	0	9	3	14	2	0	0	19	0	21	5	0	0	26	58
Approach %	75.00	0.00	25.00	0.00	0.00	-	55.56	0.00	44.44	0.00	0.00	-	15.79	73.68	10.53	0.00	0.00	-	0.00	80.77	19.23	0.00	0.00	-	
PHF	0.38	0.00	0.25	0.00	0.00	**0.50**	0.42	0.00	0.50	0.00	0.00	**0.56**	0.75	0.58	0.50	0.00	0.00	**0.79**	0.00	0.66	0.42	0.00	0.00	**0.72**	**0.81**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	Outlet Driveway						Olde Rope Mill park Rd						Ridgewalk Pkwy (West)						Ridgewalk Pkwy (East)						
Time	Left 3.1	Thru 3.2	Right 3.3		U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7		U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11		U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15		U-Turn 3.16	App Total	Int Total
0715 - 0730	0	0	0	-	0	0	0	0	0	-	0	0	0	2	0	-	0	2	1	1	0	-	0	2	4
0730 - 0745	0	0	1	-	0	1	0	0	1	-	0	1	0	2	0	-	0	2	0	1	0	-	0	1	5
0745 - 0800	0	0	0	-	0	0	0	0	1	-	0	1	3	0	0	-	0	3	0	0	0	-	0	0	4
0800 - 0815	0	0	0	-	0	0	1	0	0	-	0	1	0	2	0	-	0	2	0	2	0	-	0	2	5
Total	0	0	1	0	0	1	1	0	2	0	0	3	3	6	0	0	0	9	1	4	0	0	0	5	18
Approach %	0.00	0.00	100.00	0.00	0.00	-	33.33	0.00	66.67	0.00	0.00	-	33.33	66.67	0.00	0.00	0.00	-	20.00	80.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.25	0.00	0.00	**0.25**	0.25	0.00	0.50	0.00	0.00	**0.75**	0.25	0.75	0.00	0.00	0.00	**0.75**	0.25	0.50	0.00	0.00	0.00	**0.63**	**0.90**

Bicycles

	Northbound						Southbound						Eastbound						Westbound						
	Outlet Driveway						Olde Rope Mill park Rd						Ridgewalk Pkwy (West)						Ridgewalk Pkwy (East)						
Time	Left 3.1	Thru 3.2	Right 3.3		U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7		U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11		U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15		U-Turn 3.16	App Total	Int Total
0715 - 0730	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0730 - 0745	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0745 - 0800	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0800 - 0815	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	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Peak Hour Turning Movement Count

Click here for Map

Woodstock, GA

Marr Traffic DATA COLLECTION

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Thursday, October 30, 2025		
Cloudy		49°F
Period	1600 - 1800	**APPLY**
Peak Hour	1630 - 1730	**APPLY**
Global PH	1645 - 1745	**APPLY**

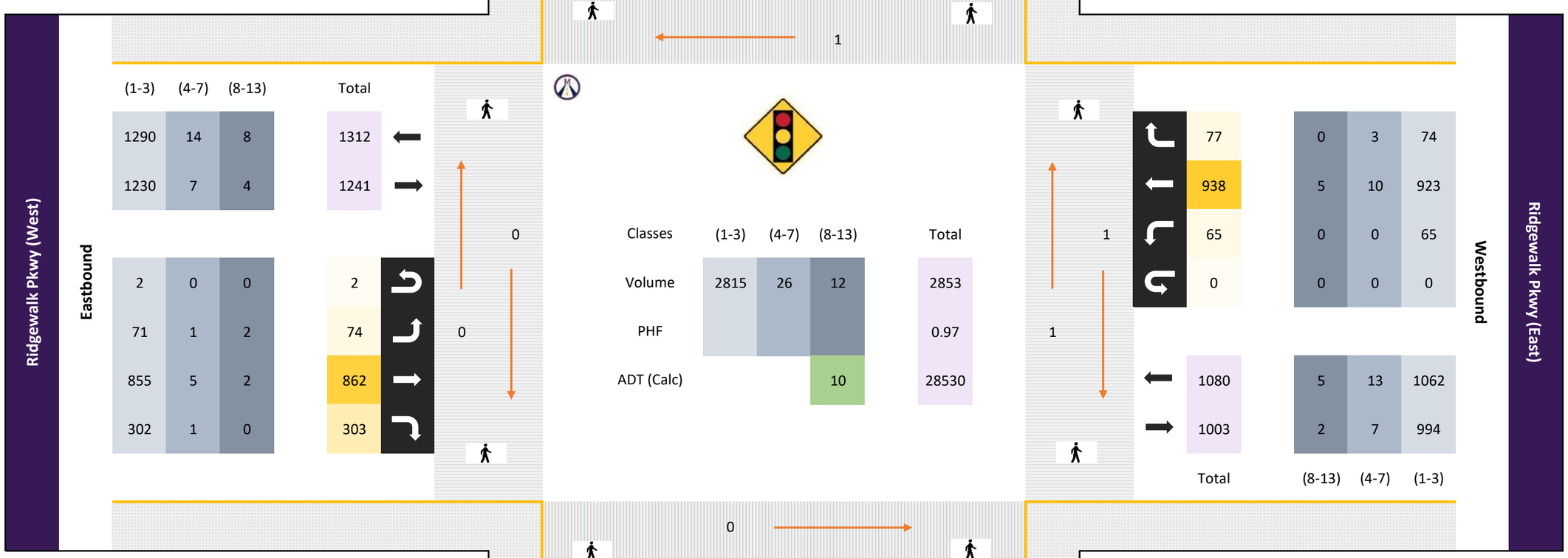
* the Peak Hour Diagram does not include bicycles

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	Outlet Driveway						Olde Rope Mill park Rd						Ridgewalk Pkwy (West)						Ridgewalk Pkwy (East)						
Time	Left 3.1	Thru 3.2	Right 3.3		U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7		U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11		U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15		U-Turn 3.16	App Total	Int Total
1630 - 1645	69	1	23	-	0	93	25	3	33	-	0	61	21	220	72	-	0	313	16	210	20	-	0	246	713
1645 - 1700	47	4	19	-	0	70	6	2	25	-	0	33	9	231	84	-	1	325	16	241	16	-	0	273	701
1700 - 1715	66	1	20	-	0	87	16	2	39	-	0	57	24	182	64	-	1	271	16	259	17	-	0	292	707
1715 - 1730	57	4	18	-	0	79	14	2	36	-	0	52	20	229	83	-	0	332	17	228	24	-	0	269	732
Total	239	10	80	0	0	329	61	9	133	0	0	203	74	862	303	0	2	1241	65	938	77	0	0	1080	2853
Approach %	72.64	3.04	24.32	0.00	0.00	-	30.05	4.43	65.52	0.00	0.00	-	5.96	69.46	24.42	0.00	0.16	-	6.02	86.85	7.13	0.00	0.00	-	
PHF	0.87	0.63	0.87	0.00	0.00	**0.88**	0.61	0.75	0.85	0.00	0.00	**0.83**	0.77	0.93	0.90	0.00	0.50	**0.93**	0.96	0.91	0.80	0.00	0.00	**0.92**	**0.97**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	Outlet Driveway						Olde Rope Mill park Rd						Ridgewalk Pkwy (West)						Ridgewalk Pkwy (East)						
Time	Left 3.1	Thru 3.2	Right 3.3		U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7		U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11		U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15		U-Turn 3.16	App Total	Int Total
1630 - 1645	69	1	23	-	0	93	24	3	31	-	0	58	21	218	71	-	0	310	16	206	19	-	0	241	702
1645 - 1700	46	4	19	-	0	69	6	2	23	-	0	31	6	230	84	-	1	321	16	237	15	-	0	268	689
1700 - 1715	66	1	20	-	0	87	16	2	38	-	0	56	24	178	64	-	1	267	16	254	17	-	0	287	697
1715 - 1730	57	4	17	-	0	78	14	2	35	-	0	51	20	229	83	-	0	332	17	226	23	-	0	266	727
Total	238	10	79	0	0	327	60	9	127	0	0	196	71	855	302	0	2	1230	65	923	74	0	0	1062	2815
Approach %	72.78	3.06	24.16	0.00	0.00	-	30.61	4.59	64.80	0.00	0.00	-	5.77	69.51	24.55	0.00	0.16	-	6.12	86.91	6.97	0.00	0.00	-	
PHF	0.86	0.63	0.86	0.00	0.00	**0.88**	0.63	0.75	0.84	0.00	0.00	**0.84**	0.74	0.93	0.90	0.00	0.50	**0.93**	0.96	0.91	0.80	0.00	0.00	**0.93**	**0.97**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	Outlet Driveway						Olde Rope Mill park Rd						Ridgewalk Pkwy (West)						Ridgewalk Pkwy (East)						
Time	Left 3.1	Thru 3.2	Right 3.3		U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7		U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11		U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15		U-Turn 3.16	App Total	Int Total
1630 - 1645	0	0	0	-	0	0	1	0	1	-	0	2	0	1	1	-	0	2	0	2	1	-	0	3	7
1645 - 1700	1	0	0	-	0	1	0	0	1	-	0	1	1	1	0	-	0	2	0	3	1	-	0	4	8
1700 - 1715	0	0	0	-	0	0	0	0	0	-	0	0	0	3	0	-	0	3	0	3	0	-	0	3	6
1715 - 1730	0	0	1	-	0	1	0	0	1	-	0	1	0	0	0	-	0	0	0	2	1	-	0	3	5
Total	1	0	1	0	0	2	1	0	3	0	0	4	1	5	1	0	0	7	0	10	3	0	0	13	26
Approach %	50.00	0.00	50.00	0.00	0.00	-	25.00	0.00	75.00	0.00	0.00	-	14.29	71.43	14.29	0.00	0.00	-	0.00	76.92	23.08	0.00	0.00	-	
PHF	0.25	0.00	0.25	0.00	0.00	**0.50**	0.25	0.00	0.75	0.00	0.00	**0.50**	0.25	0.42	0.25	0.00	0.00	**0.58**	0.00	0.83	0.75	0.00	0.00	**0.81**	**0.81**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	Outlet Driveway						Olde Rope Mill park Rd						Ridgewalk Pkwy (West)						Ridgewalk Pkwy (East)						
Time	Left 3.1	Thru 3.2	Right 3.3		U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7		U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11		U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15		U-Turn 3.16	App Total	Int Total
1630 - 1645	0	0	0	-	0	0	0	0	1	-	0	1	0	1	0	-	0	1	0	2	0	-	0	2	4
1645 - 1700	0	0	0	-	0	0	0	0	1	-	0	1	2	0	0	-	0	2	0	1	0	-	0	1	4
1700 - 1715	0	0	0	-	0	0	0	0	1	-	0	1	0	1	0	-	0	1	0	2	0	-	0	2	4
1715 - 1730	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	3	0	0	3	2	2	0	0	0	4	0	5	0	0	0	5	12
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	0.00	-	50.00	50.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.75	0.00	0.00	**0.75**	0.25	0.50	0.00	0.00	0.00	**0.50**	0.00	0.63	0.00	0.00	0.00	**0.63**	**0.75**

Bicycles

	Northbound						Southbound						Eastbound						Westbound						
	Outlet Driveway						Olde Rope Mill park Rd						Ridgewalk Pkwy (West)						Ridgewalk Pkwy (East)						
Time	Left 3.1	Thru 3.2	Right 3.3		U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7		U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11		U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15		U-Turn 3.16	App Total	Int Total
1630 - 1645	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1645 - 1700	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1700 - 1715	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1715 - 1730	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Classified Turn Movement Count || All vehicles

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Woodstock, GA

Site 3

Outlet Driveway
Olde Rope Mill park Rd
Ridgewalk Pkwy (West)
Ridgewalk Pkwy (East)

Date

Thursday, October 30, 2025

Lat/Long

34.122341°, -84.524124°
Click here for Map

Weather

Cloudy
49°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (10-30-2025)

All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	Outlet Driveway					Olde Rope Mill park Rd					Ridgewalk Pkwy (West)					Ridgewalk Pkwy (East)					
TIME	Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7	U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11	U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15	U-Turn 3.16	App Total	Int Total
0700 - 0715	12	2	8	0	22	9	2	22	0	33	20	125	17	0	162	4	129	15	0	148	365
0715 - 0730	25	0	6	1	32	9	4	21	0	34	27	106	29	0	162	10	157	17	0	184	412
0730 - 0745	21	5	13	0	39	14	5	18	0	37	20	123	35	0	178	7	157	20	0	184	438
0745 - 0800	28	3	14	0	45	17	3	16	0	36	25	137	41	0	203	18	135	17	0	170	454
Hourly Total	86	10	41	1	**138**	49	14	77	0	**140**	92	491	122	0	**705**	39	578	69	0	**686**	**1669**
0800 - 0815	24	3	16	0	43	6	1	23	0	30	23	142	27	0	192	16	107	11	0	134	399
0815 - 0830	21	1	12	0	34	14	1	12	0	27	10	114	31	0	155	14	99	17	0	130	346
0830 - 0845	21	2	14	0	37	15	3	16	0	34	22	113	36	1	172	12	126	12	0	150	393
0845 - 0900	28	2	12	0	42	7	6	17	0	30	26	158	55	0	239	11	105	20	0	136	447
Hourly Total	94	8	54	0	**156**	42	11	68	0	**121**	81	527	149	1	**758**	53	437	60	0	**550**	**1585**
Grand Total	180	18	95	1	**294**	91	25	145	0	**261**	173	1018	271	1	**1463**	92	1015	129	0	**1236**	**3254**
Approach %	61.22	6.12	32.31	0.34	-	34.87	9.58	55.56	0.00	-	11.83	69.58	18.52	0.07	-	7.44	82.12	10.44	0.00	-	
Intersection %	5.53	0.55	2.92	0.03	9.04	2.80	0.77	4.46	0.00	8.02	5.32	31.28	8.33	0.03	44.96	2.83	31.19	3.96	0.00	37.98	
Heavy Vehicle %	3	0	2	0	**2**	11	8	9	-	**10**	5	6	3	0	**5**	1	4	8	-	**4**	**5**
PHF	0.88	0.55	0.77	0.25	**0.88**	0.68	0.65	0.85	0.00	**0.93**	0.88	0.89	0.80	0.00	**0.91**	0.71	0.89	0.81	0.00	**0.91**	**0.94**
Peak Hour Total	98	11	49	1	**159**	46	13	78	0	**137**	95	508	132	0	**735**	51	556	65	0	**672**	**1703**
Peak Hour HV %	3	0	4	0	**3**	13	0	8	0	**9**	6	4	2	0	**4**	2	4	8	0	**5**	**4**

1600 - 1800 (Weekday 2h Session) (10-30-2025)

All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	Outlet Driveway					Olde Rope Mill park Rd					Ridgewalk Pkwy (West)					Ridgewalk Pkwy (East)					
TIME	Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7	U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11	U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15	U-Turn 3.16	App Total	Int Total
1600 - 1615	94	2	15	0	111	18	2	23	0	43	13	170	60	0	243	17	229	23	0	269	666
1615 - 1630	57	6	25	0	88	13	2	26	0	41	13	219	62	0	294	5	240	21	0	266	689
1630 - 1645	69	1	23	0	93	25	3	33	0	61	21	220	72	0	313	16	210	20	0	246	713
1645 - 1700	47	4	19	0	70	6	2	25	0	33	9	231	84	1	325	16	241	16	0	273	701
Hourly Total	267	13	82	0	**362**	62	9	107	0	**178**	56	840	278	1	**1175**	54	920	80	0	**1054**	**2769**
1700 - 1715	66	1	20	0	87	16	2	39	0	57	24	182	64	1	271	16	259	17	0	292	707
1715 - 1730	57	4	18	0	79	14	2	36	0	52	20	229	83	0	332	17	228	24	0	269	732
1730 - 1745	62	5	23	0	90	14	2	29	0	45	13	228	62	1	304	29	206	14	0	249	688
1745 - 1800	68	8	21	0	97	16	2	29	0	47	19	238	71	0	328	19	199	22	0	240	712
Hourly Total	253	18	82	0	**353**	60	8	133	0	**201**	76	877	280	2	**1235**	81	892	77	0	**1050**	**2839**
Grand Total	520	31	164	0	**715**	122	17	240	0	**379**	132	1717	558	3	**2410**	135	1812	157	0	**2104**	**5608**
Approach %	72.73	4.34	22.94	0.00	-	32.19	4.49	63.32	0.00	-	5.48	71.24	23.15	0.12	-	6.42	86.12	7.46	0.00	-	
Intersection %	9.27	0.55	2.92	0.00	12.75	2.18	0.30	4.28	0.00	6.76	2.35	30.62	9.95	0.05	42.97	2.41	32.31	2.80	0.00	37.52	
Heavy Vehicle %	0	0	1	-	**0**	2	0	4	-	**3**	4	1	0	0	**1**	0	2	3	-	**2**	**1**
PHF	0.87	0.63	0.87	0.00	**0.88**	0.61	0.75	0.85	0.00	**0.83**	0.77	0.93	0.90	0.50	**0.93**	0.96	0.91	0.80	0.00	**0.92**	**0.97**
Peak Hour Total	239	10	80	0	**329**	61	9	133	0	**203**	74	862	303	2	**1241**	65	938	77	0	**1080**	**2853**
Peak Hour HV %	0	0	1	0	**1**	2	0	5	0	**3**	4	1	0	0	**1**	0	2	4	0	**2**	**1**

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

Marr Traffic DATA COLLECTION

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Woodstock, GA

Site 3
Outlet Driveway
Olde Rope Mill park Rd
Ridgewalk Pkwy (West)
Ridgewalk Pkwy (East)

Date
Thursday, October 30, 2025

Lat/Long
34.122341°, -84.524124°
Click here for Map

Weather
Cloudy
49°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (10-30-2025)

Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	Outlet Driveway					Olde Rope Mill park Rd					Ridgewalk Pkwy (West)					Ridgewalk Pkwy (East)					
TIME	Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7	U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11	U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15	U-Turn 3.16	App Total	Int Total
0700 - 0715	11	2	8	0	21	8	1	20	0	29	19	115	16	0	150	4	124	15	0	143	343
0715 - 0730	23	0	6	1	30	8	4	21	0	33	26	101	28	0	155	9	152	17	0	178	396
0730 - 0745	21	5	12	0	38	11	5	16	0	32	20	115	35	0	170	7	151	17	0	175	415
0745 - 0800	28	3	13	0	44	16	3	14	0	33	21	134	40	0	195	18	127	16	0	161	433
Hourly Total	83	10	39	1	**133**	43	13	71	0	**127**	86	465	119	0	**670**	38	554	65	0	**657**	**1587**
0800 - 0815	23	3	16	0	42	5	1	21	0	27	22	138	27	0	187	16	101	10	0	127	383
0815 - 0830	21	1	12	0	34	14	1	10	0	25	9	107	31	0	147	14	94	14	0	122	328
0830 - 0845	21	2	14	0	37	12	2	14	0	28	22	99	35	1	157	12	122	11	0	145	367
0845 - 0900	27	2	12	0	41	7	6	16	0	29	25	145	52	0	222	11	101	19	0	131	423
Hourly Total	92	8	54	0	**154**	38	10	61	0	**109**	78	489	145	1	**713**	53	418	54	0	**525**	**1501**
Grand Total	175	18	93	1	**287**	81	23	132	0	**236**	164	954	264	1	**1383**	91	972	119	0	**1182**	**3088**
Approach %	60.98	6.27	32.40	0.35	-	34.32	9.75	55.93	0.00	-	11.86	68.98	19.09	0.07	-	7.70	82.23	10.07	0.00	-	
Intersection %	5.67	0.58	3.01	0.03	9.29	2.62	0.74	4.27	0.00	7.64	5.31	30.89	8.55	0.03	44.79	2.95	31.48	3.85	0.00	38.28	

1600 - 1800 (Weekday 2h Session) (10-30-2025)

Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	Outlet Driveway					Olde Rope Mill park Rd					Ridgewalk Pkwy (West)					Ridgewalk Pkwy (East)					
TIME	Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7	U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11	U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15	U-Turn 3.16	App Total	Int Total
1600 - 1615	94	2	15	0	111	18	2	22	0	42	13	165	60	0	238	17	223	22	0	262	653
1615 - 1630	57	6	25	0	88	12	2	26	0	40	13	214	62	0	289	5	236	21	0	262	679
1630 - 1645	69	1	23	0	93	24	3	31	0	58	21	218	71	0	310	16	206	19	0	241	702
1645 - 1700	46	4	19	0	69	6	2	23	0	31	6	230	84	1	321	16	237	15	0	268	689
Hourly Total	266	13	82	0	**361**	60	9	102	0	**171**	53	827	277	1	**1158**	54	902	77	0	**1033**	**2723**
1700 - 1715	66	1	20	0	87	16	2	38	0	56	24	178	64	1	267	16	254	17	0	287	697
1715 - 1730	57	4	17	0	78	14	2	35	0	51	20	229	83	0	332	17	226	23	0	266	727
1730 - 1745	62	5	23	0	90	14	2	27	0	43	11	226	62	1	300	29	204	14	0	247	680
1745 - 1800	68	8	21	0	97	16	2	29	0	47	19	237	71	0	327	19	197	22	0	238	709
Hourly Total	253	18	81	0	**352**	60	8	129	0	**197**	74	870	280	2	**1226**	81	881	76	0	**1038**	**2813**
Grand Total	519	31	163	0	**713**	120	17	231	0	**368**	127	1697	557	3	**2384**	135	1783	153	0	**2071**	**5536**
Approach %	72.79	4.35	22.86	0.00	-	32.61	4.62	62.77	0.00	-	5.33	71.18	23.36	0.13	-	6.52	86.09	7.39	0.00	-	
Intersection %	9.38	0.56	2.94	0.00	12.88	2.17	0.31	4.17	0.00	6.65	2.29	30.65	10.06	0.05	43.06	2.44	32.21	2.76	0.00	37.41	

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

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Woodstock, GA

Site 3
Outlet Driveway
Olde Rope Mill park Rd
Ridgewalk Pkwy (West)
Ridgewalk Pkwy (East)

Date
Thursday, October 30, 2025

Lat/Long
34.122341°, -84.524124°
Click here for Map

Weather
Cloudy
49°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (10-30-2025)

Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	Outlet Driveway					Olde Rope Mill park Rd					Ridgewalk Pkwy (West)					Ridgewalk Pkwy (East)					
TIME	Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7	U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11	U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15	U-Turn 3.16	App Total	Int Total
0700 - 0715	1	0	0	0	1	1	1	1	0	3	1	10	1	0	12	0	4	0	0	4	20
0715 - 0730	2	0	0	0	2	1	0	0	0	1	1	3	1	0	5	0	4	0	0	4	12
0730 - 0745	0	0	0	0	0	3	0	1	0	4	0	6	0	0	6	0	5	3	0	8	18
0745 - 0800	0	0	1	0	1	1	0	1	0	2	1	3	1	0	5	0	8	1	0	9	17
Hourly Total	3	0	1	0	**4**	6	1	3	0	**10**	3	22	3	0	**28**	0	21	4	0	**25**	**67**
0800 - 0815	1	0	0	0	1	0	0	2	0	2	1	2	0	0	3	0	4	1	0	5	11
0815 - 0830	0	0	0	0	0	0	0	0	0	0	1	7	0	0	8	0	4	3	0	7	15
0830 - 0845	0	0	0	0	0	3	1	2	0	6	0	10	1	0	11	0	3	1	0	4	21
0845 - 0900	1	0	0	0	1	0	0	1	0	1	1	12	3	0	16	0	3	1	0	4	22
Hourly Total	2	0	0	0	**2**	3	1	5	0	**9**	3	31	4	0	**38**	0	14	6	0	**20**	**69**
Grand Total	5	0	1	0	**6**	9	2	8	0	**19**	6	53	7	0	**66**	0	35	10	0	**45**	**136**
Approach %	83.33	0.00	16.67	0.00	-	47.37	10.53	42.11	0.00	-	9.09	80.30	10.61	0.00	-	0.00	77.78	22.22	0.00	-	
Intersection %	3.68	0.00	0.74	0.00	4.41	6.62	1.47	5.88	0.00	13.97	4.41	38.97	5.15	0.00	48.53	0.00	25.74	7.35	0.00	33.09	

1600 - 1800 (Weekday 2h Session) (10-30-2025)

Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	Outlet Driveway					Olde Rope Mill park Rd					Ridgewalk Pkwy (West)					Ridgewalk Pkwy (East)					
TIME	Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7	U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11	U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15	U-Turn 3.16	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	1	0	1	0	3	0	0	3	0	4	0	0	4	8
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	3	0	0	3	6
1630 - 1645	0	0	0	0	0	1	0	1	0	2	0	1	1	0	2	0	2	1	0	3	7
1645 - 1700	1	0	0	0	1	0	0	1	0	1	1	1	0	0	2	0	3	1	0	4	8
Hourly Total	1	0	0	0	**1**	1	0	3	0	**4**	1	8	1	0	**10**	0	12	2	0	**14**	**29**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	3	0	0	3	6
1715 - 1730	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0	0	2	1	0	3	5
1730 - 1745	0	0	0	0	0	0	0	1	0	1	1	1	0	0	2	0	0	0	0	0	3
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	3
Hourly Total	0	0	1	0	**1**	0	0	2	0	**2**	1	5	0	0	**6**	0	7	1	0	**8**	**17**
Grand Total	1	0	1	0	**2**	1	0	5	0	**6**	2	13	1	0	**16**	0	19	3	0	**22**	**46**
Approach %	50.00	0.00	50.00	0.00	-	16.67	0.00	83.33	0.00	-	12.50	81.25	6.25	0.00	-	0.00	86.36	13.64	0.00	-	
Intersection %	2.17	0.00	2.17	0.00	4.35	2.17	0.00	10.87	0.00	13.04	4.35	28.26	2.17	0.00	34.78	0.00	41.30	6.52	0.00	47.83	

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

Marr Traffic DATA COLLECTION

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Woodstock, GA

Site 3
Outlet Driveway
Olde Rope Mill park Rd
Ridgewalk Pkwy (West)
Ridgewalk Pkwy (East)

Date
Thursday, October 30, 2025

Lat/Long
34.122341°, -84.524124°
Click here for Map

Weather
Cloudy
49°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (10-30-2025)

Combination Trucks (8-13)

TIME	Northbound Outlet Driveway Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total	Southbound Olde Rope Mill park Rd Left 3.5	Thru 3.6	Right 3.7	U-Turn 3.8	App Total	Eastbound Ridgewalk Pkwy (West) Left 3.9	Thru 3.10	Right 3.11	U-Turn 3.12	App Total	Westbound Ridgewalk Pkwy (East) Left 3.13	Thru 3.14	Right 3.15	U-Turn 3.16	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	2
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	1	1	0	0	2	4
0730 - 0745	0	0	1	0	1	0	0	1	0	1	0	2	0	0	2	0	1	0	0	1	5
0745 - 0800	0	0	0	0	0	0	0	1	0	1	3	0	0	0	3	0	0	0	0	0	4
Hourly Total	0	0	1	0	**1**	0	0	3	0	**3**	3	4	0	0	**7**	1	3	0	0	**4**	**15**
0800 - 0815	0	0	0	0	0	1	0	0	0	1	0	2	0	0	2	0	2	0	0	2	5
0815 - 0830	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	1	0	0	1	3
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	1	0	0	1	5
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
Hourly Total	0	0	0	0	**0**	1	0	2	0	**3**	0	7	0	0	**7**	0	5	0	0	**5**	**15**
Grand Total	0	0	1	0	**1**	1	0	5	0	**6**	3	11	0	0	**14**	1	8	0	0	**9**	**30**
Approach %	0.00	0.00	100.00	0.00	-	16.67	0.00	83.33	0.00	-	21.43	78.57	0.00	0.00	-	11.11	88.89	0.00	0.00	-	
Intersection %	0.00	0.00	3.33	0.00	3.33	3.33	0.00	16.67	0.00	20.00	10.00	36.67	0.00	0.00	46.67	3.33	26.67	0.00	0.00	30.00	

1600 - 1800 (Weekday 2h Session) (10-30-2025)

Combination Trucks (8-13)

TIME	Northbound Outlet Driveway Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total	Southbound Olde Rope Mill park Rd Left 3.5	Thru 3.6	Right 3.7	U-Turn 3.8	App Total	Eastbound Ridgewalk Pkwy (West) Left 3.9	Thru 3.10	Right 3.11	U-Turn 3.12	App Total	Westbound Ridgewalk Pkwy (East) Left 3.13	Thru 3.14	Right 3.15	U-Turn 3.16	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	2	1	0	3	5
1615 - 1630	0	0	0	0	0	1	0	0	0	1	0	2	0	0	2	0	1	0	0	1	4
1630 - 1645	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	0	2	0	0	2	4
1645 - 1700	0	0	0	0	0	0	0	1	0	1	2	0	0	0	2	0	1	0	0	1	4
Hourly Total	0	0	0	0	**0**	1	0	2	0	**3**	2	5	0	0	**7**	0	6	1	0	**7**	**17**
1700 - 1715	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	0	2	0	0	2	4
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	1	0	1	1	1	0	0	2	0	2	0	0	2	5
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	2	0	**2**	1	2	0	0	**3**	0	4	0	0	**4**	**9**
Grand Total	0	0	0	0	**0**	1	0	4	0	**5**	3	7	0	0	**10**	0	10	1	0	**11**	**26**
Approach %	0.00	0.00	0.00	0.00	-	20.00	0.00	80.00	0.00	-	30.00	70.00	0.00	0.00	-	0.00	90.91	9.09	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	3.85	0.00	15.38	0.00	19.23	11.54	26.92	0.00	0.00	38.46	0.00	38.46	3.85	0.00	42.31	

Classified Turn Movement Count || Bicycles

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Woodstock, GA

Site 3

Outlet Driveway
Olde Rope Mill park Rd
Ridgewalk Pkwy (West)
Ridgewalk Pkwy (East)

Date

Thursday, October 30, 2025

Lat/Long

34.122341°, -84.524124°
Click here for Map

Weather

Cloudy
49°F
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0700 - 0900 (Weekday 2h Session) (10-30-2025)

Bicycles

	Northbound					Southbound					Eastbound					Westbound					
	Outlet Driveway					Olde Rope Mill park Rd					Ridgewalk Pkwy (West)					Ridgewalk Pkwy (East)					
TIME	Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7	U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11	U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15	U-Turn 3.16	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
Grand Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (10-30-2025)

Bicycles

	Northbound					Southbound					Eastbound					Westbound					
	Outlet Driveway					Olde Rope Mill park Rd					Ridgewalk Pkwy (West)					Ridgewalk Pkwy (East)					
TIME	Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7	U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11	U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15	U-Turn 3.16	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
Grand Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

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

Marr Traffic DATA COLLECTION

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Woodstock, GA

Site 3
Outlet Driveway
Olde Rope Mill park Rd
Ridgewalk Pkwy (West)
Ridgewalk Pkwy (East)

Date
Thursday, October 30, 2025

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Cloudy
49°F
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0700 - 0900 (Weekday 2h Session) (10-30-2025)

All Trucks (4-13)

	Northbound					Southbound					Eastbound					Westbound					
	Outlet Driveway					Olde Rope Mill park Rd					Ridgewalk Pkwy (West)					Ridgewalk Pkwy (East)					
TIME	Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7	U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11	U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15	U-Turn 3.16	App Total	Int Total
0700 - 0715	1	0	0	0	1	1	1	2	0	4	1	10	1	0	12	0	5	0	0	5	22
0715 - 0730	2	0	0	0	2	1	0	0	0	1	1	5	1	0	7	1	5	0	0	6	16
0730 - 0745	0	0	1	0	1	3	0	2	0	5	0	8	0	0	8	0	6	3	0	9	23
0745 - 0800	0	0	1	0	1	1	0	2	0	3	4	3	1	0	8	0	8	1	0	9	21
Hourly Total	3	0	2	0	**5**	6	1	6	0	**13**	6	26	3	0	**35**	1	24	4	0	**29**	**82**
0800 - 0815	1	0	0	0	1	1	0	2	0	3	1	4	0	0	5	0	6	1	0	7	16
0815 - 0830	0	0	0	0	0	0	0	2	0	2	1	7	0	0	8	0	5	3	0	8	18
0830 - 0845	0	0	0	0	0	3	1	2	0	6	0	14	1	0	15	0	4	1	0	5	26
0845 - 0900	1	0	0	0	1	0	0	1	0	1	1	13	3	0	17	0	4	1	0	5	24
Hourly Total	2	0	0	0	**2**	4	1	7	0	**12**	3	38	4	0	**45**	0	19	6	0	**25**	**84**
Grand Total	5	0	2	0	**7**	10	2	13	0	**25**	9	64	7	0	**80**	1	43	10	0	**54**	**166**
Approach %	71.43	0.00	28.57	0.00	-	40.00	8.00	52.00	0.00	-	11.25	80.00	8.75	0.00	-	1.85	79.63	18.52	0.00	-	
Intersection %	3.01	0.00	1.20	0.00	4.22	6.02	1.20	7.83	0.00	15.06	5.42	38.55	4.22	0.00	48.19	0.60	25.90	6.02	0.00	32.53	

1600 - 1800 (Weekday 2h Session) (10-30-2025)

All Trucks (4-13)

	Northbound					Southbound					Eastbound					Westbound					
	Outlet Driveway					Olde Rope Mill park Rd					Ridgewalk Pkwy (West)					Ridgewalk Pkwy (East)					
TIME	Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7	U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11	U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15	U-Turn 3.16	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	1	0	1	0	5	0	0	5	0	6	1	0	7	13
1615 - 1630	0	0	0	0	0	1	0	0	0	1	0	5	0	0	5	0	4	0	0	4	10
1630 - 1645	0	0	0	0	0	1	0	2	0	3	0	2	1	0	3	0	4	1	0	5	11
1645 - 1700	1	0	0	0	1	0	0	2	0	2	3	1	0	0	4	0	4	1	0	5	12
Hourly Total	1	0	0	0	**1**	2	0	5	0	**7**	3	13	1	0	**17**	0	18	3	0	**21**	**46**
1700 - 1715	0	0	0	0	0	0	0	1	0	1	0	4	0	0	4	0	5	0	0	5	10
1715 - 1730	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0	0	2	1	0	3	5
1730 - 1745	0	0	0	0	0	0	0	2	0	2	2	2	0	0	4	0	2	0	0	2	8
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	3
Hourly Total	0	0	1	0	**1**	0	0	4	0	**4**	2	7	0	0	**9**	0	11	1	0	**12**	**26**
Grand Total	1	0	1	0	**2**	2	0	9	0	**11**	5	20	1	0	**26**	0	29	4	0	**33**	**72**
Approach %	50.00	0.00	50.00	0.00	-	18.18	0.00	81.82	0.00	-	19.23	76.92	3.85	0.00	-	0.00	87.88	12.12	0.00	-	
Intersection %	1.39	0.00	1.39	0.00	2.78	2.78	0.00	12.50	0.00	15.28	6.94	27.78	1.39	0.00	36.11	0.00	40.28	5.56	0.00	45.83	

Crosswalk Counts || Pedestrians

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Woodstock, GA

Site 3
Outlet Driveway
Olde Rope Mill park Rd
Ridgewalk Pkwy (West)
Ridgewalk Pkwy (East)

Date
Thursday, October 30, 2025

Lat/Long
34.122341°, -84.524124°
Click here for Map

Weather
Cloudy
49°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (10-30-2025)

Pedestrians

	Northbound			Southbound			Eastbound			Westbound			
	Outlet Driveway			Olde Rope Mill park Rd			Ridgewalk Pkwy (West)			Ridgewalk Pkwy (East)			
TIME	EB 3a	WB 3b	App Total	EB 3c	WB 3d	App Total	NB 3e	SB 3f	App Total	NB 3g	SB 3h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (10-30-2025)

Pedestrians

	Northbound			Southbound			Eastbound			Westbound			
	Outlet Driveway			Olde Rope Mill park Rd			Ridgewalk Pkwy (West)			Ridgewalk Pkwy (East)			
TIME	EB 3a	WB 3b	App Total	EB 3c	WB 3d	App Total	NB 3e	SB 3f	App Total	NB 3g	SB 3h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	1	1	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	1	**1**	0	0	**0**	0	0	**0**	0	0	**0**	**1**
1700 - 1715	0	0	0	0	1	1	0	0	0	1	0	1	2
1715 - 1730	0	0	0	0	0	0	0	0	0	0	1	1	1
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	1	0	1	1
Hourly Total	0	0	**0**	0	1	**1**	0	0	**0**	2	1	**3**	**4**
Grand Total	0	1	**1**	0	1	**1**	0	0	**0**	2	1	**3**	**5**
Approach %	0.00	100.00	-	0.00	100.00	-	0.00	0.00	-	66.67	33.33	-	
Intersection %	0.00	20.00	20.00	0.00	20.00	20.00	0.00	0.00	0.00	40.00	20.00	60.00	

Crosswalk Counts || Bicycles

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Woodstock, GA

Site 3
Outlet Driveway
Olde Rope Mill park Rd
Ridgewalk Pkwy (West)
Ridgewalk Pkwy (East)

Date
Thursday, October 30, 2025

Lat/Long
34.122341°, -84.524124°
Click here for Map

Weather
Cloudy
49°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (10-30-2025)

Bicycles

TIME	Northbound: Outlet Driveway EB 3a	Northbound: Outlet Driveway WB 3b	Northbound: App Total	Southbound: Olde Rope Mill park Rd EB 3c	Southbound: Olde Rope Mill park Rd WB 3d	Southbound: App Total	Eastbound: Ridgewalk Pkwy (West) NB 3e	Eastbound: Ridgewalk Pkwy (West) SB 3f	Eastbound: App Total	Westbound: Ridgewalk Pkwy (East) NB 3g	Westbound: Ridgewalk Pkwy (East) SB 3h	Westbound: App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (10-30-2025)

Bicycles

TIME	Northbound: Outlet Driveway EB 3a	Northbound: Outlet Driveway WB 3b	Northbound: App Total	Southbound: Olde Rope Mill park Rd EB 3c	Southbound: Olde Rope Mill park Rd WB 3d	Southbound: App Total	Eastbound: Ridgewalk Pkwy (West) NB 3e	Eastbound: Ridgewalk Pkwy (West) SB 3f	Eastbound: App Total	Westbound: Ridgewalk Pkwy (East) NB 3g	Westbound: Ridgewalk Pkwy (East) SB 3h	Westbound: App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Crosswalk Counts || Motorized Vehicles

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Woodstock, GA

Site 3
Outlet Driveway
Olde Rope Mill park Rd
Ridgewalk Pkwy (West)
Ridgewalk Pkwy (East)

Date
Thursday, October 30, 2025

Lat/Long
34.122341°, -84.524124°
Click here for Map

Weather
Cloudy
49°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (10-30-2025)
Motorized Vehicles

	Northbound			Southbound			Eastbound			Westbound			
	Outlet Driveway			Olde Rope Mill park Rd			Ridgewalk Pkwy (West)			Ridgewalk Pkwy (East)			
TIME	EB 3a	WB 3b	App Total	EB 3c	WB 3d	App Total	NB 3e	SB 3f	App Total	NB 3g	SB 3h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (10-30-2025)
Motorized Vehicles

	Northbound			Southbound			Eastbound			Westbound			
	Outlet Driveway			Olde Rope Mill park Rd			Ridgewalk Pkwy (West)			Ridgewalk Pkwy (East)			
TIME	EB 3a	WB 3b	App Total	EB 3c	WB 3d	App Total	NB 3e	SB 3f	App Total	NB 3g	SB 3h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Peak Hour Turning Movement Count

Woodstock, GA

Click here for Map

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Saturday, November 1, 2025		
Fair		51°F
Period	1200 - 1800	**APPLY**
Peak Hour	1345 - 1445	**APPLY**
Global PH	1345 - 1445	**APPLY**

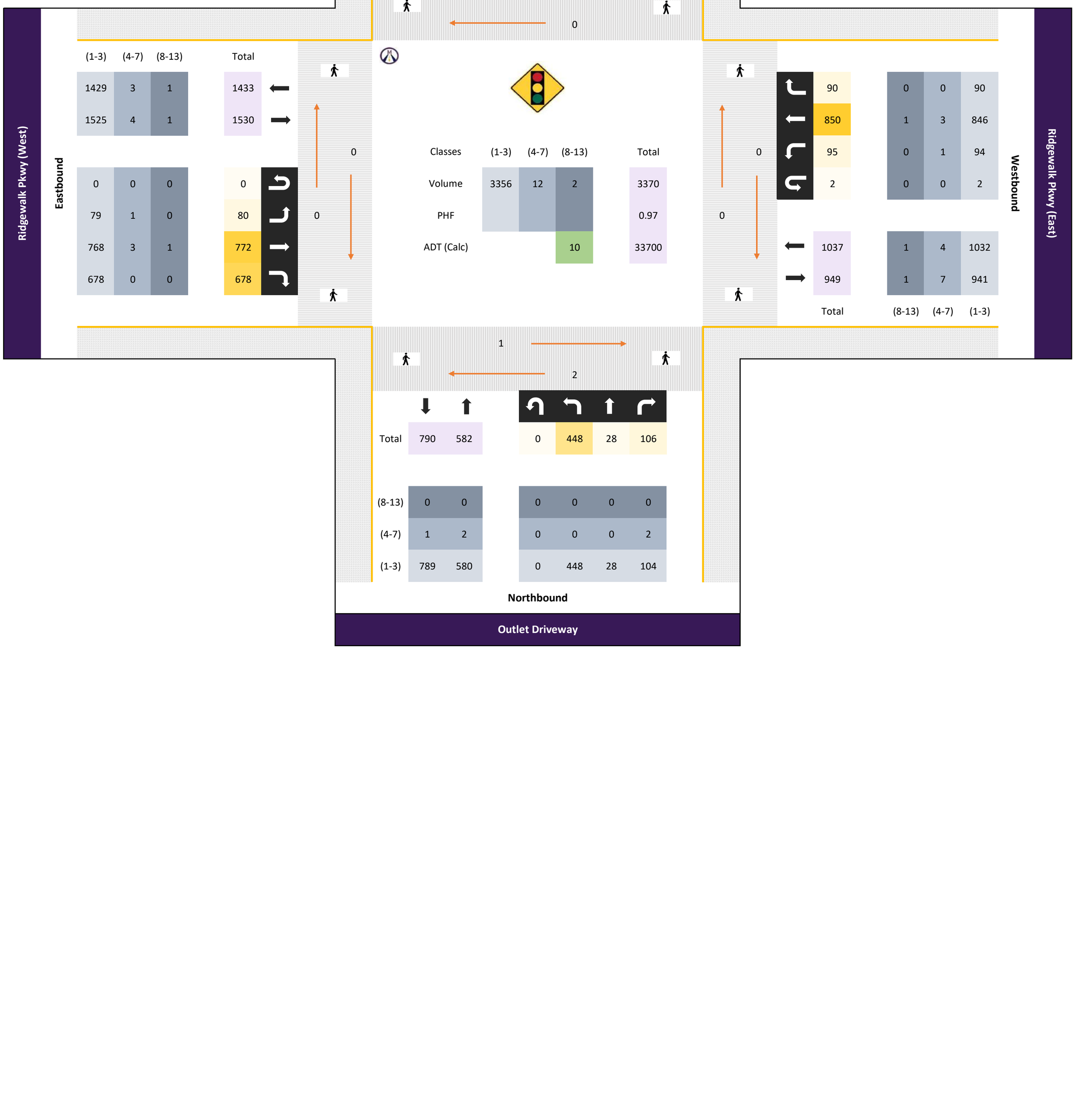
* the Peak Hour Diagram does not include bicycles

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	Outlet Driveway						Olde Rope Mill Park Rd						Ridgewalk Pkwy (West)						Ridgewalk Pkwy (East)						
Time	Left 3.1	Thru 3.2	Right 3.3		U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7		U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11		U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15		U-Turn 3.16	App Total	Int Total
1345 - 1400	101	6	34	-	0	141	17	2	39	-	0	58	15	197	194	-	0	406	22	212	22	-	0	256	861
1400 - 1415	113	6	28	-	0	147	19	7	33	-	0	59	31	193	182	-	0	406	31	207	18	-	0	256	868
1415 - 1430	117	9	24	-	0	150	17	5	31	-	0	53	15	195	144	-	0	354	15	228	24	-	1	268	825
1430 - 1445	118	7	20	-	0	145	16	3	32	-	0	51	19	187	158	-	0	364	27	203	26	-	1	257	817
Total	449	28	106	0	0	583	69	17	135	0	0	221	80	772	678	0	0	1530	95	850	90	0	2	1037	3371
Approach %	77.02	4.80	18.18	0.00	0.00	-	31.22	7.69	61.09	0.00	0.00	-	5.23	50.46	44.31	0.00	0.00	-	9.16	81.97	8.68	0.00	0.19	-	
PHF	0.95	0.78	0.78	0.00	0.00	**0.97**	0.91	0.61	0.87	0.00	0.00	**0.94**	0.65	0.98	0.87	0.00	0.00	**0.94**	0.77	0.93	0.87	0.00	0.50	**0.97**	**0.97**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	Outlet Driveway						Olde Rope Mill Park Rd						Ridgewalk Pkwy (West)						Ridgewalk Pkwy (East)						
Time	Left 3.1	Thru 3.2	Right 3.3		U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7		U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11		U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15		U-Turn 3.16	App Total	Int Total
1345 - 1400	101	6	33	-	0	140	16	2	39	-	0	57	15	196	194	-	0	405	21	211	22	-	0	254	856
1400 - 1415	112	6	28	-	0	146	19	7	33	-	0	59	30	192	182	-	0	404	31	205	18	-	0	254	863
1415 - 1430	117	9	23	-	0	149	17	5	31	-	0	53	15	194	144	-	0	353	15	228	24	-	1	268	823
1430 - 1445	118	7	20	-	0	145	15	3	32	-	0	50	19	186	158	-	0	363	27	202	26	-	1	256	814
Total	448	28	104	0	0	580	67	17	135	0	0	219	79	768	678	0	0	1525	94	846	90	0	2	1032	3356
Approach %	77.24	4.83	17.93	0.00	0.00	-	30.59	7.76	61.64	0.00	0.00	-	5.18	50.36	44.46	0.00	0.00	-	9.11	81.98	8.72	0.00	0.19	-	
PHF	0.95	0.78	0.79	0.00	0.00	**0.97**	0.88	0.61	0.87	0.00	0.00	**0.93**	0.66	0.98	0.87	0.00	0.00	**0.94**	0.76	0.93	0.87	0.00	0.50	**0.96**	**0.97**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	Outlet Driveway						Olde Rope Mill Park Rd						Ridgewalk Pkwy (West)						Ridgewalk Pkwy (East)						
Time	Left 3.1	Thru 3.2	Right 3.3		U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7		U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11		U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15		U-Turn 3.16	App Total	Int Total
1345 - 1400	0	0	1	-	0	1	1	0	0	-	0	1	0	1	0	-	0	1	1	1	0	-	0	2	5
1400 - 1415	0	0	0	-	0	0	0	0	0	-	0	0	1	1	0	-	0	2	0	2	0	-	0	2	4
1415 - 1430	0	0	1	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	1
1430 - 1445	0	0	0	-	0	0	1	0	0	-	0	1	0	1	0	-	0	1	0	0	0	-	0	0	2
Total	0	0	2	0	0	2	2	0	0	0	0	2	1	3	0	0	0	4	1	3	0	0	0	4	12
Approach %	0.00	0.00	100.00	0.00	0.00	-	100.00	0.00	0.00	0.00	0.00	-	25.00	75.00	0.00	0.00	0.00	-	25.00	75.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.50	0.00	0.00	**0.50**	0.50	0.00	0.00	0.00	0.00	**0.50**	0.25	0.75	0.00	0.00	0.00	**0.50**	0.25	0.38	0.00	0.00	0.00	**0.50**	**0.60**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	Outlet Driveway						Olde Rope Mill Park Rd						Ridgewalk Pkwy (West)						Ridgewalk Pkwy (East)						
Time	Left 3.1	Thru 3.2	Right 3.3		U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7		U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11		U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15		U-Turn 3.16	App Total	Int Total
1345 - 1400	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1400 - 1415	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1415 - 1430	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	0	1	0	0	0	-	0	0	1
1430 - 1445	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	0	1	2
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	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	0.25	0.00	0.00	0.00	**0.25**	0.00	0.25	0.00	0.00	0.00	**0.25**	**0.50**

Bicycles

	Northbound						Southbound						Eastbound						Westbound						
	Outlet Driveway						Olde Rope Mill Park Rd						Ridgewalk Pkwy (West)						Ridgewalk Pkwy (East)						
Time	Left 3.1	Thru 3.2	Right 3.3		U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7		U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11		U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15		U-Turn 3.16	App Total	Int Total
1345 - 1400	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1400 - 1415	1	0	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	1
1415 - 1430	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1430 - 1445	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Approach %	100.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.25	0.00	0.00	0.00	0.00	**0.25**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.25**

Classified Turn Movement Count || All vehicles

Marr Traffic DATA COLLECTION

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Woodstock, GA

Site 3
Outlet Driveway
Olde Rope Mill Park Rd
Ridgewalk Pkwy (West)
Ridgewalk Pkwy (East)

Date
Saturday, November 1, 2025

Lat/Long
34.122341°, -84.524124°
Click here for Map

Weather
Fair
51°F
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1200 - 1800 (Saturday 6h Session) (11-01-2025)
All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	Outlet Driveway					Olde Rope Mill Park Rd					Ridgewalk Pkwy (West)					Ridgewalk Pkwy (East)					
TIME	Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7	U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11	U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15	U-Turn 3.16	App Total	Int Total
1200 - 1215	84	4	21	0	109	19	4	30	0	53	24	216	133	0	373	28	207	24	0	259	794
1215 - 1230	88	4	26	0	118	9	3	29	0	41	31	216	150	0	397	27	203	29	0	259	815
1230 - 1245	92	5	27	0	124	19	11	18	0	48	23	176	177	1	377	30	208	15	0	253	802
1245 - 1300	110	7	16	0	133	12	5	34	0	51	21	211	175	0	407	22	215	20	0	257	848
Hourly Total	374	20	90	0	**484**	59	23	111	0	**193**	99	819	635	1	**1554**	107	833	88	0	**1028**	**3259**
1300 - 1315	82	7	31	0	120	19	5	33	0	57	23	177	159	0	359	21	196	22	1	240	776
1315 - 1330	100	4	27	0	131	5	7	32	0	44	20	198	154	0	372	25	203	15	0	243	790
1330 - 1345	111	5	31	0	147	17	3	34	0	54	27	197	141	0	365	22	194	24	0	240	806
1345 - 1400	101	6	34	0	141	17	2	39	0	58	15	197	194	0	406	22	212	22	0	256	861
Hourly Total	394	22	123	0	**539**	58	17	138	0	**213**	85	769	648	0	**1502**	90	805	83	1	**979**	**3233**
1400 - 1415	113	6	28	0	147	19	7	33	0	59	31	193	182	0	406	31	207	18	0	256	868
1415 - 1430	117	9	24	0	150	17	5	31	0	53	15	195	144	0	354	15	228	24	1	268	825
1430 - 1445	118	7	20	0	145	16	3	32	0	51	19	187	158	0	364	27	203	26	1	257	817
1445 - 1500	106	7	15	0	128	12	3	36	0	51	21	197	169	1	388	19	217	21	2	259	826
Hourly Total	454	29	87	0	**570**	64	18	132	0	**214**	86	772	653	1	**1512**	92	855	89	4	**1040**	**3336**
1500 - 1515	132	7	19	0	158	19	3	17	0	39	28	175	150	0	353	22	208	12	0	242	792
1515 - 1530	115	6	25	0	146	15	4	23	0	42	30	181	141	1	353	24	180	21	0	225	766
1530 - 1545	111	8	36	0	155	11	5	30	0	46	22	193	144	0	359	21	190	18	0	229	789
1545 - 1600	106	9	17	0	132	20	7	31	0	58	14	183	163	1	361	10	205	26	0	241	792
Hourly Total	464	30	97	0	**591**	65	19	101	0	**185**	94	732	598	2	**1426**	77	783	77	0	**937**	**3139**
1600 - 1615	126	10	25	0	161	14	6	25	1	46	25	182	148	0	355	25	211	15	0	251	813
1615 - 1630	101	4	31	0	136	16	2	33	0	51	16	181	140	0	337	19	205	13	0	237	761
1630 - 1645	120	3	27	0	150	13	2	23	0	38	14	203	133	0	350	19	179	10	0	208	746
1645 - 1700	124	6	24	0	154	18	6	23	0	47	16	173	134	0	323	16	176	18	0	210	734
Hourly Total	471	23	107	0	**601**	61	16	104	1	**182**	71	739	555	0	**1365**	79	771	56	0	**906**	**3054**
1700 - 1715	115	3	20	0	138	12	3	37	0	52	15	165	134	1	315	17	159	13	0	189	694
1715 - 1730	123	7	24	0	154	7	1	23	0	31	11	167	104	0	282	11	179	18	0	208	675
1730 - 1745	121	2	23	0	146	8	2	27	0	37	17	160	103	1	281	20	199	15	1	235	699
1745 - 1800	112	7	20	0	139	16	3	25	0	44	16	172	104	0	292	17	182	19	0	218	693
Hourly Total	471	19	87	0	**577**	43	9	112	0	**164**	59	664	445	2	**1170**	65	719	65	1	**850**	**2761**
Grand Total	2628	143	591	0	**3362**	350	102	698	1	**1151**	494	4495	3534	6	**8529**	510	4766	458	6	**5740**	**18782**
Approach %	78.17	4.25	17.58	0.00	-	30.41	8.86	60.64	0.09	-	5.79	52.70	41.44	0.07	-	8.89	83.03	7.98	0.07	-	
Intersection %	13.99	0.76	3.15	0.00	17.90	1.86	0.54	3.72	0.01	6.13	2.63	23.93	18.82	0.03	45.41	2.72	25.38	2.44	0.03	30.56	
Heavy Vehicle %	0	1	1	-	**0**	2	0	2	0	**2**	1	1	0	0	**1**	0	1	1	0	**1**	**1**
PHF	0.95	0.78	0.78	0.00	**0.97**	0.91	0.61	0.87	0.00	**0.94**	0.65	0.98	0.87	0.00	**0.94**	0.77	0.93	0.87	0.50	**0.97**	**0.97**
Peak Hour Total	449	28	106	0	**583**	69	17	135	0	**221**	80	772	678	0	**1530**	95	850	90	2	**1037**	**3371**
Peak Hour HV %	0	0	2	0	**0**	3	0	0	0	**1**	1	1	0	0	**0**	1	0	0	0	**0**	**0**

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

Marr Traffic DATA COLLECTION

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Woodstock, GA

Site 3
Outlet Driveway
Olde Rope Mill Park Rd
Ridgewalk Pkwy (West)
Ridgewalk Pkwy (East)

Date
Saturday, November 1, 2025

Lat/Long
34.122341°, -84.524124°
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1200 - 1800 (Saturday 6h Session) (11-01-2025)
Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	Outlet Driveway					Olde Rope Mill Park Rd					Ridgewalk Pkwy (West)					Ridgewalk Pkwy (East)					
TIME	Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7	U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11	U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15	U-Turn 3.16	App Total	Int Total
1200 - 1215	84	4	21	0	109	19	4	29	0	52	24	215	130	0	369	28	207	24	0	259	789
1215 - 1230	88	4	25	0	117	9	3	26	0	38	31	216	147	0	394	27	202	28	0	257	806
1230 - 1245	92	4	27	0	123	19	11	17	0	47	23	175	175	1	374	30	207	15	0	252	796
1245 - 1300	110	7	16	0	133	11	5	34	0	50	21	208	173	0	402	22	214	20	0	256	841
Hourly Total	374	19	89	0	**482**	58	23	106	0	**187**	99	814	625	1	**1539**	107	830	87	0	**1024**	**3232**
1300 - 1315	82	7	30	0	119	19	5	33	0	57	23	176	159	0	358	20	195	22	1	238	772
1315 - 1330	100	4	27	0	131	5	7	32	0	44	19	196	154	0	369	25	202	13	0	240	784
1330 - 1345	111	5	31	0	147	15	3	32	0	50	26	195	141	0	362	22	191	24	0	237	796
1345 - 1400	101	6	33	0	140	16	2	39	0	57	15	196	194	0	405	21	211	22	0	254	856
Hourly Total	394	22	121	0	**537**	55	17	136	0	**208**	83	763	648	0	**1494**	88	799	81	1	**969**	**3208**
1400 - 1415	112	6	28	0	146	19	7	33	0	59	30	192	182	0	404	31	205	18	0	254	863
1415 - 1430	117	9	23	0	149	17	5	31	0	53	15	194	144	0	353	15	228	24	1	268	823
1430 - 1445	118	7	20	0	145	15	3	32	0	50	19	186	158	0	363	27	202	26	1	256	814
1445 - 1500	106	7	15	0	128	12	3	36	0	51	21	195	169	1	386	19	215	21	2	257	822
Hourly Total	453	29	86	0	**568**	63	18	132	0	**213**	85	767	653	1	**1506**	92	850	89	4	**1035**	**3322**
1500 - 1515	132	7	19	0	158	19	3	17	0	39	26	174	150	0	350	22	208	12	0	242	789
1515 - 1530	115	6	25	0	146	15	4	23	0	42	30	180	141	1	352	24	178	20	0	222	762
1530 - 1545	111	7	36	0	154	10	5	27	0	42	22	193	143	0	358	21	188	17	0	226	780
1545 - 1600	106	9	17	0	132	20	7	30	0	57	14	181	163	1	359	10	203	26	0	239	787
Hourly Total	464	29	97	0	**590**	64	19	97	0	**180**	92	728	597	2	**1419**	77	777	75	0	**929**	**3118**
1600 - 1615	126	10	25	0	161	13	6	25	1	45	24	179	148	0	351	25	210	14	0	249	806
1615 - 1630	101	4	30	0	135	16	2	32	0	50	16	180	140	0	336	19	204	12	0	235	756
1630 - 1645	120	3	27	0	150	13	2	23	0	38	14	203	132	0	349	19	178	10	0	207	744
1645 - 1700	124	6	24	0	154	18	6	22	0	46	16	171	133	0	320	16	176	18	0	210	730
Hourly Total	471	23	106	0	**600**	60	16	102	1	**179**	70	733	553	0	**1356**	79	768	54	0	**901**	**3036**
1700 - 1715	115	3	20	0	138	11	3	37	0	51	15	164	133	1	313	17	159	13	0	189	691
1715 - 1730	123	7	24	0	154	7	1	23	0	31	10	166	104	0	280	11	178	18	0	207	672
1730 - 1745	121	2	23	0	146	8	2	27	0	37	17	159	103	1	280	20	198	15	1	234	697
1745 - 1800	112	7	20	0	139	16	3	25	0	44	16	172	104	0	292	17	181	19	0	217	692
Hourly Total	471	19	87	0	**577**	42	9	112	0	**163**	58	661	444	2	**1165**	65	716	65	1	**847**	**2752**
Grand Total	2627	141	586	0	**3354**	342	102	685	1	**1130**	487	4466	3520	6	**8479**	508	4740	451	6	**5705**	**18668**
Approach %	78.32	4.20	17.47	0.00	-	30.27	9.03	60.62	0.09	-	5.74	52.67	41.51	0.07	-	8.90	83.09	7.91	0.07	-	
Intersection %	14.07	0.76	3.14	0.00	17.97	1.83	0.55	3.67	0.01	6.05	2.61	23.92	18.86	0.03	45.42	2.72	25.39	2.42	0.03	30.56	

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

Marr Traffic DATA COLLECTION

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Woodstock, GA

Site 3
Outlet Driveway
Olde Rope Mill Park Rd
Ridgewalk Pkwy (West)
Ridgewalk Pkwy (East)

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Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	Outlet Driveway					Olde Rope Mill Park Rd					Ridgewalk Pkwy (West)					Ridgewalk Pkwy (East)					
TIME	Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7	U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11	U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15	U-Turn 3.16	App Total	Int Total
1200 - 1215	0	0	0	0	0	0	0	1	0	1	0	0	3	0	3	0	0	0	0	0	4
1215 - 1230	0	0	1	0	1	0	0	3	0	3	0	0	1	0	1	0	1	1	0	2	7
1230 - 1245	0	0	0	0	0	0	0	1	0	1	0	1	2	0	3	0	1	0	0	1	5
1245 - 1300	0	0	0	0	0	0	0	0	0	0	0	3	2	0	5	0	1	0	0	1	6
Hourly Total	0	0	1	0	**1**	0	0	5	0	**5**	0	4	8	0	**12**	0	3	1	0	**4**	**22**
1300 - 1315	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	3
1315 - 1330	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	0	1	1	0	2	5
1330 - 1345	0	0	0	0	0	2	0	1	0	3	1	2	0	0	3	0	3	0	0	3	9
1345 - 1400	0	0	1	0	1	1	0	0	0	1	0	1	0	0	1	1	1	0	0	2	5
Hourly Total	0	0	2	0	**2**	3	0	1	0	**4**	2	6	0	0	**8**	2	5	1	0	**8**	**22**
1400 - 1415	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	2	0	0	2	4
1415 - 1430	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1430 - 1445	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	2
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
Hourly Total	0	0	1	0	**1**	1	0	0	0	**1**	1	3	0	0	**4**	0	3	0	0	**3**	**9**
1500 - 1515	0	0	0	0	0	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	3
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	1	0	3	4
1530 - 1545	0	0	0	0	0	1	0	3	0	4	0	0	0	0	0	0	1	1	0	2	6
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Hourly Total	0	0	0	0	**0**	1	0	3	0	**4**	2	2	0	0	**4**	0	4	2	0	**6**	**14**
1600 - 1615	0	0	0	0	0	1	0	0	0	1	0	3	0	0	3	0	1	1	0	2	6
1615 - 1630	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	2
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	3
Hourly Total	0	0	1	0	**1**	1	0	1	0	**2**	0	5	2	0	**7**	0	2	1	0	**3**	**13**
1700 - 1715	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	1	0	0	0	**1**	0	2	0	0	**2**	0	1	0	0	**1**	**4**
Grand Total	0	0	5	0	**5**	7	0	10	0	**17**	5	22	10	0	**37**	2	18	5	0	**25**	**84**
Approach %	0.00	0.00	100.00	0.00	-	41.18	0.00	58.82	0.00	-	13.51	59.46	27.03	0.00	-	8.00	72.00	20.00	0.00	-	
Intersection %	0.00	0.00	5.95	0.00	5.95	8.33	0.00	11.90	0.00	20.24	5.95	26.19	11.90	0.00	44.05	2.38	21.43	5.95	0.00	29.76	

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

Marr Traffic DATA COLLECTION

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Woodstock, GA

Site 3
Outlet Driveway
Olde Rope Mill Park Rd
Ridgewalk Pkwy (West)
Ridgewalk Pkwy (East)

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1200 - 1800 (Saturday 6h Session) (11-01-2025)
Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound					
	Outlet Driveway					Olde Rope Mill Park Rd					Ridgewalk Pkwy (West)					Ridgewalk Pkwy (East)					
TIME	Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7	U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11	U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15	U-Turn 3.16	App Total	Int Total
1200 - 1215	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
1215 - 1230	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
1230 - 1245	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1245 - 1300	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	1	0	0	**1**	1	0	0	0	**1**	0	1	1	0	**2**	0	0	0	0	**0**	**4**
1300 - 1315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
1315 - 1330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
1330 - 1345	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
1345 - 1400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	1	0	**1**	0	0	0	0	**0**	0	1	1	0	**2**	**3**
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	2	0	0	**2**	0	2	0	0	**2**	**4**
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	3
1545 - 1600	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	0	1	0	0	1	3
Hourly Total	0	1	0	0	**1**	0	0	1	0	**1**	0	1	1	0	**2**	0	2	0	0	**2**	**6**
1600 - 1615	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	0	0	0	**0**	0	0	1	0	**1**	1	1	0	0	**2**	0	1	0	0	**1**	**4**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
1715 - 1730	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	2
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	1	1	0	0	**2**	0	2	0	0	**2**	**4**
Grand Total	0	2	0	0	**2**	1	0	3	0	**4**	2	6	2	0	**10**	0	8	1	0	**9**	**25**
Approach %	0.00	100.00	0.00	0.00	-	25.00	0.00	75.00	0.00	-	20.00	60.00	20.00	0.00	-	0.00	88.89	11.11	0.00	-	
Intersection %	0.00	8.00	0.00	0.00	8.00	4.00	0.00	12.00	0.00	16.00	8.00	24.00	8.00	0.00	40.00	0.00	32.00	4.00	0.00	36.00	

Classified Turn Movement Count || Bicycles

Marr Traffic DATA COLLECTION

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Woodstock, GA

Site 3
Outlet Driveway
Olde Rope Mill Park Rd
Ridgewalk Pkwy (West)
Ridgewalk Pkwy (East)

Date
Saturday, November 1, 2025

Lat/Long
34.122341°, -84.524124°
Click here for Map

Weather
Fair
51°F
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1200 - 1800 (Saturday 6h Session) (11-01-2025)
Bicycles

	Northbound					Southbound					Eastbound					Westbound					
	Outlet Driveway					Olde Rope Mill Park Rd					Ridgewalk Pkwy (West)					Ridgewalk Pkwy (East)					
TIME	Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7	U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11	U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15	U-Turn 3.16	App Total	Int Total
1200 - 1215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1215 - 1230	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
1230 - 1245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1245 - 1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	1	0	**1**	0	0	0	0	**0**	**1**
1300 - 1315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1315 - 1330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1330 - 1345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1345 - 1400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
1400 - 1415	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	0	0	0	**1**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**1**
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	1	0	0	**1**	0	0	0	0	**0**	**1**
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	1	0	**1**	**1**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	1	0	**1**	0	0	0	0	**0**	**1**
Grand Total	1	0	0	0	**1**	0	0	0	0	**0**	0	1	2	0	**3**	0	0	1	0	**1**	**5**
Approach %	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	33.33	66.67	0.00	-	0.00	0.00	100.00	0.00	-	
Intersection %	20.00	0.00	0.00	0.00	20.00	0.00	0.00	0.00	0.00	0.00	0.00	20.00	40.00	0.00	60.00	0.00	0.00	20.00	0.00	20.00	

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

Marr Traffic DATA COLLECTION

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Woodstock, GA

Site 3
Outlet Driveway
Olde Rope Mill Park Rd
Ridgewalk Pkwy (West)
Ridgewalk Pkwy (East)

Date
Saturday, November 1, 2025

Lat/Long
34.122341°, -84.524124°
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Weather
Fair
51°F
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1200 - 1800 (Saturday 6h Session) (11-01-2025)
All Trucks (4-13)

	Northbound					Southbound					Eastbound					Westbound					
	Outlet Driveway					Olde Rope Mill Park Rd					Ridgewalk Pkwy (West)					Ridgewalk Pkwy (East)					
TIME	Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7	U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11	U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15	U-Turn 3.16	App Total	Int Total
1200 - 1215	0	0	0	0	0	0	0	1	0	1	0	1	3	0	4	0	0	0	0	0	5
1215 - 1230	0	0	1	0	1	0	0	3	0	3	0	0	2	0	2	0	1	1	0	2	8
1230 - 1245	0	1	0	0	1	0	0	1	0	1	0	1	2	0	3	0	1	0	0	1	6
1245 - 1300	0	0	0	0	0	1	0	0	0	1	0	3	2	0	5	0	1	0	0	1	7
Hourly Total	0	1	1	0	**2**	1	0	5	0	**6**	0	5	9	0	**14**	0	3	1	0	**4**	**26**
1300 - 1315	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	1	1	0	0	2	4
1315 - 1330	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	0	1	2	0	3	6
1330 - 1345	0	0	0	0	0	2	0	2	0	4	1	2	0	0	3	0	3	0	0	3	10
1345 - 1400	0	0	1	0	1	1	0	0	0	1	0	1	0	0	1	1	1	0	0	2	5
Hourly Total	0	0	2	0	**2**	3	0	2	0	**5**	2	6	0	0	**8**	2	6	2	0	**10**	**25**
1400 - 1415	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	2	0	0	2	4
1415 - 1430	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
1430 - 1445	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	1	0	0	1	3
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	2	0	0	2	4
Hourly Total	0	0	1	0	**1**	1	0	0	0	**1**	1	5	0	0	**6**	0	5	0	0	**5**	**13**
1500 - 1515	0	0	0	0	0	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	3
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	1	0	3	4
1530 - 1545	0	1	0	0	1	1	0	3	0	4	0	0	1	0	1	0	2	1	0	3	9
1545 - 1600	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	0	2	0	0	2	4
Hourly Total	0	1	0	0	**1**	1	0	4	0	**5**	2	3	1	0	**6**	0	6	2	0	**8**	**20**
1600 - 1615	0	0	0	0	0	1	0	0	0	1	1	3	0	0	4	0	1	1	0	2	7
1615 - 1630	0	0	1	0	1	0	0	1	0	1	0	1	0	0	1	0	1	0	0	1	4
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	2
1645 - 1700	0	0	0	0	0	0	0	1	0	1	0	2	1	0	3	0	0	0	0	0	4
Hourly Total	0	0	1	0	**1**	1	0	2	0	**3**	1	6	2	0	**9**	0	3	1	0	**4**	**17**
1700 - 1715	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	2
1715 - 1730	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	1	0	0	1	3
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Hourly Total	0	0	0	0	**0**	1	0	0	0	**1**	1	3	0	0	**4**	0	3	0	0	**3**	**8**
Grand Total	0	2	5	0	**7**	8	0	13	0	**21**	7	28	12	0	**47**	2	26	6	0	**34**	**109**
Approach %	0.00	28.57	71.43	0.00	-	38.10	0.00	61.90	0.00	-	14.89	59.57	25.53	0.00	-	5.88	76.47	17.65	0.00	-	
Intersection %	0.00	1.83	4.59	0.00	6.42	7.34	0.00	11.93	0.00	19.27	6.42	25.69	11.01	0.00	43.12	1.83	23.85	5.50	0.00	31.19	

Crosswalk Counts || Pedestrians

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Woodstock, GA

Site 3
Outlet Driveway
Olde Rope Mill Park Rd
Ridgewalk Pkwy (West)
Ridgewalk Pkwy (East)

Date
Saturday, November 1, 2025

Lat/Long
34.122341°, -84.524124°
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1200 - 1800 (Saturday 6h Session) (11-01-2025)
Pedestrians

	Northbound			Southbound			Eastbound			Westbound			
	Outlet Driveway			Olde Rope Mill Park Rd			Ridgewalk Pkwy (West)			Ridgewalk Pkwy (East)			
TIME	EB 3a	WB 3b	App Total	EB 3c	WB 3d	App Total	NB 3e	SB 3f	App Total	NB 3g	SB 3h	App Total	Int Total
1200 - 1215	1	0	1	0	0	0	0	0	0	2	0	2	3
1215 - 1230	0	0	0	0	0	0	0	0	0	0	0	0	0
1230 - 1245	0	2	2	0	0	0	2	0	2	0	1	1	5
1245 - 1300	1	0	1	0	0	0	1	2	3	0	0	0	4
Hourly Total	2	2	**4**	0	0	**0**	3	2	**5**	2	1	**3**	**12**
1300 - 1315	2	1	3	0	0	0	0	1	1	0	0	0	4
1315 - 1330	0	1	1	0	0	0	0	0	0	0	2	2	3
1330 - 1345	0	0	0	0	0	0	0	0	0	0	2	2	2
1345 - 1400	0	2	2	0	0	0	0	0	0	0	0	0	2
Hourly Total	2	4	**6**	0	0	**0**	0	1	**1**	0	4	**4**	**11**
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	1	0	1	0	0	0	0	0	0	0	0	0	1
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	1	1	0	0	0	0	0	0	2	0	2	3
Hourly Total	1	1	**2**	0	0	**0**	0	0	**0**	2	0	**2**	**4**
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0	1	1	1
1545 - 1600	1	0	1	0	0	0	0	0	0	1	0	1	2
Hourly Total	1	0	**1**	0	0	**0**	0	0	**0**	1	1	**2**	**3**
1600 - 1615	0	1	1	0	0	0	0	0	0	0	0	0	1
1615 - 1630	0	0	0	0	0	0	0	0	0	2	0	2	2
1630 - 1645	1	0	1	0	0	0	2	2	4	0	0	0	5
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	1	**2**	0	0	**0**	2	2	**4**	2	0	**2**	**8**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	2	2	2
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	1	0	1	2	0	2	0	0	0	3
Hourly Total	0	0	**0**	1	0	**1**	2	0	**2**	0	2	**2**	**5**
Grand Total	7	8	**15**	1	0	**1**	7	5	**12**	7	8	**15**	**43**
Approach %	46.67	53.33	-	100.00	0.00	-	58.33	41.67	-	46.67	53.33	-	
Intersection %	16.28	18.60	34.88	2.33	0.00	2.33	16.28	11.63	27.91	16.28	18.60	34.88	

Crosswalk Counts || Bicycles

Marr Traffic DATA COLLECTION

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Woodstock, GA

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Ridgewalk Pkwy (East)

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1200 - 1800 (Saturday 6h Session) (11-01-2025)
Bicycles

	Northbound			Southbound			Eastbound			Westbound			
	Outlet Driveway			Olde Rope Mill Park Rd			Ridgewalk Pkwy (West)			Ridgewalk Pkwy (East)			
TIME	EB 3a	WB 3b	App Total	EB 3c	WB 3d	App Total	NB 3e	SB 3f	App Total	NB 3g	SB 3h	App Total	Int Total
1200 - 1215	0	0	0	0	0	0	2	0	2	0	0	0	2
1215 - 1230	0	0	0	0	0	0	0	0	0	0	0	0	0
1230 - 1245	0	0	0	0	0	0	0	1	1	0	0	0	1
1245 - 1300	0	0	0	0	0	0	0	2	2	0	0	0	2
Hourly Total	0	0	**0**	0	0	**0**	2	3	**5**	0	0	**0**	**5**
1300 - 1315	0	0	0	0	0	0	0	0	0	0	0	0	0
1315 - 1330	0	0	0	0	0	0	0	0	0	0	0	0	0
1330 - 1345	0	0	0	0	0	0	0	0	0	0	0	0	0
1345 - 1400	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1500 - 1515	0	0	0	0	0	0	0	0	0	0	1	1	1
1515 - 1530	0	0	0	0	0	0	0	0	0	0	1	1	1
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0	1	1	1
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	3	**3**	**3**
1600 - 1615	0	0	0	0	0	0	0	0	0	1	0	1	1
1615 - 1630	0	0	0	0	0	0	0	1	1	0	0	0	1
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	1	**1**	1	0	**1**	**2**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	1	1	0	0	0	0	0	0	0	1	1	2
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	1	**1**	0	0	**0**	0	0	**0**	0	1	**1**	**2**
Grand Total	0	1	**1**	0	0	**0**	2	4	**6**	1	4	**5**	**12**
Approach %	0.00	100.00	-	0.00	0.00	-	33.33	66.67	-	20.00	80.00	-	
Intersection %	0.00	8.33	8.33	0.00	0.00	0.00	16.67	33.33	50.00	8.33	33.33	41.67	

Crosswalk Counts || Motorized Vehicles

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Woodstock, GA

Site 3
Outlet Driveway
Olde Rope Mill Park Rd
Ridgewalk Pkwy (West)
Ridgewalk Pkwy (East)

Date
Saturday, November 1, 2025

Lat/Long
34.122341°, -84.524124°
Click here for Map

Weather
Fair
51°F
Click here for Detailed Weather

1200 - 1800 (Saturday 6h Session) (11-01-2025)
Motorized Vehicles

	Northbound			Southbound			Eastbound			Westbound			
	Outlet Driveway			Olde Rope Mill Park Rd			Ridgewalk Pkwy (West)			Ridgewalk Pkwy (East)			
TIME	EB 3a	WB 3b	App Total	EB 3c	WB 3d	App Total	NB 3e	SB 3f	App Total	NB 3g	SB 3h	App Total	Int Total
1200 - 1215	0	0	0	0	0	0	0	0	0	0	0	0	0
1215 - 1230	0	0	0	0	0	0	0	0	0	0	0	0	0
1230 - 1245	0	0	0	0	0	0	0	0	0	0	0	0	0
1245 - 1300	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1300 - 1315	0	0	0	0	0	0	0	0	0	0	0	0	0
1315 - 1330	0	0	0	0	0	0	0	0	0	0	0	0	0
1330 - 1345	0	0	0	0	0	0	0	0	0	0	0	0	0
1345 - 1400	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Peak Hour Turning Movement Count

Woodstock, GA

Click here for Map

Marr Traffic DATA COLLECTION

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Sunday, November 2, 2025		
	Cloudy	50°F
Period	1200 - 1800	APPLY
Peak Hour	1430 - 1530	APPLY
Global PH	1415 - 1515	APPLY

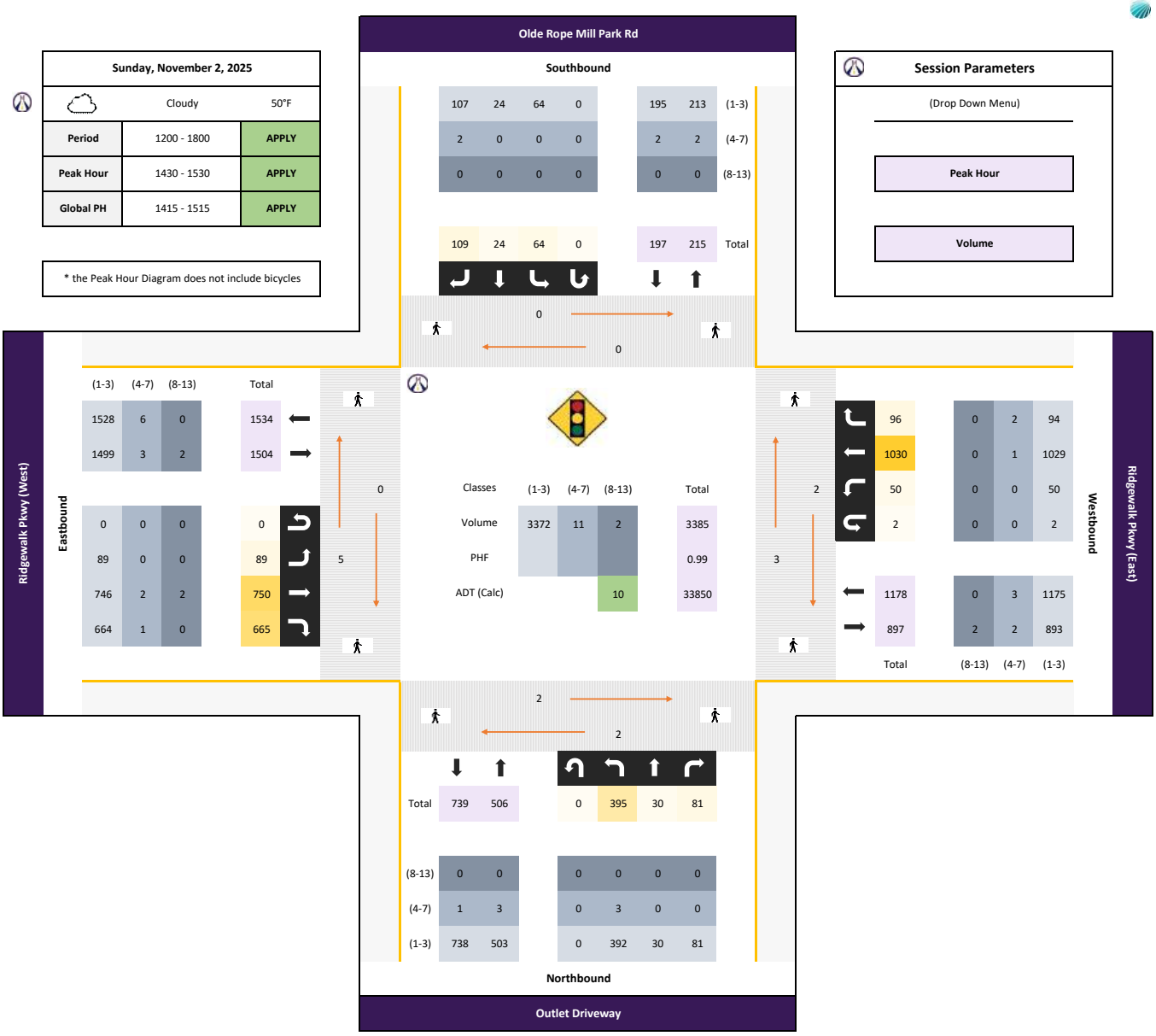
* the Peak Hour Diagram does not include bicycles

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	Outlet Driveway						Olde Rope Mill Park Rd						Ridgewalk Pkwy (West)						Ridgewalk Pkwy (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	3.1	3.2	3.3		3.4	Total	3.5	3.6	3.7		3.8	Total	3.9	3.10	3.11		3.12	Total	3.13	3.14	3.15		3.16	Total	Total
1430 - 1445	92	10	15	-	0	117	16	1	32	-	0	49	24	203	168	-	0	395	11	254	16	-	0	281	842
1445 - 1500	95	6	19	-	0	120	11	6	23	-	0	40	20	183	191	-	0	394	11	271	17	-	0	299	853
1500 - 1515	98	8	22	-	0	128	13	10	32	-	0	55	27	177	152	-	0	356	13	264	30	-	0	307	846
1515 - 1530	110	6	25	-	0	141	24	7	22	-	0	53	18	187	154	-	0	359	15	241	33	-	2	291	844
Total	395	30	81	0	0	506	64	24	109	0	0	197	89	750	665	0	0	1504	50	1030	96	0	2	1178	3385
Approach %	78.06	5.93	16.01	0.00	0.00	-	32.49	12.18	55.33	0.00	0.00	-	5.92	49.87	44.22	0.00	0.00	-	4.24	87.44	8.15	0.00	0.17	-	
PHF	0.90	0.75	0.81	0.00	0.00	**0.90**	0.67	0.60	0.85	0.00	0.00	**0.90**	0.82	0.92	0.87	0.00	0.00	**0.95**	0.83	0.95	0.73	0.00	0.25	**0.96**	**0.99**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	Outlet Driveway						Olde Rope Mill Park Rd						Ridgewalk Pkwy (West)						Ridgewalk Pkwy (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	3.1	3.2	3.3		3.4	Total	3.5	3.6	3.7		3.8	Total	3.9	3.10	3.11		3.12	Total	3.13	3.14	3.15		3.16	Total	Total
1430 - 1445	91	10	15	-	0	116	16	1	32	-	0	49	24	201	168	-	0	393	11	254	16	-	0	281	839
1445 - 1500	94	6	19	-	0	119	11	6	23	-	0	40	20	182	190	-	0	392	11	270	16	-	0	297	848
1500 - 1515	97	8	22	-	0	127	13	10	31	-	0	54	27	176	152	-	0	355	13	264	29	-	0	306	842
1515 - 1530	110	6	25	-	0	141	24	7	21	-	0	52	18	187	154	-	0	359	15	241	33	-	2	291	843
Total	392	30	81	0	0	503	64	24	107	0	0	195	89	746	664	0	0	1499	50	1029	94	0	2	1175	3372
Approach %	77.93	5.96	16.10	0.00	0.00	-	32.82	12.31	54.87	0.00	0.00	-	5.94	49.77	44.30	0.00	0.00	-	4.26	87.57	8.00	0.00	0.17	-	
PHF	0.89	0.75	0.81	0.00	0.00	**0.89**	0.67	0.60	0.84	0.00	0.00	**0.90**	0.82	0.93	0.87	0.00	0.00	**0.95**	0.83	0.95	0.71	0.00	0.25	**0.96**	**0.99**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	Outlet Driveway						Olde Rope Mill Park Rd						Ridgewalk Pkwy (West)						Ridgewalk Pkwy (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	3.1	3.2	3.3		3.4	Total	3.5	3.6	3.7		3.8	Total	3.9	3.10	3.11		3.12	Total	3.13	3.14	3.15		3.16	Total	Total
1430 - 1445	1	0	0	-	0	1	0	0	0	-	0	0	0	2	0	-	0	2	0	0	0	-	0	0	3
1445 - 1500	1	0	0	-	0	1	0	0	0	-	0	0	0	0	1	-	0	1	0	1	1	-	0	2	4
1500 - 1515	1	0	0	-	0	1	0	0	1	-	0	1	0	0	0	-	0	0	0	0	1	-	0	1	3
1515 - 1530	0	0	0	-	0	0	0	0	1	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	1
Total	3	0	0	0	0	3	0	0	2	0	0	2	0	2	1	0	0	3	0	1	2	0	0	3	11
Approach %	100.00	0.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	0.00	-	0.00	66.67	33.33	0.00	0.00	-	0.00	33.33	66.67	0.00	0.00	-	
PHF	0.75	0.00	0.00	0.00	0.00	**0.75**	0.00	0.00	0.50	0.00	0.00	**0.50**	0.00	0.25	0.25	0.00	0.00	**0.38**	0.00	0.25	0.50	0.00	0.00	**0.38**	**0.69**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	Outlet Driveway						Olde Rope Mill Park Rd						Ridgewalk Pkwy (West)						Ridgewalk Pkwy (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	3.1	3.2	3.3		3.4	Total	3.5	3.6	3.7		3.8	Total	3.9	3.10	3.11		3.12	Total	3.13	3.14	3.15		3.16	Total	Total
1430 - 1445	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1445 - 1500	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	0	1	0	0	0	-	0	0	1
1500 - 1515	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	0	1	0	0	0	-	0	0	1
1515 - 1530	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	2	0	0	0	2	0	0	0	0	0	0	2
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	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	0.00	0.00	0.00	**0.00**	0.00	0.50	0.00	0.00	0.00	**0.50**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.50**

Bicycles

	Northbound						Southbound						Eastbound						Westbound						
	Outlet Driveway						Olde Rope Mill Park Rd						Ridgewalk Pkwy (West)						Ridgewalk Pkwy (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	3.1	3.2	3.3		3.4	Total	3.5	3.6	3.7		3.8	Total	3.9	3.10	3.11		3.12	Total	3.13	3.14	3.15		3.16	Total	Total
1430 - 1445	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1445 - 1500	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1500 - 1515	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1515 - 1530	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	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	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Classified Turn Movement Count || All vehicles

Marr Traffic DATA COLLECTION

Woodstock, GA

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Site 3
Outlet Driveway
Olde Rope Mill Park Rd
Ridgewalk Pkwy (West)
Ridgewalk Pkwy (East)

Date
Sunday, November 2, 2025

Lat/Long
34.122341°, -84.524124°
Click here for Map

Weather
Cloudy
50°F
Click here for Detailed Weather

1200 - 1800 (Sunday 6h Session) (11-02-2025)
All vehicles

	Northbound (Outlet Driveway)					Southbound (Olde Rope Mill Park Rd)					Eastbound (Ridgewalk Pkwy (West))					Westbound (Ridgewalk Pkwy (East))					
TIME	Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7	U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11	U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15	U-Turn 3.16	App Total	Int Total
1200 - 1215	15	3	8	0	26	11	3	18	0	32	20	193	41	1	255	17	203	15	0	235	548
1215 - 1230	18	3	12	0	33	13	3	25	0	41	17	217	43	0	277	15	326	25	0	366	717
1230 - 1245	17	10	13	0	40	22	3	24	0	49	19	280	73	0	372	9	228	15	0	252	713
1245 - 1300	16	2	6	0	24	11	8	21	0	40	17	310	108	0	435	13	225	17	0	255	754
Hourly Total	66	18	39	0	**123**	57	17	88	0	**162**	73	1000	265	1	**1339**	54	982	72	0	**1108**	**2732**
1300 - 1315	26	2	6	0	34	11	4	18	0	33	12	231	168	0	411	18	180	8	0	206	684
1315 - 1330	35	2	6	0	43	8	3	8	0	19	20	165	146	0	331	16	200	26	0	242	635
1330 - 1345	53	0	12	0	65	6	5	32	0	43	20	196	155	1	372	10	177	12	0	199	679
1345 - 1400	61	5	8	0	74	12	9	21	0	42	25	177	184	0	386	22	207	23	1	253	755
Hourly Total	175	9	32	0	**216**	37	21	79	0	**137**	77	769	653	1	**1500**	66	764	69	1	**900**	**2753**
1400 - 1415	72	2	19	0	93	16	5	24	0	45	17	190	144	0	351	16	257	29	0	302	791
1415 - 1430	74	2	19	0	95	9	3	20	0	32	11	177	144	0	332	14	310	18	0	342	801
1430 - 1445	92	10	15	0	117	16	1	32	0	49	24	203	168	0	395	11	254	16	0	281	842
1445 - 1500	95	6	19	0	120	11	6	23	0	40	20	183	191	0	394	11	271	17	0	299	853
Hourly Total	333	20	72	0	**425**	52	15	99	0	**166**	72	753	647	0	**1472**	52	1092	80	0	**1224**	**3287**
1500 - 1515	98	8	22	0	128	13	10	32	0	55	27	177	152	0	356	13	264	30	0	307	846
1515 - 1530	110	6	25	0	141	24	7	22	0	53	18	187	154	0	359	15	241	33	2	291	844
1530 - 1545	96	6	29	0	131	28	3	31	0	62	19	201	119	1	340	15	188	27	0	230	763
1545 - 1600	98	5	16	0	119	12	8	27	0	47	16	204	144	0	364	15	222	29	0	266	796
Hourly Total	402	25	92	0	**519**	77	28	112	0	**217**	80	769	569	1	**1419**	58	915	119	2	**1094**	**3249**
1600 - 1615	96	8	18	0	122	13	5	29	0	47	21	197	171	2	391	12	219	25	1	257	817
1615 - 1630	102	7	22	0	131	14	1	39	0	54	17	190	140	1	348	20	191	19	0	230	763
1630 - 1645	107	5	17	0	129	9	6	31	0	46	23	194	136	0	353	8	209	22	0	239	767
1645 - 1700	120	2	24	0	146	11	6	27	0	44	13	195	130	0	338	21	188	19	0	228	756
Hourly Total	425	22	81	0	**528**	47	18	126	0	**191**	74	776	577	3	**1430**	61	807	85	1	**954**	**3103**
1700 - 1715	123	5	18	0	146	13	2	21	0	36	21	208	105	0	334	11	188	16	0	215	731
1715 - 1730	105	1	17	0	123	15	1	24	0	40	15	197	136	0	348	8	204	12	0	224	735
1730 - 1745	112	5	23	0	140	8	1	29	0	38	18	168	104	0	290	15	191	11	0	217	685
1745 - 1800	98	7	19	0	124	12	5	22	0	39	20	185	118	0	323	13	183	21	0	217	703
Hourly Total	438	18	77	0	**533**	48	9	96	0	**153**	74	758	463	0	**1295**	47	766	60	0	**873**	**2854**
Grand Total	1839	112	393	0	**2344**	318	108	600	0	**1026**	450	4825	3174	6	**8455**	338	5326	485	4	**6153**	**17978**
Approach %	78.46	4.78	16.77	0.00	-	30.99	10.53	58.48	0.00	-	5.32	57.07	37.54	0.07	-	5.49	86.56	7.88	0.05	-	
Intersection %	10.23	0.62	2.19	0.00	13.04	1.77	0.60	3.34	0.00	5.71	2.50	26.84	17.65	0.03	47.03	1.88	29.63	2.70	0.02	34.23	
Heavy Vehicle %	0	0	0	-	**0**	1	0	1	-	**1**	0	0	0	0	**0**	0	0	1	0	**0**	**0**
PHF	0.90	0.75	0.81	0.00	**0.90**	0.67	0.60	0.85	0.00	**0.90**	0.82	0.92	0.87	0.00	**0.95**	0.83	0.95	0.73	0.25	**0.96**	**0.99**
Peak Hour Total	395	30	81	0	**506**	64	24	109	0	**197**	89	750	665	0	**1504**	50	1030	96	2	**1178**	**3385**
Peak Hour HV %	1	0	0	0	**1**	0	0	2	0	**1**	0	1	0	0	**0**	0	0	2	0	**0**	**0**

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

Marr Traffic DATA COLLECTION

Woodstock, GA

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Site 3
Outlet Driveway
Olde Rope Mill Park Rd
Ridgewalk Pkwy (West)
Ridgewalk Pkwy (East)

Date
Sunday, November 2, 2025

Lat/Long
34.122341°, -84.524124°
Click here for Map

Weather
Cloudy
50°F
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1200 - 1800 (Sunday 6h Session) (11-02-2025)
Passenger Vehicles (1-3)

	Northbound (Outlet Driveway)					Southbound (Olde Rope Mill Park Rd)					Eastbound (Ridgewalk Pkwy (West))					Westbound (Ridgewalk Pkwy (East))					
TIME	Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7	U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11	U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15	U-Turn 3.16	App Total	Int Total
1200 - 1215	15	3	8	0	26	11	3	18	0	32	20	191	41	1	253	17	203	15	0	235	546
1215 - 1230	18	3	12	0	33	12	3	25	0	40	17	216	43	0	276	14	326	25	0	365	714
1230 - 1245	17	8	13	0	38	21	3	24	0	48	19	278	73	0	370	9	226	15	0	250	706
1245 - 1300	16	2	6	0	24	11	8	21	0	40	17	309	108	0	434	13	223	17	0	253	751
Hourly Total	66	16	39	0	**121**	55	17	88	0	**160**	73	994	265	1	**1333**	53	978	72	0	**1103**	**2717**
1300 - 1315	26	2	6	0	34	11	4	18	0	33	12	229	168	0	409	18	180	8	0	206	682
1315 - 1330	34	2	6	0	42	8	3	8	0	19	20	165	146	0	331	16	199	26	0	241	633
1330 - 1345	53	0	12	0	65	6	5	32	0	43	20	196	155	1	372	10	177	11	0	198	678
1345 - 1400	61	5	8	0	74	12	9	21	0	42	25	177	184	0	386	22	207	23	1	253	755
Hourly Total	174	9	32	0	**215**	37	21	79	0	**137**	77	767	653	1	**1498**	66	763	68	1	**898**	**2748**
1400 - 1415	72	2	19	0	93	16	5	23	0	44	17	190	143	0	350	16	257	29	0	302	789
1415 - 1430	74	2	19	0	95	9	3	20	0	32	11	176	144	0	331	14	310	18	0	342	800
1430 - 1445	91	10	15	0	116	16	1	32	0	49	24	201	168	0	393	11	254	16	0	281	839
1445 - 1500	94	6	19	0	119	11	6	23	0	40	20	182	190	0	392	11	270	16	0	297	848
Hourly Total	331	20	72	0	**423**	52	15	98	0	**165**	72	749	645	0	**1466**	52	1091	79	0	**1222**	**3276**
1500 - 1515	97	8	22	0	127	13	10	31	0	54	27	176	152	0	355	13	264	29	0	306	842
1515 - 1530	110	6	25	0	141	24	7	21	0	52	18	187	154	0	359	15	241	33	2	291	843
1530 - 1545	96	6	29	0	131	27	3	31	0	61	19	201	119	1	340	15	188	26	0	229	761
1545 - 1600	98	5	16	0	119	12	8	27	0	47	16	204	144	0	364	15	222	29	0	266	796
Hourly Total	401	25	92	0	**518**	76	28	110	0	**214**	80	768	569	1	**1418**	58	915	117	2	**1092**	**3242**
1600 - 1615	96	8	18	0	122	13	5	29	0	47	21	196	171	2	390	12	218	25	1	256	815
1615 - 1630	102	7	22	0	131	14	1	39	0	54	17	189	140	1	347	20	190	19	0	229	761
1630 - 1645	107	5	17	0	129	9	6	31	0	46	23	194	136	0	353	8	208	22	0	238	766
1645 - 1700	120	2	24	0	146	11	6	27	0	44	13	193	130	0	336	21	185	19	0	225	751
Hourly Total	425	22	81	0	**528**	47	18	126	0	**191**	74	772	577	3	**1426**	61	801	85	1	**948**	**3093**
1700 - 1715	123	5	18	0	146	12	2	21	0	35	20	207	105	0	332	11	187	16	0	214	727
1715 - 1730	105	1	17	0	123	15	1	24	0	40	15	196	136	0	347	8	203	12	0	223	733
1730 - 1745	112	5	23	0	140	8	1	29	0	38	18	166	104	0	288	15	191	11	0	217	683
1745 - 1800	97	7	19	0	123	12	5	22	0	39	20	184	118	0	322	13	183	21	0	217	701
Hourly Total	437	18	77	0	**532**	47	9	96	0	**152**	73	753	463	0	**1289**	47	764	60	0	**871**	**2844**
Grand Total	1834	110	393	0	**2337**	314	108	597	0	**1019**	449	4803	3172	6	**8430**	337	5312	481	4	**6134**	**17920**
Approach %	78.48	4.71	16.82	0.00	-	30.81	10.60	58.59	0.00	-	5.33	56.98	37.63	0.07	-	5.49	86.60	7.84	0.05	-	
Intersection %	10.23	0.61	2.19	0.00	13.04	1.75	0.60	3.33	0.00	5.69	2.51	26.80	17.70	0.03	47.04	1.88	29.64	2.68	0.02	34.23	

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

Marr Traffic DATA COLLECTION

Woodstock, GA

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Site 3
Outlet Driveway
Olde Rope Mill Park Rd
Ridgewalk Pkwy (West)
Ridgewalk Pkwy (East)

Date
Sunday, November 2, 2025

Lat/Long
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1200 - 1800 (Sunday 6h Session) (11-02-2025)
Single Unit Trucks (4-7)

	Northbound (Outlet Driveway)					Southbound (Olde Rope Mill Park Rd)					Eastbound (Ridgewalk Pkwy (West))					Westbound (Ridgewalk Pkwy (East))					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
TIME	3.1	3.2	3.3	3.4	Total	3.5	3.6	3.7	3.8	Total	3.9	3.10	3.11	3.12	Total	3.13	3.14	3.15	3.16	Total	Total
1200 - 1215	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
1215 - 1230	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	1	0	0	0	1	3
1230 - 1245	0	0	0	0	0	1	0	0	0	1	0	2	0	0	2	0	1	0	0	1	4
1245 - 1300	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
Hourly Total	0	0	0	0	**0**	2	0	0	0	**2**	0	5	0	0	**5**	1	2	0	0	**3**	**10**
1300 - 1315	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
1315 - 1330	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
1330 - 1345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
1345 - 1400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	0	0	0	**1**	0	0	0	0	**0**	0	2	0	0	**2**	0	1	1	0	**2**	**5**
1400 - 1415	0	0	0	0	0	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0	2
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
1430 - 1445	1	0	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
1445 - 1500	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	0	1	1	0	2	4
Hourly Total	2	0	0	0	**2**	0	0	1	0	**1**	0	3	2	0	**5**	0	1	1	0	**2**	**10**
1500 - 1515	1	0	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	1	0	1	3
1515 - 1530	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
1530 - 1545	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	2
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	0	0	0	**1**	1	0	2	0	**3**	0	0	0	0	**0**	0	0	2	0	**2**	**6**
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	2	0	0	2	4
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	3	0	0	**3**	0	5	0	0	**5**	**8**
1700 - 1715	0	0	0	0	0	1	0	0	0	1	1	1	0	0	2	0	1	0	0	1	4
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
1745 - 1800	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Hourly Total	1	0	0	0	**1**	1	0	0	0	**1**	1	5	0	0	**6**	0	2	0	0	**2**	**10**
Grand Total	5	0	0	0	**5**	4	0	3	0	**7**	1	18	2	0	**21**	1	11	4	0	**16**	**49**
Approach %	100.00	0.00	0.00	0.00	-	57.14	0.00	42.86	0.00	-	4.76	85.71	9.52	0.00	-	6.25	68.75	25.00	0.00	-	
Intersection %	10.20	0.00	0.00	0.00	10.20	8.16	0.00	6.12	0.00	14.29	2.04	36.73	4.08	0.00	42.86	2.04	22.45	8.16	0.00	32.65	

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

Marr Traffic DATA COLLECTION

Woodstock, GA

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Site 3
Outlet Driveway
Olde Rope Mill Park Rd
Ridgewalk Pkwy (West)
Ridgewalk Pkwy (East)

Date
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1200 - 1800 (Sunday 6h Session) (11-02-2025)
Combination Trucks (8-13)

	Northbound (Outlet Driveway)					Southbound (Olde Rope Mill Park Rd)					Eastbound (Ridgewalk Pkwy (West))					Westbound (Ridgewalk Pkwy (East))					
TIME	Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7	U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11	U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15	U-Turn 3.16	App Total	Int Total
1200 - 1215	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
1215 - 1230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1230 - 1245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
1245 - 1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	1	0	0	**1**	0	2	0	0	**2**	**3**
1300 - 1315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1315 - 1330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1330 - 1345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1345 - 1400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	1	0	0	**1**	0	0	0	0	**0**	**1**
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	1	0	0	**1**	0	0	0	0	**0**	**1**
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	1	0	0	**1**	0	1	0	0	**1**	**2**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
Grand Total	0	0	0	0	**0**	0	0	0	0	**0**	0	4	0	0	**4**	0	3	0	0	**3**	**7**
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	57.14	0.00	0.00	57.14	0.00	42.86	0.00	0.00	42.86	

Classified Turn Movement Count || Bicycles

Marr Traffic DATA COLLECTION

Woodstock, GA

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Site 3
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1200 - 1800 (Sunday 6h Session) (11-02-2025)
Bicycles

	Northbound					Southbound					Eastbound					Westbound					
	Outlet Driveway					Olde Rope Mill Park Rd					Ridgewalk Pkwy (West)					Ridgewalk Pkwy (East)					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
TIME	3.1	3.2	3.3	3.4	Total	3.5	3.6	3.7	3.8	Total	3.9	3.10	3.11	3.12	Total	3.13	3.14	3.15	3.16	Total	Total
1200 - 1215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1215 - 1230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1230 - 1245	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1245 - 1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	2	0	0	**2**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**2**
1300 - 1315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1315 - 1330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1330 - 1345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1345 - 1400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
Grand Total	0	2	0	0	**2**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**2**
Approach %	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	100.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

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

Marr Traffic DATA COLLECTION

Woodstock, GA

www.marrtraffic.com

Site 3
Outlet Driveway
Olde Rope Mill Park Rd
Ridgewalk Pkwy (West)
Ridgewalk Pkwy (East)

Date
Sunday, November 2, 2025

Lat/Long
34.122341°, -84.524124°
Click here for Map

Weather
Cloudy
50°F
Click here for Detailed Weather

1200 - 1800 (Sunday 6h Session) (11-02-2025)
All Trucks (4-13)

	Northbound					Southbound					Eastbound					Westbound					
	Outlet Driveway					Olde Rope Mill Park Rd					Ridgewalk Pkwy (West)					Ridgewalk Pkwy (East)					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
TIME	3.1	3.2	3.3	3.4	Total	3.5	3.6	3.7	3.8	Total	3.9	3.10	3.11	3.12	Total	3.13	3.14	3.15	3.16	Total	Total
1200 - 1215	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
1215 - 1230	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	1	0	0	0	1	3
1230 - 1245	0	0	0	0	0	1	0	0	0	1	0	2	0	0	2	0	2	0	0	2	5
1245 - 1300	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	3
Hourly Total	0	0	0	0	**0**	2	0	0	0	**2**	0	6	0	0	**6**	1	4	0	0	**5**	**13**
1300 - 1315	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
1315 - 1330	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
1330 - 1345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
1345 - 1400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	0	0	0	**1**	0	0	0	0	**0**	0	2	0	0	**2**	0	1	1	0	**2**	**5**
1400 - 1415	0	0	0	0	0	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0	2
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
1430 - 1445	1	0	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
1445 - 1500	1	0	0	0	1	0	0	0	0	0	0	1	1	0	2	0	1	1	0	2	5
Hourly Total	2	0	0	0	**2**	0	0	1	0	**1**	0	4	2	0	**6**	0	1	1	0	**2**	**11**
1500 - 1515	1	0	0	0	1	0	0	1	0	1	0	1	0	0	1	0	0	1	0	1	4
1515 - 1530	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
1530 - 1545	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	2
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	0	0	0	**1**	1	0	2	0	**3**	0	1	0	0	**1**	0	0	2	0	**2**	**7**
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	3	0	0	3	5
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	4	0	0	**4**	0	6	0	0	**6**	**10**
1700 - 1715	0	0	0	0	0	1	0	0	0	1	1	1	0	0	2	0	1	0	0	1	4
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
1745 - 1800	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Hourly Total	1	0	0	0	**1**	1	0	0	0	**1**	1	5	0	0	**6**	0	2	0	0	**2**	**10**
Grand Total	5	0	0	0	**5**	4	0	3	0	**7**	1	22	2	0	**25**	1	14	4	0	**19**	**56**
Approach %	100.00	0.00	0.00	0.00	-	57.14	0.00	42.86	0.00	-	4.00	88.00	8.00	0.00	-	5.26	73.68	21.05	0.00	-	
Intersection %	8.93	0.00	0.00	0.00	8.93	7.14	0.00	5.36	0.00	12.50	1.79	39.29	3.57	0.00	44.64	1.79	25.00	7.14	0.00	33.93	

Crosswalk Counts || Pedestrians

Marr Traffic DATA COLLECTION

Woodstock, GA

www.marrtraffic.com

Site 3
Outlet Driveway
Olde Rope Mill Park Rd
Ridgewalk Pkwy (West)
Ridgewalk Pkwy (East)

Date
Sunday, November 2, 2025

Lat/Long
34.122341°, -84.524124°
Click here for Map

Weather
Cloudy
50°F
Click here for Detailed Weather

1200 - 1800 (Sunday 6h Session) (11-02-2025)
Pedestrians

	Northbound			Southbound			Eastbound			Westbound			
	Outlet Driveway			Olde Rope Mill Park Rd			Ridgewalk Pkwy (West)			Ridgewalk Pkwy (East)			
TIME	EB 3a	WB 3b	App Total	EB 3c	WB 3d	App Total	NB 3e	SB 3f	App Total	NB 3g	SB 3h	App Total	Int Total
1200 - 1215	0	0	0	0	0	0	0	0	0	0	0	0	0
1215 - 1230	1	3	4	0	0	0	0	0	0	0	0	0	4
1230 - 1245	0	0	0	0	0	0	0	0	0	0	0	0	0
1245 - 1300	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	3	**4**	0	0	**0**	0	0	**0**	0	0	**0**	**4**
1300 - 1315	1	0	1	1	0	1	0	0	0	0	0	0	2
1315 - 1330	0	0	0	0	0	0	1	0	1	0	0	0	1
1330 - 1345	0	0	0	0	0	0	0	0	0	0	0	0	0
1345 - 1400	2	0	2	0	0	0	0	2	2	2	0	2	6
Hourly Total	3	0	**3**	1	0	**1**	1	2	**3**	2	0	**2**	**9**
1400 - 1415	0	0	0	0	0	0	0	0	0	0	2	2	2
1415 - 1430	0	0	0	0	0	0	0	0	0	2	0	2	2
1430 - 1445	0	2	2	0	0	0	2	0	2	0	2	2	6
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	2	**2**	0	0	**0**	2	0	**2**	2	4	**6**	**10**
1500 - 1515	2	0	2	0	0	0	0	0	0	2	0	2	4
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	1	0	1	0	0	0	0	0	0	1	2	3	4
1545 - 1600	0	1	1	0	0	0	1	0	1	0	1	1	3
Hourly Total	3	1	**4**	0	0	**0**	1	0	**1**	3	3	**6**	**11**
1600 - 1615	0	0	0	0	0	0	0	1	1	0	0	0	1
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	1	1	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	1	**1**	0	0	**0**	0	1	**1**	0	0	**0**	**2**
1700 - 1715	1	0	1	0	0	0	0	0	0	0	0	0	1
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	1	1	2	2
1745 - 1800	1	0	1	0	0	0	0	0	0	0	0	0	1
Hourly Total	2	0	**2**	0	0	**0**	0	0	**0**	1	1	**2**	**4**
Grand Total	9	7	**16**	1	0	**1**	4	3	**7**	8	8	**16**	**40**
Approach %	56.25	43.75	-	100.00	0.00	-	57.14	42.86	-	50.00	50.00	-	
Intersection %	22.50	17.50	40.00	2.50	0.00	2.50	10.00	7.50	17.50	20.00	20.00	40.00	

Crosswalk Counts || Bicycles

Marr Traffic DATA COLLECTION

Woodstock, GA

www.marrtraffic.com

Site 3
Outlet Driveway
Olde Rope Mill Park Rd
Ridgewalk Pkwy (West)
Ridgewalk Pkwy (East)

Date
Sunday, November 2, 2025

Lat/Long
34.122341°, -84.524124°
Click here for Map

Weather
Cloudy
50°F
Click here for Detailed Weather

1200 - 1800 (Sunday 6h Session) (11-02-2025)
Bicycles

	Northbound			Southbound			Eastbound			Westbound			
	Outlet Driveway			Olde Rope Mill Park Rd			Ridgewalk Pkwy (West)			Ridgewalk Pkwy (East)			
TIME	EB 3a	WB 3b	App Total	EB 3c	WB 3d	App Total	NB 3e	SB 3f	App Total	NB 3g	SB 3h	App Total	Int Total
1200 - 1215	0	0	0	0	0	0	0	0	0	0	0	0	0
1215 - 1230	0	3	3	0	0	0	0	0	0	0	0	0	3
1230 - 1245	0	0	0	0	0	0	0	0	0	0	0	0	0
1245 - 1300	0	2	2	0	0	0	0	0	0	0	0	0	2
Hourly Total	0	5	**5**	0	0	**0**	0	0	**0**	0	0	**0**	**5**
1300 - 1315	0	0	0	0	0	0	0	0	0	0	0	0	0
1315 - 1330	0	0	0	0	0	0	0	0	0	0	0	0	0
1330 - 1345	0	0	0	0	0	0	0	0	0	0	0	0	0
1345 - 1400	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	1	0	1	0	0	0	1
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	1	0	**1**	0	0	**0**	**1**
1500 - 1515	0	0	0	0	0	0	2	0	2	1	0	1	3
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	2	2	1	0	1	3
1545 - 1600	0	0	0	0	1	1	0	0	0	1	1	2	3
Hourly Total	0	0	**0**	0	1	**1**	2	2	**4**	3	1	**4**	**9**
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	1	1	1
1645 - 1700	0	0	0	0	0	0	0	1	1	0	0	0	1
Hourly Total	0	0	**0**	0	0	**0**	0	1	**1**	0	1	**1**	**2**
1700 - 1715	0	0	0	0	0	0	2	2	4	1	0	1	5
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	2	0	2	0	1	1	3
Hourly Total	0	0	**0**	0	0	**0**	4	2	**6**	1	1	**2**	**8**
Grand Total	0	5	**5**	0	1	**1**	7	5	**12**	4	3	**7**	**25**
Approach %	0.00	100.00	-	0.00	100.00	-	58.33	41.67	-	57.14	42.86	-	
Intersection %	0.00	20.00	20.00	0.00	4.00	4.00	28.00	20.00	48.00	16.00	12.00	28.00	

Crosswalk Counts || Motorized Vehicles

Marr Traffic DATA COLLECTION

Woodstock, GA

www.marrtraffic.com

Site 3
Outlet Driveway
Olde Rope Mill Park Rd
Ridgewalk Pkwy (West)
Ridgewalk Pkwy (East)

Date
Sunday, November 2, 2025

Lat/Long
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Cloudy
50°F
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1200 - 1800 (Sunday 6h Session) (11-02-2025)
Motorized Vehicles

	Northbound			Southbound			Eastbound			Westbound			
	Outlet Driveway			Olde Rope Mill Park Rd			Ridgewalk Pkwy (West)			Ridgewalk Pkwy (East)			
TIME	EB 3a	WB 3b	App Total	EB 3c	WB 3d	App Total	NB 3e	SB 3f	App Total	NB 3g	SB 3h	App Total	Int Total
1200 - 1215	0	0	0	0	0	0	0	0	0	0	0	0	0
1215 - 1230	0	0	0	0	0	0	0	0	0	0	0	0	0
1230 - 1245	0	1	1	0	0	0	0	0	0	0	0	0	1
1245 - 1300	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	1	**1**	0	0	**0**	0	0	**0**	0	0	**0**	**1**
1300 - 1315	0	0	0	0	0	0	0	0	0	0	0	0	0
1315 - 1330	0	0	0	0	0	0	0	0	0	0	0	0	0
1330 - 1345	0	0	0	0	0	0	0	0	0	0	0	0	0
1345 - 1400	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	1	**1**	0	0	**0**	0	0	**0**	0	0	**0**	**1**
Approach %	0.00	100.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	100.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Peak Hour Turning Movement Count

Click here for Map

Woodstock, GA

Marr Traffic DATA COLLECTION

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Thursday, October 30, 2025		
Cloudy		49°F
Period	0700 - 0900	**APPLY**
Peak Hour	0715 - 0815	**APPLY**
Global PH	0715 - 0815	**APPLY**

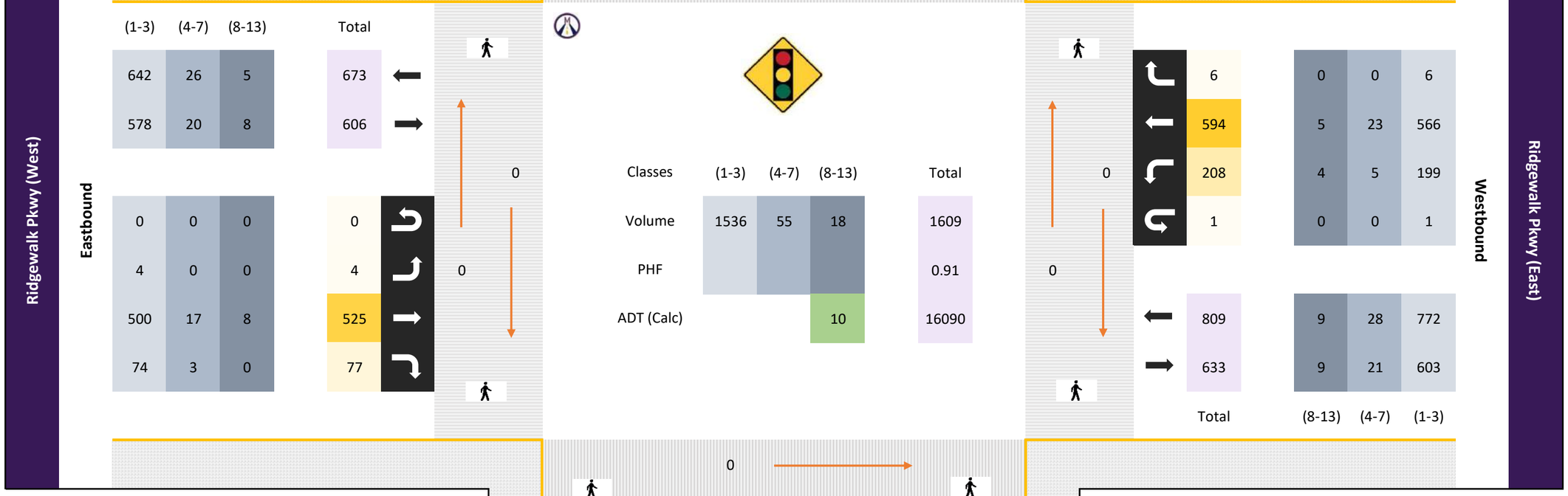
* the Peak Hour Diagram does not include bicycles

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

Time	Northbound Woodstock Pkwy Left 4.1	Thru 4.2	Right 4.3		U-Turn 4.4	App Total	Southbound Meridian Dr Left 4.5	Thru 4.6	Right 4.7		U-Turn 4.8	App Total	Eastbound Ridgewalk Pkwy (West) Left 4.9	Thru 4.10	Right 4.11		U-Turn 4.12	App Total	Westbound Ridgewalk Pkwy (East) Left 4.13	Thru 4.14	Right 4.15		U-Turn 4.16	App Total	Int Total
0715 - 0730	22	0	30	-	0	52	1	0	4	-	0	5	1	97	26	-	0	124	44	159	1	-	0	204	385
0730 - 0745	30	1	32	-	0	63	1	4	3	-	0	8	3	125	21	-	0	149	47	153	3	-	0	203	423
0745 - 0800	10	1	24	-	0	35	2	0	4	-	0	6	0	149	19	-	0	168	76	153	2	-	0	231	440
0800 - 0815	5	0	17	-	0	22	0	2	1	-	0	3	0	154	11	-	0	165	41	129	0	-	1	171	361
Total	67	2	103	0	0	172	4	6	12	0	0	22	4	525	77	0	0	606	208	594	6	0	1	809	1609
Approach %	38.95	1.16	59.88	0.00	0.00	-	18.18	27.27	54.55	0.00	0.00	-	0.66	86.63	12.71	0.00	0.00	-	25.71	73.42	0.74	0.00	0.12	-	
PHF	0.56	0.50	0.80	0.00	0.00	**0.68**	0.50	0.38	0.75	0.00	0.00	**0.69**	0.33	0.85	0.74	0.00	0.00	**0.90**	0.68	0.93	0.50	0.00	0.25	**0.88**	**0.91**

Passenger Vehicles (1-3)

Time	Northbound Woodstock Pkwy Left 4.1	Thru 4.2	Right 4.3		U-Turn 4.4	App Total	Southbound Meridian Dr Left 4.5	Thru 4.6	Right 4.7		U-Turn 4.8	App Total	Eastbound Ridgewalk Pkwy (West) Left 4.9	Thru 4.10	Right 4.11		U-Turn 4.12	App Total	Westbound Ridgewalk Pkwy (East) Left 4.13	Thru 4.14	Right 4.15		U-Turn 4.16	App Total	Int Total
0715 - 0730	21	0	29	-	0	50	1	0	4	-	0	5	1	93	25	-	0	119	41	154	1	-	0	196	370
0730 - 0745	30	1	31	-	0	62	1	4	3	-	0	8	3	115	20	-	0	138	43	144	3	-	0	190	398
0745 - 0800	9	1	22	-	0	32	2	0	4	-	0	6	0	143	18	-	0	161	74	145	2	-	0	221	420
0800 - 0815	4	0	16	-	0	20	0	2	1	-	0	3	0	149	11	-	0	160	41	123	0	-	1	165	348
Total	64	2	98	0	0	164	4	6	12	0	0	22	4	500	74	0	0	578	199	566	6	0	1	772	1536
Approach %	39.02	1.22	59.76	0.00	0.00	-	18.18	27.27	54.55	0.00	0.00	-	0.69	86.51	12.80	0.00	0.00	-	25.78	73.32	0.78	0.00	0.13	-	
PHF	0.53	0.50	0.79	0.00	0.00	**0.66**	0.50	0.38	0.75	0.00	0.00	**0.69**	0.33	0.84	0.74	0.00	0.00	**0.90**	0.67	0.92	0.50	0.00	0.25	**0.87**	**0.91**

Single Unit Trucks (4-7)

Time	Northbound Woodstock Pkwy Left 4.1	Thru 4.2	Right 4.3		U-Turn 4.4	App Total	Southbound Meridian Dr Left 4.5	Thru 4.6	Right 4.7		U-Turn 4.8	App Total	Eastbound Ridgewalk Pkwy (West) Left 4.9	Thru 4.10	Right 4.11		U-Turn 4.12	App Total	Westbound Ridgewalk Pkwy (East) Left 4.13	Thru 4.14	Right 4.15		U-Turn 4.16	App Total	Int Total
0715 - 0730	1	0	1	-	0	2	0	0	0	-	0	0	0	2	1	-	0	3	2	4	0	-	0	6	11
0730 - 0745	0	0	1	-	0	1	0	0	0	-	0	0	0	7	1	-	0	8	2	8	0	-	0	10	19
0745 - 0800	1	0	1	-	0	2	0	0	0	-	0	0	0	6	1	-	0	7	1	7	0	-	0	8	17
0800 - 0815	1	0	1	-	0	2	0	0	0	-	0	0	0	2	0	-	0	2	0	4	0	-	0	4	8
Total	3	0	4	0	0	7	0	0	0	0	0	0	0	17	3	0	0	20	5	23	0	0	0	28	55
Approach %	42.86	0.00	57.14	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	85.00	15.00	0.00	0.00	-	17.86	82.14	0.00	0.00	0.00	-	
PHF	0.75	0.00	1.00	0.00	0.00	**0.88**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.61	0.75	0.00	0.00	**0.63**	0.63	0.72	0.00	0.00	0.00	**0.70**	**0.72**

Combination Trucks (8-13)

Time	Northbound Woodstock Pkwy Left 4.1	Thru 4.2	Right 4.3		U-Turn 4.4	App Total	Southbound Meridian Dr Left 4.5	Thru 4.6	Right 4.7		U-Turn 4.8	App Total	Eastbound Ridgewalk Pkwy (West) Left 4.9	Thru 4.10	Right 4.11		U-Turn 4.12	App Total	Westbound Ridgewalk Pkwy (East) Left 4.13	Thru 4.14	Right 4.15		U-Turn 4.16	App Total	Int Total
0715 - 0730	0	0	0	-	0	0	0	0	0	-	0	0	0	2	0	-	0	2	1	1	0	-	0	2	4
0730 - 0745	0	0	0	-	0	0	0	0	0	-	0	0	0	3	0	-	0	3	2	1	0	-	0	3	6
0745 - 0800	0	0	1	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	1	1	0	-	0	2	3
0800 - 0815	0	0	0	-	0	0	0	0	0	-	0	0	0	3	0	-	0	3	0	2	0	-	0	2	5
Total	0	0	1	0	0	1	0	0	0	0	0	0	0	8	0	0	0	8	4	5	0	0	0	9	18
Approach %	0.00	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	44.44	55.56	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.25	0.00	0.00	**0.25**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.67	0.00	0.00	0.00	**0.67**	0.50	0.63	0.00	0.00	0.00	**0.75**	**0.75**

Bicycles

Time	Northbound Woodstock Pkwy Left 4.1	Thru 4.2	Right 4.3		U-Turn 4.4	App Total	Southbound Meridian Dr Left 4.5	Thru 4.6	Right 4.7		U-Turn 4.8	App Total	Eastbound Ridgewalk Pkwy (West) Left 4.9	Thru 4.10	Right 4.11		U-Turn 4.12	App Total	Westbound Ridgewalk Pkwy (East) Left 4.13	Thru 4.14	Right 4.15		U-Turn 4.16	App Total	Int Total
0715 - 0730	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0730 - 0745	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0745 - 0800	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0800 - 0815	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	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Peak Hour Turning Movement Count

Click here for Map

Woodstock, GA

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Thursday, October 30, 2025		
Cloudy		49°F
Period	1600 - 1800	**APPLY**
Peak Hour	1645 - 1745	**APPLY**
Global PH	1645 - 1745	**APPLY**

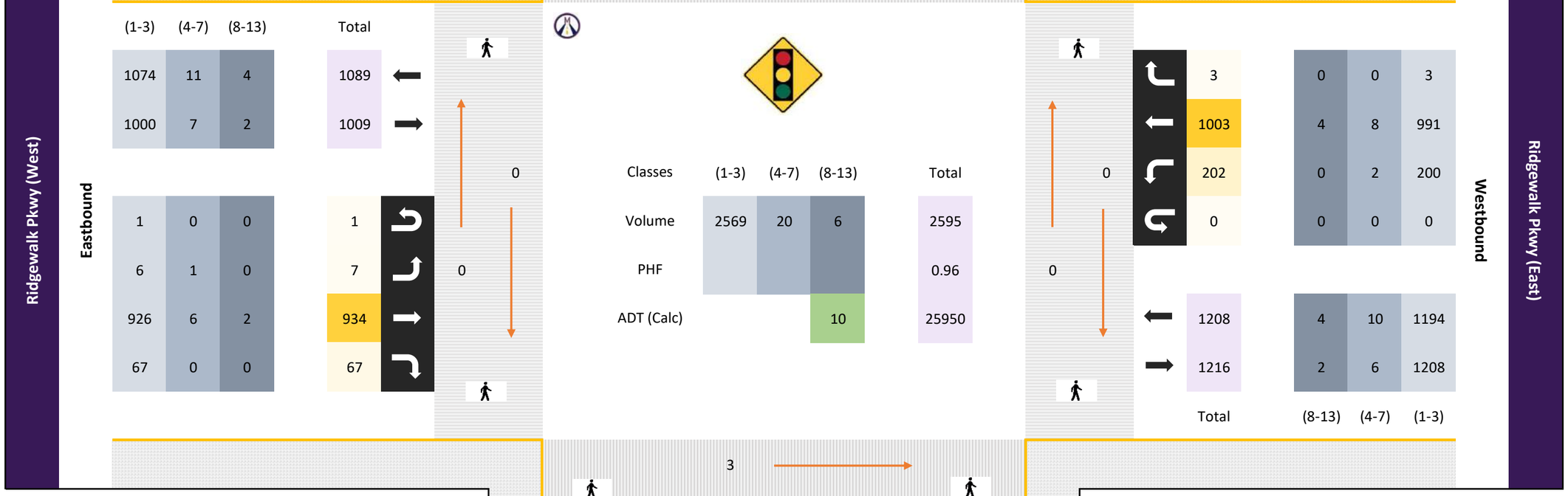
* the Peak Hour Diagram does not include bicycles

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

Time	Northbound Woodstock Pkwy Left 4.1	Thru 4.2	Right 4.3		U-Turn 4.4	App Total	Southbound Meridian Dr Left 4.5	Thru 4.6	Right 4.7		U-Turn 4.8	App Total	Eastbound Ridgewalk Pkwy (West) Left 4.9	Thru 4.10	Right 4.11		U-Turn 4.12	App Total	Westbound Ridgewalk Pkwy (East) Left 4.13	Thru 4.14	Right 4.15		U-Turn 4.16	App Total	Int Total
1645 - 1700	18	3	76	-	0	97	0	3	2	-	0	5	3	236	16	-	1	256	53	252	1	-	0	306	664
1700 - 1715	20	0	72	-	0	92	2	1	3	-	0	6	0	208	14	-	0	222	57	272	1	-	0	330	650
1715 - 1730	22	2	47	-	0	71	1	2	4	-	0	7	2	234	22	-	0	258	40	227	1	-	0	268	604
1730 - 1745	14	0	79	-	0	93	5	0	2	-	0	7	2	256	15	-	0	273	52	252	0	-	0	304	677
Total	74	5	274	0	0	353	8	6	11	0	0	25	7	934	67	0	1	1009	202	1003	3	0	0	1208	2595
Approach %	20.96	1.42	77.62	0.00	0.00	-	32.00	24.00	44.00	0.00	0.00	-	0.69	92.57	6.64	0.00	0.10	-	16.72	83.03	0.25	0.00	0.00	-	
PHF	0.84	0.42	0.87	0.00	0.00	**0.91**	0.40	0.50	0.69	0.00	0.00	**0.89**	0.58	0.91	0.76	0.00	0.25	**0.92**	0.89	0.92	0.75	0.00	0.00	**0.92**	**0.96**

Passenger Vehicles (1-3)

Time	Northbound Woodstock Pkwy Left 4.1	Thru 4.2	Right 4.3		U-Turn 4.4	App Total	Southbound Meridian Dr Left 4.5	Thru 4.6	Right 4.7		U-Turn 4.8	App Total	Eastbound Ridgewalk Pkwy (West) Left 4.9	Thru 4.10	Right 4.11		U-Turn 4.12	App Total	Westbound Ridgewalk Pkwy (East) Left 4.13	Thru 4.14	Right 4.15		U-Turn 4.16	App Total	Int Total
1645 - 1700	16	3	76	-	0	95	0	3	2	-	0	5	2	235	16	-	1	254	51	250	1	-	0	302	656
1700 - 1715	19	0	72	-	0	91	2	1	3	-	0	6	0	205	14	-	0	219	57	268	1	-	0	326	642
1715 - 1730	22	2	47	-	0	71	1	2	4	-	0	7	2	232	22	-	0	256	40	224	1	-	0	265	599
1730 - 1745	14	0	79	-	0	93	5	0	2	-	0	7	2	254	15	-	0	271	52	249	0	-	0	301	672
Total	71	5	274	0	0	350	8	6	11	0	0	25	6	926	67	0	1	1000	200	991	3	0	0	1194	2569
Approach %	20.29	1.43	78.29	0.00	0.00	-	32.00	24.00	44.00	0.00	0.00	-	0.60	92.60	6.70	0.00	0.10	-	16.75	83.00	0.25	0.00	0.00	-	
PHF	0.81	0.42	0.87	0.00	0.00	**0.92**	0.40	0.50	0.69	0.00	0.00	**0.89**	0.75	0.91	0.76	0.00	0.25	**0.92**	0.88	0.92	0.75	0.00	0.00	**0.92**	**0.96**

Single Unit Trucks (4-7)

Time	Northbound Woodstock Pkwy Left 4.1	Thru 4.2	Right 4.3		U-Turn 4.4	App Total	Southbound Meridian Dr Left 4.5	Thru 4.6	Right 4.7		U-Turn 4.8	App Total	Eastbound Ridgewalk Pkwy (West) Left 4.9	Thru 4.10	Right 4.11		U-Turn 4.12	App Total	Westbound Ridgewalk Pkwy (East) Left 4.13	Thru 4.14	Right 4.15		U-Turn 4.16	App Total	Int Total
1645 - 1700	2	0	0	-	0	2	0	0	0	-	0	0	1	1	0	-	0	2	2	2	0	-	0	4	8
1700 - 1715	1	0	0	-	0	1	0	0	0	-	0	0	0	2	0	-	0	2	0	2	0	-	0	2	5
1715 - 1730	0	0	0	-	0	0	0	0	0	-	0	0	0	2	0	-	0	2	0	3	0	-	0	3	5
1730 - 1745	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	0	1	0	1	0	-	0	1	2
Total	3	0	0	0	0	3	0	0	0	0	0	0	1	6	0	0	0	7	2	8	0	0	0	10	20
Approach %	100.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	14.29	85.71	0.00	0.00	0.00	-	20.00	80.00	0.00	0.00	0.00	-	
PHF	0.38	0.00	0.00	0.00	0.00	**0.38**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.25	0.75	0.00	0.00	0.00	**0.88**	0.25	0.67	0.00	0.00	0.00	**0.63**	**0.63**

Combination Trucks (8-13)

Time	Northbound Woodstock Pkwy Left 4.1	Thru 4.2	Right 4.3		U-Turn 4.4	App Total	Southbound Meridian Dr Left 4.5	Thru 4.6	Right 4.7		U-Turn 4.8	App Total	Eastbound Ridgewalk Pkwy (West) Left 4.9	Thru 4.10	Right 4.11		U-Turn 4.12	App Total	Westbound Ridgewalk Pkwy (East) Left 4.13	Thru 4.14	Right 4.15		U-Turn 4.16	App Total	Int 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	1	0	-	0	1	0	2	0	-	0	2	3
1715 - 1730	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1730 - 1745	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	0	1	0	2	0	-	0	2	3
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	4	0	0	0	4	6
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	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	0.50	0.00	0.00	0.00	**0.50**	0.00	0.50	0.00	0.00	0.00	**0.50**	**0.50**

Bicycles

Time	Northbound Woodstock Pkwy Left 4.1	Thru 4.2	Right 4.3		U-Turn 4.4	App Total	Southbound Meridian Dr Left 4.5	Thru 4.6	Right 4.7		U-Turn 4.8	App Total	Eastbound Ridgewalk Pkwy (West) Left 4.9	Thru 4.10	Right 4.11		U-Turn 4.12	App Total	Westbound Ridgewalk Pkwy (East) Left 4.13	Thru 4.14	Right 4.15		U-Turn 4.16	App Total	Int 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	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Classified Turn Movement Count || All vehicles

Marr Traffic DATA COLLECTION

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Woodstock, GA

Site 4
Woodstock Pkwy
Meridian Dr
Ridgewalk Pkwy (West)
Ridgewalk Pkwy (East)

Date
Thursday, October 30, 2025

Lat/Long
34.120986°, -84.522075°
Click here for Map

Weather
Cloudy
49°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (10-30-2025)

All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	Woodstock Pkwy					Meridian Dr					Ridgewalk Pkwy (West)					Ridgewalk Pkwy (East)					
TIME	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	Int Total
0700 - 0715	11	0	16	0	27	0	0	1	0	1	0	114	30	0	144	39	138	0	0	177	349
0715 - 0730	22	0	30	0	52	1	0	4	0	5	1	97	26	0	124	44	159	1	0	204	385
0730 - 0745	30	1	32	0	63	1	4	3	0	8	3	125	21	0	149	47	153	3	0	203	423
0745 - 0800	10	1	24	0	35	2	0	4	0	6	0	149	19	0	168	76	153	2	0	231	440
Hourly Total	73	2	102	0	**177**	4	4	12	0	**20**	4	485	96	0	**585**	206	603	6	0	**815**	**1597**
0800 - 0815	5	0	17	0	22	0	2	1	0	3	0	154	11	0	165	41	129	0	1	171	361
0815 - 0830	11	1	32	0	44	0	1	1	0	2	0	118	21	0	139	35	117	0	0	152	337
0830 - 0845	13	0	30	0	43	1	0	2	0	3	2	123	15	0	140	33	138	0	0	171	357
0845 - 0900	12	0	24	0	36	0	1	3	0	4	3	157	16	0	176	24	117	2	0	143	359
Hourly Total	41	1	103	0	**145**	1	4	7	0	**12**	5	552	63	0	**620**	133	501	2	1	**637**	**1414**
Grand Total	114	3	205	0	**322**	5	8	19	0	**32**	9	1037	159	0	**1205**	339	1104	8	1	**1452**	**3011**
Approach %	35.40	0.93	63.66	0.00	-	15.63	25.00	59.38	0.00	-	0.75	86.06	13.20	0.00	-	23.35	76.03	0.55	0.08	-	
Intersection %	3.79	0.10	6.81	0.00	10.69	0.17	0.27	0.63	0.00	1.06	0.30	34.44	5.28	0.00	40.02	11.26	36.67	0.27	0.03	48.22	
Heavy Vehicle %	6	0	5	-	**6**	0	0	0	-	**0**	0	6	7	-	**6**	5	4	0	0	**4**	**5**
PHF	0.56	0.50	0.80	0.00	**0.68**	0.50	0.38	0.75	0.00	**0.69**	0.33	0.85	0.74	0.00	**0.90**	0.68	0.93	0.50	0.25	**0.88**	**0.91**
Peak Hour Total	67	2	103	0	**172**	4	6	12	0	**22**	4	525	77	0	**606**	208	594	6	1	**809**	**1609**
Peak Hour HV %	4	0	5	0	**5**	0	0	0	0	**0**	0	5	4	0	**5**	4	5	0	0	**5**	**5**

1600 - 1800 (Weekday 2h Session) (10-30-2025)

All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	Woodstock Pkwy					Meridian Dr					Ridgewalk Pkwy (West)					Ridgewalk Pkwy (East)					
TIME	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	Int Total
1600 - 1615	24	1	52	0	77	1	0	2	0	3	3	184	17	0	204	36	242	1	1	280	564
1615 - 1630	27	2	67	0	96	1	0	2	0	3	3	233	20	0	256	47	229	1	0	277	632
1630 - 1645	11	0	54	0	65	1	0	1	0	2	3	254	14	0	271	54	242	5	0	301	639
1645 - 1700	18	3	76	0	97	0	3	2	0	5	3	236	16	1	256	53	252	1	0	306	664
Hourly Total	80	6	249	0	**335**	3	3	7	0	**13**	12	907	67	1	**987**	190	965	8	1	**1164**	**2499**
1700 - 1715	20	0	72	0	92	2	1	3	0	6	0	208	14	0	222	57	272	1	0	330	650
1715 - 1730	22	2	47	0	71	1	2	4	0	7	2	234	22	0	258	40	227	1	0	268	604
1730 - 1745	14	0	79	0	93	5	0	2	0	7	2	256	15	0	273	52	252	0	0	304	677
1745 - 1800	23	3	74	0	100	0	0	1	0	1	1	247	14	0	262	49	210	2	0	261	624
Hourly Total	79	5	272	0	**356**	8	3	10	0	**21**	5	945	65	0	**1015**	198	961	4	0	**1163**	**2555**
Grand Total	159	11	521	0	**691**	11	6	17	0	**34**	17	1852	132	1	**2002**	388	1926	12	1	**2327**	**5054**
Approach %	23.01	1.59	75.40	0.00	-	32.35	17.65	50.00	0.00	-	0.85	92.51	6.59	0.05	-	16.67	82.77	0.52	0.04	-	
Intersection %	3.15	0.22	10.31	0.00	13.67	0.22	0.12	0.34	0.00	0.67	0.34	36.64	2.61	0.02	39.61	7.68	38.11	0.24	0.02	46.04	
Heavy Vehicle %	3	0	1	-	**1**	0	0	0	-	**0**	6	1	2	0	**1**	1	2	0	0	**1**	**1**
PHF	0.84	0.42	0.87	0.00	**0.91**	0.40	0.50	0.69	0.00	**0.89**	0.58	0.91	0.76	0.25	**0.92**	0.89	0.92	0.75	0.00	**0.92**	**0.96**
Peak Hour Total	74	5	274	0	**353**	8	6	11	0	**25**	7	934	67	1	**1009**	202	1003	3	0	**1208**	**2595**
Peak Hour HV %	4	0	0	0	**1**	0	0	0	0	**0**	14	1	0	0	**1**	1	1	0	0	**1**	**1**

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

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Woodstock, GA

Site 4
Woodstock Pkwy
Meridian Dr
Ridgewalk Pkwy (West)
Ridgewalk Pkwy (East)

Date
Thursday, October 30, 2025

Lat/Long
34.120986°, -84.522075°
Click here for Map

Weather
Cloudy
49°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (10-30-2025)

Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	Woodstock Pkwy					Meridian Dr					Ridgewalk Pkwy (West)					Ridgewalk Pkwy (East)					
TIME	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	Int Total
0700 - 0715	9	0	14	0	23	0	0	1	0	1	0	105	28	0	133	38	135	0	0	173	330
0715 - 0730	21	0	29	0	50	1	0	4	0	5	1	93	25	0	119	41	154	1	0	196	370
0730 - 0745	30	1	31	0	62	1	4	3	0	8	3	115	20	0	138	43	144	3	0	190	398
0745 - 0800	9	1	22	0	32	2	0	4	0	6	0	143	18	0	161	74	145	2	0	221	420
Hourly Total	69	2	96	0	**167**	4	4	12	0	**20**	4	456	91	0	**551**	196	578	6	0	**780**	**1518**
0800 - 0815	4	0	16	0	20	0	2	1	0	3	0	149	11	0	160	41	123	0	1	165	348
0815 - 0830	10	1	32	0	43	0	1	1	0	2	0	112	20	0	132	32	110	0	0	142	319
0830 - 0845	13	0	27	0	40	1	0	2	0	3	2	110	11	0	123	30	133	0	0	163	329
0845 - 0900	11	0	23	0	34	0	1	3	0	4	3	145	15	0	163	23	113	2	0	138	339
Hourly Total	38	1	98	0	**137**	1	4	7	0	**12**	5	516	57	0	**578**	126	479	2	1	**608**	**1335**
Grand Total	107	3	194	0	**304**	5	8	19	0	**32**	9	972	148	0	**1129**	322	1057	8	1	**1388**	**2853**
Approach %	35.20	0.99	63.82	0.00	-	15.63	25.00	59.38	0.00	-	0.80	86.09	13.11	0.00	-	23.20	76.15	0.58	0.09	-	
Intersection %	3.75	0.11	6.80	0.00	10.66	0.18	0.28	0.67	0.00	1.12	0.32	34.07	5.19	0.00	39.57	11.29	37.05	0.28	0.04	48.65	

1600 - 1800 (Weekday 2h Session) (10-30-2025)

Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	Woodstock Pkwy					Meridian Dr					Ridgewalk Pkwy (West)					Ridgewalk Pkwy (East)					
TIME	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	Int Total
1600 - 1615	23	1	51	0	75	1	0	2	0	3	3	181	15	0	199	36	235	1	1	273	550
1615 - 1630	27	2	67	0	96	1	0	2	0	3	3	228	19	0	250	46	226	1	0	273	622
1630 - 1645	11	0	52	0	63	1	0	1	0	2	3	252	14	0	269	54	236	5	0	295	629
1645 - 1700	16	3	76	0	95	0	3	2	0	5	2	235	16	1	254	51	250	1	0	302	656
Hourly Total	77	6	246	0	**329**	3	3	7	0	**13**	11	896	64	1	**972**	187	947	8	1	**1143**	**2457**
1700 - 1715	19	0	72	0	91	2	1	3	0	6	0	205	14	0	219	57	268	1	0	326	642
1715 - 1730	22	2	47	0	71	1	2	4	0	7	2	232	22	0	256	40	224	1	0	265	599
1730 - 1745	14	0	79	0	93	5	0	2	0	7	2	254	15	0	271	52	249	0	0	301	672
1745 - 1800	23	3	74	0	100	0	0	1	0	1	1	246	14	0	261	49	209	2	0	260	622
Hourly Total	78	5	272	0	**355**	8	3	10	0	**21**	5	937	65	0	**1007**	198	950	4	0	**1152**	**2535**
Grand Total	155	11	518	0	**684**	11	6	17	0	**34**	16	1833	129	1	**1979**	385	1897	12	1	**2295**	**4992**
Approach %	22.66	1.61	75.73	0.00	-	32.35	17.65	50.00	0.00	-	0.81	92.62	6.52	0.05	-	16.78	82.66	0.52	0.04	-	
Intersection %	3.10	0.22	10.38	0.00	13.70	0.22	0.12	0.34	0.00	0.68	0.32	36.72	2.58	0.02	39.64	7.71	38.00	0.24	0.02	45.97	

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

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Woodstock, GA

Site 4
Woodstock Pkwy
Meridian Dr
Ridgewalk Pkwy (West)
Ridgewalk Pkwy (East)

Date
Thursday, October 30, 2025

Lat/Long
34.120986°, -84.522075°
Click here for Map

Weather
Cloudy
49°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (10-30-2025)

Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	Woodstock Pkwy					Meridian Dr					Ridgewalk Pkwy (West)					Ridgewalk Pkwy (East)					
TIME	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	Int Total
0700 - 0715	2	0	2	0	4	0	0	0	0	0	0	9	2	0	11	1	2	0	0	3	18
0715 - 0730	1	0	1	0	2	0	0	0	0	0	0	2	1	0	3	2	4	0	0	6	11
0730 - 0745	0	0	1	0	1	0	0	0	0	0	0	7	1	0	8	2	8	0	0	10	19
0745 - 0800	1	0	1	0	2	0	0	0	0	0	0	6	1	0	7	1	7	0	0	8	17
Hourly Total	4	0	5	0	**9**	0	0	0	0	**0**	0	24	5	0	**29**	6	21	0	0	**27**	**65**
0800 - 0815	1	0	1	0	2	0	0	0	0	0	0	2	0	0	2	0	4	0	0	4	8
0815 - 0830	1	0	0	0	1	0	0	0	0	0	0	6	1	0	7	3	6	0	0	9	17
0830 - 0845	0	0	2	0	2	0	0	0	0	0	0	10	3	0	13	3	4	0	0	7	22
0845 - 0900	1	0	1	0	2	0	0	0	0	0	0	11	1	0	12	1	3	0	0	4	18
Hourly Total	3	0	4	0	**7**	0	0	0	0	**0**	0	29	5	0	**34**	7	17	0	0	**24**	**65**
Grand Total	7	0	9	0	**16**	0	0	0	0	**0**	0	53	10	0	**63**	13	38	0	0	**51**	**130**
Approach %	43.75	0.00	56.25	0.00	-	0.00	0.00	0.00	0.00	-	0.00	84.13	15.87	0.00	-	25.49	74.51	0.00	0.00	-	
Intersection %	5.38	0.00	6.92	0.00	12.31	0.00	0.00	0.00	0.00	0.00	0.00	40.77	7.69	0.00	48.46	10.00	29.23	0.00	0.00	39.23	

1600 - 1800 (Weekday 2h Session) (10-30-2025)

Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	Woodstock Pkwy					Meridian Dr					Ridgewalk Pkwy (West)					Ridgewalk Pkwy (East)					
TIME	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	Int Total
1600 - 1615	1	0	0	0	1	0	0	0	0	0	0	1	2	0	3	0	4	0	0	4	8
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	1	2	0	0	3	6
1630 - 1645	0	0	2	0	2	0	0	0	0	0	0	1	0	0	1	0	3	0	0	3	6
1645 - 1700	2	0	0	0	2	0	0	0	0	0	1	1	0	0	2	2	2	0	0	4	8
Hourly Total	3	0	2	0	**5**	0	0	0	0	**0**	1	5	3	0	**9**	3	11	0	0	**14**	**28**
1700 - 1715	1	0	0	0	1	0	0	0	0	0	0	2	0	0	2	0	2	0	0	2	5
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	3	0	0	3	5
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
Hourly Total	1	0	0	0	**1**	0	0	0	0	**0**	0	6	0	0	**6**	0	7	0	0	**7**	**14**
Grand Total	4	0	2	0	**6**	0	0	0	0	**0**	1	11	3	0	**15**	3	18	0	0	**21**	**42**
Approach %	66.67	0.00	33.33	0.00	-	0.00	0.00	0.00	0.00	-	6.67	73.33	20.00	0.00	-	14.29	85.71	0.00	0.00	-	
Intersection %	9.52	0.00	4.76	0.00	14.29	0.00	0.00	0.00	0.00	0.00	2.38	26.19	7.14	0.00	35.71	7.14	42.86	0.00	0.00	50.00	

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

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Woodstock, GA

Site 4
Woodstock Pkwy
Meridian Dr
Ridgewalk Pkwy (West)
Ridgewalk Pkwy (East)

Date
Thursday, October 30, 2025

Lat/Long
34.120986°, -84.522075°
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Weather
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49°F
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0700 - 0900 (Weekday 2h Session) (10-30-2025)

Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound					
	Woodstock Pkwy					Meridian Dr					Ridgewalk Pkwy (West)					Ridgewalk Pkwy (East)					
TIME	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	1	1	0	0	2	4
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	2	1	0	0	3	6
0745 - 0800	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	3
Hourly Total	0	0	1	0	**1**	0	0	0	0	**0**	0	5	0	0	**5**	4	4	0	0	**8**	**14**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	2	0	0	2	5
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
0830 - 0845	0	0	1	0	1	0	0	0	0	0	0	3	1	0	4	0	1	0	0	1	6
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
Hourly Total	0	0	1	0	**1**	0	0	0	0	**0**	0	7	1	0	**8**	0	5	0	0	**5**	**14**
Grand Total	0	0	2	0	**2**	0	0	0	0	**0**	0	12	1	0	**13**	4	9	0	0	**13**	**28**
Approach %	0.00	0.00	100.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	92.31	7.69	0.00	-	30.77	69.23	0.00	0.00	-	
Intersection %	0.00	0.00	7.14	0.00	7.14	0.00	0.00	0.00	0.00	0.00	0.00	42.86	3.57	0.00	46.43	14.29	32.14	0.00	0.00	46.43	

1600 - 1800 (Weekday 2h Session) (10-30-2025)

Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound					
	Woodstock Pkwy					Meridian Dr					Ridgewalk Pkwy (West)					Ridgewalk Pkwy (East)					
TIME	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	Int Total
1600 - 1615	0	0	1	0	1	0	0	0	0	0	0	2	0	0	2	0	3	0	0	3	6
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	1	0	0	1	4
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	3	0	0	3	4
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	1	0	**1**	0	0	0	0	**0**	0	6	0	0	**6**	0	7	0	0	**7**	**14**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	3
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	3
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	2	0	0	**2**	0	4	0	0	**4**	**6**
Grand Total	0	0	1	0	**1**	0	0	0	0	**0**	0	8	0	0	**8**	0	11	0	0	**11**	**20**
Approach %	0.00	0.00	100.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	
Intersection %	0.00	0.00	5.00	0.00	5.00	0.00	0.00	0.00	0.00	0.00	0.00	40.00	0.00	0.00	40.00	0.00	55.00	0.00	0.00	55.00	

Classified Turn Movement Count || Bicycles

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Woodstock, GA

Site 4
Woodstock Pkwy
Meridian Dr
Ridgewalk Pkwy (West)
Ridgewalk Pkwy (East)

Date
Thursday, October 30, 2025

Lat/Long
34.120986°, -84.522075°
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Cloudy
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0700 - 0900 (Weekday 2h Session) (10-30-2025)

Bicycles

	Northbound					Southbound					Eastbound					Westbound					
	Woodstock Pkwy					Meridian Dr					Ridgewalk Pkwy (West)					Ridgewalk Pkwy (East)					
TIME	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
Grand Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (10-30-2025)

Bicycles

	Northbound					Southbound					Eastbound					Westbound					
	Woodstock Pkwy					Meridian Dr					Ridgewalk Pkwy (West)					Ridgewalk Pkwy (East)					
TIME	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
Grand Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

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

Marr Traffic DATA COLLECTION

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Woodstock, GA

Site 4
Woodstock Pkwy
Meridian Dr
Ridgewalk Pkwy (West)
Ridgewalk Pkwy (East)

Date
Thursday, October 30, 2025

Lat/Long
34.120986°, -84.522075°
Click here for Map

Weather
Cloudy
49°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (10-30-2025)

All Trucks (4-13)

	Northbound					Southbound					Eastbound					Westbound					
	Woodstock Pkwy					Meridian Dr					Ridgewalk Pkwy (West)					Ridgewalk Pkwy (East)					
TIME	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	Int Total
0700 - 0715	2	0	2	0	4	0	0	0	0	0	0	9	2	0	11	1	3	0	0	4	19
0715 - 0730	1	0	1	0	2	0	0	0	0	0	0	4	1	0	5	3	5	0	0	8	15
0730 - 0745	0	0	1	0	1	0	0	0	0	0	0	10	1	0	11	4	9	0	0	13	25
0745 - 0800	1	0	2	0	3	0	0	0	0	0	0	6	1	0	7	2	8	0	0	10	20
Hourly Total	4	0	6	0	**10**	0	0	0	0	**0**	0	29	5	0	**34**	10	25	0	0	**35**	**79**
0800 - 0815	1	0	1	0	2	0	0	0	0	0	0	5	0	0	5	0	6	0	0	6	13
0815 - 0830	1	0	0	0	1	0	0	0	0	0	0	6	1	0	7	3	7	0	0	10	18
0830 - 0845	0	0	3	0	3	0	0	0	0	0	0	13	4	0	17	3	5	0	0	8	28
0845 - 0900	1	0	1	0	2	0	0	0	0	0	0	12	1	0	13	1	4	0	0	5	20
Hourly Total	3	0	5	0	**8**	0	0	0	0	**0**	0	36	6	0	**42**	7	22	0	0	**29**	**79**
Grand Total	7	0	11	0	**18**	0	0	0	0	**0**	0	65	11	0	**76**	17	47	0	0	**64**	**158**
Approach %	38.89	0.00	61.11	0.00	-	0.00	0.00	0.00	0.00	-	0.00	85.53	14.47	0.00	-	26.56	73.44	0.00	0.00	-	
Intersection %	4.43	0.00	6.96	0.00	11.39	0.00	0.00	0.00	0.00	0.00	0.00	41.14	6.96	0.00	48.10	10.76	29.75	0.00	0.00	40.51	

1600 - 1800 (Weekday 2h Session) (10-30-2025)

All Trucks (4-13)

	Northbound					Southbound					Eastbound					Westbound					
	Woodstock Pkwy					Meridian Dr					Ridgewalk Pkwy (West)					Ridgewalk Pkwy (East)					
TIME	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	Int Total
1600 - 1615	1	0	1	0	2	0	0	0	0	0	0	3	2	0	5	0	7	0	0	7	14
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	5	1	0	6	1	3	0	0	4	10
1630 - 1645	0	0	2	0	2	0	0	0	0	0	0	2	0	0	2	0	6	0	0	6	10
1645 - 1700	2	0	0	0	2	0	0	0	0	0	1	1	0	0	2	2	2	0	0	4	8
Hourly Total	3	0	3	0	**6**	0	0	0	0	**0**	1	11	3	0	**15**	3	18	0	0	**21**	**42**
1700 - 1715	1	0	0	0	1	0	0	0	0	0	0	3	0	0	3	0	4	0	0	4	8
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	3	0	0	3	5
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	3	0	0	3	5
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
Hourly Total	1	0	0	0	**1**	0	0	0	0	**0**	0	8	0	0	**8**	0	11	0	0	**11**	**20**
Grand Total	4	0	3	0	**7**	0	0	0	0	**0**	1	19	3	0	**23**	3	29	0	0	**32**	**62**
Approach %	57.14	0.00	42.86	0.00	-	0.00	0.00	0.00	0.00	-	4.35	82.61	13.04	0.00	-	9.38	90.63	0.00	0.00	-	
Intersection %	6.45	0.00	4.84	0.00	11.29	0.00	0.00	0.00	0.00	0.00	1.61	30.65	4.84	0.00	37.10	4.84	46.77	0.00	0.00	51.61	

Crosswalk Counts || Pedestrians

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Woodstock, GA

Site 4
Woodstock Pkwy
Meridian Dr
Ridgewalk Pkwy (West)
Ridgewalk Pkwy (East)

Date
Thursday, October 30, 2025

Lat/Long
34.120986°, -84.522075°
Click here for Map

Weather
Cloudy
49°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (10-30-2025)

Pedestrians

	Northbound			Southbound			Eastbound			Westbound			
	Woodstock Pkwy			Meridian Dr			Ridgewalk Pkwy (West)			Ridgewalk Pkwy (East)			
TIME	EB 4a	WB 4b	App Total	EB 4c	WB 4d	App Total	NB 4e	SB 4f	App Total	NB 4g	SB 4h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	1	1	1	0	1	0	0	0	0	0	0	2
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	1	1	0	0	0	0	0	0	1
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	1	**1**	1	1	**2**	0	0	**0**	0	0	**0**	**3**
Grand Total	0	1	**1**	1	1	**2**	0	0	**0**	0	0	**0**	**3**
Approach %	0.00	100.00	-	50.00	50.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	33.33	33.33	33.33	33.33	66.67	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (10-30-2025)

Pedestrians

	Northbound			Southbound			Eastbound			Westbound			
	Woodstock Pkwy			Meridian Dr			Ridgewalk Pkwy (West)			Ridgewalk Pkwy (East)			
TIME	EB 4a	WB 4b	App Total	EB 4c	WB 4d	App Total	NB 4e	SB 4f	App Total	NB 4g	SB 4h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	1	1	0	0	0	0	0	0	0	0	0	1
1715 - 1730	2	0	2	0	0	0	0	0	0	0	0	0	2
1730 - 1745	1	0	1	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
Hourly Total	3	1	**4**	0	0	**0**	0	0	**0**	0	0	**0**	**4**
Grand Total	3	1	**4**	0	0	**0**	0	0	**0**	0	0	**0**	**4**
Approach %	75.00	25.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	75.00	25.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Crosswalk Counts || Bicycles

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Woodstock, GA

Site 4
Woodstock Pkwy
Meridian Dr
Ridgewalk Pkwy (West)
Ridgewalk Pkwy (East)

Date
Thursday, October 30, 2025

Lat/Long
34.120986°, -84.522075°
Click here for Map

Weather
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49°F
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0700 - 0900 (Weekday 2h Session) (10-30-2025)

Bicycles

	Northbound			Southbound			Eastbound			Westbound			
	Woodstock Pkwy			Meridian Dr			Ridgewalk Pkwy (West)			Ridgewalk Pkwy (East)			
TIME	EB 4a	WB 4b	App Total	EB 4c	WB 4d	App Total	NB 4e	SB 4f	App Total	NB 4g	SB 4h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (10-30-2025)

Bicycles

	Northbound			Southbound			Eastbound			Westbound			
	Woodstock Pkwy			Meridian Dr			Ridgewalk Pkwy (West)			Ridgewalk Pkwy (East)			
TIME	EB 4a	WB 4b	App Total	EB 4c	WB 4d	App Total	NB 4e	SB 4f	App Total	NB 4g	SB 4h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Crosswalk Counts || Motorized Vehicles

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Woodstock, GA

Site 4
Woodstock Pkwy
Meridian Dr
Ridgewalk Pkwy (West)
Ridgewalk Pkwy (East)

Date
Thursday, October 30, 2025

Lat/Long
34.120986°, -84.522075°
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49°F
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0700 - 0900 (Weekday 2h Session) (10-30-2025)

Motorized Vehicles

	Northbound			Southbound			Eastbound			Westbound			
	Woodstock Pkwy			Meridian Dr			Ridgewalk Pkwy (West)			Ridgewalk Pkwy (East)			
TIME	EB 4a	WB 4b	App Total	EB 4c	WB 4d	App Total	NB 4e	SB 4f	App Total	NB 4g	SB 4h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (10-30-2025)

Motorized Vehicles

	Northbound			Southbound			Eastbound			Westbound			
	Woodstock Pkwy			Meridian Dr			Ridgewalk Pkwy (West)			Ridgewalk Pkwy (East)			
TIME	EB 4a	WB 4b	App Total	EB 4c	WB 4d	App Total	NB 4e	SB 4f	App Total	NB 4g	SB 4h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Peak Hour Turning Movement Count

Woodstock, GA

Click here for Map

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Saturday, November 1, 2025		
Fair		51°F
Period	1200 - 1800	**APPLY**
Peak Hour	1345 - 1445	**APPLY**
Global PH	1345 - 1445	**APPLY**

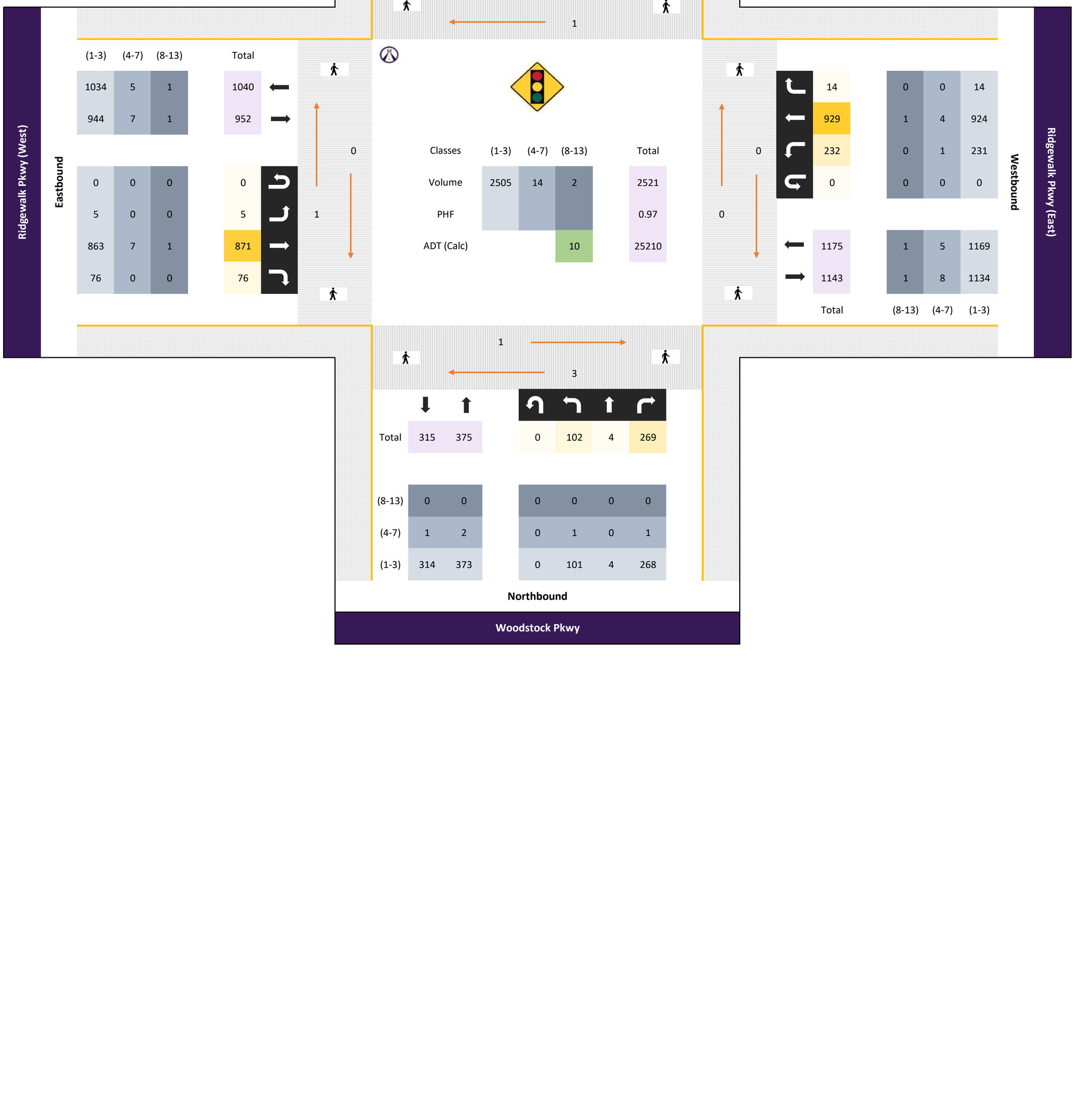
* the Peak Hour Diagram does not include bicycles

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	Woodstock Pkwy						Meridian Dr						Ridgewalk Pkwy (West)						Ridgewalk Pkwy (East)						
Time	Left 4.1	Thru 4.2	Right 4.3		U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7		U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11		U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15		U-Turn 4.16	App Total	Int Total
1345 - 1400	25	2	68	-	0	95	0	1	4	-	0	5	2	225	22	-	0	249	60	239	3	-	0	302	651
1400 - 1415	26	0	60	-	0	86	1	3	2	-	0	6	0	222	21	-	0	243	55	214	3	-	0	272	607
1415 - 1430	21	1	78	-	0	100	0	2	1	-	0	3	2	217	19	-	0	238	54	250	3	-	0	307	648
1430 - 1445	30	1	63	-	0	94	2	1	2	-	0	5	1	207	14	-	0	222	63	226	5	-	0	294	615
Total	102	4	269	0	0	375	3	7	9	0	0	19	5	871	76	0	0	952	232	929	14	0	0	1175	2521
Approach %	27.20	1.07	71.73	0.00	0.00	-	15.79	36.84	47.37	0.00	0.00	-	0.53	91.49	7.98	0.00	0.00	-	19.74	79.06	1.19	0.00	0.00	-	
PHF	0.85	0.50	0.86	0.00	0.00	**0.94**	0.38	0.58	0.56	0.00	0.00	**0.79**	0.63	0.97	0.86	0.00	0.00	**0.96**	0.92	0.93	0.70	0.00	0.00	**0.96**	**0.97**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	Woodstock Pkwy						Meridian Dr						Ridgewalk Pkwy (West)						Ridgewalk Pkwy (East)						
Time	Left 4.1	Thru 4.2	Right 4.3		U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7		U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11		U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15		U-Turn 4.16	App Total	Int Total
1345 - 1400	25	2	68	-	0	95	0	1	4	-	0	5	2	222	22	-	0	246	60	237	3	-	0	300	646
1400 - 1415	26	0	59	-	0	85	1	3	2	-	0	6	0	220	21	-	0	241	54	212	3	-	0	269	601
1415 - 1430	20	1	78	-	0	99	0	2	1	-	0	3	2	216	19	-	0	237	54	250	3	-	0	307	646
1430 - 1445	30	1	63	-	0	94	2	1	2	-	0	5	1	205	14	-	0	220	63	225	5	-	0	293	612
Total	101	4	268	0	0	373	3	7	9	0	0	19	5	863	76	0	0	944	231	924	14	0	0	1169	2505
Approach %	27.08	1.07	71.85	0.00	0.00	-	15.79	36.84	47.37	0.00	0.00	-	0.53	91.42	8.05	0.00	0.00	-	19.76	79.04	1.20	0.00	0.00	-	
PHF	0.84	0.50	0.86	0.00	0.00	**0.94**	0.38	0.58	0.56	0.00	0.00	**0.79**	0.63	0.97	0.86	0.00	0.00	**0.96**	0.92	0.92	0.70	0.00	0.00	**0.95**	**0.97**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	Woodstock Pkwy						Meridian Dr						Ridgewalk Pkwy (West)						Ridgewalk Pkwy (East)						
Time	Left 4.1	Thru 4.2	Right 4.3		U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7		U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11		U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15		U-Turn 4.16	App Total	Int Total
1345 - 1400	0	0	0	-	0	0	0	0	0	-	0	0	0	3	0	-	0	3	0	2	0	-	0	2	5
1400 - 1415	0	0	1	-	0	1	0	0	0	-	0	0	0	2	0	-	0	2	1	2	0	-	0	3	6
1415 - 1430	1	0	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	1
1430 - 1445	0	0	0	-	0	0	0	0	0	-	0	0	0	2	0	-	0	2	0	0	0	-	0	0	2
Total	1	0	1	0	0	2	0	0	0	0	0	0	0	7	0	0	0	7	1	4	0	0	0	5	14
Approach %	50.00	0.00	50.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	20.00	80.00	0.00	0.00	0.00	-	
PHF	0.25	0.00	0.25	0.00	0.00	**0.50**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.58	0.00	0.00	0.00	**0.58**	0.25	0.50	0.00	0.00	0.00	**0.42**	**0.58**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	Woodstock Pkwy						Meridian Dr						Ridgewalk Pkwy (West)						Ridgewalk Pkwy (East)						
Time	Left 4.1	Thru 4.2	Right 4.3		U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7		U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11		U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15		U-Turn 4.16	App Total	Int Total
1345 - 1400	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1400 - 1415	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1415 - 1430	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	0	1	0	0	0	-	0	0	1
1430 - 1445	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	0	1	2
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	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	0.25	0.00	0.00	0.00	**0.25**	0.00	0.25	0.00	0.00	0.00	**0.25**	**0.50**

Bicycles

	Northbound						Southbound						Eastbound						Westbound						
	Woodstock Pkwy						Meridian Dr						Ridgewalk Pkwy (West)						Ridgewalk Pkwy (East)						
Time	Left 4.1	Thru 4.2	Right 4.3		U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7		U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11		U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15		U-Turn 4.16	App Total	Int Total
1345 - 1400	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1400 - 1415	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1415 - 1430	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1430 - 1445	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	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Classified Turn Movement Count || All vehicles

Marr Traffic DATA COLLECTION

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Woodstock, GA

Site 4
Woodstock Pkwy
Meridian Dr
Ridgewalk Pkwy (West)
Ridgewalk Pkwy (East)

Date
Saturday, November 1, 2025

Lat/Long
34.120986°, -84.522075°
Click here for Map

Weather
Fair
51°F
Click here for Detailed Weather

1200 - 1800 (Saturday 6h Session) (11-01-2025)
All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	Woodstock Pkwy					Meridian Dr					Ridgewalk Pkwy (West)					Ridgewalk Pkwy (East)					
TIME	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	Int Total
1200 - 1215	25	0	64	0	89	1	1	2	0	4	1	238	15	0	254	62	217	0	0	279	626
1215 - 1230	15	0	43	0	58	0	0	1	0	1	1	239	15	0	255	45	244	0	0	289	603
1230 - 1245	23	1	63	0	87	1	5	1	0	7	2	190	26	0	218	49	242	1	0	292	604
1245 - 1300	19	4	59	0	82	0	1	3	0	4	4	213	25	0	242	49	226	3	0	278	606
Hourly Total	82	5	229	0	**316**	2	7	7	0	**16**	8	880	81	0	**969**	205	929	4	0	**1138**	**2439**
1300 - 1315	21	1	52	0	74	0	0	2	0	2	2	210	16	0	228	65	220	1	0	286	590
1315 - 1330	18	1	48	0	67	1	1	2	0	4	2	211	19	0	232	56	226	2	0	284	587
1330 - 1345	19	0	62	0	81	3	1	2	0	6	2	212	27	0	241	52	212	2	1	267	595
1345 - 1400	25	2	68	0	95	0	1	4	0	5	2	225	22	0	249	60	239	3	0	302	651
Hourly Total	83	4	230	0	**317**	4	3	10	0	**17**	8	858	84	0	**950**	233	897	8	1	**1139**	**2423**
1400 - 1415	26	0	60	0	86	1	3	2	0	6	0	222	21	0	243	55	214	3	0	272	607
1415 - 1430	21	1	78	0	100	0	2	1	0	3	2	217	19	0	238	54	250	3	0	307	648
1430 - 1445	30	1	63	0	94	2	1	2	0	5	1	207	14	0	222	63	226	5	0	294	615
1445 - 1500	28	1	79	0	108	0	0	2	0	2	0	210	15	0	225	48	226	2	0	276	611
Hourly Total	105	3	280	0	**388**	3	6	7	0	**16**	3	856	69	0	**928**	220	916	13	0	**1149**	**2481**
1500 - 1515	31	0	59	0	90	3	0	2	0	5	2	190	23	1	216	59	213	1	0	273	584
1515 - 1530	22	0	65	0	87	2	3	0	0	5	4	194	21	1	220	42	201	1	0	244	556
1530 - 1545	26	0	65	0	91	0	0	0	0	0	0	217	21	0	238	30	210	1	1	242	571
1545 - 1600	28	0	59	0	87	1	0	3	0	4	1	190	26	0	217	46	216	0	0	262	570
Hourly Total	107	0	248	0	**355**	6	3	5	0	**14**	7	791	91	2	**891**	177	840	3	1	**1021**	**2281**
1600 - 1615	26	1	63	0	90	2	1	2	0	5	0	199	19	1	219	53	225	3	0	281	595
1615 - 1630	24	0	71	0	95	0	2	3	0	5	1	213	17	1	232	41	196	1	0	238	570
1630 - 1645	27	0	68	0	95	0	0	0	0	0	1	217	22	0	240	44	186	1	1	232	567
1645 - 1700	19	0	51	0	70	0	0	1	0	1	3	192	18	0	213	38	176	0	0	214	498
Hourly Total	96	1	253	0	**350**	2	3	6	0	**11**	5	821	76	2	**904**	176	783	5	1	**965**	**2230**
1700 - 1715	28	0	59	0	87	1	1	2	0	4	0	190	11	0	201	49	163	2	0	214	506
1715 - 1730	18	0	46	0	64	1	1	1	0	3	3	182	13	1	199	51	194	0	1	246	512
1730 - 1745	29	5	58	0	92	0	4	3	0	7	3	173	14	1	191	32	197	2	1	232	522
1745 - 1800	29	0	51	0	80	2	2	2	0	6	1	189	17	0	207	39	193	0	0	232	525
Hourly Total	104	5	214	0	**323**	4	8	8	0	**20**	7	734	55	2	**798**	171	747	4	2	**924**	**2065**
Grand Total	577	18	1454	0	**2049**	21	30	43	0	**94**	38	4940	456	6	**5440**	1182	5112	37	5	**6336**	**13919**
Approach %	28.16	0.88	70.96	0.00	-	22.34	31.91	45.74	0.00	-	0.70	90.81	8.38	0.11	-	18.66	80.68	0.58	0.09	-	
Intersection %	4.15	0.13	10.45	0.00	14.72	0.15	0.22	0.31	0.00	0.68	0.27	35.49	3.28	0.04	39.08	8.49	36.73	0.27	0.04	45.52	
Heavy Vehicle %	1	0	0	-	**0**	0	0	5	-	**2**	0	1	0	0	**1**	0	1	5	0	**1**	**1**
PHF	0.85	0.50	0.86	0.00	**0.94**	0.38	0.58	0.56	0.00	**0.79**	0.63	0.97	0.86	0.00	**0.96**	0.92	0.93	0.70	0.00	**0.96**	**0.97**
Peak Hour Total	102	4	269	0	**375**	3	7	9	0	**19**	5	871	76	0	**952**	232	929	14	0	**1175**	**2521**
Peak Hour HV %	1	0	0	0	**1**	0	0	0	0	**0**	0	1	0	0	**1**	0	1	0	0	**1**	**1**

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

Marr Traffic DATA COLLECTION

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Woodstock, GA

Site 4
Woodstock Pkwy
Meridian Dr
Ridgewalk Pkwy (West)
Ridgewalk Pkwy (East)

Date
Saturday, November 1, 2025

Lat/Long
34.120986°, -84.522075°
Click here for Map

Weather
Fair
51°F
Click here for Detailed Weather

1200 - 1800 (Saturday 6h Session) (11-01-2025)
Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	Woodstock Pkwy					Meridian Dr					Ridgewalk Pkwy (West)					Ridgewalk Pkwy (East)					
TIME	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	Int Total
1200 - 1215	25	0	63	0	88	1	1	2	0	4	1	237	15	0	253	61	217	0	0	278	623
1215 - 1230	15	0	43	0	58	0	0	1	0	1	1	238	15	0	254	44	242	0	0	286	599
1230 - 1245	23	1	62	0	86	1	5	1	0	7	2	189	26	0	217	49	241	1	0	291	601
1245 - 1300	19	4	59	0	82	0	1	3	0	4	4	209	25	0	238	49	225	3	0	277	601
Hourly Total	82	5	227	0	**314**	2	7	7	0	**16**	8	873	81	0	**962**	203	925	4	0	**1132**	**2424**
1300 - 1315	21	1	52	0	74	0	0	2	0	2	2	208	16	0	226	65	218	0	0	283	585
1315 - 1330	17	1	47	0	65	1	1	1	0	3	2	209	19	0	230	56	225	2	0	283	581
1330 - 1345	19	0	62	0	81	3	1	2	0	6	2	208	27	0	237	52	209	2	1	264	588
1345 - 1400	25	2	68	0	95	0	1	4	0	5	2	222	22	0	246	60	237	3	0	300	646
Hourly Total	82	4	229	0	**315**	4	3	9	0	**16**	8	847	84	0	**939**	233	889	7	1	**1130**	**2400**
1400 - 1415	26	0	59	0	85	1	3	2	0	6	0	220	21	0	241	54	212	3	0	269	601
1415 - 1430	20	1	78	0	99	0	2	1	0	3	2	216	19	0	237	54	250	3	0	307	646
1430 - 1445	30	1	63	0	94	2	1	2	0	5	1	205	14	0	220	63	225	5	0	293	612
1445 - 1500	28	1	79	0	108	0	0	2	0	2	0	208	15	0	223	48	225	2	0	275	608
Hourly Total	104	3	279	0	**386**	3	6	7	0	**16**	3	849	69	0	**921**	219	912	13	0	**1144**	**2467**
1500 - 1515	31	0	59	0	90	3	0	2	0	5	2	189	23	1	215	59	213	1	0	273	583
1515 - 1530	22	0	65	0	87	2	3	0	0	5	4	193	21	1	219	42	199	1	0	242	553
1530 - 1545	26	0	65	0	91	0	0	0	0	0	0	216	21	0	237	30	208	1	1	240	568
1545 - 1600	28	0	59	0	87	1	0	3	0	4	1	189	26	0	216	46	212	0	0	258	565
Hourly Total	107	0	248	0	**355**	6	3	5	0	**14**	7	787	91	2	**887**	177	832	3	1	**1013**	**2269**
1600 - 1615	26	1	63	0	90	2	1	1	0	4	0	195	19	1	215	53	225	2	0	280	589
1615 - 1630	24	0	71	0	95	0	2	3	0	5	1	211	17	1	230	41	194	1	0	236	566
1630 - 1645	26	0	68	0	94	0	0	0	0	0	1	217	22	0	240	44	186	1	1	232	566
1645 - 1700	19	0	51	0	70	0	0	1	0	1	3	190	18	0	211	38	176	0	0	214	496
Hourly Total	95	1	253	0	**349**	2	3	5	0	**10**	5	813	76	2	**896**	176	781	4	1	**962**	**2217**
1700 - 1715	28	0	59	0	87	1	1	2	0	4	0	189	11	0	200	49	163	2	0	214	505
1715 - 1730	18	0	46	0	64	1	1	1	0	3	3	180	13	1	197	51	193	0	1	245	509
1730 - 1745	29	5	58	0	92	0	4	3	0	7	3	172	14	1	190	31	196	2	1	230	519
1745 - 1800	29	0	51	0	80	2	2	2	0	6	1	189	17	0	207	39	192	0	0	231	524
Hourly Total	104	5	214	0	**323**	4	8	8	0	**20**	7	730	55	2	**794**	170	744	4	2	**920**	**2057**
Grand Total	574	18	1450	0	**2042**	21	30	41	0	**92**	38	4899	456	6	**5399**	1178	5083	35	5	**6301**	**13834**
Approach %	28.11	0.88	71.01	0.00	-	22.83	32.61	44.57	0.00	-	0.70	90.74	8.45	0.11	-	18.70	80.67	0.56	0.09	-	
Intersection %	4.15	0.13	10.48	0.00	14.76	0.15	0.22	0.30	0.00	0.67	0.27	35.41	3.30	0.04	39.03	8.52	36.74	0.25	0.04	45.55	

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

Marr Traffic DATA COLLECTION

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Woodstock, GA

Site 4
Woodstock Pkwy
Meridian Dr
Ridgewalk Pkwy (West)
Ridgewalk Pkwy (East)

Date
Saturday, November 1, 2025

Lat/Long
34.120986°, -84.522075°
Click here for Map

Weather
Fair
51°F
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1200 - 1800 (Saturday 6h Session) (11-01-2025)
Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	Woodstock Pkwy					Meridian Dr					Ridgewalk Pkwy (West)					Ridgewalk Pkwy (East)					
TIME	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	Int Total
1200 - 1215	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
1215 - 1230	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	2	0	0	3	4
1230 - 1245	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	3
1245 - 1300	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	1	0	0	1	4
Hourly Total	0	0	2	0	**2**	0	0	0	0	**0**	0	5	0	0	**5**	2	4	0	0	**6**	**13**
1300 - 1315	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	1	1	0	2	4
1315 - 1330	0	0	1	0	1	0	0	1	0	1	0	2	0	0	2	0	1	0	0	1	5
1330 - 1345	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	3	0	0	3	7
1345 - 1400	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	2	0	0	2	5
Hourly Total	0	0	1	0	**1**	0	0	1	0	**1**	0	11	0	0	**11**	0	7	1	0	**8**	**21**
1400 - 1415	0	0	1	0	1	0	0	0	0	0	0	2	0	0	2	1	2	0	0	3	6
1415 - 1430	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
1445 - 1500	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	0	0	**0**	0	5	0	0	**5**	1	2	0	0	**3**	**10**
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	3
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	3	0	0	**3**	0	6	0	0	**6**	**9**
1600 - 1615	0	0	0	0	0	0	0	1	0	1	0	4	0	0	4	0	0	1	0	1	6
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
1630 - 1645	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
Hourly Total	1	0	0	0	**1**	0	0	1	0	**1**	0	7	0	0	**7**	0	1	1	0	**2**	**11**
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	2	0	0	2	0	0	0	0	0	2
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	1	0	0	2	3
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	3	0	0	**3**	1	1	0	0	**2**	**5**
Grand Total	2	0	4	0	**6**	0	0	2	0	**2**	0	34	0	0	**34**	4	21	2	0	**27**	**69**
Approach %	33.33	0.00	66.67	0.00	-	0.00	0.00	100.00	0.00	-	0.00	100.00	0.00	0.00	-	14.81	77.78	7.41	0.00	-	
Intersection %	2.90	0.00	5.80	0.00	8.70	0.00	0.00	2.90	0.00	2.90	0.00	49.28	0.00	0.00	49.28	5.80	30.43	2.90	0.00	39.13	

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

Marr Traffic DATA COLLECTION

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Woodstock, GA

Site 4
Woodstock Pkwy
Meridian Dr
Ridgewalk Pkwy (West)
Ridgewalk Pkwy (East)

Date
Saturday, November 1, 2025

Lat/Long
34.120986°, -84.522075°
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Weather
Fair
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1200 - 1800 (Saturday 6h Session) (11-01-2025)
Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound					
	Woodstock Pkwy					Meridian Dr					Ridgewalk Pkwy (West)					Ridgewalk Pkwy (East)					
TIME	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	Int Total
1200 - 1215	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
1215 - 1230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1230 - 1245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1245 - 1300	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	2	0	0	**2**	0	0	0	0	**0**	**2**
1300 - 1315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
1315 - 1330	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1330 - 1345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1345 - 1400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	0	0	0	**1**	0	0	0	0	**0**	0	0	0	0	**0**	0	1	0	0	**1**	**2**
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	2	0	0	**2**	0	2	0	0	**2**	**4**
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	1	0	0	**1**	0	2	0	0	**2**	**3**
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	1	0	0	**1**	0	1	0	0	**1**	**2**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	1	0	0	**1**	0	2	0	0	**2**	**3**
Grand Total	1	0	0	0	**1**	0	0	0	0	**0**	0	7	0	0	**7**	0	8	0	0	**8**	**16**
Approach %	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	
Intersection %	6.25	0.00	0.00	0.00	6.25	0.00	0.00	0.00	0.00	0.00	0.00	43.75	0.00	0.00	43.75	0.00	50.00	0.00	0.00	50.00	

Classified Turn Movement Count || Bicycles

Marr Traffic DATA COLLECTION

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Woodstock, GA

Site 4
Woodstock Pkwy
Meridian Dr
Ridgewalk Pkwy (West)
Ridgewalk Pkwy (East)

Date
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1200 - 1800 (Saturday 6h Session) (11-01-2025)
Bicycles

	Northbound					Southbound					Eastbound					Westbound					
	Woodstock Pkwy					Meridian Dr					Ridgewalk Pkwy (West)					Ridgewalk Pkwy (East)					
TIME	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	Int Total
1200 - 1215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1215 - 1230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1230 - 1245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1245 - 1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
1300 - 1315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1315 - 1330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1330 - 1345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1345 - 1400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
Grand Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

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

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Woodstock, GA

Site 4
Woodstock Pkwy
Meridian Dr
Ridgewalk Pkwy (West)
Ridgewalk Pkwy (East)

Date
Saturday, November 1, 2025

Lat/Long
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1200 - 1800 (Saturday 6h Session) (11-01-2025)
All Trucks (4-13)

	Northbound					Southbound					Eastbound					Westbound					
	Woodstock Pkwy					Meridian Dr					Ridgewalk Pkwy (West)					Ridgewalk Pkwy (East)					
TIME	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	Int Total
1200 - 1215	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	3
1215 - 1230	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	2	0	0	3	4
1230 - 1245	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	3
1245 - 1300	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	1	0	0	1	5
Hourly Total	0	0	2	0	**2**	0	0	0	0	**0**	0	7	0	0	**7**	2	4	0	0	**6**	**15**
1300 - 1315	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	2	1	0	3	5
1315 - 1330	1	0	1	0	2	0	0	1	0	1	0	2	0	0	2	0	1	0	0	1	6
1330 - 1345	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	3	0	0	3	7
1345 - 1400	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	2	0	0	2	5
Hourly Total	1	0	1	0	**2**	0	0	1	0	**1**	0	11	0	0	**11**	0	8	1	0	**9**	**23**
1400 - 1415	0	0	1	0	1	0	0	0	0	0	0	2	0	0	2	1	2	0	0	3	6
1415 - 1430	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	3
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	3
Hourly Total	1	0	1	0	**2**	0	0	0	0	**0**	0	7	0	0	**7**	1	4	0	0	**5**	**14**
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	3
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	3
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	4	0	0	4	5
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	4	0	0	**4**	0	8	0	0	**8**	**12**
1600 - 1615	0	0	0	0	0	0	0	1	0	1	0	4	0	0	4	0	0	1	0	1	6
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	2	0	0	2	4
1630 - 1645	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
Hourly Total	1	0	0	0	**1**	0	0	1	0	**1**	0	8	0	0	**8**	0	2	1	0	**3**	**13**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	3
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	1	0	0	2	3
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	4	0	0	**4**	1	3	0	0	**4**	**8**
Grand Total	3	0	4	0	**7**	0	0	2	0	**2**	0	41	0	0	**41**	4	29	2	0	**35**	**85**
Approach %	42.86	0.00	57.14	0.00	-	0.00	0.00	100.00	0.00	-	0.00	100.00	0.00	0.00	-	11.43	82.86	5.71	0.00	-	
Intersection %	3.53	0.00	4.71	0.00	8.24	0.00	0.00	2.35	0.00	2.35	0.00	48.24	0.00	0.00	48.24	4.71	34.12	2.35	0.00	41.18	

Crosswalk Counts || Pedestrians

Marr Traffic DATA COLLECTION

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Woodstock, GA

Site 4
Woodstock Pkwy
Meridian Dr
Ridgewalk Pkwy (West)
Ridgewalk Pkwy (East)

Date
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1200 - 1800 (Saturday 6h Session) (11-01-2025)
Pedestrians

	Northbound			Southbound			Eastbound			Westbound			
	Woodstock Pkwy			Meridian Dr			Ridgewalk Pkwy (West)			Ridgewalk Pkwy (East)			
TIME	EB 4a	WB 4b	App Total	EB 4c	WB 4d	App Total	NB 4e	SB 4f	App Total	NB 4g	SB 4h	App Total	Int Total
1200 - 1215	0	0	0	0	1	1	0	0	0	0	0	0	1
1215 - 1230	2	0	2	0	0	0	0	1	1	0	0	0	3
1230 - 1245	0	2	2	0	0	0	1	0	1	0	0	0	3
1245 - 1300	1	1	2	0	0	0	0	0	0	0	0	0	2
Hourly Total	3	3	**6**	0	1	**1**	1	1	**2**	0	0	**0**	**9**
1300 - 1315	2	1	3	0	0	0	0	0	0	0	0	0	3
1315 - 1330	0	1	1	0	0	0	1	0	1	0	0	0	2
1330 - 1345	0	0	0	0	0	0	0	0	0	0	0	0	0
1345 - 1400	0	2	2	0	0	0	0	0	0	0	0	0	2
Hourly Total	2	4	**6**	0	0	**0**	1	0	**1**	0	0	**0**	**7**
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	1	1	0	0	0	0	0	0	1
1430 - 1445	1	1	2	0	0	0	1	0	1	0	0	0	3
1445 - 1500	0	1	1	0	0	0	0	0	0	0	0	0	1
Hourly Total	1	2	**3**	0	1	**1**	1	0	**1**	0	0	**0**	**5**
1500 - 1515	0	3	3	0	0	0	0	0	0	0	0	0	3
1515 - 1530	0	0	0	2	0	2	1	1	2	0	0	0	4
1530 - 1545	0	1	1	0	0	0	0	0	0	0	0	0	1
1545 - 1600	1	0	1	0	0	0	0	0	0	0	0	0	1
Hourly Total	1	4	**5**	2	0	**2**	1	1	**2**	0	0	**0**	**9**
1600 - 1615	0	1	1	0	0	0	0	0	0	0	0	0	1
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	2	0	2	0	2	2	0	2	2	0	0	0	6
1645 - 1700	0	3	3	0	2	2	0	0	0	0	0	0	5
Hourly Total	2	4	**6**	0	4	**4**	0	2	**2**	0	0	**0**	**12**
1700 - 1715	1	0	1	0	1	1	0	0	0	0	0	0	2
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	2	0	2	0	0	0	0	0	0	0	0	0	2
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	3	0	**3**	0	1	**1**	0	0	**0**	0	0	**0**	**4**
Grand Total	12	17	**29**	2	7	**9**	4	4	**8**	0	0	**0**	**46**
Approach %	41.38	58.62	-	22.22	77.78	-	50.00	50.00	-	0.00	0.00	-	
Intersection %	26.09	36.96	63.04	4.35	15.22	19.57	8.70	8.70	17.39	0.00	0.00	0.00	

Crosswalk Counts || Bicycles

Marr Traffic DATA COLLECTION

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Woodstock, GA

Site 4
Woodstock Pkwy
Meridian Dr
Ridgewalk Pkwy (West)
Ridgewalk Pkwy (East)

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51°F
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1200 - 1800 (Saturday 6h Session) (11-01-2025)
Bicycles

	Northbound			Southbound			Eastbound			Westbound			
	Woodstock Pkwy			Meridian Dr			Ridgewalk Pkwy (West)			Ridgewalk Pkwy (East)			
TIME	EB 4a	WB 4b	App Total	EB 4c	WB 4d	App Total	NB 4e	SB 4f	App Total	NB 4g	SB 4h	App Total	Int Total
1200 - 1215	0	0	0	0	1	1	0	0	0	0	0	0	1
1215 - 1230	0	0	0	0	0	0	0	0	0	0	0	0	0
1230 - 1245	0	0	0	0	0	0	0	0	0	0	0	0	0
1245 - 1300	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	1	**1**	0	0	**0**	0	0	**0**	**1**
1300 - 1315	0	0	0	0	0	0	0	0	0	0	0	0	0
1315 - 1330	0	0	0	0	0	0	0	0	0	0	0	0	0
1330 - 1345	0	0	0	0	0	0	0	0	0	0	0	0	0
1345 - 1400	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	1	1	0	0	0	1	0	1	0	0	0	2
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	1	**1**	0	0	**0**	1	0	**1**	0	0	**0**	**2**
1700 - 1715	0	1	1	0	0	0	0	0	0	0	0	0	1
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	1	**1**	0	0	**0**	0	0	**0**	0	0	**0**	**1**
Grand Total	0	2	**2**	0	1	**1**	1	0	**1**	0	0	**0**	**4**
Approach %	0.00	100.00	-	0.00	100.00	-	100.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	50.00	50.00	0.00	25.00	25.00	25.00	0.00	25.00	0.00	0.00	0.00	

Crosswalk Counts || Motorized Vehicles

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Woodstock, GA

Site 4
Woodstock Pkwy
Meridian Dr
Ridgewalk Pkwy (West)
Ridgewalk Pkwy (East)

Date
Saturday, November 1, 2025

Lat/Long
34.120986°, -84.522075°
Click here for Map

Weather
Fair
51°F
Click here for Detailed Weather

1200 - 1800 (Saturday 6h Session) (11-01-2025)
Motorized Vehicles

	Northbound			Southbound			Eastbound			Westbound			
	Woodstock Pkwy			Meridian Dr			Ridgewalk Pkwy (West)			Ridgewalk Pkwy (East)			
TIME	EB 4a	WB 4b	App Total	EB 4c	WB 4d	App Total	NB 4e	SB 4f	App Total	NB 4g	SB 4h	App Total	Int Total
1200 - 1215	0	0	0	0	0	0	0	0	0	0	0	0	0
1215 - 1230	0	0	0	0	0	0	0	0	0	0	0	0	0
1230 - 1245	0	0	0	0	0	0	0	0	0	0	0	0	0
1245 - 1300	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1300 - 1315	0	0	0	0	0	0	0	0	0	0	0	0	0
1315 - 1330	0	0	0	0	0	0	0	0	0	0	0	0	0
1330 - 1345	0	0	0	0	0	0	0	0	0	0	0	0	0
1345 - 1400	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Peak Hour Turning Movement Count

Woodstock, GA

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Marr Traffic DATA COLLECTION

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Sunday, November 2, 2025		
	Cloudy	50°F
Period	1200 - 1800	APPLY
Peak Hour	1415 - 1515	APPLY
Global PH	1415 - 1515	APPLY

* the Peak Hour Diagram does not include bicycles

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	Woodstock Pkwy						Meridian Dr						Ridgewalk Pkwy (West)						Ridgewalk Pkwy (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	4.1	4.2	4.3		4.4	Total	4.5	4.6	4.7		4.8	Total	4.9	4.10	4.11		4.12	Total	4.13	4.14	4.15		4.16	Total	Total
1415 - 1430	22	1	57	-	0	80	2	1	1	-	0	4	2	183	17	-	0	202	92	323	0	-	0	415	701
1430 - 1445	41	4	60	-	0	105	0	0	2	-	0	2	2	208	25	-	0	235	65	245	0	-	0	310	652
1445 - 1500	53	0	79	-	0	132	0	1	1	-	0	2	2	193	15	-	0	210	83	238	2	-	0	323	667
1500 - 1515	43	0	67	-	0	110	0	1	0	-	0	1	0	187	24	-	0	211	84	273	6	-	1	364	686
Total	159	5	263	0	0	427	2	3	4	0	0	9	6	771	81	0	0	858	324	1079	8	0	1	1412	2706
Approach %	37.24	1.17	61.59	0.00	0.00	-	22.22	33.33	44.44	0.00	0.00	-	0.70	89.86	9.44	0.00	0.00	-	22.95	76.42	0.57	0.00	0.07	-	
PHF	0.75	0.31	0.83	0.00	0.00	**0.81**	0.25	0.75	0.50	0.00	0.00	**0.56**	0.75	0.93	0.81	0.00	0.00	**0.91**	0.88	0.84	0.33	0.00	0.25	**0.85**	**0.97**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	Woodstock Pkwy						Meridian Dr						Ridgewalk Pkwy (West)						Ridgewalk Pkwy (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	4.1	4.2	4.3		4.4	Total	4.5	4.6	4.7		4.8	Total	4.9	4.10	4.11		4.12	Total	4.13	4.14	4.15		4.16	Total	Total
1415 - 1430	22	1	57	-	0	80	2	1	1	-	0	4	2	182	17	-	0	201	92	323	0	-	0	415	700
1430 - 1445	41	4	60	-	0	105	0	0	2	-	0	2	2	206	25	-	0	233	65	245	0	-	0	310	650
1445 - 1500	53	0	79	-	0	132	0	1	1	-	0	2	2	192	15	-	0	209	83	236	2	-	0	321	664
1500 - 1515	43	0	66	-	0	109	0	1	0	-	0	1	0	186	24	-	0	210	83	272	6	-	1	362	682
Total	159	5	262	0	0	426	2	3	4	0	0	9	6	766	81	0	0	853	323	1076	8	0	1	1408	2696
Approach %	37.32	1.17	61.50	0.00	0.00	-	22.22	33.33	44.44	0.00	0.00	-	0.70	89.80	9.50	0.00	0.00	-	22.94	76.42	0.57	0.00	0.07	-	
PHF	0.75	0.31	0.83	0.00	0.00	**0.81**	0.25	0.75	0.50	0.00	0.00	**0.56**	0.75	0.93	0.81	0.00	0.00	**0.92**	0.88	0.83	0.33	0.00	0.25	**0.85**	**0.96**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	Woodstock Pkwy						Meridian Dr						Ridgewalk Pkwy (West)						Ridgewalk Pkwy (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	4.1	4.2	4.3		4.4	Total	4.5	4.6	4.7		4.8	Total	4.9	4.10	4.11		4.12	Total	4.13	4.14	4.15		4.16	Total	Total
1415 - 1430	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	0	1	0	0	0	-	0	0	1
1430 - 1445	0	0	0	-	0	0	0	0	0	-	0	0	0	2	0	-	0	2	0	0	0	-	0	0	2
1445 - 1500	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	2	0	-	0	2	2
1500 - 1515	0	0	1	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	1	1	0	-	0	2	3
Total	0	0	1	0	0	1	0	0	0	0	0	0	0	3	0	0	0	3	1	3	0	0	0	4	8
Approach %	0.00	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	25.00	75.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.25	0.00	0.00	**0.25**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.38	0.00	0.00	0.00	**0.38**	0.25	0.38	0.00	0.00	0.00	**0.50**	**0.67**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	Woodstock Pkwy						Meridian Dr						Ridgewalk Pkwy (West)						Ridgewalk Pkwy (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	4.1	4.2	4.3		4.4	Total	4.5	4.6	4.7		4.8	Total	4.9	4.10	4.11		4.12	Total	4.13	4.14	4.15		4.16	Total	Total
1415 - 1430	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1430 - 1445	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1445 - 1500	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	0	1	0	0	0	-	0	0	1
1500 - 1515	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	0	1	0	0	0	-	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	2
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	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	0.00	0.00	0.00	**0.00**	0.00	0.50	0.00	0.00	0.00	**0.50**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.50**

Bicycles

	Northbound						Southbound						Eastbound						Westbound						
	Woodstock Pkwy						Meridian Dr						Ridgewalk Pkwy (West)						Ridgewalk Pkwy (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	4.1	4.2	4.3		4.4	Total	4.5	4.6	4.7		4.8	Total	4.9	4.10	4.11		4.12	Total	4.13	4.14	4.15		4.16	Total	Total
1415 - 1430	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1430 - 1445	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1445 - 1500	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1500 - 1515	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	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Classified Turn Movement Count || All vehicles

Marr Traffic DATA COLLECTION

Woodstock, GA

www.marrtraffic.com

Site 4
Woodstock Pkwy
Meridian Dr
Ridgewalk Pkwy (West)
Ridgewalk Pkwy (East)

Date
Sunday, November 2, 2025

Lat/Long
34.120986°, -84.522075°
Click here for Map

Weather
Cloudy
50°F
Click here for Detailed Weather

1200 - 1800 (Sunday 6h Session) (11-02-2025)
All vehicles

	Northbound (Woodstock Pkwy)					Southbound (Meridian Dr)					Eastbound (Ridgewalk Pkwy (West))					Westbound (Ridgewalk Pkwy (East))					
TIME	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	Int Total
1200 - 1215	7	0	30	0	37	0	0	4	0	4	1	203	10	0	214	27	218	0	0	245	500
1215 - 1230	4	1	29	0	34	2	1	2	0	5	0	217	20	0	237	32	369	0	1	402	678
1230 - 1245	22	0	56	0	78	2	0	2	0	4	2	299	18	0	319	44	243	2	0	289	690
1245 - 1300	18	0	54	0	72	0	0	1	0	1	0	303	21	1	325	58	214	0	0	272	670
Hourly Total	51	1	169	0	**221**	4	1	9	0	**14**	3	1022	69	1	**1095**	161	1044	2	1	**1208**	**2538**
1300 - 1315	12	0	44	0	56	1	1	2	0	4	1	237	12	0	250	55	196	0	0	251	561
1315 - 1330	18	0	33	0	51	0	1	2	0	3	0	165	13	0	178	43	221	1	0	265	497
1330 - 1345	12	1	38	0	51	1	0	1	0	2	0	205	10	1	216	45	184	1	0	230	499
1345 - 1400	32	1	60	0	93	1	0	4	0	5	1	179	16	0	196	50	218	1	0	269	563
Hourly Total	74	2	175	0	**251**	3	2	9	0	**14**	2	786	51	1	**840**	193	819	3	0	**1015**	**2120**
1400 - 1415	32	0	60	0	92	0	0	1	0	1	1	211	13	1	226	48	269	1	0	318	637
1415 - 1430	22	1	57	0	80	2	1	1	0	4	2	183	17	0	202	92	323	0	0	415	701
1430 - 1445	41	4	60	0	105	0	0	2	0	2	2	208	25	0	235	65	245	0	0	310	652
1445 - 1500	53	0	79	0	132	0	1	1	0	2	2	193	15	0	210	83	238	2	0	323	667
Hourly Total	148	5	256	0	**409**	2	2	5	0	**9**	7	795	70	1	**873**	288	1075	3	0	**1366**	**2657**
1500 - 1515	43	0	67	0	110	0	1	0	0	1	0	187	24	0	211	84	273	6	1	364	686
1515 - 1530	24	1	61	0	86	1	1	1	0	3	2	219	18	1	240	61	244	0	0	305	634
1530 - 1545	32	0	56	0	88	1	1	3	0	5	2	229	25	1	257	55	192	2	0	249	599
1545 - 1600	30	0	61	0	91	1	0	2	0	3	1	209	23	0	233	57	246	0	0	303	630
Hourly Total	129	1	245	0	**375**	3	3	6	0	**12**	5	844	90	2	**941**	257	955	8	1	**1221**	**2549**
1600 - 1615	25	1	68	0	94	3	0	3	0	6	0	211	14	1	226	66	222	3	1	292	618
1615 - 1630	26	1	63	0	90	1	1	1	0	3	0	210	14	0	224	63	209	2	1	275	592
1630 - 1645	18	1	64	0	83	1	0	1	0	2	3	206	16	0	225	48	225	2	0	275	585
1645 - 1700	29	1	65	0	95	3	0	1	0	4	3	204	24	1	232	48	189	0	0	237	568
Hourly Total	98	4	260	0	**362**	8	1	6	0	**15**	6	831	68	2	**907**	225	845	7	2	**1079**	**2363**
1700 - 1715	33	1	54	0	88	1	2	0	0	3	2	203	28	0	233	38	177	2	0	217	541
1715 - 1730	21	0	59	0	80	0	2	1	0	3	0	211	24	0	235	41	199	2	0	242	560
1730 - 1745	26	0	58	0	84	0	0	1	0	1	1	180	16	0	197	49	197	1	0	247	529
1745 - 1800	21	1	50	0	72	0	0	5	0	5	1	203	14	0	218	35	193	0	0	228	523
Hourly Total	101	2	221	0	**324**	1	4	7	0	**12**	4	797	82	0	**883**	163	766	5	0	**934**	**2153**
Grand Total	601	15	1326	0	**1942**	21	13	42	0	**76**	27	5075	430	7	**5539**	1287	5504	28	4	**6823**	**14380**
Approach %	30.95	0.77	68.28	0.00	-	27.63	17.11	55.26	0.00	-	0.49	91.62	7.76	0.13	-	18.86	80.67	0.41	0.07	-	
Intersection %	4.18	0.10	9.22	0.00	13.50	0.15	0.09	0.29	0.00	0.53	0.19	35.29	2.99	0.05	38.52	8.95	38.28	0.19	0.03	47.45	
Heavy Vehicle %	0	0	0	-	**0**	0	8	0	-	**1**	4	0	0	0	**0**	0	0	4	0	**0**	**0**
PHF	0.75	0.31	0.83	0.00	**0.81**	0.25	0.75	0.50	0.00	**0.56**	0.75	0.93	0.81	0.00	**0.91**	0.88	0.84	0.33	0.25	**0.85**	**0.97**
Peak Hour Total	159	5	263	0	**427**	2	3	4	0	**9**	6	771	81	0	**858**	324	1079	8	1	**1412**	**2706**
Peak Hour HV %	0	0	0	0	**0**	0	0	0	0	**0**	0	1	0	0	**1**	0	0	0	0	**0**	**0**

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

Marr Traffic DATA COLLECTION

Woodstock, GA

www.marrtraffic.com

Site 4
Woodstock Pkwy
Meridian Dr
Ridgewalk Pkwy (West)
Ridgewalk Pkwy (East)

Date
Sunday, November 2, 2025

Lat/Long
34.120986°, -84.522075°
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Weather
Cloudy
50°F
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1200 - 1800 (Sunday 6h Session) (11-02-2025)
Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	Woodstock Pkwy					Meridian Dr					Ridgewalk Pkwy (West)					Ridgewalk Pkwy (East)					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
TIME	4.1	4.2	4.3	4.4	Total	4.5	4.6	4.7	4.8	Total	4.9	4.10	4.11	4.12	Total	4.13	4.14	4.15	4.16	Total	Total
1200 - 1215	7	0	30	0	37	0	0	4	0	4	1	201	10	0	212	27	218	0	0	245	498
1215 - 1230	4	1	29	0	34	2	1	2	0	5	0	216	19	0	235	32	368	0	1	401	675
1230 - 1245	21	0	56	0	77	2	0	2	0	4	2	296	18	0	316	44	241	2	0	287	684
1245 - 1300	18	0	54	0	72	0	0	1	0	1	0	302	21	1	324	58	213	0	0	271	668
Hourly Total	50	1	169	0	**220**	4	1	9	0	**14**	3	1015	68	1	**1087**	161	1040	2	1	**1204**	**2525**
1300 - 1315	12	0	43	0	55	1	1	2	0	4	1	235	12	0	248	55	195	0	0	250	557
1315 - 1330	18	0	33	0	51	0	1	2	0	3	0	165	13	0	178	43	221	1	0	265	497
1330 - 1345	12	1	38	0	51	1	0	1	0	2	0	205	10	1	216	45	183	1	0	229	498
1345 - 1400	32	1	60	0	93	1	0	4	0	5	1	179	16	0	196	50	218	1	0	269	563
Hourly Total	74	2	174	0	**250**	3	2	9	0	**14**	2	784	51	1	**838**	193	817	3	0	**1013**	**2115**
1400 - 1415	32	0	60	0	92	0	0	1	0	1	1	211	13	1	226	48	269	1	0	318	637
1415 - 1430	22	1	57	0	80	2	1	1	0	4	2	182	17	0	201	92	323	0	0	415	700
1430 - 1445	41	4	60	0	105	0	0	2	0	2	2	206	25	0	233	65	245	0	0	310	650
1445 - 1500	53	0	79	0	132	0	1	1	0	2	2	192	15	0	209	83	236	2	0	321	664
Hourly Total	148	5	256	0	**409**	2	2	5	0	**9**	7	791	70	1	**869**	288	1073	3	0	**1364**	**2651**
1500 - 1515	43	0	66	0	109	0	1	0	0	1	0	186	24	0	210	83	272	6	1	362	682
1515 - 1530	24	1	61	0	86	1	1	1	0	3	2	219	18	1	240	61	244	0	0	305	634
1530 - 1545	32	0	56	0	88	1	0	3	0	4	1	229	25	1	256	55	191	2	0	248	596
1545 - 1600	30	0	60	0	90	1	0	2	0	3	1	209	23	0	233	57	246	0	0	303	629
Hourly Total	129	1	243	0	**373**	3	2	6	0	**11**	4	843	90	2	**939**	256	953	8	1	**1218**	**2541**
1600 - 1615	25	1	68	0	94	3	0	3	0	6	0	210	14	1	225	66	222	3	1	292	617
1615 - 1630	26	1	63	0	90	1	1	1	0	3	0	209	14	0	223	63	208	2	1	274	590
1630 - 1645	18	1	64	0	83	1	0	1	0	2	3	206	16	0	225	48	224	2	0	274	584
1645 - 1700	29	1	65	0	95	3	0	1	0	4	3	202	24	1	230	48	185	0	0	233	562
Hourly Total	98	4	260	0	**362**	8	1	6	0	**15**	6	827	68	2	**903**	225	839	7	2	**1073**	**2353**
1700 - 1715	33	1	54	0	88	1	2	0	0	3	2	201	28	0	231	38	176	2	0	216	538
1715 - 1730	21	0	59	0	80	0	2	1	0	3	0	210	24	0	234	41	198	1	0	240	557
1730 - 1745	26	0	58	0	84	0	0	1	0	1	1	178	16	0	195	49	197	1	0	247	527
1745 - 1800	21	1	50	0	72	0	0	5	0	5	1	202	14	0	217	35	193	0	0	228	522
Hourly Total	101	2	221	0	**324**	1	4	7	0	**12**	4	791	82	0	**877**	163	764	4	0	**931**	**2144**
Grand Total	600	15	1323	0	**1938**	21	12	42	0	**75**	26	5051	429	7	**5513**	1286	5486	27	4	**6803**	**14329**
Approach %	30.96	0.77	68.27	0.00	-	28.00	16.00	56.00	0.00	-	0.47	91.62	7.78	0.13	-	18.90	80.64	0.40	0.07	-	
Intersection %	4.19	0.10	9.23	0.00	13.53	0.15	0.08	0.29	0.00	0.52	0.18	35.25	2.99	0.05	38.47	8.97	38.29	0.19	0.03	47.48	

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

Marr Traffic DATA COLLECTION

Woodstock, GA

www.marrtraffic.com

Site 4
Woodstock Pkwy
Meridian Dr
Ridgewalk Pkwy (West)
Ridgewalk Pkwy (East)

Date
Sunday, November 2, 2025

Lat/Long
34.120986°, -84.522075°
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1200 - 1800 (Sunday 6h Session) (11-02-2025)
Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	Woodstock Pkwy					Meridian Dr					Ridgewalk Pkwy (West)					Ridgewalk Pkwy (East)					
TIME	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	Int Total
1200 - 1215	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
1215 - 1230	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	1	0	0	1	3
1230 - 1245	1	0	0	0	1	0	0	0	0	0	0	3	0	0	3	0	1	0	0	1	5
1245 - 1300	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	0	0	**1**	0	0	0	0	**0**	0	6	1	0	**7**	0	2	0	0	**2**	**10**
1300 - 1315	0	0	1	0	1	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	4
1315 - 1330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1330 - 1345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
1345 - 1400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	1	0	**1**	0	0	0	0	**0**	0	2	0	0	**2**	0	2	0	0	**2**	**5**
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	3	0	0	**3**	0	2	0	0	**2**	**5**
1500 - 1515	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	3
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	1	0	0	1	3
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	1	0	**1**	0	1	0	0	**1**	1	0	0	0	**1**	1	2	0	0	**3**	**6**
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	3	0	0	3	5
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	3	0	0	**3**	0	5	0	0	**5**	**8**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	3
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	1	0	2	3
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	6	0	0	**6**	0	2	1	0	**3**	**9**
Grand Total	1	0	2	0	**3**	0	1	0	0	**1**	1	20	1	0	**22**	1	15	1	0	**17**	**43**
Approach %	33.33	0.00	66.67	0.00	-	0.00	100.00	0.00	0.00	-	4.55	90.91	4.55	0.00	-	5.88	88.24	5.88	0.00	-	
Intersection %	2.33	0.00	4.65	0.00	6.98	0.00	2.33	0.00	0.00	2.33	2.33	46.51	2.33	0.00	51.16	2.33	34.88	2.33	0.00	39.53	

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

Marr Traffic DATA COLLECTION

Woodstock, GA

www.marrtraffic.com

Site 4
Woodstock Pkwy
Meridian Dr
Ridgewalk Pkwy (West)
Ridgewalk Pkwy (East)

Date
Sunday, November 2, 2025

Lat/Long
34.120986°, -84.522075°
Click here for Map

Weather
Cloudy
50°F
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1200 - 1800 (Sunday 6h Session) (11-02-2025)
Combination Trucks (8-13)

	Northbound (Woodstock Pkwy)					Southbound (Meridian Dr)					Eastbound (Ridgewalk Pkwy (West))					Westbound (Ridgewalk Pkwy (East))					
TIME	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	Int Total
1200 - 1215	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
1215 - 1230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1230 - 1245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
1245 - 1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	1	0	0	**1**	0	2	0	0	**2**	**3**
1300 - 1315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1315 - 1330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1330 - 1345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1345 - 1400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	1	0	0	**1**	0	0	0	0	**0**	**1**
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	0	1	0	**1**	0	0	0	0	**0**	0	1	0	0	**1**	0	0	0	0	**0**	**2**
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	1	0	0	**1**	0	1	0	0	**1**	**2**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
Grand Total	0	0	1	0	**1**	0	0	0	0	**0**	0	4	0	0	**4**	0	3	0	0	**3**	**8**
Approach %	0.00	0.00	100.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	
Intersection %	0.00	0.00	12.50	0.00	12.50	0.00	0.00	0.00	0.00	0.00	0.00	50.00	0.00	0.00	50.00	0.00	37.50	0.00	0.00	37.50	

Classified Turn Movement Count || Bicycles

Marr Traffic DATA COLLECTION

Woodstock, GA

www.marrtraffic.com

Site 4
Woodstock Pkwy
Meridian Dr
Ridgewalk Pkwy (West)
Ridgewalk Pkwy (East)

Date
Sunday, November 2, 2025

Lat/Long
34.120986°, -84.522075°
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Weather
Cloudy
50°F
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1200 - 1800 (Sunday 6h Session) (11-02-2025)
Bicycles

	Northbound					Southbound					Eastbound					Westbound					
	Woodstock Pkwy					Meridian Dr					Ridgewalk Pkwy (West)					Ridgewalk Pkwy (East)					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
TIME	4.1	4.2	4.3	4.4	Total	4.5	4.6	4.7	4.8	Total	4.9	4.10	4.11	4.12	Total	4.13	4.14	4.15	4.16	Total	Total
1200 - 1215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1215 - 1230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1230 - 1245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1245 - 1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
1300 - 1315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1315 - 1330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1330 - 1345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1345 - 1400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
Grand Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

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

Marr Traffic DATA COLLECTION

Woodstock, GA

www.marrtraffic.com

Site 4
Woodstock Pkwy
Meridian Dr
Ridgewalk Pkwy (West)
Ridgewalk Pkwy (East)

Date
Sunday, November 2, 2025

Lat/Long
34.120986°, -84.522075°
Click here for Map

Weather
Cloudy
50°F
Click here for Detailed Weather

1200 - 1800 (Sunday 6h Session) (11-02-2025)
All Trucks (4-13)

	Northbound					Southbound					Eastbound					Westbound					
	Woodstock Pkwy					Meridian Dr					Ridgewalk Pkwy (West)					Ridgewalk Pkwy (East)					
TIME	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	Int Total
1200 - 1215	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
1215 - 1230	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	1	0	0	1	3
1230 - 1245	1	0	0	0	1	0	0	0	0	0	0	3	0	0	3	0	2	0	0	2	6
1245 - 1300	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
Hourly Total	1	0	0	0	**1**	0	0	0	0	**0**	0	7	1	0	**8**	0	4	0	0	**4**	**13**
1300 - 1315	0	0	1	0	1	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	4
1315 - 1330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1330 - 1345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
1345 - 1400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	1	0	**1**	0	0	0	0	**0**	0	2	0	0	**2**	0	2	0	0	**2**	**5**
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	3
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	4	0	0	**4**	0	2	0	0	**2**	**6**
1500 - 1515	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	1	1	0	0	2	4
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	1	0	0	1	3
1545 - 1600	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	0	2	0	**2**	0	1	0	0	**1**	1	1	0	0	**2**	1	2	0	0	**3**	**8**
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	4	0	0	4	6
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	4	0	0	**4**	0	6	0	0	**6**	**10**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	3
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	1	0	2	3
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	6	0	0	**6**	0	2	1	0	**3**	**9**
Grand Total	1	0	3	0	**4**	0	1	0	0	**1**	1	24	1	0	**26**	1	18	1	0	**20**	**51**
Approach %	25.00	0.00	75.00	0.00	-	0.00	100.00	0.00	0.00	-	3.85	92.31	3.85	0.00	-	5.00	90.00	5.00	0.00	-	
Intersection %	1.96	0.00	5.88	0.00	7.84	0.00	1.96	0.00	0.00	1.96	1.96	47.06	1.96	0.00	50.98	1.96	35.29	1.96	0.00	39.22	

Crosswalk Counts || Pedestrians

Marr Traffic DATA COLLECTION

Woodstock, GA

www.marrtraffic.com

Site 4
Woodstock Pkwy
Meridian Dr
Ridgewalk Pkwy (West)
Ridgewalk Pkwy (East)

Date
Sunday, November 2, 2025

Lat/Long
34.120986°, -84.522075°
Click here for Map

Weather
Cloudy
50°F
Click here for Detailed Weather

1200 - 1800 (Sunday 6h Session) (11-02-2025)
Pedestrians

	Northbound			Southbound			Eastbound			Westbound			
	Woodstock Pkwy			Meridian Dr			Ridgewalk Pkwy (West)			Ridgewalk Pkwy (East)			
TIME	EB 4a	WB 4b	App Total	EB 4c	WB 4d	App Total	NB 4e	SB 4f	App Total	NB 4g	SB 4h	App Total	Int Total
1200 - 1215	0	0	0	0	1	1	0	0	0	0	0	0	1
1215 - 1230	0	3	3	0	0	0	1	0	1	0	0	0	4
1230 - 1245	0	2	2	0	0	0	0	0	0	0	0	0	2
1245 - 1300	0	1	1	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	6	**6**	0	1	**1**	1	0	**1**	0	0	**0**	**8**
1300 - 1315	1	0	1	0	0	0	0	2	2	0	0	0	3
1315 - 1330	0	0	0	0	0	0	1	0	1	0	0	0	1
1330 - 1345	0	2	2	0	0	0	0	0	0	0	0	0	2
1345 - 1400	3	0	3	0	0	0	0	1	1	0	0	0	4
Hourly Total	4	2	**6**	0	0	**0**	1	3	**4**	0	0	**0**	**10**
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	2	2	0	0	0	0	0	0	2
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0	1	2	3	3
Hourly Total	0	0	**0**	0	2	**2**	0	0	**0**	1	2	**3**	**5**
1500 - 1515	0	4	4	0	0	0	0	0	0	0	2	2	6
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	1	1	2	0	0	0	0	0	0	0	0	0	2
1545 - 1600	1	1	2	0	0	0	0	0	0	0	0	0	2
Hourly Total	2	6	**8**	0	0	**0**	0	0	**0**	0	2	**2**	**10**
1600 - 1615	2	0	2	1	2	3	0	0	0	0	0	0	5
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	1	1	0	0	0	0	0	0	1
Hourly Total	2	0	**2**	1	3	**4**	0	0	**0**	0	0	**0**	**6**
1700 - 1715	0	0	0	1	0	1	0	0	0	0	0	0	1
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	3	0	3	0	0	0	0	0	0	0	0	0	3
Hourly Total	3	0	**3**	1	0	**1**	0	0	**0**	0	0	**0**	**4**
Grand Total	11	14	**25**	2	6	**8**	2	3	**5**	1	4	**5**	**43**
Approach %	44.00	56.00	-	25.00	75.00	-	40.00	60.00	-	20.00	80.00	-	
Intersection %	25.58	32.56	58.14	4.65	13.95	18.60	4.65	6.98	11.63	2.33	9.30	11.63	

Crosswalk Counts || Bicycles

Marr Traffic DATA COLLECTION

Woodstock, GA

www.marrtraffic.com

Site 4
Woodstock Pkwy
Meridian Dr
Ridgewalk Pkwy (West)
Ridgewalk Pkwy (East)

Date
Sunday, November 2, 2025

Lat/Long
34.120986°, -84.522075°
Click here for Map

Weather
Cloudy
50°F
Click here for Detailed Weather

1200 - 1800 (Sunday 6h Session) (11-02-2025)
Bicycles

	Northbound			Southbound			Eastbound			Westbound			
	Woodstock Pkwy			Meridian Dr			Ridgewalk Pkwy (West)			Ridgewalk Pkwy (East)			
TIME	EB 4a	WB 4b	App Total	EB 4c	WB 4d	App Total	NB 4e	SB 4f	App Total	NB 4g	SB 4h	App Total	Int Total
1200 - 1215	0	0	0	0	0	0	0	0	0	0	0	0	0
1215 - 1230	0	0	0	0	0	0	0	0	0	0	0	0	0
1230 - 1245	0	1	1	0	0	0	0	0	0	0	0	0	1
1245 - 1300	1	0	1	0	0	0	0	0	0	0	0	0	1
Hourly Total	1	1	**2**	0	0	**0**	0	0	**0**	0	0	**0**	**2**
1300 - 1315	0	0	0	0	0	0	0	0	0	0	0	0	0
1315 - 1330	0	0	0	0	0	0	0	0	0	0	0	0	0
1330 - 1345	0	0	0	0	0	0	0	0	0	0	0	0	0
1345 - 1400	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1500 - 1515	0	1	1	0	0	0	0	0	0	0	0	0	1
1515 - 1530	0	2	2	0	0	0	0	0	0	0	0	0	2
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	1	0	1	0	0	0	0	0	0	0	0	0	1
Hourly Total	1	3	**4**	0	0	**0**	0	0	**0**	0	0	**0**	**4**
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	2	4	**6**	0	0	**0**	0	0	**0**	0	0	**0**	**6**
Approach %	33.33	66.67	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	33.33	66.67	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Crosswalk Counts || Motorized Vehicles

Marr Traffic DATA COLLECTION

Woodstock, GA

www.marrtraffic.com

Site 4
Woodstock Pkwy
Meridian Dr
Ridgewalk Pkwy (West)
Ridgewalk Pkwy (East)

Date
Sunday, November 2, 2025

Lat/Long
34.120986°, -84.522075°
Click here for Map

Weather
Cloudy
50°F
Click here for Detailed Weather

1200 - 1800 (Sunday 6h Session) (11-02-2025)
Motorized Vehicles

	Northbound			Southbound			Eastbound			Westbound			
	Woodstock Pkwy			Meridian Dr			Ridgewalk Pkwy (West)			Ridgewalk Pkwy (East)			
TIME	EB 4a	WB 4b	App Total	EB 4c	WB 4d	App Total	NB 4e	SB 4f	App Total	NB 4g	SB 4h	App Total	Int Total
1200 - 1215	0	0	0	0	0	0	0	0	0	0	0	0	0
1215 - 1230	1	0	1	0	0	0	0	0	0	0	0	0	1
1230 - 1245	0	0	0	0	0	0	0	0	0	0	0	0	0
1245 - 1300	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	0	**1**	0	0	**0**	0	0	**0**	0	0	**0**	**1**
1300 - 1315	0	0	0	0	0	0	0	0	0	0	0	0	0
1315 - 1330	0	0	0	0	0	0	0	0	0	0	0	0	0
1330 - 1345	0	0	0	0	0	0	0	0	0	0	0	0	0
1345 - 1400	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1400 - 1415	0	0	0	0	0	0	1	0	1	0	0	0	1
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	1	0	**1**	0	0	**0**	**1**
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	1	0	**1**	0	0	**0**	1	0	**1**	0	0	**0**	**2**
Approach %	100.00	0.00	-	0.00	0.00	-	100.00	0.00	-	0.00	0.00	-	
Intersection %	50.00	0.00	50.00	0.00	0.00	0.00	50.00	0.00	50.00	0.00	0.00	0.00	

Peak Hour Turning Movement Count

Click here for Map

Woodstock, GA

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Thursday, October 30, 2025		
Cloudy		49°F
Period	0700 - 0900	**APPLY**
Peak Hour	0715 - 0815	**APPLY**
Global PH	0715 - 0815	**APPLY**

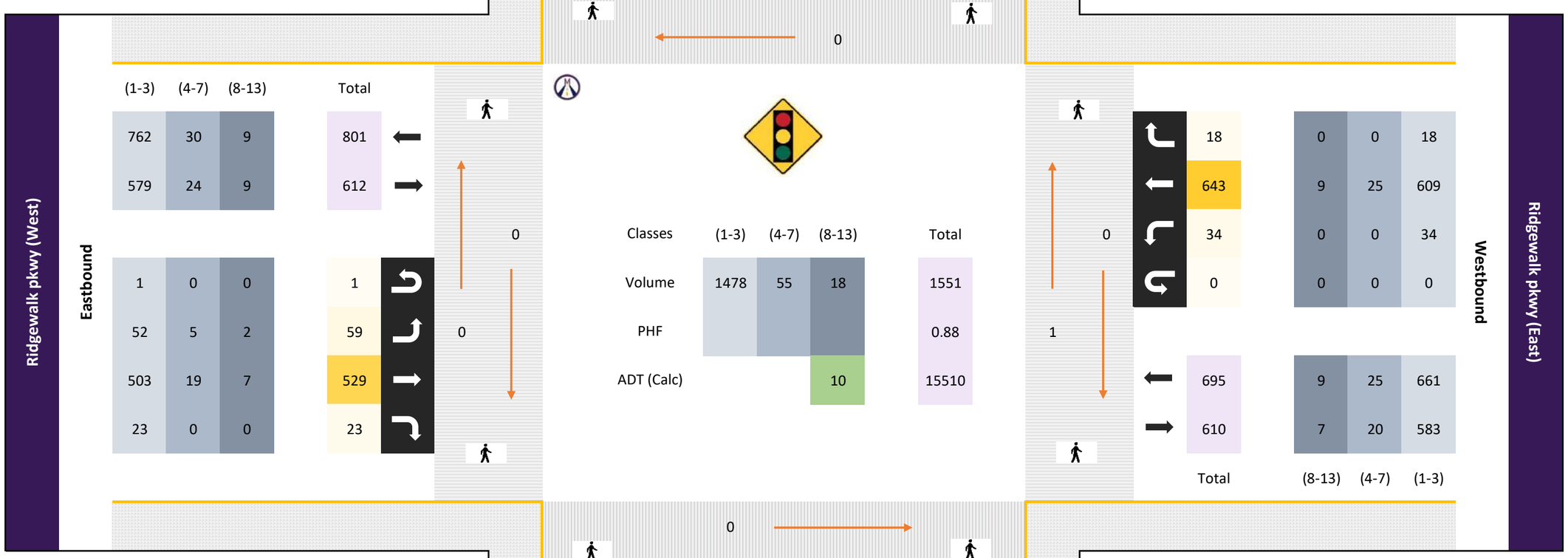
* the Peak Hour Diagram does not include bicycles

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	Ridge Trail						Lincoln St						Ridgewalk pkwy (West)						Ridgewalk pkwy (East)						
Time	Left 5.1	Thru 5.2	Right 5.3		U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7		U-Turn 5.8	App Total	Left 5.9	Thru 5.10	Right 5.11		U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15		U-Turn 5.16	App Total	Int Total
0715 - 0730	24	2	23	-	0	49	4	0	19	-	0	23	13	110	2	-	1	126	9	155	4	-	0	168	366
0730 - 0745	31	2	17	-	0	50	4	0	16	-	0	20	18	126	4	-	0	148	10	158	3	-	0	171	389
0745 - 0800	14	1	13	-	0	28	6	0	21	-	0	27	15	141	11	-	0	167	8	204	5	-	0	217	439
0800 - 0815	12	1	8	-	0	21	6	0	20	-	0	26	13	152	6	-	0	171	7	126	6	-	0	139	357
Total	81	6	61	0	0	148	20	0	76	0	0	96	59	529	23	0	1	612	34	643	18	0	0	695	1551
Approach %	54.73	4.05	41.22	0.00	0.00	-	20.83	0.00	79.17	0.00	0.00	-	9.64	86.44	3.76	0.00	0.16	-	4.89	92.52	2.59	0.00	0.00	-	
PHF	0.65	0.75	0.66	0.00	0.00	**0.74**	0.83	0.00	0.90	0.00	0.00	**0.89**	0.82	0.87	0.52	0.00	0.25	**0.89**	0.85	0.79	0.75	0.00	0.00	**0.80**	**0.88**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	Ridge Trail						Lincoln St						Ridgewalk pkwy (West)						Ridgewalk pkwy (East)						
Time	Left 5.1	Thru 5.2	Right 5.3		U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7		U-Turn 5.8	App Total	Left 5.9	Thru 5.10	Right 5.11		U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15		U-Turn 5.16	App Total	Int Total
0715 - 0730	23	2	22	-	0	47	4	0	19	-	0	23	12	105	2	-	1	120	9	146	4	-	0	159	349
0730 - 0745	30	2	17	-	0	49	4	0	16	-	0	20	15	118	4	-	0	137	10	150	3	-	0	163	369
0745 - 0800	13	1	13	-	0	27	6	0	20	-	0	26	12	135	11	-	0	158	8	193	5	-	0	206	417
0800 - 0815	12	1	8	-	0	21	6	0	19	-	0	25	13	145	6	-	0	164	7	120	6	-	0	133	343
Total	78	6	60	0	0	144	20	0	74	0	0	94	52	503	23	0	1	579	34	609	18	0	0	661	1478
Approach %	54.17	4.17	41.67	0.00	0.00	-	21.28	0.00	78.72	0.00	0.00	-	8.98	86.87	3.97	0.00	0.17	-	5.14	92.13	2.72	0.00	0.00	-	
PHF	0.65	0.75	0.68	0.00	0.00	**0.73**	0.83	0.00	0.93	0.00	0.00	**0.90**	0.87	0.87	0.52	0.00	0.25	**0.88**	0.85	0.79	0.75	0.00	0.00	**0.80**	**0.89**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	Ridge Trail						Lincoln St						Ridgewalk pkwy (West)						Ridgewalk pkwy (East)						
Time	Left 5.1	Thru 5.2	Right 5.3		U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7		U-Turn 5.8	App Total	Left 5.9	Thru 5.10	Right 5.11		U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15		U-Turn 5.16	App Total	Int Total
0715 - 0730	1	0	1	-	0	2	0	0	0	-	0	0	1	3	0	-	0	4	0	7	0	-	0	7	13
0730 - 0745	1	0	0	-	0	1	0	0	0	-	0	0	2	6	0	-	0	8	0	6	0	-	0	6	15
0745 - 0800	1	0	0	-	0	1	0	0	1	-	0	1	2	6	0	-	0	8	0	8	0	-	0	8	18
0800 - 0815	0	0	0	-	0	0	0	0	1	-	0	1	0	4	0	-	0	4	0	4	0	-	0	4	9
Total	3	0	1	0	0	4	0	0	2	0	0	2	5	19	0	0	0	24	0	25	0	0	0	25	55
Approach %	75.00	0.00	25.00	0.00	0.00	-	0.00	0.00	100.00	0.00	0.00	-	20.83	79.17	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	
PHF	0.75	0.00	0.25	0.00	0.00	**0.50**	0.00	0.00	0.50	0.00	0.00	**0.50**	0.63	0.79	0.00	0.00	0.00	**0.75**	0.00	0.78	0.00	0.00	0.00	**0.78**	**0.76**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	Ridge Trail						Lincoln St						Ridgewalk pkwy (West)						Ridgewalk pkwy (East)						
Time	Left 5.1	Thru 5.2	Right 5.3		U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7		U-Turn 5.8	App Total	Left 5.9	Thru 5.10	Right 5.11		U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15		U-Turn 5.16	App Total	Int Total
0715 - 0730	0	0	0	-	0	0	0	0	0	-	0	0	0	2	0	-	0	2	0	2	0	-	0	2	4
0730 - 0745	0	0	0	-	0	0	0	0	0	-	0	0	1	2	0	-	0	3	0	2	0	-	0	2	5
0745 - 0800	0	0	0	-	0	0	0	0	0	-	0	0	1	0	0	-	0	1	0	3	0	-	0	3	4
0800 - 0815	0	0	0	-	0	0	0	0	0	-	0	0	0	3	0	-	0	3	0	2	0	-	0	2	5
Total	0	0	0	0	0	0	0	0	0	0	0	0	2	7	0	0	0	9	0	9	0	0	0	9	18
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	22.22	77.78	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.50	0.58	0.00	0.00	0.00	**0.75**	0.00	0.75	0.00	0.00	0.00	**0.75**	**0.90**

Bicycles

	Northbound						Southbound						Eastbound						Westbound						
	Ridge Trail						Lincoln St						Ridgewalk pkwy (West)						Ridgewalk pkwy (East)						
Time	Left 5.1	Thru 5.2	Right 5.3		U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7		U-Turn 5.8	App Total	Left 5.9	Thru 5.10	Right 5.11		U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15		U-Turn 5.16	App Total	Int Total
0715 - 0730	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0730 - 0745	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0745 - 0800	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0800 - 0815	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	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Peak Hour Turning Movement Count

Click here for Map

Woodstock, GA

Marr Traffic DATA COLLECTION

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Thursday, October 30, 2025		
Cloudy		49°F
Period	1600 - 1800	**APPLY**
Peak Hour	1645 - 1745	**APPLY**
Global PH	1645 - 1745	**APPLY**

* the Peak Hour Diagram does not include bicycles

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	Ridge Trail						Lincoln St						Ridgewalk pkwy (West)						Ridgewalk pkwy (East)						
Time	Left 5.1	Thru 5.2	Right 5.3		U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7		U-Turn 5.8	App Total	Left 5.9	Thru 5.10	Right 5.11		U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15		U-Turn 5.16	App Total	Int Total
1645 - 1700	22	5	10	-	0	37	48	2	81	-	0	131	105	177	20	-	0	302	25	202	12	-	0	239	709
1700 - 1715	24	9	18	-	0	51	34	8	79	-	0	121	76	164	26	-	0	266	22	220	18	-	0	260	698
1715 - 1730	21	12	30	-	0	63	39	0	69	-	0	108	75	155	31	-	0	261	22	162	9	-	1	194	626
1730 - 1745	30	5	9	-	0	44	33	3	91	-	0	127	84	196	36	-	0	316	25	176	9	-	0	210	697
Total	97	31	67	0	0	195	154	13	320	0	0	487	340	692	113	0	0	1145	94	760	48	0	1	903	2730
Approach %	49.74	15.90	34.36	0.00	0.00	-	31.62	2.67	65.71	0.00	0.00	-	29.69	60.44	9.87	0.00	0.00	-	10.41	84.16	5.32	0.00	0.11	-	
PHF	0.81	0.65	0.56	0.00	0.00	**0.77**	0.80	0.41	0.88	0.00	0.00	**0.93**	0.81	0.88	0.78	0.00	0.00	**0.91**	0.94	0.86	0.67	0.00	0.25	**0.87**	**0.96**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	Ridge Trail						Lincoln St						Ridgewalk pkwy (West)						Ridgewalk pkwy (East)						
Time	Left 5.1	Thru 5.2	Right 5.3		U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7		U-Turn 5.8	App Total	Left 5.9	Thru 5.10	Right 5.11		U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15		U-Turn 5.16	App Total	Int Total
1645 - 1700	22	5	10	-	0	37	48	2	81	-	0	131	105	176	20	-	0	301	25	198	12	-	0	235	704
1700 - 1715	24	9	18	-	0	51	34	8	79	-	0	121	76	162	26	-	0	264	22	217	18	-	0	257	693
1715 - 1730	21	12	30	-	0	63	39	0	69	-	0	108	75	154	30	-	0	259	22	159	9	-	1	191	621
1730 - 1745	30	5	9	-	0	44	33	3	91	-	0	127	83	195	36	-	0	314	25	174	9	-	0	208	693
Total	97	31	67	0	0	195	154	13	320	0	0	487	339	687	112	0	0	1138	94	748	48	0	1	891	2711
Approach %	49.74	15.90	34.36	0.00	0.00	-	31.62	2.67	65.71	0.00	0.00	-	29.79	60.37	9.84	0.00	0.00	-	10.55	83.95	5.39	0.00	0.11	-	
PHF	0.81	0.65	0.56	0.00	0.00	**0.77**	0.80	0.41	0.88	0.00	0.00	**0.93**	0.81	0.88	0.78	0.00	0.00	**0.91**	0.94	0.86	0.67	0.00	0.25	**0.87**	**0.96**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	Ridge Trail						Lincoln St						Ridgewalk pkwy (West)						Ridgewalk pkwy (East)						
Time	Left 5.1	Thru 5.2	Right 5.3		U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7		U-Turn 5.8	App Total	Left 5.9	Thru 5.10	Right 5.11		U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15		U-Turn 5.16	App Total	Int Total
1645 - 1700	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	0	1	0	4	0	-	0	4	5
1700 - 1715	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	0	1	0	1	0	-	0	1	2
1715 - 1730	0	0	0	-	0	0	0	0	0	-	0	0	0	1	1	-	0	2	0	2	0	-	0	2	4
1730 - 1745	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	0	1	0	1	0	-	0	1	2
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	5	0	8	0	0	0	8	13
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	80.00	20.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	1.00	0.25	0.00	0.00	**0.63**	0.00	0.50	0.00	0.00	0.00	**0.50**	**0.65**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	Ridge Trail						Lincoln St						Ridgewalk pkwy (West)						Ridgewalk pkwy (East)						
Time	Left 5.1	Thru 5.2	Right 5.3		U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7		U-Turn 5.8	App Total	Left 5.9	Thru 5.10	Right 5.11		U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15		U-Turn 5.16	App Total	Int 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	1	0	-	0	1	0	2	0	-	0	2	3
1715 - 1730	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	0	1	1
1730 - 1745	0	0	0	-	0	0	0	0	0	-	0	0	1	0	0	-	0	1	0	1	0	-	0	1	2
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	0	4	0	0	0	4	6
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	50.00	50.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.25	0.25	0.00	0.00	0.00	**0.50**	0.00	0.50	0.00	0.00	0.00	**0.50**	**0.50**

Bicycles

	Northbound						Southbound						Eastbound						Westbound						
	Ridge Trail						Lincoln St						Ridgewalk pkwy (West)						Ridgewalk pkwy (East)						
Time	Left 5.1	Thru 5.2	Right 5.3		U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7		U-Turn 5.8	App Total	Left 5.9	Thru 5.10	Right 5.11		U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15		U-Turn 5.16	App Total	Int 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	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Classified Turn Movement Count || All vehicles

Marr Traffic DATA COLLECTION

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Woodstock, GA

Site 5
Ridge Trail
Lincoln St
Ridgewalk pkwy (West)
Ridgewalk pkwy (East)

Date
Thursday, October 30, 2025

Lat/Long
34.119628°, -84.518236°
Click here for Map

Weather
Cloudy
49°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (10-30-2025)

All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	Ridge Trail					Lincoln St					Ridgewalk pkwy (West)					Ridgewalk pkwy (East)					
TIME	Left 5.1	Thru 5.2	Right 5.3	U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7	U-Turn 5.8	App Total	Left 5.9	Thru 5.10	Right 5.11	U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15	U-Turn 5.16	App Total	Int Total
0700 - 0715	14	0	16	0	30	3	0	22	0	25	16	111	6	0	133	8	131	5	0	144	332
0715 - 0730	24	2	23	0	49	4	0	19	0	23	13	110	2	1	126	9	155	4	0	168	366
0730 - 0745	31	2	17	0	50	4	0	16	0	20	18	126	4	0	148	10	158	3	0	171	389
0745 - 0800	14	1	13	0	28	6	0	21	0	27	15	141	11	0	167	8	204	5	0	217	439
Hourly Total	83	5	69	0	**157**	17	0	78	0	**95**	62	488	23	1	**574**	35	648	17	0	**700**	**1526**
0800 - 0815	12	1	8	0	21	6	0	20	0	26	13	152	6	0	171	7	126	6	0	139	357
0815 - 0830	11	2	10	0	23	7	0	14	0	21	16	126	6	0	148	4	126	8	0	138	330
0830 - 0845	20	3	12	0	35	6	1	16	0	23	19	119	11	0	149	7	136	4	0	147	354
0845 - 0900	16	1	9	0	26	6	0	18	0	24	39	121	5	0	165	7	109	11	0	127	342
Hourly Total	59	7	39	0	**105**	25	1	68	0	**94**	87	518	28	0	**633**	25	497	29	0	**551**	**1383**
Grand Total	142	12	108	0	**262**	42	1	146	0	**189**	149	1006	51	1	**1207**	60	1145	46	0	**1251**	**2909**
Approach %	54.20	4.58	41.22	0.00	-	22.22	0.53	77.25	0.00	-	12.34	83.35	4.23	0.08	-	4.80	91.53	3.68	0.00	-	
Intersection %	4.88	0.41	3.71	0.00	9.01	1.44	0.03	5.02	0.00	6.50	5.12	34.58	1.75	0.03	41.49	2.06	39.36	1.58	0.00	43.00	
Heavy Vehicle %	2	8	2	-	**2**	5	0	2	-	**3**	10	6	2	0	**6**	2	5	0	-	**5**	**5**
PHF	0.65	0.75	0.66	0.00	**0.74**	0.83	0.00	0.90	0.00	**0.89**	0.82	0.87	0.52	0.25	**0.89**	0.85	0.79	0.75	0.00	**0.80**	**0.88**
Peak Hour Total	81	6	61	0	**148**	20	0	76	0	**96**	59	529	23	1	**612**	34	643	18	0	**695**	**1551**
Peak Hour HV %	4	0	2	0	**3**	0	0	3	0	**2**	12	5	0	0	**5**	0	5	0	0	**5**	**5**

1600 - 1800 (Weekday 2h Session) (10-30-2025)

All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	Ridge Trail					Lincoln St					Ridgewalk pkwy (West)					Ridgewalk pkwy (East)					
TIME	Left 5.1	Thru 5.2	Right 5.3	U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7	U-Turn 5.8	App Total	Left 5.9	Thru 5.10	Right 5.11	U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15	U-Turn 5.16	App Total	Int Total
1600 - 1615	14	6	5	0	25	25	3	88	0	116	65	135	19	0	219	14	183	15	0	212	572
1615 - 1630	19	5	16	0	40	35	3	84	0	122	98	162	30	0	290	13	167	12	0	192	644
1630 - 1645	17	8	12	0	37	30	3	75	0	108	75	176	36	0	287	17	199	15	0	231	663
1645 - 1700	22	5	10	0	37	48	2	81	0	131	105	177	20	0	302	25	202	12	0	239	709
Hourly Total	72	24	43	0	**139**	138	11	328	0	**477**	343	650	105	0	**1098**	69	751	54	0	**874**	**2588**
1700 - 1715	24	9	18	0	51	34	8	79	0	121	76	164	26	0	266	22	220	18	0	260	698
1715 - 1730	21	12	30	0	63	39	0	69	0	108	75	155	31	0	261	22	162	9	1	194	626
1730 - 1745	30	5	9	0	44	33	3	91	0	127	84	196	36	0	316	25	176	9	0	210	697
1745 - 1800	22	4	18	0	44	36	7	83	0	126	90	199	39	0	328	28	151	11	0	190	688
Hourly Total	97	30	75	0	**202**	142	18	322	0	**482**	325	714	132	0	**1171**	97	709	47	1	**854**	**2709**
Grand Total	169	54	118	0	**341**	280	29	650	0	**959**	668	1364	237	0	**2269**	166	1460	101	1	**1728**	**5297**
Approach %	49.56	15.84	34.60	0.00	-	29.20	3.02	67.78	0.00	-	29.44	60.11	10.45	0.00	-	9.61	84.49	5.84	0.06	-	
Intersection %	3.19	1.02	2.23	0.00	6.44	5.29	0.55	12.27	0.00	18.10	12.61	25.75	4.47	0.00	42.84	3.13	27.56	1.91	0.02	32.62	
Heavy Vehicle %	0	2	1	-	**1**	0	0	0	-	**0**	0	1	2	-	**1**	0	2	0	0	**2**	**1**
PHF	0.81	0.65	0.56	0.00	**0.77**	0.80	0.41	0.88	0.00	**0.93**	0.81	0.88	0.78	0.00	**0.91**	0.94	0.86	0.67	0.25	**0.87**	**0.96**
Peak Hour Total	97	31	67	0	**195**	154	13	320	0	**487**	340	692	113	0	**1145**	94	760	48	1	**903**	**2730**
Peak Hour HV %	0	0	0	0	**0**	0	0	0	0	**0**	0	1	1	0	**1**	0	2	0	0	**1**	**1**

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

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Woodstock, GA

Site 5
Ridge Trail
Lincoln St
Ridgewalk pkwy (West)
Ridgewalk pkwy (East)

Date
Thursday, October 30, 2025

Lat/Long
34.119628°, -84.518236°
Click here for Map

Weather
Cloudy
49°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (10-30-2025)

Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	Ridge Trail					Lincoln St					Ridgewalk pkwy (West)					Ridgewalk pkwy (East)					
TIME	Left 5.1	Thru 5.2	Right 5.3	U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7	U-Turn 5.8	App Total	Left 5.9	Thru 5.10	Right 5.11	U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15	U-Turn 5.16	App Total	Int Total
0700 - 0715	14	0	15	0	29	2	0	22	0	24	13	105	6	0	124	7	128	5	0	140	317
0715 - 0730	23	2	22	0	47	4	0	19	0	23	12	105	2	1	120	9	146	4	0	159	349
0730 - 0745	30	2	17	0	49	4	0	16	0	20	15	118	4	0	137	10	150	3	0	163	369
0745 - 0800	13	1	13	0	27	6	0	20	0	26	12	135	11	0	158	8	193	5	0	206	417
Hourly Total	80	5	67	0	**152**	16	0	77	0	**93**	52	463	23	1	**539**	34	617	17	0	**668**	**1452**
0800 - 0815	12	1	8	0	21	6	0	19	0	25	13	145	6	0	164	7	120	6	0	133	343
0815 - 0830	11	1	10	0	22	7	0	14	0	21	14	120	5	0	139	4	117	8	0	129	311
0830 - 0845	20	3	12	0	35	6	1	16	0	23	16	107	11	0	134	7	129	4	0	140	332
0845 - 0900	16	1	9	0	26	5	0	17	0	22	39	111	5	0	155	7	104	11	0	122	325
Hourly Total	59	6	39	0	**104**	24	1	66	0	**91**	82	483	27	0	**592**	25	470	29	0	**524**	**1311**
Grand Total	139	11	106	0	**256**	40	1	143	0	**184**	134	946	50	1	**1131**	59	1087	46	0	**1192**	**2763**
Approach %	54.30	4.30	41.41	0.00	-	21.74	0.54	77.72	0.00	-	11.85	83.64	4.42	0.09	-	4.95	91.19	3.86	0.00	-	
Intersection %	5.03	0.40	3.84	0.00	9.27	1.45	0.04	5.18	0.00	6.66	4.85	34.24	1.81	0.04	40.93	2.14	39.34	1.66	0.00	43.14	

1600 - 1800 (Weekday 2h Session) (10-30-2025)

Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	Ridge Trail					Lincoln St					Ridgewalk pkwy (West)					Ridgewalk pkwy (East)					
TIME	Left 5.1	Thru 5.2	Right 5.3	U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7	U-Turn 5.8	App Total	Left 5.9	Thru 5.10	Right 5.11	U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15	U-Turn 5.16	App Total	Int Total
1600 - 1615	14	6	5	0	25	25	3	88	0	116	65	131	19	0	215	14	176	15	0	205	561
1615 - 1630	19	5	16	0	40	35	3	83	0	121	98	158	29	0	285	13	164	12	0	189	635
1630 - 1645	17	7	12	0	36	29	3	75	0	107	75	175	34	0	284	17	193	15	0	225	652
1645 - 1700	22	5	10	0	37	48	2	81	0	131	105	176	20	0	301	25	198	12	0	235	704
Hourly Total	72	23	43	0	**138**	137	11	327	0	**475**	343	640	102	0	**1085**	69	731	54	0	**854**	**2552**
1700 - 1715	24	9	18	0	51	34	8	79	0	121	76	162	26	0	264	22	217	18	0	257	693
1715 - 1730	21	12	30	0	63	39	0	69	0	108	75	154	30	0	259	22	159	9	1	191	621
1730 - 1745	30	5	9	0	44	33	3	91	0	127	83	195	36	0	314	25	174	9	0	208	693
1745 - 1800	22	4	17	0	43	36	7	83	0	126	90	198	39	0	327	28	149	11	0	188	684
Hourly Total	97	30	74	0	**201**	142	18	322	0	**482**	324	709	131	0	**1164**	97	699	47	1	**844**	**2691**
Grand Total	169	53	117	0	**339**	279	29	649	0	**957**	667	1349	233	0	**2249**	166	1430	101	1	**1698**	**5243**
Approach %	49.85	15.63	34.51	0.00	-	29.15	3.03	67.82	0.00	-	29.66	59.98	10.36	0.00	-	9.78	84.22	5.95	0.06	-	
Intersection %	3.22	1.01	2.23	0.00	6.47	5.32	0.55	12.38	0.00	18.25	12.72	25.73	4.44	0.00	42.90	3.17	27.27	1.93	0.02	32.39	

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

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Woodstock, GA

Site 5
Ridge Trail
Lincoln St
Ridgewalk pkwy (West)
Ridgewalk pkwy (East)

Date
Thursday, October 30, 2025

Lat/Long
34.119628°, -84.518236°
Click here for Map

Weather
Cloudy
49°F
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0700 - 0900 (Weekday 2h Session) (10-30-2025)

Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	Ridge Trail					Lincoln St					Ridgewalk pkwy (West)					Ridgewalk pkwy (East)					
TIME	Left 5.1	Thru 5.2	Right 5.3	U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7	U-Turn 5.8	App Total	Left 5.9	Thru 5.10	Right 5.11	U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15	U-Turn 5.16	App Total	Int Total
0700 - 0715	0	0	1	0	1	1	0	0	0	1	3	6	0	0	9	0	2	0	0	2	13
0715 - 0730	1	0	1	0	2	0	0	0	0	0	1	3	0	0	4	0	7	0	0	7	13
0730 - 0745	1	0	0	0	1	0	0	0	0	0	2	6	0	0	8	0	6	0	0	6	15
0745 - 0800	1	0	0	0	1	0	0	1	0	1	2	6	0	0	8	0	8	0	0	8	18
Hourly Total	3	0	2	0	**5**	1	0	1	0	**2**	8	21	0	0	**29**	0	23	0	0	**23**	**59**
0800 - 0815	0	0	0	0	0	0	0	1	0	1	0	4	0	0	4	0	4	0	0	4	9
0815 - 0830	0	1	0	0	1	0	0	0	0	0	2	6	1	0	9	0	8	0	0	8	18
0830 - 0845	0	0	0	0	0	0	0	0	0	0	1	10	0	0	11	0	6	0	0	6	17
0845 - 0900	0	0	0	0	0	1	0	1	0	2	0	9	0	0	9	0	4	0	0	4	15
Hourly Total	0	1	0	0	**1**	1	0	2	0	**3**	3	29	1	0	**33**	0	22	0	0	**22**	**59**
Grand Total	3	1	2	0	**6**	2	0	3	0	**5**	11	50	1	0	**62**	0	45	0	0	**45**	**118**
Approach %	50.00	16.67	33.33	0.00	-	40.00	0.00	60.00	0.00	-	17.74	80.65	1.61	0.00	-	0.00	100.00	0.00	0.00	-	
Intersection %	2.54	0.85	1.69	0.00	5.08	1.69	0.00	2.54	0.00	4.24	9.32	42.37	0.85	0.00	52.54	0.00	38.14	0.00	0.00	38.14	

1600 - 1800 (Weekday 2h Session) (10-30-2025)

Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	Ridge Trail					Lincoln St					Ridgewalk pkwy (West)					Ridgewalk pkwy (East)					
TIME	Left 5.1	Thru 5.2	Right 5.3	U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7	U-Turn 5.8	App Total	Left 5.9	Thru 5.10	Right 5.11	U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15	U-Turn 5.16	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	4	0	0	4	5
1615 - 1630	0	0	0	0	0	0	0	1	0	1	0	1	1	0	2	0	2	0	0	2	5
1630 - 1645	0	1	0	0	1	1	0	0	0	1	0	1	1	0	2	0	3	0	0	3	7
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	4	0	0	4	5
Hourly Total	0	1	0	0	**1**	1	0	1	0	**2**	0	4	2	0	**6**	0	13	0	0	**13**	**22**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	2	0	0	2	4
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	3
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	4	1	0	**5**	0	6	0	0	**6**	**11**
Grand Total	0	1	0	0	**1**	1	0	1	0	**2**	0	8	3	0	**11**	0	19	0	0	**19**	**33**
Approach %	0.00	100.00	0.00	0.00	-	50.00	0.00	50.00	0.00	-	0.00	72.73	27.27	0.00	-	0.00	100.00	0.00	0.00	-	
Intersection %	0.00	3.03	0.00	0.00	3.03	3.03	0.00	3.03	0.00	6.06	0.00	24.24	9.09	0.00	33.33	0.00	57.58	0.00	0.00	57.58	

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

Marr Traffic DATA COLLECTION

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Woodstock, GA

Site 5
Ridge Trail
Lincoln St
Ridgewalk pkwy (West)
Ridgewalk pkwy (East)

Date
Thursday, October 30, 2025

Lat/Long
34.119628°, -84.518236°
Click here for Map

Weather
Cloudy
49°F
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0700 - 0900 (Weekday 2h Session) (10-30-2025)

Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound					
	Ridge Trail					Lincoln St					Ridgewalk pkwy (West)					Ridgewalk pkwy (East)					
TIME	Left 5.1	Thru 5.2	Right 5.3	U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7	U-Turn 5.8	App Total	Left 5.9	Thru 5.10	Right 5.11	U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15	U-Turn 5.16	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	2
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	2	0	0	2	4
0730 - 0745	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	0	2	0	0	2	5
0745 - 0800	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	3	0	0	3	4
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	2	4	0	0	**6**	1	8	0	0	**9**	**15**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	2	0	0	2	5
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
0830 - 0845	0	0	0	0	0	0	0	0	0	0	2	2	0	0	4	0	1	0	0	1	5
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	2	6	0	0	**8**	0	5	0	0	**5**	**13**
Grand Total	0	0	0	0	**0**	0	0	0	0	**0**	4	10	0	0	**14**	1	13	0	0	**14**	**28**
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	28.57	71.43	0.00	0.00	-	7.14	92.86	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	14.29	35.71	0.00	0.00	50.00	3.57	46.43	0.00	0.00	50.00	

1600 - 1800 (Weekday 2h Session) (10-30-2025)

Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound					
	Ridge Trail					Lincoln St					Ridgewalk pkwy (West)					Ridgewalk pkwy (East)					
TIME	Left 5.1	Thru 5.2	Right 5.3	U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7	U-Turn 5.8	App Total	Left 5.9	Thru 5.10	Right 5.11	U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15	U-Turn 5.16	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	3	0	0	3	6
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	1	0	0	1	4
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	3	0	0	3	4
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	6	1	0	**7**	0	7	0	0	**7**	**14**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	3
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
1730 - 1745	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	2
1745 - 1800	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	0	1	0	**1**	0	0	0	0	**0**	1	1	0	0	**2**	0	4	0	0	**4**	**7**
Grand Total	0	0	1	0	**1**	0	0	0	0	**0**	1	7	1	0	**9**	0	11	0	0	**11**	**21**
Approach %	0.00	0.00	100.00	0.00	-	0.00	0.00	0.00	0.00	-	11.11	77.78	11.11	0.00	-	0.00	100.00	0.00	0.00	-	
Intersection %	0.00	0.00	4.76	0.00	4.76	0.00	0.00	0.00	0.00	0.00	4.76	33.33	4.76	0.00	42.86	0.00	52.38	0.00	0.00	52.38	

Classified Turn Movement Count || Bicycles

Marr Traffic DATA COLLECTION

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Woodstock, GA

Site 5
Ridge Trail
Lincoln St
Ridgewalk pkwy (West)
Ridgewalk pkwy (East)

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0700 - 0900 (Weekday 2h Session) (10-30-2025)

Bicycles

	Northbound					Southbound					Eastbound					Westbound					
	Ridge Trail					Lincoln St					Ridgewalk pkwy (West)					Ridgewalk pkwy (East)					
TIME	Left 5.1	Thru 5.2	Right 5.3	U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7	U-Turn 5.8	App Total	Left 5.9	Thru 5.10	Right 5.11	U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15	U-Turn 5.16	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
Grand Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (10-30-2025)

Bicycles

	Northbound					Southbound					Eastbound					Westbound					
	Ridge Trail					Lincoln St					Ridgewalk pkwy (West)					Ridgewalk pkwy (East)					
TIME	Left 5.1	Thru 5.2	Right 5.3	U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7	U-Turn 5.8	App Total	Left 5.9	Thru 5.10	Right 5.11	U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15	U-Turn 5.16	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
Grand Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

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

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Woodstock, GA

Site 5
Ridge Trail
Lincoln St
Ridgewalk pkwy (West)
Ridgewalk pkwy (East)

Date
Thursday, October 30, 2025

Lat/Long
34.119628°, -84.518236°
Click here for Map

Weather
Cloudy
49°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (10-30-2025)

All Trucks (4-13)

	Northbound					Southbound					Eastbound					Westbound					
	Ridge Trail					Lincoln St					Ridgewalk pkwy (West)					Ridgewalk pkwy (East)					
TIME	Left 5.1	Thru 5.2	Right 5.3	U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7	U-Turn 5.8	App Total	Left 5.9	Thru 5.10	Right 5.11	U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15	U-Turn 5.16	App Total	Int Total
0700 - 0715	0	0	1	0	1	1	0	0	0	1	3	6	0	0	9	1	3	0	0	4	15
0715 - 0730	1	0	1	0	2	0	0	0	0	0	1	5	0	0	6	0	9	0	0	9	17
0730 - 0745	1	0	0	0	1	0	0	0	0	0	3	8	0	0	11	0	8	0	0	8	20
0745 - 0800	1	0	0	0	1	0	0	1	0	1	3	6	0	0	9	0	11	0	0	11	22
Hourly Total	3	0	2	0	**5**	1	0	1	0	**2**	10	25	0	0	**35**	1	31	0	0	**32**	**74**
0800 - 0815	0	0	0	0	0	0	0	1	0	1	0	7	0	0	7	0	6	0	0	6	14
0815 - 0830	0	1	0	0	1	0	0	0	0	0	2	6	1	0	9	0	9	0	0	9	19
0830 - 0845	0	0	0	0	0	0	0	0	0	0	3	12	0	0	15	0	7	0	0	7	22
0845 - 0900	0	0	0	0	0	1	0	1	0	2	0	10	0	0	10	0	5	0	0	5	17
Hourly Total	0	1	0	0	**1**	1	0	2	0	**3**	5	35	1	0	**41**	0	27	0	0	**27**	**72**
Grand Total	3	1	2	0	**6**	2	0	3	0	**5**	15	60	1	0	**76**	1	58	0	0	**59**	**146**
Approach %	50.00	16.67	33.33	0.00	-	40.00	0.00	60.00	0.00	-	19.74	78.95	1.32	0.00	-	1.69	98.31	0.00	0.00	-	
Intersection %	2.05	0.68	1.37	0.00	4.11	1.37	0.00	2.05	0.00	3.42	10.27	41.10	0.68	0.00	52.05	0.68	39.73	0.00	0.00	40.41	

1600 - 1800 (Weekday 2h Session) (10-30-2025)

All Trucks (4-13)

	Northbound					Southbound					Eastbound					Westbound					
	Ridge Trail					Lincoln St					Ridgewalk pkwy (West)					Ridgewalk pkwy (East)					
TIME	Left 5.1	Thru 5.2	Right 5.3	U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7	U-Turn 5.8	App Total	Left 5.9	Thru 5.10	Right 5.11	U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15	U-Turn 5.16	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	7	0	0	7	11
1615 - 1630	0	0	0	0	0	0	0	1	0	1	0	4	1	0	5	0	3	0	0	3	9
1630 - 1645	0	1	0	0	1	1	0	0	0	1	0	1	2	0	3	0	6	0	0	6	11
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	4	0	0	4	5
Hourly Total	0	1	0	0	**1**	1	0	1	0	**2**	0	10	3	0	**13**	0	20	0	0	**20**	**36**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	3	0	0	3	5
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	3	0	0	3	5
1730 - 1745	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	2	0	0	2	4
1745 - 1800	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	4
Hourly Total	0	0	1	0	**1**	0	0	0	0	**0**	1	5	1	0	**7**	0	10	0	0	**10**	**18**
Grand Total	0	1	1	0	**2**	1	0	1	0	**2**	1	15	4	0	**20**	0	30	0	0	**30**	**54**
Approach %	0.00	50.00	50.00	0.00	-	50.00	0.00	50.00	0.00	-	5.00	75.00	20.00	0.00	-	0.00	100.00	0.00	0.00	-	
Intersection %	0.00	1.85	1.85	0.00	3.70	1.85	0.00	1.85	0.00	3.70	1.85	27.78	7.41	0.00	37.04	0.00	55.56	0.00	0.00	55.56	

Crosswalk Counts || Pedestrians

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Woodstock, GA

Site 5
Ridge Trail
Lincoln St
Ridgewalk pkwy (West)
Ridgewalk pkwy (East)

Date
Thursday, October 30, 2025

Lat/Long
34.119628°, -84.518236°
Click here for Map

Weather
Cloudy
49°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (10-30-2025)

Pedestrians

	Northbound			Southbound			Eastbound			Westbound			
	Ridge Trail			Lincoln St			Ridgewalk pkwy (West)			Ridgewalk pkwy (East)			
TIME	EB 5a	WB 5b	App Total	EB 5c	WB 5d	App Total	NB 5e	SB 5f	App Total	NB 5g	SB 5h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	1	0	1	1
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	1	0	**1**	**1**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	2	2	0	0	0	0	0	0	2
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	2	**2**	0	0	**0**	0	0	**0**	**2**
Grand Total	0	0	**0**	0	2	**2**	0	0	**0**	1	0	**1**	**3**
Approach %	0.00	0.00	-	0.00	100.00	-	0.00	0.00	-	100.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	66.67	66.67	0.00	0.00	0.00	33.33	0.00	33.33	

1600 - 1800 (Weekday 2h Session) (10-30-2025)

Pedestrians

	Northbound			Southbound			Eastbound			Westbound			
	Ridge Trail			Lincoln St			Ridgewalk pkwy (West)			Ridgewalk pkwy (East)			
TIME	EB 5a	WB 5b	App Total	EB 5c	WB 5d	App Total	NB 5e	SB 5f	App Total	NB 5g	SB 5h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	1	1	0	0	0	0	1	1	0	0	0	2
Hourly Total	0	1	**1**	0	0	**0**	0	1	**1**	0	0	**0**	**2**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	1	**1**	0	0	**0**	0	1	**1**	0	0	**0**	**2**
Approach %	0.00	100.00	-	0.00	0.00	-	0.00	100.00	-	0.00	0.00	-	
Intersection %	0.00	50.00	50.00	0.00	0.00	0.00	0.00	50.00	50.00	0.00	0.00	0.00	

Crosswalk Counts || Bicycles

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Woodstock, GA

Site 5
Ridge Trail
Lincoln St
Ridgewalk pkwy (West)
Ridgewalk pkwy (East)

Date
Thursday, October 30, 2025

Lat/Long
34.119628°, -84.518236°
Click here for Map

Weather
Cloudy
49°F
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0700 - 0900 (Weekday 2h Session) (10-30-2025)

Bicycles

	Northbound			Southbound			Eastbound			Westbound			
	Ridge Trail			Lincoln St			Ridgewalk pkwy (West)			Ridgewalk pkwy (East)			
TIME	EB 5a	WB 5b	App Total	EB 5c	WB 5d	App Total	NB 5e	SB 5f	App Total	NB 5g	SB 5h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (10-30-2025)

Bicycles

	Northbound			Southbound			Eastbound			Westbound			
	Ridge Trail			Lincoln St			Ridgewalk pkwy (West)			Ridgewalk pkwy (East)			
TIME	EB 5a	WB 5b	App Total	EB 5c	WB 5d	App Total	NB 5e	SB 5f	App Total	NB 5g	SB 5h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Crosswalk Counts || Motorized Vehicles

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Woodstock, GA

Site 5
Ridge Trail
Lincoln St
Ridgewalk pkwy (West)
Ridgewalk pkwy (East)

Date
Thursday, October 30, 2025

Lat/Long
34.119628°, -84.518236°
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0700 - 0900 (Weekday 2h Session) (10-30-2025)

Motorized Vehicles

	Northbound			Southbound			Eastbound			Westbound			
	Ridge Trail			Lincoln St			Ridgewalk pkwy (West)			Ridgewalk pkwy (East)			
TIME	EB 5a	WB 5b	App Total	EB 5c	WB 5d	App Total	NB 5e	SB 5f	App Total	NB 5g	SB 5h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (10-30-2025)

Motorized Vehicles

	Northbound			Southbound			Eastbound			Westbound			
	Ridge Trail			Lincoln St			Ridgewalk pkwy (West)			Ridgewalk pkwy (East)			
TIME	EB 5a	WB 5b	App Total	EB 5c	WB 5d	App Total	NB 5e	SB 5f	App Total	NB 5g	SB 5h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Peak Hour Turning Movement Count

Woodstock, GA

Click here for Map

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Saturday, November 1, 2025		
Fair		51°F
Period	1200 - 1800	**APPLY**
Peak Hour	1345 - 1445	**APPLY**
Global PH	1345 - 1445	**APPLY**

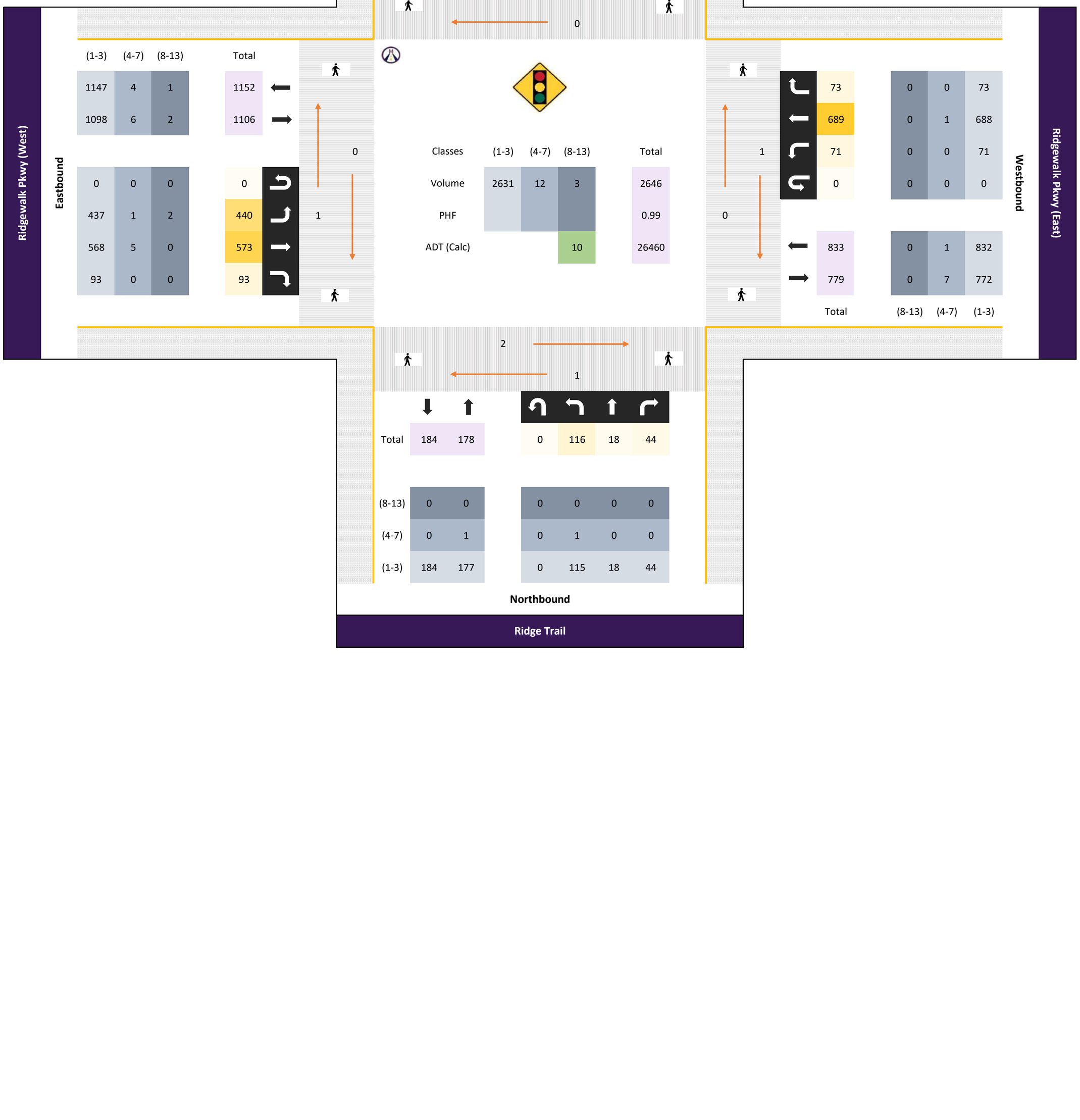
* the Peak Hour Diagram does not include bicycles

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

Time	Northbound Ridge Trail Left 5.1	Thru 5.2	Right 5.3		U-Turn 5.4	App Total	Southbound Lincoln St Left 5.5	Thru 5.6	Right 5.7		U-Turn 5.8	App Total	Eastbound Ridgewalk Pkwy (West) Left 5.9	Thru 5.10	Right 5.11		U-Turn 5.12	App Total	Westbound Ridgewalk Pkwy (East) Left 5.13	Thru 5.14	Right 5.15		U-Turn 5.16	App Total	Int Total
1345 - 1400	27	6	11	-	0	44	41	4	83	-	0	128	116	145	24	-	0	285	20	182	10	-	0	212	669
1400 - 1415	29	4	12	-	0	45	39	9	82	-	0	130	106	140	21	-	0	267	23	163	25	-	0	211	653
1415 - 1430	27	3	11	-	0	41	36	4	92	-	0	132	115	141	27	-	0	283	9	184	20	-	0	213	669
1430 - 1445	33	5	10	-	0	48	46	3	90	-	0	139	103	147	21	-	0	271	19	160	18	-	0	197	655
Total	116	18	44	0	0	178	162	20	347	0	0	529	440	573	93	0	0	1106	71	689	73	0	0	833	2646
Approach %	65.17	10.11	24.72	0.00	0.00	-	30.62	3.78	65.60	0.00	0.00	-	39.78	51.81	8.41	0.00	0.00	-	8.52	82.71	8.76	0.00	0.00	-	
PHF	0.88	0.75	0.92	0.00	0.00	**0.93**	0.88	0.56	0.94	0.00	0.00	**0.95**	0.95	0.97	0.86	0.00	0.00	**0.97**	0.77	0.94	0.73	0.00	0.00	**0.98**	**0.99**

Passenger Vehicles (1-3)

Time	Northbound Ridge Trail Left 5.1	Thru 5.2	Right 5.3		U-Turn 5.4	App Total	Southbound Lincoln St Left 5.5	Thru 5.6	Right 5.7		U-Turn 5.8	App Total	Eastbound Ridgewalk Pkwy (West) Left 5.9	Thru 5.10	Right 5.11		U-Turn 5.12	App Total	Westbound Ridgewalk Pkwy (East) Left 5.13	Thru 5.14	Right 5.15		U-Turn 5.16	App Total	Int Total
1345 - 1400	27	6	11	-	0	44	39	4	81	-	0	124	115	144	24	-	0	283	20	182	10	-	0	212	663
1400 - 1415	28	4	12	-	0	44	39	9	82	-	0	130	106	139	21	-	0	266	23	162	25	-	0	210	650
1415 - 1430	27	3	11	-	0	41	36	4	92	-	0	132	114	139	27	-	0	280	9	184	20	-	0	213	666
1430 - 1445	33	5	10	-	0	48	46	3	89	-	0	138	102	146	21	-	0	269	19	160	18	-	0	197	652
Total	115	18	44	0	0	177	160	20	344	0	0	524	437	568	93	0	0	1098	71	688	73	0	0	832	2631
Approach %	64.97	10.17	24.86	0.00	0.00	-	30.53	3.82	65.65	0.00	0.00	-	39.80	51.73	8.47	0.00	0.00	-	8.53	82.69	8.77	0.00	0.00	-	
PHF	0.87	0.75	0.92	0.00	0.00	**0.92**	0.87	0.56	0.93	0.00	0.00	**0.95**	0.95	0.97	0.86	0.00	0.00	**0.97**	0.77	0.93	0.73	0.00	0.00	**0.98**	**0.99**

Single Unit Trucks (4-7)

Time	Northbound Ridge Trail Left 5.1	Thru 5.2	Right 5.3		U-Turn 5.4	App Total	Southbound Lincoln St Left 5.5	Thru 5.6	Right 5.7		U-Turn 5.8	App Total	Eastbound Ridgewalk Pkwy (West) Left 5.9	Thru 5.10	Right 5.11		U-Turn 5.12	App Total	Westbound Ridgewalk Pkwy (East) Left 5.13	Thru 5.14	Right 5.15		U-Turn 5.16	App Total	Int Total
1345 - 1400	0	0	0	-	0	0	2	0	2	-	0	4	1	1	0	-	0	2	0	0	0	-	0	0	6
1400 - 1415	1	0	0	-	0	1	0	0	0	-	0	0	0	1	0	-	0	1	0	1	0	-	0	1	3
1415 - 1430	0	0	0	-	0	0	0	0	0	-	0	0	0	2	0	-	0	2	0	0	0	-	0	0	2
1430 - 1445	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	0	1	0	0	0	-	0	0	1
Total	1	0	0	0	0	1	2	0	2	0	0	4	1	5	0	0	0	6	0	1	0	0	0	1	12
Approach %	100.00	0.00	0.00	0.00	0.00	-	50.00	0.00	50.00	0.00	0.00	-	16.67	83.33	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	
PHF	0.25	0.00	0.00	0.00	0.00	**0.25**	0.25	0.00	0.25	0.00	0.00	**0.25**	0.25	0.63	0.00	0.00	0.00	**0.75**	0.00	0.25	0.00	0.00	0.00	**0.25**	**0.50**

Combination Trucks (8-13)

Time	Northbound Ridge Trail Left 5.1	Thru 5.2	Right 5.3		U-Turn 5.4	App Total	Southbound Lincoln St Left 5.5	Thru 5.6	Right 5.7		U-Turn 5.8	App Total	Eastbound Ridgewalk Pkwy (West) Left 5.9	Thru 5.10	Right 5.11		U-Turn 5.12	App Total	Westbound Ridgewalk Pkwy (East) Left 5.13	Thru 5.14	Right 5.15		U-Turn 5.16	App Total	Int Total
1345 - 1400	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1400 - 1415	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1415 - 1430	0	0	0	-	0	0	0	0	0	-	0	0	1	0	0	-	0	1	0	0	0	-	0	0	1
1430 - 1445	0	0	0	-	0	0	0	0	1	-	0	1	1	0	0	-	0	1	0	0	0	-	0	0	2
Total	0	0	0	0	0	0	0	0	1	0	0	1	2	0	0	0	0	2	0	0	0	0	0	0	3
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	0.00	-	100.00	0.00	0.00	0.00	0.00	-	0.00	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	0.00	0.00	**0.25**	0.50	0.00	0.00	0.00	0.00	**0.50**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.38**

Bicycles

Time	Northbound Ridge Trail Left 5.1	Thru 5.2	Right 5.3		U-Turn 5.4	App Total	Southbound Lincoln St Left 5.5	Thru 5.6	Right 5.7		U-Turn 5.8	App Total	Eastbound Ridgewalk Pkwy (West) Left 5.9	Thru 5.10	Right 5.11		U-Turn 5.12	App Total	Westbound Ridgewalk Pkwy (East) Left 5.13	Thru 5.14	Right 5.15		U-Turn 5.16	App Total	Int Total
1345 - 1400	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1400 - 1415	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1415 - 1430	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1430 - 1445	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	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Classified Turn Movement Count || All vehicles

Marr Traffic DATA COLLECTION

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Woodstock, GA

Site 5
Ridge Trail
Lincoln St
Ridgewalk Pkwy (West)
Ridgewalk Pkwy (East)

Date
Saturday, November 1, 2025

Lat/Long
34.119628°, -84.518236°
Click here for Map

Weather
Fair
51°F
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1200 - 1800 (Saturday 6h Session) (11-01-2025)
All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	Ridge Trail					Lincoln St					Ridgewalk Pkwy (West)					Ridgewalk Pkwy (East)					
TIME	Left 5.1	Thru 5.2	Right 5.3	U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7	U-Turn 5.8	App Total	Left 5.9	Thru 5.10	Right 5.11	U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15	U-Turn 5.16	App Total	Int Total
1200 - 1215	33	9	16	0	58	37	4	86	0	127	111	139	24	0	274	10	164	22	0	196	655
1215 - 1230	27	4	14	0	45	44	3	87	0	134	113	125	17	0	255	20	173	20	0	213	647
1230 - 1245	26	7	15	0	48	27	4	97	0	128	97	138	17	0	252	17	158	18	0	193	621
1245 - 1300	30	8	8	0	46	42	5	86	0	133	106	127	17	0	250	14	155	11	0	180	609
Hourly Total	116	28	53	0	**197**	150	16	356	0	**522**	427	529	75	0	**1031**	61	650	71	0	**782**	**2532**
1300 - 1315	29	8	12	0	49	32	3	103	0	138	96	133	23	0	252	13	150	18	0	181	620
1315 - 1330	24	8	8	0	40	33	3	99	0	135	93	114	14	0	221	14	153	19	0	186	582
1330 - 1345	21	11	14	0	46	29	4	104	0	137	128	126	14	0	268	18	152	13	0	183	634
1345 - 1400	27	6	11	0	44	41	4	83	0	128	116	145	24	0	285	20	182	10	0	212	669
Hourly Total	101	33	45	0	**179**	135	14	389	0	**538**	433	518	75	0	**1026**	65	637	60	0	**762**	**2505**
1400 - 1415	29	4	12	0	45	39	9	82	0	130	106	140	21	0	267	23	163	25	0	211	653
1415 - 1430	27	3	11	0	41	36	4	92	0	132	115	141	27	0	283	9	184	20	0	213	669
1430 - 1445	33	5	10	0	48	46	3	90	0	139	103	147	21	0	271	19	160	18	0	197	655
1445 - 1500	16	9	11	0	36	42	3	99	0	144	112	134	18	0	264	23	140	18	0	181	625
Hourly Total	105	21	44	0	**170**	163	19	363	0	**545**	436	562	87	0	**1085**	74	647	81	0	**802**	**2602**
1500 - 1515	25	12	12	0	49	49	3	98	0	150	106	129	25	0	260	20	154	15	0	189	648
1515 - 1530	24	5	15	0	44	50	3	64	0	117	76	137	27	0	240	10	136	7	0	153	554
1530 - 1545	26	5	4	0	35	54	3	72	0	129	92	138	27	0	257	14	145	18	0	177	598
1545 - 1600	20	8	17	0	45	37	4	88	0	129	97	128	22	0	247	18	155	13	0	186	607
Hourly Total	95	30	48	0	**173**	190	13	322	0	**525**	371	532	101	0	**1004**	62	590	53	0	**705**	**2407**
1600 - 1615	28	2	18	0	48	52	3	86	0	141	82	137	23	0	242	27	156	18	1	202	633
1615 - 1630	26	4	12	0	42	42	4	84	0	130	114	142	18	0	274	17	129	12	0	158	604
1630 - 1645	24	5	17	0	46	48	3	77	0	128	94	153	22	0	269	11	129	12	0	152	595
1645 - 1700	26	4	7	0	37	35	5	74	0	114	89	135	14	0	238	14	103	12	0	129	518
Hourly Total	104	15	54	0	**173**	177	15	321	0	**513**	379	567	77	0	**1023**	69	517	54	1	**641**	**2350**
1700 - 1715	21	3	11	0	35	38	5	88	0	131	83	117	22	0	222	26	115	11	0	152	540
1715 - 1730	23	2	10	0	35	41	6	99	0	146	95	114	21	0	230	16	118	11	0	145	556
1730 - 1745	24	4	16	0	44	43	2	93	0	138	84	114	21	0	219	12	120	12	0	144	545
1745 - 1800	29	3	12	0	44	30	1	74	0	105	61	140	22	0	223	17	131	11	0	159	531
Hourly Total	97	12	49	0	**158**	152	14	354	0	**520**	323	485	86	0	**894**	71	484	45	0	**600**	**2172**
Grand Total	618	139	293	0	**1050**	967	91	2105	0	**3163**	2369	3193	501	0	**6063**	402	3525	364	1	**4292**	**14568**
Approach %	58.86	13.24	27.90	0.00	-	30.57	2.88	66.55	0.00	-	39.07	52.66	8.26	0.00	-	9.37	82.13	8.48	0.02	-	
Intersection %	4.24	0.95	2.01	0.00	7.21	6.64	0.62	14.45	0.00	21.71	16.26	21.92	3.44	0.00	41.62	2.76	24.20	2.50	0.01	29.46	
Heavy Vehicle %	0	0	1	-	**0**	0	0	1	-	**1**	1	1	0	-	**1**	1	1	0	0	**0**	**1**
PHF	0.88	0.75	0.92	0.00	**0.93**	0.88	0.56	0.94	0.00	**0.95**	0.95	0.97	0.86	0.00	**0.97**	0.77	0.94	0.73	0.00	**0.98**	**0.99**
Peak Hour Total	116	18	44	0	**178**	162	20	347	0	**529**	440	573	93	0	**1106**	71	689	73	0	**833**	**2646**
Peak Hour HV %	1	0	0	0	**1**	1	0	1	0	**1**	1	1	0	0	**1**	0	0	0	0	**0**	**1**

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

Marr Traffic DATA COLLECTION

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Woodstock, GA

Site 5
Ridge Trail
Lincoln St
Ridgewalk Pkwy (West)
Ridgewalk Pkwy (East)

Date
Saturday, November 1, 2025

Lat/Long
34.119628°, -84.518236°
Click here for Map

Weather
Fair
51°F
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1200 - 1800 (Saturday 6h Session) (11-01-2025)
Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	Ridge Trail					Lincoln St					Ridgewalk Pkwy (West)					Ridgewalk Pkwy (East)					
TIME	Left 5.1	Thru 5.2	Right 5.3	U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7	U-Turn 5.8	App Total	Left 5.9	Thru 5.10	Right 5.11	U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15	U-Turn 5.16	App Total	Int Total
1200 - 1215	33	9	16	0	58	36	4	86	0	126	110	138	24	0	272	10	163	22	0	195	651
1215 - 1230	27	4	14	0	45	44	3	87	0	134	113	125	16	0	254	20	171	20	0	211	644
1230 - 1245	26	7	15	0	48	27	4	96	0	127	97	137	17	0	251	16	157	18	0	191	617
1245 - 1300	30	8	7	0	45	42	5	86	0	133	104	126	17	0	247	13	154	11	0	178	603
Hourly Total	116	28	52	0	**196**	149	16	355	0	**520**	424	526	74	0	**1024**	59	645	71	0	**775**	**2515**
1300 - 1315	28	8	12	0	48	32	3	102	0	137	94	131	23	0	248	13	149	18	0	180	613
1315 - 1330	24	8	8	0	40	33	3	99	0	135	92	113	14	0	219	14	152	19	0	185	579
1330 - 1345	21	11	14	0	46	29	4	103	0	136	127	124	14	0	265	18	150	13	0	181	628
1345 - 1400	27	6	11	0	44	39	4	81	0	124	115	144	24	0	283	20	182	10	0	212	663
Hourly Total	100	33	45	0	**178**	133	14	385	0	**532**	428	512	75	0	**1015**	65	633	60	0	**758**	**2483**
1400 - 1415	28	4	12	0	44	39	9	82	0	130	106	139	21	0	266	23	162	25	0	210	650
1415 - 1430	27	3	11	0	41	36	4	92	0	132	114	139	27	0	280	9	184	20	0	213	666
1430 - 1445	33	5	10	0	48	46	3	89	0	138	102	146	21	0	269	19	160	18	0	197	652
1445 - 1500	16	9	11	0	36	42	3	98	0	143	112	133	18	0	263	23	140	18	0	181	623
Hourly Total	104	21	44	0	**169**	163	19	361	0	**543**	434	557	87	0	**1078**	74	646	81	0	**801**	**2591**
1500 - 1515	25	12	12	0	49	49	3	98	0	150	106	128	25	0	259	20	154	15	0	189	647
1515 - 1530	24	5	15	0	44	50	3	63	0	116	76	136	27	0	239	10	135	7	0	152	551
1530 - 1545	26	5	4	0	35	54	3	70	0	127	92	138	27	0	257	14	144	18	0	176	595
1545 - 1600	20	8	17	0	45	37	4	87	0	128	96	127	22	0	245	18	153	13	0	184	602
Hourly Total	95	30	48	0	**173**	190	13	318	0	**521**	370	529	101	0	**1000**	62	586	53	0	**701**	**2395**
1600 - 1615	28	2	18	0	48	52	3	86	0	141	81	136	23	0	240	26	155	18	1	200	629
1615 - 1630	26	4	12	0	42	41	4	83	0	128	111	141	18	0	270	17	129	12	0	158	598
1630 - 1645	24	5	17	0	46	48	3	76	0	127	94	153	22	0	269	11	129	12	0	152	594
1645 - 1700	26	4	7	0	37	35	5	74	0	114	89	134	14	0	237	14	103	12	0	129	517
Hourly Total	104	15	54	0	**173**	176	15	319	0	**510**	375	564	77	0	**1016**	68	516	54	1	**639**	**2338**
1700 - 1715	21	3	11	0	35	38	5	88	0	131	82	117	22	0	221	26	115	11	0	152	539
1715 - 1730	23	2	9	0	34	41	6	99	0	146	95	114	21	0	230	16	117	11	0	144	554
1730 - 1745	24	4	16	0	44	43	2	93	0	138	84	112	21	0	217	12	119	12	0	143	542
1745 - 1800	29	3	12	0	44	30	1	73	0	104	61	140	22	0	223	17	130	11	0	158	529
Hourly Total	97	12	48	0	**157**	152	14	353	0	**519**	322	483	86	0	**891**	71	481	45	0	**597**	**2164**
Grand Total	616	139	291	0	**1046**	963	91	2091	0	**3145**	2353	3171	500	0	**6024**	399	3507	364	1	**4271**	**14486**
Approach %	58.89	13.29	27.82	0.00	-	30.62	2.89	66.49	0.00	-	39.06	52.64	8.30	0.00	-	9.34	82.11	8.52	0.02	-	
Intersection %	4.25	0.96	2.01	0.00	7.22	6.65	0.63	14.43	0.00	21.71	16.24	21.89	3.45	0.00	41.58	2.75	24.21	2.51	0.01	29.48	

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

Marr Traffic DATA COLLECTION

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Woodstock, GA

Site 5
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Ridgewalk Pkwy (West)
Ridgewalk Pkwy (East)

Date
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1200 - 1800 (Saturday 6h Session) (11-01-2025)
Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	Ridge Trail					Lincoln St					Ridgewalk Pkwy (West)					Ridgewalk Pkwy (East)					
TIME	Left 5.1	Thru 5.2	Right 5.3	U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7	U-Turn 5.8	App Total	Left 5.9	Thru 5.10	Right 5.11	U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15	U-Turn 5.16	App Total	Int Total
1200 - 1215	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	1	0	0	1	3
1215 - 1230	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	0	2	3
1230 - 1245	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	1	0	0	2	3
1245 - 1300	0	0	1	0	1	0	0	0	0	0	2	1	0	0	3	1	1	0	0	2	6
Hourly Total	0	0	1	0	**1**	1	0	1	0	**2**	2	2	1	0	**5**	2	5	0	0	**7**	**15**
1300 - 1315	1	0	0	0	1	0	0	0	0	0	2	2	0	0	4	0	1	0	0	1	6
1315 - 1330	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	1	0	0	1	3
1330 - 1345	0	0	0	0	0	0	0	1	0	1	1	2	0	0	3	0	2	0	0	2	6
1345 - 1400	0	0	0	0	0	2	0	2	0	4	1	1	0	0	2	0	0	0	0	0	6
Hourly Total	1	0	0	0	**1**	2	0	3	0	**5**	5	6	0	0	**11**	0	4	0	0	**4**	**21**
1400 - 1415	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	3
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
1445 - 1500	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	0	0	**1**	0	0	0	0	**0**	0	5	0	0	**5**	0	1	0	0	**1**	**7**
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
1530 - 1545	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	2
1545 - 1600	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2	0	0	2	3
Hourly Total	0	0	0	0	**0**	0	0	2	0	**2**	0	2	0	0	**2**	0	4	0	0	**4**	**8**
1600 - 1615	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	1	1	0	0	2	4
1615 - 1630	0	0	0	0	0	1	0	1	0	2	2	1	0	0	3	0	0	0	0	0	5
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Hourly Total	0	0	0	0	**0**	1	0	1	0	**2**	3	3	0	0	**6**	1	1	0	0	**2**	**10**
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	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	3
1745 - 1800	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	0	1	0	**1**	0	0	1	0	**1**	0	2	0	0	**2**	0	1	0	0	**1**	**5**
Grand Total	2	0	2	0	**4**	4	0	8	0	**12**	10	20	1	0	**31**	3	16	0	0	**19**	**66**
Approach %	50.00	0.00	50.00	0.00	-	33.33	0.00	66.67	0.00	-	32.26	64.52	3.23	0.00	-	15.79	84.21	0.00	0.00	-	
Intersection %	3.03	0.00	3.03	0.00	6.06	6.06	0.00	12.12	0.00	18.18	15.15	30.30	1.52	0.00	46.97	4.55	24.24	0.00	0.00	28.79	

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

Marr Traffic DATA COLLECTION

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Woodstock, GA

Site 5
Ridge Trail
Lincoln St
Ridgewalk Pkwy (West)
Ridgewalk Pkwy (East)

Date
Saturday, November 1, 2025

Lat/Long
34.119628°, -84.518236°
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Weather
Fair
51°F
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1200 - 1800 (Saturday 6h Session) (11-01-2025)
Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound					
	Ridge Trail					Lincoln St					Ridgewalk Pkwy (West)					Ridgewalk Pkwy (East)					
TIME	Left 5.1	Thru 5.2	Right 5.3	U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7	U-Turn 5.8	App Total	Left 5.9	Thru 5.10	Right 5.11	U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15	U-Turn 5.16	App Total	Int Total
1200 - 1215	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
1215 - 1230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1230 - 1245	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
1245 - 1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	1	1	0	0	**2**	0	0	0	0	**0**	**2**
1300 - 1315	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
1315 - 1330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1330 - 1345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1345 - 1400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	1	0	**1**	0	0	0	0	**0**	0	0	0	0	**0**	**1**
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
1430 - 1445	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	2
1445 - 1500	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	0	0	0	**0**	0	0	2	0	**2**	2	0	0	0	**2**	0	0	0	0	**0**	**4**
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
1530 - 1545	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
1545 - 1600	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
Hourly Total	0	0	0	0	**0**	0	0	2	0	**2**	1	0	0	0	**1**	0	0	0	0	**0**	**3**
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
1630 - 1645	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	1	0	**1**	1	0	0	0	**1**	0	0	0	0	**0**	**2**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	1	0	0	0	**1**	0	2	0	0	**2**	**3**
Grand Total	0	0	0	0	**0**	0	0	6	0	**6**	6	1	0	0	**7**	0	2	0	0	**2**	**15**
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	-	85.71	14.29	0.00	0.00	-	0.00	100.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	40.00	0.00	40.00	40.00	6.67	0.00	0.00	46.67	0.00	13.33	0.00	0.00	13.33	

Classified Turn Movement Count || Bicycles

Marr Traffic DATA COLLECTION

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Woodstock, GA

Site 5
Ridge Trail
Lincoln St
Ridgewalk Pkwy (West)
Ridgewalk Pkwy (East)

Date
Saturday, November 1, 2025

Lat/Long
34.119628°, -84.518236°
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Weather
Fair
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1200 - 1800 (Saturday 6h Session) (11-01-2025)
Bicycles

	Northbound					Southbound					Eastbound					Westbound					
	Ridge Trail					Lincoln St					Ridgewalk Pkwy (West)					Ridgewalk Pkwy (East)					
TIME	Left 5.1	Thru 5.2	Right 5.3	U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7	U-Turn 5.8	App Total	Left 5.9	Thru 5.10	Right 5.11	U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15	U-Turn 5.16	App Total	Int Total
1200 - 1215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1215 - 1230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1230 - 1245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1245 - 1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
1300 - 1315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1315 - 1330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1330 - 1345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1345 - 1400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	1	0	0	**1**	0	0	0	0	**0**	**1**
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
Grand Total	0	0	0	0	**0**	0	0	0	0	**0**	0	1	0	0	**1**	0	0	0	0	**0**	**1**
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	

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

Marr Traffic DATA COLLECTION

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Woodstock, GA

Site 5
Ridge Trail
Lincoln St
Ridgewalk Pkwy (West)
Ridgewalk Pkwy (East)

Date
Saturday, November 1, 2025

Lat/Long
34.119628°, -84.518236°
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Weather
Fair
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1200 - 1800 (Saturday 6h Session) (11-01-2025)
All Trucks (4-13)

	Northbound					Southbound					Eastbound					Westbound					
	Ridge Trail					Lincoln St					Ridgewalk Pkwy (West)					Ridgewalk Pkwy (East)					
TIME	Left 5.1	Thru 5.2	Right 5.3	U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7	U-Turn 5.8	App Total	Left 5.9	Thru 5.10	Right 5.11	U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15	U-Turn 5.16	App Total	Int Total
1200 - 1215	0	0	0	0	0	1	0	0	0	1	1	1	0	0	2	0	1	0	0	1	4
1215 - 1230	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	0	2	3
1230 - 1245	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	1	1	0	0	2	4
1245 - 1300	0	0	1	0	1	0	0	0	0	0	2	1	0	0	3	1	1	0	0	2	6
Hourly Total	0	0	1	0	**1**	1	0	1	0	**2**	3	3	1	0	**7**	2	5	0	0	**7**	**17**
1300 - 1315	1	0	0	0	1	0	0	1	0	1	2	2	0	0	4	0	1	0	0	1	7
1315 - 1330	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	1	0	0	1	3
1330 - 1345	0	0	0	0	0	0	0	1	0	1	1	2	0	0	3	0	2	0	0	2	6
1345 - 1400	0	0	0	0	0	2	0	2	0	4	1	1	0	0	2	0	0	0	0	0	6
Hourly Total	1	0	0	0	**1**	2	0	4	0	**6**	5	6	0	0	**11**	0	4	0	0	**4**	**22**
1400 - 1415	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	3
1415 - 1430	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	3
1430 - 1445	0	0	0	0	0	0	0	1	0	1	1	1	0	0	2	0	0	0	0	0	3
1445 - 1500	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	2
Hourly Total	1	0	0	0	**1**	0	0	2	0	**2**	2	5	0	0	**7**	0	1	0	0	**1**	**11**
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
1515 - 1530	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	0	1	0	0	1	3
1530 - 1545	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	1	0	0	1	3
1545 - 1600	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	0	2	0	0	2	4
Hourly Total	0	0	0	0	**0**	0	0	4	0	**4**	1	2	0	0	**3**	0	4	0	0	**4**	**11**
1600 - 1615	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	1	1	0	0	2	4
1615 - 1630	0	0	0	0	0	1	0	1	0	2	3	1	0	0	4	0	0	0	0	0	6
1630 - 1645	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
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	0	0	0	0	**0**	1	0	2	0	**3**	4	3	0	0	**7**	1	1	0	0	**2**	**12**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
1715 - 1730	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	3
1745 - 1800	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	2
Hourly Total	0	0	1	0	**1**	0	0	1	0	**1**	1	2	0	0	**3**	0	3	0	0	**3**	**8**
Grand Total	2	0	2	0	**4**	4	0	14	0	**18**	16	21	1	0	**38**	3	18	0	0	**21**	**81**
Approach %	50.00	0.00	50.00	0.00	-	22.22	0.00	77.78	0.00	-	42.11	55.26	2.63	0.00	-	14.29	85.71	0.00	0.00	-	
Intersection %	2.47	0.00	2.47	0.00	4.94	4.94	0.00	17.28	0.00	22.22	19.75	25.93	1.23	0.00	46.91	3.70	22.22	0.00	0.00	25.93	

Crosswalk Counts || Pedestrians

Marr Traffic DATA COLLECTION

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Woodstock, GA

Site 5
Ridge Trail
Lincoln St
Ridgewalk Pkwy (West)
Ridgewalk Pkwy (East)

Date
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1200 - 1800 (Saturday 6h Session) (11-01-2025)
Pedestrians

	Northbound			Southbound			Eastbound			Westbound				
	Ridge Trail			Lincoln St			Ridgewalk Pkwy (West)			Ridgewalk Pkwy (East)				
TIME	EB 5a	WB 5b	App Total	EB 5c	WB 5d	App Total	NB 5e	SB 5f	App Total	NB 5g	SB 5h	App Total	Int Total
1200 - 1215	0	0	0	0	0	0	0	0	0	0	0	0	0
1215 - 1230	3	0	3	0	0	0	0	0	0	0	0	0	3
1230 - 1245	0	0	0	0	0	0	0	0	0	0	0	0	0
1245 - 1300	3	0	3	0	0	0	0	0	0	0	0	0	3
Hourly Total	6	0	**6**	0	0	**0**	0	0	**0**	0	0	**0**	**6**
1300 - 1315	0	1	1	0	0	0	0	0	0	0	0	0	1
1315 - 1330	0	0	0	0	0	0	0	0	0	0	0	0	0
1330 - 1345	1	2	3	0	0	0	0	0	0	0	0	0	3
1345 - 1400	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	3	**4**	0	0	**0**	0	0	**0**	0	0	**0**	**4**
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	2	0	2	0	0	0	0	0	0	0	0	0	2
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	2	0	**2**	0	0	**0**	0	0	**0**	0	0	**0**	**2**
1500 - 1515	1	0	1	0	0	0	0	0	0	0	0	0	1
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	0	**1**	0	0	**0**	0	0	**0**	0	0	**0**	**1**
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	2	2	4	0	2	2	0	0	0	0	0	0	6
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	2	2	**4**	0	2	**2**	0	0	**0**	0	0	**0**	**6**
1700 - 1715	1	0	1	0	1	1	0	0	0	1	0	1	3
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	2	1	3	0	0	0	0	0	0	0	1	1	4
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	3	1	**4**	0	1	**1**	0	0	**0**	1	1	**2**	**7**
Grand Total	15	6	**21**	0	3	**3**	0	0	**0**	1	1	**2**	**26**
Approach %	71.43	28.57	-	0.00	100.00	-	0.00	0.00	-	50.00	50.00	-	
Intersection %	57.69	23.08	80.77	0.00	11.54	11.54	0.00	0.00	0.00	3.85	3.85	7.69	

Crosswalk Counts || Bicycles

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Woodstock, GA

Site 5
Ridge Trail
Lincoln St
Ridgewalk Pkwy (West)
Ridgewalk Pkwy (East)

Date
Saturday, November 1, 2025

Lat/Long
34.119628°, -84.518236°
Click here for Map

Weather
Fair
51°F
Click here for Detailed Weather

1200 - 1800 (Saturday 6h Session) (11-01-2025)
Bicycles

	Northbound			Southbound			Eastbound			Westbound				
	Ridge Trail			Lincoln St			Ridgewalk Pkwy (West)			Ridgewalk Pkwy (East)				
TIME	EB 5a	WB 5b	App Total	EB 5c	WB 5d	App Total	NB 5e	SB 5f	App Total	NB 5g	SB 5h	App Total	Int Total
1200 - 1215	0	0	0	0	0	0	0	0	0	0	0	0	0
1215 - 1230	0	0	0	0	0	0	0	0	0	0	0	0	0
1230 - 1245	0	0	0	0	0	0	0	0	0	0	0	0	0
1245 - 1300	2	0	2	0	0	0	0	0	0	0	0	0	2
Hourly Total	2	0	**2**	0	0	**0**	0	0	**0**	0	0	**0**	**2**
1300 - 1315	0	0	0	0	0	0	0	0	0	0	0	0	0
1315 - 1330	0	1	1	0	0	0	0	0	0	0	0	0	1
1330 - 1345	0	0	0	0	0	0	0	0	0	0	0	0	0
1345 - 1400	0	1	1	0	0	0	1	0	1	0	0	0	2
Hourly Total	0	2	**2**	0	0	**0**	1	0	**1**	0	0	**0**	**3**
1400 - 1415	0	0	0	0	0	0	0	0	0	0	1	1	1
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0	1	0	1	1
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	1	1	**2**	**2**
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	1	1	0	0	0	0	0	0	0	0	0	1
1715 - 1730	0	0	0	0	0	0	0	1	1	0	0	0	1
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	1	**1**	0	0	**0**	0	1	**1**	0	0	**0**	**2**
Grand Total	2	3	**5**	0	0	**0**	1	1	**2**	1	1	**2**	**9**
Approach %	40.00	60.00	-	0.00	0.00	-	50.00	50.00	-	50.00	50.00	-	
Intersection %	22.22	33.33	55.56	0.00	0.00	0.00	11.11	11.11	22.22	11.11	11.11	22.22	

Crosswalk Counts || Motorized Vehicles

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Woodstock, GA

Site 5
Ridge Trail
Lincoln St
Ridgewalk Pkwy (West)
Ridgewalk Pkwy (East)

Date
Saturday, November 1, 2025

Lat/Long
34.119628°, -84.518236°
Click here for Map

Weather
Fair
51°F
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1200 - 1800 (Saturday 6h Session) (11-01-2025)
Motorized Vehicles

	Northbound			Southbound			Eastbound			Westbound			
	Ridge Trail			Lincoln St			Ridgewalk Pkwy (West)			Ridgewalk Pkwy (East)			
TIME	EB 5a	WB 5b	App Total	EB 5c	WB 5d	App Total	NB 5e	SB 5f	App Total	NB 5g	SB 5h	App Total	Int Total
1200 - 1215	0	0	0	0	0	0	0	0	0	0	0	0	0
1215 - 1230	0	0	0	0	0	0	0	0	0	0	0	0	0
1230 - 1245	0	0	0	0	0	0	0	0	0	0	0	0	0
1245 - 1300	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1300 - 1315	0	0	0	0	0	0	0	0	0	0	0	0	0
1315 - 1330	0	0	0	0	0	0	0	0	0	0	0	0	0
1330 - 1345	0	0	0	0	0	0	0	0	0	0	0	0	0
1345 - 1400	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	2	2	0	0	0	0	0	0	0	0	0	2
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	2	**2**	0	0	**0**	0	0	**0**	0	0	**0**	**2**
Grand Total	0	2	**2**	0	0	**0**	0	0	**0**	0	0	**0**	**2**
Approach %	0.00	100.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	100.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Peak Hour Turning Movement Count

Woodstock, GA

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Marr Traffic DATA COLLECTION

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Sunday, November 2, 2025		
	Cloudy	50°F
Period	1200 - 1800	APPLY
Peak Hour	1400 - 1500	APPLY
Global PH	1415 - 1515	APPLY

* the Peak Hour Diagram does not include bicycles

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	Ridge Trail						Lincoln St						Ridgewalk Pkwy (West)						Ridgewalk Pkwy (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	5.1	5.2	5.3		5.4	Total	5.5	5.6	5.7		5.8	Total	5.9	5.10	5.11		5.12	Total	5.13	5.14	5.15		5.16	Total	Total
1400 - 1415	23	7	15	-	0	45	46	2	96	-	0	144	78	115	29	-	0	222	28	252	32	-	0	312	723
1415 - 1430	30	21	16	-	0	67	35	5	77	-	0	117	106	118	18	-	0	242	25	320	21	-	5	371	797
1430 - 1445	26	10	12	-	0	48	45	5	81	-	0	131	102	113	25	-	0	240	24	223	15	-	1	263	682
1445 - 1500	49	27	13	-	0	89	59	13	99	-	0	171	106	138	27	-	0	271	29	181	7	-	1	218	749
Total	128	65	56	0	0	249	185	25	353	0	0	563	392	484	99	0	0	975	106	976	75	0	7	1164	2951
Approach %	51.41	26.10	22.49	0.00	0.00	-	32.86	4.44	62.70	0.00	0.00	-	40.21	49.64	10.15	0.00	0.00	-	9.11	83.85	6.44	0.00	0.60	-	
PHF	0.65	0.60	0.88	0.00	0.00	**0.70**	0.78	0.48	0.89	0.00	0.00	**0.82**	0.92	0.88	0.85	0.00	0.00	**0.90**	0.91	0.76	0.59	0.00	0.35	**0.78**	**0.93**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	Ridge Trail						Lincoln St						Ridgewalk Pkwy (West)						Ridgewalk Pkwy (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	5.1	5.2	5.3		5.4	Total	5.5	5.6	5.7		5.8	Total	5.9	5.10	5.11		5.12	Total	5.13	5.14	5.15		5.16	Total	Total
1400 - 1415	23	7	15	-	0	45	46	2	96	-	0	144	78	115	29	-	0	222	26	252	30	-	0	308	719
1415 - 1430	30	21	16	-	0	67	35	5	75	-	0	115	105	118	18	-	0	241	24	320	21	-	5	370	793
1430 - 1445	26	10	12	-	0	48	45	5	80	-	0	130	102	113	25	-	0	240	22	222	15	-	1	260	678
1445 - 1500	49	27	13	-	0	89	59	13	99	-	0	171	105	138	27	-	0	270	27	181	7	-	1	216	746
Total	128	65	56	0	0	249	185	25	350	0	0	560	390	484	99	0	0	973	99	975	73	0	7	1154	2936
Approach %	51.41	26.10	22.49	0.00	0.00	-	33.04	4.46	62.50	0.00	0.00	-	40.08	49.74	10.17	0.00	0.00	-	8.58	84.49	6.33	0.00	0.61	-	
PHF	0.65	0.60	0.88	0.00	0.00	**0.70**	0.78	0.48	0.88	0.00	0.00	**0.82**	0.93	0.88	0.85	0.00	0.00	**0.90**	0.92	0.76	0.61	0.00	0.35	**0.78**	**0.93**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	Ridge Trail						Lincoln St						Ridgewalk Pkwy (West)						Ridgewalk Pkwy (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	5.1	5.2	5.3		5.4	Total	5.5	5.6	5.7		5.8	Total	5.9	5.10	5.11		5.12	Total	5.13	5.14	5.15		5.16	Total	Total
1400 - 1415	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	2	0	2	-	0	4	4
1415 - 1430	0	0	0	-	0	0	0	0	2	-	0	2	1	0	0	-	0	1	1	0	0	-	0	1	4
1430 - 1445	0	0	0	-	0	0	0	0	1	-	0	1	0	0	0	-	0	0	2	1	0	-	0	3	4
1445 - 1500	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	2	0	0	-	0	2	2
Total	0	0	0	0	0	0	0	0	3	0	0	3	1	0	0	0	0	1	7	1	2	0	0	10	14
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	0.00	-	100.00	0.00	0.00	0.00	0.00	-	70.00	10.00	20.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.38	0.00	0.00	**0.38**	0.25	0.00	0.00	0.00	0.00	**0.25**	0.88	0.25	0.25	0.00	0.00	**0.63**	**0.88**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	Ridge Trail						Lincoln St						Ridgewalk Pkwy (West)						Ridgewalk Pkwy (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	5.1	5.2	5.3		5.4	Total	5.5	5.6	5.7		5.8	Total	5.9	5.10	5.11		5.12	Total	5.13	5.14	5.15		5.16	Total	Total
1400 - 1415	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1415 - 1430	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1430 - 1445	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1445 - 1500	0	0	0	-	0	0	0	0	0	-	0	0	1	0	0	-	0	1	0	0	0	-	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	100.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.25	0.00	0.00	0.00	0.00	**0.25**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.25**

Bicycles

	Northbound						Southbound						Eastbound						Westbound						
	Ridge Trail						Lincoln St						Ridgewalk Pkwy (West)						Ridgewalk Pkwy (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	5.1	5.2	5.3		5.4	Total	5.5	5.6	5.7		5.8	Total	5.9	5.10	5.11		5.12	Total	5.13	5.14	5.15		5.16	Total	Total
1400 - 1415	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1415 - 1430	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1430 - 1445	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1445 - 1500	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	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Classified Turn Movement Count || All vehicles

Marr Traffic DATA COLLECTION

Woodstock, GA

www.marrtraffic.com

Site 5
Ridge Trail
Lincoln St
Ridgewalk Pkwy (West)
Ridgewalk Pkwy (East)

Date
Sunday, November 2, 2025

Lat/Long
34.119628°, -84.518236°
Click here for Map

Weather
Cloudy
50°F
Click here for Detailed Weather

1200 - 1800 (Sunday 6h Session) (11-02-2025)
All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	Ridge Trail					Lincoln St					Ridgewalk Pkwy (West)					Ridgewalk Pkwy (East)					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
TIME	5.1	5.2	5.3	5.4	Total	5.5	5.6	5.7	5.8	Total	5.9	5.10	5.11	5.12	Total	5.13	5.14	5.15	5.16	Total	Total
1200 - 1215	19	5	9	0	33	30	7	58	0	95	87	74	41	0	202	15	165	40	4	224	554
1215 - 1230	17	8	11	0	36	44	7	77	0	128	84	91	75	0	250	31	325	53	3	412	826
1230 - 1245	20	12	14	0	46	47	7	84	0	138	120	114	110	0	344	18	179	30	0	227	755
1245 - 1300	16	7	15	0	38	42	9	127	0	178	100	112	139	0	351	19	124	19	2	164	731
Hourly Total	72	32	49	0	**153**	163	30	346	0	**539**	391	391	365	0	**1147**	83	793	142	9	**1027**	**2866**
1300 - 1315	25	9	13	0	47	59	8	89	0	156	117	76	64	0	257	13	133	16	0	162	622
1315 - 1330	29	7	6	0	42	51	6	92	0	149	97	71	18	0	186	14	145	27	0	186	563
1330 - 1345	21	8	8	0	37	38	5	91	0	134	110	92	21	0	223	15	122	13	0	150	544
1345 - 1400	23	6	13	0	42	44	4	107	0	155	89	119	16	0	224	17	127	10	0	154	575
Hourly Total	98	30	40	0	**168**	192	23	379	0	**594**	413	358	119	0	**890**	59	527	66	0	**652**	**2304**
1400 - 1415	23	7	15	0	45	46	2	96	0	144	78	115	29	0	222	28	252	32	0	312	723
1415 - 1430	30	21	16	0	67	35	5	77	0	117	106	118	18	0	242	25	320	21	5	371	797
1430 - 1445	26	10	12	0	48	45	5	81	0	131	102	113	25	0	240	24	223	15	1	263	682
1445 - 1500	49	27	13	0	89	59	13	99	0	171	106	138	27	0	271	29	181	7	1	218	749
Hourly Total	128	65	56	0	**249**	185	25	353	0	**563**	392	484	99	0	**975**	106	976	75	7	**1164**	**2951**
1500 - 1515	46	12	17	0	75	34	3	113	0	150	103	126	24	0	253	24	205	14	1	244	722
1515 - 1530	27	5	12	0	44	52	4	101	0	157	122	119	19	0	260	10	116	15	0	141	602
1530 - 1545	22	11	12	0	45	39	2	105	0	146	119	127	25	0	271	10	117	16	1	144	606
1545 - 1600	30	7	9	0	46	50	8	109	0	167	106	118	20	0	244	16	155	17	0	188	645
Hourly Total	125	35	50	0	**210**	175	17	428	0	**620**	450	490	88	0	**1028**	60	593	62	2	**717**	**2575**
1600 - 1615	25	11	19	0	55	45	0	101	0	146	114	134	29	0	277	26	156	23	0	205	683
1615 - 1630	25	8	12	0	45	46	5	98	0	149	105	139	21	0	265	13	153	13	0	179	638
1630 - 1645	40	9	8	0	57	58	2	88	0	148	121	117	20	0	258	13	141	19	0	173	636
1645 - 1700	23	8	12	0	43	61	3	81	0	145	103	134	32	0	269	16	129	21	0	166	623
Hourly Total	113	36	51	0	**200**	210	10	368	0	**588**	443	524	102	0	**1069**	68	579	76	0	**723**	**2580**
1700 - 1715	23	11	15	0	49	55	4	88	0	147	110	110	23	0	243	13	105	14	0	132	571
1715 - 1730	18	6	14	0	38	41	4	98	0	143	104	139	30	0	273	21	128	12	0	161	615
1730 - 1745	28	2	7	0	37	38	5	103	0	146	87	111	21	0	219	12	115	9	0	136	538
1745 - 1800	21	8	7	0	36	41	3	80	0	124	89	127	31	0	247	11	124	17	1	153	560
Hourly Total	90	27	43	0	**160**	175	16	369	0	**560**	390	487	105	0	**982**	57	472	52	1	**582**	**2284**
Grand Total	626	225	289	0	**1140**	1100	121	2243	0	**3464**	2479	2734	878	0	**6091**	433	3940	473	19	**4865**	**15560**
Approach %	54.91	19.74	25.35	0.00	-	31.76	3.49	64.75	0.00	-	40.70	44.89	14.41	0.00	-	8.90	80.99	9.72	0.31	-	
Intersection %	4.02	1.45	1.86	0.00	7.33	7.07	0.78	14.42	0.00	22.26	15.93	17.57	5.64	0.00	39.15	2.78	25.32	3.04	0.12	31.27	
Heavy Vehicle %	0	0	0	-	**0**	0	0	0	-	**0**	0	0	0	-	**0**	4	0	1	0	**1**	**0**
PHF	0.65	0.60	0.88	0.00	**0.70**	0.78	0.48	0.89	0.00	**0.82**	0.92	0.88	0.85	0.00	**0.90**	0.91	0.76	0.59	0.35	**0.78**	**0.93**
Peak Hour Total	128	65	56	0	**249**	185	25	353	0	**563**	392	484	99	0	**975**	106	976	75	7	**1164**	**2951**
Peak Hour HV %	0	0	0	0	**0**	0	0	1	0	**1**	1	0	0	0	**0**	7	0	3	0	**1**	**1**

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

Marr Traffic DATA COLLECTION

Woodstock, GA

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Site 5
Ridge Trail
Lincoln St
Ridgewalk Pkwy (West)
Ridgewalk Pkwy (East)

Date
Sunday, November 2, 2025

Lat/Long
34.119628°, -84.518236°
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Weather
Cloudy
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1200 - 1800 (Sunday 6h Session) (11-02-2025)
Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	Ridge Trail					Lincoln St					Ridgewalk Pkwy (West)					Ridgewalk Pkwy (East)					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
TIME	5.1	5.2	5.3	5.4	Total	5.5	5.6	5.7	5.8	Total	5.9	5.10	5.11	5.12	Total	5.13	5.14	5.15	5.16	Total	Total
1200 - 1215	19	5	9	0	33	30	7	58	0	95	86	73	41	0	200	13	165	40	4	222	550
1215 - 1230	17	8	11	0	36	44	7	77	0	128	83	91	75	0	249	30	324	53	3	410	823
1230 - 1245	20	12	14	0	46	47	7	82	0	136	118	114	110	0	342	16	179	30	0	225	749
1245 - 1300	16	7	15	0	38	42	9	127	0	178	100	111	139	0	350	18	123	19	2	162	728
Hourly Total	72	32	49	0	**153**	163	30	344	0	**537**	387	389	365	0	**1141**	77	791	142	9	**1019**	**2850**
1300 - 1315	25	9	13	0	47	59	8	88	0	155	117	75	64	0	256	12	133	16	0	161	619
1315 - 1330	29	7	6	0	42	51	6	92	0	149	97	70	18	0	185	13	145	27	0	185	561
1330 - 1345	21	8	8	0	37	38	5	91	0	134	110	92	21	0	223	15	121	13	0	149	543
1345 - 1400	23	6	13	0	42	44	4	107	0	155	89	119	16	0	224	17	127	10	0	154	575
Hourly Total	98	30	40	0	**168**	192	23	378	0	**593**	413	356	119	0	**888**	57	526	66	0	**649**	**2298**
1400 - 1415	23	7	15	0	45	46	2	96	0	144	78	115	29	0	222	26	252	30	0	308	719
1415 - 1430	30	21	16	0	67	35	5	75	0	115	105	118	18	0	241	24	320	21	5	370	793
1430 - 1445	26	10	12	0	48	45	5	80	0	130	102	113	25	0	240	22	222	15	1	260	678
1445 - 1500	49	27	13	0	89	59	13	99	0	171	105	138	27	0	270	27	181	7	1	216	746
Hourly Total	128	65	56	0	**249**	185	25	350	0	**560**	390	484	99	0	**973**	99	975	73	7	**1154**	**2936**
1500 - 1515	46	12	17	0	75	34	3	113	0	150	103	125	24	0	252	24	202	14	1	241	718
1515 - 1530	27	5	12	0	44	52	4	101	0	157	122	119	19	0	260	10	116	14	0	140	601
1530 - 1545	22	11	12	0	45	39	2	105	0	146	119	127	25	0	271	10	117	16	1	144	606
1545 - 1600	30	7	9	0	46	50	8	109	0	167	105	118	20	0	243	16	155	17	0	188	644
Hourly Total	125	35	50	0	**210**	175	17	428	0	**620**	449	489	88	0	**1026**	60	590	61	2	**713**	**2569**
1600 - 1615	25	11	19	0	55	45	0	101	0	146	114	134	29	0	277	26	156	23	0	205	683
1615 - 1630	25	8	12	0	45	46	5	98	0	149	104	139	21	0	264	13	152	13	0	178	636
1630 - 1645	40	9	8	0	57	58	2	87	0	147	121	117	20	0	258	13	140	19	0	172	634
1645 - 1700	23	8	12	0	43	61	3	79	0	143	103	132	32	0	267	16	128	21	0	165	618
Hourly Total	113	36	51	0	**200**	210	10	365	0	**585**	442	522	102	0	**1066**	68	576	76	0	**720**	**2571**
1700 - 1715	23	11	15	0	49	55	4	88	0	147	109	109	23	0	241	12	104	14	0	130	567
1715 - 1730	18	6	14	0	38	41	4	97	0	142	103	139	30	0	272	21	127	12	0	160	612
1730 - 1745	28	2	7	0	37	38	5	103	0	146	86	110	21	0	217	12	115	9	0	136	536
1745 - 1800	21	8	7	0	36	41	3	80	0	124	89	127	31	0	247	11	124	17	1	153	560
Hourly Total	90	27	43	0	**160**	175	16	368	0	**559**	387	485	105	0	**977**	56	470	52	1	**579**	**2275**
Grand Total	626	225	289	0	**1140**	1100	121	2233	0	**3454**	2468	2725	878	0	**6071**	417	3928	470	19	**4834**	**15499**
Approach %	54.91	19.74	25.35	0.00	-	31.85	3.50	64.65	0.00	-	40.65	44.89	14.46	0.00	-	8.63	81.26	9.72	0.31	-	
Intersection %	4.04	1.45	1.86	0.00	7.36	7.10	0.78	14.41	0.00	22.29	15.92	17.58	5.66	0.00	39.17	2.69	25.34	3.03	0.12	31.19	

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

Marr Traffic DATA COLLECTION

Woodstock, GA

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Site 5
Ridge Trail
Lincoln St
Ridgewalk Pkwy (West)
Ridgewalk Pkwy (East)

Date
Sunday, November 2, 2025

Lat/Long
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1200 - 1800 (Sunday 6h Session) (11-02-2025)
Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	Ridge Trail					Lincoln St					Ridgewalk Pkwy (West)					Ridgewalk Pkwy (East)					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
TIME	5.1	5.2	5.3	5.4	Total	5.5	5.6	5.7	5.8	Total	5.9	5.10	5.11	5.12	Total	5.13	5.14	5.15	5.16	Total	Total
1200 - 1215	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2	0	0	0	2	3
1215 - 1230	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	1	0	0	2	3
1230 - 1245	0	0	0	0	0	0	0	1	0	1	2	0	0	0	2	2	0	0	0	2	5
1245 - 1300	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	2
Hourly Total	0	0	0	0	**0**	0	0	1	0	**1**	3	2	0	0	**5**	6	1	0	0	**7**	**13**
1300 - 1315	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	1	0	0	0	1	3
1315 - 1330	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	2
1330 - 1345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
1345 - 1400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	1	0	**1**	0	2	0	0	**2**	2	1	0	0	**3**	**6**
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	4	4
1415 - 1430	0	0	0	0	0	0	0	2	0	2	1	0	0	0	1	1	0	0	0	1	4
1430 - 1445	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2	1	0	0	3	4
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
Hourly Total	0	0	0	0	**0**	0	0	3	0	**3**	1	0	0	0	**1**	7	1	2	0	**10**	**14**
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	1	1	0	**2**	**2**
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
1630 - 1645	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	2
1645 - 1700	0	0	0	0	0	0	0	1	0	1	0	2	0	0	2	0	1	0	0	1	4
Hourly Total	0	0	0	0	**0**	0	0	2	0	**2**	0	2	0	0	**2**	0	3	0	0	**3**	**7**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	1	1	0	0	2	4
1715 - 1730	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	0	1	0	0	1	3
1730 - 1745	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	2
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	1	0	**1**	3	2	0	0	**5**	1	2	0	0	**3**	**9**
Grand Total	0	0	0	0	**0**	0	0	8	0	**8**	7	8	0	0	**15**	16	9	3	0	**28**	**51**
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	-	46.67	53.33	0.00	0.00	-	57.14	32.14	10.71	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	15.69	0.00	15.69	13.73	15.69	0.00	0.00	29.41	31.37	17.65	5.88	0.00	54.90	

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

Marr Traffic DATA COLLECTION

Woodstock, GA

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Site 5
Ridge Trail
Lincoln St
Ridgewalk Pkwy (West)
Ridgewalk Pkwy (East)

Date
Sunday, November 2, 2025

Lat/Long
34.119628°, -84.518236°
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1200 - 1800 (Sunday 6h Session) (11-02-2025)
Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound					
	Ridge Trail					Lincoln St					Ridgewalk Pkwy (West)					Ridgewalk Pkwy (East)					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
TIME	5.1	5.2	5.3	5.4	Total	5.5	5.6	5.7	5.8	Total	5.9	5.10	5.11	5.12	Total	5.13	5.14	5.15	5.16	Total	Total
1200 - 1215	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
1215 - 1230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1230 - 1245	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
1245 - 1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Hourly Total	0	0	0	0	**0**	0	0	1	0	**1**	1	0	0	0	**1**	0	1	0	0	**1**	**3**
1300 - 1315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1315 - 1330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1330 - 1345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1345 - 1400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	1	0	0	0	**1**	0	0	0	0	**0**	**1**
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	1	1	0	0	**2**	0	0	0	0	**0**	**2**
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	0	0	0	**0**	0	0	1	0	**1**	1	0	0	0	**1**	0	0	0	0	**0**	**2**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
Grand Total	0	0	0	0	**0**	0	0	2	0	**2**	4	1	0	0	**5**	0	1	0	0	**1**	**8**
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	-	80.00	20.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	25.00	0.00	25.00	50.00	12.50	0.00	0.00	62.50	0.00	12.50	0.00	0.00	12.50	

Classified Turn Movement Count || Bicycles

Marr Traffic DATA COLLECTION

Woodstock, GA

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Site 5
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Ridgewalk Pkwy (West)
Ridgewalk Pkwy (East)

Date
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Cloudy
50°F
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1200 - 1800 (Sunday 6h Session) (11-02-2025)
Bicycles

	Northbound					Southbound					Eastbound					Westbound					
	Ridge Trail					Lincoln St					Ridgewalk Pkwy (West)					Ridgewalk Pkwy (East)					
TIME	Left 5.1	Thru 5.2	Right 5.3	U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7	U-Turn 5.8	App Total	Left 5.9	Thru 5.10	Right 5.11	U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15	U-Turn 5.16	App Total	Int Total
1200 - 1215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1215 - 1230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1230 - 1245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1245 - 1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
1300 - 1315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1315 - 1330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1330 - 1345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1345 - 1400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	2	0	0	**2**	**2**
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
Grand Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	2	0	0	**2**	**2**
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	100.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	100.00	

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

Marr Traffic DATA COLLECTION

Woodstock, GA

www.marrtraffic.com

Site 5
Ridge Trail
Lincoln St
Ridgewalk Pkwy (West)
Ridgewalk Pkwy (East)

Date
Sunday, November 2, 2025

Lat/Long
34.119628°, -84.518236°
Click here for Map

Weather
Cloudy
50°F
Click here for Detailed Weather

1200 - 1800 (Sunday 6h Session) (11-02-2025)
All Trucks (4-13)

	Northbound (Ridge Trail)					Southbound (Lincoln St)					Eastbound (Ridgewalk Pkwy (West))					Westbound (Ridgewalk Pkwy (East))					
TIME	Left 5.1	Thru 5.2	Right 5.3	U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7	U-Turn 5.8	App Total	Left 5.9	Thru 5.10	Right 5.11	U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15	U-Turn 5.16	App Total	Int Total
1200 - 1215	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	2	0	0	0	2	4
1215 - 1230	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	1	0	0	2	3
1230 - 1245	0	0	0	0	0	0	0	2	0	2	2	0	0	0	2	2	0	0	0	2	6
1245 - 1300	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	1	0	0	2	3
Hourly Total	0	0	0	0	**0**	0	0	2	0	**2**	4	2	0	0	**6**	6	2	0	0	**8**	**16**
1300 - 1315	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	1	0	0	0	1	3
1315 - 1330	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	2
1330 - 1345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
1345 - 1400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	1	0	**1**	0	2	0	0	**2**	2	1	0	0	**3**	**6**
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	4	4
1415 - 1430	0	0	0	0	0	0	0	2	0	2	1	0	0	0	1	1	0	0	0	1	4
1430 - 1445	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2	1	0	0	3	4
1445 - 1500	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2	0	0	0	2	3
Hourly Total	0	0	0	0	**0**	0	0	3	0	**3**	2	0	0	0	**2**	7	1	2	0	**10**	**15**
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	1	1	0	0	**2**	0	1	1	0	**2**	**4**
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	2
1630 - 1645	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	2
1645 - 1700	0	0	0	0	0	0	0	2	0	2	0	2	0	0	2	0	1	0	0	1	5
Hourly Total	0	0	0	0	**0**	0	0	3	0	**3**	1	2	0	0	**3**	0	3	0	0	**3**	**9**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	1	1	0	0	2	4
1715 - 1730	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	0	1	0	0	1	3
1730 - 1745	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	2
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	1	0	**1**	3	2	0	0	**5**	1	2	0	0	**3**	**9**
Grand Total	0	0	0	0	**0**	0	0	10	0	**10**	11	9	0	0	**20**	16	10	3	0	**29**	**59**
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	-	55.00	45.00	0.00	0.00	-	55.17	34.48	10.34	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	16.95	0.00	16.95	18.64	15.25	0.00	0.00	33.90	27.12	16.95	5.08	0.00	49.15	

Crosswalk Counts || Pedestrians

Marr Traffic DATA COLLECTION

Woodstock, GA

www.marrtraffic.com

Site 5
Ridge Trail
Lincoln St
Ridgewalk Pkwy (West)
Ridgewalk Pkwy (East)

Date
Sunday, November 2, 2025

Lat/Long
34.119628°, -84.518236°
Click here for Map

Weather
Cloudy
50°F
Click here for Detailed Weather

1200 - 1800 (Sunday 6h Session) (11-02-2025)
Pedestrians

	Northbound			Southbound			Eastbound			Westbound			
	Ridge Trail			Lincoln St			Ridgewalk Pkwy (West)			Ridgewalk Pkwy (East)			
TIME	EB 5a	WB 5b	App Total	EB 5c	WB 5d	App Total	NB 5e	SB 5f	App Total	NB 5g	SB 5h	App Total	Int Total
1200 - 1215	0	2	2	0	1	1	1	0	1	1	0	1	5
1215 - 1230	0	1	1	0	0	0	0	0	0	0	0	0	1
1230 - 1245	0	0	0	0	0	0	0	0	0	0	0	0	0
1245 - 1300	0	0	0	0	0	0	1	0	1	0	0	0	1
Hourly Total	0	3	**3**	0	1	**1**	2	0	**2**	1	0	**1**	**7**
1300 - 1315	0	0	0	0	0	0	0	0	0	0	3	3	3
1315 - 1330	0	1	1	0	0	0	0	0	0	1	0	1	2
1330 - 1345	0	0	0	0	0	0	0	0	0	0	0	0	0
1345 - 1400	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	1	**1**	0	0	**0**	0	0	**0**	1	3	**4**	**5**
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	2	2	0	0	0	0	0	0	0	0	0	2
1430 - 1445	0	0	0	0	0	0	0	1	1	0	0	0	1
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	2	**2**	0	0	**0**	0	1	**1**	0	0	**0**	**3**
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	1	0	1	0	0	0	2	0	2	0	0	0	3
1545 - 1600	0	1	1	0	0	0	0	0	0	0	0	0	1
Hourly Total	1	1	**2**	0	0	**0**	2	0	**2**	0	0	**0**	**4**
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	1	1	1
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	1	**1**	**1**
Grand Total	1	7	**8**	0	1	**1**	4	1	**5**	2	4	**6**	**20**
Approach %	12.50	87.50	-	0.00	100.00	-	80.00	20.00	-	33.33	66.67	-	
Intersection %	5.00	35.00	40.00	0.00	5.00	5.00	20.00	5.00	25.00	10.00	20.00	30.00	

Crosswalk Counts || Bicycles

Marr Traffic DATA COLLECTION

Woodstock, GA

www.marrtraffic.com

Site 5
Ridge Trail
Lincoln St
Ridgewalk Pkwy (West)
Ridgewalk Pkwy (East)

Date
Sunday, November 2, 2025

Lat/Long
34.119628°, -84.518236°
Click here for Map

Weather
Cloudy
50°F
Click here for Detailed Weather

1200 - 1800 (Sunday 6h Session) (11-02-2025)
Bicycles

	Northbound			Southbound			Eastbound			Westbound			
	Ridge Trail			Lincoln St			Ridgewalk Pkwy (West)			Ridgewalk Pkwy (East)			
TIME	EB 5a	WB 5b	App Total	EB 5c	WB 5d	App Total	NB 5e	SB 5f	App Total	NB 5g	SB 5h	App Total	Int Total
1200 - 1215	0	0	0	0	0	0	0	0	0	0	0	0	0
1215 - 1230	0	0	0	0	0	0	0	0	0	0	0	0	0
1230 - 1245	0	1	1	0	1	1	0	0	0	1	0	1	3
1245 - 1300	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	1	**1**	0	1	**1**	0	0	**0**	1	0	**1**	**3**
1300 - 1315	0	1	1	0	0	0	0	0	0	0	0	0	1
1315 - 1330	0	0	0	0	0	0	0	0	0	0	0	0	0
1330 - 1345	0	0	0	0	0	0	0	0	0	0	0	0	0
1345 - 1400	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	1	**1**	0	0	**0**	0	0	**0**	0	0	**0**	**1**
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	1	0	1	0	0	0	4	0	4	5
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	1	0	**1**	0	0	**0**	4	0	**4**	**5**
1500 - 1515	0	1	1	0	0	0	0	0	0	0	0	0	1
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	1	**1**	0	0	**0**	0	0	**0**	0	0	**0**	**1**
1600 - 1615	1	0	1	0	0	0	0	0	0	0	0	0	1
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	1	1	0	0	0	0	0	0	1
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	0	**1**	0	1	**1**	0	0	**0**	0	0	**0**	**2**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	1	0	1	0	0	0	0	0	0	0	0	0	1
Hourly Total	1	0	**1**	0	0	**0**	0	0	**0**	0	0	**0**	**1**
Grand Total	2	3	**5**	1	2	**3**	0	0	**0**	5	0	**5**	**13**
Approach %	40.00	60.00	-	33.33	66.67	-	0.00	0.00	-	100.00	0.00	-	
Intersection %	15.38	23.08	38.46	7.69	15.38	23.08	0.00	0.00	0.00	38.46	0.00	38.46	

Crosswalk Counts || Motorized Vehicles

Marr Traffic DATA COLLECTION

Woodstock, GA

www.marrtraffic.com

Site 5
Ridge Trail
Lincoln St
Ridgewalk Pkwy (West)
Ridgewalk Pkwy (East)

Date
Sunday, November 2, 2025

Lat/Long
34.119628°, -84.518236°
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Weather
Cloudy
50°F
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1200 - 1800 (Sunday 6h Session) (11-02-2025)
Motorized Vehicles

	Northbound			Southbound			Eastbound			Westbound			
	Ridge Trail			Lincoln St			Ridgewalk Pkwy (West)			Ridgewalk Pkwy (East)			
TIME	EB 5a	WB 5b	App Total	EB 5c	WB 5d	App Total	NB 5e	SB 5f	App Total	NB 5g	SB 5h	App Total	Int Total
1200 - 1215	0	0	0	0	0	0	0	0	0	0	0	0	0
1215 - 1230	0	0	0	0	0	0	0	0	0	0	0	0	0
1230 - 1245	0	0	0	0	0	0	0	0	0	0	0	0	0
1245 - 1300	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1300 - 1315	0	0	0	0	0	0	0	0	0	0	0	0	0
1315 - 1330	0	0	0	0	0	0	0	0	0	0	0	0	0
1330 - 1345	0	0	0	0	0	0	0	0	0	0	0	0	0
1345 - 1400	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Peak Hour Turning Movement Count

Click here for Map

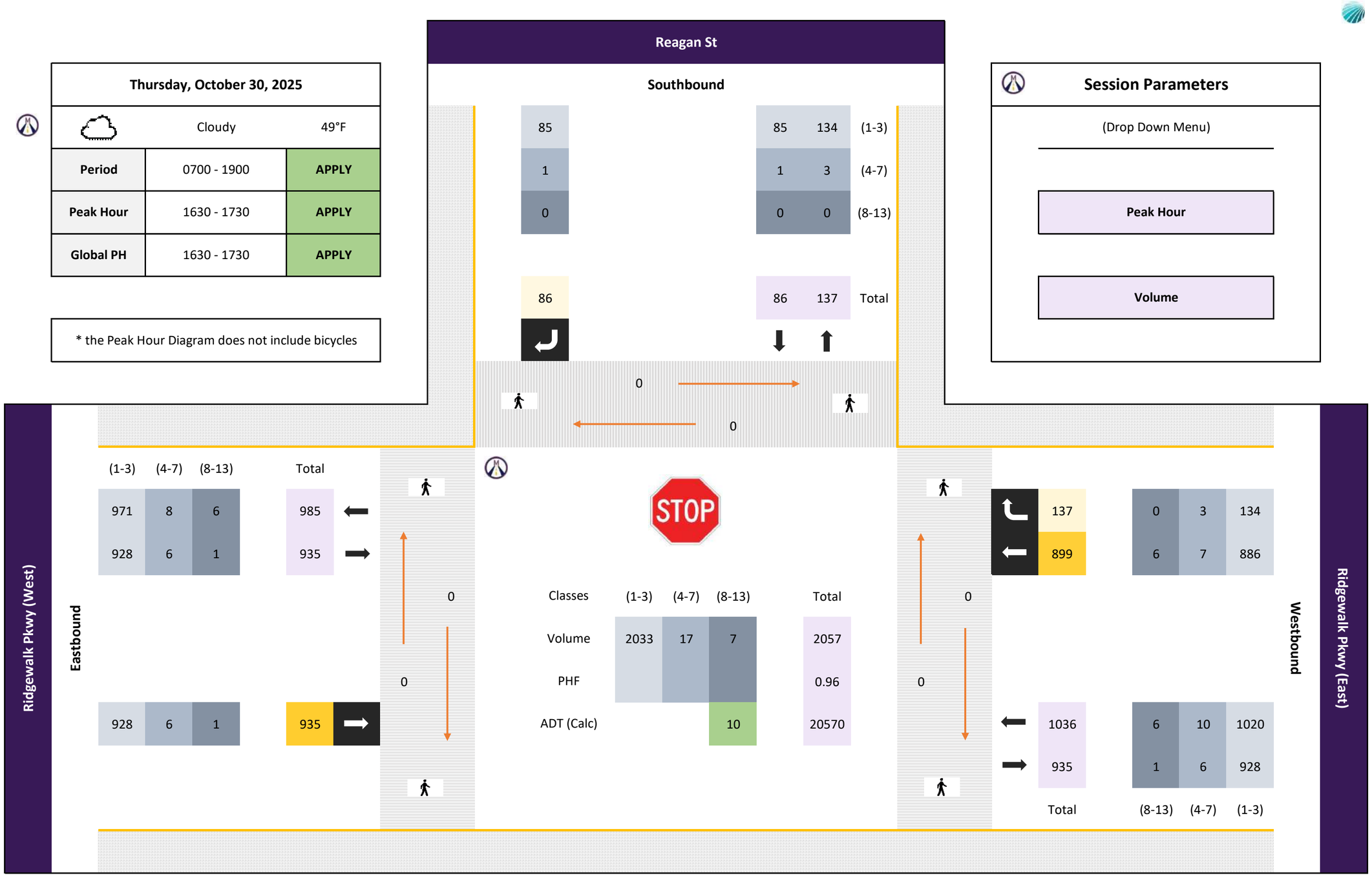
Woodstock, GA

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Thursday, October 30, 2025		
Cloudy		49°F
Period	0700 - 1900	**APPLY**
Peak Hour	1630 - 1730	**APPLY**
Global PH	1630 - 1730	**APPLY**

* the Peak Hour Diagram does not include bicycles



Session Parameters

(Drop Down Menu)

Peak Hour

Volume

All vehicles

							Southbound						Eastbound						Westbound						
							Reagan St						Ridgewalk Pkwy (West)						Ridgewalk Pkwy (East)						
Time						App Total			Right 6.1			App Total		Thru 6.2				App Total		Thru 6.3	Right 6.4			App Total	Int Total
1630 - 1645	-	-	-	-	-	0	-	-	26	-	-	26	-	229	-	-	-	229	-	219	45	-	-	264	519
1645 - 1700	-	-	-	-	-	0	-	-	25	-	-	25	-	252	-	-	-	252	-	229	26	-	-	255	532
1700 - 1715	-	-	-	-	-	0	-	-	18	-	-	18	-	222	-	-	-	222	-	259	34	-	-	293	533
1715 - 1730	-	-	-	-	-	0	-	-	17	-	-	17	-	232	-	-	-	232	-	192	32	-	-	224	473
Total	0	0	0	0	0	0	0	0	86	0	0	86	0	935	0	0	0	935	0	899	137	0	0	1036	2057
Approach %	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	0.00	-	0.00	86.78	13.22	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.83	0.00	0.00	**0.83**	0.00	0.93	0.00	0.00	0.00	**0.93**	0.00	0.87	0.76	0.00	0.00	**0.88**	**0.96**

Passenger Vehicles (1-3)

							Southbound						Eastbound						Westbound						
							Reagan St						Ridgewalk Pkwy (West)						Ridgewalk Pkwy (East)						
Time						App Total			Right 6.1			App Total		Thru 6.2				App Total		Thru 6.3	Right 6.4			App Total	Int Total
1630 - 1645	-	-	-	-	-	0	-	-	26	-	-	26	-	227	-	-	-	227	-	214	44	-	-	258	511
1645 - 1700	-	-	-	-	-	0	-	-	24	-	-	24	-	250	-	-	-	250	-	226	26	-	-	252	526
1700 - 1715	-	-	-	-	-	0	-	-	18	-	-	18	-	220	-	-	-	220	-	256	34	-	-	290	528
1715 - 1730	-	-	-	-	-	0	-	-	17	-	-	17	-	231	-	-	-	231	-	190	30	-	-	220	468
Total	0	0	0	0	0	0	0	0	85	0	0	85	0	928	0	0	0	928	0	886	134	0	0	1020	2033
Approach %	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	0.00	-	0.00	86.86	13.14	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.82	0.00	0.00	**0.82**	0.00	0.93	0.00	0.00	0.00	**0.93**	0.00	0.87	0.76	0.00	0.00	**0.88**	**0.96**

Single Unit Trucks (4-7)

							Southbound						Eastbound						Westbound						
							Reagan St						Ridgewalk Pkwy (West)						Ridgewalk Pkwy (East)						
Time						App Total			Right 6.1			App Total		Thru 6.2				App Total		Thru 6.3	Right 6.4			App Total	Int Total
1630 - 1645	-	-	-	-	-	0	-	-	0	-	-	0	-	2	-	-	-	2	-	2	1	-	-	3	5
1645 - 1700	-	-	-	-	-	0	-	-	1	-	-	1	-	2	-	-	-	2	-	3	0	-	-	3	6
1700 - 1715	-	-	-	-	-	0	-	-	0	-	-	0	-	1	-	-	-	1	-	1	0	-	-	1	2
1715 - 1730	-	-	-	-	-	0	-	-	0	-	-	0	-	1	-	-	-	1	-	1	2	-	-	3	4
Total	0	0	0	0	0	0	0	0	1	0	0	1	0	6	0	0	0	6	0	7	3	0	0	10	17
Approach %	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	0.00	-	0.00	70.00	30.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.25	0.00	0.00	**0.25**	0.00	0.75	0.00	0.00	0.00	**0.75**	0.00	0.58	0.38	0.00	0.00	**0.83**	**0.71**

Combination Trucks (8-13)

							Southbound						Eastbound						Westbound						
							Reagan St						Ridgewalk Pkwy (West)						Ridgewalk Pkwy (East)						
Time						App Total			Right 6.1			App Total		Thru 6.2				App Total		Thru 6.3	Right 6.4			App Total	Int Total
1630 - 1645	-	-	-	-	-	0	-	-	0	-	-	0	-	0	-	-	-	0	-	3	0	-	-	3	3
1645 - 1700	-	-	-	-	-	0	-	-	0	-	-	0	-	0	-	-	-	0	-	0	0	-	-	0	0
1700 - 1715	-	-	-	-	-	0	-	-	0	-	-	0	-	1	-	-	-	1	-	2	0	-	-	2	3
1715 - 1730	-	-	-	-	-	0	-	-	0	-	-	0	-	0	-	-	-	0	-	1	0	-	-	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	6	0	0	0	6	7
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	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	0.25	0.00	0.00	0.00	**0.25**	0.00	0.50	0.00	0.00	0.00	**0.50**	**0.58**

Bicycles

							Southbound						Eastbound						Westbound						
							Reagan St						Ridgewalk Pkwy (West)						Ridgewalk Pkwy (East)						
Time						App Total			Right 6.1			App Total		Thru 6.2				App Total		Thru 6.3	Right 6.4			App Total	Int Total
1630 - 1645	-	-	-	-	-	0	-	-	0	-	-	0	-	0	-	-	-	0	-	0	0	-	-	0	0
1645 - 1700	-	-	-	-	-	0	-	-	0	-	-	0	-	0	-	-	-	0	-	0	0	-	-	0	0
1700 - 1715	-	-	-	-	-	0	-	-	0	-	-	0	-	0	-	-	-	0	-	0	0	-	-	0	0
1715 - 1730	-	-	-	-	-	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	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Peak Hour Turning Movement Count

Woodstock, GA

Click here for Map

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Thursday, October 30, 2025		
Cloudy		49°F
Period	0700 - 0900	**APPLY**
Peak Hour	0715 - 0815	**APPLY**
Global PH		**APPLY**

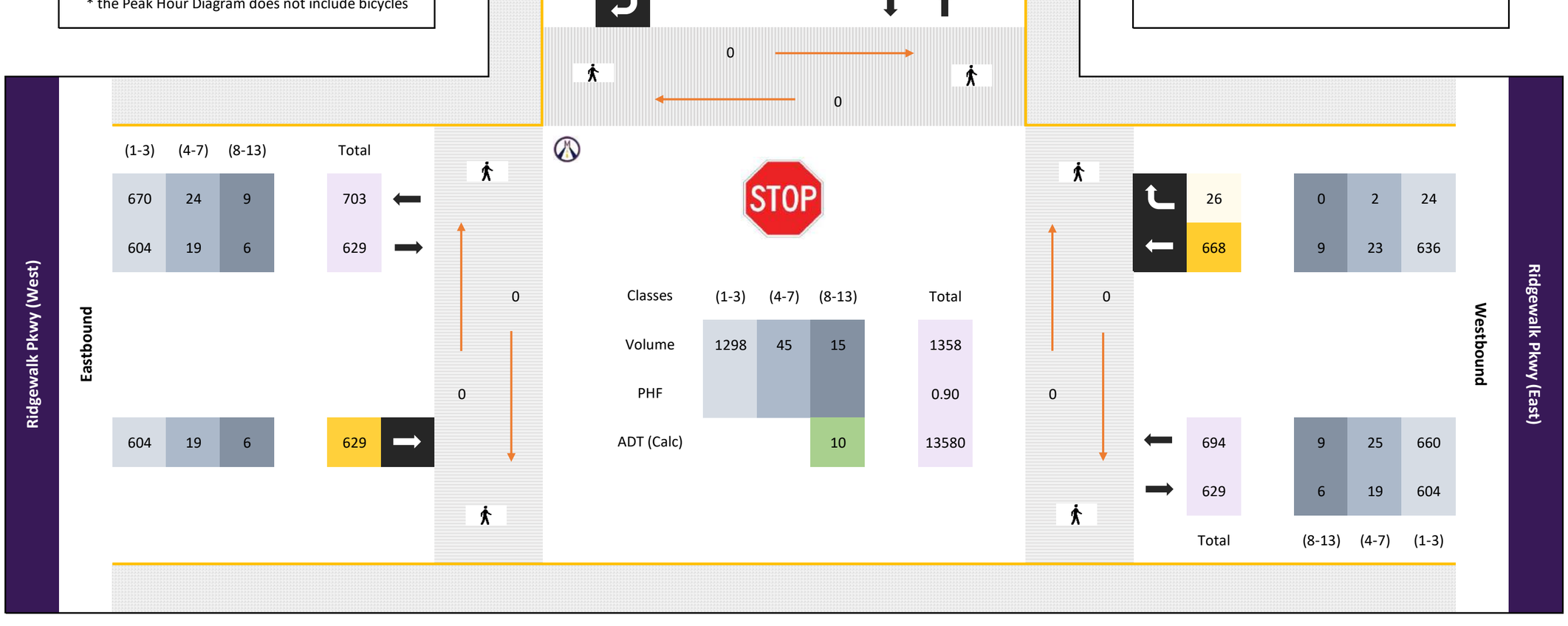
* the Peak Hour Diagram does not include bicycles

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

							Southbound						Eastbound						Westbound						
							Reagan St						Ridgewalk Pkwy (West)						Ridgewalk Pkwy (East)						
Time						App Total			Right 6.1			App Total		Thru 6.2				App Total		Thru 6.3	Right 6.4			App Total	Int Total
0715 - 0730	-	-	-	-	-	0	-	-	7	-	-	7	-	136	-	-	-	136	-	169	7	-	-	176	319
0730 - 0745	-	-	-	-	-	0	-	-	7	-	-	7	-	152	-	-	-	152	-	169	6	-	-	175	334
0745 - 0800	-	-	-	-	-	0	-	-	9	-	-	9	-	163	-	-	-	163	-	201	6	-	-	207	379
0800 - 0815	-	-	-	-	-	0	-	-	12	-	-	12	-	178	-	-	-	178	-	129	7	-	-	136	326
Total	0	0	0	0	0	0	0	0	35	0	0	35	0	629	0	0	0	629	0	668	26	0	0	694	1358
Approach %	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	0.00	-	0.00	96.25	3.75	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.73	0.00	0.00	**0.73**	0.00	0.88	0.00	0.00	0.00	**0.88**	0.00	0.83	0.93	0.00	0.00	**0.84**	**0.90**

Passenger Vehicles (1-3)

							Southbound						Eastbound						Westbound						
							Reagan St						Ridgewalk Pkwy (West)						Ridgewalk Pkwy (East)						
Time						App Total			Right 6.1			App Total		Thru 6.2				App Total		Thru 6.3	Right 6.4			App Total	Int Total
0715 - 0730	-	-	-	-	-	0	-	-	7	-	-	7	-	130	-	-	-	130	-	161	6	-	-	167	304
0730 - 0745	-	-	-	-	-	0	-	-	6	-	-	6	-	144	-	-	-	144	-	161	5	-	-	166	316
0745 - 0800	-	-	-	-	-	0	-	-	9	-	-	9	-	159	-	-	-	159	-	190	6	-	-	196	364
0800 - 0815	-	-	-	-	-	0	-	-	12	-	-	12	-	171	-	-	-	171	-	124	7	-	-	131	314
Total	0	0	0	0	0	0	0	0	34	0	0	34	0	604	0	0	0	604	0	636	24	0	0	660	1298
Approach %	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	0.00	-	0.00	96.36	3.64	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.71	0.00	0.00	**0.71**	0.00	0.88	0.00	0.00	0.00	**0.88**	0.00	0.84	0.86	0.00	0.00	**0.84**	**0.89**

Single Unit Trucks (4-7)

							Southbound						Eastbound						Westbound						
							Reagan St						Ridgewalk Pkwy (West)						Ridgewalk Pkwy (East)						
Time						App Total			Right 6.1			App Total		Thru 6.2				App Total		Thru 6.3	Right 6.4			App Total	Int Total
0715 - 0730	-	-	-	-	-	0	-	-	0	-	-	0	-	5	-	-	-	5	-	6	1	-	-	7	12
0730 - 0745	-	-	-	-	-	0	-	-	1	-	-	1	-	6	-	-	-	6	-	6	1	-	-	7	14
0745 - 0800	-	-	-	-	-	0	-	-	0	-	-	0	-	4	-	-	-	4	-	8	0	-	-	8	12
0800 - 0815	-	-	-	-	-	0	-	-	0	-	-	0	-	4	-	-	-	4	-	3	0	-	-	3	7
Total	0	0	0	0	0	0	0	0	1	0	0	1	0	19	0	0	0	19	0	23	2	0	0	25	45
Approach %	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	0.00	-	0.00	92.00	8.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.25	0.00	0.00	**0.25**	0.00	0.79	0.00	0.00	0.00	**0.79**	0.00	0.72	0.50	0.00	0.00	**0.78**	**0.80**

Combination Trucks (8-13)

							Southbound						Eastbound						Westbound						
							Reagan St						Ridgewalk Pkwy (West)						Ridgewalk Pkwy (East)						
Time						App Total			Right 6.1			App Total		Thru 6.2				App Total		Thru 6.3	Right 6.4			App Total	Int Total
0715 - 0730	-	-	-	-	-	0	-	-	0	-	-	0	-	1	-	-	-	1	-	2	0	-	-	2	3
0730 - 0745	-	-	-	-	-	0	-	-	0	-	-	0	-	2	-	-	-	2	-	2	0	-	-	2	4
0745 - 0800	-	-	-	-	-	0	-	-	0	-	-	0	-	0	-	-	-	0	-	3	0	-	-	3	3
0800 - 0815	-	-	-	-	-	0	-	-	0	-	-	0	-	3	-	-	-	3	-	2	0	-	-	2	5
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	0	9	0	0	0	9	15
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	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	0.50	0.00	0.00	0.00	**0.50**	0.00	0.75	0.00	0.00	0.00	**0.75**	**0.75**

Bicycles

							Southbound						Eastbound						Westbound						
							Reagan St						Ridgewalk Pkwy (West)						Ridgewalk Pkwy (East)						
Time						App Total			Right 6.1			App Total		Thru 6.2				App Total		Thru 6.3	Right 6.4			App Total	Int Total
0715 - 0730	-	-	-	-	-	0	-	-	0	-	-	0	-	0	-	-	-	0	-	0	0	-	-	0	0
0730 - 0745	-	-	-	-	-	0	-	-	0	-	-	0	-	0	-	-	-	0	-	0	0	-	-	0	0
0745 - 0800	-	-	-	-	-	0	-	-	0	-	-	0	-	0	-	-	-	0	-	0	0	-	-	0	0
0800 - 0815	-	-	-	-	-	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	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Peak Hour Turning Movement Count

Woodstock, GA

Click here for Map

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Thursday, October 30, 2025		
Cloudy		49°F
Period	1600 - 1800	**APPLY**
Peak Hour	1630 - 1730	**APPLY**
Global PH		**APPLY**

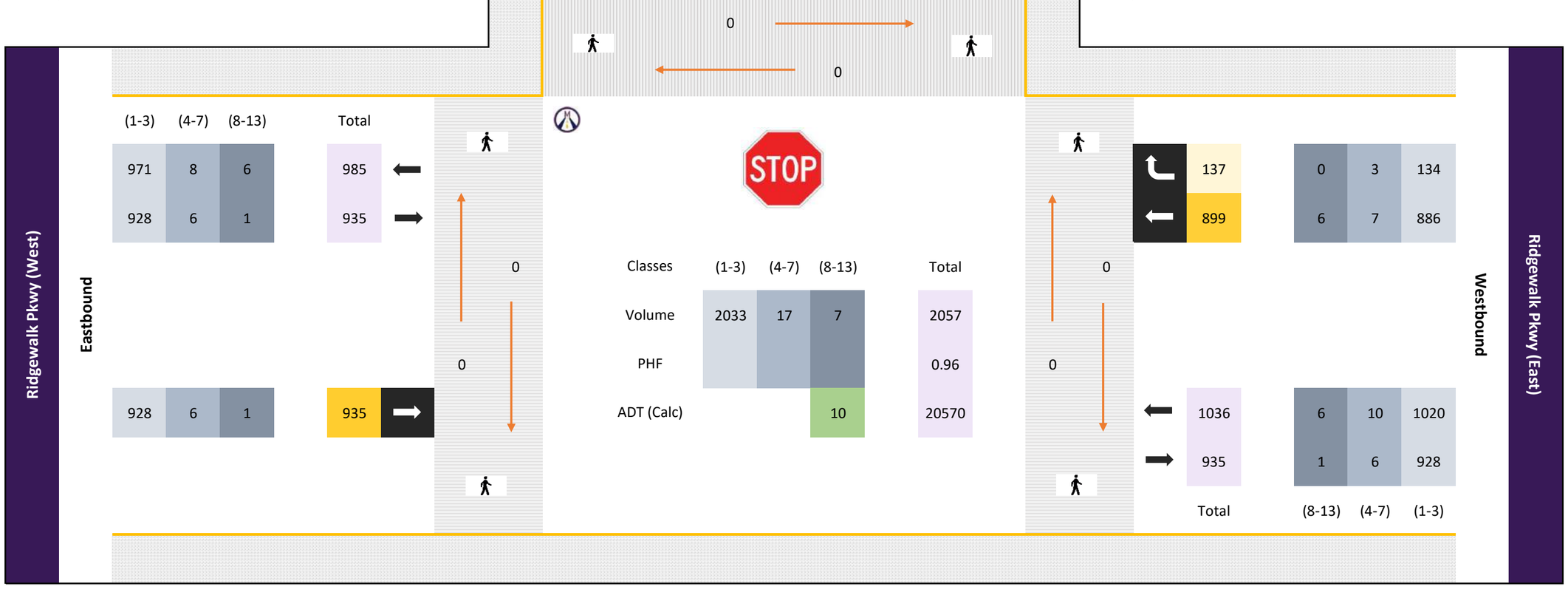
* the Peak Hour Diagram does not include bicycles

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

							Southbound						Eastbound						Westbound						
							Reagan St						Ridgewalk Pkwy (West)						Ridgewalk Pkwy (East)						
Time						App Total			Right 6.1			App Total		Thru 6.2				App Total		Thru 6.3	Right 6.4			App Total	Int Total
1630 - 1645	-	-	-	-	-	0	-	-	26	-	-	26	-	229	-	-	-	229	-	219	45	-	-	264	519
1645 - 1700	-	-	-	-	-	0	-	-	25	-	-	25	-	252	-	-	-	252	-	229	26	-	-	255	532
1700 - 1715	-	-	-	-	-	0	-	-	18	-	-	18	-	222	-	-	-	222	-	259	34	-	-	293	533
1715 - 1730	-	-	-	-	-	0	-	-	17	-	-	17	-	232	-	-	-	232	-	192	32	-	-	224	473
Total	0	0	0	0	0	0	0	0	86	0	0	86	0	935	0	0	0	935	0	899	137	0	0	1036	2057
Approach %	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	0.00	-	0.00	86.78	13.22	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.83	0.00	0.00	**0.83**	0.00	0.93	0.00	0.00	0.00	**0.93**	0.00	0.87	0.76	0.00	0.00	**0.88**	**0.96**

Passenger Vehicles (1-3)

							Southbound						Eastbound						Westbound						
							Reagan St						Ridgewalk Pkwy (West)						Ridgewalk Pkwy (East)						
Time						App Total			Right 6.1			App Total		Thru 6.2				App Total		Thru 6.3	Right 6.4			App Total	Int Total
1630 - 1645	-	-	-	-	-	0	-	-	26	-	-	26	-	227	-	-	-	227	-	214	44	-	-	258	511
1645 - 1700	-	-	-	-	-	0	-	-	24	-	-	24	-	250	-	-	-	250	-	226	26	-	-	252	526
1700 - 1715	-	-	-	-	-	0	-	-	18	-	-	18	-	220	-	-	-	220	-	256	34	-	-	290	528
1715 - 1730	-	-	-	-	-	0	-	-	17	-	-	17	-	231	-	-	-	231	-	190	30	-	-	220	468
Total	0	0	0	0	0	0	0	0	85	0	0	85	0	928	0	0	0	928	0	886	134	0	0	1020	2033
Approach %	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	0.00	-	0.00	86.86	13.14	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.82	0.00	0.00	**0.82**	0.00	0.93	0.00	0.00	0.00	**0.93**	0.00	0.87	0.76	0.00	0.00	**0.88**	**0.96**

Single Unit Trucks (4-7)

							Southbound						Eastbound						Westbound						
							Reagan St						Ridgewalk Pkwy (West)						Ridgewalk Pkwy (East)						
Time						App Total			Right 6.1			App Total		Thru 6.2				App Total		Thru 6.3	Right 6.4			App Total	Int Total
1630 - 1645	-	-	-	-	-	0	-	-	0	-	-	0	-	2	-	-	-	2	-	2	1	-	-	3	5
1645 - 1700	-	-	-	-	-	0	-	-	1	-	-	1	-	2	-	-	-	2	-	3	0	-	-	3	6
1700 - 1715	-	-	-	-	-	0	-	-	0	-	-	0	-	1	-	-	-	1	-	1	0	-	-	1	2
1715 - 1730	-	-	-	-	-	0	-	-	0	-	-	0	-	1	-	-	-	1	-	1	2	-	-	3	4
Total	0	0	0	0	0	0	0	0	1	0	0	1	0	6	0	0	0	6	0	7	3	0	0	10	17
Approach %	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	0.00	-	0.00	70.00	30.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.25	0.00	0.00	**0.25**	0.00	0.75	0.00	0.00	0.00	**0.75**	0.00	0.58	0.38	0.00	0.00	**0.83**	**0.71**

Combination Trucks (8-13)

							Southbound						Eastbound						Westbound						
							Reagan St						Ridgewalk Pkwy (West)						Ridgewalk Pkwy (East)						
Time						App Total			Right 6.1			App Total		Thru 6.2				App Total		Thru 6.3	Right 6.4			App Total	Int Total
1630 - 1645	-	-	-	-	-	0	-	-	0	-	-	0	-	0	-	-	-	0	-	3	0	-	-	3	3
1645 - 1700	-	-	-	-	-	0	-	-	0	-	-	0	-	0	-	-	-	0	-	0	0	-	-	0	0
1700 - 1715	-	-	-	-	-	0	-	-	0	-	-	0	-	1	-	-	-	1	-	2	0	-	-	2	3
1715 - 1730	-	-	-	-	-	0	-	-	0	-	-	0	-	0	-	-	-	0	-	1	0	-	-	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	6	0	0	0	6	7
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	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	0.25	0.00	0.00	0.00	**0.25**	0.00	0.50	0.00	0.00	0.00	**0.50**	**0.58**

Bicycles

							Southbound						Eastbound						Westbound						
							Reagan St						Ridgewalk Pkwy (West)						Ridgewalk Pkwy (East)						
Time						App Total			Right 6.1			App Total		Thru 6.2				App Total		Thru 6.3	Right 6.4			App Total	Int Total
1630 - 1645	-	-	-	-	-	0	-	-	0	-	-	0	-	0	-	-	-	0	-	0	0	-	-	0	0
1645 - 1700	-	-	-	-	-	0	-	-	0	-	-	0	-	0	-	-	-	0	-	0	0	-	-	0	0
1700 - 1715	-	-	-	-	-	0	-	-	0	-	-	0	-	0	-	-	-	0	-	0	0	-	-	0	0
1715 - 1730	-	-	-	-	-	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	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Classified Turn Movement Count || All vehicles

Marr Traffic DATA COLLECTION
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Woodstock, GA

Site 6

Reagan St
Ridgewalk Pkwy (West)
Ridgewalk Pkwy (East)

Date
Thursday, October 30, 2025

Lat/Long
34.117833°, -84.515953°
Click here for Map

Weather
Cloudy
49°F
Click here for Detailed Weather

0700 - 1900 (Weekday 12h Session) (10-30-2025)
All vehicles

TIME	Southbound Reagan St Right 6.1	Southbound Reagan St App Total	Eastbound Ridgewalk Pkwy (West) Thru 6.2	Eastbound Ridgewalk Pkwy (West) App Total	Westbound Ridgewalk Pkwy (East) Thru 6.3	Westbound Ridgewalk Pkwy (East) Right 6.4	Westbound Ridgewalk Pkwy (East) App Total	Int Total
0700 - 0715	10	10	133	133	142	2	144	287
0715 - 0730	7	7	136	136	169	7	176	319
0730 - 0745	7	7	152	152	169	6	175	334
0745 - 0800	9	9	163	163	201	6	207	379
Hourly Total	33	**33**	584	**584**	681	21	**702**	**1319**
0800 - 0815	12	12	178	178	129	7	136	326
0815 - 0830	5	5	143	143	140	3	143	291
0830 - 0845	5	5	123	123	149	11	160	288
0845 - 0900	6	6	145	145	128	15	143	294
Hourly Total	28	**28**	589	**589**	546	36	**582**	**1199**
0900 - 0915	5	5	146	146	126	28	154	305
0915 - 0930	9	9	140	140	134	27	161	310
0930 - 0945	9	9	144	144	150	24	174	327
0945 - 1000	11	11	148	148	149	29	178	337
Hourly Total	34	**34**	578	**578**	559	108	**667**	**1279**
1000 - 1015	11	11	155	155	126	39	165	331
1015 - 1030	18	18	159	159	141	35	176	353
1030 - 1045	16	16	151	151	139	33	172	339
1045 - 1100	21	21	185	185	143	28	171	377
Hourly Total	66	**66**	650	**650**	549	135	**684**	**1400**
1100 - 1115	13	13	165	165	140	48	188	366
1115 - 1130	20	20	174	174	155	38	193	387
1130 - 1145	18	18	157	157	148	60	208	383
1145 - 1200	34	34	201	201	182	38	220	455
Hourly Total	85	**85**	697	**697**	625	184	**809**	**1591**
1200 - 1215	28	28	197	197	158	47	205	430
1215 - 1230	34	34	210	210	188	37	225	469
1230 - 1245	42	42	206	206	160	35	195	443
1245 - 1300	27	27	187	187	173	30	203	417
Hourly Total	131	**131**	800	**800**	679	149	**828**	**1759**
1300 - 1315	30	30	191	191	149	32	181	402
1315 - 1330	25	25	194	194	137	29	166	385
1330 - 1345	25	25	207	207	175	34	209	441
1345 - 1400	21	21	208	208	149	37	186	415
Hourly Total	101	**101**	800	**800**	610	132	**742**	**1643**
1400 - 1415	26	26	212	212	145	30	175	413
1415 - 1430	33	33	220	220	171	28	199	452
1430 - 1445	40	40	240	240	147	33	180	460
1445 - 1500	19	19	219	219	164	39	203	441
Hourly Total	118	**118**	891	**891**	627	130	**757**	**1766**
1500 - 1515	32	32	259	259	158	35	193	484
1515 - 1530	25	25	218	218	161	27	188	431
1530 - 1545	26	26	239	239	167	42	209	474
1545 - 1600	19	19	212	212	186	33	219	450
Hourly Total	102	**102**	928	**928**	672	137	**809**	**1839**
1600 - 1615	19	19	176	176	191	26	217	412
1615 - 1630	25	25	218	218	188	40	228	471
1630 - 1645	26	26	229	229	219	45	264	519
1645 - 1700	25	25	252	252	229	26	255	532
Hourly Total	95	**95**	875	**875**	827	137	**964**	**1934**
1700 - 1715	18	18	222	222	259	34	293	533
1715 - 1730	17	17	232	232	192	32	224	473
1730 - 1745	26	26	247	247	192	37	229	502
1745 - 1800	14	14	239	239	191	26	217	470
Hourly Total	75	**75**	940	**940**	834	129	**963**	**1978**
1800 - 1815	13	13	208	208	166	33	199	420
1815 - 1830	19	19	170	170	163	29	192	381
1830 - 1845	16	16	207	207	162	33	195	418
1845 - 1900	14	14	163	163	153	26	179	356
Hourly Total	62	**62**	748	**748**	644	121	**765**	**1575**
Grand Total	930	**930**	9080	**9080**	7853	1419	**9272**	**19282**
Approach %	100.00	-	100.00	-	84.70	15.30	-	
Intersection %	4.82	4.82	47.09	47.09	40.73	7.36	48.09	
Heavy Vehicle %	2	**2**	3	**3**	4	1	**3**	**3**
PHF	0.83	**0.83**	0.93	**0.93**	0.87	0.76	**0.88**	**0.96**
Peak Hour Total	86	**86**	935	**935**	899	137	**1036**	**2057**
Peak Hour HV %	1	**1**	1	**1**	1	2	**2**	**1**

0700 - 0900 (Internal session 1) (10-30-2025)
All vehicles

TIME	Southbound Reagan St Right 6.1	Southbound Reagan St App Total	Eastbound Ridgewalk Pkwy (West) Thru 6.2	Eastbound Ridgewalk Pkwy (West) App Total	Westbound Ridgewalk Pkwy (East) Thru 6.3	Westbound Ridgewalk Pkwy (East) Right 6.4	Westbound Ridgewalk Pkwy (East) App Total	Int Total
0700 - 0715	10	10	133	133	142	2	144	287
0715 - 0730	7	7	136	136	169	7	176	319
0730 - 0745	7	7	152	152	169	6	175	334
0745 - 0800	9	9	163	163	201	6	207	379
Hourly Total	33	**33**	584	**584**	681	21	**702**	**1319**
0800 - 0815	12	12	178	178	129	7	136	326
0815 - 0830	5	5	143	143	140	3	143	291
0830 - 0845	5	5	123	123	149	11	160	288
0845 - 0900	6	6	145	145	128	15	143	294
Hourly Total	28	**28**	589	**589**	546	36	**582**	**1199**
Grand Total	61	**61**	1173	**1173**	1227	57	**1284**	**2518**
Approach %	100.00	-	100.00	-	95.56	4.44	-	
Intersection %	2.42	2.42	46.58	46.58	48.73	2.26	50.99	
Heavy Vehicle %	3	**3**	5	**5**	5	5	**5**	**5**
PHF	0.73	**0.73**	0.88	**0.88**	0.83	0.93	**0.84**	**0.90**
Peak Hour Total	35	**35**	629	**629**	668	26	**694**	**1358**
Peak Hour HV %	3	**3**	4	**4**	5	8	**5**	**4**

1600 - 1800 (Internal session 2) (10-30-2025)
All vehicles

TIME	Southbound Reagan St Right 6.1	Southbound Reagan St App Total	Eastbound Ridgewalk Pkwy (West) Thru 6.2	Eastbound Ridgewalk Pkwy (West) App Total	Westbound Ridgewalk Pkwy (East) Thru 6.3	Westbound Ridgewalk Pkwy (East) Right 6.4	Westbound Ridgewalk Pkwy (East) App Total	Int Total
1600 - 1615	19	19	176	176	191	26	217	412
1615 - 1630	25	25	218	218	188	40	228	471
1630 - 1645	26	26	229	229	219	45	264	519
1645 - 1700	25	25	252	252	229	26	255	532
Hourly Total	95	**95**	875	**875**	827	137	**964**	**1934**
1700 - 1715	18	18	222	222	259	34	293	533
1715 - 1730	17	17	232	232	192	32	224	473
1730 - 1745	26	26	247	247	192	37	229	502
1745 - 1800	14	14	239	239	191	26	217	470
Hourly Total	75	**75**	940	**940**	834	129	**963**	**1978**
Grand Total	170	**170**	1815	**1815**	1661	266	**1927**	**3912**
Approach %	100.00	-	100.00	-	86.20	13.80	-	
Intersection %	4.35	4.35	46.40	46.40	42.46	6.80	49.26	
Heavy Vehicle %	2	**2**	1	**1**	2	2	**2**	**1**
PHF	0.83	**0.83**	0.93	**0.93**	0.87	0.76	**0.88**	**0.96**
Peak Hour Total	86	**86**	935	**935**	899	137	**1036**	**2057**
Peak Hour HV %	1	**1**	1	**1**	1	2	**2**	**1**

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

Woodstock, GA

Marr Traffic DATA COLLECTION
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Site 6

Reagan St
Ridgewalk Pkwy (West)
Ridgewalk Pkwy (East)

Date
Thursday, October 30, 2025

Lat/Long
34.117833°, -84.515953°
Click here for Map

Weather
Cloudy
49°F
Click here for Detailed Weather

0700 - 1900 (Weekday 12h Session) (10-30-2025)
Passenger Vehicles (1-3)

TIME	Southbound Reagan St		Eastbound Ridgewalk Pkwy (West)		Westbound Ridgewalk Pkwy (East)			
	Right 6.1	App Total	Thru 6.2	App Total	Thru 6.3	Right 6.4	App Total	Int Total
0700 - 0715	10	10	123	123	138	2	140	273
0715 - 0730	7	7	130	130	161	6	167	304
0730 - 0745	6	6	144	144	161	5	166	316
0745 - 0800	9	9	159	159	190	6	196	364
Hourly Total	32	**32**	556	**556**	650	19	**669**	**1257**
0800 - 0815	12	12	171	171	124	7	131	314
0815 - 0830	4	4	137	137	131	3	134	275
0830 - 0845	5	5	114	114	142	11	153	272
0845 - 0900	6	6	131	131	123	14	137	274
Hourly Total	27	**27**	553	**553**	520	35	**555**	**1135**
0900 - 0915	5	5	138	138	115	28	143	286
0915 - 0930	8	8	127	127	125	27	152	287
0930 - 0945	9	9	135	135	143	24	167	311
0945 - 1000	10	10	137	137	139	29	168	315
Hourly Total	32	**32**	537	**537**	522	108	**630**	**1199**
1000 - 1015	11	11	148	148	115	39	154	313
1015 - 1030	18	18	145	145	134	35	169	332
1030 - 1045	16	16	142	142	129	33	162	320
1045 - 1100	20	20	174	174	138	27	165	359
Hourly Total	65	**65**	609	**609**	516	134	**650**	**1324**
1100 - 1115	12	12	159	159	133	47	180	351
1115 - 1130	19	19	167	167	147	38	185	371
1130 - 1145	17	17	151	151	139	59	198	366
1145 - 1200	33	33	195	195	172	38	210	438
Hourly Total	81	**81**	672	**672**	591	182	**773**	**1526**
1200 - 1215	28	28	189	189	155	46	201	418
1215 - 1230	34	34	201	201	183	37	220	455
1230 - 1245	42	42	197	197	152	35	187	426
1245 - 1300	27	27	180	180	169	30	199	406
Hourly Total	131	**131**	767	**767**	659	148	**807**	**1705**
1300 - 1315	30	30	185	185	147	31	178	393
1315 - 1330	25	25	183	183	132	29	161	369
1330 - 1345	25	25	200	200	171	33	204	429
1345 - 1400	21	21	203	203	147	37	184	408
Hourly Total	101	**101**	771	**771**	597	130	**727**	**1599**
1400 - 1415	26	26	208	208	141	29	170	404
1415 - 1430	33	33	215	215	161	28	189	437
1430 - 1445	39	39	235	235	141	33	174	448
1445 - 1500	19	19	214	214	157	39	196	429
Hourly Total	117	**117**	872	**872**	600	129	**729**	**1718**
1500 - 1515	32	32	256	256	147	34	181	469
1515 - 1530	25	25	212	212	153	27	180	417
1530 - 1545	24	24	238	238	163	42	205	467
1545 - 1600	19	19	211	211	179	33	212	442
Hourly Total	100	**100**	917	**917**	642	136	**778**	**1795**
1600 - 1615	19	19	172	172	184	26	210	401
1615 - 1630	23	23	214	214	185	39	224	461
1630 - 1645	26	26	227	227	214	44	258	511
1645 - 1700	24	24	250	250	226	26	252	526
Hourly Total	92	**92**	863	**863**	809	135	**944**	**1899**
1700 - 1715	18	18	220	220	256	34	290	528
1715 - 1730	17	17	231	231	190	30	220	468
1730 - 1745	25	25	246	246	189	37	226	497
1745 - 1800	14	14	237	237	189	26	215	466
Hourly Total	74	**74**	934	**934**	824	127	**951**	**1959**
1800 - 1815	13	13	205	205	158	33	191	409
1815 - 1830	19	19	170	170	159	29	188	377
1830 - 1845	15	15	202	202	160	33	193	410
1845 - 1900	14	14	162	162	151	26	177	353
Hourly Total	61	**61**	739	**739**	628	121	**749**	**1549**
Grand Total	913	**913**	8790	**8790**	7558	1404	**8962**	**18665**
Approach %	100.00	-	100.00	-	84.33	15.67	-	
Intersection %	4.89	4.89	47.09	47.09	40.49	7.52	48.02	

0700 - 0900 (Internal session 1) (10-30-2025)
Passenger Vehicles (1-3)

TIME	Southbound Reagan St		Eastbound Ridgewalk Pkwy (West)		Westbound Ridgewalk Pkwy (East)			
	Right 6.1	App Total	Thru 6.2	App Total	Thru 6.3	Right 6.4	App Total	Int Total
0700 - 0715	10	10	123	123	138	2	140	273
0715 - 0730	7	7	130	130	161	6	167	304
0730 - 0745	6	6	144	144	161	5	166	316
0745 - 0800	9	9	159	159	190	6	196	364
Hourly Total	32	**32**	556	**556**	650	19	**669**	**1257**
0800 - 0815	12	12	171	171	124	7	131	314
0815 - 0830	4	4	137	137	131	3	134	275
0830 - 0845	5	5	114	114	142	11	153	272
0845 - 0900	6	6	131	131	123	14	137	274
Hourly Total	27	**27**	553	**553**	520	35	**555**	**1135**
Grand Total	59	**59**	1109	**1109**	1170	54	**1224**	**2392**
Approach %	100.00	-	100.00	-	95.59	4.41	-	
Intersection %	2.47	2.47	46.36	46.36	48.91	2.26	51.17	

1600 - 1800 (Internal session 2) (10-30-2025)
Passenger Vehicles (1-3)

TIME	Southbound Reagan St		Eastbound Ridgewalk Pkwy (West)		Westbound Ridgewalk Pkwy (East)			
	Right 6.1	App Total	Thru 6.2	App Total	Thru 6.3	Right 6.4	App Total	Int Total
1600 - 1615	19	19	172	172	184	26	210	401
1615 - 1630	23	23	214	214	185	39	224	461
1630 - 1645	26	26	227	227	214	44	258	511
1645 - 1700	24	24	250	250	226	26	252	526
Hourly Total	92	**92**	863	**863**	809	135	**944**	**1899**
1700 - 1715	18	18	220	220	256	34	290	528
1715 - 1730	17	17	231	231	190	30	220	468
1730 - 1745	25	25	246	246	189	37	226	497
1745 - 1800	14	14	237	237	189	26	215	466
Hourly Total	74	**74**	934	**934**	824	127	**951**	**1959**
Grand Total	166	**166**	1797	**1797**	1633	262	**1895**	**3858**
Approach %	100.00	-	100.00	-	86.17	13.83	-	
Intersection %	4.30	4.30	46.58	46.58	42.33	6.79	49.12	

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

Woodstock, GA

Marr Traffic DATA COLLECTION
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Site 6

Reagan St
Ridgewalk Pkwy (West)
Ridgewalk Pkwy (East)

Date
Thursday, October 30, 2025

Lat/Long
34.117833°, -84.515953°
Click here for Map

Weather
Cloudy
49°F
Click here for Detailed Weather

0700 - 1900 (Weekday 12h Session) (10-30-2025)
Single Unit Trucks (4-7)

TIME	Southbound Reagan St		Eastbound Ridgewalk Pkwy (West)		Westbound Ridgewalk Pkwy (East)			
	Right 6.1	App Total	Thru 6.2	App Total	Thru 6.3	Right 6.4	App Total	Int Total
0700 - 0715	0	0	9	9	2	0	2	11
0715 - 0730	0	0	5	5	6	1	7	12
0730 - 0745	1	1	6	6	6	1	7	14
0745 - 0800	0	0	4	4	8	0	8	12
Hourly Total	1	**1**	24	**24**	22	2	**24**	**49**
0800 - 0815	0	0	4	4	3	0	3	7
0815 - 0830	1	1	6	6	8	0	8	15
0830 - 0845	0	0	7	7	6	0	6	13
0845 - 0900	0	0	13	13	4	1	5	18
Hourly Total	1	**1**	30	**30**	21	1	**22**	**53**
0900 - 0915	0	0	8	8	7	0	7	15
0915 - 0930	0	0	12	12	5	0	5	17
0930 - 0945	0	0	8	8	7	0	7	15
0945 - 1000	1	1	9	9	9	0	9	19
Hourly Total	1	**1**	37	**37**	28	0	**28**	**66**
1000 - 1015	0	0	7	7	8	0	8	15
1015 - 1030	0	0	14	14	6	0	6	20
1030 - 1045	0	0	9	9	7	0	7	16
1045 - 1100	1	1	8	8	3	1	4	13
Hourly Total	1	**1**	38	**38**	24	1	**25**	**64**
1100 - 1115	0	0	6	6	6	1	7	13
1115 - 1130	1	1	6	6	6	0	6	13
1130 - 1145	1	1	4	4	7	1	8	13
1145 - 1200	1	1	6	6	7	0	7	14
Hourly Total	3	**3**	22	**22**	26	2	**28**	**53**
1200 - 1215	0	0	7	7	3	1	4	11
1215 - 1230	0	0	8	8	5	0	5	13
1230 - 1245	0	0	8	8	4	0	4	12
1245 - 1300	0	0	4	4	4	0	4	8
Hourly Total	0	**0**	27	**27**	16	1	**17**	**44**
1300 - 1315	0	0	5	5	0	1	1	6
1315 - 1330	0	0	7	7	5	0	5	12
1330 - 1345	0	0	5	5	4	0	4	9
1345 - 1400	0	0	5	5	2	0	2	7
Hourly Total	0	**0**	22	**22**	11	1	**12**	**34**
1400 - 1415	0	0	4	4	3	1	4	8
1415 - 1430	0	0	5	5	8	0	8	13
1430 - 1445	1	1	5	5	5	0	5	11
1445 - 1500	0	0	4	4	5	0	5	9
Hourly Total	1	**1**	18	**18**	21	1	**22**	**41**
1500 - 1515	0	0	3	3	9	1	10	13
1515 - 1530	0	0	3	3	4	0	4	7
1530 - 1545	1	1	1	1	3	0	3	5
1545 - 1600	0	0	1	1	4	0	4	5
Hourly Total	1	**1**	8	**8**	20	1	**21**	**30**
1600 - 1615	0	0	1	1	4	0	4	5
1615 - 1630	2	2	1	1	2	1	3	6
1630 - 1645	0	0	2	2	2	1	3	5
1645 - 1700	1	1	2	2	3	0	3	6
Hourly Total	3	**3**	6	**6**	11	2	**13**	**22**
1700 - 1715	0	0	1	1	1	0	1	2
1715 - 1730	0	0	1	1	1	2	3	4
1730 - 1745	1	1	1	1	2	0	2	4
1745 - 1800	0	0	1	1	2	0	2	3
Hourly Total	1	**1**	4	**4**	6	2	**8**	**13**
1800 - 1815	0	0	2	2	7	0	7	9
1815 - 1830	0	0	0	0	2	0	2	2
1830 - 1845	1	1	4	4	1	0	1	6
1845 - 1900	0	0	1	1	2	0	2	3
Hourly Total	1	**1**	7	**7**	12	0	**12**	**20**
Grand Total	14	**14**	243	**243**	218	14	**232**	**489**
Approach %	100.00	-	100.00	-	93.97	6.03	-	
Intersection %	2.86	2.86	49.69	49.69	44.58	2.86	47.44	

0700 - 0900 (Internal session 1) (10-30-2025)
Single Unit Trucks (4-7)

TIME	Southbound Reagan St		Eastbound Ridgewalk Pkwy (West)		Westbound Ridgewalk Pkwy (East)			
	Right 6.1	App Total	Thru 6.2	App Total	Thru 6.3	Right 6.4	App Total	Int Total
0700 - 0715	0	0	9	9	2	0	2	11
0715 - 0730	0	0	5	5	6	1	7	12
0730 - 0745	1	1	6	6	6	1	7	14
0745 - 0800	0	0	4	4	8	0	8	12
Hourly Total	1	**1**	24	**24**	22	2	**24**	**49**
0800 - 0815	0	0	4	4	3	0	3	7
0815 - 0830	1	1	6	6	8	0	8	15
0830 - 0845	0	0	7	7	6	0	6	13
0845 - 0900	0	0	13	13	4	1	5	18
Hourly Total	1	**1**	30	**30**	21	1	**22**	**53**
Grand Total	2	**2**	54	**54**	43	3	**46**	**102**
Approach %	100.00	-	100.00	-	93.48	6.52	-	
Intersection %	1.96	1.96	52.94	52.94	42.16	2.94	45.10	

1600 - 1800 (Internal session 2) (10-30-2025)
Single Unit Trucks (4-7)

TIME	Southbound Reagan St		Eastbound Ridgewalk Pkwy (West)		Westbound Ridgewalk Pkwy (East)			
	Right 6.1	App Total	Thru 6.2	App Total	Thru 6.3	Right 6.4	App Total	Int Total
1600 - 1615	0	0	1	1	4	0	4	5
1615 - 1630	2	2	1	1	2	1	3	6
1630 - 1645	0	0	2	2	2	1	3	5
1645 - 1700	1	1	2	2	3	0	3	6
Hourly Total	3	**3**	6	**6**	11	2	**13**	**22**
1700 - 1715	0	0	1	1	1	0	1	2
1715 - 1730	0	0	1	1	1	2	3	4
1730 - 1745	1	1	1	1	2	0	2	4
1745 - 1800	0	0	1	1	2	0	2	3
Hourly Total	1	**1**	4	**4**	6	2	**8**	**13**
Grand Total	4	**4**	10	**10**	17	4	**21**	**35**
Approach %	100.00	-	100.00	-	80.95	19.05	-	
Intersection %	11.43	11.43	28.57	28.57	48.57	11.43	60.00	

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

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Woodstock, GA

Site 6

Reagan St
Ridgewalk Pkwy (West)
Ridgewalk Pkwy (East)

Date
Thursday, October 30, 2025

Lat/Long
34.117833°, -84.515953°
Click here for Map

Weather
Cloudy
49°F
Click here for Detailed Weather

0700 - 1900 (Weekday 12h Session) (10-30-2025)
Combination Trucks (8-13)

TIME	Southbound Reagan St Right 6.1	Southbound Reagan St App Total	Eastbound Ridgewalk Pkwy (West) Thru 6.2	Eastbound Ridgewalk Pkwy (West) App Total	Westbound Ridgewalk Pkwy (East) Thru 6.3	Westbound Ridgewalk Pkwy (East) Right 6.4	Westbound Ridgewalk Pkwy (East) App Total	Int Total
0700 - 0715	0	0	1	1	2	0	2	3
0715 - 0730	0	0	1	1	2	0	2	3
0730 - 0745	0	0	2	2	2	0	2	4
0745 - 0800	0	0	0	0	3	0	3	3
Hourly Total	0	**0**	4	**4**	9	0	**9**	**13**
0800 - 0815	0	0	3	3	2	0	2	5
0815 - 0830	0	0	0	0	1	0	1	1
0830 - 0845	0	0	2	2	1	0	1	3
0845 - 0900	0	0	1	1	1	0	1	2
Hourly Total	0	**0**	6	**6**	5	0	**5**	**11**
0900 - 0915	0	0	0	0	4	0	4	4
0915 - 0930	1	1	1	1	4	0	4	6
0930 - 0945	0	0	1	1	0	0	0	1
0945 - 1000	0	0	2	2	1	0	1	3
Hourly Total	1	**1**	4	**4**	9	0	**9**	**14**
1000 - 1015	0	0	0	0	3	0	3	3
1015 - 1030	0	0	0	0	1	0	1	1
1030 - 1045	0	0	0	0	3	0	3	3
1045 - 1100	0	0	3	3	2	0	2	5
Hourly Total	0	**0**	3	**3**	9	0	**9**	**12**
1100 - 1115	1	1	0	0	1	0	1	2
1115 - 1130	0	0	1	1	2	0	2	3
1130 - 1145	0	0	2	2	2	0	2	4
1145 - 1200	0	0	0	0	3	0	3	3
Hourly Total	1	**1**	3	**3**	8	0	**8**	**12**
1200 - 1215	0	0	1	1	0	0	0	1
1215 - 1230	0	0	1	1	0	0	0	1
1230 - 1245	0	0	1	1	4	0	4	5
1245 - 1300	0	0	3	3	0	0	0	3
Hourly Total	0	**0**	6	**6**	4	0	**4**	**10**
1300 - 1315	0	0	1	1	2	0	2	3
1315 - 1330	0	0	4	4	0	0	0	4
1330 - 1345	0	0	2	2	0	1	1	3
1345 - 1400	0	0	0	0	0	0	0	0
Hourly Total	0	**0**	7	**7**	2	1	**3**	**10**
1400 - 1415	0	0	0	0	1	0	1	1
1415 - 1430	0	0	0	0	2	0	2	2
1430 - 1445	0	0	0	0	1	0	1	1
1445 - 1500	0	0	1	1	2	0	2	3
Hourly Total	0	**0**	1	**1**	6	0	**6**	**7**
1500 - 1515	0	0	0	0	2	0	2	2
1515 - 1530	0	0	3	3	4	0	4	7
1530 - 1545	1	1	0	0	1	0	1	2
1545 - 1600	0	0	0	0	3	0	3	3
Hourly Total	1	**1**	3	**3**	10	0	**10**	**14**
1600 - 1615	0	0	3	3	3	0	3	6
1615 - 1630	0	0	3	3	1	0	1	4
1630 - 1645	0	0	0	0	3	0	3	3
1645 - 1700	0	0	0	0	0	0	0	0
Hourly Total	0	**0**	6	**6**	7	0	**7**	**13**
1700 - 1715	0	0	1	1	2	0	2	3
1715 - 1730	0	0	0	0	1	0	1	1
1730 - 1745	0	0	0	0	1	0	1	1
1745 - 1800	0	0	1	1	0	0	0	1
Hourly Total	0	**0**	2	**2**	4	0	**4**	**6**
1800 - 1815	0	0	1	1	1	0	1	2
1815 - 1830	0	0	0	0	2	0	2	2
1830 - 1845	0	0	1	1	1	0	1	2
1845 - 1900	0	0	0	0	0	0	0	0
Hourly Total	0	**0**	2	**2**	4	0	**4**	**6**
Grand Total	3	**3**	47	**47**	77	1	**78**	**128**
Approach %	100.00	-	100.00	-	98.72	1.28	-	
Intersection %	2.34	2.34	36.72	36.72	60.16	0.78	60.94	

0700 - 0900 (Internal session 1) (10-30-2025)
Combination Trucks (8-13)

TIME	Southbound Reagan St Right 6.1	Southbound Reagan St App Total	Eastbound Ridgewalk Pkwy (West) Thru 6.2	Eastbound Ridgewalk Pkwy (West) App Total	Westbound Ridgewalk Pkwy (East) Thru 6.3	Westbound Ridgewalk Pkwy (East) Right 6.4	Westbound Ridgewalk Pkwy (East) App Total	Int Total
0700 - 0715	0	0	1	1	2	0	2	3
0715 - 0730	0	0	1	1	2	0	2	3
0730 - 0745	0	0	2	2	2	0	2	4
0745 - 0800	0	0	0	0	3	0	3	3
Hourly Total	0	**0**	4	**4**	9	0	**9**	**13**
0800 - 0815	0	0	3	3	2	0	2	5
0815 - 0830	0	0	0	0	1	0	1	1
0830 - 0845	0	0	2	2	1	0	1	3
0845 - 0900	0	0	1	1	1	0	1	2
Hourly Total	0	**0**	6	**6**	5	0	**5**	**11**
Grand Total	0	**0**	10	**10**	14	0	**14**	**24**
Approach %	0.00	-	100.00	-	100.00	0.00	-	
Intersection %	0.00	0.00	41.67	41.67	58.33	0.00	58.33	

1600 - 1800 (Internal session 2) (10-30-2025)
Combination Trucks (8-13)

TIME	Southbound Reagan St Right 6.1	Southbound Reagan St App Total	Eastbound Ridgewalk Pkwy (West) Thru 6.2	Eastbound Ridgewalk Pkwy (West) App Total	Westbound Ridgewalk Pkwy (East) Thru 6.3	Westbound Ridgewalk Pkwy (East) Right 6.4	Westbound Ridgewalk Pkwy (East) App Total	Int Total
1600 - 1615	0	0	3	3	3	0	3	6
1615 - 1630	0	0	3	3	1	0	1	4
1630 - 1645	0	0	0	0	3	0	3	3
1645 - 1700	0	0	0	0	0	0	0	0
Hourly Total	0	**0**	6	**6**	7	0	**7**	**13**
1700 - 1715	0	0	1	1	2	0	2	3
1715 - 1730	0	0	0	0	1	0	1	1
1730 - 1745	0	0	0	0	1	0	1	1
1745 - 1800	0	0	1	1	0	0	0	1
Hourly Total	0	**0**	2	**2**	4	0	**4**	**6**
Grand Total	0	**0**	8	**8**	11	0	**11**	**19**
Approach %	0.00	-	100.00	-	100.00	0.00	-	
Intersection %	0.00	0.00	42.11	42.11	57.89	0.00	57.89	

Classified Turn Movement Count || Bicycles

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Woodstock, GA

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Reagan St
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Ridgewalk Pkwy (East)

Date
Thursday, October 30, 2025

Lat/Long
34.117833°, -84.515953°
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Cloudy
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0700 - 1900 (Weekday 12h Session) (10-30-2025)
Bicycles

TIME	Southbound Reagan St Right 6.1	Southbound Reagan St App Total	Eastbound Ridgewalk Pkwy (West) Thru 6.2	Eastbound Ridgewalk Pkwy (West) App Total	Westbound Ridgewalk Pkwy (East) Thru 6.3	Westbound Ridgewalk Pkwy (East) Right 6.4	Westbound App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0
Hourly Total	0	**0**	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0
Hourly Total	0	**0**	0	**0**	0	0	**0**	**0**
0900 - 0915	0	0	0	0	0	0	0	0
0915 - 0930	0	0	0	0	0	0	0	0
0930 - 0945	0	0	0	0	0	0	0	0
0945 - 1000	0	0	0	0	0	0	0	0
Hourly Total	0	**0**	0	**0**	0	0	**0**	**0**
1000 - 1015	0	0	0	0	0	0	0	0
1015 - 1030	0	0	0	0	0	0	0	0
1030 - 1045	0	0	0	0	0	0	0	0
1045 - 1100	0	0	0	0	0	0	0	0
Hourly Total	0	**0**	0	**0**	0	0	**0**	**0**
1100 - 1115	0	0	0	0	0	0	0	0
1115 - 1130	0	0	0	0	0	0	0	0
1130 - 1145	0	0	0	0	0	0	0	0
1145 - 1200	0	0	0	0	0	0	0	0
Hourly Total	0	**0**	0	**0**	0	0	**0**	**0**
1200 - 1215	0	0	0	0	0	0	0	0
1215 - 1230	0	0	0	0	0	0	0	0
1230 - 1245	0	0	0	0	0	0	0	0
1245 - 1300	0	0	0	0	0	0	0	0
Hourly Total	0	**0**	0	**0**	0	0	**0**	**0**
1300 - 1315	0	0	0	0	0	0	0	0
1315 - 1330	0	0	0	0	0	0	0	0
1330 - 1345	0	0	0	0	0	0	0	0
1345 - 1400	0	0	0	0	0	0	0	0
Hourly Total	0	**0**	0	**0**	0	0	**0**	**0**
1400 - 1415	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0
Hourly Total	0	**0**	0	**0**	0	0	**0**	**0**
1500 - 1515	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0
Hourly Total	0	**0**	0	**0**	0	0	**0**	**0**
1600 - 1615	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0
Hourly Total	0	**0**	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0
Hourly Total	0	**0**	0	**0**	0	0	**0**	**0**
1800 - 1815	0	0	0	0	0	0	0	0
1815 - 1830	0	0	0	0	0	0	0	0
1830 - 1845	0	0	0	0	0	0	0	0
1845 - 1900	0	0	0	0	0	0	0	0
Hourly Total	0	**0**	0	**0**	0	0	**0**	**0**
Grand Total	0	**0**	0	**0**	0	0	**0**	**0**
Approach %	0.00	-	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

0700 - 0900 (Internal session 1) (10-30-2025)
Bicycles

TIME	Southbound Reagan St Right 6.1	Southbound Reagan St App Total	Eastbound Ridgewalk Pkwy (West) Thru 6.2	Eastbound Ridgewalk Pkwy (West) App Total	Westbound Ridgewalk Pkwy (East) Thru 6.3	Westbound Ridgewalk Pkwy (East) Right 6.4	Westbound App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0
Hourly Total	0	**0**	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0
Hourly Total	0	**0**	0	**0**	0	0	**0**	**0**
Grand Total	0	**0**	0	**0**	0	0	**0**	**0**
Approach %	0.00	-	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Internal session 2) (10-30-2025)
Bicycles

TIME	Southbound Reagan St Right 6.1	Southbound Reagan St App Total	Eastbound Ridgewalk Pkwy (West) Thru 6.2	Eastbound Ridgewalk Pkwy (West) App Total	Westbound Ridgewalk Pkwy (East) Thru 6.3	Westbound Ridgewalk Pkwy (East) Right 6.4	Westbound App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0
Hourly Total	0	**0**	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0
Hourly Total	0	**0**	0	**0**	0	0	**0**	**0**
Grand Total	0	**0**	0	**0**	0	0	**0**	**0**
Approach %	0.00	-	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

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

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Cloudy
49°F
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0700 - 1900 (Weekday 12h Session) (10-30-2025)
All Trucks (4-13)

TIME	Southbound Reagan St		Eastbound Ridgewalk Pkwy (West)		Westbound Ridgewalk Pkwy (East)			
	Right 6.1	App Total	Thru 6.2	App Total	Thru 6.3	Right 6.4	App Total	Int Total
0700 - 0715	0	0	10	10	4	0	4	14
0715 - 0730	0	0	6	6	8	1	9	15
0730 - 0745	1	1	8	8	8	1	9	18
0745 - 0800	0	0	4	4	11	0	11	15
Hourly Total	1	**1**	28	**28**	31	2	**33**	**62**
0800 - 0815	0	0	7	7	5	0	5	12
0815 - 0830	1	1	6	6	9	0	9	16
0830 - 0845	0	0	9	9	7	0	7	16
0845 - 0900	0	0	14	14	5	1	6	20
Hourly Total	1	**1**	36	**36**	26	1	**27**	**64**
0900 - 0915	0	0	8	8	11	0	11	19
0915 - 0930	1	1	13	13	9	0	9	23
0930 - 0945	0	0	9	9	7	0	7	16
0945 - 1000	1	1	11	11	10	0	10	22
Hourly Total	2	**2**	41	**41**	37	0	**37**	**80**
1000 - 1015	0	0	7	7	11	0	11	18
1015 - 1030	0	0	14	14	7	0	7	21
1030 - 1045	0	0	9	9	10	0	10	19
1045 - 1100	1	1	11	11	5	1	6	18
Hourly Total	1	**1**	41	**41**	33	1	**34**	**76**
1100 - 1115	1	1	6	6	7	1	8	15
1115 - 1130	1	1	7	7	8	0	8	16
1130 - 1145	1	1	6	6	9	1	10	17
1145 - 1200	1	1	6	6	10	0	10	17
Hourly Total	4	**4**	25	**25**	34	2	**36**	**65**
1200 - 1215	0	0	8	8	3	1	4	12
1215 - 1230	0	0	9	9	5	0	5	14
1230 - 1245	0	0	9	9	8	0	8	17
1245 - 1300	0	0	7	7	4	0	4	11
Hourly Total	0	**0**	33	**33**	20	1	**21**	**54**
1300 - 1315	0	0	6	6	2	1	3	9
1315 - 1330	0	0	11	11	5	0	5	16
1330 - 1345	0	0	7	7	4	1	5	12
1345 - 1400	0	0	5	5	2	0	2	7
Hourly Total	0	**0**	29	**29**	13	2	**15**	**44**
1400 - 1415	0	0	4	4	4	1	5	9
1415 - 1430	0	0	5	5	10	0	10	15
1430 - 1445	1	1	5	5	6	0	6	12
1445 - 1500	0	0	5	5	7	0	7	12
Hourly Total	1	**1**	19	**19**	27	1	**28**	**48**
1500 - 1515	0	0	3	3	11	1	12	15
1515 - 1530	0	0	6	6	8	0	8	14
1530 - 1545	2	2	1	1	4	0	4	7
1545 - 1600	0	0	1	1	7	0	7	8
Hourly Total	2	**2**	11	**11**	30	1	**31**	**44**
1600 - 1615	0	0	4	4	7	0	7	11
1615 - 1630	2	2	4	4	3	1	4	10
1630 - 1645	0	0	2	2	5	1	6	8
1645 - 1700	1	1	2	2	3	0	3	6
Hourly Total	3	**3**	12	**12**	18	2	**20**	**35**
1700 - 1715	0	0	2	2	3	0	3	5
1715 - 1730	0	0	1	1	2	2	4	5
1730 - 1745	1	1	1	1	3	0	3	5
1745 - 1800	0	0	2	2	2	0	2	4
Hourly Total	1	**1**	6	**6**	10	2	**12**	**19**
1800 - 1815	0	0	3	3	8	0	8	11
1815 - 1830	0	0	0	0	4	0	4	4
1830 - 1845	1	1	5	5	2	0	2	8
1845 - 1900	0	0	1	1	2	0	2	3
Hourly Total	1	**1**	9	**9**	16	0	**16**	**26**
Grand Total	17	**17**	290	**290**	295	15	**310**	**617**
Approach %	100.00	-	100.00	-	95.16	4.84	-	
Intersection %	2.76	2.76	47.00	47.00	47.81	2.43	50.24	

0700 - 0900 (Internal session 1) (10-30-2025)
All Trucks (4-13)

TIME	Southbound Reagan St		Eastbound Ridgewalk Pkwy (West)		Westbound Ridgewalk Pkwy (East)			
	Right 6.1	App Total	Thru 6.2	App Total	Thru 6.3	Right 6.4	App Total	Int Total
0700 - 0715	0	0	10	10	4	0	4	14
0715 - 0730	0	0	6	6	8	1	9	15
0730 - 0745	1	1	8	8	8	1	9	18
0745 - 0800	0	0	4	4	11	0	11	15
Hourly Total	1	**1**	28	**28**	31	2	**33**	**62**
0800 - 0815	0	0	7	7	5	0	5	12
0815 - 0830	1	1	6	6	9	0	9	16
0830 - 0845	0	0	9	9	7	0	7	16
0845 - 0900	0	0	14	14	5	1	6	20
Hourly Total	1	**1**	36	**36**	26	1	**27**	**64**
Grand Total	2	**2**	64	**64**	57	3	**60**	**126**
Approach %	100.00	-	100.00	-	95.00	5.00	-	
Intersection %	1.59	1.59	50.79	50.79	45.24	2.38	47.62	

1600 - 1800 (Internal session 2) (10-30-2025)
All Trucks (4-13)

TIME	Southbound Reagan St		Eastbound Ridgewalk Pkwy (West)		Westbound Ridgewalk Pkwy (East)			
	Right 6.1	App Total	Thru 6.2	App Total	Thru 6.3	Right 6.4	App Total	Int Total
1600 - 1615	0	0	4	4	7	0	7	11
1615 - 1630	2	2	4	4	3	1	4	10
1630 - 1645	0	0	2	2	5	1	6	8
1645 - 1700	1	1	2	2	3	0	3	6
Hourly Total	3	**3**	12	**12**	18	2	**20**	**35**
1700 - 1715	0	0	2	2	3	0	3	5
1715 - 1730	0	0	1	1	2	2	4	5
1730 - 1745	1	1	1	1	3	0	3	5
1745 - 1800	0	0	2	2	2	0	2	4
Hourly Total	1	**1**	6	**6**	10	2	**12**	**19**
Grand Total	4	**4**	18	**18**	28	4	**32**	**54**
Approach %	100.00	-	100.00	-	87.50	12.50	-	
Intersection %	7.41	7.41	33.33	33.33	51.85	7.41	59.26	

Crosswalk Counts || Pedestrians

Marr Traffic DATA COLLECTION

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Woodstock, GA

Site 6

Reagan St
Ridgewalk Pkwy (West)
Ridgewalk Pkwy (East)

Date
Thursday, October 30, 2025

Lat/Long
34.117833°, -84.515953°
Click here for Map

Weather
Cloudy
49°F
Click here for Detailed Weather

0700 - 1900 (Weekday 12h Session) (10-30-2025)

Pedestrians

TIME	Southbound Reagan St EB 6c	Southbound Reagan St WB 6d	Southbound Reagan St App Total	Eastbound Ridgewalk Pkwy (West) EB 1e	Eastbound Ridgewalk Pkwy (West) WB 1f	Eastbound Ridgewalk Pkwy (West) App Total	Westbound Ridgewalk Pkwy (East) NB 6g	Westbound Ridgewalk Pkwy (East) SB 6h	Westbound Ridgewalk Pkwy (East) App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0900 - 0915	0	0	0	0	0	0	0	0	0	0
0915 - 0930	0	0	0	0	0	0	0	0	0	0
0930 - 0945	0	0	0	0	0	0	0	0	0	0
0945 - 1000	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1000 - 1015	0	0	0	0	0	0	0	0	0	0
1015 - 1030	0	0	0	0	0	0	0	0	0	0
1030 - 1045	0	0	0	0	0	0	0	0	0	0
1045 - 1100	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1100 - 1115	0	0	0	0	0	0	0	0	0	0
1115 - 1130	0	0	0	0	0	0	0	0	0	0
1130 - 1145	0	0	0	0	0	0	0	0	0	0
1145 - 1200	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1200 - 1215	0	0	0	0	0	0	0	0	0	0
1215 - 1230	0	0	0	0	0	0	0	0	0	0
1230 - 1245	0	0	0	0	0	0	0	0	0	0
1245 - 1300	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1300 - 1315	0	0	0	0	0	0	0	0	0	0
1315 - 1330	0	0	0	0	0	0	0	0	0	0
1330 - 1345	0	0	0	0	0	0	0	0	0	0
1345 - 1400	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1400 - 1415	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1500 - 1515	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1600 - 1615	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1800 - 1815	0	0	0	0	0	0	0	0	0	0
1815 - 1830	0	0	0	0	0	0	0	0	0	0
1830 - 1845	0	0	0	0	0	0	0	0	0	0
1845 - 1900	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

0700 - 0900 (Internal session 1) (10-30-2025)

Pedestrians

TIME	Southbound Reagan St EB 6c	Southbound Reagan St WB 6d	Southbound Reagan St App Total	Eastbound Ridgewalk Pkwy (West)	Westbound Ridgewalk Pkwy (East) NB 6g	Westbound Ridgewalk Pkwy (East) SB 6h	Westbound Ridgewalk Pkwy (East) App Total	Int Total
0700 - 0715	0	0	0		0	0	0	0
0715 - 0730	0	0	0		0	0	0	0
0730 - 0745	0	0	0		0	0	0	0
0745 - 0800	0	0	0		0	0	0	0
Hourly Total	0	0	**0**		0	0	**0**	**0**
0800 - 0815	0	0	0		0	0	0	0
0815 - 0830	0	0	0		0	0	0	0
0830 - 0845	0	0	0		0	0	0	0
0845 - 0900	0	0	0		0	0	0	0
Hourly Total	0	0	**0**		0	0	**0**	**0**
Grand Total	0	0	**0**		0	0	**0**	**0**
Approach %	0.00	0.00	-		0.00	0.00	-	
Intersection %	0.00	0.00	0.00		0.00	0.00	0.00	

1600 - 1800 (Internal session 2) (10-30-2025)

Pedestrians

TIME	Southbound Reagan St EB 6c	Southbound Reagan St WB 6d	Southbound Reagan St App Total	Eastbound Ridgewalk Pkwy (West)	Westbound Ridgewalk Pkwy (East) NB 6g	Westbound Ridgewalk Pkwy (East) SB 6h	Westbound Ridgewalk Pkwy (East) App Total	Int Total
1600 - 1615	0	0	0		0	0	0	0
1615 - 1630	0	0	0		0	0	0	0
1630 - 1645	0	0	0		0	0	0	0
1645 - 1700	0	0	0		0	0	0	0
Hourly Total	0	0	**0**		0	0	**0**	**0**
1700 - 1715	0	0	0		0	0	0	0
1715 - 1730	0	0	0		0	0	0	0
1730 - 1745	0	0	0		0	0	0	0
1745 - 1800	0	0	0		0	0	0	0
Hourly Total	0	0	**0**		0	0	**0**	**0**
Grand Total	0	0	**0**		0	0	**0**	**0**
Approach %	0.00	0.00	-		0.00	0.00	-	
Intersection %	0.00	0.00	0.00		0.00	0.00	0.00	

Crosswalk Counts || Bicycles

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Woodstock, GA

Site 6

Reagan St
Ridgewalk Pkwy (West)
Ridgewalk Pkwy (East)

Date
Thursday, October 30, 2025

Lat/Long
34.117833°, -84.515953°
Click here for Map

Weather
Cloudy
49°F
Click here for Detailed Weather

0700 - 1900 (Weekday 12h Session) (10-30-2025)

Bicycles

TIME	Southbound Reagan St EB 6c	Southbound Reagan St WB 6d	Southbound Reagan St App Total	Eastbound Ridgewalk Pkwy (West)	Westbound Ridgewalk Pkwy (East) NB 6g	Westbound Ridgewalk Pkwy (East) SB 6h	Westbound Ridgewalk Pkwy (East) App Total	Int Total
0700 - 0715	0	0	0		0	0	0	0
0715 - 0730	0	0	0		0	0	0	0
0730 - 0745	0	0	0		0	0	0	0
0745 - 0800	0	0	0		0	0	0	0
Hourly Total	0	0	**0**		0	0	**0**	**0**
0800 - 0815	0	0	0		0	0	0	0
0815 - 0830	0	0	0		0	0	0	0
0830 - 0845	0	0	0		0	0	0	0
0845 - 0900	0	0	0		0	0	0	0
Hourly Total	0	0	**0**		0	0	**0**	**0**
0900 - 0915	0	0	0		0	0	0	0
0915 - 0930	0	0	0		0	0	0	0
0930 - 0945	0	0	0		0	0	0	0
0945 - 1000	0	0	0		0	0	0	0
Hourly Total	0	0	**0**		0	0	**0**	**0**
1000 - 1015	0	0	0		0	0	0	0
1015 - 1030	0	0	0		0	0	0	0
1030 - 1045	0	0	0		0	0	0	0
1045 - 1100	0	0	0		0	0	0	0
Hourly Total	0	0	**0**		0	0	**0**	**0**
1100 - 1115	0	0	0		0	0	0	0
1115 - 1130	0	0	0		0	0	0	0
1130 - 1145	0	0	0		0	0	0	0
1145 - 1200	0	0	0		0	0	0	0
Hourly Total	0	0	**0**		0	0	**0**	**0**
1200 - 1215	0	0	0		0	0	0	0
1215 - 1230	0	0	0		0	0	0	0
1230 - 1245	0	0	0		0	0	0	0
1245 - 1300	0	0	0		0	0	0	0
Hourly Total	0	0	**0**		0	0	**0**	**0**
1300 - 1315	0	0	0		0	0	0	0
1315 - 1330	0	0	0		0	0	0	0
1330 - 1345	0	0	0		0	0	0	0
1345 - 1400	0	0	0		0	0	0	0
Hourly Total	0	0	**0**		0	0	**0**	**0**
1400 - 1415	0	0	0		0	0	0	0
1415 - 1430	0	0	0		0	0	0	0
1430 - 1445	0	0	0		0	0	0	0
1445 - 1500	0	0	0		0	0	0	0
Hourly Total	0	0	**0**		0	0	**0**	**0**
1500 - 1515	0	0	0		0	0	0	0
1515 - 1530	0	0	0		0	0	0	0
1530 - 1545	0	0	0		0	0	0	0
1545 - 1600	0	0	0		0	0	0	0
Hourly Total	0	0	**0**		0	0	**0**	**0**
1600 - 1615	0	0	0		0	0	0	0
1615 - 1630	0	0	0		0	0	0	0
1630 - 1645	0	0	0		0	0	0	0
1645 - 1700	0	0	0		0	0	0	0
Hourly Total	0	0	**0**		0	0	**0**	**0**
1700 - 1715	0	0	0		0	0	0	0
1715 - 1730	0	0	0		0	0	0	0
1730 - 1745	0	0	0		0	0	0	0
1745 - 1800	0	0	0		0	0	0	0
Hourly Total	0	0	**0**		0	0	**0**	**0**
1800 - 1815	0	0	0		0	0	0	0
1815 - 1830	0	0	0		0	0	0	0
1830 - 1845	0	0	0		0	0	0	0
1845 - 1900	0	0	0		0	0	0	0
Hourly Total	0	0	**0**		0	0	**0**	**0**
Grand Total	0	0	**0**		0	0	**0**	**0**
Approach %	0.00	0.00	-		0.00	0.00	-	
Intersection %	0.00	0.00	0.00		0.00	0.00	0.00	

0700 - 0900 (Internal session 1) (10-30-2025)

Bicycles

TIME	Southbound Reagan St EB 6c	Southbound Reagan St WB 6d	Southbound Reagan St App Total	Eastbound Ridgewalk Pkwy (West)	Westbound Ridgewalk Pkwy (East) NB 6g	Westbound Ridgewalk Pkwy (East) SB 6h	Westbound Ridgewalk Pkwy (East) App Total	Int Total
0700 - 0715	0	0	0		0	0	0	0
0715 - 0730	0	0	0		0	0	0	0
0730 - 0745	0	0	0		0	0	0	0
0745 - 0800	0	0	0		0	0	0	0
Hourly Total	0	0	**0**		0	0	**0**	**0**
0800 - 0815	0	0	0		0	0	0	0
0815 - 0830	0	0	0		0	0	0	0
0830 - 0845	0	0	0		0	0	0	0
0845 - 0900	0	0	0		0	0	0	0
Hourly Total	0	0	**0**		0	0	**0**	**0**
Grand Total	0	0	**0**		0	0	**0**	**0**
Approach %	0.00	0.00	-		0.00	0.00	-	
Intersection %	0.00	0.00	0.00		0.00	0.00	0.00	

1600 - 1800 (Internal session 2) (10-30-2025)

Bicycles

TIME	Southbound Reagan St EB 6c	Southbound Reagan St WB 6d	Southbound Reagan St App Total	Eastbound Ridgewalk Pkwy (West)	Westbound Ridgewalk Pkwy (East) NB 6g	Westbound Ridgewalk Pkwy (East) SB 6h	Westbound Ridgewalk Pkwy (East) App Total	Int Total
1600 - 1615	0	0	0		0	0	0	0
1615 - 1630	0	0	0		0	0	0	0
1630 - 1645	0	0	0		0	0	0	0
1645 - 1700	0	0	0		0	0	0	0
Hourly Total	0	0	**0**		0	0	**0**	**0**
1700 - 1715	0	0	0		0	0	0	0
1715 - 1730	0	0	0		0	0	0	0
1730 - 1745	0	0	0		0	0	0	0
1745 - 1800	0	0	0		0	0	0	0
Hourly Total	0	0	**0**		0	0	**0**	**0**
Grand Total	0	0	**0**		0	0	**0**	**0**
Approach %	0.00	0.00	-		0.00	0.00	-	
Intersection %	0.00	0.00	0.00		0.00	0.00	0.00	

Crosswalk Counts || Motorized Vehicles

Marr Traffic DATA COLLECTION
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Woodstock, GA

Site 6

Reagan St
Ridgewalk Pkwy (West)
Ridgewalk Pkwy (East)

Date
Thursday, October 30, 2025

Lat/Long
34.117833°, -84.515953°
Click here for Map

Weather
Cloudy
49°F
Click here for Detailed Weather

0700 - 1900 (Weekday 12h Session) (10-30-2025)
Motorized Vehicles

TIME	Southbound Reagan St EB 6c	Southbound Reagan St WB 6d	Southbound Reagan St App Total	Eastbound Ridgewalk Pkwy (West)	Westbound Ridgewalk Pkwy (East) NB 6g	Westbound Ridgewalk Pkwy (East) SB 6h	Westbound Ridgewalk Pkwy (East) App Total	Int Total
0700 - 0715	0	0	0		0	0	0	0
0715 - 0730	0	0	0		0	0	0	0
0730 - 0745	0	0	0		0	0	0	0
0745 - 0800	0	0	0		0	0	0	0
Hourly Total	0	0	**0**		0	0	**0**	**0**
0800 - 0815	0	0	0		0	0	0	0
0815 - 0830	0	0	0		0	0	0	0
0830 - 0845	0	0	0		0	0	0	0
0845 - 0900	0	0	0		0	0	0	0
Hourly Total	0	0	**0**		0	0	**0**	**0**
0900 - 0915	0	0	0		0	0	0	0
0915 - 0930	0	0	0		0	0	0	0
0930 - 0945	0	0	0		0	0	0	0
0945 - 1000	0	0	0		0	0	0	0
Hourly Total	0	0	**0**		0	0	**0**	**0**
1000 - 1015	0	0	0		0	0	0	0
1015 - 1030	0	0	0		0	0	0	0
1030 - 1045	0	0	0		0	0	0	0
1045 - 1100	0	0	0		0	0	0	0
Hourly Total	0	0	**0**		0	0	**0**	**0**
1100 - 1115	0	0	0		0	0	0	0
1115 - 1130	0	0	0		0	0	0	0
1130 - 1145	0	0	0		0	0	0	0
1145 - 1200	0	0	0		0	0	0	0
Hourly Total	0	0	**0**		0	0	**0**	**0**
1200 - 1215	0	0	0		0	0	0	0
1215 - 1230	0	0	0		0	0	0	0
1230 - 1245	0	0	0		0	0	0	0
1245 - 1300	0	0	0		0	0	0	0
Hourly Total	0	0	**0**		0	0	**0**	**0**
1300 - 1315	0	0	0		0	0	0	0
1315 - 1330	0	0	0		0	0	0	0
1330 - 1345	0	0	0		0	0	0	0
1345 - 1400	0	0	0		0	0	0	0
Hourly Total	0	0	**0**		0	0	**0**	**0**
1400 - 1415	0	0	0		0	0	0	0
1415 - 1430	0	0	0		0	0	0	0
1430 - 1445	0	0	0		0	0	0	0
1445 - 1500	0	0	0		0	0	0	0
Hourly Total	0	0	**0**		0	0	**0**	**0**
1500 - 1515	0	0	0		0	0	0	0
1515 - 1530	0	0	0		0	0	0	0
1530 - 1545	0	0	0		0	0	0	0
1545 - 1600	0	0	0		0	0	0	0
Hourly Total	0	0	**0**		0	0	**0**	**0**
1600 - 1615	0	0	0		0	0	0	0
1615 - 1630	0	0	0		0	0	0	0
1630 - 1645	0	0	0		0	0	0	0
1645 - 1700	0	0	0		0	0	0	0
Hourly Total	0	0	**0**		0	0	**0**	**0**
1700 - 1715	0	0	0		0	0	0	0
1715 - 1730	0	0	0		0	0	0	0
1730 - 1745	0	0	0		0	0	0	0
1745 - 1800	0	0	0		0	0	0	0
Hourly Total	0	0	**0**		0	0	**0**	**0**
1800 - 1815	0	0	0		0	0	0	0
1815 - 1830	0	0	0		0	0	0	0
1830 - 1845	0	0	0		0	0	0	0
1845 - 1900	0	0	0		0	0	0	0
Hourly Total	0	0	**0**		0	0	**0**	**0**
Grand Total	0	0	**0**		0	0	**0**	**0**
Approach %	0.00	0.00	-		0.00	0.00	-	
Intersection %	0.00	0.00	0.00		0.00	0.00	0.00	

0700 - 0900 (Internal session 1) (10-30-2025)
Motorized Vehicles

TIME	Southbound Reagan St EB 6c	Southbound Reagan St WB 6d	Southbound Reagan St App Total	Eastbound Ridgewalk Pkwy (West)	Westbound Ridgewalk Pkwy (East) NB 6g	Westbound Ridgewalk Pkwy (East) SB 6h	Westbound Ridgewalk Pkwy (East) App Total	Int Total
0700 - 0715	0	0	0		0	0	0	0
0715 - 0730	0	0	0		0	0	0	0
0730 - 0745	0	0	0		0	0	0	0
0745 - 0800	0	0	0		0	0	0	0
Hourly Total	0	0	**0**		0	0	**0**	**0**
0800 - 0815	0	0	0		0	0	0	0
0815 - 0830	0	0	0		0	0	0	0
0830 - 0845	0	0	0		0	0	0	0
0845 - 0900	0	0	0		0	0	0	0
Hourly Total	0	0	**0**		0	0	**0**	**0**
Grand Total	0	0	**0**		0	0	**0**	**0**
Approach %	0.00	0.00	-		0.00	0.00	-	
Intersection %	0.00	0.00	0.00		0.00	0.00	0.00	

1600 - 1800 (Internal session 2) (10-30-2025)
Motorized Vehicles

TIME	Southbound Reagan St EB 6c	Southbound Reagan St WB 6d	Southbound Reagan St App Total	Eastbound Ridgewalk Pkwy (West)	Westbound Ridgewalk Pkwy (East) NB 6g	Westbound Ridgewalk Pkwy (East) SB 6h	Westbound Ridgewalk Pkwy (East) App Total	Int Total
1600 - 1615	0	0	0		0	0	0	0
1615 - 1630	0	0	0		0	0	0	0
1630 - 1645	0	0	0		0	0	0	0
1645 - 1700	0	0	0		0	0	0	0
Hourly Total	0	0	**0**		0	0	**0**	**0**
1700 - 1715	0	0	0		0	0	0	0
1715 - 1730	0	0	0		0	0	0	0
1730 - 1745	0	0	0		0	0	0	0
1745 - 1800	0	0	0		0	0	0	0
Hourly Total	0	0	**0**		0	0	**0**	**0**
Grand Total	0	0	**0**		0	0	**0**	**0**
Approach %	0.00	0.00	-		0.00	0.00	-	
Intersection %	0.00	0.00	0.00		0.00	0.00	0.00	

Peak Hour Turning Movement Count

Woodstock, GA

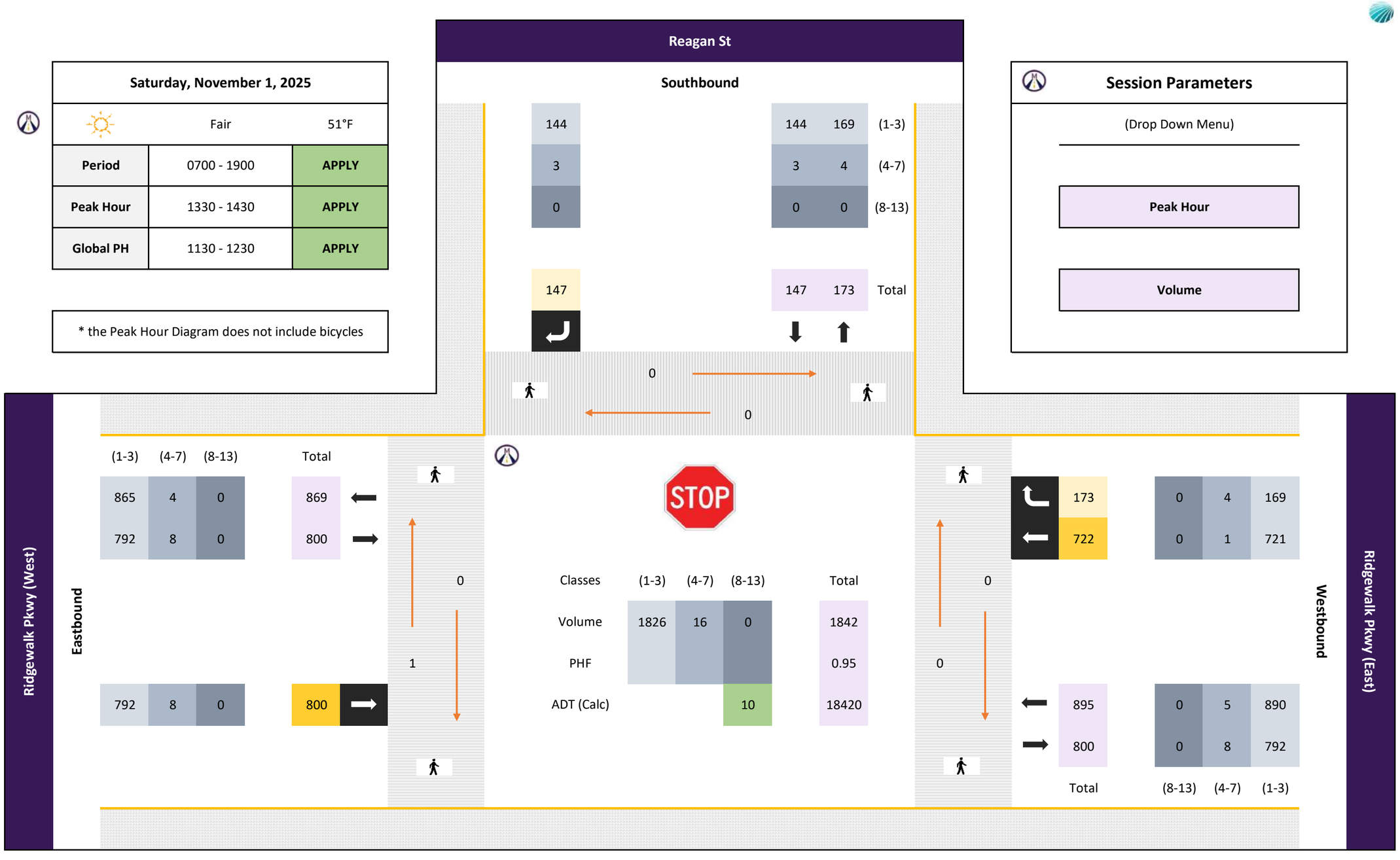
Click here for Map

Marr Traffic DATA COLLECTION

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Saturday, November 1, 2025		
Fair		51°F
Period	0700 - 1900	**APPLY**
Peak Hour	1330 - 1430	**APPLY**
Global PH	1130 - 1230	**APPLY**

* the Peak Hour Diagram does not include bicycles



Session Parameters

(Drop Down Menu)

Peak Hour

Volume

All vehicles

							Southbound						Eastbound						Westbound						
							Reagan St						Ridgewalk Pkwy (West)						Ridgewalk Pkwy (East)						
Time						App Total			Right 6.1			App Total		Thru 6.2				App Total		Thru 6.3	Right 6.4			App Total	Int Total
1330 - 1345	-	-	-	-	-	0	-	-	33	-	-	33	-	183	-	-	-	183	-	166	54	-	-	220	436
1345 - 1400	-	-	-	-	-	0	-	-	45	-	-	45	-	215	-	-	-	215	-	180	45	-	-	225	485
1400 - 1415	-	-	-	-	-	0	-	-	36	-	-	36	-	199	-	-	-	199	-	185	31	-	-	216	451
1415 - 1430	-	-	-	-	-	0	-	-	33	-	-	33	-	203	-	-	-	203	-	191	43	-	-	234	470
Total	0	0	0	0	0	0	0	0	147	0	0	147	0	800	0	0	0	800	0	722	173	0	0	895	1842
Approach %	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	0.00	-	0.00	80.67	19.33	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.82	0.00	0.00	**0.82**	0.00	0.93	0.00	0.00	0.00	**0.93**	0.00	0.95	0.80	0.00	0.00	**0.96**	**0.95**

Passenger Vehicles (1-3)

							Southbound						Eastbound						Westbound						
							Reagan St						Ridgewalk Pkwy (West)						Ridgewalk Pkwy (East)						
Time						App Total			Right 6.1			App Total		Thru 6.2				App Total		Thru 6.3	Right 6.4			App Total	Int Total
1330 - 1345	-	-	-	-	-	0	-	-	33	-	-	33	-	181	-	-	-	181	-	165	52	-	-	217	431
1345 - 1400	-	-	-	-	-	0	-	-	44	-	-	44	-	212	-	-	-	212	-	180	45	-	-	225	481
1400 - 1415	-	-	-	-	-	0	-	-	34	-	-	34	-	197	-	-	-	197	-	185	31	-	-	216	447
1415 - 1430	-	-	-	-	-	0	-	-	33	-	-	33	-	202	-	-	-	202	-	191	41	-	-	232	467
Total	0	0	0	0	0	0	0	0	144	0	0	144	0	792	0	0	0	792	0	721	169	0	0	890	1826
Approach %	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	0.00	-	0.00	81.01	18.99	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.82	0.00	0.00	**0.82**	0.00	0.93	0.00	0.00	0.00	**0.93**	0.00	0.94	0.81	0.00	0.00	**0.96**	**0.95**

Single Unit Trucks (4-7)

							Southbound						Eastbound						Westbound						
							Reagan St						Ridgewalk Pkwy (West)						Ridgewalk Pkwy (East)						
Time						App Total			Right 6.1			App Total		Thru 6.2				App Total		Thru 6.3	Right 6.4			App Total	Int Total
1330 - 1345	-	-	-	-	-	0	-	-	0	-	-	0	-	2	-	-	-	2	-	1	2	-	-	3	5
1345 - 1400	-	-	-	-	-	0	-	-	1	-	-	1	-	3	-	-	-	3	-	0	0	-	-	0	4
1400 - 1415	-	-	-	-	-	0	-	-	2	-	-	2	-	2	-	-	-	2	-	0	0	-	-	0	4
1415 - 1430	-	-	-	-	-	0	-	-	0	-	-	0	-	1	-	-	-	1	-	0	2	-	-	2	3
Total	0	0	0	0	0	0	0	0	3	0	0	3	0	8	0	0	0	8	0	1	4	0	0	5	16
Approach %	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	0.00	-	0.00	20.00	80.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.38	0.00	0.00	**0.38**	0.00	0.67	0.00	0.00	0.00	**0.67**	0.00	0.25	0.50	0.00	0.00	**0.42**	**0.80**

Combination Trucks (8-13)

							Southbound						Eastbound						Westbound						
							Reagan St						Ridgewalk Pkwy (West)						Ridgewalk Pkwy (East)						
Time						App Total			Right 6.1			App Total		Thru 6.2				App Total		Thru 6.3	Right 6.4			App Total	Int Total
1330 - 1345	-	-	-	-	-	0	-	-	0	-	-	0	-	0	-	-	-	0	-	0	0	-	-	0	0
1345 - 1400	-	-	-	-	-	0	-	-	0	-	-	0	-	0	-	-	-	0	-	0	0	-	-	0	0
1400 - 1415	-	-	-	-	-	0	-	-	0	-	-	0	-	0	-	-	-	0	-	0	0	-	-	0	0
1415 - 1430	-	-	-	-	-	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	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Bicycles

							Southbound						Eastbound						Westbound						
							Reagan St						Ridgewalk Pkwy (West)						Ridgewalk Pkwy (East)						
Time						App Total			Right 6.1			App Total		Thru 6.2				App Total		Thru 6.3	Right 6.4			App Total	Int Total
1330 - 1345	-	-	-	-	-	0	-	-	0	-	-	0	-	0	-	-	-	0	-	0	0	-	-	0	0
1345 - 1400	-	-	-	-	-	0	-	-	0	-	-	0	-	0	-	-	-	0	-	0	0	-	-	0	0
1400 - 1415	-	-	-	-	-	0	-	-	0	-	-	0	-	0	-	-	-	0	-	0	0	-	-	0	0
1415 - 1430	-	-	-	-	-	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	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Classified Turn Movement Count || All vehicles

Marr Traffic DATA COLLECTION

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Woodstock, GA

Site 6

Reagan St
Ridgewalk Pkwy (West)
Ridgewalk Pkwy (East)

Date

Saturday, November 1, 2025

Lat/Long

34.117833°, -84.515953°
Click here for Map

Weather

Fair
51°F
Click here for Detailed Weather

0700 - 1900 (Saturday 12h Session) (11-01-2025)

All vehicles

TIME	Southbound			Eastbound			Westbound				
	Reagan St			Ridgewalk Pkwy (West)			Ridgewalk Pkwy (East)				
	Right 6.1		App Total	Thru 6.2		App Total	Thru 6.3	Right 6.4		App Total	Int Total
0700 - 0715	1		1	35		35	34	1		35	71
0715 - 0730	1		1	48		48	39	1		40	89
0730 - 0745	2		2	60		60	44	2		46	108
0745 - 0800	2		2	65		65	51	4		55	122
Hourly Total	6		**6**	208		**208**	168	8		**176**	**390**
0800 - 0815	2		2	59		59	67	1		68	129
0815 - 0830	7		7	95		95	70	0		70	172
0830 - 0845	3		3	127		127	73	4		77	207
0845 - 0900	5		5	99		99	114	24		138	242
Hourly Total	17		**17**	380		**380**	324	29		**353**	**750**
0900 - 0915	1		1	117		117	100	28		128	246
0915 - 0930	9		9	122		122	124	18		142	273
0930 - 0945	13		13	173		173	110	33		143	329
0945 - 1000	14		14	197		197	134	34		168	379
Hourly Total	37		**37**	609		**609**	468	113		**581**	**1227**
1000 - 1015	19		19	185		185	143	29		172	376
1015 - 1030	22		22	178		178	148	39		187	387
1030 - 1045	14		14	161		161	137	29		166	341
1045 - 1100	25		25	149		149	165	43		208	382
Hourly Total	80		**80**	673		**673**	593	140		**733**	**1486**
1100 - 1115	17		17	220		220	154	39		193	430
1115 - 1130	25		25	217		217	148	22		170	412
1130 - 1145	14		14	204		204	179	45		224	442
1145 - 1200	34		34	205		205	196	27		223	462
Hourly Total	90		**90**	846		**846**	677	133		**810**	**1746**
1200 - 1215	23		23	213		213	182	30		212	448
1215 - 1230	31		31	202		202	184	50		234	467
1230 - 1245	27		27	192		192	175	40		215	434
1245 - 1300	23		23	188		188	153	46		199	410
Hourly Total	104		**104**	795		**795**	694	166		**860**	**1759**
1300 - 1315	25		25	196		196	185	32		217	438
1315 - 1330	23		23	170		170	150	31		181	374
1330 - 1345	33		33	183		183	166	54		220	436
1345 - 1400	45		45	215		215	180	45		225	485
Hourly Total	126		**126**	764		**764**	681	162		**843**	**1733**
1400 - 1415	36		36	199		199	185	31		216	451
1415 - 1430	33		33	203		203	191	43		234	470
1430 - 1445	27		27	202		202	174	28		202	431
1445 - 1500	37		37	206		206	160	48		208	451
Hourly Total	133		**133**	810		**810**	710	150		**860**	**1803**
1500 - 1515	41		41	193		193	155	34		189	423
1515 - 1530	34		34	208		208	130	47		177	419
1530 - 1545	43		43	197		197	147	38		185	425
1545 - 1600	37		37	191		191	159	35		194	422
Hourly Total	155		**155**	789		**789**	591	154		**745**	**1689**
1600 - 1615	30		30	206		206	146	31		177	413
1615 - 1630	30		30	199		199	141	31		172	401
1630 - 1645	35		35	216		216	122	46		168	419
1645 - 1700	20		20	184		184	118	35		153	357
Hourly Total	115		**115**	805		**805**	527	143		**670**	**1590**
1700 - 1715	21		21	185		185	143	24		167	373
1715 - 1730	33		33	177		177	128	27		155	365
1730 - 1745	34		34	189		189	118	39		157	380
1745 - 1800	25		25	196		196	147	29		176	397
Hourly Total	113		**113**	747		**747**	536	119		**655**	**1515**
1800 - 1815	22		22	195		195	156	24		180	397
1815 - 1830	16		16	160		160	123	21		144	320
1830 - 1845	20		20	173		173	101	14		115	308
1845 - 1900	11		11	134		134	113	7		120	265
Hourly Total	69		**69**	662		**662**	493	66		**559**	**1290**
Grand Total	1045		**1045**	8088		**8088**	6462	1383		**7845**	**16978**
Approach %	100.00		-	100.00		-	82.37	17.63		-	
Intersection %	6.16		6.16	47.64		47.64	38.06	8.15		46.21	
Heavy Vehicle %	2		**2**	1		**1**	1	1		**1**	**1**
PHF	0.82		**0.82**	0.93		**0.93**	0.95	0.80		**0.96**	**0.95**
Peak Hour Total	147		**147**	800		**800**	722	173		**895**	**1842**
Peak Hour HV %	2		**2**	1		**1**	0	2		**1**	**1**

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

Marr Traffic DATA COLLECTION

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Woodstock, GA

Site 6

Reagan St
Ridgewalk Pkwy (West)
Ridgewalk Pkwy (East)

Date

Saturday, November 1, 2025

Lat/Long

34.117833°, -84.515953°
Click here for Map

Weather

Fair
51°F
Click here for Detailed Weather

0700 - 1900 (Saturday 12h Session) (11-01-2025)

Passenger Vehicles (1-3)

TIME	Southbound Reagan St Right 6.1	Southbound Reagan St App Total	Eastbound Ridgewalk Pkwy (West) Thru 6.2	Eastbound Ridgewalk Pkwy (West) App Total	Westbound Ridgewalk Pkwy (East) Thru 6.3	Westbound Ridgewalk Pkwy (East) Right 6.4	Westbound Ridgewalk Pkwy (East) App Total	Int Total
0700 - 0715	0	0	32	32	33	1	34	66
0715 - 0730	1	1	39	39	39	1	40	80
0730 - 0745	1	1	56	56	40	2	42	99
0745 - 0800	2	2	60	60	49	4	53	115
Hourly Total	4	**4**	187	**187**	161	8	**169**	**360**
0800 - 0815	2	2	59	59	65	1	66	127
0815 - 0830	7	7	93	93	66	0	66	166
0830 - 0845	3	3	124	124	69	4	73	200
0845 - 0900	5	5	96	96	113	24	137	238
Hourly Total	17	**17**	372	**372**	313	29	**342**	**731**
0900 - 0915	1	1	116	116	99	28	127	244
0915 - 0930	9	9	117	117	118	18	136	262
0930 - 0945	13	13	173	173	108	33	141	327
0945 - 1000	14	14	193	193	130	34	164	371
Hourly Total	37	**37**	599	**599**	455	113	**568**	**1204**
1000 - 1015	19	19	182	182	140	29	169	370
1015 - 1030	22	22	174	174	148	39	187	383
1030 - 1045	14	14	160	160	135	29	164	338
1045 - 1100	24	24	143	143	162	43	205	372
Hourly Total	79	**79**	659	**659**	585	140	**725**	**1463**
1100 - 1115	17	17	218	218	153	39	192	427
1115 - 1130	25	25	215	215	145	22	167	407
1130 - 1145	14	14	203	203	179	45	224	441
1145 - 1200	34	34	203	203	194	27	221	458
Hourly Total	90	**90**	839	**839**	671	133	**804**	**1733**
1200 - 1215	23	23	211	211	181	29	210	444
1215 - 1230	31	31	201	201	183	50	233	465
1230 - 1245	26	26	191	191	173	40	213	430
1245 - 1300	22	22	186	186	152	46	198	406
Hourly Total	102	**102**	789	**789**	689	165	**854**	**1745**
1300 - 1315	25	25	194	194	185	32	217	436
1315 - 1330	21	21	167	167	149	30	179	367
1330 - 1345	33	33	181	181	165	52	217	431
1345 - 1400	44	44	212	212	180	45	225	481
Hourly Total	123	**123**	754	**754**	679	159	**838**	**1715**
1400 - 1415	34	34	197	197	185	31	216	447
1415 - 1430	33	33	202	202	191	41	232	467
1430 - 1445	27	27	200	200	174	27	201	428
1445 - 1500	37	37	205	205	160	48	208	450
Hourly Total	131	**131**	804	**804**	710	147	**857**	**1792**
1500 - 1515	39	39	192	192	155	33	188	419
1515 - 1530	33	33	207	207	130	46	176	416
1530 - 1545	43	43	197	197	146	37	183	423
1545 - 1600	36	36	190	190	159	35	194	420
Hourly Total	151	**151**	786	**786**	590	151	**741**	**1678**
1600 - 1615	30	30	205	205	146	30	176	411
1615 - 1630	29	29	198	198	141	31	172	399
1630 - 1645	34	34	216	216	122	45	167	417
1645 - 1700	20	20	182	182	118	34	152	354
Hourly Total	113	**113**	801	**801**	527	140	**667**	**1581**
1700 - 1715	20	20	185	185	143	23	166	371
1715 - 1730	32	32	176	176	127	26	153	361
1730 - 1745	34	34	187	187	118	39	157	378
1745 - 1800	25	25	195	195	146	29	175	395
Hourly Total	111	**111**	743	**743**	534	117	**651**	**1505**
1800 - 1815	22	22	195	195	151	24	175	392
1815 - 1830	16	16	160	160	123	21	144	320
1830 - 1845	20	20	173	173	101	14	115	308
1845 - 1900	11	11	131	131	113	7	120	262
Hourly Total	69	**69**	659	**659**	488	66	**554**	**1282**
Grand Total	1027	**1027**	7992	**7992**	6402	1368	**7770**	**16789**
Approach %	100.00	-	100.00	-	82.39	17.61	-	
Intersection %	6.12	6.12	47.60	47.60	38.13	8.15	46.28	

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

Marr Traffic DATA COLLECTION

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Woodstock, GA

Site 6

Reagan St
Ridgewalk Pkwy (West)
Ridgewalk Pkwy (East)

Date

Saturday, November 1, 2025

Lat/Long

34.117833°, -84.515953°
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Weather

Fair
51°F
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0700 - 1900 (Saturday 12h Session) (11-01-2025)

Single Unit Trucks (4-7)

TIME	Southbound Reagan St Right 6.1	Southbound Reagan St App Total	Eastbound Ridgewalk Pkwy (West) Thru 6.2	Eastbound Ridgewalk Pkwy (West) App Total	Westbound Ridgewalk Pkwy (East) Thru 6.3	Westbound Ridgewalk Pkwy (East) Right 6.4	Westbound Ridgewalk Pkwy (East) App Total	Int Total
0700 - 0715	1	1	3	3	0	0	0	4
0715 - 0730	0	0	7	7	0	0	0	7
0730 - 0745	1	1	3	3	4	0	4	8
0745 - 0800	0	0	5	5	2	0	2	7
Hourly Total	2	**2**	18	**18**	6	0	**6**	**26**
0800 - 0815	0	0	0	0	2	0	2	2
0815 - 0830	0	0	1	1	3	0	3	4
0830 - 0845	0	0	2	2	4	0	4	6
0845 - 0900	0	0	3	3	1	0	1	4
Hourly Total	0	**0**	6	**6**	10	0	**10**	**16**
0900 - 0915	0	0	1	1	1	0	1	2
0915 - 0930	0	0	5	5	6	0	6	11
0930 - 0945	0	0	0	0	2	0	2	2
0945 - 1000	0	0	4	4	4	0	4	8
Hourly Total	0	**0**	10	**10**	13	0	**13**	**23**
1000 - 1015	0	0	3	3	3	0	3	6
1015 - 1030	0	0	4	4	0	0	0	4
1030 - 1045	0	0	1	1	2	0	2	3
1045 - 1100	1	1	5	5	3	0	3	9
Hourly Total	1	**1**	13	**13**	8	0	**8**	**22**
1100 - 1115	0	0	2	2	1	0	1	3
1115 - 1130	0	0	1	1	2	0	2	3
1130 - 1145	0	0	1	1	0	0	0	1
1145 - 1200	0	0	1	1	2	0	2	3
Hourly Total	0	**0**	5	**5**	5	0	**5**	**10**
1200 - 1215	0	0	2	2	1	1	2	4
1215 - 1230	0	0	1	1	1	0	1	2
1230 - 1245	1	1	1	1	2	0	2	4
1245 - 1300	1	1	1	1	1	0	1	3
Hourly Total	2	**2**	5	**5**	5	1	**6**	**13**
1300 - 1315	0	0	1	1	0	0	0	1
1315 - 1330	2	2	3	3	1	1	2	7
1330 - 1345	0	0	2	2	1	2	3	5
1345 - 1400	1	1	3	3	0	0	0	4
Hourly Total	3	**3**	9	**9**	2	3	**5**	**17**
1400 - 1415	2	2	2	2	0	0	0	4
1415 - 1430	0	0	1	1	0	2	2	3
1430 - 1445	0	0	2	2	0	1	1	3
1445 - 1500	0	0	1	1	0	0	0	1
Hourly Total	2	**2**	6	**6**	0	3	**3**	**11**
1500 - 1515	2	2	1	1	0	1	1	4
1515 - 1530	1	1	1	1	0	1	1	3
1530 - 1545	0	0	0	0	1	1	2	2
1545 - 1600	1	1	0	0	0	0	0	1
Hourly Total	4	**4**	2	**2**	1	3	**4**	**10**
1600 - 1615	0	0	1	1	0	1	1	2
1615 - 1630	1	1	1	1	0	0	0	2
1630 - 1645	1	1	0	0	0	1	1	2
1645 - 1700	0	0	2	2	0	1	1	3
Hourly Total	2	**2**	4	**4**	0	3	**3**	**9**
1700 - 1715	1	1	0	0	0	1	1	2
1715 - 1730	1	1	1	1	0	1	1	3
1730 - 1745	0	0	2	2	0	0	0	2
1745 - 1800	0	0	1	1	0	0	0	1
Hourly Total	2	**2**	4	**4**	0	2	**2**	**8**
1800 - 1815	0	0	0	0	5	0	5	5
1815 - 1830	0	0	0	0	0	0	0	0
1830 - 1845	0	0	0	0	0	0	0	0
1845 - 1900	0	0	3	3	0	0	0	3
Hourly Total	0	**0**	3	**3**	5	0	**5**	**8**
Grand Total	18	**18**	85	**85**	55	15	**70**	**173**
Approach %	100.00	-	100.00	-	78.57	21.43	-	
Intersection %	10.40	10.40	49.13	49.13	31.79	8.67	40.46	

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

Marr Traffic DATA COLLECTION
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Woodstock, GA

Site 6

Reagan St
Ridgewalk Pkwy (West)
Ridgewalk Pkwy (East)

Date
Saturday, November 1, 2025

Lat/Long
34.117833°, -84.515953°
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Fair
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0700 - 1900 (Saturday 12h Session) (11-01-2025)
Combination Trucks (8-13)

TIME	Southbound Reagan St Right 6.1	Southbound Reagan St App Total	Eastbound Ridgewalk Pkwy (West) Thru 6.2	Eastbound Ridgewalk Pkwy (West) App Total	Westbound Ridgewalk Pkwy (East) Thru 6.3	Westbound Ridgewalk Pkwy (East) Right 6.4	Westbound Ridgewalk Pkwy (East) App Total	Int Total
0700 - 0715	0	0	0	0	1	0	1	1
0715 - 0730	0	0	2	2	0	0	0	2
0730 - 0745	0	0	1	1	0	0	0	1
0745 - 0800	0	0	0	0	0	0	0	0
Hourly Total	0	**0**	3	**3**	1	0	**1**	**4**
0800 - 0815	0	0	0	0	0	0	0	0
0815 - 0830	0	0	1	1	1	0	1	2
0830 - 0845	0	0	1	1	0	0	0	1
0845 - 0900	0	0	0	0	0	0	0	0
Hourly Total	0	**0**	2	**2**	1	0	**1**	**3**
0900 - 0915	0	0	0	0	0	0	0	0
0915 - 0930	0	0	0	0	0	0	0	0
0930 - 0945	0	0	0	0	0	0	0	0
0945 - 1000	0	0	0	0	0	0	0	0
Hourly Total	0	**0**	0	**0**	0	0	**0**	**0**
1000 - 1015	0	0	0	0	0	0	0	0
1015 - 1030	0	0	0	0	0	0	0	0
1030 - 1045	0	0	0	0	0	0	0	0
1045 - 1100	0	0	1	1	0	0	0	1
Hourly Total	0	**0**	1	**1**	0	0	**0**	**1**
1100 - 1115	0	0	0	0	0	0	0	0
1115 - 1130	0	0	1	1	1	0	1	2
1130 - 1145	0	0	0	0	0	0	0	0
1145 - 1200	0	0	1	1	0	0	0	1
Hourly Total	0	**0**	2	**2**	1	0	**1**	**3**
1200 - 1215	0	0	0	0	0	0	0	0
1215 - 1230	0	0	0	0	0	0	0	0
1230 - 1245	0	0	0	0	0	0	0	0
1245 - 1300	0	0	1	1	0	0	0	1
Hourly Total	0	**0**	1	**1**	0	0	**0**	**1**
1300 - 1315	0	0	0	0	0	0	0	0
1315 - 1330	0	0	0	0	0	0	0	0
1330 - 1345	0	0	0	0	0	0	0	0
1345 - 1400	0	0	0	0	0	0	0	0
Hourly Total	0	**0**	0	**0**	0	0	**0**	**0**
1400 - 1415	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0
Hourly Total	0	**0**	0	**0**	0	0	**0**	**0**
1500 - 1515	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0
Hourly Total	0	**0**	0	**0**	0	0	**0**	**0**
1600 - 1615	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0
Hourly Total	0	**0**	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	1	0	1	1
1730 - 1745	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	1	0	1	1
Hourly Total	0	**0**	0	**0**	2	0	**2**	**2**
1800 - 1815	0	0	0	0	0	0	0	0
1815 - 1830	0	0	0	0	0	0	0	0
1830 - 1845	0	0	0	0	0	0	0	0
1845 - 1900	0	0	0	0	0	0	0	0
Hourly Total	0	**0**	0	**0**	0	0	**0**	**0**
Grand Total	0	**0**	9	**9**	5	0	**5**	**14**
Approach %	0.00	-	100.00	-	100.00	0.00	-	
Intersection %	0.00	0.00	64.29	64.29	35.71	0.00	35.71	

Classified Turn Movement Count || Bicycles

Marr Traffic DATA COLLECTION

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Woodstock, GA

Site 6

Reagan St
Ridgewalk Pkwy (West)
Ridgewalk Pkwy (East)

Date
Saturday, November 1, 2025

Lat/Long
34.117833°, -84.515953°
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Weather
Fair
51°F
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0700 - 1900 (Saturday 12h Session) (11-01-2025)

Bicycles

TIME	Southbound Reagan St Right 6.1	Southbound Reagan St App Total	Eastbound Ridgewalk Pkwy (West) Thru 6.2	Eastbound Ridgewalk Pkwy (West) App Total	Westbound Ridgewalk Pkwy (East) Thru 6.3	Westbound Ridgewalk Pkwy (East) Right 6.4	Westbound Ridgewalk Pkwy (East) App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0
Hourly Total	0	**0**	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0
Hourly Total	0	**0**	0	**0**	0	0	**0**	**0**
0900 - 0915	0	0	0	0	0	0	0	0
0915 - 0930	0	0	0	0	0	0	0	0
0930 - 0945	0	0	0	0	0	0	0	0
0945 - 1000	0	0	0	0	0	0	0	0
Hourly Total	0	**0**	0	**0**	0	0	**0**	**0**
1000 - 1015	0	0	0	0	0	0	0	0
1015 - 1030	0	0	0	0	0	0	0	0
1030 - 1045	0	0	0	0	0	0	0	0
1045 - 1100	0	0	0	0	0	0	0	0
Hourly Total	0	**0**	0	**0**	0	0	**0**	**0**
1100 - 1115	0	0	0	0	0	0	0	0
1115 - 1130	0	0	0	0	0	0	0	0
1130 - 1145	0	0	0	0	0	0	0	0
1145 - 1200	0	0	0	0	0	0	0	0
Hourly Total	0	**0**	0	**0**	0	0	**0**	**0**
1200 - 1215	0	0	0	0	0	0	0	0
1215 - 1230	0	0	0	0	0	0	0	0
1230 - 1245	0	0	0	0	0	0	0	0
1245 - 1300	0	0	0	0	0	0	0	0
Hourly Total	0	**0**	0	**0**	0	0	**0**	**0**
1300 - 1315	0	0	1	1	0	0	0	1
1315 - 1330	0	0	0	0	0	0	0	0
1330 - 1345	0	0	0	0	0	0	0	0
1345 - 1400	0	0	0	0	0	0	0	0
Hourly Total	0	**0**	1	**1**	0	0	**0**	**1**
1400 - 1415	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0
Hourly Total	0	**0**	0	**0**	0	0	**0**	**0**
1500 - 1515	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0
1545 - 1600	0	0	1	1	0	0	0	1
Hourly Total	0	**0**	1	**1**	0	0	**0**	**1**
1600 - 1615	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0
Hourly Total	0	**0**	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0
Hourly Total	0	**0**	0	**0**	0	0	**0**	**0**
1800 - 1815	0	0	0	0	0	0	0	0
1815 - 1830	0	0	0	0	0	0	0	0
1830 - 1845	0	0	0	0	0	0	0	0
1845 - 1900	0	0	0	0	0	0	0	0
Hourly Total	0	**0**	0	**0**	0	0	**0**	**0**
Grand Total	0	**0**	2	**2**	0	0	**0**	**2**
Approach %	0.00	-	100.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	100.00	100.00	0.00	0.00	0.00	

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

Marr Traffic DATA COLLECTION

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Woodstock, GA

Site 6

Reagan St
Ridgewalk Pkwy (West)
Ridgewalk Pkwy (East)

Date
Saturday, November 1, 2025

Lat/Long
34.117833°, -84.515953°
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0700 - 1900 (Saturday 12h Session) (11-01-2025)
All Trucks (4-13)

TIME	Southbound Reagan St Right 6.1	Southbound Reagan St App Total	Eastbound Ridgewalk Pkwy (West) Thru 6.2	Eastbound Ridgewalk Pkwy (West) App Total	Westbound Ridgewalk Pkwy (East) Thru 6.3	Westbound Ridgewalk Pkwy (East) Right 6.4	Westbound Ridgewalk Pkwy (East) App Total	Int Total
0700 - 0715	1	1	3	3	1	0	1	5
0715 - 0730	0	0	9	9	0	0	0	9
0730 - 0745	1	1	4	4	4	0	4	9
0745 - 0800	0	0	5	5	2	0	2	7
Hourly Total	2	**2**	21	**21**	7	0	**7**	**30**
0800 - 0815	0	0	0	0	2	0	2	2
0815 - 0830	0	0	2	2	4	0	4	6
0830 - 0845	0	0	3	3	4	0	4	7
0845 - 0900	0	0	3	3	1	0	1	4
Hourly Total	0	**0**	8	**8**	11	0	**11**	**19**
0900 - 0915	0	0	1	1	1	0	1	2
0915 - 0930	0	0	5	5	6	0	6	11
0930 - 0945	0	0	0	0	2	0	2	2
0945 - 1000	0	0	4	4	4	0	4	8
Hourly Total	0	**0**	10	**10**	13	0	**13**	**23**
1000 - 1015	0	0	3	3	3	0	3	6
1015 - 1030	0	0	4	4	0	0	0	4
1030 - 1045	0	0	1	1	2	0	2	3
1045 - 1100	1	1	6	6	3	0	3	10
Hourly Total	1	**1**	14	**14**	8	0	**8**	**23**
1100 - 1115	0	0	2	2	1	0	1	3
1115 - 1130	0	0	2	2	3	0	3	5
1130 - 1145	0	0	1	1	0	0	0	1
1145 - 1200	0	0	2	2	2	0	2	4
Hourly Total	0	**0**	7	**7**	6	0	**6**	**13**
1200 - 1215	0	0	2	2	1	1	2	4
1215 - 1230	0	0	1	1	1	0	1	2
1230 - 1245	1	1	1	1	2	0	2	4
1245 - 1300	1	1	2	2	1	0	1	4
Hourly Total	2	**2**	6	**6**	5	1	**6**	**14**
1300 - 1315	0	0	1	1	0	0	0	1
1315 - 1330	2	2	3	3	1	1	2	7
1330 - 1345	0	0	2	2	1	2	3	5
1345 - 1400	1	1	3	3	0	0	0	4
Hourly Total	3	**3**	9	**9**	2	3	**5**	**17**
1400 - 1415	2	2	2	2	0	0	0	4
1415 - 1430	0	0	1	1	0	2	2	3
1430 - 1445	0	0	2	2	0	1	1	3
1445 - 1500	0	0	1	1	0	0	0	1
Hourly Total	2	**2**	6	**6**	0	3	**3**	**11**
1500 - 1515	2	2	1	1	0	1	1	4
1515 - 1530	1	1	1	1	0	1	1	3
1530 - 1545	0	0	0	0	1	1	2	2
1545 - 1600	1	1	0	0	0	0	0	1
Hourly Total	4	**4**	2	**2**	1	3	**4**	**10**
1600 - 1615	0	0	1	1	0	1	1	2
1615 - 1630	1	1	1	1	0	0	0	2
1630 - 1645	1	1	0	0	0	1	1	2
1645 - 1700	0	0	2	2	0	1	1	3
Hourly Total	2	**2**	4	**4**	0	3	**3**	**9**
1700 - 1715	1	1	0	0	0	1	1	2
1715 - 1730	1	1	1	1	1	1	2	4
1730 - 1745	0	0	2	2	0	0	0	2
1745 - 1800	0	0	1	1	1	0	1	2
Hourly Total	2	**2**	4	**4**	2	2	**4**	**10**
1800 - 1815	0	0	0	0	5	0	5	5
1815 - 1830	0	0	0	0	0	0	0	0
1830 - 1845	0	0	0	0	0	0	0	0
1845 - 1900	0	0	3	3	0	0	0	3
Hourly Total	0	**0**	3	**3**	5	0	**5**	**8**
Grand Total	18	**18**	94	**94**	60	15	**75**	**187**
Approach %	100.00	-	100.00	-	80.00	20.00	-	
Intersection %	9.63	9.63	50.27	50.27	32.09	8.02	40.11	

Crosswalk Counts || Pedestrians

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Woodstock, GA

Site 6

Reagan St
Ridgewalk Pkwy (West)
Ridgewalk Pkwy (East)

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0700 - 1900 (Saturday 12h Session) (11-01-2025)

Pedestrians

TIME	Southbound (Reagan St) EB 6c	Southbound (Reagan St) WB 6d	Southbound App Total	Eastbound (Ridgewalk Pkwy (West)) NB 6e	Eastbound (Ridgewalk Pkwy (West)) SB 6f	Eastbound App Total	Westbound (Ridgewalk Pkwy (East)) NB 6g	Westbound (Ridgewalk Pkwy (East)) SB 6h	Westbound App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0900 - 0915	0	0	0	0	0	0	0	0	0	0
0915 - 0930	0	0	0	0	0	0	0	0	0	0
0930 - 0945	0	0	0	0	0	0	0	0	0	0
0945 - 1000	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1000 - 1015	0	0	0	0	0	0	0	0	0	0
1015 - 1030	0	0	0	0	0	0	0	0	0	0
1030 - 1045	0	0	0	0	0	0	0	0	0	0
1045 - 1100	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1100 - 1115	0	0	0	0	0	0	0	0	0	0
1115 - 1130	0	0	0	0	0	0	0	0	0	0
1130 - 1145	0	0	0	0	0	0	0	0	0	0
1145 - 1200	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1200 - 1215	0	0	0	0	0	0	0	0	0	0
1215 - 1230	0	0	0	0	0	0	0	0	0	0
1230 - 1245	0	0	0	0	0	0	0	0	0	0
1245 - 1300	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1300 - 1315	0	0	0	0	0	0	0	0	0	0
1315 - 1330	0	0	0	0	0	0	0	0	0	0
1330 - 1345	0	0	0	0	0	0	0	0	0	0
1345 - 1400	0	0	0	1	0	1	0	0	0	1
Hourly Total	0	0	**0**	1	0	**1**	0	0	**0**	**1**
1400 - 1415	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1500 - 1515	0	1	1	0	0	0	1	0	1	2
1515 - 1530	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0
1545 - 1600	1	0	1	0	0	0	0	0	0	1
Hourly Total	1	1	**2**	0	0	**0**	1	0	**1**	**3**
1600 - 1615	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	1	1	0	0	0	0	0	0	1
1715 - 1730	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	1	**1**	0	0	**0**	0	0	**0**	**1**
1800 - 1815	1	0	1	0	0	0	0	0	0	1
1815 - 1830	0	0	0	0	0	0	0	0	0	0
1830 - 1845	0	0	0	0	0	0	0	0	0	0
1845 - 1900	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	0	**1**	0	0	**0**	0	0	**0**	**1**
Grand Total	2	2	**4**	1	0	**1**	1	0	**1**	**6**
Approach %	50.00	50.00	-	100.00	0.00	-	100.00	0.00	-	
Intersection %	33.33	33.33	66.67	16.67	0.00	16.67	16.67	0.00	16.67	

Crosswalk Counts || Bicycles

Marr Traffic DATA COLLECTION

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Woodstock, GA

Site 6

Reagan St
Ridgewalk Pkwy (West)
Ridgewalk Pkwy (East)

Date
Saturday, November 1, 2025

Lat/Long
34.117833°, -84.515953°
Click here for Map

Weather
Fair
51°F
Click here for Detailed Weather

0700 - 1900 (Saturday 12h Session) (11-01-2025)

Bicycles

TIME	Southbound			Eastbound			Westbound			
	Reagan St			Ridgewalk Pkwy (West)			Ridgewalk Pkwy (East)			
	EB 6c	WB 6d	App Total	NB 6e	SB 6f	App Total	NB 6g	SB 6h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0900 - 0915	0	0	0	0	0	0	0	0	0	0
0915 - 0930	0	0	0	0	0	0	0	0	0	0
0930 - 0945	0	0	0	0	0	0	0	0	0	0
0945 - 1000	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1000 - 1015	0	0	0	0	0	0	0	0	0	0
1015 - 1030	0	0	0	0	0	0	0	0	0	0
1030 - 1045	0	0	0	0	0	0	0	0	0	0
1045 - 1100	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1100 - 1115	0	0	0	0	0	0	0	0	0	0
1115 - 1130	0	0	0	0	0	0	0	0	0	0
1130 - 1145	0	0	0	0	0	0	0	0	0	0
1145 - 1200	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1200 - 1215	0	0	0	0	0	0	0	0	0	0
1215 - 1230	0	0	0	0	0	0	0	0	0	0
1230 - 1245	0	0	0	0	0	0	0	0	0	0
1245 - 1300	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1300 - 1315	0	0	0	0	0	0	0	0	0	0
1315 - 1330	0	0	0	0	0	0	0	0	0	0
1330 - 1345	0	0	0	0	0	0	0	0	0	0
1345 - 1400	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1400 - 1415	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1500 - 1515	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1600 - 1615	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1800 - 1815	0	0	0	0	0	0	0	0	0	0
1815 - 1830	0	0	0	0	0	0	0	0	0	0
1830 - 1845	0	0	0	0	0	0	0	0	0	0
1845 - 1900	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Crosswalk Counts || Motorized Vehicles

Marr Traffic DATA COLLECTION

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Woodstock, GA

Site 6

Reagan St
Ridgewalk Pkwy (West)
Ridgewalk Pkwy (East)

Date
Saturday, November 1, 2025

Lat/Long
34.117833°, -84.515953°
Click here for Map

Weather
Fair
51°F
Click here for Detailed Weather

0700 - 1900 (Saturday 12h Session) (11-01-2025)
Motorized Vehicles

TIME	Southbound Reagan St EB 6c	Southbound Reagan St WB 6d	Southbound App Total	Eastbound Ridgewalk Pkwy (West) NB 6e	Eastbound Ridgewalk Pkwy (West) SB 6f	Eastbound App Total	Westbound Ridgewalk Pkwy (East) NB 6g	Westbound Ridgewalk Pkwy (East) SB 6h	Westbound App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0900 - 0915	0	0	0	0	0	0	0	0	0	0
0915 - 0930	0	0	0	0	0	0	0	0	0	0
0930 - 0945	0	0	0	0	0	0	0	0	0	0
0945 - 1000	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1000 - 1015	0	0	0	0	0	0	0	0	0	0
1015 - 1030	0	0	0	0	0	0	0	0	0	0
1030 - 1045	0	0	0	0	0	0	0	0	0	0
1045 - 1100	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1100 - 1115	0	0	0	0	0	0	0	0	0	0
1115 - 1130	0	0	0	0	0	0	0	0	0	0
1130 - 1145	0	0	0	0	0	0	0	0	0	0
1145 - 1200	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1200 - 1215	0	0	0	0	0	0	0	0	0	0
1215 - 1230	0	0	0	0	0	0	0	0	0	0
1230 - 1245	0	0	0	0	0	0	0	0	0	0
1245 - 1300	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1300 - 1315	0	0	0	0	0	0	0	0	0	0
1315 - 1330	0	0	0	0	0	0	0	0	0	0
1330 - 1345	0	0	0	0	0	0	0	0	0	0
1345 - 1400	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1400 - 1415	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1500 - 1515	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1600 - 1615	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1800 - 1815	0	0	0	0	0	0	0	0	0	0
1815 - 1830	0	0	0	0	0	0	0	0	0	0
1830 - 1845	0	0	0	0	0	0	0	0	0	0
1845 - 1900	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

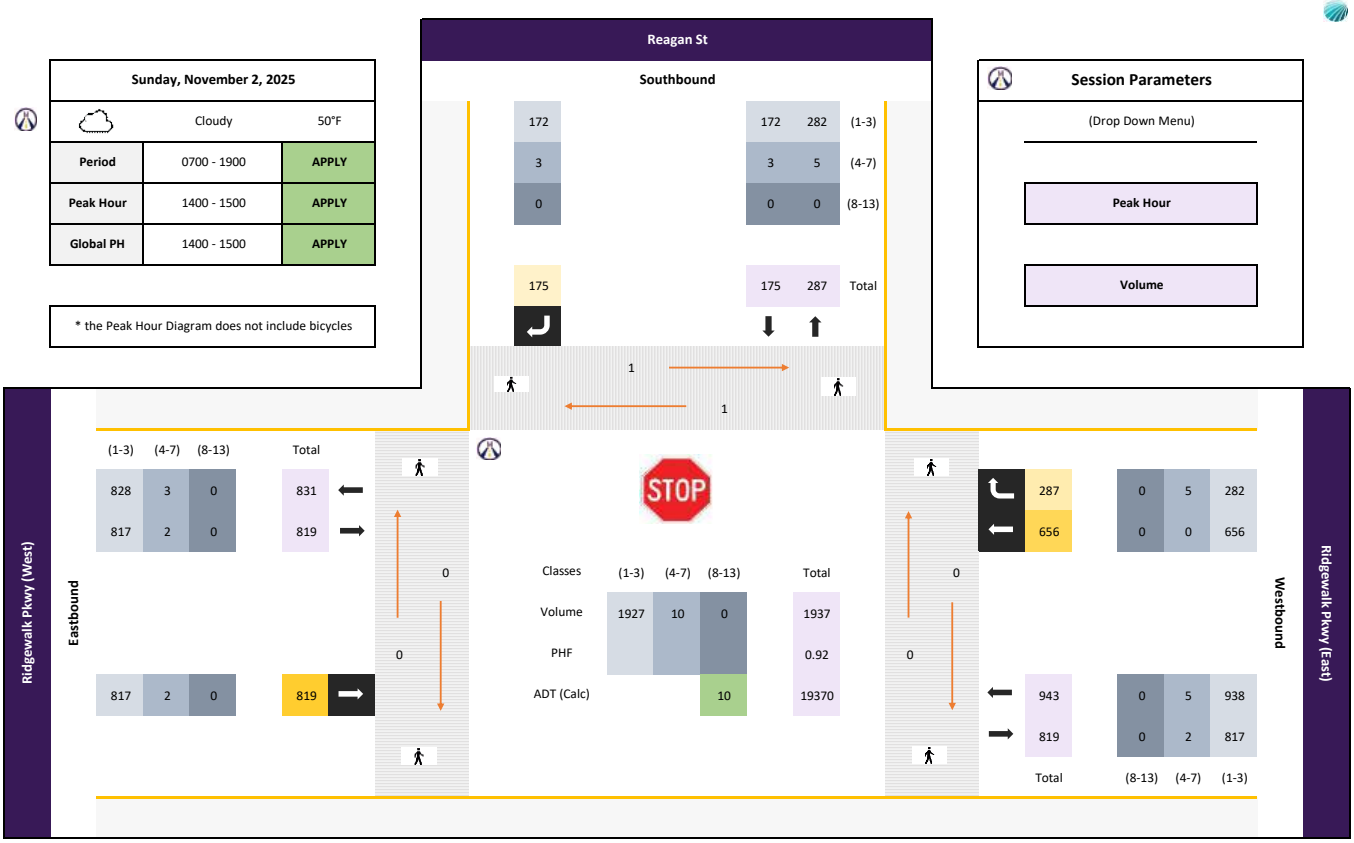
Peak Hour Turning Movement Count

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Woodstock, GA

Marr Traffic DATA COLLECTION

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All vehicles

	Southbound						Eastbound						Westbound										
	Reagan St						Ridgewalk Pkwy (West)						Ridgewalk Pkwy (East)										
Time						App Total			Right 6.1			App Total		Thru 6.2				App Total		Thru 6.3	Right 6.4			App Total	Int Total
1400 - 1415	-	-	-	-	-	0	-	-	46	-	-	46	-	192	-	-	-	192	-	207	62	-	-	269	507
1415 - 1430	-	-	-	-	-	0	-	-	34	-	-	34	-	200	-	-	-	200	-	170	86	-	-	256	490
1430 - 1445	-	-	-	-	-	0	-	-	41	-	-	41	-	214	-	-	-	214	-	120	38	-	-	158	413
1445 - 1500	-	-	-	-	-	0	-	-	54	-	-	54	-	213	-	-	-	213	-	159	101	-	-	260	527
Total	0	0	0	0	0	0	0	0	175	0	0	175	0	819	0	0	0	819	0	656	287	0	0	943	1937
Approach %	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	0.00	-	0.00	69.57	30.43	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.81	0.00	0.00	**0.81**	0.00	0.96	0.00	0.00	0.00	**0.96**	0.00	0.79	0.71	0.00	0.00	**0.88**	**0.92**

Passenger Vehicles (1-3)

	Southbound						Eastbound						Westbound										
	Reagan St						Ridgewalk Pkwy (West)						Ridgewalk Pkwy (East)										
Time						App Total			Right 6.1			App Total		Thru 6.2				App Total		Thru 6.3	Right 6.4			App Total	Int Total
1400 - 1415	-	-	-	-	-	0	-	-	45	-	-	45	-	192	-	-	-	192	-	207	61	-	-	268	505
1415 - 1430	-	-	-	-	-	0	-	-	32	-	-	32	-	199	-	-	-	199	-	170	85	-	-	255	486
1430 - 1445	-	-	-	-	-	0	-	-	41	-	-	41	-	213	-	-	-	213	-	120	36	-	-	156	410
1445 - 1500	-	-	-	-	-	0	-	-	54	-	-	54	-	213	-	-	-	213	-	159	100	-	-	259	526
Total	0	0	0	0	0	0	0	0	172	0	0	172	0	817	0	0	0	817	0	656	282	0	0	938	1927
Approach %	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	0.00	-	0.00	69.94	30.06	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.80	0.00	0.00	**0.80**	0.00	0.96	0.00	0.00	0.00	**0.96**	0.00	0.79	0.71	0.00	0.00	**0.88**	**0.92**

Single Unit Trucks (4-7)

	Southbound						Eastbound						Westbound										
	Reagan St						Ridgewalk Pkwy (West)						Ridgewalk Pkwy (East)										
Time						App Total			Right 6.1			App Total		Thru 6.2				App Total		Thru 6.3	Right 6.4			App Total	Int Total
1400 - 1415	-	-	-	-	-	0	-	-	1	-	-	1	-	0	-	-	-	0	-	0	1	-	-	1	2
1415 - 1430	-	-	-	-	-	0	-	-	2	-	-	2	-	1	-	-	-	1	-	0	1	-	-	1	4
1430 - 1445	-	-	-	-	-	0	-	-	0	-	-	0	-	1	-	-	-	1	-	0	2	-	-	2	3
1445 - 1500	-	-	-	-	-	0	-	-	0	-	-	0	-	0	-	-	-	0	-	0	1	-	-	1	1
Total	0	0	0	0	0	0	0	0	3	0	0	3	0	2	0	0	0	2	0	0	5	0	0	5	10
Approach %	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	0.00	-	0.00	0.00	100.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.38	0.00	0.00	**0.38**	0.00	0.50	0.00	0.00	0.00	**0.50**	0.00	0.00	0.63	0.00	0.00	**0.63**	**0.63**

Combination Trucks (8-13)

	Southbound						Eastbound						Westbound										
	Reagan St						Ridgewalk Pkwy (West)						Ridgewalk Pkwy (East)										
Time						App Total			Right 6.1			App Total		Thru 6.2				App Total		Thru 6.3	Right 6.4			App Total	Int Total
1400 - 1415	-	-	-	-	-	0	-	-	0	-	-	0	-	0	-	-	-	0	-	0	0	-	-	0	0
1415 - 1430	-	-	-	-	-	0	-	-	0	-	-	0	-	0	-	-	-	0	-	0	0	-	-	0	0
1430 - 1445	-	-	-	-	-	0	-	-	0	-	-	0	-	0	-	-	-	0	-	0	0	-	-	0	0
1445 - 1500	-	-	-	-	-	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	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Bicycles

	Southbound						Eastbound						Westbound										
	Reagan St						Ridgewalk Pkwy (West)						Ridgewalk Pkwy (East)										
Time						App Total			Right 6.1			App Total		Thru 6.2				App Total		Thru 6.3	Right 6.4			App Total	Int Total
1400 - 1415	-	-	-	-	-	0	-	-	0	-	-	0	-	0	-	-	-	0	-	0	0	-	-	0	0
1415 - 1430	-	-	-	-	-	0	-	-	0	-	-	0	-	0	-	-	-	0	-	0	0	-	-	0	0
1430 - 1445	-	-	-	-	-	0	-	-	0	-	-	0	-	0	-	-	-	0	-	0	0	-	-	0	0
1445 - 1500	-	-	-	-	-	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	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Classified Turn Movement Count || All vehicles

Woodstock, GA

Marr Traffic DATA COLLECTION
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Site 6

Reagan St
Ridgewalk Pkwy (West)
Ridgewalk Pkwy (East)

Date
Sunday, November 2, 2025

Lat/Long
34.117833°, -84.515953°
Click here for Map

Weather
Cloudy
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0700 - 1900 (Sunday 12h Session) (11-02-2025)
All vehicles

	Southbound			Eastbound			Westbound				
	Reagan St			Ridgewalk Pkwy (West)			Ridgewalk Pkwy (East)				
TIME	Right 6.1	App Total		Thru 6.2	App Total		Thru 6.3	Right 6.4	App Total	Int Total
0700 - 0715	1	1		2	2		5	0	5	8
0715 - 0730	1	1		6	6		9	1	10	17
0730 - 0745	0	0		9	9		7	1	8	17
0745 - 0800	2	2		7	7		8	3	11	20
Hourly Total	4	**4**		24	**24**		29	5	**34**	**62**
0800 - 0815	1	1		15	15		19	2	21	37
0815 - 0830	1	1		37	37		14	0	14	52
0830 - 0845	1	1		62	62		16	1	17	80
0845 - 0900	5	5		58	58		37	4	41	104
Hourly Total	8	**8**		172	**172**		86	7	**93**	**273**
0900 - 0915	3	3		39	39		32	3	35	77
0915 - 0930	0	0		34	34		32	0	32	66
0930 - 0945	1	1		40	40		35	2	37	78
0945 - 1000	3	3		64	64		50	3	53	120
Hourly Total	7	**7**		177	**177**		149	8	**157**	**341**
1000 - 1015	2	2		71	71		43	5	48	121
1015 - 1030	2	2		80	80		57	4	61	143
1030 - 1045	2	2		81	81		76	5	81	164
1045 - 1100	4	4		84	84		107	32	139	227
Hourly Total	10	**10**		316	**316**		283	46	**329**	**655**
1100 - 1115	4	4		79	79		122	37	159	242
1115 - 1130	6	6		88	88		79	34	113	207
1130 - 1145	11	11		92	92		105	29	134	237
1145 - 1200	22	22		133	133		114	47	161	316
Hourly Total	43	**43**		392	**392**		420	147	**567**	**1002**
1200 - 1215	21	21		128	128		149	73	222	371
1215 - 1230	33	33		172	172		217	95	312	517
1230 - 1245	32	32		140	140		169	57	226	398
1245 - 1300	43	43		142	142		155	60	215	400
Hourly Total	129	**129**		582	**582**		690	285	**975**	**1686**
1300 - 1315	45	45		137	137		136	59	195	377
1315 - 1330	38	38		133	133		136	56	192	363
1330 - 1345	35	35		151	151		121	49	170	356
1345 - 1400	35	35		184	184		126	50	176	395
Hourly Total	153	**153**		605	**605**		519	214	**733**	**1491**
1400 - 1415	46	46		192	192		207	62	269	507
1415 - 1430	34	34		200	200		170	86	256	490
1430 - 1445	41	41		214	214		120	38	158	413
1445 - 1500	54	54		213	213		159	101	260	527
Hourly Total	175	**175**		819	**819**		656	287	**943**	**1937**
1500 - 1515	54	54		198	198		165	70	235	487
1515 - 1530	48	48		202	202		108	48	156	406
1530 - 1545	45	45		193	193		123	60	183	421
1545 - 1600	42	42		197	197		165	49	214	453
Hourly Total	189	**189**		790	**790**		561	227	**788**	**1767**
1600 - 1615	40	40		201	201		175	46	221	462
1615 - 1630	49	49		210	210		143	52	195	454
1630 - 1645	50	50		200	200		131	52	183	433
1645 - 1700	51	51		223	223		137	44	181	455
Hourly Total	190	**190**		834	**834**		586	194	**780**	**1804**
1700 - 1715	33	33		200	200		114	33	147	380
1715 - 1730	37	37		195	195		122	46	168	400
1730 - 1745	46	46		171	171		112	38	150	367
1745 - 1800	40	40		189	189		131	32	163	392
Hourly Total	156	**156**		755	**755**		479	149	**628**	**1539**
1800 - 1815	31	31		189	189		149	38	187	407
1815 - 1830	39	39		206	206		155	39	194	439
1830 - 1845	37	37		211	211		108	53	161	409
1845 - 1900	28	28		193	193		95	45	140	361
Hourly Total	135	**135**		799	**799**		507	175	**682**	**1616**
Grand Total	1199	**1199**		6265	**6265**		4965	1744	**6709**	**14173**
Approach %	100.00	-		100.00	-		74.01	25.99	-	
Intersection %	8.46	8.46		44.20	44.20		35.03	12.31	47.34	
Heavy Vehicle %	2	**2**		0	**0**		0	1	**1**	**1**
PHF	0.81	**0.81**		0.96	**0.96**		0.79	0.71	**0.88**	**0.92**
Peak Hour Total	175	**175**		819	**819**		656	287	**943**	**1937**
Peak Hour HV %	2	**2**		0	**0**		0	2	**1**	**1**

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

Woodstock, GA

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Site 6

Reagan St
Ridgewalk Pkwy (West)
Ridgewalk Pkwy (East)

Date
Sunday, November 2, 2025

Lat/Long
34.117833°, -84.515953°
Click here for Map

Weather
Cloudy
50°F
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0700 - 1900 (Sunday 12h Session) (11-02-2025)
Passenger Vehicles (1-3)

TIME	Southbound Reagan St Right 6.1	Southbound App Total	Eastbound Ridgewalk Pkwy (West) Thru 6.2	Eastbound App Total	Westbound Ridgewalk Pkwy (East) Thru 6.3	Westbound Right 6.4	Westbound App Total	Int Total
0700 - 0715	1	1	2	2	5	0	5	8
0715 - 0730	1	1	6	6	9	1	10	17
0730 - 0745	0	0	9	9	7	1	8	17
0745 - 0800	2	2	7	7	8	3	11	20
Hourly Total	4	**4**	24	**24**	29	5	**34**	**62**
0800 - 0815	1	1	15	15	19	2	21	37
0815 - 0830	1	1	37	37	14	0	14	52
0830 - 0845	0	0	62	62	16	1	17	79
0845 - 0900	5	5	58	58	37	4	41	104
Hourly Total	7	**7**	172	**172**	86	7	**93**	**272**
0900 - 0915	0	0	39	39	31	3	34	73
0915 - 0930	0	0	34	34	32	0	32	66
0930 - 0945	1	1	38	38	35	2	37	76
0945 - 1000	3	3	64	64	50	3	53	120
Hourly Total	4	**4**	175	**175**	148	8	**156**	**335**
1000 - 1015	2	2	71	71	43	5	48	121
1015 - 1030	2	2	80	80	56	4	60	142
1030 - 1045	2	2	81	81	76	5	81	164
1045 - 1100	4	4	84	84	107	32	139	227
Hourly Total	10	**10**	316	**316**	282	46	**328**	**654**
1100 - 1115	4	4	79	79	120	37	157	240
1115 - 1130	6	6	87	87	76	34	110	203
1130 - 1145	11	11	89	89	104	29	133	233
1145 - 1200	22	22	132	132	114	47	161	315
Hourly Total	43	**43**	387	**387**	414	147	**561**	**991**
1200 - 1215	21	21	128	128	148	72	220	369
1215 - 1230	32	32	172	172	217	93	310	514
1230 - 1245	31	31	140	140	169	56	225	396
1245 - 1300	43	43	141	141	154	59	213	397
Hourly Total	127	**127**	581	**581**	688	280	**968**	**1676**
1300 - 1315	43	43	135	135	136	58	194	372
1315 - 1330	37	37	133	133	136	54	190	360
1330 - 1345	35	35	151	151	121	48	169	355
1345 - 1400	35	35	184	184	126	50	176	395
Hourly Total	150	**150**	603	**603**	519	210	**729**	**1482**
1400 - 1415	45	45	192	192	207	61	268	505
1415 - 1430	32	32	199	199	170	85	255	486
1430 - 1445	41	41	213	213	120	36	156	410
1445 - 1500	54	54	213	213	159	100	259	526
Hourly Total	172	**172**	817	**817**	656	282	**938**	**1927**
1500 - 1515	52	52	198	198	163	69	232	482
1515 - 1530	47	47	201	201	108	46	154	402
1530 - 1545	45	45	193	193	123	59	182	420
1545 - 1600	42	42	196	196	165	49	214	452
Hourly Total	186	**186**	788	**788**	559	223	**782**	**1756**
1600 - 1615	39	39	201	201	175	45	220	460
1615 - 1630	48	48	210	210	143	50	193	451
1630 - 1645	49	49	199	199	131	52	183	431
1645 - 1700	51	51	221	221	136	44	180	452
Hourly Total	187	**187**	831	**831**	585	191	**776**	**1794**
1700 - 1715	32	32	198	198	114	31	145	375
1715 - 1730	37	37	195	195	122	45	167	399
1730 - 1745	44	44	170	170	111	38	149	363
1745 - 1800	40	40	189	189	131	32	163	392
Hourly Total	153	**153**	752	**752**	478	146	**624**	**1529**
1800 - 1815	31	31	189	189	149	38	187	407
1815 - 1830	39	39	206	206	155	39	194	439
1830 - 1845	37	37	211	211	107	53	160	408
1845 - 1900	28	28	192	192	95	45	140	360
Hourly Total	135	**135**	798	**798**	506	175	**681**	**1614**
Grand Total	1178	**1178**	6244	**6244**	4950	1720	**6670**	**14092**
Approach %	100.00	-	100.00	-	74.21	25.79	-	
Intersection %	8.36	8.36	44.31	44.31	35.13	12.21	47.33	

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

Woodstock, GA

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Site 6

Reagan St
Ridgewalk Pkwy (West)
Ridgewalk Pkwy (East)

Date
Sunday, November 2, 2025

Lat/Long
34.117833°, -84.515953°
Click here for Map

Weather
Cloudy
50°F
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0700 - 1900 (Sunday 12h Session) (11-02-2025)
Single Unit Trucks (4-7)

TIME	Southbound Reagan St Right 6.1	Southbound Reagan St App Total	Eastbound Ridgewalk Pkwy (West) Thru 6.2	Eastbound Ridgewalk Pkwy (West) App Total	Westbound Ridgewalk Pkwy (East) Thru 6.3	Westbound Ridgewalk Pkwy (East) Right 6.4	Westbound Ridgewalk Pkwy (East) App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0
Hourly Total	0	**0**	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0
0830 - 0845	1	1	0	0	0	0	0	1
0845 - 0900	0	0	0	0	0	0	0	0
Hourly Total	1	**1**	0	**0**	0	0	**0**	**1**
0900 - 0915	1	1	0	0	1	0	1	2
0915 - 0930	0	0	0	0	0	0	0	0
0930 - 0945	0	0	1	1	0	0	0	1
0945 - 1000	0	0	0	0	0	0	0	0
Hourly Total	1	**1**	1	**1**	1	0	**1**	**3**
1000 - 1015	0	0	0	0	0	0	0	0
1015 - 1030	0	0	0	0	0	0	0	0
1030 - 1045	0	0	0	0	0	0	0	0
1045 - 1100	0	0	0	0	0	0	0	0
Hourly Total	0	**0**	0	**0**	0	0	**0**	**0**
1100 - 1115	0	0	0	0	1	0	1	1
1115 - 1130	0	0	1	1	3	0	3	4
1130 - 1145	0	0	3	3	0	0	0	3
1145 - 1200	0	0	1	1	0	0	0	1
Hourly Total	0	**0**	5	**5**	4	0	**4**	**9**
1200 - 1215	0	0	0	0	1	1	2	2
1215 - 1230	1	1	0	0	0	2	2	3
1230 - 1245	1	1	0	0	0	1	1	2
1245 - 1300	0	0	1	1	0	1	1	2
Hourly Total	2	**2**	1	**1**	1	5	**6**	**9**
1300 - 1315	2	2	2	2	0	1	1	5
1315 - 1330	1	1	0	0	0	2	2	3
1330 - 1345	0	0	0	0	0	1	1	1
1345 - 1400	0	0	0	0	0	0	0	0
Hourly Total	3	**3**	2	**2**	0	4	**4**	**9**
1400 - 1415	1	1	0	0	0	1	1	2
1415 - 1430	2	2	1	1	0	1	1	4
1430 - 1445	0	0	1	1	0	2	2	3
1445 - 1500	0	0	0	0	0	1	1	1
Hourly Total	3	**3**	2	**2**	0	5	**5**	**10**
1500 - 1515	2	2	0	0	0	1	1	3
1515 - 1530	1	1	0	0	0	2	2	3
1530 - 1545	0	0	0	0	0	1	1	1
1545 - 1600	0	0	1	1	0	0	0	1
Hourly Total	3	**3**	1	**1**	0	4	**4**	**8**
1600 - 1615	1	1	0	0	0	1	1	2
1615 - 1630	1	1	0	0	0	2	2	3
1630 - 1645	1	1	1	1	0	0	0	2
1645 - 1700	0	0	2	2	1	0	1	3
Hourly Total	3	**3**	3	**3**	1	3	**4**	**10**
1700 - 1715	1	1	2	2	0	2	2	5
1715 - 1730	0	0	0	0	0	1	1	1
1730 - 1745	2	2	1	1	1	0	1	4
1745 - 1800	0	0	0	0	0	0	0	0
Hourly Total	3	**3**	3	**3**	1	3	**4**	**10**
1800 - 1815	0	0	0	0	0	0	0	0
1815 - 1830	0	0	0	0	0	0	0	0
1830 - 1845	0	0	0	0	1	0	1	1
1845 - 1900	0	0	1	1	0	0	0	1
Hourly Total	0	**0**	1	**1**	1	0	**1**	**2**
Grand Total	19	**19**	19	**19**	9	24	**33**	**71**
Approach %	100.00	-	100.00	-	27.27	72.73	-	
Intersection %	26.76	26.76	26.76	26.76	12.68	33.80	46.48	

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

Woodstock, GA

Marr Traffic DATA COLLECTION
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Site 6

Reagan St
Ridgewalk Pkwy (West)
Ridgewalk Pkwy (East)

Date
Sunday, November 2, 2025

Lat/Long
34.117833°, -84.515953°
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Cloudy
50°F
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0700 - 1900 (Sunday 12h Session) (11-02-2025)
Combination Trucks (8-13)

TIME	Southbound Reagan St Right 6.1	Southbound Reagan St App Total	Eastbound Ridgewalk Pkwy (West) Thru 6.2	Eastbound Ridgewalk Pkwy (West) App Total	Westbound Ridgewalk Pkwy (East) Thru 6.3	Westbound Ridgewalk Pkwy (East) Right 6.4	Westbound Ridgewalk Pkwy (East) App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0900 - 0915	2	2	0	0	0	0	0	2
0915 - 0930	0	0	0	0	0	0	0	0
0930 - 0945	0	0	0	0	0	0	0	0
0945 - 1000	0	0	0	0	0	0	0	0
Hourly Total	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**2**
1000 - 1015	0	0	0	0	0	0	0	0
1015 - 1030	0	0	0	0	1	0	1	1
1030 - 1045	0	0	0	0	0	0	0	0
1045 - 1100	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**1**
1100 - 1115	0	0	0	0	1	0	1	1
1115 - 1130	0	0	0	0	0	0	0	0
1130 - 1145	0	0	0	0	1	0	1	1
1145 - 1200	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**2**	**0**	**2**	**2**
1200 - 1215	0	0	0	0	0	0	0	0
1215 - 1230	0	0	0	0	0	0	0	0
1230 - 1245	0	0	0	0	0	0	0	0
1245 - 1300	0	0	0	0	1	0	1	1
Hourly Total	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**1**
1300 - 1315	0	0	0	0	0	0	0	0
1315 - 1330	0	0	0	0	0	0	0	0
1330 - 1345	0	0	0	0	0	0	0	0
1345 - 1400	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1400 - 1415	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1500 - 1515	0	0	0	0	0	0	0	0
1515 - 1530	0	0	1	1	0	0	0	1
1530 - 1545	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**1**
1600 - 1615	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1800 - 1815	0	0	0	0	0	0	0	0
1815 - 1830	0	0	0	0	0	0	0	0
1830 - 1845	0	0	0	0	0	0	0	0
1845 - 1900	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Grand Total	**2**	**2**	**1**	**1**	**4**	**0**	**4**	**7**
Approach %	100.00	-	100.00	-	100.00	0.00	-	
Intersection %	28.57	28.57	14.29	14.29	57.14	0.00	57.14	

Classified Turn Movement Count || Bicycles

Woodstock, GA

Marr Traffic DATA COLLECTION
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Site 6

Reagan St
Ridgewalk Pkwy (West)
Ridgewalk Pkwy (East)

Date
Sunday, November 2, 2025

Lat/Long
34.117833°, -84.515953°
Click here for Map

Weather
Cloudy
50°F
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0700 - 1900 (Sunday 12h Session) (11-02-2025)
Bicycles

TIME	Southbound Reagan St Right 6.1	Southbound App Total	Eastbound Ridgewalk Pkwy (West) Thru 6.2	Eastbound App Total	Westbound Ridgewalk Pkwy (East) Thru 6.3	Westbound Right 6.4	Westbound App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0900 - 0915	0	0	0	0	0	0	0	0
0915 - 0930	0	0	0	0	0	0	0	0
0930 - 0945	0	0	1	1	0	0	0	1
0945 - 1000	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**1**
1000 - 1015	0	0	0	0	0	0	0	0
1015 - 1030	0	0	0	0	0	0	0	0
1030 - 1045	0	0	0	0	0	0	0	0
1045 - 1100	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1100 - 1115	0	0	0	0	0	0	0	0
1115 - 1130	0	0	0	0	0	0	0	0
1130 - 1145	0	0	0	0	0	0	0	0
1145 - 1200	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1200 - 1215	0	0	0	0	0	0	0	0
1215 - 1230	0	0	0	0	0	0	0	0
1230 - 1245	0	0	0	0	0	0	0	0
1245 - 1300	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1300 - 1315	0	0	0	0	0	0	0	0
1315 - 1330	0	0	0	0	0	0	0	0
1330 - 1345	0	0	0	0	0	0	0	0
1345 - 1400	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1400 - 1415	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1500 - 1515	0	0	0	0	2	0	2	2
1515 - 1530	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**2**	**0**	**2**	**2**
1600 - 1615	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1800 - 1815	0	0	0	0	0	0	0	0
1815 - 1830	0	0	0	0	0	0	0	0
1830 - 1845	0	0	0	0	0	0	0	0
1845 - 1900	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Grand Total	**0**	**0**	**1**	**1**	**2**	**0**	**2**	**3**
Approach %	0.00	-	100.00	-	100.00	0.00	-	
Intersection %	0.00	0.00	33.33	33.33	66.67	0.00	66.67	

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

Woodstock, GA

Marr Traffic DATA COLLECTION
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Site 6

Reagan St
Ridgewalk Pkwy (West)
Ridgewalk Pkwy (East)

Date
Sunday, November 2, 2025

Lat/Long
34.117833°, -84.515953°
Click here for Map

Weather
Cloudy
50°F
Click here for Detailed Weather

0700 - 1900 (Sunday 12h Session) (11-02-2025)
All Trucks (4-13)

TIME	Southbound Reagan St Right 6.1	Southbound App Total	Eastbound Ridgewalk Pkwy (West) Thru 6.2	Eastbound App Total	Westbound Ridgewalk Pkwy (East) Thru 6.3	Westbound Right 6.4	Westbound App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0
Hourly Total	0	**0**	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0
0830 - 0845	1	1	0	0	0	0	0	1
0845 - 0900	0	0	0	0	0	0	0	0
Hourly Total	1	**1**	0	**0**	0	0	**0**	**1**
0900 - 0915	3	3	0	0	1	0	1	4
0915 - 0930	0	0	0	0	0	0	0	0
0930 - 0945	0	0	1	1	0	0	0	1
0945 - 1000	0	0	0	0	0	0	0	0
Hourly Total	3	**3**	1	**1**	1	0	**1**	**5**
1000 - 1015	0	0	0	0	0	0	0	0
1015 - 1030	0	0	0	0	1	0	1	1
1030 - 1045	0	0	0	0	0	0	0	0
1045 - 1100	0	0	0	0	0	0	0	0
Hourly Total	0	**0**	0	**0**	1	0	**1**	**1**
1100 - 1115	0	0	0	0	2	0	2	2
1115 - 1130	0	0	1	1	3	0	3	4
1130 - 1145	0	0	3	3	1	0	1	4
1145 - 1200	0	0	1	1	0	0	0	1
Hourly Total	0	**0**	5	**5**	6	0	**6**	**11**
1200 - 1215	0	0	0	0	1	1	2	2
1215 - 1230	1	1	0	0	0	2	2	3
1230 - 1245	1	1	0	0	0	1	1	2
1245 - 1300	0	0	1	1	1	1	2	3
Hourly Total	2	**2**	1	**1**	2	5	**7**	**10**
1300 - 1315	2	2	2	2	0	1	1	5
1315 - 1330	1	1	0	0	0	2	2	3
1330 - 1345	0	0	0	0	0	1	1	1
1345 - 1400	0	0	0	0	0	0	0	0
Hourly Total	3	**3**	2	**2**	0	4	**4**	**9**
1400 - 1415	1	1	0	0	0	1	1	2
1415 - 1430	2	2	1	1	0	1	1	4
1430 - 1445	0	0	1	1	0	2	2	3
1445 - 1500	0	0	0	0	0	1	1	1
Hourly Total	3	**3**	2	**2**	0	5	**5**	**10**
1500 - 1515	2	2	0	0	0	1	1	3
1515 - 1530	1	1	1	1	0	2	2	4
1530 - 1545	0	0	0	0	0	1	1	1
1545 - 1600	0	0	1	1	0	0	0	1
Hourly Total	3	**3**	2	**2**	0	4	**4**	**9**
1600 - 1615	1	1	0	0	0	1	1	2
1615 - 1630	1	1	0	0	0	2	2	3
1630 - 1645	1	1	1	1	0	0	0	2
1645 - 1700	0	0	2	2	1	0	1	3
Hourly Total	3	**3**	3	**3**	1	3	**4**	**10**
1700 - 1715	1	1	2	2	0	2	2	5
1715 - 1730	0	0	0	0	0	1	1	1
1730 - 1745	2	2	1	1	1	0	1	4
1745 - 1800	0	0	0	0	0	0	0	0
Hourly Total	3	**3**	3	**3**	1	3	**4**	**10**
1800 - 1815	0	0	0	0	0	0	0	0
1815 - 1830	0	0	0	0	0	0	0	0
1830 - 1845	0	0	0	0	1	0	1	1
1845 - 1900	0	0	1	1	0	0	0	1
Hourly Total	0	**0**	1	**1**	1	0	**1**	**2**
Grand Total	21	**21**	20	**20**	13	24	**37**	**78**
Approach %	100.00	-	100.00	-	35.14	64.86	-	
Intersection %	26.92	26.92	25.64	25.64	16.67	30.77	47.44	

Crosswalk Counts || Pedestrians

Marr Traffic DATA COLLECTION

Woodstock, GA

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Site 6

Reagan St
Ridgewalk Pkwy (West)
Ridgewalk Pkwy (East)

Date
Sunday, November 2, 2025

Lat/Long
34.117833°, -84.515953°
Click here for Map

Weather
Cloudy
50°F
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0700 - 1900 (Sunday 12h Session) (11-02-2025)

Pedestrians

TIME	Southbound (Reagan St) EB 6c	Southbound (Reagan St) WB 6d	Southbound App Total	Eastbound (Ridgewalk Pkwy (West)) NB 6e	Eastbound (Ridgewalk Pkwy (West)) SB 6f	Eastbound App Total	Westbound (Ridgewalk Pkwy (East)) NB 6g	Westbound (Ridgewalk Pkwy (East)) SB 6h	Westbound App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0
0815 - 0830	1	0	1	0	0	0	0	0	0	1
0830 - 0845	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0
Hourly Total	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
0900 - 0915	0	0	0	0	0	0	0	0	0	0
0915 - 0930	0	0	0	0	0	0	0	0	0	0
0930 - 0945	0	0	0	0	0	0	0	0	0	0
0945 - 1000	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1000 - 1015	0	0	0	0	0	0	0	0	0	0
1015 - 1030	0	0	0	0	0	0	0	0	0	0
1030 - 1045	0	0	0	0	0	0	0	0	0	0
1045 - 1100	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1100 - 1115	0	0	0	0	0	0	0	0	0	0
1115 - 1130	0	0	0	0	0	0	0	0	0	0
1130 - 1145	0	0	0	0	0	0	0	0	0	0
1145 - 1200	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1200 - 1215	0	0	0	0	0	0	0	0	0	0
1215 - 1230	0	0	0	0	0	0	0	0	0	0
1230 - 1245	0	0	0	0	0	0	0	0	0	0
1245 - 1300	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1300 - 1315	0	0	0	0	2	2	0	2	2	4
1315 - 1330	0	0	0	0	0	0	0	0	0	0
1330 - 1345	0	0	0	0	0	0	0	0	0	0
1345 - 1400	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**2**	**2**	**0**	**2**	**2**	**4**
1400 - 1415	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	1	1	0	0	0	0	0	0	1
1445 - 1500	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
1500 - 1515	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1600 - 1615	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0
1630 - 1645	1	0	1	0	0	0	0	0	0	1
1645 - 1700	0	0	0	0	0	0	0	0	0	0
Hourly Total	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
1700 - 1715	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0
1730 - 1745	2	0	2	0	2	2	0	2	2	6
1745 - 1800	0	0	0	0	0	0	0	0	0	0
Hourly Total	**2**	**0**	**2**	**0**	**2**	**2**	**0**	**2**	**2**	**6**
1800 - 1815	0	0	0	0	0	0	2	0	2	2
1815 - 1830	0	0	0	0	0	0	0	0	0	0
1830 - 1845	0	0	0	0	0	0	0	0	0	0
1845 - 1900	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**2**	**2**
Grand Total	4	1	5	0	4	4	2	4	6	15
Approach %	80.00	20.00	-	0.00	100.00	-	33.33	66.67	-	
Intersection %	26.67	6.67	33.33	0.00	26.67	26.67	13.33	26.67	40.00	

Crosswalk Counts || Bicycles

Woodstock, GA

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Site 6

Reagan St
Ridgewalk Pkwy (West)
Ridgewalk Pkwy (East)

Date
Sunday, November 2, 2025

Lat/Long
34.117833°, -84.515953°
Click here for Map

Weather
Cloudy
50°F
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0700 - 1900 (Sunday 12h Session) (11-02-2025)

Bicycles

TIME	Southbound (Reagan St) EB 6c	Southbound (Reagan St) WB 6d	Southbound App Total	Eastbound (Ridgewalk Pkwy (West)) NB 6e	Eastbound (Ridgewalk Pkwy (West)) SB 6f	Eastbound App Total	Westbound (Ridgewalk Pkwy (East)) NB 6g	Westbound (Ridgewalk Pkwy (East)) SB 6h	Westbound App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0900 - 0915	0	0	0	0	0	0	0	0	0	0
0915 - 0930	0	0	0	0	0	0	0	0	0	0
0930 - 0945	0	0	0	0	0	0	0	0	0	0
0945 - 1000	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1000 - 1015	0	0	0	0	0	0	0	0	0	0
1015 - 1030	0	0	0	0	0	0	0	0	0	0
1030 - 1045	0	0	0	0	0	0	0	0	0	0
1045 - 1100	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1100 - 1115	0	0	0	0	0	0	0	0	0	0
1115 - 1130	0	0	0	0	0	0	0	0	0	0
1130 - 1145	0	0	0	0	0	0	0	0	0	0
1145 - 1200	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1200 - 1215	0	0	0	0	0	0	0	0	0	0
1215 - 1230	0	0	0	0	0	0	0	0	0	0
1230 - 1245	0	0	0	0	0	0	0	0	0	0
1245 - 1300	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1300 - 1315	0	0	0	0	0	0	0	0	0	0
1315 - 1330	0	0	0	0	0	0	0	0	0	0
1330 - 1345	0	0	0	0	0	0	0	0	0	0
1345 - 1400	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1400 - 1415	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0
1430 - 1445	1	0	1	0	0	0	0	0	0	1
1445 - 1500	0	0	0	0	0	0	0	0	0	0
Hourly Total	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
1500 - 1515	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1600 - 1615	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	1	1	0	0	0	0	0	0	1
1645 - 1700	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
1700 - 1715	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1800 - 1815	0	0	0	0	0	0	0	0	0	0
1815 - 1830	0	0	0	0	0	0	0	0	0	0
1830 - 1845	0	0	0	0	0	0	0	0	0	0
1845 - 1900	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Grand Total	1	1	**2**	0	0	**0**	0	0	**0**	**2**
Approach %	50.00	50.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	50.00	50.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	

Crosswalk Counts || Motorized Vehicles

Marr Traffic DATA COLLECTION

Woodstock, GA

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Site 6

Reagan St
Ridgewalk Pkwy (West)
Ridgewalk Pkwy (East)

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Cloudy
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0700 - 1900 (Sunday 12h Session) (11-02-2025)

Motorized Vehicles

TIME	Southbound Reagan St EB 6c	Southbound Reagan St WB 6d	Southbound App Total	Eastbound Ridgewalk Pkwy (West) NB 6e	Eastbound Ridgewalk Pkwy (West) SB 6f	Eastbound App Total	Westbound Ridgewalk Pkwy (East) NB 6g	Westbound Ridgewalk Pkwy (East) SB 6h	Westbound App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0900 - 0915	0	0	0	0	0	0	0	0	0	0
0915 - 0930	0	0	0	0	0	0	0	0	0	0
0930 - 0945	0	0	0	0	0	0	0	0	0	0
0945 - 1000	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1000 - 1015	0	0	0	0	0	0	0	0	0	0
1015 - 1030	0	0	0	0	0	0	0	0	0	0
1030 - 1045	0	0	0	0	0	0	0	0	0	0
1045 - 1100	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1100 - 1115	0	0	0	0	0	0	0	0	0	0
1115 - 1130	0	0	0	0	0	0	0	0	0	0
1130 - 1145	0	0	0	0	0	0	0	0	0	0
1145 - 1200	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1200 - 1215	0	0	0	0	0	0	0	0	0	0
1215 - 1230	0	0	0	0	0	0	0	0	0	0
1230 - 1245	0	0	0	0	0	0	0	0	0	0
1245 - 1300	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1300 - 1315	0	0	0	0	0	0	0	0	0	0
1315 - 1330	0	0	0	0	0	0	0	0	0	0
1330 - 1345	0	0	0	0	0	0	0	0	0	0
1345 - 1400	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1400 - 1415	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1500 - 1515	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1600 - 1615	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1800 - 1815	0	0	0	0	0	0	0	0	0	0
1815 - 1830	0	0	0	0	0	0	0	0	0	0
1830 - 1845	0	0	0	0	0	0	0	0	0	0
1845 - 1900	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Peak Hour Turning Movement Count

Click here for Map

Woodstock, GA

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Thursday, October 30, 2025		
Cloudy		49°F
Period	0700 - 1900	**APPLY**
Peak Hour	1630 - 1730	**APPLY**
Global PH	1630 - 1730	**APPLY**

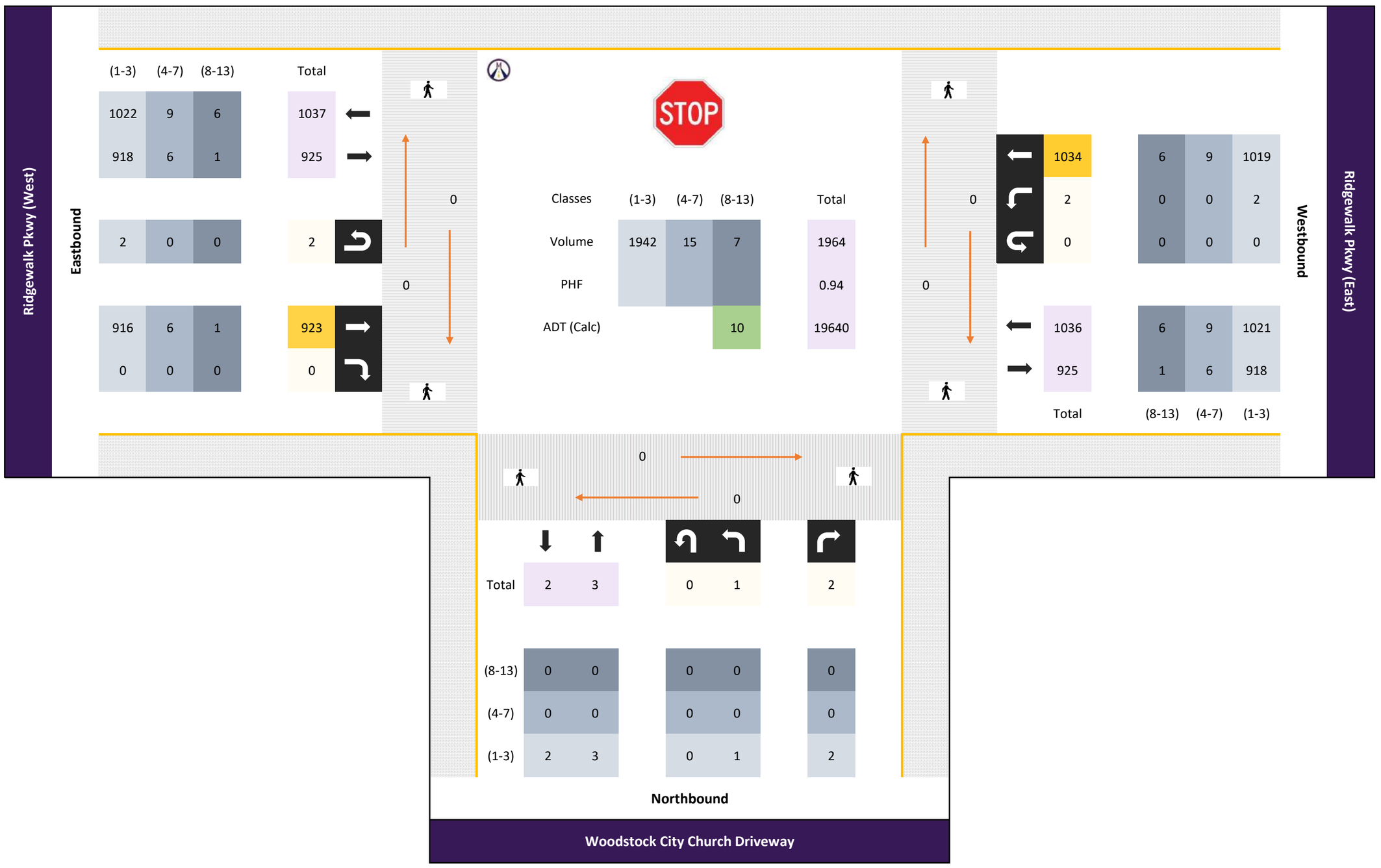
* the Peak Hour Diagram does not include bicycles

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

	Northbound												Eastbound						Westbound						
	Woodstock City Church Driveway												Ridgewalk Pkwy (West)						Ridgewalk Pkwy (East)						
Time	Left 7.1		Right 7.2		U-Turn 7.3	App Total						App Total		Thru 7.4	Right 7.5		U-Turn 7.6	App Total	Left 7.7	Thru 7.8			U-Turn 7.9	App Total	Int Total
1630 - 1645	1	-	0	-	0	1	-	-	-	-	-	0	-	219	0	-	0	219	0	267	-	-	0	267	487
1645 - 1700	0	-	1	-	0	1	-	-	-	-	-	0	-	249	0	-	1	250	0	249	-	-	0	249	500
1700 - 1715	0	-	0	-	0	0	-	-	-	-	-	0	-	223	0	-	0	223	1	297	-	-	0	298	521
1715 - 1730	0	-	1	-	0	1	-	-	-	-	-	0	-	232	0	-	1	233	1	221	-	-	0	222	456
Total	1	0	2	0	0	3	0	0	0	0	0	0	0	923	0	0	2	925	2	1034	0	0	0	1036	1964
Approach %	33.33	0.00	66.67	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	99.78	0.00	0.00	0.22	-	0.19	99.81	0.00	0.00	0.00	-	
PHF	0.25	0.00	0.50	0.00	0.00	**0.75**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.93	0.00	0.00	0.50	**0.93**	0.50	0.87	0.00	0.00	0.00	**0.87**	**0.94**

Passenger Vehicles (1-3)

	Northbound												Eastbound						Westbound						
	Woodstock City Church Driveway												Ridgewalk Pkwy (West)						Ridgewalk Pkwy (East)						
Time	Left 7.1		Right 7.2		U-Turn 7.3	App Total						App Total		Thru 7.4	Right 7.5		U-Turn 7.6	App Total	Left 7.7	Thru 7.8			U-Turn 7.9	App Total	Int Total
1630 - 1645	1	-	0	-	0	1	-	-	-	-	-	0	-	216	0	-	0	216	0	263	-	-	0	263	480
1645 - 1700	0	-	1	-	0	1	-	-	-	-	-	0	-	248	0	-	1	249	0	244	-	-	0	244	494
1700 - 1715	0	-	0	-	0	0	-	-	-	-	-	0	-	221	0	-	0	221	1	294	-	-	0	295	516
1715 - 1730	0	-	1	-	0	1	-	-	-	-	-	0	-	231	0	-	1	232	1	218	-	-	0	219	452
Total	1	0	2	0	0	3	0	0	0	0	0	0	0	916	0	0	2	918	2	1019	0	0	0	1021	1942
Approach %	33.33	0.00	66.67	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	99.78	0.00	0.00	0.22	-	0.20	99.80	0.00	0.00	0.00	-	
PHF	0.25	0.00	0.50	0.00	0.00	**0.75**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.92	0.00	0.00	0.50	**0.92**	0.50	0.87	0.00	0.00	0.00	**0.87**	**0.94**

Single Unit Trucks (4-7)

	Northbound												Eastbound						Westbound						
	Woodstock City Church Driveway												Ridgewalk Pkwy (West)						Ridgewalk Pkwy (East)						
Time	Left 7.1		Right 7.2		U-Turn 7.3	App Total						App Total		Thru 7.4	Right 7.5		U-Turn 7.6	App Total	Left 7.7	Thru 7.8			U-Turn 7.9	App Total	Int Total
1630 - 1645	0	-	0	-	0	0	-	-	-	-	-	0	-	3	0	-	0	3	0	1	-	-	0	1	4
1645 - 1700	0	-	0	-	0	0	-	-	-	-	-	0	-	1	0	-	0	1	0	5	-	-	0	5	6
1700 - 1715	0	-	0	-	0	0	-	-	-	-	-	0	-	1	0	-	0	1	0	1	-	-	0	1	2
1715 - 1730	0	-	0	-	0	0	-	-	-	-	-	0	-	1	0	-	0	1	0	2	-	-	0	2	3
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	0	9	0	0	0	9	15
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	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	0.50	0.00	0.00	0.00	**0.50**	0.00	0.45	0.00	0.00	0.00	**0.45**	**0.63**

Combination Trucks (8-13)

	Northbound												Eastbound						Westbound						
	Woodstock City Church Driveway												Ridgewalk Pkwy (West)						Ridgewalk Pkwy (East)						
Time	Left 7.1		Right 7.2		U-Turn 7.3	App Total						App Total		Thru 7.4	Right 7.5		U-Turn 7.6	App Total	Left 7.7	Thru 7.8			U-Turn 7.9	App Total	Int Total
1630 - 1645	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	3	-	-	0	3	3
1645 - 1700	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	0
1700 - 1715	0	-	0	-	0	0	-	-	-	-	-	0	-	1	0	-	0	1	0	2	-	-	0	2	3
1715 - 1730	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	1	-	-	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	6	0	0	0	6	7
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	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	0.25	0.00	0.00	0.00	**0.25**	0.00	0.50	0.00	0.00	0.00	**0.50**	**0.58**

Bicycles

	Northbound												Eastbound						Westbound						
	Woodstock City Church Driveway												Ridgewalk Pkwy (West)						Ridgewalk Pkwy (East)						
Time	Left 7.1		Right 7.2		U-Turn 7.3	App Total						App Total		Thru 7.4	Right 7.5		U-Turn 7.6	App Total	Left 7.7	Thru 7.8			U-Turn 7.9	App Total	Int Total
1630 - 1645	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	0
1645 - 1700	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	0
1700 - 1715	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	0
1715 - 1730	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Peak Hour Turning Movement Count

Click here for Map

Woodstock, GA

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Thursday, October 30, 2025		
Cloudy		49°F
Period	0700 - 0900	**APPLY**
Peak Hour	0715 - 0815	**APPLY**
Global PH		**APPLY**

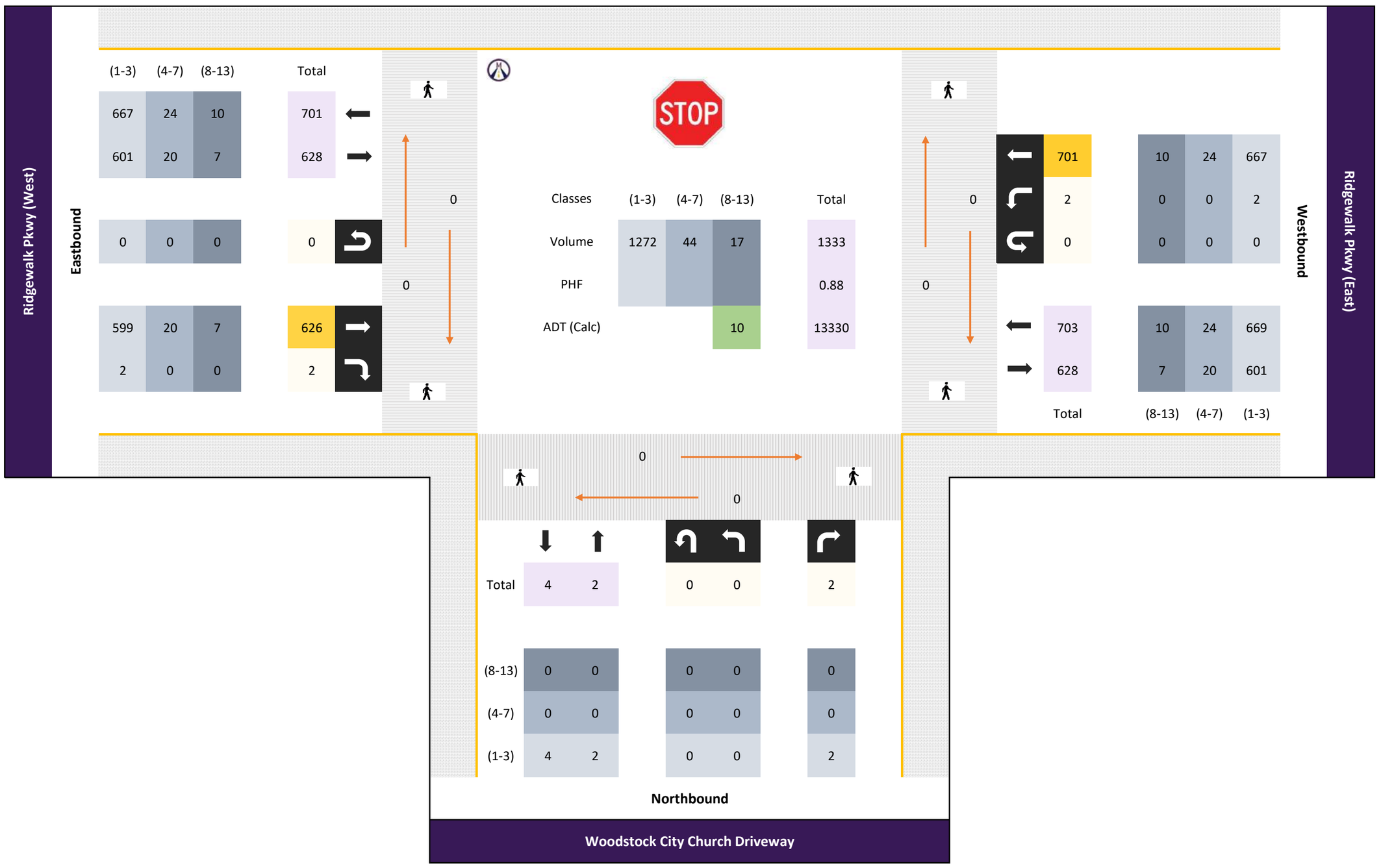
* the Peak Hour Diagram does not include bicycles

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

	Northbound												Eastbound						Westbound						
	Woodstock City Church Driveway												Ridgewalk Pkwy (West)						Ridgewalk Pkwy (East)						
Time	Left 7.1		Right 7.2		U-Turn 7.3	App Total						App Total		Thru 7.4	Right 7.5		U-Turn 7.6	App Total	Left 7.7	Thru 7.8			U-Turn 7.9	App Total	Int Total
0715 - 0730	0	-	1	-	0	1	-	-	-	-	-	0	-	133	0	-	0	133	0	171	-	-	0	171	305
0730 - 0745	0	-	1	-	0	1	-	-	-	-	-	0	-	155	0	-	0	155	0	172	-	-	0	172	328
0745 - 0800	0	-	0	-	0	0	-	-	-	-	-	0	-	160	1	-	0	161	1	215	-	-	0	216	377
0800 - 0815	0	-	0	-	0	0	-	-	-	-	-	0	-	178	1	-	0	179	1	143	-	-	0	144	323
Total	0	0	2	0	0	2	0	0	0	0	0	0	0	626	2	0	0	628	2	701	0	0	0	703	1333
Approach %	0.00	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	99.68	0.32	0.00	0.00	-	0.28	99.72	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.50	0.00	0.00	**0.50**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.88	0.50	0.00	0.00	**0.88**	0.50	0.82	0.00	0.00	0.00	**0.81**	**0.88**

Passenger Vehicles (1-3)

	Northbound												Eastbound						Westbound						
	Woodstock City Church Driveway												Ridgewalk Pkwy (West)						Ridgewalk Pkwy (East)						
Time	Left 7.1		Right 7.2		U-Turn 7.3	App Total						App Total		Thru 7.4	Right 7.5		U-Turn 7.6	App Total	Left 7.7	Thru 7.8			U-Turn 7.9	App Total	Int Total
0715 - 0730	0	-	1	-	0	1	-	-	-	-	-	0	-	127	0	-	0	127	0	161	-	-	0	161	289
0730 - 0745	0	-	1	-	0	1	-	-	-	-	-	0	-	146	0	-	0	146	0	163	-	-	0	163	310
0745 - 0800	0	-	0	-	0	0	-	-	-	-	-	0	-	154	1	-	0	155	1	205	-	-	0	206	361
0800 - 0815	0	-	0	-	0	0	-	-	-	-	-	0	-	172	1	-	0	173	1	138	-	-	0	139	312
Total	0	0	2	0	0	2	0	0	0	0	0	0	0	599	2	0	0	601	2	667	0	0	0	669	1272
Approach %	0.00	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	99.67	0.33	0.00	0.00	-	0.30	99.70	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.50	0.00	0.00	**0.50**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.87	0.50	0.00	0.00	**0.87**	0.50	0.81	0.00	0.00	0.00	**0.81**	**0.88**

Single Unit Trucks (4-7)

	Northbound												Eastbound						Westbound						
	Woodstock City Church Driveway												Ridgewalk Pkwy (West)						Ridgewalk Pkwy (East)						
Time	Left 7.1		Right 7.2		U-Turn 7.3	App Total						App Total		Thru 7.4	Right 7.5		U-Turn 7.6	App Total	Left 7.7	Thru 7.8			U-Turn 7.9	App Total	Int Total
0715 - 0730	0	-	0	-	0	0	-	-	-	-	-	0	-	4	0	-	0	4	0	7	-	-	0	7	11
0730 - 0745	0	-	0	-	0	0	-	-	-	-	-	0	-	7	0	-	0	7	0	7	-	-	0	7	14
0745 - 0800	0	-	0	-	0	0	-	-	-	-	-	0	-	6	0	-	0	6	0	7	-	-	0	7	13
0800 - 0815	0	-	0	-	0	0	-	-	-	-	-	0	-	3	0	-	0	3	0	3	-	-	0	3	6
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0	0	0	20	0	24	0	0	0	24	44
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	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	0.71	0.00	0.00	0.00	**0.71**	0.00	0.86	0.00	0.00	0.00	**0.86**	**0.79**

Combination Trucks (8-13)

	Northbound												Eastbound						Westbound						
	Woodstock City Church Driveway												Ridgewalk Pkwy (West)						Ridgewalk Pkwy (East)						
Time	Left 7.1		Right 7.2		U-Turn 7.3	App Total						App Total		Thru 7.4	Right 7.5		U-Turn 7.6	App Total	Left 7.7	Thru 7.8			U-Turn 7.9	App Total	Int Total
0715 - 0730	0	-	0	-	0	0	-	-	-	-	-	0	-	2	0	-	0	2	0	3	-	-	0	3	5
0730 - 0745	0	-	0	-	0	0	-	-	-	-	-	0	-	2	0	-	0	2	0	2	-	-	0	2	4
0745 - 0800	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	3	-	-	0	3	3
0800 - 0815	0	-	0	-	0	0	-	-	-	-	-	0	-	3	0	-	0	3	0	2	-	-	0	2	5
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	7	0	10	0	0	0	10	17
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	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	0.58	0.00	0.00	0.00	**0.58**	0.00	0.83	0.00	0.00	0.00	**0.83**	**0.85**

Bicycles

	Northbound												Eastbound						Westbound						
	Woodstock City Church Driveway												Ridgewalk Pkwy (West)						Ridgewalk Pkwy (East)						
Time	Left 7.1		Right 7.2		U-Turn 7.3	App Total						App Total		Thru 7.4	Right 7.5		U-Turn 7.6	App Total	Left 7.7	Thru 7.8			U-Turn 7.9	App Total	Int Total
0715 - 0730	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	0
0730 - 0745	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	0
0745 - 0800	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	0
0800 - 0815	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	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Peak Hour Turning Movement Count

Click here for Map

Woodstock, GA

Marr Traffic DATA COLLECTION

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Thursday, October 30, 2025		
Cloudy		49°F
Period	1600 - 1800	**APPLY**
Peak Hour	1630 - 1730	**APPLY**
Global PH		**APPLY**

* the Peak Hour Diagram does not include bicycles

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

	Northbound												Eastbound						Westbound						
	Woodstock City Church Driveway												Ridgewalk Pkwy (West)						Ridgewalk Pkwy (East)						
Time	Left 7.1		Right 7.2		U-Turn 7.3	App Total						App Total		Thru 7.4	Right 7.5		U-Turn 7.6	App Total	Left 7.7	Thru 7.8			U-Turn 7.9	App Total	Int Total
1630 - 1645	1	-	0	-	0	1	-	-	-	-	-	0	-	219	0	-	0	219	0	267	-	-	0	267	487
1645 - 1700	0	-	1	-	0	1	-	-	-	-	-	0	-	249	0	-	1	250	0	249	-	-	0	249	500
1700 - 1715	0	-	0	-	0	0	-	-	-	-	-	0	-	223	0	-	0	223	1	297	-	-	0	298	521
1715 - 1730	0	-	1	-	0	1	-	-	-	-	-	0	-	232	0	-	1	233	1	221	-	-	0	222	456
Total	1	0	2	0	0	3	0	0	0	0	0	0	0	923	0	0	2	925	2	1034	0	0	0	1036	1964
Approach %	33.33	0.00	66.67	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	99.78	0.00	0.00	0.22	-	0.19	99.81	0.00	0.00	0.00	-	
PHF	0.25	0.00	0.50	0.00	0.00	**0.75**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.93	0.00	0.00	0.50	**0.93**	0.50	0.87	0.00	0.00	0.00	**0.87**	**0.94**

Passenger Vehicles (1-3)

	Northbound												Eastbound						Westbound						
	Woodstock City Church Driveway												Ridgewalk Pkwy (West)						Ridgewalk Pkwy (East)						
Time	Left 7.1		Right 7.2		U-Turn 7.3	App Total						App Total		Thru 7.4	Right 7.5		U-Turn 7.6	App Total	Left 7.7	Thru 7.8			U-Turn 7.9	App Total	Int Total
1630 - 1645	1	-	0	-	0	1	-	-	-	-	-	0	-	216	0	-	0	216	0	263	-	-	0	263	480
1645 - 1700	0	-	1	-	0	1	-	-	-	-	-	0	-	248	0	-	1	249	0	244	-	-	0	244	494
1700 - 1715	0	-	0	-	0	0	-	-	-	-	-	0	-	221	0	-	0	221	1	294	-	-	0	295	516
1715 - 1730	0	-	1	-	0	1	-	-	-	-	-	0	-	231	0	-	1	232	1	218	-	-	0	219	452
Total	1	0	2	0	0	3	0	0	0	0	0	0	0	916	0	0	2	918	2	1019	0	0	0	1021	1942
Approach %	33.33	0.00	66.67	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	99.78	0.00	0.00	0.22	-	0.20	99.80	0.00	0.00	0.00	-	
PHF	0.25	0.00	0.50	0.00	0.00	**0.75**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.92	0.00	0.00	0.50	**0.92**	0.50	0.87	0.00	0.00	0.00	**0.87**	**0.94**

Single Unit Trucks (4-7)

	Northbound												Eastbound						Westbound						
	Woodstock City Church Driveway												Ridgewalk Pkwy (West)						Ridgewalk Pkwy (East)						
Time	Left 7.1		Right 7.2		U-Turn 7.3	App Total						App Total		Thru 7.4	Right 7.5		U-Turn 7.6	App Total	Left 7.7	Thru 7.8			U-Turn 7.9	App Total	Int Total
1630 - 1645	0	-	0	-	0	0	-	-	-	-	-	0	-	3	0	-	0	3	0	1	-	-	0	1	4
1645 - 1700	0	-	0	-	0	0	-	-	-	-	-	0	-	1	0	-	0	1	0	5	-	-	0	5	6
1700 - 1715	0	-	0	-	0	0	-	-	-	-	-	0	-	1	0	-	0	1	0	1	-	-	0	1	2
1715 - 1730	0	-	0	-	0	0	-	-	-	-	-	0	-	1	0	-	0	1	0	2	-	-	0	2	3
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	0	9	0	0	0	9	15
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	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	0.50	0.00	0.00	0.00	**0.50**	0.00	0.45	0.00	0.00	0.00	**0.45**	**0.63**

Combination Trucks (8-13)

	Northbound												Eastbound						Westbound						
	Woodstock City Church Driveway												Ridgewalk Pkwy (West)						Ridgewalk Pkwy (East)						
Time	Left 7.1		Right 7.2		U-Turn 7.3	App Total						App Total		Thru 7.4	Right 7.5		U-Turn 7.6	App Total	Left 7.7	Thru 7.8			U-Turn 7.9	App Total	Int Total
1630 - 1645	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	3	-	-	0	3	3
1645 - 1700	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	0
1700 - 1715	0	-	0	-	0	0	-	-	-	-	-	0	-	1	0	-	0	1	0	2	-	-	0	2	3
1715 - 1730	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	1	-	-	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	6	0	0	0	6	7
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	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	0.25	0.00	0.00	0.00	**0.25**	0.00	0.50	0.00	0.00	0.00	**0.50**	**0.58**

Bicycles

	Northbound												Eastbound						Westbound						
	Woodstock City Church Driveway												Ridgewalk Pkwy (West)						Ridgewalk Pkwy (East)						
Time	Left 7.1		Right 7.2		U-Turn 7.3	App Total						App Total		Thru 7.4	Right 7.5		U-Turn 7.6	App Total	Left 7.7	Thru 7.8			U-Turn 7.9	App Total	Int Total
1630 - 1645	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	0
1645 - 1700	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	0
1700 - 1715	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	0
1715 - 1730	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Classified Turn Movement Count || All vehicles

Marr Traffic DATA COLLECTION
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Woodstock, GA

Site 7
Woodstock City Church Driveway

Ridgewalk Pkwy (West)
Ridgewalk Pkwy (East)

Date
Thursday, October 30, 2025

Lat/Long
34.116703°, -84.515337°
Click here for Map

Weather
Cloudy
49°F
Click here for Detailed Weather

0700 - 1900 (Weekday 12h Session) (10-30-2025)
All vehicles

	Northbound				Eastbound				Westbound				
	Woodstock City Church Driveway				Ridgewalk Pkwy (West)				Ridgewalk Pkwy (East)				
TIME	Left 7.1	Right 7.2	U-Turn 7.3	App Total	Thru 7.4	Right 7.5	U-Turn 7.6	App Total	Left 7.7	Thru 7.8	U-Turn 7.9	App Total	Int Total
0700 - 0715	0	0	0	0	132	0	0	132	1	147	0	148	280
0715 - 0730	0	1	0	1	133	0	0	133	0	171	0	171	305
0730 - 0745	0	1	0	1	155	0	0	155	0	172	0	172	328
0745 - 0800	0	0	0	0	160	1	0	161	1	215	0	216	377
Hourly Total	0	2	0	**2**	580	1	0	**581**	2	705	0	**707**	**1290**
0800 - 0815	0	0	0	0	178	1	0	179	1	143	0	144	323
0815 - 0830	0	0	0	0	140	0	0	140	1	140	0	141	281
0830 - 0845	0	1	0	1	128	0	0	128	2	158	0	160	289
0845 - 0900	0	0	0	0	146	0	0	146	0	140	0	140	286
Hourly Total	0	1	0	**1**	592	1	0	**593**	4	581	0	**585**	**1179**
0900 - 0915	0	1	0	1	143	0	1	144	1	152	0	153	298
0915 - 0930	1	0	0	1	137	0	0	137	1	156	0	157	295
0930 - 0945	0	0	0	0	144	0	0	144	1	180	0	181	325
0945 - 1000	0	1	0	1	151	0	0	151	2	175	0	177	329
Hourly Total	1	2	0	**3**	575	0	1	**576**	5	663	0	**668**	**1247**
1000 - 1015	0	2	0	2	158	0	0	158	3	167	0	170	330
1015 - 1030	0	0	0	0	157	0	0	157	0	168	0	168	325
1030 - 1045	1	1	0	2	155	0	0	155	1	176	0	177	334
1045 - 1100	1	2	0	3	182	0	1	183	0	169	0	169	355
Hourly Total	2	5	0	**7**	652	0	1	**653**	4	680	0	**684**	**1344**
1100 - 1115	0	0	0	0	157	0	1	158	0	196	0	196	354
1115 - 1130	0	0	0	0	176	0	0	176	1	189	0	190	366
1130 - 1145	0	0	0	0	166	0	0	166	0	208	0	208	374
1145 - 1200	0	0	0	0	189	0	2	191	0	217	0	217	408
Hourly Total	0	0	0	**0**	688	0	3	**691**	1	810	0	**811**	**1502**
1200 - 1215	1	2	0	3	192	0	1	193	0	210	0	210	406
1215 - 1230	0	1	0	1	205	0	0	205	0	220	0	220	426
1230 - 1245	1	2	0	3	214	0	1	215	1	188	0	189	407
1245 - 1300	1	5	0	6	189	1	0	190	1	204	0	205	401
Hourly Total	3	10	0	**13**	800	1	2	**803**	2	822	0	**824**	**1640**
1300 - 1315	0	0	0	0	199	0	0	199	1	185	0	186	385
1315 - 1330	1	3	0	4	188	0	0	188	0	160	0	160	352
1330 - 1345	1	0	0	1	215	0	0	215	0	214	0	214	430
1345 - 1400	0	0	0	0	200	0	2	202	0	184	0	184	386
Hourly Total	2	3	0	**5**	802	0	2	**804**	1	743	0	**744**	**1553**
1400 - 1415	0	0	0	0	214	0	0	214	0	175	0	175	389
1415 - 1430	0	0	0	0	218	0	1	219	0	201	0	201	420
1430 - 1445	0	0	0	0	237	1	1	239	0	178	0	178	417
1445 - 1500	0	0	0	0	220	0	0	220	0	206	0	206	426
Hourly Total	0	0	0	**0**	889	1	2	**892**	0	760	0	**760**	**1652**
1500 - 1515	0	0	0	0	261	0	0	261	0	193	0	193	454
1515 - 1530	0	0	0	0	218	0	0	218	1	187	0	188	406
1530 - 1545	0	0	0	0	235	0	0	235	0	211	0	211	446
1545 - 1600	0	1	0	1	206	0	3	209	0	210	0	210	420
Hourly Total	0	1	0	**1**	920	0	3	**923**	1	801	0	**802**	**1726**
1600 - 1615	0	1	0	1	182	0	0	182	0	214	0	214	397
1615 - 1630	1	0	0	1	218	0	2	220	0	226	0	226	447
1630 - 1645	1	0	0	1	219	0	0	219	0	267	0	267	487
1645 - 1700	0	1	0	1	249	0	1	250	0	249	0	249	500
Hourly Total	2	2	0	**4**	868	0	3	**871**	0	956	0	**956**	**1831**
1700 - 1715	0	0	0	0	223	0	0	223	1	297	0	298	521
1715 - 1730	0	1	0	1	232	0	1	233	1	221	0	222	456
1730 - 1745	0	0	0	0	249	2	0	251	0	230	0	230	481
1745 - 1800	0	0	0	0	238	0	0	238	2	216	0	218	456
Hourly Total	0	1	0	**1**	942	2	1	**945**	4	964	0	**968**	**1914**
1800 - 1815	0	1	0	1	201	0	1	202	0	195	0	195	398
1815 - 1830	0	1	0	1	174	0	0	174	3	191	0	194	369
1830 - 1845	0	0	0	0	201	1	0	202	1	194	0	195	397
1845 - 1900	0	0	0	0	169	0	0	169	3	177	0	180	349
Hourly Total	0	2	0	**2**	745	1	1	**747**	7	757	0	**764**	**1513**
Grand Total	10	29	0	**39**	9053	7	19	**9079**	31	9242	0	**9273**	**18391**
Approach %	25.64	74.36	0.00	-	99.71	0.08	0.21	-	0.33	99.67	0.00	-	
Intersection %	0.05	0.16	0.00	0.21	49.23	0.04	0.10	49.37	0.17	50.25	0.00	50.42	
Heavy Vehicle %	10	10	-	**10**	3	0	0	**3**	3	3	-	**3**	**3**
PHF	0.25	0.50	0.00	**0.75**	0.93	0.00	0.50	**0.93**	0.50	0.87	0.00	**0.87**	**0.94**
Peak Hour Total	1	2	0	**3**	923	0	2	**925**	2	1034	0	**1036**	**1964**
Peak Hour HV %	0	0	0	**0**	1	0	0	**1**	0	1	0	**1**	**1**

0700 - 0900 (Internal session 1) (10-30-2025)
All vehicles

	Northbound				Eastbound				Westbound				
	Woodstock City Church Driveway				Ridgewalk Pkwy (West)				Ridgewalk Pkwy (East)				
TIME	Left 7.1	Right 7.2	U-Turn 7.3	App Total	Thru 7.4	Right 7.5	U-Turn 7.6	App Total	Left 7.7	Thru 7.8	U-Turn 7.9	App Total	Int Total
0700 - 0715	0	0	0	0	132	0	0	132	1	147	0	148	280
0715 - 0730	0	1	0	1	133	0	0	133	0	171	0	171	305
0730 - 0745	0	1	0	1	155	0	0	155	0	172	0	172	328
0745 - 0800	0	0	0	0	160	1	0	161	1	215	0	216	377
Hourly Total	0	2	0	**2**	580	1	0	**581**	2	705	0	**707**	**1290**
0800 - 0815	0	0	0	0	178	1	0	179	1	143	0	144	323
0815 - 0830	0	0	0	0	140	0	0	140	1	140	0	141	281
0830 - 0845	0	1	0	1	128	0	0	128	2	158	0	160	289
0845 - 0900	0	0	0	0	146	0	0	146	0	140	0	140	286
Hourly Total	0	1	0	**1**	592	1	0	**593**	4	581	0	**585**	**1179**
Grand Total	0	3	0	**3**	1172	2	0	**1174**	6	1286	0	**1292**	**2469**
Approach %	0.00	100.00	0.00	-	99.83	0.17	0.00	-	0.46	99.54	0.00	-	
Intersection %	0.00	0.12	0.00	0.12	47.47	0.08	0.00	47.55	0.24	52.09	0.00	52.33	
Heavy Vehicle %	-	33	-	**33**	5	0	-	**5**	0	5	-	**5**	**5**
PHF	0.00	0.50	0.00	**0.50**	0.88	0.50	0.00	**0.88**	0.50	0.82	0.00	**0.81**	**0.88**
Peak Hour Total	0	2	0	**2**	626	2	0	**628**	2	701	0	**703**	**1333**
Peak Hour HV %	0	0	0	**0**	4	0	0	**4**	0	5	0	**5**	**5**

1600 - 1800 (Internal session 2) (10-30-2025)
All vehicles

	Northbound				Eastbound				Westbound				
	Woodstock City Church Driveway				Ridgewalk Pkwy (West)				Ridgewalk Pkwy (East)				
TIME	Left 7.1	Right 7.2	U-Turn 7.3	App Total	Thru 7.4	Right 7.5	U-Turn 7.6	App Total	Left 7.7	Thru 7.8	U-Turn 7.9	App Total	Int Total
1600 - 1615	0	1	0	1	182	0	0	182	0	214	0	214	397
1615 - 1630	1	0	0	1	218	0	2	220	0	226	0	226	447
1630 - 1645	1	0	0	1	219	0	0	219	0	267	0	267	487
1645 - 1700	0	1	0	1	249	0	1	250	0	249	0	249	500
Hourly Total	2	2	0	**4**	868	0	3	**871**	0	956	0	**956**	**1831**
1700 - 1715	0	0	0	0	223	0	0	223	1	297	0	298	521
1715 - 1730	0	1	0	1	232	0	1	233	1	221	0	222	456
1730 - 1745	0	0	0	0	249	2	0	251	0	230	0	230	481
1745 - 1800	0	0	0	0	238	0	0	238	2	216	0	218	456
Hourly Total	0	1	0	**1**	942	2	1	**945**	4	964	0	**968**	**1914**
Grand Total	2	3	0	**5**	1810	2	4	**1816**	4	1920	0	**1924**	**3745**
Approach %	40.00	60.00	0.00	-	99.67	0.11	0.22	-	0.21	99.79	0.00	-	
Intersection %	0.05	0.08	0.00	0.13	48.33	0.05	0.11	48.49	0.11	51.27	0.00	51.38	
Heavy Vehicle %	0	0	-	**0**	1	0	0	**1**	0	2	-	**2**	**1**
PHF	0.25	0.50	0.00	**0.75**	0.93	0.00	0.50	**0.93**	0.50	0.87	0.00	**0.87**	**0.94**
Peak Hour Total	1	2	0	**3**	923	0	2	**925**	2	1034	0	**1036**	**1964**
Peak Hour HV %	0	0	0	**0**	1	0	0	**1**	0	1	0	**1**	**1**

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

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Woodstock, GA

Site 7
Woodstock City Church Driveway

Ridgewalk Pkwy (West)
Ridgewalk Pkwy (East)

Date
Thursday, October 30, 2025

Lat/Long
34.116703°, -84.515337°
Click here for Map

Weather
Cloudy
49°F
Click here for Detailed Weather

0700 - 1900 (Weekday 12h Session) (10-30-2025)
Passenger Vehicles (1-3)

	Northbound				Eastbound				Westbound				
	Woodstock City Church Driveway				Ridgewalk Pkwy (West)				Ridgewalk Pkwy (East)				
TIME	Left 7.1	Right 7.2	U-Turn 7.3	App Total	Thru 7.4	Right 7.5	U-Turn 7.6	App Total	Left 7.7	Thru 7.8	U-Turn 7.9	App Total	Int Total
0700 - 0715	0	0	0	0	125	0	0	125	1	143	0	144	269
0715 - 0730	0	1	0	1	127	0	0	127	0	161	0	161	289
0730 - 0745	0	1	0	1	146	0	0	146	0	163	0	163	310
0745 - 0800	0	0	0	0	154	1	0	155	1	205	0	206	361
Hourly Total	0	2	0	**2**	552	1	0	**553**	2	672	0	**674**	**1229**
0800 - 0815	0	0	0	0	172	1	0	173	1	138	0	139	312
0815 - 0830	0	0	0	0	134	0	0	134	1	131	0	132	266
0830 - 0845	0	0	0	0	119	0	0	119	2	151	0	153	272
0845 - 0900	0	0	0	0	131	0	0	131	0	134	0	134	265
Hourly Total	0	0	0	**0**	556	1	0	**557**	4	554	0	**558**	**1115**
0900 - 0915	0	0	0	0	136	0	1	137	1	143	0	144	281
0915 - 0930	0	0	0	0	123	0	0	123	1	149	0	150	273
0930 - 0945	0	0	0	0	137	0	0	137	1	173	0	174	311
0945 - 1000	0	1	0	1	140	0	0	140	2	164	0	166	307
Hourly Total	0	1	0	**1**	536	0	1	**537**	5	629	0	**634**	**1172**
1000 - 1015	0	2	0	2	151	0	0	151	3	155	0	158	311
1015 - 1030	0	0	0	0	143	0	0	143	0	161	0	161	304
1030 - 1045	1	1	0	2	146	0	0	146	1	167	0	168	316
1045 - 1100	1	2	0	3	171	0	1	172	0	163	0	163	338
Hourly Total	2	5	0	**7**	611	0	1	**612**	4	646	0	**650**	**1269**
1100 - 1115	0	0	0	0	152	0	1	153	0	188	0	188	341
1115 - 1130	0	0	0	0	171	0	0	171	1	180	0	181	352
1130 - 1145	0	0	0	0	161	0	0	161	0	199	0	199	360
1145 - 1200	0	0	0	0	183	0	2	185	0	207	0	207	392
Hourly Total	0	0	0	**0**	667	0	3	**670**	1	774	0	**775**	**1445**
1200 - 1215	1	2	0	3	184	0	1	185	0	206	0	206	394
1215 - 1230	0	1	0	1	196	0	0	196	0	216	0	216	413
1230 - 1245	1	2	0	3	204	0	1	205	0	183	0	183	391
1245 - 1300	1	4	0	5	182	1	0	183	1	200	0	201	389
Hourly Total	3	9	0	**12**	766	1	2	**769**	1	805	0	**806**	**1587**
1300 - 1315	0	0	0	0	192	0	0	192	1	183	0	184	376
1315 - 1330	1	3	0	4	179	0	0	179	0	156	0	156	339
1330 - 1345	1	0	0	1	207	0	0	207	0	209	0	209	417
1345 - 1400	0	0	0	0	195	0	2	197	0	183	0	183	380
Hourly Total	2	3	0	**5**	773	0	2	**775**	1	731	0	**732**	**1512**
1400 - 1415	0	0	0	0	210	0	0	210	0	170	0	170	380
1415 - 1430	0	0	0	0	213	0	1	214	0	193	0	193	407
1430 - 1445	0	0	0	0	232	1	1	234	0	172	0	172	406
1445 - 1500	0	0	0	0	215	0	0	215	0	200	0	200	415
Hourly Total	0	0	0	**0**	870	1	2	**873**	0	735	0	**735**	**1608**
1500 - 1515	0	0	0	0	259	0	0	259	0	183	0	183	442
1515 - 1530	0	0	0	0	213	0	0	213	1	179	0	180	393
1530 - 1545	0	0	0	0	234	0	0	234	0	207	0	207	441
1545 - 1600	0	1	0	1	205	0	3	208	0	205	0	205	414
Hourly Total	0	1	0	**1**	911	0	3	**914**	1	774	0	**775**	**1690**
1600 - 1615	0	1	0	1	178	0	0	178	0	207	0	207	386
1615 - 1630	1	0	0	1	214	0	2	216	0	222	0	222	439
1630 - 1645	1	0	0	1	216	0	0	216	0	263	0	263	480
1645 - 1700	0	1	0	1	248	0	1	249	0	244	0	244	494
Hourly Total	2	2	0	**4**	856	0	3	**859**	0	936	0	**936**	**1799**
1700 - 1715	0	0	0	0	221	0	0	221	1	294	0	295	516
1715 - 1730	0	1	0	1	231	0	1	232	1	218	0	219	452
1730 - 1745	0	0	0	0	248	2	0	250	0	225	0	225	475
1745 - 1800	0	0	0	0	236	0	0	236	2	215	0	217	453
Hourly Total	0	1	0	**1**	936	2	1	**939**	4	952	0	**956**	**1896**
1800 - 1815	0	1	0	1	198	0	1	199	0	188	0	188	388
1815 - 1830	0	1	0	1	173	0	0	173	3	186	0	189	363
1830 - 1845	0	0	0	0	197	1	0	198	1	191	0	192	390
1845 - 1900	0	0	0	0	168	0	0	168	3	176	0	179	347
Hourly Total	0	2	0	**2**	736	1	1	**738**	7	741	0	**748**	**1488**
Grand Total	9	26	0	**35**	8770	7	19	**8796**	30	8949	0	**8979**	**17810**
Approach %	25.71	74.29	0.00	-	99.70	0.08	0.22	-	0.33	99.67	0.00	-	
Intersection %	0.05	0.15	0.00	0.20	49.24	0.04	0.11	49.39	0.17	50.25	0.00	50.42	

0700 - 0900 (Internal session 1) (10-30-2025)
Passenger Vehicles (1-3)

	Northbound				Eastbound				Westbound				
	Woodstock City Church Driveway				Ridgewalk Pkwy (West)				Ridgewalk Pkwy (East)				
TIME	Left 7.1	Right 7.2	U-Turn 7.3	App Total	Thru 7.4	Right 7.5	U-Turn 7.6	App Total	Left 7.7	Thru 7.8	U-Turn 7.9	App Total	Int Total
0700 - 0715	0	0	0	0	125	0	0	125	1	143	0	144	269
0715 - 0730	0	1	0	1	127	0	0	127	0	161	0	161	289
0730 - 0745	0	1	0	1	146	0	0	146	0	163	0	163	310
0745 - 0800	0	0	0	0	154	1	0	155	1	205	0	206	361
Hourly Total	0	2	0	**2**	552	1	0	**553**	2	672	0	**674**	**1229**
0800 - 0815	0	0	0	0	172	1	0	173	1	138	0	139	312
0815 - 0830	0	0	0	0	134	0	0	134	1	131	0	132	266
0830 - 0845	0	0	0	0	119	0	0	119	2	151	0	153	272
0845 - 0900	0	0	0	0	131	0	0	131	0	134	0	134	265
Hourly Total	0	0	0	**0**	556	1	0	**557**	4	554	0	**558**	**1115**
Grand Total	0	2	0	**2**	1108	2	0	**1110**	6	1226	0	**1232**	**2344**
Approach %	0.00	100.00	0.00	-	99.82	0.18	0.00	-	0.49	99.51	0.00	-	
Intersection %	0.00	0.09	0.00	0.09	47.27	0.09	0.00	47.35	0.26	52.30	0.00	52.56	

1600 - 1800 (Internal session 2) (10-30-2025)
Passenger Vehicles (1-3)

	Northbound				Eastbound				Westbound				
	Woodstock City Church Driveway				Ridgewalk Pkwy (West)				Ridgewalk Pkwy (East)				
TIME	Left 7.1	Right 7.2	U-Turn 7.3	App Total	Thru 7.4	Right 7.5	U-Turn 7.6	App Total	Left 7.7	Thru 7.8	U-Turn 7.9	App Total	Int Total
1600 - 1615	0	1	0	1	178	0	0	178	0	207	0	207	386
1615 - 1630	1	0	0	1	214	0	2	216	0	222	0	222	439
1630 - 1645	1	0	0	1	216	0	0	216	0	263	0	263	480
1645 - 1700	0	1	0	1	248	0	1	249	0	244	0	244	494
Hourly Total	2	2	0	**4**	856	0	3	**859**	0	936	0	**936**	**1799**
1700 - 1715	0	0	0	0	221	0	0	221	1	294	0	295	516
1715 - 1730	0	1	0	1	231	0	1	232	1	218	0	219	452
1730 - 1745	0	0	0	0	248	2	0	250	0	225	0	225	475
1745 - 1800	0	0	0	0	236	0	0	236	2	215	0	217	453
Hourly Total	0	1	0	**1**	936	2	1	**939**	4	952	0	**956**	**1896**
Grand Total	2	3	0	**5**	1792	2	4	**1798**	4	1888	0	**1892**	**3695**
Approach %	40.00	60.00	0.00	-	99.67	0.11	0.22	-	0.21	99.79	0.00	-	
Intersection %	0.05	0.08	0.00	0.14	48.50	0.05	0.11	48.66	0.11	51.10	0.00	51.20	

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

Marr Traffic DATA COLLECTION
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Woodstock, GA

Site 7
Woodstock City Church Driveway

Ridgewalk Pkwy (West)
Ridgewalk Pkwy (East)

Date
Thursday, October 30, 2025

Lat/Long
34.116703°, -84.515337°
Click here for Map

Weather
Cloudy
49°F
Click here for Detailed Weather

0700 - 1900 (Weekday 12h Session) (10-30-2025)
Single Unit Trucks (4-7)

	Northbound				Eastbound				Westbound				
	Woodstock City Church Driveway				Ridgewalk Pkwy (West)				Ridgewalk Pkwy (East)				
TIME	Left 7.1	Right 7.2	U-Turn 7.3	App Total	Thru 7.4	Right 7.5	U-Turn 7.6	App Total	Left 7.7	Thru 7.8	U-Turn 7.9	App Total	Int Total
0700 - 0715	0	0	0	0	7	0	0	7	0	3	0	3	10
0715 - 0730	0	0	0	0	4	0	0	4	0	7	0	7	11
0730 - 0745	0	0	0	0	7	0	0	7	0	7	0	7	14
0745 - 0800	0	0	0	0	6	0	0	6	0	7	0	7	13
Hourly Total	0	0	0	**0**	24	0	0	**24**	0	24	0	**24**	**48**
0800 - 0815	0	0	0	0	3	0	0	3	0	3	0	3	6
0815 - 0830	0	0	0	0	6	0	0	6	0	8	0	8	14
0830 - 0845	0	1	0	1	7	0	0	7	0	6	0	6	14
0845 - 0900	0	0	0	0	14	0	0	14	0	5	0	5	19
Hourly Total	0	1	0	**1**	30	0	0	**30**	0	22	0	**22**	**53**
0900 - 0915	0	1	0	1	7	0	0	7	0	6	0	6	14
0915 - 0930	1	0	0	1	13	0	0	13	0	3	0	3	17
0930 - 0945	0	0	0	0	6	0	0	6	0	7	0	7	13
0945 - 1000	0	0	0	0	9	0	0	9	0	10	0	10	19
Hourly Total	1	1	0	**2**	35	0	0	**35**	0	26	0	**26**	**63**
1000 - 1015	0	0	0	0	7	0	0	7	0	9	0	9	16
1015 - 1030	0	0	0	0	14	0	0	14	0	6	0	6	20
1030 - 1045	0	0	0	0	8	0	0	8	0	6	0	6	14
1045 - 1100	0	0	0	0	8	0	0	8	0	4	0	4	12
Hourly Total	0	0	0	**0**	37	0	0	**37**	0	25	0	**25**	**62**
1100 - 1115	0	0	0	0	3	0	0	3	0	7	0	7	10
1115 - 1130	0	0	0	0	4	0	0	4	0	7	0	7	11
1130 - 1145	0	0	0	0	3	0	0	3	0	7	0	7	10
1145 - 1200	0	0	0	0	6	0	0	6	0	8	0	8	14
Hourly Total	0	0	0	**0**	16	0	0	**16**	0	29	0	**29**	**45**
1200 - 1215	0	0	0	0	7	0	0	7	0	4	0	4	11
1215 - 1230	0	0	0	0	8	0	0	8	0	4	0	4	12
1230 - 1245	0	0	0	0	9	0	0	9	1	2	0	3	12
1245 - 1300	0	1	0	1	5	0	0	5	0	4	0	4	10
Hourly Total	0	1	0	**1**	29	0	0	**29**	1	14	0	**15**	**45**
1300 - 1315	0	0	0	0	5	0	0	5	0	1	0	1	6
1315 - 1330	0	0	0	0	6	0	0	6	0	4	0	4	10
1330 - 1345	0	0	0	0	6	0	0	6	0	4	0	4	10
1345 - 1400	0	0	0	0	5	0	0	5	0	1	0	1	6
Hourly Total	0	0	0	**0**	22	0	0	**22**	0	10	0	**10**	**32**
1400 - 1415	0	0	0	0	4	0	0	4	0	4	0	4	8
1415 - 1430	0	0	0	0	5	0	0	5	0	8	0	8	13
1430 - 1445	0	0	0	0	5	0	0	5	0	5	0	5	10
1445 - 1500	0	0	0	0	4	0	0	4	0	4	0	4	8
Hourly Total	0	0	0	**0**	18	0	0	**18**	0	21	0	**21**	**39**
1500 - 1515	0	0	0	0	2	0	0	2	0	9	0	9	11
1515 - 1530	0	0	0	0	2	0	0	2	0	4	0	4	6
1530 - 1545	0	0	0	0	1	0	0	1	0	3	0	3	4
1545 - 1600	0	0	0	0	1	0	0	1	0	2	0	2	3
Hourly Total	0	0	0	**0**	6	0	0	**6**	0	18	0	**18**	**24**
1600 - 1615	0	0	0	0	1	0	0	1	0	4	0	4	5
1615 - 1630	0	0	0	0	1	0	0	1	0	3	0	3	4
1630 - 1645	0	0	0	0	3	0	0	3	0	1	0	1	4
1645 - 1700	0	0	0	0	1	0	0	1	0	5	0	5	6
Hourly Total	0	0	0	**0**	6	0	0	**6**	0	13	0	**13**	**19**
1700 - 1715	0	0	0	0	1	0	0	1	0	1	0	1	2
1715 - 1730	0	0	0	0	1	0	0	1	0	2	0	2	3
1730 - 1745	0	0	0	0	1	0	0	1	0	4	0	4	5
1745 - 1800	0	0	0	0	1	0	0	1	0	1	0	1	2
Hourly Total	0	0	0	**0**	4	0	0	**4**	0	8	0	**8**	**12**
1800 - 1815	0	0	0	0	2	0	0	2	0	6	0	6	8
1815 - 1830	0	0	0	0	1	0	0	1	0	3	0	3	4
1830 - 1845	0	0	0	0	4	0	0	4	0	2	0	2	6
1845 - 1900	0	0	0	0	1	0	0	1	0	1	0	1	2
Hourly Total	0	0	0	**0**	8	0	0	**8**	0	12	0	**12**	**20**
Grand Total	1	3	0	**4**	235	0	0	**235**	1	222	0	**223**	**462**
Approach %	25.00	75.00	0.00	-	100.00	0.00	0.00	-	0.45	99.55	0.00	-	
Intersection %	0.22	0.65	0.00	0.87	50.87	0.00	0.00	50.87	0.22	48.05	0.00	48.27	

0700 - 0900 (Internal session 1) (10-30-2025)
Single Unit Trucks (4-7)

	Northbound				Eastbound				Westbound				
	Woodstock City Church Driveway				Ridgewalk Pkwy (West)				Ridgewalk Pkwy (East)				
TIME	Left 7.1	Right 7.2	U-Turn 7.3	App Total	Thru 7.4	Right 7.5	U-Turn 7.6	App Total	Left 7.7	Thru 7.8	U-Turn 7.9	App Total	Int Total
0700 - 0715	0	0	0	0	7	0	0	7	0	3	0	3	10
0715 - 0730	0	0	0	0	4	0	0	4	0	7	0	7	11
0730 - 0745	0	0	0	0	7	0	0	7	0	7	0	7	14
0745 - 0800	0	0	0	0	6	0	0	6	0	7	0	7	13
Hourly Total	0	0	0	**0**	24	0	0	**24**	0	24	0	**24**	**48**
0800 - 0815	0	0	0	0	3	0	0	3	0	3	0	3	6
0815 - 0830	0	0	0	0	6	0	0	6	0	8	0	8	14
0830 - 0845	0	1	0	1	7	0	0	7	0	6	0	6	14
0845 - 0900	0	0	0	0	14	0	0	14	0	5	0	5	19
Hourly Total	0	1	0	**1**	30	0	0	**30**	0	22	0	**22**	**53**
Grand Total	0	1	0	**1**	54	0	0	**54**	0	46	0	**46**	**101**
Approach %	0.00	100.00	0.00	-	100.00	0.00	0.00	-	0.00	100.00	0.00	-	
Intersection %	0.00	0.99	0.00	0.99	53.47	0.00	0.00	53.47	0.00	45.54	0.00	45.54	

1600 - 1800 (Internal session 2) (10-30-2025)
Single Unit Trucks (4-7)

	Northbound				Eastbound				Westbound				
	Woodstock City Church Driveway				Ridgewalk Pkwy (West)				Ridgewalk Pkwy (East)				
TIME	Left 7.1	Right 7.2	U-Turn 7.3	App Total	Thru 7.4	Right 7.5	U-Turn 7.6	App Total	Left 7.7	Thru 7.8	U-Turn 7.9	App Total	Int Total
1600 - 1615	0	0	0	0	1	0	0	1	0	4	0	4	5
1615 - 1630	0	0	0	0	1	0	0	1	0	3	0	3	4
1630 - 1645	0	0	0	0	3	0	0	3	0	1	0	1	4
1645 - 1700	0	0	0	0	1	0	0	1	0	5	0	5	6
Hourly Total	0	0	0	**0**	6	0	0	**6**	0	13	0	**13**	**19**
1700 - 1715	0	0	0	0	1	0	0	1	0	1	0	1	2
1715 - 1730	0	0	0	0	1	0	0	1	0	2	0	2	3
1730 - 1745	0	0	0	0	1	0	0	1	0	4	0	4	5
1745 - 1800	0	0	0	0	1	0	0	1	0	1	0	1	2
Hourly Total	0	0	0	**0**	4	0	0	**4**	0	8	0	**8**	**12**
Grand Total	0	0	0	**0**	10	0	0	**10**	0	21	0	**21**	**31**
Approach %	0.00	0.00	0.00	-	100.00	0.00	0.00	-	0.00	100.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	32.26	0.00	0.00	32.26	0.00	67.74	0.00	67.74	

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

Marr Traffic DATA COLLECTION
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Woodstock, GA

Site 7
Woodstock City Church Driveway

Ridgewalk Pkwy (West)
Ridgewalk Pkwy (East)

Date
Thursday, October 30, 2025

Lat/Long
34.116703°, -84.515337°
Click here for Map

Weather
Cloudy
49°F
Click here for Detailed Weather

0700 - 1900 (Weekday 12h Session) (10-30-2025)
Combination Trucks (8-13)

	Northbound				Eastbound				Westbound				
	Woodstock City Church Driveway				Ridgewalk Pkwy (West)				Ridgewalk Pkwy (East)				
TIME	Left 7.1	Right 7.2	U-Turn 7.3	App Total	Thru 7.4	Right 7.5	U-Turn 7.6	App Total	Left 7.7	Thru 7.8	U-Turn 7.9	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	1	0	1	1
0715 - 0730	0	0	0	0	2	0	0	2	0	3	0	3	5
0730 - 0745	0	0	0	0	2	0	0	2	0	2	0	2	4
0745 - 0800	0	0	0	0	0	0	0	0	0	3	0	3	3
Hourly Total	0	0	0	**0**	4	0	0	**4**	0	9	0	**9**	**13**
0800 - 0815	0	0	0	0	3	0	0	3	0	2	0	2	5
0815 - 0830	0	0	0	0	0	0	0	0	0	1	0	1	1
0830 - 0845	0	0	0	0	2	0	0	2	0	1	0	1	3
0845 - 0900	0	0	0	0	1	0	0	1	0	1	0	1	2
Hourly Total	0	0	0	**0**	6	0	0	**6**	0	5	0	**5**	**11**
0900 - 0915	0	0	0	0	0	0	0	0	0	3	0	3	3
0915 - 0930	0	0	0	0	1	0	0	1	0	4	0	4	5
0930 - 0945	0	0	0	0	1	0	0	1	0	0	0	0	1
0945 - 1000	0	0	0	0	2	0	0	2	0	1	0	1	3
Hourly Total	0	0	0	**0**	4	0	0	**4**	0	8	0	**8**	**12**
1000 - 1015	0	0	0	0	0	0	0	0	0	3	0	3	3
1015 - 1030	0	0	0	0	0	0	0	0	0	1	0	1	1
1030 - 1045	0	0	0	0	1	0	0	1	0	3	0	3	4
1045 - 1100	0	0	0	0	3	0	0	3	0	2	0	2	5
Hourly Total	0	0	0	**0**	4	0	0	**4**	0	9	0	**9**	**13**
1100 - 1115	0	0	0	0	2	0	0	2	0	1	0	1	3
1115 - 1130	0	0	0	0	1	0	0	1	0	2	0	2	3
1130 - 1145	0	0	0	0	2	0	0	2	0	2	0	2	4
1145 - 1200	0	0	0	0	0	0	0	0	0	2	0	2	2
Hourly Total	0	0	0	**0**	5	0	0	**5**	0	7	0	**7**	**12**
1200 - 1215	0	0	0	0	1	0	0	1	0	0	0	0	1
1215 - 1230	0	0	0	0	1	0	0	1	0	0	0	0	1
1230 - 1245	0	0	0	0	1	0	0	1	0	3	0	3	4
1245 - 1300	0	0	0	0	2	0	0	2	0	0	0	0	2
Hourly Total	0	0	0	**0**	5	0	0	**5**	0	3	0	**3**	**8**
1300 - 1315	0	0	0	0	2	0	0	2	0	1	0	1	3
1315 - 1330	0	0	0	0	3	0	0	3	0	0	0	0	3
1330 - 1345	0	0	0	0	2	0	0	2	0	1	0	1	3
1345 - 1400	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	7	0	0	**7**	0	2	0	**2**	**9**
1400 - 1415	0	0	0	0	0	0	0	0	0	1	0	1	1
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	1	0	1	1
1445 - 1500	0	0	0	0	1	0	0	1	0	2	0	2	3
Hourly Total	0	0	0	**0**	1	0	0	**1**	0	4	0	**4**	**5**
1500 - 1515	0	0	0	0	0	0	0	0	0	1	0	1	1
1515 - 1530	0	0	0	0	3	0	0	3	0	4	0	4	7
1530 - 1545	0	0	0	0	0	0	0	0	0	1	0	1	1
1545 - 1600	0	0	0	0	0	0	0	0	0	3	0	3	3
Hourly Total	0	0	0	**0**	3	0	0	**3**	0	9	0	**9**	**12**
1600 - 1615	0	0	0	0	3	0	0	3	0	3	0	3	6
1615 - 1630	0	0	0	0	3	0	0	3	0	1	0	1	4
1630 - 1645	0	0	0	0	0	0	0	0	0	3	0	3	3
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	6	0	0	**6**	0	7	0	**7**	**13**
1700 - 1715	0	0	0	0	1	0	0	1	0	2	0	2	3
1715 - 1730	0	0	0	0	0	0	0	0	0	1	0	1	1
1730 - 1745	0	0	0	0	0	0	0	0	0	1	0	1	1
1745 - 1800	0	0	0	0	1	0	0	1	0	0	0	0	1
Hourly Total	0	0	0	**0**	2	0	0	**2**	0	4	0	**4**	**6**
1800 - 1815	0	0	0	0	1	0	0	1	0	1	0	1	2
1815 - 1830	0	0	0	0	0	0	0	0	0	2	0	2	2
1830 - 1845	0	0	0	0	0	0	0	0	0	1	0	1	1
1845 - 1900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	1	0	0	**1**	0	4	0	**4**	**5**
Grand Total	0	0	0	**0**	48	0	0	**48**	0	71	0	**71**	**119**
Approach %	0.00	0.00	0.00	-	100.00	0.00	0.00	-	0.00	100.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	40.34	0.00	0.00	40.34	0.00	59.66	0.00	59.66	

0700 - 0900 (Internal session 1) (10-30-2025)
Combination Trucks (8-13)

	Northbound				Eastbound				Westbound				
	Woodstock City Church Driveway				Ridgewalk Pkwy (West)				Ridgewalk Pkwy (East)				
TIME	Left 7.1	Right 7.2	U-Turn 7.3	App Total	Thru 7.4	Right 7.5	U-Turn 7.6	App Total	Left 7.7	Thru 7.8	U-Turn 7.9	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	1	0	1	1
0715 - 0730	0	0	0	0	2	0	0	2	0	3	0	3	5
0730 - 0745	0	0	0	0	2	0	0	2	0	2	0	2	4
0745 - 0800	0	0	0	0	0	0	0	0	0	3	0	3	3
Hourly Total	0	0	0	**0**	4	0	0	**4**	0	9	0	**9**	**13**
0800 - 0815	0	0	0	0	3	0	0	3	0	2	0	2	5
0815 - 0830	0	0	0	0	0	0	0	0	0	1	0	1	1
0830 - 0845	0	0	0	0	2	0	0	2	0	1	0	1	3
0845 - 0900	0	0	0	0	1	0	0	1	0	1	0	1	2
Hourly Total	0	0	0	**0**	6	0	0	**6**	0	5	0	**5**	**11**
Grand Total	0	0	0	**0**	10	0	0	**10**	0	14	0	**14**	**24**
Approach %	0.00	0.00	0.00	-	100.00	0.00	0.00	-	0.00	100.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	41.67	0.00	0.00	41.67	0.00	58.33	0.00	58.33	

1600 - 1800 (Internal session 2) (10-30-2025)
Combination Trucks (8-13)

	Northbound				Eastbound				Westbound				
	Woodstock City Church Driveway				Ridgewalk Pkwy (West)				Ridgewalk Pkwy (East)				
TIME	Left 7.1	Right 7.2	U-Turn 7.3	App Total	Thru 7.4	Right 7.5	U-Turn 7.6	App Total	Left 7.7	Thru 7.8	U-Turn 7.9	App Total	Int Total
1600 - 1615	0	0	0	0	3	0	0	3	0	3	0	3	6
1615 - 1630	0	0	0	0	3	0	0	3	0	1	0	1	4
1630 - 1645	0	0	0	0	0	0	0	0	0	3	0	3	3
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	6	0	0	**6**	0	7	0	**7**	**13**
1700 - 1715	0	0	0	0	1	0	0	1	0	2	0	2	3
1715 - 1730	0	0	0	0	0	0	0	0	0	1	0	1	1
1730 - 1745	0	0	0	0	0	0	0	0	0	1	0	1	1
1745 - 1800	0	0	0	0	1	0	0	1	0	0	0	0	1
Hourly Total	0	0	0	**0**	2	0	0	**2**	0	4	0	**4**	**6**
Grand Total	0	0	0	**0**	8	0	0	**8**	0	11	0	**11**	**19**
Approach %	0.00	0.00	0.00	-	100.00	0.00	0.00	-	0.00	100.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	42.11	0.00	0.00	42.11	0.00	57.89	0.00	57.89	

Classified Turn Movement Count || Bicycles

Marr Traffic DATA COLLECTION
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Woodstock, GA

Site 7
Woodstock City Church Driveway

Ridgewalk Pkwy (West)
Ridgewalk Pkwy (East)

Date
Thursday, October 30, 2025

Lat/Long
34.116703°, -84.515337°
Click here for Map

Weather
Cloudy
49°F
Click here for Detailed Weather

0700 - 1900 (Weekday 12h Session) (10-30-2025)
Bicycles

	Northbound				Eastbound				Westbound				
	Woodstock City Church Driveway				Ridgewalk Pkwy (West)				Ridgewalk Pkwy (East)				
TIME	Left 7.1	Right 7.2	U-Turn 7.3	App Total	Thru 7.4	Right 7.5	U-Turn 7.6	App Total	Left 7.7	Thru 7.8	U-Turn 7.9	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
0900 - 0915	0	0	0	0	0	0	0	0	0	0	0	0	0
0915 - 0930	0	0	0	0	0	0	0	0	0	0	0	0	0
0930 - 0945	0	0	0	0	0	0	0	0	0	0	0	0	0
0945 - 1000	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
1000 - 1015	0	0	0	0	0	0	0	0	0	0	0	0	0
1015 - 1030	0	0	0	0	0	0	0	0	0	0	0	0	0
1030 - 1045	0	0	0	0	0	0	0	0	0	0	0	0	0
1045 - 1100	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
1100 - 1115	0	0	0	0	0	0	0	0	0	0	0	0	0
1115 - 1130	0	0	0	0	0	0	0	0	0	0	0	0	0
1130 - 1145	0	0	0	0	0	0	0	0	0	0	0	0	0
1145 - 1200	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
1200 - 1215	0	0	0	0	0	0	0	0	0	0	0	0	0
1215 - 1230	0	0	0	0	0	0	0	0	0	0	0	0	0
1230 - 1245	0	0	0	0	0	0	0	0	0	0	0	0	0
1245 - 1300	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
1300 - 1315	0	0	0	0	0	0	0	0	0	0	0	0	0
1315 - 1330	0	0	0	0	0	0	0	0	0	0	0	0	0
1330 - 1345	0	0	0	0	0	0	0	0	0	0	0	0	0
1345 - 1400	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
1800 - 1815	0	0	0	0	0	0	0	0	0	0	0	0	0
1815 - 1830	0	0	0	0	0	0	0	0	0	0	0	0	0
1830 - 1845	0	0	0	0	0	0	0	0	0	0	0	0	0
1845 - 1900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Grand Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Approach %	0.00	0.00	0.00	-	0.00	0.00	0.00	-	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

0700 - 0900 (Internal session 1) (10-30-2025)
Bicycles

	Northbound				Eastbound				Westbound				
	Woodstock City Church Driveway				Ridgewalk Pkwy (West)				Ridgewalk Pkwy (East)				
TIME	Left 7.1	Right 7.2	U-Turn 7.3	App Total	Thru 7.4	Right 7.5	U-Turn 7.6	App Total	Left 7.7	Thru 7.8	U-Turn 7.9	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Grand Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Approach %	0.00	0.00	0.00	-	0.00	0.00	0.00	-	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Internal session 2) (10-30-2025)
Bicycles

	Northbound				Eastbound				Westbound				
	Woodstock City Church Driveway				Ridgewalk Pkwy (West)				Ridgewalk Pkwy (East)				
TIME	Left 7.1	Right 7.2	U-Turn 7.3	App Total	Thru 7.4	Right 7.5	U-Turn 7.6	App Total	Left 7.7	Thru 7.8	U-Turn 7.9	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Grand Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Approach %	0.00	0.00	0.00	-	0.00	0.00	0.00	-	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

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

Marr Traffic DATA COLLECTION
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Woodstock, GA

Site 7
Woodstock City Church Driveway

Ridgewalk Pkwy (West)
Ridgewalk Pkwy (East)

Date
Thursday, October 30, 2025

Lat/Long
34.116703°, -84.515337°
Click here for Map

Weather
Cloudy
49°F
Click here for Detailed Weather

0700 - 1900 (Weekday 12h Session) (10-30-2025)
All Trucks (4-13)

	Northbound				Eastbound				Westbound				
	Woodstock City Church Driveway				Ridgewalk Pkwy (West)				Ridgewalk Pkwy (East)				
TIME	Left 7.1	Right 7.2	U-Turn 7.3	App Total	Thru 7.4	Right 7.5	U-Turn 7.6	App Total	Left 7.7	Thru 7.8	U-Turn 7.9	App Total	Int Total
0700 - 0715	0	0	0	0	7	0	0	7	0	4	0	4	11
0715 - 0730	0	0	0	0	6	0	0	6	0	10	0	10	16
0730 - 0745	0	0	0	0	9	0	0	9	0	9	0	9	18
0745 - 0800	0	0	0	0	6	0	0	6	0	10	0	10	16
Hourly Total	0	0	0	**0**	28	0	0	**28**	0	33	0	**33**	**61**
0800 - 0815	0	0	0	0	6	0	0	6	0	5	0	5	11
0815 - 0830	0	0	0	0	6	0	0	6	0	9	0	9	15
0830 - 0845	0	1	0	1	9	0	0	9	0	7	0	7	17
0845 - 0900	0	0	0	0	15	0	0	15	0	6	0	6	21
Hourly Total	0	1	0	**1**	36	0	0	**36**	0	27	0	**27**	**64**
0900 - 0915	0	1	0	1	7	0	0	7	0	9	0	9	17
0915 - 0930	1	0	0	1	14	0	0	14	0	7	0	7	22
0930 - 0945	0	0	0	0	7	0	0	7	0	7	0	7	14
0945 - 1000	0	0	0	0	11	0	0	11	0	11	0	11	22
Hourly Total	1	1	0	**2**	39	0	0	**39**	0	34	0	**34**	**75**
1000 - 1015	0	0	0	0	7	0	0	7	0	12	0	12	19
1015 - 1030	0	0	0	0	14	0	0	14	0	7	0	7	21
1030 - 1045	0	0	0	0	9	0	0	9	0	9	0	9	18
1045 - 1100	0	0	0	0	11	0	0	11	0	6	0	6	17
Hourly Total	0	0	0	**0**	41	0	0	**41**	0	34	0	**34**	**75**
1100 - 1115	0	0	0	0	5	0	0	5	0	8	0	8	13
1115 - 1130	0	0	0	0	5	0	0	5	0	9	0	9	14
1130 - 1145	0	0	0	0	5	0	0	5	0	9	0	9	14
1145 - 1200	0	0	0	0	6	0	0	6	0	10	0	10	16
Hourly Total	0	0	0	**0**	21	0	0	**21**	0	36	0	**36**	**57**
1200 - 1215	0	0	0	0	8	0	0	8	0	4	0	4	12
1215 - 1230	0	0	0	0	9	0	0	9	0	4	0	4	13
1230 - 1245	0	0	0	0	10	0	0	10	1	5	0	6	16
1245 - 1300	0	1	0	1	7	0	0	7	0	4	0	4	12
Hourly Total	0	1	0	**1**	34	0	0	**34**	1	17	0	**18**	**53**
1300 - 1315	0	0	0	0	7	0	0	7	0	2	0	2	9
1315 - 1330	0	0	0	0	9	0	0	9	0	4	0	4	13
1330 - 1345	0	0	0	0	8	0	0	8	0	5	0	5	13
1345 - 1400	0	0	0	0	5	0	0	5	0	1	0	1	6
Hourly Total	0	0	0	**0**	29	0	0	**29**	0	12	0	**12**	**41**
1400 - 1415	0	0	0	0	4	0	0	4	0	5	0	5	9
1415 - 1430	0	0	0	0	5	0	0	5	0	8	0	8	13
1430 - 1445	0	0	0	0	5	0	0	5	0	6	0	6	11
1445 - 1500	0	0	0	0	5	0	0	5	0	6	0	6	11
Hourly Total	0	0	0	**0**	19	0	0	**19**	0	25	0	**25**	**44**
1500 - 1515	0	0	0	0	2	0	0	2	0	10	0	10	12
1515 - 1530	0	0	0	0	5	0	0	5	0	8	0	8	13
1530 - 1545	0	0	0	0	1	0	0	1	0	4	0	4	5
1545 - 1600	0	0	0	0	1	0	0	1	0	5	0	5	6
Hourly Total	0	0	0	**0**	9	0	0	**9**	0	27	0	**27**	**36**
1600 - 1615	0	0	0	0	4	0	0	4	0	7	0	7	11
1615 - 1630	0	0	0	0	4	0	0	4	0	4	0	4	8
1630 - 1645	0	0	0	0	3	0	0	3	0	4	0	4	7
1645 - 1700	0	0	0	0	1	0	0	1	0	5	0	5	6
Hourly Total	0	0	0	**0**	12	0	0	**12**	0	20	0	**20**	**32**
1700 - 1715	0	0	0	0	2	0	0	2	0	3	0	3	5
1715 - 1730	0	0	0	0	1	0	0	1	0	3	0	3	4
1730 - 1745	0	0	0	0	1	0	0	1	0	5	0	5	6
1745 - 1800	0	0	0	0	2	0	0	2	0	1	0	1	3
Hourly Total	0	0	0	**0**	6	0	0	**6**	0	12	0	**12**	**18**
1800 - 1815	0	0	0	0	3	0	0	3	0	7	0	7	10
1815 - 1830	0	0	0	0	1	0	0	1	0	5	0	5	6
1830 - 1845	0	0	0	0	4	0	0	4	0	3	0	3	7
1845 - 1900	0	0	0	0	1	0	0	1	0	1	0	1	2
Hourly Total	0	0	0	**0**	9	0	0	**9**	0	16	0	**16**	**25**
Grand Total	1	3	0	**4**	283	0	0	**283**	1	293	0	**294**	**581**
Approach %	25.00	75.00	0.00	-	100.00	0.00	0.00	-	0.34	99.66	0.00	-	
Intersection %	0.17	0.52	0.00	0.69	48.71	0.00	0.00	48.71	0.17	50.43	0.00	50.60	

0700 - 0900 (Internal session 1) (10-30-2025)
All Trucks (4-13)

	Northbound				Eastbound				Westbound				
	Woodstock City Church Driveway				Ridgewalk Pkwy (West)				Ridgewalk Pkwy (East)				
TIME	Left 7.1	Right 7.2	U-Turn 7.3	App Total	Thru 7.4	Right 7.5	U-Turn 7.6	App Total	Left 7.7	Thru 7.8	U-Turn 7.9	App Total	Int Total
0700 - 0715	0	0	0	0	7	0	0	7	0	4	0	4	11
0715 - 0730	0	0	0	0	6	0	0	6	0	10	0	10	16
0730 - 0745	0	0	0	0	9	0	0	9	0	9	0	9	18
0745 - 0800	0	0	0	0	6	0	0	6	0	10	0	10	16
Hourly Total	0	0	0	**0**	28	0	0	**28**	0	33	0	**33**	**61**
0800 - 0815	0	0	0	0	6	0	0	6	0	5	0	5	11
0815 - 0830	0	0	0	0	6	0	0	6	0	9	0	9	15
0830 - 0845	0	1	0	1	9	0	0	9	0	7	0	7	17
0845 - 0900	0	0	0	0	15	0	0	15	0	6	0	6	21
Hourly Total	0	1	0	**1**	36	0	0	**36**	0	27	0	**27**	**64**
Grand Total	0	1	0	**1**	64	0	0	**64**	0	60	0	**60**	**125**
Approach %	0.00	100.00	0.00	-	100.00	0.00	0.00	-	0.00	100.00	0.00	-	
Intersection %	0.00	0.80	0.00	0.80	51.20	0.00	0.00	51.20	0.00	48.00	0.00	48.00	

1600 - 1800 (Internal session 2) (10-30-2025)
All Trucks (4-13)

	Northbound				Eastbound				Westbound				
	Woodstock City Church Driveway				Ridgewalk Pkwy (West)				Ridgewalk Pkwy (East)				
TIME	Left 7.1	Right 7.2	U-Turn 7.3	App Total	Thru 7.4	Right 7.5	U-Turn 7.6	App Total	Left 7.7	Thru 7.8	U-Turn 7.9	App Total	Int Total
1600 - 1615	0	0	0	0	4	0	0	4	0	7	0	7	11
1615 - 1630	0	0	0	0	4	0	0	4	0	4	0	4	8
1630 - 1645	0	0	0	0	3	0	0	3	0	4	0	4	7
1645 - 1700	0	0	0	0	1	0	0	1	0	5	0	5	6
Hourly Total	0	0	0	**0**	12	0	0	**12**	0	20	0	**20**	**32**
1700 - 1715	0	0	0	0	2	0	0	2	0	3	0	3	5
1715 - 1730	0	0	0	0	1	0	0	1	0	3	0	3	4
1730 - 1745	0	0	0	0	1	0	0	1	0	5	0	5	6
1745 - 1800	0	0	0	0	2	0	0	2	0	1	0	1	3
Hourly Total	0	0	0	**0**	6	0	0	**6**	0	12	0	**12**	**18**
Grand Total	0	0	0	**0**	18	0	0	**18**	0	32	0	**32**	**50**
Approach %	0.00	0.00	0.00	-	100.00	0.00	0.00	-	0.00	100.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	36.00	0.00	0.00	36.00	0.00	64.00	0.00	64.00	

Crosswalk Counts || Pedestrians

Marr Traffic DATA COLLECTION
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Woodstock, GA

Site 7
Woodstock City Church Driveway

Ridgewalk Pkwy (West)
Ridgewalk Pkwy (East)

Date
Thursday, October 30, 2025

Lat/Long
34.116703°, -84.515337°
Click here for Map

Weather
Cloudy
49°F
Click here for Detailed Weather

0700 - 1900 (Weekday 12h Session) (10-30-2025)
Pedestrians

	Northbound			Eastbound			Westbound			
	Woodstock City Church Driveway			Ridgewalk Pkwy (West)			Ridgewalk Pkwy (East)			
TIME	EB 7a	WB 7b	App Total	NB 7e	SB 7f	App Total	NB 7g	SB 7h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0900 - 0915	1	0	1	0	0	0	0	0	0	1
0915 - 0930	1	1	2	0	0	0	0	0	0	2
0930 - 0945	2	1	3	0	0	0	0	0	0	3
0945 - 1000	0	0	0	0	0	0	0	0	0	0
Hourly Total	4	2	**6**	0	0	**0**	0	0	**0**	**6**
1000 - 1015	1	0	1	0	0	0	0	0	0	1
1015 - 1030	0	2	2	0	0	0	0	0	0	2
1030 - 1045	2	0	2	0	0	0	0	0	0	2
1045 - 1100	1	1	2	0	0	0	0	0	0	2
Hourly Total	4	3	**7**	0	0	**0**	0	0	**0**	**7**
1100 - 1115	0	0	0	0	0	0	0	0	0	0
1115 - 1130	0	1	1	0	0	0	0	0	0	1
1130 - 1145	1	0	1	0	0	0	0	0	0	1
1145 - 1200	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	1	**2**	0	0	**0**	0	0	**0**	**2**
1200 - 1215	0	2	2	0	0	0	0	0	0	2
1215 - 1230	0	0	0	0	0	0	0	0	0	0
1230 - 1245	0	0	0	0	0	0	0	0	0	0
1245 - 1300	1	0	1	0	0	0	0	0	0	1
Hourly Total	1	2	**3**	0	0	**0**	0	0	**0**	**3**
1300 - 1315	0	0	0	0	0	0	0	0	0	0
1315 - 1330	0	0	0	0	0	0	0	0	0	0
1330 - 1345	0	0	0	0	0	0	0	0	0	0
1345 - 1400	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1400 - 1415	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1500 - 1515	1	1	2	0	0	0	0	0	0	2
1515 - 1530	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	1	**2**	0	0	**0**	0	0	**0**	**2**
1600 - 1615	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1800 - 1815	0	0	0	0	0	0	0	0	0	0
1815 - 1830	0	0	0	0	0	0	0	0	0	0
1830 - 1845	0	0	0	0	0	0	0	0	0	0
1845 - 1900	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	11	9	**20**	0	0	**0**	0	0	**0**	**20**
Approach %	55.00	45.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	55.00	45.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	

0700 - 0900 (Internal session 1) (10-30-2025)
Pedestrians

	Northbound			Eastbound			Westbound			
	Woodstock City Church Driveway			Ridgewalk Pkwy (West)			Ridgewalk Pkwy (East)			
TIME	EB 7a	WB 7b	App Total	NB 7e	SB 7f	App Total	NB 7g	SB 7h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Internal session 2) (10-30-2025)
Pedestrians

	Northbound			Eastbound			Westbound			
	Woodstock City Church Driveway			Ridgewalk Pkwy (West)			Ridgewalk Pkwy (East)			
TIME	EB 7a	WB 7b	App Total	NB 7e	SB 7f	App Total	NB 7g	SB 7h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Crosswalk Counts || Bicycles

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Woodstock, GA

Site 7
Woodstock City Church Driveway

Ridgewalk Pkwy (West)
Ridgewalk Pkwy (East)

Date
Thursday, October 30, 2025

Lat/Long
34.116703°, -84.515337°
Click here for Map

Weather
Cloudy
49°F
Click here for Detailed Weather

0700 - 1900 (Weekday 12h Session) (10-30-2025)
Bicycles

	Northbound			Eastbound			Westbound			
	Woodstock City Church Driveway			Ridgewalk Pkwy (West)			Ridgewalk Pkwy (East)			
TIME	EB 7a	WB 7b	App Total	NB 7e	SB 7f	App Total	NB 7g	SB 7h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0900 - 0915	0	0	0	0	0	0	0	0	0	0
0915 - 0930	0	0	0	0	0	0	0	0	0	0
0930 - 0945	0	0	0	0	0	0	0	0	0	0
0945 - 1000	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1000 - 1015	0	0	0	0	0	0	0	0	0	0
1015 - 1030	0	0	0	0	0	0	0	0	0	0
1030 - 1045	0	0	0	0	0	0	0	0	0	0
1045 - 1100	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1100 - 1115	0	0	0	0	0	0	0	0	0	0
1115 - 1130	0	0	0	0	0	0	0	0	0	0
1130 - 1145	0	0	0	0	0	0	0	0	0	0
1145 - 1200	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1200 - 1215	0	0	0	0	0	0	0	0	0	0
1215 - 1230	0	0	0	0	0	0	0	0	0	0
1230 - 1245	0	0	0	0	0	0	0	0	0	0
1245 - 1300	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1300 - 1315	0	0	0	0	0	0	0	0	0	0
1315 - 1330	0	0	0	0	0	0	0	0	0	0
1330 - 1345	0	0	0	0	0	0	0	0	0	0
1345 - 1400	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1400 - 1415	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1500 - 1515	0	0	0	0	0	0	0	0	0	0
1515 - 1530	1	0	1	0	0	0	0	0	0	1
1530 - 1545	0	0	0	0	0	0	0	0	0	0
1545 - 1600	1	0	1	0	0	0	0	0	0	1
Hourly Total	2	0	**2**	0	0	**0**	0	0	**0**	**2**
1600 - 1615	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1800 - 1815	0	0	0	0	0	0	0	0	0	0
1815 - 1830	0	0	0	0	0	0	0	0	0	0
1830 - 1845	0	0	0	0	0	0	0	0	0	0
1845 - 1900	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	2	0	**2**	0	0	**0**	0	0	**0**	**2**
Approach %	100.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	100.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	

0700 - 0900 (Internal session 1) (10-30-2025)
Bicycles

	Northbound			Eastbound			Westbound			
	Woodstock City Church Driveway			Ridgewalk Pkwy (West)			Ridgewalk Pkwy (East)			
TIME	EB 7a	WB 7b	App Total	NB 7e	SB 7f	App Total	NB 7g	SB 7h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Internal session 2) (10-30-2025)
Bicycles

	Northbound			Eastbound			Westbound			
	Woodstock City Church Driveway			Ridgewalk Pkwy (West)			Ridgewalk Pkwy (East)			
TIME	EB 7a	WB 7b	App Total	NB 7e	SB 7f	App Total	NB 7g	SB 7h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Crosswalk Counts || Motorized Vehicles

Marr Traffic DATA COLLECTION
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Woodstock, GA

Site 7
Woodstock City Church Driveway

Ridgewalk Pkwy (West)
Ridgewalk Pkwy (East)

Date
Thursday, October 30, 2025

Lat/Long
34.116703°, -84.515337°
Click here for Map

Weather
Cloudy
49°F
Click here for Detailed Weather

0700 - 1900 (Weekday 12h Session) (10-30-2025)
Motorized Vehicles

	Northbound			Eastbound			Westbound				
	Woodstock City Church Driveway			Ridgewalk Pkwy (West)			Ridgewalk Pkwy (East)				
TIME	EB 7a	WB 7b	App Total	NB 7e	SB 7f	App Total	NB 7g	SB 7h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0900 - 0915	0	0	0	0	0	0	0	0	0	0
0915 - 0930	0	0	0	0	0	0	0	0	0	0
0930 - 0945	0	0	0	0	0	0	0	0	0	0
0945 - 1000	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1000 - 1015	0	0	0	0	0	0	0	0	0	0
1015 - 1030	0	0	0	0	0	0	0	0	0	0
1030 - 1045	0	0	0	0	0	0	0	0	0	0
1045 - 1100	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1100 - 1115	0	0	0	0	0	0	0	0	0	0
1115 - 1130	0	0	0	0	0	0	0	0	0	0
1130 - 1145	0	0	0	0	0	0	0	0	0	0
1145 - 1200	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1200 - 1215	0	0	0	0	0	0	0	0	0	0
1215 - 1230	0	0	0	0	0	0	0	0	0	0
1230 - 1245	0	0	0	0	0	0	0	0	0	0
1245 - 1300	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1300 - 1315	0	0	0	0	0	0	0	0	0	0
1315 - 1330	0	0	0	0	0	0	0	0	0	0
1330 - 1345	0	0	0	0	0	0	0	0	0	0
1345 - 1400	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1400 - 1415	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1500 - 1515	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1600 - 1615	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1800 - 1815	0	0	0	0	0	0	0	0	0	0
1815 - 1830	0	0	0	0	0	0	0	0	0	0
1830 - 1845	0	0	0	0	0	0	0	0	0	0
1845 - 1900	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

0700 - 0900 (Internal session 1) (10-30-2025)
Motorized Vehicles

	Northbound			Eastbound			Westbound				
	Woodstock City Church Driveway			Ridgewalk Pkwy (West)			Ridgewalk Pkwy (East)				
TIME	EB 7a	WB 7b	App Total	NB 7e	SB 7f	App Total	NB 7g	SB 7h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Internal session 2) (10-30-2025)
Motorized Vehicles

	Northbound			Eastbound			Westbound				
	Woodstock City Church Driveway			Ridgewalk Pkwy (West)			Ridgewalk Pkwy (East)				
TIME	EB 7a	WB 7b	App Total	NB 7e	SB 7f	App Total	NB 7g	SB 7h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Peak Hour Turning Movement Count

Click here for Map

Woodstock, GA

Marr Traffic DATA COLLECTION

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Saturday, November 1, 2025		
	Fair	51°F
Period	0700 - 1900	**APPLY**
Peak Hour	1130 - 1230	**APPLY**
Global PH	1130 - 1230	**APPLY**

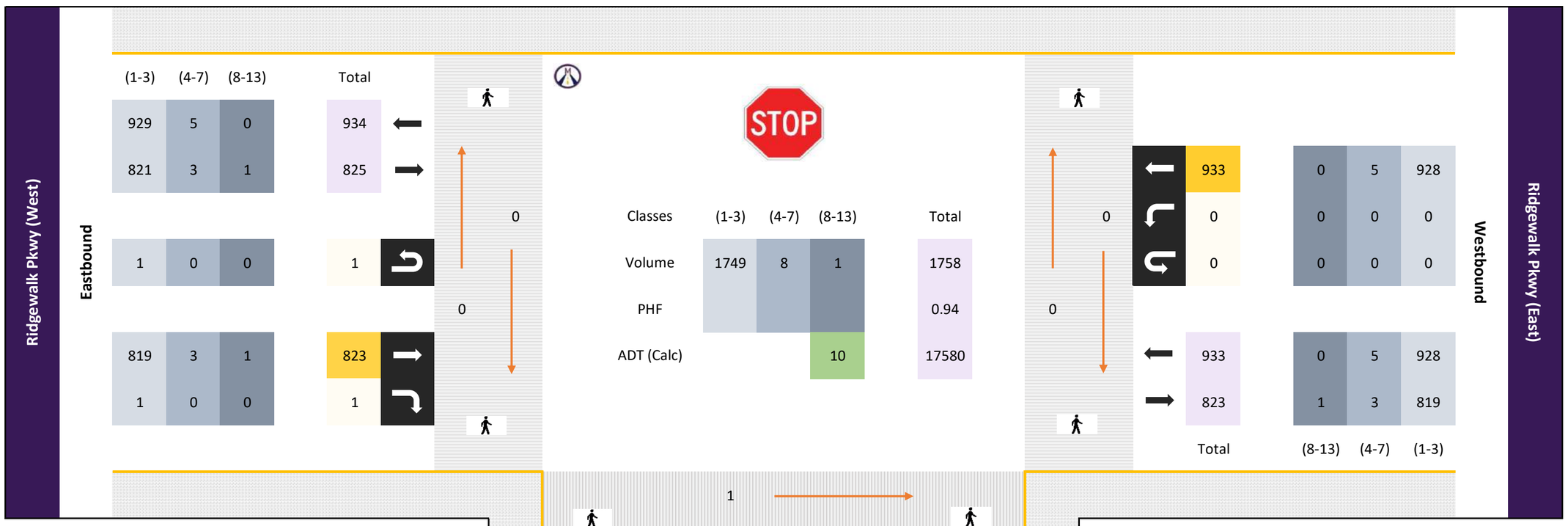
* the Peak Hour Diagram does not include bicycles

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

	Northbound												Eastbound						Westbound						
	Woodstock City Church Driveway												Ridgewalk Pkwy (West)						Ridgewalk Pkwy (East)						
Time	Left 7.1		Right 7.2		U-Turn 7.3	App Total						App Total		Thru 7.4	Right 7.5		U-Turn 7.6	App Total	Left 7.7	Thru 7.8			U-Turn 7.9	App Total	Int Total
1130 - 1145	0	-	0	-	0	0	-	-	-	-	-	0	-	203	1	-	0	204	0	228	-	-	0	228	432
1145 - 1200	0	-	0	-	0	0	-	-	-	-	-	0	-	206	0	-	0	206	0	262	-	-	0	262	468
1200 - 1215	0	-	0	-	0	0	-	-	-	-	-	0	-	213	0	-	1	214	0	208	-	-	0	208	422
1215 - 1230	0	-	0	-	0	0	-	-	-	-	-	0	-	201	0	-	0	201	0	235	-	-	0	235	436
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	823	1	0	1	825	0	933	0	0	0	933	1758
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	99.76	0.12	0.00	0.12	-	0.00	100.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.97	0.25	0.00	0.25	**0.96**	0.00	0.89	0.00	0.00	0.00	**0.89**	**0.94**

Passenger Vehicles (1-3)

	Northbound												Eastbound						Westbound						
	Woodstock City Church Driveway												Ridgewalk Pkwy (West)						Ridgewalk Pkwy (East)						
Time	Left 7.1		Right 7.2		U-Turn 7.3	App Total						App Total		Thru 7.4	Right 7.5		U-Turn 7.6	App Total	Left 7.7	Thru 7.8			U-Turn 7.9	App Total	Int Total
1130 - 1145	0	-	0	-	0	0	-	-	-	-	-	0	-	202	1	-	0	203	0	228	-	-	0	228	431
1145 - 1200	0	-	0	-	0	0	-	-	-	-	-	0	-	205	0	-	0	205	0	260	-	-	0	260	465
1200 - 1215	0	-	0	-	0	0	-	-	-	-	-	0	-	211	0	-	1	212	0	207	-	-	0	207	419
1215 - 1230	0	-	0	-	0	0	-	-	-	-	-	0	-	201	0	-	0	201	0	233	-	-	0	233	434
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	819	1	0	1	821	0	928	0	0	0	928	1749
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	99.76	0.12	0.00	0.12	-	0.00	100.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.97	0.25	0.00	0.25	**0.97**	0.00	0.89	0.00	0.00	0.00	**0.89**	**0.94**

Single Unit Trucks (4-7)

	Northbound												Eastbound						Westbound						
	Woodstock City Church Driveway												Ridgewalk Pkwy (West)						Ridgewalk Pkwy (East)						
Time	Left 7.1		Right 7.2		U-Turn 7.3	App Total						App Total		Thru 7.4	Right 7.5		U-Turn 7.6	App Total	Left 7.7	Thru 7.8			U-Turn 7.9	App Total	Int Total
1130 - 1145	0	-	0	-	0	0	-	-	-	-	-	0	-	1	0	-	0	1	0	0	-	-	0	0	1
1145 - 1200	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	2	-	-	0	2	2
1200 - 1215	0	-	0	-	0	0	-	-	-	-	-	0	-	2	0	-	0	2	0	1	-	-	0	1	3
1215 - 1230	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	2	-	-	0	2	2
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	5	0	0	0	5	8
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	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	0.38	0.00	0.00	0.00	**0.38**	0.00	0.63	0.00	0.00	0.00	**0.63**	**0.67**

Combination Trucks (8-13)

	Northbound												Eastbound						Westbound						
	Woodstock City Church Driveway												Ridgewalk Pkwy (West)						Ridgewalk Pkwy (East)						
Time	Left 7.1		Right 7.2		U-Turn 7.3	App Total						App Total		Thru 7.4	Right 7.5		U-Turn 7.6	App Total	Left 7.7	Thru 7.8			U-Turn 7.9	App Total	Int Total
1130 - 1145	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	0
1145 - 1200	0	-	0	-	0	0	-	-	-	-	-	0	-	1	0	-	0	1	0	0	-	-	0	0	1
1200 - 1215	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	0
1215 - 1230	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	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	0.00	0.00	0.00	**0.00**	0.00	0.25	0.00	0.00	0.00	**0.25**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.25**

Bicycles

	Northbound												Eastbound						Westbound						
	Woodstock City Church Driveway												Ridgewalk Pkwy (West)						Ridgewalk Pkwy (East)						
Time	Left 7.1		Right 7.2		U-Turn 7.3	App Total						App Total		Thru 7.4	Right 7.5		U-Turn 7.6	App Total	Left 7.7	Thru 7.8			U-Turn 7.9	App Total	Int Total
1130 - 1145	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	0
1145 - 1200	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	0
1200 - 1215	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	0
1215 - 1230	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Classified Turn Movement Count || All vehicles

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Woodstock, GA

Site 7
Woodstock City Church Driveway

Ridgewalk Pkwy (West)
Ridgewalk Pkwy (East)

Date
Saturday, November 1, 2025

Lat/Long
34.116703°, -84.515337°
Click here for Map

Weather
Fair
51°F
Click here for Detailed Weather

0700 - 1900 (Saturday 12h Session) (11-01-2025)
All vehicles

	Northbound				Eastbound				Westbound				
	Woodstock City Church Driveway				Ridgewalk Pkwy (West)				Ridgewalk Pkwy (East)				
TIME	Left 7.1	Right 7.2	U-Turn 7.3	App Total	Thru 7.4	Right 7.5	U-Turn 7.6	App Total	Left 7.7	Thru 7.8	U-Turn 7.9	App Total	Int Total
0700 - 0715	0	0	0	0	33	0	0	33	0	39	0	39	72
0715 - 0730	0	0	0	0	46	0	0	46	0	39	0	39	85
0730 - 0745	0	0	0	0	59	0	0	59	0	47	0	47	106
0745 - 0800	0	0	0	0	63	0	0	63	0	52	0	52	115
Hourly Total	0	0	0	**0**	201	0	0	**201**	0	177	0	**177**	**378**
0800 - 0815	0	0	0	0	64	0	0	64	0	68	0	68	132
0815 - 0830	0	0	0	0	93	0	0	93	0	68	0	68	161
0830 - 0845	0	0	0	0	131	0	0	131	0	76	0	76	207
0845 - 0900	0	0	0	0	95	0	0	95	0	136	0	136	231
Hourly Total	0	0	0	**0**	383	0	0	**383**	0	348	0	**348**	**731**
0900 - 0915	0	0	0	0	120	0	0	120	0	127	0	127	247
0915 - 0930	2	1	0	3	120	1	1	122	3	141	0	144	269
0930 - 0945	0	1	0	1	170	0	0	170	0	146	0	146	317
0945 - 1000	1	0	0	1	194	1	0	195	1	171	0	172	368
Hourly Total	3	2	0	**5**	604	2	1	**607**	4	585	0	**589**	**1201**
1000 - 1015	2	0	0	2	183	0	0	183	2	172	0	174	359
1015 - 1030	0	0	0	0	175	1	0	176	0	184	0	184	360
1030 - 1045	0	1	0	1	159	0	1	160	0	160	0	160	321
1045 - 1100	0	1	0	1	149	0	1	150	0	206	0	206	357
Hourly Total	2	2	0	**4**	666	1	2	**669**	2	722	0	**724**	**1397**
1100 - 1115	0	0	0	0	223	0	0	223	0	198	0	198	421
1115 - 1130	0	0	0	0	218	0	0	218	0	169	0	169	387
1130 - 1145	0	0	0	0	203	1	0	204	0	228	0	228	432
1145 - 1200	0	0	0	0	206	0	0	206	0	262	0	262	468
Hourly Total	0	0	0	**0**	850	1	0	**851**	0	857	0	**857**	**1708**
1200 - 1215	0	0	0	0	213	0	1	214	0	208	0	208	422
1215 - 1230	0	0	0	0	201	0	0	201	0	235	0	235	436
1230 - 1245	0	2	0	2	188	0	0	188	0	210	0	210	400
1245 - 1300	0	1	0	1	184	1	2	187	0	202	0	202	390
Hourly Total	0	3	0	**3**	786	1	3	**790**	0	855	0	**855**	**1648**
1300 - 1315	0	1	0	1	193	0	0	193	0	210	0	210	404
1315 - 1330	0	0	0	0	173	0	0	173	1	190	0	191	364
1330 - 1345	0	2	0	2	177	0	2	179	0	216	0	216	397
1345 - 1400	0	0	0	0	218	0	0	218	0	223	0	223	441
Hourly Total	0	3	0	**3**	761	0	2	**763**	1	839	0	**840**	**1606**
1400 - 1415	0	0	0	0	200	0	0	200	0	215	0	215	415
1415 - 1430	0	0	0	0	203	0	0	203	0	236	0	236	439
1430 - 1445	0	0	0	0	199	0	0	199	0	202	0	202	401
1445 - 1500	0	0	0	0	207	0	1	208	0	209	0	209	417
Hourly Total	0	0	0	**0**	809	0	1	**810**	0	862	0	**862**	**1672**
1500 - 1515	0	0	0	0	196	0	0	196	0	186	0	186	382
1515 - 1530	0	1	0	1	217	0	0	217	1	181	0	182	400
1530 - 1545	0	0	0	0	192	0	0	192	0	182	0	182	374
1545 - 1600	0	0	0	0	193	0	0	193	0	192	0	192	385
Hourly Total	0	1	0	**1**	798	0	0	**798**	1	741	0	**742**	**1541**
1600 - 1615	0	0	0	0	205	0	0	205	0	174	0	174	379
1615 - 1630	0	0	0	0	200	0	0	200	2	182	0	184	384
1630 - 1645	1	0	0	1	211	0	0	211	0	168	0	168	380
1645 - 1700	0	1	0	1	184	0	0	184	0	157	0	157	342
Hourly Total	1	1	0	**2**	800	0	0	**800**	2	681	0	**683**	**1485**
1700 - 1715	0	0	0	0	184	0	0	184	0	164	0	164	348
1715 - 1730	0	0	0	0	176	0	1	177	0	156	0	156	333
1730 - 1745	0	0	0	0	191	0	0	191	0	154	0	154	345
1745 - 1800	0	1	0	1	196	0	0	196	0	172	0	172	369
Hourly Total	0	1	0	**1**	747	0	1	**748**	0	646	0	**646**	**1395**
1800 - 1815	0	0	0	0	196	0	0	196	0	177	0	177	373
1815 - 1830	0	0	0	0	160	0	2	162	1	141	0	142	304
1830 - 1845	0	0	0	0	174	0	0	174	0	117	0	117	291
1845 - 1900	0	0	0	0	135	0	0	135	0	118	0	118	253
Hourly Total	0	0	0	**0**	665	0	2	**667**	1	553	0	**554**	**1221**
Grand Total	6	13	0	**19**	8070	5	12	**8087**	11	7866	0	**7877**	**15983**
Approach %	31.58	68.42	0.00	-	99.79	0.06	0.15	-	0.14	99.86	0.00	-	
Intersection %	0.04	0.08	0.00	0.12	50.49	0.03	0.08	50.60	0.07	49.21	0.00	49.28	
Heavy Vehicle %	17	15	-	**16**	1	0	8	**1**	9	1	-	**1**	**1**
PHF	0.00	0.00	0.00	**0.00**	0.97	0.25	0.25	**0.96**	0.00	0.89	0.00	**0.89**	**0.94**
Peak Hour Total	0	0	0	**0**	823	1	1	**825**	0	933	0	**933**	**1758**
Peak Hour HV %	0	0	0	**0**	0	0	0	**0**	0	1	0	**1**	**1**

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

Marr Traffic DATA COLLECTION

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Woodstock, GA

Site 7
Woodstock City Church Driveway

Ridgewalk Pkwy (West)
Ridgewalk Pkwy (East)

Date
Saturday, November 1, 2025

Lat/Long
34.116703°, -84.515337°
Click here for Map

Weather
Fair
51°F
Click here for Detailed Weather

0700 - 1900 (Saturday 12h Session) (11-01-2025)
Passenger Vehicles (1-3)

	Northbound				Eastbound				Westbound				
	Woodstock City Church Driveway				Ridgewalk Pkwy (West)				Ridgewalk Pkwy (East)				
TIME	Left 7.1	Right 7.2	U-Turn 7.3	App Total	Thru 7.4	Right 7.5	U-Turn 7.6	App Total	Left 7.7	Thru 7.8	U-Turn 7.9	App Total	Int Total
0700 - 0715	0	0	0	0	30	0	0	30	0	38	0	38	68
0715 - 0730	0	0	0	0	37	0	0	37	0	39	0	39	76
0730 - 0745	0	0	0	0	55	0	0	55	0	43	0	43	98
0745 - 0800	0	0	0	0	58	0	0	58	0	50	0	50	108
Hourly Total	0	0	0	**0**	180	0	0	**180**	0	170	0	**170**	**350**
0800 - 0815	0	0	0	0	64	0	0	64	0	66	0	66	130
0815 - 0830	0	0	0	0	91	0	0	91	0	64	0	64	155
0830 - 0845	0	0	0	0	128	0	0	128	0	72	0	72	200
0845 - 0900	0	0	0	0	92	0	0	92	0	135	0	135	227
Hourly Total	0	0	0	**0**	375	0	0	**375**	0	337	0	**337**	**712**
0900 - 0915	0	0	0	0	119	0	0	119	0	126	0	126	245
0915 - 0930	1	1	0	2	115	1	1	117	2	136	0	138	257
0930 - 0945	0	1	0	1	170	0	0	170	0	144	0	144	315
0945 - 1000	1	0	0	1	190	1	0	191	1	167	0	168	360
Hourly Total	2	2	0	**4**	594	2	1	**597**	3	573	0	**576**	**1177**
1000 - 1015	2	0	0	2	180	0	0	180	2	169	0	171	353
1015 - 1030	0	0	0	0	171	1	0	172	0	184	0	184	356
1030 - 1045	0	1	0	1	158	0	1	159	0	158	0	158	318
1045 - 1100	0	0	0	0	143	0	1	144	0	203	0	203	347
Hourly Total	2	1	0	**3**	652	1	2	**655**	2	714	0	**716**	**1374**
1100 - 1115	0	0	0	0	222	0	0	222	0	197	0	197	419
1115 - 1130	0	0	0	0	216	0	0	216	0	166	0	166	382
1130 - 1145	0	0	0	0	202	1	0	203	0	228	0	228	431
1145 - 1200	0	0	0	0	205	0	0	205	0	260	0	260	465
Hourly Total	0	0	0	**0**	845	1	0	**846**	0	851	0	**851**	**1697**
1200 - 1215	0	0	0	0	211	0	1	212	0	207	0	207	419
1215 - 1230	0	0	0	0	201	0	0	201	0	233	0	233	434
1230 - 1245	0	2	0	2	186	0	0	186	0	208	0	208	396
1245 - 1300	0	1	0	1	182	1	2	185	0	201	0	201	387
Hourly Total	0	3	0	**3**	780	1	3	**784**	0	849	0	**849**	**1636**
1300 - 1315	0	0	0	0	191	0	0	191	0	209	0	209	400
1315 - 1330	0	0	0	0	172	0	0	172	1	189	0	190	362
1330 - 1345	0	2	0	2	175	0	2	177	0	213	0	213	392
1345 - 1400	0	0	0	0	214	0	0	214	0	223	0	223	437
Hourly Total	0	2	0	**2**	752	0	2	**754**	1	834	0	**835**	**1591**
1400 - 1415	0	0	0	0	199	0	0	199	0	214	0	214	413
1415 - 1430	0	0	0	0	201	0	0	201	0	236	0	236	437
1430 - 1445	0	0	0	0	198	0	0	198	0	201	0	201	399
1445 - 1500	0	0	0	0	206	0	0	206	0	209	0	209	415
Hourly Total	0	0	0	**0**	804	0	0	**804**	0	860	0	**860**	**1664**
1500 - 1515	0	0	0	0	196	0	0	196	0	186	0	186	382
1515 - 1530	0	1	0	1	217	0	0	217	1	180	0	181	399
1530 - 1545	0	0	0	0	191	0	0	191	0	181	0	181	372
1545 - 1600	0	0	0	0	192	0	0	192	0	190	0	190	382
Hourly Total	0	1	0	**1**	796	0	0	**796**	1	737	0	**738**	**1535**
1600 - 1615	0	0	0	0	205	0	0	205	0	172	0	172	377
1615 - 1630	0	0	0	0	197	0	0	197	2	182	0	184	381
1630 - 1645	1	0	0	1	211	0	0	211	0	167	0	167	379
1645 - 1700	0	1	0	1	183	0	0	183	0	157	0	157	341
Hourly Total	1	1	0	**2**	796	0	0	**796**	2	678	0	**680**	**1478**
1700 - 1715	0	0	0	0	183	0	0	183	0	164	0	164	347
1715 - 1730	0	0	0	0	175	0	1	176	0	155	0	155	331
1730 - 1745	0	0	0	0	189	0	0	189	0	153	0	153	342
1745 - 1800	0	1	0	1	196	0	0	196	0	170	0	170	367
Hourly Total	0	1	0	**1**	743	0	1	**744**	0	642	0	**642**	**1387**
1800 - 1815	0	0	0	0	196	0	0	196	0	172	0	172	368
1815 - 1830	0	0	0	0	160	0	2	162	1	141	0	142	304
1830 - 1845	0	0	0	0	174	0	0	174	0	117	0	117	291
1845 - 1900	0	0	0	0	133	0	0	133	0	118	0	118	251
Hourly Total	0	0	0	**0**	663	0	2	**665**	1	548	0	**549**	**1214**
Grand Total	5	11	0	**16**	7980	5	11	**7996**	10	7793	0	**7803**	**15815**
Approach %	31.25	68.75	0.00	-	99.80	0.06	0.14	-	0.13	99.87	0.00	-	
Intersection %	0.03	0.07	0.00	0.10	50.46	0.03	0.07	50.56	0.06	49.28	0.00	49.34	

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

Marr Traffic DATA COLLECTION
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Woodstock, GA

Site 7
Woodstock City Church Driveway

Ridgewalk Pkwy (West)
Ridgewalk Pkwy (East)

Date
Saturday, November 1, 2025

Lat/Long
34.116703°, -84.515337°
Click here for Map

Weather
Fair
51°F
Click here for Detailed Weather

0700 - 1900 (Saturday 12h Session) (11-01-2025)
Single Unit Trucks (4-7)

	Northbound				Eastbound				Westbound				
	Woodstock City Church Driveway				Ridgewalk Pkwy (West)				Ridgewalk Pkwy (East)				
TIME	Left 7.1	Right 7.2	U-Turn 7.3	App Total	Thru 7.4	Right 7.5	U-Turn 7.6	App Total	Left 7.7	Thru 7.8	U-Turn 7.9	App Total	Int Total
0700 - 0715	0	0	0	0	3	0	0	3	0	0	0	0	3
0715 - 0730	0	0	0	0	7	0	0	7	0	0	0	0	7
0730 - 0745	0	0	0	0	3	0	0	3	0	4	0	4	7
0745 - 0800	0	0	0	0	5	0	0	5	0	2	0	2	7
Hourly Total	0	0	0	**0**	18	0	0	**18**	0	6	0	**6**	**24**
0800 - 0815	0	0	0	0	0	0	0	0	0	2	0	2	2
0815 - 0830	0	0	0	0	1	0	0	1	0	3	0	3	4
0830 - 0845	0	0	0	0	2	0	0	2	0	4	0	4	6
0845 - 0900	0	0	0	0	3	0	0	3	0	1	0	1	4
Hourly Total	0	0	0	**0**	6	0	0	**6**	0	10	0	**10**	**16**
0900 - 0915	0	0	0	0	1	0	0	1	0	1	0	1	2
0915 - 0930	1	0	0	1	5	0	0	5	1	5	0	6	12
0930 - 0945	0	0	0	0	0	0	0	0	0	2	0	2	2
0945 - 1000	0	0	0	0	4	0	0	4	0	4	0	4	8
Hourly Total	1	0	0	**1**	10	0	0	**10**	1	12	0	**13**	**24**
1000 - 1015	0	0	0	0	3	0	0	3	0	3	0	3	6
1015 - 1030	0	0	0	0	4	0	0	4	0	0	0	0	4
1030 - 1045	0	0	0	0	1	0	0	1	0	2	0	2	3
1045 - 1100	0	1	0	1	5	0	0	5	0	3	0	3	9
Hourly Total	0	1	0	**1**	13	0	0	**13**	0	8	0	**8**	**22**
1100 - 1115	0	0	0	0	1	0	0	1	0	1	0	1	2
1115 - 1130	0	0	0	0	1	0	0	1	0	2	0	2	3
1130 - 1145	0	0	0	0	1	0	0	1	0	0	0	0	1
1145 - 1200	0	0	0	0	0	0	0	0	0	2	0	2	2
Hourly Total	0	0	0	**0**	3	0	0	**3**	0	5	0	**5**	**8**
1200 - 1215	0	0	0	0	2	0	0	2	0	1	0	1	3
1215 - 1230	0	0	0	0	0	0	0	0	0	2	0	2	2
1230 - 1245	0	0	0	0	2	0	0	2	0	2	0	2	4
1245 - 1300	0	0	0	0	1	0	0	1	0	1	0	1	2
Hourly Total	0	0	0	**0**	5	0	0	**5**	0	6	0	**6**	**11**
1300 - 1315	0	1	0	1	2	0	0	2	0	1	0	1	4
1315 - 1330	0	0	0	0	1	0	0	1	0	1	0	1	2
1330 - 1345	0	0	0	0	2	0	0	2	0	3	0	3	5
1345 - 1400	0	0	0	0	4	0	0	4	0	0	0	0	4
Hourly Total	0	1	0	**1**	9	0	0	**9**	0	5	0	**5**	**15**
1400 - 1415	0	0	0	0	1	0	0	1	0	1	0	1	2
1415 - 1430	0	0	0	0	2	0	0	2	0	0	0	0	2
1430 - 1445	0	0	0	0	1	0	0	1	0	1	0	1	2
1445 - 1500	0	0	0	0	1	0	1	2	0	0	0	0	2
Hourly Total	0	0	0	**0**	5	0	1	**6**	0	2	0	**2**	**8**
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	1	0	1	1
1530 - 1545	0	0	0	0	1	0	0	1	0	1	0	1	2
1545 - 1600	0	0	0	0	1	0	0	1	0	2	0	2	3
Hourly Total	0	0	0	**0**	2	0	0	**2**	0	4	0	**4**	**6**
1600 - 1615	0	0	0	0	0	0	0	0	0	2	0	2	2
1615 - 1630	0	0	0	0	3	0	0	3	0	0	0	0	3
1630 - 1645	0	0	0	0	0	0	0	0	0	1	0	1	1
1645 - 1700	0	0	0	0	1	0	0	1	0	0	0	0	1
Hourly Total	0	0	0	**0**	4	0	0	**4**	0	3	0	**3**	**7**
1700 - 1715	0	0	0	0	1	0	0	1	0	0	0	0	1
1715 - 1730	0	0	0	0	1	0	0	1	0	0	0	0	1
1730 - 1745	0	0	0	0	2	0	0	2	0	1	0	1	3
1745 - 1800	0	0	0	0	0	0	0	0	0	1	0	1	1
Hourly Total	0	0	0	**0**	4	0	0	**4**	0	2	0	**2**	**6**
1800 - 1815	0	0	0	0	0	0	0	0	0	5	0	5	5
1815 - 1830	0	0	0	0	0	0	0	0	0	0	0	0	0
1830 - 1845	0	0	0	0	0	0	0	0	0	0	0	0	0
1845 - 1900	0	0	0	0	2	0	0	2	0	0	0	0	2
Hourly Total	0	0	0	**0**	2	0	0	**2**	0	5	0	**5**	**7**
Grand Total	1	2	0	**3**	81	0	1	**82**	1	68	0	**69**	**154**
Approach %	33.33	66.67	0.00	-	98.78	0.00	1.22	-	1.45	98.55	0.00	-	
Intersection %	0.65	1.30	0.00	1.95	52.60	0.00	0.65	53.25	0.65	44.16	0.00	44.81	

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

Marr Traffic DATA COLLECTION

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Woodstock, GA

Site 7
Woodstock City Church Driveway

Ridgewalk Pkwy (West)
Ridgewalk Pkwy (East)

Date
Saturday, November 1, 2025

Lat/Long
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0700 - 1900 (Saturday 12h Session) (11-01-2025)
Combination Trucks (8-13)

	Northbound				Eastbound				Westbound				
	Woodstock City Church Driveway				Ridgewalk Pkwy (West)				Ridgewalk Pkwy (East)				
TIME	Left 7.1	Right 7.2	U-Turn 7.3	App Total	Thru 7.4	Right 7.5	U-Turn 7.6	App Total	Left 7.7	Thru 7.8	U-Turn 7.9	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	1	0	1	1
0715 - 0730	0	0	0	0	2	0	0	2	0	0	0	0	2
0730 - 0745	0	0	0	0	1	0	0	1	0	0	0	0	1
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	3	0	0	**3**	0	1	0	**1**	**4**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	1	0	0	1	0	1	0	1	2
0830 - 0845	0	0	0	0	1	0	0	1	0	0	0	0	1
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	2	0	0	**2**	0	1	0	**1**	**3**
0900 - 0915	0	0	0	0	0	0	0	0	0	0	0	0	0
0915 - 0930	0	0	0	0	0	0	0	0	0	0	0	0	0
0930 - 0945	0	0	0	0	0	0	0	0	0	0	0	0	0
0945 - 1000	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
1000 - 1015	0	0	0	0	0	0	0	0	0	0	0	0	0
1015 - 1030	0	0	0	0	0	0	0	0	0	0	0	0	0
1030 - 1045	0	0	0	0	0	0	0	0	0	0	0	0	0
1045 - 1100	0	0	0	0	1	0	0	1	0	0	0	0	1
Hourly Total	0	0	0	**0**	1	0	0	**1**	0	0	0	**0**	**1**
1100 - 1115	0	0	0	0	0	0	0	0	0	0	0	0	0
1115 - 1130	0	0	0	0	1	0	0	1	0	1	0	1	2
1130 - 1145	0	0	0	0	0	0	0	0	0	0	0	0	0
1145 - 1200	0	0	0	0	1	0	0	1	0	0	0	0	1
Hourly Total	0	0	0	**0**	2	0	0	**2**	0	1	0	**1**	**3**
1200 - 1215	0	0	0	0	0	0	0	0	0	0	0	0	0
1215 - 1230	0	0	0	0	0	0	0	0	0	0	0	0	0
1230 - 1245	0	0	0	0	0	0	0	0	0	0	0	0	0
1245 - 1300	0	0	0	0	1	0	0	1	0	0	0	0	1
Hourly Total	0	0	0	**0**	1	0	0	**1**	0	0	0	**0**	**1**
1300 - 1315	0	0	0	0	0	0	0	0	0	0	0	0	0
1315 - 1330	0	0	0	0	0	0	0	0	0	0	0	0	0
1330 - 1345	0	0	0	0	0	0	0	0	0	0	0	0	0
1345 - 1400	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	1	0	1	1
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	1	0	1	1
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	2	0	**2**	**2**
1800 - 1815	0	0	0	0	0	0	0	0	0	0	0	0	0
1815 - 1830	0	0	0	0	0	0	0	0	0	0	0	0	0
1830 - 1845	0	0	0	0	0	0	0	0	0	0	0	0	0
1845 - 1900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Grand Total	0	0	0	**0**	9	0	0	**9**	0	5	0	**5**	**14**
Approach %	0.00	0.00	0.00	-	100.00	0.00	0.00	-	0.00	100.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	64.29	0.00	0.00	64.29	0.00	35.71	0.00	35.71	

Classified Turn Movement Count || Bicycles

Marr Traffic DATA COLLECTION

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Woodstock, GA

Site 7
Woodstock City Church Driveway

Ridgewalk Pkwy (West)
Ridgewalk Pkwy (East)

Date
Saturday, November 1, 2025

Lat/Long
34.116703°, -84.515337°
Click here for Map

Weather
Fair
51°F
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0700 - 1900 (Saturday 12h Session) (11-01-2025)
Bicycles

	Northbound				Eastbound				Westbound				
	Woodstock City Church Driveway				Ridgewalk Pkwy (West)				Ridgewalk Pkwy (East)				
TIME	Left 7.1	Right 7.2	U-Turn 7.3	App Total	Thru 7.4	Right 7.5	U-Turn 7.6	App Total	Left 7.7	Thru 7.8	U-Turn 7.9	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
0900 - 0915	0	0	0	0	0	0	0	0	0	0	0	0	0
0915 - 0930	0	0	0	0	0	0	0	0	0	0	0	0	0
0930 - 0945	0	0	0	0	0	0	0	0	0	0	0	0	0
0945 - 1000	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
1000 - 1015	0	0	0	0	0	0	0	0	0	0	0	0	0
1015 - 1030	0	0	0	0	0	0	0	0	0	0	0	0	0
1030 - 1045	0	0	0	0	0	0	0	0	0	0	0	0	0
1045 - 1100	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
1100 - 1115	0	0	0	0	0	0	0	0	0	0	0	0	0
1115 - 1130	0	0	0	0	0	0	0	0	0	0	0	0	0
1130 - 1145	0	0	0	0	0	0	0	0	0	0	0	0	0
1145 - 1200	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
1200 - 1215	0	0	0	0	0	0	0	0	0	0	0	0	0
1215 - 1230	0	0	0	0	0	0	0	0	0	0	0	0	0
1230 - 1245	0	0	0	0	0	0	0	0	0	0	0	0	0
1245 - 1300	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
1300 - 1315	0	0	0	0	0	0	0	0	0	0	0	0	0
1315 - 1330	0	0	0	0	0	0	0	0	0	0	0	0	0
1330 - 1345	0	0	0	0	0	0	0	0	0	0	0	0	0
1345 - 1400	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
1800 - 1815	0	0	0	0	0	0	0	0	0	0	0	0	0
1815 - 1830	0	0	0	0	0	0	0	0	0	0	0	0	0
1830 - 1845	0	0	0	0	0	0	0	0	0	0	0	0	0
1845 - 1900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Grand Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Approach %	0.00	0.00	0.00	-	0.00	0.00	0.00	-	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

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

Marr Traffic DATA COLLECTION
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Woodstock, GA

Site 7
Woodstock City Church Driveway

Ridgewalk Pkwy (West)
Ridgewalk Pkwy (East)

Date
Saturday, November 1, 2025

Lat/Long
34.116703°, -84.515337°
Click here for Map

Weather
Fair
51°F
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0700 - 1900 (Saturday 12h Session) (11-01-2025)
All Trucks (4-13)

	Northbound				Eastbound				Westbound				
	Woodstock City Church Driveway				Ridgewalk Pkwy (West)				Ridgewalk Pkwy (East)				
TIME	Left 7.1	Right 7.2	U-Turn 7.3	App Total	Thru 7.4	Right 7.5	U-Turn 7.6	App Total	Left 7.7	Thru 7.8	U-Turn 7.9	App Total	Int Total
0700 - 0715	0	0	0	0	3	0	0	3	0	1	0	1	4
0715 - 0730	0	0	0	0	9	0	0	9	0	0	0	0	9
0730 - 0745	0	0	0	0	4	0	0	4	0	4	0	4	8
0745 - 0800	0	0	0	0	5	0	0	5	0	2	0	2	7
Hourly Total	0	0	0	**0**	21	0	0	**21**	0	7	0	**7**	**28**
0800 - 0815	0	0	0	0	0	0	0	0	0	2	0	2	2
0815 - 0830	0	0	0	0	2	0	0	2	0	4	0	4	6
0830 - 0845	0	0	0	0	3	0	0	3	0	4	0	4	7
0845 - 0900	0	0	0	0	3	0	0	3	0	1	0	1	4
Hourly Total	0	0	0	**0**	8	0	0	**8**	0	11	0	**11**	**19**
0900 - 0915	0	0	0	0	1	0	0	1	0	1	0	1	2
0915 - 0930	1	0	0	1	5	0	0	5	1	5	0	6	12
0930 - 0945	0	0	0	0	0	0	0	0	0	2	0	2	2
0945 - 1000	0	0	0	0	4	0	0	4	0	4	0	4	8
Hourly Total	1	0	0	**1**	10	0	0	**10**	1	12	0	**13**	**24**
1000 - 1015	0	0	0	0	3	0	0	3	0	3	0	3	6
1015 - 1030	0	0	0	0	4	0	0	4	0	0	0	0	4
1030 - 1045	0	0	0	0	1	0	0	1	0	2	0	2	3
1045 - 1100	0	1	0	1	6	0	0	6	0	3	0	3	10
Hourly Total	0	1	0	**1**	14	0	0	**14**	0	8	0	**8**	**23**
1100 - 1115	0	0	0	0	1	0	0	1	0	1	0	1	2
1115 - 1130	0	0	0	0	2	0	0	2	0	3	0	3	5
1130 - 1145	0	0	0	0	1	0	0	1	0	0	0	0	1
1145 - 1200	0	0	0	0	1	0	0	1	0	2	0	2	3
Hourly Total	0	0	0	**0**	5	0	0	**5**	0	6	0	**6**	**11**
1200 - 1215	0	0	0	0	2	0	0	2	0	1	0	1	3
1215 - 1230	0	0	0	0	0	0	0	0	0	2	0	2	2
1230 - 1245	0	0	0	0	2	0	0	2	0	2	0	2	4
1245 - 1300	0	0	0	0	2	0	0	2	0	1	0	1	3
Hourly Total	0	0	0	**0**	6	0	0	**6**	0	6	0	**6**	**12**
1300 - 1315	0	1	0	1	2	0	0	2	0	1	0	1	4
1315 - 1330	0	0	0	0	1	0	0	1	0	1	0	1	2
1330 - 1345	0	0	0	0	2	0	0	2	0	3	0	3	5
1345 - 1400	0	0	0	0	4	0	0	4	0	0	0	0	4
Hourly Total	0	1	0	**1**	9	0	0	**9**	0	5	0	**5**	**15**
1400 - 1415	0	0	0	0	1	0	0	1	0	1	0	1	2
1415 - 1430	0	0	0	0	2	0	0	2	0	0	0	0	2
1430 - 1445	0	0	0	0	1	0	0	1	0	1	0	1	2
1445 - 1500	0	0	0	0	1	0	1	2	0	0	0	0	2
Hourly Total	0	0	0	**0**	5	0	1	**6**	0	2	0	**2**	**8**
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	1	0	1	1
1530 - 1545	0	0	0	0	1	0	0	1	0	1	0	1	2
1545 - 1600	0	0	0	0	1	0	0	1	0	2	0	2	3
Hourly Total	0	0	0	**0**	2	0	0	**2**	0	4	0	**4**	**6**
1600 - 1615	0	0	0	0	0	0	0	0	0	2	0	2	2
1615 - 1630	0	0	0	0	3	0	0	3	0	0	0	0	3
1630 - 1645	0	0	0	0	0	0	0	0	0	1	0	1	1
1645 - 1700	0	0	0	0	1	0	0	1	0	0	0	0	1
Hourly Total	0	0	0	**0**	4	0	0	**4**	0	3	0	**3**	**7**
1700 - 1715	0	0	0	0	1	0	0	1	0	0	0	0	1
1715 - 1730	0	0	0	0	1	0	0	1	0	1	0	1	2
1730 - 1745	0	0	0	0	2	0	0	2	0	1	0	1	3
1745 - 1800	0	0	0	0	0	0	0	0	0	2	0	2	2
Hourly Total	0	0	0	**0**	4	0	0	**4**	0	4	0	**4**	**8**
1800 - 1815	0	0	0	0	0	0	0	0	0	5	0	5	5
1815 - 1830	0	0	0	0	0	0	0	0	0	0	0	0	0
1830 - 1845	0	0	0	0	0	0	0	0	0	0	0	0	0
1845 - 1900	0	0	0	0	2	0	0	2	0	0	0	0	2
Hourly Total	0	0	0	**0**	2	0	0	**2**	0	5	0	**5**	**7**
Grand Total	1	2	0	**3**	90	0	1	**91**	1	73	0	**74**	**168**
Approach %	33.33	66.67	0.00	-	98.90	0.00	1.10	-	1.35	98.65	0.00	-	
Intersection %	0.60	1.19	0.00	1.79	53.57	0.00	0.60	54.17	0.60	43.45	0.00	44.05	

Crosswalk Counts || Pedestrians

Marr Traffic DATA COLLECTION

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Woodstock, GA

Site 7
Woodstock City Church Driveway

Ridgewalk Pkwy (West)
Ridgewalk Pkwy (East)

Date
Saturday, November 1, 2025

Lat/Long
34.116703°, -84.515337°
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0700 - 1900 (Saturday 12h Session) (11-01-2025)
Pedestrians

	Northbound			Eastbound			Westbound			
	Woodstock City Church Driveway			Ridgewalk Pkwy (West)			Ridgewalk Pkwy (East)			
TIME	EB 7a	WB 7b	App Total	NB 7e	SB 7f	App Total	NB 7g	SB 7h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0
0715 - 0730	1	0	1	0	0	0	0	0	0	1
0730 - 0745	0	1	1	0	0	0	0	0	0	1
0745 - 0800	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	1	**2**	0	0	**0**	0	0	**0**	**2**
0800 - 0815	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0
0830 - 0845	1	0	1	0	0	0	0	0	0	1
0845 - 0900	1	2	3	0	0	0	0	0	0	3
Hourly Total	2	2	**4**	0	0	**0**	0	0	**0**	**4**
0900 - 0915	1	0	1	0	0	0	0	0	0	1
0915 - 0930	3	0	3	0	0	0	0	0	0	3
0930 - 0945	0	0	0	0	0	0	0	0	0	0
0945 - 1000	0	2	2	0	0	0	0	0	0	2
Hourly Total	4	2	**6**	0	0	**0**	0	0	**0**	**6**
1000 - 1015	0	0	0	0	0	0	0	0	0	0
1015 - 1030	1	2	3	0	0	0	0	0	0	3
1030 - 1045	0	2	2	0	0	0	0	0	0	2
1045 - 1100	1	0	1	0	0	0	0	0	0	1
Hourly Total	2	4	**6**	0	0	**0**	0	0	**0**	**6**
1100 - 1115	0	0	0	0	0	0	0	0	0	0
1115 - 1130	0	0	0	0	0	0	0	0	0	0
1130 - 1145	0	2	2	0	0	0	0	0	0	2
1145 - 1200	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	2	**2**	0	0	**0**	0	0	**0**	**2**
1200 - 1215	0	0	0	0	0	0	0	0	0	0
1215 - 1230	0	0	0	0	0	0	0	0	0	0
1230 - 1245	1	2	3	0	0	0	0	0	0	3
1245 - 1300	3	0	3	0	0	0	0	0	0	3
Hourly Total	4	2	**6**	0	0	**0**	0	0	**0**	**6**
1300 - 1315	2	2	4	0	0	0	0	0	0	4
1315 - 1330	0	0	0	0	0	0	0	0	0	0
1330 - 1345	0	2	2	0	0	0	0	0	0	2
1345 - 1400	0	0	0	0	0	0	0	0	0	0
Hourly Total	2	4	**6**	0	0	**0**	0	0	**0**	**6**
1400 - 1415	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0
1430 - 1445	2	0	2	0	0	0	0	0	0	2
1445 - 1500	1	0	1	0	0	0	0	0	0	1
Hourly Total	3	0	**3**	0	0	**0**	0	0	**0**	**3**
1500 - 1515	1	1	2	0	0	0	0	0	0	2
1515 - 1530	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	2	2	0	0	0	0	0	0	2
1545 - 1600	0	1	1	0	0	0	0	0	0	1
Hourly Total	1	4	**5**	0	0	**0**	0	0	**0**	**5**
1600 - 1615	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	2	2	0	0	0	0	0	0	2
1630 - 1645	0	0	0	0	0	0	0	0	0	0
1645 - 1700	3	1	4	0	0	0	0	0	0	4
Hourly Total	3	3	**6**	0	0	**0**	0	0	**0**	**6**
1700 - 1715	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0
1730 - 1745	2	0	2	0	0	0	0	0	0	2
1745 - 1800	2	0	2	0	0	0	0	0	0	2
Hourly Total	4	0	**4**	0	0	**0**	0	0	**0**	**4**
1800 - 1815	0	0	0	0	0	0	0	0	0	0
1815 - 1830	0	0	0	0	0	0	0	0	0	0
1830 - 1845	0	0	0	0	0	0	0	0	0	0
1845 - 1900	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	26	24	**50**	0	0	**0**	0	0	**0**	**50**
Approach %	52.00	48.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	52.00	48.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	

Crosswalk Counts || Bicycles

Marr Traffic DATA COLLECTION

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Woodstock, GA

Site 7
Woodstock City Church Driveway

Ridgewalk Pkwy (West)
Ridgewalk Pkwy (East)

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0700 - 1900 (Saturday 12h Session) (11-01-2025)
Bicycles

	Northbound			Eastbound			Westbound			
	Woodstock City Church Driveway			Ridgewalk Pkwy (West)			Ridgewalk Pkwy (East)			
TIME	EB 7a	WB 7b	App Total	NB 7e	SB 7f	App Total	NB 7g	SB 7h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0900 - 0915	0	0	0	0	0	0	0	0	0	0
0915 - 0930	0	0	0	0	0	0	0	0	0	0
0930 - 0945	0	0	0	0	0	0	0	0	0	0
0945 - 1000	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1000 - 1015	0	0	0	0	0	0	0	0	0	0
1015 - 1030	0	0	0	0	0	0	0	0	0	0
1030 - 1045	0	0	0	0	0	0	0	0	0	0
1045 - 1100	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1100 - 1115	0	0	0	0	0	0	0	0	0	0
1115 - 1130	0	0	0	0	0	0	0	0	0	0
1130 - 1145	0	0	0	0	0	0	0	0	0	0
1145 - 1200	1	0	1	0	0	0	0	0	0	1
Hourly Total	1	0	**1**	0	0	**0**	0	0	**0**	**1**
1200 - 1215	0	0	0	0	0	0	0	0	0	0
1215 - 1230	0	1	1	0	0	0	0	0	0	1
1230 - 1245	1	1	2	0	0	0	0	0	0	2
1245 - 1300	1	0	1	0	0	0	0	0	0	1
Hourly Total	2	2	**4**	0	0	**0**	0	0	**0**	**4**
1300 - 1315	0	0	0	0	0	0	0	0	0	0
1315 - 1330	0	1	1	0	0	0	0	0	0	1
1330 - 1345	0	0	0	0	0	0	0	0	0	0
1345 - 1400	0	2	2	0	0	0	0	0	0	2
Hourly Total	0	3	**3**	0	0	**0**	0	0	**0**	**3**
1400 - 1415	1	0	1	0	0	0	0	0	0	1
1415 - 1430	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	1	1	0	0	0	0	0	0	1
Hourly Total	1	1	**2**	0	0	**0**	0	0	**0**	**2**
1500 - 1515	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1600 - 1615	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	1	1	0	0	0	0	0	0	1
1715 - 1730	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	1	**1**	0	0	**0**	0	0	**0**	**1**
1800 - 1815	0	0	0	0	0	0	0	0	0	0
1815 - 1830	0	1	1	0	0	0	0	0	0	1
1830 - 1845	0	0	0	0	0	0	0	0	0	0
1845 - 1900	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	1	**1**	0	0	**0**	0	0	**0**	**1**
Grand Total	4	8	**12**	0	0	**0**	0	0	**0**	**12**
Approach %	33.33	66.67	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	33.33	66.67	100.00	0.00	0.00	0.00	0.00	0.00	0.00	

Crosswalk Counts || Motorized Vehicles

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Woodstock, GA

Site 7
Woodstock City Church Driveway

Ridgewalk Pkwy (West)
Ridgewalk Pkwy (East)

Date
Saturday, November 1, 2025

Lat/Long
34.116703°, -84.515337°
Click here for Map

Weather
Fair
51°F
Click here for Detailed Weather

0700 - 1900 (Saturday 12h Session) (11-01-2025)
Motorized Vehicles

	Northbound			Eastbound			Westbound			
	Woodstock City Church Driveway			Ridgewalk Pkwy (West)			Ridgewalk Pkwy (East)			
TIME	EB 7a	WB 7b	App Total	NB 7e	SB 7f	App Total	NB 7g	SB 7h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0900 - 0915	0	0	0	0	0	0	0	0	0	0
0915 - 0930	0	0	0	0	0	0	0	0	0	0
0930 - 0945	0	0	0	0	0	0	0	0	0	0
0945 - 1000	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1000 - 1015	0	0	0	0	0	0	0	0	0	0
1015 - 1030	0	0	0	0	0	0	0	0	0	0
1030 - 1045	0	0	0	0	0	0	0	0	0	0
1045 - 1100	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1100 - 1115	0	0	0	0	0	0	0	0	0	0
1115 - 1130	0	0	0	0	0	0	0	0	0	0
1130 - 1145	0	0	0	0	0	0	0	0	0	0
1145 - 1200	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1200 - 1215	0	0	0	0	0	0	0	0	0	0
1215 - 1230	0	0	0	0	0	0	0	0	0	0
1230 - 1245	0	0	0	0	0	0	0	0	0	0
1245 - 1300	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1300 - 1315	0	0	0	0	0	0	0	0	0	0
1315 - 1330	0	0	0	0	0	0	0	0	0	0
1330 - 1345	0	0	0	0	0	0	0	0	0	0
1345 - 1400	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1400 - 1415	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1500 - 1515	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1600 - 1615	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1800 - 1815	0	0	0	0	0	0	0	0	0	0
1815 - 1830	0	0	0	0	0	0	0	0	0	0
1830 - 1845	1	0	1	0	0	0	0	0	0	1
1845 - 1900	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	0	**1**	0	0	**0**	0	0	**0**	**1**
Grand Total	1	0	**1**	0	0	**0**	0	0	**0**	**1**
Approach %	100.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	100.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	

Peak Hour Turning Movement Count

Woodstock, GA

Click here for Map

Marr Traffic DATA COLLECTION

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Sunday, November 2, 2025		
	Cloudy	50°F
Period	0700 - 1900	APPLY
Peak Hour	1400 - 1500	APPLY
Global PH	1400 - 1500	APPLY

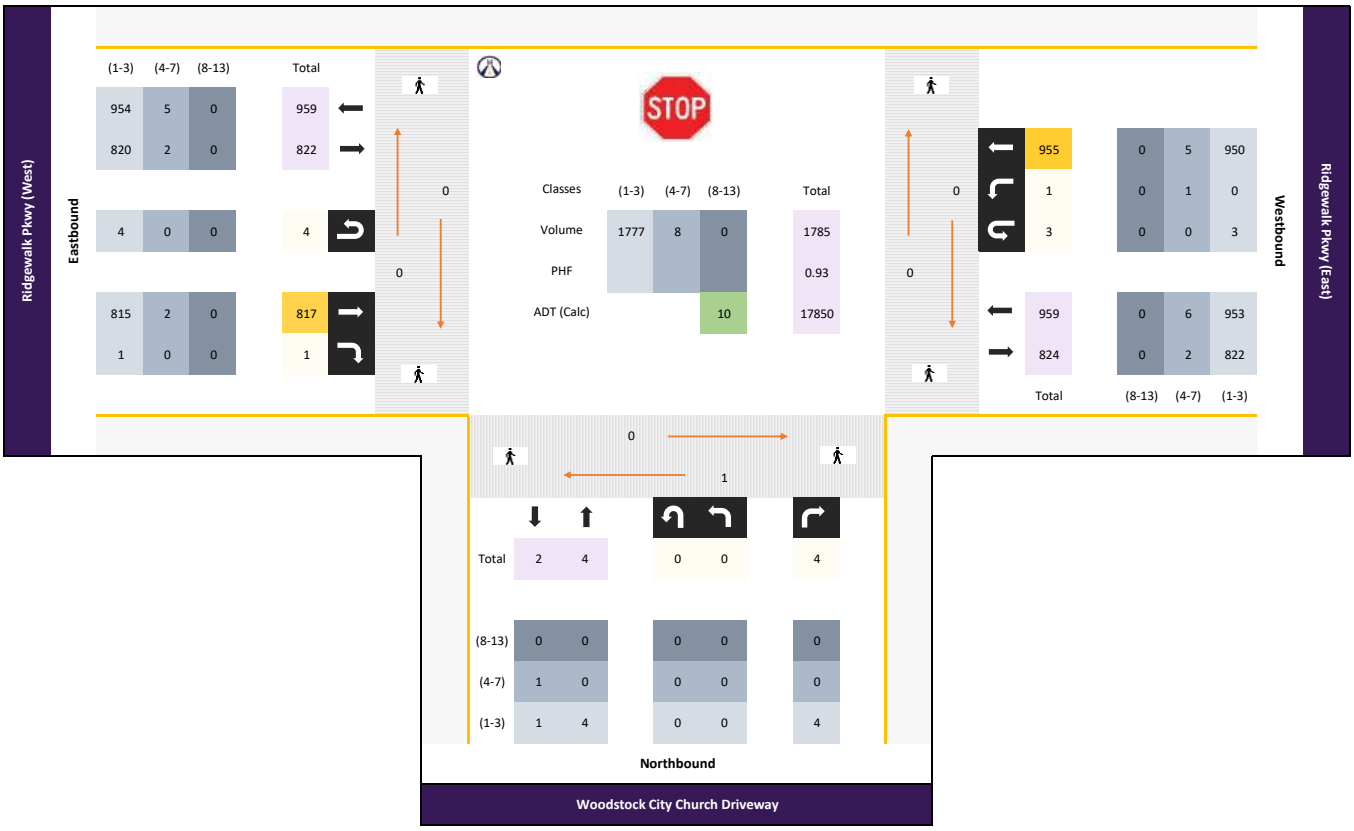
* the Peak Hour Diagram does not include bicycles

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

	Northbound												Eastbound						Westbound						
	Woodstock City Church Driveway												Ridgewalk Pkwy (West)						Ridgewalk Pkwy (East)						
	Left		Right		U-Turn	App						App		Thru	Right		U-Turn	App	Left	Thru			U-Turn	App	Int
Time	7.1		7.2		7.3	Total						Total		7.4	7.5		7.6	Total	7.7	7.8			7.9	Total	Total
1400 - 1415	0	-	0	-	0	0	-	-	-	-	-	0	-	183	0	-	1	184	0	273	-	-	1	274	458
1415 - 1430	0	-	0	-	0	0	-	-	-	-	-	0	-	204	0	-	0	204	0	259	-	-	2	261	465
1430 - 1445	0	-	0	-	0	0	-	-	-	-	-	0	-	217	0	-	0	217	0	166	-	-	0	166	383
1445 - 1500	0	-	4	-	0	4	-	-	-	-	-	0	-	213	1	-	3	217	1	257	-	-	0	258	479
Total	0	0	4	0	0	4	0	0	0	0	0	0	0	817	1	0	4	822	1	955	0	0	3	959	1785
Approach %	0.00	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	99.39	0.12	0.00	0.49	-	0.10	99.58	0.00	0.00	0.31	-	
PHF	0.00	0.00	0.25	0.00	0.00	**0.25**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.94	0.25	0.00	0.33	**0.95**	0.25	0.87	0.00	0.00	0.38	**0.88**	**0.93**

Passenger Vehicles (1-3)

	Northbound												Eastbound						Westbound						
	Woodstock City Church Driveway												Ridgewalk Pkwy (West)						Ridgewalk Pkwy (East)						
	Left		Right		U-Turn	App						App		Thru	Right		U-Turn	App	Left	Thru			U-Turn	App	Int
Time	7.1		7.2		7.3	Total						Total		7.4	7.5		7.6	Total	7.7	7.8			7.9	Total	Total
1400 - 1415	0	-	0	-	0	0	-	-	-	-	-	0	-	183	0	-	1	184	0	272	-	-	1	273	457
1415 - 1430	0	-	0	-	0	0	-	-	-	-	-	0	-	203	0	-	0	203	0	257	-	-	2	259	462
1430 - 1445	0	-	0	-	0	0	-	-	-	-	-	0	-	216	0	-	0	216	0	165	-	-	0	165	381
1445 - 1500	0	-	4	-	0	4	-	-	-	-	-	0	-	213	1	-	3	217	0	256	-	-	0	256	477
Total	0	0	4	0	0	4	0	0	0	0	0	0	0	815	1	0	4	820	0	950	0	0	3	953	1777
Approach %	0.00	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	99.39	0.12	0.00	0.49	-	0.00	99.69	0.00	0.00	0.31	-	
PHF	0.00	0.00	0.25	0.00	0.00	**0.25**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.94	0.25	0.00	0.33	**0.94**	0.00	0.87	0.00	0.00	0.38	**0.87**	**0.93**

Single Unit Trucks (4-7)

	Northbound												Eastbound						Westbound						
	Woodstock City Church Driveway												Ridgewalk Pkwy (West)						Ridgewalk Pkwy (East)						
	Left		Right		U-Turn	App						App		Thru	Right		U-Turn	App	Left	Thru			U-Turn	App	Int
Time	7.1		7.2		7.3	Total						Total		7.4	7.5		7.6	Total	7.7	7.8			7.9	Total	Total
1400 - 1415	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	1	-	-	0	1	1
1415 - 1430	0	-	0	-	0	0	-	-	-	-	-	0	-	1	0	-	0	1	0	2	-	-	0	2	3
1430 - 1445	0	-	0	-	0	0	-	-	-	-	-	0	-	1	0	-	0	1	0	1	-	-	0	1	2
1445 - 1500	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	1	1	-	-	0	2	2
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	1	5	0	0	0	6	8
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	16.67	83.33	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	0.50	0.00	0.00	0.00	**0.50**	0.25	0.63	0.00	0.00	0.00	**0.75**	**0.67**

Combination Trucks (8-13)

	Northbound												Eastbound						Westbound						
	Woodstock City Church Driveway												Ridgewalk Pkwy (West)						Ridgewalk Pkwy (East)						
	Left		Right		U-Turn	App						App		Thru	Right		U-Turn	App	Left	Thru			U-Turn	App	Int
Time	7.1		7.2		7.3	Total						Total		7.4	7.5		7.6	Total	7.7	7.8			7.9	Total	Total
1400 - 1415	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	0
1415 - 1430	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	0
1430 - 1445	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	0
1445 - 1500	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	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Bicycles

	Northbound												Eastbound						Westbound						
	Woodstock City Church Driveway												Ridgewalk Pkwy (West)						Ridgewalk Pkwy (East)						
	Left		Right		U-Turn	App						App		Thru	Right		U-Turn	App	Left	Thru			U-Turn	App	Int
Time	7.1		7.2		7.3	Total						Total		7.4	7.5		7.6	Total	7.7	7.8			7.9	Total	Total
1400 - 1415	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	0
1415 - 1430	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	0
1430 - 1445	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	0
1445 - 1500	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	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Classified Turn Movement Count || All vehicles

Woodstock, GA

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 7
Woodstock City Church Driveway

Ridgewalk Pkwy (West)
Ridgewalk Pkwy (East)

Date
Sunday, November 2, 2025

Lat/Long
34.116703°, -84.515337°
Click here for Map

Weather
Cloudy
50°F
Click here for Detailed Weather

0700 - 1900 (Sunday 12h Session) (11-02-2025)
All vehicles

	Northbound				Eastbound				Westbound				
	Woodstock City Church Driveway				Ridgewalk Pkwy (West)				Ridgewalk Pkwy (East)				
TIME	Left 7.1	Right 7.2	U-Turn 7.3	App Total	Thru 7.4	Right 7.5	U-Turn 7.6	App Total	Left 7.7	Thru 7.8	U-Turn 7.9	App Total	Int Total
0700 - 0715	0	0	0	0	2	0	0	2	0	5	0	5	7
0715 - 0730	0	0	0	0	6	0	0	6	0	10	0	10	16
0730 - 0745	0	0	0	0	8	0	0	8	0	8	0	8	16
0745 - 0800	0	0	0	0	8	0	0	8	0	11	0	11	19
Hourly Total	0	0	0	**0**	24	0	0	**24**	0	34	0	**34**	**58**
0800 - 0815	0	0	0	0	15	0	0	15	0	21	0	21	36
0815 - 0830	0	0	0	0	34	0	0	34	1	14	0	15	49
0830 - 0845	0	0	0	0	63	1	0	64	0	17	0	17	81
0845 - 0900	3	0	0	3	54	5	0	59	1	38	0	39	101
Hourly Total	3	0	0	**3**	166	6	0	**172**	2	90	0	**92**	**267**
0900 - 0915	0	0	0	0	38	0	1	39	0	33	0	33	72
0915 - 0930	0	0	0	0	34	0	0	34	0	33	0	33	67
0930 - 0945	0	0	0	0	41	0	0	41	0	35	1	36	77
0945 - 1000	0	0	0	0	62	0	0	62	0	52	0	52	114
Hourly Total	0	0	0	**0**	175	0	1	**176**	0	153	1	**154**	**330**
1000 - 1015	0	0	0	0	68	0	1	69	0	48	1	49	118
1015 - 1030	0	0	0	0	81	0	0	81	0	60	0	60	141
1030 - 1045	0	0	0	0	83	0	0	83	0	80	0	80	163
1045 - 1100	0	0	0	0	83	0	0	83	0	141	0	141	224
Hourly Total	0	0	0	**0**	315	0	1	**316**	0	329	1	**330**	**646**
1100 - 1115	0	0	0	0	81	0	0	81	0	163	1	164	245
1115 - 1130	0	0	0	0	85	0	0	85	0	109	0	109	194
1130 - 1145	0	0	0	0	92	0	2	94	0	131	0	131	225
1145 - 1200	0	0	0	0	130	0	0	130	0	164	0	164	294
Hourly Total	0	0	0	**0**	388	0	2	**390**	0	567	1	**568**	**958**
1200 - 1215	0	0	0	0	133	0	2	135	0	224	0	224	359
1215 - 1230	0	0	0	0	168	0	0	168	0	309	0	309	477
1230 - 1245	0	0	0	0	147	0	0	147	0	227	0	227	374
1245 - 1300	0	0	0	0	141	0	2	143	0	210	0	210	353
Hourly Total	0	0	0	**0**	589	0	4	**593**	0	970	0	**970**	**1563**
1300 - 1315	0	0	0	0	135	0	0	135	0	192	2	194	329
1315 - 1330	0	0	0	0	135	0	1	136	0	189	1	190	326
1330 - 1345	0	1	0	1	149	0	1	150	0	174	0	174	325
1345 - 1400	0	0	0	0	187	0	0	187	0	177	0	177	364
Hourly Total	0	1	0	**1**	606	0	2	**608**	0	732	3	**735**	**1344**
1400 - 1415	0	0	0	0	183	0	1	184	0	273	1	274	458
1415 - 1430	0	0	0	0	204	0	0	204	0	259	2	261	465
1430 - 1445	0	0	0	0	217	0	0	217	0	166	0	166	383
1445 - 1500	0	4	0	4	213	1	3	217	1	257	0	258	479
Hourly Total	0	4	0	**4**	817	1	4	**822**	1	955	3	**959**	**1785**
1500 - 1515	0	0	0	0	194	0	0	194	4	230	3	237	431
1515 - 1530	1	5	0	6	195	1	1	197	0	155	0	155	358
1530 - 1545	1	4	0	5	195	1	0	196	0	178	0	178	379
1545 - 1600	0	2	0	2	201	0	0	201	0	213	0	213	416
Hourly Total	2	11	0	**13**	785	2	1	**788**	4	776	3	**783**	**1584**
1600 - 1615	1	0	0	1	198	1	0	199	0	216	0	216	416
1615 - 1630	3	1	0	4	206	2	2	210	0	187	0	187	401
1630 - 1645	2	1	0	3	195	0	1	196	0	178	0	178	377
1645 - 1700	0	0	0	0	219	0	0	219	0	181	0	181	400
Hourly Total	6	2	0	**8**	818	3	3	**824**	0	762	0	**762**	**1594**
1700 - 1715	0	0	0	0	196	0	1	197	0	146	0	146	343
1715 - 1730	0	1	0	1	197	0	0	197	0	169	0	169	367
1730 - 1745	0	1	0	1	172	0	0	172	0	149	0	149	322
1745 - 1800	0	0	0	0	183	0	2	185	3	160	0	163	348
Hourly Total	0	2	0	**2**	748	0	3	**751**	3	624	0	**627**	**1380**
1800 - 1815	0	0	0	0	192	0	0	192	0	188	0	188	380
1815 - 1830	0	2	0	2	204	3	0	207	9	194	0	203	412
1830 - 1845	0	0	0	0	209	0	1	210	5	159	0	164	374
1845 - 1900	0	0	0	0	192	0	0	192	0	140	0	140	332
Hourly Total	0	2	0	**2**	797	3	1	**801**	14	681	0	**695**	**1498**
Grand Total	11	22	0	**33**	6228	15	22	**6265**	24	6673	12	**6709**	**13007**
Approach %	33.33	66.67	0.00	-	99.41	0.24	0.35	-	0.36	99.46	0.19	-	
Intersection %	0.08	0.17	0.00	0.25	47.88	0.12	0.17	48.17	0.18	51.30	0.09	51.58	
Heavy Vehicle %	0	0	-	**0**	0	0	0	**0**	4	1	0	**1**	**0**
PHF	0.00	0.25	0.00	**0.25**	0.94	0.25	0.33	**0.95**	0.25	0.87	0.38	**0.88**	**0.93**
Peak Hour Total	0	4	0	**4**	817	1	4	**822**	1	955	3	**959**	**1785**
Peak Hour HV %	0	0	0	**0**	0	0	0	**0**	100	1	0	**1**	**0**

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

Woodstock, GA

Marr Traffic DATA COLLECTION
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Site 7
Woodstock City Church Driveway

Ridgewalk Pkwy (West)
Ridgewalk Pkwy (East)

Date
Sunday, November 2, 2025

Lat/Long
34.116703°, -84.515337°
Click here for Map

Weather
Cloudy
50°F
Click here for Detailed Weather

0700 - 1900 (Sunday 12h Session) (11-02-2025)
Passenger Vehicles (1-3)

	Northbound				Eastbound				Westbound				
	Woodstock City Church Driveway				Ridgewalk Pkwy (West)				Ridgewalk Pkwy (East)				
TIME	Left 7.1	Right 7.2	U-Turn 7.3	App Total	Thru 7.4	Right 7.5	U-Turn 7.6	App Total	Left 7.7	Thru 7.8	U-Turn 7.9	App Total	Int Total
0700 - 0715	0	0	0	0	2	0	0	2	0	5	0	5	7
0715 - 0730	0	0	0	0	6	0	0	6	0	10	0	10	16
0730 - 0745	0	0	0	0	8	0	0	8	0	8	0	8	16
0745 - 0800	0	0	0	0	8	0	0	8	0	11	0	11	19
Hourly Total	0	0	0	**0**	24	0	0	**24**	0	34	0	**34**	**58**
0800 - 0815	0	0	0	0	15	0	0	15	0	21	0	21	36
0815 - 0830	0	0	0	0	34	0	0	34	1	14	0	15	49
0830 - 0845	0	0	0	0	63	1	0	64	0	17	0	17	81
0845 - 0900	3	0	0	3	54	5	0	59	1	38	0	39	101
Hourly Total	3	0	0	**3**	166	6	0	**172**	2	90	0	**92**	**267**
0900 - 0915	0	0	0	0	38	0	1	39	0	32	0	32	71
0915 - 0930	0	0	0	0	34	0	0	34	0	33	0	33	67
0930 - 0945	0	0	0	0	40	0	0	40	0	35	1	36	76
0945 - 1000	0	0	0	0	62	0	0	62	0	52	0	52	114
Hourly Total	0	0	0	**0**	174	0	1	**175**	0	152	1	**153**	**328**
1000 - 1015	0	0	0	0	68	0	1	69	0	48	1	49	118
1015 - 1030	0	0	0	0	81	0	0	81	0	59	0	59	140
1030 - 1045	0	0	0	0	83	0	0	83	0	80	0	80	163
1045 - 1100	0	0	0	0	83	0	0	83	0	141	0	141	224
Hourly Total	0	0	0	**0**	315	0	1	**316**	0	328	1	**329**	**645**
1100 - 1115	0	0	0	0	81	0	0	81	0	161	1	162	243
1115 - 1130	0	0	0	0	84	0	0	84	0	106	0	106	190
1130 - 1145	0	0	0	0	89	0	2	91	0	130	0	130	221
1145 - 1200	0	0	0	0	129	0	0	129	0	164	0	164	293
Hourly Total	0	0	0	**0**	383	0	2	**385**	0	561	1	**562**	**947**
1200 - 1215	0	0	0	0	132	0	2	134	0	222	0	222	356
1215 - 1230	0	0	0	0	168	0	0	168	0	307	0	307	475
1230 - 1245	0	0	0	0	147	0	0	147	0	225	0	225	372
1245 - 1300	0	0	0	0	141	0	2	143	0	209	0	209	352
Hourly Total	0	0	0	**0**	588	0	4	**592**	0	963	0	**963**	**1555**
1300 - 1315	0	0	0	0	133	0	0	133	0	191	2	193	326
1315 - 1330	0	0	0	0	135	0	1	136	0	188	1	189	325
1330 - 1345	0	1	0	1	149	0	1	150	0	173	0	173	324
1345 - 1400	0	0	0	0	187	0	0	187	0	176	0	176	363
Hourly Total	0	1	0	**1**	604	0	2	**606**	0	728	3	**731**	**1338**
1400 - 1415	0	0	0	0	183	0	1	184	0	272	1	273	457
1415 - 1430	0	0	0	0	203	0	0	203	0	257	2	259	462
1430 - 1445	0	0	0	0	216	0	0	216	0	165	0	165	381
1445 - 1500	0	4	0	4	213	1	3	217	0	256	0	256	477
Hourly Total	0	4	0	**4**	815	1	4	**820**	0	950	3	**953**	**1777**
1500 - 1515	0	0	0	0	194	0	0	194	4	229	3	236	430
1515 - 1530	1	5	0	6	194	1	1	196	0	153	0	153	355
1530 - 1545	1	4	0	5	195	1	0	196	0	177	0	177	378
1545 - 1600	0	2	0	2	200	0	0	200	0	213	0	213	415
Hourly Total	2	11	0	**13**	783	2	1	**786**	4	772	3	**779**	**1578**
1600 - 1615	1	0	0	1	197	1	0	198	0	215	0	215	414
1615 - 1630	3	1	0	4	206	2	2	210	0	186	0	186	400
1630 - 1645	2	1	0	3	195	0	1	196	0	177	0	177	376
1645 - 1700	0	0	0	0	217	0	0	217	0	180	0	180	397
Hourly Total	6	2	0	**8**	815	3	3	**821**	0	758	0	**758**	**1587**
1700 - 1715	0	0	0	0	194	0	1	195	0	144	0	144	339
1715 - 1730	0	1	0	1	197	0	0	197	0	168	0	168	366
1730 - 1745	0	1	0	1	171	0	0	171	0	148	0	148	320
1745 - 1800	0	0	0	0	183	0	2	185	3	160	0	163	348
Hourly Total	0	2	0	**2**	745	0	3	**748**	3	620	0	**623**	**1373**
1800 - 1815	0	0	0	0	192	0	0	192	0	188	0	188	380
1815 - 1830	0	2	0	2	204	3	0	207	9	194	0	203	412
1830 - 1845	0	0	0	0	209	0	1	210	5	158	0	163	373
1845 - 1900	0	0	0	0	191	0	0	191	0	140	0	140	331
Hourly Total	0	2	0	**2**	796	3	1	**800**	14	680	0	**694**	**1496**
Grand Total	11	22	0	**33**	6208	15	22	**6245**	23	6636	12	**6671**	**12949**
Approach %	33.33	66.67	0.00	-	99.41	0.24	0.35	-	0.34	99.48	0.19	-	
Intersection %	0.08	0.17	0.00	0.25	47.94	0.12	0.17	48.23	0.18	51.25	0.09	51.52	

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

Woodstock, GA

Marr Traffic DATA COLLECTION
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Site 7
Woodstock City Church Driveway

Ridgewalk Pkwy (West)
Ridgewalk Pkwy (East)

Date
Sunday, November 2, 2025

Lat/Long
34.116703°, -84.515337°
Click here for Map

Weather
Cloudy
50°F
Click here for Detailed Weather

0700 - 1900 (Sunday 12h Session) (11-02-2025)
Single Unit Trucks (4-7)

	Northbound				Eastbound				Westbound				
	Woodstock City Church Driveway				Ridgewalk Pkwy (West)				Ridgewalk Pkwy (East)				
TIME	Left 7.1	Right 7.2	U-Turn 7.3	App Total	Thru 7.4	Right 7.5	U-Turn 7.6	App Total	Left 7.7	Thru 7.8	U-Turn 7.9	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
0900 - 0915	0	0	0	0	0	0	0	0	0	1	0	1	1
0915 - 0930	0	0	0	0	0	0	0	0	0	0	0	0	0
0930 - 0945	0	0	0	0	1	0	0	1	0	0	0	0	1
0945 - 1000	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	1	0	0	**1**	0	1	0	**1**	**2**
1000 - 1015	0	0	0	0	0	0	0	0	0	0	0	0	0
1015 - 1030	0	0	0	0	0	0	0	0	0	0	0	0	0
1030 - 1045	0	0	0	0	0	0	0	0	0	0	0	0	0
1045 - 1100	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
1100 - 1115	0	0	0	0	0	0	0	0	0	1	0	1	1
1115 - 1130	0	0	0	0	1	0	0	1	0	3	0	3	4
1130 - 1145	0	0	0	0	3	0	0	3	0	0	0	0	3
1145 - 1200	0	0	0	0	1	0	0	1	0	0	0	0	1
Hourly Total	0	0	0	**0**	5	0	0	**5**	0	4	0	**4**	**9**
1200 - 1215	0	0	0	0	1	0	0	1	0	2	0	2	3
1215 - 1230	0	0	0	0	0	0	0	0	0	2	0	2	2
1230 - 1245	0	0	0	0	0	0	0	0	0	2	0	2	2
1245 - 1300	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	1	0	0	**1**	0	6	0	**6**	**7**
1300 - 1315	0	0	0	0	2	0	0	2	0	1	0	1	3
1315 - 1330	0	0	0	0	0	0	0	0	0	1	0	1	1
1330 - 1345	0	0	0	0	0	0	0	0	0	1	0	1	1
1345 - 1400	0	0	0	0	0	0	0	0	0	1	0	1	1
Hourly Total	0	0	0	**0**	2	0	0	**2**	0	4	0	**4**	**6**
1400 - 1415	0	0	0	0	0	0	0	0	0	1	0	1	1
1415 - 1430	0	0	0	0	1	0	0	1	0	2	0	2	3
1430 - 1445	0	0	0	0	1	0	0	1	0	1	0	1	2
1445 - 1500	0	0	0	0	0	0	0	0	1	1	0	2	2
Hourly Total	0	0	0	**0**	2	0	0	**2**	1	5	0	**6**	**8**
1500 - 1515	0	0	0	0	0	0	0	0	0	1	0	1	1
1515 - 1530	0	0	0	0	0	0	0	0	0	2	0	2	2
1530 - 1545	0	0	0	0	0	0	0	0	0	1	0	1	1
1545 - 1600	0	0	0	0	1	0	0	1	0	0	0	0	1
Hourly Total	0	0	0	**0**	1	0	0	**1**	0	4	0	**4**	**5**
1600 - 1615	0	0	0	0	1	0	0	1	0	1	0	1	2
1615 - 1630	0	0	0	0	0	0	0	0	0	1	0	1	1
1630 - 1645	0	0	0	0	0	0	0	0	0	1	0	1	1
1645 - 1700	0	0	0	0	2	0	0	2	0	1	0	1	3
Hourly Total	0	0	0	**0**	3	0	0	**3**	0	4	0	**4**	**7**
1700 - 1715	0	0	0	0	2	0	0	2	0	2	0	2	4
1715 - 1730	0	0	0	0	0	0	0	0	0	1	0	1	1
1730 - 1745	0	0	0	0	1	0	0	1	0	1	0	1	2
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	3	0	0	**3**	0	4	0	**4**	**7**
1800 - 1815	0	0	0	0	0	0	0	0	0	0	0	0	0
1815 - 1830	0	0	0	0	0	0	0	0	0	0	0	0	0
1830 - 1845	0	0	0	0	0	0	0	0	0	1	0	1	1
1845 - 1900	0	0	0	0	1	0	0	1	0	0	0	0	1
Hourly Total	0	0	0	**0**	1	0	0	**1**	0	1	0	**1**	**2**
Grand Total	0	0	0	**0**	19	0	0	**19**	1	33	0	**34**	**53**
Approach %	0.00	0.00	0.00	-	100.00	0.00	0.00	-	2.94	97.06	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	35.85	0.00	0.00	35.85	1.89	62.26	0.00	64.15	

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

Woodstock, GA

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Site 7
Woodstock City Church Driveway

Ridgewalk Pkwy (West)
Ridgewalk Pkwy (East)

Date
Sunday, November 2, 2025

Lat/Long
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Cloudy
50°F
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0700 - 1900 (Sunday 12h Session) (11-02-2025)
Combination Trucks (8-13)

	Northbound				Eastbound				Westbound				
	Woodstock City Church Driveway				Ridgewalk Pkwy (West)				Ridgewalk Pkwy (East)				
TIME	Left 7.1	Right 7.2	U-Turn 7.3	App Total	Thru 7.4	Right 7.5	U-Turn 7.6	App Total	Left 7.7	Thru 7.8	U-Turn 7.9	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
0900 - 0915	0	0	0	0	0	0	0	0	0	0	0	0	0
0915 - 0930	0	0	0	0	0	0	0	0	0	0	0	0	0
0930 - 0945	0	0	0	0	0	0	0	0	0	0	0	0	0
0945 - 1000	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
1000 - 1015	0	0	0	0	0	0	0	0	0	0	0	0	0
1015 - 1030	0	0	0	0	0	0	0	0	0	1	0	1	1
1030 - 1045	0	0	0	0	0	0	0	0	0	0	0	0	0
1045 - 1100	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	1	0	**1**	**1**
1100 - 1115	0	0	0	0	0	0	0	0	0	1	0	1	1
1115 - 1130	0	0	0	0	0	0	0	0	0	0	0	0	0
1130 - 1145	0	0	0	0	0	0	0	0	0	1	0	1	1
1145 - 1200	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	2	0	**2**	**2**
1200 - 1215	0	0	0	0	0	0	0	0	0	0	0	0	0
1215 - 1230	0	0	0	0	0	0	0	0	0	0	0	0	0
1230 - 1245	0	0	0	0	0	0	0	0	0	0	0	0	0
1245 - 1300	0	0	0	0	0	0	0	0	0	1	0	1	1
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	1	0	**1**	**1**
1300 - 1315	0	0	0	0	0	0	0	0	0	0	0	0	0
1315 - 1330	0	0	0	0	0	0	0	0	0	0	0	0	0
1330 - 1345	0	0	0	0	0	0	0	0	0	0	0	0	0
1345 - 1400	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	1	0	0	1	0	0	0	0	1
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	1	0	0	**1**	0	0	0	**0**	**1**
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
1800 - 1815	0	0	0	0	0	0	0	0	0	0	0	0	0
1815 - 1830	0	0	0	0	0	0	0	0	0	0	0	0	0
1830 - 1845	0	0	0	0	0	0	0	0	0	0	0	0	0
1845 - 1900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Grand Total	0	0	0	**0**	1	0	0	**1**	0	4	0	**4**	**5**
Approach %	0.00	0.00	0.00	-	100.00	0.00	0.00	-	0.00	100.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	20.00	0.00	0.00	20.00	0.00	80.00	0.00	80.00	

Classified Turn Movement Count || Bicycles

Woodstock, GA

Marr Traffic DATA COLLECTION
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Site 7
Woodstock City Church Driveway

Ridgewalk Pkwy (West)
Ridgewalk Pkwy (East)

Date
Sunday, November 2, 2025

Lat/Long
34.116703°, -84.515337°
Click here for Map

Weather
Cloudy
50°F
Click here for Detailed Weather

0700 - 1900 (Sunday 12h Session) (11-02-2025)
Bicycles

	Northbound				Eastbound				Westbound				
	Woodstock City Church Driveway				Ridgewalk Pkwy (West)				Ridgewalk Pkwy (East)				
TIME	Left 7.1	Right 7.2	U-Turn 7.3	App Total	Thru 7.4	Right 7.5	U-Turn 7.6	App Total	Left 7.7	Thru 7.8	U-Turn 7.9	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
0900 - 0915	0	0	0	0	0	0	0	0	0	0	0	0	0
0915 - 0930	0	0	0	0	0	0	0	0	0	0	0	0	0
0930 - 0945	0	0	0	0	0	0	0	0	0	0	0	0	0
0945 - 1000	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
1000 - 1015	0	0	0	0	0	0	0	0	0	0	0	0	0
1015 - 1030	0	0	0	0	0	0	0	0	0	0	0	0	0
1030 - 1045	0	0	0	0	0	0	0	0	0	0	0	0	0
1045 - 1100	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
1100 - 1115	0	0	0	0	0	0	0	0	0	0	0	0	0
1115 - 1130	0	0	0	0	0	0	0	0	0	0	0	0	0
1130 - 1145	0	0	0	0	0	0	0	0	0	0	0	0	0
1145 - 1200	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
1200 - 1215	0	0	0	0	0	0	0	0	0	0	0	0	0
1215 - 1230	0	0	0	0	0	0	0	0	0	0	0	0	0
1230 - 1245	0	0	0	0	0	0	0	0	0	0	0	0	0
1245 - 1300	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
1300 - 1315	0	0	0	0	0	0	0	0	0	0	0	0	0
1315 - 1330	0	0	0	0	0	0	0	0	0	0	0	0	0
1330 - 1345	0	0	0	0	0	0	0	0	0	0	0	0	0
1345 - 1400	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
1800 - 1815	0	0	0	0	0	0	0	0	0	0	0	0	0
1815 - 1830	0	0	0	0	0	0	0	0	0	0	0	0	0
1830 - 1845	0	0	0	0	0	0	0	0	0	0	0	0	0
1845 - 1900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Grand Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Approach %	0.00	0.00	0.00	-	0.00	0.00	0.00	-	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

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

Marr Traffic DATA COLLECTION
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Woodstock, GA

Site 7
Woodstock City Church Driveway

Ridgewalk Pkwy (West)
Ridgewalk Pkwy (East)

Date
Sunday, November 2, 2025

Lat/Long
34.116703°, -84.515337°
Click here for Map

Weather
Cloudy
50°F
Click here for Detailed Weather

0700 - 1900 (Sunday 12h Session) (11-02-2025)
All Trucks (4-13)

	Northbound				Eastbound				Westbound				
	Woodstock City Church Driveway				Ridgewalk Pkwy (West)				Ridgewalk Pkwy (East)				
TIME	Left 7.1	Right 7.2	U-Turn 7.3	App Total	Thru 7.4	Right 7.5	U-Turn 7.6	App Total	Left 7.7	Thru 7.8	U-Turn 7.9	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
0900 - 0915	0	0	0	0	0	0	0	0	0	1	0	1	1
0915 - 0930	0	0	0	0	0	0	0	0	0	0	0	0	0
0930 - 0945	0	0	0	0	1	0	0	1	0	0	0	0	1
0945 - 1000	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	1	0	0	**1**	0	1	0	**1**	**2**
1000 - 1015	0	0	0	0	0	0	0	0	0	0	0	0	0
1015 - 1030	0	0	0	0	0	0	0	0	0	1	0	1	1
1030 - 1045	0	0	0	0	0	0	0	0	0	0	0	0	0
1045 - 1100	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	1	0	**1**	**1**
1100 - 1115	0	0	0	0	0	0	0	0	0	2	0	2	2
1115 - 1130	0	0	0	0	1	0	0	1	0	3	0	3	4
1130 - 1145	0	0	0	0	3	0	0	3	0	1	0	1	4
1145 - 1200	0	0	0	0	1	0	0	1	0	0	0	0	1
Hourly Total	0	0	0	**0**	5	0	0	**5**	0	6	0	**6**	**11**
1200 - 1215	0	0	0	0	1	0	0	1	0	2	0	2	3
1215 - 1230	0	0	0	0	0	0	0	0	0	2	0	2	2
1230 - 1245	0	0	0	0	0	0	0	0	0	2	0	2	2
1245 - 1300	0	0	0	0	0	0	0	0	0	1	0	1	1
Hourly Total	0	0	0	**0**	1	0	0	**1**	0	7	0	**7**	**8**
1300 - 1315	0	0	0	0	2	0	0	2	0	1	0	1	3
1315 - 1330	0	0	0	0	0	0	0	0	0	1	0	1	1
1330 - 1345	0	0	0	0	0	0	0	0	0	1	0	1	1
1345 - 1400	0	0	0	0	0	0	0	0	0	1	0	1	1
Hourly Total	0	0	0	**0**	2	0	0	**2**	0	4	0	**4**	**6**
1400 - 1415	0	0	0	0	0	0	0	0	0	1	0	1	1
1415 - 1430	0	0	0	0	1	0	0	1	0	2	0	2	3
1430 - 1445	0	0	0	0	1	0	0	1	0	1	0	1	2
1445 - 1500	0	0	0	0	0	0	0	0	1	1	0	2	2
Hourly Total	0	0	0	**0**	2	0	0	**2**	1	5	0	**6**	**8**
1500 - 1515	0	0	0	0	0	0	0	0	0	1	0	1	1
1515 - 1530	0	0	0	0	1	0	0	1	0	2	0	2	3
1530 - 1545	0	0	0	0	0	0	0	0	0	1	0	1	1
1545 - 1600	0	0	0	0	1	0	0	1	0	0	0	0	1
Hourly Total	0	0	0	**0**	2	0	0	**2**	0	4	0	**4**	**6**
1600 - 1615	0	0	0	0	1	0	0	1	0	1	0	1	2
1615 - 1630	0	0	0	0	0	0	0	0	0	1	0	1	1
1630 - 1645	0	0	0	0	0	0	0	0	0	1	0	1	1
1645 - 1700	0	0	0	0	2	0	0	2	0	1	0	1	3
Hourly Total	0	0	0	**0**	3	0	0	**3**	0	4	0	**4**	**7**
1700 - 1715	0	0	0	0	2	0	0	2	0	2	0	2	4
1715 - 1730	0	0	0	0	0	0	0	0	0	1	0	1	1
1730 - 1745	0	0	0	0	1	0	0	1	0	1	0	1	2
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	3	0	0	**3**	0	4	0	**4**	**7**
1800 - 1815	0	0	0	0	0	0	0	0	0	0	0	0	0
1815 - 1830	0	0	0	0	0	0	0	0	0	0	0	0	0
1830 - 1845	0	0	0	0	0	0	0	0	0	1	0	1	1
1845 - 1900	0	0	0	0	1	0	0	1	0	0	0	0	1
Hourly Total	0	0	0	**0**	1	0	0	**1**	0	1	0	**1**	**2**
Grand Total	0	0	0	**0**	20	0	0	**20**	1	37	0	**38**	**58**
Approach %	0.00	0.00	0.00	-	100.00	0.00	0.00	-	2.63	97.37	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	34.48	0.00	0.00	34.48	1.72	63.79	0.00	65.52	

Crosswalk Counts || Pedestrians

Woodstock, GA

Marr Traffic DATA COLLECTION
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Site 7
Woodstock City Church Driveway

Ridgewalk Pkwy (West)
Ridgewalk Pkwy (East)

Date
Sunday, November 2, 2025

Lat/Long
34.116703°, -84.515337°
Click here for Map

Weather
Cloudy
50°F
Click here for Detailed Weather

0700 - 1900 (Sunday 12h Session) (11-02-2025)
Pedestrians

	Northbound			Eastbound			Westbound			
	Woodstock City Church Driveway			Ridgewalk Pkwy (West)			Ridgewalk Pkwy (East)			
TIME	EB 7a	WB 7b	App Total	NB 7e	SB 7f	App Total	NB 7g	SB 7h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0
0730 - 0745	1	0	1	0	0	0	0	0	0	1
0745 - 0800	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	0	**1**	0	0	**0**	0	0	**0**	**1**
0800 - 0815	0	0	0	0	0	0	0	0	0	0
0815 - 0830	1	0	1	0	0	0	0	0	0	1
0830 - 0845	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	0	**1**	0	0	**0**	0	0	**0**	**1**
0900 - 0915	0	0	0	0	0	0	0	0	0	0
0915 - 0930	0	4	4	0	0	0	0	0	0	4
0930 - 0945	0	2	2	0	0	0	0	0	0	2
0945 - 1000	4	0	4	0	0	0	0	0	0	4
Hourly Total	4	6	**10**	0	0	**0**	0	0	**0**	**10**
1000 - 1015	0	2	2	0	0	0	0	0	0	2
1015 - 1030	2	2	4	0	0	0	0	0	0	4
1030 - 1045	0	1	1	0	0	0	0	0	0	1
1045 - 1100	2	1	3	0	0	0	0	0	0	3
Hourly Total	4	6	**10**	0	0	**0**	0	0	**0**	**10**
1100 - 1115	0	1	1	0	0	0	0	0	0	1
1115 - 1130	1	1	2	0	0	0	0	0	0	2
1130 - 1145	1	3	4	0	0	0	0	0	0	4
1145 - 1200	0	0	0	0	0	0	0	0	0	0
Hourly Total	2	5	**7**	0	0	**0**	0	0	**0**	**7**
1200 - 1215	0	0	0	0	0	0	0	0	0	0
1215 - 1230	1	0	1	0	0	0	0	0	0	1
1230 - 1245	0	0	0	0	0	0	0	0	0	0
1245 - 1300	0	1	1	0	0	0	0	0	0	1
Hourly Total	1	1	**2**	0	0	**0**	0	0	**0**	**2**
1300 - 1315	0	0	0	0	0	0	0	0	0	0
1315 - 1330	0	1	1	0	0	0	0	0	0	1
1330 - 1345	0	0	0	0	0	0	0	0	0	0
1345 - 1400	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	1	**1**	0	0	**0**	0	0	**0**	**1**
1400 - 1415	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1500 - 1515	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1600 - 1615	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0
1715 - 1730	1	0	1	0	0	0	0	0	0	1
1730 - 1745	3	0	3	0	0	0	0	0	0	3
1745 - 1800	0	1	1	0	0	0	0	0	0	1
Hourly Total	4	1	**5**	0	0	**0**	0	0	**0**	**5**
1800 - 1815	1	3	4	0	0	0	0	0	0	4
1815 - 1830	0	0	0	0	0	0	0	0	0	0
1830 - 1845	0	0	0	0	0	0	0	0	0	0
1845 - 1900	2	0	2	0	0	0	0	0	0	2
Hourly Total	3	3	**6**	0	0	**0**	0	0	**0**	**6**
Grand Total	20	23	**43**	0	0	**0**	0	0	**0**	**43**
Approach %	46.51	53.49	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	46.51	53.49	100.00	0.00	0.00	0.00	0.00	0.00	0.00	

Crosswalk Counts || Bicycles

Marr Traffic DATA COLLECTION

Woodstock, GA

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Site 7
Woodstock City Church Driveway

Ridgewalk Pkwy (West)
Ridgewalk Pkwy (East)

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0700 - 1900 (Sunday 12h Session) (11-02-2025)
Bicycles

	Northbound			Eastbound			Westbound			
	Woodstock City Church Driveway			Ridgewalk Pkwy (West)			Ridgewalk Pkwy (East)			
TIME	EB 7a	WB 7b	App Total	NB 7e	SB 7f	App Total	NB 7g	SB 7h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0900 - 0915	0	0	0	0	0	0	0	0	0	0
0915 - 0930	0	0	0	0	0	0	0	0	0	0
0930 - 0945	0	0	0	0	0	0	0	0	0	0
0945 - 1000	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1000 - 1015	0	0	0	0	0	0	0	0	0	0
1015 - 1030	0	0	0	0	0	0	0	0	0	0
1030 - 1045	0	1	1	0	0	0	0	0	0	1
1045 - 1100	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	1	**1**	0	0	**0**	0	0	**0**	**1**
1100 - 1115	1	0	1	0	0	0	0	0	0	1
1115 - 1130	0	0	0	0	0	0	0	0	0	0
1130 - 1145	0	0	0	0	0	0	0	0	0	0
1145 - 1200	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	0	**1**	0	0	**0**	0	0	**0**	**1**
1200 - 1215	0	0	0	0	0	0	0	0	0	0
1215 - 1230	0	0	0	0	0	0	0	0	0	0
1230 - 1245	0	1	1	0	0	0	0	0	0	1
1245 - 1300	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	1	**1**	0	0	**0**	0	0	**0**	**1**
1300 - 1315	0	0	0	0	0	0	0	0	0	0
1315 - 1330	0	0	0	0	0	0	0	0	0	0
1330 - 1345	0	1	1	0	0	0	0	0	0	1
1345 - 1400	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	1	**1**	0	0	**0**	0	0	**0**	**1**
1400 - 1415	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	1	1	0	0	0	0	0	0	1
1445 - 1500	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	1	**1**	0	0	**0**	0	0	**0**	**1**
1500 - 1515	0	1	1	0	0	0	0	0	0	1
1515 - 1530	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	1	**1**	0	0	**0**	0	0	**0**	**1**
1600 - 1615	1	0	1	0	0	0	0	0	0	1
1615 - 1630	0	0	0	0	0	0	0	0	0	0
1630 - 1645	1	0	1	0	0	0	0	0	0	1
1645 - 1700	0	0	0	0	0	0	0	0	0	0
Hourly Total	2	0	**2**	0	0	**0**	0	0	**0**	**2**
1700 - 1715	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0
1745 - 1800	1	0	1	0	0	0	0	0	0	1
Hourly Total	1	0	**1**	0	0	**0**	0	0	**0**	**1**
1800 - 1815	0	0	0	0	0	0	0	0	0	0
1815 - 1830	0	0	0	0	0	0	0	0	0	0
1830 - 1845	0	0	0	0	0	0	0	0	0	0
1845 - 1900	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	4	5	**9**	0	0	**0**	0	0	**0**	**9**
Approach %	44.44	55.56	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	44.44	55.56	100.00	0.00	0.00	0.00	0.00	0.00	0.00	

Crosswalk Counts || Motorized Vehicles

Marr Traffic DATA COLLECTION

Woodstock, GA

www.marrtraffic.com

Site 7
Woodstock City Church Driveway

Ridgewalk Pkwy (West)
Ridgewalk Pkwy (East)

Date
Sunday, November 2, 2025

Lat/Long
34.116703°, -84.515337°
Click here for Map

Weather
Cloudy
50°F
Click here for Detailed Weather

0700 - 1900 (Sunday 12h Session) (11-02-2025)
Motorized Vehicles

	Northbound			Eastbound			Westbound			
	Woodstock City Church Driveway			Ridgewalk Pkwy (West)			Ridgewalk Pkwy (East)			
TIME	EB 7a	WB 7b	App Total	NB 7e	SB 7f	App Total	NB 7g	SB 7h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0900 - 0915	0	0	0	0	0	0	0	0	0	0
0915 - 0930	0	0	0	0	0	0	0	0	0	0
0930 - 0945	0	0	0	0	0	0	0	0	0	0
0945 - 1000	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1000 - 1015	0	0	0	0	0	0	0	0	0	0
1015 - 1030	0	0	0	0	0	0	0	0	0	0
1030 - 1045	0	0	0	0	0	0	0	0	0	0
1045 - 1100	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1100 - 1115	0	0	0	0	0	0	0	0	0	0
1115 - 1130	0	0	0	0	0	0	0	0	0	0
1130 - 1145	0	0	0	0	0	0	0	0	0	0
1145 - 1200	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1200 - 1215	0	0	0	0	0	0	0	0	0	0
1215 - 1230	0	0	0	0	0	0	0	0	0	0
1230 - 1245	0	1	1	0	0	0	0	0	0	1
1245 - 1300	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	1	**1**	0	0	**0**	0	0	**0**	**1**
1300 - 1315	1	0	1	0	0	0	0	0	0	1
1315 - 1330	0	0	0	0	0	0	0	0	0	0
1330 - 1345	0	0	0	0	0	0	0	0	0	0
1345 - 1400	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	0	**1**	0	0	**0**	0	0	**0**	**1**
1400 - 1415	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1500 - 1515	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1600 - 1615	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1800 - 1815	0	0	0	0	0	0	0	0	0	0
1815 - 1830	0	0	0	0	0	0	0	0	0	0
1830 - 1845	0	0	0	0	0	0	0	0	0	0
1845 - 1900	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	1	1	**2**	0	0	**0**	0	0	**0**	**2**
Approach %	50.00	50.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	50.00	50.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	

Peak Hour Turning Movement Count

Click here for Map

Woodstock, GA

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Thursday, October 30, 2025		
Cloudy		49°F
Period	0700 - 0900	**APPLY**
Peak Hour	0715 - 0815	**APPLY**
Global PH	0715 - 0815	**APPLY**

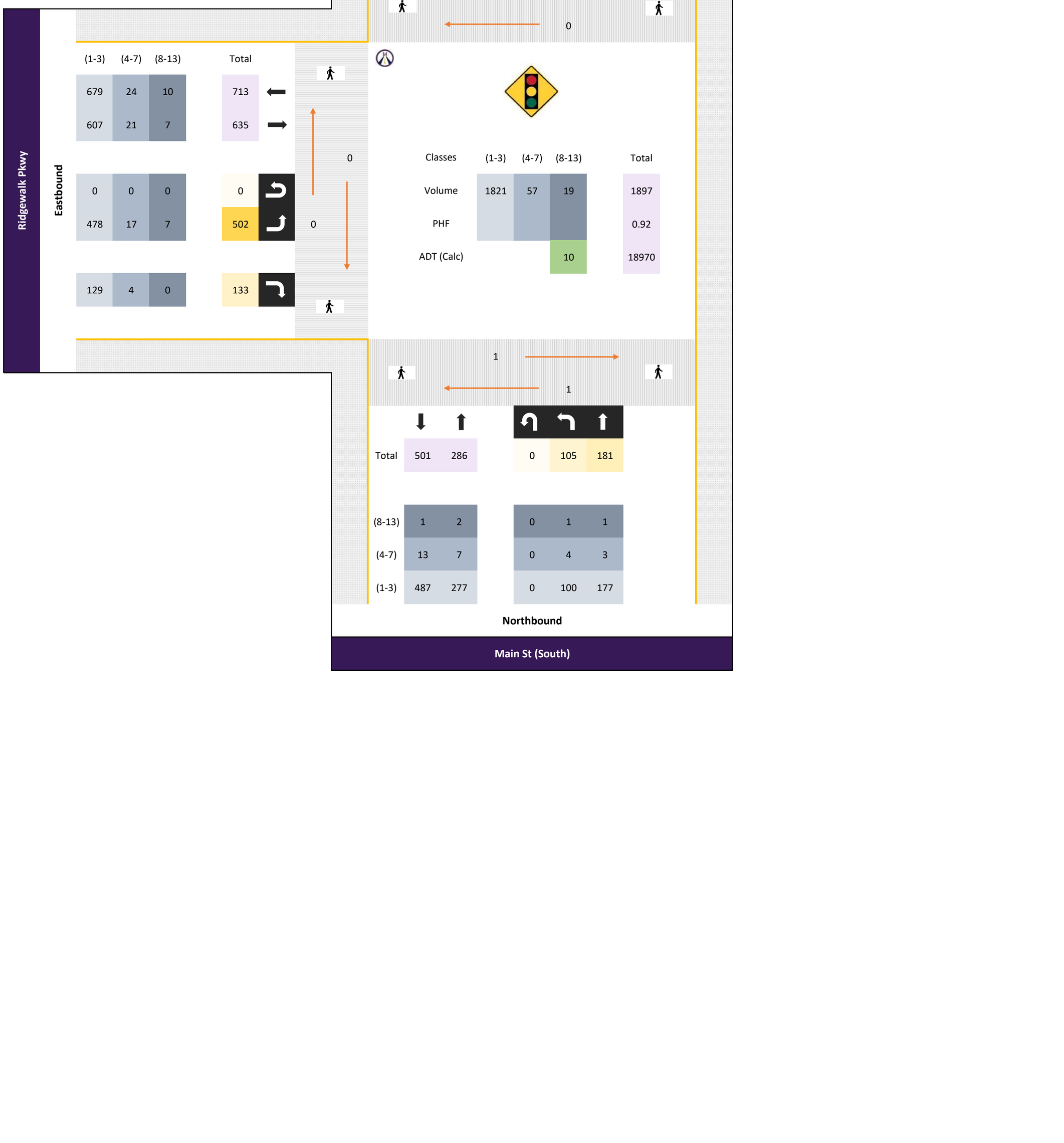
* the Peak Hour Diagram does not include bicycles

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

	Northbound						Southbound						Eastbound												
	Main St (South)						Main St (North)						Ridgewalk Pkwy												
Time	Left 8.1	Thru 8.2			U-Turn 8.3	App Total		Thru 8.4	Right 8.5		U-Turn 8.6	App Total	Left 8.7		Right 8.8		U-Turn 8.9	App Total						App Total	Int Total
0715 - 0730	19	42	-	-	0	61	-	106	162	-	0	268	111	-	28	-	0	139	-	-	-	-	-	0	468
0730 - 0745	33	46	-	-	0	79	-	85	147	-	0	232	117	-	36	-	0	153	-	-	-	-	-	0	464
0745 - 0800	30	47	-	-	0	77	-	90	182	-	0	272	135	-	30	-	0	165	-	-	-	-	-	0	514
0800 - 0815	23	46	-	-	0	69	-	87	117	-	0	204	139	-	39	-	0	178	-	-	-	-	-	0	451
Total	105	181	0	0	0	286	0	368	608	0	0	976	502	0	133	0	0	635	0	0	0	0	0	0	1897
Approach %	36.71	63.29	0.00	0.00	0.00	-	0.00	37.70	62.30	0.00	0.00	-	79.06	0.00	20.94	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.80	0.96	0.00	0.00	0.00	**0.91**	0.00	0.87	0.84	0.00	0.00	**0.90**	0.90	0.00	0.85	0.00	0.00	**0.89**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.92**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound												
	Main St (South)						Main St (North)						Ridgewalk Pkwy												
Time	Left 8.1	Thru 8.2			U-Turn 8.3	App Total		Thru 8.4	Right 8.5		U-Turn 8.6	App Total	Left 8.7		Right 8.8		U-Turn 8.9	App Total						App Total	Int Total
0715 - 0730	16	39	-	-	0	55	-	104	156	-	0	260	107	-	26	-	0	133	-	-	-	-	-	0	448
0730 - 0745	31	45	-	-	0	76	-	81	141	-	0	222	110	-	35	-	0	145	-	-	-	-	-	0	443
0745 - 0800	30	47	-	-	0	77	-	86	171	-	0	257	128	-	30	-	0	158	-	-	-	-	-	0	492
0800 - 0815	23	46	-	-	0	69	-	87	111	-	0	198	133	-	38	-	0	171	-	-	-	-	-	0	438
Total	100	177	0	0	0	277	0	358	579	0	0	937	478	0	129	0	0	607	0	0	0	0	0	0	1821
Approach %	36.10	63.90	0.00	0.00	0.00	-	0.00	38.21	61.79	0.00	0.00	-	78.75	0.00	21.25	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.81	0.94	0.00	0.00	0.00	**0.90**	0.00	0.86	0.85	0.00	0.00	**0.90**	0.90	0.00	0.85	0.00	0.00	**0.89**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.93**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound												
	Main St (South)						Main St (North)						Ridgewalk Pkwy												
Time	Left 8.1	Thru 8.2			U-Turn 8.3	App Total		Thru 8.4	Right 8.5		U-Turn 8.6	App Total	Left 8.7		Right 8.8		U-Turn 8.9	App Total						App Total	Int Total
0715 - 0730	2	3	-	-	0	5	-	2	4	-	0	6	2	-	2	-	0	4	-	-	-	-	-	0	15
0730 - 0745	2	0	-	-	0	2	-	4	4	-	0	8	6	-	1	-	0	7	-	-	-	-	-	0	17
0745 - 0800	0	0	-	-	0	0	-	3	8	-	0	11	6	-	0	-	0	6	-	-	-	-	-	0	17
0800 - 0815	0	0	-	-	0	0	-	0	4	-	0	4	3	-	1	-	0	4	-	-	-	-	-	0	8
Total	4	3	0	0	0	7	0	9	20	0	0	29	17	0	4	0	0	21	0	0	0	0	0	0	57
Approach %	57.14	42.86	0.00	0.00	0.00	-	0.00	31.03	68.97	0.00	0.00	-	80.95	0.00	19.05	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.50	0.25	0.00	0.00	0.00	**0.35**	0.00	0.56	0.63	0.00	0.00	**0.66**	0.71	0.00	0.50	0.00	0.00	**0.75**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.84**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound												
	Main St (South)						Main St (North)						Ridgewalk Pkwy												
Time	Left 8.1	Thru 8.2			U-Turn 8.3	App Total		Thru 8.4	Right 8.5		U-Turn 8.6	App Total	Left 8.7		Right 8.8		U-Turn 8.9	App Total						App Total	Int Total
0715 - 0730	1	0	-	-	0	1	-	0	2	-	0	2	2	-	0	-	0	2	-	-	-	-	-	0	5
0730 - 0745	0	1	-	-	0	1	-	0	2	-	0	2	1	-	0	-	0	1	-	-	-	-	-	0	4
0745 - 0800	0	0	-	-	0	0	-	1	3	-	0	4	1	-	0	-	0	1	-	-	-	-	-	0	5
0800 - 0815	0	0	-	-	0	0	-	0	2	-	0	2	3	-	0	-	0	3	-	-	-	-	-	0	5
Total	1	1	0	0	0	2	0	1	9	0	0	10	7	0	0	0	0	7	0	0	0	0	0	0	19
Approach %	50.00	50.00	0.00	0.00	0.00	-	0.00	10.00	90.00	0.00	0.00	-	100.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.25	0.25	0.00	0.00	0.00	**0.50**	0.00	0.25	0.75	0.00	0.00	**0.63**	0.58	0.00	0.00	0.00	0.00	**0.58**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.95**

Bicycles

	Northbound						Southbound						Eastbound												
	Main St (South)						Main St (North)						Ridgewalk Pkwy												
Time	Left 8.1	Thru 8.2			U-Turn 8.3	App Total		Thru 8.4	Right 8.5		U-Turn 8.6	App Total	Left 8.7		Right 8.8		U-Turn 8.9	App Total						App Total	Int Total
0715 - 0730	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
0730 - 0745	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
0745 - 0800	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
0800 - 0815	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	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Peak Hour Turning Movement Count

Click here for Map

Woodstock, GA

Marr Traffic DATA COLLECTION

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Thursday, October 30, 2025		
Cloudy		49°F
Period	1600 - 1800	**APPLY**
Peak Hour	1630 - 1730	**APPLY**
Global PH	1645 - 1745	**APPLY**

* the Peak Hour Diagram does not include bicycles

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

	Northbound						Southbound						Eastbound												
	Main St (South)						Main St (North)						Ridgewalk Pkwy												
Time	Left 8.1	Thru 8.2			U-Turn 8.3	App Total		Thru 8.4	Right 8.5		U-Turn 8.6	App Total	Left 8.7		Right 8.8		U-Turn 8.9	App Total						App Total	Int Total
1630 - 1645	45	98	-	-	0	143	-	93	217	-	0	310	166	-	43	-	0	209	-	-	-	-	-	0	662
1645 - 1700	53	100	-	-	0	153	-	80	192	-	0	272	211	-	51	-	0	262	-	-	-	-	-	0	687
1700 - 1715	60	108	-	-	0	168	-	78	222	-	0	300	156	-	55	-	0	211	-	-	-	-	-	0	679
1715 - 1730	55	89	-	-	0	144	-	73	164	-	0	237	190	-	50	-	0	240	-	-	-	-	-	0	621
Total	213	395	0	0	0	608	0	324	795	0	0	1119	723	0	199	0	0	922	0	0	0	0	0	0	2649
Approach %	35.03	64.97	0.00	0.00	0.00	-	0.00	28.95	71.05	0.00	0.00	-	78.42	0.00	21.58	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.89	0.91	0.00	0.00	0.00	**0.90**	0.00	0.87	0.90	0.00	0.00	**0.90**	0.86	0.00	0.90	0.00	0.00	**0.88**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.96**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound												
	Main St (South)						Main St (North)						Ridgewalk Pkwy												
Time	Left 8.1	Thru 8.2			U-Turn 8.3	App Total		Thru 8.4	Right 8.5		U-Turn 8.6	App Total	Left 8.7		Right 8.8		U-Turn 8.9	App Total						App Total	Int Total
1630 - 1645	45	95	-	-	0	140	-	91	212	-	0	303	164	-	43	-	0	207	-	-	-	-	-	0	650
1645 - 1700	52	100	-	-	0	152	-	77	189	-	0	266	208	-	51	-	0	259	-	-	-	-	-	0	677
1700 - 1715	60	108	-	-	0	168	-	77	218	-	0	295	154	-	55	-	0	209	-	-	-	-	-	0	672
1715 - 1730	54	86	-	-	0	140	-	73	161	-	0	234	189	-	50	-	0	239	-	-	-	-	-	0	613
Total	211	389	0	0	0	600	0	318	780	0	0	1098	715	0	199	0	0	914	0	0	0	0	0	0	2612
Approach %	35.17	64.83	0.00	0.00	0.00	-	0.00	28.96	71.04	0.00	0.00	-	78.23	0.00	21.77	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.88	0.90	0.00	0.00	0.00	**0.89**	0.00	0.87	0.89	0.00	0.00	**0.91**	0.86	0.00	0.90	0.00	0.00	**0.88**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.96**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound												
	Main St (South)						Main St (North)						Ridgewalk Pkwy												
Time	Left 8.1	Thru 8.2			U-Turn 8.3	App Total		Thru 8.4	Right 8.5		U-Turn 8.6	App Total	Left 8.7		Right 8.8		U-Turn 8.9	App Total						App Total	Int Total
1630 - 1645	0	3	-	-	0	3	-	2	2	-	0	4	2	-	0	-	0	2	-	-	-	-	-	0	9
1645 - 1700	1	0	-	-	0	1	-	3	3	-	0	6	3	-	0	-	0	3	-	-	-	-	-	0	10
1700 - 1715	0	0	-	-	0	0	-	1	2	-	0	3	1	-	0	-	0	1	-	-	-	-	-	0	4
1715 - 1730	1	2	-	-	0	3	-	0	2	-	0	2	1	-	0	-	0	1	-	-	-	-	-	0	6
Total	2	5	0	0	0	7	0	6	9	0	0	15	7	0	0	0	0	7	0	0	0	0	0	0	29
Approach %	28.57	71.43	0.00	0.00	0.00	-	0.00	40.00	60.00	0.00	0.00	-	100.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.50	0.42	0.00	0.00	0.00	**0.58**	0.00	0.50	0.75	0.00	0.00	**0.63**	0.58	0.00	0.00	0.00	0.00	**0.58**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.73**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound												
	Main St (South)						Main St (North)						Ridgewalk Pkwy												
Time	Left 8.1	Thru 8.2			U-Turn 8.3	App Total		Thru 8.4	Right 8.5		U-Turn 8.6	App Total	Left 8.7		Right 8.8		U-Turn 8.9	App Total						App Total	Int Total
1630 - 1645	0	0	-	-	0	0	-	0	3	-	0	3	0	-	0	-	0	0	-	-	-	-	-	0	3
1645 - 1700	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
1700 - 1715	0	0	-	-	0	0	-	0	2	-	0	2	1	-	0	-	0	1	-	-	-	-	-	0	3
1715 - 1730	0	1	-	-	0	1	-	0	1	-	0	1	0	-	0	-	0	0	-	-	-	-	-	0	2
Total	0	1	0	0	0	1	0	0	6	0	0	6	1	0	0	0	0	1	0	0	0	0	0	0	8
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	0.00	-	100.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.25	0.00	0.00	0.00	**0.25**	0.00	0.00	0.50	0.00	0.00	**0.50**	0.25	0.00	0.00	0.00	0.00	**0.25**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.67**

Bicycles

	Northbound						Southbound						Eastbound												
	Main St (South)						Main St (North)						Ridgewalk Pkwy												
Time	Left 8.1	Thru 8.2			U-Turn 8.3	App Total		Thru 8.4	Right 8.5		U-Turn 8.6	App Total	Left 8.7		Right 8.8		U-Turn 8.9	App Total						App Total	Int Total
1630 - 1645	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
1645 - 1700	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
1700 - 1715	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
1715 - 1730	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Classified Turn Movement Count || All vehicles

Marr Traffic DATA COLLECTION

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Woodstock, GA

Site 8
Main St (South)
Main St (North)
Ridgewalk Pkwy

Date
Thursday, October 30, 2025

Lat/Long
34.114821°, -84.513663°
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Weather
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0700 - 0900 (Weekday 2h Session) (10-30-2025)

All vehicles

	Northbound				Southbound				Eastbound				
	Main St (South)				Main St (North)				Ridgewalk Pkwy				
TIME	Left 8.1	Thru 8.2	U-Turn 8.3	App Total	Thru 8.4	Right 8.5	U-Turn 8.6	App Total	Left 8.7	Right 8.8	U-Turn 8.9	App Total	Int Total
0700 - 0715	14	28	0	42	129	136	0	265	111	17	0	128	435
0715 - 0730	19	42	0	61	106	162	0	268	111	28	0	139	468
0730 - 0745	33	46	0	79	85	147	0	232	117	36	0	153	464
0745 - 0800	30	47	0	77	90	182	0	272	135	30	0	165	514
Hourly Total	96	163	0	**259**	410	627	0	**1037**	474	111	0	**585**	**1881**
0800 - 0815	23	46	0	69	87	117	0	204	139	39	0	178	451
0815 - 0830	13	39	0	52	130	129	0	259	110	31	0	141	452
0830 - 0845	25	56	0	81	94	142	0	236	94	38	0	132	449
0845 - 0900	27	65	0	92	86	115	0	201	102	41	0	143	436
Hourly Total	88	206	0	**294**	397	503	0	**900**	445	149	0	**594**	**1788**
Grand Total	184	369	0	**553**	807	1130	0	**1937**	919	260	0	**1179**	**3669**
Approach %	33.27	66.73	0.00	-	41.66	58.34	0.00	-	77.95	22.05	0.00	-	
Intersection %	5.01	10.06	0.00	15.07	22.00	30.80	0.00	52.79	25.05	7.09	0.00	32.13	
Heavy Vehicle %	5	3	-	**4**	3	5	-	**4**	7	2	-	**6**	**4**
PHF	0.80	0.96	0.00	**0.91**	0.87	0.84	0.00	**0.90**	0.90	0.85	0.00	**0.89**	**0.92**
Peak Hour Total	105	181	0	**286**	368	608	0	**976**	502	133	0	**635**	**1897**
Peak Hour HV %	5	2	0	**3**	3	5	0	**4**	5	3	0	**4**	**4**

1600 - 1800 (Weekday 2h Session) (10-30-2025)

All vehicles

	Northbound				Southbound				Eastbound				
	Main St (South)				Main St (North)				Ridgewalk Pkwy				
TIME	Left 8.1	Thru 8.2	U-Turn 8.3	App Total	Thru 8.4	Right 8.5	U-Turn 8.6	App Total	Left 8.7	Right 8.8	U-Turn 8.9	App Total	Int Total
1600 - 1615	53	96	0	149	85	166	0	251	127	44	0	171	571
1615 - 1630	59	94	0	153	62	164	0	226	178	49	0	227	606
1630 - 1645	45	98	0	143	93	217	0	310	166	43	0	209	662
1645 - 1700	53	100	0	153	80	192	0	272	211	51	0	262	687
Hourly Total	210	388	0	**598**	320	739	0	**1059**	682	187	0	**869**	**2526**
1700 - 1715	60	108	0	168	78	222	0	300	156	55	0	211	679
1715 - 1730	55	89	0	144	73	164	0	237	190	50	0	240	621
1730 - 1745	63	72	0	135	91	166	0	257	173	55	0	228	620
1745 - 1800	63	88	0	151	80	153	0	233	196	65	0	261	645
Hourly Total	241	357	0	**598**	322	705	0	**1027**	715	225	0	**940**	**2565**
Grand Total	451	745	0	**1196**	642	1444	0	**2086**	1397	412	0	**1809**	**5091**
Approach %	37.71	62.29	0.00	-	30.78	69.22	0.00	-	77.22	22.78	0.00	-	
Intersection %	8.86	14.63	0.00	23.49	12.61	28.36	0.00	40.97	27.44	8.09	0.00	35.53	
Heavy Vehicle %	1	1	-	**1**	1	2	-	**2**	1	0	-	**1**	**1**
PHF	0.89	0.91	0.00	**0.90**	0.87	0.90	0.00	**0.90**	0.86	0.90	0.00	**0.88**	**0.96**
Peak Hour Total	213	395	0	**608**	324	795	0	**1119**	723	199	0	**922**	**2649**
Peak Hour HV %	1	2	0	**1**	2	2	0	**2**	1	0	0	**1**	**1**

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

Marr Traffic DATA COLLECTION

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Woodstock, GA

Site 8

Main St (South)
Main St (North)
Ridgewalk Pkwy

Date

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0700 - 0900 (Weekday 2h Session) (10-30-2025)

Passenger Vehicles (1-3)

	Northbound				Southbound				Eastbound				
	Main St (South)				Main St (North)				Ridgewalk Pkwy				
TIME	Left 8.1	Thru 8.2	U-Turn 8.3	App Total	Thru 8.4	Right 8.5	U-Turn 8.6	App Total	Left 8.7	Right 8.8	U-Turn 8.9	App Total	Int Total
0700 - 0715	13	28	0	41	125	132	0	257	104	17	0	121	419
0715 - 0730	16	39	0	55	104	156	0	260	107	26	0	133	448
0730 - 0745	31	45	0	76	81	141	0	222	110	35	0	145	443
0745 - 0800	30	47	0	77	86	171	0	257	128	30	0	158	492
Hourly Total	90	159	0	**249**	396	600	0	**996**	449	108	0	**557**	**1802**
0800 - 0815	23	46	0	69	87	111	0	198	133	38	0	171	438
0815 - 0830	11	38	0	49	126	123	0	249	104	31	0	135	433
0830 - 0845	25	53	0	78	91	135	0	226	85	37	0	122	426
0845 - 0900	26	62	0	88	83	110	0	193	88	41	0	129	410
Hourly Total	85	199	0	**284**	387	479	0	**866**	410	147	0	**557**	**1707**
Grand Total	175	358	0	**533**	783	1079	0	**1862**	859	255	0	**1114**	**3509**
Approach %	32.83	67.17	0.00	-	42.05	57.95	0.00	-	77.11	22.89	0.00	-	
Intersection %	4.99	10.20	0.00	15.19	22.31	30.75	0.00	53.06	24.48	7.27	0.00	31.75	

1600 - 1800 (Weekday 2h Session) (10-30-2025)

Passenger Vehicles (1-3)

	Northbound				Southbound				Eastbound				
	Main St (South)				Main St (North)				Ridgewalk Pkwy				
TIME	Left 8.1	Thru 8.2	U-Turn 8.3	App Total	Thru 8.4	Right 8.5	U-Turn 8.6	App Total	Left 8.7	Right 8.8	U-Turn 8.9	App Total	Int Total
1600 - 1615	52	92	0	144	84	161	0	245	126	44	0	170	559
1615 - 1630	58	93	0	151	62	160	0	222	173	48	0	221	594
1630 - 1645	45	95	0	140	91	212	0	303	164	43	0	207	650
1645 - 1700	52	100	0	152	77	189	0	266	208	51	0	259	677
Hourly Total	207	380	0	**587**	314	722	0	**1036**	671	186	0	**857**	**2480**
1700 - 1715	60	108	0	168	77	218	0	295	154	55	0	209	672
1715 - 1730	54	86	0	140	73	161	0	234	189	50	0	239	613
1730 - 1745	63	72	0	135	91	163	0	254	172	55	0	227	616
1745 - 1800	63	88	0	151	80	152	0	232	195	64	0	259	642
Hourly Total	240	354	0	**594**	321	694	0	**1015**	710	224	0	**934**	**2543**
Grand Total	447	734	0	**1181**	635	1416	0	**2051**	1381	410	0	**1791**	**5023**
Approach %	37.85	62.15	0.00	-	30.96	69.04	0.00	-	77.11	22.89	0.00	-	
Intersection %	8.90	14.61	0.00	23.51	12.64	28.19	0.00	40.83	27.49	8.16	0.00	35.66	

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

Marr Traffic DATA COLLECTION

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Woodstock, GA

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Main St (South)
Main St (North)
Ridgewalk Pkwy

Date

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0700 - 0900 (Weekday 2h Session) (10-30-2025)

Single Unit Trucks (4-7)

	Northbound				Southbound				Eastbound				
	Main St (South)				Main St (North)				Ridgewalk Pkwy				
TIME	Left 8.1	Thru 8.2	U-Turn 8.3	App Total	Thru 8.4	Right 8.5	U-Turn 8.6	App Total	Left 8.7	Right 8.8	U-Turn 8.9	App Total	Int Total
0700 - 0715	1	0	0	1	3	3	0	6	7	0	0	7	14
0715 - 0730	2	3	0	5	2	4	0	6	2	2	0	4	15
0730 - 0745	2	0	0	2	4	4	0	8	6	1	0	7	17
0745 - 0800	0	0	0	0	3	8	0	11	6	0	0	6	17
Hourly Total	5	3	0	**8**	12	19	0	**31**	21	3	0	**24**	**63**
0800 - 0815	0	0	0	0	0	4	0	4	3	1	0	4	8
0815 - 0830	2	1	0	3	4	5	0	9	6	0	0	6	18
0830 - 0845	0	2	0	2	2	6	0	8	7	1	0	8	18
0845 - 0900	1	2	0	3	2	4	0	6	13	0	0	13	22
Hourly Total	3	5	0	**8**	8	19	0	**27**	29	2	0	**31**	**66**
Grand Total	8	8	0	**16**	20	38	0	**58**	50	5	0	**55**	**129**
Approach %	50.00	50.00	0.00	-	34.48	65.52	0.00	-	90.91	9.09	0.00	-	
Intersection %	6.20	6.20	0.00	12.40	15.50	29.46	0.00	44.96	38.76	3.88	0.00	42.64	

1600 - 1800 (Weekday 2h Session) (10-30-2025)

Single Unit Trucks (4-7)

	Northbound				Southbound				Eastbound				
	Main St (South)				Main St (North)				Ridgewalk Pkwy				
TIME	Left 8.1	Thru 8.2	U-Turn 8.3	App Total	Thru 8.4	Right 8.5	U-Turn 8.6	App Total	Left 8.7	Right 8.8	U-Turn 8.9	App Total	Int Total
1600 - 1615	1	4	0	5	1	2	0	3	0	0	0	0	8
1615 - 1630	1	0	0	1	0	3	0	3	1	0	0	1	5
1630 - 1645	0	3	0	3	2	2	0	4	2	0	0	2	9
1645 - 1700	1	0	0	1	3	3	0	6	3	0	0	3	10
Hourly Total	3	7	0	**10**	6	10	0	**16**	6	0	0	**6**	**32**
1700 - 1715	0	0	0	0	1	2	0	3	1	0	0	1	4
1715 - 1730	1	2	0	3	0	2	0	2	1	0	0	1	6
1730 - 1745	0	0	0	0	0	2	0	2	1	0	0	1	3
1745 - 1800	0	0	0	0	0	1	0	1	1	0	0	1	2
Hourly Total	1	2	0	**3**	1	7	0	**8**	4	0	0	**4**	**15**
Grand Total	4	9	0	**13**	7	17	0	**24**	10	0	0	**10**	**47**
Approach %	30.77	69.23	0.00	-	29.17	70.83	0.00	-	100.00	0.00	0.00	-	
Intersection %	8.51	19.15	0.00	27.66	14.89	36.17	0.00	51.06	21.28	0.00	0.00	21.28	

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

Marr Traffic DATA COLLECTION

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Combination Trucks (8-13)

	Northbound				Southbound				Eastbound				
	Main St (South)				Main St (North)				Ridgewalk Pkwy				
TIME	Left 8.1	Thru 8.2	U-Turn 8.3	App Total	Thru 8.4	Right 8.5	U-Turn 8.6	App Total	Left 8.7	Right 8.8	U-Turn 8.9	App Total	Int Total
0700 - 0715	0	0	0	0	1	1	0	2	0	0	0	0	2
0715 - 0730	1	0	0	1	0	2	0	2	2	0	0	2	5
0730 - 0745	0	1	0	1	0	2	0	2	1	0	0	1	4
0745 - 0800	0	0	0	0	1	3	0	4	1	0	0	1	5
Hourly Total	1	1	0	**2**	2	8	0	**10**	4	0	0	**4**	**16**
0800 - 0815	0	0	0	0	0	2	0	2	3	0	0	3	5
0815 - 0830	0	0	0	0	0	1	0	1	0	0	0	0	1
0830 - 0845	0	1	0	1	1	1	0	2	2	0	0	2	5
0845 - 0900	0	1	0	1	1	1	0	2	1	0	0	1	4
Hourly Total	0	2	0	**2**	2	5	0	**7**	6	0	0	**6**	**15**
Grand Total	1	3	0	**4**	4	13	0	**17**	10	0	0	**10**	**31**
Approach %	25.00	75.00	0.00	-	23.53	76.47	0.00	-	100.00	0.00	0.00	-	
Intersection %	3.23	9.68	0.00	12.90	12.90	41.94	0.00	54.84	32.26	0.00	0.00	32.26	

1600 - 1800 (Weekday 2h Session) (10-30-2025)

Combination Trucks (8-13)

	Northbound				Southbound				Eastbound				
	Main St (South)				Main St (North)				Ridgewalk Pkwy				
TIME	Left 8.1	Thru 8.2	U-Turn 8.3	App Total	Thru 8.4	Right 8.5	U-Turn 8.6	App Total	Left 8.7	Right 8.8	U-Turn 8.9	App Total	Int Total
1600 - 1615	0	0	0	0	0	3	0	3	1	0	0	1	4
1615 - 1630	0	0	0	0	0	1	0	1	4	1	0	5	6
1630 - 1645	0	0	0	0	0	3	0	3	0	0	0	0	3
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	7	0	**7**	5	1	0	**6**	**13**
1700 - 1715	0	0	0	0	0	2	0	2	1	0	0	1	3
1715 - 1730	0	1	0	1	0	1	0	1	0	0	0	0	2
1730 - 1745	0	0	0	0	0	1	0	1	0	0	0	0	1
1745 - 1800	0	0	0	0	0	0	0	0	0	1	0	1	1
Hourly Total	0	1	0	**1**	0	4	0	**4**	1	1	0	**2**	**7**
Grand Total	0	1	0	**1**	0	11	0	**11**	6	2	0	**8**	**20**
Approach %	0.00	100.00	0.00	-	0.00	100.00	0.00	-	75.00	25.00	0.00	-	
Intersection %	0.00	5.00	0.00	5.00	0.00	55.00	0.00	55.00	30.00	10.00	0.00	40.00	

Classified Turn Movement Count || Bicycles

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Bicycles

	Northbound				Southbound				Eastbound				
	Main St (South)				Main St (North)				Ridgewalk Pkwy				
TIME	Left 8.1	Thru 8.2	U-Turn 8.3	App Total	Thru 8.4	Right 8.5	U-Turn 8.6	App Total	Left 8.7	Right 8.8	U-Turn 8.9	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Grand Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Approach %	0.00	0.00	0.00	-	0.00	0.00	0.00	-	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (10-30-2025)

Bicycles

	Northbound				Southbound				Eastbound				
	Main St (South)				Main St (North)				Ridgewalk Pkwy				
TIME	Left 8.1	Thru 8.2	U-Turn 8.3	App Total	Thru 8.4	Right 8.5	U-Turn 8.6	App Total	Left 8.7	Right 8.8	U-Turn 8.9	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	1	0	1	0	0	0	0	0	0	0	0	1
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	1	0	**1**	0	0	0	**0**	0	0	0	**0**	**1**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Grand Total	0	1	0	**1**	0	0	0	**0**	0	0	0	**0**	**1**
Approach %	0.00	100.00	0.00	-	0.00	0.00	0.00	-	0.00	0.00	0.00	-	
Intersection %	0.00	100.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

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

Marr Traffic DATA COLLECTION

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Woodstock, GA

Site 8
Main St (South)
Main St (North)
Ridgewalk Pkwy

Date
Thursday, October 30, 2025

Lat/Long
34.114821°, -84.513663°
Click here for Map

Weather
Cloudy
49°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (10-30-2025)

All Trucks (4-13)

	Northbound				Southbound				Eastbound				
	Main St (South)				Main St (North)				Ridgewalk Pkwy				
TIME	Left 8.1	Thru 8.2	U-Turn 8.3	App Total	Thru 8.4	Right 8.5	U-Turn 8.6	App Total	Left 8.7	Right 8.8	U-Turn 8.9	App Total	Int Total
0700 - 0715	1	0	0	1	4	4	0	8	7	0	0	7	16
0715 - 0730	3	3	0	6	2	6	0	8	4	2	0	6	20
0730 - 0745	2	1	0	3	4	6	0	10	7	1	0	8	21
0745 - 0800	0	0	0	0	4	11	0	15	7	0	0	7	22
Hourly Total	6	4	0	**10**	14	27	0	**41**	25	3	0	**28**	**79**
0800 - 0815	0	0	0	0	0	6	0	6	6	1	0	7	13
0815 - 0830	2	1	0	3	4	6	0	10	6	0	0	6	19
0830 - 0845	0	3	0	3	3	7	0	10	9	1	0	10	23
0845 - 0900	1	3	0	4	3	5	0	8	14	0	0	14	26
Hourly Total	3	7	0	**10**	10	24	0	**34**	35	2	0	**37**	**81**
Grand Total	9	11	0	**20**	24	51	0	**75**	60	5	0	**65**	**160**
Approach %	45.00	55.00	0.00	-	32.00	68.00	0.00	-	92.31	7.69	0.00	-	
Intersection %	5.63	6.88	0.00	12.50	15.00	31.88	0.00	46.88	37.50	3.13	0.00	40.63	

1600 - 1800 (Weekday 2h Session) (10-30-2025)

All Trucks (4-13)

	Northbound				Southbound				Eastbound				
	Main St (South)				Main St (North)				Ridgewalk Pkwy				
TIME	Left 8.1	Thru 8.2	U-Turn 8.3	App Total	Thru 8.4	Right 8.5	U-Turn 8.6	App Total	Left 8.7	Right 8.8	U-Turn 8.9	App Total	Int Total
1600 - 1615	1	4	0	5	1	5	0	6	1	0	0	1	12
1615 - 1630	1	0	0	1	0	4	0	4	5	1	0	6	11
1630 - 1645	0	3	0	3	2	5	0	7	2	0	0	2	12
1645 - 1700	1	0	0	1	3	3	0	6	3	0	0	3	10
Hourly Total	3	7	0	**10**	6	17	0	**23**	11	1	0	**12**	**45**
1700 - 1715	0	0	0	0	1	4	0	5	2	0	0	2	7
1715 - 1730	1	3	0	4	0	3	0	3	1	0	0	1	8
1730 - 1745	0	0	0	0	0	3	0	3	1	0	0	1	4
1745 - 1800	0	0	0	0	0	1	0	1	1	1	0	2	3
Hourly Total	1	3	0	**4**	1	11	0	**12**	5	1	0	**6**	**22**
Grand Total	4	10	0	**14**	7	28	0	**35**	16	2	0	**18**	**67**
Approach %	28.57	71.43	0.00	-	20.00	80.00	0.00	-	88.89	11.11	0.00	-	
Intersection %	5.97	14.93	0.00	20.90	10.45	41.79	0.00	52.24	23.88	2.99	0.00	26.87	

Crosswalk Counts || Pedestrians

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Woodstock, GA

Site 8
Main St (South)
Main St (North)
Ridgewalk Pkwy

Date
Thursday, October 30, 2025

Lat/Long
34.114821°, -84.513663°
Click here for Map

Weather
Cloudy
49°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (10-30-2025)

Pedestrians

	Northbound			Southbound			Eastbound			
	Main St (South)			Main St (North)			Ridgewalk Pkwy			
TIME	EB 8a	WB 8b	App Total	EB 8c	WB 8d	App Total	NB 8e	SB 8f	App Total	Int Total
0700 - 0715	0	1	1	0	0	0	0	0	0	1
0715 - 0730	0	1	1	0	0	0	0	0	0	1
0730 - 0745	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	2	**2**	0	0	**0**	0	0	**0**	**2**
0800 - 0815	1	0	1	0	0	0	0	0	0	1
0815 - 0830	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	1	1	0	0	0	0	0	0	1
0845 - 0900	1	0	1	0	0	0	0	0	0	1
Hourly Total	2	1	**3**	0	0	**0**	0	0	**0**	**3**
Grand Total	2	3	**5**	0	0	**0**	0	0	**0**	**5**
Approach %	40.00	60.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	40.00	60.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (10-30-2025)

Pedestrians

	Northbound			Southbound			Eastbound			
	Main St (South)			Main St (North)			Ridgewalk Pkwy			
TIME	EB 8a	WB 8b	App Total	EB 8c	WB 8d	App Total	NB 8e	SB 8f	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	1	1	0	0	0	0	0	0	1
1645 - 1700	1	0	1	0	0	0	0	0	0	1
Hourly Total	1	1	**2**	0	0	**0**	0	0	**0**	**2**
1700 - 1715	0	1	1	0	0	0	0	0	0	1
1715 - 1730	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	1	1	0	0	0	0	0	0	1
1745 - 1800	2	0	2	0	0	0	0	0	0	2
Hourly Total	2	2	**4**	0	0	**0**	0	0	**0**	**4**
Grand Total	3	3	**6**	0	0	**0**	0	0	**0**	**6**
Approach %	50.00	50.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	50.00	50.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	

Crosswalk Counts || Bicycles

Marr Traffic DATA COLLECTION

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Woodstock, GA

Site 8
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Main St (North)
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0700 - 0900 (Weekday 2h Session) (10-30-2025)

Bicycles

	Northbound			Southbound			Eastbound			
	Main St (South)			Main St (North)			Ridgewalk Pkwy			
TIME	EB 8a	WB 8b	App Total	EB 8c	WB 8d	App Total	NB 8e	SB 8f	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (10-30-2025)

Bicycles

	Northbound			Southbound			Eastbound			
	Main St (South)			Main St (North)			Ridgewalk Pkwy			
TIME	EB 8a	WB 8b	App Total	EB 8c	WB 8d	App Total	NB 8e	SB 8f	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Crosswalk Counts || Motorized Vehicles

Marr Traffic DATA COLLECTION

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Woodstock, GA

Site 8
Main St (South)
Main St (North)
Ridgewalk Pkwy

Date
Thursday, October 30, 2025

Lat/Long
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Click here for Map

Weather
Cloudy
49°F
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0700 - 0900 (Weekday 2h Session) (10-30-2025)
Motorized Vehicles

	Northbound			Southbound			Eastbound			
	Main St (South)			Main St (North)			Ridgewalk Pkwy			
TIME	EB 8a	WB 8b	App Total	EB 8c	WB 8d	App Total	NB 8e	SB 8f	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (10-30-2025)
Motorized Vehicles

	Northbound			Southbound			Eastbound			
	Main St (South)			Main St (North)			Ridgewalk Pkwy			
TIME	EB 8a	WB 8b	App Total	EB 8c	WB 8d	App Total	NB 8e	SB 8f	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Peak Hour Turning Movement Count

Woodstock, GA

Click here for Map

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Saturday, November 1, 2025		
Fair		51°F
Period	1200 - 1800	**APPLY**
Peak Hour	1330 - 1430	**APPLY**
Global PH	1345 - 1445	**APPLY**

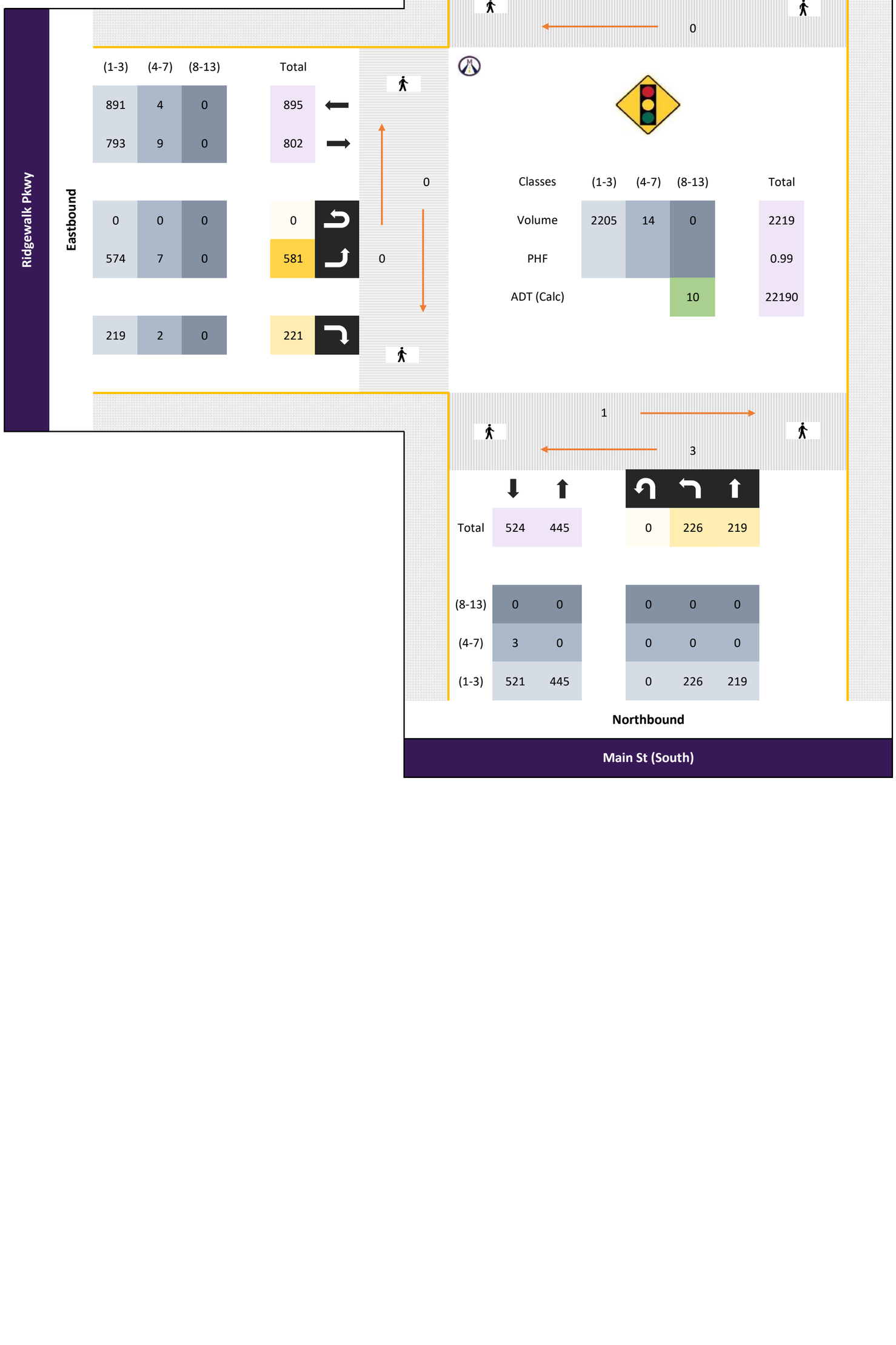
* the Peak Hour Diagram does not include bicycles

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

	Northbound						Southbound						Eastbound												
	Main St (South)						Main St (North)						Ridgewalk Pkwy												
Time	Left 8.1	Thru 8.2			U-Turn 8.3	App Total		Thru 8.4	Right 8.5		U-Turn 8.6	App Total	Left 8.7		Right 8.8		U-Turn 8.9	App Total						App Total	Int Total
1330 - 1345	53	64	-	-	0	117	-	89	170	-	0	259	110	-	57	-	0	167	-	-	-	-	-	0	543
1345 - 1400	56	47	-	-	0	103	-	73	167	-	0	240	155	-	64	-	0	219	-	-	-	-	-	0	562
1400 - 1415	63	53	-	-	0	116	-	80	160	-	0	240	153	-	48	-	0	201	-	-	-	-	-	0	557
1415 - 1430	54	55	-	-	0	109	-	61	172	-	0	233	163	-	52	-	0	215	-	-	-	-	-	0	557
Total	226	219	0	0	0	445	0	303	669	0	0	972	581	0	221	0	0	802	0	0	0	0	0	0	2219
Approach %	50.79	49.21	0.00	0.00	0.00	-	0.00	31.17	68.83	0.00	0.00	-	72.44	0.00	27.56	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.90	0.86	0.00	0.00	0.00	**0.95**	0.00	0.85	0.97	0.00	0.00	**0.94**	0.89	0.00	0.86	0.00	0.00	**0.92**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.99**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound												
	Main St (South)						Main St (North)						Ridgewalk Pkwy												
Time	Left 8.1	Thru 8.2			U-Turn 8.3	App Total		Thru 8.4	Right 8.5		U-Turn 8.6	App Total	Left 8.7		Right 8.8		U-Turn 8.9	App Total						App Total	Int Total
1330 - 1345	53	64	-	-	0	117	-	89	167	-	0	256	109	-	56	-	0	165	-	-	-	-	-	0	538
1345 - 1400	56	47	-	-	0	103	-	73	167	-	0	240	152	-	63	-	0	215	-	-	-	-	-	0	558
1400 - 1415	63	53	-	-	0	116	-	79	159	-	0	238	152	-	48	-	0	200	-	-	-	-	-	0	554
1415 - 1430	54	55	-	-	0	109	-	61	172	-	0	233	161	-	52	-	0	213	-	-	-	-	-	0	555
Total	226	219	0	0	0	445	0	302	665	0	0	967	574	0	219	0	0	793	0	0	0	0	0	0	2205
Approach %	50.79	49.21	0.00	0.00	0.00	-	0.00	31.23	68.77	0.00	0.00	-	72.38	0.00	27.62	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.90	0.86	0.00	0.00	0.00	**0.95**	0.00	0.85	0.97	0.00	0.00	**0.94**	0.89	0.00	0.87	0.00	0.00	**0.92**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.99**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound												
	Main St (South)						Main St (North)						Ridgewalk Pkwy												
Time	Left 8.1	Thru 8.2			U-Turn 8.3	App Total		Thru 8.4	Right 8.5		U-Turn 8.6	App Total	Left 8.7		Right 8.8		U-Turn 8.9	App Total						App Total	Int Total
1330 - 1345	0	0	-	-	0	0	-	0	3	-	0	3	1	-	1	-	0	2	-	-	-	-	-	0	5
1345 - 1400	0	0	-	-	0	0	-	0	0	-	0	0	3	-	1	-	0	4	-	-	-	-	-	0	4
1400 - 1415	0	0	-	-	0	0	-	1	1	-	0	2	1	-	0	-	0	1	-	-	-	-	-	0	3
1415 - 1430	0	0	-	-	0	0	-	0	0	-	0	0	2	-	0	-	0	2	-	-	-	-	-	0	2
Total	0	0	0	0	0	0	0	1	4	0	0	5	7	0	2	0	0	9	0	0	0	0	0	0	14
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	20.00	80.00	0.00	0.00	-	77.78	0.00	22.22	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	0.25	0.33	0.00	0.00	**0.42**	0.58	0.00	0.50	0.00	0.00	**0.56**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.70**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound												
	Main St (South)						Main St (North)						Ridgewalk Pkwy												
Time	Left 8.1	Thru 8.2			U-Turn 8.3	App Total		Thru 8.4	Right 8.5		U-Turn 8.6	App Total	Left 8.7		Right 8.8		U-Turn 8.9	App Total						App Total	Int Total
1330 - 1345	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
1345 - 1400	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
1400 - 1415	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
1415 - 1430	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	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Bicycles

	Northbound						Southbound						Eastbound												
	Main St (South)						Main St (North)						Ridgewalk Pkwy												
Time	Left 8.1	Thru 8.2			U-Turn 8.3	App Total		Thru 8.4	Right 8.5		U-Turn 8.6	App Total	Left 8.7		Right 8.8		U-Turn 8.9	App Total						App Total	Int Total
1330 - 1345	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
1345 - 1400	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
1400 - 1415	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
1415 - 1430	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	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Classified Turn Movement Count || All vehicles

Marr Traffic DATA COLLECTION

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Woodstock, GA

Site 8
Main St (South)
Main St (North)
Ridgewalk Pkwy

Date
Saturday, November 1, 2025

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34.114821°, -84.513663°
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1200 - 1800 (Saturday 6h Session) (11-01-2025)
All vehicles

	Northbound				Southbound				Eastbound				
	Main St (South)				Main St (North)				Ridgewalk Pkwy				
TIME	Left 8.1	Thru 8.2	U-Turn 8.3	App Total	Thru 8.4	Right 8.5	U-Turn 8.6	App Total	Left 8.7	Right 8.8	U-Turn 8.9	App Total	Int Total
1200 - 1215	51	59	0	110	72	165	0	237	165	37	0	202	549
1215 - 1230	65	54	0	119	80	160	0	240	177	44	0	221	580
1230 - 1245	49	48	0	97	65	166	0	231	165	32	0	197	525
1245 - 1300	58	51	0	109	71	153	0	224	149	48	0	197	530
Hourly Total	223	212	0	**435**	288	644	0	**932**	656	161	0	**817**	**2184**
1300 - 1315	61	57	0	118	84	158	0	242	142	52	0	194	554
1315 - 1330	51	43	0	94	48	132	0	180	131	43	0	174	448
1330 - 1345	53	64	0	117	89	170	0	259	110	57	0	167	543
1345 - 1400	56	47	0	103	73	167	0	240	155	64	0	219	562
Hourly Total	221	211	0	**432**	294	627	0	**921**	538	216	0	**754**	**2107**
1400 - 1415	63	53	0	116	80	160	0	240	153	48	0	201	557
1415 - 1430	54	55	0	109	61	172	0	233	163	52	0	215	557
1430 - 1445	46	50	0	96	72	159	0	231	141	61	0	202	529
1445 - 1500	67	50	0	117	84	149	0	233	157	51	0	208	558
Hourly Total	230	208	0	**438**	297	640	0	**937**	614	212	0	**826**	**2201**
1500 - 1515	53	61	0	114	71	130	0	201	146	61	0	207	522
1515 - 1530	51	52	0	103	59	127	0	186	155	62	0	217	506
1530 - 1545	57	62	0	119	59	137	0	196	148	56	0	204	519
1545 - 1600	40	59	0	99	51	152	0	203	144	52	0	196	498
Hourly Total	201	234	0	**435**	240	546	0	**786**	593	231	0	**824**	**2045**
1600 - 1615	44	51	0	95	51	142	0	193	142	79	0	221	509
1615 - 1630	43	54	0	97	73	133	0	206	144	64	0	208	511
1630 - 1645	48	53	0	101	58	118	0	176	156	68	0	224	501
1645 - 1700	36	52	0	88	49	118	0	167	151	51	0	202	457
Hourly Total	171	210	0	**381**	231	511	0	**742**	593	262	0	**855**	**1978**
1700 - 1715	37	51	0	88	56	128	0	184	129	63	0	192	464
1715 - 1730	38	40	0	78	59	115	0	174	118	55	0	173	425
1730 - 1745	62	43	0	105	53	101	0	154	137	57	0	194	453
1745 - 1800	31	33	0	64	60	144	0	204	151	52	0	203	471
Hourly Total	168	167	0	**335**	228	488	0	**716**	535	227	0	**762**	**1813**
Grand Total	1214	1242	0	**2456**	1578	3456	0	**5034**	3529	1309	0	**4838**	**12328**
Approach %	49.43	50.57	0.00	-	31.35	68.65	0.00	-	72.94	27.06	0.00	-	
Intersection %	9.85	10.07	0.00	19.92	12.80	28.03	0.00	40.83	28.63	10.62	0.00	39.24	
Heavy Vehicle %	0	0	-	**0**	0	1	-	**1**	1	1	-	**1**	**1**
PHF	0.90	0.86	0.00	**0.95**	0.85	0.97	0.00	**0.94**	0.89	0.86	0.00	**0.92**	**0.99**
Peak Hour Total	226	219	0	**445**	303	669	0	**972**	581	221	0	**802**	**2219**
Peak Hour HV %	0	0	0	**0**	0	1	0	**1**	1	1	0	**1**	**1**

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

Marr Traffic DATA COLLECTION

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Woodstock, GA

Site 8
Main St (South)
Main St (North)
Ridgewalk Pkwy

Date
Saturday, November 1, 2025

Lat/Long
34.114821°, -84.513663°
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1200 - 1800 (Saturday 6h Session) (11-01-2025)
Passenger Vehicles (1-3)

	Northbound				Southbound				Eastbound				
	Main St (South)				Main St (North)				Ridgewalk Pkwy				
TIME	Left 8.1	Thru 8.2	U-Turn 8.3	App Total	Thru 8.4	Right 8.5	U-Turn 8.6	App Total	Left 8.7	Right 8.8	U-Turn 8.9	App Total	Int Total
1200 - 1215	51	59	0	110	72	164	0	236	164	36	0	200	546
1215 - 1230	65	54	0	119	80	158	0	238	175	43	0	218	575
1230 - 1245	49	48	0	97	65	165	0	230	164	32	0	196	523
1245 - 1300	58	51	0	109	71	151	0	222	148	48	0	196	527
Hourly Total	223	212	0	**435**	288	638	0	**926**	651	159	0	**810**	**2171**
1300 - 1315	60	57	0	117	84	157	0	241	140	50	0	190	548
1315 - 1330	51	43	0	94	48	131	0	179	131	42	0	173	446
1330 - 1345	53	64	0	117	89	167	0	256	109	56	0	165	538
1345 - 1400	56	47	0	103	73	167	0	240	152	63	0	215	558
Hourly Total	220	211	0	**431**	294	622	0	**916**	532	211	0	**743**	**2090**
1400 - 1415	63	53	0	116	79	159	0	238	152	48	0	200	554
1415 - 1430	54	55	0	109	61	172	0	233	161	52	0	213	555
1430 - 1445	46	50	0	96	72	159	0	231	140	61	0	201	528
1445 - 1500	67	50	0	117	84	148	0	232	156	51	0	207	556
Hourly Total	230	208	0	**438**	296	638	0	**934**	609	212	0	**821**	**2193**
1500 - 1515	53	61	0	114	71	130	0	201	146	61	0	207	522
1515 - 1530	51	52	0	103	59	126	0	185	155	62	0	217	505
1530 - 1545	57	62	0	119	59	136	0	195	147	56	0	203	517
1545 - 1600	40	59	0	99	51	150	0	201	143	51	0	194	494
Hourly Total	201	234	0	**435**	240	542	0	**782**	591	230	0	**821**	**2038**
1600 - 1615	43	49	0	92	51	141	0	192	142	79	0	221	505
1615 - 1630	43	54	0	97	72	133	0	205	143	62	0	205	507
1630 - 1645	48	51	0	99	58	117	0	175	155	68	0	223	497
1645 - 1700	36	51	0	87	49	118	0	167	150	51	0	201	455
Hourly Total	170	205	0	**375**	230	509	0	**739**	590	260	0	**850**	**1964**
1700 - 1715	37	50	0	87	55	128	0	183	127	63	0	190	460
1715 - 1730	37	40	0	77	59	115	0	174	117	55	0	172	423
1730 - 1745	62	42	0	104	52	100	0	152	136	57	0	193	449
1745 - 1800	31	33	0	64	60	142	0	202	151	52	0	203	469
Hourly Total	167	165	0	**332**	226	485	0	**711**	531	227	0	**758**	**1801**
Grand Total	1211	1235	0	**2446**	1574	3434	0	**5008**	3504	1299	0	**4803**	**12257**
Approach %	49.51	50.49	0.00	-	31.43	68.57	0.00	-	72.95	27.05	0.00	-	
Intersection %	9.88	10.08	0.00	19.96	12.84	28.02	0.00	40.86	28.59	10.60	0.00	39.19	

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

Marr Traffic DATA COLLECTION

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Woodstock, GA

Site 8
Main St (South)
Main St (North)
Ridgewalk Pkwy

Date
Saturday, November 1, 2025

Lat/Long
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1200 - 1800 (Saturday 6h Session) (11-01-2025)
Single Unit Trucks (4-7)

	Northbound				Southbound				Eastbound				
	Main St (South)				Main St (North)				Ridgewalk Pkwy				
TIME	Left 8.1	Thru 8.2	U-Turn 8.3	App Total	Thru 8.4	Right 8.5	U-Turn 8.6	App Total	Left 8.7	Right 8.8	U-Turn 8.9	App Total	Int Total
1200 - 1215	0	0	0	0	0	1	0	1	1	1	0	2	3
1215 - 1230	0	0	0	0	0	2	0	2	2	1	0	3	5
1230 - 1245	0	0	0	0	0	1	0	1	1	0	0	1	2
1245 - 1300	0	0	0	0	0	2	0	2	0	0	0	0	2
Hourly Total	0	0	0	**0**	0	6	0	**6**	4	2	0	**6**	**12**
1300 - 1315	0	0	0	0	0	1	0	1	1	2	0	3	4
1315 - 1330	0	0	0	0	0	1	0	1	0	1	0	1	2
1330 - 1345	0	0	0	0	0	3	0	3	1	1	0	2	5
1345 - 1400	0	0	0	0	0	0	0	0	3	1	0	4	4
Hourly Total	0	0	0	**0**	0	5	0	**5**	5	5	0	**10**	**15**
1400 - 1415	0	0	0	0	1	1	0	2	1	0	0	1	3
1415 - 1430	0	0	0	0	0	0	0	0	2	0	0	2	2
1430 - 1445	0	0	0	0	0	0	0	0	1	0	0	1	1
1445 - 1500	0	0	0	0	0	1	0	1	1	0	0	1	2
Hourly Total	0	0	0	**0**	1	2	0	**3**	5	0	0	**5**	**8**
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	1	0	1	0	0	0	0	1
1530 - 1545	0	0	0	0	0	1	0	1	1	0	0	1	2
1545 - 1600	0	0	0	0	0	2	0	2	0	1	0	1	3
Hourly Total	0	0	0	**0**	0	4	0	**4**	1	1	0	**2**	**6**
1600 - 1615	1	2	0	3	0	1	0	1	0	0	0	0	4
1615 - 1630	0	0	0	0	1	0	0	1	1	2	0	3	4
1630 - 1645	0	0	0	0	0	1	0	1	1	0	0	1	2
1645 - 1700	0	1	0	1	0	0	0	0	1	0	0	1	2
Hourly Total	1	3	0	**4**	1	2	0	**3**	3	2	0	**5**	**12**
1700 - 1715	0	1	0	1	1	0	0	1	2	0	0	2	4
1715 - 1730	0	0	0	0	0	0	0	0	1	0	0	1	1
1730 - 1745	0	1	0	1	1	1	0	2	1	0	0	1	4
1745 - 1800	0	0	0	0	0	1	0	1	0	0	0	0	1
Hourly Total	0	2	0	**2**	2	2	0	**4**	4	0	0	**4**	**10**
Grand Total	1	5	0	**6**	4	21	0	**25**	22	10	0	**32**	**63**
Approach %	16.67	83.33	0.00	-	16.00	84.00	0.00	-	68.75	31.25	0.00	-	
Intersection %	1.59	7.94	0.00	9.52	6.35	33.33	0.00	39.68	34.92	15.87	0.00	50.79	

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

Marr Traffic DATA COLLECTION

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Woodstock, GA

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Main St (South)
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1200 - 1800 (Saturday 6h Session) (11-01-2025)
Combination Trucks (8-13)

	Northbound				Southbound				Eastbound				
	Main St (South)				Main St (North)				Ridgewalk Pkwy				
TIME	Left 8.1	Thru 8.2	U-Turn 8.3	App Total	Thru 8.4	Right 8.5	U-Turn 8.6	App Total	Left 8.7	Right 8.8	U-Turn 8.9	App Total	Int Total
1200 - 1215	0	0	0	0	0	0	0	0	0	0	0	0	0
1215 - 1230	0	0	0	0	0	0	0	0	0	0	0	0	0
1230 - 1245	0	0	0	0	0	0	0	0	0	0	0	0	0
1245 - 1300	0	0	0	0	0	0	0	0	1	0	0	1	1
Hourly Total	0	0	0	**0**	0	0	0	**0**	1	0	0	**1**	**1**
1300 - 1315	0	0	0	0	0	0	0	0	0	0	0	0	0
1315 - 1330	0	0	0	0	0	0	0	0	0	0	0	0	0
1330 - 1345	0	0	0	0	0	0	0	0	0	0	0	0	0
1345 - 1400	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	1	0	0	1	0	0	0	0	0	0	0	0	1
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	1	0	1	0	0	0	0	1
Hourly Total	1	0	0	**1**	0	1	0	**1**	0	0	0	**0**	**2**
Grand Total	1	0	0	**1**	0	1	0	**1**	1	0	0	**1**	**3**
Approach %	100.00	0.00	0.00	-	0.00	100.00	0.00	-	100.00	0.00	0.00	-	
Intersection %	33.33	0.00	0.00	33.33	0.00	33.33	0.00	33.33	33.33	0.00	0.00	33.33	

Classified Turn Movement Count || Bicycles

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Woodstock, GA

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1200 - 1800 (Saturday 6h Session) (11-01-2025)
Bicycles

	Northbound				Southbound				Eastbound				
	Main St (South)				Main St (North)				Ridgewalk Pkwy				
TIME	Left 8.1	Thru 8.2	U-Turn 8.3	App Total	Thru 8.4	Right 8.5	U-Turn 8.6	App Total	Left 8.7	Right 8.8	U-Turn 8.9	App Total	Int Total
1200 - 1215	0	0	0	0	0	0	0	0	0	0	0	0	0
1215 - 1230	0	0	0	0	0	0	0	0	0	0	0	0	0
1230 - 1245	0	0	0	0	0	0	0	0	0	0	0	0	0
1245 - 1300	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
1300 - 1315	1	0	0	1	0	0	0	0	1	0	0	1	2
1315 - 1330	0	0	0	0	0	0	0	0	0	0	0	0	0
1330 - 1345	0	0	0	0	0	0	0	0	0	0	0	0	0
1345 - 1400	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	0	0	**1**	0	0	0	**0**	1	0	0	**1**	**2**
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	1	0	0	1	1
Hourly Total	0	0	0	**0**	0	0	0	**0**	1	0	0	**1**	**1**
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	2	0	2	0	0	0	0	0	0	0	0	2
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	2	0	**2**	0	0	0	**0**	0	0	0	**0**	**2**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Grand Total	1	2	0	**3**	0	0	0	**0**	2	0	0	**2**	**5**
Approach %	33.33	66.67	0.00	-	0.00	0.00	0.00	-	100.00	0.00	0.00	-	
Intersection %	20.00	40.00	0.00	60.00	0.00	0.00	0.00	0.00	40.00	0.00	0.00	40.00	

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

Marr Traffic DATA COLLECTION

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Woodstock, GA

Site 8
Main St (South)
Main St (North)
Ridgewalk Pkwy

Date
Saturday, November 1, 2025

Lat/Long
34.114821°, -84.513663°
Click here for Map

Weather
Fair
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1200 - 1800 (Saturday 6h Session) (11-01-2025)
All Trucks (4-13)

	Northbound				Southbound				Eastbound				
	Main St (South)				Main St (North)				Ridgewalk Pkwy				
TIME	Left 8.1	Thru 8.2	U-Turn 8.3	App Total	Thru 8.4	Right 8.5	U-Turn 8.6	App Total	Left 8.7	Right 8.8	U-Turn 8.9	App Total	Int Total
1200 - 1215	0	0	0	0	0	1	0	1	1	1	0	2	3
1215 - 1230	0	0	0	0	0	2	0	2	2	1	0	3	5
1230 - 1245	0	0	0	0	0	1	0	1	1	0	0	1	2
1245 - 1300	0	0	0	0	0	2	0	2	1	0	0	1	3
Hourly Total	0	0	0	**0**	0	6	0	**6**	5	2	0	**7**	**13**
1300 - 1315	0	0	0	0	0	1	0	1	1	2	0	3	4
1315 - 1330	0	0	0	0	0	1	0	1	0	1	0	1	2
1330 - 1345	0	0	0	0	0	3	0	3	1	1	0	2	5
1345 - 1400	0	0	0	0	0	0	0	0	3	1	0	4	4
Hourly Total	0	0	0	**0**	0	5	0	**5**	5	5	0	**10**	**15**
1400 - 1415	0	0	0	0	1	1	0	2	1	0	0	1	3
1415 - 1430	0	0	0	0	0	0	0	0	2	0	0	2	2
1430 - 1445	0	0	0	0	0	0	0	0	1	0	0	1	1
1445 - 1500	0	0	0	0	0	1	0	1	1	0	0	1	2
Hourly Total	0	0	0	**0**	1	2	0	**3**	5	0	0	**5**	**8**
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	1	0	1	0	0	0	0	1
1530 - 1545	0	0	0	0	0	1	0	1	1	0	0	1	2
1545 - 1600	0	0	0	0	0	2	0	2	0	1	0	1	3
Hourly Total	0	0	0	**0**	0	4	0	**4**	1	1	0	**2**	**6**
1600 - 1615	1	2	0	3	0	1	0	1	0	0	0	0	4
1615 - 1630	0	0	0	0	1	0	0	1	1	2	0	3	4
1630 - 1645	0	0	0	0	0	1	0	1	1	0	0	1	2
1645 - 1700	0	1	0	1	0	0	0	0	1	0	0	1	2
Hourly Total	1	3	0	**4**	1	2	0	**3**	3	2	0	**5**	**12**
1700 - 1715	0	1	0	1	1	0	0	1	2	0	0	2	4
1715 - 1730	1	0	0	1	0	0	0	0	1	0	0	1	2
1730 - 1745	0	1	0	1	1	1	0	2	1	0	0	1	4
1745 - 1800	0	0	0	0	0	2	0	2	0	0	0	0	2
Hourly Total	1	2	0	**3**	2	3	0	**5**	4	0	0	**4**	**12**
Grand Total	2	5	0	**7**	4	22	0	**26**	23	10	0	**33**	**66**
Approach %	28.57	71.43	0.00	-	15.38	84.62	0.00	-	69.70	30.30	0.00	-	
Intersection %	3.03	7.58	0.00	10.61	6.06	33.33	0.00	39.39	34.85	15.15	0.00	50.00	

Crosswalk Counts || Pedestrians

Marr Traffic DATA COLLECTION

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Woodstock, GA

Site 8
Main St (South)
Main St (North)
Ridgewalk Pkwy

Date
Saturday, November 1, 2025

Lat/Long
34.114821°, -84.513663°
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1200 - 1800 (Saturday 6h Session) (11-01-2025)
Pedestrians

	Northbound			Southbound			Eastbound			
	Main St (South)			Main St (North)			Ridgewalk Pkwy			
TIME	EB 8a	WB 8b	App Total	EB 8c	WB 8d	App Total	NB 8e	SB 8f	App Total	Int Total
1200 - 1215	0	1	1	0	0	0	0	0	0	1
1215 - 1230	0	0	0	0	0	0	0	0	0	0
1230 - 1245	1	0	1	0	0	0	0	0	0	1
1245 - 1300	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	1	**2**	0	0	**0**	0	0	**0**	**2**
1300 - 1315	2	1	3	0	0	0	0	0	0	3
1315 - 1330	0	0	0	0	0	0	0	0	0	0
1330 - 1345	0	2	2	0	0	0	0	0	0	2
1345 - 1400	0	0	0	0	0	0	0	0	0	0
Hourly Total	2	3	**5**	0	0	**0**	0	0	**0**	**5**
1400 - 1415	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0
1430 - 1445	3	0	3	0	0	0	0	0	0	3
1445 - 1500	2	0	2	0	0	0	0	0	0	2
Hourly Total	5	0	**5**	0	0	**0**	0	0	**0**	**5**
1500 - 1515	1	0	1	0	0	0	0	0	0	1
1515 - 1530	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	1	1	0	0	0	0	0	0	1
Hourly Total	1	1	**2**	0	0	**0**	0	0	**0**	**2**
1600 - 1615	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0
1645 - 1700	4	0	4	0	0	0	0	0	0	4
Hourly Total	4	0	**4**	0	0	**0**	0	0	**0**	**4**
1700 - 1715	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	13	5	**18**	0	0	**0**	0	0	**0**	**18**
Approach %	72.22	27.78	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	72.22	27.78	100.00	0.00	0.00	0.00	0.00	0.00	0.00	

Crosswalk Counts || Bicycles

Marr Traffic DATA COLLECTION

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Woodstock, GA

Site 8
Main St (South)
Main St (North)
Ridgewalk Pkwy

Date
Saturday, November 1, 2025

Lat/Long
34.114821°, -84.513663°
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1200 - 1800 (Saturday 6h Session) (11-01-2025)
Bicycles

	Northbound			Southbound			Eastbound			
	Main St (South)			Main St (North)			Ridgewalk Pkwy			
TIME	EB 8a	WB 8b	App Total	EB 8c	WB 8d	App Total	NB 8e	SB 8f	App Total	Int Total
1200 - 1215	0	0	0	0	0	0	0	0	0	0
1215 - 1230	0	0	0	0	0	0	0	0	0	0
1230 - 1245	0	0	0	0	0	0	0	0	0	0
1245 - 1300	2	0	2	0	0	0	0	0	0	2
Hourly Total	2	0	**2**	0	0	**0**	0	0	**0**	**2**
1300 - 1315	0	0	0	0	0	0	0	0	0	0
1315 - 1330	0	0	0	0	0	0	0	0	0	0
1330 - 1345	0	0	0	0	0	0	0	0	0	0
1345 - 1400	0	1	1	0	0	0	0	0	0	1
Hourly Total	0	1	**1**	0	0	**0**	0	0	**0**	**1**
1400 - 1415	0	0	0	0	0	0	0	0	0	0
1415 - 1430	1	0	1	0	0	0	0	0	0	1
1430 - 1445	0	1	1	0	0	0	0	0	0	1
1445 - 1500	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	1	**2**	0	0	**0**	0	0	**0**	**2**
1500 - 1515	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1600 - 1615	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	3	2	**5**	0	0	**0**	0	0	**0**	**5**
Approach %	60.00	40.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	60.00	40.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	

Crosswalk Counts || Motorized Vehicles

Marr Traffic DATA COLLECTION

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Woodstock, GA

Site 8
Main St (South)
Main St (North)
Ridgewalk Pkwy

Date
Saturday, November 1, 2025

Lat/Long
34.114821°, -84.513663°
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1200 - 1800 (Saturday 6h Session) (11-01-2025)
Motorized Vehicles

	Northbound			Southbound			Eastbound			
	Main St (South)			Main St (North)			Ridgewalk Pkwy			
TIME	EB 8a	WB 8b	App Total	EB 8c	WB 8d	App Total	NB 8e	SB 8f	App Total	Int Total
1200 - 1215	0	0	0	0	0	0	0	0	0	0
1215 - 1230	0	0	0	0	0	0	0	0	0	0
1230 - 1245	0	0	0	0	0	0	0	0	0	0
1245 - 1300	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1300 - 1315	0	0	0	0	0	0	0	0	0	0
1315 - 1330	0	0	0	0	0	0	0	0	0	0
1330 - 1345	0	0	0	0	0	0	0	0	0	0
1345 - 1400	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1400 - 1415	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1500 - 1515	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1600 - 1615	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Peak Hour Turning Movement Count

Woodstock, GA

Click here for Map

Marr Traffic DATA COLLECTION

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Sunday, November 2, 2025		
	Cloudy	50°F
Period	1200 - 1800	APPLY
Peak Hour	1400 - 1500	APPLY
Global PH	1415 - 1515	APPLY

* the Peak Hour Diagram does not include bicycles



Session Parameters

(Drop Down Menu)

Peak Hour

Volume

All vehicles

	Northbound						Southbound						Eastbound												
	Main St (South)						Main St (North)						Ridgewalk Pkwy												
	Left	Thru			U-Turn	App		Thru	Right		U-Turn	App	Left		Right		U-Turn	App						App	Int
Time	8.1	8.2			8.3	Total		8.4	8.5		8.6	Total	8.7		8.8		8.9	Total						Total	Total
1400 - 1415	53	60	-	-	0	113	-	55	151	-	0	206	148	-	76	-	0	224	-	-	-	-	-	0	543
1415 - 1430	59	50	-	-	0	109	-	70	88	-	0	158	232	-	144	-	0	376	-	-	-	-	-	0	643
1430 - 1445	61	76	-	-	0	137	-	75	73	-	0	148	191	-	129	-	0	320	-	-	-	-	-	0	605
1445 - 1500	83	78	-	-	0	161	-	61	135	-	1	197	207	-	68	-	0	275	-	-	-	-	-	0	633
Total	256	264	0	0	0	520	0	261	447	0	1	709	778	0	417	0	0	1195	0	0	0	0	0	0	2424
Approach %	49.23	50.77	0.00	0.00	0.00	-	0.00	36.81	63.05	0.00	0.14	-	65.10	0.00	34.90	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.77	0.85	0.00	0.00	0.00	**0.81**	0.00	0.87	0.74	0.00	0.25	**0.86**	0.84	0.00	0.72	0.00	0.00	**0.79**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.94**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound												
	Main St (South)						Main St (North)						Ridgewalk Pkwy												
	Left	Thru			U-Turn	App		Thru	Right		U-Turn	App	Left		Right		U-Turn	App						App	Int
Time	8.1	8.2			8.3	Total		8.4	8.5		8.6	Total	8.7		8.8		8.9	Total						Total	Total
1400 - 1415	53	60	-	-	0	113	-	55	151	-	0	206	147	-	76	-	0	223	-	-	-	-	-	0	542
1415 - 1430	59	50	-	-	0	109	-	70	88	-	0	158	229	-	142	-	0	371	-	-	-	-	-	0	638
1430 - 1445	61	76	-	-	0	137	-	75	73	-	0	148	190	-	128	-	0	318	-	-	-	-	-	0	603
1445 - 1500	83	78	-	-	0	161	-	61	134	-	1	196	206	-	68	-	0	274	-	-	-	-	-	0	631
Total	256	264	0	0	0	520	0	261	446	0	1	708	772	0	414	0	0	1186	0	0	0	0	0	0	2414
Approach %	49.23	50.77	0.00	0.00	0.00	-	0.00	36.86	62.99	0.00	0.14	-	65.09	0.00	34.91	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.77	0.85	0.00	0.00	0.00	**0.81**	0.00	0.87	0.74	0.00	0.25	**0.86**	0.84	0.00	0.73	0.00	0.00	**0.80**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.95**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound												
	Main St (South)						Main St (North)						Ridgewalk Pkwy												
	Left	Thru			U-Turn	App		Thru	Right		U-Turn	App	Left		Right		U-Turn	App						App	Int
Time	8.1	8.2			8.3	Total		8.4	8.5		8.6	Total	8.7		8.8		8.9	Total						Total	Total
1400 - 1415	0	0	-	-	0	0	-	0	0	-	0	0	1	-	0	-	0	1	-	-	-	-	-	0	1
1415 - 1430	0	0	-	-	0	0	-	0	0	-	0	0	3	-	2	-	0	5	-	-	-	-	-	0	5
1430 - 1445	0	0	-	-	0	0	-	0	0	-	0	0	1	-	1	-	0	2	-	-	-	-	-	0	2
1445 - 1500	0	0	-	-	0	0	-	0	1	-	0	1	1	-	0	-	0	1	-	-	-	-	-	0	2
Total	0	0	0	0	0	0	0	0	1	0	0	1	6	0	3	0	0	9	0	0	0	0	0	0	10
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	0.00	-	66.67	0.00	33.33	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	0.00	0.00	**0.25**	0.50	0.00	0.38	0.00	0.00	**0.45**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.50**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound												
	Main St (South)						Main St (North)						Ridgewalk Pkwy												
	Left	Thru			U-Turn	App		Thru	Right		U-Turn	App	Left		Right		U-Turn	App						App	Int
Time	8.1	8.2			8.3	Total		8.4	8.5		8.6	Total	8.7		8.8		8.9	Total						Total	Total
1400 - 1415	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
1415 - 1430	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
1430 - 1445	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
1445 - 1500	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	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Bicycles

	Northbound						Southbound						Eastbound												
	Main St (South)						Main St (North)						Ridgewalk Pkwy												
	Left	Thru			U-Turn	App		Thru	Right		U-Turn	App	Left		Right		U-Turn	App						App	Int
Time	8.1	8.2			8.3	Total		8.4	8.5		8.6	Total	8.7		8.8		8.9	Total						Total	Total
1400 - 1415	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
1415 - 1430	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
1430 - 1445	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
1445 - 1500	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	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Classified Turn Movement Count || All vehicles

Marr Traffic DATA COLLECTION

Woodstock, GA

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Site 8
Main St (South)
Main St (North)
Ridgewalk Pkwy

Date
Sunday, November 2, 2025

Lat/Long
34.114821°, -84.513663°
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1200 - 1800 (Sunday 6h Session) (11-02-2025)
All vehicles

	Northbound				Southbound				Eastbound				
	Main St (South)				Main St (North)				Ridgewalk Pkwy				
	Left	Thru	U-Turn	App	Thru	Right	U-Turn	App	Left	Right	U-Turn	App	Int
TIME	8.1	8.2	8.3	Total	8.4	8.5	8.6	Total	8.7	8.8	8.9	Total	Total
1200 - 1215	52	29	0	81	60	119	0	179	110	63	0	173	433
1215 - 1230	53	31	0	84	55	127	0	182	177	138	0	315	581
1230 - 1245	74	51	0	125	65	183	0	248	123	74	0	197	570
1245 - 1300	115	48	0	163	62	220	0	282	91	50	0	141	586
Hourly Total	294	159	0	**453**	242	649	0	**891**	501	325	0	**826**	**2170**
1300 - 1315	93	66	0	159	63	136	0	199	87	48	1	136	494
1315 - 1330	66	55	0	121	43	129	0	172	98	45	0	143	436
1330 - 1345	41	48	0	89	55	124	0	179	112	40	0	152	420
1345 - 1400	46	51	0	97	66	136	0	202	135	50	0	185	484
Hourly Total	246	220	0	**466**	227	525	0	**752**	432	183	1	**616**	**1834**
1400 - 1415	53	60	0	113	55	151	0	206	148	76	0	224	543
1415 - 1430	59	50	0	109	70	88	0	158	232	144	0	376	643
1430 - 1445	61	76	0	137	75	73	0	148	191	129	0	320	605
1445 - 1500	83	78	0	161	61	135	1	197	207	68	0	275	633
Hourly Total	256	264	0	**520**	261	447	1	**709**	778	417	0	**1195**	**2424**
1500 - 1515	79	54	0	133	35	133	0	168	166	55	0	221	522
1515 - 1530	60	60	0	120	51	104	0	155	139	63	0	202	477
1530 - 1545	61	57	0	118	47	121	0	168	150	54	0	204	490
1545 - 1600	64	42	0	106	40	151	0	191	145	59	1	205	502
Hourly Total	264	213	0	**477**	173	509	0	**682**	600	231	1	**832**	**1991**
1600 - 1615	60	48	0	108	64	157	0	221	144	48	0	192	521
1615 - 1630	45	41	0	86	55	143	0	198	147	69	0	216	500
1630 - 1645	61	42	0	103	60	122	0	182	128	66	0	194	479
1645 - 1700	44	67	0	111	45	133	0	178	150	72	0	222	511
Hourly Total	210	198	0	**408**	224	555	0	**779**	569	255	0	**824**	**2011**
1700 - 1715	39	54	0	93	51	113	0	164	130	69	0	199	456
1715 - 1730	46	47	0	93	42	127	0	169	150	59	0	209	471
1730 - 1745	50	36	0	86	38	96	0	134	130	36	0	166	386
1745 - 1800	42	54	0	96	43	124	0	167	125	69	0	194	457
Hourly Total	177	191	0	**368**	174	460	0	**634**	535	233	0	**768**	**1770**
Grand Total	1447	1245	0	**2692**	1301	3145	1	**4447**	3415	1644	2	**5061**	**12200**
Approach %	53.75	46.25	0.00	-	29.26	70.72	0.02	-	67.48	32.48	0.04	-	
Intersection %	11.86	10.20	0.00	22.07	10.66	25.78	0.01	36.45	27.99	13.48	0.02	41.48	
Heavy Vehicle %	0	0	-	**0**	0	1	0	**1**	1	0	0	**1**	**0**
PHF	0.77	0.85	0.00	**0.81**	0.87	0.74	0.25	**0.86**	0.84	0.72	0.00	**0.79**	**0.94**
Peak Hour Total	256	264	0	**520**	261	447	1	**709**	778	417	0	**1195**	**2424**
Peak Hour HV %	0	0	0	**0**	0	0	0	**0**	1	1	0	**1**	**0**

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

Marr Traffic DATA COLLECTION

Woodstock, GA

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Site 8
Main St (South)
Main St (North)
Ridgewalk Pkwy

Date
Sunday, November 2, 2025

Lat/Long
34.114821°, -84.513663°
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1200 - 1800 (Sunday 6h Session) (11-02-2025)
Passenger Vehicles (1-3)

	Northbound				Southbound				Eastbound				
	Main St (South)				Main St (North)				Ridgewalk Pkwy				
TIME	Left 8.1	Thru 8.2	U-Turn 8.3	App Total	Thru 8.4	Right 8.5	U-Turn 8.6	App Total	Left 8.7	Right 8.8	U-Turn 8.9	App Total	Int Total
1200 - 1215	52	29	0	81	60	119	0	179	109	63	0	172	432
1215 - 1230	53	31	0	84	55	125	0	180	176	136	0	312	576
1230 - 1245	74	51	0	125	65	181	0	246	122	74	0	196	567
1245 - 1300	115	48	0	163	62	218	0	280	90	50	0	140	583
Hourly Total	294	159	0	**453**	242	643	0	**885**	497	323	0	**820**	**2158**
1300 - 1315	93	66	0	159	63	134	0	197	85	48	1	134	490
1315 - 1330	66	55	0	121	43	128	0	171	98	45	0	143	435
1330 - 1345	41	48	0	89	55	123	0	178	112	40	0	152	419
1345 - 1400	46	51	0	97	65	135	0	200	135	50	0	185	482
Hourly Total	246	220	0	**466**	226	520	0	**746**	430	183	1	**614**	**1826**
1400 - 1415	53	60	0	113	55	151	0	206	147	76	0	223	542
1415 - 1430	59	50	0	109	70	88	0	158	229	142	0	371	638
1430 - 1445	61	76	0	137	75	73	0	148	190	128	0	318	603
1445 - 1500	83	78	0	161	61	134	1	196	206	68	0	274	631
Hourly Total	256	264	0	**520**	261	446	1	**708**	772	414	0	**1186**	**2414**
1500 - 1515	79	54	0	133	35	131	0	166	165	55	0	220	519
1515 - 1530	60	60	0	120	51	103	0	154	138	63	0	201	475
1530 - 1545	61	57	0	118	47	120	0	167	150	54	0	204	489
1545 - 1600	64	42	0	106	40	151	0	191	145	58	1	204	501
Hourly Total	264	213	0	**477**	173	505	0	**678**	598	230	1	**829**	**1984**
1600 - 1615	60	48	0	108	64	156	0	220	142	48	0	190	518
1615 - 1630	45	41	0	86	55	142	0	197	147	69	0	216	499
1630 - 1645	61	42	0	103	59	121	0	180	128	66	0	194	477
1645 - 1700	44	67	0	111	45	132	0	177	148	72	0	220	508
Hourly Total	210	198	0	**408**	223	551	0	**774**	565	255	0	**820**	**2002**
1700 - 1715	39	54	0	93	51	111	0	162	129	69	0	198	453
1715 - 1730	46	47	0	93	42	126	0	168	149	59	0	208	469
1730 - 1745	50	36	0	86	37	95	0	132	129	36	0	165	383
1745 - 1800	42	54	0	96	43	124	0	167	125	69	0	194	457
Hourly Total	177	191	0	**368**	173	456	0	**629**	532	233	0	**765**	**1762**
Grand Total	1447	1245	0	**2692**	1298	3121	1	**4420**	3394	1638	2	**5034**	**12146**
Approach %	53.75	46.25	0.00	-	29.37	70.61	0.02	-	67.42	32.54	0.04	-	
Intersection %	11.91	10.25	0.00	22.16	10.69	25.70	0.01	36.39	27.94	13.49	0.02	41.45	

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

Marr Traffic DATA COLLECTION

Woodstock, GA

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Site 8
Main St (South)
Main St (North)
Ridgewalk Pkwy

Date
Sunday, November 2, 2025

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34.114821°, -84.513663°
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1200 - 1800 (Sunday 6h Session) (11-02-2025)
Single Unit Trucks (4-7)

	Northbound				Southbound				Eastbound				
	Main St (South)				Main St (North)				Ridgewalk Pkwy				
TIME	Left 8.1	Thru 8.2	U-Turn 8.3	App Total	Thru 8.4	Right 8.5	U-Turn 8.6	App Total	Left 8.7	Right 8.8	U-Turn 8.9	App Total	Int Total
1200 - 1215	0	0	0	0	0	0	0	0	1	0	0	1	1
1215 - 1230	0	0	0	0	0	2	0	2	1	2	0	3	5
1230 - 1245	0	0	0	0	0	2	0	2	1	0	0	1	3
1245 - 1300	0	0	0	0	0	1	0	1	1	0	0	1	2
Hourly Total	0	0	0	**0**	0	5	0	**5**	4	2	0	**6**	**11**
1300 - 1315	0	0	0	0	0	2	0	2	2	0	0	2	4
1315 - 1330	0	0	0	0	0	1	0	1	0	0	0	0	1
1330 - 1345	0	0	0	0	0	1	0	1	0	0	0	0	1
1345 - 1400	0	0	0	0	1	1	0	2	0	0	0	0	2
Hourly Total	0	0	0	**0**	1	5	0	**6**	2	0	0	**2**	**8**
1400 - 1415	0	0	0	0	0	0	0	0	1	0	0	1	1
1415 - 1430	0	0	0	0	0	0	0	0	3	2	0	5	5
1430 - 1445	0	0	0	0	0	0	0	0	1	1	0	2	2
1445 - 1500	0	0	0	0	0	1	0	1	1	0	0	1	2
Hourly Total	0	0	0	**0**	0	1	0	**1**	6	3	0	**9**	**10**
1500 - 1515	0	0	0	0	0	2	0	2	1	0	0	1	3
1515 - 1530	0	0	0	0	0	1	0	1	0	0	0	0	1
1530 - 1545	0	0	0	0	0	1	0	1	0	0	0	0	1
1545 - 1600	0	0	0	0	0	0	0	0	0	1	0	1	1
Hourly Total	0	0	0	**0**	0	4	0	**4**	1	1	0	**2**	**6**
1600 - 1615	0	0	0	0	0	1	0	1	1	0	0	1	2
1615 - 1630	0	0	0	0	0	1	0	1	0	0	0	0	1
1630 - 1645	0	0	0	0	1	1	0	2	0	0	0	0	2
1645 - 1700	0	0	0	0	0	1	0	1	2	0	0	2	3
Hourly Total	0	0	0	**0**	1	4	0	**5**	3	0	0	**3**	**8**
1700 - 1715	0	0	0	0	0	2	0	2	1	0	0	1	3
1715 - 1730	0	0	0	0	0	1	0	1	1	0	0	1	2
1730 - 1745	0	0	0	0	1	1	0	2	1	0	0	1	3
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	1	4	0	**5**	3	0	0	**3**	**8**
Grand Total	0	0	0	**0**	3	23	0	**26**	19	6	0	**25**	**51**
Approach %	0.00	0.00	0.00	-	11.54	88.46	0.00	-	76.00	24.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	5.88	45.10	0.00	50.98	37.25	11.76	0.00	49.02	

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

Marr Traffic DATA COLLECTION

Woodstock, GA

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Site 8
Main St (South)
Main St (North)
Ridgewalk Pkwy

Date
Sunday, November 2, 2025

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1200 - 1800 (Sunday 6h Session) (11-02-2025)
Combination Trucks (8-13)

	Northbound				Southbound				Eastbound				
	Main St (South)				Main St (North)				Ridgewalk Pkwy				
TIME	Left 8.1	Thru 8.2	U-Turn 8.3	App Total	Thru 8.4	Right 8.5	U-Turn 8.6	App Total	Left 8.7	Right 8.8	U-Turn 8.9	App Total	Int Total
1200 - 1215	0	0	0	0	0	0	0	0	0	0	0	0	0
1215 - 1230	0	0	0	0	0	0	0	0	0	0	0	0	0
1230 - 1245	0	0	0	0	0	0	0	0	0	0	0	0	0
1245 - 1300	0	0	0	0	0	1	0	1	0	0	0	0	1
Hourly Total	0	0	0	**0**	0	1	0	**1**	0	0	0	**0**	**1**
1300 - 1315	0	0	0	0	0	0	0	0	0	0	0	0	0
1315 - 1330	0	0	0	0	0	0	0	0	0	0	0	0	0
1330 - 1345	0	0	0	0	0	0	0	0	0	0	0	0	0
1345 - 1400	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	1	0	0	1	1
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	1	0	0	**1**	**1**
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Grand Total	0	0	0	**0**	0	1	0	**1**	1	0	0	**1**	**2**
Approach %	0.00	0.00	0.00	-	0.00	100.00	0.00	-	100.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	50.00	0.00	50.00	50.00	0.00	0.00	50.00	

Classified Turn Movement Count || Bicycles

Marr Traffic DATA COLLECTION

Woodstock, GA

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Site 8
Main St (South)
Main St (North)
Ridgewalk Pkwy

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1200 - 1800 (Sunday 6h Session) (11-02-2025)
Bicycles

	Northbound				Southbound				Eastbound				
	Main St (South)				Main St (North)				Ridgewalk Pkwy				
TIME	Left 8.1	Thru 8.2	U-Turn 8.3	App Total	Thru 8.4	Right 8.5	U-Turn 8.6	App Total	Left 8.7	Right 8.8	U-Turn 8.9	App Total	Int Total
1200 - 1215	0	0	0	0	0	0	0	0	0	0	0	0	0
1215 - 1230	0	0	0	0	0	0	0	0	0	0	0	0	0
1230 - 1245	0	0	0	0	0	0	0	0	0	0	0	0	0
1245 - 1300	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
1300 - 1315	0	0	0	0	0	0	0	0	0	0	0	0	0
1315 - 1330	0	0	0	0	0	0	0	0	0	0	0	0	0
1330 - 1345	0	0	0	0	0	0	0	0	0	0	0	0	0
1345 - 1400	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
1600 - 1615	0	0	0	0	0	0	0	0	1	0	0	1	1
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	1	0	0	**1**	**1**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Grand Total	0	0	0	**0**	0	0	0	**0**	1	0	0	**1**	**1**
Approach %	0.00	0.00	0.00	-	0.00	0.00	0.00	-	100.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	100.00	

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

Marr Traffic DATA COLLECTION

Woodstock, GA

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1200 - 1800 (Sunday 6h Session) (11-02-2025)
All Trucks (4-13)

	Northbound				Southbound				Eastbound				
	Main St (South)				Main St (North)				Ridgewalk Pkwy				
	Left	Thru	U-Turn	App	Thru	Right	U-Turn	App	Left	Right	U-Turn	App	Int
TIME	8.1	8.2	8.3	Total	8.4	8.5	8.6	Total	8.7	8.8	8.9	Total	Total
1200 - 1215	0	0	0	0	0	0	0	0	1	0	0	1	1
1215 - 1230	0	0	0	0	0	2	0	2	1	2	0	3	5
1230 - 1245	0	0	0	0	0	2	0	2	1	0	0	1	3
1245 - 1300	0	0	0	0	0	2	0	2	1	0	0	1	3
Hourly Total	0	0	0	**0**	0	6	0	**6**	4	2	0	**6**	**12**
1300 - 1315	0	0	0	0	0	2	0	2	2	0	0	2	4
1315 - 1330	0	0	0	0	0	1	0	1	0	0	0	0	1
1330 - 1345	0	0	0	0	0	1	0	1	0	0	0	0	1
1345 - 1400	0	0	0	0	1	1	0	2	0	0	0	0	2
Hourly Total	0	0	0	**0**	1	5	0	**6**	2	0	0	**2**	**8**
1400 - 1415	0	0	0	0	0	0	0	0	1	0	0	1	1
1415 - 1430	0	0	0	0	0	0	0	0	3	2	0	5	5
1430 - 1445	0	0	0	0	0	0	0	0	1	1	0	2	2
1445 - 1500	0	0	0	0	0	1	0	1	1	0	0	1	2
Hourly Total	0	0	0	**0**	0	1	0	**1**	6	3	0	**9**	**10**
1500 - 1515	0	0	0	0	0	2	0	2	1	0	0	1	3
1515 - 1530	0	0	0	0	0	1	0	1	1	0	0	1	2
1530 - 1545	0	0	0	0	0	1	0	1	0	0	0	0	1
1545 - 1600	0	0	0	0	0	0	0	0	0	1	0	1	1
Hourly Total	0	0	0	**0**	0	4	0	**4**	2	1	0	**3**	**7**
1600 - 1615	0	0	0	0	0	1	0	1	1	0	0	1	2
1615 - 1630	0	0	0	0	0	1	0	1	0	0	0	0	1
1630 - 1645	0	0	0	0	1	1	0	2	0	0	0	0	2
1645 - 1700	0	0	0	0	0	1	0	1	2	0	0	2	3
Hourly Total	0	0	0	**0**	1	4	0	**5**	3	0	0	**3**	**8**
1700 - 1715	0	0	0	0	0	2	0	2	1	0	0	1	3
1715 - 1730	0	0	0	0	0	1	0	1	1	0	0	1	2
1730 - 1745	0	0	0	0	1	1	0	2	1	0	0	1	3
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	1	4	0	**5**	3	0	0	**3**	**8**
Grand Total	0	0	0	**0**	3	24	0	**27**	20	6	0	**26**	**53**
Approach %	0.00	0.00	0.00	-	11.11	88.89	0.00	-	76.92	23.08	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	5.66	45.28	0.00	50.94	37.74	11.32	0.00	49.06	

Crosswalk Counts || Pedestrians

Marr Traffic DATA COLLECTION

Woodstock, GA

www.marrtraffic.com

Site 8
Main St (South)
Main St (North)
Ridgewalk Pkwy

Date
Sunday, November 2, 2025

Lat/Long
34.114821°, -84.513663°
Click here for Map

Weather
Cloudy
50°F
Click here for Detailed Weather

1200 - 1800 (Sunday 6h Session) (11-02-2025)
Pedestrians

	Northbound			Southbound			Eastbound			
	Main St (South)			Main St (North)			Ridgewalk Pkwy			
TIME	EB 8a	WB 8b	App Total	EB 8c	WB 8d	App Total	NB 8e	SB 8f	App Total	Int Total
1200 - 1215	0	0	0	0	0	0	0	0	0	0
1215 - 1230	0	0	0	0	0	0	0	0	0	0
1230 - 1245	0	0	0	0	0	0	0	0	0	0
1245 - 1300	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1300 - 1315	0	0	0	0	0	0	0	0	0	0
1315 - 1330	0	0	0	0	0	0	0	0	0	0
1330 - 1345	0	0	0	0	0	0	0	0	0	0
1345 - 1400	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1400 - 1415	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0
1445 - 1500	1	0	1	0	0	0	0	0	0	1
Hourly Total	1	0	**1**	0	0	**0**	0	0	**0**	**1**
1500 - 1515	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1600 - 1615	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0
1730 - 1745	2	0	2	0	0	0	0	0	0	2
1745 - 1800	0	0	0	0	0	0	0	0	0	0
Hourly Total	2	0	**2**	0	0	**0**	0	0	**0**	**2**
Grand Total	3	0	**3**	0	0	**0**	0	0	**0**	**3**
Approach %	100.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	100.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	

Crosswalk Counts || Bicycles

Marr Traffic DATA COLLECTION

Woodstock, GA

www.marrtraffic.com

Site 8
Main St (South)
Main St (North)
Ridgewalk Pkwy

Date
Sunday, November 2, 2025

Lat/Long
34.114821°, -84.513663°
Click here for Map

Weather
Cloudy
50°F
Click here for Detailed Weather

1200 - 1800 (Sunday 6h Session) (11-02-2025)
Bicycles

	Northbound			Southbound			Eastbound				
	Main St (South)			Main St (North)			Ridgewalk Pkwy				
TIME	EB 8a	WB 8b	App Total	EB 8c	WB 8d	App Total	NB 8e	SB 8f	App Total		Int Total
1200 - 1215	0	0	0	0	0	0	0	0	0		0
1215 - 1230	0	0	0	0	0	0	0	0	0		0
1230 - 1245	0	0	0	0	0	0	0	0	0		0
1245 - 1300	0	0	0	0	0	0	0	0	0		0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**		**0**
1300 - 1315	0	0	0	0	0	0	0	0	0		0
1315 - 1330	0	0	0	0	0	0	0	0	0		0
1330 - 1345	0	0	0	0	0	0	0	0	0		0
1345 - 1400	0	0	0	0	0	0	0	0	0		0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**		**0**
1400 - 1415	0	0	0	0	0	0	0	0	0		0
1415 - 1430	0	0	0	0	0	0	0	0	0		0
1430 - 1445	0	0	0	0	0	0	0	0	0		0
1445 - 1500	0	0	0	0	0	0	0	0	0		0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**		**0**
1500 - 1515	0	1	1	0	0	0	0	0	0		1
1515 - 1530	0	0	0	0	0	0	0	0	0		0
1530 - 1545	0	0	0	0	0	0	0	0	0		0
1545 - 1600	0	0	0	0	0	0	0	0	0		0
Hourly Total	0	1	**1**	0	0	**0**	0	0	**0**		**1**
1600 - 1615	0	0	0	0	0	0	0	0	0		0
1615 - 1630	0	0	0	0	0	0	0	0	0		0
1630 - 1645	0	0	0	0	0	0	0	0	0		0
1645 - 1700	0	0	0	0	0	0	0	0	0		0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**		**0**
1700 - 1715	0	0	0	0	0	0	0	0	0		0
1715 - 1730	1	0	1	0	0	0	0	0	0		1
1730 - 1745	0	0	0	0	0	0	0	0	0		0
1745 - 1800	1	0	1	0	0	0	0	0	0		1
Hourly Total	2	0	**2**	0	0	**0**	0	0	**0**		**2**
Grand Total	2	1	**3**	0	0	**0**	0	0	**0**		**3**
Approach %	66.67	33.33	-	0.00	0.00	-	0.00	0.00	-		
Intersection %	66.67	33.33	100.00	0.00	0.00	0.00	0.00	0.00	0.00		

Crosswalk Counts || Motorized Vehicles

Marr Traffic DATA COLLECTION

Woodstock, GA

www.marrtraffic.com

Site 8
Main St (South)
Main St (North)
Ridgewalk Pkwy

Date
Sunday, November 2, 2025

Lat/Long
34.114821°, -84.513663°
Click here for Map

Weather
Cloudy
50°F
Click here for Detailed Weather

1200 - 1800 (Sunday 6h Session) (11-02-2025)
Motorized Vehicles

	Northbound			Southbound			Eastbound			
	Main St (South)			Main St (North)			Ridgewalk Pkwy			
TIME	EB 8a	WB 8b	App Total	EB 8c	WB 8d	App Total	NB 8e	SB 8f	App Total	Int Total
1200 - 1215	0	0	0	0	0	0	0	0	0	0
1215 - 1230	0	0	0	0	0	0	0	0	0	0
1230 - 1245	0	0	0	0	0	0	0	0	0	0
1245 - 1300	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1300 - 1315	0	0	0	0	0	0	0	0	0	0
1315 - 1330	0	0	0	0	0	0	0	0	0	0
1330 - 1345	0	0	0	0	0	0	0	0	0	0
1345 - 1400	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1400 - 1415	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1500 - 1515	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1600 - 1615	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

APPENDIX C: SITE VISIT SUMMARY

SITE VISIT SUMMARY

Project: Woodstock Mixed Use TIS – Woodstock, GA
Completed By: Garrett Beaver, Croy
Date: October 5, 2025

I-575 Southbound Ramp at Ridgewalk Parkway

- Newer signal with FYAs
- Ped signals nonfunctional
- Heavy WB Left with light EB Thru
- Overall acceptable operations

I-575 Northbound Ramp at Ridgewalk Parkway

- Newer signal with FYAs
- NB Right Turn extremely heavy – almost steady line
- Driver confusion with the keep moving sign on the NB Right Turn

The Outlet Shoppes at Atlanta Driveway-Olde Rope Mill Park Road at Ridgewalk Parkway

- Newer signal with FYAs
- No major queues in any direction
- Short cycle length

Woodstock Parkway-Meridian Drive at Ridgewalk Parkway

- Older signal without FYAs
- No major queues in any direction

Ridge Trail-Lincoln Street at Ridgewalk Parkway

- Very busy intersection
- Dual EB Left Turn lanes but only 1 utilized due to proximity to Costco driveway
- Atypical side street lagging left turn phasing
- SB Right leaving Costco was a heavy movement

Reagan Street at Ridgewalk Parkway

- Free flowing operations

Woodstock City Church Driveway at Ridgewalk Parkway

- Free flowing operations
- Adequate sight distance

Main Street at Ridgewalk Parkway

- Newer signal
- Heavy NB Left and EB Left movements
- Proximity to railroad crossing could pose operational issues
- No major queues observed

Reagan Street at Costco Driveway

- Free flowing operations
- Costco Driveway is very wide, most likely for trucks

SITE VISIT SUMMARY

Project: Woodstock Mixed Use TIS – Woodstock, GA
Completed By: Garrett Beaver, Croy
Date: October 5, 2025



I-575 Southbound Ramp at Ridgewalk Parkway facing East



I-575 Southbound Ramp at Ridgewalk Parkway facing West



I-575 Northbound Ramp at Ridgewalk Parkway facing East



I-575 Northbound Ramp at Ridgewalk Parkway facing Northwest

SITE VISIT SUMMARY

Project: Woodstock Mixed Use TIS – Woodstock, GA
Completed By: Garrett Beaver, Croy
Date: October 5, 2025



I-575 Northbound Ramp at Ridgewalk Parkway facing South



The Outlet Shoppes at Atlanta Driveway-Olde Rope Mill Park Road at Ridgewalk Parkway facing East



The Outlet Shoppes at Atlanta Driveway-Olde Rope Mill Park Road at Ridgewalk Parkway facing North



The Outlet Shoppes at Atlanta Driveway-Olde Rope Mill Park Road at Ridgewalk Parkway facing South

SITE VISIT SUMMARY

Project: Woodstock Mixed Use TIS – Woodstock, GA
Completed By: Garrett Beaver, Croy
Date: October 5, 2025



The Outlet Shoppes at Atlanta Driveway-Olde Rope Mill Park Road at Ridgewalk Parkway facing West



Woodstock Parkway-Meridian Drive at Ridgewalk Parkway facing South



Woodstock Parkway-Meridian Drive at Ridgewalk Parkway facing East



Woodstock Parkway-Meridian Drive at Ridgewalk Parkway facing West

SITE VISIT SUMMARY

Project: Woodstock Mixed Use TIS – Woodstock, GA
Completed By: Garrett Beaver, Croy
Date: October 5, 2025



Ridge Trail-Lincoln Street at Ridgewalk Parkway facing North



Ridge Trail-Lincoln Street at Ridgewalk Parkway facing East



Ridge Trail-Lincoln Street at Ridgewalk Parkway facing South



Ridge Trail-Lincoln Street at Ridgewalk Parkway facing West with Eastbound left turn lane utilization apparent

SITE VISIT SUMMARY

Project: Woodstock Mixed Use TIS – Woodstock, GA
Completed By: Garrett Beaver, Croy
Date: October 5, 2025



Reagan Street at Ridgewalk Parkway facing West
(courtesy Google Street View)



Reagan Street at Ridgewalk Parkway facing South
(courtesy Google Street View)



Woodstock City Church Driveway at Ridgewalk Parkway facing East



Woodstock City Church Driveway at Ridgewalk Parkway facing South

SITE VISIT SUMMARY

Project: Woodstock Mixed Use TIS – Woodstock, GA
Completed By: Garrett Beaver, Croy
Date: October 5, 2025



Woodstock City Church Driveway at Ridgewalk Parkway facing West



Main Street at Ridgewalk Parkway facing North



Main Street at Ridgewalk Parkway facing East



Main Street at Ridgewalk Parkway facing South

APPENDIX D: INTERSECTION VOLUME WORKSHEETS

Trip Generation Summary Worksheet
(Non-Soccer Game Scenario)

Intersection 1/A

I-575 SB On Ramp-I-575 SB Off Ramp @ Ridgewalk Pkwy

AM PEAK

		I-575 SB On Ramp Northbound				I-575 SB Off Ramp Southbound				Ridgewalk Pkwy Eastbound				Ridgewalk Pkwy Westbound			
Scenario	**Year**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**
Existing Traffic Volumes	**2025**	**0**	**0**	**0**	**0**	**0**	**206**	**0**	**19**	**0**	**0**	**135**	**158**	**3**	**474**	**66**	**0**
Turning Movement Percentage		0%	0%	0%	0%	0%	**92%**	0%	**8%**	0%	0%	**46%**	**54%**	**1%**	**87%**	**12%**	0%
Growth Factor (%)		1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
No Build Traffic Volumes	**2030**	**0**	**0**	**0**	**0**	**0**	**222**	**0**	**20**	**0**	**0**	**145**	**170**	**3**	**511**	**71**	**0**
Entering Trip Distribution (%)		0%	0%	0%	0%	0%	**20%**	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Trip Distribution (%)		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**45%**	0%	0%
Total New Trips (AM PEAK)		**0**	**0**	**0**	**0**	**0**	**16**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**53**	**0**	**0**
Total Pass-By Trips (AM PEAK)		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Build Traffic Volumes	**2030**	**0**	**0**	**0**	**0**	**0**	**238**	**0**	**20**	**0**	**0**	**145**	**170**	**3**	**564**	**71**	**0**
Peak Hour Factor		0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles		0	0	0	0	0	2	0	2	0	0	1	5	1	20	2	0
Heavy Vehicles %		0.0	0.0	0.0	0.0	0.0	1.0	0.0	10.5	0.0	0.0	0.7	3.2	33.3	4.2	3.0	0.0
Pedestrians			0				1				0				0		
Conflicting Pedestrians			0		0		0		1		1		0		0		1

PM PEAK

		I-575 SB On Ramp Northbound				I-575 SB Off Ramp Southbound				Ridgewalk Pkwy Eastbound				Ridgewalk Pkwy Westbound			
Scenario	**Year**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**
Existing Traffic Volumes	**2025**	**0**	**0**	**0**	**0**	**0**	**392**	**2**	**70**	**0**	**0**	**135**	**92**	**0**	**651**	**274**	**0**
Turning Movement Percentage		0%	0%	0%	0%	0%	**84%**	**0%**	**15%**	0%	0%	**59%**	**41%**	0%	**70%**	**30%**	0%
Growth Factor (%)		1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
No Build Traffic Volumes	**2030**	**0**	**0**	**0**	**0**	**0**	**422**	**2**	**75**	**0**	**0**	**145**	**99**	**0**	**701**	**295**	**0**
Entering Trip Distribution (%)		0%	0%	0%	0%	0%	**20%**	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Trip Distribution (%)		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**45%**	0%	0%
Total New Trips (PM PEAK)		**0**	**0**	**0**	**0**	**0**	**19**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**33**	**0**	**0**
Total Pass-By Trips (PM PEAK)		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**
Build Traffic Volumes	**2030**	**0**	**0**	**0**	**0**	**0**	**441**	**2**	**75**	**0**	**0**	**145**	**99**	**0**	**738**	**295**	**0**
Peak Hour Factor		0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles		0	0	0	0	0	4	0	0	0	0	2	1	0	18	1	0
Heavy Vehicles %		0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	1.5	1.1	0.0	2.8	0.4	0.0
Pedestrians			1				0				0				0		
Conflicting Pedestrians			0		1		0		0		0		1		1		0

SAT PEAK

		I-575 SB On Ramp Northbound				I-575 SB Off Ramp Southbound				Ridgewalk Pkwy Eastbound				Ridgewalk Pkwy Westbound			
Scenario	**Year**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**
Existing Traffic Volumes	**2025**	**0**	**0**	**0**	**0**	**0**	**397**	**1**	**38**	**0**	**0**	**119**	**138**	**1**	**790**	**221**	**0**
Turning Movement Percentage		0%	0%	0%	0%	0%	**91%**	**0%**	**9%**	0%	0%	**46%**	**54%**	**0%**	**78%**	**22%**	0%
Growth Factor (%)		1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
No Build Traffic Volumes	**2030**	**0**	**0**	**0**	**0**	**0**	**428**	**1**	**41**	**0**	**0**	**128**	**149**	**1**	**851**	**238**	**0**
Entering Trip Distribution (%)		0%	0%	0%	0%	0%	**20%**	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Trip Distribution (%)		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**45%**	0%	0%
Total New Trips (SAT PEAK)		**0**	**0**	**0**	**0**	**0**	**15**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**48**	**0**	**0**
Total Pass-By Trips (SAT PEAK)		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**
Build Traffic Volumes	**2030**	**0**	**0**	**0**	**0**	**0**	**443**	**1**	**41**	**0**	**0**	**128**	**149**	**1**	**902**	**238**	**0**
Peak Hour Factor		0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles		0	0	0	0	0	4	0	0	0	0	0	1	0	4	0	0
Heavy Vehicles %		0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.7	0.0	0.5	0.0	0.0
Pedestrians			2				1				0				0		
Conflicting Pedestrians			0		2		0		1		1		2		2		1

Trip Generation Summary Worksheet
(Non-Soccer Game Scenario)

Intersection 2/B
I-575 NB Off Ramp-I-575 NB On Ramp @ Ridgewalk Pkwy

AM PEAK

		I-575 NB Off Ramp Northbound				I-575 NB On Ramp Southbound				Ridgewalk Pkwy Eastbound				Ridgewalk Pkwy Westbound			
Scenario	**Year**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**
Existing Traffic Volumes	**2025**	**0**	**30**	**0**	**466**	**0**	**0**	**0**	**0**	**1**	**66**	**272**	**0**	**0**	**0**	**515**	**218**
Turning Movement Percentage		0%	**6%**	0%	**94%**	0%	0%	0%	0%	**0%**	**19%**	**80%**	0%	0%	0%	**70%**	**30%**
Growth Factor (%)		1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
No Build Traffic Volumes	**2030**	**0**	**32**	**0**	**502**	**0**	**0**	**0**	**0**	**1**	**71**	**293**	**0**	**0**	**0**	**555**	**235**
Entering Trip Distribution (%)		0%	0%	0%	**45%**	0%	0%	0%	0%	0%	0%	**20%**	0%	0%	0%	0%	0%
Exiting Trip Distribution (%)		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**45%**	**20%**
Total New Trips (AM PEAK)		**0**	**0**	**0**	**36**	**0**	**0**	**0**	**0**	**0**	**0**	**16**	**0**	**0**	**0**	**53**	**24**
Total Pass-By Trips (AM PEAK)		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Build Traffic Volumes	**2030**	**0**	**32**	**0**	**538**	**0**	**0**	**0**	**0**	**1**	**71**	**309**	**0**	**0**	**0**	**608**	**259**
Peak Hour Factor		0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles		0	1	0	22	0	0	0	0	0	0	5	0	0	0	21	13
Heavy Vehicles %		0.0	3.3	0.0	4.7	0.0	0.0	0.0	0.0	0.0	0.0	1.8	0.0	0.0	0.0	4.1	6.0
Pedestrians			0				0				0				0		
Conflicting Pedestrians			0		0		0		0		0		0		0		0

PM PEAK

		I-575 NB Off Ramp Northbound				I-575 NB On Ramp Southbound				Ridgewalk Pkwy Eastbound				Ridgewalk Pkwy Westbound			
Scenario	**Year**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**
Existing Traffic Volumes	**2025**	**0**	**153**	**0**	**765**	**0**	**0**	**0**	**0**	**0**	**56**	**465**	**0**	**1**	**0**	**773**	**524**
Turning Movement Percentage		0%	**17%**	0%	**83%**	0%	0%	0%	0%	0%	**11%**	**89%**	0%	**0%**	0%	**60%**	**40%**
Growth Factor (%)		1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
No Build Traffic Volumes	**2030**	**0**	**165**	**0**	**824**	**0**	**0**	**0**	**0**	**0**	**60**	**501**	**0**	**1**	**0**	**833**	**564**
Entering Trip Distribution (%)		0%	0%	0%	**45%**	0%	0%	0%	0%	0%	0%	**20%**	0%	0%	0%	0%	0%
Exiting Trip Distribution (%)		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**45%**	**20%**
Total New Trips (PM PEAK)		**0**	**0**	**0**	**42**	**0**	**0**	**0**	**0**	**0**	**0**	**19**	**0**	**0**	**0**	**33**	**15**
Total Pass-By Trips (PM PEAK)		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**2**
Build Traffic Volumes	**2030**	**0**	**165**	**0**	**866**	**0**	**0**	**0**	**0**	**0**	**60**	**520**	**0**	**1**	**0**	**870**	**581**
Peak Hour Factor		0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles		0	0	0	7	0	0	0	0	0	0	6	0	0	0	19	2
Heavy Vehicles %		0.0	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.0	0.0	1.3	0.0	0.0	0.0	2.5	0.4
Pedestrians			1				0				0				0		
Conflicting Pedestrians			0		1		0		0		0		1		1		0

SAT PEAK

		I-575 NB Off Ramp Northbound				I-575 NB On Ramp Southbound				Ridgewalk Pkwy Eastbound				Ridgewalk Pkwy Westbound			
Scenario	**Year**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**
Existing Traffic Volumes	**2025**	**0**	**108**	**1**	**1,060**	**0**	**0**	**0**	**0**	**0**	**42**	**473**	**0**	**1**	**0**	**905**	**510**
Turning Movement Percentage		0%	**9%**	**0%**	**91%**	0%	0%	0%	0%	0%	**8%**	**92%**	0%	**0%**	0%	**64%**	**36%**
Growth Factor (%)		1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
No Build Traffic Volumes	**2030**	**0**	**116**	**1**	**1,142**	**0**	**0**	**0**	**0**	**0**	**45**	**510**	**0**	**1**	**0**	**975**	**549**
Entering Trip Distribution (%)		0%	0%	0%	**45%**	0%	0%	0%	0%	0%	0%	**20%**	0%	0%	0%	0%	0%
Exiting Trip Distribution (%)		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**45%**	**20%**
Total New Trips (SAT PEAK)		**0**	**0**	**0**	**34**	**0**	**0**	**0**	**0**	**0**	**0**	**15**	**0**	**0**	**0**	**48**	**21**
Total Pass-By Trips (SAT PEAK)		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**2**
Build Traffic Volumes	**2030**	**0**	**116**	**1**	**1,176**	**0**	**0**	**0**	**0**	**0**	**45**	**525**	**0**	**1**	**0**	**1,026**	**572**
Peak Hour Factor		0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles		0	0	0	1	0	0	0	0	0	1	4	0	0	0	4	0
Heavy Vehicles %		0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	2.4	0.8	0.0	0.0	0.0	0.4	0.0
Pedestrians			2				1				0				0		
Conflicting Pedestrians			0		2		0		1		1		2		2		1

Trip Generation Summary Worksheet
(Non-Soccer Game Scenario)

Intersection 3/C
The Outlet Shoppes at Atlanta Dwy-Olde Rope Mill Park Rd @ Ridgewalk Pkwy

AM PEAK

		The Outlet Shoppes at Atlanta Northbound				Olde Rope Mill Park Rd Southbound				Ridgewalk Pkwy Eastbound				Ridgewalk Pkwy Westbound			
Scenario	**Year**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**
Existing Traffic Volumes	**2025**	**1**	**98**	**11**	**49**	**0**	**46**	**13**	**78**	**0**	**95**	**508**	**132**	**0**	**51**	**556**	**65**
Turning Movement Percentage		**1%**	**62%**	**7%**	**31%**	0%	**34%**	**9%**	**57%**	0%	**13%**	**69%**	**18%**	0%	**8%**	**83%**	**10%**
Growth Factor (%)		1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
No Build Traffic Volumes	**2030**	**1**	**106**	**12**	**53**	**0**	**50**	**14**	**84**	**0**	**102**	**547**	**142**	**0**	**55**	**599**	**70**
Entering Trip Distribution (%)		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**65%**	0%	0%	0%	0%	0%
Exiting Trip Distribution (%)		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**65%**	0%
Total New Trips (AM PEAK)		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**52**	**0**	**0**	**0**	**77**	**0**
Total Pass-By Trips (AM PEAK)		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Build Traffic Volumes	**2030**	**1**	**106**	**12**	**53**	**0**	**50**	**14**	**84**	**0**	**102**	**599**	**142**	**0**	**55**	**676**	**70**
Peak Hour Factor		0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles		0	3	0	2	0	6	0	6	0	6	20	2	0	1	25	5
Heavy Vehicles %		0.0	3.1	0.0	4.1	0.0	13.0	0.0	7.7	0.0	6.3	3.9	1.5	0.0	2.0	4.5	7.7
Pedestrians			0				0				0				0		
Conflicting Pedestrians			0		0		0		0		0		0		0		0

PM PEAK

		The Outlet Shoppes at Atlanta Northbound				Olde Rope Mill Park Rd Southbound				Ridgewalk Pkwy Eastbound				Ridgewalk Pkwy Westbound			
Scenario	**Year**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**
Existing Traffic Volumes	**2025**	**0**	**232**	**14**	**80**	**0**	**50**	**8**	**129**	**3**	**66**	**870**	**293**	**0**	**78**	**934**	**71**
Turning Movement Percentage		0%	**71%**	**4%**	**25%**	0%	**27%**	**4%**	**69%**	**0%**	**5%**	**71%**	**24%**	0%	**7%**	**86%**	**7%**
Growth Factor (%)		1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
No Build Traffic Volumes	**2030**	**0**	**250**	**15**	**86**	**0**	**54**	**9**	**139**	**3**	**71**	**937**	**316**	**0**	**84**	**1,006**	**76**
Entering Trip Distribution (%)		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**65%**	0%	0%	0%	0%	0%
Exiting Trip Distribution (%)		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**65%**	0%
Total New Trips (PM PEAK)		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**60**	**0**	**0**	**0**	**48**	**0**
Total Pass-By Trips (PM PEAK)		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**0**
Build Traffic Volumes	**2030**	**0**	**250**	**15**	**86**	**0**	**54**	**9**	**139**	**3**	**71**	**997**	**316**	**0**	**84**	**1,060**	**76**
Peak Hour Factor		0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles		0	1	0	1	0	0	0	6	0	5	7	0	0	0	13	2
Heavy Vehicles %		0.0	0.4	0.0	1.3	0.0	0.0	0.0	4.7	0.0	7.6	0.8	0.0	0.0	0.0	1.4	2.8
Pedestrians			1				1				0				2		
Conflicting Pedestrians			0		3		2		1		1		1		1		3

SAT PEAK

		Dwy Northbound				Olde Rope Mill Park Rd Southbound				Ridgewalk Pkwy Eastbound				Ridgewalk Pkwy Westbound			
Scenario	**Year**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**
Existing Traffic Volumes	**2025**	**0**	**448**	**28**	**106**	**0**	**69**	**17**	**135**	**0**	**80**	**772**	**678**	**2**	**95**	**850**	**90**
Turning Movement Percentage		0%	**77%**	**5%**	**18%**	0%	**31%**	**8%**	**61%**	0%	**5%**	**50%**	**44%**	**0%**	**9%**	**82%**	**9%**
Growth Factor (%)		1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
No Build Traffic Volumes	**2030**	**0**	**483**	**30**	**114**	**0**	**74**	**18**	**145**	**0**	**86**	**832**	**730**	**2**	**102**	**916**	**97**
Entering Trip Distribution (%)		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**65%**	0%	0%	0%	0%	0%
Exiting Trip Distribution (%)		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**65%**	0%
Total New Trips (SAT PEAK)		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**49**	**0**	**0**	**0**	**69**	**0**
Total Pass-By Trips (SAT PEAK)		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**0**
Build Traffic Volumes	**2030**	**0**	**483**	**30**	**114**	**0**	**74**	**18**	**145**	**0**	**86**	**881**	**730**	**2**	**102**	**990**	**97**
Peak Hour Factor		0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles		0	0	0	2	0	2	0	0	0	1	4	0	0	1	4	0
Heavy Vehicles %		0.0	0.0	0.0	1.9	0.0	2.9	0.0	0.0	0.0	1.3	0.5	0.0	0.0	1.1	0.5	0.0
Pedestrians			3				0				0				0		
Conflicting Pedestrians			0		3		0		0		0		3		3		0

Trip Generation Summary Worksheet
(Non-Soccer Game Scenario)

Intersection 4/D
Woodstock Pkwy-Meridian Dr @ Ridgewalk Pkwy

AM PEAK

		Woodstock Pkwy Northbound				Meridian Dr Southbound				Ridgewalk Pkwy Eastbound				Ridgewalk Pkwy Westbound			
Scenario	**Year**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**
Existing Traffic Volumes	**2025**	**0**	**67**	**2**	**103**	**0**	**4**	**6**	**12**	**0**	**4**	**525**	**77**	**1**	**208**	**594**	**6**
Turning Movement Percentage		0%	**39%**	**1%**	**60%**	0%	**18%**	**27%**	**55%**	0%	**1%**	**87%**	**13%**	**0%**	**26%**	**73%**	**1%**
Growth Factor (%)		1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
No Build Traffic Volumes	**2030**	**0**	**72**	**2**	**111**	**0**	**4**	**6**	**13**	**0**	**4**	**566**	**83**	**1**	**224**	**640**	**6**
Entering Trip Distribution (%)		0%	0%	0%	**5%**	0%	0%	0%	0%	0%	0%	**65%**	0%	0%	0%	0%	0%
Exiting Trip Distribution (%)		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**5%**	**65%**	0%
Total New Trips (AM PEAK)		**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**52**	**0**	**0**	**6**	**77**	**0**
Total Pass-By Trips (AM PEAK)		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Build Traffic Volumes	**2030**	**0**	**72**	**2**	**115**	**0**	**4**	**6**	**13**	**0**	**4**	**618**	**83**	**1**	**230**	**717**	**6**
Peak Hour Factor		0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles		0	3	0	5	0	0	0	0	0	0	25	3	0	9	28	0
Heavy Vehicles %		0.0	4.5	0.0	4.9	0.0	0.0	0.0	0.0	0.0	0.0	4.8	3.9	0.0	4.3	4.7	0.0
Pedestrians			1				1				0				0		
Conflicting Pedestrians			0		1		0		1		1		1		1		1

PM PEAK

		Woodstock Pkwy Northbound				Meridian Dr Southbound				Ridgewalk Pkwy Eastbound				Ridgewalk Pkwy Westbound			
Scenario	**Year**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**
Existing Traffic Volumes	**2025**	**0**	**74**	**5**	**274**	**0**	**8**	**6**	**11**	**1**	**7**	**934**	**67**	**0**	**202**	**1,003**	**3**
Turning Movement Percentage		0%	**21%**	**1%**	**78%**	0%	**32%**	**24%**	**44%**	**0%**	**1%**	**93%**	**7%**	0%	**17%**	**83%**	**0%**
Growth Factor (%)		1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
No Build Traffic Volumes	**2030**	**0**	**80**	**5**	**295**	**0**	**9**	**6**	**12**	**1**	**8**	**1,006**	**72**	**0**	**218**	**1,081**	**3**
Entering Trip Distribution (%)		0%	0%	0%	**5%**	0%	0%	0%	0%	0%	0%	**65%**	0%	0%	0%	0%	0%
Exiting Trip Distribution (%)		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**5%**	**65%**	0%
Total New Trips (PM PEAK)		**0**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**60**	**0**	**0**	**4**	**48**	**0**
Total Pass-By Trips (PM PEAK)		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**0**
Build Traffic Volumes	**2030**	**0**	**80**	**5**	**300**	**0**	**9**	**6**	**12**	**1**	**8**	**1,066**	**72**	**0**	**222**	**1,135**	**3**
Peak Hour Factor		0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles		0	3	0	0	0	0	0	0	0	1	8	0	0	2	12	0
Heavy Vehicles %		0.0	4.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14.3	0.9	0.0	0.0	1.0	1.2	0.0
Pedestrians			4				0				0				0		
Conflicting Pedestrians			0		4		0		0		0		4		4		0

SAT PEAK

		Woodstock Pkwy Northbound				Meridian Dr Southbound				Ridgewalk Pkwy Eastbound				Ridgewalk Pkwy Westbound			
Scenario	**Year**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**
Existing Traffic Volumes	**2025**	**0**	**102**	**4**	**269**	**0**	**3**	**7**	**9**	**0**	**5**	**871**	**76**	**0**	**232**	**929**	**14**
Turning Movement Percentage		0%	**27%**	**1%**	**72%**	0%	**16%**	**37%**	**47%**	0%	**1%**	**91%**	**8%**	0%	**20%**	**79%**	**1%**
Growth Factor (%)		1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
No Build Traffic Volumes	**2030**	**0**	**110**	**4**	**290**	**0**	**3**	**8**	**10**	**0**	**5**	**938**	**82**	**0**	**250**	**1,001**	**15**
Entering Trip Distribution (%)		0%	0%	0%	**5%**	0%	0%	0%	0%	0%	0%	**65%**	0%	0%	0%	0%	0%
Exiting Trip Distribution (%)		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**5%**	**65%**	0%
Total New Trips (SAT PEAK)		**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**49**	**0**	**0**	**5**	**69**	**0**
Total Pass-By Trips (SAT PEAK)		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**0**
Build Traffic Volumes	**2030**	**0**	**110**	**4**	**294**	**0**	**3**	**8**	**10**	**0**	**5**	**987**	**82**	**0**	**255**	**1,075**	**15**
Peak Hour Factor		0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles		0	1	0	1	0	0	0	0	0	0	8	0	0	1	5	0
Heavy Vehicles %		0.0	1.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.9	0.0	0.0	0.4	0.5	0.0
Pedestrians			4				1				1				0		
Conflicting Pedestrians			1		4		0		2		1		5		4		1

Trip Generation Summary Worksheet
(Non-Soccer Game Scenario)

Intersection 5/E
Ridge Tr-Lincoln St @ Ridgewalk Pkwy

AM PEAK

		Ridge Tr Northbound				Lincoln St Southbound				Ridgewalk Pkwy Eastbound				Ridgewalk Pkwy Westbound			
Scenario	**Year**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**
Existing Traffic Volumes	**2025**	**0**	**81**	**6**	**61**	**0**	**20**	**0**	**76**	**1**	**59**	**529**	**23**	**0**	**34**	**643**	**18**
Turning Movement Percentage		0%	**55%**	**4%**	**41%**	0%	**21%**	0%	**79%**	**0%**	**10%**	**86%**	**4%**	0%	**5%**	**93%**	**3%**
Growth Factor (%)		1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
No Build Traffic Volumes	**2030**	**0**	**87**	**6**	**66**	**0**	**22**	**0**	**82**	**1**	**64**	**570**	**25**	**0**	**37**	**693**	**19**
Entering Trip Distribution (%)		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**70%**	0%	0%	0%	0%	0%
Exiting Trip Distribution (%)		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**70%**	0%
Total New Trips (AM PEAK)		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**56**	**0**	**0**	**0**	**83**	**0**
Total Pass-By Trips (AM PEAK)		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Build Traffic Volumes	**2030**	**0**	**87**	**6**	**66**	**0**	**22**	**0**	**82**	**1**	**64**	**626**	**25**	**0**	**37**	**776**	**19**
Peak Hour Factor		0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles		0	3	0	1	0	0	0	2	0	7	26	0	0	0	34	0
Heavy Vehicles %		0.0	3.7	0.0	1.6	0.0	0.0	0.0	2.6	0.0	11.9	4.9	0.0	0.0	0.0	5.3	0.0
Pedestrians			0				0				0				0		
Conflicting Pedestrians			0		0		0		0		0		0		0		0

PM PEAK

		Ridge Tr Northbound				Lincoln St Southbound				Ridgewalk Pkwy Eastbound				Ridgewalk Pkwy Westbound			
Scenario	**Year**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**
Existing Traffic Volumes	**2025**	**0**	**97**	**31**	**67**	**0**	**154**	**13**	**320**	**0**	**340**	**692**	**113**	**1**	**94**	**760**	**48**
Turning Movement Percentage		0%	**50%**	**16%**	**34%**	0%	**32%**	**3%**	**66%**	0%	**30%**	**60%**	**10%**	**0%**	**10%**	**84%**	**5%**
Growth Factor (%)		1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
No Build Traffic Volumes	**2030**	**0**	**104**	**33**	**72**	**0**	**166**	**14**	**345**	**0**	**366**	**745**	**122**	**1**	**101**	**819**	**52**
Entering Trip Distribution (%)		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**70%**	0%	0%	0%	0%	0%
Exiting Trip Distribution (%)		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**70%**	0%
Total New Trips (PM PEAK)		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**65**	**0**	**0**	**0**	**52**	**0**
Total Pass-By Trips (PM PEAK)		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**0**
Build Traffic Volumes	**2030**	**0**	**104**	**33**	**72**	**0**	**166**	**14**	**345**	**0**	**366**	**810**	**122**	**1**	**101**	**877**	**52**
Peak Hour Factor		0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles		0	0	0	0	0	0	0	0	0	1	5	1	0	0	12	0
Heavy Vehicles %		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.7	0.9	0.0	0.0	1.6	0.0
Pedestrians			0				0				0				0		
Conflicting Pedestrians			0		0		0		0		0		0		0		0

SAT PEAK

		Ridge Tr Northbound				Lincoln St Southbound				Ridgewalk Pkwy Eastbound				Ridgewalk Pkwy Westbound			
Scenario	**Year**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**
Existing Traffic Volumes	**2025**	**0**	**116**	**18**	**44**	**0**	**162**	**20**	**347**	**0**	**440**	**573**	**93**	**0**	**71**	**689**	**73**
Turning Movement Percentage		0%	**65%**	**10%**	**25%**	0%	**31%**	**4%**	**66%**	0%	**40%**	**52%**	**8%**	0%	**9%**	**83%**	**9%**
Growth Factor (%)		1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
No Build Traffic Volumes	**2030**	**0**	**125**	**19**	**47**	**0**	**175**	**22**	**374**	**0**	**474**	**617**	**100**	**0**	**76**	**742**	**79**
Entering Trip Distribution (%)		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**70%**	0%	0%	0%	0%	0%
Exiting Trip Distribution (%)		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**70%**	0%
Total New Trips (SAT PEAK)		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**53**	**0**	**0**	**0**	**74**	**0**
Total Pass-By Trips (SAT PEAK)		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**0**
Build Traffic Volumes	**2030**	**0**	**125**	**19**	**47**	**0**	**175**	**22**	**374**	**0**	**474**	**670**	**100**	**0**	**76**	**821**	**79**
Peak Hour Factor		0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles		0	1	0	0	0	2	0	3	0	2	5	0	0	0	1	0
Heavy Vehicles %		0.0	0.9	0.0	0.0	0.0	1.2	0.0	0.9	0.0	0.5	0.9	0.0	0.0	0.0	0.1	0.0
Pedestrians			0				0				0				0		
Conflicting Pedestrians			0		0		0		0		0		0		0		0

Trip Generation Summary Worksheet
(Non-Soccer Game Scenario)

Intersection 6/F
Reagan St @ Ridgewalk Pkwy

AM PEAK

		0 Northbound				Reagan St Southbound				Ridgewalk Pkwy Eastbound				Ridgewalk Pkwy Westbound			
Scenario	**Year**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**
Existing Traffic Volumes	**2025**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**35**	**0**	**0**	**629**	**0**	**0**	**0**	**668**	**26**
Turning Movement Percentage		0%	0%	0%	0%	0%	0%	0%	**100%**	0%	0%	**100%**	0%	0%	0%	**96%**	**4%**
Growth Factor (%)		1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
No Build Traffic Volumes	**2030**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**38**	**0**	**0**	**678**	**0**	**0**	**0**	**720**	**28**
Entering Trip Distribution (%)		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**70%**	0%	0%	0%	0%	**40%**
Exiting Trip Distribution (%)		0%	0%	0%	0%	0%	0%	0%	**50%**	0%	0%	**10%**	0%	0%	0%	**30%**	0%
Total New Trips (AM PEAK)		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**59**	**0**	**0**	**68**	**0**	**0**	**0**	**35**	**32**
Total Pass-By Trips (AM PEAK)		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Build Traffic Volumes	**2030**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**97**	**0**	**0**	**746**	**0**	**0**	**0**	**755**	**60**
Peak Hour Factor		0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles		0	0	0	0	0	0	0	1	0	0	25	0	0	0	32	2
Heavy Vehicles %		0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.9	0.0	0.0	4.0	0.0	0.0	0.0	4.8	7.7
Pedestrians			0				0				0				0		
Conflicting Pedestrians			0		0		0		0		0		0		0		0

PM PEAK

		0 Northbound				Reagan St Southbound				Ridgewalk Pkwy Eastbound				Ridgewalk Pkwy Westbound			
Scenario	**Year**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**
Existing Traffic Volumes	**2025**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**86**	**0**	**0**	**953**	**0**	**0**	**0**	**872**	**129**
Turning Movement Percentage		0%	0%	0%	0%	0%	0%	0%	**100%**	0%	0%	**100%**	0%	0%	0%	**87%**	**13%**
Growth Factor (%)		1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
No Build Traffic Volumes	**2030**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**93**	**0**	**0**	**1,027**	**0**	**0**	**0**	**939**	**139**
Entering Trip Distribution (%)		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**70%**	0%	0%	0%	0%	**20%**
Exiting Trip Distribution (%)		0%	0%	0%	0%	0%	0%	0%	**50%**	0%	0%	**5%**	0%	0%	0%	**25%**	0%
Total New Trips (PM PEAK)		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**37**	**0**	**0**	**69**	**0**	**0**	**0**	**19**	**19**
Total Pass-By Trips (PM PEAK)		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**-6**	**6**
Build Traffic Volumes	**2030**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**142**	**0**	**0**	**1,096**	**0**	**0**	**0**	**952**	**164**
Peak Hour Factor		0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles		0	0	0	0	0	0	0	2	0	0	6	0	0	0	11	2
Heavy Vehicles %		0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.3	0.0	0.0	0.6	0.0	0.0	0.0	1.3	1.6
Pedestrians			0				0				0				0		
Conflicting Pedestrians			0		0		0		0		0		0		0		0

SAT PEAK

		0 Northbound				Reagan St Southbound				Ridgewalk Pkwy Eastbound				Ridgewalk Pkwy Westbound			
Scenario	**Year**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**
Existing Traffic Volumes	**2025**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**141**	**0**	**0**	**819**	**0**	**0**	**0**	**730**	**147**
Turning Movement Percentage		0%	0%	0%	0%	0%	0%	0%	**100%**	0%	0%	**100%**	0%	0%	0%	**83%**	**17%**
Growth Factor (%)		1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
No Build Traffic Volumes	**2030**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**152**	**0**	**0**	**882**	**0**	**0**	**0**	**786**	**158**
Entering Trip Distribution (%)		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**70%**	0%	0%	0%	0%	**20%**
Exiting Trip Distribution (%)		0%	0%	0%	0%	0%	0%	0%	**50%**	0%	0%	**5%**	0%	0%	0%	**25%**	0%
Total New Trips (SAT PEAK)		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**53**	**0**	**0**	**59**	**0**	**0**	**0**	**27**	**15**
Total Pass-By Trips (SAT PEAK)		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**-5**	**5**
Build Traffic Volumes	**2030**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**215**	**0**	**0**	**941**	**0**	**0**	**0**	**808**	**178**
Peak Hour Factor		0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles		0	0	0	0	0	0	0	3	0	0	8	0	0	0	0	3
Heavy Vehicles %		0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.1	0.0	0.0	1.0	0.0	0.0	0.0	0.0	2.0
Pedestrians			0				0				1				0		
Conflicting Pedestrians			1		0		0		1		0		1		0		0

Trip Generation Summary Worksheet
(Non-Soccer Game Scenario)

Intersection 7/G
Woodstock City Church Dwy-Site Driveway #1 @ Ridgewalk Pkwy

AM PEAK

		Woodstock City Church Dwy Northbound				Site Driveway #1 Southbound				Ridgewalk Pkwy Eastbound				Ridgewalk Pkwy Westbound			
Scenario	**Year**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**
Existing Traffic Volumes	**2025**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**626**	**2**	**0**	**2**	**701**	**0**
Turning Movement Percentage		0%	0%	0%	**100%**	0%	0%	0%	0%	0%	0%	**100%**	**0%**	0%	**0%**	**100%**	0%
Growth Factor (%)		1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
No Build Traffic Volumes	**2030**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**674**	**2**	**0**	**2**	**755**	**0**
Entering Trip Distribution (%)		0%	0%	0%	0%	0%	0%	0%	0%	**30%**	**40%**	0%	0%	0%	0%	**10%**	**20%**
Exiting Trip Distribution (%)		0%	0%	0%	0%	0%	**20%**	0%	**30%**	0%	0%	**10%**	0%	0%	0%	0%	0%
Total New Trips (AM PEAK)		**0**	**0**	**0**	**0**	**0**	**24**	**0**	**35**	**24**	**32**	**12**	**0**	**0**	**0**	**8**	**16**
Total Pass-By Trips (AM PEAK)		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Build Traffic Volumes	**2030**	**0**	**0**	**0**	**2**	**0**	**24**	**0**	**35**	**24**	**32**	**686**	**2**	**0**	**2**	**763**	**16**
Peak Hour Factor		0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles		0	0	0	0	0	0	0	0	0	0	27	0	0	0	34	0
Heavy Vehicles %		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.3	0.0	0.0	0.0	4.9	0.0
Pedestrians				0				0				0				0	
Conflicting Pedestrians			0		0		0		0		0		0		0		0

PM PEAK

		Woodstock City Church Dwy Northbound				Site Driveway #1 Southbound				Ridgewalk Pkwy Eastbound				Ridgewalk Pkwy Westbound			
Scenario	**Year**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**
Existing Traffic Volumes	**2025**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**	**0**	**953**	**2**	**0**	**2**	**997**	**0**
Turning Movement Percentage		0%	0%	0%	**100%**	0%	0%	0%	0%	**0%**	0%	**100%**	**0%**	0%	**0%**	**100%**	0%
Growth Factor (%)		1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
No Build Traffic Volumes	**2030**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**	**0**	**1,027**	**2**	**0**	**2**	**1,074**	**0**
Entering Trip Distribution (%)		0%	0%	0%	0%	0%	0%	0%	0%	**10%**	**60%**	0%	0%	0%	0%	**10%**	**20%**
Exiting Trip Distribution (%)		0%	0%	0%	0%	0%	**25%**	0%	**25%**	0%	0%	**5%**	0%	0%	0%	0%	0%
Total New Trips (PM PEAK)		**0**	**0**	**0**	**0**	**0**	**19**	**0**	**19**	**9**	**56**	**4**	**0**	**0**	**0**	**9**	**19**
Total Pass-By Trips (PM PEAK)		**0**	**0**	**0**	**0**	**0**	**6**	**0**	**6**	**0**	**17**	**-17**	**0**	**0**	**0**	**-6**	**6**
Build Traffic Volumes	**2030**	**0**	**0**	**0**	**2**	**0**	**25**	**0**	**25**	**11**	**73**	**1,014**	**2**	**0**	**2**	**1,077**	**25**
Peak Hour Factor		0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles		0	0	0	0	0	0	0	0	0	0	5	0	0	0	16	0
Heavy Vehicles %		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.0	1.6	0.0
Pedestrians				0				0				0				0	
Conflicting Pedestrians			0		0		0		0		0		0		0		0

SAT PEAK

		Woodstock City Church Dwy Northbound				Site Driveway #1 Southbound				Ridgewalk Pkwy Eastbound				Ridgewalk Pkwy Westbound			
Scenario	**Year**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**
Existing Traffic Volumes	**2025**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**820**	**0**	**0**	**0**	**876**	**0**
Turning Movement Percentage		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**100%**	0%	0%	0%	**100%**	0%
Growth Factor (%)		1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
No Build Traffic Volumes	**2030**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**883**	**0**	**0**	**0**	**944**	**0**
Entering Trip Distribution (%)		0%	0%	0%	0%	0%	0%	0%	0%	**10%**	**60%**	0%	0%	0%	0%	**10%**	**20%**
Exiting Trip Distribution (%)		0%	0%	0%	0%	0%	**25%**	0%	**25%**	0%	0%	**5%**	0%	0%	0%	0%	0%
Total New Trips (SAT PEAK)		**0**	**0**	**0**	**0**	**0**	**27**	**0**	**27**	**8**	**46**	**5**	**0**	**0**	**0**	**8**	**15**
Total Pass-By Trips (SAT PEAK)		**0**	**0**	**0**	**0**	**0**	**5**	**0**	**5**	**0**	**14**	**-14**	**0**	**0**	**0**	**-5**	**5**
Build Traffic Volumes	**2030**	**0**	**0**	**0**	**0**	**0**	**32**	**0**	**32**	**8**	**60**	**874**	**0**	**0**	**0**	**947**	**20**
Peak Hour Factor		0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles		0	0	0	0	0	0	0	0	0	0	8	0	0	0	2	0
Heavy Vehicles %		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.2	0.0
Pedestrians				5				0				0				0	
Conflicting Pedestrians			0		5		0		0		0		5		5		0

Trip Generation Summary Worksheet
(Non-Soccer Game Scenario)

Intersection 8/H
Main St @ Ridgewalk Pkwy

AM PEAK

		Main St Northbound				Main St Southbound				Ridgewalk Pkwy Eastbound				0 Westbound			
Scenario	**Year**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**
Existing Traffic Volumes	**2025**	**0**	**105**	**181**	**0**	**0**	**0**	**368**	**608**	**0**	**502**	**0**	**133**	**0**	**0**	**0**	**0**
Turning Movement Percentage		0%	**37%**	**63%**	0%	0%	0%	**38%**	**62%**	0%	**79%**	0%	**21%**	0%	0%	0%	0%
Growth Factor (%)		1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
No Build Traffic Volumes	**2030**	**0**	**113**	**195**	**0**	**0**	**0**	**396**	**655**	**0**	**541**	**0**	**143**	**0**	**0**	**0**	**0**
Entering Trip Distribution (%)		0%	**20%**	0%	0%	0%	0%	0%	**10%**	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Trip Distribution (%)		0%	0%	0%	0%	0%	0%	0%	0%	0%	**10%**	0%	**20%**	0%	0%	0%	0%
Total New Trips (AM PEAK)		**0**	**16**	**0**	**0**	**0**	**0**	**0**	**8**	**0**	**12**	**0**	**24**	**0**	**0**	**0**	**0**
Total Pass-By Trips (AM PEAK)		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Build Traffic Volumes	**2030**	**0**	**129**	**195**	**0**	**0**	**0**	**396**	**663**	**0**	**553**	**0**	**167**	**0**	**0**	**0**	**0**
Peak Hour Factor		0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles		0	5	4	0	0	0	10	29	0	24	0	4	0	0	0	0
Heavy Vehicles %		0.0	4.8	2.2	0.0	0.0	0.0	2.7	4.8	0.0	4.8	0.0	3.0	0.0	0.0	0.0	0.0
Pedestrians			2				0				0				0		
Conflicting Pedestrians			0		2		0		0		0		2		2		0

PM PEAK

		Main St Northbound				Main St Southbound				Ridgewalk Pkwy Eastbound				0 Westbound			
Scenario	**Year**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**
Existing Traffic Volumes	**2025**	**0**	**213**	**395**	**0**	**0**	**0**	**324**	**795**	**0**	**723**	**0**	**199**	**0**	**0**	**0**	**0**
Turning Movement Percentage		0%	**35%**	**65%**	0%	0%	0%	**29%**	**71%**	0%	**78%**	0%	**22%**	0%	0%	0%	0%
Growth Factor (%)		1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
No Build Traffic Volumes	**2030**	**0**	**229**	**426**	**0**	**0**	**0**	**349**	**856**	**0**	**779**	**0**	**214**	**0**	**0**	**0**	**0**
Entering Trip Distribution (%)		0%	**20%**	0%	0%	0%	0%	0%	**10%**	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Trip Distribution (%)		0%	0%	0%	0%	0%	0%	0%	0%	0%	**10%**	0%	**20%**	0%	0%	0%	0%
Total New Trips (PM PEAK)		**0**	**19**	**0**	**0**	**0**	**0**	**0**	**9**	**0**	**7**	**0**	**15**	**0**	**0**	**0**	**0**
Total Pass-By Trips (PM PEAK)		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-4**	**0**	**-7**	**0**	**0**	**0**	**0**
Build Traffic Volumes	**2030**	**0**	**248**	**426**	**0**	**0**	**0**	**349**	**865**	**0**	**782**	**0**	**222**	**0**	**0**	**0**	**0**
Peak Hour Factor		0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles		0	2	6	0	0	0	6	15	0	8	0	0	0	0	0	0
Heavy Vehicles %		0.0	0.9	1.5	0.0	0.0	0.0	1.9	1.9	0.0	1.1	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrians			3				0				0				0		
Conflicting Pedestrians			0		3		0		0		0		3		3		0

SAT PEAK

		Main St Northbound				Main St Southbound				Ridgewalk Pkwy Eastbound				0 Westbound			
Scenario	**Year**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**
Existing Traffic Volumes	**2025**	**0**	**226**	**219**	**0**	**0**	**0**	**303**	**669**	**0**	**581**	**0**	**221**	**0**	**0**	**0**	**0**
Turning Movement Percentage		0%	**51%**	**49%**	0%	0%	0%	**31%**	**69%**	0%	**72%**	0%	**28%**	0%	0%	0%	0%
Growth Factor (%)		1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
No Build Traffic Volumes	**2030**	**0**	**243**	**236**	**0**	**0**	**0**	**326**	**721**	**0**	**626**	**0**	**238**	**0**	**0**	**0**	**0**
Entering Trip Distribution (%)		0%	**20%**	0%	0%	0%	0%	0%	**10%**	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Trip Distribution (%)		0%	0%	0%	0%	0%	0%	0%	0%	0%	**10%**	0%	**20%**	0%	0%	0%	0%
Total New Trips (SAT PEAK)		**0**	**15**	**0**	**0**	**0**	**0**	**0**	**8**	**0**	**11**	**0**	**21**	**0**	**0**	**0**	**0**
Total Pass-By Trips (SAT PEAK)		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-3**	**0**	**-6**	**0**	**0**	**0**	**0**
Build Traffic Volumes	**2030**	**0**	**258**	**236**	**0**	**0**	**0**	**326**	**729**	**0**	**634**	**0**	**253**	**0**	**0**	**0**	**0**
Peak Hour Factor		0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles		0	0	0	0	0	0	1	4	0	7	0	2	0	0	0	0
Heavy Vehicles %		0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.6	0.0	1.2	0.0	0.9	0.0	0.0	0.0	0.0
Pedestrians			4				0				0				0		
Conflicting Pedestrians			0		4		0		0		0		4		4		0

Trip Generation Summary Worksheet
(Non-Soccer Game Scenario)

Intersection 9/I
Reagan St @ Site Driveway #2

AM PEAK

		Reagan St Northbound				Reagan St Southbound				0 Eastbound				Site Driveway #2 Westbound			
Scenario	**Year**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**
Existing Traffic Volumes	**2025**	**0**	**0**	**26**	**0**	**0**	**0**	**35**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Turning Movement Percentage		0%	0%	**100%**	0%	0%	0%	**100%**	0%	0%	0%	0%	0%	0%	0%	0%	0%
Growth Factor (%)		1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
No Build Traffic Volumes	**2030**	**0**	**0**	**28**	**0**	**0**	**0**	**38**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Entering Trip Distribution (%)		0%	0%	**35%**	**5%**	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Trip Distribution (%)		0%	0%	0%	0%	0%	0%	**35%**	0%	0%	0%	0%	0%	0%	**15%**	0%	0%
Total New Trips (AM PEAK)		**0**	**0**	**69**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Total Pass-By Trips (AM PEAK)		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Build Traffic Volumes	**2030**	**0**	**0**	**97**	**10**	**0**	**0**	**38**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Peak Hour Factor		0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicles %		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrians				0				0				0				0	
Conflicting Pedestrians			0		0		0		0		0		0		0		0

PM PEAK

		Reagan St Northbound				Reagan St Southbound				0 Eastbound				Site Driveway #2 Westbound			
Scenario	**Year**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**
Existing Traffic Volumes	**2025**	**0**	**0**	**129**	**0**	**0**	**0**	**86**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Turning Movement Percentage		0%	0%	**100%**	0%	0%	0%	**100%**	0%	0%	0%	0%	0%	0%	0%	0%	0%
Growth Factor (%)		1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
No Build Traffic Volumes	**2030**	**0**	**0**	**139**	**0**	**0**	**0**	**93**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Entering Trip Distribution (%)		0%	0%	**15%**	**5%**	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Trip Distribution (%)		0%	0%	0%	0%	0%	0%	**15%**	0%	0%	0%	0%	0%	0%	**35%**	0%	0%
Total New Trips (PM PEAK)		**0**	**0**	**14**	**5**	**0**	**0**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**26**	**0**	**0**
Total Pass-By Trips (PM PEAK)		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**12**	**0**	**0**
Build Traffic Volumes	**2030**	**0**	**0**	**153**	**5**	**0**	**0**	**104**	**0**	**0**	**0**	**0**	**0**	**0**	**38**	**0**	**0**
Peak Hour Factor		0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicles %		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrians				0				0				0				0	
Conflicting Pedestrians			0		0		0		0		0		0		0		0

SAT PEAK

		Reagan St Northbound				Reagan St Southbound				0 Eastbound				Site Driveway #2 Westbound			
Scenario	**Year**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**
Existing Traffic Volumes	**2025**	**0**	**0**	**147**	**0**	**0**	**0**	**141**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Turning Movement Percentage		0%	0%	**100%**	0%	0%	0%	**100%**	0%	0%	0%	0%	0%	0%	0%	0%	0%
Growth Factor (%)		1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
No Build Traffic Volumes	**2030**	**0**	**0**	**158**	**0**	**0**	**0**	**152**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Entering Trip Distribution (%)		0%	0%	**15%**	**5%**	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Trip Distribution (%)		0%	0%	0%	0%	0%	0%	**15%**	0%	0%	0%	0%	0%	0%	**35%**	0%	0%
Total New Trips (SAT PEAK)		**0**	**0**	**11**	**4**	**0**	**0**	**16**	**0**	**0**	**0**	**0**	**0**	**0**	**37**	**0**	**0**
Total Pass-By Trips (SAT PEAK)		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10**	**0**	**0**
Build Traffic Volumes	**2030**	**0**	**0**	**169**	**4**	**0**	**0**	**168**	**0**	**0**	**0**	**0**	**0**	**0**	**47**	**0**	**0**
Peak Hour Factor		0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicles %		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrians				0				0				0				0	
Conflicting Pedestrians			0		0		0		0		0		0		0		0

Trip Generation Summary Worksheet
(Non-Soccer Game Scenario)

Intersection 10/J
Reagan St @ Costco Dwy-Site Driveway #3

AM PEAK

		Reagan St Northbound				Reagan St Southbound				Costco Dwy Eastbound				Site Driveway #3 Westbound			
Scenario	**Year**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**
Existing Traffic Volumes	**2025**	**0**	**16**	**10**	**0**	**0**	**0**	**32**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**
Turning Movement Percentage		0%	**62%**	**38%**	0%	0%	0%	**100%**	0%	0%	0%	0%	**100%**	0%	0%	0%	0%
Growth Factor (%)		1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
No Build Traffic Volumes	**2030**	**0**	**17**	**11**	**0**	**0**	**0**	**34**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**
Entering Trip Distribution (%)		0%	0%	0%	**35%**	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Trip Distribution (%)		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**35%**	0%	0%
Total New Trips (AM PEAK)		**0**	**0**	**0**	**28**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**41**	**0**	**0**
Total Pass-By Trips (AM PEAK)		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Build Traffic Volumes	**2030**	**0**	**17**	**11**	**28**	**0**	**0**	**34**	**0**	**0**	**0**	**0**	**3**	**0**	**41**	**0**	**0**
Peak Hour Factor		0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicles %		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrians			0				0				0				0		
Conflicting Pedestrians			0		0		0		0		0		0		0		0

PM PEAK

		Reagan St Northbound				Reagan St Southbound				Costco Dwy Eastbound				Site Driveway #3 Westbound			
Scenario	**Year**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**
Existing Traffic Volumes	**2025**	**0**	**108**	**21**	**0**	**0**	**0**	**22**	**0**	**0**	**0**	**0**	**64**	**0**	**0**	**0**	**0**
Turning Movement Percentage		0%	**84%**	**16%**	0%	0%	0%	**100%**	0%	0%	0%	0%	**100%**	0%	0%	0%	0%
Growth Factor (%)		1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
No Build Traffic Volumes	**2030**	**0**	**116**	**23**	**0**	**0**	**0**	**24**	**0**	**0**	**0**	**0**	**69**	**0**	**0**	**0**	**0**
Entering Trip Distribution (%)		0%	0%	0%	**15%**	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Trip Distribution (%)		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**15%**	0%	0%
Total New Trips (PM PEAK)		**0**	**0**	**0**	**14**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11**	**0**	**0**
Total Pass-By Trips (PM PEAK)		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Build Traffic Volumes	**2030**	**0**	**116**	**23**	**14**	**0**	**0**	**24**	**0**	**0**	**0**	**0**	**69**	**0**	**11**	**0**	**0**
Peak Hour Factor		0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicles %		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrians			0				0				0				0		
Conflicting Pedestrians			0		0		0		0		0		0		0		0

SAT PEAK

		Reagan St Northbound				Reagan St Southbound				Costco Dwy Eastbound				Site Driveway #3 Westbound			
Scenario	**Year**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**
Existing Traffic Volumes	**2025**	**0**	**131**	**16**	**0**	**0**	**0**	**17**	**0**	**0**	**0**	**0**	**124**	**0**	**0**	**0**	**0**
Turning Movement Percentage		0%	**89%**	**11%**	0%	0%	0%	**100%**	0%	0%	0%	0%	**100%**	0%	0%	0%	0%
Growth Factor (%)		1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
No Build Traffic Volumes	**2030**	**0**	**141**	**17**	**0**	**0**	**0**	**18**	**0**	**0**	**0**	**0**	**134**	**0**	**0**	**0**	**0**
Entering Trip Distribution (%)		0%	0%	0%	**15%**	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Trip Distribution (%)		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**15%**	0%	0%
Total New Trips (SAT PEAK)		**0**	**0**	**0**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**16**	**0**	**0**
Total Pass-By Trips (SAT PEAK)		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Build Traffic Volumes	**2030**	**0**	**141**	**17**	**11**	**0**	**0**	**18**	**0**	**0**	**0**	**0**	**134**	**0**	**16**	**0**	**0**
Peak Hour Factor		0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicles %		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrians			0				0				0				0		
Conflicting Pedestrians			0		0		0		0		0		0		0		0

Trip Generation Summary Worksheet
(Soccer Game Scenario)

Intersection 1/A

I-575 SB On Ramp-I-575 SB Off Ramp @ Ridgewalk Pkwy

AM PEAK

		I-575 SB On Ramp Northbound				I-575 SB Off Ramp Southbound				Ridgewalk Pkwy Eastbound				Ridgewalk Pkwy Westbound			
Scenario	**Year**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**
Existing Traffic Volumes	**2025**	**0**	**0**	**0**	**0**	**0**	**206**	**0**	**19**	**0**	**0**	**135**	**158**	**3**	**474**	**66**	**0**
Turning Movement Percentage		0%	0%	0%	0%	0%	**92%**	0%	**8%**	0%	0%	**46%**	**54%**	**1%**	**87%**	**12%**	0%
Growth Factor (%)		1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
No Build Traffic Volumes	**2030**	**0**	**0**	**0**	**0**	**0**	**222**	**0**	**20**	**0**	**0**	**145**	**170**	**3**	**511**	**71**	**0**
Entering Trip Distribution (%)		0%	0%	0%	0%	0%	**20%**	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Trip Distribution (%)		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**45%**	0%	0%
Total New Trips (AM PEAK)		**0**	**0**	**0**	**0**	**0**	**16**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**53**	**0**	**0**
Total Pass-By Trips (AM PEAK)		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Build Traffic Volumes	**2030**	**0**	**0**	**0**	**0**	**0**	**238**	**0**	**20**	**0**	**0**	**145**	**170**	**3**	**564**	**71**	**0**
Peak Hour Factor		0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles		0	0	0	0	0	2	0	2	0	0	1	5	1	20	2	0
Heavy Vehicles %		0.0	0.0	0.0	0.0	0.0	1.0	0.0	10.5	0.0	0.0	0.7	3.2	33.3	4.2	3.0	0.0
Pedestrians			0				1				0				0		
Conflicting Pedestrians			0		0		0		1		1		0		0		1

PM PEAK

		I-575 SB On Ramp Northbound				I-575 SB Off Ramp Southbound				Ridgewalk Pkwy Eastbound				Ridgewalk Pkwy Westbound			
Scenario	**Year**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**
Existing Traffic Volumes	**2025**	**0**	**0**	**0**	**0**	**0**	**392**	**2**	**70**	**0**	**0**	**135**	**92**	**0**	**651**	**274**	**0**
Turning Movement Percentage		0%	0%	0%	0%	0%	**84%**	**0%**	**15%**	0%	0%	**59%**	**41%**	0%	**70%**	**30%**	0%
Growth Factor (%)		1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
No Build Traffic Volumes	**2030**	**0**	**0**	**0**	**0**	**0**	**422**	**2**	**75**	**0**	**0**	**145**	**99**	**0**	**701**	**295**	**0**
Entering Trip Distribution (%)		0%	0%	0%	0%	0%	**20%**	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Trip Distribution (%)		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**45%**	0%	0%
Total New Trips (PM PEAK)		**0**	**0**	**0**	**0**	**0**	**85**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**47**	**0**	**0**
Total Pass-By Trips (PM PEAK)		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**
Build Traffic Volumes	**2030**	**0**	**0**	**0**	**0**	**0**	**507**	**2**	**75**	**0**	**0**	**145**	**99**	**0**	**752**	**295**	**0**
Peak Hour Factor		0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles		0	0	0	0	0	4	0	0	0	0	2	1	0	18	1	0
Heavy Vehicles %		0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	1.5	1.1	0.0	2.8	0.4	0.0
Pedestrians			1				0				0				0		
Conflicting Pedestrians			0		1		0		0		0		1		1		0

SAT PEAK

		I-575 SB On Ramp Northbound				I-575 SB Off Ramp Southbound				Ridgewalk Pkwy Eastbound				Ridgewalk Pkwy Westbound			
Scenario	**Year**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**
Existing Traffic Volumes	**2025**	**0**	**0**	**0**	**0**	**0**	**397**	**1**	**38**	**0**	**0**	**119**	**138**	**1**	**790**	**221**	**0**
Turning Movement Percentage		0%	0%	0%	0%	0%	**91%**	**0%**	**9%**	0%	0%	**46%**	**54%**	**0%**	**78%**	**22%**	0%
Growth Factor (%)		1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
No Build Traffic Volumes	**2030**	**0**	**0**	**0**	**0**	**0**	**428**	**1**	**41**	**0**	**0**	**128**	**149**	**1**	**851**	**238**	**0**
Entering Trip Distribution (%)		0%	0%	0%	0%	0%	**20%**	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Trip Distribution (%)		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**45%**	0%	0%
Total New Trips (SAT PEAK)		**0**	**0**	**0**	**0**	**0**	**111**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**69**	**0**	**0**
Total Pass-By Trips (SAT PEAK)		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**
Build Traffic Volumes	**2030**	**0**	**0**	**0**	**0**	**0**	**539**	**1**	**41**	**0**	**0**	**128**	**149**	**1**	**923**	**238**	**0**
Peak Hour Factor		0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles		0	0	0	0	0	4	0	0	0	0	0	1	0	4	0	0
Heavy Vehicles %		0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.7	0.0	0.5	0.0	0.0
Pedestrians			2				1				0				0		
Conflicting Pedestrians			0		2		0		1		1		2		2		1

Trip Generation Summary Worksheet
(Soccer Game Scenario)

Intersection 2/B
I-575 NB Off Ramp-I-575 NB On Ramp @ Ridgewalk Pkwy

AM PEAK

		I-575 NB Off Ramp Northbound				I-575 NB On Ramp Southbound				Ridgewalk Pkwy Eastbound				Ridgewalk Pkwy Westbound			
Scenario	**Year**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**
Existing Traffic Volumes	**2025**	**0**	**30**	**0**	**466**	**0**	**0**	**0**	**0**	**1**	**66**	**272**	**0**	**0**	**0**	**515**	**218**
Turning Movement Percentage		0%	**6%**	0%	**94%**	0%	0%	0%	0%	**0%**	**19%**	**80%**	0%	0%	0%	**70%**	**30%**
Growth Factor (%)		1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
No Build Traffic Volumes	**2030**	**0**	**32**	**0**	**502**	**0**	**0**	**0**	**0**	**1**	**71**	**293**	**0**	**0**	**0**	**555**	**235**
Entering Trip Distribution (%)		0%	0%	0%	**45%**	0%	0%	0%	0%	0%	0%	**20%**	0%	0%	0%	0%	0%
Exiting Trip Distribution (%)		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**45%**	**20%**
Total New Trips (AM PEAK)		**0**	**0**	**0**	**36**	**0**	**0**	**0**	**0**	**0**	**0**	**16**	**0**	**0**	**0**	**53**	**24**
Total Pass-By Trips (AM PEAK)		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Build Traffic Volumes	**2030**	**0**	**32**	**0**	**538**	**0**	**0**	**0**	**0**	**1**	**71**	**309**	**0**	**0**	**0**	**608**	**259**
Peak Hour Factor		0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles		0	1	0	22	0	0	0	0	0	0	5	0	0	0	21	13
Heavy Vehicles %		0.0	3.3	0.0	4.7	0.0	0.0	0.0	0.0	0.0	0.0	1.8	0.0	0.0	0.0	4.1	6.0
Pedestrians			0				0				0				0		
Conflicting Pedestrians			0		0		0		0		0		0		0		0

PM PEAK

		I-575 NB Off Ramp Northbound				I-575 NB On Ramp Southbound				Ridgewalk Pkwy Eastbound				Ridgewalk Pkwy Westbound			
Scenario	**Year**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**
Existing Traffic Volumes	**2025**	**0**	**153**	**0**	**765**	**0**	**0**	**0**	**0**	**0**	**56**	**465**	**0**	**1**	**0**	**773**	**524**
Turning Movement Percentage		0%	**17%**	0%	**83%**	0%	0%	0%	0%	0%	**11%**	**89%**	0%	**0%**	0%	**60%**	**40%**
Growth Factor (%)		1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
No Build Traffic Volumes	**2030**	**0**	**165**	**0**	**824**	**0**	**0**	**0**	**0**	**0**	**60**	**501**	**0**	**1**	**0**	**833**	**564**
Entering Trip Distribution (%)		0%	0%	0%	**45%**	0%	0%	0%	0%	0%	0%	**20%**	0%	0%	0%	0%	0%
Exiting Trip Distribution (%)		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**45%**	**20%**
Total New Trips (PM PEAK)		**0**	**0**	**0**	**191**	**0**	**0**	**0**	**0**	**0**	**0**	**85**	**0**	**0**	**0**	**47**	**21**
Total Pass-By Trips (PM PEAK)		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**2**
Build Traffic Volumes	**2030**	**0**	**165**	**0**	**1,015**	**0**	**0**	**0**	**0**	**0**	**60**	**586**	**0**	**1**	**0**	**884**	**587**
Peak Hour Factor		0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles		0	0	0	7	0	0	0	0	0	0	6	0	0	0	19	2
Heavy Vehicles %		0.0	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.0	0.0	1.3	0.0	0.0	0.0	2.5	0.4
Pedestrians			1				0				0				0		
Conflicting Pedestrians			0		1		0		0		0		1		1		0

SAT PEAK

		I-575 NB Off Ramp Northbound				I-575 NB On Ramp Southbound				Ridgewalk Pkwy Eastbound				Ridgewalk Pkwy Westbound			
Scenario	**Year**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**
Existing Traffic Volumes	**2025**	**0**	**108**	**1**	**1,060**	**0**	**0**	**0**	**0**	**0**	**42**	**473**	**0**	**1**	**0**	**905**	**510**
Turning Movement Percentage		0%	**9%**	**0%**	**91%**	0%	0%	0%	0%	0%	**8%**	**92%**	0%	**0%**	0%	**64%**	**36%**
Growth Factor (%)		1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
No Build Traffic Volumes	**2030**	**0**	**116**	**1**	**1,142**	**0**	**0**	**0**	**0**	**0**	**45**	**510**	**0**	**1**	**0**	**975**	**549**
Entering Trip Distribution (%)		0%	0%	0%	**45%**	0%	0%	0%	0%	0%	0%	**20%**	0%	0%	0%	0%	0%
Exiting Trip Distribution (%)		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**45%**	**20%**
Total New Trips (SAT PEAK)		**0**	**0**	**0**	**249**	**0**	**0**	**0**	**0**	**0**	**0**	**111**	**0**	**0**	**0**	**69**	**31**
Total Pass-By Trips (SAT PEAK)		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**2**
Build Traffic Volumes	**2030**	**0**	**116**	**1**	**1,391**	**0**	**0**	**0**	**0**	**0**	**45**	**621**	**0**	**1**	**0**	**1,047**	**582**
Peak Hour Factor		0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles		0	0	0	1	0	0	0	0	0	1	4	0	0	0	4	0
Heavy Vehicles %		0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	2.4	0.8	0.0	0.0	0.0	0.4	0.0
Pedestrians			2				1				0				0		
Conflicting Pedestrians			0		2		0		1		1		2		2		1

Trip Generation Summary Worksheet
(Soccer Game Scenario)

Intersection 3/C
The Outlet Shoppes at Atlanta Dwy-Olde Rope Mill Park Rd @ Ridgewalk Pkwy

AM PEAK

		The Outlet Shoppes at Atlanta Northbound				Olde Rope Mill Park Rd Southbound				Ridgewalk Pkwy Eastbound				Ridgewalk Pkwy Westbound			
Scenario	**Year**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**
Existing Traffic Volumes	**2025**	**1**	**98**	**11**	**49**	**0**	**46**	**13**	**78**	**0**	**95**	**508**	**132**	**0**	**51**	**556**	**65**
Turning Movement Percentage		**1%**	**62%**	**7%**	**31%**	0%	**34%**	**9%**	**57%**	0%	**13%**	**69%**	**18%**	0%	**8%**	**83%**	**10%**
Growth Factor (%)		1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
No Build Traffic Volumes	**2030**	**1**	**106**	**12**	**53**	**0**	**50**	**14**	**84**	**0**	**102**	**547**	**142**	**0**	**55**	**599**	**70**
Entering Trip Distribution (%)		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**65%**	0%	0%	0%	0%	0%
Exiting Trip Distribution (%)		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**65%**	0%
Total New Trips (AM PEAK)		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**52**	**0**	**0**	**0**	**77**	**0**
Total Pass-By Trips (AM PEAK)		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Build Traffic Volumes	**2030**	**1**	**106**	**12**	**53**	**0**	**50**	**14**	**84**	**0**	**102**	**599**	**142**	**0**	**55**	**676**	**70**
Peak Hour Factor		0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles		0	3	0	2	0	6	0	6	0	6	20	2	0	1	25	5
Heavy Vehicles %		0.0	3.1	0.0	4.1	0.0	13.0	0.0	7.7	0.0	6.3	3.9	1.5	0.0	2.0	4.5	7.7
Pedestrians			0				0				0				0		
Conflicting Pedestrians			0		0		0		0		0		0		0		0

PM PEAK

		The Outlet Shoppes at Atlanta Northbound				Olde Rope Mill Park Rd Southbound				Ridgewalk Pkwy Eastbound				Ridgewalk Pkwy Westbound			
Scenario	**Year**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**
Existing Traffic Volumes	**2025**	**0**	**232**	**14**	**80**	**0**	**50**	**8**	**129**	**3**	**66**	**870**	**293**	**0**	**78**	**934**	**71**
Turning Movement Percentage		0%	**71%**	**4%**	**25%**	0%	**27%**	**4%**	**69%**	**0%**	**5%**	**71%**	**24%**	0%	**7%**	**86%**	**7%**
Growth Factor (%)		1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
No Build Traffic Volumes	**2030**	**0**	**250**	**15**	**86**	**0**	**54**	**9**	**139**	**3**	**71**	**937**	**316**	**0**	**84**	**1,006**	**76**
Entering Trip Distribution (%)		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**65%**	0%	0%	0%	0%	0%
Exiting Trip Distribution (%)		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**65%**	0%
Total New Trips (PM PEAK)		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**276**	**0**	**0**	**0**	**68**	**0**
Total Pass-By Trips (PM PEAK)		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**0**
Build Traffic Volumes	**2030**	**0**	**250**	**15**	**86**	**0**	**54**	**9**	**139**	**3**	**71**	**1,213**	**316**	**0**	**84**	**1,080**	**76**
Peak Hour Factor		0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles		0	1	0	1	0	0	0	6	0	5	7	0	0	0	13	2
Heavy Vehicles %		0.0	0.4	0.0	1.3	0.0	0.0	0.0	4.7	0.0	7.6	0.8	0.0	0.0	0.0	1.4	2.8
Pedestrians			1				1				0				2		
Conflicting Pedestrians			0		3		2		1		1		1		1		3

SAT PEAK

		Dwy Northbound				Olde Rope Mill Park Rd Southbound				Ridgewalk Pkwy Eastbound				Ridgewalk Pkwy Westbound			
Scenario	**Year**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**
Existing Traffic Volumes	**2025**	**0**	**448**	**28**	**106**	**0**	**69**	**17**	**135**	**0**	**80**	**772**	**678**	**2**	**95**	**850**	**90**
Turning Movement Percentage		0%	**77%**	**5%**	**18%**	0%	**31%**	**8%**	**61%**	0%	**5%**	**50%**	**44%**	**0%**	**9%**	**82%**	**9%**
Growth Factor (%)		1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
No Build Traffic Volumes	**2030**	**0**	**483**	**30**	**114**	**0**	**74**	**18**	**145**	**0**	**86**	**832**	**730**	**2**	**102**	**916**	**97**
Entering Trip Distribution (%)		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**65%**	0%	0%	0%	0%	0%
Exiting Trip Distribution (%)		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**65%**	0%
Total New Trips (SAT PEAK)		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**360**	**0**	**0**	**0**	**99**	**0**
Total Pass-By Trips (SAT PEAK)		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**0**
Build Traffic Volumes	**2030**	**0**	**483**	**30**	**114**	**0**	**74**	**18**	**145**	**0**	**86**	**1,192**	**730**	**2**	**102**	**1,020**	**97**
Peak Hour Factor		0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles		0	0	0	2	0	2	0	0	0	1	4	0	0	1	4	0
Heavy Vehicles %		0.0	0.0	0.0	1.9	0.0	2.9	0.0	0.0	0.0	1.3	0.5	0.0	0.0	1.1	0.5	0.0
Pedestrians			3				0				0				0		
Conflicting Pedestrians			0		3		0		0		0		3		3		0

Trip Generation Summary Worksheet
(Soccer Game Scenario)

Intersection 4/D
Woodstock Pkwy-Meridian Dr @ Ridgewalk Pkwy

AM PEAK

		Woodstock Pkwy Northbound				Meridian Dr Southbound				Ridgewalk Pkwy Eastbound				Ridgewalk Pkwy Westbound			
Scenario	**Year**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**
Existing Traffic Volumes	**2025**	**0**	**67**	**2**	**103**	**0**	**4**	**6**	**12**	**0**	**4**	**525**	**77**	**1**	**208**	**594**	**6**
Turning Movement Percentage		0%	**39%**	**1%**	**60%**	0%	**18%**	**27%**	**55%**	0%	**1%**	**87%**	**13%**	**0%**	**26%**	**73%**	**1%**
Growth Factor (%)		1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
No Build Traffic Volumes	**2030**	**0**	**72**	**2**	**111**	**0**	**4**	**6**	**13**	**0**	**4**	**566**	**83**	**1**	**224**	**640**	**6**
Entering Trip Distribution (%)		0%	0%	0%	**5%**	0%	0%	0%	0%	0%	0%	**65%**	0%	0%	0%	0%	0%
Exiting Trip Distribution (%)		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**5%**	**65%**	0%
Total New Trips (AM PEAK)		**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**52**	**0**	**0**	**6**	**77**	**0**
Total Pass-By Trips (AM PEAK)		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Build Traffic Volumes	**2030**	**0**	**72**	**2**	**115**	**0**	**4**	**6**	**13**	**0**	**4**	**618**	**83**	**1**	**230**	**717**	**6**
Peak Hour Factor		0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles		0	3	0	5	0	0	0	0	0	0	25	3	0	9	28	0
Heavy Vehicles %		0.0	4.5	0.0	4.9	0.0	0.0	0.0	0.0	0.0	0.0	4.8	3.9	0.0	4.3	4.7	0.0
Pedestrians			1				1				0				0		
Conflicting Pedestrians			0		1		0		1		1		1		1		1

PM PEAK

		Woodstock Pkwy Northbound				Meridian Dr Southbound				Ridgewalk Pkwy Eastbound				Ridgewalk Pkwy Westbound			
Scenario	**Year**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**
Existing Traffic Volumes	**2025**	**0**	**74**	**5**	**274**	**0**	**8**	**6**	**11**	**1**	**7**	**934**	**67**	**0**	**202**	**1,003**	**3**
Turning Movement Percentage		0%	**21%**	**1%**	**78%**	0%	**32%**	**24%**	**44%**	**0%**	**1%**	**93%**	**7%**	0%	**17%**	**83%**	**0%**
Growth Factor (%)		1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
No Build Traffic Volumes	**2030**	**0**	**80**	**5**	**295**	**0**	**9**	**6**	**12**	**1**	**8**	**1,006**	**72**	**0**	**218**	**1,081**	**3**
Entering Trip Distribution (%)		0%	0%	0%	**5%**	0%	0%	0%	0%	0%	0%	**65%**	0%	0%	0%	0%	0%
Exiting Trip Distribution (%)		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**5%**	**65%**	0%
Total New Trips (PM PEAK)		**0**	**0**	**0**	**21**	**0**	**0**	**0**	**0**	**0**	**0**	**276**	**0**	**0**	**5**	**68**	**0**
Total Pass-By Trips (PM PEAK)		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**0**
Build Traffic Volumes	**2030**	**0**	**80**	**5**	**316**	**0**	**9**	**6**	**12**	**1**	**8**	**1,282**	**72**	**0**	**223**	**1,155**	**3**
Peak Hour Factor		0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles		0	3	0	0	0	0	0	0	0	1	8	0	0	2	12	0
Heavy Vehicles %		0.0	4.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14.3	0.9	0.0	0.0	1.0	1.2	0.0
Pedestrians			4				0				0				0		
Conflicting Pedestrians			0		4		0		0		0		4		4		0

SAT PEAK

		Woodstock Pkwy Northbound				Meridian Dr Southbound				Ridgewalk Pkwy Eastbound				Ridgewalk Pkwy Westbound			
Scenario	**Year**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**
Existing Traffic Volumes	**2025**	**0**	**102**	**4**	**269**	**0**	**3**	**7**	**9**	**0**	**5**	**871**	**76**	**0**	**232**	**929**	**14**
Turning Movement Percentage		0%	**27%**	**1%**	**72%**	0%	**16%**	**37%**	**47%**	0%	**1%**	**91%**	**8%**	0%	**20%**	**79%**	**1%**
Growth Factor (%)		1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
No Build Traffic Volumes	**2030**	**0**	**110**	**4**	**290**	**0**	**3**	**8**	**10**	**0**	**5**	**938**	**82**	**0**	**250**	**1,001**	**15**
Entering Trip Distribution (%)		0%	0%	0%	**5%**	0%	0%	0%	0%	0%	0%	**65%**	0%	0%	0%	0%	0%
Exiting Trip Distribution (%)		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**5%**	**65%**	0%
Total New Trips (SAT PEAK)		**0**	**0**	**0**	**28**	**0**	**0**	**0**	**0**	**0**	**0**	**360**	**0**	**0**	**8**	**99**	**0**
Total Pass-By Trips (SAT PEAK)		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**0**
Build Traffic Volumes	**2030**	**0**	**110**	**4**	**318**	**0**	**3**	**8**	**10**	**0**	**5**	**1,298**	**82**	**0**	**258**	**1,105**	**15**
Peak Hour Factor		0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles		0	1	0	1	0	0	0	0	0	0	8	0	0	1	5	0
Heavy Vehicles %		0.0	1.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.9	0.0	0.0	0.4	0.5	0.0
Pedestrians			4				1				1				0		
Conflicting Pedestrians			1		4		0		2		1		5		4		1

Trip Generation Summary Worksheet
(Soccer Game Scenario)

Intersection 5/E
Ridge Tr-Lincoln St @ Ridgewalk Pkwy

AM PEAK

		Ridge Tr Northbound				Lincoln St Southbound				Ridgewalk Pkwy Eastbound				Ridgewalk Pkwy Westbound			
Scenario	**Year**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**
Existing Traffic Volumes	**2025**	**0**	**81**	**6**	**61**	**0**	**20**	**0**	**76**	**1**	**59**	**529**	**23**	**0**	**34**	**643**	**18**
Turning Movement Percentage		0%	**55%**	**4%**	**41%**	0%	**21%**	0%	**79%**	**0%**	**10%**	**86%**	**4%**	0%	**5%**	**93%**	**3%**
Growth Factor (%)		1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
No Build Traffic Volumes	**2030**	**0**	**87**	**6**	**66**	**0**	**22**	**0**	**82**	**1**	**64**	**570**	**25**	**0**	**37**	**693**	**19**
Entering Trip Distribution (%)		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**70%**	0%	0%	0%	0%	0%
Exiting Trip Distribution (%)		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**70%**	0%
Total New Trips (AM PEAK)		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**56**	**0**	**0**	**0**	**83**	**0**
Total Pass-By Trips (AM PEAK)		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Build Traffic Volumes	**2030**	**0**	**87**	**6**	**66**	**0**	**22**	**0**	**82**	**1**	**64**	**626**	**25**	**0**	**37**	**776**	**19**
Peak Hour Factor		0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles		0	3	0	1	0	0	0	2	0	7	26	0	0	0	34	0
Heavy Vehicles %		0.0	3.7	0.0	1.6	0.0	0.0	0.0	2.6	0.0	11.9	4.9	0.0	0.0	0.0	5.3	0.0
Pedestrians				0				0				0				0	
Conflicting Pedestrians			0		0		0		0		0		0		0		0

PM PEAK

		Ridge Tr Northbound				Lincoln St Southbound				Ridgewalk Pkwy Eastbound				Ridgewalk Pkwy Westbound			
Scenario	**Year**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**
Existing Traffic Volumes	**2025**	**0**	**97**	**31**	**67**	**0**	**154**	**13**	**320**	**0**	**340**	**692**	**113**	**1**	**94**	**760**	**48**
Turning Movement Percentage		0%	**50%**	**16%**	**34%**	0%	**32%**	**3%**	**66%**	0%	**30%**	**60%**	**10%**	**0%**	**10%**	**84%**	**5%**
Growth Factor (%)		1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
No Build Traffic Volumes	**2030**	**0**	**104**	**33**	**72**	**0**	**166**	**14**	**345**	**0**	**366**	**745**	**122**	**1**	**101**	**819**	**52**
Entering Trip Distribution (%)		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**70%**	0%	0%	0%	0%	0%
Exiting Trip Distribution (%)		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**70%**	0%
Total New Trips (PM PEAK)		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**298**	**0**	**0**	**0**	**74**	**0**
Total Pass-By Trips (PM PEAK)		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**0**
Build Traffic Volumes	**2030**	**0**	**104**	**33**	**72**	**0**	**166**	**14**	**345**	**0**	**366**	**1,043**	**122**	**1**	**101**	**899**	**52**
Peak Hour Factor		0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles		0	0	0	0	0	0	0	0	0	1	5	1	0	0	12	0
Heavy Vehicles %		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.7	0.9	0.0	0.0	1.6	0.0
Pedestrians				0				0				0				0	
Conflicting Pedestrians			0		0		0		0		0		0		0		0

SAT PEAK

		Ridge Tr Northbound				Lincoln St Southbound				Ridgewalk Pkwy Eastbound				Ridgewalk Pkwy Westbound			
Scenario	**Year**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**
Existing Traffic Volumes	**2025**	**0**	**116**	**18**	**44**	**0**	**162**	**20**	**347**	**0**	**440**	**573**	**93**	**0**	**71**	**689**	**73**
Turning Movement Percentage		0%	**65%**	**10%**	**25%**	0%	**31%**	**4%**	**66%**	0%	**40%**	**52%**	**8%**	0%	**9%**	**83%**	**9%**
Growth Factor (%)		1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
No Build Traffic Volumes	**2030**	**0**	**125**	**19**	**47**	**0**	**175**	**22**	**374**	**0**	**474**	**617**	**100**	**0**	**76**	**742**	**79**
Entering Trip Distribution (%)		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**70%**	0%	0%	0%	0%	0%
Exiting Trip Distribution (%)		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**70%**	0%
Total New Trips (SAT PEAK)		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**388**	**0**	**0**	**0**	**107**	**0**
Total Pass-By Trips (SAT PEAK)		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**0**
Build Traffic Volumes	**2030**	**0**	**125**	**19**	**47**	**0**	**175**	**22**	**374**	**0**	**474**	**1,005**	**100**	**0**	**76**	**854**	**79**
Peak Hour Factor		0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles		0	1	0	0	0	2	0	3	0	2	5	0	0	0	1	0
Heavy Vehicles %		0.0	0.9	0.0	0.0	0.0	1.2	0.0	0.9	0.0	0.5	0.9	0.0	0.0	0.0	0.1	0.0
Pedestrians				0				0				0				0	
Conflicting Pedestrians			0		0		0		0		0		0		0		0

Trip Generation Summary Worksheet
(Soccer Game Scenario)

Intersection 6/F
Reagan St @ Ridgewalk Pkwy

AM PEAK

		0 Northbound				Reagan St Southbound				Ridgewalk Pkwy Eastbound				Ridgewalk Pkwy Westbound			
Scenario	**Year**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**
Existing Traffic Volumes	**2025**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**35**	**0**	**0**	**629**	**0**	**0**	**0**	**668**	**26**
Turning Movement Percentage		0%	0%	0%	0%	0%	0%	0%	**100%**	0%	0%	**100%**	0%	0%	0%	**96%**	**4%**
Growth Factor (%)		1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
No Build Traffic Volumes	**2030**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**38**	**0**	**0**	**678**	**0**	**0**	**0**	**720**	**28**
Entering Trip Distribution (%)		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**70%**	0%	0%	0%	0%	**40%**
Exiting Trip Distribution (%)		0%	0%	0%	0%	0%	0%	0%	**50%**	0%	0%	**10%**	0%	0%	0%	**30%**	0%
Total New Trips (AM PEAK)		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**59**	**0**	**0**	**68**	**0**	**0**	**0**	**35**	**32**
Total Pass-By Trips (AM PEAK)		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Build Traffic Volumes	**2030**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**97**	**0**	**0**	**746**	**0**	**0**	**0**	**755**	**60**
Peak Hour Factor		0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles		0	0	0	0	0	0	0	1	0	0	25	0	0	0	32	2
Heavy Vehicles %		0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.9	0.0	0.0	4.0	0.0	0.0	0.0	4.8	7.7
Pedestrians			0				0				0				0		
Conflicting Pedestrians			0		0		0		0		0		0		0		0

PM PEAK

		0 Northbound				Reagan St Southbound				Ridgewalk Pkwy Eastbound				Ridgewalk Pkwy Westbound			
Scenario	**Year**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**
Existing Traffic Volumes	**2025**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**86**	**0**	**0**	**953**	**0**	**0**	**0**	**872**	**129**
Turning Movement Percentage		0%	0%	0%	0%	0%	0%	0%	**100%**	0%	0%	**100%**	0%	0%	0%	**87%**	**13%**
Growth Factor (%)		1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
No Build Traffic Volumes	**2030**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**93**	**0**	**0**	**1,027**	**0**	**0**	**0**	**939**	**139**
Entering Trip Distribution (%)		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**70%**	0%	0%	0%	0%	**20%**
Exiting Trip Distribution (%)		0%	0%	0%	0%	0%	0%	0%	**50%**	0%	0%	**5%**	0%	0%	0%	**25%**	0%
Total New Trips (PM PEAK)		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**53**	**0**	**0**	**303**	**0**	**0**	**0**	**26**	**85**
Total Pass-By Trips (PM PEAK)		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**-6**	**6**
Build Traffic Volumes	**2030**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**158**	**0**	**0**	**1,330**	**0**	**0**	**0**	**959**	**230**
Peak Hour Factor		0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles		0	0	0	0	0	0	0	2	0	0	6	0	0	0	11	2
Heavy Vehicles %		0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.3	0.0	0.0	0.6	0.0	0.0	0.0	1.3	1.6
Pedestrians			0				0				0				0		
Conflicting Pedestrians			0		0		0		0		0		0		0		0

SAT PEAK

		0 Northbound				Reagan St Southbound				Ridgewalk Pkwy Eastbound				Ridgewalk Pkwy Westbound			
Scenario	**Year**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**
Existing Traffic Volumes	**2025**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**141**	**0**	**0**	**819**	**0**	**0**	**0**	**730**	**147**
Turning Movement Percentage		0%	0%	0%	0%	0%	0%	0%	**100%**	0%	0%	**100%**	0%	0%	0%	**83%**	**17%**
Growth Factor (%)		1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
No Build Traffic Volumes	**2030**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**152**	**0**	**0**	**882**	**0**	**0**	**0**	**786**	**158**
Entering Trip Distribution (%)		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**70%**	0%	0%	0%	0%	**20%**
Exiting Trip Distribution (%)		0%	0%	0%	0%	0%	0%	0%	**50%**	0%	0%	**5%**	0%	0%	0%	**25%**	0%
Total New Trips (SAT PEAK)		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**77**	**0**	**0**	**395**	**0**	**0**	**0**	**38**	**111**
Total Pass-By Trips (SAT PEAK)		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**-5**	**5**
Build Traffic Volumes	**2030**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**239**	**0**	**0**	**1,277**	**0**	**0**	**0**	**819**	**274**
Peak Hour Factor		0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles		0	0	0	0	0	0	0	3	0	0	8	0	0	0	0	3
Heavy Vehicles %		0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.1	0.0	0.0	1.0	0.0	0.0	0.0	0.0	2.0
Pedestrians			0				0				1				0		
Conflicting Pedestrians			1		0		0		1		0		1		0		0

Trip Generation Summary Worksheet
(Soccer Game Scenario)

Intersection 7/G
Woodstock City Church Dwy-Site Driveway #1 @ Ridgewalk Pkwy

AM PEAK

		Woodstock City Church Dwy Northbound				Site Driveway #1 Southbound				Ridgewalk Pkwy Eastbound				Ridgewalk Pkwy Westbound			
Scenario	**Year**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**
Existing Traffic Volumes	**2025**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**626**	**2**	**0**	**2**	**701**	**0**
Turning Movement Percentage		0%	0%	0%	**100%**	0%	0%	0%	0%	0%	0%	**100%**	**0%**	0%	**0%**	**100%**	0%
Growth Factor (%)		1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
No Build Traffic Volumes	**2030**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**674**	**2**	**0**	**2**	**755**	**0**
Entering Trip Distribution (%)		0%	0%	0%	0%	0%	0%	0%	0%	**30%**	**40%**	0%	0%	0%	0%	**10%**	**20%**
Exiting Trip Distribution (%)		0%	0%	0%	0%	0%	**20%**	0%	**30%**	0%	0%	**10%**	0%	0%	0%	0%	0%
Total New Trips (AM PEAK)		**0**	**0**	**0**	**0**	**0**	**24**	**0**	**35**	**24**	**32**	**12**	**0**	**0**	**0**	**8**	**16**
Total Pass-By Trips (AM PEAK)		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Build Traffic Volumes	**2030**	**0**	**0**	**0**	**2**	**0**	**24**	**0**	**35**	**24**	**32**	**686**	**2**	**0**	**2**	**763**	**16**
Peak Hour Factor		0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles		0	0	0	0	0	0	0	0	0	0	27	0	0	0	34	0
Heavy Vehicles %		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.3	0.0	0.0	0.0	4.9	0.0
Pedestrians			0				0				0				0		
Conflicting Pedestrians			0		0		0		0		0		0		0		0

PM PEAK

		Woodstock City Church Dwy Northbound				Site Driveway #1 Southbound				Ridgewalk Pkwy Eastbound				Ridgewalk Pkwy Westbound			
Scenario	**Year**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**
Existing Traffic Volumes	**2025**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**	**0**	**953**	**2**	**0**	**2**	**997**	**0**
Turning Movement Percentage		0%	0%	0%	**100%**	0%	0%	0%	0%	**0%**	0%	**100%**	**0%**	0%	**0%**	**100%**	0%
Growth Factor (%)		1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
No Build Traffic Volumes	**2030**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**	**0**	**1,027**	**2**	**0**	**2**	**1,074**	**0**
Entering Trip Distribution (%)		0%	0%	0%	0%	0%	0%	0%	0%	**10%**	**60%**	0%	0%	0%	0%	**10%**	**20%**
Exiting Trip Distribution (%)		0%	0%	0%	0%	0%	**25%**	0%	**25%**	0%	0%	**5%**	0%	0%	0%	0%	0%
Total New Trips (PM PEAK)		**0**	**0**	**0**	**0**	**0**	**26**	**0**	**26**	**43**	**255**	**5**	**0**	**0**	**0**	**43**	**85**
Total Pass-By Trips (PM PEAK)		**0**	**0**	**0**	**0**	**0**	**6**	**0**	**6**	**0**	**17**	**-17**	**0**	**0**	**0**	**-6**	**6**
Build Traffic Volumes	**2030**	**0**	**0**	**0**	**2**	**0**	**32**	**0**	**32**	**45**	**272**	**1,015**	**2**	**0**	**2**	**1,111**	**91**
Peak Hour Factor		0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles		0	0	0	0	0	0	0	0	0	0	5	0	0	0	16	0
Heavy Vehicles %		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.0	1.6	0.0
Pedestrians			0				0				0				0		
Conflicting Pedestrians			0		0		0		0		0		0		0		0

SAT PEAK

		Woodstock City Church Dwy Northbound				Site Driveway #1 Southbound				Ridgewalk Pkwy Eastbound				Ridgewalk Pkwy Westbound			
Scenario	**Year**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**
Existing Traffic Volumes	**2025**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**820**	**0**	**0**	**0**	**876**	**0**
Turning Movement Percentage		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**100%**	0%	0%	0%	**100%**	0%
Growth Factor (%)		1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
No Build Traffic Volumes	**2030**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**883**	**0**	**0**	**0**	**944**	**0**
Entering Trip Distribution (%)		0%	0%	0%	0%	0%	0%	0%	0%	**10%**	**60%**	0%	0%	0%	0%	**10%**	**20%**
Exiting Trip Distribution (%)		0%	0%	0%	0%	0%	**25%**	0%	**25%**	0%	0%	**5%**	0%	0%	0%	0%	0%
Total New Trips (SAT PEAK)		**0**	**0**	**0**	**0**	**0**	**38**	**0**	**38**	**55**	**332**	**8**	**0**	**0**	**0**	**55**	**111**
Total Pass-By Trips (SAT PEAK)		**0**	**0**	**0**	**0**	**0**	**5**	**0**	**5**	**0**	**14**	**-14**	**0**	**0**	**0**	**-5**	**5**
Build Traffic Volumes	**2030**	**0**	**0**	**0**	**0**	**0**	**43**	**0**	**43**	**55**	**346**	**877**	**0**	**0**	**0**	**994**	**116**
Peak Hour Factor		0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles		0	0	0	0	0	0	0	0	0	0	8	0	0	0	2	0
Heavy Vehicles %		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.2	0.0
Pedestrians			5				0				0				0		
Conflicting Pedestrians			0		5		0		0		0		5		5		0

Trip Generation Summary Worksheet
(Soccer Game Scenario)

Intersection 8/H
Main St @ Ridgewalk Pkwy

AM PEAK

		Main St Northbound				Main St Southbound				Ridgewalk Pkwy Eastbound				0 Westbound			
Scenario	**Year**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**
Existing Traffic Volumes	**2025**	**0**	**105**	**181**	**0**	**0**	**0**	**368**	**608**	**0**	**502**	**0**	**133**	**0**	**0**	**0**	**0**
Turning Movement Percentage		0%	**37%**	**63%**	0%	0%	0%	**38%**	**62%**	0%	**79%**	0%	**21%**	0%	0%	0%	0%
Growth Factor (%)		1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
No Build Traffic Volumes	**2030**	**0**	**113**	**195**	**0**	**0**	**0**	**396**	**655**	**0**	**541**	**0**	**143**	**0**	**0**	**0**	**0**
Entering Trip Distribution (%)		0%	**20%**	0%	0%	0%	0%	0%	**10%**	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Trip Distribution (%)		0%	0%	0%	0%	0%	0%	0%	0%	0%	**10%**	0%	**20%**	0%	0%	0%	0%
Total New Trips (AM PEAK)		**0**	**16**	**0**	**0**	**0**	**0**	**0**	**8**	**0**	**12**	**0**	**24**	**0**	**0**	**0**	**0**
Total Pass-By Trips (AM PEAK)		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Build Traffic Volumes	**2030**	**0**	**129**	**195**	**0**	**0**	**0**	**396**	**663**	**0**	**553**	**0**	**167**	**0**	**0**	**0**	**0**
Peak Hour Factor		0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles		0	5	4	0	0	0	10	29	0	24	0	4	0	0	0	0
Heavy Vehicles %		0.0	4.8	2.2	0.0	0.0	0.0	2.7	4.8	0.0	4.8	0.0	3.0	0.0	0.0	0.0	0.0
Pedestrians			2				0				0				0		
Conflicting Pedestrians			0		2		0		0		0		2		2		0

PM PEAK

		Main St Northbound				Main St Southbound				Ridgewalk Pkwy Eastbound				0 Westbound			
Scenario	**Year**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**
Existing Traffic Volumes	**2025**	**0**	**213**	**395**	**0**	**0**	**0**	**324**	**795**	**0**	**723**	**0**	**199**	**0**	**0**	**0**	**0**
Turning Movement Percentage		0%	**35%**	**65%**	0%	0%	0%	**29%**	**71%**	0%	**78%**	0%	**22%**	0%	0%	0%	0%
Growth Factor (%)		1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
No Build Traffic Volumes	**2030**	**0**	**229**	**426**	**0**	**0**	**0**	**349**	**856**	**0**	**779**	**0**	**214**	**0**	**0**	**0**	**0**
Entering Trip Distribution (%)		0%	**20%**	0%	0%	0%	0%	0%	**10%**	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Trip Distribution (%)		0%	0%	0%	0%	0%	0%	0%	0%	0%	**10%**	0%	**20%**	0%	0%	0%	0%
Total New Trips (PM PEAK)		**0**	**85**	**0**	**0**	**0**	**0**	**0**	**43**	**0**	**11**	**0**	**21**	**0**	**0**	**0**	**0**
Total Pass-By Trips (PM PEAK)		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-4**	**0**	**-7**	**0**	**0**	**0**	**0**
Build Traffic Volumes	**2030**	**0**	**314**	**426**	**0**	**0**	**0**	**349**	**899**	**0**	**786**	**0**	**228**	**0**	**0**	**0**	**0**
Peak Hour Factor		0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles		0	2	6	0	0	0	6	15	0	8	0	0	0	0	0	0
Heavy Vehicles %		0.0	0.9	1.5	0.0	0.0	0.0	1.9	1.9	0.0	1.1	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrians			3				0				0				0		
Conflicting Pedestrians			0		3		0		0		0		3		3		0

SAT PEAK

		Main St Northbound				Main St Southbound				Ridgewalk Pkwy Eastbound				0 Westbound			
Scenario	**Year**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**
Existing Traffic Volumes	**2025**	**0**	**226**	**219**	**0**	**0**	**0**	**303**	**669**	**0**	**581**	**0**	**221**	**0**	**0**	**0**	**0**
Turning Movement Percentage		0%	**51%**	**49%**	0%	0%	0%	**31%**	**69%**	0%	**72%**	0%	**28%**	0%	0%	0%	0%
Growth Factor (%)		1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
No Build Traffic Volumes	**2030**	**0**	**243**	**236**	**0**	**0**	**0**	**326**	**721**	**0**	**626**	**0**	**238**	**0**	**0**	**0**	**0**
Entering Trip Distribution (%)		0%	**20%**	0%	0%	0%	0%	0%	**10%**	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Trip Distribution (%)		0%	0%	0%	0%	0%	0%	0%	0%	0%	**10%**	0%	**20%**	0%	0%	0%	0%
Total New Trips (SAT PEAK)		**0**	**111**	**0**	**0**	**0**	**0**	**0**	**55**	**0**	**15**	**0**	**31**	**0**	**0**	**0**	**0**
Total Pass-By Trips (SAT PEAK)		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-3**	**0**	**-6**	**0**	**0**	**0**	**0**
Build Traffic Volumes	**2030**	**0**	**354**	**236**	**0**	**0**	**0**	**326**	**776**	**0**	**638**	**0**	**263**	**0**	**0**	**0**	**0**
Peak Hour Factor		0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles		0	0	0	0	0	0	1	4	0	7	0	2	0	0	0	0
Heavy Vehicles %		0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.6	0.0	1.2	0.0	0.9	0.0	0.0	0.0	0.0
Pedestrians			4				0				0				0		
Conflicting Pedestrians			0		4		0		0		0		4		4		0

Trip Generation Summary Worksheet
(Soccer Game Scenario)

Intersection 9/I
Reagan St @ Site Driveway #2

AM PEAK

		Reagan St Northbound				Reagan St Southbound				0 Eastbound				Site Driveway #2 Westbound			
Scenario	**Year**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**
Existing Traffic Volumes	**2025**	**0**	**0**	**26**	**0**	**0**	**0**	**35**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Turning Movement Percentage		0%	0%	**100%**	0%	0%	0%	**100%**	0%	0%	0%	0%	0%	0%	0%	0%	0%
Growth Factor (%)		1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
No Build Traffic Volumes	**2030**	**0**	**0**	**28**	**0**	**0**	**0**	**38**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Entering Trip Distribution (%)		0%	0%	**35%**	**5%**	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Trip Distribution (%)		0%	0%	0%	0%	0%	0%	**35%**	0%	0%	0%	0%	0%	0%	**15%**	0%	0%
Total New Trips (AM PEAK)		**0**	**0**	**69**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Total Pass-By Trips (AM PEAK)		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Build Traffic Volumes	**2030**	**0**	**0**	**97**	**10**	**0**	**0**	**38**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Peak Hour Factor		0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicles %		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrians				0				0				0				0	
Conflicting Pedestrians			0		0		0		0		0		0		0		0

PM PEAK

		Reagan St Northbound				Reagan St Southbound				0 Eastbound				Site Driveway #2 Westbound			
Scenario	**Year**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**
Existing Traffic Volumes	**2025**	**0**	**0**	**129**	**0**	**0**	**0**	**86**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Turning Movement Percentage		0%	0%	**100%**	0%	0%	0%	**100%**	0%	0%	0%	0%	0%	0%	0%	0%	0%
Growth Factor (%)		1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
No Build Traffic Volumes	**2030**	**0**	**0**	**139**	**0**	**0**	**0**	**93**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Entering Trip Distribution (%)		0%	0%	**15%**	**5%**	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Trip Distribution (%)		0%	0%	0%	0%	0%	0%	**15%**	0%	0%	0%	0%	0%	0%	**35%**	0%	0%
Total New Trips (PM PEAK)		**0**	**0**	**64**	**21**	**0**	**0**	**16**	**0**	**0**	**0**	**0**	**0**	**0**	**37**	**0**	**0**
Total Pass-By Trips (PM PEAK)		**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**0**	**0**
Build Traffic Volumes	**2030**	**0**	**0**	**203**	**21**	**0**	**0**	**113**	**0**	**0**	**0**	**0**	**0**	**0**	**45**	**0**	**0**
Peak Hour Factor		0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicles %		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrians				0				0				0				0	
Conflicting Pedestrians			0		0		0		0		0		0		0		0

SAT PEAK

		Reagan St Northbound				Reagan St Southbound				0 Eastbound				Site Driveway #2 Westbound			
Scenario	**Year**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**
Existing Traffic Volumes	**2025**	**0**	**0**	**147**	**0**	**0**	**0**	**141**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Turning Movement Percentage		0%	0%	**100%**	0%	0%	0%	**100%**	0%	0%	0%	0%	0%	0%	0%	0%	0%
Growth Factor (%)		1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
No Build Traffic Volumes	**2030**	**0**	**0**	**158**	**0**	**0**	**0**	**152**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Entering Trip Distribution (%)		0%	0%	**15%**	**5%**	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Trip Distribution (%)		0%	0%	0%	0%	0%	0%	**15%**	0%	0%	0%	0%	0%	0%	**35%**	0%	0%
Total New Trips (SAT PEAK)		**0**	**0**	**83**	**28**	**0**	**0**	**23**	**0**	**0**	**0**	**0**	**0**	**0**	**54**	**0**	**0**
Total Pass-By Trips (SAT PEAK)		**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**0**	**0**
Build Traffic Volumes	**2030**	**0**	**0**	**241**	**28**	**0**	**0**	**178**	**0**	**0**	**0**	**0**	**0**	**0**	**61**	**0**	**0**
Peak Hour Factor		0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicles %		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrians				0				0				0				0	
Conflicting Pedestrians			0		0		0		0		0		0		0		0

Trip Generation Summary Worksheet
(Soccer Game Scenario)

Intersection 10/J
Reagan St @ Costco Dwy-Site Driveway #3

AM PEAK

		Reagan St Northbound				Reagan St Southbound				Costco Dwy Eastbound				Site Driveway #3 Westbound			
Scenario	**Year**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**
Existing Traffic Volumes	**2025**	**0**	**16**	**10**	**0**	**0**	**0**	**32**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**
Turning Movement Percentage		0%	**62%**	**38%**	0%	0%	0%	**100%**	0%	0%	0%	0%	**100%**	0%	0%	0%	0%
Growth Factor (%)		1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
No Build Traffic Volumes	**2030**	**0**	**17**	**11**	**0**	**0**	**0**	**34**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**
Entering Trip Distribution (%)		0%	0%	0%	**35%**	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Trip Distribution (%)		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**35%**	0%	0%
Total New Trips (AM PEAK)		**0**	**0**	**0**	**28**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**41**	**0**	**0**
Total Pass-By Trips (AM PEAK)		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Build Traffic Volumes	**2030**	**0**	**17**	**11**	**28**	**0**	**0**	**34**	**0**	**0**	**0**	**0**	**3**	**0**	**41**	**0**	**0**
Peak Hour Factor		0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicles %		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrians			0				0				0				0		
Conflicting Pedestrians			0		0		0		0		0		0		0		0

PM PEAK

		Reagan St Northbound				Reagan St Southbound				Costco Dwy Eastbound				Site Driveway #3 Westbound			
Scenario	**Year**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**
Existing Traffic Volumes	**2025**	**0**	**108**	**21**	**0**	**0**	**0**	**22**	**0**	**0**	**0**	**0**	**64**	**0**	**0**	**0**	**0**
Turning Movement Percentage		0%	**84%**	**16%**	0%	0%	0%	**100%**	0%	0%	0%	0%	**100%**	0%	0%	0%	0%
Growth Factor (%)		1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
No Build Traffic Volumes	**2030**	**0**	**116**	**23**	**0**	**0**	**0**	**24**	**0**	**0**	**0**	**0**	**69**	**0**	**0**	**0**	**0**
Entering Trip Distribution (%)		0%	0%	0%	**15%**	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Trip Distribution (%)		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**15%**	0%	0%
Total New Trips (PM PEAK)		**0**	**0**	**0**	**64**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**16**	**0**	**0**
Total Pass-By Trips (PM PEAK)		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**
Build Traffic Volumes	**2030**	**0**	**116**	**23**	**64**	**0**	**0**	**24**	**0**	**0**	**0**	**0**	**69**	**0**	**20**	**0**	**0**
Peak Hour Factor		0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicles %		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrians			0				0				0				0		
Conflicting Pedestrians			0		0		0		0		0		0		0		0

SAT PEAK

		Reagan St Northbound				Reagan St Southbound				Costco Dwy Eastbound				Site Driveway #3 Westbound			
Scenario	**Year**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**	**U-Turn**	**Left**	**Thru**	**Right**
Existing Traffic Volumes	**2025**	**0**	**131**	**16**	**0**	**0**	**0**	**17**	**0**	**0**	**0**	**0**	**124**	**0**	**0**	**0**	**0**
Turning Movement Percentage		0%	**89%**	**11%**	0%	0%	0%	**100%**	0%	0%	0%	0%	**100%**	0%	0%	0%	0%
Growth Factor (%)		1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
No Build Traffic Volumes	**2030**	**0**	**141**	**17**	**0**	**0**	**0**	**18**	**0**	**0**	**0**	**0**	**134**	**0**	**0**	**0**	**0**
Entering Trip Distribution (%)		0%	0%	0%	**15%**	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Trip Distribution (%)		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**15%**	0%	0%
Total New Trips (SAT PEAK)		**0**	**0**	**0**	**83**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**23**	**0**	**0**
Total Pass-By Trips (SAT PEAK)		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**
Build Traffic Volumes	**2030**	**0**	**141**	**17**	**83**	**0**	**0**	**18**	**0**	**0**	**0**	**0**	**134**	**0**	**26**	**0**	**0**
Peak Hour Factor		0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicles %		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrians			0				0				0				0		
Conflicting Pedestrians			0		0		0		0		0		0		0		0

APPENDIX E: CAPACITY ANALYSIS OUTPUTS

2025 EXISTING TRAFFIC OPERATIONS

1: I-575 SB On Ramp/I-575 SB Off Ramp & Ridgewalk Pkwy



Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	0	135	158	3	474	66	0	0	0	0	206	0
Future Volume (vph)	0	135	158	3	474	66	0	0	0	0	206	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	1%	3%	33%	4%	3%	0%	0%	0%	0%	1%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	145	170	0	513	71	0	0	0	0	0	222
Turn Type		NA	Perm	Prot	pm+pt	NA					Split	NA
Protected Phases		2		1	1	6					4	4
Permitted Phases			2		6							
Detector Phase		2	2	1	1	6					4	4
Switch Phase												
Minimum Initial (s)		10.0	10.0	8.0	8.0	10.0					10.0	10.0
Minimum Split (s)		28.0	28.0	14.3	14.3	24.0					26.3	26.3
Total Split (s)		33.0	33.0	34.0	34.0	67.0					33.0	33.0
Total Split (%)		33.0%	33.0%	34.0%	34.0%	67.0%					33.0%	33.0%
Yellow Time (s)		4.3	4.3	4.3	4.3	4.3					4.3	4.3
All-Red Time (s)		1.7	1.7	2.0	2.0	1.7					2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0						0.0
Total Lost Time (s)		6.0	6.0		6.3	6.0						6.3
Lead/Lag		Lag	Lag	Lead	Lead							
Lead-Lag Optimize?		Yes	Yes	Yes	Yes							
Recall Mode		C-Max	C-Max	None	None	C-Max					None	None
Act Effct Green (s)		43.9	43.9		69.3	69.6						18.1
Actuated g/C Ratio		0.44	0.44		0.69	0.70						0.18
v/c Ratio		0.18	0.22		0.59	0.06						0.71
Control Delay (s/veh)		21.6	5.0		6.2	1.2						50.8
Queue Delay		0.0	0.0		0.0	0.0						0.0
Total Delay (s/veh)		21.6	5.0		6.2	1.2						50.8
LOS		C	A		A	A						D
Approach Delay (s/veh)		12.6				5.6						46.7
Approach LOS		B				A						D
Queue Length 50th (ft)		54	0		70	9						134
Queue Length 95th (ft)		128	50		10	2						198
Internal Link Dist (ft)		345				558			379			601
Turn Bay Length (ft)			120									
Base Capacity (vph)		826	784		924	1284						460
Starvation Cap Reductn		0	0		0	0						0
Spillback Cap Reductn		0	0		0	0						0
Storage Cap Reductn		0	0		0	0						0
Reduced v/c Ratio		0.18	0.22		0.56	0.06						0.48

Intersection Summary
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 10 (10%), Referenced to phase 2:EBT and 6:WBTL, Start of Yellow
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.71

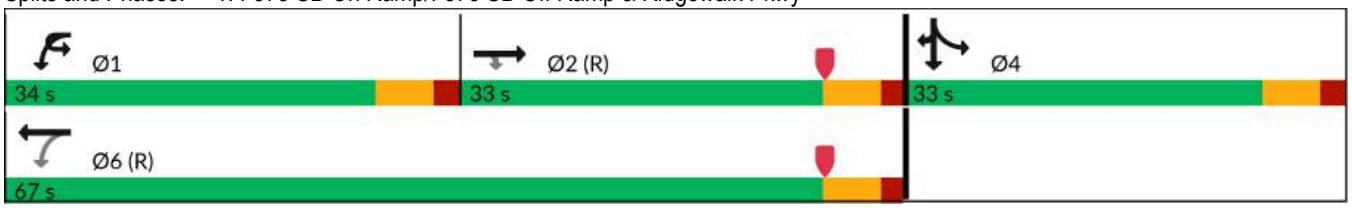


Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	19
Future Volume (vph)	19
Peak Hour Factor	0.93
Heavy Vehicles (%)	11%
Shared Lane Traffic (%)	
Lane Group Flow (vph)	20
Turn Type	Prot
Protected Phases	4
Permitted Phases	
Detector Phase	4
Switch Phase	
Minimum Initial (s)	10.0
Minimum Split (s)	26.3
Total Split (s)	33.0
Total Split (%)	33.0%
Yellow Time (s)	4.3
All-Red Time (s)	2.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	6.3
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	18.1
Actuated g/C Ratio	0.18
v/c Ratio	0.06
Control Delay (s/veh)	0.3
Queue Delay	0.0
Total Delay (s/veh)	0.3
LOS	A
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	0
Queue Length 95th (ft)	0
Internal Link Dist (ft)	
Turn Bay Length (ft)	235
Base Capacity (vph)	448
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.04

Intersection Summary

Intersection Signal Delay (s/veh): 16.2	Intersection LOS: B
Intersection Capacity Utilization 63.1%	ICU Level of Service B
Analysis Period (min) 15	
Description: Existing AM Peak	

Splits and Phases: 1: I-575 SB On Ramp/I-575 SB Off Ramp & Ridgewalk Pkwy



Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	1	66	272	0	0	515	218	30	0	466	0	0
Future Volume (vph)	1	66	272	0	0	515	218	30	0	466	0	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	2%	0%	0%	4%	6%	3%	0%	5%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	69	280	0	0	531	225	31	0	480	0	0
Turn Type	Prot	pm+pt	NA			NA	Perm	Prot		Perm		
Protected Phases	5	5	2			6		8				
Permitted Phases		2					6			8		
Detector Phase	5	5	2			6	6	8		8		
Switch Phase												
Minimum Initial (s)	4.0	4.0	15.0			15.0	15.0	8.0		8.0		
Minimum Split (s)	10.6	10.6	29.3			24.3	24.3	31.8		31.8		
Total Split (s)	15.0	15.0	70.0			55.0	55.0	30.0		30.0		
Total Split (%)	15.0%	15.0%	70.0%			55.0%	55.0%	30.0%		30.0%		
Yellow Time (s)	3.6	3.6	4.3			4.3	4.3	4.3		4.3		
All-Red Time (s)	2.0	2.0	2.0			2.0	2.0	2.5		2.5		
Lost Time Adjust (s)		0.0	0.0			0.0	0.0	0.0		0.0		
Total Lost Time (s)		5.6	6.3			6.3	6.3	6.8		6.8		
Lead/Lag	Lead	Lead				Lag	Lag					
Lead-Lag Optimize?	Yes	Yes				Yes	Yes					
Recall Mode	None	None	C-Max			C-Max	C-Max	None		None		
Act Effct Green (s)		76.2	75.5			65.6	65.6	11.4		11.4		
Actuated g/C Ratio		0.76	0.76			0.66	0.66	0.11		0.11		
v/c Ratio		0.10	0.20			0.23	0.21	0.16		0.80		
Control Delay (s/veh)		4.7	4.7			5.0	1.5	39.1		14.6		
Queue Delay		0.0	0.0			0.0	0.0	0.0		0.0		
Total Delay (s/veh)		4.7	4.7			5.0	1.5	39.1		14.6		
LOS		A	A			A	A	D		B		
Approach Delay (s/veh)			4.7			4.0			16.1			
Approach LOS			A			A			B			
Queue Length 50th (ft)		3	13			37	0	19		0		
Queue Length 95th (ft)		35	112			57	0	42		95		
Internal Link Dist (ft)			558			552			542			393
Turn Bay Length (ft)		435					235			250		
Base Capacity (vph)		698	1407			2278	1077	406		725		
Starvation Cap Reductn		0	0			0	0	0		0		
Spillback Cap Reductn		0	0			0	0	0		0		
Storage Cap Reductn		0	0			0	0	0		0		
Reduced v/c Ratio		0.10	0.20			0.23	0.21	0.08		0.66		

Intersection Summary
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 86 (86%), Referenced to phase 2:EBTL and 6:WBT, Start of Yellow
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.80

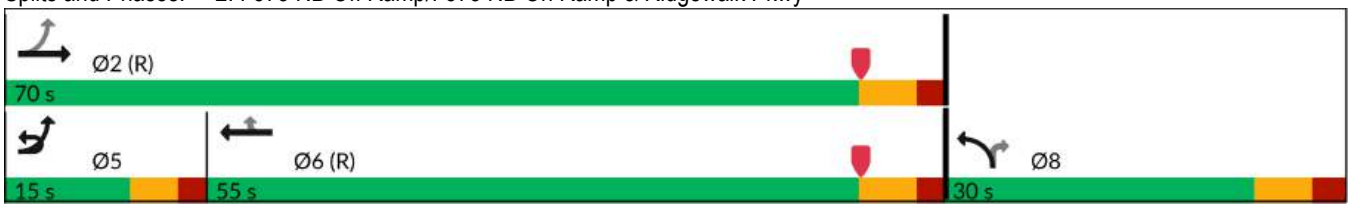


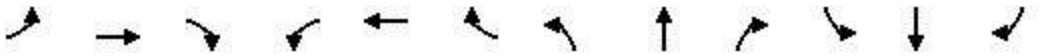
Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	0
Future Volume (vph)	0
Peak Hour Factor	0.97
Heavy Vehicles (%)	0%
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Turn Type	
Protected Phases	
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

Intersection Signal Delay (s/veh): 8.0	Intersection LOS: A
Intersection Capacity Utilization 63.1%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 2: I-575 NB Off Ramp/I-575 NB On Ramp & Ridgewalk Pkwy





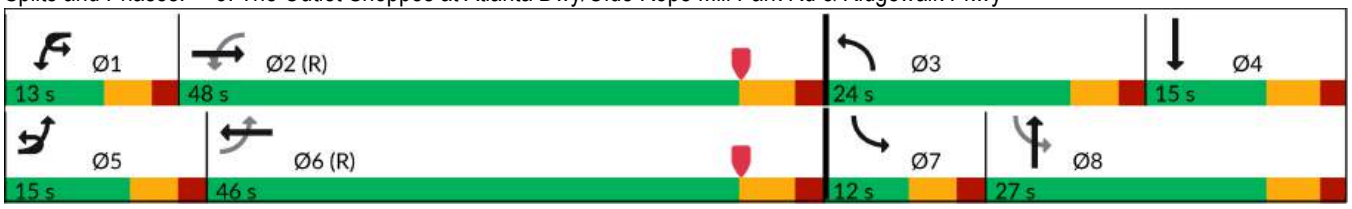
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	95	508	132	51	556	65	99	11	49	46	13	78
Future Volume (vph)	95	508	132	51	556	65	99	11	49	46	13	78
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	6%	4%	2%	2%	5%	8%	3%	0%	4%	13%	0%	8%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	101	540	140	54	660	0	105	64	0	49	97	0
Turn Type	D.P+P	NA	Perm	D.P+P	NA		Prot	NA		D.P+P	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	6		2	2						8		
Detector Phase	5	2	2	1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0		5.0	6.0		5.0	6.0	
Minimum Split (s)	10.6	24.3	24.3	10.6	24.3		10.6	24.0		10.6	24.0	
Total Split (s)	15.0	48.0	48.0	13.0	46.0		24.0	27.0		12.0	15.0	
Total Split (%)	15.0%	48.0%	48.0%	13.0%	46.0%		24.0%	27.0%		12.0%	15.0%	
Yellow Time (s)	3.6	4.3	4.3	3.6	4.3		3.6	4.0		3.6	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.6	6.3	6.3	5.6	6.3		5.6	6.0		5.6	6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max	C-Max	None	C-Max		None	None		None	None	
Act Effct Green (s)	66.9	61.9	61.9	66.9	61.0		8.5	9.8		15.2	7.7	
Actuated g/C Ratio	0.67	0.62	0.62	0.67	0.61		0.09	0.10		0.15	0.08	
v/c Ratio	0.19	0.25	0.13	0.09	0.33		0.37	0.32		0.24	0.50	
Control Delay (s/veh)	6.1	10.4	0.9	3.8	7.4		46.5	18.9		32.7	22.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	6.1	10.4	0.9	3.8	7.4		46.5	18.9		32.7	22.0	
LOS	A	B	A	A	A		D	B		C	C	
Approach Delay (s/veh)		8.1			7.2			36.0			25.6	
Approach LOS		A			A			D			C	
Queue Length 50th (ft)	20	85	0	4	53		34	7		28	9	
Queue Length 95th (ft)	m34	134	m8	12	182		59	44		57	56	
Internal Link Dist (ft)		552			716			229			522	
Turn Bay Length (ft)	250		430	300			175			225		
Base Capacity (vph)	564	2201	1086	605	2010		613	373		206	219	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.18	0.25	0.13	0.09	0.33		0.17	0.17		0.24	0.44	

Intersection Summary
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 79 (79%), Referenced to phase 2:EBWB and 6:EBWB, Start of Yellow
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.50

Intersection Signal Delay (s/veh): 11.8	Intersection LOS: B
Intersection Capacity Utilization 47.1%	ICU Level of Service A
Analysis Period (min) 15	

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: The Outlet Shoppes at Atlanta Dwy/Olde Rope Mill Park Rd & Ridgewalk Pkwy



Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	4	525	77	1	208	594	6	67	2	103	4	6
Future Volume (vph)	4	525	77	1	208	594	6	67	2	103	4	6
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	5%	4%	0%	4%	5%	0%	5%	0%	5%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	4	577	85	0	230	660	0	74	115	0	0	24
Turn Type	Perm	NA	Perm	custom	pm+pt	NA		Perm	NA		Perm	NA
Protected Phases		2			1	6			8			4
Permitted Phases	2		2	1	6			8			4	
Detector Phase	2	2	2	1	1	6		8	8		4	4
Switch Phase												
Minimum Initial (s)	15.0	15.0	15.0	15.0	15.0	5.0		6.0	6.0		6.0	6.0
Minimum Split (s)	24.3	24.3	24.3	20.6	20.6	24.3		26.6	26.6		29.6	29.6
Total Split (s)	40.0	40.0	40.0	30.0	30.0	70.0		30.0	30.0		30.0	30.0
Total Split (%)	40.0%	40.0%	40.0%	30.0%	30.0%	70.0%		30.0%	30.0%		30.0%	30.0%
Yellow Time (s)	4.3	4.3	4.3	3.6	3.6	4.3		3.6	3.6		3.6	3.6
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0		0.0	0.0			0.0
Total Lost Time (s)	6.3	6.3	6.3		5.6	6.3		5.6	5.6			5.6
Lead/Lag	Lag	Lag	Lag	Lead	Lead							
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes							
Recall Mode	C-Max	C-Max	C-Max	None	None	C-Max		None	None		None	None
Act Effct Green (s)	56.7	56.7	56.7		78.0	77.3		10.8	10.8			10.8
Actuated g/C Ratio	0.57	0.57	0.57		0.78	0.77		0.11	0.11			0.11
v/c Ratio	0.01	0.29	0.09		0.33	0.25		0.51	0.43			0.13
Control Delay (s/veh)	5.0	5.6	0.4		5.1	4.7		53.3	13.1			25.5
Queue Delay	0.0	0.0	0.0		0.0	0.0		0.0	0.0			0.0
Total Delay (s/veh)	5.0	5.6	0.4		5.1	4.7		53.3	13.1			25.5
LOS	A	A	A		A	A		D	B			C
Approach Delay (s/veh)		5.0				4.8			28.8			25.5
Approach LOS		A				A			C			C
Queue Length 50th (ft)	0	33	1		77	121		47	1			6
Queue Length 95th (ft)	m2	46	0		82	158		91	50			29
Internal Link Dist (ft)		716				1172			291			373
Turn Bay Length (ft)	110		120		110			225				
Base Capacity (vph)	444	2006	944		797	2665		327	462			417
Starvation Cap Reductn	0	0	0		0	0		0	0			0
Spillback Cap Reductn	0	0	0		0	0		0	0			0
Storage Cap Reductn	0	0	0		0	0		0	0			0
Reduced v/c Ratio	0.01	0.29	0.09		0.29	0.25		0.23	0.25			0.06

Intersection Summary
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 90 (90%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 75
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.51



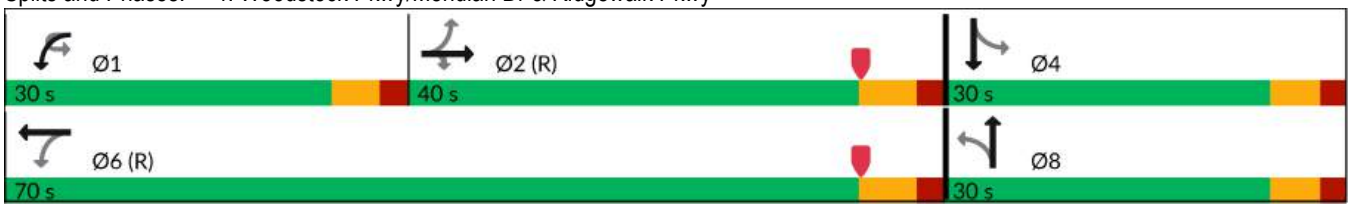
Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	12
Future Volume (vph)	12
Peak Hour Factor	0.91
Heavy Vehicles (%)	0%
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Turn Type	
Protected Phases	
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

Intersection Signal Delay (s/veh): 7.7	Intersection LOS: A
Intersection Capacity Utilization 54.7%	ICU Level of Service A
Analysis Period (min) 15	

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 4: Woodstock Pkwy/Meridian Dr & Ridgewalk Pkwy



5: Ridge Trail/Lincoln St & Ridgewalk Pkwy

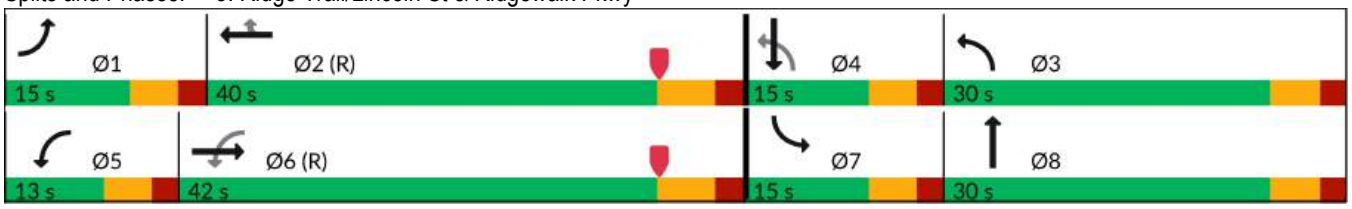
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	60	529	23	34	643	18	81	6	61	20	0	76
Future Volume (vph)	60	529	23	34	643	18	81	6	61	20	0	76
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	12%	5%	0%	0%	5%	0%	4%	0%	2%	0%	0%	3%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	68	627	0	39	731	20	92	76	0	23	86	0
Turn Type	Prot	NA		D.P+P	NA	Perm	D.P+P	NA		Prot	NA	
Protected Phases	1	6		5	2		3	8		7	4	
Permitted Phases				6		2	4					
Detector Phase	1	6		5	2	2	3	8		7	4	
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	15.0	15.0	5.0	6.0		5.0	6.0	
Minimum Split (s)	10.6	26.3		10.6	37.3	37.3	10.6	29.6		10.6	31.6	
Total Split (s)	15.0	42.0		13.0	40.0	40.0	30.0	30.0		15.0	15.0	
Total Split (%)	15.0%	42.0%		13.0%	40.0%	40.0%	30.0%	30.0%		15.0%	15.0%	
Yellow Time (s)	3.6	4.3		3.6	4.3	4.3	3.6	3.6		3.6	3.6	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.6	6.3		5.6	6.3	6.3	5.6	5.6		5.6	5.6	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lag	Lag		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max		None	C-Max	C-Max	None	None		None	None	
Act Effct Green (s)	7.6	67.7		71.1	64.0	64.0	12.3	11.7		6.2	6.0	
Actuated g/C Ratio	0.08	0.68		0.71	0.64	0.64	0.12	0.12		0.06	0.06	
v/c Ratio	0.29	0.28		0.06	0.33	0.02	0.44	0.30		0.10	0.17	
Control Delay (s/veh)	47.3	7.8		4.9	10.1	0.0	42.8	15.8		45.1	0.7	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	47.3	7.8		4.9	10.1	0.0	42.8	15.8		45.1	0.7	
LOS	D	A		A	B	A	D	B		D	A	
Approach Delay (s/veh)		11.6			9.6			30.6			10.1	
Approach LOS		B			A			C			B	
Queue Length 50th (ft)	14	138		5	106	0	53	4		7	0	
Queue Length 95th (ft)	40	217		m14	148	m0	93	45		19	0	
Internal Link Dist (ft)		1172			898			403			204	
Turn Bay Length (ft)	320			150		130	160			150		
Base Capacity (vph)	286	2250		627	2245	1108	506	453		335	547	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.24	0.28		0.06	0.33	0.02	0.18	0.17		0.07	0.16	

Intersection Summary
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 33.7 (34%), Referenced to phase 2:WBT and 6:EBWB, Start of Yellow
Natural Cycle: 95
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.44

Intersection Signal Delay (s/veh): 12.4	Intersection LOS: B
Intersection Capacity Utilization 47.7%	ICU Level of Service A
Analysis Period (min) 15	

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 5: Ridge Trail/Lincoln St & Ridgewalk Pkwy



Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑	↱		↱
Traffic Vol, veh/h	0	629	668	26	0	35
Future Vol, veh/h	0	629	668	26	0	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Free	-	Yield
Storage Length	-	-	-	140	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	-3	4	-	-5	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	4	5	7	0	3
Mvmt Flow	0	699	742	29	0	39

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	371
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.46
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.33
Pot Cap-1 Maneuver	0	-	-	0	0	656
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	656
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	10.83
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	656
HCM Lane V/C Ratio	-	-	0.059
HCM Ctrl Dly (s/v)	-	-	10.8
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.2

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	626	2	2	701	0	2
Future Vol, veh/h	626	2	2	701	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	105	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-7	-	-	7	-10	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	4	0	0	5	0	0
Mvmt Flow	711	2	2	797	0	2

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	714	0	1115	357
Stage 1	-	-	-	-	713	-
Stage 2	-	-	-	-	403	-
Critical Hdwy	-	-	4.1	-	4.8	5.9
Critical Hdwy Stg 1	-	-	-	-	3.8	-
Critical Hdwy Stg 2	-	-	-	-	3.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	896	-	381	713
Stage 1	-	-	-	-	672	-
Stage 2	-	-	-	-	813	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	896	-	380	713
Mov Cap-2 Maneuver	-	-	-	-	380	-
Stage 1	-	-	-	-	672	-
Stage 2	-	-	-	-	810	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.03	10.07
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	713	-	-	896	-
HCM Lane V/C Ratio	-	0.003	-	-	0.003	-
HCM Ctrl Dly (s/v)	0	10.1	-	-	9	-
HCM Lane LOS	A	B	-	-	A	-
HCM 95th %tile Q(veh)	-	0	-	-	0	-

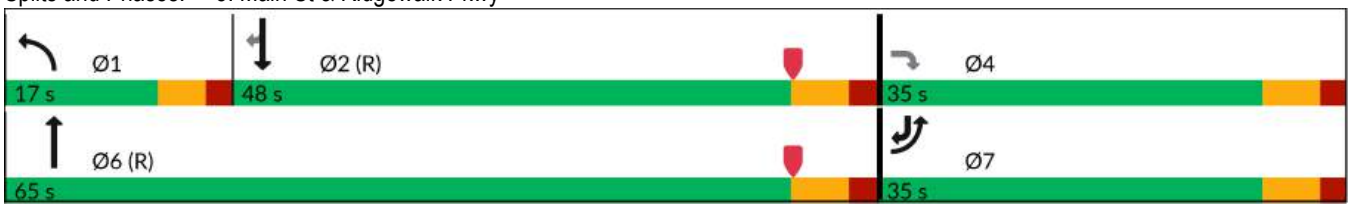


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	502	133	105	181	368	608
Future Volume (vph)	502	133	105	181	368	608
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	5%	3%	5%	2%	3%	5%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	546	145	114	197	400	661
Turn Type	Prot	Perm	Prot	NA	NA	pm+ov
Protected Phases	7		1	6	2	7
Permitted Phases		4				2
Detector Phase	7	4	1	6	2	7
Switch Phase						
Minimum Initial (s)	8.0	8.0	5.0	15.0	15.0	8.0
Minimum Split (s)	24.3	26.3	10.5	24.3	24.3	24.3
Total Split (s)	35.0	35.0	17.0	65.0	48.0	35.0
Total Split (%)	35.0%	35.0%	17.0%	65.0%	48.0%	35.0%
Yellow Time (s)	4.3	4.3	3.5	4.3	4.3	4.3
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.3	6.3	5.5	6.3	6.3	6.3
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None	None	None	C-Max	C-Max	None
Act Effct Green (s)	23.5	23.5	8.8	63.9	49.6	79.4
Actuated g/C Ratio	0.24	0.24	0.09	0.64	0.50	0.79
v/c Ratio	0.69	0.30	0.40	0.17	0.44	0.51
Control Delay (s/veh)	30.8	6.4	46.7	8.5	19.5	3.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	30.8	6.4	46.7	8.5	19.5	3.4
LOS	C	A	D	A	B	A
Approach Delay (s/veh)	25.7			22.5	9.5	
Approach LOS	C			C	A	
Queue Length 50th (ft)	74	0	37	48	163	50
Queue Length 95th (ft)	144	38	64	90	280	112
Internal Link Dist (ft)	782			578	714	
Turn Bay Length (ft)	365		270			
Base Capacity (vph)	966	557	375	1166	919	1354
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.57	0.26	0.30	0.17	0.44	0.49

Intersection Summary
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 3 (3%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.69

Intersection Signal Delay (s/veh): 16.9	Intersection LOS: B
Intersection Capacity Utilization 52.9%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 8: Main St & Ridgewalk Pkwy



Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	3	16	10	32	0
Future Vol, veh/h	0	3	16	10	32	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	5	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	3	17	11	35	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	80	35	35	0	-	0
Stage 1	35	-	-	-	-	-
Stage 2	46	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	922	1038	1577	-	-	-
Stage 1	988	-	-	-	-	-
Stage 2	977	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	912	1038	1577	-	-	-
Mov Cap-2 Maneuver	912	-	-	-	-	-
Stage 1	977	-	-	-	-	-
Stage 2	977	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.48	4.5	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1108	-	1038	-	-
HCM Lane V/C Ratio	0.011	-	0.003	-	-
HCM Ctrl Dly (s/v)	7.3	0	8.5	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

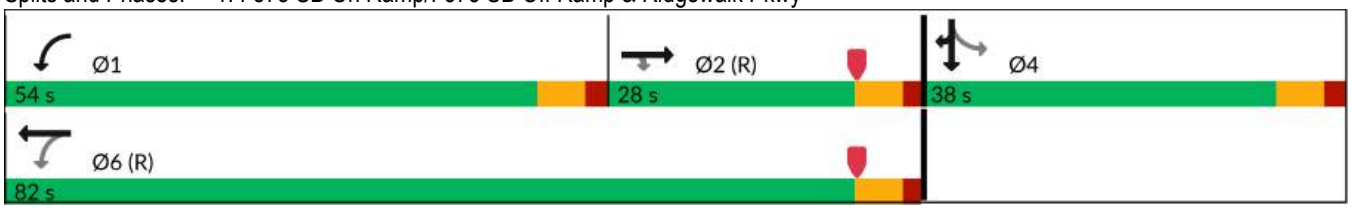
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	135	92	651	274	0	0	0	0	392	2	70
Future Volume (vph)	0	135	92	651	274	0	0	0	0	392	2	70
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	2%	1%	3%	0%	0%	0%	0%	0%	1%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	139	95	671	282	0	0	0	0	0	406	72
Turn Type		NA	Perm	pm+pt	NA					Perm	NA	Prot
Protected Phases		2		1	6						4	4
Permitted Phases			2	6						4		
Detector Phase		2	2	1	6					4	4	4
Switch Phase												
Minimum Initial (s)		10.0	10.0	8.0	10.0					8.0	8.0	8.0
Minimum Split (s)		28.0	28.0	14.3	24.0					26.3	26.3	26.3
Total Split (s)		28.0	28.0	54.0	82.0					38.0	38.0	38.0
Total Split (%)		23.3%	23.3%	45.0%	68.3%					31.7%	31.7%	31.7%
Yellow Time (s)		4.3	4.3	4.3	4.3					4.3	4.3	4.3
All-Red Time (s)		1.7	1.7	2.0	1.7					2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0						0.0	0.0
Total Lost Time (s)		6.0	6.0	6.3	6.0						6.3	6.3
Lead/Lag		Lag	Lag	Lead								
Lead-Lag Optimize?		Yes	Yes	Yes								
Recall Mode		C-Max	C-Max	None	C-Max					None	None	None
Act Effct Green (s)		37.1	37.1	77.0	77.3						30.4	30.4
Actuated g/C Ratio		0.31	0.31	0.64	0.64						0.25	0.25
v/c Ratio		0.24	0.17	0.78	0.23						0.92	0.16
Control Delay (s/veh)		36.5	8.7	13.1	2.4						71.8	6.1
Queue Delay		0.0	0.0	0.6	0.0						0.0	0.0
Total Delay (s/veh)		36.5	8.7	13.7	2.4						71.8	6.1
LOS		D	A	B	A						E	A
Approach Delay (s/veh)		25.2			10.3						61.9	
Approach LOS		C			B						E	
Queue Length 50th (ft)		83	0	457	8						303	0
Queue Length 95th (ft)		163	47	209	23						#484	28
Internal Link Dist (ft)		345			558			379			601	
Turn Bay Length (ft)			120									235
Base Capacity (vph)		576	560	947	1223						457	474
Starvation Cap Reductn		0	0	74	0						0	0
Spillback Cap Reductn		0	0	0	0						0	0
Storage Cap Reductn		0	0	0	0						0	0
Reduced v/c Ratio		0.24	0.17	0.77	0.23						0.89	0.15

Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 50 (42%), Referenced to phase 2:EBT and 6:WBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.92

Intersection Signal Delay (s/veh): 27.2	Intersection LOS: C
Intersection Capacity Utilization 82.8%	ICU Level of Service E
Analysis Period (min) 15	

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: I-575 SB On Ramp/I-575 SB Off Ramp & Ridgewalk Pkwy



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	56	465	0	0	774	524	153	0	765	0	0	0
Future Volume (vph)	56	465	0	0	774	524	153	0	765	0	0	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	1%	0%	0%	3%	0%	0%	0%	1%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	58	484	0	0	806	546	159	0	797	0	0	0
Turn Type	pm+pt	NA			NA	Perm	Prot		Perm			
Protected Phases	5	2			6		8					
Permitted Phases	2					6			8			
Detector Phase	5	2			6	6	8		8			
Switch Phase												
Minimum Initial (s)	4.0	15.0			15.0	15.0	8.0		8.0			
Minimum Split (s)	10.6	29.3			24.3	24.3	31.8		31.8			
Total Split (s)	15.0	80.0			65.0	65.0	40.0		40.0			
Total Split (%)	12.5%	66.7%			54.2%	54.2%	33.3%		33.3%			
Yellow Time (s)	3.6	4.3			4.3	4.3	4.3		4.3			
All-Red Time (s)	2.0	2.0			2.0	2.0	2.5		2.5			
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0		0.0			
Total Lost Time (s)	5.6	6.3			6.3	6.3	6.8		6.8			
Lead/Lag	Lead				Lag	Lag						
Lead-Lag Optimize?	Yes				Yes	Yes						
Recall Mode	None	C-Max			C-Max	C-Max	None		None			
Act Effct Green (s)	74.4	73.7			63.3	63.3	33.2		33.2			
Actuated g/C Ratio	0.62	0.61			0.53	0.53	0.28		0.28			
v/c Ratio	0.15	0.42			0.44	0.49	0.32		1.10			
Control Delay (s/veh)	7.4	12.2			11.7	2.9	36.6		84.3			
Queue Delay	0.0	1.8			0.0	0.2	0.0		0.0			
Total Delay (s/veh)	7.4	14.0			11.7	3.2	36.6		84.3			
LOS	A	B			B	A	D		F			
Approach Delay (s/veh)		13.3			8.2			76.4				
Approach LOS		B			A			E				
Queue Length 50th (ft)	12	218			111	28	98		~467			
Queue Length 95th (ft)	m17	m344			114	47	160		#713			
Internal Link Dist (ft)		558			552			542			393	
Turn Bay Length (ft)	435					235			250			
Base Capacity (vph)	408	1155			1850	1110	499		727			
Starvation Cap Reductn	0	490			0	137	0		0			
Spillback Cap Reductn	0	0			8	0	0		0			
Storage Cap Reductn	0	0			0	0	0		0			
Reduced v/c Ratio	0.14	0.73			0.44	0.56	0.32		1.10			

Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 22 (18%), Referenced to phase 2:EBTL and 6:WBT, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.10

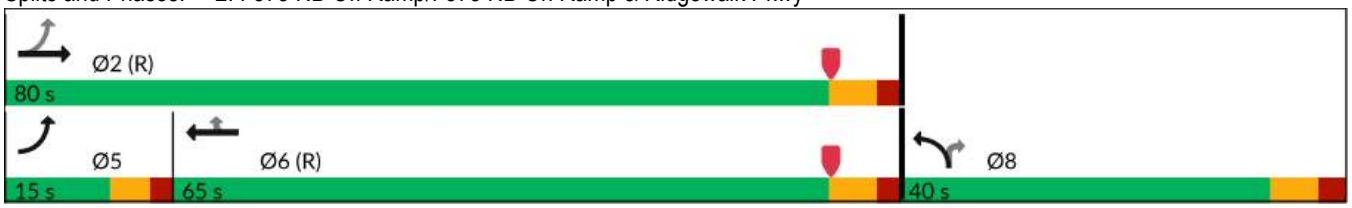
Intersection Signal Delay (s/veh): 32.1	Intersection LOS: C
Intersection Capacity Utilization 82.8%	ICU Level of Service E
Analysis Period (min) 15	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: I-575 NB Off Ramp/I-575 NB On Ramp & Ridgewalk Pkwy



Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	3	66	870	293	78	934	71	232	14	80	50	8
Future Volume (vph)	3	66	870	293	78	934	71	232	14	80	50	8
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	8%	1%	0%	0%	1%	3%	0%	0%	1%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	71	897	302	80	1036	0	239	96	0	52	141
Turn Type	Prot	D.P+P	NA	Perm	D.P+P	NA		Prot	NA		D.P+P	NA
Protected Phases	5	5	2		1	6		3	8		7	4
Permitted Phases		6		2	2						8	
Detector Phase	5	5	2	2	1	6		3	8		7	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	15.0	15.0	5.0	15.0		5.0	6.0		5.0	6.0
Minimum Split (s)	10.6	10.6	24.3	24.3	10.6	24.3		10.6	24.0		10.6	24.0
Total Split (s)	13.0	13.0	50.0	50.0	15.0	52.0		40.0	40.0		15.0	15.0
Total Split (%)	10.8%	10.8%	41.7%	41.7%	12.5%	43.3%		33.3%	33.3%		12.5%	12.5%
Yellow Time (s)	3.6	3.6	4.3	4.3	3.6	4.3		3.6	4.0		3.6	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)		5.6	6.3	6.3	5.6	6.3		5.6	6.0		5.6	6.0
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes
Recall Mode	None	None	C-Max	C-Max	None	C-Max		None	None		None	None
Act Effct Green (s)		76.6	69.6	69.6	76.6	69.7		13.7	16.0		23.3	8.0
Actuated g/C Ratio		0.64	0.58	0.58	0.64	0.58		0.11	0.13		0.19	0.07
v/c Ratio		0.22	0.42	0.28	0.21	0.52		0.61	0.34		0.18	0.62
Control Delay (s/veh)		5.8	12.8	2.7	10.4	23.6		57.1	16.2		36.0	22.6
Queue Delay		0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Delay (s/veh)		5.8	12.8	2.7	10.4	23.6		57.1	16.2		36.0	22.6
LOS		A	B	A	B	C		E	B		D	C
Approach Delay (s/veh)			10.0			22.7			45.4			26.2
Approach LOS			A			C			D			C
Queue Length 50th (ft)		11	177	18	31	284		92	10		33	6
Queue Length 95th (ft)		m25	m251	m30	55	492		130	57		60	67
Internal Link Dist (ft)			552			716			229			522
Turn Bay Length (ft)		250		430	300			175			225	
Base Capacity (vph)		330	2124	1086	412	2003		983	514		296	247
Starvation Cap Reductn		0	0	0	0	0		0	0		0	0
Spillback Cap Reductn		0	0	0	0	0		0	0		0	0
Storage Cap Reductn		0	0	0	0	0		0	0		0	0
Reduced v/c Ratio		0.22	0.42	0.28	0.19	0.52		0.24	0.19		0.18	0.57

Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 18 (15%), Referenced to phase 2:EBWB and 6:EBWB, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.62



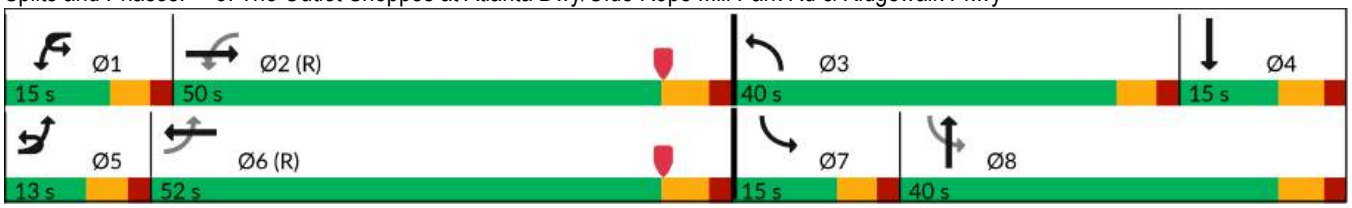
Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	129
Future Volume (vph)	129
Peak Hour Factor	0.97
Heavy Vehicles (%)	5%
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Turn Type	
Protected Phases	
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

Intersection Signal Delay (s/veh): 20.0	Intersection LOS: B
Intersection Capacity Utilization 66.8%	ICU Level of Service C
Analysis Period (min) 15	

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: The Outlet Shoppes at Atlanta Dwy/Olde Rope Mill Park Rd & Ridgewalk Pkwy



Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	1	7	934	67	202	1003	3	74	5	274	8	6
Future Volume (vph)	1	7	934	67	202	1003	3	74	5	274	8	6
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	14%	1%	0%	1%	1%	0%	4%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	8	973	70	210	1048	0	77	290	0	0	25
Turn Type	Perm	Perm	NA	Perm	pm+pt	NA		Perm	NA		Perm	NA
Protected Phases			2		1	6			8			4
Permitted Phases	2	2		2	6			8			4	
Detector Phase	2	2	2	2	1	6		8	8		4	4
Switch Phase												
Minimum Initial (s)	15.0	15.0	15.0	15.0	5.0	15.0		6.0	6.0		6.0	6.0
Minimum Split (s)	24.3	24.3	24.3	24.3	10.6	24.3		26.6	26.6		29.6	29.6
Total Split (s)	68.0	68.0	68.0	68.0	17.0	85.0		35.0	35.0		35.0	35.0
Total Split (%)	56.7%	56.7%	56.7%	56.7%	14.2%	70.8%		29.2%	29.2%		29.2%	29.2%
Yellow Time (s)	4.3	4.3	4.3	4.3	3.6	4.3		3.6	3.6		3.6	3.6
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0
Total Lost Time (s)		6.3	6.3	6.3	5.6	6.3		5.6	5.6			5.6
Lead/Lag	Lag	Lag	Lag	Lag	Lead							
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes							
Recall Mode	C-Max	C-Max	C-Max	C-Max	None	C-Max		None	None		None	None
Act Effct Green (s)		81.1	81.1	81.1	96.2	95.5		12.6	12.6			12.6
Actuated g/C Ratio		0.68	0.68	0.68	0.80	0.80		0.11	0.11			0.11
v/c Ratio		0.02	0.39	0.06	0.45	0.37		0.54	0.75			0.45
Control Delay (s/veh)		2.1	3.0	0.1	10.8	4.6		63.8	22.5			57.0
Queue Delay		0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0
Total Delay (s/veh)		2.1	3.0	0.1	10.8	4.6		63.8	22.5			57.0
LOS		A	A	A	B	A		E	C			E
Approach Delay (s/veh)			2.8			5.6			31.1			57.0
Approach LOS			A			A			C			E
Queue Length 50th (ft)		0	18	0	27	88		60	33			10
Queue Length 95th (ft)		m1	36	0	126	200		106	120			39
Internal Link Dist (ft)			716			1172			291			373
Turn Bay Length (ft)		110		120	110			225				
Base Capacity (vph)		321	2486	1147	497	2858		331	582			115
Starvation Cap Reductn		0	0	0	0	0		0	0			0
Spillback Cap Reductn		0	0	0	0	0		0	0			0
Storage Cap Reductn		0	0	0	0	0		0	0			0
Reduced v/c Ratio		0.02	0.39	0.06	0.42	0.37		0.23	0.50			0.22

Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 47 (39%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.75



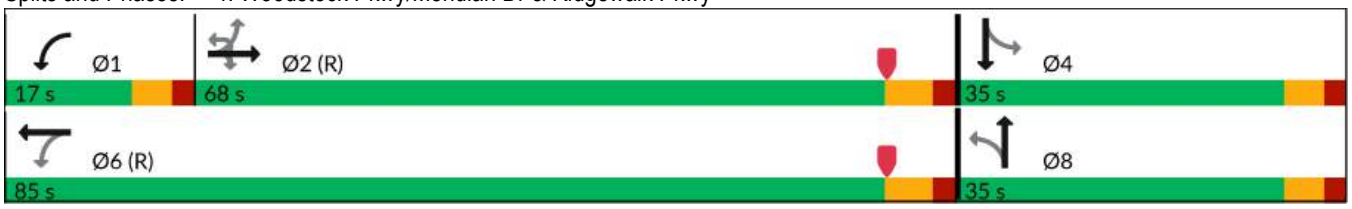
Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	11
Future Volume (vph)	11
Peak Hour Factor	0.96
Heavy Vehicles (%)	0%
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Turn Type	
Protected Phases	
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

Intersection Signal Delay (s/veh): 8.5	Intersection LOS: A
Intersection Capacity Utilization 72.7%	ICU Level of Service C
Analysis Period (min) 15	

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 4: Woodstock Pkwy/Meridian Dr & Ridgewalk Pkwy



Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	340	692	113	1	94	760	48	97	31	67	154	13
Future Volume (vph)	340	692	113	1	94	760	48	97	31	67	154	13
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	1%	1%	0%	0%	2%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	354	839	0	0	99	792	50	101	102	0	160	347
Turn Type	Prot	NA		Prot	D.P+P	NA	Perm	D.P+P	NA		Prot	NA
Protected Phases	1	6		5	5	2		3	8		7	4
Permitted Phases					6		2	4				
Detector Phase	1	6		5	5	2	2	3	8		7	4
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	5.0	15.0	15.0	5.0	6.0		5.0	6.0
Minimum Split (s)	10.6	26.3		10.6	10.6	37.3	37.3	10.6	29.6		10.6	31.6
Total Split (s)	23.0	63.0		13.0	13.0	53.0	53.0	20.0	29.0		15.0	24.0
Total Split (%)	19.2%	52.5%		10.8%	10.8%	44.2%	44.2%	16.7%	24.2%		12.5%	20.0%
Yellow Time (s)	3.6	4.3		3.6	3.6	4.3	4.3	3.6	3.6		3.6	3.6
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.6	6.3			5.6	6.3	6.3	5.6	5.6		5.6	5.6
Lead/Lag	Lead	Lag		Lead	Lead	Lag	Lag	Lag	Lag		Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes
Recall Mode	None	C-Max		None	None	C-Max	C-Max	None	None		None	None
Act Effct Green (s)	17.1	68.9			77.2	59.4	59.4	20.4	11.3		9.1	10.3
Actuated g/C Ratio	0.14	0.57			0.64	0.50	0.50	0.17	0.09		0.08	0.09
v/c Ratio	0.73	0.43			0.23	0.44	0.05	0.46	0.45		0.59	0.79
Control Delay (s/veh)	80.0	6.3			7.4	18.6	0.1	49.5	24.5		63.1	19.8
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay (s/veh)	80.0	6.3			7.4	18.6	0.1	49.5	24.5		63.1	19.8
LOS	E	A			A	B	A	D	C		E	B
Approach Delay (s/veh)		28.1				16.4			36.9			33.5
Approach LOS		C				B			D			C
Queue Length 50th (ft)	149	61			17	191	0	67	24		62	13
Queue Length 95th (ft)	201	92			m45	290	m0	103	71		99	105
Internal Link Dist (ft)		1172				898			403			204
Turn Bay Length (ft)	320				150		130	160			150	
Base Capacity (vph)	518	1957			445	1786	929	285	395		279	532
Starvation Cap Reductn	0	0			0	0	0	0	0		0	0
Spillback Cap Reductn	0	0			0	0	0	0	0		0	0
Storage Cap Reductn	0	0			0	0	0	0	0		0	0
Reduced v/c Ratio	0.68	0.43			0.22	0.44	0.05	0.35	0.26		0.57	0.65

Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 48 (40%), Referenced to phase 2:WBT and 6:EBWB, Start of Yellow
Natural Cycle: 95
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.79



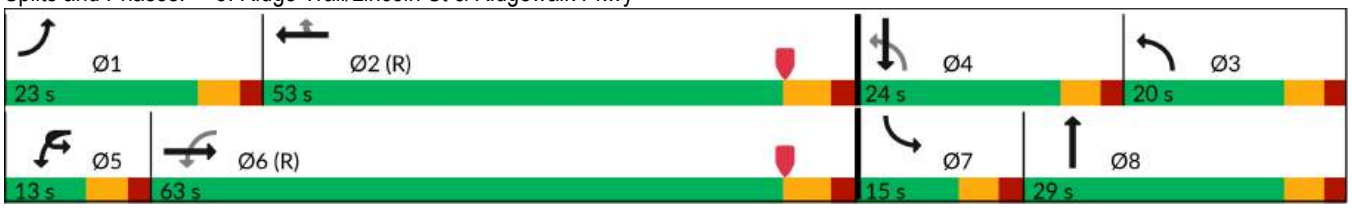
Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	320
Future Volume (vph)	320
Peak Hour Factor	0.96
Heavy Vehicles (%)	0%
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Turn Type	
Protected Phases	
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

Intersection Signal Delay (s/veh): 25.8	Intersection LOS: C
Intersection Capacity Utilization 75.8%	ICU Level of Service D
Analysis Period (min) 15	

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 5: Ridge Trail/Lincoln St & Ridgewalk Pkwy



Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑	↱		↱
Traffic Vol, veh/h	0	953	872	129	0	86
Future Vol, veh/h	0	953	872	129	0	86
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Free	-	Yield
Storage Length	-	-	-	140	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	-3	4	-	-5	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	1	1	2	0	2
Mvmt Flow	0	993	908	134	0	90

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	454
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.44
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	0	0	589
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	589
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	12.21
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	589
HCM Lane V/C Ratio	-	-	0.152
HCM Ctrl Dly (s/v)	-	-	12.2
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.5

Intersection	
Int Delay, s/veh	0.1

Movement	EBU	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Vol, veh/h	2	953	2	2	997	0	2
Future Vol, veh/h	2	953	2	2	997	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	-	None	-	None	-	None
Storage Length	-	-	-	105	-	0	0
Veh in Median Storage, #	-	0	-	-	0	0	-
Grade, %	-	-7	-	-	7	-10	-
Peak Hour Factor	94	94	94	94	94	94	94
Heavy Vehicles, %	0	1	0	0	2	0	0
Mvmt Flow	2	1014	2	2	1061	0	2

Major/Minor	Major1			Major2		Minor1	
Conflicting Flow All	1061	0	0	1016	0	1554	508
Stage 1	-	-	-	-	-	1019	-
Stage 2	-	-	-	-	-	535	-
Critical Hdwy	6.4	-	-	4.1	-	4.8	5.9
Critical Hdwy Stg 1	-	-	-	-	-	3.8	-
Critical Hdwy Stg 2	-	-	-	-	-	3.8	-
Follow-up Hdwy	2.5	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	309	-	-	691	-	251	594
Stage 1	-	-	-	-	-	553	-
Stage 2	-	-	-	-	-	750	-
Platoon blocked, %		-	-		-		
Mov Cap-1 Maneuver	309	-	-	691	-	248	594
Mov Cap-2 Maneuver	-	-	-	-	-	248	-
Stage 1	-	-	-	-	-	547	-
Stage 2	-	-	-	-	-	748	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0.19	0.02	11.09
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	594	-	-	691	-
HCM Lane V/C Ratio	-	0.004	-	-	0.003	-
HCM Ctrl Dly (s/v)	0	11.1	0.2	-	10.2	-
HCM Lane LOS	A	B	A	-	B	-
HCM 95th %tile Q(veh)	-	0	-	-	0	-

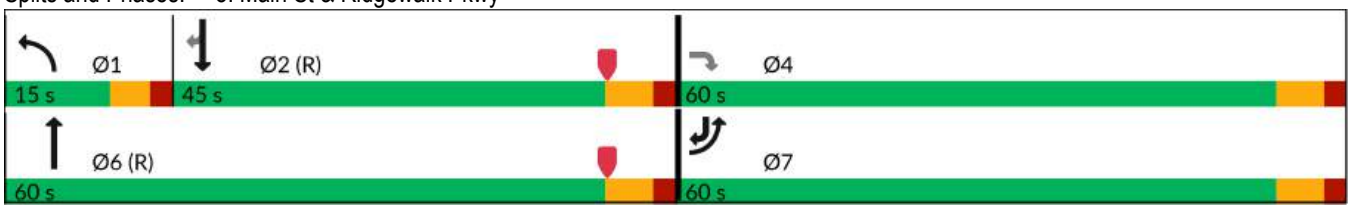


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	723	199	213	395	324	795
Future Volume (vph)	723	199	213	395	324	795
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	0%	1%	2%	2%	2%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	753	207	222	411	338	828
Turn Type	Prot	Perm	Prot	NA	NA	pm+ov
Protected Phases	7		1	6	2	7
Permitted Phases		4				2
Detector Phase	7	4	1	6	2	7
Switch Phase						
Minimum Initial (s)	8.0	8.0	5.0	15.0	15.0	8.0
Minimum Split (s)	24.3	26.3	10.5	24.3	24.3	24.3
Total Split (s)	60.0	60.0	15.0	60.0	45.0	60.0
Total Split (%)	50.0%	50.0%	12.5%	50.0%	37.5%	50.0%
Yellow Time (s)	4.3	4.3	3.5	4.3	4.3	4.3
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.3	6.3	5.5	6.3	6.3	6.3
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None	None	None	C-Max	C-Max	None
Act Effct Green (s)	38.1	38.1	12.1	69.3	51.7	96.1
Actuated g/C Ratio	0.32	0.32	0.10	0.58	0.43	0.80
v/c Ratio	0.68	0.31	0.65	0.39	0.42	0.65
Control Delay (s/veh)	30.3	3.6	61.4	17.2	28.1	7.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	30.3	3.6	61.4	17.2	28.1	7.6
LOS	C	A	E	B	C	A
Approach Delay (s/veh)	24.6			32.7	13.6	
Approach LOS	C			C	B	
Queue Length 50th (ft)	198	0	86	162	182	229
Queue Length 95th (ft)	157	13	#155	322	319	265
Internal Link Dist (ft)	782			578	714	
Turn Bay Length (ft)	365		270			
Base Capacity (vph)	1567	844	342	1053	805	1471
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.48	0.25	0.65	0.39	0.42	0.56

Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 11 (9%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.68

Intersection Signal Delay (s/veh): 21.8 Intersection LOS: C
Intersection Capacity Utilization 65.1% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 8: Main St & Ridgewalk Pkwy



Intersection	
Int Delay, s/veh	6.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	64	108	21	22	0
Future Vol, veh/h	0	64	108	21	22	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	5	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	70	117	23	24	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	282	24	24	0	-	0
Stage 1	24	-	-	-	-	-
Stage 2	258	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	709	1053	1591	-	-	-
Stage 1	999	-	-	-	-	-
Stage 2	785	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	656	1053	1591	-	-	-
Mov Cap-2 Maneuver	656	-	-	-	-	-
Stage 1	924	-	-	-	-	-
Stage 2	785	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.66	6.23	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1507	-	1053	-	-
HCM Lane V/C Ratio	0.074	-	0.066	-	-
HCM Ctrl Dly (s/v)	7.4	0	8.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.2	-	0.2	-	-

1: I-575 SB On Ramp/I-575 SB Off Ramp & Ridgewalk Pkwy

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	0	119	138	1	790	221	0	0	0	0	397	1
Future Volume (vph)	0	119	138	1	790	221	0	0	0	0	397	1
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	1%	1%	0%	0%	0%	0%	0%	0%	1%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	121	141	0	807	226	0	0	0	0	0	406
Turn Type		NA	Perm	Prot	pm+pt	NA					Perm	NA
Protected Phases		2		1	1	6						4
Permitted Phases			2		6						4	
Detector Phase		2	2	1	1	6					4	4
Switch Phase												
Minimum Initial (s)		10.0	10.0	8.0	8.0	10.0					8.0	8.0
Minimum Split (s)		28.0	28.0	14.3	14.3	24.0					26.3	26.3
Total Split (s)		22.0	22.0	43.0	43.0	65.0					35.0	35.0
Total Split (%)		22.0%	22.0%	43.0%	43.0%	65.0%					35.0%	35.0%
Yellow Time (s)		4.3	4.3	4.3	4.3	4.3					4.3	4.3
All-Red Time (s)		1.7	1.7	2.0	2.0	1.7					2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0						0.0
Total Lost Time (s)		6.0	6.0		6.3	6.0						6.3
Lead/Lag		Lag	Lag	Lead	Lead							
Lead-Lag Optimize?		Yes	Yes	Yes	Yes							
Recall Mode		C-Max	C-Max	None	None	C-Max					None	None
Act Effct Green (s)		19.8	19.8		60.9	61.2						26.5
Actuated g/C Ratio		0.20	0.20		0.61	0.61						0.27
v/c Ratio		0.32	0.33		0.91	0.19						0.89
Control Delay (s/veh)		39.6	8.8		21.1	1.7						57.3
Queue Delay		0.0	0.0		10.7	0.0						0.0
Total Delay (s/veh)		39.6	8.8		31.8	1.7						57.3
LOS		D	A		C	A						E
Approach Delay (s/veh)		23.0				25.2						52.3
Approach LOS		C				C						D
Queue Length 50th (ft)		70	0		222	4						241
Queue Length 95th (ft)		126	53		#558	10						#396
Internal Link Dist (ft)		345				558			379			601
Turn Bay Length (ft)			120									
Base Capacity (vph)		377	430		901	1162						495
Starvation Cap Reductn		0	0		87	0						0
Spillback Cap Reductn		0	0		0	0						0
Storage Cap Reductn		0	0		0	0						0
Reduced v/c Ratio		0.32	0.33		0.99	0.19						0.82

Intersection Summary
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 7 (7%), Referenced to phase 2:EBT and 6:WBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.91



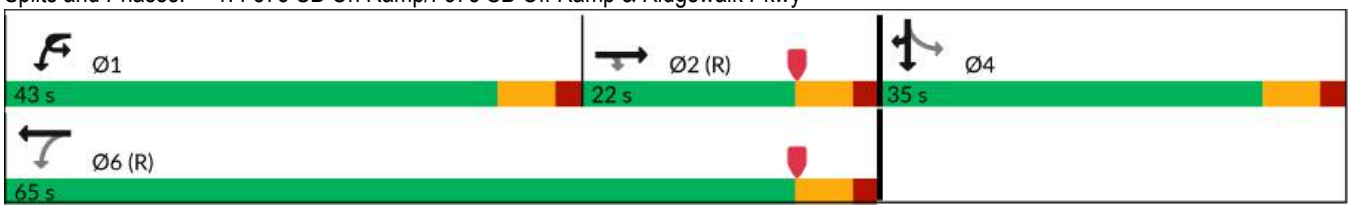
Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	38
Future Volume (vph)	38
Peak Hour Factor	0.98
Heavy Vehicles (%)	0%
Shared Lane Traffic (%)	
Lane Group Flow (vph)	39
Turn Type	Prot
Protected Phases	4
Permitted Phases	
Detector Phase	4
Switch Phase	
Minimum Initial (s)	8.0
Minimum Split (s)	26.3
Total Split (s)	35.0
Total Split (%)	35.0%
Yellow Time (s)	4.3
All-Red Time (s)	2.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	6.3
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	26.5
Actuated g/C Ratio	0.27
v/c Ratio	0.08
Control Delay (s/veh)	0.3
Queue Delay	0.0
Total Delay (s/veh)	0.3
LOS	A
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	0
Queue Length 95th (ft)	0
Internal Link Dist (ft)	
Turn Bay Length (ft)	235
Base Capacity (vph)	519
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.08

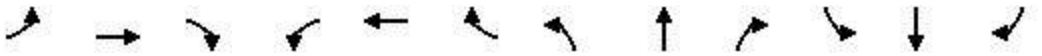
Intersection Summary

Intersection Signal Delay (s/veh): 31.8	Intersection LOS: C
Intersection Capacity Utilization 101.4%	ICU Level of Service G
Analysis Period (min) 15	
Description: Weekend Peak	

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: I-575 SB On Ramp/I-575 SB Off Ramp & Ridgewalk Pkwy





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	42	473	0	0	906	510	109	0	1060	0	0	0
Future Volume (vph)	42	473	0	0	906	510	109	0	1060	0	0	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	43	488	0	0	934	526	112	0	1093	0	0	0
Turn Type	pm+pt	NA			NA	Perm	Prot		Perm			
Protected Phases	5	2			6		8					
Permitted Phases	2					6			8			
Detector Phase	5	2			6	6	8		8			
Switch Phase												
Minimum Initial (s)	4.0	15.0			15.0	15.0	8.0		8.0			
Minimum Split (s)	10.6	29.3			24.3	24.3	31.8		31.8			
Total Split (s)	15.0	65.0			50.0	50.0	35.0		35.0			
Total Split (%)	15.0%	65.0%			50.0%	50.0%	35.0%		35.0%			
Yellow Time (s)	3.6	4.3			4.3	4.3	4.3		4.3			
All-Red Time (s)	2.0	2.0			2.0	2.0	2.5		2.5			
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0		0.0			
Total Lost Time (s)	5.6	6.3			6.3	6.3	6.8		6.8			
Lead/Lag	Lead				Lag	Lag						
Lead-Lag Optimize?	Yes				Yes	Yes						
Recall Mode	None	C-Max			C-Max	C-Max	None		None			
Act Effct Green (s)	59.4	58.7			51.1	51.1	28.2		28.2			
Actuated g/C Ratio	0.59	0.59			0.51	0.51	0.28		0.28			
v/c Ratio	0.14	0.44			0.51	0.49	0.22		1.51			
Control Delay (s/veh)	4.4	8.0			15.8	5.3	28.9		258.5			
Queue Delay	0.0	0.0			0.0	0.0	0.0		0.0			
Total Delay (s/veh)	4.4	8.0			15.8	5.3	28.9		258.5			
LOS	A	A			B	A	C		F			
Approach Delay (s/veh)		7.7			12.0			237.1				
Approach LOS		A			B			F				
Queue Length 50th (ft)	7	80			135	64	55		~800			
Queue Length 95th (ft)	m10	m99			225	99	99		#1050			
Internal Link Dist (ft)		558			552			542			393	
Turn Bay Length (ft)	435					235			250			
Base Capacity (vph)	354	1104			1844	1082	509		723			
Starvation Cap Reductn	0	0			0	0	0		0			
Spillback Cap Reductn	0	0			50	0	0		0			
Storage Cap Reductn	0	0			0	0	0		0			
Reduced v/c Ratio	0.12	0.44			0.52	0.49	0.22		1.51			

Intersection Summary
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 82 (82%), Referenced to phase 2:EBTL and 6:WBT, Start of Yellow
Natural Cycle: 140
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.51

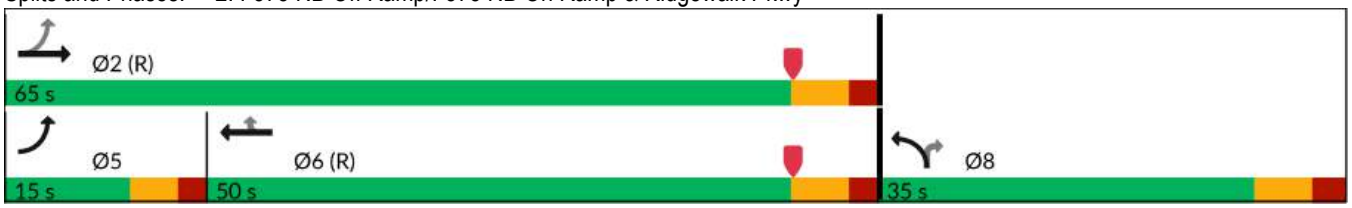
Intersection Signal Delay (s/veh): 96.2	Intersection LOS: F
Intersection Capacity Utilization 101.4%	ICU Level of Service G
Analysis Period (min) 15	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: I-575 NB Off Ramp/I-575 NB On Ramp & Ridgewalk Pkwy



Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	80	772	678	2	95	850	90	448	28	106	69	17
Future Volume (vph)	80	772	678	2	95	850	90	448	28	106	69	17
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	0%	0%	1%	1%	0%	0%	0%	2%	3%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	82	796	699	0	100	969	0	462	138	0	71	157
Turn Type	D.P+P	NA	Perm	Prot	D.P+P	NA		Prot	NA		D.P+P	NA
Protected Phases	5	2		1	1	6		3	8		7	4
Permitted Phases	6		2		2						8	
Detector Phase	5	2	2	1	1	6		3	8		7	4
Switch Phase												
Minimum Initial (s)	5.0	15.0	15.0	5.0	5.0	15.0		5.0	6.0		5.0	6.0
Minimum Split (s)	10.6	24.3	24.3	10.6	10.6	24.3		10.6	24.0		10.6	24.0
Total Split (s)	13.0	42.0	42.0	15.0	15.0	44.0		28.0	31.0		12.0	15.0
Total Split (%)	13.0%	42.0%	42.0%	15.0%	15.0%	44.0%		28.0%	31.0%		12.0%	15.0%
Yellow Time (s)	3.6	4.3	4.3	3.6	3.6	4.3		3.6	4.0		3.6	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)	5.6	6.3	6.3		5.6	6.3		5.6	6.0		5.6	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lead	Lag		Lead	Lag		Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes
Recall Mode	None	C-Max	C-Max	None	None	C-Max		None	None		None	None
Act Effct Green (s)	52.5	45.1	45.1		52.5	45.9		18.4	21.8		27.3	7.4
Actuated g/C Ratio	0.53	0.45	0.45		0.53	0.46		0.18	0.22		0.27	0.07
v/c Ratio	0.28	0.48	0.62		0.28	0.61		0.73	0.32		0.20	0.63
Control Delay (s/veh)	9.6	20.3	6.2		9.8	20.2		45.4	11.5		24.2	22.4
Queue Delay	0.0	0.0	0.2		0.0	0.0		0.0	0.0		0.0	0.0
Total Delay (s/veh)	9.6	20.3	6.4		9.8	20.2		45.4	11.5		24.2	22.4
LOS	A	C	A		A	C		D	B		C	C
Approach Delay (s/veh)		13.5				19.3			37.6			22.9
Approach LOS		B				B			D			C
Queue Length 50th (ft)	22	212	76		34	311		144	15		33	11
Queue Length 95th (ft)	m28	m184	m37		35	147		189	62		61	73
Internal Link Dist (ft)		552				716			229			522
Turn Bay Length (ft)	250		430		300			175			225	
Base Capacity (vph)	302	1652	1129		373	1584		768	487		358	273
Starvation Cap Reductn	0	0	69		0	0		0	0		0	0
Spillback Cap Reductn	0	0	0		0	0		0	0		0	0
Storage Cap Reductn	0	0	0		0	0		0	0		0	0
Reduced v/c Ratio	0.27	0.48	0.66		0.27	0.61		0.60	0.28		0.20	0.58

Intersection Summary
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 82 (82%), Referenced to phase 2:EBWB and 6:EBWB, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.73



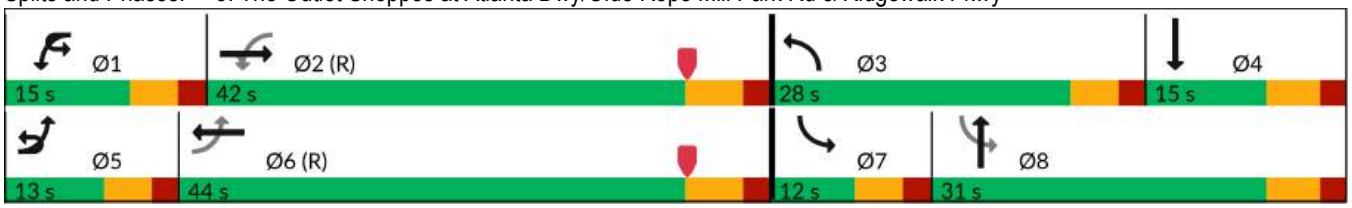
Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	135
Future Volume (vph)	135
Peak Hour Factor	0.97
Heavy Vehicles (%)	0%
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Turn Type	
Protected Phases	
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

Intersection Signal Delay (s/veh): 20.1	Intersection LOS: C
Intersection Capacity Utilization 72.4%	ICU Level of Service C
Analysis Period (min) 15	

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: The Outlet Shoppes at Atlanta Dwy/Olde Rope Mill Park Rd & Ridgewalk Pkwy



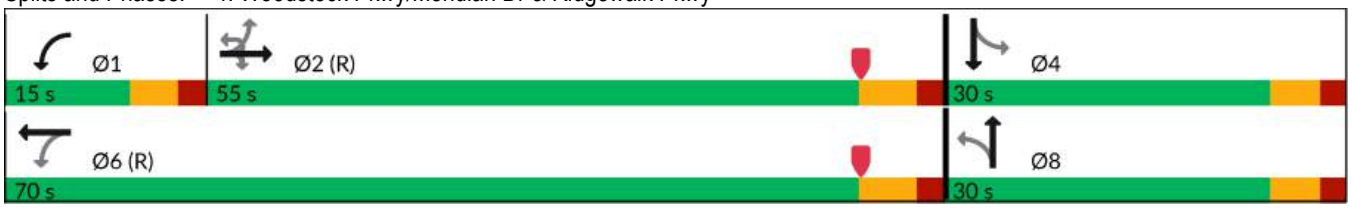
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	871	76	232	929	14	102	4	269	3	7	9
Future Volume (vph)	5	871	76	232	929	14	102	4	269	3	7	9
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	1%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	5	898	78	239	972	0	105	281	0	0	19	0
Turn Type	Perm	NA	Perm	pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		2		1	6			8			4	
Permitted Phases	2		2	6			8			4		
Detector Phase	2	2	2	1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	15.0	15.0	15.0	5.0	15.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	24.3	24.3	24.3	10.6	24.3		26.6	26.6		29.6	29.6	
Total Split (s)	55.0	55.0	55.0	15.0	70.0		30.0	30.0		30.0	30.0	
Total Split (%)	55.0%	55.0%	55.0%	15.0%	70.0%		30.0%	30.0%		30.0%	30.0%	
Yellow Time (s)	4.3	4.3	4.3	3.6	4.3		3.6	3.6		3.6	3.6	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Total Lost Time (s)	6.3	6.3	6.3	5.6	6.3		5.6	5.6			5.6	
Lead/Lag	Lag	Lag	Lag	Lead								
Lead-Lag Optimize?	Yes	Yes	Yes	Yes								
Recall Mode	C-Max	C-Max	C-Max	None	C-Max		None	None		None	None	
Act Effct Green (s)	59.7	59.7	59.7	74.8	74.1		14.0	14.0			14.0	
Actuated g/C Ratio	0.60	0.60	0.60	0.75	0.74		0.14	0.14			0.14	
v/c Ratio	0.01	0.41	0.08	0.50	0.37		0.54	0.63			0.11	
Control Delay (s/veh)	5.4	4.9	0.3	15.7	8.2		48.5	13.0			24.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Total Delay (s/veh)	5.4	4.9	0.3	15.7	8.2		48.5	13.0			24.7	
LOS	A	A	A	B	A		D	B			C	
Approach Delay (s/veh)		4.5			9.7			22.7			24.7	
Approach LOS		A			A			C			C	
Queue Length 50th (ft)	0	41	1	54	78		65	14			6	
Queue Length 95th (ft)	m1	62	0	m165	291		104	80			24	
Internal Link Dist (ft)		716			1172			291			373	
Turn Bay Length (ft)	110		120	110			225					
Base Capacity (vph)	344	2198	1028	487	2658		341	588			299	
Starvation Cap Reductn	0	0	0	0	0		0	0			0	
Spillback Cap Reductn	0	0	0	0	0		0	0			0	
Storage Cap Reductn	0	0	0	0	0		0	0			0	
Reduced v/c Ratio	0.01	0.41	0.08	0.49	0.37		0.31	0.48			0.06	

Intersection Summary
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 4 (4%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.63

Intersection Signal Delay (s/veh): 9.8	Intersection LOS: A
Intersection Capacity Utilization 70.7%	ICU Level of Service C
Analysis Period (min) 15	

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 4: Woodstock Pkwy/Meridian Dr & Ridgewalk Pkwy



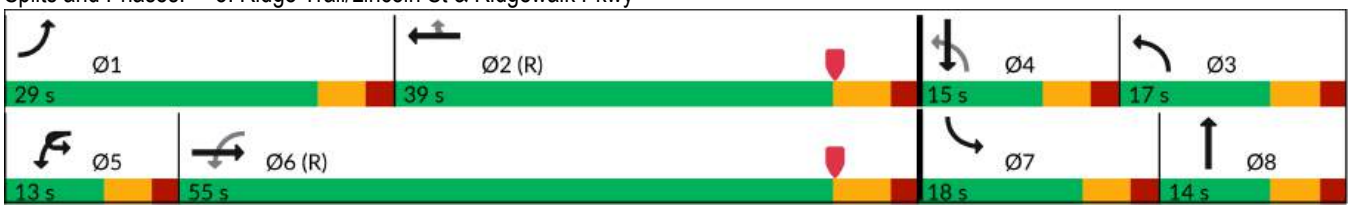
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	440	573	93	71	689	73	116	18	44	162	20	347
Future Volume (vph)	440	573	93	71	689	73	116	18	44	162	20	347
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles (%)	0%	1%	0%	0%	0%	0%	1%	0%	0%	1%	0%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	444	673	0	72	696	74	117	62	0	164	371	0
Turn Type	Prot	NA		D.P+P	NA	Perm	D.P+P	NA		Prot	NA	
Protected Phases	1	6		5	2		3	8		7	4	
Permitted Phases				6		2	4					
Detector Phase	1	6		5	2	2	3	8		7	4	
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	15.0	15.0	5.0	6.0		5.0	6.0	
Minimum Split (s)	10.6	26.3		10.6	37.3	37.3	10.6	29.6		10.6	31.6	
Total Split (s)	29.0	55.0		13.0	39.0	39.0	17.0	14.0		18.0	15.0	
Total Split (%)	29.0%	55.0%		13.0%	39.0%	39.0%	17.0%	14.0%		18.0%	15.0%	
Yellow Time (s)	3.6	4.3		3.6	4.3	4.3	3.6	3.6		3.6	3.6	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.6	6.3		5.6	6.3	6.3	5.6	5.6		5.6	5.6	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lag	Lag		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max		None	C-Max	C-Max	None	None		None	None	
Act Effct Green (s)	18.2	55.8		62.1	42.0	42.0	16.6	7.0		12.0	7.9	
Actuated g/C Ratio	0.18	0.56		0.62	0.42	0.42	0.17	0.07		0.12	0.08	
v/c Ratio	0.72	0.35		0.14	0.45	0.09	0.50	0.39		0.39	0.82	
Control Delay (s/veh)	57.7	8.0		7.4	23.2	0.2	42.8	26.6		44.1	22.1	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	57.7	8.0		7.4	23.2	0.2	42.8	26.6		44.1	22.1	
LOS	E	A		A	C	A	D	C		D	C	
Approach Delay (s/veh)		27.7			19.8			37.2			28.9	
Approach LOS		C			B			D			C	
Queue Length 50th (ft)	154	39		14	162	0	63	11		52	12	
Queue Length 95th (ft)	205	112		33	248	0	108	51		82	#138	
Internal Link Dist (ft)		1172			898			403			204	
Turn Bay Length (ft)	320			150		130	160			150		
Base Capacity (vph)	794	1908		518	1547	815	284	185		474	472	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.56	0.35		0.14	0.45	0.09	0.41	0.34		0.35	0.79	

Intersection Summary
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 5 (5%), Referenced to phase 2:WBT and 6:EBWB, Start of Yellow
Natural Cycle: 95
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.82

Intersection Signal Delay (s/veh): 26.1	Intersection LOS: C
Intersection Capacity Utilization 79.8%	ICU Level of Service D
Analysis Period (min) 15	

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 5: Ridge Trail/Lincoln St & Ridgewalk Pkwy



Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑	↱		↱
Traffic Vol, veh/h	0	819	730	147	0	141
Future Vol, veh/h	0	819	730	147	0	141
Conflicting Peds, #/hr	1	0	0	1	0	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Free	-	Yield
Storage Length	-	-	-	140	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	-3	4	-	-5	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	1	0	2	0	2
Mvmt Flow	0	862	768	155	0	148

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	385
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.44
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	0	0	647
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	646
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	12.22
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	646
HCM Lane V/C Ratio	-	-	0.23
HCM Ctrl Dly (s/v)	-	-	12.2
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.9

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	820	0	0	876	0	0
Future Vol, veh/h	820	0	0	876	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	105	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-7	-	-	7	-10	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	1	0	0	0	0	0
Mvmt Flow	854	0	0	913	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	854	0	1310	427
Stage 1	-	-	-	-	854	-
Stage 2	-	-	-	-	456	-
Critical Hdwy	-	-	4.1	-	4.8	5.9
Critical Hdwy Stg 1	-	-	-	-	3.8	-
Critical Hdwy Stg 2	-	-	-	-	3.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	794	-	317	655
Stage 1	-	-	-	-	615	-
Stage 2	-	-	-	-	787	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	794	-	317	655
Mov Cap-2 Maneuver	-	-	-	-	317	-
Stage 1	-	-	-	-	615	-
Stage 2	-	-	-	-	787	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	-	794	-
HCM Lane V/C Ratio	-	-	-	-	-	-
HCM Ctrl Dly (s/v)	0	0	-	-	0	-
HCM Lane LOS	A	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	-	0	-

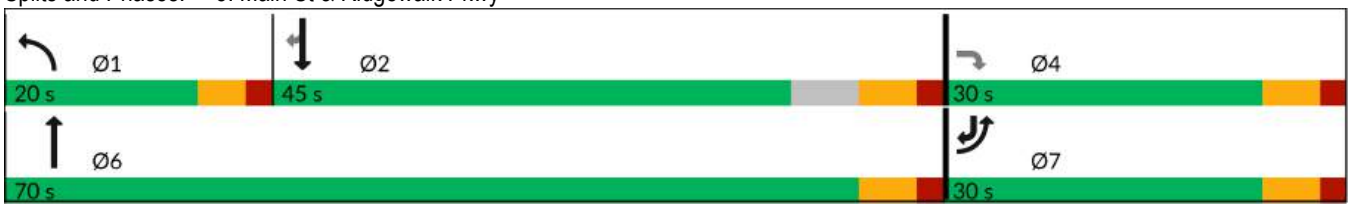


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	581	221	226	219	303	669
Future Volume (vph)	581	221	226	219	303	669
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles (%)	1%	1%	0%	0%	0%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	587	223	228	221	306	676
Turn Type	Prot	Perm	Prot	NA	NA	pm+ov
Protected Phases	7		1	6	2	7
Permitted Phases		4				2
Detector Phase	7	4	1	6	2	7
Switch Phase						
Minimum Initial (s)	8.0	8.0	5.0	15.0	15.0	8.0
Minimum Split (s)	24.3	26.3	10.5	24.3	24.3	24.3
Total Split (s)	30.0	30.0	20.0	70.0	45.0	30.0
Total Split (%)	30.0%	30.0%	20.0%	70.0%	45.0%	30.0%
Yellow Time (s)	4.3	4.3	3.5	4.3	4.3	4.3
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.3	6.3	5.5	6.3	6.3	6.3
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None	None	None	Min	Min	None
Act Effct Green (s)	18.1	18.1	9.9	33.0	17.5	42.1
Actuated g/C Ratio	0.28	0.28	0.15	0.52	0.27	0.66
v/c Ratio	0.59	0.36	0.43	0.23	0.59	0.61
Control Delay (s/veh)	22.9	5.0	28.7	9.8	26.5	7.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	22.9	5.0	28.7	9.8	26.5	7.7
LOS	C	A	C	A	C	A
Approach Delay (s/veh)	18.0			19.4	13.6	
Approach LOS	B			B	B	
Queue Length 50th (ft)	96	0	40	44	103	93
Queue Length 95th (ft)	172	47	84	90	201	199
Internal Link Dist (ft)	782			578	714	
Turn Bay Length (ft)	365		270			
Base Capacity (vph)	1322	748	793	1760	1329	1242
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.44	0.30	0.29	0.13	0.23	0.54

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 64	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.61	
Intersection Signal Delay (s/veh): 16.3	Intersection LOS: B

Intersection Capacity Utilization 57.7%
ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 8: Main St & Ridgewalk Pkwy



Intersection	
Int Delay, s/veh	7.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	124	131	16	17	0
Future Vol, veh/h	0	124	131	16	17	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	5	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	135	142	17	18	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	321	18	18	0	-	0
Stage 1	18	-	-	-	-	-
Stage 2	302	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	673	1060	1598	-	-	-
Stage 1	1004	-	-	-	-	-
Stage 2	750	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	612	1060	1598	-	-	-
Mov Cap-2 Maneuver	612	-	-	-	-	-
Stage 1	914	-	-	-	-	-
Stage 2	750	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.89	6.66	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1583	-	1060	-	-
HCM Lane V/C Ratio	0.089	-	0.127	-	-
HCM Ctrl Dly (s/v)	7.5	0	8.9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.3	-	0.4	-	-

1: I-575 SB On Ramp/I-575 SB Off Ramp & Ridgewalk Pkwy



Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	0	128	136	1	763	214	0	0	0	0	437	0
Future Volume (vph)	0	128	136	1	763	214	0	0	0	0	437	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	2%	0%	0%	1%	1%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	133	142	0	796	223	0	0	0	0	0	455
Turn Type		NA	Perm	pm+pt	pm+pt	NA					Perm	NA
Protected Phases		2		1	1	6						4
Permitted Phases			2	6	6						4	
Detector Phase		2	2	1	1	6					4	4
Switch Phase												
Minimum Initial (s)		10.0	10.0	8.0	8.0	10.0					8.0	8.0
Minimum Split (s)		28.0	28.0	14.3	14.3	24.0					26.3	26.3
Total Split (s)		22.0	22.0	43.0	43.0	65.0					35.0	35.0
Total Split (%)		22.0%	22.0%	43.0%	43.0%	65.0%					35.0%	35.0%
Yellow Time (s)		4.3	4.3	4.3	4.3	4.3					4.3	4.3
All-Red Time (s)		1.7	1.7	2.0	2.0	1.7					2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0						0.0
Total Lost Time (s)		6.0	6.0		6.3	6.0						6.3
Lead/Lag		Lag	Lag	Lead	Lead							
Lead-Lag Optimize?		Yes	Yes	Yes	Yes							
Recall Mode		C-Max	C-Max	None	None	C-Max					None	None
Act Effct Green (s)		18.2	18.2		59.5	59.8						27.9
Actuated g/C Ratio		0.18	0.18		0.60	0.60						0.28
v/c Ratio		0.39	0.35		0.94	0.20						0.94
Control Delay (s/veh)		41.4	9.1		25.7	2.3						64.2
Queue Delay		0.0	0.0		13.1	0.0						0.0
Total Delay (s/veh)		41.4	9.1		38.8	2.3						64.2
LOS		D	A		D	A						E
Approach Delay (s/veh)		24.8				30.8						56.4
Approach LOS		C				C						E
Queue Length 50th (ft)		79	0		182	5						279
Queue Length 95th (ft)		139	53		#573	14						#466
Internal Link Dist (ft)		345				558			379			601
Turn Bay Length (ft)			120									
Base Capacity (vph)		339	409		863	1124						499
Starvation Cap Reductn		0	0		73	0						0
Spillback Cap Reductn		0	0		0	0						0
Storage Cap Reductn		0	0		0	0						0
Reduced v/c Ratio		0.39	0.35		1.01	0.20						0.91

Intersection Summary
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 7 (7%), Referenced to phase 2:EBT and 6:WBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.94



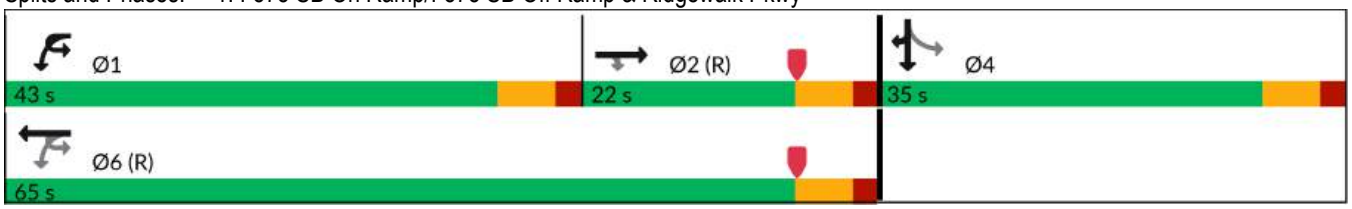
Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	63
Future Volume (vph)	63
Peak Hour Factor	0.96
Heavy Vehicles (%)	2%
Shared Lane Traffic (%)	
Lane Group Flow (vph)	66
Turn Type	Prot
Protected Phases	4
Permitted Phases	
Detector Phase	4
Switch Phase	
Minimum Initial (s)	8.0
Minimum Split (s)	26.3
Total Split (s)	35.0
Total Split (%)	35.0%
Yellow Time (s)	4.3
All-Red Time (s)	2.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	6.3
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	27.9
Actuated g/C Ratio	0.28
v/c Ratio	0.13
Control Delay (s/veh)	2.7
Queue Delay	0.0
Total Delay (s/veh)	2.7
LOS	A
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	0
Queue Length 95th (ft)	14
Internal Link Dist (ft)	
Turn Bay Length (ft)	235
Base Capacity (vph)	510
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.13

Intersection Summary

Intersection Signal Delay (s/veh): 37.3	Intersection LOS: D
Intersection Capacity Utilization 97.4%	ICU Level of Service F
Analysis Period (min) 15	
Description: Weekend Peak	

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: I-575 SB On Ramp/I-575 SB Off Ramp & Ridgewalk Pkwy



Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	2	44	519	0	0	851	719	121	1	956	0	0
Future Volume (vph)	2	44	519	0	0	851	719	121	1	956	0	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	2%	0%	0%	0%	1%	0%	1%	0%	1%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	48	541	0	0	886	749	0	127	996	0	0
Turn Type	pm+pt	pm+pt	NA			NA	Perm	Split	NA	Perm		
Protected Phases	5	5	2			6		8	8			
Permitted Phases	2	2					6			8		
Detector Phase	5	5	2			6	6	8	8	8		
Switch Phase												
Minimum Initial (s)	4.0	4.0	15.0			15.0	15.0	8.0	8.0	8.0		
Minimum Split (s)	10.6	10.6	29.3			24.3	24.3	31.8	31.8	31.8		
Total Split (s)	15.0	15.0	65.0			50.0	50.0	35.0	35.0	35.0		
Total Split (%)	15.0%	15.0%	65.0%			50.0%	50.0%	35.0%	35.0%	35.0%		
Yellow Time (s)	3.6	3.6	4.3			4.3	4.3	4.3	4.3	4.3		
All-Red Time (s)	2.0	2.0	2.0			2.0	2.0	2.5	2.5	2.5		
Lost Time Adjust (s)		0.0	0.0			0.0	0.0		0.0	0.0		
Total Lost Time (s)		5.6	6.3			6.3	6.3		6.8	6.8		
Lead/Lag	Lead	Lead				Lag	Lag					
Lead-Lag Optimize?	Yes	Yes				Yes	Yes					
Recall Mode	None	None	C-Max			C-Max	C-Max	None	None	None		
Act Effct Green (s)		59.4	58.7			51.0	51.0		28.2	28.2		
Actuated g/C Ratio		0.59	0.59			0.51	0.51		0.28	0.28		
v/c Ratio		0.14	0.49			0.49	0.63		0.25	1.45		
Control Delay (s/veh)		4.1	8.2			14.6	5.9		29.4	232.2		
Queue Delay		0.0	0.0			0.0	0.4		0.0	0.0		
Total Delay (s/veh)		4.1	8.2			14.6	6.3		29.4	232.2		
LOS		A	A			B	A		C	F		
Approach Delay (s/veh)			7.9			10.8			209.3			
Approach LOS			A			B			F			
Queue Length 50th (ft)		8	85			98	55		63	~720		
Queue Length 95th (ft)		m10	m98			203	101		111	#967		
Internal Link Dist (ft)			558			552			542			393
Turn Bay Length (ft)		435					235			250		
Base Capacity (vph)		370	1115			1823	1190		505	687		
Starvation Cap Reductn		0	0			0	125		0	0		
Spillback Cap Reductn		0	0			17	0		0	0		
Storage Cap Reductn		0	0			0	0		0	0		
Reduced v/c Ratio		0.13	0.49			0.49	0.70		0.25	1.45		

Intersection Summary
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 82 (82%), Referenced to phase 2:EBTL and 6:WBT, Start of Yellow
Natural Cycle: 130
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.45



Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	0
Future Volume (vph)	0
Peak Hour Factor	0.96
Heavy Vehicles (%)	0%
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Turn Type	
Protected Phases	
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

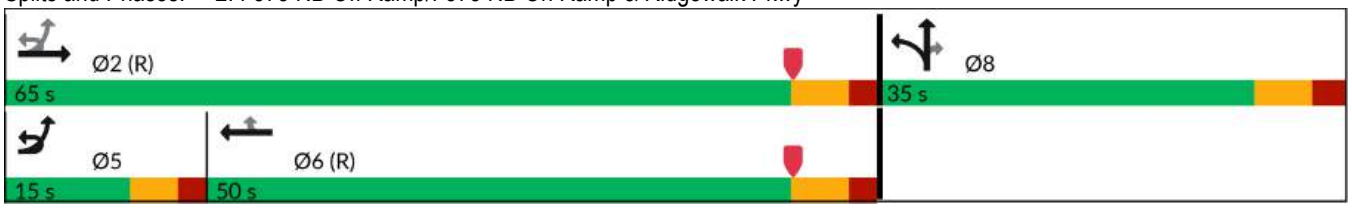
Intersection Signal Delay (s/veh): 76.9	Intersection LOS: E
Intersection Capacity Utilization 97.4%	ICU Level of Service F
Analysis Period (min) 15	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: I-575 NB Off Ramp/I-575 NB On Ramp & Ridgewalk Pkwy



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	82	740	655	49	1099	81	359	26	75	49	20	107
Future Volume (vph)	82	740	655	49	1099	81	359	26	75	49	20	107
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	1%	0%	0%	0%	3%	1%	0%	0%	0%	0%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	84	755	668	50	1204	0	366	104	0	50	129	0
Turn Type	D.P+P	NA	Perm	D.P+P	NA		Prot	NA		D.P+P	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	6		2	2						8		
Detector Phase	5	2	2	1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0		5.0	6.0		5.0	6.0	
Minimum Split (s)	10.6	24.3	24.3	10.6	24.3		10.6	24.0		10.6	24.0	
Total Split (s)	13.0	42.0	42.0	15.0	44.0		28.0	31.0		12.0	15.0	
Total Split (%)	13.0%	42.0%	42.0%	15.0%	44.0%		28.0%	31.0%		12.0%	15.0%	
Yellow Time (s)	3.6	4.3	4.3	3.6	4.3		3.6	4.0		3.6	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.6	6.3	6.3	5.6	6.3		5.6	6.0		5.6	6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max	C-Max	None	C-Max		None	None		None	None	
Act Effct Green (s)	54.5	48.1	48.1	54.5	47.9		16.0	19.8		25.3	7.8	
Actuated g/C Ratio	0.55	0.48	0.48	0.55	0.48		0.16	0.20		0.25	0.08	
v/c Ratio	0.36	0.43	0.58	0.13	0.72		0.67	0.27		0.14	0.57	
Control Delay (s/veh)	8.8	16.4	5.0	6.2	17.9		45.7	13.4		24.4	22.2	
Queue Delay	0.0	0.0	0.2	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	8.8	16.4	5.1	6.2	17.9		45.7	13.4		24.4	22.2	
LOS	A	B	A	A	B		D	B		C	C	
Approach Delay (s/veh)		11.0			17.5			38.5			22.8	
Approach LOS		B			B			D			C	
Queue Length 50th (ft)	19	163	66	10	199		115	15		23	12	
Queue Length 95th (ft)	m30	m173	m40	m19	#488		156	55		45	67	
Internal Link Dist (ft)		552			716			229			522	
Turn Bay Length (ft)	250		430	300			175			225		
Base Capacity (vph)	245	1763	1143	420	1670		761	471		357	251	
Starvation Cap Reductn	0	0	66	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.34	0.43	0.62	0.12	0.72		0.48	0.22		0.14	0.51	

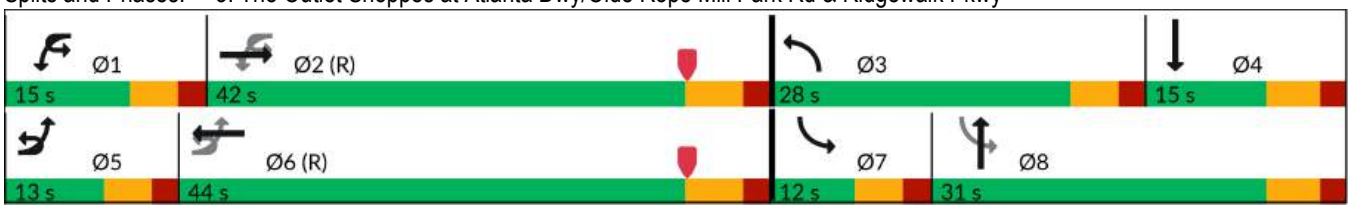
Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 82 (82%), Referenced to phase 2:EBWB and 6:EBWB, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.72

Intersection Signal Delay (s/veh): 17.8	Intersection LOS: B
Intersection Capacity Utilization 75.0%	ICU Level of Service D
Analysis Period (min) 15	

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: The Outlet Shoppes at Atlanta Dwy/Olde Rope Mill Park Rd & Ridgewalk Pkwy



Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	6	771	81	1	324	1079	8	159	5	263	2	3
Future Volume (vph)	6	771	81	1	324	1079	8	159	5	263	2	3
Peak Hour Factor	0.97	0.97	0.97	0.92	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	6	795	84	0	335	1120	0	164	276	0	0	9
Turn Type	Perm	NA	Perm	pm+pt	pm+pt	NA		Perm	NA		Perm	NA
Protected Phases		2		1	1	6			8			4
Permitted Phases	2		2	6	6			8			4	
Detector Phase	2	2	2	1	1	6		8	8		4	4
Switch Phase												
Minimum Initial (s)	15.0	15.0	15.0	5.0	5.0	15.0		6.0	6.0		6.0	6.0
Minimum Split (s)	24.3	24.3	24.3	10.6	10.6	24.3		26.6	26.6		29.6	29.6
Total Split (s)	55.0	55.0	55.0	15.0	15.0	70.0		30.0	30.0		30.0	30.0
Total Split (%)	55.0%	55.0%	55.0%	15.0%	15.0%	70.0%		30.0%	30.0%		30.0%	30.0%
Yellow Time (s)	4.3	4.3	4.3	3.6	3.6	4.3		3.6	3.6		3.6	3.6
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0		0.0	0.0			0.0
Total Lost Time (s)	6.3	6.3	6.3		5.6	6.3		5.6	5.6			5.6
Lead/Lag	Lag	Lag	Lag	Lead	Lead							
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes							
Recall Mode	C-Max	C-Max	C-Max	None	None	C-Max		None	None		None	None
Act Effct Green (s)	54.5	54.5	54.5		72.0	71.3		16.8	16.8			16.8
Actuated g/C Ratio	0.55	0.55	0.55		0.72	0.71		0.17	0.17			0.17
v/c Ratio	0.02	0.40	0.09		0.64	0.43		0.68	0.55			0.03
Control Delay (s/veh)	4.7	5.2	0.3		22.5	13.1		52.7	9.0			24.8
Queue Delay	0.0	0.0	0.0		0.0	0.0		0.0	0.0			0.0
Total Delay (s/veh)	4.7	5.2	0.3		22.5	13.1		52.7	9.0			24.8
LOS	A	A	A		C	B		D	A			C
Approach Delay (s/veh)		4.8				15.3			25.3			24.8
Approach LOS		A				B			C			C
Queue Length 50th (ft)	0	30	1		130	205		99	3			3
Queue Length 95th (ft)	m1	44	0		m236	367		155	66			15
Internal Link Dist (ft)		716				1172			291			373
Turn Bay Length (ft)	110		120		110			225				
Base Capacity (vph)	271	2007	947		523	2583		348	600			400
Starvation Cap Reductn	0	0	0		0	0		0	0			0
Spillback Cap Reductn	0	0	0		0	0		0	0			0
Storage Cap Reductn	0	0	0		0	0		0	0			0
Reduced v/c Ratio	0.02	0.40	0.09		0.64	0.43		0.47	0.46			0.02

Intersection Summary
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 4 (4%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.68



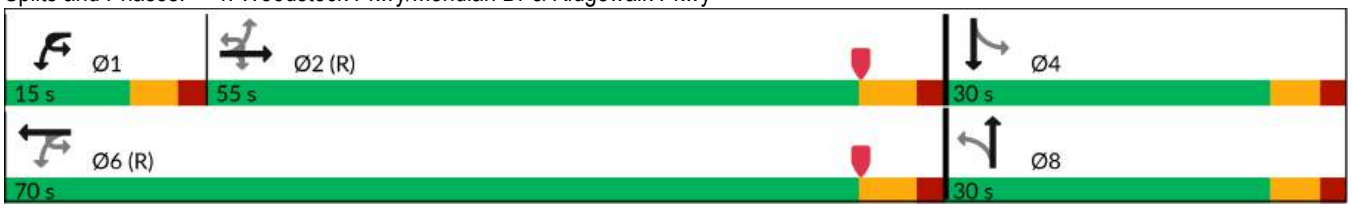
Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	4
Future Volume (vph)	4
Peak Hour Factor	0.97
Heavy Vehicles (%)	0%
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Turn Type	
Protected Phases	
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

Intersection Signal Delay (s/veh): 13.5	Intersection LOS: B
Intersection Capacity Utilization 74.3%	ICU Level of Service D
Analysis Period (min) 15	

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 4: Woodstock Pkwy/Meridian Dr & Ridgewalk Pkwy





Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	417	495	94	8	102	927	57	151	70	58	173	26
Future Volume (vph)	417	495	94	8	102	927	57	151	70	58	173	26
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	1%	0%	0%	0%	5%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	448	633	0	0	119	997	61	162	137	0	186	426
Turn Type	Prot	NA		D.P+P	D.P+P	NA	Perm	D.P+P	NA		Prot	NA
Protected Phases	1	6		5	5	2		3	8		7	4
Permitted Phases				6	6		2	4				
Detector Phase	1	6		5	5	2	2	3	8		7	4
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	5.0	15.0	15.0	5.0	6.0		5.0	6.0
Minimum Split (s)	10.6	26.3		10.6	10.6	37.3	37.3	10.6	29.6		10.6	31.6
Total Split (s)	29.0	55.0		13.0	13.0	39.0	39.0	17.0	14.0		18.0	15.0
Total Split (%)	29.0%	55.0%		13.0%	13.0%	39.0%	39.0%	17.0%	14.0%		18.0%	15.0%
Yellow Time (s)	3.6	4.3		3.6	3.6	4.3	4.3	3.6	3.6		3.6	3.6
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.6	6.3			5.6	6.3	6.3	5.6	5.6		5.6	5.6
Lead/Lag	Lead	Lag		Lead	Lead	Lag	Lag	Lag	Lag		Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes
Recall Mode	None	C-Max		None	None	C-Max	C-Max	None	None		None	None
Act Effct Green (s)	18.5	50.5			58.3	39.2	39.2	19.3	8.9		10.3	8.6
Actuated g/C Ratio	0.19	0.51			0.58	0.39	0.39	0.19	0.09		0.10	0.09
v/c Ratio	0.72	0.36			0.25	0.69	0.08	0.59	0.72		0.51	0.87
Control Delay (s/veh)	59.7	7.7			8.9	29.7	0.2	45.3	55.9		47.0	26.7
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay (s/veh)	59.7	7.7			8.9	29.7	0.2	45.3	55.9		47.0	26.7
LOS	E	A			A	C	A	D	E		D	C
Approach Delay (s/veh)		29.2				26.0			50.2			32.9
Approach LOS		C				C			D			C
Queue Length 50th (ft)	157	36			29	282	0	83	65		58	27
Queue Length 95th (ft)	207	94			53	386	0	142	#164		91	#185
Internal Link Dist (ft)		1172				898			403			204
Turn Bay Length (ft)	320				150		130	160			150	
Base Capacity (vph)	786	1742			483	1442	773	288	195		442	500
Starvation Cap Reductn	0	0			0	0	0	0	0		0	0
Spillback Cap Reductn	0	0			0	0	0	0	0		0	0
Storage Cap Reductn	0	0			0	0	0	0	0		0	0
Reduced v/c Ratio	0.57	0.36			0.25	0.69	0.08	0.56	0.70		0.42	0.85

Intersection Summary
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 5 (5%), Referenced to phase 2:WBT and 6:EBWB, Start of Yellow
Natural Cycle: 95
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.87



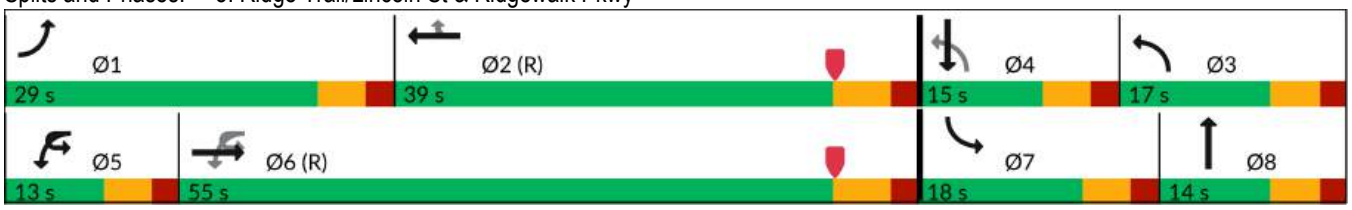
Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	370
Future Volume (vph)	370
Peak Hour Factor	0.93
Heavy Vehicles (%)	1%
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Turn Type	
Protected Phases	
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

Intersection Signal Delay (s/veh): 30.7	Intersection LOS: C
Intersection Capacity Utilization 89.4%	ICU Level of Service E
Analysis Period (min) 15	

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 5: Ridge Trail/Lincoln St & Ridgewalk Pkwy



Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑	↱		↱
Traffic Vol, veh/h	0	825	612	295	0	183
Future Vol, veh/h	0	825	612	295	0	183
Conflicting Peds, #/hr	0	0	0	2	0	2
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Free	-	Yield
Storage Length	-	-	-	140	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	-3	4	-	-5	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	2	0	2
Mvmt Flow	0	907	673	324	0	201

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	338
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.44
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	0	0	689
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	688
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	12.38
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	688
HCM Lane V/C Ratio	-	-	0.292
HCM Ctrl Dly (s/v)	-	-	12.4
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	1.2

Intersection	
Int Delay, s/veh	0.2

Movement	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations								
Traffic Vol, veh/h	3	828	1	5	5	912	0	4
Future Vol, veh/h	3	828	1	5	5	912	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	None
Storage Length	-	-	-	-	105	-	0	0
Veh in Median Storage, #	-	0	-	-	-	0	0	-
Grade, %	-	-7	-	-	-	7	-10	-
Peak Hour Factor	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	20	1	0	0
Mvmt Flow	3	900	1	5	5	991	0	4

Major/Minor	Major1			Major2			Minor1	
Conflicting Flow All	991	0	0	901	901	0	1424	451
Stage 1	-	-	-	-	-	-	907	-
Stage 2	-	-	-	-	-	-	517	-
Critical Hdwy	6.4	-	-	6.4	4.5	-	4.8	5.9
Critical Hdwy Stg 1	-	-	-	-	-	-	3.8	-
Critical Hdwy Stg 2	-	-	-	-	-	-	3.8	-
Follow-up Hdwy	2.5	-	-	2.5	2.4	-	3.5	3.3
Pot Cap-1 Maneuver	342	-	-	390	647	-	284	636
Stage 1	-	-	-	-	-	-	594	-
Stage 2	-	-	-	-	-	-	758	-
Platoon blocked, %		-	-			-		
Mov Cap-1 Maneuver	342	-	-	485	485	-	274	636
Mov Cap-2 Maneuver	-	-	-	-	-	-	274	-
Stage 1	-	-	-	-	-	-	587	-
Stage 2	-	-	-	-	-	-	741	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0.25	0.14	10.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	636	-	-	485	-
HCM Lane V/C Ratio	-	0.007	-	-	0.022	-
HCM Ctrl Dly (s/v)	0	10.7	0.2	-	12.6	-
HCM Lane LOS	A	B	A	-	B	-
HCM 95th %tile Q(veh)	-	0	-	-	0.1	-

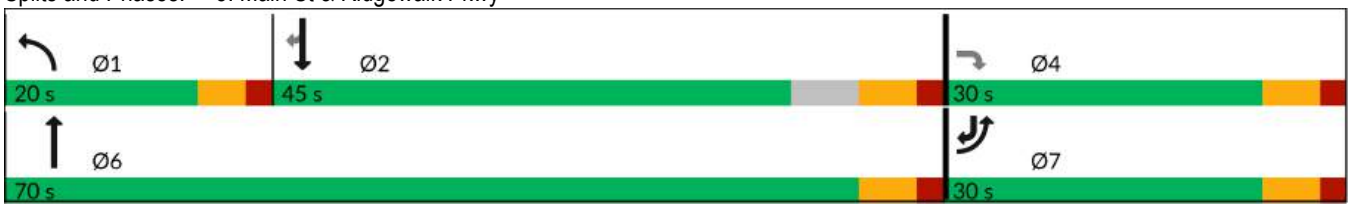


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	796	396	282	258	242	429
Future Volume (vph)	796	396	282	258	242	429
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	1%	1%	0%	0%	0%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	856	426	303	277	260	461
Turn Type	Prot	Perm	Prot	NA	NA	pm+ov
Protected Phases	7		1	6	2	7
Permitted Phases		4				2
Detector Phase	7	4	1	6	2	7
Switch Phase						
Minimum Initial (s)	8.0	8.0	5.0	15.0	15.0	8.0
Minimum Split (s)	24.3	26.3	10.5	24.3	24.3	24.3
Total Split (s)	30.0	30.0	20.0	70.0	45.0	30.0
Total Split (%)	30.0%	30.0%	20.0%	70.0%	45.0%	30.0%
Yellow Time (s)	4.3	4.3	3.5	4.3	4.3	4.3
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.3	6.3	5.5	6.3	6.3	6.3
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None	None	None	Min	Min	None
Act Effct Green (s)	23.8	23.8	11.3	33.2	16.4	46.5
Actuated g/C Ratio	0.34	0.34	0.16	0.48	0.24	0.67
v/c Ratio	0.72	0.51	0.54	0.31	0.58	0.42
Control Delay (s/veh)	24.9	4.7	30.9	12.1	29.8	6.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	24.9	4.7	30.9	12.1	29.8	6.1
LOS	C	A	C	B	C	A
Approach Delay (s/veh)	18.2			21.9	14.6	
Approach LOS	B			C	B	
Queue Length 50th (ft)	156	0	60	69	98	62
Queue Length 95th (ft)	259	61	103	114	176	128
Internal Link Dist (ft)	782			578	714	
Turn Bay Length (ft)	365		270			
Base Capacity (vph)	1195	831	716	1708	1201	1094
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.72	0.51	0.42	0.16	0.22	0.42

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 69.6	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.72	
Intersection Signal Delay (s/veh): 18.0	Intersection LOS: B

Intersection Capacity Utilization 58.6% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 8: Main St & Ridgewalk Pkwy



Intersection	
Int Delay, s/veh	7.1

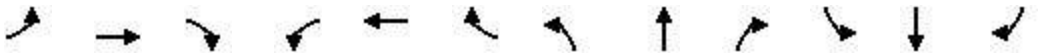
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	166	245	50	17	0
Future Vol, veh/h	0	166	245	50	17	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	5	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	180	266	54	18	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	605	18	18	0	-	0
Stage 1	18	-	-	-	-	-
Stage 2	587	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	461	1060	1598	-	-	-
Stage 1	1004	-	-	-	-	-
Stage 2	556	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	381	1060	1598	-	-	-
Mov Cap-2 Maneuver	381	-	-	-	-	-
Stage 1	832	-	-	-	-	-
Stage 2	556	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.09	6.4	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1495	-	1060	-	-
HCM Lane V/C Ratio	0.167	-	0.17	-	-
HCM Ctrl Dly (s/v)	7.7	0	9.1	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.6	-	0.6	-	-

2030 NO BUILD TRAFFIC OPERATIONS



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑						↑				
Traffic Volume (vph)	0	145	0	0	0	0	0	71	0	0	0	0
Future Volume (vph)	0	145	0	0	0	0	0	71	0	0	0	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	1%	0%	0%	0%	0%	0%	3%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	156	0	0	0	0	0	76	0	0	0	0
Turn Type		NA						NA				
Protected Phases		4						2				
Permitted Phases												
Detector Phase		4						2				
Switch Phase												
Minimum Initial (s)		5.0						5.0				
Minimum Split (s)		22.5						22.5				
Total Split (s)		54.0						56.0				
Total Split (%)		49.1%						50.9%				
Yellow Time (s)		3.5						3.5				
All-Red Time (s)		1.0						1.0				
Lost Time Adjust (s)		0.0						0.0				
Total Lost Time (s)		4.5						4.5				
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode		Min						C-Max				
Act Effct Green (s)		10.2						90.8				
Actuated g/C Ratio		0.09						0.83				
v/c Ratio		0.47						0.05				
Control Delay (s/veh)		51.6						2.3				
Queue Delay		0.0						0.0				
Total Delay (s/veh)		51.6						2.3				
LOS		D						A				
Approach Delay (s/veh)		51.6						2.3				
Approach LOS		D						A				
Queue Length 50th (ft)		56						12				
Queue Length 95th (ft)		88						18				
Internal Link Dist (ft)		44			37			19			57	
Turn Bay Length (ft)												
Base Capacity (vph)		1608						1522				
Starvation Cap Reductn		0						0				
Spillback Cap Reductn		0						0				
Storage Cap Reductn		0						0				
Reduced v/c Ratio		0.10						0.05				

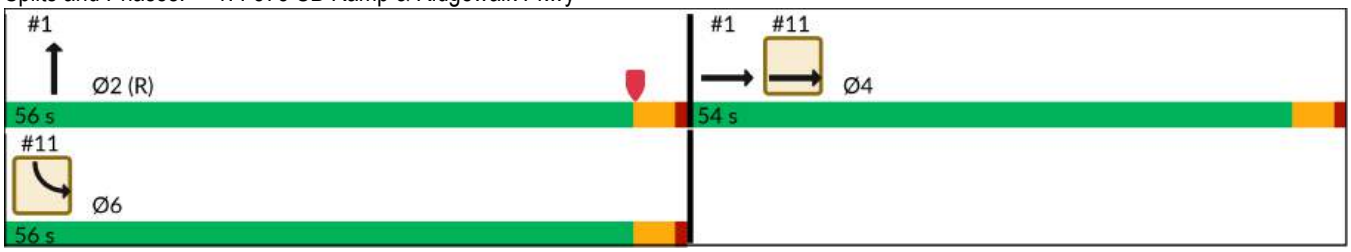
Intersection Summary
Cycle Length: 110
Actuated Cycle Length: 110
Offset: 56 (51%), Referenced to phase 2:NBT, Start of Yellow
Natural Cycle: 45
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.47

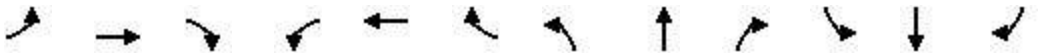
Lane Group	Ø6
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	6
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	22.5
Total Split (s)	56.0
Total Split (%)	51%
Yellow Time (s)	3.5
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

Intersection Signal Delay (s/veh): 35.5	Intersection LOS: D
Intersection Capacity Utilization 15.8%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 1: I-575 SB Ramp & Ridgewalk Pkwy





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	555	0	0	0	0	0	293	0
Future Volume (vph)	0	0	0	0	555	0	0	0	0	0	293	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	0%	4%	0%	0%	0%	0%	0%	2%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	572	0	0	0	0	0	302	0
Turn Type					NA						NA	
Protected Phases					8						6	
Permitted Phases												
Detector Phase					8						6	
Switch Phase												
Minimum Initial (s)					5.0						5.0	
Minimum Split (s)					22.5						22.5	
Total Split (s)					65.0						45.0	
Total Split (%)					59.1%						40.9%	
Yellow Time (s)					3.5						3.5	
All-Red Time (s)					1.0						1.0	
Lost Time Adjust (s)					0.0						0.0	
Total Lost Time (s)					4.5						4.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode					C-Max						Min	
Act Effct Green (s)					85.1						15.9	
Actuated g/C Ratio					0.77						0.14	
v/c Ratio					0.21						0.59	
Control Delay (s/veh)					3.3						48.4	
Queue Delay					0.0						0.0	
Total Delay (s/veh)					3.3						48.4	
LOS					A						D	
Approach Delay (s/veh)					3.3						48.4	
Approach LOS					A						D	
Queue Length 50th (ft)					57						114	
Queue Length 95th (ft)					64						156	
Internal Link Dist (ft)		83			6			10			115	
Turn Bay Length (ft)												
Base Capacity (vph)					2686						1302	
Starvation Cap Reductn					0						0	
Spillback Cap Reductn					0						0	
Storage Cap Reductn					0						0	
Reduced v/c Ratio					0.21						0.23	

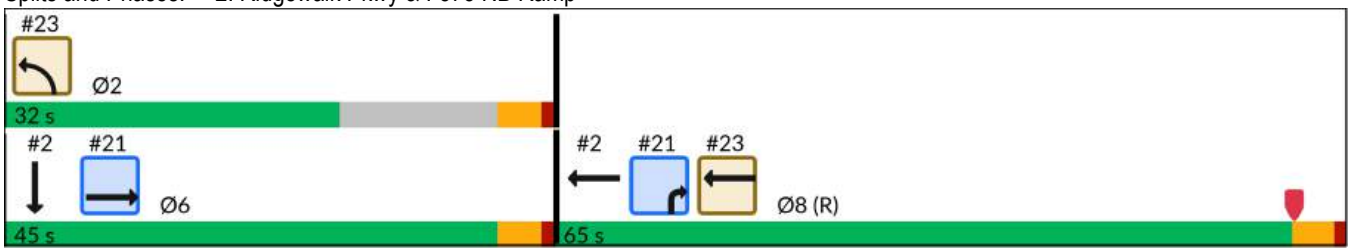
Intersection Summary
Cycle Length: 110
Actuated Cycle Length: 110
Offset: 0 (0%), Referenced to phase 8:WBT, Start of Yellow, Master Intersection
Natural Cycle: 45
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.59

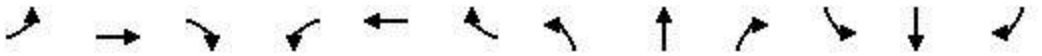
Lane Group	Ø2
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	2
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	22.5
Total Split (s)	32.0
Total Split (%)	29%
Yellow Time (s)	3.5
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

Intersection Signal Delay (s/veh): 18.9	Intersection LOS: B
Intersection Capacity Utilization 31.0%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 2: Ridgewalk Pkwy & I-575 NB Ramp



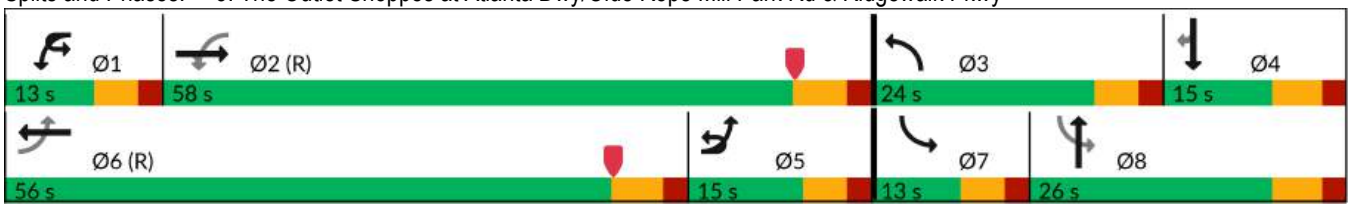


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	102	547	142	55	599	70	107	12	53	50	14	84
Future Volume (vph)	102	547	142	55	599	70	107	12	53	50	14	84
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	6%	4%	2%	2%	5%	8%	3%	0%	4%	13%	0%	8%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	109	582	151	59	711	0	114	69	0	53	15	89
Turn Type	D.P+P	NA	Perm	D.P+P	NA		Prot	NA		D.P+P	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	6		2	2						8		4
Detector Phase	5	2	2	1	6		3	8		7	4	4
Switch Phase												
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0		5.0	6.0		5.0	6.0	6.0
Minimum Split (s)	10.6	24.3	24.3	10.6	24.3		10.6	24.0		10.6	24.0	24.0
Total Split (s)	15.0	58.0	58.0	13.0	56.0		24.0	26.0		13.0	15.0	15.0
Total Split (%)	13.6%	52.7%	52.7%	11.8%	50.9%		21.8%	23.6%		11.8%	13.6%	13.6%
Yellow Time (s)	3.6	4.3	4.3	3.6	4.3		3.6	4.0		3.6	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	2.0
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)	5.6	6.3	6.3	5.6	6.3		5.6	6.0		5.6	6.0	6.0
Lead/Lag	Lag	Lag	Lag	Lead	Lead		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max		None	None		None	None	None
Act Effct Green (s)	73.8	68.7	68.7	75.0	63.7		9.1	8.6		14.9	6.6	6.6
Actuated g/C Ratio	0.67	0.62	0.62	0.68	0.58		0.08	0.08		0.14	0.06	0.06
v/c Ratio	0.20	0.26	0.14	0.10	0.26		0.41	0.39		0.29	0.13	0.27
Control Delay (s/veh)	4.8	7.8	0.3	3.7	6.8		52.0	23.3		39.9	51.2	1.9
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	4.8	7.8	0.3	3.7	6.8		52.0	23.3		39.9	51.2	1.9
LOS	A	A	A	A	A		D	C		D	D	A
Approach Delay (s/veh)		6.0			6.5			41.2			19.5	
Approach LOS		A			A			D			B	
Queue Length 50th (ft)	14	62	0	5	35		41	9		35	10	0
Queue Length 95th (ft)	29	147	0	11	59		69	51		71	32	0
Internal Link Dist (ft)		390			716			229			522	
Turn Bay Length (ft)	250		430	300			175			225		275
Base Capacity (vph)	534	2220	1086	583	2747		557	333		187	153	361
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	0
Reduced v/c Ratio	0.20	0.26	0.14	0.10	0.26		0.20	0.21		0.28	0.10	0.25

Intersection Summary
Cycle Length: 110
Actuated Cycle Length: 110
Offset: 62 (56%), Referenced to phase 2:EBWB and 6:EBWB, Start of Yellow
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.41

Intersection Signal Delay (s/veh): 10.6	Intersection LOS: B
Intersection Capacity Utilization 47.7%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 3: The Outlet Shoppes at Atlanta Dwy/Olde Rope Mill Park Rd & Ridgewalk Pkwy



Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	4	566	83	1	224	640	6	72	2	111	4	6
Future Volume (vph)	4	566	83	1	224	640	6	72	2	111	4	6
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	5%	4%	0%	4%	5%	0%	5%	0%	5%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	4	622	91	0	247	710	0	79	124	0	0	25
Turn Type	Perm	NA	Perm	pm+pt	pm+pt	NA		Perm	NA		Perm	NA
Protected Phases		2		1	1	6			8			4
Permitted Phases	2		2	6	6			8			4	
Detector Phase	2	2	2	1	1	6		8	8		4	4
Switch Phase												
Minimum Initial (s)	15.0	15.0	15.0	15.0	15.0	5.0		6.0	6.0		6.0	6.0
Minimum Split (s)	24.3	24.3	24.3	20.6	20.6	24.3		26.6	26.6		29.6	29.6
Total Split (s)	55.0	55.0	55.0	25.0	25.0	80.0		30.0	30.0		30.0	30.0
Total Split (%)	50.0%	50.0%	50.0%	22.7%	22.7%	72.7%		27.3%	27.3%		27.3%	27.3%
Yellow Time (s)	4.3	4.3	4.3	3.6	3.6	4.3		3.6	3.6		3.6	3.6
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0		0.0	0.0			0.0
Total Lost Time (s)	6.3	6.3	6.3		5.6	6.3		5.6	5.6			5.6
Lead/Lag	Lag	Lag	Lag	Lead	Lead							
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes							
Recall Mode	C-Max	C-Max	C-Max	None	None	C-Max		None	None		None	None
Act Effct Green (s)	65.7	65.7	65.7		87.0	86.3		11.8	11.8			11.8
Actuated g/C Ratio	0.60	0.60	0.60		0.79	0.78		0.11	0.11			0.11
v/c Ratio	0.01	0.29	0.09		0.37	0.26		0.55	0.45			0.13
Control Delay (s/veh)	6.5	10.9	3.8		11.6	9.9		59.8	13.5			27.2
Queue Delay	0.0	0.0	0.0		0.0	0.0		0.0	0.0			0.0
Total Delay (s/veh)	6.5	10.9	3.8		11.6	9.9		59.8	13.5			27.2
LOS	A	B	A		B	A		E	B			C
Approach Delay (s/veh)		10.0				10.4			31.6			27.2
Approach LOS		A				B			C			C
Queue Length 50th (ft)	1	175	24		85	123		56	1			7
Queue Length 95th (ft)	m5	240	41		198	267		104	54			32
Internal Link Dist (ft)		716				1172			291			373
Turn Bay Length (ft)	110		120		110			225				
Base Capacity (vph)	446	2114	991		717	2708		297	437			381
Starvation Cap Reductn	0	0	0		0	0		0	0			0
Spillback Cap Reductn	0	0	0		0	0		0	0			0
Storage Cap Reductn	0	0	0		0	0		0	0			0
Reduced v/c Ratio	0.01	0.29	0.09		0.34	0.26		0.27	0.28			0.07

Intersection Summary
Cycle Length: 110
Actuated Cycle Length: 110
Offset: 107 (97%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 75
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.55



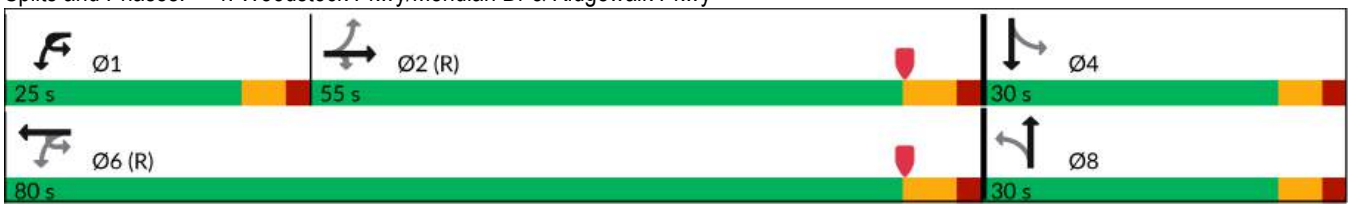
Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	13
Future Volume (vph)	13
Peak Hour Factor	0.91
Heavy Vehicles (%)	0%
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Turn Type	
Protected Phases	
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

Intersection Signal Delay (s/veh): 12.7	Intersection LOS: B
Intersection Capacity Utilization 56.2%	ICU Level of Service B
Analysis Period (min) 15	

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 4: Woodstock Pkwy/Meridian Dr & Ridgewalk Pkwy



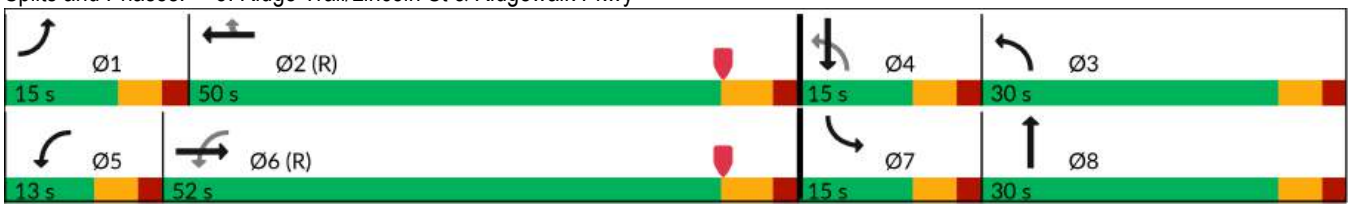
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	65	570	25	37	693	19	87	6	66	22	0	82
Future Volume (vph)	65	570	25	37	693	19	87	6	66	22	0	82
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	12%	5%	0%	0%	5%	0%	4%	0%	2%	0%	0%	3%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	74	676	0	42	788	22	99	82	0	25	93	0
Turn Type	Prot	NA		D.P+P	NA	Perm	D.P+P	NA		Prot	NA	
Protected Phases	1	6		5	2		3	8		7	4	
Permitted Phases				6		2	4					
Detector Phase	1	6		5	2	2	3	8		7	4	
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	15.0	15.0	5.0	6.0		5.0	6.0	
Minimum Split (s)	10.6	26.3		10.6	37.3	37.3	10.6	29.6		10.6	31.6	
Total Split (s)	15.0	52.0		13.0	50.0	50.0	30.0	30.0		15.0	15.0	
Total Split (%)	13.6%	47.3%		11.8%	45.5%	45.5%	27.3%	27.3%		13.6%	13.6%	
Yellow Time (s)	3.6	4.3		3.6	4.3	4.3	3.6	3.6		3.6	3.6	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.6	6.3		5.6	6.3	6.3	5.6	5.6		5.6	5.6	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lag	Lag		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max		None	C-Max	C-Max	None	None		None	None	
Act Effct Green (s)	8.1	73.4		78.1	69.3	69.3	12.9	10.0		6.3	6.0	
Actuated g/C Ratio	0.07	0.67		0.71	0.63	0.63	0.12	0.09		0.06	0.05	
v/c Ratio	0.33	0.30		0.07	0.36	0.02	0.50	0.38		0.12	0.21	
Control Delay (s/veh)	65.8	6.1		4.5	10.6	0.1	50.1	18.2		50.3	1.0	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	65.8	6.1		4.5	10.6	0.1	50.1	18.2		50.3	1.0	
LOS	E	A		A	B	A	D	B		D	A	
Approach Delay (s/veh)		12.0			10.0			35.6			11.5	
Approach LOS		B			B			D			B	
Queue Length 50th (ft)	24	194		6	153	0	64	5		8	0	
Queue Length 95th (ft)	44	253		m15	199	m0	109	49		22	0	
Internal Link Dist (ft)		1172			898			403			204	
Turn Bay Length (ft)	320			150		130	160			150		
Base Capacity (vph)	264	2217		591	2210	1088	460	422		305	485	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.28	0.30		0.07	0.36	0.02	0.22	0.19		0.08	0.19	

Intersection Summary
Cycle Length: 110
Actuated Cycle Length: 110
Offset: 32 (29%), Referenced to phase 2:WBT and 6:EBWB, Start of Yellow
Natural Cycle: 95
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.50

Intersection Signal Delay (s/veh): 13.3	Intersection LOS: B
Intersection Capacity Utilization 49.4%	ICU Level of Service A
Analysis Period (min) 15	

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 5: Ridge Trail/Lincoln St & Ridgewalk Pkwy



Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑	↱		↱
Traffic Vol, veh/h	0	678	720	28	0	38
Future Vol, veh/h	0	678	720	28	0	38
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Free	-	Yield
Storage Length	-	-	-	140	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	-3	4	-	-5	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	4	5	7	0	3
Mvmt Flow	0	753	800	31	0	42

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	400
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.46
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.33
Pot Cap-1 Maneuver	0	-	-	0	0	631
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	631
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	11.11
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	631
HCM Lane V/C Ratio	-	-	0.067
HCM Ctrl Dly (s/v)	-	-	11.1
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.2

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	674	2	2	755	0	2
Future Vol, veh/h	674	2	2	755	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	105	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-7	-	-	7	-10	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	4	0	0	5	0	0
Mvmt Flow	766	2	2	858	0	2

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	768	0	1201	384
Stage 1	-	-	-	-	767	-
Stage 2	-	-	-	-	434	-
Critical Hdwy	-	-	4.1	-	4.8	5.9
Critical Hdwy Stg 1	-	-	-	-	3.8	-
Critical Hdwy Stg 2	-	-	-	-	3.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	855	-	352	690
Stage 1	-	-	-	-	649	-
Stage 2	-	-	-	-	798	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	855	-	351	690
Mov Cap-2 Maneuver	-	-	-	-	351	-
Stage 1	-	-	-	-	649	-
Stage 2	-	-	-	-	796	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.02	10.24
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	690	-	-	855	-
HCM Lane V/C Ratio	-	0.003	-	-	0.003	-
HCM Ctrl Dly (s/v)	0	10.2	-	-	9.2	-
HCM Lane LOS	A	B	-	-	A	-
HCM 95th %tile Q(veh)	-	0	-	-	0	-

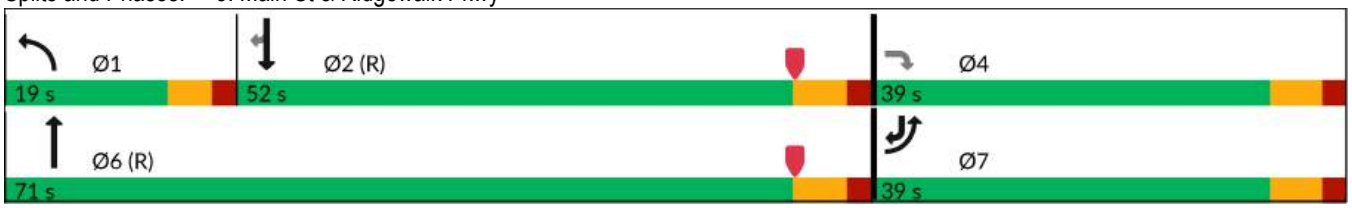


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	541	143	113	195	396	655
Future Volume (vph)	541	143	113	195	396	655
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	5%	3%	5%	2%	3%	5%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	588	155	123	212	430	712
Turn Type	Prot	Perm	Prot	NA	NA	pm+ov
Protected Phases	7		1	6	2	7
Permitted Phases		4				2
Detector Phase	7	4	1	6	2	7
Switch Phase						
Minimum Initial (s)	8.0	8.0	5.0	15.0	15.0	8.0
Minimum Split (s)	24.3	26.3	10.5	24.3	24.3	24.3
Total Split (s)	39.0	39.0	19.0	71.0	52.0	39.0
Total Split (%)	35.5%	35.5%	17.3%	64.5%	47.3%	35.5%
Yellow Time (s)	4.3	4.3	3.5	4.3	4.3	4.3
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.3	6.3	5.5	6.3	6.3	6.3
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None	None	None	C-Max	C-Max	None
Act Effct Green (s)	27.2	27.2	9.5	70.2	55.2	88.7
Actuated g/C Ratio	0.25	0.25	0.09	0.64	0.50	0.81
v/c Ratio	0.71	0.31	0.44	0.18	0.46	0.55
Control Delay (s/veh)	33.2	6.9	52.2	9.4	21.3	3.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	33.2	6.9	52.2	9.4	21.3	3.8
LOS	C	A	D	A	C	A
Approach Delay (s/veh)	27.7			25.1	10.4	
Approach LOS	C			C	B	
Queue Length 50th (ft)	105	0	44	58	196	63
Queue Length 95th (ft)	176	26	74	105	327	139
Internal Link Dist (ft)	782			578	714	
Turn Bay Length (ft)	365		270			
Base Capacity (vph)	1001	579	401	1164	930	1366
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.59	0.27	0.31	0.18	0.46	0.52

Intersection Summary
Cycle Length: 110
Actuated Cycle Length: 110
Offset: 99 (90%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.71

Intersection Signal Delay (s/veh): 18.4	Intersection LOS: B
Intersection Capacity Utilization 55.5%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 8: Main St & Ridgewalk Pkwy



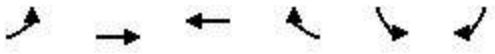
Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	3	17	11	34	0
Future Vol, veh/h	0	3	17	11	34	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	5	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	3	18	12	37	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	86	37	37	0	-	0
Stage 1	37	-	-	-	-	-
Stage 2	49	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	915	1035	1574	-	-	-
Stage 1	986	-	-	-	-	-
Stage 2	974	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	905	1035	1574	-	-	-
Mov Cap-2 Maneuver	905	-	-	-	-	-
Stage 1	974	-	-	-	-	-
Stage 2	974	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.49	4.44	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1093	-	1035	-	-
HCM Lane V/C Ratio	0.012	-	0.003	-	-
HCM Ctrl Dly (s/v)	7.3	0	8.5	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-



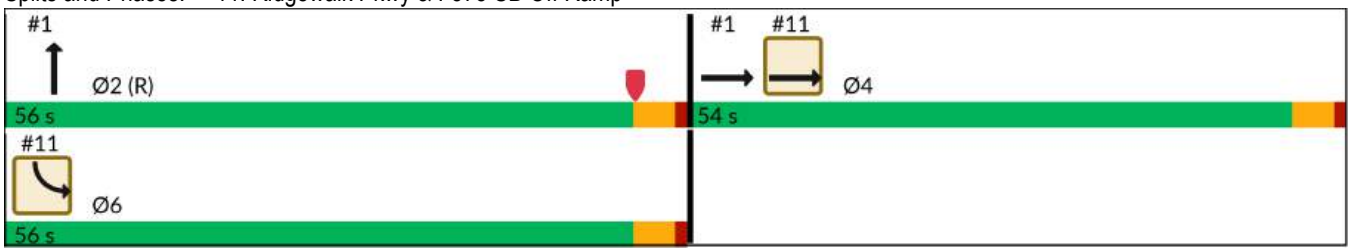
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø2
Lane Configurations							
Traffic Volume (vph)	0	145	0	0	222	0	
Future Volume (vph)	0	145	0	0	222	0	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	156	0	0	239	0	
Turn Type		NA			Prot		
Protected Phases		4			6		2
Permitted Phases							
Detector Phase		4			6		
Switch Phase							
Minimum Initial (s)		5.0			5.0		5.0
Minimum Split (s)		22.5			22.5		22.5
Total Split (s)		54.0			56.0		56.0
Total Split (%)		49.1%			50.9%		51%
Yellow Time (s)		3.5			3.5		3.5
All-Red Time (s)		1.0			1.0		1.0
Lost Time Adjust (s)		0.0			0.0		
Total Lost Time (s)		4.5			4.5		
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode		Min			None		C-Max
Act Effct Green (s)		10.2			90.8		
Actuated g/C Ratio		0.09			0.83		
v/c Ratio		0.47			0.08		
Control Delay (s/veh)		6.8			0.0		
Queue Delay		0.0			0.0		
Total Delay (s/veh)		6.8			0.0		
LOS		A			A		
Approach Delay (s/veh)		6.8					
Approach LOS		A					
Queue Length 50th (ft)		1			0		
Queue Length 95th (ft)		2			0		
Internal Link Dist (ft)		37	288		65		
Turn Bay Length (ft)							
Base Capacity (vph)		1608			3098		
Starvation Cap Reductn		38			0		
Spillback Cap Reductn		0			0		
Storage Cap Reductn		0			0		
Reduced v/c Ratio		0.10			0.08		

Intersection Summary
Cycle Length: 110
Actuated Cycle Length: 110
Offset: 56 (51%), Referenced to phase 2:NBT, Start of Yellow
Natural Cycle: 45
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.47

11: Ridgewalk Pkwy & I-575 SB Off Ramp

Intersection Signal Delay (s/veh): 2.7	Intersection LOS: A
Intersection Capacity Utilization 18.0%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 11: Ridgewalk Pkwy & I-575 SB Off Ramp

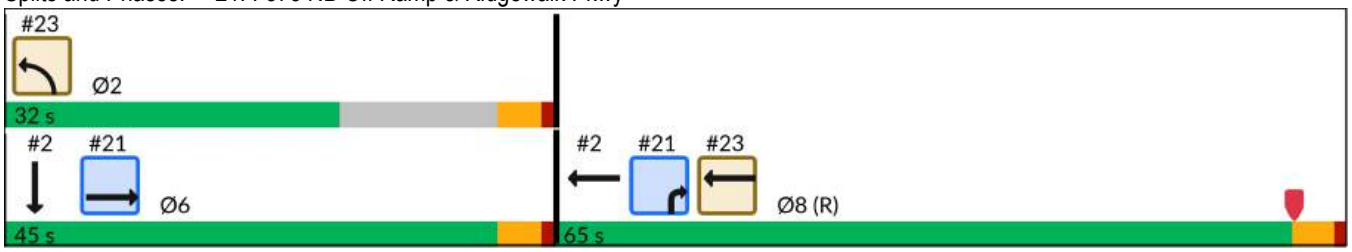


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø2
Lane Configurations							
Traffic Volume (vph)	293	0	0	0	0	502	
Future Volume (vph)	293	0	0	0	0	502	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	
Heavy Vehicles (%)	2%	0%	0%	0%	0%	5%	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	302	0	0	0	0	518	
Turn Type	NA					Prot	
Protected Phases	6					8	2
Permitted Phases							
Detector Phase	6					8	
Switch Phase							
Minimum Initial (s)	5.0					5.0	5.0
Minimum Split (s)	22.5					22.5	22.5
Total Split (s)	45.0					65.0	32.0
Total Split (%)	40.9%					59.1%	29%
Yellow Time (s)	3.5					3.5	3.5
All-Red Time (s)	1.0					1.0	1.0
Lost Time Adjust (s)	0.0					0.0	
Total Lost Time (s)	4.5					4.5	
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	Min					C-Max	None
Act Effct Green (s)	15.9					85.1	
Actuated g/C Ratio	0.14					0.77	
v/c Ratio	0.59					0.23	
Control Delay (s/veh)	5.9					0.3	
Queue Delay	0.0					0.0	
Total Delay (s/veh)	5.9					0.3	
LOS	A					A	
Approach Delay (s/veh)	5.9				0.3		
Approach LOS	A				A		
Queue Length 50th (ft)	1					0	
Queue Length 95th (ft)	1					0	
Internal Link Dist (ft)	10			6	46		
Turn Bay Length (ft)							
Base Capacity (vph)	1302					2245	
Starvation Cap Reductn	57					0	
Spillback Cap Reductn	0					0	
Storage Cap Reductn	0					0	
Reduced v/c Ratio	0.24					0.23	

Intersection Summary
Cycle Length: 110
Actuated Cycle Length: 110
Offset: 0 (0%), Referenced to phase 8:WBT, Start of Yellow, Master Intersection
Natural Cycle: 45
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.59

Intersection Signal Delay (s/veh): 2.3	Intersection LOS: A
Intersection Capacity Utilization 33.2%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 21: I-575 NB Off Ramp & Ridgewalk Pkwy



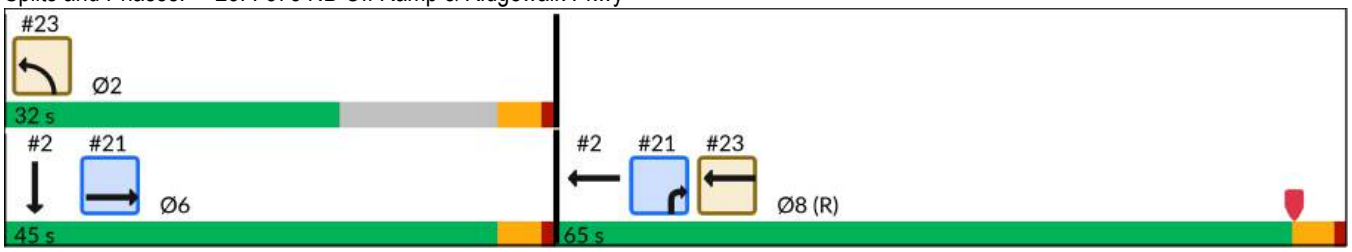


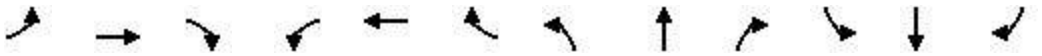
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø6
Lane Configurations							
Traffic Volume (vph)	0	0	0	555	32	0	
Future Volume (vph)	0	0	0	555	32	0	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	
Heavy Vehicles (%)	0%	0%	0%	4%	3%	0%	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	0	0	572	33	0	
Turn Type				NA	Prot		
Protected Phases				8	2		6
Permitted Phases							
Detector Phase				8	2		
Switch Phase							
Minimum Initial (s)				5.0	5.0		5.0
Minimum Split (s)				22.5	22.5		22.5
Total Split (s)				65.0	32.0		45.0
Total Split (%)				59.1%	29.1%		41%
Yellow Time (s)				3.5	3.5		3.5
All-Red Time (s)				1.0	1.0		1.0
Lost Time Adjust (s)				0.0	0.0		
Total Lost Time (s)				4.5	4.5		
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode				C-Max	None		Min
Act Effct Green (s)				85.1	15.9		
Actuated g/C Ratio				0.77	0.14		
v/c Ratio				0.21	0.07		
Control Delay (s/veh)				0.5	0.3		
Queue Delay				0.3	0.0		
Total Delay (s/veh)				0.8	0.3		
LOS				A	A		
Approach Delay (s/veh)				0.8	0.3		
Approach LOS				A	A		
Queue Length 50th (ft)				1	0		
Queue Length 95th (ft)				1	0		
Internal Link Dist (ft)	314			83	115		
Turn Bay Length (ft)							
Base Capacity (vph)				2686	823		
Starvation Cap Reductn				1368	0		
Spillback Cap Reductn				0	0		
Storage Cap Reductn				0	0		
Reduced v/c Ratio				0.43	0.04		

Intersection Summary
Cycle Length: 110
Actuated Cycle Length: 110
Offset: 0 (0%), Referenced to phase 8:WBT, Start of Yellow, Master Intersection
Natural Cycle: 45
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.59

Intersection Signal Delay (s/veh): 0.7	Intersection LOS: A
Intersection Capacity Utilization 31.8%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 23: I-575 NB Off Ramp & Ridgewalk Pkwy





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑						↑				
Traffic Volume (vph)	0	145	0	0	0	0	0	295	0	0	0	0
Future Volume (vph)	0	145	0	0	0	0	0	295	0	0	0	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	149	0	0	0	0	0	304	0	0	0	0
Turn Type		NA						NA				
Protected Phases		4						2				
Permitted Phases												
Detector Phase		4						2				
Switch Phase												
Minimum Initial (s)		5.0						5.0				
Minimum Split (s)		22.5						22.5				
Total Split (s)		39.0						91.0				
Total Split (%)		30.0%						70.0%				
Yellow Time (s)		3.5						3.5				
All-Red Time (s)		1.0						1.0				
Lost Time Adjust (s)		0.0						0.0				
Total Lost Time (s)		4.5						4.5				
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode		Min						C-Max				
Act Effct Green (s)		10.8						110.2				
Actuated g/C Ratio		0.08						0.85				
v/c Ratio		0.51						0.19				
Control Delay (s/veh)		62.7						1.2				
Queue Delay		0.0						0.0				
Total Delay (s/veh)		62.7						1.2				
LOS		E						A				
Approach Delay (s/veh)		62.7						1.2				
Approach LOS		E						A				
Queue Length 50th (ft)		65						16				
Queue Length 95th (ft)		100						33				
Internal Link Dist (ft)		44			37			19			57	
Turn Bay Length (ft)												
Base Capacity (vph)		939						1610				
Starvation Cap Reductn		0						0				
Spillback Cap Reductn		0						0				
Storage Cap Reductn		0						0				
Reduced v/c Ratio		0.16						0.19				

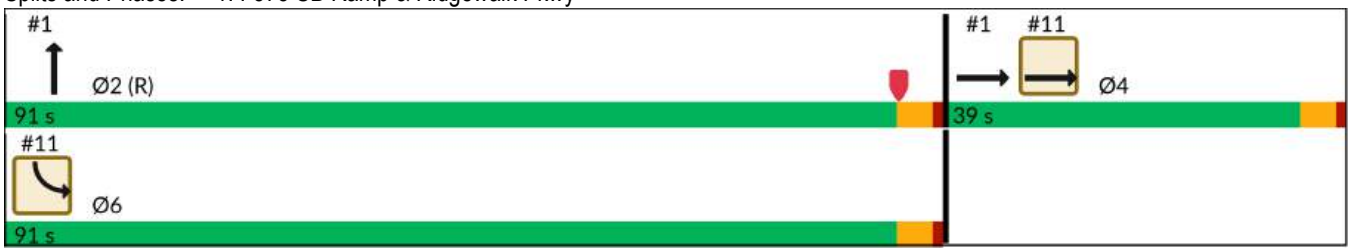
Intersection Summary
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 0 (0%), Referenced to phase 2:NBT, Start of Yellow
Natural Cycle: 45
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.51

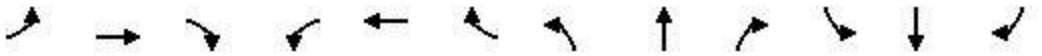
Lane Group	Ø6
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	6
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	22.5
Total Split (s)	91.0
Total Split (%)	70%
Yellow Time (s)	3.5
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

Intersection Signal Delay (s/veh): 21.4	Intersection LOS: C
Intersection Capacity Utilization 27.2%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 1: I-575 SB Ramp & Ridgewalk Pkwy





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	834	0	0	0	0	0	501	0
Future Volume (vph)	0	0	0	0	834	0	0	0	0	0	501	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	0%	3%	0%	0%	0%	0%	0%	1%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	869	0	0	0	0	0	522	0
Turn Type					NA						NA	
Protected Phases					8						6	
Permitted Phases												
Detector Phase					8						6	
Switch Phase												
Minimum Initial (s)					5.0						5.0	
Minimum Split (s)					22.5						22.5	
Total Split (s)					83.0						47.0	
Total Split (%)					63.8%						36.2%	
Yellow Time (s)					3.5						3.5	
All-Red Time (s)					1.0						1.0	
Lost Time Adjust (s)					0.0						0.0	
Total Lost Time (s)					4.5						4.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode					C-Max						Min	
Act Effct Green (s)					93.0						28.0	
Actuated g/C Ratio					0.72						0.22	
v/c Ratio					0.35						0.68	
Control Delay (s/veh)					4.7						37.9	
Queue Delay					0.0						0.0	
Total Delay (s/veh)					4.7						37.9	
LOS					A						D	
Approach Delay (s/veh)					4.7						37.9	
Approach LOS					A						D	
Queue Length 50th (ft)					52						154	
Queue Length 95th (ft)					78						182	
Internal Link Dist (ft)		83			6			10			115	
Turn Bay Length (ft)												
Base Capacity (vph)					2508						1168	
Starvation Cap Reductn					0						0	
Spillback Cap Reductn					0						0	
Storage Cap Reductn					0						0	
Reduced v/c Ratio					0.35						0.45	

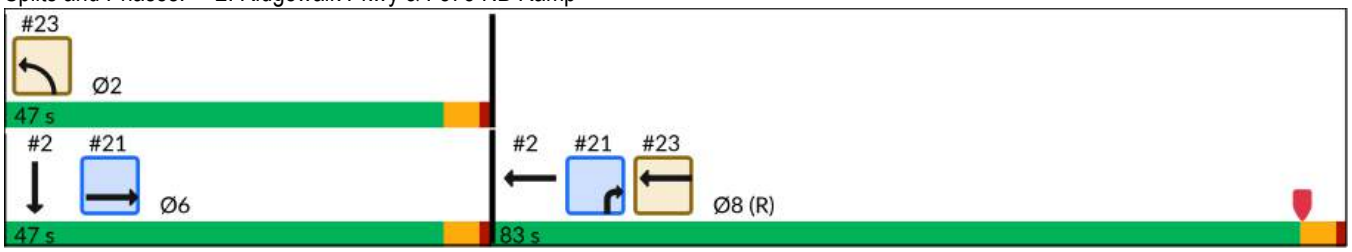
Intersection Summary
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 0 (0%), Referenced to phase 8:WBT, Start of Yellow, Master Intersection
Natural Cycle: 45
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.68

Lane Group	Ø2
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	2
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	22.5
Total Split (s)	47.0
Total Split (%)	36%
Yellow Time (s)	3.5
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

Intersection Signal Delay (s/veh): 17.2	Intersection LOS: B
Intersection Capacity Utilization 50.6%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 2: Ridgewalk Pkwy & I-575 NB Ramp



Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	3	71	937	316	84	1006	76	250	15	86	54	9
Future Volume (vph)	3	71	937	316	84	1006	76	250	15	86	54	9
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	8%	1%	0%	0%	1%	3%	0%	0%	1%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	76	966	326	87	1115	0	258	104	0	56	9
Turn Type	D.P+P	D.P+P	NA	Perm	D.P+P	NA		Prot	NA		D.P+P	NA
Protected Phases	5	5	2		1	6		3	8		7	4
Permitted Phases	6	6		2	2						8	
Detector Phase	5	5	2	2	1	6		3	8		7	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	15.0	15.0	5.0	15.0		5.0	6.0		5.0	6.0
Minimum Split (s)	10.6	10.6	24.3	24.3	10.6	24.3		10.6	24.0		10.6	24.0
Total Split (s)	15.0	15.0	58.0	58.0	15.0	58.0		37.0	40.0		17.0	20.0
Total Split (%)	11.5%	11.5%	44.6%	44.6%	11.5%	44.6%		28.5%	30.8%		13.1%	15.4%
Yellow Time (s)	3.6	3.6	4.3	4.3	3.6	4.3		3.6	4.0		3.6	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)		5.6	6.3	6.3	5.6	6.3		5.6	6.0		5.6	6.0
Lead/Lag	Lead	Lead	Lead	Lead	Lag	Lag		Lead	Lag		Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes
Recall Mode	None	None	C-Max	C-Max	None	C-Max		None	None		None	None
Act Effct Green (s)		86.2	75.0	75.0	85.1	79.3		15.1	15.6		23.6	7.0
Actuated g/C Ratio		0.66	0.58	0.58	0.65	0.61		0.12	0.12		0.18	0.05
v/c Ratio		0.23	0.46	0.30	0.23	0.37		0.65	0.38		0.22	0.09
Control Delay (s/veh)		6.5	11.3	0.8	12.1	14.7		62.4	18.3		41.8	59.3
Queue Delay		0.0	0.4	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Delay (s/veh)		6.5	11.6	0.8	12.1	14.7		62.4	18.3		41.8	59.3
LOS		A	B	A	B	B		E	B		D	E
Approach Delay (s/veh)			8.8			14.5			49.7			17.9
Approach LOS			A			B			D			B
Queue Length 50th (ft)		12	132	0	16	101		108	12		39	7
Queue Length 95th (ft)		28	336	1	55	237		149	65		71	26
Internal Link Dist (ft)			390			716			229			522
Turn Bay Length (ft)		250		430	300			175			225	
Base Capacity (vph)		356	2114	1092	375	3023		828	486		283	201
Starvation Cap Reductn		0	557	0	0	0		0	0		0	0
Spillback Cap Reductn		0	0	0	0	0		0	0		0	0
Storage Cap Reductn		0	0	0	0	0		0	0		0	0
Reduced v/c Ratio		0.21	0.62	0.30	0.23	0.37		0.31	0.21		0.20	0.04

Intersection Summary
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 91 (70%), Referenced to phase 2:EBWB and 6:EBWB, Start of Yellow
Natural Cycle: 75
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.65

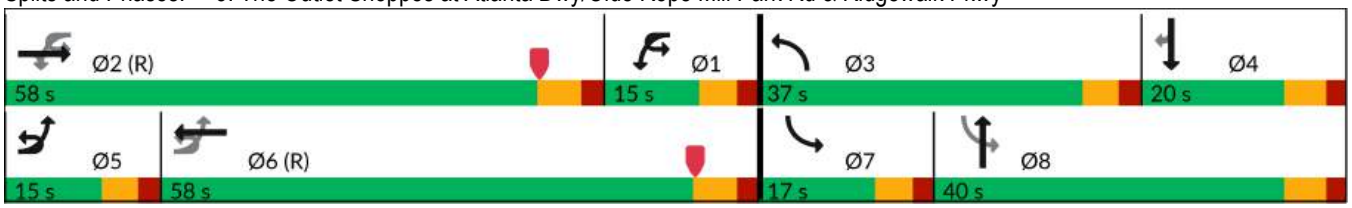


Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	139
Future Volume (vph)	139
Peak Hour Factor	0.97
Heavy Vehicles (%)	5%
Shared Lane Traffic (%)	
Lane Group Flow (vph)	143
Turn Type	Perm
Protected Phases	
Permitted Phases	4
Detector Phase	4
Switch Phase	
Minimum Initial (s)	6.0
Minimum Split (s)	24.0
Total Split (s)	20.0
Total Split (%)	15.4%
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	6.0
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Recall Mode	None
Act Effct Green (s)	7.0
Actuated g/C Ratio	0.05
v/c Ratio	0.49
Control Delay (s/veh)	6.0
Queue Delay	0.0
Total Delay (s/veh)	6.0
LOS	A
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	0
Queue Length 95th (ft)	0
Internal Link Dist (ft)	
Turn Bay Length (ft)	275
Base Capacity (vph)	361
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.40

Intersection Summary

Intersection Signal Delay (s/veh): 16.3	Intersection LOS: B
Intersection Capacity Utilization 60.6%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 3: The Outlet Shoppes at Atlanta Dwy/Olde Rope Mill Park Rd & Ridgewalk Pkwy



Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	1	8	1006	62	218	1081	3	80	5	295	9	6
Future Volume (vph)	1	8	1006	62	218	1081	3	80	5	295	9	6
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	14%	1%	0%	1%	1%	0%	4%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	9	1048	65	227	1129	0	83	312	0	0	28
Turn Type	Perm	Perm	NA	Perm	pm+pt	NA		Perm	NA		Perm	NA
Protected Phases			2		1	6			8			4
Permitted Phases	2	2		2	6			8			4	
Detector Phase	2	2	2	2	1	6		8	8		4	4
Switch Phase												
Minimum Initial (s)	15.0	15.0	15.0	15.0	4.9	15.0		6.0	6.0		6.0	6.0
Minimum Split (s)	24.3	24.3	24.3	24.3	10.5	24.3		26.6	26.6		29.6	29.6
Total Split (s)	78.0	78.0	78.0	78.0	17.0	95.0		35.0	35.0		35.0	35.0
Total Split (%)	60.0%	60.0%	60.0%	60.0%	13.1%	73.1%		26.9%	26.9%		26.9%	26.9%
Yellow Time (s)	4.3	4.3	4.3	4.3	3.6	4.3		3.6	3.6		3.6	3.6
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0
Total Lost Time (s)		6.3	6.3	6.3	5.6	6.3		5.6	5.6			5.6
Lead/Lag	Lag	Lag	Lag	Lag	Lead							
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes							
Recall Mode	C-Max	C-Max	C-Max	C-Max	None	C-Max		None	None		None	None
Act Effct Green (s)		88.1	88.1	88.1	103.9	103.2		14.9	14.9			14.9
Actuated g/C Ratio		0.68	0.68	0.68	0.80	0.79		0.11	0.11			0.11
v/c Ratio		0.03	0.42	0.06	0.52	0.40		0.54	0.81			0.41
Control Delay (s/veh)		3.4	5.2	0.3	14.6	3.9		65.4	32.7			49.5
Queue Delay		0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0
Total Delay (s/veh)		3.4	5.2	0.3	14.6	3.9		65.4	32.7			49.5
LOS		A	A	A	B	A		E	C			D
Approach Delay (s/veh)			4.9			5.7			39.6			49.5
Approach LOS			A			A			D			D
Queue Length 50th (ft)		1	42	1	32	106		70	71			12
Queue Length 95th (ft)		m2	394	0	m136	161		117	168			43
Internal Link Dist (ft)			716			1172			291			373
Turn Bay Length (ft)		110		120	110			225				
Base Capacity (vph)		297	2494	1148	459	2852		305	540			123
Starvation Cap Reductn		0	0	0	0	0		0	0			0
Spillback Cap Reductn		0	0	0	0	0		0	0			0
Storage Cap Reductn		0	0	0	0	0		0	0			0
Reduced v/c Ratio		0.03	0.42	0.06	0.49	0.40		0.27	0.58			0.23

Intersection Summary
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 119 (92%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 75
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.81



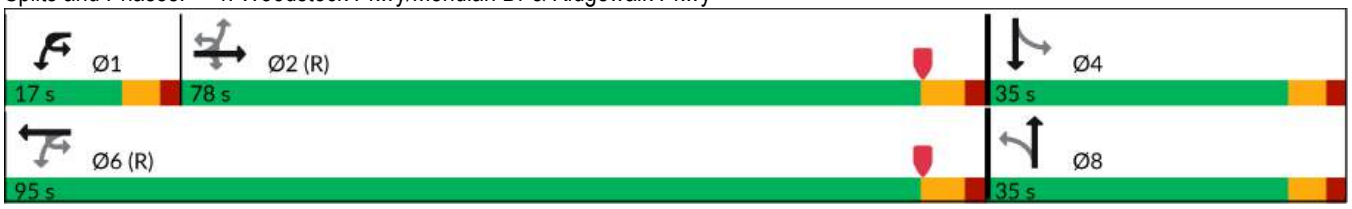
Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	12
Future Volume (vph)	12
Peak Hour Factor	0.96
Heavy Vehicles (%)	0%
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Turn Type	
Protected Phases	
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

Intersection Signal Delay (s/veh): 10.4	Intersection LOS: B
Intersection Capacity Utilization 76.2%	ICU Level of Service D
Analysis Period (min) 15	

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 4: Woodstock Pkwy/Meridian Dr & Ridgewalk Pkwy



Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	366	745	122	1	101	819	52	104	33	72	166	14
Future Volume (vph)	366	745	122	1	101	819	52	104	33	72	166	14
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	1%	1%	0%	0%	2%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	381	903	0	0	106	853	54	108	109	0	173	374
Turn Type	Prot	NA		D.P+P	D.P+P	NA	Perm	D.P+P	NA		Prot	NA
Protected Phases	1	6		5	5	2		3	8		7	4
Permitted Phases				6	6		2	4				
Detector Phase	1	6		5	5	2	2	3	8		7	4
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	5.0	15.0	15.0	5.0	6.0		5.0	6.0
Minimum Split (s)	10.6	26.3		10.6	10.6	37.3	37.3	10.6	29.6		10.6	31.6
Total Split (s)	25.0	69.0		15.0	15.0	59.0	59.0	20.0	29.0		17.0	26.0
Total Split (%)	19.2%	53.1%		11.5%	11.5%	45.4%	45.4%	15.4%	22.3%		13.1%	20.0%
Yellow Time (s)	3.6	4.3		3.6	3.6	4.3	4.3	3.6	3.6		3.6	3.6
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.6	6.3			5.6	6.3	6.3	5.6	5.6		5.6	5.6
Lead/Lag	Lead	Lag		Lead	Lead	Lag	Lag	Lag	Lag		Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes
Recall Mode	None	C-Max		None	None	C-Max	C-Max	None	None		None	None
Act Effct Green (s)	18.9	75.6			84.4	64.8	64.8	23.2	12.7		10.6	12.6
Actuated g/C Ratio	0.15	0.58			0.65	0.50	0.50	0.18	0.10		0.08	0.10
v/c Ratio	0.77	0.46			0.26	0.47	0.06	0.51	0.46		0.60	0.85
Control Delay (s/veh)	75.3	9.1			9.3	21.4	0.1	56.3	25.7		66.4	28.7
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay (s/veh)	75.3	9.1			9.3	21.4	0.1	56.3	25.7		66.4	28.7
LOS	E	A			A	C	A	E	C		E	C
Approach Delay (s/veh)		28.8				19.0			40.9			40.6
Approach LOS		C				B			D			D
Queue Length 50th (ft)	168	96			21	180	0	76	28		73	50
Queue Length 95th (ft)	227	161			m58	336	m0	116	79		111	160
Internal Link Dist (ft)		1172				898			403			204
Turn Bay Length (ft)	320				150		130	160			150	
Base Capacity (vph)	525	1982			431	1798	925	263	373		313	523
Starvation Cap Reductn	0	0			0	0	0	0	0		0	0
Spillback Cap Reductn	0	0			0	0	0	0	0		0	0
Storage Cap Reductn	0	0			0	0	0	0	0		0	0
Reduced v/c Ratio	0.73	0.46			0.25	0.47	0.06	0.41	0.29		0.55	0.72

Intersection Summary
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 105 (81%), Referenced to phase 2:WBT and 6:EBWB, Start of Yellow
Natural Cycle: 95
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.85



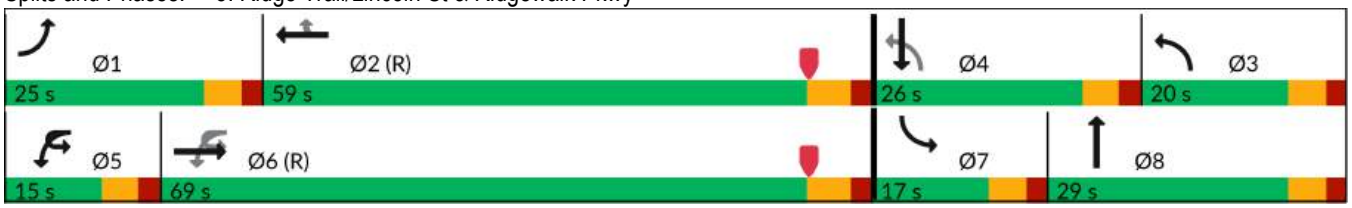
Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	345
Future Volume (vph)	345
Peak Hour Factor	0.96
Heavy Vehicles (%)	0%
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Turn Type	
Protected Phases	
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

Intersection Signal Delay (s/veh): 28.5	Intersection LOS: C
Intersection Capacity Utilization 80.2%	ICU Level of Service D
Analysis Period (min) 15	

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 5: Ridge Trail/Lincoln St & Ridgewalk Pkwy



Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑	↱		↱
Traffic Vol, veh/h	0	1027	939	139	0	93
Future Vol, veh/h	0	1027	939	139	0	93
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Free	-	Yield
Storage Length	-	-	-	140	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	-3	4	-	-5	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	1	1	2	0	2
Mvmt Flow	0	1070	978	145	0	97

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	489
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.44
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	0	0	562
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	562
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	12.74
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	562
HCM Lane V/C Ratio	-	-	0.172
HCM Ctrl Dly (s/v)	-	-	12.7
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.6

Intersection	
Int Delay, s/veh	0

Movement	EBU	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Vol, veh/h	2	1027	2	2	1074	0	2
Future Vol, veh/h	2	1027	2	2	1074	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	-	None	-	None	-	None
Storage Length	-	-	-	105	-	0	0
Veh in Median Storage, #	-	0	-	-	0	0	-
Grade, %	-	-7	-	-	7	-10	-
Peak Hour Factor	94	94	94	94	94	94	94
Heavy Vehicles, %	0	1	0	0	2	0	0
Mvmt Flow	2	1093	2	2	1143	0	2

Major/Minor	Major1			Major2		Minor1	
Conflicting Flow All	1143	0	0	1095	0	1673	547
Stage 1	-	-	-	-	-	1098	-
Stage 2	-	-	-	-	-	576	-
Critical Hdwy	6.4	-	-	4.1	-	4.8	5.9
Critical Hdwy Stg 1	-	-	-	-	-	3.8	-
Critical Hdwy Stg 2	-	-	-	-	-	3.8	-
Follow-up Hdwy	2.5	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	274	-	-	645	-	224	566
Stage 1	-	-	-	-	-	525	-
Stage 2	-	-	-	-	-	732	-
Platoon blocked, %		-	-		-		
Mov Cap-1 Maneuver	274	-	-	645	-	220	566
Mov Cap-2 Maneuver	-	-	-	-	-	220	-
Stage 1	-	-	-	-	-	519	-
Stage 2	-	-	-	-	-	729	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0.04	0.02	11.39
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	566	-	-	645	-
HCM Lane V/C Ratio	-	0.004	-	-	0.003	-
HCM Ctrl Dly (s/v)	0	11.4	-	-	10.6	-
HCM Lane LOS	A	B	-	-	B	-
HCM 95th %tile Q(veh)	-	0	-	-	0	-



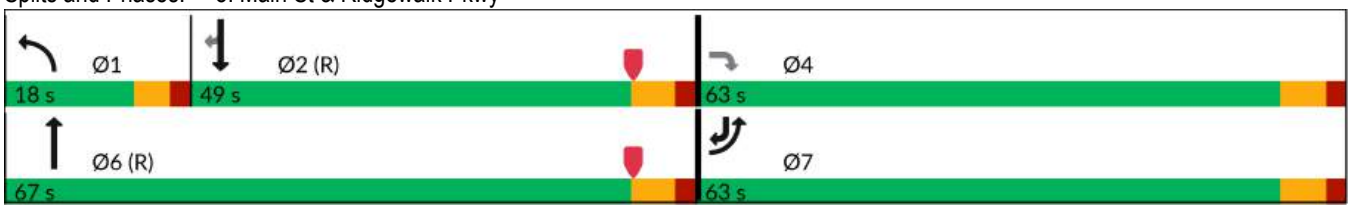
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	779	214	229	426	349	856
Future Volume (vph)	779	214	229	426	349	856
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	0%	1%	2%	2%	2%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	811	223	239	444	364	892
Turn Type	Prot	Perm	Prot	NA	NA	pm+ov
Protected Phases	7		1	6	2	7
Permitted Phases		4				2
Detector Phase	7	4	1	6	2	7
Switch Phase						
Minimum Initial (s)	8.0	8.0	5.0	15.0	15.0	8.0
Minimum Split (s)	24.3	26.3	10.5	24.3	24.3	24.3
Total Split (s)	63.0	63.0	18.0	67.0	49.0	63.0
Total Split (%)	48.5%	48.5%	13.8%	51.5%	37.7%	48.5%
Yellow Time (s)	4.3	4.3	3.5	4.3	4.3	4.3
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.3	6.3	5.5	6.3	6.3	6.3
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None	None	None	C-Max	C-Max	None
Act Effct Green (s)	43.2	43.2	13.3	74.2	55.4	104.9
Actuated g/C Ratio	0.33	0.33	0.10	0.57	0.43	0.81
v/c Ratio	0.70	0.32	0.69	0.43	0.46	0.69
Control Delay (s/veh)	32.4	3.7	66.9	19.2	31.3	8.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	32.4	3.7	66.9	19.2	31.3	8.7
LOS	C	A	E	B	C	A
Approach Delay (s/veh)	26.2			35.9	15.3	
Approach LOS	C			D	B	
Queue Length 50th (ft)	242	8	101	200	218	276
Queue Length 95th (ft)	246	17	#157	364	366	365
Internal Link Dist (ft)	782			578	714	
Turn Bay Length (ft)	365		270			
Base Capacity (vph)	1527	837	358	1042	797	1448
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.53	0.27	0.67	0.43	0.46	0.62

Intersection Summary
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 82 (63%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.70

Intersection Signal Delay (s/veh): 23.8	Intersection LOS: C
Intersection Capacity Utilization 69.4%	ICU Level of Service C
Analysis Period (min) 15	

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 8: Main St & Ridgewalk Pkwy



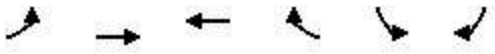
Intersection	
Int Delay, s/veh	6.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	69	116	23	24	0
Future Vol, veh/h	0	69	116	23	24	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	5	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	75	126	25	26	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	303	26	26	0	-	0
Stage 1	26	-	-	-	-	-
Stage 2	277	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	688	1050	1588	-	-	-
Stage 1	996	-	-	-	-	-
Stage 2	770	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	633	1050	1588	-	-	-
Mov Cap-2 Maneuver	633	-	-	-	-	-
Stage 1	916	-	-	-	-	-
Stage 2	770	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.69	6.23	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1502	-	1050	-	-
HCM Lane V/C Ratio	0.079	-	0.071	-	-
HCM Ctrl Dly (s/v)	7.5	0	8.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.3	-	0.2	-	-

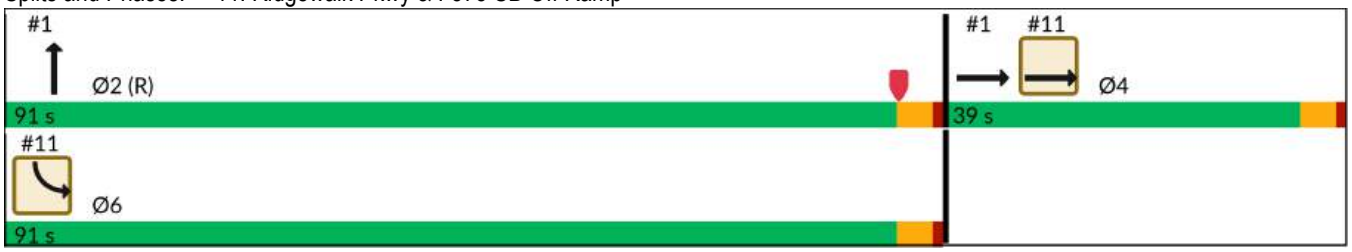


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø2
Lane Configurations							
Traffic Volume (vph)	0	145	0	0	424	0	
Future Volume (vph)	0	145	0	0	424	0	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	
Heavy Vehicles (%)	0%	2%	0%	0%	1%	0%	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	149	0	0	437	0	
Turn Type		NA			Prot		
Protected Phases		4			6		2
Permitted Phases							
Detector Phase		4			6		
Switch Phase							
Minimum Initial (s)		5.0			5.0		5.0
Minimum Split (s)		22.5			22.5		22.5
Total Split (s)		39.0			91.0		91.0
Total Split (%)		30.0%			70.0%		70%
Yellow Time (s)		3.5			3.5		3.5
All-Red Time (s)		1.0			1.0		1.0
Lost Time Adjust (s)		0.0			0.0		
Total Lost Time (s)		4.5			4.5		
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode		Min			None		C-Max
Act Effct Green (s)		10.8			110.2		
Actuated g/C Ratio		0.08			0.85		
v/c Ratio		0.51			0.14		
Control Delay (s/veh)		8.2			0.1		
Queue Delay		0.0			0.0		
Total Delay (s/veh)		8.2			0.1		
LOS		A			A		
Approach Delay (s/veh)		8.2			0.1		
Approach LOS		A			A		
Queue Length 50th (ft)		1			0		
Queue Length 95th (ft)		2			0		
Internal Link Dist (ft)		37	288		65		
Turn Bay Length (ft)							
Base Capacity (vph)		939			3095		
Starvation Cap Reductn		20			0		
Spillback Cap Reductn		0			0		
Storage Cap Reductn		0			0		
Reduced v/c Ratio		0.16			0.14		

Intersection Summary
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 0 (0%), Referenced to phase 2:NBT, Start of Yellow
Natural Cycle: 45
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.51

Intersection Signal Delay (s/veh): 2.1	Intersection LOS: A
Intersection Capacity Utilization 23.8%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 11: Ridgewalk Pkwy & I-575 SB Off Ramp



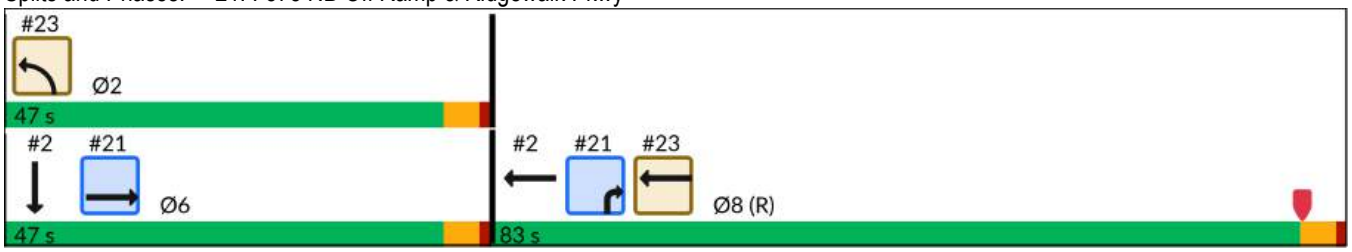


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø2
Lane Configurations							
Traffic Volume (vph)	501	0	0	0	0	824	
Future Volume (vph)	501	0	0	0	0	824	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	
Heavy Vehicles (%)	1%	0%	0%	0%	0%	1%	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	522	0	0	0	0	858	
Turn Type	NA					Prot	
Protected Phases	6					8	2
Permitted Phases							
Detector Phase	6					8	
Switch Phase							
Minimum Initial (s)	5.0					5.0	5.0
Minimum Split (s)	22.5					22.5	22.5
Total Split (s)	47.0					83.0	47.0
Total Split (%)	36.2%					63.8%	36%
Yellow Time (s)	3.5					3.5	3.5
All-Red Time (s)	1.0					1.0	1.0
Lost Time Adjust (s)	0.0					0.0	
Total Lost Time (s)	4.5					4.5	
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	Min					C-Max	None
Act Effct Green (s)	28.0					93.0	
Actuated g/C Ratio	0.22					0.72	
v/c Ratio	0.68					0.41	
Control Delay (s/veh)	5.5					6.2	
Queue Delay	0.0					0.0	
Total Delay (s/veh)	5.5					6.2	
LOS	A					A	
Approach Delay (s/veh)	5.5				6.2		
Approach LOS	A				A		
Queue Length 50th (ft)	2					102	
Queue Length 95th (ft)	3					173	
Internal Link Dist (ft)	10			6	46		
Turn Bay Length (ft)							
Base Capacity (vph)	1168					2080	
Starvation Cap Reductn	27					0	
Spillback Cap Reductn	0					0	
Storage Cap Reductn	0					0	
Reduced v/c Ratio	0.46					0.41	

Intersection Summary
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 0 (0%), Referenced to phase 8:WBT, Start of Yellow, Master Intersection
Natural Cycle: 45
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.68

Intersection Signal Delay (s/veh): 6.0	Intersection LOS: A
Intersection Capacity Utilization 50.2%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 21: I-575 NB Off Ramp & Ridgewalk Pkwy



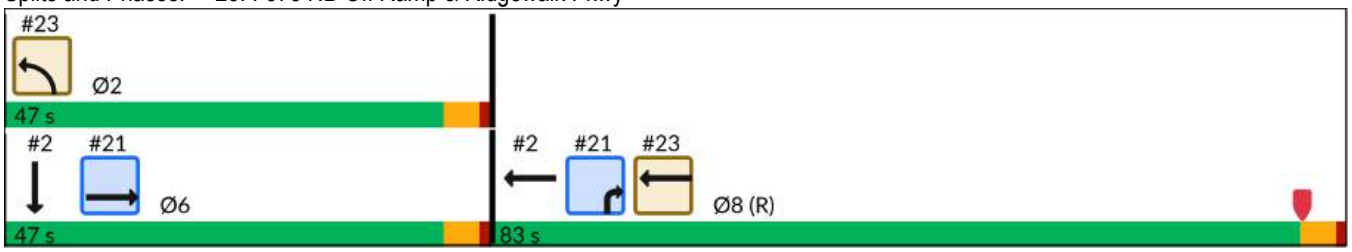


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø6
Lane Configurations							
Traffic Volume (vph)	0	0	0	834	165	0	
Future Volume (vph)	0	0	0	834	165	0	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	
Heavy Vehicles (%)	0%	0%	0%	3%	0%	0%	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	0	0	869	172	0	
Turn Type				NA	Prot		
Protected Phases				8	2		6
Permitted Phases							
Detector Phase				8	2		
Switch Phase							
Minimum Initial (s)				5.0	5.0		5.0
Minimum Split (s)				22.5	22.5		22.5
Total Split (s)				83.0	47.0		47.0
Total Split (%)				63.8%	36.2%		36%
Yellow Time (s)				3.5	3.5		3.5
All-Red Time (s)				1.0	1.0		1.0
Lost Time Adjust (s)				0.0	0.0		
Total Lost Time (s)				4.5	4.5		
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode				C-Max	None		Min
Act Effct Green (s)				93.0	28.0		
Actuated g/C Ratio				0.72	0.22		
v/c Ratio				0.35	0.33		
Control Delay (s/veh)				2.6	8.0		
Queue Delay				0.1	0.0		
Total Delay (s/veh)				2.8	8.0		
LOS				A	A		
Approach Delay (s/veh)				2.8	8.0		
Approach LOS				A	A		
Queue Length 50th (ft)				25	5		
Queue Length 95th (ft)				21	60		
Internal Link Dist (ft)	314			83	115		
Turn Bay Length (ft)							
Base Capacity (vph)				2508	701		
Starvation Cap Reductn				650	0		
Spillback Cap Reductn				0	0		
Storage Cap Reductn				0	0		
Reduced v/c Ratio				0.47	0.25		

Intersection Summary
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 0 (0%), Referenced to phase 8:WBT, Start of Yellow, Master Intersection
Natural Cycle: 45
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.68

Intersection Signal Delay (s/veh): 3.6	Intersection LOS: A
Intersection Capacity Utilization 39.7%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 23: I-575 NB Off Ramp & Ridgewalk Pkwy



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑						↑				
Traffic Volume (vph)	0	128	0	0	0	0	0	238	0	0	0	0
Future Volume (vph)	0	128	0	0	0	0	0	238	0	0	0	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	131	0	0	0	0	0	243	0	0	0	0
Turn Type		NA						NA				
Protected Phases		4						2				
Permitted Phases												
Detector Phase		4						2				
Switch Phase												
Minimum Initial (s)		5.0						5.0				
Minimum Split (s)		22.5						22.5				
Total Split (s)		39.0						81.0				
Total Split (%)		32.5%						67.5%				
Yellow Time (s)		3.5						3.5				
All-Red Time (s)		1.0						1.0				
Lost Time Adjust (s)		0.0						0.0				
Total Lost Time (s)		4.5						4.5				
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode		Min						C-Max				
Act Effct Green (s)		9.7						101.3				
Actuated g/C Ratio		0.08						0.84				
v/c Ratio		0.45						0.15				
Control Delay (s/veh)		57.1						2.4				
Queue Delay		0.0						0.0				
Total Delay (s/veh)		57.1						2.4				
LOS		E						A				
Approach Delay (s/veh)		57.1						2.4				
Approach LOS		E						A				
Queue Length 50th (ft)		52						21				
Queue Length 95th (ft)		83						60				
Internal Link Dist (ft)		44			37			19			57	
Turn Bay Length (ft)												
Base Capacity (vph)		1037						1603				
Starvation Cap Reductn		0						0				
Spillback Cap Reductn		0						0				
Storage Cap Reductn		0						0				
Reduced v/c Ratio		0.13						0.15				

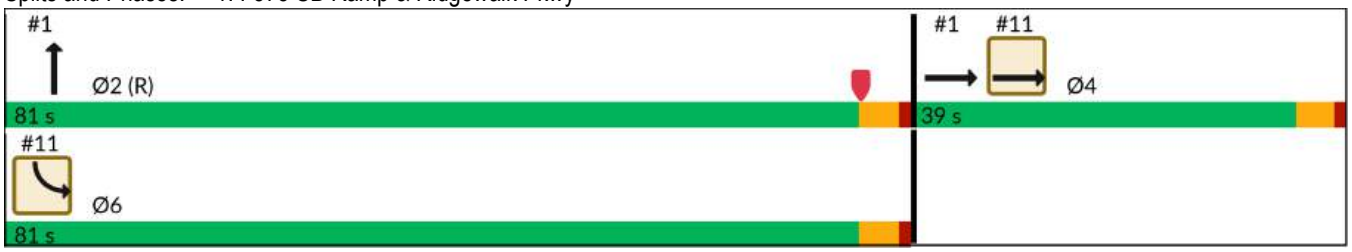
Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBT, Start of Yellow
Natural Cycle: 45
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.45

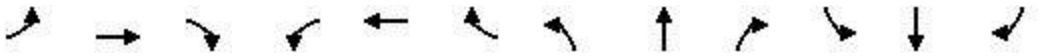
Lane Group	Ø6
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	6
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	22.5
Total Split (s)	81.0
Total Split (%)	68%
Yellow Time (s)	3.5
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

Intersection Signal Delay (s/veh): 21.6 Intersection LOS: C
Intersection Capacity Utilization 24.2% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 1: I-575 SB Ramp & Ridgewalk Pkwy





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	976	0	0	0	0	0	510	0
Future Volume (vph)	0	0	0	0	976	0	0	0	0	0	510	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	1006	0	0	0	0	0	526	0
Turn Type					NA						NA	
Protected Phases					8						6	
Permitted Phases												
Detector Phase					8						6	
Switch Phase												
Minimum Initial (s)					5.0						5.0	
Minimum Split (s)					22.5						22.5	
Total Split (s)					83.0						37.0	
Total Split (%)					69.2%						30.8%	
Yellow Time (s)					3.5						3.5	
All-Red Time (s)					1.0						1.0	
Lost Time Adjust (s)					0.0						0.0	
Total Lost Time (s)					4.5						4.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode					C-Max						Min	
Act Effct Green (s)					84.9						26.1	
Actuated g/C Ratio					0.71						0.22	
v/c Ratio					0.39						0.68	
Control Delay (s/veh)					7.2						36.3	
Queue Delay					0.0						0.0	
Total Delay (s/veh)					7.2						36.3	
LOS					A						D	
Approach Delay (s/veh)					7.2						36.3	
Approach LOS					A						D	
Queue Length 50th (ft)					118						147	
Queue Length 95th (ft)					165						177	
Internal Link Dist (ft)		83			6			10			115	
Turn Bay Length (ft)												
Base Capacity (vph)					2552						967	
Starvation Cap Reductn					0						0	
Spillback Cap Reductn					0						0	
Storage Cap Reductn					0						0	
Reduced v/c Ratio					0.39						0.54	

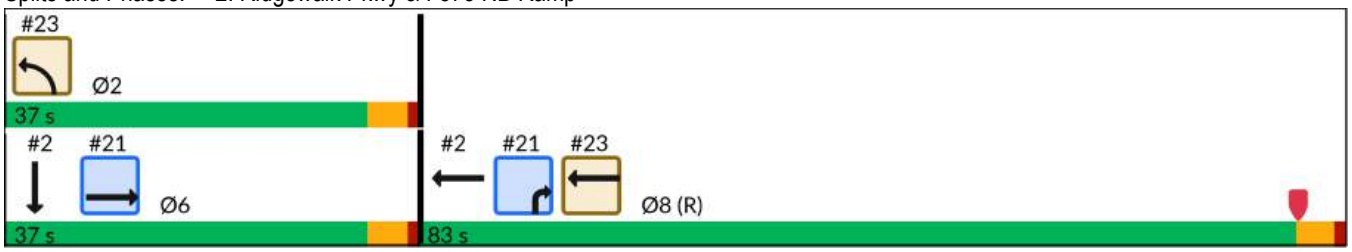
Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 8:WBT, Start of Yellow, Master Intersection
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.68

Lane Group	Ø2
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	2
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	22.5
Total Split (s)	37.0
Total Split (%)	31%
Yellow Time (s)	3.5
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

Intersection Signal Delay (s/veh): 17.2	Intersection LOS: B
Intersection Capacity Utilization 50.1%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 2: Ridgewalk Pkwy & I-575 NB Ramp





Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	86	832	730	2	102	916	97	483	30	114	74	18
Future Volume (vph)	86	832	730	2	102	916	97	483	30	114	74	18
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	0%	0%	1%	1%	0%	0%	0%	2%	3%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	89	858	753	0	107	1044	0	498	149	0	76	19
Turn Type	D.P+P	NA	Perm	D.P+P	D.P+P	NA		Prot	NA		D.P+P	NA
Protected Phases	5	2		1	1	6		3	8		7	4
Permitted Phases	6		2	2	2						8	
Detector Phase	5	2	2	1	1	6		3	8		7	4
Switch Phase												
Minimum Initial (s)	5.0	15.0	15.0	5.0	5.0	15.0		5.0	6.0		5.0	6.0
Minimum Split (s)	10.6	24.3	24.3	10.6	10.6	24.3		10.6	24.0		10.6	24.0
Total Split (s)	16.0	56.0	56.0	18.0	18.0	58.0		30.0	32.0		14.0	16.0
Total Split (%)	13.3%	46.7%	46.7%	15.0%	15.0%	48.3%		25.0%	26.7%		11.7%	13.3%
Yellow Time (s)	3.6	4.3	4.3	3.6	3.6	4.3		3.6	4.0		3.6	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)	5.6	6.3	6.3		5.6	6.3		5.6	6.0		5.6	6.0
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead		Lead	Lag		Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes
Recall Mode	None	C-Max	C-Max	None	None	C-Max		None	None		None	None
Act Effct Green (s)	68.5	59.2	59.2		68.5	57.4		21.8	23.2		30.2	6.9
Actuated g/C Ratio	0.57	0.49	0.49		0.57	0.48		0.18	0.19		0.25	0.06
v/c Ratio	0.25	0.48	0.63		0.30	0.44		0.80	0.37		0.24	0.18
Control Delay (s/veh)	15.2	21.6	6.6		8.5	15.2		57.3	14.3		32.7	57.1
Queue Delay	0.0	0.2	0.1		0.0	0.0		0.0	0.0		0.0	0.0
Total Delay (s/veh)	15.2	21.8	6.7		8.5	15.2		57.3	14.3		32.7	57.1
LOS	B	C	A		A	B		E	B		C	E
Approach Delay (s/veh)		14.7				14.6			47.4			17.6
Approach LOS		B				B			D			B
Queue Length 50th (ft)	29	207	79		39	157		190	21		45	14
Queue Length 95th (ft)	m57	293	161		32	153		246	78		81	39
Internal Link Dist (ft)		390				716			229			522
Turn Bay Length (ft)	250		430		300			175			225	
Base Capacity (vph)	355	1806	1197		406	2373		697	449		314	156
Starvation Cap Reductn	0	299	29		0	0		0	0		0	0
Spillback Cap Reductn	0	0	0		0	0		0	0		0	0
Storage Cap Reductn	0	0	0		0	0		0	0		0	0
Reduced v/c Ratio	0.25	0.57	0.64		0.26	0.44		0.71	0.33		0.24	0.12

Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 21 (18%), Referenced to phase 2:EBWB and 6:EBWB, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.80



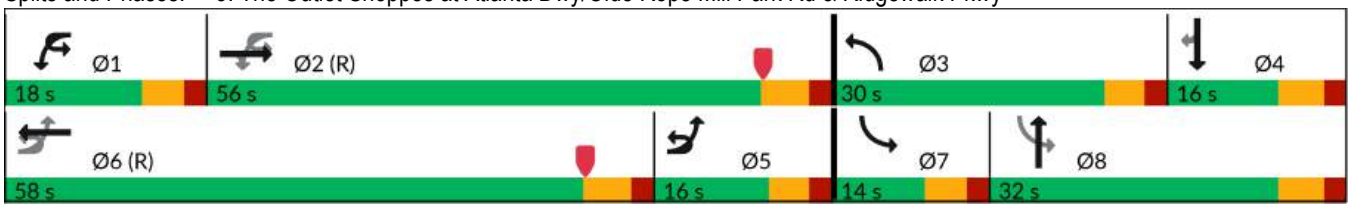
Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	145
Future Volume (vph)	145
Peak Hour Factor	0.97
Heavy Vehicles (%)	0%
Shared Lane Traffic (%)	
Lane Group Flow (vph)	149
Turn Type	Perm
Protected Phases	
Permitted Phases	4
Detector Phase	4
Switch Phase	
Minimum Initial (s)	6.0
Minimum Split (s)	24.0
Total Split (s)	16.0
Total Split (%)	13.3%
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	6.0
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Recall Mode	None
Act Effct Green (s)	6.9
Actuated g/C Ratio	0.06
v/c Ratio	0.47
Control Delay (s/veh)	4.9
Queue Delay	0.0
Total Delay (s/veh)	4.9
LOS	A
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	0
Queue Length 95th (ft)	0
Internal Link Dist (ft)	
Turn Bay Length (ft)	275
Base Capacity (vph)	352
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.42

Intersection Summary

Intersection Signal Delay (s/veh): 20.5	Intersection LOS: C
Intersection Capacity Utilization 70.9%	ICU Level of Service C
Analysis Period (min) 15	

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: The Outlet Shoppes at Atlanta Dwy/Olde Rope Mill Park Rd & Ridgewalk Pkwy



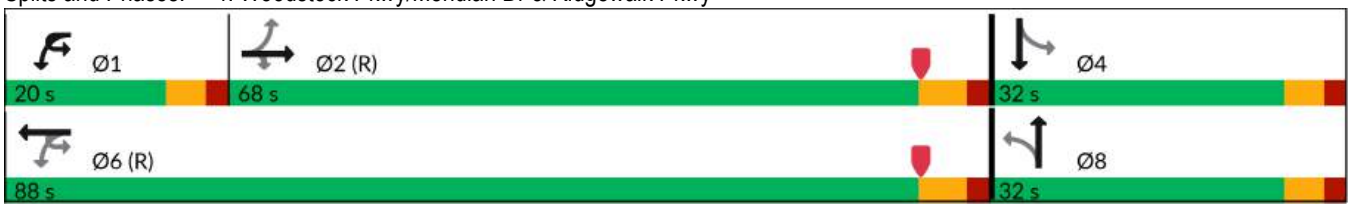
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	938	82	250	1001	15	110	4	290	3	8	10
Future Volume (vph)	5	938	82	250	1001	15	110	4	290	3	8	10
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	1%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	5	967	85	258	1047	0	113	303	0	0	21	0
Turn Type	Perm	NA	Perm	pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		2		1	6			8			4	
Permitted Phases	2		2	6			8			4		
Detector Phase	2	2	2	1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	15.0	15.0	15.0	4.9	15.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	24.3	24.3	24.3	10.5	24.3		26.6	26.6		29.6	29.6	
Total Split (s)	68.0	68.0	68.0	20.0	88.0		32.0	32.0		32.0	32.0	
Total Split (%)	56.7%	56.7%	56.7%	16.7%	73.3%		26.7%	26.7%		26.7%	26.7%	
Yellow Time (s)	4.3	4.3	4.3	3.6	4.3		3.6	3.6		3.6	3.6	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Total Lost Time (s)	6.3	6.3	6.3	5.6	6.3		5.6	5.6			5.6	
Lead/Lag	Lag	Lag	Lag	Lead								
Lead-Lag Optimize?	Yes	Yes	Yes	Yes								
Recall Mode	C-Max	C-Max	C-Max	None	C-Max		None	None		None	None	
Act Effct Green (s)	76.7	76.7	76.7	93.3	92.6		15.5	15.5			15.5	
Actuated g/C Ratio	0.64	0.64	0.64	0.78	0.77		0.13	0.13			0.13	
v/c Ratio	0.01	0.41	0.08	0.55	0.38		0.62	0.67			0.18	
Control Delay (s/veh)	3.6	3.7	0.3	16.2	8.8		63.4	14.8			32.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Total Delay (s/veh)	3.6	3.7	0.3	16.2	8.8		63.4	14.8			32.3	
LOS	A	A	A	B	A		E	B			C	
Approach Delay (s/veh)		3.4			10.3			28.0			32.3	
Approach LOS		A			B			C			C	
Queue Length 50th (ft)	0	29	1	77	119		85	17			8	
Queue Length 95th (ft)	m0	100	1	m183	357		137	98			31	
Internal Link Dist (ft)		716			1172			291			373	
Turn Bay Length (ft)	110		120	110			225					
Base Capacity (vph)	341	2353	1090	515	2766		308	573			187	
Starvation Cap Reductn	0	0	0	0	0		0	0			0	
Spillback Cap Reductn	0	0	0	0	0		0	0			0	
Storage Cap Reductn	0	0	0	0	0		0	0			0	
Reduced v/c Ratio	0.01	0.41	0.08	0.50	0.38		0.37	0.53			0.11	

Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 67 (56%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 75
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.67

Intersection Signal Delay (s/veh): 10.5	Intersection LOS: B
Intersection Capacity Utilization 74.0%	ICU Level of Service D
Analysis Period (min) 15	

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 4: Woodstock Pkwy/Meridian Dr & Ridgewalk Pkwy



5: Ridge Trail/Lincoln St & Ridgewalk Pkwy

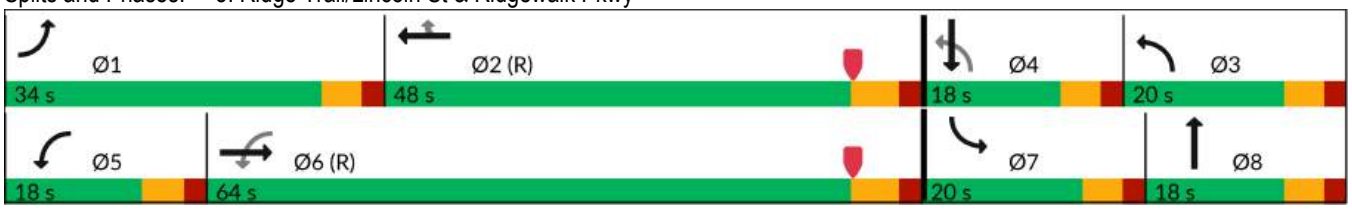
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	474	617	100	76	742	79	125	19	47	175	22	374
Future Volume (vph)	474	617	100	76	742	79	125	19	47	175	22	374
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles (%)	0%	1%	0%	0%	0%	0%	1%	0%	0%	1%	0%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	479	724	0	77	749	80	126	66	0	177	400	0
Turn Type	Prot	NA		D.P+P	NA	Perm	D.P+P	NA		Prot	NA	
Protected Phases	1	6		5	2		3	8		7	4	
Permitted Phases				6		2	4					
Detector Phase	1	6		5	2	2	3	8		7	4	
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	15.0	15.0	5.0	6.0		5.0	6.0	
Minimum Split (s)	10.6	26.3		10.6	37.3	37.3	10.6	29.6		10.6	31.6	
Total Split (s)	34.0	64.0		18.0	48.0	48.0	20.0	18.0		20.0	18.0	
Total Split (%)	28.3%	53.3%		15.0%	40.0%	40.0%	16.7%	15.0%		16.7%	15.0%	
Yellow Time (s)	3.6	4.3		3.6	4.3	4.3	3.6	3.6		3.6	3.6	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.6	6.3		5.6	6.3	6.3	5.6	5.6		5.6	5.6	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lag	Lag		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max		None	C-Max	C-Max	None	None		None	None	
Act Effct Green (s)	22.1	72.3		79.1	55.2	55.2	19.6	8.7		13.3	9.1	
Actuated g/C Ratio	0.18	0.60		0.66	0.46	0.46	0.16	0.07		0.11	0.08	
v/c Ratio	0.77	0.35		0.15	0.44	0.09	0.56	0.39		0.45	0.85	
Control Delay (s/veh)	74.6	5.7		6.1	20.0	0.5	54.4	27.8		54.3	23.8	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	74.6	5.7		6.1	20.0	0.5	54.4	27.8		54.3	23.8	
LOS	E	A		A	B	A	D	C		D	C	
Approach Delay (s/veh)		33.1			17.1			45.3			33.2	
Approach LOS		C			B			D			C	
Queue Length 50th (ft)	189	45		13	191	0	85	14		69	16	
Queue Length 95th (ft)	244	73		m30	281	m6	131	58		103	#149	
Internal Link Dist (ft)		1172			898			403			204	
Turn Bay Length (ft)	320			150		130	160			150		
Base Capacity (vph)	803	2057		574	1693	852	282	221		446	509	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.60	0.35		0.13	0.44	0.09	0.45	0.30		0.40	0.79	

Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 78 (65%), Referenced to phase 2:WBT and 6:EBWB, Start of Yellow
Natural Cycle: 95
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.85

Intersection Signal Delay (s/veh): 28.9	Intersection LOS: C
Intersection Capacity Utilization 84.5%	ICU Level of Service E
Analysis Period (min) 15	

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 5: Ridge Trail/Lincoln St & Ridgewalk Pkwy



Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑	↱		↱
Traffic Vol, veh/h	0	882	786	158	0	152
Future Vol, veh/h	0	882	786	158	0	152
Conflicting Peds, #/hr	1	0	0	1	0	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Free	-	Yield
Storage Length	-	-	-	140	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	-3	4	-	-5	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	1	0	2	0	2
Mvmt Flow	0	928	827	166	0	160

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	415
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.44
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	0	0	621
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	621
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	12.8
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	621
HCM Lane V/C Ratio	-	-	0.258
HCM Ctrl Dly (s/v)	-	-	12.8
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	1

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	883	0	0	944	0	0
Future Vol, veh/h	883	0	0	944	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	105	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-7	-	-	7	-10	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	1	0	0	0	0	0
Mvmt Flow	920	0	0	983	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	920	0	1411	460
Stage 1	-	-	-	-	920	-
Stage 2	-	-	-	-	492	-
Critical Hdwy	-	-	4.1	-	4.8	5.9
Critical Hdwy Stg 1	-	-	-	-	3.8	-
Critical Hdwy Stg 2	-	-	-	-	3.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	750	-	288	629
Stage 1	-	-	-	-	589	-
Stage 2	-	-	-	-	770	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	750	-	288	629
Mov Cap-2 Maneuver	-	-	-	-	288	-
Stage 1	-	-	-	-	589	-
Stage 2	-	-	-	-	770	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	-	750	-
HCM Lane V/C Ratio	-	-	-	-	-	-
HCM Ctrl Dly (s/v)	0	0	-	-	0	-
HCM Lane LOS	A	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	-	0	-

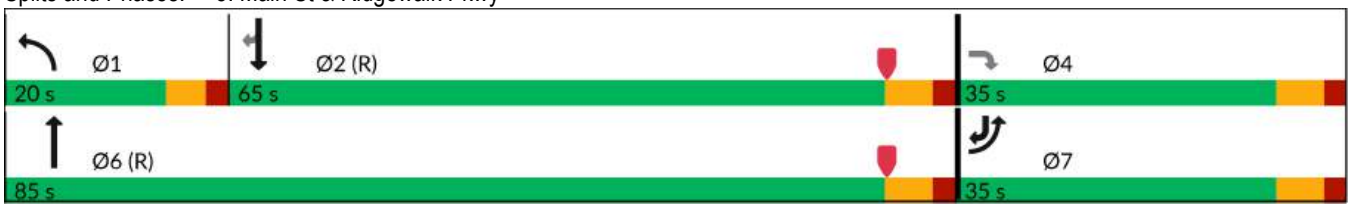


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	626	238	243	236	326	721
Future Volume (vph)	626	238	243	236	326	721
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles (%)	1%	1%	0%	0%	0%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	632	240	245	238	329	728
Turn Type	Prot	Perm	Prot	NA	NA	pm+ov
Protected Phases	7		1	6	2	7
Permitted Phases		4				2
Detector Phase	7	4	1	6	2	7
Switch Phase						
Minimum Initial (s)	8.0	8.0	5.0	15.0	15.0	8.0
Minimum Split (s)	24.3	26.3	10.5	24.3	24.3	24.3
Total Split (s)	35.0	35.0	20.0	85.0	65.0	35.0
Total Split (%)	29.2%	29.2%	16.7%	70.8%	54.2%	29.2%
Yellow Time (s)	4.3	4.3	3.5	4.3	4.3	4.3
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.3	6.3	5.5	6.3	6.3	6.3
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None	None	None	C-Max	C-Max	None
Act Effct Green (s)	27.1	27.1	13.0	80.3	61.8	95.2
Actuated g/C Ratio	0.23	0.23	0.11	0.67	0.52	0.79
v/c Ratio	0.80	0.44	0.66	0.19	0.34	0.56
Control Delay (s/veh)	47.8	7.2	60.0	8.3	19.0	6.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	47.8	7.2	60.0	8.3	19.0	6.2
LOS	D	A	E	A	B	A
Approach Delay (s/veh)	36.7			34.5	10.2	
Approach LOS	D			C	B	
Queue Length 50th (ft)	250	4	94	67	151	159
Queue Length 95th (ft)	265	39	137	102	222	243
Internal Link Dist (ft)	782			578	714	
Turn Bay Length (ft)	365		270			
Base Capacity (vph)	837	568	414	1246	982	1310
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.76	0.42	0.59	0.19	0.34	0.56

Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 58 (48%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.80

Intersection Signal Delay (s/veh): 24.6
Intersection LOS: C
Intersection Capacity Utilization 61.4%
ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 8: Main St & Ridgewalk Pkwy



Intersection	
Int Delay, s/veh	7.3

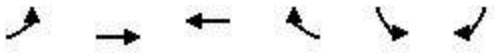
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	134	141	17	18	0
Future Vol, veh/h	0	134	141	17	18	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	5	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	146	153	18	20	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	345	20	20	0	-	0
Stage 1	20	-	-	-	-	-
Stage 2	325	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	652	1058	1597	-	-	-
Stage 1	1003	-	-	-	-	-
Stage 2	732	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	589	1058	1597	-	-	-
Mov Cap-2 Maneuver	589	-	-	-	-	-
Stage 1	906	-	-	-	-	-
Stage 2	732	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.94	6.69	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1580	-	1058	-	-
HCM Lane V/C Ratio	0.096	-	0.138	-	-
HCM Ctrl Dly (s/v)	7.5	0	8.9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.3	-	0.5	-	-

11: Ridgewalk Pkwy & I-575 SB Off Ramp

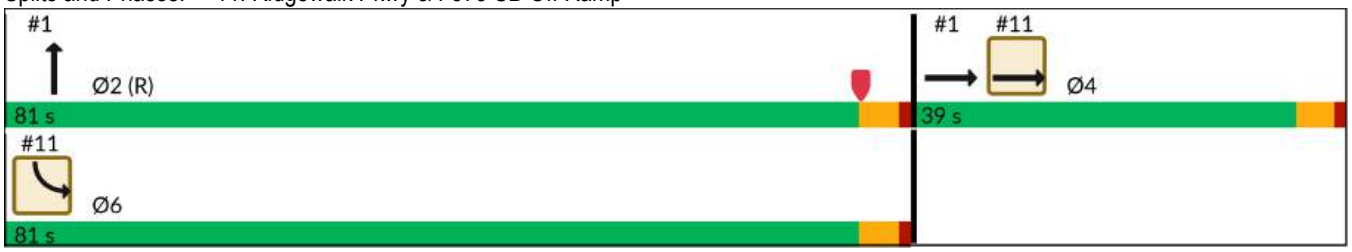


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø2
Lane Configurations							
Traffic Volume (vph)	0	128	0	0	429	0	
Future Volume (vph)	0	128	0	0	429	0	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	
Heavy Vehicles (%)	0%	0%	0%	0%	1%	0%	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	131	0	0	438	0	
Turn Type		NA			Prot		
Protected Phases		4			6		2
Permitted Phases							
Detector Phase		4			6		
Switch Phase							
Minimum Initial (s)		5.0			5.0		5.0
Minimum Split (s)		22.5			22.5		22.5
Total Split (s)		39.0			81.0		81.0
Total Split (%)		32.5%			67.5%		68%
Yellow Time (s)		3.5			3.5		3.5
All-Red Time (s)		1.0			1.0		1.0
Lost Time Adjust (s)		0.0			0.0		
Total Lost Time (s)		4.5			4.5		
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode		Min			None		C-Max
Act Effct Green (s)		9.7			101.3		
Actuated g/C Ratio		0.08			0.84		
v/c Ratio		0.45			0.14		
Control Delay (s/veh)		7.1			0.1		
Queue Delay		0.0			0.0		
Total Delay (s/veh)		7.1			0.1		
LOS		A			A		
Approach Delay (s/veh)		7.1			0.1		
Approach LOS		A			A		
Queue Length 50th (ft)		1			0		
Queue Length 95th (ft)		1			0		
Internal Link Dist (ft)		37	288		65		
Turn Bay Length (ft)							
Base Capacity (vph)		1037			3110		
Starvation Cap Reductn		41			0		
Spillback Cap Reductn		0			0		
Storage Cap Reductn		0			0		
Reduced v/c Ratio		0.13			0.14		

Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBT, Start of Yellow
Natural Cycle: 45
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.45

Intersection Signal Delay (s/veh): 1.7	Intersection LOS: A
Intersection Capacity Utilization 23.9%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 11: Ridgewalk Pkwy & I-575 SB Off Ramp



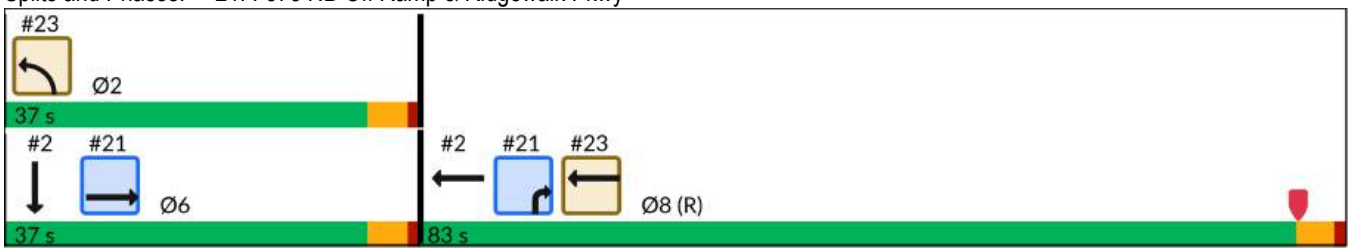


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø2
Lane Configurations							
Traffic Volume (vph)	510	0	0	0	0	1142	
Future Volume (vph)	510	0	0	0	0	1142	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	
Heavy Vehicles (%)	1%	0%	0%	0%	0%	0%	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	526	0	0	0	0	1177	
Turn Type	NA					Prot	
Protected Phases	6					8	2
Permitted Phases							
Detector Phase	6					8	
Switch Phase							
Minimum Initial (s)	5.0					5.0	5.0
Minimum Split (s)	22.5					22.5	22.5
Total Split (s)	37.0					83.0	37.0
Total Split (%)	30.8%					69.2%	31%
Yellow Time (s)	3.5					3.5	3.5
All-Red Time (s)	1.0					1.0	1.0
Lost Time Adjust (s)	0.0					0.0	
Total Lost Time (s)	4.5					4.5	
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	Min					C-Max	None
Act Effct Green (s)	26.1					84.9	
Actuated g/C Ratio	0.22					0.71	
v/c Ratio	0.68					0.57	
Control Delay (s/veh)	5.1					9.3	
Queue Delay	0.1					0.0	
Total Delay (s/veh)	5.2					9.3	
LOS	A					A	
Approach Delay (s/veh)	5.2				9.3		
Approach LOS	A				A		
Queue Length 50th (ft)	2					197	
Queue Length 95th (ft)	3					309	
Internal Link Dist (ft)	10			6	46		
Turn Bay Length (ft)							
Base Capacity (vph)	967					2052	
Starvation Cap Reductn	30					0	
Spillback Cap Reductn	0					0	
Storage Cap Reductn	0					0	
Reduced v/c Ratio	0.56					0.57	

Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 8:WBT, Start of Yellow, Master Intersection
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.68

Intersection Signal Delay (s/veh): 8.0	Intersection LOS: A
Intersection Capacity Utilization 61.5%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 21: I-575 NB Off Ramp & Ridgewalk Pkwy



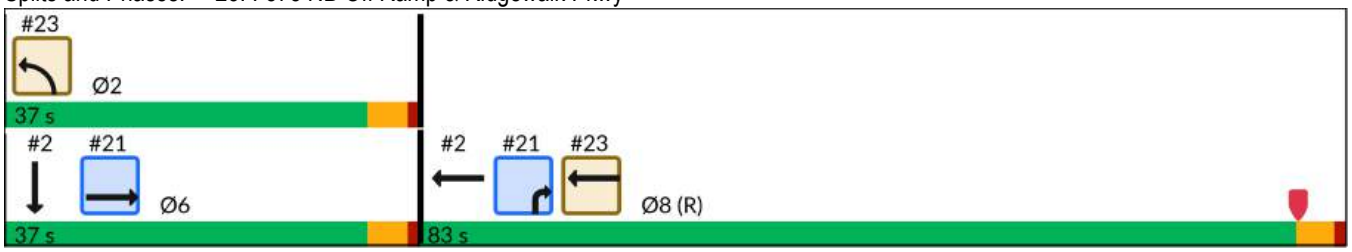


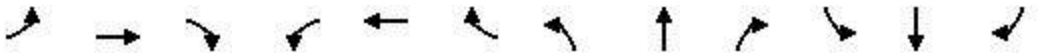
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø6
Lane Configurations							
Traffic Volume (vph)	0	0	0	976	117	0	
Future Volume (vph)	0	0	0	976	117	0	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	
Heavy Vehicles (%)	0%	0%	0%	3%	0%	0%	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	0	0	1006	121	0	
Turn Type				NA	Prot		
Protected Phases				8	2		6
Permitted Phases							
Detector Phase				8	2		
Switch Phase							
Minimum Initial (s)				5.0	5.0		5.0
Minimum Split (s)				22.5	22.5		22.5
Total Split (s)				83.0	37.0		37.0
Total Split (%)				69.2%	30.8%		31%
Yellow Time (s)				3.5	3.5		3.5
All-Red Time (s)				1.0	1.0		1.0
Lost Time Adjust (s)				0.0	0.0		
Total Lost Time (s)				4.5	4.5		
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode				C-Max	None		Min
Act Effct Green (s)				84.9	26.1		
Actuated g/C Ratio				0.71	0.22		
v/c Ratio				0.41	0.24		
Control Delay (s/veh)				0.9	4.6		
Queue Delay				0.1	0.0		
Total Delay (s/veh)				1.0	4.6		
LOS				A	A		
Approach Delay (s/veh)				1.0	4.6		
Approach LOS				A	A		
Queue Length 50th (ft)				1	0		
Queue Length 95th (ft)				2	32		
Internal Link Dist (ft)	314			83	115		
Turn Bay Length (ft)							
Base Capacity (vph)				2478	593		
Starvation Cap Reductn				369	0		
Spillback Cap Reductn				0	0		
Storage Cap Reductn				0	0		
Reduced v/c Ratio				0.48	0.20		

Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 8:WBT, Start of Yellow, Master Intersection
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.68

Intersection Signal Delay (s/veh): 1.4	Intersection LOS: A
Intersection Capacity Utilization 43.6%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 23: I-575 NB Off Ramp & Ridgewalk Pkwy





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑						↑				
Traffic Volume (vph)	0	138	0	0	0	0	0	231	0	0	0	0
Future Volume (vph)	0	138	0	0	0	0	0	231	0	0	0	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	2%	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	144	0	0	0	0	0	241	0	0	0	0
Turn Type		NA						NA				
Protected Phases		4						2				
Permitted Phases												
Detector Phase		4						2				
Switch Phase												
Minimum Initial (s)		5.0						5.0				
Minimum Split (s)		22.5						22.5				
Total Split (s)		39.0						81.0				
Total Split (%)		32.5%						67.5%				
Yellow Time (s)		3.5						3.5				
All-Red Time (s)		1.0						1.0				
Lost Time Adjust (s)		0.0						0.0				
Total Lost Time (s)		4.5						4.5				
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode		Min						C-Max				
Act Effct Green (s)		10.3						100.7				
Actuated g/C Ratio		0.09						0.84				
v/c Ratio		0.48						0.15				
Control Delay (s/veh)		57.2						2.5				
Queue Delay		0.0						0.0				
Total Delay (s/veh)		57.2						2.5				
LOS		E						A				
Approach Delay (s/veh)		57.2						2.5				
Approach LOS		E						A				
Queue Length 50th (ft)		57						21				
Queue Length 95th (ft)		91						58				
Internal Link Dist (ft)		44			37			19			57	
Turn Bay Length (ft)												
Base Capacity (vph)		1017						1579				
Starvation Cap Reductn		0						0				
Spillback Cap Reductn		0						0				
Storage Cap Reductn		0						0				
Reduced v/c Ratio		0.14						0.15				

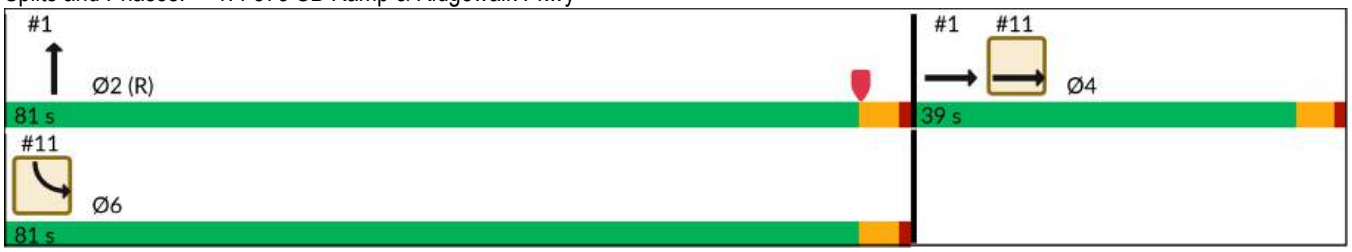
Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBT, Start of Yellow
Natural Cycle: 45
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.48

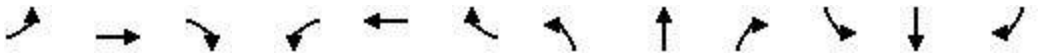
Lane Group	Ø6
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	6
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	22.5
Total Split (s)	81.0
Total Split (%)	68%
Yellow Time (s)	3.5
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

Intersection Signal Delay (s/veh): 23.0	Intersection LOS: C
Intersection Capacity Utilization 23.8%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 1: I-575 SB Ramp & Ridgewalk Pkwy





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	917	0	0	0	0	0	559	0
Future Volume (vph)	0	0	0	0	917	0	0	0	0	0	559	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	955	0	0	0	0	0	582	0
Turn Type					NA						NA	
Protected Phases					8						6	
Permitted Phases												
Detector Phase					8						6	
Switch Phase												
Minimum Initial (s)					5.0						5.0	
Minimum Split (s)					22.5						22.5	
Total Split (s)					83.0						37.0	
Total Split (%)					69.2%						30.8%	
Yellow Time (s)					3.5						3.5	
All-Red Time (s)					1.0						1.0	
Lost Time Adjust (s)					0.0						0.0	
Total Lost Time (s)					4.5						4.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode					C-Max						Min	
Act Effct Green (s)					83.0						28.0	
Actuated g/C Ratio					0.69						0.23	
v/c Ratio					0.39						0.69	
Control Delay (s/veh)					9.5						35.7	
Queue Delay					0.0						0.0	
Total Delay (s/veh)					9.5						35.7	
LOS					A						D	
Approach Delay (s/veh)					9.5						35.7	
Approach LOS					A						D	
Queue Length 50th (ft)					162						160	
Queue Length 95th (ft)					195						195	
Internal Link Dist (ft)		83			6			10			115	
Turn Bay Length (ft)												
Base Capacity (vph)					2471						977	
Starvation Cap Reductn					0						0	
Spillback Cap Reductn					0						0	
Storage Cap Reductn					0						0	
Reduced v/c Ratio					0.39						0.60	

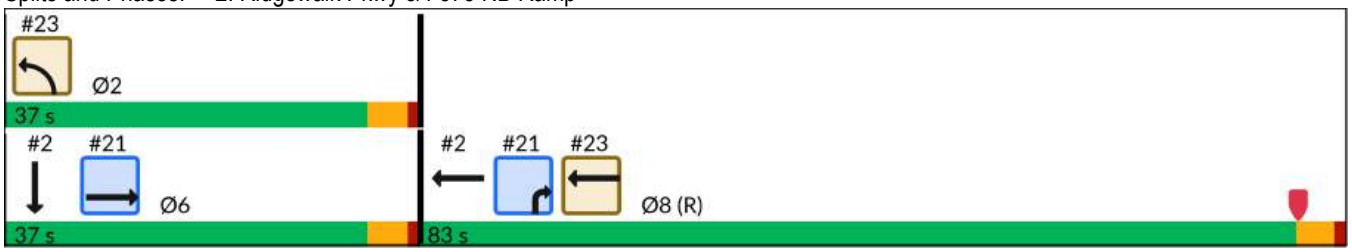
Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 8:WBT, Start of Yellow, Master Intersection
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.69

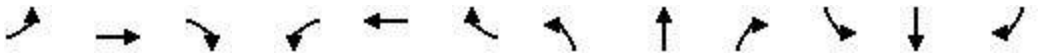
Lane Group	Ø2
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	2
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	22.5
Total Split (s)	37.0
Total Split (%)	31%
Yellow Time (s)	3.5
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

Intersection Signal Delay (s/veh): 19.4	Intersection LOS: B
Intersection Capacity Utilization 63.3%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 2: Ridgewalk Pkwy & I-575 NB Ramp





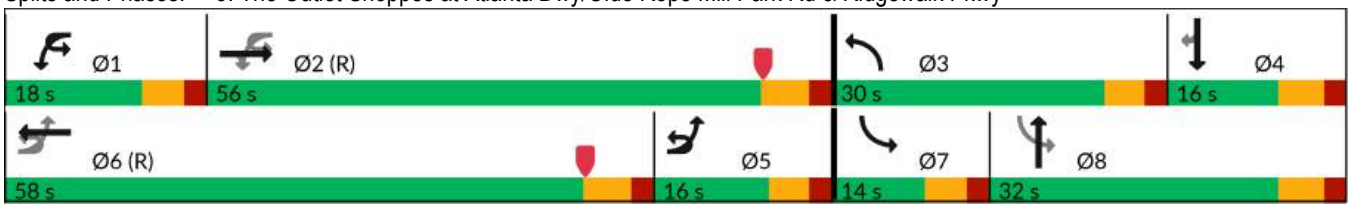
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	88	797	706	53	1184	87	387	28	81	53	22	115
Future Volume (vph)	88	797	706	53	1184	87	387	28	81	53	22	115
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	1%	0%	0%	0%	3%	1%	0%	0%	0%	0%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	90	813	720	54	1297	0	395	112	0	54	22	117
Turn Type	D.P+P	NA	Perm	D.P+P	NA		Prot	NA		D.P+P	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	6		2	2						8		4
Detector Phase	5	2	2	1	6		3	8		7	4	4
Switch Phase												
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0		5.0	6.0		5.0	6.0	6.0
Minimum Split (s)	10.6	24.3	24.3	10.6	24.3		10.6	24.0		10.6	24.0	24.0
Total Split (s)	16.0	56.0	56.0	18.0	58.0		30.0	32.0		14.0	16.0	16.0
Total Split (%)	13.3%	46.7%	46.7%	15.0%	48.3%		25.0%	26.7%		11.7%	13.3%	13.3%
Yellow Time (s)	3.6	4.3	4.3	3.6	4.3		3.6	4.0		3.6	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	2.0
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)	5.6	6.3	6.3	5.6	6.3		5.6	6.0		5.6	6.0	6.0
Lead/Lag	Lag	Lag	Lag	Lead	Lead		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max		None	None		None	None	None
Act Effct Green (s)	70.7	65.3	65.3	71.8	59.6		19.1	21.2		28.0	7.4	7.4
Actuated g/C Ratio	0.59	0.54	0.54	0.60	0.50		0.16	0.18		0.23	0.06	0.06
v/c Ratio	0.30	0.41	0.59	0.14	0.52		0.73	0.31		0.17	0.19	0.36
Control Delay (s/veh)	17.8	17.8	5.7	4.6	16.5		56.0	16.3		32.3	56.5	3.2
Queue Delay	0.0	0.0	0.1	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	17.8	17.8	5.8	4.6	16.5		56.0	16.3		32.3	56.5	3.2
LOS	B	B	A	A	B		E	B		C	E	A
Approach Delay (s/veh)		12.5			16.0			47.2			17.4	
Approach LOS		B			B			D			B	
Queue Length 50th (ft)	27	174	75	7	141		153	20		32	17	0
Queue Length 95th (ft)	m60	270	135	m18	239		198	67		59	43	0
Internal Link Dist (ft)		390			716			229			522	
Turn Bay Length (ft)	250		430	300			175			225		275
Base Capacity (vph)	300	1992	1228	457	2487		690	423		331	157	352
Starvation Cap Reductn	0	0	39	0	0		0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	0
Reduced v/c Ratio	0.30	0.41	0.61	0.12	0.52		0.57	0.26		0.16	0.14	0.33

Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 21 (18%), Referenced to phase 2:EBWB and 6:EBWB, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.73

Intersection Signal Delay (s/veh): 18.8	Intersection LOS: B
Intersection Capacity Utilization 67.8%	ICU Level of Service C
Analysis Period (min) 15	

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: The Outlet Shoppes at Atlanta Dwy/Olde Rope Mill Park Rd & Ridgewalk Pkwy



Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	6	831	87	1	349	1162	9	171	5	283	2	3
Future Volume (vph)	6	831	87	1	349	1162	9	171	5	283	2	3
Peak Hour Factor	0.97	0.97	0.97	0.92	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	6	857	90	0	361	1207	0	176	297	0	0	9
Turn Type	Perm	NA	Perm	pm+pt	pm+pt	NA		Perm	NA		Perm	NA
Protected Phases		2		1	1	6			8			4
Permitted Phases	2		2	6	6			8			4	
Detector Phase	2	2	2	1	1	6		8	8		4	4
Switch Phase												
Minimum Initial (s)	15.0	15.0	15.0	4.9	4.9	15.0		6.0	6.0		6.0	6.0
Minimum Split (s)	24.3	24.3	24.3	10.5	10.5	24.3		26.6	26.6		29.6	29.6
Total Split (s)	68.0	68.0	68.0	20.0	20.0	88.0		32.0	32.0		32.0	32.0
Total Split (%)	56.7%	56.7%	56.7%	16.7%	16.7%	73.3%		26.7%	26.7%		26.7%	26.7%
Yellow Time (s)	4.3	4.3	4.3	3.6	3.6	4.3		3.6	3.6		3.6	3.6
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0		0.0	0.0			0.0
Total Lost Time (s)	6.3	6.3	6.3		5.6	6.3		5.6	5.6			5.6
Lead/Lag	Lag	Lag	Lag	Lead	Lead							
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes							
Recall Mode	C-Max	C-Max	C-Max	None	None	C-Max		None	None		None	None
Act Effct Green (s)	69.8	69.8	69.8		89.1	88.4		19.7	19.7			19.7
Actuated g/C Ratio	0.58	0.58	0.58		0.74	0.74		0.16	0.16			0.16
v/c Ratio	0.02	0.40	0.09		0.71	0.45		0.75	0.58			0.04
Control Delay (s/veh)	4.7	8.0	1.4		25.3	14.8		66.5	9.9			30.6
Queue Delay	0.0	0.0	0.0		0.0	0.0		0.0	0.0			0.0
Total Delay (s/veh)	4.7	8.0	1.4		25.3	14.8		66.5	9.9			30.6
LOS	A	A	A		C	B		E	A			C
Approach Delay (s/veh)		7.4				17.2			30.9			30.6
Approach LOS		A				B			C			C
Queue Length 50th (ft)	1	202	8		172	277		131	3			3
Queue Length 95th (ft)	m0	270	1		m292	m464		199	77			17
Internal Link Dist (ft)		716				1172			291			373
Turn Bay Length (ft)	110		120		110			225				
Base Capacity (vph)	265	2141	998		530	2668		314	584			322
Starvation Cap Reductn	0	0	0		0	0		0	0			0
Spillback Cap Reductn	0	0	0		0	0		0	0			0
Storage Cap Reductn	0	0	0		0	0		0	0			0
Reduced v/c Ratio	0.02	0.40	0.09		0.68	0.45		0.56	0.51			0.03

Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 67 (56%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 75
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.75



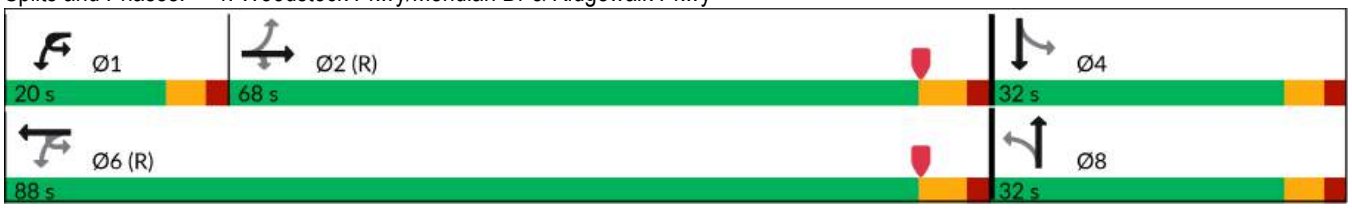
Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	4
Future Volume (vph)	4
Peak Hour Factor	0.97
Heavy Vehicles (%)	0%
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Turn Type	
Protected Phases	
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

Intersection Signal Delay (s/veh): 16.3	Intersection LOS: B
Intersection Capacity Utilization 77.9%	ICU Level of Service D
Analysis Period (min) 15	

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 4: Woodstock Pkwy/Meridian Dr & Ridgewalk Pkwy





Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	449	533	101	9	110	999	61	163	75	62	186	28
Future Volume (vph)	449	533	101	9	110	999	61	163	75	62	186	28
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	1%	0%	0%	0%	5%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	483	682	0	0	128	1074	66	175	148	0	200	459
Turn Type	Prot	NA		D.P+P	D.P+P	NA	Perm	D.P+P	NA		Prot	NA
Protected Phases	1	6		5	5	2		3	8		7	4
Permitted Phases				6	6		2	4				
Detector Phase	1	6		5	5	2	2	3	8		7	4
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	5.0	15.0	15.0	5.0	6.0		5.0	6.0
Minimum Split (s)	10.6	26.3		10.6	10.6	37.3	37.3	10.6	29.6		10.6	31.6
Total Split (s)	34.0	64.0		18.0	18.0	48.0	48.0	20.0	18.0		20.0	18.0
Total Split (%)	28.3%	53.3%		15.0%	15.0%	40.0%	40.0%	16.7%	15.0%		16.7%	15.0%
Yellow Time (s)	3.6	4.3		3.6	3.6	4.3	4.3	3.6	3.6		3.6	3.6
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.6	6.3			5.6	6.3	6.3	5.6	5.6		5.6	5.6
Lead/Lag	Lead	Lag		Lead	Lead	Lag	Lag	Lag	Lag		Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes
Recall Mode	None	C-Max		None	None	C-Max	C-Max	None	None		None	None
Act Effct Green (s)	22.4	64.4			73.9	50.9	50.9	23.7	11.8		11.9	11.6
Actuated g/C Ratio	0.19	0.54			0.62	0.42	0.42	0.20	0.10		0.10	0.10
v/c Ratio	0.77	0.37			0.27	0.69	0.08	0.70	0.73		0.57	0.93
Control Delay (s/veh)	79.7	6.6			8.1	29.1	0.3	61.0	63.3		57.8	37.3
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay (s/veh)	79.7	6.6			8.1	29.1	0.3	61.0	63.3		57.8	37.3
LOS	E	A			A	C	A	E	E		E	D
Approach Delay (s/veh)		36.9				25.5			62.1			43.6
Approach LOS		D				C			E			D
Queue Length 50th (ft)	197	43			30	375	0	111	90		77	64
Queue Length 95th (ft)	258	68			m50	498	m3	175	#183		114	#263
Internal Link Dist (ft)		1172				898			403			204
Turn Bay Length (ft)	320				150		130	160			150	
Base Capacity (vph)	795	1847			529	1560	799	285	218		428	505
Starvation Cap Reductn	0	0			0	0	0	0	0		0	0
Spillback Cap Reductn	0	0			0	0	0	0	0		0	0
Storage Cap Reductn	0	0			0	0	0	0	0		0	0
Reduced v/c Ratio	0.61	0.37			0.24	0.69	0.08	0.61	0.68		0.47	0.91

Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 78 (65%), Referenced to phase 2:WBT and 6:EBWB, Start of Yellow
Natural Cycle: 95
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.93



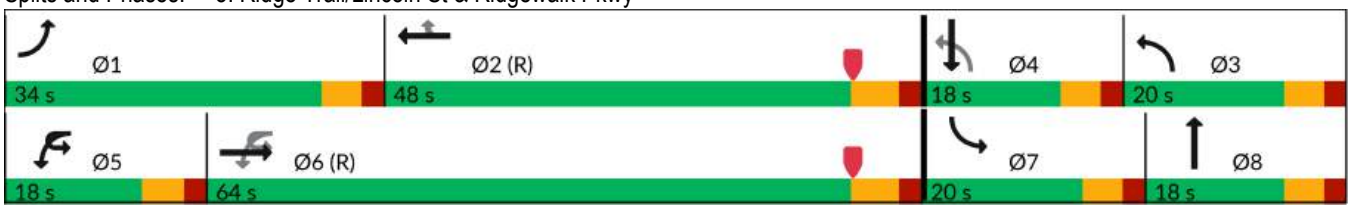
Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	399
Future Volume (vph)	399
Peak Hour Factor	0.93
Heavy Vehicles (%)	1%
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Turn Type	
Protected Phases	
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

Intersection Signal Delay (s/veh): 36.3	Intersection LOS: D
Intersection Capacity Utilization 94.8%	ICU Level of Service F
Analysis Period (min) 15	

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 5: Ridge Trail/Lincoln St & Ridgewalk Pkwy



Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑	↱		↱
Traffic Vol, veh/h	0	889	659	318	0	197
Future Vol, veh/h	0	889	659	318	0	197
Conflicting Peds, #/hr	0	0	0	2	0	2
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Free	-	Yield
Storage Length	-	-	-	140	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	-3	4	-	-5	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	2	0	2
Mvmt Flow	0	977	724	349	0	216

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	364
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.44
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	0	0	666
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	664
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	13.02
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	664
HCM Lane V/C Ratio	-	-	0.326
HCM Ctrl Dly (s/v)	-	-	13
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	1.4

Intersection	
Int Delay, s/veh	0.1

Movement	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations								
Traffic Vol, veh/h	3	892	1	5	5	982	0	4
Future Vol, veh/h	3	892	1	5	5	982	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	None
Storage Length	-	-	-	-	105	-	0	0
Veh in Median Storage, #	-	0	-	-	-	0	0	-
Grade, %	-	-7	-	-	-	7	-10	-
Peak Hour Factor	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	20	1	0	0
Mvmt Flow	3	970	1	5	5	1067	0	4

Major/Minor	Major1			Major2			Minor1	
Conflicting Flow All	1067	0	0	971	971	0	1532	485
Stage 1	-	-	-	-	-	-	977	-
Stage 2	-	-	-	-	-	-	555	-
Critical Hdwy	6.4	-	-	6.4	4.5	-	4.8	5.9
Critical Hdwy Stg 1	-	-	-	-	-	-	3.8	-
Critical Hdwy Stg 2	-	-	-	-	-	-	3.8	-
Follow-up Hdwy	2.5	-	-	2.5	2.4	-	3.5	3.3
Pot Cap-1 Maneuver	306	-	-	352	606	-	257	610
Stage 1	-	-	-	-	-	-	568	-
Stage 2	-	-	-	-	-	-	741	-
Platoon blocked, %		-	-			-		
Mov Cap-1 Maneuver	306	-	-	444	444	-	247	610
Mov Cap-2 Maneuver	-	-	-	-	-	-	247	-
Stage 1	-	-	-	-	-	-	560	-
Stage 2	-	-	-	-	-	-	722	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0.06	0.13	10.94
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	610	-	-	444	-
HCM Lane V/C Ratio	-	0.007	-	-	0.025	-
HCM Ctrl Dly (s/v)	0	10.9	-	-	13.3	-
HCM Lane LOS	A	B	-	-	B	-
HCM 95th %tile Q(veh)	-	0	-	-	0.1	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	858	427	304	278	260	462
Future Volume (vph)	858	427	304	278	260	462
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	1%	1%	0%	0%	0%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	923	459	327	299	280	497
Turn Type	Prot	Perm	Prot	NA	NA	pm+ov
Protected Phases	7		1	6	2	7
Permitted Phases		4				2
Detector Phase	7	4	1	6	2	7
Switch Phase						
Minimum Initial (s)	8.0	8.0	5.0	15.0	15.0	8.0
Minimum Split (s)	24.3	26.3	10.5	24.3	24.3	24.3
Total Split (s)	35.0	35.0	20.0	85.0	65.0	35.0
Total Split (%)	29.2%	29.2%	16.7%	70.8%	54.2%	29.2%
Yellow Time (s)	4.3	4.3	3.5	4.3	4.3	4.3
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.3	6.3	5.5	6.3	6.3	6.3
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None	None	None	C-Max	C-Max	None
Act Effct Green (s)	28.7	28.7	14.1	78.7	59.1	94.1
Actuated g/C Ratio	0.24	0.24	0.12	0.66	0.49	0.78
v/c Ratio	1.10	0.65	0.81	0.24	0.30	0.39
Control Delay (s/veh)	104.1	10.0	68.0	9.1	19.3	4.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	104.1	10.0	68.0	9.1	19.3	4.8
LOS	F	B	E	A	B	A
Approach Delay (s/veh)	72.8			39.8	10.1	
Approach LOS	E			D	B	
Queue Length 50th (ft)	~428	10	128	88	126	95
Queue Length 95th (ft)	#547	86	#194	129	187	138
Internal Link Dist (ft)	782			578	714	
Turn Bay Length (ft)	365		270			
Base Capacity (vph)	837	704	414	1221	939	1265
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.10	0.65	0.79	0.24	0.30	0.39

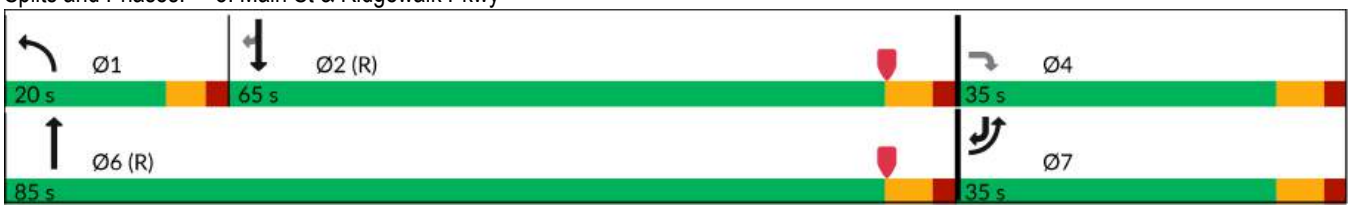
Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 58 (48%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.10

Intersection Signal Delay (s/veh): 47.9	Intersection LOS: D
Intersection Capacity Utilization 61.9%	ICU Level of Service B
Analysis Period (min) 15	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 8: Main St & Ridgewalk Pkwy



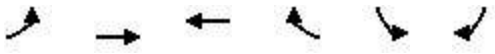
Intersection	
Int Delay, s/veh	7.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	179	264	54	18	0
Future Vol, veh/h	0	179	264	54	18	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	5	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	195	287	59	20	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	652	20	20	0	-	0
Stage 1	20	-	-	-	-	-
Stage 2	633	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	432	1058	1597	-	-	-
Stage 1	1003	-	-	-	-	-
Stage 2	529	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	352	1058	1597	-	-	-
Mov Cap-2 Maneuver	352	-	-	-	-	-
Stage 1	817	-	-	-	-	-
Stage 2	529	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.17	6.43	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1494	-	1058	-	-
HCM Lane V/C Ratio	0.18	-	0.184	-	-
HCM Ctrl Dly (s/v)	7.7	0	9.2	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.7	-	0.7	-	-

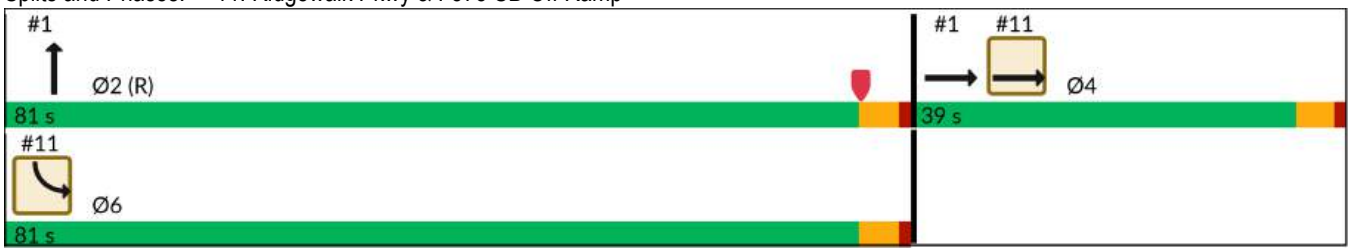


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø2
Lane Configurations							
Traffic Volume (vph)	0	138	0	0	471	0	
Future Volume (vph)	0	138	0	0	471	0	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	
Heavy Vehicles (%)	0%	2%	0%	0%	0%	0%	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	144	0	0	491	0	
Turn Type		NA			Prot		
Protected Phases		4			6		2
Permitted Phases							
Detector Phase		4			6		
Switch Phase							
Minimum Initial (s)		5.0			5.0		5.0
Minimum Split (s)		22.5			22.5		22.5
Total Split (s)		39.0			81.0		81.0
Total Split (%)		32.5%			67.5%		68%
Yellow Time (s)		3.5			3.5		3.5
All-Red Time (s)		1.0			1.0		1.0
Lost Time Adjust (s)		0.0			0.0		
Total Lost Time (s)		4.5			4.5		
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode		Min			None		C-Max
Act Effct Green (s)		10.3			100.7		
Actuated g/C Ratio		0.09			0.84		
v/c Ratio		0.48			0.16		
Control Delay (s/veh)		7.4			0.1		
Queue Delay		0.0			0.0		
Total Delay (s/veh)		7.4			0.1		
LOS		A			A		
Approach Delay (s/veh)		7.4			0.1		
Approach LOS		A			A		
Queue Length 50th (ft)		1			0		
Queue Length 95th (ft)		2			0		
Internal Link Dist (ft)		37	288		65		
Turn Bay Length (ft)							
Base Capacity (vph)		1017			3118		
Starvation Cap Reductn		32			0		
Spillback Cap Reductn		0			0		
Storage Cap Reductn		0			0		
Reduced v/c Ratio		0.15			0.16		

Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBT, Start of Yellow
Natural Cycle: 45
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.48

Intersection Signal Delay (s/veh): 1.8	Intersection LOS: A
Intersection Capacity Utilization 25.1%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 11: Ridgewalk Pkwy & I-575 SB Off Ramp



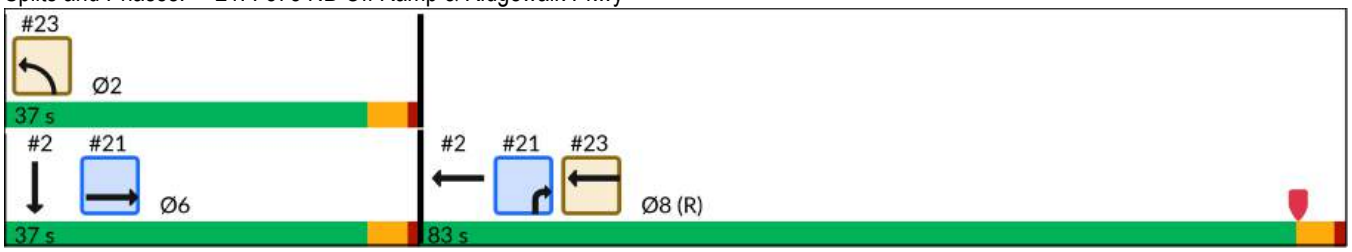


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø2
Lane Configurations							
Traffic Volume (vph)	559	0	0	0	0	1030	
Future Volume (vph)	559	0	0	0	0	1030	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	
Heavy Vehicles (%)	0%	0%	0%	0%	0%	1%	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	582	0	0	0	0	1073	
Turn Type	NA					Prot	
Protected Phases	6					8	2
Permitted Phases							
Detector Phase	6					8	
Switch Phase							
Minimum Initial (s)	5.0					5.0	5.0
Minimum Split (s)	22.5					22.5	22.5
Total Split (s)	37.0					83.0	37.0
Total Split (%)	30.8%					69.2%	31%
Yellow Time (s)	3.5					3.5	3.5
All-Red Time (s)	1.0					1.0	1.0
Lost Time Adjust (s)	0.0					0.0	
Total Lost Time (s)	4.5					4.5	
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	Min					C-Max	None
Act Effct Green (s)	28.0					83.0	
Actuated g/C Ratio	0.23					0.69	
v/c Ratio	0.69					0.54	
Control Delay (s/veh)	4.8					9.8	
Queue Delay	0.1					0.0	
Total Delay (s/veh)	4.9					9.8	
LOS	A					A	
Approach Delay (s/veh)	4.9				9.8		
Approach LOS	A				A		
Queue Length 50th (ft)	3					192	
Queue Length 95th (ft)	3					277	
Internal Link Dist (ft)	10			6	46		
Turn Bay Length (ft)							
Base Capacity (vph)	977					1979	
Starvation Cap Reductn	30					0	
Spillback Cap Reductn	0					0	
Storage Cap Reductn	0					0	
Reduced v/c Ratio	0.61					0.54	

Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 8:WBT, Start of Yellow, Master Intersection
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.69

Intersection Signal Delay (s/veh): 8.1	Intersection LOS: A
Intersection Capacity Utilization 59.0%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 21: I-575 NB Off Ramp & Ridgewalk Pkwy



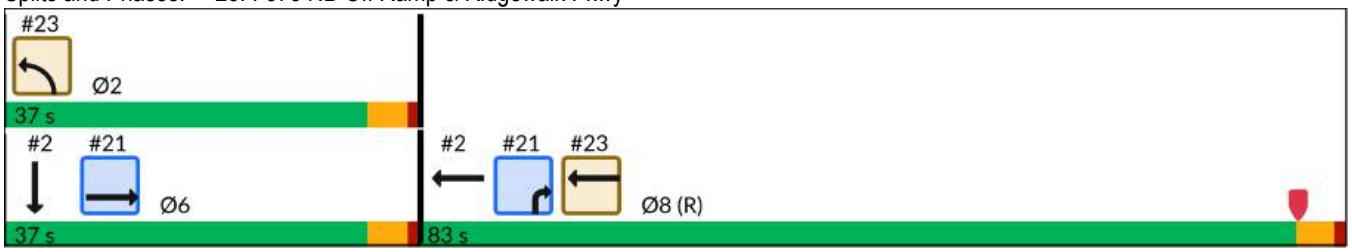


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø6
Lane Configurations							
Traffic Volume (vph)	0	0	0	917	131	0	
Future Volume (vph)	0	0	0	917	131	0	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	
Heavy Vehicles (%)	0%	0%	0%	1%	1%	0%	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	0	0	955	136	0	
Turn Type				NA	Prot		
Protected Phases				8	2		6
Permitted Phases							
Detector Phase				8	2		
Switch Phase							
Minimum Initial (s)				5.0	5.0		5.0
Minimum Split (s)				22.5	22.5		22.5
Total Split (s)				83.0	37.0		37.0
Total Split (%)				69.2%	30.8%		31%
Yellow Time (s)				3.5	3.5		3.5
All-Red Time (s)				1.0	1.0		1.0
Lost Time Adjust (s)				0.0	0.0		
Total Lost Time (s)				4.5	4.5		
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode				C-Max	None		Min
Act Effct Green (s)				83.0	28.0		
Actuated g/C Ratio				0.69	0.23		
v/c Ratio				0.39	0.25		
Control Delay (s/veh)				1.3	4.4		
Queue Delay				0.1	0.0		
Total Delay (s/veh)				1.4	4.4		
LOS				A	A		
Approach Delay (s/veh)				1.4	4.4		
Approach LOS				A	A		
Queue Length 50th (ft)				2	0		
Queue Length 95th (ft)				30	34		
Internal Link Dist (ft)	314			83	115		
Turn Bay Length (ft)							
Base Capacity (vph)				2471	600		
Starvation Cap Reductn				462	0		
Spillback Cap Reductn				0	0		
Storage Cap Reductn				0	0		
Reduced v/c Ratio				0.48	0.23		

Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 8:WBT, Start of Yellow, Master Intersection
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.69

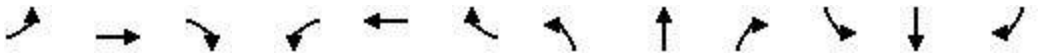
Intersection Signal Delay (s/veh): 1.7	Intersection LOS: A
Intersection Capacity Utilization 41.9%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 23: I-575 NB Off Ramp & Ridgewalk Pkwy



2030 BUILD OPERATIONS (NON-SOCCER GAME SCENARIO)

1: I-575 SB Ramp & Ridgewalk Pkwy



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑						↑				
Traffic Volume (vph)	0	145	0	0	0	0	0	71	0	0	0	0
Future Volume (vph)	0	145	0	0	0	0	0	71	0	0	0	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	1%	0%	0%	0%	0%	0%	3%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	156	0	0	0	0	0	76	0	0	0	0
Turn Type		NA						NA				
Protected Phases		4						2				
Permitted Phases												
Detector Phase		4						2				
Switch Phase												
Minimum Initial (s)		5.0						5.0				
Minimum Split (s)		22.5						22.5				
Total Split (s)		54.0						56.0				
Total Split (%)		49.1%						50.9%				
Yellow Time (s)		3.5						3.5				
All-Red Time (s)		1.0						1.0				
Lost Time Adjust (s)		0.0						0.0				
Total Lost Time (s)		4.5						4.5				
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode		Min						C-Max				
Act Effct Green (s)		10.2						90.8				
Actuated g/C Ratio		0.09						0.83				
v/c Ratio		0.47						0.05				
Control Delay (s/veh)		51.6						2.4				
Queue Delay		0.0						0.0				
Total Delay (s/veh)		51.6						2.4				
LOS		D						A				
Approach Delay (s/veh)		51.6						2.4				
Approach LOS		D						A				
Queue Length 50th (ft)		56						13				
Queue Length 95th (ft)		88						20				
Internal Link Dist (ft)		44			37			19			57	
Turn Bay Length (ft)												
Base Capacity (vph)		1608						1522				
Starvation Cap Reductn		0						0				
Spillback Cap Reductn		0						0				
Storage Cap Reductn		0						0				
Reduced v/c Ratio		0.10						0.05				

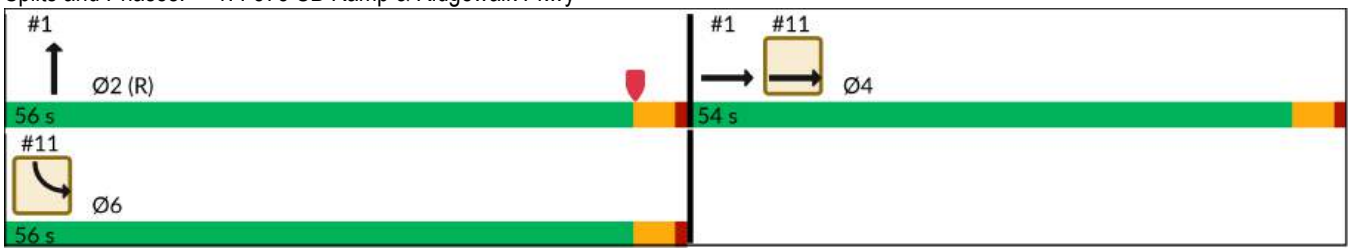
Intersection Summary
Cycle Length: 110
Actuated Cycle Length: 110
Offset: 56 (51%), Referenced to phase 2:NBT, Start of Yellow
Natural Cycle: 45
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.47

Lane Group	Ø6
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	6
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	22.5
Total Split (s)	56.0
Total Split (%)	51%
Yellow Time (s)	3.5
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

Intersection Signal Delay (s/veh): 35.5	Intersection LOS: D
Intersection Capacity Utilization 15.8%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 1: I-575 SB Ramp & Ridgewalk Pkwy



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	608	0	0	0	0	0	309	0
Future Volume (vph)	0	0	0	0	608	0	0	0	0	0	309	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	0%	4%	0%	0%	0%	0%	0%	2%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	627	0	0	0	0	0	319	0
Turn Type					NA						NA	
Protected Phases					8						6	
Permitted Phases												
Detector Phase					8						6	
Switch Phase												
Minimum Initial (s)					5.0						5.0	
Minimum Split (s)					22.5						22.5	
Total Split (s)					65.0						45.0	
Total Split (%)					59.1%						40.9%	
Yellow Time (s)					3.5						3.5	
All-Red Time (s)					1.0						1.0	
Lost Time Adjust (s)					0.0						0.0	
Total Lost Time (s)					4.5						4.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode					C-Max						Min	
Act Effct Green (s)					84.4						16.6	
Actuated g/C Ratio					0.77						0.15	
v/c Ratio					0.24						0.60	
Control Delay (s/veh)					3.8						48.1	
Queue Delay					0.0						0.0	
Total Delay (s/veh)					3.8						48.1	
LOS					A						D	
Approach Delay (s/veh)					3.8						48.1	
Approach LOS					A						D	
Queue Length 50th (ft)					71						120	
Queue Length 95th (ft)					87						163	
Internal Link Dist (ft)		83			6			10			115	
Turn Bay Length (ft)												
Base Capacity (vph)					2663						1302	
Starvation Cap Reductn					0						0	
Spillback Cap Reductn					0						0	
Storage Cap Reductn					0						0	
Reduced v/c Ratio					0.24						0.25	

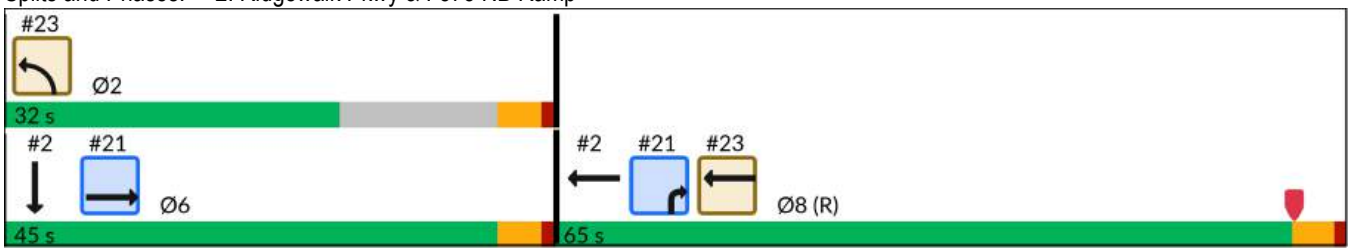
Intersection Summary
Cycle Length: 110
Actuated Cycle Length: 110
Offset: 0 (0%), Referenced to phase 8:WBT, Start of Yellow, Master Intersection
Natural Cycle: 45
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.60

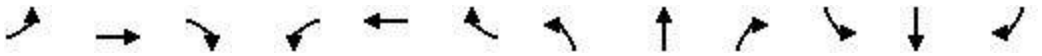
Lane Group	Ø2
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	2
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	22.5
Total Split (s)	32.0
Total Split (%)	29%
Yellow Time (s)	3.5
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

Intersection Signal Delay (s/veh): 18.7	Intersection LOS: B
Intersection Capacity Utilization 33.0%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 2: Ridgewalk Pkwy & I-575 NB Ramp



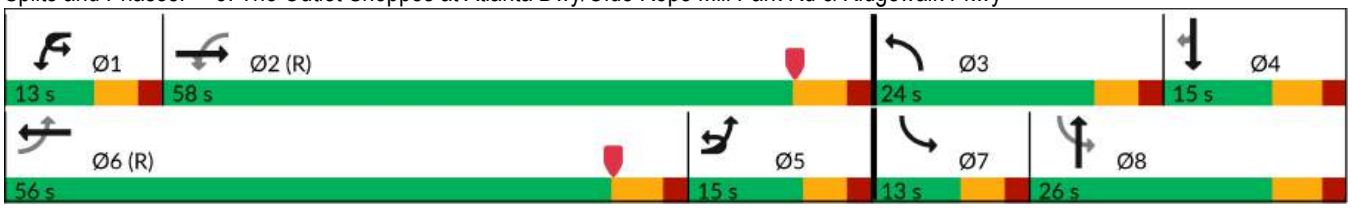


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	102	599	142	55	676	70	107	12	53	50	14	84
Future Volume (vph)	102	599	142	55	676	70	107	12	53	50	14	84
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	6%	4%	2%	2%	5%	8%	3%	0%	4%	13%	0%	8%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	109	637	151	59	793	0	114	69	0	53	15	89
Turn Type	D.P+P	NA	Perm	D.P+P	NA		Prot	NA		D.P+P	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	6		2	2						8		4
Detector Phase	5	2	2	1	6		3	8		7	4	4
Switch Phase												
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0		5.0	6.0		5.0	6.0	6.0
Minimum Split (s)	10.6	24.3	24.3	10.6	24.3		10.6	24.0		10.6	24.0	24.0
Total Split (s)	15.0	58.0	58.0	13.0	56.0		24.0	26.0		13.0	15.0	15.0
Total Split (%)	13.6%	52.7%	52.7%	11.8%	50.9%		21.8%	23.6%		11.8%	13.6%	13.6%
Yellow Time (s)	3.6	4.3	4.3	3.6	4.3		3.6	4.0		3.6	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	2.0
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)	5.6	6.3	6.3	5.6	6.3		5.6	6.0		5.6	6.0	6.0
Lead/Lag	Lag	Lag	Lag	Lead	Lead		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max		None	None		None	None	None
Act Effct Green (s)	73.8	68.7	68.7	75.0	63.7		9.1	8.6		14.9	6.6	6.6
Actuated g/C Ratio	0.67	0.62	0.62	0.68	0.58		0.08	0.08		0.14	0.06	0.06
v/c Ratio	0.22	0.29	0.14	0.11	0.29		0.41	0.39		0.29	0.13	0.27
Control Delay (s/veh)	5.1	8.0	0.3	3.4	7.8		52.0	23.3		39.9	51.2	1.9
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	5.1	8.0	0.3	3.4	7.8		52.0	23.3		39.9	51.2	1.9
LOS	A	A	A	A	A		D	C		D	D	A
Approach Delay (s/veh)		6.3			7.5			41.2			19.5	
Approach LOS		A			A			D			B	
Queue Length 50th (ft)	14	69	0	5	39		41	9		35	10	0
Queue Length 95th (ft)	29	175	0	10	84		69	51		71	32	0
Internal Link Dist (ft)		390			716			229			522	
Turn Bay Length (ft)	250		430	300			175			225		275
Base Capacity (vph)	496	2220	1086	551	2752		557	333		187	153	361
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	0
Reduced v/c Ratio	0.22	0.29	0.14	0.11	0.29		0.20	0.21		0.28	0.10	0.25

Intersection Summary
Cycle Length: 110
Actuated Cycle Length: 110
Offset: 62 (56%), Referenced to phase 2:EBWB and 6:EBWB, Start of Yellow
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.41

Intersection Signal Delay (s/veh): 10.9	Intersection LOS: B
Intersection Capacity Utilization 49.2%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 3: The Outlet Shoppes at Atlanta Dwy/Olde Rope Mill Park Rd & Ridgewalk Pkwy



4: Woodstock Pkwy/Meridian Dr & Ridgewalk Pkwy

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	4	618	83	1	230	717	6	72	2	115	4	6
Future Volume (vph)	4	618	83	1	230	717	6	72	2	115	4	6
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	5%	4%	0%	4%	5%	0%	5%	0%	5%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	4	679	91	0	254	795	0	79	128	0	0	25
Turn Type	Perm	NA	Perm	pm+pt	pm+pt	NA		Perm	NA		Perm	NA
Protected Phases		2		1	1	6			8			4
Permitted Phases	2		2	6	6			8			4	
Detector Phase	2	2	2	1	1	6		8	8		4	4
Switch Phase												
Minimum Initial (s)	15.0	15.0	15.0	15.0	15.0	5.0		6.0	6.0		6.0	6.0
Minimum Split (s)	24.3	24.3	24.3	20.6	20.6	24.3		26.6	26.6		29.6	29.6
Total Split (s)	55.0	55.0	55.0	25.0	25.0	80.0		30.0	30.0		30.0	30.0
Total Split (%)	50.0%	50.0%	50.0%	22.7%	22.7%	72.7%		27.3%	27.3%		27.3%	27.3%
Yellow Time (s)	4.3	4.3	4.3	3.6	3.6	4.3		3.6	3.6		3.6	3.6
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0		0.0	0.0			0.0
Total Lost Time (s)	6.3	6.3	6.3		5.6	6.3		5.6	5.6			5.6
Lead/Lag	Lag	Lag	Lag	Lead	Lead							
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes							
Recall Mode	C-Max	C-Max	C-Max	None	None	C-Max		None	None		None	None
Act Effct Green (s)	65.7	65.7	65.7		87.0	86.3		11.8	11.8			11.8
Actuated g/C Ratio	0.60	0.60	0.60		0.79	0.78		0.11	0.11			0.11
v/c Ratio	0.01	0.32	0.09		0.40	0.29		0.55	0.46			0.13
Control Delay (s/veh)	6.3	11.1	3.6		12.2	10.7		59.8	13.5			27.2
Queue Delay	0.0	0.0	0.0		0.0	0.0		0.0	0.0			0.0
Total Delay (s/veh)	6.3	11.1	3.6		12.2	10.7		59.8	13.5			27.2
LOS	A	B	A		B	B		E	B			C
Approach Delay (s/veh)		10.2				11.1			31.2			27.2
Approach LOS		B				B			C			C
Queue Length 50th (ft)	1	194	22		94	153		56	1			7
Queue Length 95th (ft)	m4	263	37		206	308		104	54			32
Internal Link Dist (ft)		716				1172			291			373
Turn Bay Length (ft)	110		120		110			225				
Base Capacity (vph)	410	2114	989		688	2708		297	440			381
Starvation Cap Reductn	0	0	0		0	0		0	0			0
Spillback Cap Reductn	0	0	0		0	0		0	0			0
Storage Cap Reductn	0	0	0		0	0		0	0			0
Reduced v/c Ratio	0.01	0.32	0.09		0.37	0.29		0.27	0.29			0.07

Intersection Summary
Cycle Length: 110
Actuated Cycle Length: 110
Offset: 107 (97%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 75
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.55



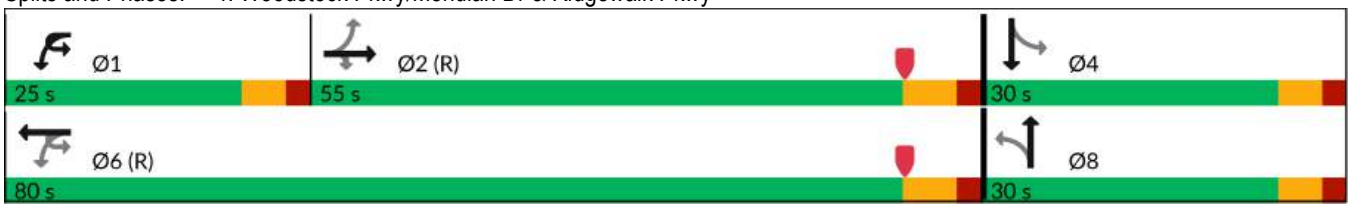
Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	13
Future Volume (vph)	13
Peak Hour Factor	0.91
Heavy Vehicles (%)	0%
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Turn Type	
Protected Phases	
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

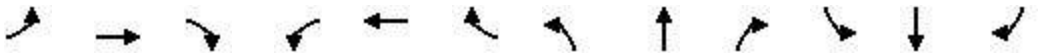
Intersection Summary

Intersection Signal Delay (s/veh): 12.9	Intersection LOS: B
Intersection Capacity Utilization 58.3%	ICU Level of Service B
Analysis Period (min) 15	

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 4: Woodstock Pkwy/Meridian Dr & Ridgewalk Pkwy





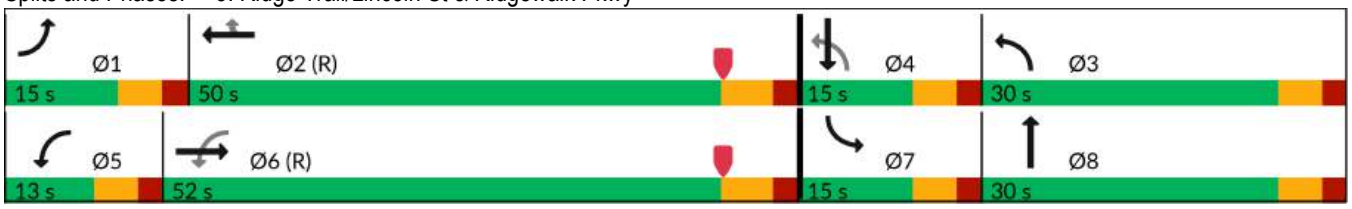
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	65	626	25	37	776	19	87	6	66	22	0	82
Future Volume (vph)	65	626	25	37	776	19	87	6	66	22	0	82
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	12%	5%	0%	0%	5%	0%	4%	0%	2%	0%	0%	3%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	74	739	0	42	882	22	99	82	0	25	93	0
Turn Type	Prot	NA		D.P+P	NA	Perm	D.P+P	NA		Prot	NA	
Protected Phases	1	6		5	2		3	8		7	4	
Permitted Phases				6		2	4					
Detector Phase	1	6		5	2	2	3	8		7	4	
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	15.0	15.0	5.0	6.0		5.0	6.0	
Minimum Split (s)	10.6	26.3		10.6	37.3	37.3	10.6	29.6		10.6	31.6	
Total Split (s)	15.0	52.0		13.0	50.0	50.0	30.0	30.0		15.0	15.0	
Total Split (%)	13.6%	47.3%		11.8%	45.5%	45.5%	27.3%	27.3%		13.6%	13.6%	
Yellow Time (s)	3.6	4.3		3.6	4.3	4.3	3.6	3.6		3.6	3.6	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.6	6.3		5.6	6.3	6.3	5.6	5.6		5.6	5.6	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lag	Lag		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max		None	C-Max	C-Max	None	None		None	None	
Act Effct Green (s)	8.1	73.4		78.1	69.3	69.3	12.9	10.0		6.3	6.0	
Actuated g/C Ratio	0.07	0.67		0.71	0.63	0.63	0.12	0.09		0.06	0.05	
v/c Ratio	0.33	0.33		0.08	0.40	0.02	0.50	0.38		0.12	0.21	
Control Delay (s/veh)	67.4	6.4		4.8	11.2	0.1	50.1	18.2		50.3	1.1	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	67.4	6.4		4.8	11.2	0.1	50.1	18.2		50.3	1.1	
LOS	E	A		A	B	A	D	B		D	A	
Approach Delay (s/veh)		11.9			10.7			35.6			11.5	
Approach LOS		B			B			D			B	
Queue Length 50th (ft)	25	217		6	175	0	64	5		8	0	
Queue Length 95th (ft)	45	281		m16	226	m0	109	49		22	0	
Internal Link Dist (ft)		1172			898			403			204	
Turn Bay Length (ft)	320			150		130	160			150		
Base Capacity (vph)	264	2217		555	2210	1088	460	422		305	474	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.28	0.33		0.08	0.40	0.02	0.22	0.19		0.08	0.20	

Intersection Summary
Cycle Length: 110
Actuated Cycle Length: 110
Offset: 32 (29%), Referenced to phase 2:WBT and 6:EBWB, Start of Yellow
Natural Cycle: 95
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.50

Intersection Signal Delay (s/veh): 13.4	Intersection LOS: B
Intersection Capacity Utilization 51.7%	ICU Level of Service A
Analysis Period (min) 15	

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 5: Ridge Trail/Lincoln St & Ridgewalk Pkwy



Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑	↱		↱
Traffic Vol, veh/h	0	746	755	60	0	97
Future Vol, veh/h	0	746	755	60	0	97
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Free	-	Yield
Storage Length	-	-	-	140	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	-3	4	-	-5	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	4	5	7	0	3
Mvmt Flow	0	829	839	67	0	108

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	419
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.46
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.33
Pot Cap-1 Maneuver	0	-	-	0	0	614
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	614
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	12.1
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	614
HCM Lane V/C Ratio	-	-	0.175
HCM Ctrl Dly (s/v)	-	-	12.1
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.6

Intersection	
Int Delay, s/veh	1.7

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	24	32	686	2	2	763	16	0	0	2	24	0	35
Future Vol, veh/h	24	32	686	2	2	763	16	0	0	2	24	0	35
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	200	-	-	105	-	150	-	-	0	-	-	-
Veh in Median Storage, #	-	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-	-7	-	-	7	-	-	-10	-	-	0	-
Peak Hour Factor	92	92	88	88	88	88	92	88	92	88	92	92	92
Heavy Vehicles, %	2	2	4	0	0	5	2	0	2	0	2	2	2
Mvmt Flow	26	35	780	2	2	867	17	0	0	2	26	0	38

Major/Minor	Major1				Major2			Minor1			Minor2		
Conflicting Flow All	867	884	0	0	782	0	0	1340	1791	391	1383	1775	434
Stage 1	-	-	-	-	-	-	-	902	902	-	872	872	-
Stage 2	-	-	-	-	-	-	-	438	889	-	512	904	-
Critical Hdwy	6.44	4.14	-	-	4.1	-	-	5.5	4.54	5.9	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	4.5	3.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	4.5	3.54	-	6.54	5.54	-
Follow-up Hdwy	2.52	2.22	-	-	2.2	-	-	3.5	4.02	3.3	3.52	4.02	3.32
Pot Cap-1 Maneuver	404	761	-	-	845	-	-	237	216	684	103	82	570
Stage 1	-	-	-	-	-	-	-	500	585	-	312	366	-
Stage 2	-	-	-	-	-	-	-	731	589	-	513	354	-
Platoon blocked, %			-	-		-	-						
Mov Cap-1 Maneuver	530	530	-	-	845	-	-	196	191	684	91	72	570
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	196	191	-	91	72	-
Stage 1	-	-	-	-	-	-	-	443	518	-	311	365	-
Stage 2	-	-	-	-	-	-	-	680	588	-	453	313	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.92	0.02	10.28	35.46
HCM LOS			B	E

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	684	530	-	-	845	-	-	181
HCM Lane V/C Ratio	-	0.003	0.115	-	-	0.003	-	-	0.355
HCM Ctrl Dly (s/v)	0	10.3	12.7	-	-	9.3	-	-	35.5
HCM Lane LOS	A	B	B	-	-	A	-	-	E
HCM 95th %tile Q(veh)	-	0	0.4	-	-	0	-	-	1.5

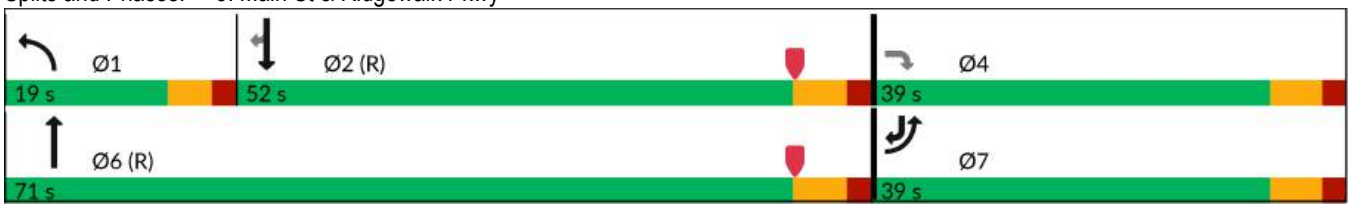


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	553	167	129	195	396	663
Future Volume (vph)	553	167	129	195	396	663
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	5%	3%	5%	2%	3%	5%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	601	182	140	212	430	721
Turn Type	Prot	Perm	Prot	NA	NA	pm+ov
Protected Phases	7		1	6	2	7
Permitted Phases		4				2
Detector Phase	7	4	1	6	2	7
Switch Phase						
Minimum Initial (s)	8.0	8.0	5.0	15.0	15.0	8.0
Minimum Split (s)	24.3	26.3	10.5	24.3	24.3	24.3
Total Split (s)	39.0	39.0	19.0	71.0	52.0	39.0
Total Split (%)	35.5%	35.5%	17.3%	64.5%	47.3%	35.5%
Yellow Time (s)	4.3	4.3	3.5	4.3	4.3	4.3
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.3	6.3	5.5	6.3	6.3	6.3
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None	None	None	C-Max	C-Max	None
Act Effct Green (s)	27.5	27.5	10.0	69.9	54.3	88.2
Actuated g/C Ratio	0.25	0.25	0.09	0.64	0.49	0.80
v/c Ratio	0.71	0.34	0.47	0.18	0.47	0.56
Control Delay (s/veh)	35.2	8.0	52.3	9.5	22.0	4.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	35.2	8.0	52.3	9.5	22.0	4.4
LOS	D	A	D	A	C	A
Approach Delay (s/veh)	28.9			26.5	11.0	
Approach LOS	C			C	B	
Queue Length 50th (ft)	117	0	51	59	200	82
Queue Length 95th (ft)	190	46	82	105	332	172
Internal Link Dist (ft)	782			578	714	
Turn Bay Length (ft)	365		270			
Base Capacity (vph)	1001	598	401	1159	915	1349
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.60	0.30	0.35	0.18	0.47	0.53

Intersection Summary
Cycle Length: 110
Actuated Cycle Length: 110
Offset: 99 (90%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.71

Intersection Signal Delay (s/veh): 19.5
Intersection LOS: B
Intersection Capacity Utilization 55.9%
ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 8: Main St & Ridgewalk Pkwy



Intersection	
Int Delay, s/veh	4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	3	41	0	0	17	11	28	0	34	0
Future Vol, veh/h	0	0	3	41	0	0	17	11	28	0	34	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	5	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	3	45	0	0	18	12	30	0	37	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	86	116	37	101	101	27	37	0	0	42	0	0
Stage 1	37	37	-	64	64	-	-	-	-	-	-	-
Stage 2	49	79	-	37	37	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	900	774	1035	880	789	1048	1574	-	-	1567	-	-
Stage 1	978	864	-	947	841	-	-	-	-	-	-	-
Stage 2	964	829	-	978	864	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	889	765	1035	867	779	1048	1574	-	-	1567	-	-
Mov Cap-2 Maneuver	889	765	-	867	779	-	-	-	-	-	-	-
Stage 1	978	864	-	935	831	-	-	-	-	-	-	-
Stage 2	953	819	-	975	864	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	8.49	9.38	2.22	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	478	-	-	1035	867	1567	-	-
HCM Lane V/C Ratio	0.012	-	-	0.003	0.051	-	-	-
HCM Ctrl Dly (s/v)	7.3	0	-	8.5	9.4	0	-	-
HCM Lane LOS	A	A	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.2	0	-	-

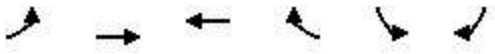
Intersection	
Int Delay, s/veh	1.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	18	0	56	4	0	79
Future Vol, veh/h	18	0	56	4	0	79
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	5	-	-	-5
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	20	0	61	4	0	86

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	149	63	0	0	65	0
Stage 1	63	-	-	-	-	-
Stage 2	86	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	843	1002	-	-	1537	-
Stage 1	960	-	-	-	-	-
Stage 2	937	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	843	1002	-	-	1537	-
Mov Cap-2 Maneuver	843	-	-	-	-	-
Stage 1	960	-	-	-	-	-
Stage 2	937	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	9.37	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	843	1537	-
HCM Lane V/C Ratio	-	-	0.023	-	-
HCM Ctrl Dly (s/v)	-	-	9.4	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-



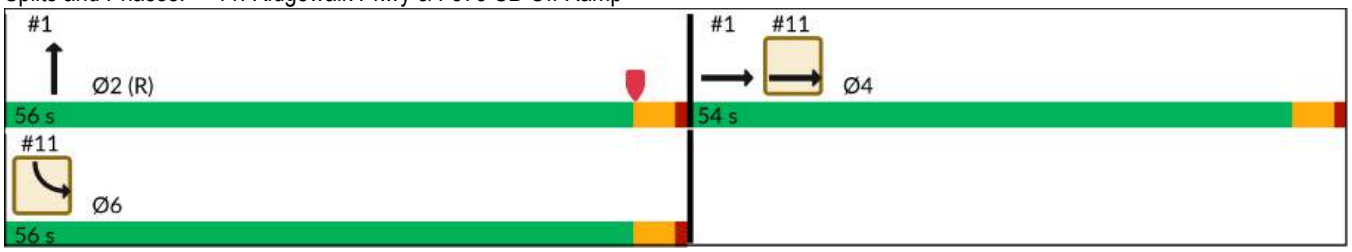
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø2
Lane Configurations							
Traffic Volume (vph)	0	145	0	0	238	0	
Future Volume (vph)	0	145	0	0	238	0	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	156	0	0	256	0	
Turn Type		NA			Prot		
Protected Phases		4			6		2
Permitted Phases							
Detector Phase		4			6		
Switch Phase							
Minimum Initial (s)		5.0			5.0		5.0
Minimum Split (s)		22.5			22.5		22.5
Total Split (s)		54.0			56.0		56.0
Total Split (%)		49.1%			50.9%		51%
Yellow Time (s)		3.5			3.5		3.5
All-Red Time (s)		1.0			1.0		1.0
Lost Time Adjust (s)		0.0			0.0		
Total Lost Time (s)		4.5			4.5		
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode		Min			None		C-Max
Act Effct Green (s)		10.2			90.8		
Actuated g/C Ratio		0.09			0.83		
v/c Ratio		0.47			0.08		
Control Delay (s/veh)		6.8			0.1		
Queue Delay		0.0			0.0		
Total Delay (s/veh)		6.8			0.1		
LOS		A			A		
Approach Delay (s/veh)		6.8			0.1		
Approach LOS		A			A		
Queue Length 50th (ft)		1			0		
Queue Length 95th (ft)		2			0		
Internal Link Dist (ft)		37	288		65		
Turn Bay Length (ft)							
Base Capacity (vph)		1608			3098		
Starvation Cap Reductn		38			0		
Spillback Cap Reductn		0			0		
Storage Cap Reductn		0			0		
Reduced v/c Ratio		0.10			0.08		

Intersection Summary
Cycle Length: 110
Actuated Cycle Length: 110
Offset: 56 (51%), Referenced to phase 2:NBT, Start of Yellow
Natural Cycle: 45
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.47

11: Ridgewalk Pkwy & I-575 SB Off Ramp

Intersection Signal Delay (s/veh): 2.6	Intersection LOS: A
Intersection Capacity Utilization 18.5%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 11: Ridgewalk Pkwy & I-575 SB Off Ramp

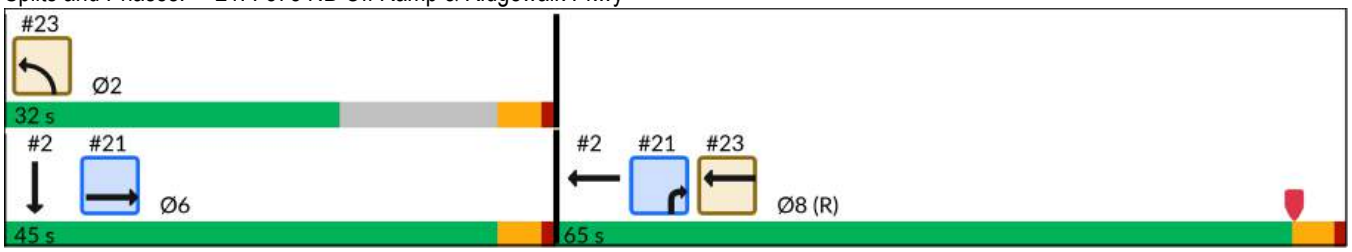


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø2
Lane Configurations							
Traffic Volume (vph)	309	0	0	0	0	538	
Future Volume (vph)	309	0	0	0	0	538	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	
Heavy Vehicles (%)	2%	0%	0%	0%	0%	5%	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	319	0	0	0	0	555	
Turn Type	NA					Prot	
Protected Phases	6					8	2
Permitted Phases							
Detector Phase	6					8	
Switch Phase							
Minimum Initial (s)	5.0					5.0	5.0
Minimum Split (s)	22.5					22.5	22.5
Total Split (s)	45.0					65.0	32.0
Total Split (%)	40.9%					59.1%	29%
Yellow Time (s)	3.5					3.5	3.5
All-Red Time (s)	1.0					1.0	1.0
Lost Time Adjust (s)	0.0					0.0	
Total Lost Time (s)	4.5					4.5	
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	Min					C-Max	None
Act Effct Green (s)	16.6					84.4	
Actuated g/C Ratio	0.15					0.77	
v/c Ratio	0.60					0.25	
Control Delay (s/veh)	5.8					0.4	
Queue Delay	0.0					0.0	
Total Delay (s/veh)	5.8					0.4	
LOS	A					A	
Approach Delay (s/veh)	5.8				0.4		
Approach LOS	A				A		
Queue Length 50th (ft)	1					0	
Queue Length 95th (ft)	1					7	
Internal Link Dist (ft)	10			6	46		
Turn Bay Length (ft)							
Base Capacity (vph)	1302					2222	
Starvation Cap Reductn	54					0	
Spillback Cap Reductn	0					0	
Storage Cap Reductn	0					0	
Reduced v/c Ratio	0.26					0.25	

Intersection Summary
Cycle Length: 110
Actuated Cycle Length: 110
Offset: 0 (0%), Referenced to phase 8:WBT, Start of Yellow, Master Intersection
Natural Cycle: 45
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.60

Intersection Signal Delay (s/veh): 2.4	Intersection LOS: A
Intersection Capacity Utilization 34.9%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 21: I-575 NB Off Ramp & Ridgewalk Pkwy



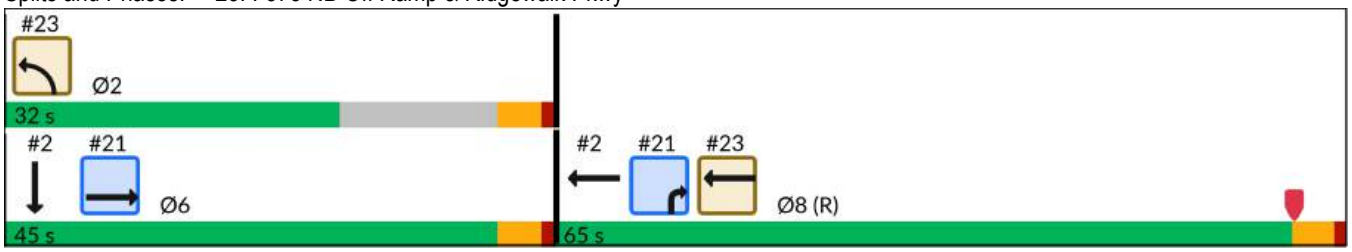


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø6
Lane Configurations							
Traffic Volume (vph)	0	0	0	608	32	0	
Future Volume (vph)	0	0	0	608	32	0	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	
Heavy Vehicles (%)	0%	0%	0%	4%	3%	0%	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	0	0	627	33	0	
Turn Type				NA	Prot		
Protected Phases				8	2		6
Permitted Phases							
Detector Phase				8	2		
Switch Phase							
Minimum Initial (s)				5.0	5.0		5.0
Minimum Split (s)				22.5	22.5		22.5
Total Split (s)				65.0	32.0		45.0
Total Split (%)				59.1%	29.1%		41%
Yellow Time (s)				3.5	3.5		3.5
All-Red Time (s)				1.0	1.0		1.0
Lost Time Adjust (s)				0.0	0.0		
Total Lost Time (s)				4.5	4.5		
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode				C-Max	None		Min
Act Effct Green (s)				84.4	16.6		
Actuated g/C Ratio				0.77	0.15		
v/c Ratio				0.24	0.07		
Control Delay (s/veh)				0.5	0.3		
Queue Delay				0.2	0.0		
Total Delay (s/veh)				0.8	0.3		
LOS				A	A		
Approach Delay (s/veh)				0.8	0.3		
Approach LOS				A	A		
Queue Length 50th (ft)				1	0		
Queue Length 95th (ft)				1	0		
Internal Link Dist (ft)	314			83	115		
Turn Bay Length (ft)							
Base Capacity (vph)				2663	801		
Starvation Cap Reductn				1249	0		
Spillback Cap Reductn				0	0		
Storage Cap Reductn				0	0		
Reduced v/c Ratio				0.44	0.04		

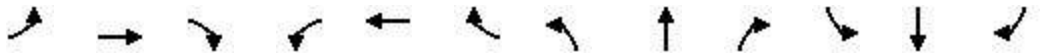
Intersection Summary
Cycle Length: 110
Actuated Cycle Length: 110
Offset: 0 (0%), Referenced to phase 8:WBT, Start of Yellow, Master Intersection
Natural Cycle: 45
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.60

Intersection Signal Delay (s/veh): 0.7	Intersection LOS: A
Intersection Capacity Utilization 33.4%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 23: I-575 NB Off Ramp & Ridgewalk Pkwy



1: I-575 SB Ramp & Ridgewalk Pkwy



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑						↑				
Traffic Volume (vph)	0	145	0	0	0	0	0	295	0	0	0	0
Future Volume (vph)	0	145	0	0	0	0	0	295	0	0	0	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	149	0	0	0	0	0	304	0	0	0	0
Turn Type		NA						NA				
Protected Phases		4						2				
Permitted Phases												
Detector Phase		4						2				
Switch Phase												
Minimum Initial (s)		5.0						5.0				
Minimum Split (s)		22.5						22.5				
Total Split (s)		39.0						91.0				
Total Split (%)		30.0%						70.0%				
Yellow Time (s)		3.5						3.5				
All-Red Time (s)		1.0						1.0				
Lost Time Adjust (s)		0.0						0.0				
Total Lost Time (s)		4.5						4.5				
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode		Min						C-Max				
Act Effct Green (s)		10.8						110.2				
Actuated g/C Ratio		0.08						0.85				
v/c Ratio		0.51						0.19				
Control Delay (s/veh)		62.7						1.2				
Queue Delay		0.0						0.0				
Total Delay (s/veh)		62.7						1.2				
LOS		E						A				
Approach Delay (s/veh)		62.7						1.2				
Approach LOS		E						A				
Queue Length 50th (ft)		65						18				
Queue Length 95th (ft)		100						31				
Internal Link Dist (ft)		44			37			19			57	
Turn Bay Length (ft)												
Base Capacity (vph)		939						1610				
Starvation Cap Reductn		0						0				
Spillback Cap Reductn		0						0				
Storage Cap Reductn		0						0				
Reduced v/c Ratio		0.16						0.19				

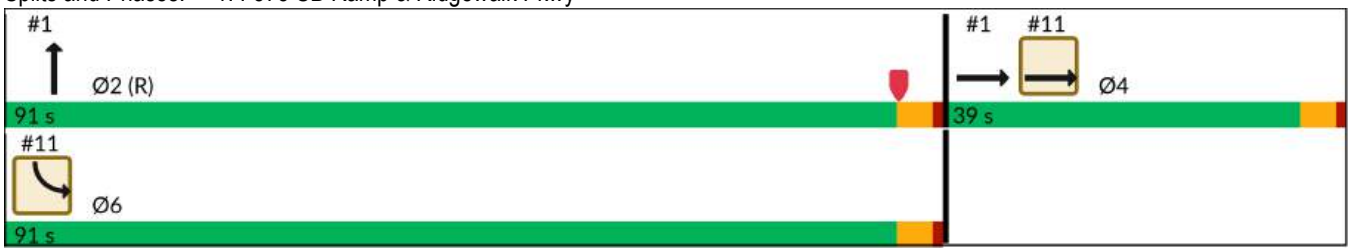
Intersection Summary
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 0 (0%), Referenced to phase 2:NBT, Start of Yellow
Natural Cycle: 45
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.51

Lane Group	Ø6
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	6
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	22.5
Total Split (s)	91.0
Total Split (%)	70%
Yellow Time (s)	3.5
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

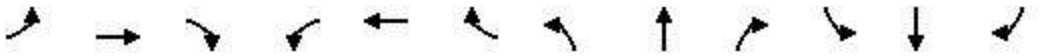
Intersection Summary

Intersection Signal Delay (s/veh): 21.4	Intersection LOS: C
Intersection Capacity Utilization 27.2%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 1: I-575 SB Ramp & Ridgewalk Pkwy



2: Ridgewalk Pkwy & I-575 NB Ramp



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	871	0	0	0	0	0	520	0
Future Volume (vph)	0	0	0	0	871	0	0	0	0	0	520	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	0%	3%	0%	0%	0%	0%	0%	1%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	907	0	0	0	0	0	542	0
Turn Type					NA						NA	
Protected Phases					8						6	
Permitted Phases												
Detector Phase					8						6	
Switch Phase												
Minimum Initial (s)					5.0						5.0	
Minimum Split (s)					22.5						22.5	
Total Split (s)					83.0						47.0	
Total Split (%)					63.8%						36.2%	
Yellow Time (s)					3.5						3.5	
All-Red Time (s)					1.0						1.0	
Lost Time Adjust (s)					0.0						0.0	
Total Lost Time (s)					4.5						4.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode					C-Max						Min	
Act Effct Green (s)					92.0						29.0	
Actuated g/C Ratio					0.71						0.22	
v/c Ratio					0.37						0.68	
Control Delay (s/veh)					4.9						37.8	
Queue Delay					0.0						0.0	
Total Delay (s/veh)					4.9						37.8	
LOS					A						D	
Approach Delay (s/veh)					4.9						37.8	
Approach LOS					A						D	
Queue Length 50th (ft)					53						162	
Queue Length 95th (ft)					78						188	
Internal Link Dist (ft)		83			6			10			115	
Turn Bay Length (ft)												
Base Capacity (vph)					2481						1168	
Starvation Cap Reductn					0						0	
Spillback Cap Reductn					0						0	
Storage Cap Reductn					0						0	
Reduced v/c Ratio					0.37						0.46	

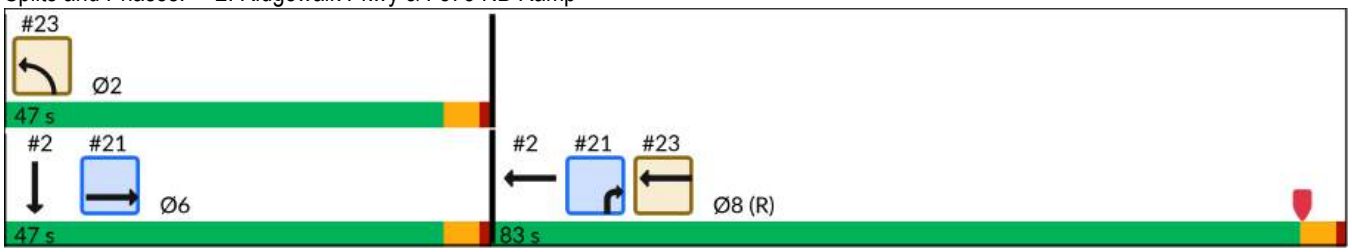
Intersection Summary
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 0 (0%), Referenced to phase 8:WBT, Start of Yellow, Master Intersection
Natural Cycle: 45
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.68

Lane Group	Ø2
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	2
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	22.5
Total Split (s)	47.0
Total Split (%)	36%
Yellow Time (s)	3.5
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

Intersection Signal Delay (s/veh): 17.2	Intersection LOS: B
Intersection Capacity Utilization 52.0%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 2: Ridgewalk Pkwy & I-575 NB Ramp



Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	3	71	997	316	84	1060	76	250	15	86	54	9
Future Volume (vph)	3	71	997	316	84	1060	76	250	15	86	54	9
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	8%	1%	0%	0%	1%	3%	0%	0%	1%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	76	1028	326	87	1171	0	258	104	0	56	9
Turn Type	D.P+P	D.P+P	NA	Perm	D.P+P	NA		Prot	NA		D.P+P	NA
Protected Phases	5	5	2		1	6		3	8		7	4
Permitted Phases	6	6		2	2						8	
Detector Phase	5	5	2	2	1	6		3	8		7	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	15.0	15.0	5.0	15.0		5.0	6.0		5.0	6.0
Minimum Split (s)	10.6	10.6	24.3	24.3	10.6	24.3		10.6	24.0		10.6	24.0
Total Split (s)	15.0	15.0	58.0	58.0	15.0	58.0		37.0	40.0		17.0	20.0
Total Split (%)	11.5%	11.5%	44.6%	44.6%	11.5%	44.6%		28.5%	30.8%		13.1%	15.4%
Yellow Time (s)	3.6	3.6	4.3	4.3	3.6	4.3		3.6	4.0		3.6	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)		5.6	6.3	6.3	5.6	6.3		5.6	6.0		5.6	6.0
Lead/Lag	Lead	Lead	Lead	Lead	Lag	Lag		Lead	Lag		Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes
Recall Mode	None	None	C-Max	C-Max	None	C-Max		None	None		None	None
Act Effct Green (s)		86.2	75.0	75.0	85.1	79.3		15.1	15.6		23.6	7.0
Actuated g/C Ratio		0.66	0.58	0.58	0.65	0.61		0.12	0.12		0.18	0.05
v/c Ratio		0.24	0.49	0.30	0.25	0.39		0.65	0.38		0.22	0.09
Control Delay (s/veh)		6.7	11.6	0.7	13.4	15.4		62.4	18.3		41.8	59.3
Queue Delay		0.0	0.4	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Delay (s/veh)		6.7	12.0	0.7	13.4	15.4		62.4	18.3		41.8	59.3
LOS		A	B	A	B	B		E	B		D	E
Approach Delay (s/veh)			9.1			15.2			49.7			17.9
Approach LOS			A			B			D			B
Queue Length 50th (ft)		12	166	0	15	101		108	12		39	7
Queue Length 95th (ft)		28	352	1	58	281		149	65		71	26
Internal Link Dist (ft)			390			716			229			522
Turn Bay Length (ft)		250		430	300			175			225	
Base Capacity (vph)		340	2114	1092	352	3023		828	486		283	201
Starvation Cap Reductn		0	519	0	0	0		0	0		0	0
Spillback Cap Reductn		0	0	0	0	0		0	0		0	0
Storage Cap Reductn		0	0	0	0	0		0	0		0	0
Reduced v/c Ratio		0.22	0.64	0.30	0.25	0.39		0.31	0.21		0.20	0.04

Intersection Summary
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 91 (70%), Referenced to phase 2:EBWB and 6:EBWB, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.65

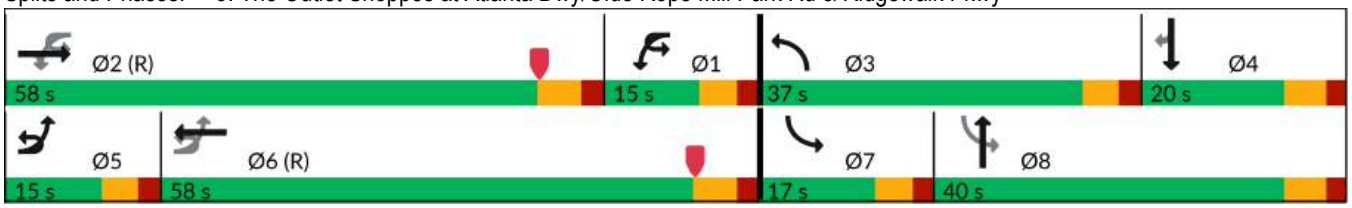


Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	139
Future Volume (vph)	139
Peak Hour Factor	0.97
Heavy Vehicles (%)	5%
Shared Lane Traffic (%)	
Lane Group Flow (vph)	143
Turn Type	Perm
Protected Phases	
Permitted Phases	4
Detector Phase	4
Switch Phase	
Minimum Initial (s)	6.0
Minimum Split (s)	24.0
Total Split (s)	20.0
Total Split (%)	15.4%
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	6.0
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Recall Mode	None
Act Effct Green (s)	7.0
Actuated g/C Ratio	0.05
v/c Ratio	0.49
Control Delay (s/veh)	6.0
Queue Delay	0.0
Total Delay (s/veh)	6.0
LOS	A
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	0
Queue Length 95th (ft)	0
Internal Link Dist (ft)	
Turn Bay Length (ft)	275
Base Capacity (vph)	361
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.40

Intersection Summary

Intersection Signal Delay (s/veh): 16.6 Intersection LOS: B
Intersection Capacity Utilization 61.7% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 3: The Outlet Shoppes at Atlanta Dwy/Olde Rope Mill Park Rd & Ridgewalk Pkwy



Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	1	8	1066	62	222	1135	3	80	5	300	9	6
Future Volume (vph)	1	8	1066	62	222	1135	3	80	5	300	9	6
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	14%	1%	0%	1%	1%	0%	4%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	9	1110	65	231	1185	0	83	318	0	0	28
Turn Type	Perm	Perm	NA	Perm	pm+pt	NA		Perm	NA		Perm	NA
Protected Phases			2		1	6			8			4
Permitted Phases	2	2		2	6			8			4	
Detector Phase	2	2	2	2	1	6		8	8		4	4
Switch Phase												
Minimum Initial (s)	15.0	15.0	15.0	15.0	4.9	15.0		6.0	6.0		6.0	6.0
Minimum Split (s)	24.3	24.3	24.3	24.3	10.5	24.3		26.6	26.6		29.6	29.6
Total Split (s)	78.0	78.0	78.0	78.0	17.0	95.0		35.0	35.0		35.0	35.0
Total Split (%)	60.0%	60.0%	60.0%	60.0%	13.1%	73.1%		26.9%	26.9%		26.9%	26.9%
Yellow Time (s)	4.3	4.3	4.3	4.3	3.6	4.3		3.6	3.6		3.6	3.6
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0
Total Lost Time (s)		6.3	6.3	6.3	5.6	6.3		5.6	5.6			5.6
Lead/Lag	Lag	Lag	Lag	Lag	Lead							
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes							
Recall Mode	C-Max	C-Max	C-Max	C-Max	None	C-Max		None	None		None	None
Act Effct Green (s)		86.8	86.8	86.8	103.1	102.4		15.7	15.7			15.7
Actuated g/C Ratio		0.67	0.67	0.67	0.79	0.79		0.12	0.12			0.12
v/c Ratio		0.03	0.45	0.06	0.56	0.42		0.51	0.83			0.37
Control Delay (s/veh)		4.0	6.2	0.5	18.2	4.2		62.5	36.1			44.7
Queue Delay		0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0
Total Delay (s/veh)		4.0	6.2	0.5	18.2	4.2		62.5	36.1			44.7
LOS		A	A	A	B	A		E	D			D
Approach Delay (s/veh)			5.9			6.5			41.6			44.7
Approach LOS			A			A			D			D
Queue Length 50th (ft)		1	42	1	36	119		69	87			12
Queue Length 95th (ft)		m4	413	5	m156	174		115	183			41
Internal Link Dist (ft)			716			1172			291			373
Turn Bay Length (ft)		110		120	110			225				
Base Capacity (vph)		276	2457	1132	433	2829		305	531			131
Starvation Cap Reductn		0	0	0	0	0		0	0			0
Spillback Cap Reductn		0	0	0	0	0		0	0			0
Storage Cap Reductn		0	0	0	0	0		0	0			0
Reduced v/c Ratio		0.03	0.45	0.06	0.53	0.42		0.27	0.60			0.21

Intersection Summary
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 119 (92%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.83



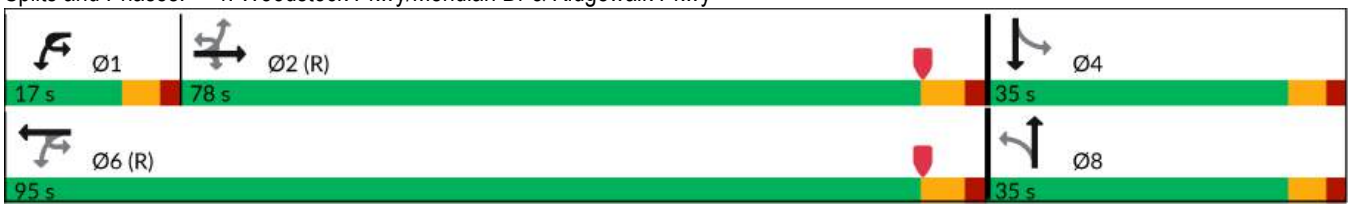
Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	12
Future Volume (vph)	12
Peak Hour Factor	0.96
Heavy Vehicles (%)	0%
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Turn Type	
Protected Phases	
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

Intersection Signal Delay (s/veh): 11.2	Intersection LOS: B
Intersection Capacity Utilization 78.0%	ICU Level of Service D
Analysis Period (min) 15	

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 4: Woodstock Pkwy/Meridian Dr & Ridgewalk Pkwy



5: Ridge Trail/Lincoln St & Ridgewalk Pkwy



Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	366	810	122	1	101	877	52	104	33	72	166	14
Future Volume (vph)	366	810	122	1	101	877	52	104	33	72	166	14
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	1%	1%	0%	0%	2%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	381	971	0	0	106	914	54	108	109	0	173	374
Turn Type	Prot	NA		D.P+P	D.P+P	NA	Perm	D.P+P	NA		Prot	NA
Protected Phases	1	6		5	5	2		3	8		7	4
Permitted Phases				6	6		2	4				
Detector Phase	1	6		5	5	2	2	3	8		7	4
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	5.0	15.0	15.0	5.0	6.0		5.0	6.0
Minimum Split (s)	10.6	26.3		10.6	10.6	37.3	37.3	10.6	29.6		10.6	31.6
Total Split (s)	25.0	69.0		15.0	15.0	59.0	59.0	20.0	29.0		17.0	26.0
Total Split (%)	19.2%	53.1%		11.5%	11.5%	45.4%	45.4%	15.4%	22.3%		13.1%	20.0%
Yellow Time (s)	3.6	4.3		3.6	3.6	4.3	4.3	3.6	3.6		3.6	3.6
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.6	6.3			5.6	6.3	6.3	5.6	5.6		5.6	5.6
Lead/Lag	Lead	Lag		Lead	Lead	Lag	Lag	Lag	Lag		Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes
Recall Mode	None	C-Max		None	None	C-Max	C-Max	None	None		None	None
Act Effct Green (s)	18.9	75.2			84.0	64.4	64.4	23.6	13.0		10.6	13.0
Actuated g/C Ratio	0.15	0.58			0.65	0.50	0.50	0.18	0.10		0.08	0.10
v/c Ratio	0.77	0.49			0.28	0.51	0.06	0.52	0.45		0.60	0.85
Control Delay (s/veh)	73.6	11.1			9.8	22.6	0.1	56.3	25.3		66.4	30.6
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay (s/veh)	73.6	11.1			9.8	22.6	0.1	56.3	25.3		66.4	30.6
LOS	E	B			A	C	A	E	C		E	C
Approach Delay (s/veh)		28.7				20.2			40.7			41.9
Approach LOS		C				C			D			D
Queue Length 50th (ft)	167	107			22	198	0	76	28		73	57
Queue Length 95th (ft)	227	213			m57	395	m0	116	79		111	170
Internal Link Dist (ft)		1172				898			403			204
Turn Bay Length (ft)	320				150		130	160			150	
Base Capacity (vph)	525	1973			400	1788	921	263	373		313	515
Starvation Cap Reductn	0	0			0	0	0	0	0		0	0
Spillback Cap Reductn	0	0			0	0	0	0	0		0	0
Storage Cap Reductn	0	0			0	0	0	0	0		0	0
Reduced v/c Ratio	0.73	0.49			0.27	0.51	0.06	0.41	0.29		0.55	0.73

Intersection Summary
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 105 (81%), Referenced to phase 2:WBT and 6:EBWB, Start of Yellow
Natural Cycle: 95
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.85



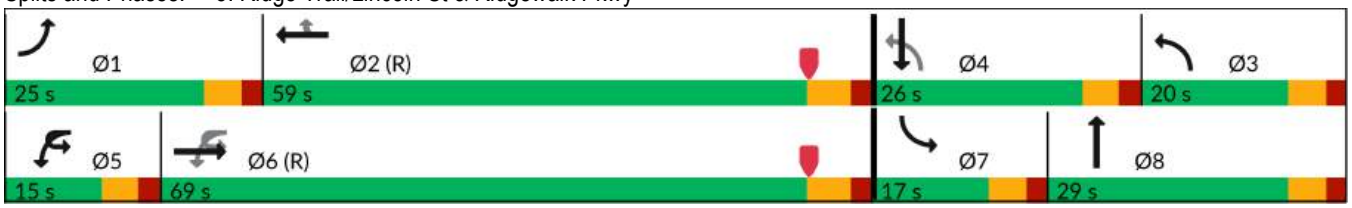
Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	345
Future Volume (vph)	345
Peak Hour Factor	0.96
Heavy Vehicles (%)	0%
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Turn Type	
Protected Phases	
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

Intersection Signal Delay (s/veh): 28.9	Intersection LOS: C
Intersection Capacity Utilization 81.8%	ICU Level of Service D
Analysis Period (min) 15	

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 5: Ridge Trail/Lincoln St & Ridgewalk Pkwy



Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑	↱		↱
Traffic Vol, veh/h	0	1096	952	164	0	142
Future Vol, veh/h	0	1096	952	164	0	142
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Free	-	Yield
Storage Length	-	-	-	140	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	-3	4	-	-5	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	1	1	2	0	2
Mvmt Flow	0	1142	992	171	0	148

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	496
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.44
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	0	0	557
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	557
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	13.79
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	557
HCM Lane V/C Ratio	-	-	0.266
HCM Ctrl Dly (s/v)	-	-	13.8
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	1.1

Intersection	
Int Delay, s/veh	1.2

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	11	73	1014	2	2	1077	25	0	0	2	25	0	25
Future Vol, veh/h	11	73	1014	2	2	1077	25	0	0	2	25	0	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	200	-	-	105	-	150	-	-	0	-	-	-
Veh in Median Storage, #	-	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	-	-7	-	-	7	-	-	-10	-	-	0	-
Peak Hour Factor	94	92	94	94	94	94	92	94	92	94	92	92	92
Heavy Vehicles, %	0	2	1	0	0	2	2	0	2	0	2	2	2
Mvmt Flow	12	79	1079	2	2	1146	27	0	0	2	27	0	27

Major/Minor	Major1				Major2			Minor1			Minor2		
Conflicting Flow All	1146	1173	0	0	1081	0	0	1839	2439	540	1871	2413	573
Stage 1	-	-	-	-	-	-	-	1262	1262	-	1150	1150	-
Stage 2	-	-	-	-	-	-	-	577	1177	-	721	1263	-
Critical Hdwy	6.4	4.14	-	-	4.1	-	-	5.5	4.54	5.9	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	4.5	3.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	4.5	3.54	-	6.54	5.54	-
Follow-up Hdwy	2.5	2.22	-	-	2.2	-	-	3.5	4.02	3.3	3.52	4.02	3.32
Pot Cap-1 Maneuver	272	591	-	-	653	-	-	133	120	571	44	32	463
Stage 1	-	-	-	-	-	-	-	369	483	-	211	271	-
Stage 2	-	-	-	-	-	-	-	653	506	-	384	239	-
Platoon blocked, %			-	-		-	-						
Mov Cap-1 Maneuver	506	506	-	-	653	-	-	102	98	571	36	26	463
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	217	229	-	130	115	-
Stage 1	-	-	-	-	-	-	-	302	396	-	210	270	-
Stage 2	-	-	-	-	-	-	-	613	504	-	314	196	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	1.06	0.02	11.33	29.04
HCM LOS			B	D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	571	506	-	-	653	-	-	203
HCM Lane V/C Ratio	-	0.004	0.18	-	-	0.003	-	-	0.267
HCM Ctrl Dly (s/v)	0	11.3	13.7	-	-	10.5	-	-	29
HCM Lane LOS	A	B	B	-	-	B	-	-	D
HCM 95th %tile Q(veh)	-	0	0.6	-	-	0	-	-	1



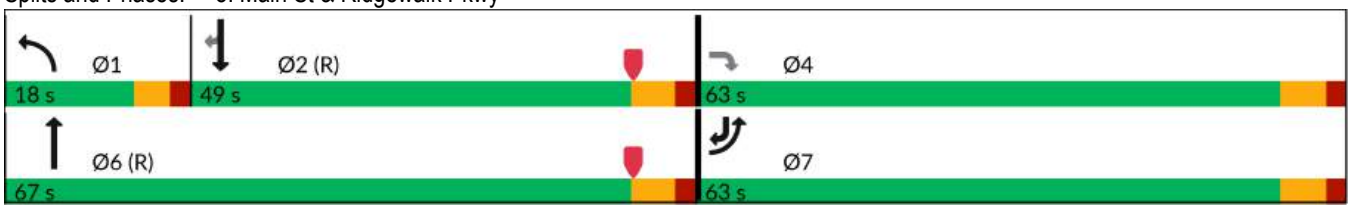
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	782	222	248	426	349	865
Future Volume (vph)	782	222	248	426	349	865
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	0%	1%	2%	2%	2%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	815	231	258	444	364	901
Turn Type	Prot	Perm	Prot	NA	NA	pm+ov
Protected Phases	7		1	6	2	7
Permitted Phases		4				2
Detector Phase	7	4	1	6	2	7
Switch Phase						
Minimum Initial (s)	8.0	8.0	5.0	15.0	15.0	8.0
Minimum Split (s)	24.3	26.3	10.5	24.3	24.3	24.3
Total Split (s)	63.0	63.0	18.0	67.0	49.0	63.0
Total Split (%)	48.5%	48.5%	13.8%	51.5%	37.7%	48.5%
Yellow Time (s)	4.3	4.3	3.5	4.3	4.3	4.3
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.3	6.3	5.5	6.3	6.3	6.3
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None	None	None	C-Max	C-Max	None
Act Effct Green (s)	43.7	43.7	14.1	73.7	54.1	104.1
Actuated g/C Ratio	0.34	0.34	0.11	0.57	0.42	0.80
v/c Ratio	0.69	0.33	0.70	0.43	0.47	0.70
Control Delay (s/veh)	31.3	3.4	66.7	19.6	32.4	9.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	31.3	3.4	66.7	19.6	32.4	9.4
LOS	C	A	E	B	C	A
Approach Delay (s/veh)	25.2			36.9	16.1	
Approach LOS	C			D	B	
Queue Length 50th (ft)	226	9	109	201	222	301
Queue Length 95th (ft)	252	16	#176	364	366	380
Internal Link Dist (ft)	782			578	714	
Turn Bay Length (ft)	365		270			
Base Capacity (vph)	1527	841	373	1034	779	1433
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.53	0.27	0.69	0.43	0.47	0.63

Intersection Summary
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 82 (63%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.70

Intersection Signal Delay (s/veh): 24.1	Intersection LOS: C
Intersection Capacity Utilization 70.5%	ICU Level of Service C
Analysis Period (min) 15	

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 8: Main St & Ridgewalk Pkwy



Intersection	
Int Delay, s/veh	6.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	69	15	0	0	116	23	14	0	24	0
Future Vol, veh/h	0	0	69	15	0	0	116	23	14	0	24	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	5	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	75	16	0	0	126	25	15	0	26	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	303	318	26	311	311	33	26	0	0	40	0	0
Stage 1	26	26	-	285	285	-	-	-	-	-	-	-
Stage 2	277	292	-	26	26	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	649	598	1050	642	604	1041	1588	-	-	1569	-	-
Stage 1	991	873	-	722	676	-	-	-	-	-	-	-
Stage 2	729	671	-	991	873	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	596	549	1050	547	555	1041	1588	-	-	1569	-	-
Mov Cap-2 Maneuver	596	549	-	547	555	-	-	-	-	-	-	-
Stage 1	991	873	-	664	621	-	-	-	-	-	-	-
Stage 2	670	616	-	921	873	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	8.69	11.78	5.66	0
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1269	-	-	1050	547	1569	-	-
HCM Lane V/C Ratio	0.079	-	-	0.071	0.03	-	-	-
HCM Ctrl Dly (s/v)	7.5	0	-	8.7	11.8	0	-	-
HCM Lane LOS	A	A	-	A	B	A	-	-
HCM 95th %tile Q(veh)	0.3	-	-	0.2	0.1	0	-	-

Intersection	
Int Delay, s/veh	1.2

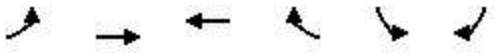
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	34	0	153	5	0	108
Future Vol, veh/h	34	0	153	5	0	108
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	5	-	-	-5
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	37	0	166	5	0	117

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	286	169	0	0	172	0
Stage 1	169	-	-	-	-	-
Stage 2	117	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	704	875	-	-	1405	-
Stage 1	861	-	-	-	-	-
Stage 2	908	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	704	875	-	-	1405	-
Mov Cap-2 Maneuver	704	-	-	-	-	-
Stage 1	861	-	-	-	-	-
Stage 2	908	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	10.4	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	704	1405	-
HCM Lane V/C Ratio	-	-	0.052	-	-
HCM Ctrl Dly (s/v)	-	-	10.4	0	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.2	0	-

11: Ridgewalk Pkwy & I-575 SB Off Ramp

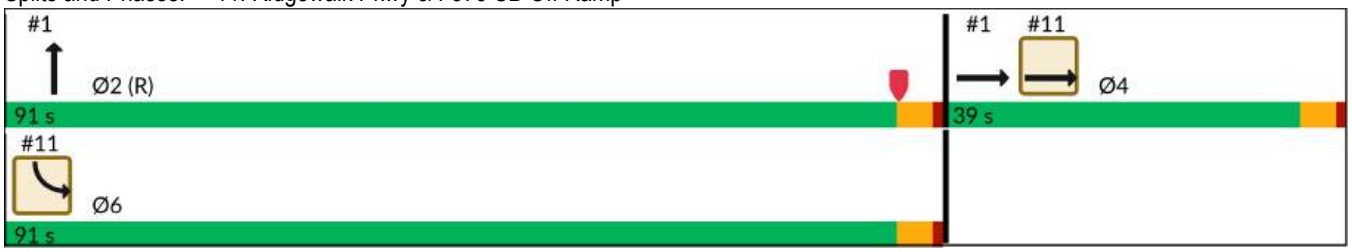


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø2
Lane Configurations							
Traffic Volume (vph)	0	145	0	0	441	0	
Future Volume (vph)	0	145	0	0	441	0	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	
Heavy Vehicles (%)	0%	2%	0%	0%	1%	0%	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	149	0	0	455	0	
Turn Type		NA			Prot		
Protected Phases		4			6		2
Permitted Phases							
Detector Phase		4			6		
Switch Phase							
Minimum Initial (s)		5.0			5.0		5.0
Minimum Split (s)		22.5			22.5		22.5
Total Split (s)		39.0			91.0		91.0
Total Split (%)		30.0%			70.0%		70%
Yellow Time (s)		3.5			3.5		3.5
All-Red Time (s)		1.0			1.0		1.0
Lost Time Adjust (s)		0.0			0.0		
Total Lost Time (s)		4.5			4.5		
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode		Min			None		C-Max
Act Effct Green (s)		10.8			110.2		
Actuated g/C Ratio		0.08			0.85		
v/c Ratio		0.51			0.15		
Control Delay (s/veh)		8.2			0.1		
Queue Delay		0.0			0.0		
Total Delay (s/veh)		8.2			0.1		
LOS		A			A		
Approach Delay (s/veh)		8.2			0.1		
Approach LOS		A			A		
Queue Length 50th (ft)		1			0		
Queue Length 95th (ft)		2			0		
Internal Link Dist (ft)		37	288		65		
Turn Bay Length (ft)							
Base Capacity (vph)		939			3095		
Starvation Cap Reductn		20			0		
Spillback Cap Reductn		0			0		
Storage Cap Reductn		0			0		
Reduced v/c Ratio		0.16			0.15		

Intersection Summary
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 0 (0%), Referenced to phase 2:NBT, Start of Yellow
Natural Cycle: 45
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.51

Intersection Signal Delay (s/veh): 2.1	Intersection LOS: A
Intersection Capacity Utilization 24.2%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 11: Ridgewalk Pkwy & I-575 SB Off Ramp



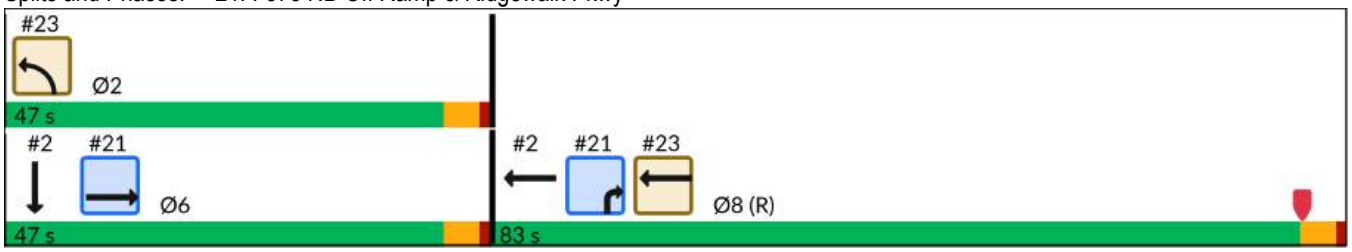


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø2
Lane Configurations							
Traffic Volume (vph)	520	0	0	0	0	866	
Future Volume (vph)	520	0	0	0	0	866	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	
Heavy Vehicles (%)	1%	0%	0%	0%	0%	1%	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	542	0	0	0	0	902	
Turn Type	NA					Prot	
Protected Phases	6					8	2
Permitted Phases							
Detector Phase	6					8	
Switch Phase							
Minimum Initial (s)	5.0					5.0	5.0
Minimum Split (s)	22.5					22.5	22.5
Total Split (s)	47.0					83.0	47.0
Total Split (%)	36.2%					63.8%	36%
Yellow Time (s)	3.5					3.5	3.5
All-Red Time (s)	1.0					1.0	1.0
Lost Time Adjust (s)	0.0					0.0	
Total Lost Time (s)	4.5					4.5	
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	Min					C-Max	None
Act Effct Green (s)	29.0					92.0	
Actuated g/C Ratio	0.22					0.71	
v/c Ratio	0.68					0.44	
Control Delay (s/veh)	5.3					7.1	
Queue Delay	0.0					0.0	
Total Delay (s/veh)	5.3					7.1	
LOS	A					A	
Approach Delay (s/veh)	5.3				7.1		
Approach LOS	A				A		
Queue Length 50th (ft)	2					119	
Queue Length 95th (ft)	3					202	
Internal Link Dist (ft)	10			6	46		
Turn Bay Length (ft)							
Base Capacity (vph)	1168					2055	
Starvation Cap Reductn	27					0	
Spillback Cap Reductn	0					0	
Storage Cap Reductn	0					0	
Reduced v/c Ratio	0.48					0.44	

Intersection Summary
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 0 (0%), Referenced to phase 8:WBT, Start of Yellow, Master Intersection
Natural Cycle: 45
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.68

Intersection Signal Delay (s/veh): 6.4	Intersection LOS: A
Intersection Capacity Utilization 52.2%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 21: I-575 NB Off Ramp & Ridgewalk Pkwy



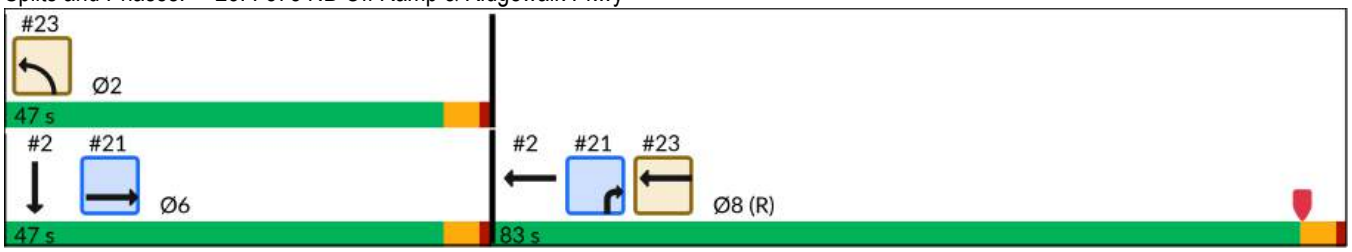


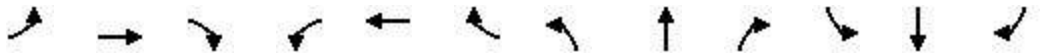
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø6
Lane Configurations							
Traffic Volume (vph)	0	0	0	871	165	0	
Future Volume (vph)	0	0	0	871	165	0	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	
Heavy Vehicles (%)	0%	0%	0%	3%	0%	0%	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	0	0	907	172	0	
Turn Type				NA	Prot		
Protected Phases				8	2		6
Permitted Phases							
Detector Phase				8	2		
Switch Phase							
Minimum Initial (s)				5.0	5.0		5.0
Minimum Split (s)				22.5	22.5		22.5
Total Split (s)				83.0	47.0		47.0
Total Split (%)				63.8%	36.2%		36%
Yellow Time (s)				3.5	3.5		3.5
All-Red Time (s)				1.0	1.0		1.0
Lost Time Adjust (s)				0.0	0.0		
Total Lost Time (s)				4.5	4.5		
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode				C-Max	None		Min
Act Effct Green (s)				92.0	29.0		
Actuated g/C Ratio				0.71	0.22		
v/c Ratio				0.37	0.33		
Control Delay (s/veh)				2.6	9.7		
Queue Delay				0.1	0.0		
Total Delay (s/veh)				2.8	9.7		
LOS				A	A		
Approach Delay (s/veh)				2.8	9.7		
Approach LOS				A	A		
Queue Length 50th (ft)				25	14		
Queue Length 95th (ft)				21	68		
Internal Link Dist (ft)	314			83	115		
Turn Bay Length (ft)							
Base Capacity (vph)				2481	691		
Starvation Cap Reductn				556	0		
Spillback Cap Reductn				0	0		
Storage Cap Reductn				0	0		
Reduced v/c Ratio				0.47	0.25		

Intersection Summary
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 0 (0%), Referenced to phase 8:WBT, Start of Yellow, Master Intersection
Natural Cycle: 45
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.68

Intersection Signal Delay (s/veh): 3.9	Intersection LOS: A
Intersection Capacity Utilization 40.7%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 23: I-575 NB Off Ramp & Ridgewalk Pkwy





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑						↑				
Traffic Volume (vph)	0	128	0	0	0	0	0	238	0	0	0	0
Future Volume (vph)	0	128	0	0	0	0	0	238	0	0	0	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	131	0	0	0	0	0	243	0	0	0	0
Turn Type		NA						NA				
Protected Phases		4						2				
Permitted Phases												
Detector Phase		4						2				
Switch Phase												
Minimum Initial (s)		5.0						5.0				
Minimum Split (s)		22.5						22.5				
Total Split (s)		39.0						81.0				
Total Split (%)		32.5%						67.5%				
Yellow Time (s)		3.5						3.5				
All-Red Time (s)		1.0						1.0				
Lost Time Adjust (s)		0.0						0.0				
Total Lost Time (s)		4.5						4.5				
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode		Min						C-Max				
Act Effct Green (s)		9.7						101.3				
Actuated g/C Ratio		0.08						0.84				
v/c Ratio		0.45						0.15				
Control Delay (s/veh)		57.1						2.5				
Queue Delay		0.0						0.0				
Total Delay (s/veh)		57.1						2.5				
LOS		E						A				
Approach Delay (s/veh)		57.1						2.5				
Approach LOS		E						A				
Queue Length 50th (ft)		52						24				
Queue Length 95th (ft)		83						59				
Internal Link Dist (ft)		44			37			19			57	
Turn Bay Length (ft)												
Base Capacity (vph)		1037						1603				
Starvation Cap Reductn		0						0				
Spillback Cap Reductn		0						0				
Storage Cap Reductn		0						0				
Reduced v/c Ratio		0.13						0.15				

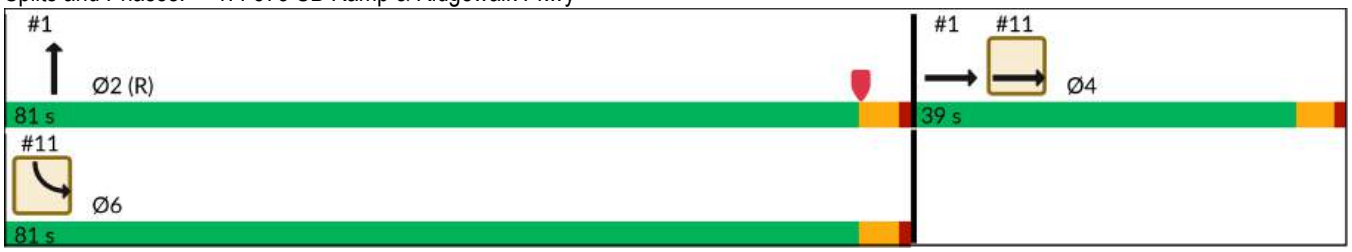
Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBT, Start of Yellow
Natural Cycle: 45
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.45

Lane Group	Ø6
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	6
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	22.5
Total Split (s)	81.0
Total Split (%)	68%
Yellow Time (s)	3.5
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

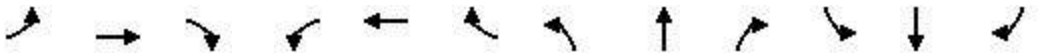
Intersection Summary

Intersection Signal Delay (s/veh): 21.6
Intersection LOS: C
Intersection Capacity Utilization 24.2%
ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 1: I-575 SB Ramp & Ridgewalk Pkwy



2: Ridgewalk Pkwy & I-575 NB Ramp



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	1027	0	0	0	0	0	525	0
Future Volume (vph)	0	0	0	0	1027	0	0	0	0	0	525	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	1059	0	0	0	0	0	541	0
Turn Type					NA						NA	
Protected Phases					8						6	
Permitted Phases												
Detector Phase					8						6	
Switch Phase												
Minimum Initial (s)					5.0						5.0	
Minimum Split (s)					22.5						22.5	
Total Split (s)					83.0						37.0	
Total Split (%)					69.2%						30.8%	
Yellow Time (s)					3.5						3.5	
All-Red Time (s)					1.0						1.0	
Lost Time Adjust (s)					0.0						0.0	
Total Lost Time (s)					4.5						4.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode					C-Max						Min	
Act Effct Green (s)					84.3						26.7	
Actuated g/C Ratio					0.70						0.22	
v/c Ratio					0.42						0.68	
Control Delay (s/veh)					7.6						36.4	
Queue Delay					0.0						0.0	
Total Delay (s/veh)					7.6						36.4	
LOS					A						D	
Approach Delay (s/veh)					7.6						36.4	
Approach LOS					A						D	
Queue Length 50th (ft)					126						153	
Queue Length 95th (ft)					168						185	
Internal Link Dist (ft)		83			6			10			115	
Turn Bay Length (ft)												
Base Capacity (vph)					2537						967	
Starvation Cap Reductn					0						0	
Spillback Cap Reductn					0						0	
Storage Cap Reductn					0						0	
Reduced v/c Ratio					0.42						0.56	

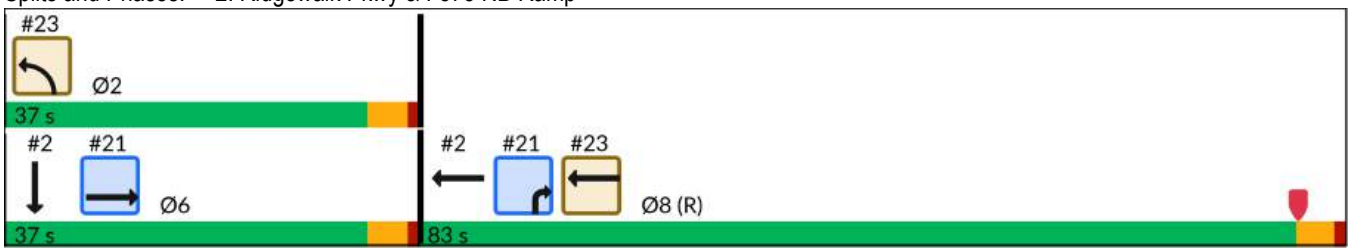
Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 8:WBT, Start of Yellow, Master Intersection
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.68

Lane Group	Ø2
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	2
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	22.5
Total Split (s)	37.0
Total Split (%)	31%
Yellow Time (s)	3.5
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

Intersection Signal Delay (s/veh): 17.3	Intersection LOS: B
Intersection Capacity Utilization 51.7%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 2: Ridgewalk Pkwy & I-575 NB Ramp





Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	86	881	730	2	102	990	97	483	30	114	74	18
Future Volume (vph)	86	881	730	2	102	990	97	483	30	114	74	18
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	0%	0%	1%	1%	0%	0%	0%	2%	3%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	89	908	753	0	107	1121	0	498	149	0	76	19
Turn Type	D.P+P	NA	Perm	D.P+P	D.P+P	NA		Prot	NA		D.P+P	NA
Protected Phases	5	2		1	1	6		3	8		7	4
Permitted Phases	6		2	2	2						8	
Detector Phase	5	2	2	1	1	6		3	8		7	4
Switch Phase												
Minimum Initial (s)	5.0	15.0	15.0	5.0	5.0	15.0		5.0	6.0		5.0	6.0
Minimum Split (s)	10.6	24.3	24.3	10.6	10.6	24.3		10.6	24.0		10.6	24.0
Total Split (s)	16.0	56.0	56.0	18.0	18.0	58.0		30.0	32.0		14.0	16.0
Total Split (%)	13.3%	46.7%	46.7%	15.0%	15.0%	48.3%		25.0%	26.7%		11.7%	13.3%
Yellow Time (s)	3.6	4.3	4.3	3.6	3.6	4.3		3.6	4.0		3.6	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)	5.6	6.3	6.3		5.6	6.3		5.6	6.0		5.6	6.0
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead		Lead	Lag		Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes
Recall Mode	None	C-Max	C-Max	None	None	C-Max		None	None		None	None
Act Effct Green (s)	68.5	59.2	59.2		68.5	57.4		21.8	23.2		30.2	6.9
Actuated g/C Ratio	0.57	0.49	0.49		0.57	0.48		0.18	0.19		0.25	0.06
v/c Ratio	0.27	0.50	0.63		0.32	0.47		0.80	0.37		0.24	0.18
Control Delay (s/veh)	16.0	22.0	6.5		8.8	16.1		57.3	14.3		32.7	57.1
Queue Delay	0.0	0.2	0.1		0.0	0.0		0.0	0.0		0.0	0.0
Total Delay (s/veh)	16.0	22.2	6.6		8.8	16.1		57.3	14.3		32.7	57.1
LOS	B	C	A		A	B		E	B		C	E
Approach Delay (s/veh)		15.2				15.4			47.4			17.6
Approach LOS		B				B			D			B
Queue Length 50th (ft)	29	224	80		41	179		190	21		45	14
Queue Length 95th (ft)	m54	315	162		31	182		246	78		81	39
Internal Link Dist (ft)		390				716			229			522
Turn Bay Length (ft)	250		430		300			175			225	
Base Capacity (vph)	334	1806	1197		387	2375		697	449		314	156
Starvation Cap Reductn	0	292	36		0	0		0	0		0	0
Spillback Cap Reductn	0	0	0		0	0		0	0		0	0
Storage Cap Reductn	0	0	0		0	0		0	0		0	0
Reduced v/c Ratio	0.27	0.60	0.65		0.28	0.47		0.71	0.33		0.24	0.12

Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 21 (18%), Referenced to phase 2:EBWB and 6:EBWB, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.80



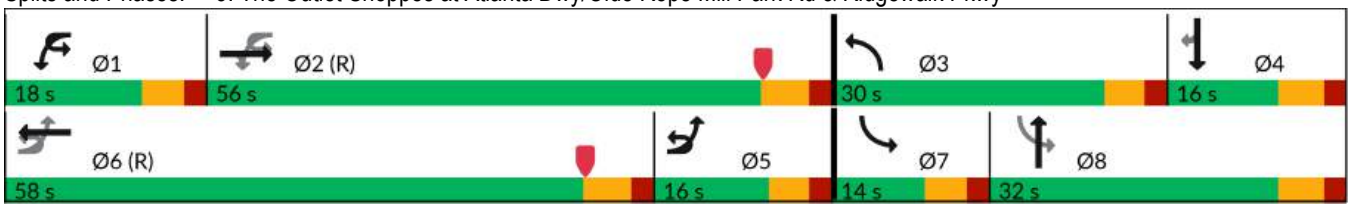
Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	145
Future Volume (vph)	145
Peak Hour Factor	0.97
Heavy Vehicles (%)	0%
Shared Lane Traffic (%)	
Lane Group Flow (vph)	149
Turn Type	Perm
Protected Phases	
Permitted Phases	4
Detector Phase	4
Switch Phase	
Minimum Initial (s)	6.0
Minimum Split (s)	24.0
Total Split (s)	16.0
Total Split (%)	13.3%
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	6.0
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Recall Mode	None
Act Effct Green (s)	6.9
Actuated g/C Ratio	0.06
v/c Ratio	0.47
Control Delay (s/veh)	4.9
Queue Delay	0.0
Total Delay (s/veh)	4.9
LOS	A
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	0
Queue Length 95th (ft)	0
Internal Link Dist (ft)	
Turn Bay Length (ft)	275
Base Capacity (vph)	352
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.42

Intersection Summary

Intersection Signal Delay (s/veh): 20.8	Intersection LOS: C
Intersection Capacity Utilization 70.9%	ICU Level of Service C
Analysis Period (min) 15	

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: The Outlet Shoppes at Atlanta Dwy/Olde Rope Mill Park Rd & Ridgewalk Pkwy



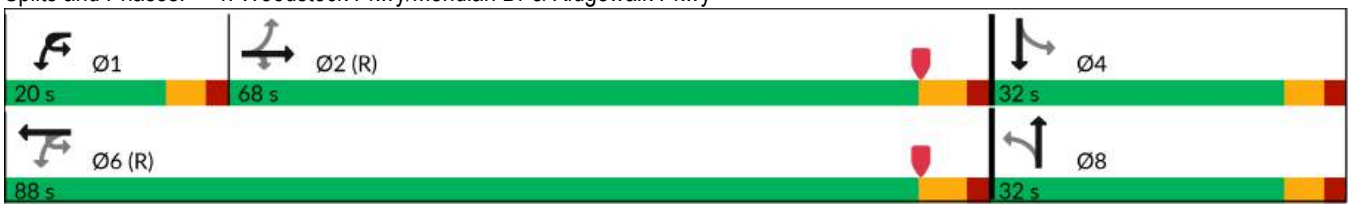
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	987	82	255	1075	15	110	4	294	3	8	10
Future Volume (vph)	5	987	82	255	1075	15	110	4	294	3	8	10
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	1%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	5	1018	85	263	1123	0	113	307	0	0	21	0
Turn Type	Perm	NA	Perm	pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		2		1	6			8			4	
Permitted Phases	2		2	6			8			4		
Detector Phase	2	2	2	1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	15.0	15.0	15.0	4.9	15.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	24.3	24.3	24.3	10.5	24.3		26.6	26.6		29.6	29.6	
Total Split (s)	68.0	68.0	68.0	20.0	88.0		32.0	32.0		32.0	32.0	
Total Split (%)	56.7%	56.7%	56.7%	16.7%	73.3%		26.7%	26.7%		26.7%	26.7%	
Yellow Time (s)	4.3	4.3	4.3	3.6	4.3		3.6	3.6		3.6	3.6	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Total Lost Time (s)	6.3	6.3	6.3	5.6	6.3		5.6	5.6			5.6	
Lead/Lag	Lag	Lag	Lag	Lead								
Lead-Lag Optimize?	Yes	Yes	Yes	Yes								
Recall Mode	C-Max	C-Max	C-Max	None	C-Max		None	None		None	None	
Act Effct Green (s)	76.3	76.3	76.3	93.3	92.6		15.5	15.5			15.5	
Actuated g/C Ratio	0.64	0.64	0.64	0.78	0.77		0.13	0.13			0.13	
v/c Ratio	0.02	0.43	0.08	0.58	0.41		0.62	0.69			0.18	
Control Delay (s/veh)	3.6	4.0	0.3	17.8	9.7		63.4	16.9			32.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Total Delay (s/veh)	3.6	4.0	0.3	17.8	9.7		63.4	16.9			32.3	
LOS	A	A	A	B	A		E	B			C	
Approach Delay (s/veh)		3.7			11.2			29.4			32.3	
Approach LOS		A			B			C			C	
Queue Length 50th (ft)	0	30	1	89	130		85	26			8	
Queue Length 95th (ft)	m0	268	1	m197	394		137	111			31	
Internal Link Dist (ft)		716			1172			291			373	
Turn Bay Length (ft)	110		120	110			225					
Base Capacity (vph)	316	2341	1084	497	2766		308	566			187	
Starvation Cap Reductn	0	0	0	0	0		0	0			0	
Spillback Cap Reductn	0	0	0	0	0		0	0			0	
Storage Cap Reductn	0	0	0	0	0		0	0			0	
Reduced v/c Ratio	0.02	0.43	0.08	0.53	0.41		0.37	0.54			0.11	

Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 67 (56%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 75
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.69

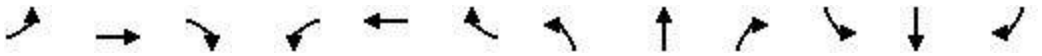
Intersection Signal Delay (s/veh): 11.1	Intersection LOS: B
Intersection Capacity Utilization 76.3%	ICU Level of Service D
Analysis Period (min) 15	

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 4: Woodstock Pkwy/Meridian Dr & Ridgewalk Pkwy



5: Ridge Trail/Lincoln St & Ridgewalk Pkwy



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	474	670	100	76	821	79	125	19	47	175	22	374
Future Volume (vph)	474	670	100	76	821	79	125	19	47	175	22	374
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles (%)	0%	1%	0%	0%	0%	0%	1%	0%	0%	1%	0%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	479	778	0	77	829	80	126	66	0	177	400	0
Turn Type	Prot	NA		D.P+P	NA	Perm	D.P+P	NA		Prot	NA	
Protected Phases	1	6		5	2		3	8		7	4	
Permitted Phases				6		2	4					
Detector Phase	1	6		5	2	2	3	8		7	4	
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	15.0	15.0	5.0	6.0		5.0	6.0	
Minimum Split (s)	10.6	26.3		10.6	37.3	37.3	10.6	29.6		10.6	31.6	
Total Split (s)	34.0	64.0		18.0	48.0	48.0	20.0	18.0		20.0	18.0	
Total Split (%)	28.3%	53.3%		15.0%	40.0%	40.0%	16.7%	15.0%		16.7%	15.0%	
Yellow Time (s)	3.6	4.3		3.6	4.3	4.3	3.6	3.6		3.6	3.6	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.6	6.3		5.6	6.3	6.3	5.6	5.6		5.6	5.6	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lag	Lag		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max		None	C-Max	C-Max	None	None		None	None	
Act Effct Green (s)	22.1	72.3		79.1	55.2	55.2	19.6	8.7		13.3	9.1	
Actuated g/C Ratio	0.18	0.60		0.66	0.46	0.46	0.16	0.07		0.11	0.08	
v/c Ratio	0.77	0.38		0.16	0.49	0.09	0.56	0.39		0.45	0.85	
Control Delay (s/veh)	75.5	5.7		6.3	21.0	0.4	54.4	27.8		54.3	23.8	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	75.5	5.7		6.3	21.0	0.4	54.4	27.8		54.3	23.8	
LOS	E	A		A	C	A	D	C		D	C	
Approach Delay (s/veh)		32.3			18.2			45.3			33.2	
Approach LOS		C			B			D			C	
Queue Length 50th (ft)	190	50		13	227	0	85	14		69	16	
Queue Length 95th (ft)	254	78		m30	324	m5	131	58		103	#149	
Internal Link Dist (ft)		1172			898			403			204	
Turn Bay Length (ft)	320			150		130	160			150		
Base Capacity (vph)	803	2060		547	1693	852	282	221		446	509	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.60	0.38		0.14	0.49	0.09	0.45	0.30		0.40	0.79	

Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 78 (65%), Referenced to phase 2:WBT and 6:EBWB, Start of Yellow
Natural Cycle: 95
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.85

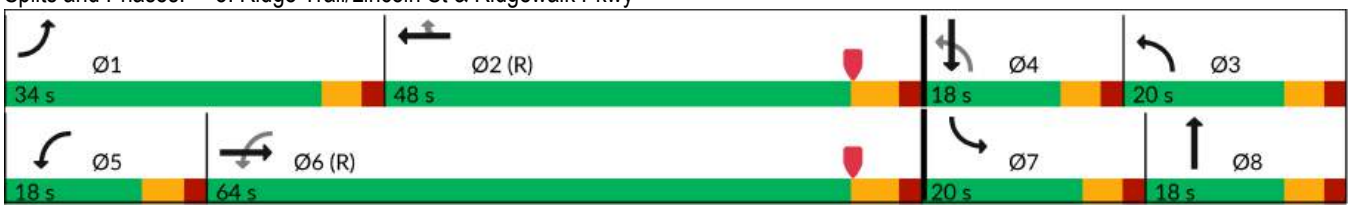
5: Ridge Trail/Lincoln St & Ridgewalk Pkwy

Intersection Signal Delay (s/veh): 28.7	Intersection LOS: C
Intersection Capacity Utilization 86.7%	ICU Level of Service E
Analysis Period (min) 15	

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 5: Ridge Trail/Lincoln St & Ridgewalk Pkwy



Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑	↱		↱
Traffic Vol, veh/h	0	941	808	178	0	215
Future Vol, veh/h	0	941	808	178	0	215
Conflicting Peds, #/hr	1	0	0	1	0	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Free	-	Yield
Storage Length	-	-	-	140	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	-3	4	-	-5	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	1	0	2	0	2
Mvmt Flow	0	991	851	187	0	226

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	426
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.44
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	0	0	612
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	611
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	14.31
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	611
HCM Lane V/C Ratio	-	-	0.37
HCM Ctrl Dly (s/v)	-	-	14.3
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	1.7

Intersection	
Int Delay, s/veh	1.2

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	8	60	874	0	0	947	20	0	0	0	32	0	32
Future Vol, veh/h	8	60	874	0	0	947	20	0	0	0	32	0	32
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	200	-	-	105	-	150	-	-	0	-	-	-
Veh in Median Storage, #	-	-	0	-	-	0	-	-	0	-	-	1	-
Grade, %	-	-	-7	-	-	7	-	-	-10	-	-	0	-
Peak Hour Factor	96	92	96	96	96	96	92	96	92	96	92	92	92
Heavy Vehicles, %	0	2	1	0	0	0	2	0	2	0	2	2	2
Mvmt Flow	8	65	910	0	0	986	22	0	0	0	35	0	35

Major/Minor	Major1				Major2			Minor1			Minor2		
Conflicting Flow All	986	1008	0	0	910	0	0	1551	2066	455	1589	2044	493
Stage 1	-	-	-	-	-	-	-	1058	1058	-	986	986	-
Stage 2	-	-	-	-	-	-	-	493	1008	-	602	1058	-
Critical Hdwy	6.4	4.14	-	-	4.1	-	-	5.5	4.54	5.9	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	4.5	3.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	4.5	3.54	-	6.54	5.54	-
Follow-up Hdwy	2.5	2.22	-	-	2.2	-	-	3.5	4.02	3.3	3.52	4.02	3.32
Pot Cap-1 Maneuver	344	683	-	-	756	-	-	186	170	633	72	56	522
Stage 1	-	-	-	-	-	-	-	439	539	-	266	324	-
Stage 2	-	-	-	-	-	-	-	699	554	-	453	300	-
Platoon blocked, %			-	-		-	-						
Mov Cap-1 Maneuver	606	606	-	-	756	-	-	153	149	633	64	49	522
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	153	149	-	173	155	-
Stage 1	-	-	-	-	-	-	-	386	474	-	266	324	-
Stage 2	-	-	-	-	-	-	-	652	554	-	398	263	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.88	0	0	23.85
HCM LOS			A	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	606	-	-	756	-	-	260
HCM Lane V/C Ratio	-	-	0.121	-	-	-	-	-	0.268
HCM Ctrl Dly (s/v)	0	0	11.8	-	-	0	-	-	23.9
HCM Lane LOS	A	A	B	-	-	A	-	-	C
HCM 95th %tile Q(veh)	-	-	0.4	-	-	0	-	-	1.1

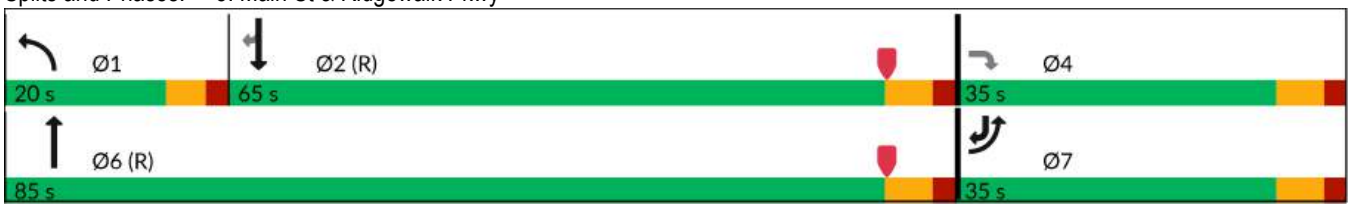


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	634	253	258	236	326	729
Future Volume (vph)	634	253	258	236	326	729
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles (%)	1%	1%	0%	0%	0%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	640	256	261	238	329	736
Turn Type	Prot	Perm	Prot	NA	NA	pm+ov
Protected Phases	7		1	6	2	7
Permitted Phases		4				2
Detector Phase	7	4	1	6	2	7
Switch Phase						
Minimum Initial (s)	8.0	8.0	5.0	15.0	15.0	8.0
Minimum Split (s)	24.3	26.3	10.5	24.3	24.3	24.3
Total Split (s)	35.0	35.0	20.0	85.0	65.0	35.0
Total Split (%)	29.2%	29.2%	16.7%	70.8%	54.2%	29.2%
Yellow Time (s)	4.3	4.3	3.5	4.3	4.3	4.3
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.3	6.3	5.5	6.3	6.3	6.3
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None	None	None	C-Max	C-Max	None
Act Effct Green (s)	27.2	27.2	13.3	80.2	61.4	94.9
Actuated g/C Ratio	0.23	0.23	0.11	0.67	0.51	0.79
v/c Ratio	0.81	0.45	0.69	0.19	0.34	0.57
Control Delay (s/veh)	48.6	7.7	60.9	8.3	19.2	6.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	48.6	7.7	60.9	8.3	19.2	6.6
LOS	D	A	E	A	B	A
Approach Delay (s/veh)	36.9			35.8	10.5	
Approach LOS	D			D	B	
Queue Length 50th (ft)	248	4	100	67	153	172
Queue Length 95th (ft)	274	59	145	102	222	254
Internal Link Dist (ft)	782			578	714	
Turn Bay Length (ft)	365		270			
Base Capacity (vph)	837	581	414	1244	976	1302
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.76	0.44	0.63	0.19	0.34	0.57

Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 58 (48%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.81

Intersection Signal Delay (s/veh): 25.2
Intersection LOS: C
Intersection Capacity Utilization 62.3%
ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 8: Main St & Ridgewalk Pkwy



Intersection	
Int Delay, s/veh	7.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	134	19	0	0	141	17	11	0	18	0
Future Vol, veh/h	0	0	134	19	0	0	141	17	11	0	18	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	5	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	146	21	0	0	153	18	12	0	20	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	345	357	20	351	351	24	20	0	0	30	0	0
Stage 1	20	20	-	331	331	-	-	-	-	-	-	-
Stage 2	325	337	-	20	20	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	610	569	1058	604	574	1052	1597	-	-	1582	-	-
Stage 1	999	879	-	682	645	-	-	-	-	-	-	-
Stage 2	687	641	-	999	879	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	550	514	1058	470	518	1052	1597	-	-	1582	-	-
Mov Cap-2 Maneuver	550	514	-	470	518	-	-	-	-	-	-	-
Stage 1	999	879	-	616	582	-	-	-	-	-	-	-
Stage 2	620	579	-	862	879	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	8.94	13.01	6.25	0
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1392	-	-	1058	470	1582	-	-
HCM Lane V/C Ratio	0.096	-	-	0.138	0.044	-	-	-
HCM Ctrl Dly (s/v)	7.5	0	-	8.9	13	0	-	-
HCM Lane LOS	A	A	-	A	B	A	-	-
HCM 95th %tile Q(veh)	0.3	-	-	0.5	0.1	0	-	-

Intersection	
Int Delay, s/veh	1.3

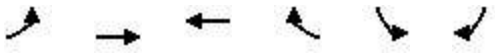
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	44	0	169	4	0	171
Future Vol, veh/h	44	0	169	4	0	171
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	5	-	-	-5
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	48	0	184	4	0	186

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	372	186	0	0	188	0
Stage 1	186	-	-	-	-	-
Stage 2	186	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	629	856	-	-	1386	-
Stage 1	846	-	-	-	-	-
Stage 2	846	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	629	856	-	-	1386	-
Mov Cap-2 Maneuver	629	-	-	-	-	-
Stage 1	846	-	-	-	-	-
Stage 2	846	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	11.19	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	629	1386	-
HCM Lane V/C Ratio	-	-	0.076	-	-
HCM Ctrl Dly (s/v)	-	-	11.2	0	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.2	0	-

11: Ridgewalk Pkwy & I-575 SB Off Ramp

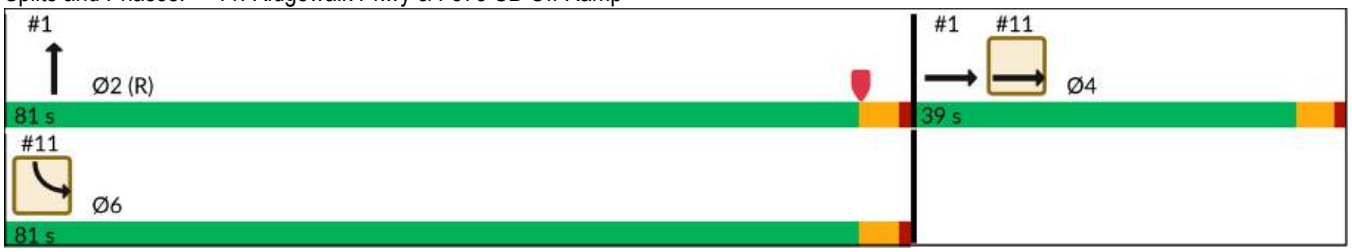


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø2
Lane Configurations							
Traffic Volume (vph)	0	128	0	0	443	0	
Future Volume (vph)	0	128	0	0	443	0	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	
Heavy Vehicles (%)	0%	0%	0%	0%	1%	0%	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	131	0	0	452	0	
Turn Type		NA			Prot		
Protected Phases		4			6		2
Permitted Phases							
Detector Phase		4			6		
Switch Phase							
Minimum Initial (s)		5.0			5.0		5.0
Minimum Split (s)		22.5			22.5		22.5
Total Split (s)		39.0			81.0		81.0
Total Split (%)		32.5%			67.5%		68%
Yellow Time (s)		3.5			3.5		3.5
All-Red Time (s)		1.0			1.0		1.0
Lost Time Adjust (s)		0.0			0.0		
Total Lost Time (s)		4.5			4.5		
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode		Min			None		C-Max
Act Effct Green (s)		9.7			101.3		
Actuated g/C Ratio		0.08			0.84		
v/c Ratio		0.45			0.15		
Control Delay (s/veh)		7.1			0.1		
Queue Delay		0.0			0.0		
Total Delay (s/veh)		7.1			0.1		
LOS		A			A		
Approach Delay (s/veh)		7.1			0.1		
Approach LOS		A			A		
Queue Length 50th (ft)		1			0		
Queue Length 95th (ft)		1			0		
Internal Link Dist (ft)		37	288		65		
Turn Bay Length (ft)							
Base Capacity (vph)		1037			3110		
Starvation Cap Reductn		41			0		
Spillback Cap Reductn		0			0		
Storage Cap Reductn		0			0		
Reduced v/c Ratio		0.13			0.15		

Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBT, Start of Yellow
Natural Cycle: 45
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.45

Intersection Signal Delay (s/veh): 1.7	Intersection LOS: A
Intersection Capacity Utilization 24.3%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 11: Ridgewalk Pkwy & I-575 SB Off Ramp



21: I-575 NB Off Ramp & Ridgewalk Pkwy



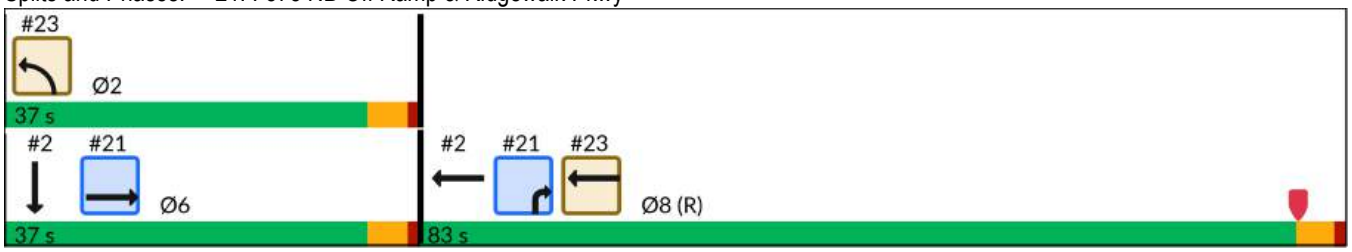
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø2
Lane Configurations							
Traffic Volume (vph)	525	0	0	0	0	1176	
Future Volume (vph)	525	0	0	0	0	1176	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	
Heavy Vehicles (%)	1%	0%	0%	0%	0%	0%	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	541	0	0	0	0	1212	
Turn Type	NA					Prot	
Protected Phases	6					8	2
Permitted Phases							
Detector Phase	6					8	
Switch Phase							
Minimum Initial (s)	5.0					5.0	5.0
Minimum Split (s)	22.5					22.5	22.5
Total Split (s)	37.0					83.0	37.0
Total Split (%)	30.8%					69.2%	31%
Yellow Time (s)	3.5					3.5	3.5
All-Red Time (s)	1.0					1.0	1.0
Lost Time Adjust (s)	0.0					0.0	
Total Lost Time (s)	4.5					4.5	
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	Min					C-Max	None
Act Effct Green (s)	26.7					84.3	
Actuated g/C Ratio	0.22					0.70	
v/c Ratio	0.68					0.59	
Control Delay (s/veh)	5.1					10.0	
Queue Delay	0.1					0.0	
Total Delay (s/veh)	5.1					10.0	
LOS	A					A	
Approach Delay (s/veh)	5.1				10.0		
Approach LOS	A				A		
Queue Length 50th (ft)	2					215	
Queue Length 95th (ft)	3					330	
Internal Link Dist (ft)	10			6	46		
Turn Bay Length (ft)							
Base Capacity (vph)	967					2037	
Starvation Cap Reductn	30					0	
Spillback Cap Reductn	0					0	
Storage Cap Reductn	0					0	
Reduced v/c Ratio	0.58					0.59	

Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 8:WBT, Start of Yellow, Master Intersection
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.68

21: I-575 NB Off Ramp & Ridgewalk Pkwy

Intersection Signal Delay (s/veh): 8.5	Intersection LOS: A
Intersection Capacity Utilization 63.2%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 21: I-575 NB Off Ramp & Ridgewalk Pkwy



23: I-575 NB Off Ramp & Ridgewalk Pkwy



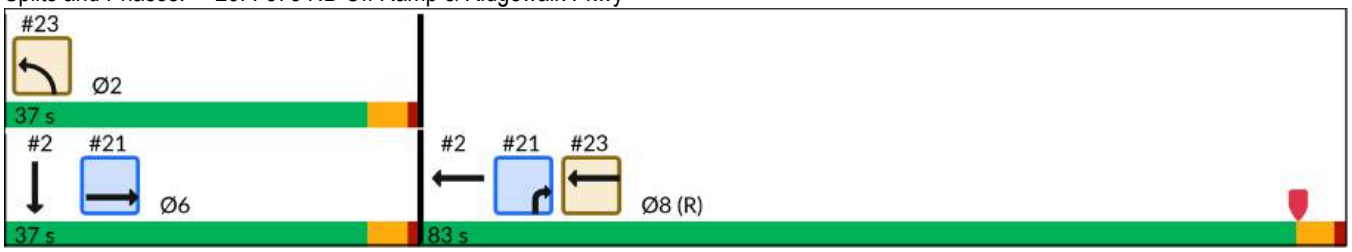
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø6
Lane Configurations							
Traffic Volume (vph)	0	0	0	1027	117	0	
Future Volume (vph)	0	0	0	1027	117	0	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	
Heavy Vehicles (%)	0%	0%	0%	3%	0%	0%	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	0	0	1059	121	0	
Turn Type				NA	Prot		
Protected Phases				8	2		6
Permitted Phases							
Detector Phase				8	2		
Switch Phase							
Minimum Initial (s)				5.0	5.0		5.0
Minimum Split (s)				22.5	22.5		22.5
Total Split (s)				83.0	37.0		37.0
Total Split (%)				69.2%	30.8%		31%
Yellow Time (s)				3.5	3.5		3.5
All-Red Time (s)				1.0	1.0		1.0
Lost Time Adjust (s)				0.0	0.0		
Total Lost Time (s)				4.5	4.5		
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode				C-Max	None		Min
Act Effct Green (s)				84.3	26.7		
Actuated g/C Ratio				0.70	0.22		
v/c Ratio				0.43	0.24		
Control Delay (s/veh)				1.3	6.3		
Queue Delay				0.1	0.0		
Total Delay (s/veh)				1.3	6.3		
LOS				A	A		
Approach Delay (s/veh)				1.3	6.3		
Approach LOS				A	A		
Queue Length 50th (ft)				1	0		
Queue Length 95th (ft)				20	41		
Internal Link Dist (ft)	314			83	115		
Turn Bay Length (ft)							
Base Capacity (vph)				2463	582		
Starvation Cap Reductn				262	0		
Spillback Cap Reductn				0	0		
Storage Cap Reductn				0	0		
Reduced v/c Ratio				0.48	0.21		

Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 8:WBT, Start of Yellow, Master Intersection
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.68

23: I-575 NB Off Ramp & Ridgewalk Pkwy

Intersection Signal Delay (s/veh): 1.8	Intersection LOS: A
Intersection Capacity Utilization 45.0%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 23: I-575 NB Off Ramp & Ridgewalk Pkwy



1: I-575 SB Ramp & Ridgewalk Pkwy

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑						↑				
Traffic Volume (vph)	0	138	0	0	0	0	0	231	0	0	0	0
Future Volume (vph)	0	138	0	0	0	0	0	231	0	0	0	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	2%	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	144	0	0	0	0	0	241	0	0	0	0
Turn Type		NA						NA				
Protected Phases		4						2				
Permitted Phases												
Detector Phase		4						2				
Switch Phase												
Minimum Initial (s)		5.0						5.0				
Minimum Split (s)		22.5						22.5				
Total Split (s)		39.0						81.0				
Total Split (%)		32.5%						67.5%				
Yellow Time (s)		3.5						3.5				
All-Red Time (s)		1.0						1.0				
Lost Time Adjust (s)		0.0						0.0				
Total Lost Time (s)		4.5						4.5				
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode		Min						C-Max				
Act Effct Green (s)		10.3						100.7				
Actuated g/C Ratio		0.09						0.84				
v/c Ratio		0.48						0.15				
Control Delay (s/veh)		57.2						2.5				
Queue Delay		0.0						0.0				
Total Delay (s/veh)		57.2						2.5				
LOS		E						A				
Approach Delay (s/veh)		57.2						2.5				
Approach LOS		E						A				
Queue Length 50th (ft)		57						23				
Queue Length 95th (ft)		91						58				
Internal Link Dist (ft)		44			37			19			57	
Turn Bay Length (ft)												
Base Capacity (vph)		1017						1579				
Starvation Cap Reductn		0						0				
Spillback Cap Reductn		0						0				
Storage Cap Reductn		0						0				
Reduced v/c Ratio		0.14						0.15				

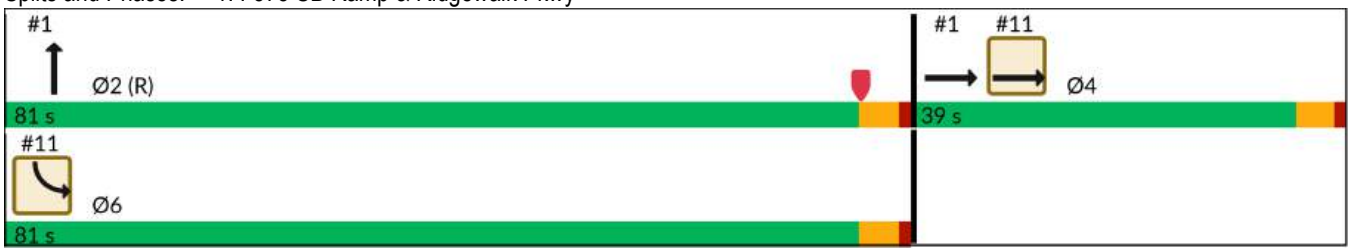
Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBT, Start of Yellow
Natural Cycle: 45
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.48

Lane Group	Ø6
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	6
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	22.5
Total Split (s)	81.0
Total Split (%)	68%
Yellow Time (s)	3.5
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

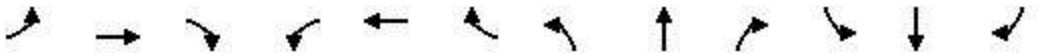
Intersection Summary

Intersection Signal Delay (s/veh): 23.0	Intersection LOS: C
Intersection Capacity Utilization 23.8%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 1: I-575 SB Ramp & Ridgewalk Pkwy



2: Ridgewalk Pkwy & I-575 NB Ramp



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	943	0	0	0	0	0	569	0
Future Volume (vph)	0	0	0	0	943	0	0	0	0	0	569	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	982	0	0	0	0	0	593	0
Turn Type					NA						NA	
Protected Phases					8						6	
Permitted Phases												
Detector Phase					8						6	
Switch Phase												
Minimum Initial (s)					5.0						5.0	
Minimum Split (s)					22.5						22.5	
Total Split (s)					83.0						37.0	
Total Split (%)					69.2%						30.8%	
Yellow Time (s)					3.5						3.5	
All-Red Time (s)					1.0						1.0	
Lost Time Adjust (s)					0.0						0.0	
Total Lost Time (s)					4.5						4.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode					C-Max						Min	
Act Effct Green (s)					82.4						28.6	
Actuated g/C Ratio					0.69						0.24	
v/c Ratio					0.40						0.69	
Control Delay (s/veh)					10.0						35.5	
Queue Delay					0.0						0.0	
Total Delay (s/veh)					10.0						35.5	
LOS					A						D	
Approach Delay (s/veh)					10.0						35.5	
Approach LOS					A						D	
Queue Length 50th (ft)					172						162	
Queue Length 95th (ft)					205						201	
Internal Link Dist (ft)		83			6			10			115	
Turn Bay Length (ft)												
Base Capacity (vph)					2455						977	
Starvation Cap Reductn					0						0	
Spillback Cap Reductn					0						0	
Storage Cap Reductn					0						0	
Reduced v/c Ratio					0.40						0.61	

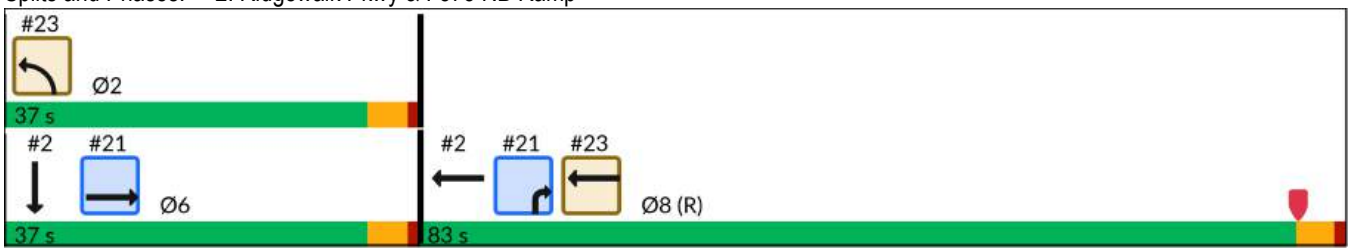
Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 8:WBT, Start of Yellow, Master Intersection
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.69

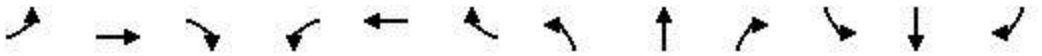
Lane Group	Ø2
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	2
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	22.5
Total Split (s)	37.0
Total Split (%)	31%
Yellow Time (s)	3.5
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

Intersection Signal Delay (s/veh): 19.6	Intersection LOS: B
Intersection Capacity Utilization 64.2%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 2: Ridgewalk Pkwy & I-575 NB Ramp





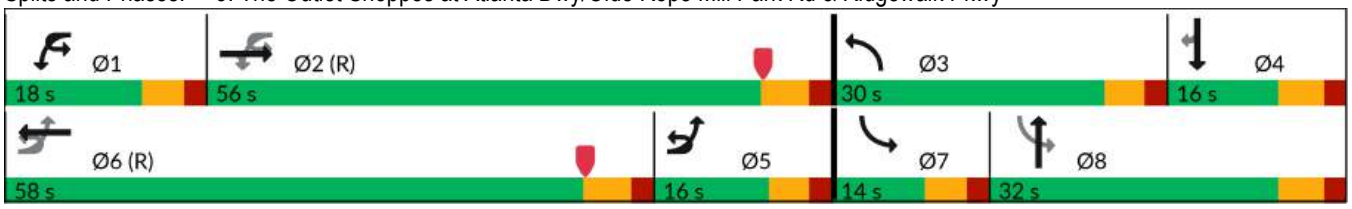
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	88	831	706	53	1222	87	387	28	81	53	22	115
Future Volume (vph)	88	831	706	53	1222	87	387	28	81	53	22	115
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	1%	0%	0%	0%	3%	1%	0%	0%	0%	0%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	90	848	720	54	1336	0	395	112	0	54	22	117
Turn Type	D.P+P	NA	Perm	D.P+P	NA		Prot	NA		D.P+P	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	6		2	2						8		4
Detector Phase	5	2	2	1	6		3	8		7	4	4
Switch Phase												
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0		5.0	6.0		5.0	6.0	6.0
Minimum Split (s)	10.6	24.3	24.3	10.6	24.3		10.6	24.0		10.6	24.0	24.0
Total Split (s)	16.0	56.0	56.0	18.0	58.0		30.0	32.0		14.0	16.0	16.0
Total Split (%)	13.3%	46.7%	46.7%	15.0%	48.3%		25.0%	26.7%		11.7%	13.3%	13.3%
Yellow Time (s)	3.6	4.3	4.3	3.6	4.3		3.6	4.0		3.6	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	2.0
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)	5.6	6.3	6.3	5.6	6.3		5.6	6.0		5.6	6.0	6.0
Lead/Lag	Lag	Lag	Lag	Lead	Lead		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max		None	None		None	None	None
Act Effct Green (s)	70.7	65.3	65.3	71.8	59.6		19.1	21.2		28.0	7.4	7.4
Actuated g/C Ratio	0.59	0.54	0.54	0.60	0.50		0.16	0.18		0.23	0.06	0.06
v/c Ratio	0.31	0.43	0.59	0.15	0.54		0.73	0.31		0.17	0.19	0.36
Control Delay (s/veh)	18.7	18.1	5.7	5.0	16.9		56.0	16.3		32.3	56.5	3.2
Queue Delay	0.0	0.2	0.1	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	18.7	18.2	5.8	5.0	16.9		56.0	16.3		32.3	56.5	3.2
LOS	B	B	A	A	B		E	B		C	E	A
Approach Delay (s/veh)		12.8			16.4			47.2			17.4	
Approach LOS		B			B			D			B	
Queue Length 50th (ft)	27	185	77	7	142		153	20		32	17	0
Queue Length 95th (ft)	m61	285	134	m20	254		198	67		59	43	0
Internal Link Dist (ft)		390			716			229			522	
Turn Bay Length (ft)	250		430	300			175			225		275
Base Capacity (vph)	292	1992	1228	443	2487		690	423		331	157	352
Starvation Cap Reductn	0	398	45	0	0		0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	0
Reduced v/c Ratio	0.31	0.53	0.61	0.12	0.54		0.57	0.26		0.16	0.14	0.33

Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 21 (18%), Referenced to phase 2:EBWB and 6:EBWB, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.73

Intersection Signal Delay (s/veh): 19.1	Intersection LOS: B
Intersection Capacity Utilization 68.2%	ICU Level of Service C
Analysis Period (min) 15	

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: The Outlet Shoppes at Atlanta Dwy/Olde Rope Mill Park Rd & Ridgewalk Pkwy



Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	6	865	87	1	352	1200	9	171	5	286	2	3
Future Volume (vph)	6	865	87	1	352	1200	9	171	5	286	2	3
Peak Hour Factor	0.97	0.97	0.97	0.92	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	6	892	90	0	364	1246	0	176	300	0	0	9
Turn Type	Perm	NA	Perm	pm+pt	pm+pt	NA		Perm	NA		Perm	NA
Protected Phases		2		1	1	6			8			4
Permitted Phases	2		2	6	6			8			4	
Detector Phase	2	2	2	1	1	6		8	8		4	4
Switch Phase												
Minimum Initial (s)	15.0	15.0	15.0	4.9	4.9	15.0		6.0	6.0		6.0	6.0
Minimum Split (s)	24.3	24.3	24.3	10.5	10.5	24.3		26.6	26.6		29.6	29.6
Total Split (s)	68.0	68.0	68.0	20.0	20.0	88.0		32.0	32.0		32.0	32.0
Total Split (%)	56.7%	56.7%	56.7%	16.7%	16.7%	73.3%		26.7%	26.7%		26.7%	26.7%
Yellow Time (s)	4.3	4.3	4.3	3.6	3.6	4.3		3.6	3.6		3.6	3.6
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0		0.0	0.0			0.0
Total Lost Time (s)	6.3	6.3	6.3		5.6	6.3		5.6	5.6			5.6
Lead/Lag	Lag	Lag	Lag	Lead	Lead							
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes							
Recall Mode	C-Max	C-Max	C-Max	None	None	C-Max		None	None		None	None
Act Effct Green (s)	69.5	69.5	69.5		89.1	88.4		19.7	19.7			19.7
Actuated g/C Ratio	0.58	0.58	0.58		0.74	0.74		0.16	0.16			0.16
v/c Ratio	0.02	0.42	0.09		0.73	0.47		0.75	0.59			0.04
Control Delay (s/veh)	4.5	8.2	1.4		26.8	15.3		66.5	10.0			30.7
Queue Delay	0.0	0.0	0.0		0.0	0.0		0.0	0.0			0.0
Total Delay (s/veh)	4.5	8.2	1.4		26.8	15.3		66.5	10.0			30.7
LOS	A	A	A		C	B		E	B			C
Approach Delay (s/veh)		7.6				17.9			30.9			30.7
Approach LOS		A				B			C			C
Queue Length 50th (ft)	1	214	8		179	305		131	4			3
Queue Length 95th (ft)	m0	276	1		m297	m486		199	78			17
Internal Link Dist (ft)		716				1172			291			373
Turn Bay Length (ft)	110		120		110			225				
Base Capacity (vph)	253	2130	994		515	2668		314	585			317
Starvation Cap Reductn	0	0	0		0	0		0	0			0
Spillback Cap Reductn	0	0	0		0	0		0	0			0
Storage Cap Reductn	0	0	0		0	0		0	0			0
Reduced v/c Ratio	0.02	0.42	0.09		0.71	0.47		0.56	0.51			0.03

Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 67 (56%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.75



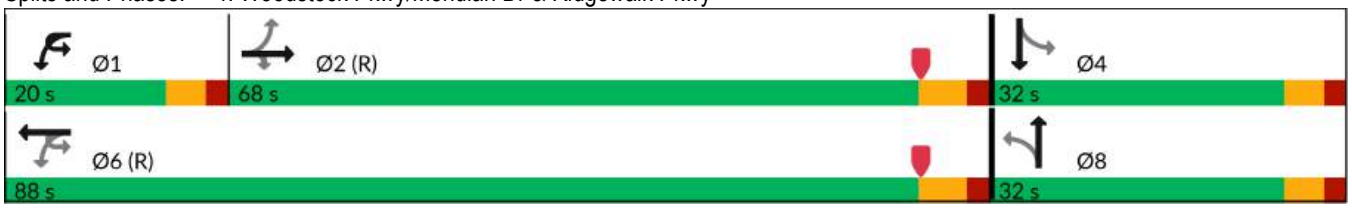
Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	4
Future Volume (vph)	4
Peak Hour Factor	0.97
Heavy Vehicles (%)	0%
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Turn Type	
Protected Phases	
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

Intersection Signal Delay (s/veh): 16.7	Intersection LOS: B
Intersection Capacity Utilization 79.1%	ICU Level of Service D
Analysis Period (min) 15	

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 4: Woodstock Pkwy/Meridian Dr & Ridgewalk Pkwy



5: Ridge Trail/Lincoln St & Ridgewalk Pkwy

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	449	569	101	9	110	1040	61	163	75	62	186	28
Future Volume (vph)	449	569	101	9	110	1040	61	163	75	62	186	28
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	1%	0%	0%	0%	5%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	483	721	0	0	128	1118	66	175	148	0	200	459
Turn Type	Prot	NA		D.P+P	D.P+P	NA	Perm	D.P+P	NA		Prot	NA
Protected Phases	1	6		5	5	2		3	8		7	4
Permitted Phases				6	6		2	4				
Detector Phase	1	6		5	5	2	2	3	8		7	4
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	5.0	15.0	15.0	5.0	6.0		5.0	6.0
Minimum Split (s)	10.6	26.3		10.6	10.6	37.3	37.3	10.6	29.6		10.6	31.6
Total Split (s)	34.0	64.0		18.0	18.0	48.0	48.0	20.0	18.0		20.0	18.0
Total Split (%)	28.3%	53.3%		15.0%	15.0%	40.0%	40.0%	16.7%	15.0%		16.7%	15.0%
Yellow Time (s)	3.6	4.3		3.6	3.6	4.3	4.3	3.6	3.6		3.6	3.6
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.6	6.3			5.6	6.3	6.3	5.6	5.6		5.6	5.6
Lead/Lag	Lead	Lag		Lead	Lead	Lag	Lag	Lag	Lag		Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes
Recall Mode	None	C-Max		None	None	C-Max	C-Max	None	None		None	None
Act Effct Green (s)	22.4	64.4			73.9	50.9	50.9	23.7	11.8		11.9	11.6
Actuated g/C Ratio	0.19	0.54			0.62	0.42	0.42	0.20	0.10		0.10	0.10
v/c Ratio	0.77	0.39			0.28	0.72	0.08	0.70	0.73		0.57	0.93
Control Delay (s/veh)	80.2	6.5			8.2	30.1	0.3	61.1	63.3		57.8	37.7
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay (s/veh)	80.2	6.5			8.2	30.1	0.3	61.1	63.3		57.8	37.7
LOS	F	A			A	C	A	E	E		E	D
Approach Delay (s/veh)		36.1				26.5			62.1			43.8
Approach LOS		D				C			E			D
Queue Length 50th (ft)	200	45			30	401	0	111	90		77	65
Queue Length 95th (ft)	259	71			m50	523	m3	175	#183		114	#264
Internal Link Dist (ft)		1172				898			403			204
Turn Bay Length (ft)	320				150		130	160			150	
Base Capacity (vph)	795	1847			510	1560	799	285	218		428	504
Starvation Cap Reductn	0	0			0	0	0	0	0		0	0
Spillback Cap Reductn	0	0			0	0	0	0	0		0	0
Storage Cap Reductn	0	0			0	0	0	0	0		0	0
Reduced v/c Ratio	0.61	0.39			0.25	0.72	0.08	0.61	0.68		0.47	0.91

Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 78 (65%), Referenced to phase 2:WBT and 6:EBWB, Start of Yellow
Natural Cycle: 105
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.93



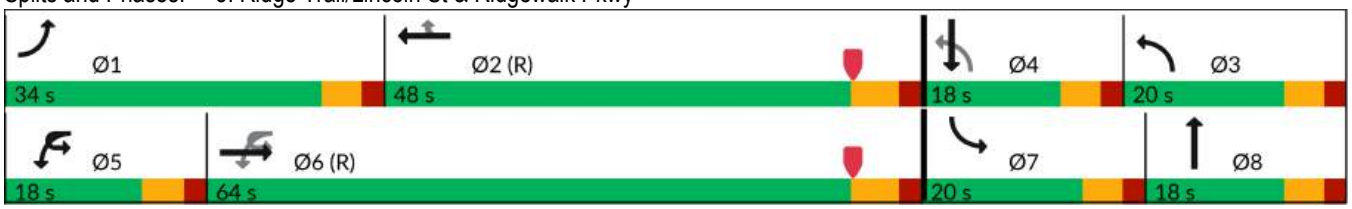
Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	399
Future Volume (vph)	399
Peak Hour Factor	0.93
Heavy Vehicles (%)	1%
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Turn Type	
Protected Phases	
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

Intersection Signal Delay (s/veh): 36.3	Intersection LOS: D
Intersection Capacity Utilization 96.0%	ICU Level of Service F
Analysis Period (min) 15	

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 5: Ridge Trail/Lincoln St & Ridgewalk Pkwy



Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑	↱		↱
Traffic Vol, veh/h	0	928	671	330	0	229
Future Vol, veh/h	0	928	671	330	0	229
Conflicting Peds, #/hr	0	0	0	2	0	2
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Free	-	Yield
Storage Length	-	-	-	140	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	-3	4	-	-5	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	2	0	2
Mvmt Flow	0	1020	737	363	0	252

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	371
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.44
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	0	0	660
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	658
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	13.81
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	658
HCM Lane V/C Ratio	-	-	0.382
HCM Ctrl Dly (s/v)	-	-	13.8
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	1.8

Intersection	
Int Delay, s/veh	0.7

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations														
Traffic Vol, veh/h	8	37	889	1	5	5	985	12	0	0	4	16	0	16
Future Vol, veh/h	8	37	889	1	5	5	985	12	0	0	4	16	0	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	-	None	-	-	-	None	-	-	None	-	-	None
Storage Length	-	200	-	-	-	105	-	150	-	-	0	-	-	-
Veh in Median Storage, #	-	-	0	-	-	-	0	-	-	1	-	-	1	-
Grade, %	-	-	-7	-	-	-	7	-	-	-10	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	2	0	0	0	20	1	2	0	2	0	2	2	2
Mvmt Flow	9	40	966	1	5	5	1071	13	0	0	4	17	0	17

Major/Minor	Major1				Major2				Minor1			Minor2		
Conflicting Flow All	1071	1084	0	0	967	967	0	0	1622	2170	484	1673	2158	535
Stage 1	-	-	-	-	-	-	-	-	1065	1065	-	1092	1092	-
Stage 2	-	-	-	-	-	-	-	-	557	1105	-	581	1065	-
Critical Hdwy	6.4	4.14	-	-	6.4	4.5	-	-	5.5	4.54	5.9	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	4.5	3.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	4.5	3.54	-	6.54	5.54	-
Follow-up Hdwy	2.5	2.22	-	-	2.5	2.4	-	-	3.5	4.02	3.3	3.52	4.02	3.32
Pot Cap-1 Maneuver	304	639	-	-	354	607	-	-	172	154	611	62	47	490
Stage 1	-	-	-	-	-	-	-	-	436	537	-	229	289	-
Stage 2	-	-	-	-	-	-	-	-	664	526	-	467	297	-
Platoon blocked, %			-	-			-	-						
Mov Cap-1 Maneuver	529	529	-	-	445	445	-	-	147	137	611	55	42	490
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	278	279	-	154	142	-
Stage 1	-	-	-	-	-	-	-	-	396	488	-	223	282	-
Stage 2	-	-	-	-	-	-	-	-	625	513	-	420	270	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.6	0.13	10.93	23
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	611	529	-	-	445	-	-	235
HCM Lane V/C Ratio	-	0.007	0.093	-	-	0.024	-	-	0.148
HCM Ctrl Dly (s/v)	0	10.9	12.5	-	-	13.3	-	-	23
HCM Lane LOS	A	B	B	-	-	B	-	-	C
HCM 95th %tile Q(veh)	-	0	0.3	-	-	0.1	-	-	0.5

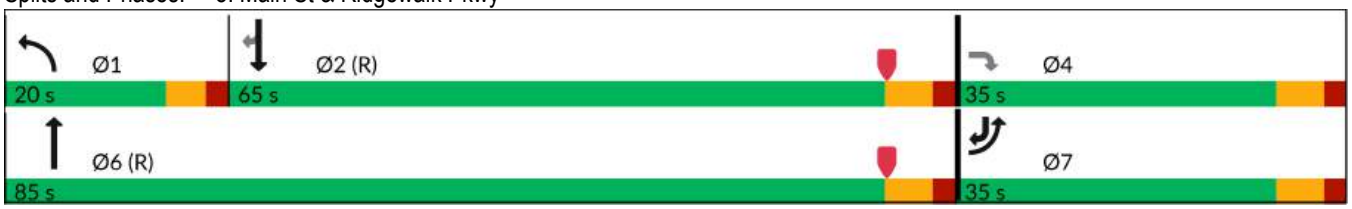


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	863	435	314	278	260	467
Future Volume (vph)	863	435	314	278	260	467
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	1%	1%	0%	0%	0%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	928	468	338	299	280	502
Turn Type	Prot	Perm	Prot	NA	NA	pm+ov
Protected Phases	7		1	6	2	7
Permitted Phases		4				2
Detector Phase	7	4	1	6	2	7
Switch Phase						
Minimum Initial (s)	8.0	8.0	5.0	15.0	15.0	8.0
Minimum Split (s)	24.3	26.3	10.5	24.3	24.3	24.3
Total Split (s)	35.0	35.0	20.0	85.0	65.0	35.0
Total Split (%)	29.2%	29.2%	16.7%	70.8%	54.2%	29.2%
Yellow Time (s)	4.3	4.3	3.5	4.3	4.3	4.3
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.3	6.3	5.5	6.3	6.3	6.3
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None	None	None	C-Max	C-Max	None
Act Effct Green (s)	28.7	28.7	14.2	78.7	59.0	94.0
Actuated g/C Ratio	0.24	0.24	0.12	0.66	0.49	0.78
v/c Ratio	1.11	0.66	0.83	0.24	0.30	0.40
Control Delay (s/veh)	106.0	10.1	69.8	9.1	19.4	4.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	106.0	10.1	69.8	9.1	19.4	4.9
LOS	F	B	E	A	B	A
Approach Delay (s/veh)	73.8			41.3	10.1	
Approach LOS	E			D	B	
Queue Length 50th (ft)	~432	9	133	88	126	97
Queue Length 95th (ft)	#552	89	#205	129	187	142
Internal Link Dist (ft)	782			578	714	
Turn Bay Length (ft)	365		270			
Base Capacity (vph)	837	709	414	1221	938	1264
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.11	0.66	0.82	0.24	0.30	0.40

Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 58 (48%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.11

Intersection Signal Delay (s/veh): 48.8 Intersection LOS: D
Intersection Capacity Utilization 62.3% ICU Level of Service B
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 8: Main St & Ridgewalk Pkwy



Intersection	
Int Delay, s/veh	7.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	179	9	0	0	264	54	8	0	18	0
Future Vol, veh/h	0	0	179	9	0	0	264	54	8	0	18	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	5	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	195	10	0	0	287	59	9	0	20	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	652	661	20	657	657	63	20	0	0	67	0	0
Stage 1	20	20	-	637	637	-	-	-	-	-	-	-
Stage 2	633	641	-	20	20	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	381	383	1058	378	385	1002	1597	-	-	1534	-	-
Stage 1	999	879	-	465	471	-	-	-	-	-	-	-
Stage 2	468	469	-	999	879	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	310	311	1058	251	313	1002	1597	-	-	1534	-	-
Mov Cap-2 Maneuver	310	311	-	251	313	-	-	-	-	-	-	-
Stage 1	999	879	-	378	383	-	-	-	-	-	-	-
Stage 2	381	382	-	816	879	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.17	19.91	6.27	0
HCM LOS	A	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1421	-	-	1058	251	1534	-	-
HCM Lane V/C Ratio	0.18	-	-	0.184	0.039	-	-	-
HCM Ctrl Dly (s/v)	7.7	0	-	9.2	19.9	0	-	-
HCM Lane LOS	A	A	-	A	C	A	-	-
HCM 95th %tile Q(veh)	0.7	-	-	0.7	0.1	0	-	-

Intersection	
Int Delay, s/veh	0.5

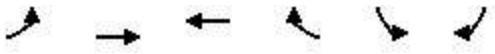
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	23	0	326	3	0	206
Future Vol, veh/h	23	0	326	3	0	206
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	5	-	-	-5
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	25	0	354	3	0	224

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	580	356	0	0	358	0
Stage 1	356	-	-	-	-	-
Stage 2	224	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	477	688	-	-	1201	-
Stage 1	709	-	-	-	-	-
Stage 2	813	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	477	688	-	-	1201	-
Mov Cap-2 Maneuver	477	-	-	-	-	-
Stage 1	709	-	-	-	-	-
Stage 2	813	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	12.97	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	477	1201	-
HCM Lane V/C Ratio	-	-	0.052	-	-
HCM Ctrl Dly (s/v)	-	-	13	0	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.2	0	-

11: Ridgewalk Pkwy & I-575 SB Off Ramp

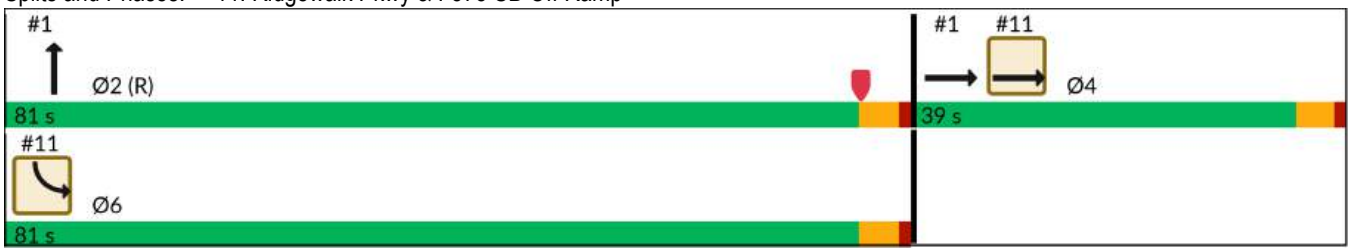


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø2
Lane Configurations							
Traffic Volume (vph)	0	138	0	0	481	0	
Future Volume (vph)	0	138	0	0	481	0	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	
Heavy Vehicles (%)	0%	2%	0%	0%	0%	0%	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	144	0	0	501	0	
Turn Type		NA			Prot		
Protected Phases		4			6		2
Permitted Phases							
Detector Phase		4			6		
Switch Phase							
Minimum Initial (s)		5.0			5.0		5.0
Minimum Split (s)		22.5			22.5		22.5
Total Split (s)		39.0			81.0		81.0
Total Split (%)		32.5%			67.5%		68%
Yellow Time (s)		3.5			3.5		3.5
All-Red Time (s)		1.0			1.0		1.0
Lost Time Adjust (s)		0.0			0.0		
Total Lost Time (s)		4.5			4.5		
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode		Min			None		C-Max
Act Effct Green (s)		10.3			100.7		
Actuated g/C Ratio		0.09			0.84		
v/c Ratio		0.48			0.16		
Control Delay (s/veh)		7.4			0.1		
Queue Delay		0.0			0.0		
Total Delay (s/veh)		7.4			0.1		
LOS		A			A		
Approach Delay (s/veh)		7.4			0.1		
Approach LOS		A			A		
Queue Length 50th (ft)		1			0		
Queue Length 95th (ft)		2			0		
Internal Link Dist (ft)		37	288		65		
Turn Bay Length (ft)							
Base Capacity (vph)		1017			3118		
Starvation Cap Reductn		32			0		
Spillback Cap Reductn		0			0		
Storage Cap Reductn		0			0		
Reduced v/c Ratio		0.15			0.16		

Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBT, Start of Yellow
Natural Cycle: 45
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.48

Intersection Signal Delay (s/veh): 1.7	Intersection LOS: A
Intersection Capacity Utilization 25.4%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 11: Ridgewalk Pkwy & I-575 SB Off Ramp

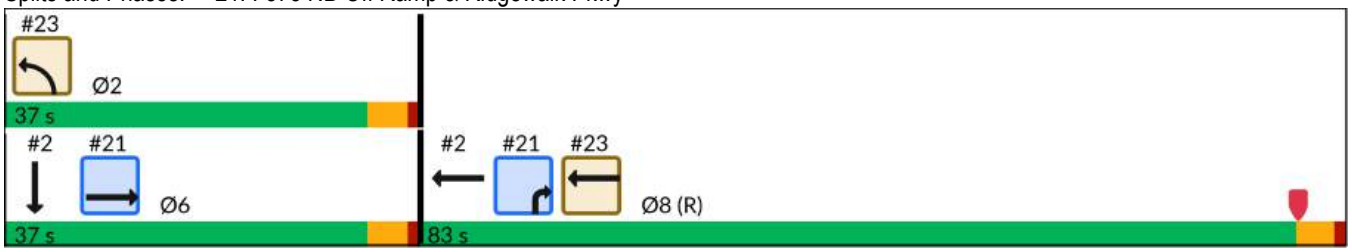


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø2
Lane Configurations							
Traffic Volume (vph)	569	0	0	0	0	1053	
Future Volume (vph)	569	0	0	0	0	1053	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	
Heavy Vehicles (%)	0%	0%	0%	0%	0%	1%	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	593	0	0	0	0	1097	
Turn Type	NA					Prot	
Protected Phases	6					8	2
Permitted Phases							
Detector Phase	6					8	
Switch Phase							
Minimum Initial (s)	5.0					5.0	5.0
Minimum Split (s)	22.5					22.5	22.5
Total Split (s)	37.0					83.0	37.0
Total Split (%)	30.8%					69.2%	31%
Yellow Time (s)	3.5					3.5	3.5
All-Red Time (s)	1.0					1.0	1.0
Lost Time Adjust (s)	0.0					0.0	
Total Lost Time (s)	4.5					4.5	
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	Min					C-Max	None
Act Effct Green (s)	28.6					82.4	
Actuated g/C Ratio	0.24					0.69	
v/c Ratio	0.69					0.56	
Control Delay (s/veh)	4.7					10.3	
Queue Delay	0.1					0.0	
Total Delay (s/veh)	4.8					10.3	
LOS	A					B	
Approach Delay (s/veh)	4.8				10.3		
Approach LOS	A				B		
Queue Length 50th (ft)	3					208	
Queue Length 95th (ft)	3					290	
Internal Link Dist (ft)	10			6	46		
Turn Bay Length (ft)							
Base Capacity (vph)	977					1965	
Starvation Cap Reductn	30					0	
Spillback Cap Reductn	0					0	
Storage Cap Reductn	0					0	
Reduced v/c Ratio	0.63					0.56	

Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 8:WBT, Start of Yellow, Master Intersection
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.69

Intersection Signal Delay (s/veh): 8.4	Intersection LOS: A
Intersection Capacity Utilization 60.1%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 21: I-575 NB Off Ramp & Ridgewalk Pkwy



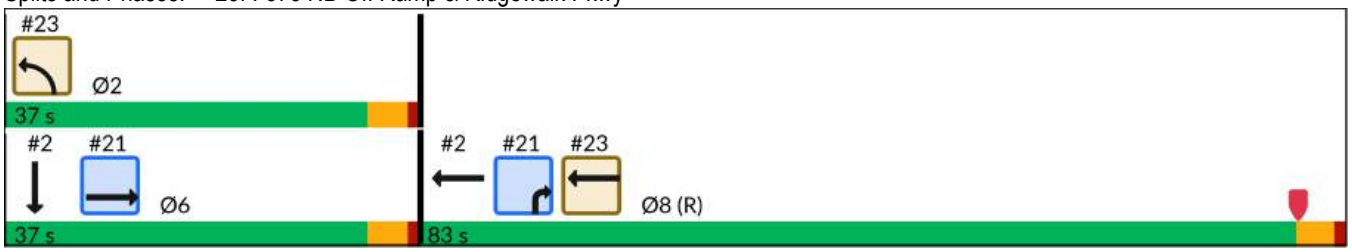


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø6
Lane Configurations							
Traffic Volume (vph)	0	0	0	943	131	0	
Future Volume (vph)	0	0	0	943	131	0	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	
Heavy Vehicles (%)	0%	0%	0%	1%	1%	0%	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	0	0	982	136	0	
Turn Type				NA	Prot		
Protected Phases				8	2		6
Permitted Phases							
Detector Phase				8	2		
Switch Phase							
Minimum Initial (s)				5.0	5.0		5.0
Minimum Split (s)				22.5	22.5		22.5
Total Split (s)				83.0	37.0		37.0
Total Split (%)				69.2%	30.8%		31%
Yellow Time (s)				3.5	3.5		3.5
All-Red Time (s)				1.0	1.0		1.0
Lost Time Adjust (s)				0.0	0.0		
Total Lost Time (s)				4.5	4.5		
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode				C-Max	None		Min
Act Effct Green (s)				82.4	28.6		
Actuated g/C Ratio				0.69	0.24		
v/c Ratio				0.40	0.25		
Control Delay (s/veh)				1.3	5.3		
Queue Delay				0.1	0.0		
Total Delay (s/veh)				1.4	5.3		
LOS				A	A		
Approach Delay (s/veh)				1.4	5.3		
Approach LOS				A	A		
Queue Length 50th (ft)				2	0		
Queue Length 95th (ft)				30	39		
Internal Link Dist (ft)	314			83	115		
Turn Bay Length (ft)							
Base Capacity (vph)				2455	594		
Starvation Cap Reductn				392	0		
Spillback Cap Reductn				0	0		
Storage Cap Reductn				0	0		
Reduced v/c Ratio				0.48	0.23		

Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 8:WBT, Start of Yellow, Master Intersection
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.69

Intersection Signal Delay (s/veh): 1.8	Intersection LOS: A
Intersection Capacity Utilization 42.7%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 23: I-575 NB Off Ramp & Ridgewalk Pkwy



2030 BUILD OPERATIONS
(SOCCER GAME SCENARIO)

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	145	0	0	0	0	0	71	0	0	0	0
Future Volume (vph)	0	145	0	0	0	0	0	71	0	0	0	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	1%	0%	0%	0%	0%	0%	3%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	156	0	0	0	0	0	76	0	0	0	0
Turn Type		NA						NA				
Protected Phases		4						2				
Permitted Phases												
Detector Phase		4						2				
Switch Phase												
Minimum Initial (s)		5.0						5.0				
Minimum Split (s)		22.5						22.5				
Total Split (s)		54.0						56.0				
Total Split (%)		49.1%						50.9%				
Yellow Time (s)		3.5						3.5				
All-Red Time (s)		1.0						1.0				
Lost Time Adjust (s)		0.0						0.0				
Total Lost Time (s)		4.5						4.5				
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode		Min						C-Max				
Act Effct Green (s)		10.2						90.8				
Actuated g/C Ratio		0.09						0.83				
v/c Ratio		0.47						0.05				
Control Delay (s/veh)		51.6						2.4				
Queue Delay		0.0						0.0				
Total Delay (s/veh)		51.6						2.4				
LOS		D						A				
Approach Delay (s/veh)		51.6						2.4				
Approach LOS		D						A				
Queue Length 50th (ft)		56						13				
Queue Length 95th (ft)		88						20				
Internal Link Dist (ft)		44			37			19			57	
Turn Bay Length (ft)												
Base Capacity (vph)		1608						1522				
Starvation Cap Reductn		0						0				
Spillback Cap Reductn		0						0				
Storage Cap Reductn		0						0				
Reduced v/c Ratio		0.10						0.05				

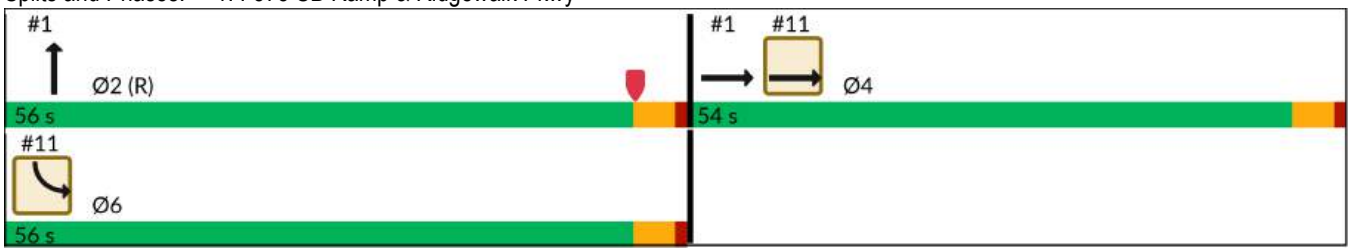
Intersection Summary
Cycle Length: 110
Actuated Cycle Length: 110
Offset: 56 (51%), Referenced to phase 2:NBT, Start of Yellow
Natural Cycle: 45
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.47

Lane Group	Ø6
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	6
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	22.5
Total Split (s)	56.0
Total Split (%)	51%
Yellow Time (s)	3.5
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

Intersection Signal Delay (s/veh): 35.5	Intersection LOS: D
Intersection Capacity Utilization 15.8%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 1: I-575 SB Ramp & Ridgewalk Pkwy



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	608	0	0	0	0	0	309	0
Future Volume (vph)	0	0	0	0	608	0	0	0	0	0	309	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	0%	4%	0%	0%	0%	0%	0%	2%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	627	0	0	0	0	0	319	0
Turn Type					NA						NA	
Protected Phases					8						6	
Permitted Phases												
Detector Phase					8						6	
Switch Phase												
Minimum Initial (s)					5.0						5.0	
Minimum Split (s)					22.5						22.5	
Total Split (s)					65.0						45.0	
Total Split (%)					59.1%						40.9%	
Yellow Time (s)					3.5						3.5	
All-Red Time (s)					1.0						1.0	
Lost Time Adjust (s)					0.0						0.0	
Total Lost Time (s)					4.5						4.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode					C-Max						Min	
Act Effct Green (s)					84.4						16.6	
Actuated g/C Ratio					0.77						0.15	
v/c Ratio					0.24						0.60	
Control Delay (s/veh)					3.8						48.1	
Queue Delay					0.0						0.0	
Total Delay (s/veh)					3.8						48.1	
LOS					A						D	
Approach Delay (s/veh)					3.8						48.1	
Approach LOS					A						D	
Queue Length 50th (ft)					71						120	
Queue Length 95th (ft)					87						163	
Internal Link Dist (ft)		83			6			10			115	
Turn Bay Length (ft)												
Base Capacity (vph)					2663						1302	
Starvation Cap Reductn					0						0	
Spillback Cap Reductn					0						0	
Storage Cap Reductn					0						0	
Reduced v/c Ratio					0.24						0.25	

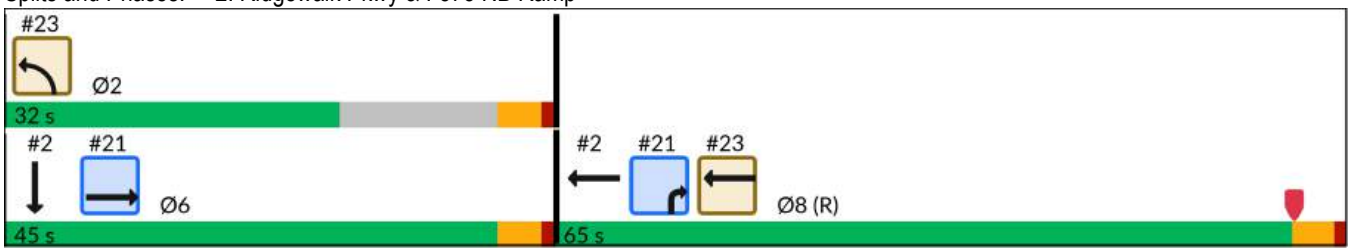
Intersection Summary
Cycle Length: 110
Actuated Cycle Length: 110
Offset: 0 (0%), Referenced to phase 8:WBT, Start of Yellow, Master Intersection
Natural Cycle: 45
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.60

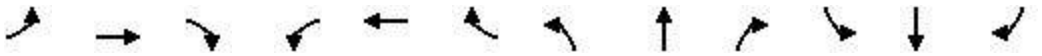
Lane Group	Ø2
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	2
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	22.5
Total Split (s)	32.0
Total Split (%)	29%
Yellow Time (s)	3.5
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

Intersection Signal Delay (s/veh): 18.7	Intersection LOS: B
Intersection Capacity Utilization 33.0%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 2: Ridgewalk Pkwy & I-575 NB Ramp



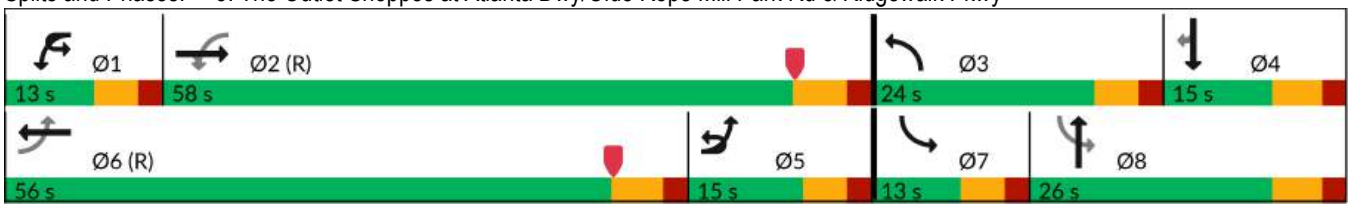


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	102	599	142	55	676	70	107	12	53	50	14	84
Future Volume (vph)	102	599	142	55	676	70	107	12	53	50	14	84
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	6%	4%	2%	2%	5%	8%	3%	0%	4%	13%	0%	8%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	109	637	151	59	793	0	114	69	0	53	15	89
Turn Type	D.P+P	NA	Perm	D.P+P	NA		Prot	NA		D.P+P	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	6		2	2						8		4
Detector Phase	5	2	2	1	6		3	8		7	4	4
Switch Phase												
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0		5.0	6.0		5.0	6.0	6.0
Minimum Split (s)	10.6	24.3	24.3	10.6	24.3		10.6	24.0		10.6	24.0	24.0
Total Split (s)	15.0	58.0	58.0	13.0	56.0		24.0	26.0		13.0	15.0	15.0
Total Split (%)	13.6%	52.7%	52.7%	11.8%	50.9%		21.8%	23.6%		11.8%	13.6%	13.6%
Yellow Time (s)	3.6	4.3	4.3	3.6	4.3		3.6	4.0		3.6	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	2.0
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)	5.6	6.3	6.3	5.6	6.3		5.6	6.0		5.6	6.0	6.0
Lead/Lag	Lag	Lag	Lag	Lead	Lead		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max		None	None		None	None	None
Act Effct Green (s)	73.8	68.7	68.7	75.0	63.7		9.1	8.6		14.9	6.6	6.6
Actuated g/C Ratio	0.67	0.62	0.62	0.68	0.58		0.08	0.08		0.14	0.06	0.06
v/c Ratio	0.22	0.29	0.14	0.11	0.29		0.41	0.39		0.29	0.13	0.27
Control Delay (s/veh)	5.1	8.0	0.3	3.4	7.8		52.0	23.3		39.9	51.2	1.9
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	5.1	8.0	0.3	3.4	7.8		52.0	23.3		39.9	51.2	1.9
LOS	A	A	A	A	A		D	C		D	D	A
Approach Delay (s/veh)		6.3			7.5			41.2			19.5	
Approach LOS		A			A			D			B	
Queue Length 50th (ft)	14	69	0	5	39		41	9		35	10	0
Queue Length 95th (ft)	29	175	0	10	84		69	51		71	32	0
Internal Link Dist (ft)		390			716			229			522	
Turn Bay Length (ft)	250		430	300			175			225		275
Base Capacity (vph)	496	2220	1086	551	2752		557	333		187	153	361
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	0
Reduced v/c Ratio	0.22	0.29	0.14	0.11	0.29		0.20	0.21		0.28	0.10	0.25

Intersection Summary
Cycle Length: 110
Actuated Cycle Length: 110
Offset: 62 (56%), Referenced to phase 2:EBWB and 6:EBWB, Start of Yellow
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.41

Intersection Signal Delay (s/veh): 10.9 Intersection LOS: B
Intersection Capacity Utilization 49.2% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 3: The Outlet Shoppes at Atlanta Dwy/Olde Rope Mill Park Rd & Ridgewalk Pkwy



4: Woodstock Pkwy/Meridian Dr & Ridgewalk Pkwy



Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	4	618	83	1	230	717	6	72	2	115	4	6
Future Volume (vph)	4	618	83	1	230	717	6	72	2	115	4	6
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	5%	4%	0%	4%	5%	0%	5%	0%	5%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	4	679	91	0	254	795	0	79	128	0	0	25
Turn Type	Perm	NA	Perm	pm+pt	pm+pt	NA		Perm	NA		Perm	NA
Protected Phases		2		1	1	6			8			4
Permitted Phases	2		2	6	6			8			4	
Detector Phase	2	2	2	1	1	6		8	8		4	4
Switch Phase												
Minimum Initial (s)	15.0	15.0	15.0	15.0	15.0	5.0		6.0	6.0		6.0	6.0
Minimum Split (s)	24.3	24.3	24.3	20.6	20.6	24.3		26.6	26.6		29.6	29.6
Total Split (s)	55.0	55.0	55.0	25.0	25.0	80.0		30.0	30.0		30.0	30.0
Total Split (%)	50.0%	50.0%	50.0%	22.7%	22.7%	72.7%		27.3%	27.3%		27.3%	27.3%
Yellow Time (s)	4.3	4.3	4.3	3.6	3.6	4.3		3.6	3.6		3.6	3.6
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0		0.0	0.0			0.0
Total Lost Time (s)	6.3	6.3	6.3		5.6	6.3		5.6	5.6			5.6
Lead/Lag	Lag	Lag	Lag	Lead	Lead							
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes							
Recall Mode	C-Max	C-Max	C-Max	None	None	C-Max		None	None		None	None
Act Effct Green (s)	65.7	65.7	65.7		87.0	86.3		11.8	11.8			11.8
Actuated g/C Ratio	0.60	0.60	0.60		0.79	0.78		0.11	0.11			0.11
v/c Ratio	0.01	0.32	0.09		0.40	0.29		0.55	0.46			0.13
Control Delay (s/veh)	6.3	11.1	3.6		12.2	10.7		59.8	13.5			27.2
Queue Delay	0.0	0.0	0.0		0.0	0.0		0.0	0.0			0.0
Total Delay (s/veh)	6.3	11.1	3.6		12.2	10.7		59.8	13.5			27.2
LOS	A	B	A		B	B		E	B			C
Approach Delay (s/veh)		10.2				11.1			31.2			27.2
Approach LOS		B				B			C			C
Queue Length 50th (ft)	1	194	22		94	153		56	1			7
Queue Length 95th (ft)	m4	263	37		206	308		104	54			32
Internal Link Dist (ft)		716				1172			291			373
Turn Bay Length (ft)	110		120		110			225				
Base Capacity (vph)	410	2114	989		688	2708		297	440			381
Starvation Cap Reductn	0	0	0		0	0		0	0			0
Spillback Cap Reductn	0	0	0		0	0		0	0			0
Storage Cap Reductn	0	0	0		0	0		0	0			0
Reduced v/c Ratio	0.01	0.32	0.09		0.37	0.29		0.27	0.29			0.07

Intersection Summary
Cycle Length: 110
Actuated Cycle Length: 110
Offset: 107 (97%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 75
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.55



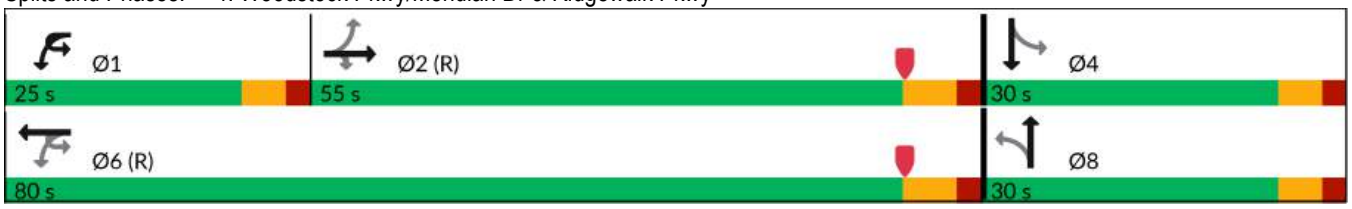
Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	13
Future Volume (vph)	13
Peak Hour Factor	0.91
Heavy Vehicles (%)	0%
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Turn Type	
Protected Phases	
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

Intersection Signal Delay (s/veh): 12.9	Intersection LOS: B
Intersection Capacity Utilization 58.3%	ICU Level of Service B
Analysis Period (min) 15	

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 4: Woodstock Pkwy/Meridian Dr & Ridgewalk Pkwy



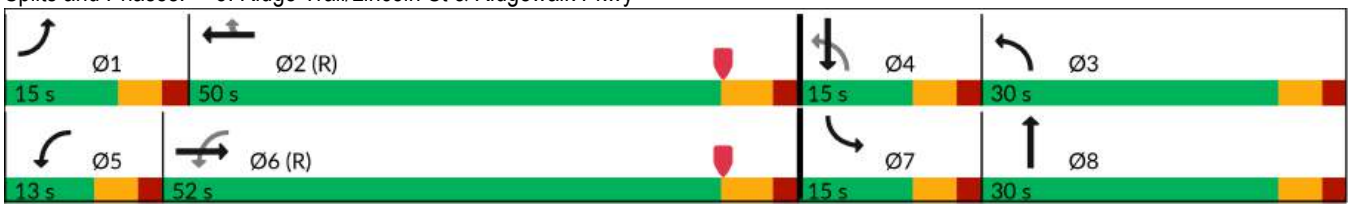
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	65	626	25	37	776	19	87	6	66	22	0	82
Future Volume (vph)	65	626	25	37	776	19	87	6	66	22	0	82
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	12%	5%	0%	0%	5%	0%	4%	0%	2%	0%	0%	3%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	74	739	0	42	882	22	99	82	0	25	93	0
Turn Type	Prot	NA		D.P+P	NA	Perm	D.P+P	NA		Prot	NA	
Protected Phases	1	6		5	2		3	8		7	4	
Permitted Phases				6		2	4					
Detector Phase	1	6		5	2	2	3	8		7	4	
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	15.0	15.0	5.0	6.0		5.0	6.0	
Minimum Split (s)	10.6	26.3		10.6	37.3	37.3	10.6	29.6		10.6	31.6	
Total Split (s)	15.0	52.0		13.0	50.0	50.0	30.0	30.0		15.0	15.0	
Total Split (%)	13.6%	47.3%		11.8%	45.5%	45.5%	27.3%	27.3%		13.6%	13.6%	
Yellow Time (s)	3.6	4.3		3.6	4.3	4.3	3.6	3.6		3.6	3.6	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.6	6.3		5.6	6.3	6.3	5.6	5.6		5.6	5.6	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lag	Lag		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max		None	C-Max	C-Max	None	None		None	None	
Act Effct Green (s)	8.1	73.4		78.1	69.3	69.3	12.9	10.0		6.3	6.0	
Actuated g/C Ratio	0.07	0.67		0.71	0.63	0.63	0.12	0.09		0.06	0.05	
v/c Ratio	0.33	0.33		0.08	0.40	0.02	0.50	0.38		0.12	0.21	
Control Delay (s/veh)	67.4	6.4		4.8	11.2	0.1	50.1	18.2		50.3	1.1	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	67.4	6.4		4.8	11.2	0.1	50.1	18.2		50.3	1.1	
LOS	E	A		A	B	A	D	B		D	A	
Approach Delay (s/veh)		11.9			10.7			35.6			11.5	
Approach LOS		B			B			D			B	
Queue Length 50th (ft)	25	217		6	175	0	64	5		8	0	
Queue Length 95th (ft)	45	281		m16	226	m0	109	49		22	0	
Internal Link Dist (ft)		1172			898			403			204	
Turn Bay Length (ft)	320			150		130	160			150		
Base Capacity (vph)	264	2217		555	2210	1088	460	422		305	474	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.28	0.33		0.08	0.40	0.02	0.22	0.19		0.08	0.20	

Intersection Summary
Cycle Length: 110
Actuated Cycle Length: 110
Offset: 32 (29%), Referenced to phase 2:WBT and 6:EBWB, Start of Yellow
Natural Cycle: 95
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.50

Intersection Signal Delay (s/veh): 13.4	Intersection LOS: B
Intersection Capacity Utilization 51.7%	ICU Level of Service A
Analysis Period (min) 15	

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 5: Ridge Trail/Lincoln St & Ridgewalk Pkwy



Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑	↱		↱
Traffic Vol, veh/h	0	746	755	60	0	97
Future Vol, veh/h	0	746	755	60	0	97
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Free	-	Yield
Storage Length	-	-	-	140	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	-3	4	-	-5	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	4	5	7	0	3
Mvmt Flow	0	829	839	67	0	108

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	419
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.46
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.33
Pot Cap-1 Maneuver	0	-	-	0	0	614
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	614
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	12.1
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	614
HCM Lane V/C Ratio	-	-	0.175
HCM Ctrl Dly (s/v)	-	-	12.1
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.6

Intersection	
Int Delay, s/veh	1.7

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	24	32	686	2	2	763	16	0	0	2	24	0	35
Future Vol, veh/h	24	32	686	2	2	763	16	0	0	2	24	0	35
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	200	-	-	105	-	150	-	-	0	-	-	-
Veh in Median Storage, #	-	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-	-7	-	-	7	-	-	-10	-	-	0	-
Peak Hour Factor	92	92	88	88	88	88	92	88	92	88	92	92	92
Heavy Vehicles, %	2	2	4	0	0	5	2	0	2	0	2	2	2
Mvmt Flow	26	35	780	2	2	867	17	0	0	2	26	0	38

Major/Minor	Major1				Major2			Minor1			Minor2		
Conflicting Flow All	867	884	0	0	782	0	0	1340	1791	391	1383	1775	434
Stage 1	-	-	-	-	-	-	-	902	902	-	872	872	-
Stage 2	-	-	-	-	-	-	-	438	889	-	512	904	-
Critical Hdwy	6.44	4.14	-	-	4.1	-	-	5.5	4.54	5.9	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	4.5	3.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	4.5	3.54	-	6.54	5.54	-
Follow-up Hdwy	2.52	2.22	-	-	2.2	-	-	3.5	4.02	3.3	3.52	4.02	3.32
Pot Cap-1 Maneuver	404	761	-	-	845	-	-	237	216	684	103	82	570
Stage 1	-	-	-	-	-	-	-	500	585	-	312	366	-
Stage 2	-	-	-	-	-	-	-	731	589	-	513	354	-
Platoon blocked, %			-	-		-	-						
Mov Cap-1 Maneuver	530	530	-	-	845	-	-	196	191	684	91	72	570
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	196	191	-	91	72	-
Stage 1	-	-	-	-	-	-	-	443	518	-	311	365	-
Stage 2	-	-	-	-	-	-	-	680	588	-	453	313	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.92	0.02	10.28	35.46
HCM LOS			B	E

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	684	530	-	-	845	-	-	181
HCM Lane V/C Ratio	-	0.003	0.115	-	-	0.003	-	-	0.355
HCM Ctrl Dly (s/v)	0	10.3	12.7	-	-	9.3	-	-	35.5
HCM Lane LOS	A	B	B	-	-	A	-	-	E
HCM 95th %tile Q(veh)	-	0	0.4	-	-	0	-	-	1.5

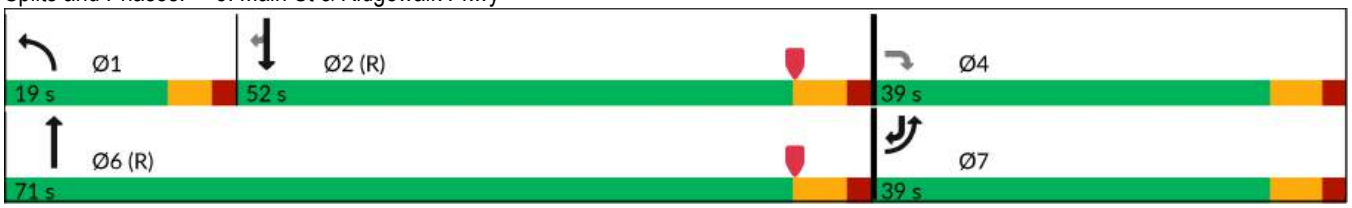


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	553	167	129	195	396	663
Future Volume (vph)	553	167	129	195	396	663
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	5%	3%	5%	2%	3%	5%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	601	182	140	212	430	721
Turn Type	Prot	Perm	Prot	NA	NA	pm+ov
Protected Phases	7		1	6	2	7
Permitted Phases		4				2
Detector Phase	7	4	1	6	2	7
Switch Phase						
Minimum Initial (s)	8.0	8.0	5.0	15.0	15.0	8.0
Minimum Split (s)	24.3	26.3	10.5	24.3	24.3	24.3
Total Split (s)	39.0	39.0	19.0	71.0	52.0	39.0
Total Split (%)	35.5%	35.5%	17.3%	64.5%	47.3%	35.5%
Yellow Time (s)	4.3	4.3	3.5	4.3	4.3	4.3
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.3	6.3	5.5	6.3	6.3	6.3
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None	None	None	C-Max	C-Max	None
Act Effct Green (s)	27.5	27.5	10.0	69.9	54.3	88.2
Actuated g/C Ratio	0.25	0.25	0.09	0.64	0.49	0.80
v/c Ratio	0.71	0.34	0.47	0.18	0.47	0.56
Control Delay (s/veh)	35.2	8.0	52.3	9.5	22.0	4.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	35.2	8.0	52.3	9.5	22.0	4.4
LOS	D	A	D	A	C	A
Approach Delay (s/veh)	28.9			26.5	11.0	
Approach LOS	C			C	B	
Queue Length 50th (ft)	117	0	51	59	200	82
Queue Length 95th (ft)	190	46	82	105	332	172
Internal Link Dist (ft)	782			578	714	
Turn Bay Length (ft)	365		270			
Base Capacity (vph)	1001	598	401	1159	915	1349
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.60	0.30	0.35	0.18	0.47	0.53

Intersection Summary
Cycle Length: 110
Actuated Cycle Length: 110
Offset: 99 (90%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.71

Intersection Signal Delay (s/veh): 19.5
Intersection LOS: B
Intersection Capacity Utilization 55.9%
ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 8: Main St & Ridgewalk Pkwy



Intersection	
Int Delay, s/veh	4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	3	41	0	0	17	11	28	0	34	0
Future Vol, veh/h	0	0	3	41	0	0	17	11	28	0	34	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	5	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	3	45	0	0	18	12	30	0	37	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	86	116	37	101	101	27	37	0	0	42	0	0
Stage 1	37	37	-	64	64	-	-	-	-	-	-	-
Stage 2	49	79	-	37	37	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	900	774	1035	880	789	1048	1574	-	-	1567	-	-
Stage 1	978	864	-	947	841	-	-	-	-	-	-	-
Stage 2	964	829	-	978	864	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	889	765	1035	867	779	1048	1574	-	-	1567	-	-
Mov Cap-2 Maneuver	889	765	-	867	779	-	-	-	-	-	-	-
Stage 1	978	864	-	935	831	-	-	-	-	-	-	-
Stage 2	953	819	-	975	864	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	8.49	9.38	2.22	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	478	-	-	1035	867	1567	-	-
HCM Lane V/C Ratio	0.012	-	-	0.003	0.051	-	-	-
HCM Ctrl Dly (s/v)	7.3	0	-	8.5	9.4	0	-	-
HCM Lane LOS	A	A	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.2	0	-	-

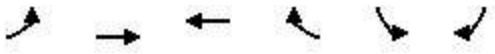
Intersection	
Int Delay, s/veh	1.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	18	0	56	4	0	79
Future Vol, veh/h	18	0	56	4	0	79
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	5	-	-	-5
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	20	0	61	4	0	86

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	149	63	0	0	65	0
Stage 1	63	-	-	-	-	-
Stage 2	86	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	843	1002	-	-	1537	-
Stage 1	960	-	-	-	-	-
Stage 2	937	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	843	1002	-	-	1537	-
Mov Cap-2 Maneuver	843	-	-	-	-	-
Stage 1	960	-	-	-	-	-
Stage 2	937	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	9.37	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	843	1537	-
HCM Lane V/C Ratio	-	-	0.023	-	-
HCM Ctrl Dly (s/v)	-	-	9.4	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-



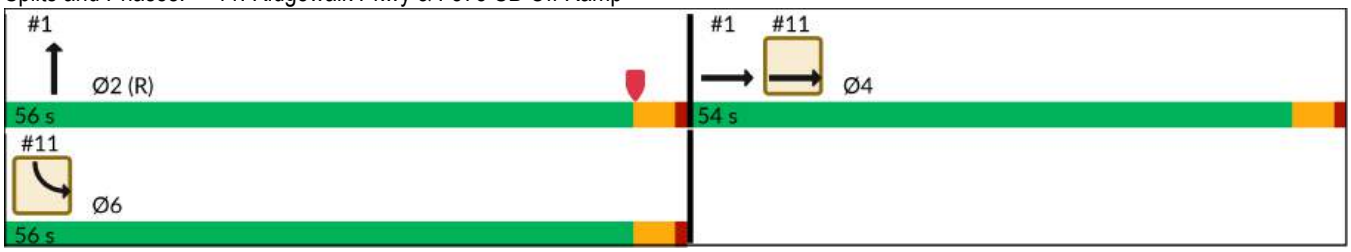
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø2
Lane Configurations							
Traffic Volume (vph)	0	145	0	0	238	0	
Future Volume (vph)	0	145	0	0	238	0	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	156	0	0	256	0	
Turn Type		NA			Prot		
Protected Phases		4			6		2
Permitted Phases							
Detector Phase		4			6		
Switch Phase							
Minimum Initial (s)		5.0			5.0		5.0
Minimum Split (s)		22.5			22.5		22.5
Total Split (s)		54.0			56.0		56.0
Total Split (%)		49.1%			50.9%		51%
Yellow Time (s)		3.5			3.5		3.5
All-Red Time (s)		1.0			1.0		1.0
Lost Time Adjust (s)		0.0			0.0		
Total Lost Time (s)		4.5			4.5		
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode		Min			None		C-Max
Act Effct Green (s)		10.2			90.8		
Actuated g/C Ratio		0.09			0.83		
v/c Ratio		0.47			0.08		
Control Delay (s/veh)		6.8			0.1		
Queue Delay		0.0			0.0		
Total Delay (s/veh)		6.8			0.1		
LOS		A			A		
Approach Delay (s/veh)		6.8			0.1		
Approach LOS		A			A		
Queue Length 50th (ft)		1			0		
Queue Length 95th (ft)		2			0		
Internal Link Dist (ft)		37	288		65		
Turn Bay Length (ft)							
Base Capacity (vph)		1608			3098		
Starvation Cap Reductn		38			0		
Spillback Cap Reductn		0			0		
Storage Cap Reductn		0			0		
Reduced v/c Ratio		0.10			0.08		

Intersection Summary
Cycle Length: 110
Actuated Cycle Length: 110
Offset: 56 (51%), Referenced to phase 2:NBT, Start of Yellow
Natural Cycle: 45
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.47

11: Ridgewalk Pkwy & I-575 SB Off Ramp

Intersection Signal Delay (s/veh): 2.6	Intersection LOS: A
Intersection Capacity Utilization 18.5%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 11: Ridgewalk Pkwy & I-575 SB Off Ramp

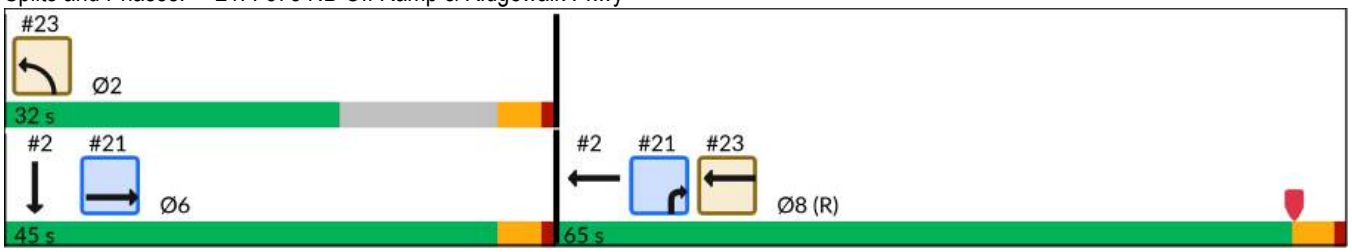


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø2
Lane Configurations							
Traffic Volume (vph)	309	0	0	0	0	538	
Future Volume (vph)	309	0	0	0	0	538	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	
Heavy Vehicles (%)	2%	0%	0%	0%	0%	5%	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	319	0	0	0	0	555	
Turn Type	NA					Prot	
Protected Phases	6					8	2
Permitted Phases							
Detector Phase	6					8	
Switch Phase							
Minimum Initial (s)	5.0					5.0	5.0
Minimum Split (s)	22.5					22.5	22.5
Total Split (s)	45.0					65.0	32.0
Total Split (%)	40.9%					59.1%	29%
Yellow Time (s)	3.5					3.5	3.5
All-Red Time (s)	1.0					1.0	1.0
Lost Time Adjust (s)	0.0					0.0	
Total Lost Time (s)	4.5					4.5	
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	Min					C-Max	None
Act Effct Green (s)	16.6					84.4	
Actuated g/C Ratio	0.15					0.77	
v/c Ratio	0.60					0.25	
Control Delay (s/veh)	5.8					0.4	
Queue Delay	0.0					0.0	
Total Delay (s/veh)	5.8					0.4	
LOS	A					A	
Approach Delay (s/veh)	5.8				0.4		
Approach LOS	A				A		
Queue Length 50th (ft)	1					0	
Queue Length 95th (ft)	1					7	
Internal Link Dist (ft)	10			6	46		
Turn Bay Length (ft)							
Base Capacity (vph)	1302					2222	
Starvation Cap Reductn	54					0	
Spillback Cap Reductn	0					0	
Storage Cap Reductn	0					0	
Reduced v/c Ratio	0.26					0.25	

Intersection Summary
Cycle Length: 110
Actuated Cycle Length: 110
Offset: 0 (0%), Referenced to phase 8:WBT, Start of Yellow, Master Intersection
Natural Cycle: 45
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.60

Intersection Signal Delay (s/veh): 2.4	Intersection LOS: A
Intersection Capacity Utilization 34.9%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 21: I-575 NB Off Ramp & Ridgewalk Pkwy



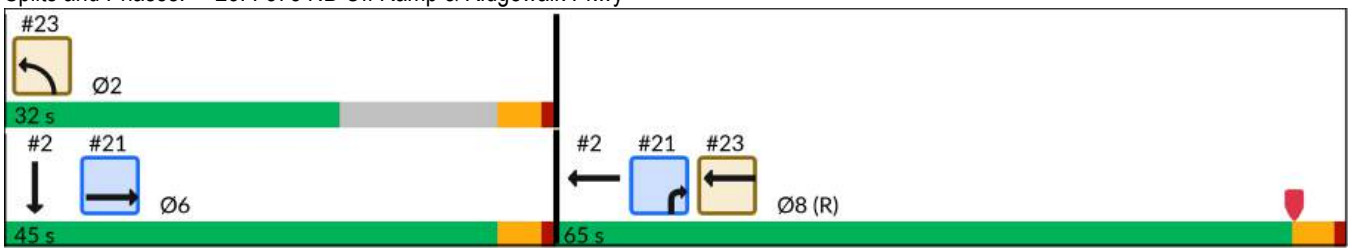


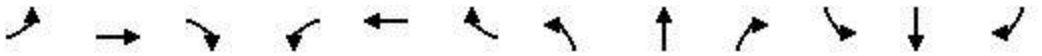
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø6
Lane Configurations							
Traffic Volume (vph)	0	0	0	608	32	0	
Future Volume (vph)	0	0	0	608	32	0	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	
Heavy Vehicles (%)	0%	0%	0%	4%	3%	0%	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	0	0	627	33	0	
Turn Type				NA	Prot		
Protected Phases				8	2		6
Permitted Phases							
Detector Phase				8	2		
Switch Phase							
Minimum Initial (s)				5.0	5.0		5.0
Minimum Split (s)				22.5	22.5		22.5
Total Split (s)				65.0	32.0		45.0
Total Split (%)				59.1%	29.1%		41%
Yellow Time (s)				3.5	3.5		3.5
All-Red Time (s)				1.0	1.0		1.0
Lost Time Adjust (s)				0.0	0.0		
Total Lost Time (s)				4.5	4.5		
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode				C-Max	None		Min
Act Effct Green (s)				84.4	16.6		
Actuated g/C Ratio				0.77	0.15		
v/c Ratio				0.24	0.07		
Control Delay (s/veh)				0.5	0.3		
Queue Delay				0.2	0.0		
Total Delay (s/veh)				0.8	0.3		
LOS				A	A		
Approach Delay (s/veh)				0.8	0.3		
Approach LOS				A	A		
Queue Length 50th (ft)				1	0		
Queue Length 95th (ft)				1	0		
Internal Link Dist (ft)	314			83	115		
Turn Bay Length (ft)							
Base Capacity (vph)				2663	801		
Starvation Cap Reductn				1249	0		
Spillback Cap Reductn				0	0		
Storage Cap Reductn				0	0		
Reduced v/c Ratio				0.44	0.04		

Intersection Summary
Cycle Length: 110
Actuated Cycle Length: 110
Offset: 0 (0%), Referenced to phase 8:WBT, Start of Yellow, Master Intersection
Natural Cycle: 45
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.60

Intersection Signal Delay (s/veh): 0.7	Intersection LOS: A
Intersection Capacity Utilization 33.4%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 23: I-575 NB Off Ramp & Ridgewalk Pkwy





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑						↑				
Traffic Volume (vph)	0	145	0	0	0	0	0	295	0	0	0	0
Future Volume (vph)	0	145	0	0	0	0	0	295	0	0	0	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	149	0	0	0	0	0	304	0	0	0	0
Turn Type		NA						NA				
Protected Phases		4						2				
Permitted Phases												
Detector Phase		4						2				
Switch Phase												
Minimum Initial (s)		5.0						5.0				
Minimum Split (s)		22.5						22.5				
Total Split (s)		39.0						91.0				
Total Split (%)		30.0%						70.0%				
Yellow Time (s)		3.5						3.5				
All-Red Time (s)		1.0						1.0				
Lost Time Adjust (s)		0.0						0.0				
Total Lost Time (s)		4.5						4.5				
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode		Min						C-Max				
Act Effct Green (s)		10.8						110.2				
Actuated g/C Ratio		0.08						0.85				
v/c Ratio		0.51						0.19				
Control Delay (s/veh)		62.7						1.1				
Queue Delay		0.0						0.0				
Total Delay (s/veh)		62.7						1.1				
LOS		E						A				
Approach Delay (s/veh)		62.7						1.1				
Approach LOS		E						A				
Queue Length 50th (ft)		65						18				
Queue Length 95th (ft)		100						30				
Internal Link Dist (ft)		44			37			19			57	
Turn Bay Length (ft)												
Base Capacity (vph)		939						1610				
Starvation Cap Reductn		0						0				
Spillback Cap Reductn		0						0				
Storage Cap Reductn		0						0				
Reduced v/c Ratio		0.16						0.19				

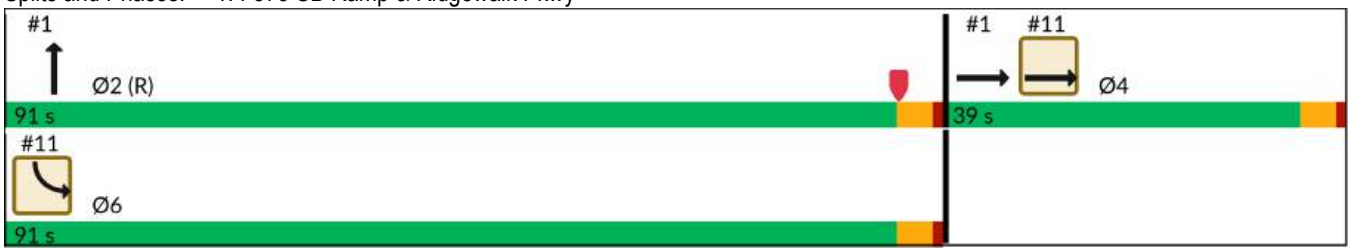
Intersection Summary
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 0 (0%), Referenced to phase 2:NBT, Start of Yellow
Natural Cycle: 45
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.51

Lane Group	Ø6
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	6
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	22.5
Total Split (s)	91.0
Total Split (%)	70%
Yellow Time (s)	3.5
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

Intersection Signal Delay (s/veh): 21.4	Intersection LOS: C
Intersection Capacity Utilization 27.2%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 1: I-575 SB Ramp & Ridgewalk Pkwy



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	885	0	0	0	0	0	586	0
Future Volume (vph)	0	0	0	0	885	0	0	0	0	0	586	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	0%	3%	0%	0%	0%	0%	0%	1%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	922	0	0	0	0	0	610	0
Turn Type					NA						NA	
Protected Phases					8						6	
Permitted Phases												
Detector Phase					8						6	
Switch Phase												
Minimum Initial (s)					5.0						5.0	
Minimum Split (s)					22.5						22.5	
Total Split (s)					83.0						47.0	
Total Split (%)					63.8%						36.2%	
Yellow Time (s)					3.5						3.5	
All-Red Time (s)					1.0						1.0	
Lost Time Adjust (s)					0.0						0.0	
Total Lost Time (s)					4.5						4.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode					C-Max						Min	
Act Effct Green (s)					88.3						32.7	
Actuated g/C Ratio					0.68						0.25	
v/c Ratio					0.39						0.68	
Control Delay (s/veh)					6.7						36.8	
Queue Delay					0.0						0.0	
Total Delay (s/veh)					6.7						36.8	
LOS					A						D	
Approach Delay (s/veh)					6.7						36.8	
Approach LOS					A						D	
Queue Length 50th (ft)					55						184	
Queue Length 95th (ft)					81						209	
Internal Link Dist (ft)		83			6			10			115	
Turn Bay Length (ft)												
Base Capacity (vph)					2381						1168	
Starvation Cap Reductn					0						0	
Spillback Cap Reductn					0						0	
Storage Cap Reductn					0						0	
Reduced v/c Ratio					0.39						0.52	

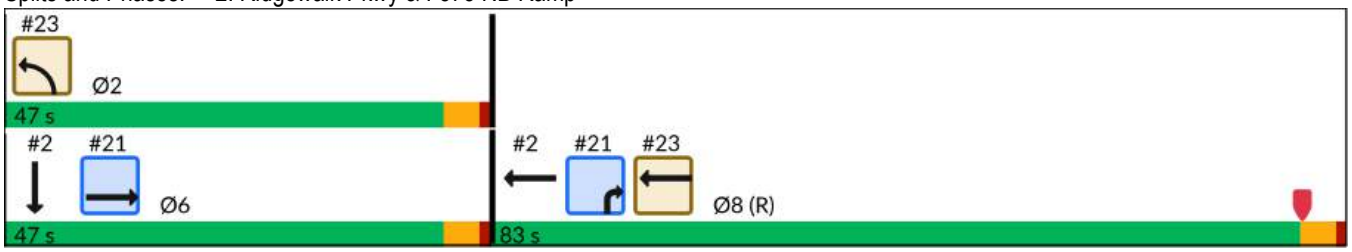
Intersection Summary
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 0 (0%), Referenced to phase 8:WBT, Start of Yellow, Master Intersection
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.68

Lane Group	Ø2
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	2
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	22.5
Total Split (s)	47.0
Total Split (%)	36%
Yellow Time (s)	3.5
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

Intersection Signal Delay (s/veh): 18.7	Intersection LOS: B
Intersection Capacity Utilization 54.2%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 2: Ridgewalk Pkwy & I-575 NB Ramp



3: The Outlet Shoppes at Atlanta Dwy/Olde Rope Mill Park Rd & Ridgewalk Pkwy

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	3	71	1213	316	84	1080	76	250	15	86	54	9
Future Volume (vph)	3	71	1213	316	84	1080	76	250	15	86	54	9
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	8%	1%	0%	0%	1%	3%	0%	0%	1%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	76	1251	326	87	1191	0	258	104	0	56	9
Turn Type	D.P+P	D.P+P	NA	Perm	D.P+P	NA		Prot	NA		D.P+P	NA
Protected Phases	5	5	2		1	6		3	8		7	4
Permitted Phases	6	6		2	2						8	
Detector Phase	5	5	2	2	1	6		3	8		7	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	15.0	15.0	5.0	15.0		5.0	6.0		5.0	6.0
Minimum Split (s)	10.6	10.6	24.3	24.3	10.6	24.3		10.6	24.0		10.6	24.0
Total Split (s)	15.0	15.0	58.0	58.0	15.0	58.0		37.0	40.0		17.0	20.0
Total Split (%)	11.5%	11.5%	44.6%	44.6%	11.5%	44.6%		28.5%	30.8%		13.1%	15.4%
Yellow Time (s)	3.6	3.6	4.3	4.3	3.6	4.3		3.6	4.0		3.6	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)		5.6	6.3	6.3	5.6	6.3		5.6	6.0		5.6	6.0
Lead/Lag	Lead	Lead	Lead	Lead	Lag	Lag		Lead	Lag		Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes
Recall Mode	None	None	C-Max	C-Max	None	C-Max		None	None		None	None
Act Effct Green (s)		86.2	75.0	75.0	85.1	79.3		15.1	15.6		23.6	7.0
Actuated g/C Ratio		0.66	0.58	0.58	0.65	0.61		0.12	0.12		0.18	0.05
v/c Ratio		0.25	0.59	0.30	0.31	0.39		0.65	0.38		0.22	0.09
Control Delay (s/veh)		6.5	13.9	1.0	16.8	14.4		62.4	18.3		41.8	59.3
Queue Delay		0.0	0.6	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Delay (s/veh)		6.5	14.4	1.0	16.8	14.4		62.4	18.3		41.8	59.3
LOS		A	B	A	B	B		E	B		D	E
Approach Delay (s/veh)			11.4			14.6			49.7			17.9
Approach LOS			B			B			D			B
Queue Length 50th (ft)		12	290	0	12	87		108	12		39	7
Queue Length 95th (ft)		27	444	3	59	254		149	65		71	26
Internal Link Dist (ft)			390			716			229			522
Turn Bay Length (ft)		250		430	300			175			225	
Base Capacity (vph)		334	2114	1092	279	3023		828	486		283	201
Starvation Cap Reductn		0	440	0	0	0		0	0		0	0
Spillback Cap Reductn		0	0	0	0	0		0	0		0	0
Storage Cap Reductn		0	0	0	0	0		0	0		0	0
Reduced v/c Ratio		0.23	0.75	0.30	0.31	0.39		0.31	0.21		0.20	0.04

Intersection Summary
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 91 (70%), Referenced to phase 2:EBWB and 6:EBWB, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.65

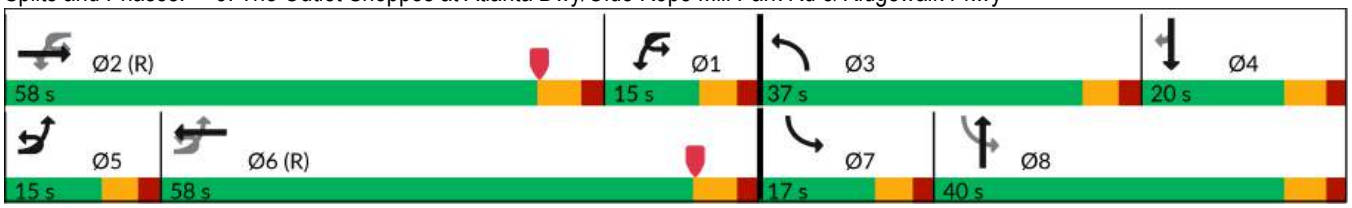


Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	139
Future Volume (vph)	139
Peak Hour Factor	0.97
Heavy Vehicles (%)	5%
Shared Lane Traffic (%)	
Lane Group Flow (vph)	143
Turn Type	Perm
Protected Phases	
Permitted Phases	4
Detector Phase	4
Switch Phase	
Minimum Initial (s)	6.0
Minimum Split (s)	24.0
Total Split (s)	20.0
Total Split (%)	15.4%
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	6.0
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Recall Mode	None
Act Effct Green (s)	7.0
Actuated g/C Ratio	0.05
v/c Ratio	0.49
Control Delay (s/veh)	6.0
Queue Delay	0.0
Total Delay (s/veh)	6.0
LOS	A
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	0
Queue Length 95th (ft)	0
Internal Link Dist (ft)	
Turn Bay Length (ft)	275
Base Capacity (vph)	361
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.40

Intersection Summary

Intersection Signal Delay (s/veh): 16.9	Intersection LOS: B
Intersection Capacity Utilization 66.9%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 3: The Outlet Shoppes at Atlanta Dwy/Olde Rope Mill Park Rd & Ridgewalk Pkwy



Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	1	8	1282	62	223	1155	3	80	5	316	9	6
Future Volume (vph)	1	8	1282	62	223	1155	3	80	5	316	9	6
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	14%	1%	0%	1%	1%	0%	4%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	9	1335	65	232	1206	0	83	334	0	0	28
Turn Type	Perm	Perm	NA	Perm	pm+pt	NA		Perm	NA		Perm	NA
Protected Phases			2		1	6			8			4
Permitted Phases	2	2		2	6			8			4	
Detector Phase	2	2	2	2	1	6		8	8		4	4
Switch Phase												
Minimum Initial (s)	15.0	15.0	15.0	15.0	4.9	15.0		6.0	6.0		6.0	6.0
Minimum Split (s)	24.3	24.3	24.3	24.3	10.5	24.3		26.6	26.6		29.6	29.6
Total Split (s)	78.0	78.0	78.0	78.0	17.0	95.0		35.0	35.0		35.0	35.0
Total Split (%)	60.0%	60.0%	60.0%	60.0%	13.1%	73.1%		26.9%	26.9%		26.9%	26.9%
Yellow Time (s)	4.3	4.3	4.3	4.3	3.6	4.3		3.6	3.6		3.6	3.6
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0
Total Lost Time (s)		6.3	6.3	6.3	5.6	6.3		5.6	5.6			5.6
Lead/Lag	Lag	Lag	Lag	Lag	Lead							
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes							
Recall Mode	C-Max	C-Max	C-Max	C-Max	None	C-Max		None	None		None	None
Act Effct Green (s)		82.0	82.0	82.0	100.2	99.5		18.6	18.6			18.6
Actuated g/C Ratio		0.63	0.63	0.63	0.77	0.77		0.14	0.14			0.14
v/c Ratio		0.04	0.57	0.06	0.69	0.44		0.43	0.85			0.27
Control Delay (s/veh)		4.3	9.3	0.7	34.8	5.0		55.1	43.2			35.5
Queue Delay		0.0	0.3	0.0	0.0	0.0		0.0	0.0			0.0
Total Delay (s/veh)		4.3	9.6	0.7	34.8	5.0		55.1	43.2			35.5
LOS		A	A	A	C	A		E	D			D
Approach Delay (s/veh)			9.2			9.8			45.6			35.5
Approach LOS			A			A			D			D
Queue Length 50th (ft)		1	415	1	92	123		67	127			11
Queue Length 95th (ft)		m3	520	m4	m#218	190		111	222			39
Internal Link Dist (ft)			716			1172			291			373
Turn Bay Length (ft)		110		120	110			225				
Base Capacity (vph)		256	2323	1074	347	2748		305	510			153
Starvation Cap Reductn		0	358	0	0	0		0	0			0
Spillback Cap Reductn		0	0	0	0	0		0	0			0
Storage Cap Reductn		0	0	0	0	0		0	0			0
Reduced v/c Ratio		0.04	0.68	0.06	0.67	0.44		0.27	0.65			0.18

Intersection Summary
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 119 (92%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.85



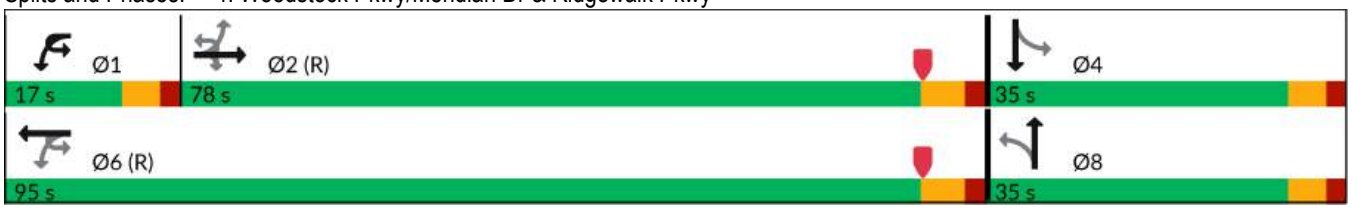
Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	12
Future Volume (vph)	12
Peak Hour Factor	0.96
Heavy Vehicles (%)	0%
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Turn Type	
Protected Phases	
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

Intersection Signal Delay (s/veh): 14.3	Intersection LOS: B
Intersection Capacity Utilization 82.2%	ICU Level of Service E
Analysis Period (min) 15	

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 4: Woodstock Pkwy/Meridian Dr & Ridgewalk Pkwy



Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	366	1043	122	1	101	899	52	104	33	72	166	14
Future Volume (vph)	366	1043	122	1	101	899	52	104	33	72	166	14
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	1%	1%	0%	0%	2%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	381	1213	0	0	106	936	54	108	109	0	173	374
Turn Type	Prot	NA		D.P+P	D.P+P	NA	Perm	D.P+P	NA		Prot	NA
Protected Phases	1	6		5	5	2		3	8		7	4
Permitted Phases				6	6		2	4				
Detector Phase	1	6		5	5	2	2	3	8		7	4
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	5.0	15.0	15.0	5.0	6.0		5.0	6.0
Minimum Split (s)	10.6	26.3		10.6	10.6	37.3	37.3	10.6	29.6		10.6	31.6
Total Split (s)	25.0	69.0		15.0	15.0	59.0	59.0	20.0	29.0		17.0	26.0
Total Split (%)	19.2%	53.1%		11.5%	11.5%	45.4%	45.4%	15.4%	22.3%		13.1%	20.0%
Yellow Time (s)	3.6	4.3		3.6	3.6	4.3	4.3	3.6	3.6		3.6	3.6
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.6	6.3			5.6	6.3	6.3	5.6	5.6		5.6	5.6
Lead/Lag	Lead	Lag		Lead	Lead	Lag	Lag	Lag	Lag		Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes
Recall Mode	None	C-Max		None	None	C-Max	C-Max	None	None		None	None
Act Effct Green (s)	18.9	75.1			83.9	64.3	64.3	23.7	13.1		10.6	13.2
Actuated g/C Ratio	0.15	0.58			0.65	0.49	0.49	0.18	0.10		0.08	0.10
v/c Ratio	0.77	0.61			0.36	0.52	0.06	0.52	0.45		0.60	0.86
Control Delay (s/veh)	67.6	15.7			11.5	23.2	0.1	56.4	25.2		66.4	31.3
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay (s/veh)	67.6	15.7			11.5	23.2	0.1	56.4	25.2		66.4	31.3
LOS	E	B			B	C	A	E	C		E	C
Approach Delay (s/veh)		28.1				20.9			40.7			42.4
Approach LOS		C				C			D			D
Queue Length 50th (ft)	164	168			28	238	0	76	28		73	60
Queue Length 95th (ft)	224	320			m53	431	m0	116	79		111	173
Internal Link Dist (ft)		1172				898			403			204
Turn Bay Length (ft)	320				150		130	160			150	
Base Capacity (vph)	525	1976			314	1785	920	263	373		313	513
Starvation Cap Reductn	0	0			0	0	0	0	0		0	0
Spillback Cap Reductn	0	0			0	0	0	0	0		0	0
Storage Cap Reductn	0	0			0	0	0	0	0		0	0
Reduced v/c Ratio	0.73	0.61			0.34	0.52	0.06	0.41	0.29		0.55	0.73

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 105 (81%), Referenced to phase 2:WBT and 6:EBWB, Start of Yellow
Natural Cycle: 95
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.86



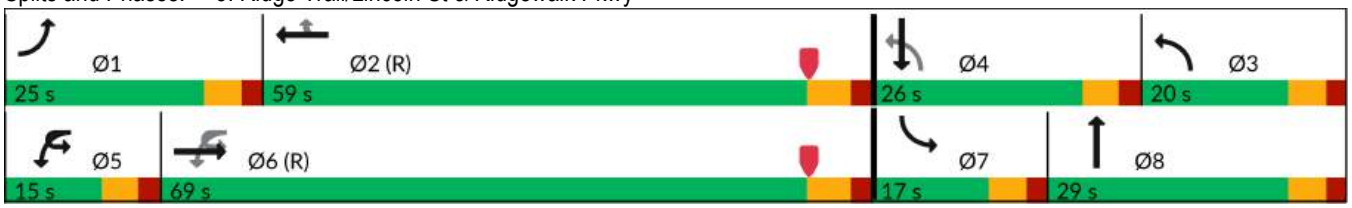
Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	345
Future Volume (vph)	345
Peak Hour Factor	0.96
Heavy Vehicles (%)	0%
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Turn Type	
Protected Phases	
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

Intersection Signal Delay (s/veh): 28.9	Intersection LOS: C
Intersection Capacity Utilization 85.5%	ICU Level of Service E
Analysis Period (min) 15	

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 5: Ridge Trail/Lincoln St & Ridgewalk Pkwy



Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑	↱		↱
Traffic Vol, veh/h	0	1330	959	230	0	158
Future Vol, veh/h	0	1330	959	230	0	158
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Free	-	Yield
Storage Length	-	-	-	140	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	-3	4	-	-5	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	1	1	2	0	2
Mvmt Flow	0	1385	999	240	0	165

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	499
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.44
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	0	0	554
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	554
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	14.23
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	554
HCM Lane V/C Ratio	-	-	0.297
HCM Ctrl Dly (s/v)	-	-	14.2
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	1.2

Intersection	
Int Delay, s/veh	10.3

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	45	272	1015	2	2	1111	91	0	0	2	32	0	32
Future Vol, veh/h	45	272	1015	2	2	1111	91	0	0	2	32	0	32
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	200	-	-	105	-	150	-	-	0	-	-	-
Veh in Median Storage, #	-	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	-	-7	-	-	7	-	-	-10	-	-	0	-
Peak Hour Factor	94	92	94	94	94	94	92	94	92	94	92	92	92
Heavy Vehicles, %	0	2	1	0	0	2	2	0	2	0	2	2	2
Mvmt Flow	48	296	1080	2	2	1182	99	0	0	2	35	0	35

Major/Minor	Major1				Major2			Minor1			Minor2		
Conflicting Flow All	1182	1281	0	0	1082	0	0	2363	3053	541	2413	2955	591
Stage 1	-	-	-	-	-	-	-	1768	1768	-	1186	1186	-
Stage 2	-	-	-	-	-	-	-	595	1285	-	1227	1769	-
Critical Hdwy	6.4	4.14	-	-	4.1	-	-	5.5	4.54	5.9	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	4.5	3.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	4.5	3.54	-	6.54	5.54	-
Follow-up Hdwy	2.5	2.22	-	-	2.2	-	-	3.5	4.02	3.3	3.52	4.02	3.32
Pot Cap-1 Maneuver	258	538	-	-	652	-	-	71	67	570	~ 17	14	450
Stage 1	-	-	-	-	-	-	-	236	361	-	200	260	-
Stage 2	-	-	-	-	-	-	-	644	477	-	189	135	-
Platoon blocked, %			-	-		-	-						
Mov Cap-1 Maneuver	458	458	-	-	652	-	-	16	17	570	~ 4	4	450
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	48	56	-	~ 35	26	-
Stage 1	-	-	-	-	-	-	-	59	90	-	200	260	-
Stage 2	-	-	-	-	-	-	-	592	475	-	47	34	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	7.95	0.02	11.34	246.86
HCM LOS			B	F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	570	458	-	-	652	-	-	64
HCM Lane V/C Ratio	-	0.004	0.751	-	-	0.003	-	-	1.085
HCM Ctrl Dly (s/v)	0	11.3	33	-	-	10.5	-	-	246.9
HCM Lane LOS	A	B	D	-	-	B	-	-	F
HCM 95th %tile Q(veh)	-	0	6.3	-	-	0	-	-	5.5

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

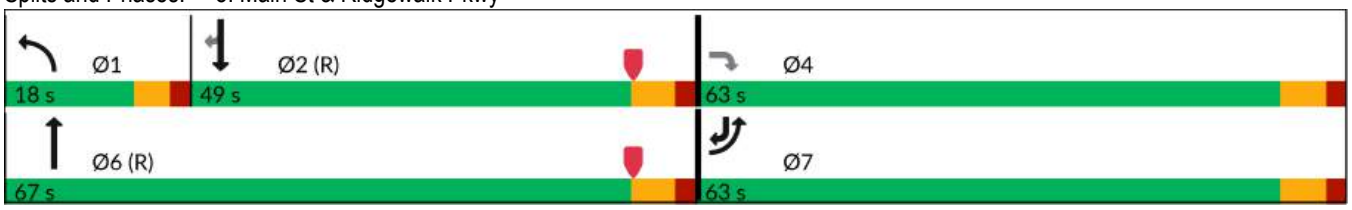


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	786	228	314	426	349	899
Future Volume (vph)	786	228	314	426	349	899
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	0%	1%	2%	2%	2%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	819	238	327	444	364	936
Turn Type	Prot	Perm	Prot	NA	NA	pm+ov
Protected Phases	7		1	6	2	7
Permitted Phases		4				2
Detector Phase	7	4	1	6	2	7
Switch Phase						
Minimum Initial (s)	8.0	8.0	5.0	15.0	15.0	8.0
Minimum Split (s)	24.3	26.3	10.5	24.3	24.3	24.3
Total Split (s)	63.0	63.0	18.0	67.0	49.0	63.0
Total Split (%)	48.5%	48.5%	13.8%	51.5%	37.7%	48.5%
Yellow Time (s)	4.3	4.3	3.5	4.3	4.3	4.3
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.3	6.3	5.5	6.3	6.3	6.3
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None	None	None	C-Max	C-Max	None
Act Effct Green (s)	46.2	46.2	16.4	71.2	49.4	101.8
Actuated g/C Ratio	0.36	0.36	0.13	0.55	0.38	0.78
v/c Ratio	0.66	0.33	0.77	0.44	0.51	0.75
Control Delay (s/veh)	27.8	2.5	67.6	21.4	36.0	11.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	27.8	2.5	67.6	21.4	36.0	11.7
LOS	C	A	E	C	D	B
Approach Delay (s/veh)	22.1			41.0	18.5	
Approach LOS	C			D	B	
Queue Length 50th (ft)	229	19	136	219	250	406
Queue Length 95th (ft)	184	10	#247	364	366	431
Internal Link Dist (ft)	782			578	714	
Turn Bay Length (ft)	365		270			
Base Capacity (vph)	1527	845	427	1000	710	1376
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.54	0.28	0.77	0.44	0.51	0.68

Intersection Summary
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 82 (63%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.77

Intersection Signal Delay (s/veh): 25.2 Intersection LOS: C
Intersection Capacity Utilization 74.5% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 8: Main St & Ridgewalk Pkwy



Intersection	
Int Delay, s/veh	5.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	69	20	0	0	116	23	64	0	24	0
Future Vol, veh/h	0	0	69	20	0	0	116	23	64	0	24	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	5	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	75	22	0	0	126	25	70	0	26	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	303	373	26	338	338	60	26	0	0	95	0	0
Stage 1	26	26	-	312	312	-	-	-	-	-	-	-
Stage 2	277	347	-	26	26	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	649	558	1050	616	583	1006	1588	-	-	1499	-	-
Stage 1	991	873	-	699	658	-	-	-	-	-	-	-
Stage 2	729	635	-	991	873	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	594	510	1050	523	534	1006	1588	-	-	1499	-	-
Mov Cap-2 Maneuver	594	510	-	523	534	-	-	-	-	-	-	-
Stage 1	991	873	-	640	602	-	-	-	-	-	-	-
Stage 2	668	581	-	921	873	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	8.69	12.18	4.26	0
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	897	-	-	1050	523	1499	-	-
HCM Lane V/C Ratio	0.079	-	-	0.071	0.042	-	-	-
HCM Ctrl Dly (s/v)	7.5	0	-	8.7	12.2	0	-	-
HCM Lane LOS	A	A	-	A	B	A	-	-
HCM 95th %tile Q(veh)	0.3	-	-	0.2	0.1	0	-	-

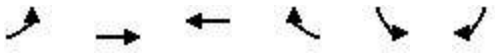
Intersection	
Int Delay, s/veh	1.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	45	0	203	21	0	113
Future Vol, veh/h	45	0	203	21	0	113
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	5	-	-	-5
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	49	0	221	23	0	123

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	355	232	0	0	243	0
Stage 1	232	-	-	-	-	-
Stage 2	123	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	643	807	-	-	1323	-
Stage 1	806	-	-	-	-	-
Stage 2	903	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	643	807	-	-	1323	-
Mov Cap-2 Maneuver	643	-	-	-	-	-
Stage 1	806	-	-	-	-	-
Stage 2	903	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	11.06	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	643	1323	-
HCM Lane V/C Ratio	-	-	0.076	-	-
HCM Ctrl Dly (s/v)	-	-	11.1	0	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.2	0	-

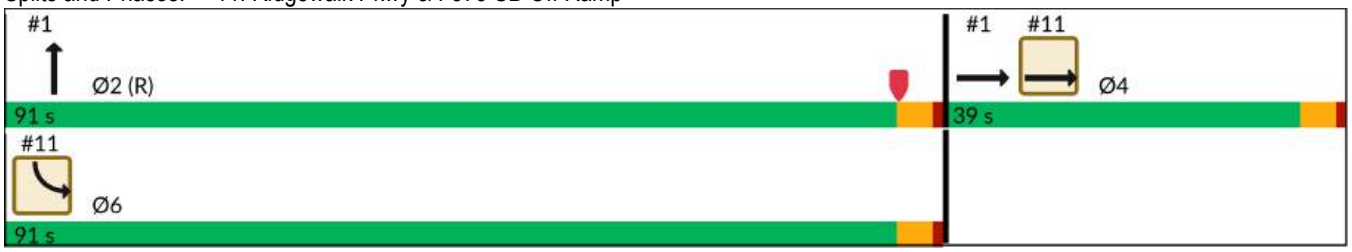


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø2
Lane Configurations							
Traffic Volume (vph)	0	145	0	0	509	0	
Future Volume (vph)	0	145	0	0	509	0	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	
Heavy Vehicles (%)	0%	2%	0%	0%	1%	0%	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	149	0	0	525	0	
Turn Type		NA			Prot		
Protected Phases		4			6		2
Permitted Phases							
Detector Phase		4			6		
Switch Phase							
Minimum Initial (s)		5.0			5.0		5.0
Minimum Split (s)		22.5			22.5		22.5
Total Split (s)		39.0			91.0		91.0
Total Split (%)		30.0%			70.0%		70%
Yellow Time (s)		3.5			3.5		3.5
All-Red Time (s)		1.0			1.0		1.0
Lost Time Adjust (s)		0.0			0.0		
Total Lost Time (s)		4.5			4.5		
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode		Min			None		C-Max
Act Effct Green (s)		10.8			110.2		
Actuated g/C Ratio		0.08			0.85		
v/c Ratio		0.51			0.17		
Control Delay (s/veh)		8.2			0.1		
Queue Delay		0.0			0.0		
Total Delay (s/veh)		8.2			0.1		
LOS		A			A		
Approach Delay (s/veh)		8.2			0.1		
Approach LOS		A			A		
Queue Length 50th (ft)		1			0		
Queue Length 95th (ft)		2			0		
Internal Link Dist (ft)		37	288		65		
Turn Bay Length (ft)							
Base Capacity (vph)		939			3095		
Starvation Cap Reductn		20			0		
Spillback Cap Reductn		0			0		
Storage Cap Reductn		0			0		
Reduced v/c Ratio		0.16			0.17		

Intersection Summary
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 0 (0%), Referenced to phase 2:NBT, Start of Yellow
Natural Cycle: 45
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.51

Intersection Signal Delay (s/veh): 1.9	Intersection LOS: A
Intersection Capacity Utilization 26.2%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 11: Ridgewalk Pkwy & I-575 SB Off Ramp



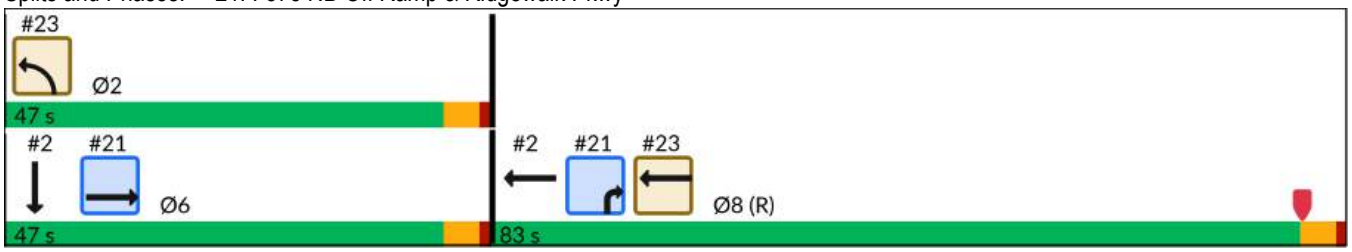


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø2
Lane Configurations							
Traffic Volume (vph)	586	0	0	0	0	1015	
Future Volume (vph)	586	0	0	0	0	1015	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	
Heavy Vehicles (%)	1%	0%	0%	0%	0%	1%	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	610	0	0	0	0	1057	
Turn Type	NA					Prot	
Protected Phases	6					8	2
Permitted Phases							
Detector Phase	6					8	
Switch Phase							
Minimum Initial (s)	5.0					5.0	5.0
Minimum Split (s)	22.5					22.5	22.5
Total Split (s)	47.0					83.0	47.0
Total Split (%)	36.2%					63.8%	36%
Yellow Time (s)	3.5					3.5	3.5
All-Red Time (s)	1.0					1.0	1.0
Lost Time Adjust (s)	0.0					0.0	
Total Lost Time (s)	4.5					4.5	
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	Min					C-Max	None
Act Effct Green (s)	32.7					88.3	
Actuated g/C Ratio	0.25					0.68	
v/c Ratio	0.68					0.54	
Control Delay (s/veh)	4.6					10.6	
Queue Delay	0.0					0.0	
Total Delay (s/veh)	4.7					10.6	
LOS	A					B	
Approach Delay (s/veh)	4.7				10.6		
Approach LOS	A				B		
Queue Length 50th (ft)	3					197	
Queue Length 95th (ft)	3					317	
Internal Link Dist (ft)	10			6	46		
Turn Bay Length (ft)							
Base Capacity (vph)	1168					1963	
Starvation Cap Reductn	27					0	
Spillback Cap Reductn	0					0	
Storage Cap Reductn	0					0	
Reduced v/c Ratio	0.53					0.54	

Intersection Summary
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 0 (0%), Referenced to phase 8:WBT, Start of Yellow, Master Intersection
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.68

Intersection Signal Delay (s/veh): 8.4	Intersection LOS: A
Intersection Capacity Utilization 59.2%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 21: I-575 NB Off Ramp & Ridgewalk Pkwy



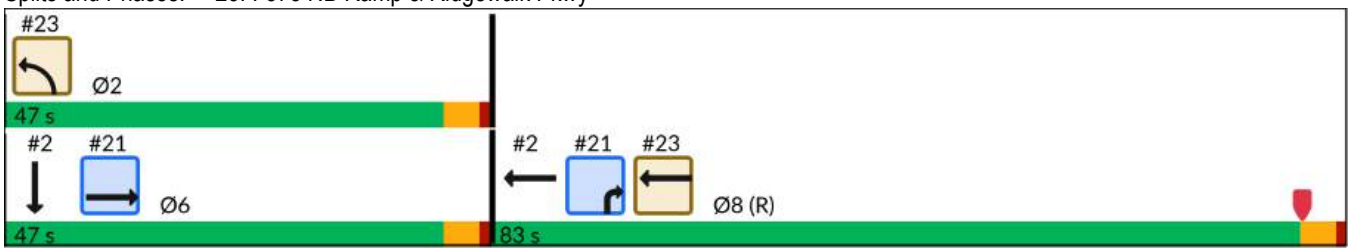


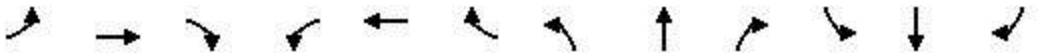
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø6
Lane Configurations							
Traffic Volume (vph)	0	0	0	885	165	0	
Future Volume (vph)	0	0	0	885	165	0	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	
Heavy Vehicles (%)	0%	0%	0%	3%	0%	0%	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	0	0	922	172	0	
Turn Type				NA	Prot		
Protected Phases				8	2		6
Permitted Phases							
Detector Phase				8	2		
Switch Phase							
Minimum Initial (s)				5.0	5.0		5.0
Minimum Split (s)				22.5	22.5		22.5
Total Split (s)				83.0	47.0		47.0
Total Split (%)				63.8%	36.2%		36%
Yellow Time (s)				3.5	3.5		3.5
All-Red Time (s)				1.0	1.0		1.0
Lost Time Adjust (s)				0.0	0.0		
Total Lost Time (s)				4.5	4.5		
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode				C-Max	None		Min
Act Effct Green (s)				88.3	32.7		
Actuated g/C Ratio				0.68	0.25		
v/c Ratio				0.39	0.31		
Control Delay (s/veh)				2.9	9.3		
Queue Delay				0.1	0.0		
Total Delay (s/veh)				3.0	9.3		
LOS				A	A		
Approach Delay (s/veh)				3.0	9.3		
Approach LOS				A	A		
Queue Length 50th (ft)				25	17		
Queue Length 95th (ft)				21	68		
Internal Link Dist (ft)	314			83	115		
Turn Bay Length (ft)							
Base Capacity (vph)				2381	688		
Starvation Cap Reductn				423	0		
Spillback Cap Reductn				0	0		
Storage Cap Reductn				0	0		
Reduced v/c Ratio				0.47	0.25		

Intersection Summary
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 0 (0%), Referenced to phase 8:WBT, Start of Yellow, Master Intersection
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.68

Intersection Signal Delay (s/veh): 4.0	Intersection LOS: A
Intersection Capacity Utilization 41.1%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 23: I-575 NB Ramp & Ridgewalk Pkwy





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑						↑				
Traffic Volume (vph)	0	128	0	0	0	0	0	238	0	0	0	0
Future Volume (vph)	0	128	0	0	0	0	0	238	0	0	0	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	131	0	0	0	0	0	243	0	0	0	0
Turn Type		NA						NA				
Protected Phases		4						2				
Permitted Phases												
Detector Phase		4						2				
Switch Phase												
Minimum Initial (s)		5.0						5.0				
Minimum Split (s)		22.5						22.5				
Total Split (s)		39.0						81.0				
Total Split (%)		32.5%						67.5%				
Yellow Time (s)		3.5						3.5				
All-Red Time (s)		1.0						1.0				
Lost Time Adjust (s)		0.0						0.0				
Total Lost Time (s)		4.5						4.5				
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode		Min						C-Max				
Act Effct Green (s)		9.7						101.3				
Actuated g/C Ratio		0.08						0.84				
v/c Ratio		0.45						0.15				
Control Delay (s/veh)		57.1						2.5				
Queue Delay		0.0						0.0				
Total Delay (s/veh)		57.1						2.5				
LOS		E						A				
Approach Delay (s/veh)		57.1						2.5				
Approach LOS		E						A				
Queue Length 50th (ft)		52						25				
Queue Length 95th (ft)		83						59				
Internal Link Dist (ft)		44			37			19			57	
Turn Bay Length (ft)												
Base Capacity (vph)		1037						1603				
Starvation Cap Reductn		0						0				
Spillback Cap Reductn		0						0				
Storage Cap Reductn		0						0				
Reduced v/c Ratio		0.13						0.15				

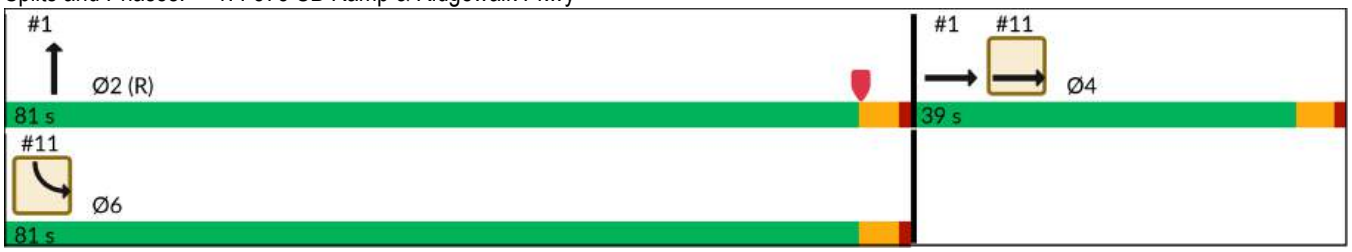
Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBT, Start of Yellow
Natural Cycle: 45
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.45

Lane Group	Ø6
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	6
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	22.5
Total Split (s)	81.0
Total Split (%)	68%
Yellow Time (s)	3.5
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

Intersection Signal Delay (s/veh): 21.6	Intersection LOS: C
Intersection Capacity Utilization 24.2%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 1: I-575 SB Ramp & Ridgewalk Pkwy



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	1048	0	0	0	0	0	621	0
Future Volume (vph)	0	0	0	0	1048	0	0	0	0	0	621	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	1080	0	0	0	0	0	640	0
Turn Type					NA						NA	
Protected Phases					8						6	
Permitted Phases												
Detector Phase					8						6	
Switch Phase												
Minimum Initial (s)					5.0						5.0	
Minimum Split (s)					22.5						22.5	
Total Split (s)					83.0						37.0	
Total Split (%)					69.2%						30.8%	
Yellow Time (s)					3.5						3.5	
All-Red Time (s)					1.0						1.0	
Lost Time Adjust (s)					0.0						0.0	
Total Lost Time (s)					4.5						4.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode					C-Max						Min	
Act Effct Green (s)					81.2						29.8	
Actuated g/C Ratio					0.68						0.25	
v/c Ratio					0.44						0.72	
Control Delay (s/veh)					8.5						37.4	
Queue Delay					0.0						0.0	
Total Delay (s/veh)					8.5						37.4	
LOS					A						D	
Approach Delay (s/veh)					8.5						37.4	
Approach LOS					A						D	
Queue Length 50th (ft)					130						182	
Queue Length 95th (ft)					163						231	
Internal Link Dist (ft)		83			6			10			115	
Turn Bay Length (ft)												
Base Capacity (vph)					2442						967	
Starvation Cap Reductn					0						0	
Spillback Cap Reductn					0						0	
Storage Cap Reductn					0						0	
Reduced v/c Ratio					0.44						0.66	

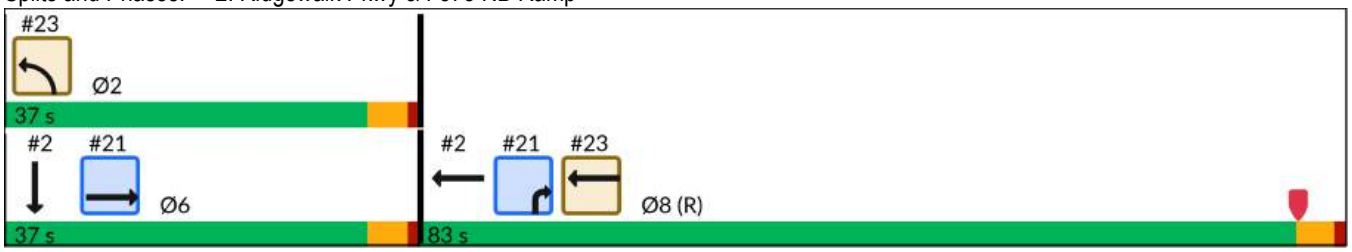
Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 8:WBT, Start of Yellow, Master Intersection
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.74

Lane Group	Ø2
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	2
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	22.5
Total Split (s)	37.0
Total Split (%)	31%
Yellow Time (s)	3.5
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

Intersection Signal Delay (s/veh): 19.3	Intersection LOS: B
Intersection Capacity Utilization 54.9%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 2: Ridgewalk Pkwy & I-575 NB Ramp



Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	86	1192	730	2	102	1020	97	483	30	114	74	18
Future Volume (vph)	86	1192	730	2	102	1020	97	483	30	114	74	18
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	0%	0%	1%	1%	0%	0%	0%	2%	3%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	89	1229	753	0	107	1152	0	498	149	0	76	19
Turn Type	D.P+P	NA	Perm	D.P+P	D.P+P	NA		Prot	NA		D.P+P	NA
Protected Phases	5	2		1	1	6		3	8		7	4
Permitted Phases	6		2	2	2						8	
Detector Phase	5	2	2	1	1	6		3	8		7	4
Switch Phase												
Minimum Initial (s)	5.0	15.0	15.0	5.0	5.0	15.0		5.0	6.0		5.0	6.0
Minimum Split (s)	10.6	24.3	24.3	10.6	10.6	24.3		10.6	24.0		10.6	24.0
Total Split (s)	16.0	56.0	56.0	18.0	18.0	58.0		30.0	32.0		14.0	16.0
Total Split (%)	13.3%	46.7%	46.7%	15.0%	15.0%	48.3%		25.0%	26.7%		11.7%	13.3%
Yellow Time (s)	3.6	4.3	4.3	3.6	3.6	4.3		3.6	4.0		3.6	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)	5.6	6.3	6.3		5.6	6.3		5.6	6.0		5.6	6.0
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead		Lead	Lag		Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes
Recall Mode	None	C-Max	C-Max	None	None	C-Max		None	None		None	None
Act Effct Green (s)	68.5	58.6	58.6		68.5	57.4		21.8	23.2		30.2	6.9
Actuated g/C Ratio	0.57	0.49	0.49		0.57	0.48		0.18	0.19		0.25	0.06
v/c Ratio	0.27	0.69	0.63		0.45	0.49		0.80	0.37		0.24	0.18
Control Delay (s/veh)	15.7	25.4	5.7		22.1	16.8		57.3	14.3		32.7	57.1
Queue Delay	0.0	0.7	0.2		0.0	0.0		0.0	0.0		0.0	0.0
Total Delay (s/veh)	15.7	26.1	5.9		22.1	16.8		57.3	14.3		32.7	57.1
LOS	B	C	A		C	B		E	B		C	E
Approach Delay (s/veh)		18.3				17.2			47.4			17.6
Approach LOS		B				B			D			B
Queue Length 50th (ft)	26	341	80		42	191		190	21		45	14
Queue Length 95th (ft)	m42	475	152		81	207		246	78		81	39
Internal Link Dist (ft)		390				716			229			522
Turn Bay Length (ft)	250		430		300			175			225	
Base Capacity (vph)	325	1789	1193		285	2374		697	449		314	156
Starvation Cap Reductn	0	244	67		0	0		0	0		0	0
Spillback Cap Reductn	0	0	0		0	0		0	0		0	0
Storage Cap Reductn	0	0	0		0	0		0	0		0	0
Reduced v/c Ratio	0.27	0.80	0.67		0.38	0.49		0.71	0.33		0.24	0.12

Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 21 (18%), Referenced to phase 2:EBWB and 6:EBWB, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.80



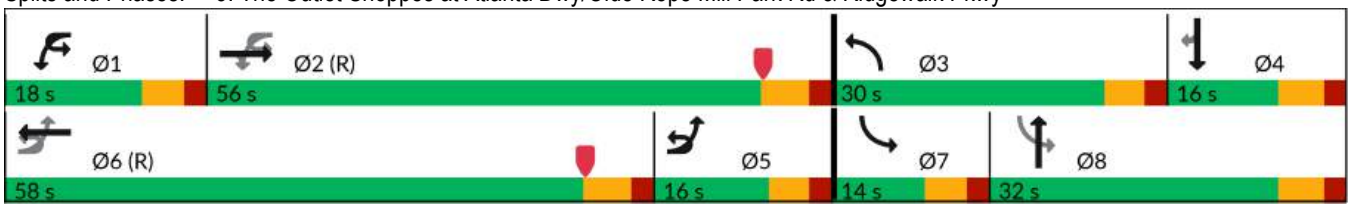
Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	145
Future Volume (vph)	145
Peak Hour Factor	0.97
Heavy Vehicles (%)	0%
Shared Lane Traffic (%)	
Lane Group Flow (vph)	149
Turn Type	Perm
Protected Phases	
Permitted Phases	4
Detector Phase	4
Switch Phase	
Minimum Initial (s)	6.0
Minimum Split (s)	24.0
Total Split (s)	16.0
Total Split (%)	13.3%
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	6.0
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Recall Mode	None
Act Effct Green (s)	6.9
Actuated g/C Ratio	0.06
v/c Ratio	0.47
Control Delay (s/veh)	4.9
Queue Delay	0.0
Total Delay (s/veh)	4.9
LOS	A
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	0
Queue Length 95th (ft)	0
Internal Link Dist (ft)	
Turn Bay Length (ft)	275
Base Capacity (vph)	352
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.42

Intersection Summary

Intersection Signal Delay (s/veh): 22.4	Intersection LOS: C
Intersection Capacity Utilization 77.1%	ICU Level of Service D
Analysis Period (min) 15	

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: The Outlet Shoppes at Atlanta Dwy/Olde Rope Mill Park Rd & Ridgewalk Pkwy



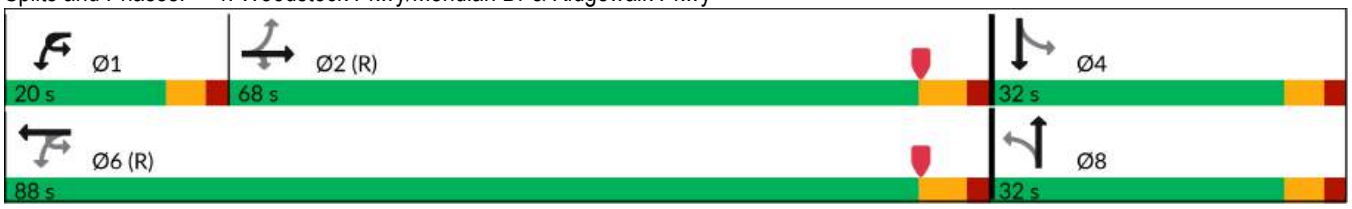
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	1298	82	258	1105	15	110	4	318	3	8	10
Future Volume (vph)	5	1298	82	258	1105	15	110	4	318	3	8	10
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	1%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	5	1338	85	266	1154	0	113	332	0	0	21	0
Turn Type	Perm	NA	Perm	pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		2		1	6			8			4	
Permitted Phases	2		2	6			8			4		
Detector Phase	2	2	2	1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	15.0	15.0	15.0	4.9	15.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	24.3	24.3	24.3	10.5	24.3		26.6	26.6		29.6	29.6	
Total Split (s)	68.0	68.0	68.0	20.0	88.0		32.0	32.0		32.0	32.0	
Total Split (%)	56.7%	56.7%	56.7%	16.7%	73.3%		26.7%	26.7%		26.7%	26.7%	
Yellow Time (s)	4.3	4.3	4.3	3.6	4.3		3.6	3.6		3.6	3.6	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Total Lost Time (s)	6.3	6.3	6.3	5.6	6.3		5.6	5.6			5.6	
Lead/Lag	Lag	Lag	Lag	Lead								
Lead-Lag Optimize?	Yes	Yes	Yes	Yes								
Recall Mode	C-Max	C-Max	C-Max	None	C-Max		None	None		None	None	
Act Effct Green (s)	72.1	72.1	72.1	92.8	92.1		16.0	16.0			16.0	
Actuated g/C Ratio	0.60	0.60	0.60	0.77	0.77		0.13	0.13			0.13	
v/c Ratio	0.02	0.60	0.08	0.71	0.42		0.61	0.80			0.18	
Control Delay (s/veh)	3.0	5.6	0.2	29.0	10.3		61.5	29.4			31.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Total Delay (s/veh)	3.0	5.6	0.2	29.0	10.3		61.5	29.4			31.3	
LOS	A	A	A	C	B		E	C			C	
Approach Delay (s/veh)		5.3			13.8			37.5			31.3	
Approach LOS		A			B			D			C	
Queue Length 50th (ft)	0	32	0	123	129		85	73			8	
Queue Length 95th (ft)	m0	136	m1	m224	428		135	168			30	
Internal Link Dist (ft)		716			1172			291			373	
Turn Bay Length (ft)	110		120	110			225					
Base Capacity (vph)	288	2212	1029	393	2753		308	537			192	
Starvation Cap Reductn	0	0	0	0	0		0	0			0	
Spillback Cap Reductn	0	0	0	0	0		0	0			0	
Storage Cap Reductn	0	0	0	0	0		0	0			0	
Reduced v/c Ratio	0.02	0.60	0.08	0.68	0.42		0.37	0.62			0.11	

Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 67 (56%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.80

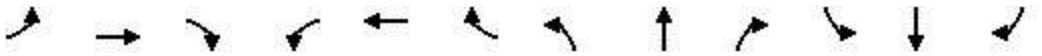
Intersection Signal Delay (s/veh): 13.5	Intersection LOS: B
Intersection Capacity Utilization 84.7%	ICU Level of Service E
Analysis Period (min) 15	

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 4: Woodstock Pkwy/Meridian Dr & Ridgewalk Pkwy



5: Ridge Trail/Lincoln St & Ridgewalk Pkwy



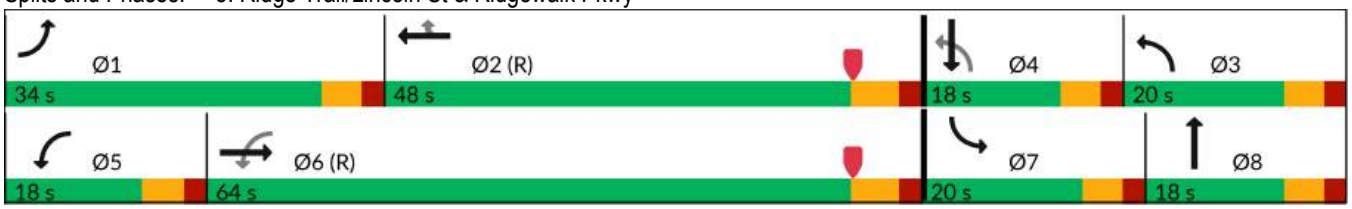
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	474	1005	100	76	854	79	125	19	47	175	22	374
Future Volume (vph)	474	1005	100	76	854	79	125	19	47	175	22	374
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles (%)	0%	1%	0%	0%	0%	0%	1%	0%	0%	1%	0%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	479	1116	0	77	863	80	126	66	0	177	400	0
Turn Type	Prot	NA		D.P+P	NA	Perm	D.P+P	NA		Prot	NA	
Protected Phases	1	6		5	2		3	8		7	4	
Permitted Phases				6		2	4					
Detector Phase	1	6		5	2	2	3	8		7	4	
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	15.0	15.0	5.0	6.0		5.0	6.0	
Minimum Split (s)	10.6	26.3		10.6	37.3	37.3	10.6	29.6		10.6	31.6	
Total Split (s)	34.0	64.0		18.0	48.0	48.0	20.0	18.0		20.0	18.0	
Total Split (%)	28.3%	53.3%		15.0%	40.0%	40.0%	16.7%	15.0%		16.7%	15.0%	
Yellow Time (s)	3.6	4.3		3.6	4.3	4.3	3.6	3.6		3.6	3.6	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.6	6.3		5.6	6.3	6.3	5.6	5.6		5.6	5.6	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lag	Lag		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max		None	C-Max	C-Max	None	None		None	None	
Act Effct Green (s)	22.1	72.3		79.1	55.2	55.2	19.6	8.7		13.3	9.1	
Actuated g/C Ratio	0.18	0.60		0.66	0.46	0.46	0.16	0.07		0.11	0.08	
v/c Ratio	0.77	0.54		0.23	0.51	0.09	0.56	0.39		0.45	0.85	
Control Delay (s/veh)	77.0	6.1		7.4	21.7	0.4	54.4	27.8		54.3	23.8	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	77.0	6.1		7.4	21.7	0.4	54.4	27.8		54.3	23.8	
LOS	E	A		A	C	A	D	C		D	C	
Approach Delay (s/veh)		27.4			19.0			45.3			33.2	
Approach LOS		C			B			D			C	
Queue Length 50th (ft)	203	73		13	225	0	85	14		69	16	
Queue Length 95th (ft)	258	113		m29	355	m3	131	58		103	#149	
Internal Link Dist (ft)		1172			898			403			204	
Turn Bay Length (ft)	320			150		130	160			150		
Base Capacity (vph)	803	2067		406	1693	852	282	221		446	509	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.60	0.54		0.19	0.51	0.09	0.45	0.30		0.40	0.79	

Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 78 (65%), Referenced to phase 2:WBT and 6:EBWB, Start of Yellow
Natural Cycle: 95
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.85

Intersection Signal Delay (s/veh): 26.8	Intersection LOS: C
Intersection Capacity Utilization 87.6%	ICU Level of Service E
Analysis Period (min) 15	

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 5: Ridge Trail/Lincoln St & Ridgewalk Pkwy



Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑	↱		↱
Traffic Vol, veh/h	0	1277	819	274	0	239
Future Vol, veh/h	0	1277	819	274	0	239
Conflicting Peds, #/hr	1	0	0	1	0	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Free	-	Yield
Storage Length	-	-	-	140	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	-3	4	-	-5	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	1	0	2	0	2
Mvmt Flow	0	1344	862	288	0	252

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	432
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.44
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	0	0	607
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	606
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	15.08
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	606
HCM Lane V/C Ratio	-	-	0.415
HCM Ctrl Dly (s/v)	-	-	15.1
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	2

Intersection	
Int Delay, s/veh	30.6

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	55	346	883	0	0	994	116	0	0	0	43	0	43
Future Vol, veh/h	55	346	883	0	0	994	116	0	0	0	43	0	43
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	200	-	-	105	-	150	-	-	0	-	-	-
Veh in Median Storage, #	-	-	0	-	-	0	-	-	0	-	-	1	-
Grade, %	-	-	-7	-	-	7	-	-	-10	-	-	0	-
Peak Hour Factor	96	92	96	96	96	96	92	96	92	96	92	92	92
Heavy Vehicles, %	0	2	1	0	0	0	2	0	2	0	2	2	2
Mvmt Flow	57	376	920	0	0	1035	126	0	0	0	47	0	47

Major/Minor	Major1				Major2			Minor1			Minor2		
Conflicting Flow All	1035	1162	0	0	920	0	0	2304	2948	460	2362	2822	518
Stage 1	-	-	-	-	-	-	-	1787	1787	-	1035	1035	-
Stage 2	-	-	-	-	-	-	-	518	1162	-	1327	1787	-
Critical Hdwy	6.4	4.14	-	-	4.1	-	-	5.5	4.54	5.9	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	4.5	3.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	4.5	3.54	-	6.54	5.54	-
Follow-up Hdwy	2.5	2.22	-	-	2.2	-	-	3.5	4.02	3.3	3.52	4.02	3.32
Pot Cap-1 Maneuver	320	597	-	-	750	-	-	76	74	629	~ 19	18	503
Stage 1	-	-	-	-	-	-	-	232	357	-	248	307	-
Stage 2	-	-	-	-	-	-	-	685	510	-	164	132	-
Platoon blocked, %			-	-		-	-						
Mov Cap-1 Maneuver	524	524	-	-	750	-	-	12	13	629	~ 3	3	503
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	12	13	-	~ 24	20	-
Stage 1	-	-	-	-	-	-	-	40	62	-	248	307	-
Stage 2	-	-	-	-	-	-	-	622	510	-	~ 28	23	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	11.76	0	0	$ 683.5
HCM LOS			A	F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	524	-	-	750	-	-	45
HCM Lane V/C Ratio	-	-	0.827	-	-	-	-	-	2.059
HCM Ctrl Dly (s/v)	0	0	36.7	-	-	0	-	-	$ 683.5
HCM Lane LOS	A	A	E	-	-	A	-	-	F
HCM 95th %tile Q(veh)	-	-	8.3	-	-	0	-	-	9.6

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



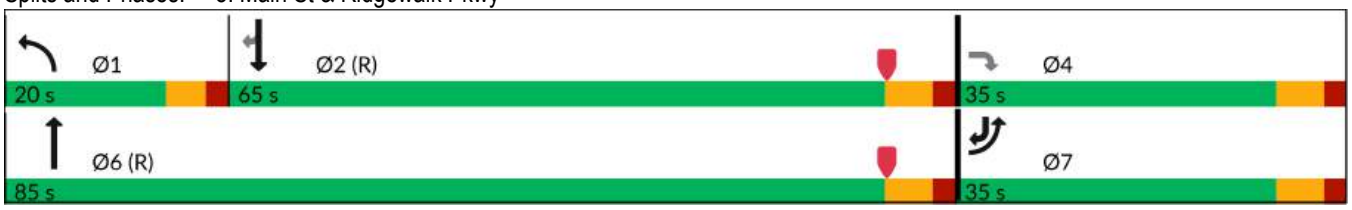
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	638	263	354	236	326	776
Future Volume (vph)	638	263	354	236	326	776
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles (%)	1%	1%	0%	0%	0%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	644	266	358	238	329	784
Turn Type	Prot	Perm	Prot	NA	NA	pm+ov
Protected Phases	7		1	6	2	7
Permitted Phases		4				2
Detector Phase	7	4	1	6	2	7
Switch Phase						
Minimum Initial (s)	8.0	8.0	5.0	15.0	15.0	8.0
Minimum Split (s)	24.3	26.3	10.5	24.3	24.3	24.3
Total Split (s)	35.0	35.0	20.0	85.0	65.0	35.0
Total Split (%)	29.2%	29.2%	16.7%	70.8%	54.2%	29.2%
Yellow Time (s)	4.3	4.3	3.5	4.3	4.3	4.3
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.3	6.3	5.5	6.3	6.3	6.3
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None	None	None	C-Max	C-Max	None
Act Effct Green (s)	27.2	27.2	14.7	80.2	60.0	93.5
Actuated g/C Ratio	0.23	0.23	0.12	0.67	0.50	0.78
v/c Ratio	0.81	0.47	0.85	0.19	0.35	0.62
Control Delay (s/veh)	48.9	8.9	71.0	8.3	19.8	8.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	48.9	8.9	71.0	8.3	19.8	8.2
LOS	D	A	E	A	B	A
Approach Delay (s/veh)	37.2			46.0	11.6	
Approach LOS	D			D	B	
Queue Length 50th (ft)	198	4	142	67	153	211
Queue Length 95th (ft)	289	79	#222	102	222	308
Internal Link Dist (ft)	782			578	714	
Turn Bay Length (ft)	365		270			
Base Capacity (vph)	837	588	423	1244	953	1275
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.77	0.45	0.85	0.19	0.35	0.61

Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 58 (48%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.85

Intersection Signal Delay (s/veh): 28.3	Intersection LOS: C
Intersection Capacity Utilization 68.0%	ICU Level of Service C
Analysis Period (min) 15	

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 8: Main St & Ridgewalk Pkwy



Intersection	
Int Delay, s/veh	6.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	134	26	0	0	141	17	83	0	18	0
Future Vol, veh/h	0	0	134	26	0	0	141	17	83	0	18	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	5	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	146	28	0	0	153	18	90	0	20	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	345	435	20	390	390	64	20	0	0	109	0	0
Stage 1	20	20	-	370	370	-	-	-	-	-	-	-
Stage 2	325	415	-	20	20	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	610	515	1058	569	546	1001	1597	-	-	1482	-	-
Stage 1	999	879	-	650	620	-	-	-	-	-	-	-
Stage 2	687	592	-	999	879	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	547	461	1058	440	489	1001	1597	-	-	1482	-	-
Mov Cap-2 Maneuver	547	461	-	440	489	-	-	-	-	-	-	-
Stage 1	999	879	-	583	556	-	-	-	-	-	-	-
Stage 2	616	531	-	862	879	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	8.94	13.74	4.38	0
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	903	-	-	1058	440	1482	-	-
HCM Lane V/C Ratio	0.096	-	-	0.138	0.064	-	-	-
HCM Ctrl Dly (s/v)	7.5	0	-	8.9	13.7	0	-	-
HCM Lane LOS	A	A	-	A	B	A	-	-
HCM 95th %tile Q(veh)	0.3	-	-	0.5	0.2	0	-	-

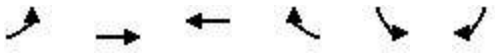
Intersection	
Int Delay, s/veh	1.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	61	0	241	28	0	178
Future Vol, veh/h	61	0	241	28	0	178
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	5	-	-	-5
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	66	0	262	30	0	193

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	471	277	0	0	292	0
Stage 1	277	-	-	-	-	-
Stage 2	193	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	551	762	-	-	1269	-
Stage 1	770	-	-	-	-	-
Stage 2	839	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	551	762	-	-	1269	-
Mov Cap-2 Maneuver	551	-	-	-	-	-
Stage 1	770	-	-	-	-	-
Stage 2	839	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	12.42	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	551	1269	-
HCM Lane V/C Ratio	-	-	0.12	-	-
HCM Ctrl Dly (s/v)	-	-	12.4	0	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.4	0	-

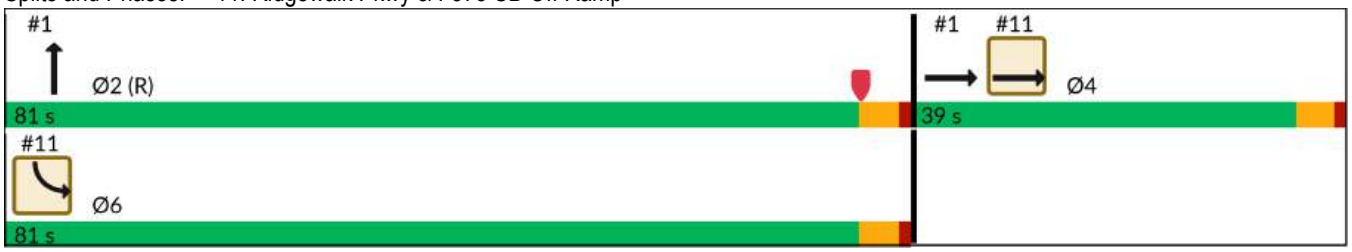


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø2
Lane Configurations							
Traffic Volume (vph)	0	128	0	0	540	0	
Future Volume (vph)	0	128	0	0	540	0	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	
Heavy Vehicles (%)	0%	0%	0%	0%	1%	0%	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	131	0	0	551	0	
Turn Type		NA			Prot		
Protected Phases		4			6		2
Permitted Phases							
Detector Phase		4			6		
Switch Phase							
Minimum Initial (s)		5.0			5.0		5.0
Minimum Split (s)		22.5			22.5		22.5
Total Split (s)		39.0			81.0		81.0
Total Split (%)		32.5%			67.5%		68%
Yellow Time (s)		3.5			3.5		3.5
All-Red Time (s)		1.0			1.0		1.0
Lost Time Adjust (s)		0.0			0.0		
Total Lost Time (s)		4.5			4.5		
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode		Min			None		C-Max
Act Effct Green (s)		9.7			101.3		
Actuated g/C Ratio		0.08			0.84		
v/c Ratio		0.45			0.18		
Control Delay (s/veh)		7.1			0.1		
Queue Delay		0.0			0.0		
Total Delay (s/veh)		7.1			0.1		
LOS		A			A		
Approach Delay (s/veh)		7.1			0.1		
Approach LOS		A			A		
Queue Length 50th (ft)		1			0		
Queue Length 95th (ft)		1			0		
Internal Link Dist (ft)		37	288		65		
Turn Bay Length (ft)							
Base Capacity (vph)		1037			3110		
Starvation Cap Reductn		41			0		
Spillback Cap Reductn		0			0		
Storage Cap Reductn		0			0		
Reduced v/c Ratio		0.13			0.18		

Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBT, Start of Yellow
Natural Cycle: 45
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.45

Intersection Signal Delay (s/veh): 1.5	Intersection LOS: A
Intersection Capacity Utilization 27.1%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 11: Ridgewalk Pkwy & I-575 SB Off Ramp



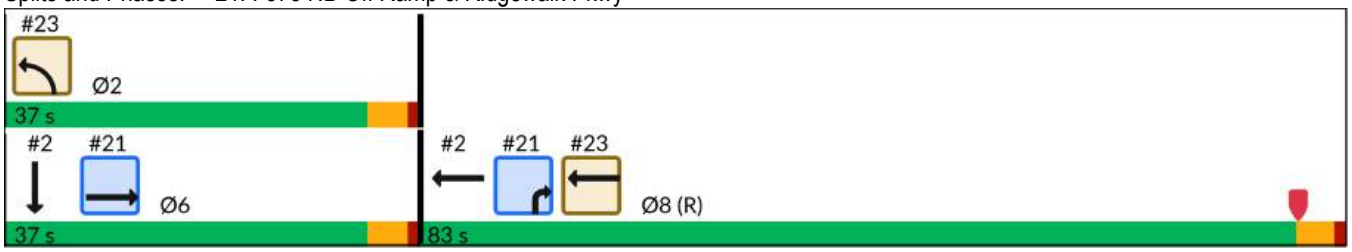


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø2
Lane Configurations							
Traffic Volume (vph)	621	0	0	0	0	1391	
Future Volume (vph)	621	0	0	0	0	1391	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	
Heavy Vehicles (%)	1%	0%	0%	0%	0%	0%	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	640	0	0	0	0	1434	
Turn Type	NA					Prot	
Protected Phases	6					8	2
Permitted Phases							
Detector Phase	6					8	
Switch Phase							
Minimum Initial (s)	5.0					5.0	5.0
Minimum Split (s)	22.5					22.5	22.5
Total Split (s)	37.0					83.0	37.0
Total Split (%)	30.8%					69.2%	31%
Yellow Time (s)	3.5					3.5	3.5
All-Red Time (s)	1.0					1.0	1.0
Lost Time Adjust (s)	0.0					0.0	
Total Lost Time (s)	4.5					4.5	
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	Min					C-Max	None
Act Effct Green (s)	29.8					81.2	
Actuated g/C Ratio	0.25					0.68	
v/c Ratio	0.72					0.74	
Control Delay (s/veh)	4.9					15.1	
Queue Delay	0.5					0.0	
Total Delay (s/veh)	5.4					15.1	
LOS	A					B	
Approach Delay (s/veh)	5.4				15.1		
Approach LOS	A				B		
Queue Length 50th (ft)	3					376	
Queue Length 95th (ft)	4					481	
Internal Link Dist (ft)	10			6	46		
Turn Bay Length (ft)							
Base Capacity (vph)	967					1948	
Starvation Cap Reductn	30					0	
Spillback Cap Reductn	84					1	
Storage Cap Reductn	0					0	
Reduced v/c Ratio	0.72					0.74	

Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 8:WBT, Start of Yellow, Master Intersection
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.74

Intersection Signal Delay (s/veh): 12.1 Intersection LOS: B
Intersection Capacity Utilization 73.3% ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 21: I-575 NB Off Ramp & Ridgewalk Pkwy



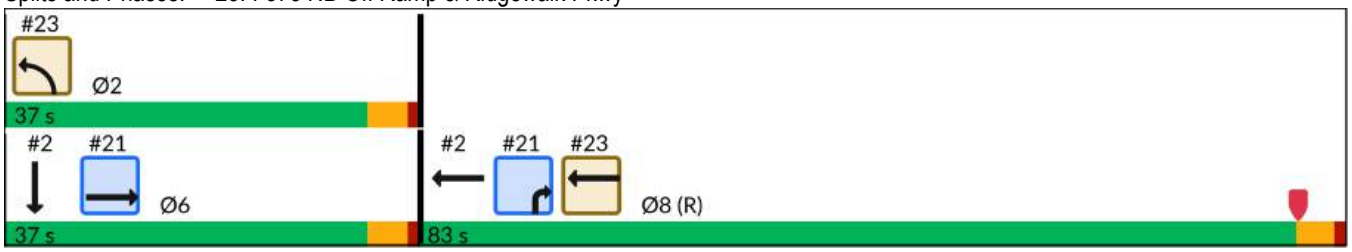


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø6
Lane Configurations							
Traffic Volume (vph)	0	0	0	1048	117	0	
Future Volume (vph)	0	0	0	1048	117	0	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	
Heavy Vehicles (%)	0%	0%	0%	3%	0%	0%	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	0	0	1080	121	0	
Turn Type				NA	Prot		
Protected Phases				8	2		6
Permitted Phases							
Detector Phase				8	2		
Switch Phase							
Minimum Initial (s)				5.0	5.0		5.0
Minimum Split (s)				22.5	22.5		22.5
Total Split (s)				83.0	37.0		37.0
Total Split (%)				69.2%	30.8%		31%
Yellow Time (s)				3.5	3.5		3.5
All-Red Time (s)				1.0	1.0		1.0
Lost Time Adjust (s)				0.0	0.0		
Total Lost Time (s)				4.5	4.5		
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode				C-Max	None		Min
Act Effct Green (s)				81.2	29.8		
Actuated g/C Ratio				0.68	0.25		
v/c Ratio				0.46	0.22		
Control Delay (s/veh)				1.6	6.7		
Queue Delay				0.0	0.0		
Total Delay (s/veh)				1.7	6.7		
LOS				A	A		
Approach Delay (s/veh)				1.7	6.7		
Approach LOS				A	A		
Queue Length 50th (ft)				1	0		
Queue Length 95th (ft)				34	44		
Internal Link Dist (ft)	314			83	115		
Turn Bay Length (ft)							
Base Capacity (vph)				2371	578		
Starvation Cap Reductn				126	0		
Spillback Cap Reductn				0	0		
Storage Cap Reductn				0	0		
Reduced v/c Ratio				0.48	0.21		

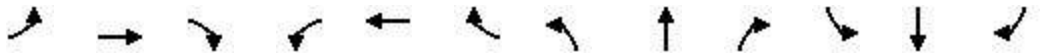
Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 8:WBT, Start of Yellow, Master Intersection
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.74

Intersection Signal Delay (s/veh): 2.2	Intersection LOS: A
Intersection Capacity Utilization 45.6%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 23: I-575 NB Off Ramp & Ridgewalk Pkwy



1: I-575 SB Ramp & Ridgewalk Pkwy



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑						↑				
Traffic Volume (vph)	0	138	0	0	0	0	0	231	0	0	0	0
Future Volume (vph)	0	138	0	0	0	0	0	231	0	0	0	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	2%	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	144	0	0	0	0	0	241	0	0	0	0
Turn Type		NA						NA				
Protected Phases		4						2				
Permitted Phases												
Detector Phase		4						2				
Switch Phase												
Minimum Initial (s)		5.0						5.0				
Minimum Split (s)		22.5						22.5				
Total Split (s)		39.0						81.0				
Total Split (%)		32.5%						67.5%				
Yellow Time (s)		3.5						3.5				
All-Red Time (s)		1.0						1.0				
Lost Time Adjust (s)		0.0						0.0				
Total Lost Time (s)		4.5						4.5				
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode		Min						C-Max				
Act Effct Green (s)		10.3						100.7				
Actuated g/C Ratio		0.09						0.84				
v/c Ratio		0.48						0.15				
Control Delay (s/veh)		57.2						2.5				
Queue Delay		0.0						0.0				
Total Delay (s/veh)		57.2						2.5				
LOS		E						A				
Approach Delay (s/veh)		57.2						2.5				
Approach LOS		E						A				
Queue Length 50th (ft)		57						24				
Queue Length 95th (ft)		91						58				
Internal Link Dist (ft)		44			37			19			57	
Turn Bay Length (ft)												
Base Capacity (vph)		1017						1579				
Starvation Cap Reductn		0						0				
Spillback Cap Reductn		0						0				
Storage Cap Reductn		0						0				
Reduced v/c Ratio		0.14						0.15				

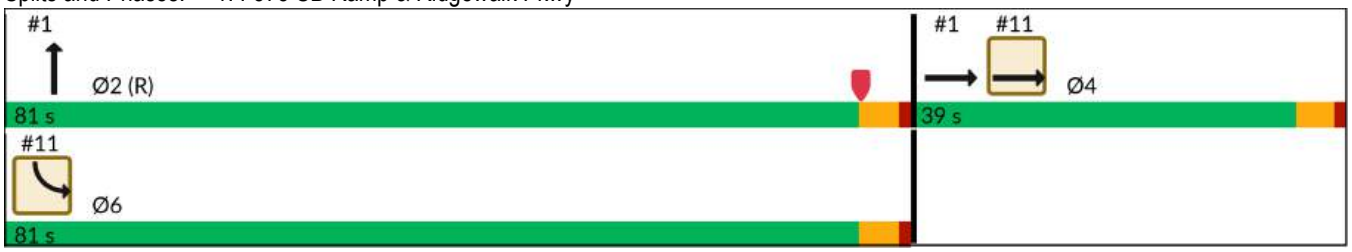
Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBT, Start of Yellow
Natural Cycle: 45
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.48

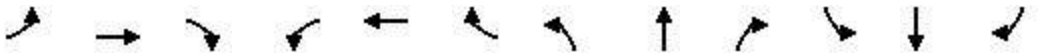
Lane Group	Ø6
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	6
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	22.5
Total Split (s)	81.0
Total Split (%)	68%
Yellow Time (s)	3.5
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

Intersection Signal Delay (s/veh): 23.0	Intersection LOS: C
Intersection Capacity Utilization 23.8%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 1: I-575 SB Ramp & Ridgewalk Pkwy





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	961	0	0	0	0	0	648	0
Future Volume (vph)	0	0	0	0	961	0	0	0	0	0	648	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	1001	0	0	0	0	0	675	0
Turn Type					NA						NA	
Protected Phases					8						6	
Permitted Phases												
Detector Phase					8						6	
Switch Phase												
Minimum Initial (s)					5.0						5.0	
Minimum Split (s)					22.5						22.5	
Total Split (s)					83.0						37.0	
Total Split (%)					69.2%						30.8%	
Yellow Time (s)					3.5						3.5	
All-Red Time (s)					1.0						1.0	
Lost Time Adjust (s)					0.0						0.0	
Total Lost Time (s)					4.5						4.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode					C-Max						Min	
Act Effct Green (s)					80.5						30.5	
Actuated g/C Ratio					0.67						0.25	
v/c Ratio					0.42						0.74	
Control Delay (s/veh)					10.8						37.2	
Queue Delay					0.0						0.0	
Total Delay (s/veh)					10.8						37.2	
LOS					B						D	
Approach Delay (s/veh)					10.8						37.2	
Approach LOS					B						D	
Queue Length 50th (ft)					179						189	
Queue Length 95th (ft)					213						240	
Internal Link Dist (ft)		83			6			10			115	
Turn Bay Length (ft)												
Base Capacity (vph)					2396						977	
Starvation Cap Reductn					0						0	
Spillback Cap Reductn					0						0	
Storage Cap Reductn					0						0	
Reduced v/c Ratio					0.42						0.69	

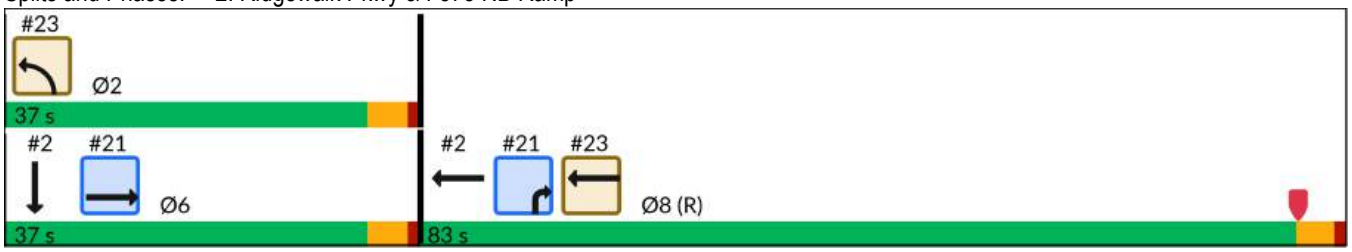
Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 8:WBT, Start of Yellow, Master Intersection
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.74

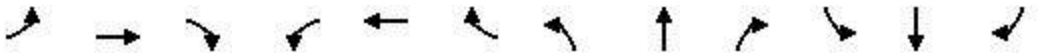
Lane Group	Ø2
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	2
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	22.5
Total Split (s)	37.0
Total Split (%)	31%
Yellow Time (s)	3.5
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

Intersection Signal Delay (s/veh): 21.4	Intersection LOS: C
Intersection Capacity Utilization 66.8%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 2: Ridgewalk Pkwy & I-575 NB Ramp





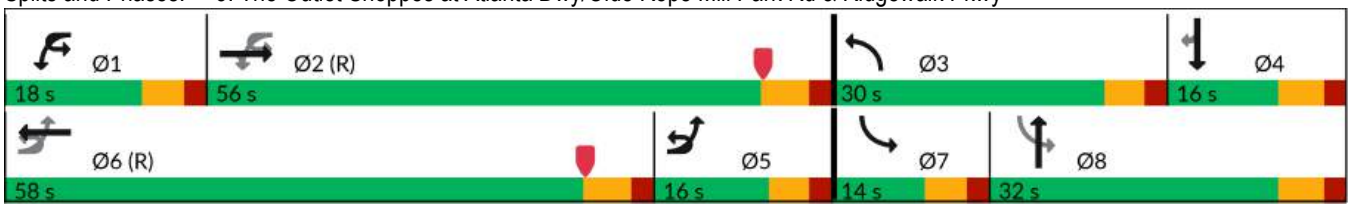
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	88	1088	706	53	1248	87	387	28	81	53	22	115
Future Volume (vph)	88	1088	706	53	1248	87	387	28	81	53	22	115
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	1%	0%	0%	0%	3%	1%	0%	0%	0%	0%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	90	1110	720	54	1362	0	395	112	0	54	22	117
Turn Type	D.P+P	NA	Perm	D.P+P	NA		Prot	NA		D.P+P	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	6		2	2						8		4
Detector Phase	5	2	2	1	6		3	8		7	4	4
Switch Phase												
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0		5.0	6.0		5.0	6.0	6.0
Minimum Split (s)	10.6	24.3	24.3	10.6	24.3		10.6	24.0		10.6	24.0	24.0
Total Split (s)	16.0	56.0	56.0	18.0	58.0		30.0	32.0		14.0	16.0	16.0
Total Split (%)	13.3%	46.7%	46.7%	15.0%	48.3%		25.0%	26.7%		11.7%	13.3%	13.3%
Yellow Time (s)	3.6	4.3	4.3	3.6	4.3		3.6	4.0		3.6	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	2.0
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)	5.6	6.3	6.3	5.6	6.3		5.6	6.0		5.6	6.0	6.0
Lead/Lag	Lag	Lag	Lag	Lead	Lead		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max		None	None		None	None	None
Act Effct Green (s)	70.7	65.3	65.3	71.8	59.6		19.1	21.2		28.0	7.4	7.4
Actuated g/C Ratio	0.59	0.54	0.54	0.60	0.50		0.16	0.18		0.23	0.06	0.06
v/c Ratio	0.31	0.56	0.59	0.20	0.55		0.73	0.31		0.17	0.19	0.36
Control Delay (s/veh)	19.8	20.3	5.2	5.9	17.2		56.0	16.3		32.3	56.5	3.2
Queue Delay	0.0	0.4	0.2	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	19.8	20.7	5.4	5.9	17.2		56.0	16.3		32.3	56.5	3.2
LOS	B	C	A	A	B		E	B		C	E	A
Approach Delay (s/veh)		14.9			16.8			47.2			17.4	
Approach LOS		B			B			D			B	
Queue Length 50th (ft)	24	272	74	7	143		153	20		32	17	0
Queue Length 95th (ft)	m49	412	126	m21	265		198	67		59	43	0
Internal Link Dist (ft)		390			716			229			522	
Turn Bay Length (ft)	250		430	300			175			225		275
Base Capacity (vph)	287	1992	1228	349	2487		690	423		331	157	352
Starvation Cap Reductn	0	362	80	0	0		0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	0
Reduced v/c Ratio	0.31	0.68	0.63	0.15	0.55		0.57	0.26		0.16	0.14	0.33

Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 21 (18%), Referenced to phase 2:EBWB and 6:EBWB, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.73

Intersection Signal Delay (s/veh): 19.8	Intersection LOS: B
Intersection Capacity Utilization 68.7%	ICU Level of Service C
Analysis Period (min) 15	

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: The Outlet Shoppes at Atlanta Dwy/Olde Rope Mill Park Rd & Ridgewalk Pkwy



4: Woodstock Pkwy/Meridian Dr & Ridgewalk Pkwy

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	6	1122	87	1	354	1226	9	171	5	305	2	3
Future Volume (vph)	6	1122	87	1	354	1226	9	171	5	305	2	3
Peak Hour Factor	0.97	0.97	0.97	0.92	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	6	1157	90	0	366	1273	0	176	319	0	0	9
Turn Type	Perm	NA	Perm	pm+pt	pm+pt	NA		Perm	NA		Perm	NA
Protected Phases		2		1	1	6			8			4
Permitted Phases	2		2	6	6			8			4	
Detector Phase	2	2	2	1	1	6		8	8		4	4
Switch Phase												
Minimum Initial (s)	15.0	15.0	15.0	4.9	4.9	15.0		6.0	6.0		6.0	6.0
Minimum Split (s)	24.3	24.3	24.3	10.5	10.5	24.3		26.6	26.6		29.6	29.6
Total Split (s)	68.0	68.0	68.0	20.0	20.0	88.0		32.0	32.0		32.0	32.0
Total Split (%)	56.7%	56.7%	56.7%	16.7%	16.7%	73.3%		26.7%	26.7%		26.7%	26.7%
Yellow Time (s)	4.3	4.3	4.3	3.6	3.6	4.3		3.6	3.6		3.6	3.6
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0		0.0	0.0			0.0
Total Lost Time (s)	6.3	6.3	6.3		5.6	6.3		5.6	5.6			5.6
Lead/Lag	Lag	Lag	Lag	Lead	Lead							
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes							
Recall Mode	C-Max	C-Max	C-Max	None	None	C-Max		None	None		None	None
Act Effct Green (s)	64.2	64.2	64.2		89.1	88.4		19.7	19.7			19.7
Actuated g/C Ratio	0.54	0.54	0.54		0.74	0.74		0.16	0.16			0.16
v/c Ratio	0.03	0.59	0.10		0.82	0.48		0.75	0.67			0.04
Control Delay (s/veh)	4.3	12.1	1.8		35.8	15.7		66.5	18.5			30.7
Queue Delay	0.0	0.0	0.0		0.0	0.0		0.0	0.0			0.0
Total Delay (s/veh)	4.3	12.1	1.8		35.8	15.7		66.5	18.5			30.7
LOS	A	B	A		D	B		E	B			C
Approach Delay (s/veh)		11.3				20.2			35.6			30.7
Approach LOS		B				C			D			C
Queue Length 50th (ft)	1	334	16		201	321		131	49			3
Queue Length 95th (ft)	m0	311	0		m#310	m501		199	139			17
Internal Link Dist (ft)		716				1172			291			373
Turn Bay Length (ft)	110		120		110			225				
Base Capacity (vph)	228	1970	925		446	2668		314	549			291
Starvation Cap Reductn	0	0	0		0	0		0	0			0
Spillback Cap Reductn	0	0	0		0	0		0	0			0
Storage Cap Reductn	0	0	0		0	0		0	0			0
Reduced v/c Ratio	0.03	0.59	0.10		0.82	0.48		0.56	0.58			0.03

Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 67 (56%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.82



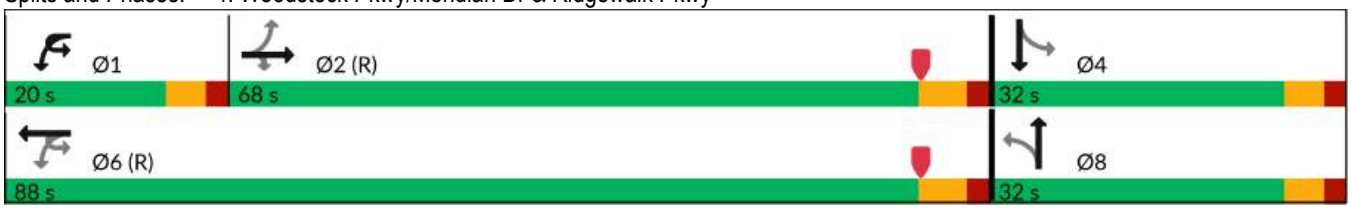
Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	4
Future Volume (vph)	4
Peak Hour Factor	0.97
Heavy Vehicles (%)	0%
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Turn Type	
Protected Phases	
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

Intersection Signal Delay (s/veh): 19.2	Intersection LOS: B
Intersection Capacity Utilization 84.4%	ICU Level of Service E
Analysis Period (min) 15	

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 4: Woodstock Pkwy/Meridian Dr & Ridgewalk Pkwy





Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	449	846	101	9	110	1068	61	163	75	62	186	28
Future Volume (vph)	449	846	101	9	110	1068	61	163	75	62	186	28
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	1%	0%	0%	0%	5%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	483	1019	0	0	128	1148	66	175	148	0	200	459
Turn Type	Prot	NA		D.P+P	D.P+P	NA	Perm	D.P+P	NA		Prot	NA
Protected Phases	1	6		5	5	2		3	8		7	4
Permitted Phases				6	6		2	4				
Detector Phase	1	6		5	5	2	2	3	8		7	4
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	5.0	15.0	15.0	5.0	6.0		5.0	6.0
Minimum Split (s)	10.6	26.3		10.6	10.6	37.3	37.3	10.6	29.6		10.6	31.6
Total Split (s)	34.0	64.0		18.0	18.0	48.0	48.0	20.0	18.0		20.0	18.0
Total Split (%)	28.3%	53.3%		15.0%	15.0%	40.0%	40.0%	16.7%	15.0%		16.7%	15.0%
Yellow Time (s)	3.6	4.3		3.6	3.6	4.3	4.3	3.6	3.6		3.6	3.6
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.6	6.3			5.6	6.3	6.3	5.6	5.6		5.6	5.6
Lead/Lag	Lead	Lag		Lead	Lead	Lag	Lag	Lag	Lag		Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes
Recall Mode	None	C-Max		None	None	C-Max	C-Max	None	None		None	None
Act Effct Green (s)	22.4	64.4			73.9	50.9	50.9	23.7	11.8		11.9	11.7
Actuated g/C Ratio	0.19	0.54			0.62	0.42	0.42	0.20	0.10		0.10	0.10
v/c Ratio	0.77	0.55			0.38	0.74	0.08	0.71	0.73		0.57	0.93
Control Delay (s/veh)	77.5	6.9			10.1	30.8	0.3	61.4	63.3		57.8	37.9
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay (s/veh)	77.5	6.9			10.1	30.8	0.3	61.4	63.3		57.8	37.9
LOS	E	A			B	C	A	E	E		E	D
Approach Delay (s/veh)		29.6				27.3			62.3			43.9
Approach LOS		C				C			E			D
Queue Length 50th (ft)	205	70			30	416	0	111	90		77	66
Queue Length 95th (ft)	260	95			m49	m523	m3	175	#183		114	#266
Internal Link Dist (ft)		1172				898			403			204
Turn Bay Length (ft)	320				150		130	160			150	
Base Capacity (vph)	795	1857			389	1560	799	285	218		428	503
Starvation Cap Reductn	0	0			0	0	0	0	0		0	0
Spillback Cap Reductn	0	0			0	0	0	0	0		0	0
Storage Cap Reductn	0	0			0	0	0	0	0		0	0
Reduced v/c Ratio	0.61	0.55			0.33	0.74	0.08	0.61	0.68		0.47	0.91

Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 78 (65%), Referenced to phase 2:WBT and 6:EBWB, Start of Yellow
Natural Cycle: 105
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.93



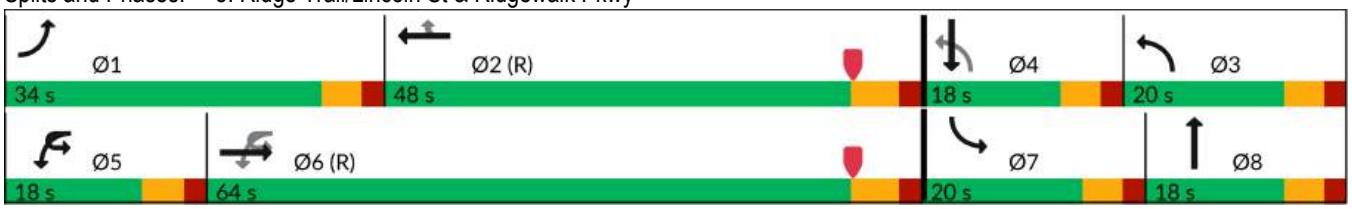
Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	399
Future Volume (vph)	399
Peak Hour Factor	0.93
Heavy Vehicles (%)	1%
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Turn Type	
Protected Phases	
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

Intersection Signal Delay (s/veh): 34.0	Intersection LOS: C
Intersection Capacity Utilization 96.7%	ICU Level of Service F
Analysis Period (min) 15	

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 5: Ridge Trail/Lincoln St & Ridgewalk Pkwy



Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑	↱		↱
Traffic Vol, veh/h	0	1207	681	409	0	249
Future Vol, veh/h	0	1207	681	409	0	249
Conflicting Peds, #/hr	0	0	0	2	0	2
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Free	-	Yield
Storage Length	-	-	-	140	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	-3	4	-	-5	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	2	0	2
Mvmt Flow	0	1326	748	449	0	274

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	376
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.44
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	0	0	655
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	653
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	14.42
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	653
HCM Lane V/C Ratio	-	-	0.419
HCM Ctrl Dly (s/v)	-	-	14.4
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	2.1

Intersection	
Int Delay, s/veh	7.7

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations														
Traffic Vol, veh/h	48	274	891	1	5	5	1025	91	0	0	4	26	0	26
Future Vol, veh/h	48	274	891	1	5	5	1025	91	0	0	4	26	0	26
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	-	None	-	-	-	None	-	-	None	-	-	None
Storage Length	-	200	-	-	-	105	-	150	-	-	0	-	-	-
Veh in Median Storage, #	-	-	0	-	-	-	0	-	-	0	-	-	1	-
Grade, %	-	-	-7	-	-	-	7	-	-	-10	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	2	0	0	0	20	1	2	0	2	0	2	2	2
Mvmt Flow	52	298	968	1	5	5	1114	99	0	0	4	28	0	28

Major/Minor	Major1				Major2				Minor1			Minor2		
Conflicting Flow All	1114	1213	0	0	970	970	0	0	2248	2904	485	2320	2805	557
Stage 1	-	-	-	-	-	-	-	-	1669	1669	-	1136	1136	-
Stage 2	-	-	-	-	-	-	-	-	579	1235	-	1184	1670	-
Critical Hdwy	6.4	4.14	-	-	6.4	4.5	-	-	5.5	4.54	5.9	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	4.5	3.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	4.5	3.54	-	6.54	5.54	-
Follow-up Hdwy	2.5	2.22	-	-	2.5	2.4	-	-	3.5	4.02	3.3	3.52	4.02	3.32
Pot Cap-1 Maneuver	285	571	-	-	353	606	-	-	82	78	610	~ 20	18	474
Stage 1	-	-	-	-	-	-	-	-	258	383	-	215	275	-
Stage 2	-	-	-	-	-	-	-	-	652	490	-	201	151	-
Platoon blocked, %			-	-			-	-						
Mov Cap-1 Maneuver	489	489	-	-	444	444	-	-	21	21	610	~ 6	5	474
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	21	21	-	36	27	-
Stage 1	-	-	-	-	-	-	-	-	73	109	-	210	268	-
Stage 2	-	-	-	-	-	-	-	-	598	478	-	57	43	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	7.65	0.12	10.94	173.71
HCM LOS			B	F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	610	489	-	-	444	-	-	66
HCM Lane V/C Ratio	-	0.007	0.716	-	-	0.024	-	-	0.851
HCM Ctrl Dly (s/v)	0	10.9	28.8	-	-	13.3	-	-	173.7
HCM Lane LOS	A	B	D	-	-	B	-	-	F
HCM 95th %tile Q(veh)	-	0	5.7	-	-	0.1	-	-	4

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



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	867	443	393	278	260	507
Future Volume (vph)	867	443	393	278	260	507
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	1%	1%	0%	0%	0%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	932	476	423	299	280	545
Turn Type	Prot	Perm	Prot	NA	NA	pm+ov
Protected Phases	7		1	6	2	7
Permitted Phases		4				2
Detector Phase	7	4	1	6	2	7
Switch Phase						
Minimum Initial (s)	8.0	8.0	5.0	15.0	15.0	8.0
Minimum Split (s)	24.3	26.3	10.5	24.3	24.3	24.3
Total Split (s)	35.0	35.0	20.0	85.0	65.0	35.0
Total Split (%)	29.2%	29.2%	16.7%	70.8%	54.2%	29.2%
Yellow Time (s)	4.3	4.3	3.5	4.3	4.3	4.3
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.3	6.3	5.5	6.3	6.3	6.3
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None	None	None	C-Max	C-Max	None
Act Effct Green (s)	28.7	28.7	14.5	78.7	58.7	93.7
Actuated g/C Ratio	0.24	0.24	0.12	0.66	0.49	0.78
v/c Ratio	1.11	0.67	1.02	0.24	0.30	0.43
Control Delay (s/veh)	107.6	11.6	101.8	9.1	19.5	5.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	107.6	11.6	101.8	9.1	19.5	5.5
LOS	F	B	F	A	B	A
Approach Delay (s/veh)	75.1			63.4	10.2	
Approach LOS	E			E	B	
Queue Length 50th (ft)	~422	23	~179	88	126	115
Queue Length 95th (ft)	#556	108	#281	129	187	165
Internal Link Dist (ft)	782			578	714	
Turn Bay Length (ft)	365		270			
Base Capacity (vph)	837	713	414	1221	933	1256
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.11	0.67	1.02	0.24	0.30	0.43

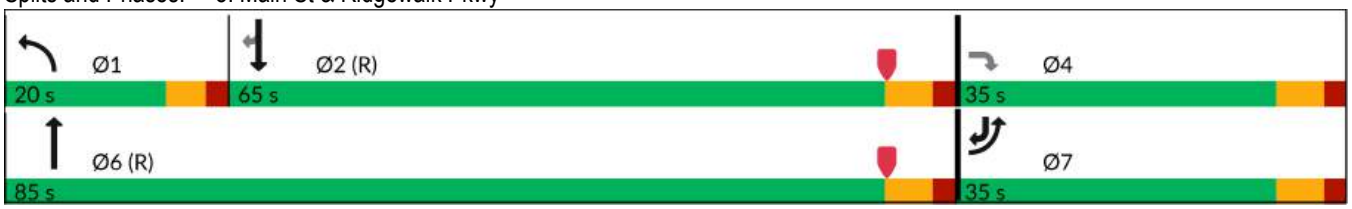
Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 58 (48%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.11

Intersection Signal Delay (s/veh): 54.2	Intersection LOS: D
Intersection Capacity Utilization 64.7%	ICU Level of Service C
Analysis Period (min) 15	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 8: Main St & Ridgewalk Pkwy



Intersection	
Int Delay, s/veh	6.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	179	15	0	0	264	54	67	0	18	0
Future Vol, veh/h	0	0	179	15	0	0	264	54	67	0	18	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	5	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	195	16	0	0	287	59	73	0	20	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	652	725	20	689	689	95	20	0	0	132	0	0
Stage 1	20	20	-	669	669	-	-	-	-	-	-	-
Stage 2	633	705	-	20	20	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	381	352	1058	360	369	962	1597	-	-	1454	-	-
Stage 1	999	879	-	447	456	-	-	-	-	-	-	-
Stage 2	468	439	-	999	879	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	306	283	1058	236	297	962	1597	-	-	1454	-	-
Mov Cap-2 Maneuver	306	283	-	236	297	-	-	-	-	-	-	-
Stage 1	999	879	-	360	367	-	-	-	-	-	-	-
Stage 2	377	353	-	816	879	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.17	21.35	5.31	0
HCM LOS	A	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1111	-	-	1058	236	1454	-	-
HCM Lane V/C Ratio	0.18	-	-	0.184	0.069	-	-	-
HCM Ctrl Dly (s/v)	7.7	0	-	9.2	21.3	0	-	-
HCM Lane LOS	A	A	-	A	C	A	-	-
HCM 95th %tile Q(veh)	0.7	-	-	0.7	0.2	0	-	-

Intersection	
Int Delay, s/veh	0.8

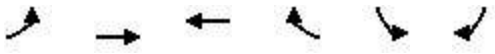
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	37	0	385	22	0	212
Future Vol, veh/h	37	0	385	22	0	212
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	5	-	-	-5
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	40	0	418	24	0	230

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	661	430	0	0	442	0
Stage 1	430	-	-	-	-	-
Stage 2	230	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	427	625	-	-	1118	-
Stage 1	656	-	-	-	-	-
Stage 2	808	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	427	625	-	-	1118	-
Mov Cap-2 Maneuver	427	-	-	-	-	-
Stage 1	656	-	-	-	-	-
Stage 2	808	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	14.29	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	427	1118	-
HCM Lane V/C Ratio	-	-	0.094	-	-
HCM Ctrl Dly (s/v)	-	-	14.3	0	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.3	0	-

11: Ridgewalk Pkwy & I-575 SB Off Ramp

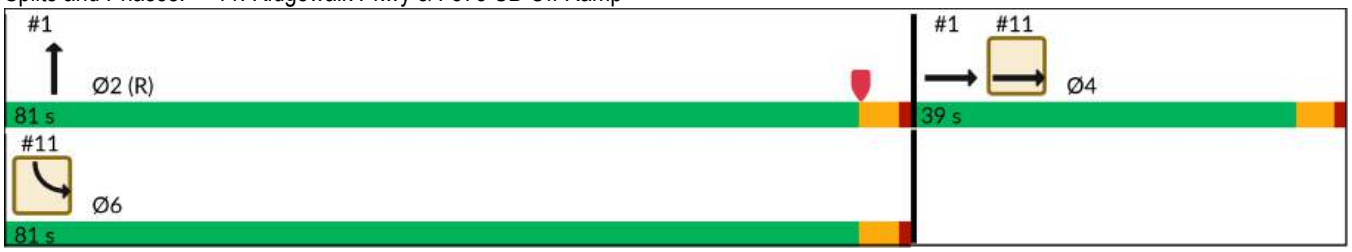


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø2
Lane Configurations							
Traffic Volume (vph)	0	138	0	0	560	0	
Future Volume (vph)	0	138	0	0	560	0	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	
Heavy Vehicles (%)	0%	2%	0%	0%	0%	0%	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	144	0	0	583	0	
Turn Type		NA			Prot		
Protected Phases		4			6		2
Permitted Phases							
Detector Phase		4			6		
Switch Phase							
Minimum Initial (s)		5.0			5.0		5.0
Minimum Split (s)		22.5			22.5		22.5
Total Split (s)		39.0			81.0		81.0
Total Split (%)		32.5%			67.5%		68%
Yellow Time (s)		3.5			3.5		3.5
All-Red Time (s)		1.0			1.0		1.0
Lost Time Adjust (s)		0.0			0.0		
Total Lost Time (s)		4.5			4.5		
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode		Min			None		C-Max
Act Effct Green (s)		10.3			100.7		
Actuated g/C Ratio		0.09			0.84		
v/c Ratio		0.48			0.19		
Control Delay (s/veh)		7.4			0.1		
Queue Delay		0.0			0.0		
Total Delay (s/veh)		7.4			0.1		
LOS		A			A		
Approach Delay (s/veh)		7.4			0.1		
Approach LOS		A			A		
Queue Length 50th (ft)		1			0		
Queue Length 95th (ft)		2			0		
Internal Link Dist (ft)		37	288		65		
Turn Bay Length (ft)							
Base Capacity (vph)		1017			3118		
Starvation Cap Reductn		32			0		
Spillback Cap Reductn		0			0		
Storage Cap Reductn		0			0		
Reduced v/c Ratio		0.15			0.19		

Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBT, Start of Yellow
Natural Cycle: 45
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.48

Intersection Signal Delay (s/veh): 1.6	Intersection LOS: A
Intersection Capacity Utilization 27.6%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 11: Ridgewalk Pkwy & I-575 SB Off Ramp



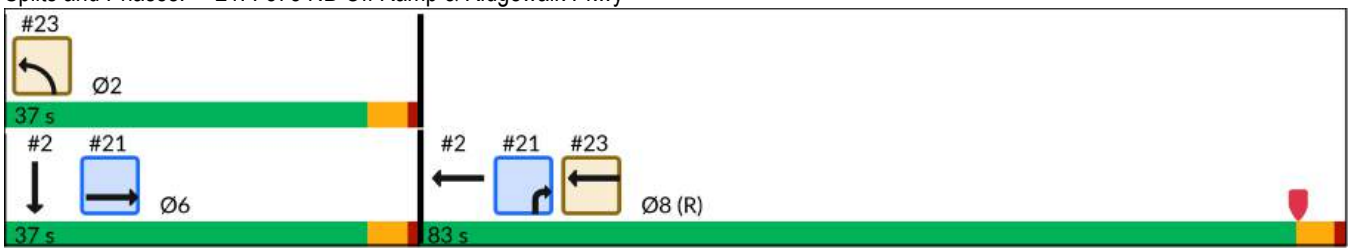


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø2
Lane Configurations							
Traffic Volume (vph)	648	0	0	0	0	1231	
Future Volume (vph)	648	0	0	0	0	1231	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	
Heavy Vehicles (%)	0%	0%	0%	0%	0%	1%	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	675	0	0	0	0	1282	
Turn Type	NA					Prot	
Protected Phases	6					8	2
Permitted Phases							
Detector Phase	6					8	
Switch Phase							
Minimum Initial (s)	5.0					5.0	5.0
Minimum Split (s)	22.5					22.5	22.5
Total Split (s)	37.0					83.0	37.0
Total Split (%)	30.8%					69.2%	31%
Yellow Time (s)	3.5					3.5	3.5
All-Red Time (s)	1.0					1.0	1.0
Lost Time Adjust (s)	0.0					0.0	
Total Lost Time (s)	4.5					4.5	
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	Min					C-Max	None
Act Effct Green (s)	30.5					80.5	
Actuated g/C Ratio	0.25					0.67	
v/c Ratio	0.74					0.67	
Control Delay (s/veh)	4.9					13.7	
Queue Delay	0.2					0.0	
Total Delay (s/veh)	5.0					13.7	
LOS	A					B	
Approach Delay (s/veh)	5.0				13.7		
Approach LOS	A				B		
Queue Length 50th (ft)	3					312	
Queue Length 95th (ft)	4					397	
Internal Link Dist (ft)	10			6	46		
Turn Bay Length (ft)							
Base Capacity (vph)	977					1909	
Starvation Cap Reductn	30					0	
Spillback Cap Reductn	0					0	
Storage Cap Reductn	0					0	
Reduced v/c Ratio	0.71					0.67	

Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 8:WBT, Start of Yellow, Master Intersection
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.74

Intersection Signal Delay (s/veh): 10.7	Intersection LOS: B
Intersection Capacity Utilization 68.5%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 21: I-575 NB Off Ramp & Ridgewalk Pkwy



23: I-575 NB Off Ramp & Ridgewalk Pkwy

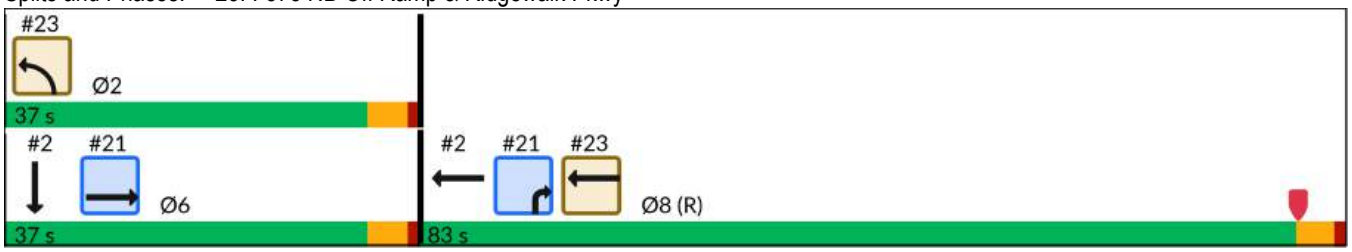


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø6
Lane Configurations							
Traffic Volume (vph)	0	0	0	961	131	0	
Future Volume (vph)	0	0	0	961	131	0	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	
Heavy Vehicles (%)	0%	0%	0%	1%	1%	0%	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	0	0	1001	136	0	
Turn Type				NA	Prot		
Protected Phases				8	2		6
Permitted Phases							
Detector Phase				8	2		
Switch Phase							
Minimum Initial (s)				5.0	5.0		5.0
Minimum Split (s)				22.5	22.5		22.5
Total Split (s)				83.0	37.0		37.0
Total Split (%)				69.2%	30.8%		31%
Yellow Time (s)				3.5	3.5		3.5
All-Red Time (s)				1.0	1.0		1.0
Lost Time Adjust (s)				0.0	0.0		
Total Lost Time (s)				4.5	4.5		
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode				C-Max	None		Min
Act Effct Green (s)				80.5	30.5		
Actuated g/C Ratio				0.67	0.25		
v/c Ratio				0.42	0.24		
Control Delay (s/veh)				1.3	5.8		
Queue Delay				0.1	0.0		
Total Delay (s/veh)				1.4	5.8		
LOS				A	A		
Approach Delay (s/veh)				1.4	5.8		
Approach LOS				A	A		
Queue Length 50th (ft)				2	0		
Queue Length 95th (ft)				30	43		
Internal Link Dist (ft)	314			83	115		
Turn Bay Length (ft)							
Base Capacity (vph)				2396	589		
Starvation Cap Reductn				307	0		
Spillback Cap Reductn				0	0		
Storage Cap Reductn				0	0		
Reduced v/c Ratio				0.48	0.23		

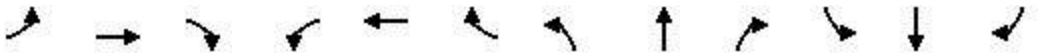
Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 8:WBT, Start of Yellow, Master Intersection
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.74

Intersection Signal Delay (s/veh): 1.9	Intersection LOS: A
Intersection Capacity Utilization 43.1%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 23: I-575 NB Off Ramp & Ridgewalk Pkwy



2030 BUILD OPERATIONS + SITE MITIGATION IMPROVEMENTS (SOCCER GAME SCENARIO)



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑						↑				
Traffic Volume (vph)	0	145	0	0	0	0	0	71	0	0	0	0
Future Volume (vph)	0	145	0	0	0	0	0	71	0	0	0	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	1%	0%	0%	0%	0%	0%	3%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	156	0	0	0	0	0	76	0	0	0	0
Turn Type		NA						NA				
Protected Phases		4						2				
Permitted Phases												
Detector Phase		4						2				
Switch Phase												
Minimum Initial (s)		5.0						5.0				
Minimum Split (s)		22.5						22.5				
Total Split (s)		53.0						57.0				
Total Split (%)		48.2%						51.8%				
Yellow Time (s)		3.5						3.5				
All-Red Time (s)		1.0						1.0				
Lost Time Adjust (s)		0.0						0.0				
Total Lost Time (s)		4.5						4.5				
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode		Min						C-Max				
Act Effct Green (s)		10.2						90.8				
Actuated g/C Ratio		0.09						0.83				
v/c Ratio		0.47						0.05				
Control Delay (s/veh)		51.6						2.4				
Queue Delay		0.0						0.0				
Total Delay (s/veh)		51.6						2.4				
LOS		D						A				
Approach Delay (s/veh)		51.6						2.4				
Approach LOS		D						A				
Queue Length 50th (ft)		56						13				
Queue Length 95th (ft)		88						20				
Internal Link Dist (ft)		44			37			19			57	
Turn Bay Length (ft)												
Base Capacity (vph)		1575						1522				
Starvation Cap Reductn		0						0				
Spillback Cap Reductn		0						0				
Storage Cap Reductn		0						0				
Reduced v/c Ratio		0.10						0.05				

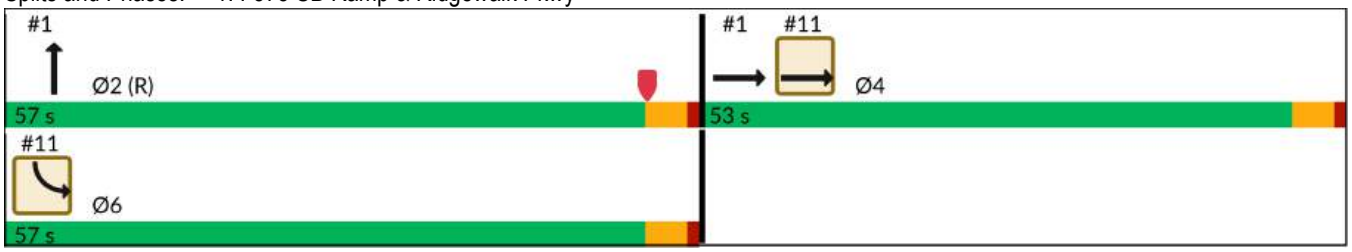
Intersection Summary
Cycle Length: 110
Actuated Cycle Length: 110
Offset: 56 (51%), Referenced to phase 2:NBT, Start of Yellow
Natural Cycle: 45
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.47

Lane Group	Ø6
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	6
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	22.5
Total Split (s)	57.0
Total Split (%)	52%
Yellow Time (s)	3.5
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

Intersection Signal Delay (s/veh): 35.5
Intersection LOS: D
Intersection Capacity Utilization 15.8%
ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 1: I-575 SB Ramp & Ridgewalk Pkwy



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	608	0	0	0	0	0	309	0
Future Volume (vph)	0	0	0	0	608	0	0	0	0	0	309	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	0%	4%	0%	0%	0%	0%	0%	2%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	627	0	0	0	0	0	319	0
Turn Type					NA						NA	
Protected Phases					8						6	
Permitted Phases												
Detector Phase					8						6	
Switch Phase												
Minimum Initial (s)					5.0						5.0	
Minimum Split (s)					22.5						22.5	
Total Split (s)					67.0						43.0	
Total Split (%)					60.9%						39.1%	
Yellow Time (s)					3.5						3.5	
All-Red Time (s)					1.0						1.0	
Lost Time Adjust (s)					0.0						0.0	
Total Lost Time (s)					4.5						4.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode					C-Max						Min	
Act Effct Green (s)					84.4						16.6	
Actuated g/C Ratio					0.77						0.15	
v/c Ratio					0.24						0.60	
Control Delay (s/veh)					3.8						48.1	
Queue Delay					0.0						0.0	
Total Delay (s/veh)					3.8						48.1	
LOS					A						D	
Approach Delay (s/veh)					3.8						48.1	
Approach LOS					A						D	
Queue Length 50th (ft)					70						120	
Queue Length 95th (ft)					87						163	
Internal Link Dist (ft)		83			6			10			115	
Turn Bay Length (ft)												
Base Capacity (vph)					2664						1238	
Starvation Cap Reductn					0						0	
Spillback Cap Reductn					0						0	
Storage Cap Reductn					0						0	
Reduced v/c Ratio					0.24						0.26	

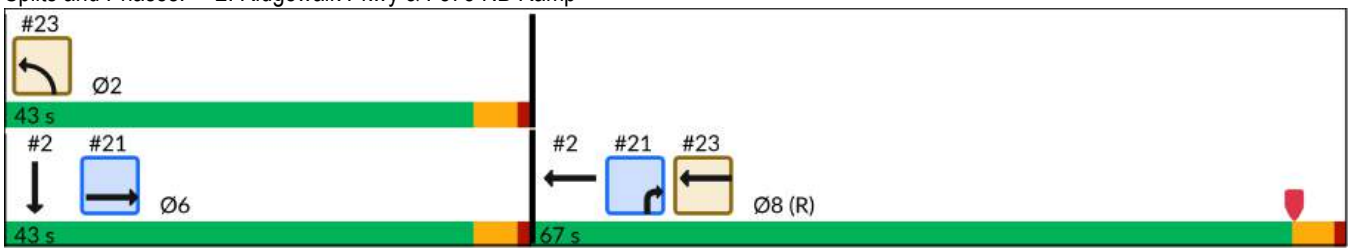
Intersection Summary
Cycle Length: 110
Actuated Cycle Length: 110
Offset: 0 (0%), Referenced to phase 8:WBT, Start of Yellow, Master Intersection
Natural Cycle: 45
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.60

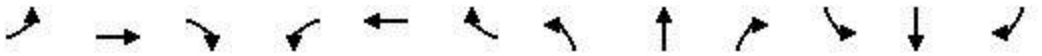
Lane Group	Ø2
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	2
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	22.5
Total Split (s)	43.0
Total Split (%)	39%
Yellow Time (s)	3.5
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

Intersection Signal Delay (s/veh): 18.8	Intersection LOS: B
Intersection Capacity Utilization 33.0%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 2: Ridgewalk Pkwy & I-575 NB Ramp



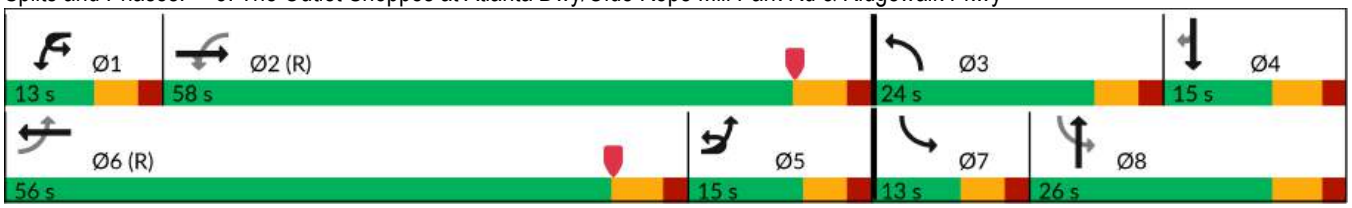


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	102	599	142	55	676	70	107	12	53	50	14	84
Future Volume (vph)	102	599	142	55	676	70	107	12	53	50	14	84
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	6%	4%	2%	2%	5%	8%	3%	0%	4%	13%	0%	8%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	109	637	151	59	793	0	114	69	0	53	15	89
Turn Type	D.P+P	NA	Perm	D.P+P	NA		Prot	NA		D.P+P	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	6		2	2						8		4
Detector Phase	5	2	2	1	6		3	8		7	4	4
Switch Phase												
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0		5.0	6.0		5.0	6.0	6.0
Minimum Split (s)	10.6	24.3	24.3	10.6	24.3		10.6	24.0		10.6	24.0	24.0
Total Split (s)	15.0	58.0	58.0	13.0	56.0		24.0	26.0		13.0	15.0	15.0
Total Split (%)	13.6%	52.7%	52.7%	11.8%	50.9%		21.8%	23.6%		11.8%	13.6%	13.6%
Yellow Time (s)	3.6	4.3	4.3	3.6	4.3		3.6	4.0		3.6	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	2.0
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)	5.6	6.3	6.3	5.6	6.3		5.6	6.0		5.6	6.0	6.0
Lead/Lag	Lag	Lag	Lag	Lead	Lead		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max		None	None		None	None	None
Act Effct Green (s)	73.8	68.7	68.7	75.0	63.7		9.1	8.6		14.9	6.6	6.6
Actuated g/C Ratio	0.67	0.62	0.62	0.68	0.58		0.08	0.08		0.14	0.06	0.06
v/c Ratio	0.22	0.29	0.14	0.11	0.29		0.41	0.39		0.29	0.13	0.27
Control Delay (s/veh)	5.1	8.0	0.3	3.5	7.4		52.0	23.3		39.9	51.2	1.9
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	5.1	8.0	0.3	3.5	7.4		52.0	23.3		39.9	51.2	1.9
LOS	A	A	A	A	A		D	C		D	D	A
Approach Delay (s/veh)		6.3			7.2			41.2			19.5	
Approach LOS		A			A			D			B	
Queue Length 50th (ft)	14	69	0	5	38		41	9		35	10	0
Queue Length 95th (ft)	29	171	0	10	76		69	51		71	32	0
Internal Link Dist (ft)		390			716			229			522	
Turn Bay Length (ft)	250		430	300			175			225		275
Base Capacity (vph)	496	2220	1086	551	2752		557	333		187	153	361
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	0
Reduced v/c Ratio	0.22	0.29	0.14	0.11	0.29		0.20	0.21		0.28	0.10	0.25

Intersection Summary
Cycle Length: 110
Actuated Cycle Length: 110
Offset: 62 (56%), Referenced to phase 2:EBWB and 6:EBWB, Start of Yellow
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.41

Intersection Signal Delay (s/veh): 10.7	Intersection LOS: B
Intersection Capacity Utilization 49.2%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 3: The Outlet Shoppes at Atlanta Dwy/Olde Rope Mill Park Rd & Ridgewalk Pkwy



Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	4	618	83	1	230	717	6	72	2	115	4	6
Future Volume (vph)	4	618	83	1	230	717	6	72	2	115	4	6
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	5%	4%	0%	4%	5%	0%	5%	0%	5%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	4	679	91	0	254	795	0	79	128	0	0	25
Turn Type	Perm	NA	Perm	pm+pt	pm+pt	NA		Perm	NA		Perm	NA
Protected Phases		2		1	1	6			8			4
Permitted Phases	2		2	6	6			8			4	
Detector Phase	2	2	2	1	1	6		8	8		4	4
Switch Phase												
Minimum Initial (s)	15.0	15.0	15.0	15.0	15.0	5.0		6.0	6.0		6.0	6.0
Minimum Split (s)	24.3	24.3	24.3	20.6	20.6	24.3		26.6	26.6		29.6	29.6
Total Split (s)	47.0	47.0	47.0	31.0	31.0	78.0		32.0	32.0		32.0	32.0
Total Split (%)	42.7%	42.7%	42.7%	28.2%	28.2%	70.9%		29.1%	29.1%		29.1%	29.1%
Yellow Time (s)	4.3	4.3	4.3	3.6	3.6	4.3		3.6	3.6		3.6	3.6
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0		0.0	0.0			0.0
Total Lost Time (s)	6.3	6.3	6.3		5.6	6.3		5.6	5.6			5.6
Lead/Lag	Lag	Lag	Lag	Lead	Lead							
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes							
Recall Mode	C-Max	C-Max	C-Max	None	None	C-Max		None	None		None	None
Act Effct Green (s)	65.7	65.7	65.7		87.0	86.3		11.8	11.8			11.8
Actuated g/C Ratio	0.60	0.60	0.60		0.79	0.78		0.11	0.11			0.11
v/c Ratio	0.01	0.32	0.09		0.40	0.29		0.55	0.46			0.13
Control Delay (s/veh)	6.3	11.0	3.7		9.6	7.6		59.8	13.5			27.2
Queue Delay	0.0	0.0	0.0		0.0	0.0		0.0	0.0			0.0
Total Delay (s/veh)	6.3	11.0	3.7		9.6	7.6		59.8	13.5			27.2
LOS	A	B	A		A	A		E	B			C
Approach Delay (s/veh)		10.2				8.1			31.2			27.2
Approach LOS		B				A			C			C
Queue Length 50th (ft)	1	194	23		60	90		56	1			7
Queue Length 95th (ft)	m4	263	38		131	183		104	54			32
Internal Link Dist (ft)		716				1172			291			373
Turn Bay Length (ft)	110		120		110			225				
Base Capacity (vph)	410	2114	987		749	2708		321	466			411
Starvation Cap Reductn	0	0	0		0	0		0	0			0
Spillback Cap Reductn	0	0	0		0	0		0	0			0
Storage Cap Reductn	0	0	0		0	0		0	0			0
Reduced v/c Ratio	0.01	0.32	0.09		0.34	0.29		0.25	0.27			0.06

Intersection Summary
Cycle Length: 110
Actuated Cycle Length: 110
Offset: 107 (97%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 75
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.55



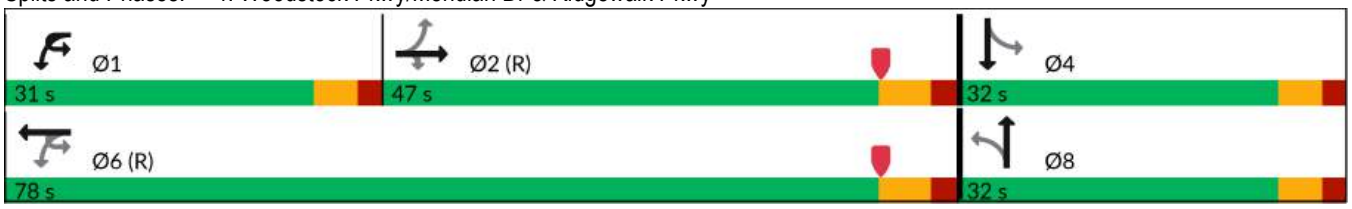
Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	13
Future Volume (vph)	13
Peak Hour Factor	0.91
Heavy Vehicles (%)	0%
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Turn Type	
Protected Phases	
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

Intersection Signal Delay (s/veh): 11.4	Intersection LOS: B
Intersection Capacity Utilization 58.3%	ICU Level of Service B
Analysis Period (min) 15	

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 4: Woodstock Pkwy/Meridian Dr & Ridgewalk Pkwy

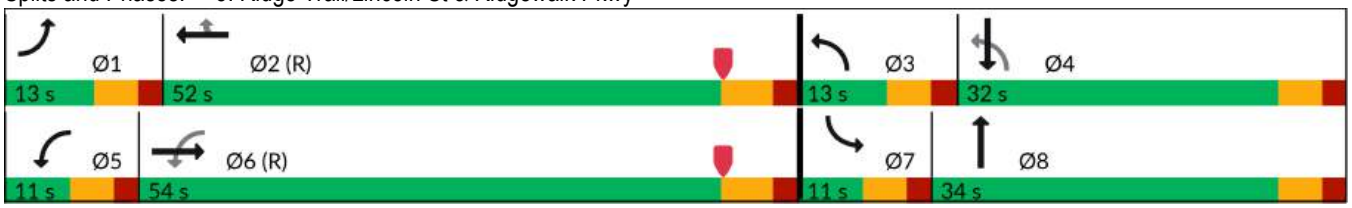


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	65	626	25	37	776	19	87	6	66	22	0	82
Future Volume (vph)	65	626	25	37	776	19	87	6	66	22	0	82
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	12%	5%	0%	0%	5%	0%	4%	0%	2%	0%	0%	3%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	74	739	0	42	882	22	99	82	0	25	93	0
Turn Type	Prot	NA		D.P+P	NA	Perm	D.P+P	NA		Prot	NA	
Protected Phases	1	6		5	2		3	8		7	4	
Permitted Phases				6		2	4					
Detector Phase	1	6		5	2	2	3	8		7	4	
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	15.0	15.0	5.0	6.0		5.0	6.0	
Minimum Split (s)	10.6	26.3		10.6	37.3	37.3	10.6	29.6		10.6	31.6	
Total Split (s)	13.0	54.0		11.0	52.0	52.0	13.0	34.0		11.0	32.0	
Total Split (%)	11.8%	49.1%		10.0%	47.3%	47.3%	11.8%	30.9%		10.0%	29.1%	
Yellow Time (s)	3.6	4.3		3.6	4.3	4.3	3.6	3.6		3.6	3.6	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.6	6.3		5.6	6.3	6.3	5.6	5.6		5.6	5.6	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max		None	C-Max	C-Max	None	None		None	None	
Act Effct Green (s)	8.1	73.7		78.3	69.6	69.6	12.6	10.5		5.4	6.5	
Actuated g/C Ratio	0.07	0.67		0.71	0.63	0.63	0.11	0.10		0.05	0.06	
v/c Ratio	0.33	0.33		0.08	0.40	0.02	0.55	0.37		0.14	0.31	
Control Delay (s/veh)	69.2	5.8		4.4	10.5	0.1	52.5	17.8		52.0	2.7	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	69.2	5.8		4.4	10.5	0.1	52.5	17.8		52.0	2.7	
LOS	E	A		A	B	A	D	B		D	A	
Approach Delay (s/veh)		11.6			10.0			36.8			13.2	
Approach LOS		B			A			D			B	
Queue Length 50th (ft)	24	218		6	168	0	64	5		8	0	
Queue Length 95th (ft)	49	276		15	216	0	111	49		22	0	
Internal Link Dist (ft)		1172			898			403			204	
Turn Bay Length (ft)	320			150		130	160			150		
Base Capacity (vph)	232	2225		541	2219	1092	181	479		175	549	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.32	0.33		0.08	0.40	0.02	0.55	0.17		0.14	0.17	

Intersection Summary
Cycle Length: 110
Actuated Cycle Length: 110
Offset: 32 (29%), Referenced to phase 2:WBT and 6:EBWB, Start of Yellow
Natural Cycle: 95
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.55

Intersection Signal Delay (s/veh): 13.1 Intersection LOS: B
Intersection Capacity Utilization 51.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 5: Ridge Trail/Lincoln St & Ridgewalk Pkwy



Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑	↱		↱
Traffic Vol, veh/h	0	746	755	60	0	97
Future Vol, veh/h	0	746	755	60	0	97
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Free	-	Yield
Storage Length	-	-	-	140	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	-3	4	-	-5	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	4	5	7	0	3
Mvmt Flow	0	829	839	67	0	108

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	419
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.46
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.33
Pot Cap-1 Maneuver	0	-	-	0	0	614
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	614
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	12.1
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	614
HCM Lane V/C Ratio	-	-	0.175
HCM Ctrl Dly (s/v)	-	-	12.1
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.6

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	24	32	686	2	2	763	16	0	0	2	24	0
Future Volume (vph)	24	32	686	2	2	763	16	0	0	2	24	0
Peak Hour Factor	0.92	0.92	0.88	0.88	0.88	0.88	0.92	0.88	0.92	0.88	0.92	0.92
Heavy Vehicles (%)	2%	2%	4%	0%	0%	5%	2%	0%	2%	0%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	61	782	0	2	867	17	0	0	2	0	64
Turn Type	D.P+P	D.P+P	NA		D.P+P	NA	Perm			Perm	Perm	NA
Protected Phases	1	1	6		5	2			4			8
Permitted Phases	2	2			6		2	4		4	8	
Detector Phase	1	1	6		5	2	2	4	4	4	8	8
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	9.5	22.5		9.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	15.0	15.0	71.0		12.0	68.0	68.0	27.0	27.0	27.0	27.0	27.0
Total Split (%)	13.6%	13.6%	64.5%		10.9%	61.8%	61.8%	24.5%	24.5%	24.5%	24.5%	24.5%
Yellow Time (s)	3.5	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)		4.5	4.5		4.5	4.5	4.5		4.5	4.5		4.5
Lead/Lag	Lead	Lead	Lag		Lead	Lag	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes					
Recall Mode	None	None	C-Max		None	C-Max	C-Max	None	None	None	None	None
Act Effct Green (s)		92.6	95.0		95.3	88.5	88.5			6.8		6.8
Actuated g/C Ratio		0.84	0.86		0.87	0.80	0.80			0.06		0.06
v/c Ratio		0.11	0.25		0.00	0.32	0.01			0.01		0.43
Control Delay (s/veh)		1.0	1.0		1.5	5.5	0.1			0.0		23.2
Queue Delay		0.0	0.0		0.0	0.0	0.0			0.0		0.0
Total Delay (s/veh)		1.0	1.0		1.5	5.5	0.1			0.0		23.2
LOS		A	A		A	A	A			A		C
Approach Delay (s/veh)			1.0			5.4						23.2
Approach LOS			A			A						C
Queue Length 50th (ft)		2	13		0	124	0			0		3
Queue Length 95th (ft)		4	35		m0	163	m0			0		45
Internal Link Dist (ft)			354			782			372			218
Turn Bay Length (ft)		200			105		150					
Base Capacity (vph)		643	3104		633	2669	1241			582		351
Starvation Cap Reductn		0	0		0	0	0			0		0
Spillback Cap Reductn		0	0		0	0	0			0		0
Storage Cap Reductn		0	0		0	0	0			0		0
Reduced v/c Ratio		0.09	0.25		0.00	0.32	0.01			0.00		0.18

Intersection Summary
Cycle Length: 110
Actuated Cycle Length: 110
Offset: 63.5 (58%), Referenced to phase 2:EBWB and 6:EBWB, Start of Yellow
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.43



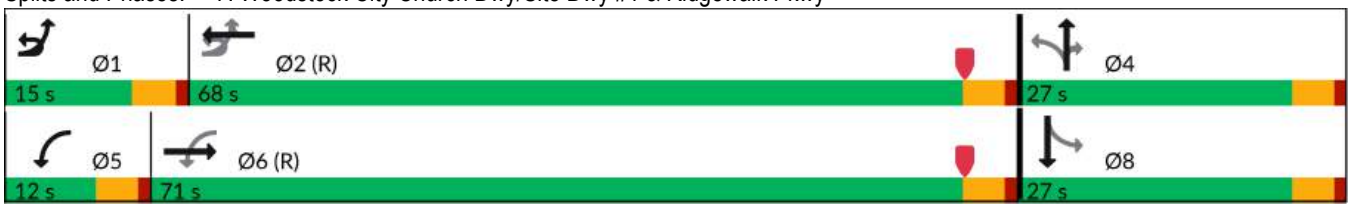
Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	35
Future Volume (vph)	35
Peak Hour Factor	0.92
Heavy Vehicles (%)	2%
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Turn Type	
Protected Phases	
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

Intersection Signal Delay (s/veh): 4.0	Intersection LOS: A
Intersection Capacity Utilization 40.7%	ICU Level of Service A
Analysis Period (min) 15	

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 7: Woodstock City Church Dwy/Site Dwy #1 & Ridgewalk Pkwy





Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	553	167	129	195	396	663
Future Volume (vph)	553	167	129	195	396	663
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	5%	3%	5%	2%	3%	5%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	601	182	140	212	430	721
Turn Type	Prot	Perm	Prot	NA	NA	pm+ov
Protected Phases	7		1	6	2	7
Permitted Phases		4				2
Detector Phase	7	4	1	6	2	7
Switch Phase						
Minimum Initial (s)	8.0	8.0	5.0	15.0	15.0	8.0
Minimum Split (s)	24.3	26.3	10.5	24.3	24.3	24.3
Total Split (s)	44.0	44.0	15.0	66.0	51.0	44.0
Total Split (%)	40.0%	40.0%	13.6%	60.0%	46.4%	40.0%
Yellow Time (s)	4.3	4.3	3.5	4.3	4.3	4.3
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.3	6.3	5.5	6.3	6.3	6.3
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None	None	None	C-Max	C-Max	None
Act Effct Green (s)	28.3	28.3	9.7	69.1	53.9	88.5
Actuated g/C Ratio	0.26	0.26	0.09	0.63	0.49	0.80
v/c Ratio	0.69	0.34	0.48	0.18	0.47	0.57
Control Delay (s/veh)	31.1	4.1	53.2	10.1	22.5	5.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	31.1	4.1	53.2	10.1	22.5	5.2
LOS	C	A	D	B	C	A
Approach Delay (s/veh)	24.8			27.2	11.7	
Approach LOS	C			C	B	
Queue Length 50th (ft)	119	0	51	59	201	117
Queue Length 95th (ft)	120	26	84	114	341	203
Internal Link Dist (ft)	782			578	714	
Turn Bay Length (ft)	365		270			
Base Capacity (vph)	1154	662	306	1146	907	1389
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.52	0.27	0.46	0.18	0.47	0.52

Intersection Summary
Cycle Length: 110
Actuated Cycle Length: 110
Offset: 99 (90%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.69

Intersection Signal Delay (s/veh): 18.6	Intersection LOS: B
Intersection Capacity Utilization 55.9%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 8: Main St & Ridgewalk Pkwy



Intersection	
Int Delay, s/veh	4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	3	41	0	0	17	11	28	0	34	0
Future Vol, veh/h	0	0	3	41	0	0	17	11	28	0	34	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	5	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	3	45	0	0	18	12	30	0	37	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	86	116	37	101	101	27	37	0	0	42	0	0
Stage 1	37	37	-	64	64	-	-	-	-	-	-	-
Stage 2	49	79	-	37	37	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	900	774	1035	880	789	1048	1574	-	-	1567	-	-
Stage 1	978	864	-	947	841	-	-	-	-	-	-	-
Stage 2	964	829	-	978	864	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	889	765	1035	867	779	1048	1574	-	-	1567	-	-
Mov Cap-2 Maneuver	889	765	-	867	779	-	-	-	-	-	-	-
Stage 1	978	864	-	935	831	-	-	-	-	-	-	-
Stage 2	953	819	-	975	864	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	8.49	9.38	2.22	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	478	-	-	1035	867	1567	-	-
HCM Lane V/C Ratio	0.012	-	-	0.003	0.051	-	-	-
HCM Ctrl Dly (s/v)	7.3	0	-	8.5	9.4	0	-	-
HCM Lane LOS	A	A	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.2	0	-	-

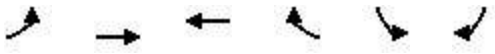
Intersection	
Int Delay, s/veh	1.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	18	0	56	4	0	79
Future Vol, veh/h	18	0	56	4	0	79
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	5	-	-	-5
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	20	0	61	4	0	86

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	149	63	0	0	65	0
Stage 1	63	-	-	-	-	-
Stage 2	86	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	843	1002	-	-	1537	-
Stage 1	960	-	-	-	-	-
Stage 2	937	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	843	1002	-	-	1537	-
Mov Cap-2 Maneuver	843	-	-	-	-	-
Stage 1	960	-	-	-	-	-
Stage 2	937	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	9.37	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	843	1537	-
HCM Lane V/C Ratio	-	-	0.023	-	-
HCM Ctrl Dly (s/v)	-	-	9.4	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-

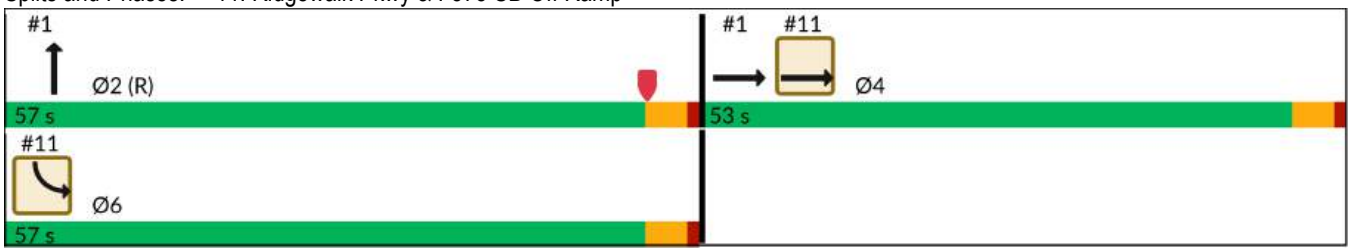


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø2
Lane Configurations							
Traffic Volume (vph)	0	145	0	0	238	0	
Future Volume (vph)	0	145	0	0	238	0	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	156	0	0	256	0	
Turn Type		NA			Prot		
Protected Phases		4			6		2
Permitted Phases							
Detector Phase		4			6		
Switch Phase							
Minimum Initial (s)		5.0			5.0		5.0
Minimum Split (s)		22.5			22.5		22.5
Total Split (s)		53.0			57.0		57.0
Total Split (%)		48.2%			51.8%		52%
Yellow Time (s)		3.5			3.5		3.5
All-Red Time (s)		1.0			1.0		1.0
Lost Time Adjust (s)		0.0			0.0		
Total Lost Time (s)		4.5			4.5		
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode		Min			None		C-Max
Act Effct Green (s)		10.2			90.8		
Actuated g/C Ratio		0.09			0.83		
v/c Ratio		0.47			0.08		
Control Delay (s/veh)		6.8			0.1		
Queue Delay		0.0			0.0		
Total Delay (s/veh)		6.8			0.1		
LOS		A			A		
Approach Delay (s/veh)		6.8			0.1		
Approach LOS		A			A		
Queue Length 50th (ft)		1			0		
Queue Length 95th (ft)		2			0		
Internal Link Dist (ft)		37	288		65		
Turn Bay Length (ft)							
Base Capacity (vph)		1575			3096		
Starvation Cap Reductn		38			0		
Spillback Cap Reductn		0			0		
Storage Cap Reductn		0			0		
Reduced v/c Ratio		0.10			0.08		

Intersection Summary
Cycle Length: 110
Actuated Cycle Length: 110
Offset: 56 (51%), Referenced to phase 2:NBT, Start of Yellow
Natural Cycle: 45
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.47

Intersection Signal Delay (s/veh): 2.6	Intersection LOS: A
Intersection Capacity Utilization 18.5%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 11: Ridgewalk Pkwy & I-575 SB Off Ramp



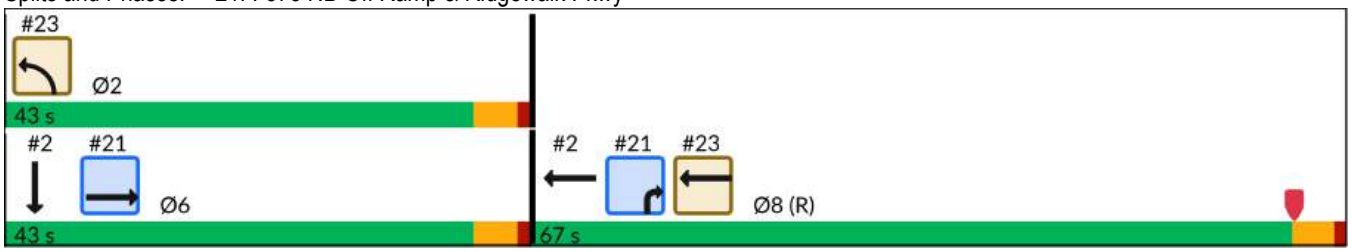


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø2
Lane Configurations							
Traffic Volume (vph)	309	0	0	0	0	538	
Future Volume (vph)	309	0	0	0	0	538	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	
Heavy Vehicles (%)	2%	0%	0%	0%	0%	5%	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	319	0	0	0	0	555	
Turn Type	NA					Prot	
Protected Phases	6					8	2
Permitted Phases							
Detector Phase	6					8	
Switch Phase							
Minimum Initial (s)	5.0					5.0	5.0
Minimum Split (s)	22.5					22.5	22.5
Total Split (s)	43.0					67.0	43.0
Total Split (%)	39.1%					60.9%	39%
Yellow Time (s)	3.5					3.5	3.5
All-Red Time (s)	1.0					1.0	1.0
Lost Time Adjust (s)	0.0					0.0	
Total Lost Time (s)	4.5					4.5	
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	Min					C-Max	None
Act Effct Green (s)	16.6					84.4	
Actuated g/C Ratio	0.15					0.77	
v/c Ratio	0.60					0.25	
Control Delay (s/veh)	5.8					0.6	
Queue Delay	0.0					0.0	
Total Delay (s/veh)	5.8					0.6	
LOS	A					A	
Approach Delay (s/veh)	5.8				0.6		
Approach LOS	A				A		
Queue Length 50th (ft)	1					0	
Queue Length 95th (ft)	1					11	
Internal Link Dist (ft)	10			6	46		
Turn Bay Length (ft)							
Base Capacity (vph)	1238					2214	
Starvation Cap Reductn	53					0	
Spillback Cap Reductn	0					0	
Storage Cap Reductn	0					0	
Reduced v/c Ratio	0.27					0.25	

Intersection Summary
Cycle Length: 110
Actuated Cycle Length: 110
Offset: 0 (0%), Referenced to phase 8:WBT, Start of Yellow, Master Intersection
Natural Cycle: 45
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.60

Intersection Signal Delay (s/veh): 2.5	Intersection LOS: A
Intersection Capacity Utilization 34.9%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 21: I-575 NB Off Ramp & Ridgewalk Pkwy



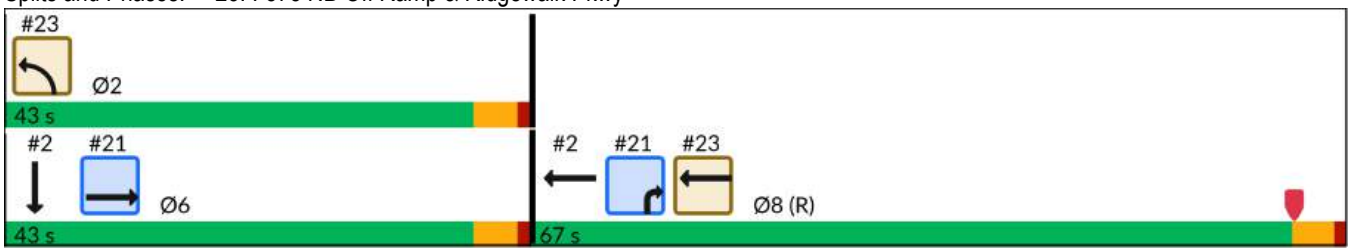


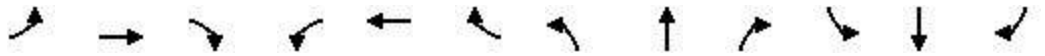
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø6
Lane Configurations							
Traffic Volume (vph)	0	0	0	608	32	0	
Future Volume (vph)	0	0	0	608	32	0	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	
Heavy Vehicles (%)	0%	0%	0%	4%	3%	0%	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	0	0	627	33	0	
Turn Type				NA	Prot		
Protected Phases				8	2		6
Permitted Phases							
Detector Phase				8	2		
Switch Phase							
Minimum Initial (s)				5.0	5.0		5.0
Minimum Split (s)				22.5	22.5		22.5
Total Split (s)				67.0	43.0		43.0
Total Split (%)				60.9%	39.1%		39%
Yellow Time (s)				3.5	3.5		3.5
All-Red Time (s)				1.0	1.0		1.0
Lost Time Adjust (s)				0.0	0.0		
Total Lost Time (s)				4.5	4.5		
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode				C-Max	None		Min
Act Effct Green (s)				84.4	16.6		
Actuated g/C Ratio				0.77	0.15		
v/c Ratio				0.24	0.07		
Control Delay (s/veh)				0.5	0.3		
Queue Delay				0.2	0.0		
Total Delay (s/veh)				0.8	0.3		
LOS				A	A		
Approach Delay (s/veh)				0.8	0.3		
Approach LOS				A	A		
Queue Length 50th (ft)				1	0		
Queue Length 95th (ft)				1	0		
Internal Link Dist (ft)	314			83	115		
Turn Bay Length (ft)							
Base Capacity (vph)				2664	781		
Starvation Cap Reductn				1250	0		
Spillback Cap Reductn				0	0		
Storage Cap Reductn				0	0		
Reduced v/c Ratio				0.44	0.04		

Intersection Summary
Cycle Length: 110
Actuated Cycle Length: 110
Offset: 0 (0%), Referenced to phase 8:WBT, Start of Yellow, Master Intersection
Natural Cycle: 45
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.60

Intersection Signal Delay (s/veh): 0.7	Intersection LOS: A
Intersection Capacity Utilization 33.4%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 23: I-575 NB Off Ramp & Ridgewalk Pkwy





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑						↑				
Traffic Volume (vph)	0	145	0	0	0	0	0	295	0	0	0	0
Future Volume (vph)	0	145	0	0	0	0	0	295	0	0	0	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	149	0	0	0	0	0	304	0	0	0	0
Turn Type		NA						NA				
Protected Phases		4						2				
Permitted Phases												
Detector Phase		4						2				
Switch Phase												
Minimum Initial (s)		5.0						5.0				
Minimum Split (s)		22.5						22.5				
Total Split (s)		39.0						91.0				
Total Split (%)		30.0%						70.0%				
Yellow Time (s)		3.5						3.5				
All-Red Time (s)		1.0						1.0				
Lost Time Adjust (s)		0.0						0.0				
Total Lost Time (s)		4.5						4.5				
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode		Min						C-Max				
Act Effct Green (s)		10.8						110.2				
Actuated g/C Ratio		0.08						0.85				
v/c Ratio		0.51						0.19				
Control Delay (s/veh)		62.7						1.1				
Queue Delay		0.0						0.0				
Total Delay (s/veh)		62.7						1.1				
LOS		E						A				
Approach Delay (s/veh)		62.7						1.1				
Approach LOS		E						A				
Queue Length 50th (ft)		65						18				
Queue Length 95th (ft)		100						31				
Internal Link Dist (ft)		44			37			19			57	
Turn Bay Length (ft)												
Base Capacity (vph)		939						1610				
Starvation Cap Reductn		0						0				
Spillback Cap Reductn		0						0				
Storage Cap Reductn		0						0				
Reduced v/c Ratio		0.16						0.19				

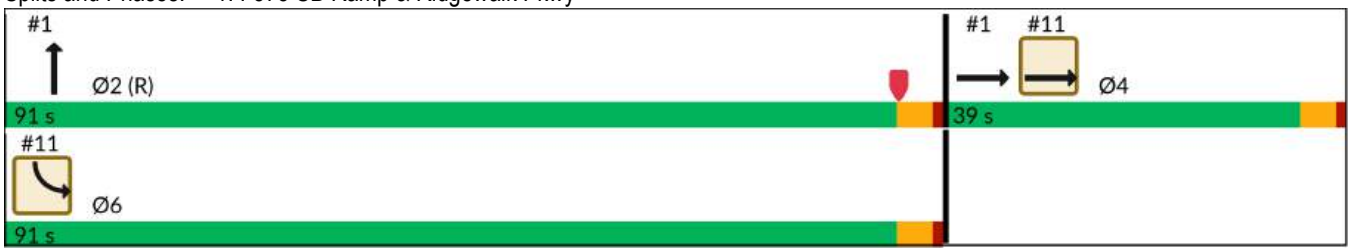
Intersection Summary
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 0 (0%), Referenced to phase 2:NBT, Start of Yellow
Natural Cycle: 45
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.51

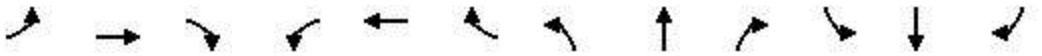
Lane Group	Ø6
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	6
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	22.5
Total Split (s)	91.0
Total Split (%)	70%
Yellow Time (s)	3.5
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

Intersection Signal Delay (s/veh): 21.4	Intersection LOS: C
Intersection Capacity Utilization 27.2%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 1: I-575 SB Ramp & Ridgewalk Pkwy





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	885	0	0	0	0	0	586	0
Future Volume (vph)	0	0	0	0	885	0	0	0	0	0	586	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	0%	3%	0%	0%	0%	0%	0%	1%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	922	0	0	0	0	0	610	0
Turn Type					NA						NA	
Protected Phases					8						6	
Permitted Phases												
Detector Phase					8						6	
Switch Phase												
Minimum Initial (s)					5.0						5.0	
Minimum Split (s)					22.5						22.5	
Total Split (s)					85.0						45.0	
Total Split (%)					65.4%						34.6%	
Yellow Time (s)					3.5						3.5	
All-Red Time (s)					1.0						1.0	
Lost Time Adjust (s)					0.0						0.0	
Total Lost Time (s)					4.5						4.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode					C-Max						Min	
Act Effct Green (s)					88.6						32.4	
Actuated g/C Ratio					0.68						0.25	
v/c Ratio					0.39						0.69	
Control Delay (s/veh)					7.3						37.2	
Queue Delay					0.0						0.0	
Total Delay (s/veh)					7.3						37.2	
LOS					A						D	
Approach Delay (s/veh)					7.3						37.2	
Approach LOS					A						D	
Queue Length 50th (ft)					55						184	
Queue Length 95th (ft)					304						212	
Internal Link Dist (ft)		83			6			10			115	
Turn Bay Length (ft)												
Base Capacity (vph)					2388						1113	
Starvation Cap Reductn					0						0	
Spillback Cap Reductn					0						0	
Storage Cap Reductn					0						0	
Reduced v/c Ratio					0.39						0.55	

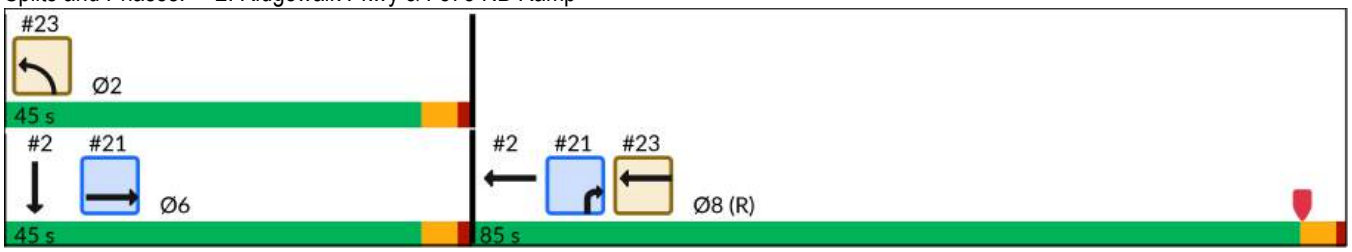
Intersection Summary
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 0 (0%), Referenced to phase 8:WBT, Start of Yellow, Master Intersection
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.69

Lane Group	Ø2
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	2
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	22.5
Total Split (s)	45.0
Total Split (%)	35%
Yellow Time (s)	3.5
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

Intersection Signal Delay (s/veh): 19.2 Intersection LOS: B
Intersection Capacity Utilization 54.2% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 2: Ridgewalk Pkwy & I-575 NB Ramp



Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	3	71	1213	316	84	1080	76	250	15	86	54	9
Future Volume (vph)	3	71	1213	316	84	1080	76	250	15	86	54	9
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	8%	1%	0%	0%	1%	3%	0%	0%	1%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	76	1251	326	87	1191	0	258	104	0	56	9
Turn Type	D.P+P	D.P+P	NA	Perm	D.P+P	NA		Prot	NA		D.P+P	NA
Protected Phases	5	5	2		1	6		3	8		7	4
Permitted Phases	6	6		2	2						8	
Detector Phase	5	5	2	2	1	6		3	8		7	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	15.0	15.0	5.0	15.0		5.0	6.0		5.0	6.0
Minimum Split (s)	10.6	10.6	24.3	24.3	10.6	24.3		10.6	24.0		10.6	24.0
Total Split (s)	12.2	12.2	69.0	69.0	15.0	71.8		22.0	35.0		11.0	24.0
Total Split (%)	9.4%	9.4%	53.1%	53.1%	11.5%	55.2%		16.9%	26.9%		8.5%	18.5%
Yellow Time (s)	3.6	3.6	4.3	4.3	3.6	4.3		3.6	4.0		3.6	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)		5.6	6.3	6.3	5.6	6.3		5.6	6.0		5.6	6.0
Lead/Lag	Lead	Lead	Lead	Lead	Lag	Lag		Lead	Lag		Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes
Recall Mode	None	None	C-Max	C-Max	None	C-Max		None	None		None	None
Act Effct Green (s)		87.5	76.2	76.2	86.3	80.6		14.4	17.7		22.4	6.4
Actuated g/C Ratio		0.67	0.59	0.59	0.66	0.62		0.11	0.14		0.17	0.05
v/c Ratio		0.24	0.58	0.30	0.30	0.39		0.68	0.35		0.24	0.10
Control Delay (s/veh)		6.0	12.6	0.8	18.1	15.9		64.7	17.1		44.4	61.0
Queue Delay		0.0	0.6	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Delay (s/veh)		6.0	13.2	0.8	18.1	15.9		64.7	17.1		44.4	61.0
LOS		A	B	A	B	B		E	B		D	E
Approach Delay (s/veh)			10.4			16.0			51.0			18.9
Approach LOS			B			B			D			B
Queue Length 50th (ft)		12	281	0	15	108		108	11		39	7
Queue Length 95th (ft)		22	425	1	66	347		153	65		76	26
Internal Link Dist (ft)			390			716			229			522
Turn Bay Length (ft)		250		430	300			175			225	
Base Capacity (vph)		315	2148	1105	286	3075		432	428		233	259
Starvation Cap Reductn		0	480	0	0	0		0	0		0	0
Spillback Cap Reductn		0	0	0	0	0		0	0		0	0
Storage Cap Reductn		0	0	0	0	0		0	0		0	0
Reduced v/c Ratio		0.24	0.75	0.30	0.30	0.39		0.60	0.24		0.24	0.03

Intersection Summary
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 91 (70%), Referenced to phase 2:EBWB and 6:EBWB, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.68

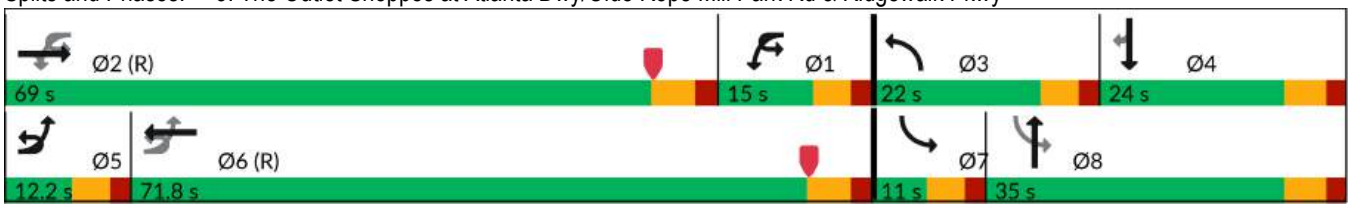


Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	139
Future Volume (vph)	139
Peak Hour Factor	0.97
Heavy Vehicles (%)	5%
Shared Lane Traffic (%)	
Lane Group Flow (vph)	143
Turn Type	Perm
Protected Phases	
Permitted Phases	4
Detector Phase	4
Switch Phase	
Minimum Initial (s)	6.0
Minimum Split (s)	24.0
Total Split (s)	24.0
Total Split (%)	18.5%
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	6.0
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Recall Mode	None
Act Effct Green (s)	6.4
Actuated g/C Ratio	0.05
v/c Ratio	0.50
Control Delay (s/veh)	6.3
Queue Delay	0.0
Total Delay (s/veh)	6.3
LOS	A
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	0
Queue Length 95th (ft)	0
Internal Link Dist (ft)	
Turn Bay Length (ft)	275
Base Capacity (vph)	401
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.36

Intersection Summary

Intersection Signal Delay (s/veh): 17.2 Intersection LOS: B
Intersection Capacity Utilization 66.9% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 3: The Outlet Shoppes at Atlanta Dwy/Olde Rope Mill Park Rd & Ridgewalk Pkwy



Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	1	8	1282	62	223	1155	3	80	5	316	9	6
Future Volume (vph)	1	8	1282	62	223	1155	3	80	5	316	9	6
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	14%	1%	0%	1%	1%	0%	4%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	9	1335	65	232	1206	0	83	334	0	0	28
Turn Type	Perm	Perm	NA	Perm	pm+pt	NA		Perm	NA		Perm	NA
Protected Phases			2		1	6			8			4
Permitted Phases	2	2		2	6			8			4	
Detector Phase	2	2	2	2	1	6		8	8		4	4
Switch Phase												
Minimum Initial (s)	15.0	15.0	15.0	15.0	4.9	15.0		6.0	6.0		6.0	6.0
Minimum Split (s)	24.3	24.3	24.3	24.3	10.5	24.3		26.6	26.6		29.6	29.6
Total Split (s)	70.9	70.9	70.9	70.9	27.1	98.0		32.0	32.0		32.0	32.0
Total Split (%)	54.5%	54.5%	54.5%	54.5%	20.8%	75.4%		24.6%	24.6%		24.6%	24.6%
Yellow Time (s)	4.3	4.3	4.3	4.3	3.6	4.3		3.6	3.6		3.6	3.6
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0
Total Lost Time (s)		6.3	6.3	6.3	5.6	6.3		5.6	5.6			5.6
Lead/Lag	Lag	Lag	Lag	Lag	Lead							
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes							
Recall Mode	C-Max	C-Max	C-Max	C-Max	None	C-Max		None	None		None	None
Act Effct Green (s)		84.7	84.7	84.7	105.1	104.4		13.7	13.7			13.7
Actuated g/C Ratio		0.65	0.65	0.65	0.81	0.80		0.11	0.11			0.11
v/c Ratio		0.03	0.56	0.06	0.61	0.42		0.58	0.77			0.49
Control Delay (s/veh)		4.9	8.6	1.0	27.3	2.4		70.4	21.7			61.0
Queue Delay		0.0	0.2	0.0	0.0	0.0		0.0	0.0			0.0
Total Delay (s/veh)		4.9	8.8	1.0	27.3	2.4		70.4	21.7			61.0
LOS		A	A	A	C	A		E	C			E
Approach Delay (s/veh)			8.5			6.4			31.4			61.0
Approach LOS			A			A			C			E
Queue Length 50th (ft)		1	172	0	78	67		70	32			12
Queue Length 95th (ft)		m5	559	m15	192	121		121	130			45
Internal Link Dist (ft)			716			1172			291			373
Turn Bay Length (ft)		110		120	110			225				
Base Capacity (vph)		264	2398	1107	470	2884		274	563			100
Starvation Cap Reductn		0	361	0	0	0		0	0			0
Spillback Cap Reductn		0	0	0	0	0		0	0			0
Storage Cap Reductn		0	0	0	0	0		0	0			0
Reduced v/c Ratio		0.03	0.66	0.06	0.49	0.42		0.30	0.59			0.28

Intersection Summary
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 119 (92%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.77



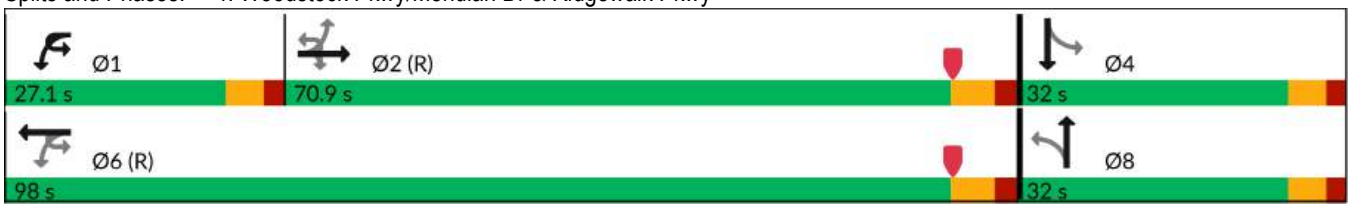
Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	12
Future Volume (vph)	12
Peak Hour Factor	0.96
Heavy Vehicles (%)	0%
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Turn Type	
Protected Phases	
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

Intersection Signal Delay (s/veh): 10.9	Intersection LOS: B
Intersection Capacity Utilization 82.2%	ICU Level of Service E
Analysis Period (min) 15	

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 4: Woodstock Pkwy/Meridian Dr & Ridgewalk Pkwy



Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	366	1043	122	1	101	899	52	104	33	72	166	14
Future Volume (vph)	366	1043	122	1	101	899	52	104	33	72	166	14
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	1%	1%	0%	0%	2%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	381	1213	0	0	106	936	54	108	109	0	173	374
Turn Type	Prot	NA		D.P+P	D.P+P	NA	Perm	D.P+P	NA		Prot	NA
Protected Phases	1	6		5	5	2		3	8		7	4
Permitted Phases				6	6		2	4				
Detector Phase	1	6		5	5	2	2	3	8		7	4
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	5.0	15.0	15.0	5.0	6.0		5.0	6.0
Minimum Split (s)	10.6	26.3		10.6	10.6	37.3	37.3	10.6	29.6		10.6	31.6
Total Split (s)	27.6	67.0		15.0	15.0	54.4	54.4	15.0	31.2		16.8	33.0
Total Split (%)	21.2%	51.5%		11.5%	11.5%	41.8%	41.8%	11.5%	24.0%		12.9%	25.4%
Yellow Time (s)	3.6	4.3		3.6	3.6	4.3	4.3	3.6	3.6		3.6	3.6
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.6	6.3			5.6	6.3	6.3	5.6	5.6		5.6	5.6
Lead/Lag	Lead	Lag		Lead	Lead	Lag	Lag	Lead	Lag		Lead	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes
Recall Mode	None	C-Max		None	None	C-Max	C-Max	None	None		None	None
Act Effct Green (s)	19.7	76.2			85.0	64.6	64.6	22.6	12.2		10.5	13.6
Actuated g/C Ratio	0.15	0.59			0.65	0.50	0.50	0.17	0.09		0.08	0.10
v/c Ratio	0.74	0.61			0.35	0.52	0.06	0.58	0.47		0.60	0.82
Control Delay (s/veh)	69.1	15.3			7.0	22.6	1.6	52.8	25.9		66.9	25.2
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay (s/veh)	69.1	15.3			7.0	22.6	1.6	52.8	25.9		66.9	25.2
LOS	E	B			A	C	A	D	C		E	C
Approach Delay (s/veh)		28.1				20.0			39.3			38.4
Approach LOS		C				C			D			D
Queue Length 50th (ft)	173	148			16	287	0	77	27		73	47
Queue Length 95th (ft)	227	336			30	485	13	116	78		112	148
Internal Link Dist (ft)		1172				898			403			204
Turn Bay Length (ft)	320				150		130	160			150	
Base Capacity (vph)	588	2004			321	1792	899	192	402		307	599
Starvation Cap Reductn	0	0			0	0	0	0	0		0	0
Spillback Cap Reductn	0	0			0	0	0	0	0		0	0
Storage Cap Reductn	0	0			0	0	0	0	0		0	0
Reduced v/c Ratio	0.65	0.61			0.33	0.52	0.06	0.56	0.27		0.56	0.62

Intersection Summary
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 105 (81%), Referenced to phase 2:WBT and 6:EBWB, Start of Yellow
Natural Cycle: 95
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.82

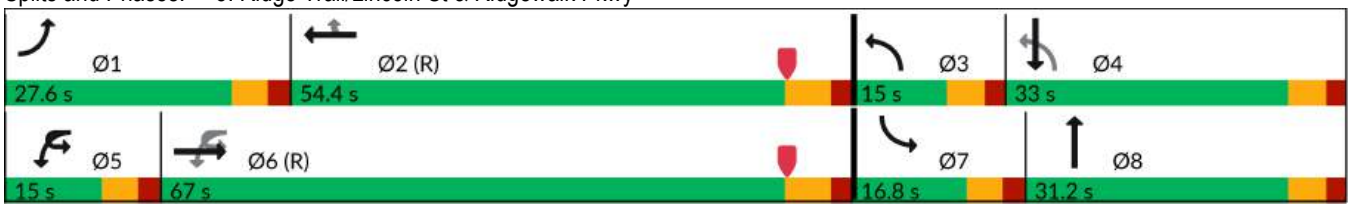


Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	345
Future Volume (vph)	345
Peak Hour Factor	0.96
Heavy Vehicles (%)	0%
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Turn Type	
Protected Phases	
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

Intersection Signal Delay (s/veh): 27.9	Intersection LOS: C
Intersection Capacity Utilization 85.5%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 5: Ridge Trail/Lincoln St & Ridgewalk Pkwy



Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑	↱		↱
Traffic Vol, veh/h	0	1330	959	230	0	158
Future Vol, veh/h	0	1330	959	230	0	158
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Free	-	Yield
Storage Length	-	-	-	140	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	-3	4	-	-5	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	1	1	2	0	2
Mvmt Flow	0	1385	999	240	0	165

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	499
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.44
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	0	0	554
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	554
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	14.23
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	554
HCM Lane V/C Ratio	-	-	0.297
HCM Ctrl Dly (s/v)	-	-	14.2
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	1.2

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	45	272	1015	2	2	1111	91	0	0	2	32	0
Future Volume (vph)	45	272	1015	2	2	1111	91	0	0	2	32	0
Peak Hour Factor	0.94	0.92	0.94	0.94	0.94	0.94	0.92	0.94	0.92	0.94	0.92	0.92
Heavy Vehicles (%)	0%	2%	1%	0%	0%	2%	2%	0%	2%	0%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	344	1082	0	2	1182	99	0	0	2	0	70
Turn Type	D.P+P	D.P+P	NA		D.P+P	NA	Perm			Perm	Perm	NA
Protected Phases	1	1	6		5	2			4			8
Permitted Phases	2	2			6		2	4		4	8	
Detector Phase	1	1	6		5	2	2	4	4	4	8	8
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	9.5	22.5		9.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	36.0	36.0	97.0		10.0	71.0	71.0	23.0	23.0	23.0	23.0	23.0
Total Split (%)	27.7%	27.7%	74.6%		7.7%	54.6%	54.6%	17.7%	17.7%	17.7%	17.7%	17.7%
Yellow Time (s)	3.5	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)		4.5	4.5		4.5	4.5	4.5		4.5	4.5		4.5
Lead/Lag	Lead	Lead	Lag		Lead	Lag	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes					
Recall Mode	None	None	C-Max		None	C-Max	C-Max	None	None	None	None	None
Act Effct Green (s)		112.2	115.6		115.8	92.0	92.0			6.3		6.3
Actuated g/C Ratio		0.86	0.89		0.89	0.71	0.71			0.05		0.05
v/c Ratio		0.62	0.33		0.00	0.49	0.09			0.01		0.45
Control Delay (s/veh)		12.5	3.4		1.5	11.2	3.2			0.0		16.5
Queue Delay		0.0	0.0		0.0	0.0	0.0			0.0		0.0
Total Delay (s/veh)		12.5	3.4		1.5	11.2	3.2			0.0		16.5
LOS		B	A		A	B	A			A		B
Approach Delay (s/veh)			5.6			10.6						16.5
Approach LOS			A			B						B
Queue Length 50th (ft)		42	15		0	236	6			0		0
Queue Length 95th (ft)		93	326		m0	370	m20			0		33
Internal Link Dist (ft)			354			782			372			218
Turn Bay Length (ft)		200			105		150					
Base Capacity (vph)		694	3290		467	2415	1106			415		283
Starvation Cap Reductn		0	0		0	0	0			0		0
Spillback Cap Reductn		0	0		0	0	0			0		0
Storage Cap Reductn		0	0		0	0	0			0		0
Reduced v/c Ratio		0.50	0.33		0.00	0.49	0.09			0.00		0.25

Intersection Summary
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 66.5 (51%), Referenced to phase 2:EBWB and 6:EBWB, Start of Yellow
Natural Cycle: 75
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.62



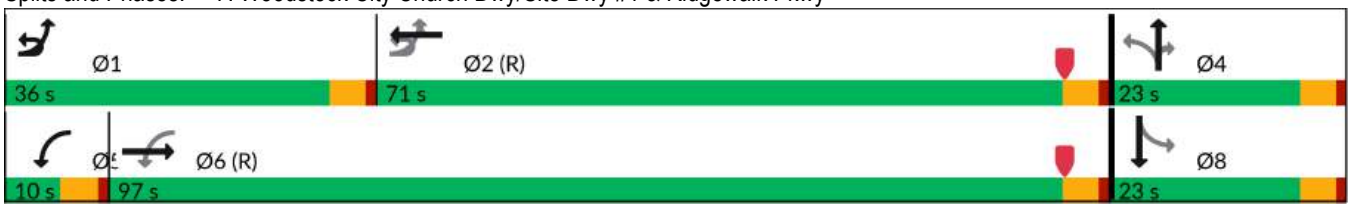
Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	32
Future Volume (vph)	32
Peak Hour Factor	0.92
Heavy Vehicles (%)	2%
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Turn Type	
Protected Phases	
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

Intersection Signal Delay (s/veh): 8.1	Intersection LOS: A
Intersection Capacity Utilization 63.7%	ICU Level of Service B
Analysis Period (min) 15	

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 7: Woodstock City Church Dwy/Site Dwy #1 & Ridgewalk Pkwy



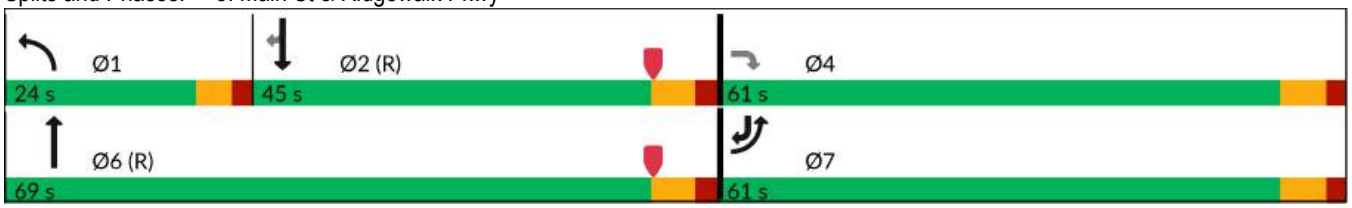


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	786	228	314	426	349	899
Future Volume (vph)	786	228	314	426	349	899
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	0%	1%	2%	2%	2%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	819	238	327	444	364	936
Turn Type	Prot	Perm	Prot	NA	NA	pm+ov
Protected Phases	7		1	6	2	7
Permitted Phases		4				2
Detector Phase	7	4	1	6	2	7
Switch Phase						
Minimum Initial (s)	8.0	8.0	5.0	15.0	15.0	8.0
Minimum Split (s)	24.3	26.3	10.5	24.3	24.3	24.3
Total Split (s)	61.0	61.0	24.0	69.0	45.0	61.0
Total Split (%)	46.9%	46.9%	18.5%	53.1%	34.6%	46.9%
Yellow Time (s)	4.3	4.3	3.5	4.3	4.3	4.3
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.3	6.3	5.5	6.3	6.3	6.3
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None	None	None	C-Max	C-Max	None
Act Effct Green (s)	46.6	46.6	16.7	70.8	48.6	101.5
Actuated g/C Ratio	0.36	0.36	0.13	0.54	0.37	0.78
v/c Ratio	0.65	0.32	0.75	0.45	0.52	0.75
Control Delay (s/veh)	26.1	3.2	65.7	21.4	37.8	12.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	26.1	3.2	65.7	21.4	37.8	12.1
LOS	C	A	E	C	D	B
Approach Delay (s/veh)	21.0			40.2	19.3	
Approach LOS	C			D	B	
Queue Length 50th (ft)	171	13	138	241	260	353
Queue Length 95th (ft)	145	19	190	352	384	546
Internal Link Dist (ft)	782			578	714	
Turn Bay Length (ft)	365		270			
Base Capacity (vph)	1473	824	483	994	699	1348
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.56	0.29	0.68	0.45	0.52	0.69

Intersection Summary
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 82 (63%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.75

Intersection Signal Delay (s/veh): 25.0	Intersection LOS: C
Intersection Capacity Utilization 74.5%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 8: Main St & Ridgewalk Pkwy



Intersection	
Int Delay, s/veh	5.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	69	20	0	0	116	23	64	0	24	0
Future Vol, veh/h	0	0	69	20	0	0	116	23	64	0	24	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	5	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	75	22	0	0	126	25	70	0	26	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	303	373	26	338	338	60	26	0	0	95	0	0
Stage 1	26	26	-	312	312	-	-	-	-	-	-	-
Stage 2	277	347	-	26	26	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	649	558	1050	616	583	1006	1588	-	-	1499	-	-
Stage 1	991	873	-	699	658	-	-	-	-	-	-	-
Stage 2	729	635	-	991	873	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	594	510	1050	523	534	1006	1588	-	-	1499	-	-
Mov Cap-2 Maneuver	594	510	-	523	534	-	-	-	-	-	-	-
Stage 1	991	873	-	640	602	-	-	-	-	-	-	-
Stage 2	668	581	-	921	873	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	8.69	12.18	4.26	0
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	897	-	-	1050	523	1499	-	-
HCM Lane V/C Ratio	0.079	-	-	0.071	0.042	-	-	-
HCM Ctrl Dly (s/v)	7.5	0	-	8.7	12.2	0	-	-
HCM Lane LOS	A	A	-	A	B	A	-	-
HCM 95th %tile Q(veh)	0.3	-	-	0.2	0.1	0	-	-

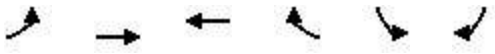
Intersection	
Int Delay, s/veh	1.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	45	0	203	21	0	113
Future Vol, veh/h	45	0	203	21	0	113
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	5	-	-	-5
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	49	0	221	23	0	123

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	355	232	0	0	243	0
Stage 1	232	-	-	-	-	-
Stage 2	123	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	643	807	-	-	1323	-
Stage 1	806	-	-	-	-	-
Stage 2	903	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	643	807	-	-	1323	-
Mov Cap-2 Maneuver	643	-	-	-	-	-
Stage 1	806	-	-	-	-	-
Stage 2	903	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	11.06	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	643	1323	-
HCM Lane V/C Ratio	-	-	0.076	-	-
HCM Ctrl Dly (s/v)	-	-	11.1	0	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.2	0	-

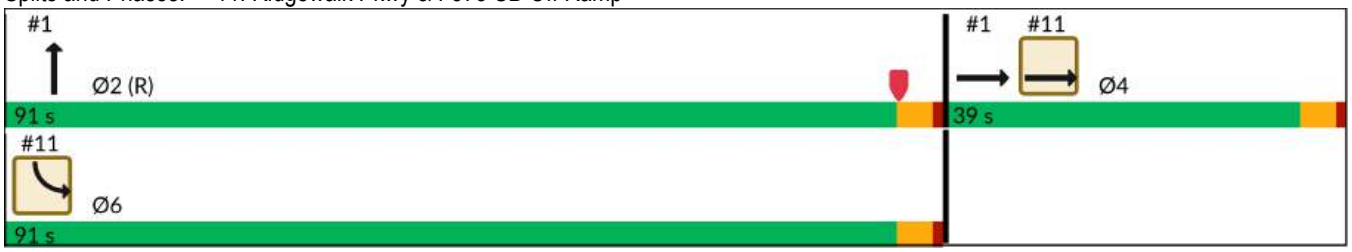


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø2
Lane Configurations							
Traffic Volume (vph)	0	145	0	0	509	0	
Future Volume (vph)	0	145	0	0	509	0	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	
Heavy Vehicles (%)	0%	2%	0%	0%	1%	0%	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	149	0	0	525	0	
Turn Type		NA			Prot		
Protected Phases		4			6		2
Permitted Phases							
Detector Phase		4			6		
Switch Phase							
Minimum Initial (s)		5.0			5.0		5.0
Minimum Split (s)		22.5			22.5		22.5
Total Split (s)		39.0			91.0		91.0
Total Split (%)		30.0%			70.0%		70%
Yellow Time (s)		3.5			3.5		3.5
All-Red Time (s)		1.0			1.0		1.0
Lost Time Adjust (s)		0.0			0.0		
Total Lost Time (s)		4.5			4.5		
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode		Min			None		C-Max
Act Effct Green (s)		10.8			110.2		
Actuated g/C Ratio		0.08			0.85		
v/c Ratio		0.51			0.17		
Control Delay (s/veh)		8.2			0.1		
Queue Delay		0.0			0.0		
Total Delay (s/veh)		8.2			0.1		
LOS		A			A		
Approach Delay (s/veh)		8.2			0.1		
Approach LOS		A			A		
Queue Length 50th (ft)		1			0		
Queue Length 95th (ft)		2			0		
Internal Link Dist (ft)		37	288		65		
Turn Bay Length (ft)							
Base Capacity (vph)		939			3095		
Starvation Cap Reductn		20			0		
Spillback Cap Reductn		0			0		
Storage Cap Reductn		0			0		
Reduced v/c Ratio		0.16			0.17		

Intersection Summary
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 0 (0%), Referenced to phase 2:NBT, Start of Yellow
Natural Cycle: 45
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.51

Intersection Signal Delay (s/veh): 1.9	Intersection LOS: A
Intersection Capacity Utilization 26.2%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 11: Ridgewalk Pkwy & I-575 SB Off Ramp



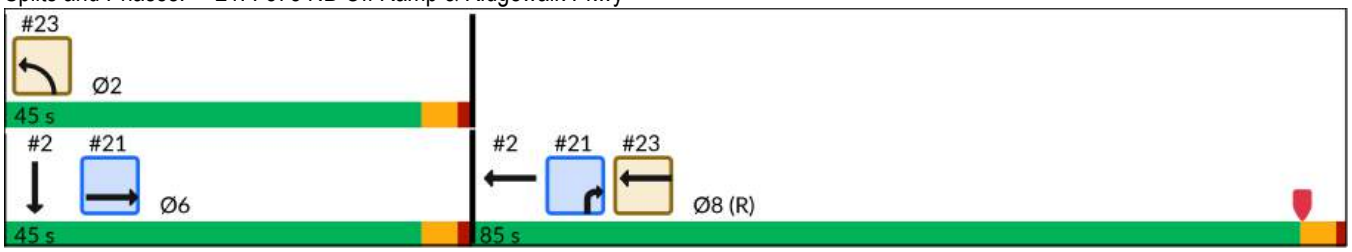


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø2
Lane Configurations							
Traffic Volume (vph)	586	0	0	0	0	1015	
Future Volume (vph)	586	0	0	0	0	1015	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	
Heavy Vehicles (%)	1%	0%	0%	0%	0%	1%	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	610	0	0	0	0	1057	
Turn Type	NA					Prot	
Protected Phases	6					8	2
Permitted Phases							
Detector Phase	6					8	
Switch Phase							
Minimum Initial (s)	5.0					5.0	5.0
Minimum Split (s)	22.5					22.5	22.5
Total Split (s)	45.0					85.0	45.0
Total Split (%)	34.6%					65.4%	35%
Yellow Time (s)	3.5					3.5	3.5
All-Red Time (s)	1.0					1.0	1.0
Lost Time Adjust (s)	0.0					0.0	
Total Lost Time (s)	4.5					4.5	
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	Min					C-Max	None
Act Effct Green (s)	32.4					88.6	
Actuated g/C Ratio	0.25					0.68	
v/c Ratio	0.69					0.54	
Control Delay (s/veh)	4.7					10.7	
Queue Delay	0.0					0.0	
Total Delay (s/veh)	4.7					10.7	
LOS	A					B	
Approach Delay (s/veh)	4.7				10.7		
Approach LOS	A				B		
Queue Length 50th (ft)	3					201	
Queue Length 95th (ft)	3					315	
Internal Link Dist (ft)	10			6	46		
Turn Bay Length (ft)							
Base Capacity (vph)	1113					1963	
Starvation Cap Reductn	27					0	
Spillback Cap Reductn	0					0	
Storage Cap Reductn	0					0	
Reduced v/c Ratio	0.56					0.54	

Intersection Summary
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 0 (0%), Referenced to phase 8:WBT, Start of Yellow, Master Intersection
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.69

Intersection Signal Delay (s/veh): 8.5	Intersection LOS: A
Intersection Capacity Utilization 59.2%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 21: I-575 NB Off Ramp & Ridgewalk Pkwy



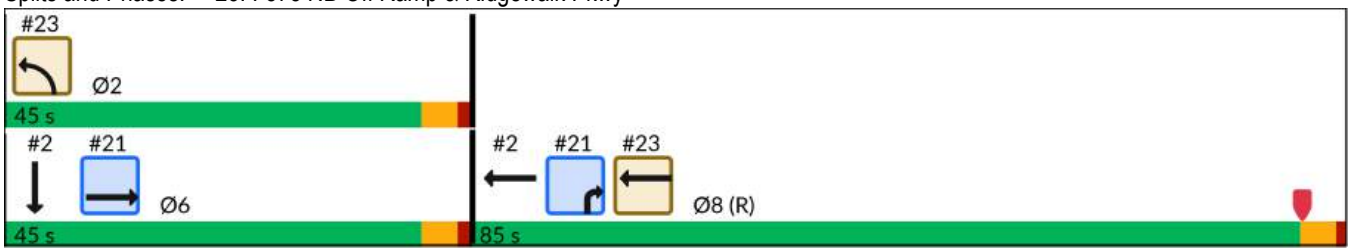


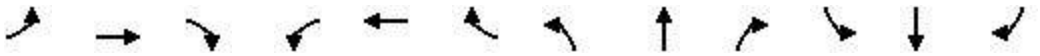
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø6
Lane Configurations							
Traffic Volume (vph)	0	0	0	885	165	0	
Future Volume (vph)	0	0	0	885	165	0	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	
Heavy Vehicles (%)	0%	0%	0%	3%	0%	0%	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	0	0	922	172	0	
Turn Type				NA	Prot		
Protected Phases				8	2		6
Permitted Phases							
Detector Phase				8	2		
Switch Phase							
Minimum Initial (s)				5.0	5.0		5.0
Minimum Split (s)				22.5	22.5		22.5
Total Split (s)				85.0	45.0		45.0
Total Split (%)				65.4%	34.6%		35%
Yellow Time (s)				3.5	3.5		3.5
All-Red Time (s)				1.0	1.0		1.0
Lost Time Adjust (s)				0.0	0.0		
Total Lost Time (s)				4.5	4.5		
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode				C-Max	None		Min
Act Effct Green (s)				88.6	32.4		
Actuated g/C Ratio				0.68	0.25		
v/c Ratio				0.39	0.30		
Control Delay (s/veh)				2.9	8.4		
Queue Delay				0.1	0.0		
Total Delay (s/veh)				3.0	8.4		
LOS				A	A		
Approach Delay (s/veh)				3.0	8.4		
Approach LOS				A	A		
Queue Length 50th (ft)				26	12		
Queue Length 95th (ft)				21	63		
Internal Link Dist (ft)	314			83	115		
Turn Bay Length (ft)							
Base Capacity (vph)				2388	668		
Starvation Cap Reductn				433	0		
Spillback Cap Reductn				0	0		
Storage Cap Reductn				0	0		
Reduced v/c Ratio				0.47	0.26		

Intersection Summary
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 0 (0%), Referenced to phase 8:WBT, Start of Yellow, Master Intersection
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.69

Intersection Signal Delay (s/veh): 3.8	Intersection LOS: A
Intersection Capacity Utilization 41.1%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 23: I-575 NB Off Ramp & Ridgewalk Pkwy





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑						↑				
Traffic Volume (vph)	0	128	0	0	0	0	0	238	0	0	0	0
Future Volume (vph)	0	128	0	0	0	0	0	238	0	0	0	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	131	0	0	0	0	0	243	0	0	0	0
Turn Type		NA						NA				
Protected Phases		4						2				
Permitted Phases												
Detector Phase		4						2				
Switch Phase												
Minimum Initial (s)		5.0						5.0				
Minimum Split (s)		22.5						22.5				
Total Split (s)		39.0						81.0				
Total Split (%)		32.5%						67.5%				
Yellow Time (s)		3.5						3.5				
All-Red Time (s)		1.0						1.0				
Lost Time Adjust (s)		0.0						0.0				
Total Lost Time (s)		4.5						4.5				
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode		Min						C-Max				
Act Effct Green (s)		9.7						101.3				
Actuated g/C Ratio		0.08						0.84				
v/c Ratio		0.45						0.15				
Control Delay (s/veh)		57.1						1.6				
Queue Delay		0.0						0.0				
Total Delay (s/veh)		57.1						1.6				
LOS		E						A				
Approach Delay (s/veh)		57.1						1.6				
Approach LOS		E						A				
Queue Length 50th (ft)		52						10				
Queue Length 95th (ft)		83						44				
Internal Link Dist (ft)		44			37			19			57	
Turn Bay Length (ft)												
Base Capacity (vph)		1037						1603				
Starvation Cap Reductn		0						0				
Spillback Cap Reductn		0						0				
Storage Cap Reductn		0						0				
Reduced v/c Ratio		0.13						0.15				

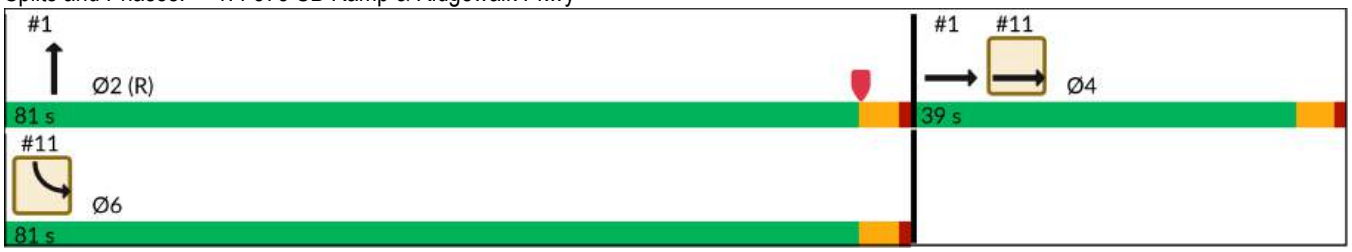
Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBT, Start of Yellow
Natural Cycle: 45
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.45

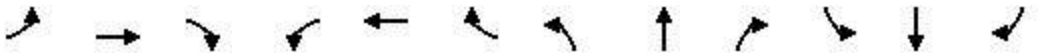
Lane Group	Ø6
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	6
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	22.5
Total Split (s)	81.0
Total Split (%)	68%
Yellow Time (s)	3.5
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

Intersection Signal Delay (s/veh): 21.0
Intersection LOS: C
Intersection Capacity Utilization 24.2%
ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 1: I-575 SB Ramp & Ridgewalk Pkwy





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	1048	0	0	0	0	0	621	0
Future Volume (vph)	0	0	0	0	1048	0	0	0	0	0	621	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	1080	0	0	0	0	0	640	0
Turn Type					NA						NA	
Protected Phases					8						6	
Permitted Phases												
Detector Phase					8						6	
Switch Phase												
Minimum Initial (s)					5.0						5.0	
Minimum Split (s)					22.5						22.5	
Total Split (s)					83.0						37.0	
Total Split (%)					69.2%						30.8%	
Yellow Time (s)					3.5						3.5	
All-Red Time (s)					1.0						1.0	
Lost Time Adjust (s)					0.0						0.0	
Total Lost Time (s)					4.5						4.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode					C-Max						Min	
Act Effct Green (s)					81.2						29.8	
Actuated g/C Ratio					0.68						0.25	
v/c Ratio					0.44						0.72	
Control Delay (s/veh)					8.4						37.4	
Queue Delay					0.0						0.0	
Total Delay (s/veh)					8.4						37.4	
LOS					A						D	
Approach Delay (s/veh)					8.4						37.4	
Approach LOS					A						D	
Queue Length 50th (ft)					126						182	
Queue Length 95th (ft)					169						231	
Internal Link Dist (ft)		83			6			10			115	
Turn Bay Length (ft)												
Base Capacity (vph)					2442						967	
Starvation Cap Reductn					0						0	
Spillback Cap Reductn					0						0	
Storage Cap Reductn					0						0	
Reduced v/c Ratio					0.44						0.66	

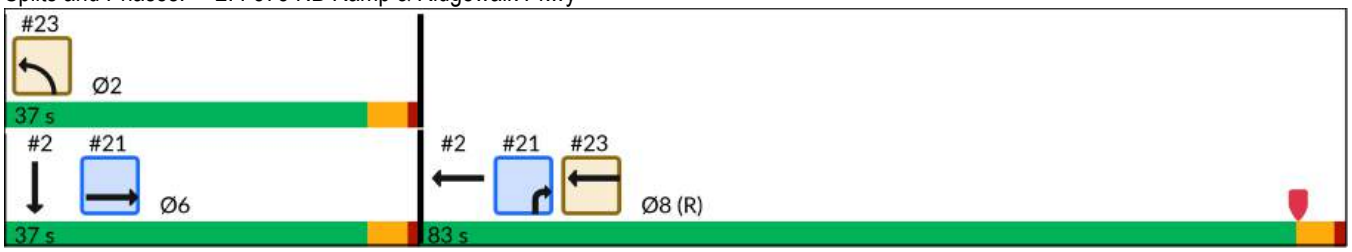
Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 8:WBT, Start of Yellow, Master Intersection
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.74

Lane Group	Ø2
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	2
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	22.5
Total Split (s)	37.0
Total Split (%)	31%
Yellow Time (s)	3.5
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

Intersection Signal Delay (s/veh): 19.2 Intersection LOS: B
Intersection Capacity Utilization 54.9% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 2: I-575 NB Ramp & Ridgewalk Pkwy



Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	86	1192	730	2	102	1020	97	483	30	114	74	18
Future Volume (vph)	86	1192	730	2	102	1020	97	483	30	114	74	18
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	0%	0%	1%	1%	0%	0%	0%	2%	3%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	89	1229	753	0	107	1152	0	498	149	0	76	19
Turn Type	D.P+P	NA	Perm	D.P+P	D.P+P	NA		Prot	NA		D.P+P	NA
Protected Phases	5	2		1	1	6		3	8		7	4
Permitted Phases	6		2	2	2						8	
Detector Phase	5	2	2	1	1	6		3	8		7	4
Switch Phase												
Minimum Initial (s)	5.0	15.0	15.0	5.0	5.0	15.0		5.0	6.0		5.0	6.0
Minimum Split (s)	10.6	24.3	24.3	10.6	10.6	24.3		10.6	24.0		10.6	24.0
Total Split (s)	12.4	55.0	55.0	13.0	13.0	55.6		28.0	41.1		10.9	24.0
Total Split (%)	10.3%	45.8%	45.8%	10.8%	10.8%	46.3%		23.3%	34.3%		9.1%	20.0%
Yellow Time (s)	3.6	4.3	4.3	3.6	3.6	4.3		3.6	4.0		3.6	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)	5.6	6.3	6.3		5.6	6.3		5.6	6.0		5.6	6.0
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead		Lead	Lag		Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes
Recall Mode	None	C-Max	C-Max	None	None	C-Max		None	None		None	None
Act Effct Green (s)	69.3	59.3	59.3		69.3	61.8		21.0	24.8		29.4	6.9
Actuated g/C Ratio	0.58	0.49	0.49		0.58	0.52		0.18	0.21		0.25	0.06
v/c Ratio	0.30	0.68	0.63		0.44	0.45		0.83	0.35		0.26	0.18
Control Delay (s/veh)	15.5	25.7	5.4		20.4	14.4		60.5	13.7		34.4	57.1
Queue Delay	0.0	0.9	0.2		0.0	0.0		0.0	0.0		0.0	0.0
Total Delay (s/veh)	15.5	26.6	5.6		20.4	14.4		60.5	13.7		34.4	57.1
LOS	B	C	A		C	B		E	B		C	E
Approach Delay (s/veh)		18.5				14.9			49.7			18.1
Approach LOS		B				B			D			B
Queue Length 50th (ft)	26	363	80		39	182		191	20		45	14
Queue Length 95th (ft)	m40	497	143		82	193		252	77		83	39
Internal Link Dist (ft)		390				716			229			522
Turn Bay Length (ft)	250		430		300			175			225	
Base Capacity (vph)	292	1809	1198		245	2553		640	555		292	280
Starvation Cap Reductn	0	293	70		0	0		0	0		0	0
Spillback Cap Reductn	0	0	0		0	0		0	0		0	0
Storage Cap Reductn	0	0	0		0	0		0	0		0	0
Reduced v/c Ratio	0.30	0.81	0.67		0.44	0.45		0.78	0.27		0.26	0.07

Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 21 (18%), Referenced to phase 2:EBWB and 6:EBWB, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.83



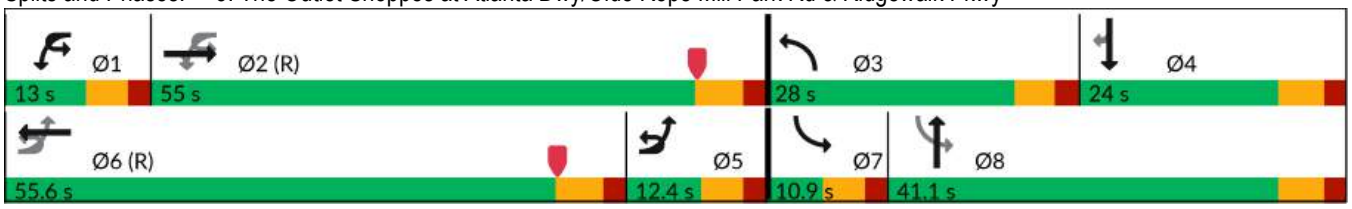
Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	145
Future Volume (vph)	145
Peak Hour Factor	0.97
Heavy Vehicles (%)	0%
Shared Lane Traffic (%)	
Lane Group Flow (vph)	149
Turn Type	Perm
Protected Phases	
Permitted Phases	4
Detector Phase	4
Switch Phase	
Minimum Initial (s)	6.0
Minimum Split (s)	24.0
Total Split (s)	24.0
Total Split (%)	20.0%
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	6.0
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Recall Mode	None
Act Effct Green (s)	6.9
Actuated g/C Ratio	0.06
v/c Ratio	0.47
Control Delay (s/veh)	4.9
Queue Delay	0.0
Total Delay (s/veh)	4.9
LOS	A
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	0
Queue Length 95th (ft)	0
Internal Link Dist (ft)	
Turn Bay Length (ft)	275
Base Capacity (vph)	442
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.34

Intersection Summary

Intersection Signal Delay (s/veh): 22.2	Intersection LOS: C
Intersection Capacity Utilization 77.1%	ICU Level of Service D
Analysis Period (min) 15	

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: The Outlet Shoppes at Atlanta Dwy/Olde Rope Mill Park Rd & Ridgewalk Pkwy



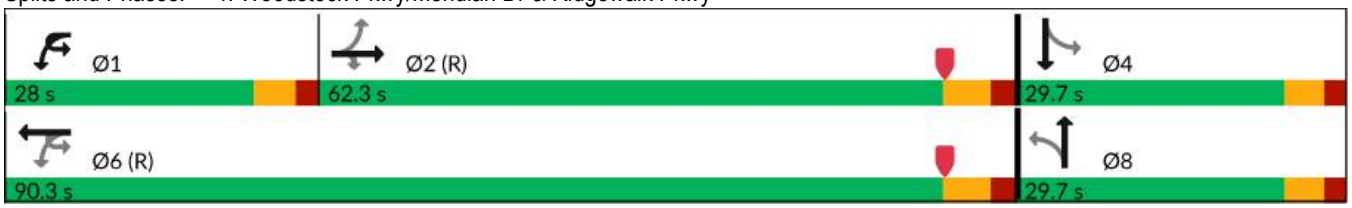
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	1298	82	258	1105	15	110	4	318	3	8	10
Future Volume (vph)	5	1298	82	258	1105	15	110	4	318	3	8	10
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	1%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	5	1338	85	266	1154	0	113	332	0	0	21	0
Turn Type	Perm	NA	Perm	pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		2		1	6			8			4	
Permitted Phases	2		2	6			8			4		
Detector Phase	2	2	2	1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	15.0	15.0	15.0	4.9	15.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	24.3	24.3	24.3	10.5	24.3		26.6	26.6		29.6	29.6	
Total Split (s)	62.3	62.3	62.3	28.0	90.3		29.7	29.7		29.7	29.7	
Total Split (%)	51.9%	51.9%	51.9%	23.3%	75.3%		24.8%	24.8%		24.8%	24.8%	
Yellow Time (s)	4.3	4.3	4.3	3.6	4.3		3.6	3.6		3.6	3.6	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Total Lost Time (s)	6.3	6.3	6.3	5.6	6.3		5.6	5.6			5.6	
Lead/Lag	Lag	Lag	Lag	Lead								
Lead-Lag Optimize?	Yes	Yes	Yes	Yes								
Recall Mode	C-Max	C-Max	C-Max	None	C-Max		None	None		None	None	
Act Effct Green (s)	70.6	70.6	70.6	93.3	92.6		15.5	15.5			15.5	
Actuated g/C Ratio	0.59	0.59	0.59	0.78	0.77		0.13	0.13			0.13	
v/c Ratio	0.02	0.62	0.08	0.67	0.42		0.62	0.67			0.18	
Control Delay (s/veh)	5.0	10.1	1.1	25.4	9.5		63.4	12.3			32.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Total Delay (s/veh)	5.0	10.1	1.1	25.4	9.5		63.4	12.3			32.3	
LOS	A	B	A	C	A		E	B			C	
Approach Delay (s/veh)		9.6			12.5			25.3			32.3	
Approach LOS		A			B			C			C	
Queue Length 50th (ft)	0	404	0	121	118		85	3			8	
Queue Length 95th (ft)	m2	635	m14	221	427		137	84			31	
Internal Link Dist (ft)		716			1172			291			373	
Turn Bay Length (ft)	110		120	110			225					
Base Capacity (vph)	282	2165	1009	475	2767		281	586			172	
Starvation Cap Reductn	0	0	0	0	0		0	0			0	
Spillback Cap Reductn	0	0	0	0	0		0	0			0	
Storage Cap Reductn	0	0	0	0	0		0	0			0	
Reduced v/c Ratio	0.02	0.62	0.08	0.56	0.42		0.40	0.57			0.12	

Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 67 (56%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.67

Intersection Signal Delay (s/veh): 13.1	Intersection LOS: B
Intersection Capacity Utilization 84.7%	ICU Level of Service E
Analysis Period (min) 15	

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 4: Woodstock Pkwy/Meridian Dr & Ridgewalk Pkwy



5: Ridge Trail/Lincoln St & Ridgewalk Pkwy

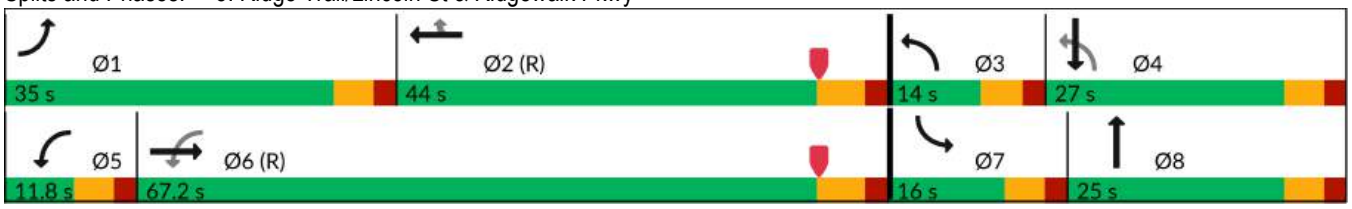
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	474	1005	100	76	854	79	125	19	47	175	22	374
Future Volume (vph)	474	1005	100	76	854	79	125	19	47	175	22	374
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles (%)	0%	1%	0%	0%	0%	0%	1%	0%	0%	1%	0%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	479	1116	0	77	863	80	126	66	0	177	400	0
Turn Type	Prot	NA		D.P+P	NA	Perm	D.P+P	NA		Prot	NA	
Protected Phases	1	6		5	2		3	8		7	4	
Permitted Phases				6		2	4					
Detector Phase	1	6		5	2	2	3	8		7	4	
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	15.0	15.0	5.0	6.0		5.0	6.0	
Minimum Split (s)	10.6	26.3		10.6	37.3	37.3	10.6	29.6		10.6	31.6	
Total Split (s)	35.0	67.2		11.8	44.0	44.0	14.0	25.0		16.0	27.0	
Total Split (%)	29.2%	56.0%		9.8%	36.7%	36.7%	11.7%	20.8%		13.3%	22.5%	
Yellow Time (s)	3.6	4.3		3.6	4.3	4.3	3.6	3.6		3.6	3.6	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.6	6.3		5.6	6.3	6.3	5.6	5.6		5.6	5.6	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max		None	C-Max	C-Max	None	None		None	None	
Act Effct Green (s)	22.1	72.8		79.2	55.2	55.2	19.5	9.6		12.2	11.2	
Actuated g/C Ratio	0.18	0.61		0.66	0.46	0.46	0.16	0.08		0.10	0.09	
v/c Ratio	0.77	0.54		0.23	0.51	0.09	0.68	0.36		0.49	0.81	
Control Delay (s/veh)	76.8	7.0		4.2	15.5	1.0	58.3	25.5		57.0	19.6	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	76.8	7.0		4.2	15.5	1.0	58.3	25.5		57.0	19.6	
LOS	E	A		A	B	A	E	C		E	B	
Approach Delay (s/veh)		27.9			13.5			47.0			31.1	
Approach LOS		C			B			D			C	
Queue Length 50th (ft)	202	58		6	173	2	86	14		69	16	
Queue Length 95th (ft)	257	154		m15	393	m13	128	54		107	114	
Internal Link Dist (ft)		1172			898			403			204	
Turn Bay Length (ft)	320			150		130	160			150		
Base Capacity (vph)	832	2082		329	1694	852	186	319		362	604	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.58	0.54		0.23	0.51	0.09	0.68	0.21		0.49	0.66	

Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 78 (65%), Referenced to phase 2:WBT and 6:EBWB, Start of Yellow
Natural Cycle: 95
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.81

Intersection Signal Delay (s/veh): 25.2	Intersection LOS: C
Intersection Capacity Utilization 87.6%	ICU Level of Service E
Analysis Period (min) 15	

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 5: Ridge Trail/Lincoln St & Ridgewalk Pkwy



Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑	↱		↱
Traffic Vol, veh/h	0	1277	819	274	0	239
Future Vol, veh/h	0	1277	819	274	0	239
Conflicting Peds, #/hr	1	0	0	1	0	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Free	-	Yield
Storage Length	-	-	-	140	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	-3	4	-	-5	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	1	0	2	0	2
Mvmt Flow	0	1344	862	288	0	252

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	432
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.44
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	0	0	607
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	606
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	15.08
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	606
HCM Lane V/C Ratio	-	-	0.415
HCM Ctrl Dly (s/v)	-	-	15.1
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	2

7: Woodstock City Church Dwy/Site Dwy #1 & Ridgewalk Pkwy

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	55	346	883	0	0	994	116	0	0	0	43	0
Future Volume (vph)	55	346	883	0	0	994	116	0	0	0	43	0
Peak Hour Factor	0.96	0.92	0.96	0.96	0.96	0.96	0.92	0.96	0.92	0.96	0.92	0.92
Heavy Vehicles (%)	0%	2%	1%	0%	0%	0%	2%	0%	2%	0%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	433	920	0	0	1035	126	0	0	0	0	94
Turn Type	D.P+P	D.P+P	NA		D.P+P	NA	Perm			Perm	Perm	NA
Protected Phases	1	1	6		5	2			4			8
Permitted Phases	2	2			6		2	4		4	8	
Detector Phase	1	1	6		5	2	2	4	4	4	8	8
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	9.5	22.5		9.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	40.0	40.0	87.5		9.5	57.0	57.0	23.0	23.0	23.0	23.0	23.0
Total Split (%)	33.3%	33.3%	72.9%		7.9%	47.5%	47.5%	19.2%	19.2%	19.2%	19.2%	19.2%
Yellow Time (s)	3.5	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)		4.5	4.5		4.5	4.5	4.5		4.5	4.5		4.5
Lead/Lag	Lead	Lead	Lag		Lead	Lag	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes					
Recall Mode	None	None	C-Max		None	C-Max	C-Max	None	None	None	None	None
Act Effct Green (s)		99.4	103.9			73.7	73.7					7.1
Actuated g/C Ratio		0.83	0.87			0.61	0.61					0.06
v/c Ratio		0.66	0.29			0.48	0.13					0.54
Control Delay (s/veh)		11.7	3.2			11.8	3.9					21.8
Queue Delay		0.0	0.0			0.0	0.0					0.0
Total Delay (s/veh)		11.7	3.2			11.8	3.9					21.8
LOS		B	A			B	A					C
Approach Delay (s/veh)			5.9			11.0						21.8
Approach LOS			A			B						C
Queue Length 50th (ft)		113	105			128	0					0
Queue Length 95th (ft)		211	132			288	39					52
Internal Link Dist (ft)			354			782			372			218
Turn Bay Length (ft)		200					150					
Base Capacity (vph)		780	3204			2139	975					305
Starvation Cap Reductn		0	0			0	0					0
Spillback Cap Reductn		0	0			0	0					0
Storage Cap Reductn		0	0			0	0					0
Reduced v/c Ratio		0.56	0.29			0.48	0.13					0.31

Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 52.5 (44%), Referenced to phase 2:EBWB and 6:EBWB, Start of Yellow
Natural Cycle: 75
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.66

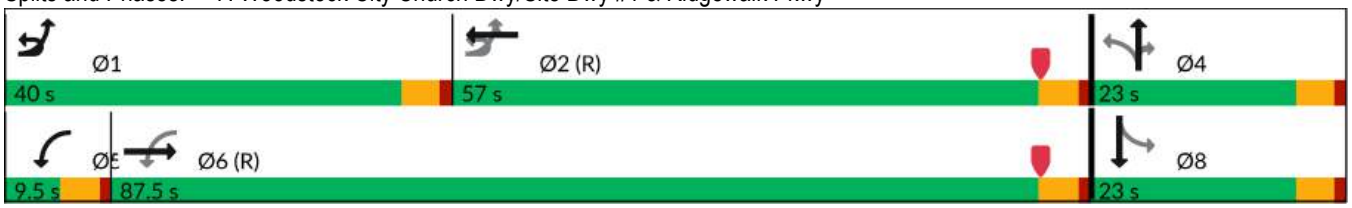


Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	43
Future Volume (vph)	43
Peak Hour Factor	0.92
Heavy Vehicles (%)	2%
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Turn Type	
Protected Phases	
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

Intersection Signal Delay (s/veh): 8.7	Intersection LOS: A
Intersection Capacity Utilization 66.0%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 7: Woodstock City Church Dwy/Site Dwy #1 & Ridgewalk Pkwy





Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	638	263	354	236	326	776
Future Volume (vph)	638	263	354	236	326	776
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles (%)	1%	1%	0%	0%	0%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	644	266	358	238	329	784
Turn Type	Prot	Perm	Prot	NA	NA	pm+ov
Protected Phases	7		1	6	2	7
Permitted Phases		4				2
Detector Phase	7	4	1	6	2	7
Switch Phase						
Minimum Initial (s)	8.0	8.0	5.0	15.0	15.0	8.0
Minimum Split (s)	24.3	26.3	10.5	24.3	24.3	24.3
Total Split (s)	52.0	52.0	26.0	68.0	42.0	52.0
Total Split (%)	43.3%	43.3%	21.7%	56.7%	35.0%	43.3%
Yellow Time (s)	4.3	4.3	3.5	4.3	4.3	4.3
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.3	6.3	5.5	6.3	6.3	6.3
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None	None	None	C-Max	C-Max	None
Act Effct Green (s)	32.7	32.7	17.4	74.7	51.9	90.8
Actuated g/C Ratio	0.27	0.27	0.15	0.62	0.43	0.76
v/c Ratio	0.68	0.42	0.72	0.21	0.40	0.64
Control Delay (s/veh)	34.9	5.1	57.5	11.8	28.0	9.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	34.9	5.1	57.5	11.8	28.0	9.4
LOS	C	A	E	B	C	A
Approach Delay (s/veh)	26.2			39.3	14.9	
Approach LOS	C			D	B	
Queue Length 50th (ft)	174	0	137	71	168	225
Queue Length 95th (ft)	168	24	184	151	314	374
Internal Link Dist (ft)	782			578	714	
Turn Bay Length (ft)	365		270			
Base Capacity (vph)	1333	779	586	1159	824	1399
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.48	0.34	0.61	0.21	0.40	0.56

Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 58 (48%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.72

Intersection Signal Delay (s/veh): 24.4	Intersection LOS: C
Intersection Capacity Utilization 68.0%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 8: Main St & Ridgewalk Pkwy



Intersection	
Int Delay, s/veh	6.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	134	26	0	0	141	17	83	0	18	0
Future Vol, veh/h	0	0	134	26	0	0	141	17	83	0	18	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	5	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	146	28	0	0	153	18	90	0	20	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	345	435	20	390	390	64	20	0	0	109	0	0
Stage 1	20	20	-	370	370	-	-	-	-	-	-	-
Stage 2	325	415	-	20	20	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	610	515	1058	569	546	1001	1597	-	-	1482	-	-
Stage 1	999	879	-	650	620	-	-	-	-	-	-	-
Stage 2	687	592	-	999	879	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	547	461	1058	440	489	1001	1597	-	-	1482	-	-
Mov Cap-2 Maneuver	547	461	-	440	489	-	-	-	-	-	-	-
Stage 1	999	879	-	583	556	-	-	-	-	-	-	-
Stage 2	616	531	-	862	879	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	8.94	13.74	4.38	0
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	903	-	-	1058	440	1482	-	-
HCM Lane V/C Ratio	0.096	-	-	0.138	0.064	-	-	-
HCM Ctrl Dly (s/v)	7.5	0	-	8.9	13.7	0	-	-
HCM Lane LOS	A	A	-	A	B	A	-	-
HCM 95th %tile Q(veh)	0.3	-	-	0.5	0.2	0	-	-

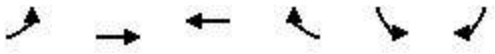
Intersection	
Int Delay, s/veh	1.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	61	0	241	28	0	178
Future Vol, veh/h	61	0	241	28	0	178
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	5	-	-	-5
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	66	0	262	30	0	193

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	471	277	0	0	292	0
Stage 1	277	-	-	-	-	-
Stage 2	193	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	551	762	-	-	1269	-
Stage 1	770	-	-	-	-	-
Stage 2	839	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	551	762	-	-	1269	-
Mov Cap-2 Maneuver	551	-	-	-	-	-
Stage 1	770	-	-	-	-	-
Stage 2	839	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	12.42	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	551	1269	-
HCM Lane V/C Ratio	-	-	0.12	-	-
HCM Ctrl Dly (s/v)	-	-	12.4	0	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.4	0	-

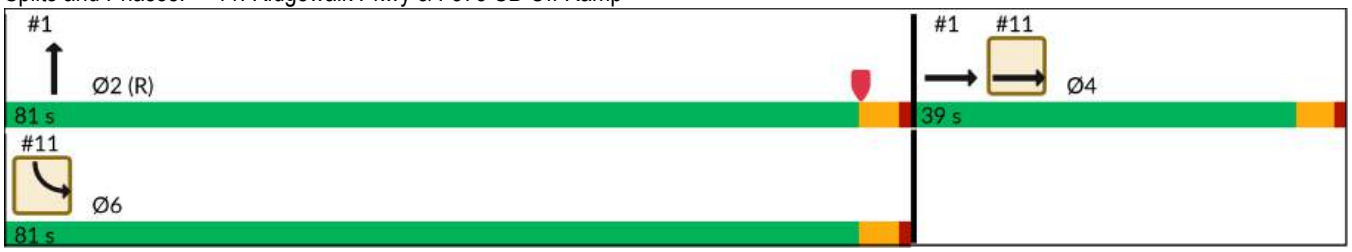


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø2
Lane Configurations							
Traffic Volume (vph)	0	128	0	0	540	0	
Future Volume (vph)	0	128	0	0	540	0	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	
Heavy Vehicles (%)	0%	0%	0%	0%	1%	0%	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	131	0	0	551	0	
Turn Type		NA			Prot		
Protected Phases		4			6		2
Permitted Phases							
Detector Phase		4			6		
Switch Phase							
Minimum Initial (s)		5.0			5.0		5.0
Minimum Split (s)		22.5			22.5		22.5
Total Split (s)		39.0			81.0		81.0
Total Split (%)		32.5%			67.5%		68%
Yellow Time (s)		3.5			3.5		3.5
All-Red Time (s)		1.0			1.0		1.0
Lost Time Adjust (s)		0.0			0.0		
Total Lost Time (s)		4.5			4.5		
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode		Min			None		C-Max
Act Effct Green (s)		9.7			101.3		
Actuated g/C Ratio		0.08			0.84		
v/c Ratio		0.45			0.18		
Control Delay (s/veh)		7.1			0.1		
Queue Delay		0.0			0.0		
Total Delay (s/veh)		7.1			0.1		
LOS		A			A		
Approach Delay (s/veh)		7.1			0.1		
Approach LOS		A			A		
Queue Length 50th (ft)		1			0		
Queue Length 95th (ft)		1			0		
Internal Link Dist (ft)		37	288		65		
Turn Bay Length (ft)							
Base Capacity (vph)		1037			3110		
Starvation Cap Reductn		41			0		
Spillback Cap Reductn		0			0		
Storage Cap Reductn		0			0		
Reduced v/c Ratio		0.13			0.18		

Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBT, Start of Yellow
Natural Cycle: 45
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.45

Intersection Signal Delay (s/veh): 1.5	Intersection LOS: A
Intersection Capacity Utilization 27.1%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 11: Ridgewalk Pkwy & I-575 SB Off Ramp



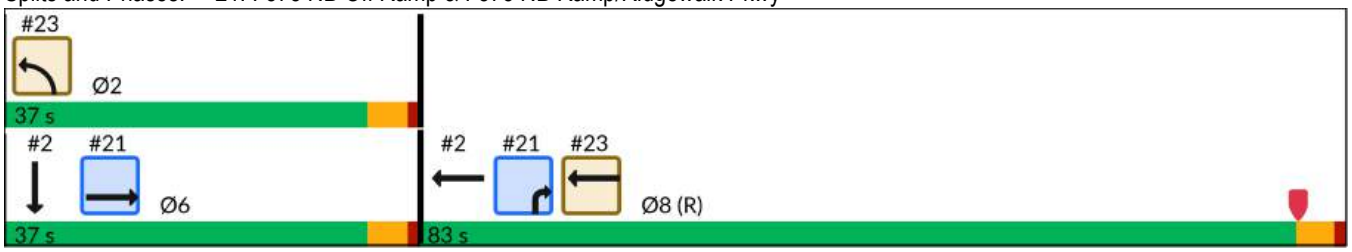
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø2
Lane Configurations							
Traffic Volume (vph)	621	0	0	0	0	1391	
Future Volume (vph)	621	0	0	0	0	1391	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	
Heavy Vehicles (%)	1%	0%	0%	0%	0%	0%	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	640	0	0	0	0	1434	
Turn Type	NA					Prot	
Protected Phases	6					8	2
Permitted Phases							
Detector Phase	6					8	
Switch Phase							
Minimum Initial (s)	5.0					5.0	5.0
Minimum Split (s)	22.5					22.5	22.5
Total Split (s)	37.0					83.0	37.0
Total Split (%)	30.8%					69.2%	31%
Yellow Time (s)	3.5					3.5	3.5
All-Red Time (s)	1.0					1.0	1.0
Lost Time Adjust (s)	0.0					0.0	
Total Lost Time (s)	4.5					4.5	
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	Min					C-Max	None
Act Effct Green (s)	29.8					81.2	
Actuated g/C Ratio	0.25					0.68	
v/c Ratio	0.72					0.74	
Control Delay (s/veh)	4.9					15.1	
Queue Delay	0.1					0.1	
Total Delay (s/veh)	5.0					15.2	
LOS	A					B	
Approach Delay (s/veh)	5.0				15.2		
Approach LOS	A				B		
Queue Length 50th (ft)	3					376	
Queue Length 95th (ft)	4					481	
Internal Link Dist (ft)	10			6	46		
Turn Bay Length (ft)							
Base Capacity (vph)	967					1948	
Starvation Cap Reductn	30					0	
Spillback Cap Reductn	27					56	
Storage Cap Reductn	0					0	
Reduced v/c Ratio	0.68					0.76	

Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 8:WBT, Start of Yellow, Master Intersection
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.74

21: I-575 NB Off Ramp & I-575 NB Ramp/Ridgewalk Pkwy

Intersection Signal Delay (s/veh): 12.1	Intersection LOS: B
Intersection Capacity Utilization 73.3%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 21: I-575 NB Off Ramp & I-575 NB Ramp/Ridgewalk Pkwy



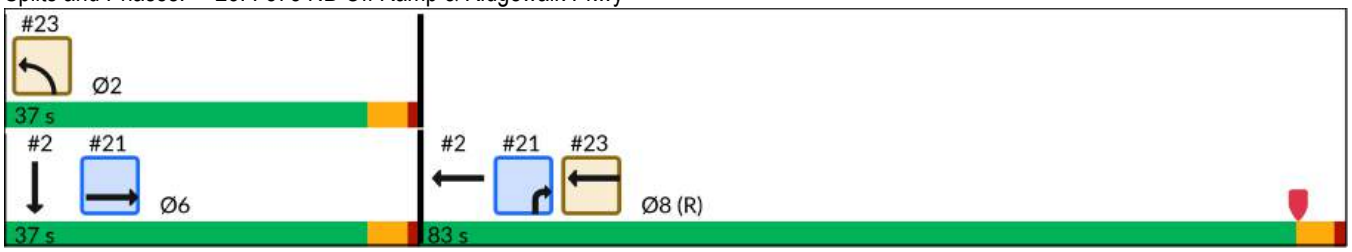


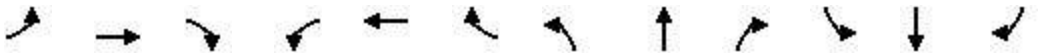
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø6
Lane Configurations							
Traffic Volume (vph)	0	0	0	1048	117	0	
Future Volume (vph)	0	0	0	1048	117	0	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	
Heavy Vehicles (%)	0%	0%	0%	3%	0%	0%	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	0	0	1080	121	0	
Turn Type				NA	Prot		
Protected Phases				8	2		6
Permitted Phases							
Detector Phase				8	2		
Switch Phase							
Minimum Initial (s)				5.0	5.0		5.0
Minimum Split (s)				22.5	22.5		22.5
Total Split (s)				83.0	37.0		37.0
Total Split (%)				69.2%	30.8%		31%
Yellow Time (s)				3.5	3.5		3.5
All-Red Time (s)				1.0	1.0		1.0
Lost Time Adjust (s)				0.0	0.0		
Total Lost Time (s)				4.5	4.5		
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode				C-Max	None		Min
Act Effct Green (s)				81.2	29.8		
Actuated g/C Ratio				0.68	0.25		
v/c Ratio				0.46	0.22		
Control Delay (s/veh)				1.1	6.7		
Queue Delay				0.0	0.0		
Total Delay (s/veh)				1.1	6.7		
LOS				A	A		
Approach Delay (s/veh)				1.1	6.7		
Approach LOS				A	A		
Queue Length 50th (ft)				1	0		
Queue Length 95th (ft)				2	44		
Internal Link Dist (ft)	314			83	115		
Turn Bay Length (ft)							
Base Capacity (vph)				2371	578		
Starvation Cap Reductn				126	0		
Spillback Cap Reductn				0	0		
Storage Cap Reductn				0	0		
Reduced v/c Ratio				0.48	0.21		

Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 8:WBT, Start of Yellow, Master Intersection
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.74

Intersection Signal Delay (s/veh): 1.7	Intersection LOS: A
Intersection Capacity Utilization 45.6%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 23: I-575 NB Off Ramp & Ridgewalk Pkwy





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑						↑				
Traffic Volume (vph)	0	138	0	0	0	0	0	231	0	0	0	0
Future Volume (vph)	0	138	0	0	0	0	0	231	0	0	0	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	2%	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	144	0	0	0	0	0	241	0	0	0	0
Turn Type		NA						NA				
Protected Phases		4						2				
Permitted Phases												
Detector Phase		4						2				
Switch Phase												
Minimum Initial (s)		5.0						5.0				
Minimum Split (s)		22.5						22.5				
Total Split (s)		41.0						79.0				
Total Split (%)		34.2%						65.8%				
Yellow Time (s)		3.5						3.5				
All-Red Time (s)		1.0						1.0				
Lost Time Adjust (s)		0.0						0.0				
Total Lost Time (s)		4.5						4.5				
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode		Min						C-Max				
Act Effct Green (s)		10.3						100.7				
Actuated g/C Ratio		0.09						0.84				
v/c Ratio		0.48						0.15				
Control Delay (s/veh)		57.2						2.6				
Queue Delay		0.0						0.0				
Total Delay (s/veh)		57.2						2.6				
LOS		E						A				
Approach Delay (s/veh)		57.2						2.6				
Approach LOS		E						A				
Queue Length 50th (ft)		57						24				
Queue Length 95th (ft)		91						59				
Internal Link Dist (ft)		44			37			19			57	
Turn Bay Length (ft)												
Base Capacity (vph)		1076						1579				
Starvation Cap Reductn		0						0				
Spillback Cap Reductn		0						0				
Storage Cap Reductn		0						0				
Reduced v/c Ratio		0.13						0.15				

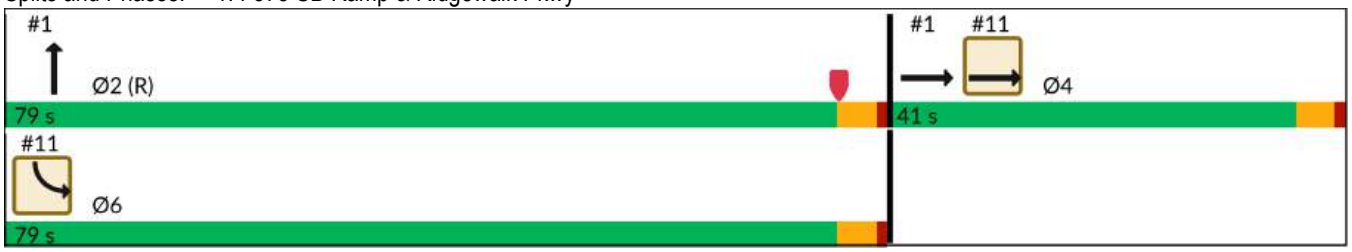
Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBT, Start of Yellow
Natural Cycle: 45
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.48

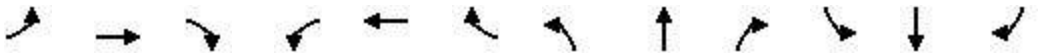
Lane Group	Ø6
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	6
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	22.5
Total Split (s)	79.0
Total Split (%)	66%
Yellow Time (s)	3.5
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

Intersection Signal Delay (s/veh): 23.0	Intersection LOS: C
Intersection Capacity Utilization 23.8%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 1: I-575 SB Ramp & Ridgewalk Pkwy





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	961	0	0	0	0	0	648	0
Future Volume (vph)	0	0	0	0	961	0	0	0	0	0	648	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	1001	0	0	0	0	0	675	0
Turn Type					NA						NA	
Protected Phases					8						6	
Permitted Phases												
Detector Phase					8						6	
Switch Phase												
Minimum Initial (s)					5.0						5.0	
Minimum Split (s)					22.5						22.5	
Total Split (s)					81.0						39.0	
Total Split (%)					67.5%						32.5%	
Yellow Time (s)					3.5						3.5	
All-Red Time (s)					1.0						1.0	
Lost Time Adjust (s)					0.0						0.0	
Total Lost Time (s)					4.5						4.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode					C-Max						Min	
Act Effct Green (s)					79.5						31.5	
Actuated g/C Ratio					0.66						0.26	
v/c Ratio					0.42						0.71	
Control Delay (s/veh)					11.2						35.8	
Queue Delay					0.0						0.0	
Total Delay (s/veh)					11.2						35.8	
LOS					B						D	
Approach Delay (s/veh)					11.2						35.8	
Approach LOS					B						D	
Queue Length 50th (ft)					180						188	
Queue Length 95th (ft)					214						234	
Internal Link Dist (ft)		83			6			10			115	
Turn Bay Length (ft)												
Base Capacity (vph)					2369						1037	
Starvation Cap Reductn					0						0	
Spillback Cap Reductn					0						0	
Storage Cap Reductn					0						0	
Reduced v/c Ratio					0.42						0.65	

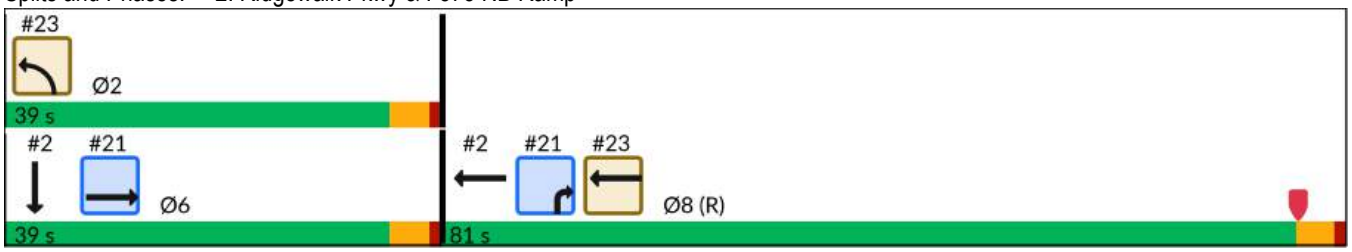
Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 8:WBT, Start of Yellow, Master Intersection
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.71

Lane Group	Ø2
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	2
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	22.5
Total Split (s)	39.0
Total Split (%)	33%
Yellow Time (s)	3.5
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

Intersection Signal Delay (s/veh): 21.1	Intersection LOS: C
Intersection Capacity Utilization 66.8%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 2: Ridgewalk Pkwy & I-575 NB Ramp



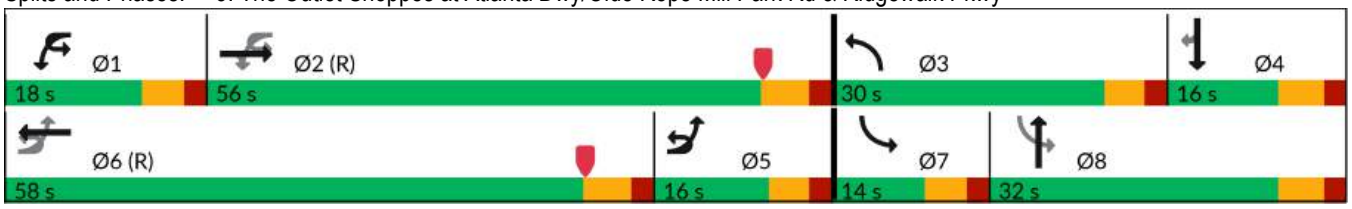
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	88	1088	706	53	1248	87	387	28	81	53	22	115
Future Volume (vph)	88	1088	706	53	1248	87	387	28	81	53	22	115
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	1%	0%	0%	0%	3%	1%	0%	0%	0%	0%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	90	1110	720	54	1362	0	395	112	0	54	22	117
Turn Type	D.P+P	NA	Perm	D.P+P	NA		Prot	NA		D.P+P	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	6		2	2						8		4
Detector Phase	5	2	2	1	6		3	8		7	4	4
Switch Phase												
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0		5.0	6.0		5.0	6.0	6.0
Minimum Split (s)	10.6	24.3	24.3	10.6	24.3		10.6	24.0		10.6	24.0	24.0
Total Split (s)	16.0	56.0	56.0	18.0	58.0		30.0	32.0		14.0	16.0	16.0
Total Split (%)	13.3%	46.7%	46.7%	15.0%	48.3%		25.0%	26.7%		11.7%	13.3%	13.3%
Yellow Time (s)	3.6	4.3	4.3	3.6	4.3		3.6	4.0		3.6	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	2.0
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)	5.6	6.3	6.3	5.6	6.3		5.6	6.0		5.6	6.0	6.0
Lead/Lag	Lag	Lag	Lag	Lead	Lead		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max		None	None		None	None	None
Act Effct Green (s)	70.7	65.3	65.3	71.8	59.6		19.1	21.2		28.0	7.4	7.4
Actuated g/C Ratio	0.59	0.54	0.54	0.60	0.50		0.16	0.18		0.23	0.06	0.06
v/c Ratio	0.31	0.56	0.59	0.20	0.55		0.73	0.31		0.17	0.19	0.36
Control Delay (s/veh)	19.2	19.8	5.1	5.2	16.6		56.0	16.3		32.3	56.5	3.2
Queue Delay	0.0	0.4	0.2	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	19.2	20.2	5.3	5.2	16.6		56.0	16.3		32.3	56.5	3.2
LOS	B	C	A	A	B		E	B		C	E	A
Approach Delay (s/veh)		14.6			16.2			47.2			17.4	
Approach LOS		B			B			D			B	
Queue Length 50th (ft)	24	271	74	7	143		153	20		32	17	0
Queue Length 95th (ft)	m48	411	132	m18	245		198	67		59	43	0
Internal Link Dist (ft)		390			716			229			522	
Turn Bay Length (ft)	250		430	300			175			225		275
Base Capacity (vph)	287	1992	1228	349	2487		690	423		331	157	352
Starvation Cap Reductn	0	360	79	0	0		0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	0
Reduced v/c Ratio	0.31	0.68	0.63	0.15	0.55		0.57	0.26		0.16	0.14	0.33

Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 21 (18%), Referenced to phase 2:EBWB and 6:EBWB, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.73

Intersection Signal Delay (s/veh): 19.4	Intersection LOS: B
Intersection Capacity Utilization 68.7%	ICU Level of Service C
Analysis Period (min) 15	

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: The Outlet Shoppes at Atlanta Dwy/Olde Rope Mill Park Rd & Ridgewalk Pkwy



4: Woodstock Pkwy/Meridian Dr & Ridgewalk Pkwy

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	6	1122	87	1	354	1226	9	171	5	305	2	3
Future Volume (vph)	6	1122	87	1	354	1226	9	171	5	305	2	3
Peak Hour Factor	0.97	0.97	0.97	0.92	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	6	1157	90	0	366	1273	0	176	319	0	0	9
Turn Type	Perm	NA	Perm	pm+pt	pm+pt	NA		Perm	NA		Perm	NA
Protected Phases		2		1	1	6			8			4
Permitted Phases	2		2	6	6			8			4	
Detector Phase	2	2	2	1	1	6		8	8		4	4
Switch Phase												
Minimum Initial (s)	15.0	15.0	15.0	4.9	4.9	15.0		6.0	6.0		6.0	6.0
Minimum Split (s)	24.3	24.3	24.3	10.5	10.5	24.3		26.6	26.6		29.6	29.6
Total Split (s)	56.0	56.0	56.0	34.0	34.0	90.0		30.0	30.0		30.0	30.0
Total Split (%)	46.7%	46.7%	46.7%	28.3%	28.3%	75.0%		25.0%	25.0%		25.0%	25.0%
Yellow Time (s)	4.3	4.3	4.3	3.6	3.6	4.3		3.6	3.6		3.6	3.6
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0		0.0	0.0			0.0
Total Lost Time (s)	6.3	6.3	6.3		5.6	6.3		5.6	5.6			5.6
Lead/Lag	Lag	Lag	Lag	Lead	Lead							
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes							
Recall Mode	C-Max	C-Max	C-Max	None	None	C-Max		None	None		None	None
Act Effct Green (s)	61.4	61.4	61.4		89.5	88.8		19.3	19.3			19.3
Actuated g/C Ratio	0.51	0.51	0.51		0.75	0.74		0.16	0.16			0.16
v/c Ratio	0.03	0.61	0.10		0.77	0.47		0.77	0.61			0.04
Control Delay (s/veh)	8.5	16.1	3.7		28.4	15.1		69.0	10.2			31.6
Queue Delay	0.0	0.0	0.0		0.0	0.0		0.0	0.0			0.0
Total Delay (s/veh)	8.5	16.1	3.7		28.4	15.1		69.0	10.2			31.6
LOS	A	B	A		C	B		E	B			C
Approach Delay (s/veh)		15.2				18.1			31.1			31.6
Approach LOS		B				B			C			C
Queue Length 50th (ft)	2	340	19		203	321		131	3			3
Queue Length 95th (ft)	m0	561	33		m309	m487		203	82			18
Internal Link Dist (ft)		716				1172			291			373
Turn Bay Length (ft)	110		120		110			225				
Base Capacity (vph)	218	1882	887		563	2682		290	579			261
Starvation Cap Reductn	0	0	0		0	0		0	0			0
Spillback Cap Reductn	0	0	0		0	0		0	0			0
Storage Cap Reductn	0	0	0		0	0		0	0			0
Reduced v/c Ratio	0.03	0.61	0.10		0.65	0.47		0.61	0.55			0.03

Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 67 (56%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.77



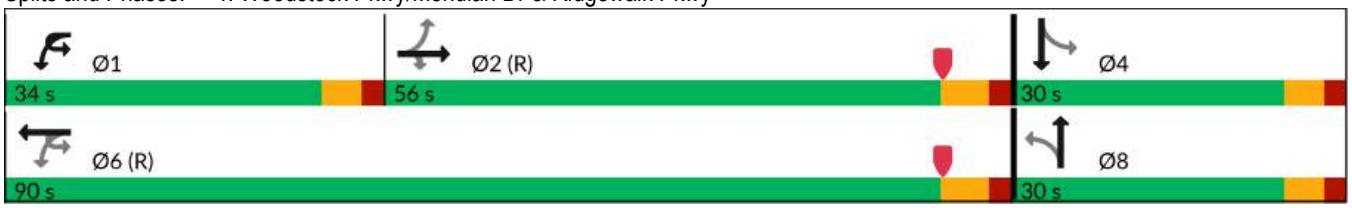
Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	4
Future Volume (vph)	4
Peak Hour Factor	0.97
Heavy Vehicles (%)	0%
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Turn Type	
Protected Phases	
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

Intersection Signal Delay (s/veh): 19.0	Intersection LOS: B
Intersection Capacity Utilization 84.4%	ICU Level of Service E
Analysis Period (min) 15	

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 4: Woodstock Pkwy/Meridian Dr & Ridgewalk Pkwy





Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	449	846	101	9	110	1068	61	163	75	62	186	28
Future Volume (vph)	449	846	101	9	110	1068	61	163	75	62	186	28
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	1%	0%	0%	0%	5%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	483	1019	0	0	128	1148	66	175	148	0	200	459
Turn Type	Prot	NA		D.P+P	D.P+P	NA	Perm	D.P+P	NA		Prot	NA
Protected Phases	1	6		5	5	2		3	8		7	4
Permitted Phases				6	6		2	4				
Detector Phase	1	6		5	5	2	2	3	8		7	4
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	5.0	15.0	15.0	5.0	6.0		5.0	6.0
Minimum Split (s)	10.6	26.3		10.6	10.6	37.3	37.3	10.6	29.6		10.6	31.6
Total Split (s)	34.0	64.0		18.0	18.0	48.0	48.0	20.0	18.0		20.0	18.0
Total Split (%)	28.3%	53.3%		15.0%	15.0%	40.0%	40.0%	16.7%	15.0%		16.7%	15.0%
Yellow Time (s)	3.6	4.3		3.6	3.6	4.3	4.3	3.6	3.6		3.6	3.6
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.6	6.3			5.6	6.3	6.3	5.6	5.6		5.6	5.6
Lead/Lag	Lead	Lag		Lead	Lead	Lag	Lag	Lag	Lag		Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes
Recall Mode	None	C-Max		None	None	C-Max	C-Max	None	None		None	None
Act Effct Green (s)	22.4	64.4			73.9	50.9	50.9	23.7	11.8		11.9	11.7
Actuated g/C Ratio	0.19	0.54			0.62	0.42	0.42	0.20	0.10		0.10	0.10
v/c Ratio	0.77	0.55			0.38	0.74	0.08	0.71	0.73		0.57	0.93
Control Delay (s/veh)	74.8	8.5			8.2	24.4	0.3	61.4	63.3		57.8	37.9
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay (s/veh)	74.8	8.5			8.2	24.4	0.3	61.4	63.3		57.8	37.9
LOS	E	A			A	C	A	E	E		E	D
Approach Delay (s/veh)		29.8				21.7			62.3			43.9
Approach LOS		C				C			E			D
Queue Length 50th (ft)	204	59			19	396	0	111	90		77	66
Queue Length 95th (ft)	261	157			36	#535	m1	175	#183		114	#266
Internal Link Dist (ft)		1172				898			403			204
Turn Bay Length (ft)	320				150		130	160			150	
Base Capacity (vph)	795	1857			389	1560	799	285	218		428	503
Starvation Cap Reductn	0	0			0	0	0	0	0		0	0
Spillback Cap Reductn	0	0			0	0	0	0	0		0	0
Storage Cap Reductn	0	0			0	0	0	0	0		0	0
Reduced v/c Ratio	0.61	0.55			0.33	0.74	0.08	0.61	0.68		0.47	0.91

Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 78 (65%), Referenced to phase 2:WBT and 6:EBWB, Start of Yellow
Natural Cycle: 105
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.93



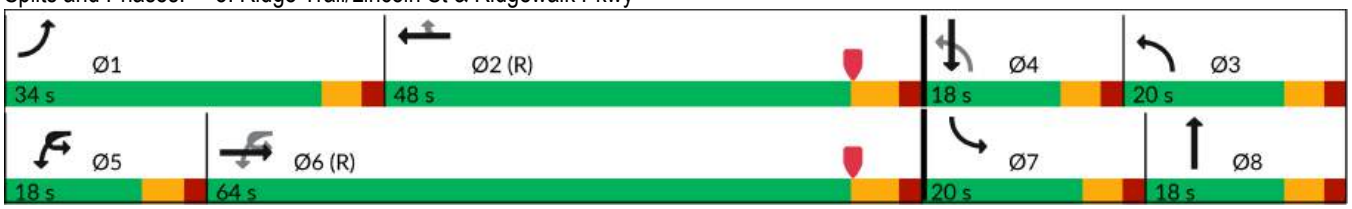
Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	399
Future Volume (vph)	399
Peak Hour Factor	0.93
Heavy Vehicles (%)	1%
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Turn Type	
Protected Phases	
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

Intersection Signal Delay (s/veh): 32.1	Intersection LOS: C
Intersection Capacity Utilization 96.7%	ICU Level of Service F
Analysis Period (min) 15	

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 5: Ridge Trail/Lincoln St & Ridgewalk Pkwy



Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑	↱		↱
Traffic Vol, veh/h	0	1207	681	409	0	249
Future Vol, veh/h	0	1207	681	409	0	249
Conflicting Peds, #/hr	0	0	0	2	0	2
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Free	-	Yield
Storage Length	-	-	-	140	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	-3	4	-	-5	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	2	0	2
Mvmt Flow	0	1326	748	449	0	274

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	376
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.44
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	0	0	655
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	653
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	14.42
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	653
HCM Lane V/C Ratio	-	-	0.419
HCM Ctrl Dly (s/v)	-	-	14.4
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	2.1

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	48	274	891	1	5	5	1025	91	0	0	4	26
Future Volume (vph)	48	274	891	1	5	5	1025	91	0	0	4	26
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	2%	0%	0%	0%	20%	1%	2%	0%	2%	0%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	350	969	0	0	10	1114	99	0	0	4	0
Turn Type	D.P+P	D.P+P	NA		D.P+P	D.P+P	NA	Perm			Perm	Perm
Protected Phases	1	1	6		5	5	2			4		
Permitted Phases	2	2			6	6		2	4		4	8
Detector Phase	1	1	6		5	5	2	2	4	4	4	8
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	9.5	22.5		9.5	9.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	34.0	34.0	87.0		10.0	10.0	63.0	63.0	23.0	23.0	23.0	23.0
Total Split (%)	28.3%	28.3%	72.5%		8.3%	8.3%	52.5%	52.5%	19.2%	19.2%	19.2%	19.2%
Yellow Time (s)	3.5	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0			0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.5	4.5			4.5	4.5	4.5		4.5	4.5	
Lead/Lag	Lead	Lead	Lag		Lead	Lead	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes	Yes				
Recall Mode	None	None	C-Max		None	None	C-Max	C-Max	None	None	None	Max
Act Effct Green (s)		88.0	90.5			91.6	68.8	68.8			18.5	
Actuated g/C Ratio		0.73	0.75			0.76	0.57	0.57			0.15	
v/c Ratio		0.71	0.34			0.03	0.56	0.11			0.01	
Control Delay (s/veh)		18.2	8.6			2.9	12.0	1.6			0.0	
Queue Delay		0.0	0.0			0.0	0.0	0.0			0.0	
Total Delay (s/veh)		18.2	8.6			2.9	12.0	1.6			0.0	
LOS		B	A			A	B	A			A	
Approach Delay (s/veh)			11.1				11.1					
Approach LOS			B				B					
Queue Length 50th (ft)		146	234			1	154	0			0	
Queue Length 95th (ft)		216	270			m4	242	m13			0	
Internal Link Dist (ft)			354				782			372		
Turn Bay Length (ft)		200				105		150				
Base Capacity (vph)		634	2817			390	1976	916			455	
Starvation Cap Reductn		0	0			0	0	0			0	
Spillback Cap Reductn		0	0			0	0	0			0	
Storage Cap Reductn		0	0			0	0	0			0	
Reduced v/c Ratio		0.55	0.34			0.03	0.56	0.11			0.01	

Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 58.5 (49%), Referenced to phase 2:EBWB and 6:EBWB, Start of Yellow
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.71

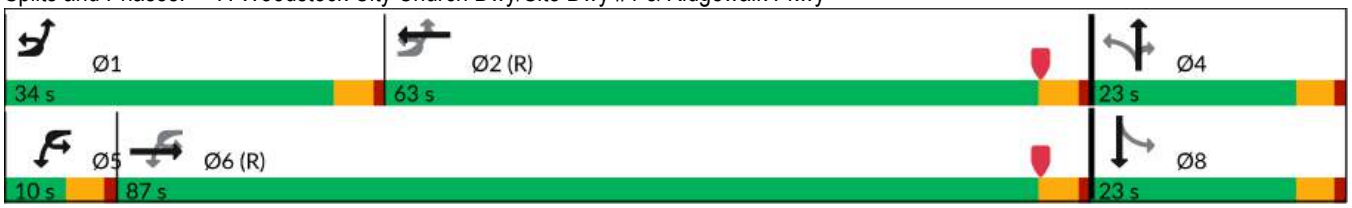
Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	0	26
Future Volume (vph)	0	26
Peak Hour Factor	0.92	0.92
Heavy Vehicles (%)	2%	2%
Shared Lane Traffic (%)		
Lane Group Flow (vph)	56	0
Turn Type	NA	
Protected Phases	8	
Permitted Phases		
Detector Phase	8	
Switch Phase		
Minimum Initial (s)	5.0	
Minimum Split (s)	22.5	
Total Split (s)	23.0	
Total Split (%)	19.2%	
Yellow Time (s)	3.5	
All-Red Time (s)	1.0	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	4.5	
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	Max	
Act Effct Green (s)	18.5	
Actuated g/C Ratio	0.15	
v/c Ratio	0.18	
Control Delay (s/veh)	3.4	
Queue Delay	0.0	
Total Delay (s/veh)	3.4	
LOS	A	
Approach Delay (s/veh)	3.4	
Approach LOS	A	
Queue Length 50th (ft)	0	
Queue Length 95th (ft)	11	
Internal Link Dist (ft)	218	
Turn Bay Length (ft)		
Base Capacity (vph)	314	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.18	

Intersection Summary

Intersection Signal Delay (s/veh): 10.9	Intersection LOS: B
Intersection Capacity Utilization 61.6%	ICU Level of Service B
Analysis Period (min) 15	

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 7: Woodstock City Church Dwy/Site Dwy #1 & Ridgewalk Pkwy





Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	867	443	393	278	260	507
Future Volume (vph)	867	443	393	278	260	507
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	1%	1%	0%	0%	0%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	932	476	423	299	280	545
Turn Type	Prot	Perm	Prot	NA	NA	pm+ov
Protected Phases	7		1	6	2	7
Permitted Phases		4				2
Detector Phase	7	4	1	6	2	7
Switch Phase						
Minimum Initial (s)	8.0	8.0	5.0	15.0	15.0	8.0
Minimum Split (s)	24.3	26.3	10.5	24.3	24.3	24.3
Total Split (s)	52.0	52.0	30.0	68.0	38.0	52.0
Total Split (%)	43.3%	43.3%	25.0%	56.7%	31.7%	43.3%
Yellow Time (s)	4.3	4.3	3.5	4.3	4.3	4.3
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.3	6.3	5.5	6.3	6.3	6.3
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None	None	None	C-Max	C-Max	None
Act Effct Green (s)	40.1	40.1	19.9	67.3	41.9	88.3
Actuated g/C Ratio	0.33	0.33	0.17	0.56	0.35	0.74
v/c Ratio	0.80	0.56	0.74	0.29	0.42	0.45
Control Delay (s/veh)	57.1	18.1	55.8	15.6	34.5	7.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	57.1	18.1	55.8	15.6	34.5	7.2
LOS	E	B	E	B	C	A
Approach Delay (s/veh)	43.9			39.2	16.5	
Approach LOS	D			D	B	
Queue Length 50th (ft)	362	115	162	118	167	126
Queue Length 95th (ft)	451	224	208	191	278	220
Internal Link Dist (ft)	782			578	714	
Turn Bay Length (ft)	365		270			
Base Capacity (vph)	1333	909	700	1044	666	1272
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.70	0.52	0.60	0.29	0.42	0.43

Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 58 (48%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.80

Intersection Signal Delay (s/veh): 35.1	Intersection LOS: D
Intersection Capacity Utilization 64.7%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 8: Main St & Ridgewalk Pkwy



Intersection	
Int Delay, s/veh	6.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	179	15	0	0	264	54	67	0	18	0
Future Vol, veh/h	0	0	179	15	0	0	264	54	67	0	18	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	5	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	195	16	0	0	287	59	73	0	20	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	652	725	20	689	689	95	20	0	0	132	0	0
Stage 1	20	20	-	669	669	-	-	-	-	-	-	-
Stage 2	633	705	-	20	20	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	381	352	1058	360	369	962	1597	-	-	1454	-	-
Stage 1	999	879	-	447	456	-	-	-	-	-	-	-
Stage 2	468	439	-	999	879	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	306	283	1058	236	297	962	1597	-	-	1454	-	-
Mov Cap-2 Maneuver	306	283	-	236	297	-	-	-	-	-	-	-
Stage 1	999	879	-	360	367	-	-	-	-	-	-	-
Stage 2	377	353	-	816	879	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.17	21.35	5.31	0
HCM LOS	A	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1111	-	-	1058	236	1454	-	-
HCM Lane V/C Ratio	0.18	-	-	0.184	0.069	-	-	-
HCM Ctrl Dly (s/v)	7.7	0	-	9.2	21.3	0	-	-
HCM Lane LOS	A	A	-	A	C	A	-	-
HCM 95th %tile Q(veh)	0.7	-	-	0.7	0.2	0	-	-

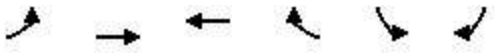
Intersection	
Int Delay, s/veh	0.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	37	0	385	22	0	212
Future Vol, veh/h	37	0	385	22	0	212
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	5	-	-	-5
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	40	0	418	24	0	230

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	661	430	0	0	442	0
Stage 1	430	-	-	-	-	-
Stage 2	230	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	427	625	-	-	1118	-
Stage 1	656	-	-	-	-	-
Stage 2	808	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	427	625	-	-	1118	-
Mov Cap-2 Maneuver	427	-	-	-	-	-
Stage 1	656	-	-	-	-	-
Stage 2	808	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	14.29	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	427	1118	-
HCM Lane V/C Ratio	-	-	0.094	-	-
HCM Ctrl Dly (s/v)	-	-	14.3	0	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.3	0	-

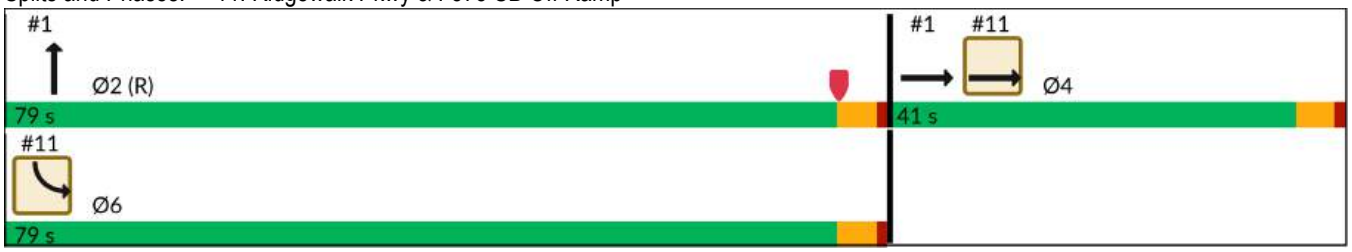


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø2
Lane Configurations							
Traffic Volume (vph)	0	138	0	0	560	0	
Future Volume (vph)	0	138	0	0	560	0	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	
Heavy Vehicles (%)	0%	2%	0%	0%	0%	0%	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	144	0	0	583	0	
Turn Type		NA			Prot		
Protected Phases		4			6		2
Permitted Phases							
Detector Phase		4			6		
Switch Phase							
Minimum Initial (s)		5.0			5.0		5.0
Minimum Split (s)		22.5			22.5		22.5
Total Split (s)		41.0			79.0		79.0
Total Split (%)		34.2%			65.8%		66%
Yellow Time (s)		3.5			3.5		3.5
All-Red Time (s)		1.0			1.0		1.0
Lost Time Adjust (s)		0.0			0.0		
Total Lost Time (s)		4.5			4.5		
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode		Min			None		C-Max
Act Effct Green (s)		10.3			100.7		
Actuated g/C Ratio		0.09			0.84		
v/c Ratio		0.48			0.19		
Control Delay (s/veh)		7.4			0.1		
Queue Delay		0.0			0.0		
Total Delay (s/veh)		7.4			0.1		
LOS		A			A		
Approach Delay (s/veh)		7.4			0.1		
Approach LOS		A			A		
Queue Length 50th (ft)		1			0		
Queue Length 95th (ft)		2			0		
Internal Link Dist (ft)		37	288		65		
Turn Bay Length (ft)							
Base Capacity (vph)		1076			3124		
Starvation Cap Reductn		32			0		
Spillback Cap Reductn		0			0		
Storage Cap Reductn		0			0		
Reduced v/c Ratio		0.14			0.19		

Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBT, Start of Yellow
Natural Cycle: 45
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.48

Intersection Signal Delay (s/veh): 1.6	Intersection LOS: A
Intersection Capacity Utilization 27.6%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 11: Ridgewalk Pkwy & I-575 SB Off Ramp



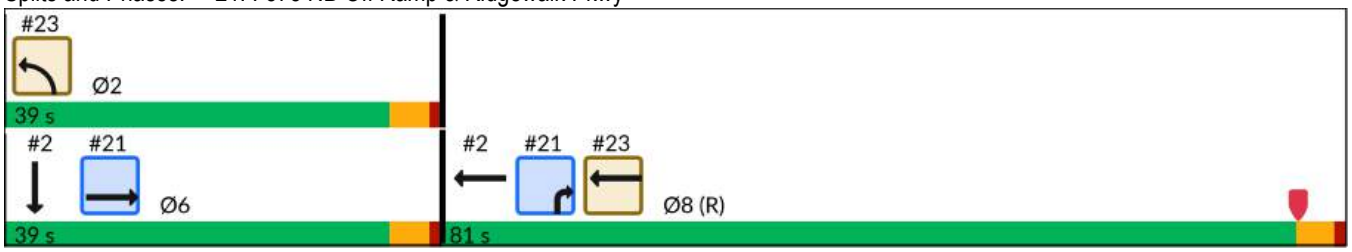


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø2
Lane Configurations							
Traffic Volume (vph)	648	0	0	0	0	1231	
Future Volume (vph)	648	0	0	0	0	1231	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	
Heavy Vehicles (%)	0%	0%	0%	0%	0%	1%	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	675	0	0	0	0	1282	
Turn Type	NA					Prot	
Protected Phases	6					8	2
Permitted Phases							
Detector Phase	6					8	
Switch Phase							
Minimum Initial (s)	5.0					5.0	5.0
Minimum Split (s)	22.5					22.5	22.5
Total Split (s)	39.0					81.0	39.0
Total Split (%)	32.5%					67.5%	33%
Yellow Time (s)	3.5					3.5	3.5
All-Red Time (s)	1.0					1.0	1.0
Lost Time Adjust (s)	0.0					0.0	
Total Lost Time (s)	4.5					4.5	
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	Min					C-Max	None
Act Effct Green (s)	31.5					79.5	
Actuated g/C Ratio	0.26					0.66	
v/c Ratio	0.71					0.68	
Control Delay (s/veh)	4.6					14.2	
Queue Delay	0.1					0.0	
Total Delay (s/veh)	4.7					14.2	
LOS	A					B	
Approach Delay (s/veh)	4.7				14.2		
Approach LOS	A				B		
Queue Length 50th (ft)	3					313	
Queue Length 95th (ft)	4					414	
Internal Link Dist (ft)	10			6	46		
Turn Bay Length (ft)							
Base Capacity (vph)	1037					1892	
Starvation Cap Reductn	30					0	
Spillback Cap Reductn	0					0	
Storage Cap Reductn	0					0	
Reduced v/c Ratio	0.67					0.68	

Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 8:WBT, Start of Yellow, Master Intersection
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.71

Intersection Signal Delay (s/veh): 10.9	Intersection LOS: B
Intersection Capacity Utilization 68.5%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 21: I-575 NB Off Ramp & Ridgewalk Pkwy



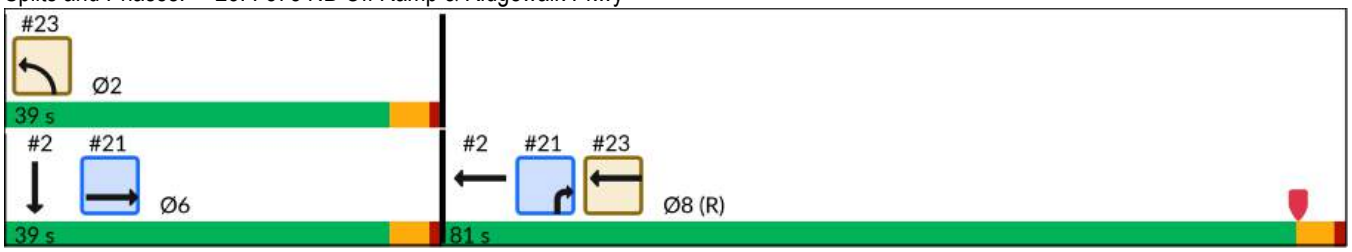


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø6
Lane Configurations							
Traffic Volume (vph)	0	0	0	961	131	0	
Future Volume (vph)	0	0	0	961	131	0	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	
Heavy Vehicles (%)	0%	0%	0%	1%	1%	0%	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	0	0	1001	136	0	
Turn Type				NA	Prot		
Protected Phases				8	2		6
Permitted Phases							
Detector Phase				8	2		
Switch Phase							
Minimum Initial (s)				5.0	5.0		5.0
Minimum Split (s)				22.5	22.5		22.5
Total Split (s)				81.0	39.0		39.0
Total Split (%)				67.5%	32.5%		33%
Yellow Time (s)				3.5	3.5		3.5
All-Red Time (s)				1.0	1.0		1.0
Lost Time Adjust (s)				0.0	0.0		
Total Lost Time (s)				4.5	4.5		
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode				C-Max	None		Min
Act Effct Green (s)				79.5	31.5		
Actuated g/C Ratio				0.66	0.26		
v/c Ratio				0.42	0.24		
Control Delay (s/veh)				1.4	6.2		
Queue Delay				0.1	0.0		
Total Delay (s/veh)				1.4	6.2		
LOS				A	A		
Approach Delay (s/veh)				1.4	6.2		
Approach LOS				A	A		
Queue Length 50th (ft)				2	0		
Queue Length 95th (ft)				30	46		
Internal Link Dist (ft)	314			83	115		
Turn Bay Length (ft)							
Base Capacity (vph)				2369	612		
Starvation Cap Reductn				278	0		
Spillback Cap Reductn				0	0		
Storage Cap Reductn				0	0		
Reduced v/c Ratio				0.48	0.22		

Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 8:WBT, Start of Yellow, Master Intersection
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.71

Intersection Signal Delay (s/veh): 2.0	Intersection LOS: A
Intersection Capacity Utilization 43.1%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 23: I-575 NB Off Ramp & Ridgewalk Pkwy



Woodstock Mixed Use Development – Ridgewalk Pkwy

Traffic Impact Study Review Comments

- Report page 2: report indicates Site Driveway #1 meeting signal warrant for Sunday peak hour. If possible, provide signal warrant analysis as a supplement or in appendix.
- Report page 5: Parking lot does not appear to be adequate for game events. Apparently, it may have come up during the review process to use the church parking lot for overflow parking. Even though not discussed or considered in the report, that can provide more justification for consideration of traffic signal including to accommodate pedestrian crossing from the overflow parking to the soccer field.
- Report page 19: Table 3 shows land use code of "Strip Retail Plaza". The development includes office, retail, and restaurants. Please include some justification as to why a combination of those land uses were not used for which there are LUC in the trip generation manual instead of plaza. Also suggest including printouts from the NCHRP tool as a supplement or in appendix.
- Report page 20: Table 4 has footnote for assumptions. If there is any documentation, data, or additional calculations to support the percentages, values, and assumptions, please include as a supplement or in the appendix.
- Report page 24: Figure 15 shows the percentage for Site Driveway #3 drops from 35% to 15% when soccer is in session. It may provide some clarity on how the dynamics of distribution changes based on description of two driveways in the context of residential vs soccer/commercial usage.
- Report page 25: for Site Driveway #1, Figure 16 appears to show the 20% and 5% remaining the same and only the 40% jumping to 60%. Any explanation as to why on the SB left increases?
- Report page 31: Second paragraph above table 6 (recommend including delay and LOS for major approach left turns also)
- Report page 34: any consideration on evaluating queue lengths?
- Report page 37: Recommend including intersection 9 in the build analysis
- Report page 43: Table 13 shows LOS F and extensive delay for Site Driveway #1. Recommend providing discussion on how queue and circulation is addressed. Examine error for Sunday and why Saturday does not show error.
- Report page 46: Based on the results and comparison provided, it is clear that conditions at Site Dr 1 must be mitigated. A traffic signal should address the issue and should be a condition of the development. If a soccer stadium is constructed, there is probably limited tolerance for delay or reliance on law enforcement for

traffic control, particularly since access points to the site are not expected to change to accommodate future travel pattern adjustments. In addition, the Reagan St intersection is a RIRO, and if this is not addressed early it may result in diverted traffic into Costco parcel.

April 2 - Meeting

Planning & Zoning

& City Council

Dine Steele

[redacted]

Official Objection Case

Z-167-26

City of Woodstock Planning Committee,

The property in question is the Reagan and Ridgewalk Development Case Z-167-26

Records show this property, parcel 15N17001A was transferred from Ridgewalk Holdings LLC to the YMCA of Atlanta in 2007 and has been held as a taxable commercial asset ever since. This site has not served as a community focused purpose in nearly 20-years. Flipping for a massive soccer stadium and development while ignoring the sanctity of the bordering burial grounds is a future City oversight.

The applicant, Joe Knight will likely attempt to use a 2008 Cemetery Census as a shield to validate his 50 foot buffer. This is a gross misrepresentation of the projects scope. The 2008 Census was a volunteer restoration effort focused on visible standing headstones. It was never an archaeological clearance of the surrounding 12-acre tract.

Since the church was founded in 1837 and the first marked grave is from 1845 there is nearly a decades worth of founding members – including Cherokee families – buried in graves whose wooden crosses and fieldstones have long since rotted or sunk

The 2008 census itself acknowledges burial like Melia Daniel physically cross the current fence line. This proves the census did not define the cemetery's limits, it only documents what hadn't been reclaimed by the forest. The applicant may argue the 2008 Cemetery Census validates his plan. It does not. The census was a volunteer effort to record visible surface markers. It was never a sub-surface archaeological survey. It documented what was left, not the hundred of graves lost in time. A volunteer census from 18 years ago does not replace the State mandated Ground Penetrating Radar.

a 50 foot buffer is a legal Gamble. By committing to a 50 foot buffer the developer is knowingly gambling that NO bodies lie in the remaining acreage. Historical records confirm that the original church grounds and burials extend throughout the 12-acres plus site.

The City must require a comprehensive Ground Penetrating Radar GPR survey on the Entire 12 acre tract. The GPR is the scientific method capable of detecting the soil disturbances left by collapsed 19th century burial sites, where wooden markers and fieldstones have vanished.

(5)

Under O.C.G.A. 36-72 the knowing disturbance of even one unmarked grave is a Criminal Act.

The Commission must reject any site plan that relies on a 50-foot buffer without a Complete GPR acre survey.

Neither the applicant, Joe Knight, nor the the owner YMCA, can Definitively state the 12 acres tract is clear of human remains. Paying taxes on a property does not grant a "right" to desecrate human remains that are protected as a nonrenewable cultural heritage under Georgia law.

Sincerely
Diane Geesler
206 Castleton Court
[redacted]

I want this recorded in the Official Record

I apologize for the hand written letter.

I sent two different emails but they would not go through the Woodstock Portal. I started the process about 5 days ago -

Diane Gealer

I ask all of the Committee Members to walk the site which is the Enon Cemetery, and think back to 1837 when no fences existed and not think that grave sites went all over that 12 acres ~~that~~ this proposed development wants to build on without a entire

Outlook

FW: Official Objection Case Z-167-26

From Ethan McDonnell [redacted]
Date Thu 4/2/2026 2:06 PM
To Melissa Sigmund [redacted]

Melissa,

This is an email regarding your Reagan and Ridgewalk case.

Kind regards,

Ethan McDonnell
City of Woodstock
Planning Technician

O) 770-592-6000 ext. 1606
C) 770-241-1006
12453 Highway 92, Woodstock, GA 30188
www.woodstockga.gov

FRAUD WARNING: I will NEVER email wiring instructions to you and neither will any other staff members in the Community Development Department or the Planning Commission. Cyber criminals are sending emails with fake wiring instructions. Sometimes they may create an email address that looks similar to a City of Woodstock email address. These emails are convincing and sophisticated. Never wire money for development applications, processes, or public hearings.

From: Diane Geeslin [redacted]
Sent: Thursday, April 2, 2026 1:31 PM
To: Planning [redacted]
Subject: Re: Official Objection Case Z-167-26

CAUTION: This message originated outside of the City of Woodstock mail system -- **DO NOT CLICK** on **links** or open **attachments** unless you are sure the content is safe.

On Tue, Mar 31, 2026 at 12:14 AM Diane Geeslin <[redacted]> wrote:

> City of Woodstock Planning Committee,
>
> The property in question is the Reagan and Ridgewalk Development, Case Z-167-26.
>
> Records show this property, parcel 15N17001A was transferred from Ridgewalk Holdings to the YMCA of Atlanta in 2007 and has been held as a taxable commercial asset ever since. This site has not served as a community focused purpose in nearly 20 years. Flipping for a massive soccer stadium and development while ignoring the sanctity of the bordering burial grounds is a future City oversight.

The applicant, Joe Knight will likely attempt to use a 2008 Cemetery Census as a shield to validate his 50 foot buffer. This is a gross misrepresentation of that projects scope. The 2008 census was a volunteer restoration effort focused on visible standing headstones. It was never an archaeological clearance of the surrounding 12 acre tract.

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The City must require a comprehensive Ground Penetrating Radar GPR survey on the Entire 12 acre tract. The GPR is the scientific method capable of detecting the soil disturbances left by collapsed 19th century burial sites, where wooden markers have vanished.

Under O.C.G.A. 36-72 the knowing disturbance of even one unmarked grave is a criminal act.

The Commission must reject any site plan that relies on a 50 foot buffer without a complete GPR 12 acre survey.

Neither the applicant, Joe Knight nor the owner YMCA can definitively state the 12 acres tract is clear of human remains. Paying taxes on a property does not grant a “right” to desecrate human remains that are protected as a nonrenewable cultural heritage under Georgia law.

Sincerely,

Diane Geeslin

206 Castleton Court

[redacted]

I want this recorded in the official record.

Please let me know if this email was received.

Outlook

Re: Concerns Impacting Community of Glenhaven at Ridgewalk

From Michael Caldwell [redacted]
Date Mon 4/6/2026 12:40 PM
To Dick Wendling [redacted]
Cc Mayor and Council [redacted] Jeff Moon [redacted]; Coty Thigpen [redacted]; Melissa Sigmund [redacted]

Good afternoon, Mr. Wendling!

Thank you so much for taking the time to reach out and share your perspective on these cases. I have included the City Council and relevant staff so that they can see your comments and include them in the record for the cases as well.

Go make it an outstanding week!

Mayor Michael Caldwell
City of Woodstock

O) 770-592-6000
C) 678-523-8570
12453 Highway 92, Woodstock, GA 30188
www.woodstockga.gov

From: Dick Wendling [redacted]
Sent: Monday, April 6, 2026 11:56 AM
To: Michael Caldwell [redacted]
Subject: Concerns Impacting Community of Glenhaven at Ridgewalk

CAUTION: This message originated outside of the City of Woodstock mail system -- **DO NOT CLICK** on **links** or open **attachments** unless you are sure the content is safe.

Dear Mayor Caldwell,

I am a resident of Glenhaven living at 306 Carriage Glen Ln. I am writing to share my concerns regarding several proposed developments in Woodstock, specifically projects Z#167-26 (The Pitch) and Z#170-26 (Hickey Real Estate), as well as the rumored development east of Costco involving a grocery store and over 200 apartments.

Traffic congestion on Ridgewalk Parkway is already a significant challenge for local residents. The addition of more than 400 total apartments between The Pitch and the rumored Costco-adjacent project would severely exacerbate these traffic issues. Furthermore, I understand that Woodstock has already exceeded the 20% limit for apartment housing established in the city's strategic plans.

Additionally, I am concerned that the Hickey Real Estate project will introduce a significant volume of truck traffic onto Olde Rope Mill Road, further impacting our infrastructure.

I urge you to take a holistic view of how these projects collectively impact Ridgewalk Parkway and to adhere to the strategic goal of limiting apartment development to 20%.

Thank you for your time and consideration.

Best regards,

Dick Wendling

Outlook

FW: Case Z#167-26 and beyond

From Ethan McDonnell [redacted]
Date Mon 4/13/2026 8:20 AM
To Melissa Sigmund [redacted]

This is from the same person as the previous email I forwarded to you. Also Z#167-26 (Reagan & Ridgewalk).

Ethan McDonnell
City of Woodstock
Planning Technician

O) 770-592-6000 ext. 1606
C) 770-241-1006
12453 Highway 92, Woodstock, GA 30188
www.woodstockga.gov

FRAUD WARNING: I will NEVER email wiring instructions to you and neither will any other staff members in the Community Development Department or the Planning Commission. Cyber criminals are sending emails with fake wiring instructions. Sometimes they may create an email address that looks similar to a City of Woodstock email address. These emails are convincing and sophisticated. Never wire money for development applications, processes, or public hearings.

From: Diane Geeslin [redacted]
Sent: Saturday, April 11, 2026 10:01 AM
To: Colin Ake [redacted]
Cc: Michael Caldwell [redacted]; David Potts [redacted]; Warren Johnson [redacted]
Subject: Re: Case Z#167-26 and beyond

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Thanks Collin for your feedback. I will try to get photos to you as soon as possible because they are very important to the letter content. I would advise all members to visit the cemetery especially the back area. You will notice a lot of waves in the ground in the older section which indicates sunken grave areas and on further inspection you will also notice there is a large rock formation and that is claimed to be a Indian burial site. If you walk the area that is going to be developed and think to yourself I hope I am right that this area holds no remains or graves shatter throughout the 12 plus site then that slightest hesitation should make you rethink how you will vote going forward. In 1837 there were no fences to restrict them from burying there family members or those that died and were not known but buried randomly throughout the 12 acre site. A buffer is not going to cut it. To be safe a GPR Must be done on the entire site. Traffic for today society is another huge issue to be addressed which effects us all.

On Fri, Apr 10, 2026 at 10:04 PM Colin Ake <[redacted]> wrote:

Diane -

Thanks for sharing your thoughts on these topics. I've copied Planning staff so your comments can be included in official records.

The jpegs are being flagged as potentially harmful files. Can you send in another format? Maybe as a PDF that includes all PDFs?

Best,

Colin

Colin Ake
City of Woodstock
City Council Ward 3

C) 678-977-7039
12453 Highway 92, Woodstock, GA 30188
www.woodstockga.gov

From: Diane Geeslin <[redacted]>
Sent: Tuesday, April 7, 2026 12:43 PM
[redacted]
Subject: Case Z#167-26 and beyond

CAUTION: This message originated outside of the City of Woodstock mail system -- **DO NOT CLICK** on **links** or open **attachments** unless you are sure the content is safe.

As the City of Woodstocks governing body you are on the verge of making a decision if approved will create a nightmare “scenario “for the citizens of Woodstock. RidgeWalk

Parkway is only a mile long from Main Street to the bridge overpass. A mile is 5280 feet. Yet on your books there are three massive developments being planned to be crammed into that small section.

1) Math of Gridlock; The cumulative traffic from three high density projects excluding a soccer stadium-will exceed the physical capacity of the RidgeWalk bridge and I-575 interchange. If approved there will be thousands of new car trips daily on a road system that is already failing. This isn't a "growth " it is the intentional destruction of our quality of life. The 2031 Infrastructure Gap: The city's primary "fix" for current gridlock the Diverging Diamond Interchange (DDI) isn't scheduled for completion until 2031 or 32. It is a gross failure of urban planning to approve a high-intensity soccer stadium five years before the necessary road improvements are operational. How does the City plan to manage additional car, truck and buses trips on our aging bridge and the RidgeWalk interchange during that five- year gap? I have already contacted the Georgia Department of Transportation District 6 regarding the aging infrastructure and high volume of traffic and gridlock these massive new developments will create.

2) Public Safety is being ignored when RidgeWalk hits total gridlock.

3) The Demand; The YMCA/Ridgewalk Deal "The Gift" of land from RidgeWalk Holdings to YMCA does not grant a right to build a stadium over a graveyard or ignore reality of traffic congestion on a mile long corridor. The YMCA has been paying taxes on this property from 2007 and has been held as a taxable commercial asset ever since. This site has not severed as a charitable or community-focused in nearly 20 years. The new "flip "taxes land for a private stadium under the guise of a commercial development is a misrepresentation of the property's history. By prioritizing Joe Knights stadium and high density housing over road capacity, the council is directly compromising the safety of every resident in this corridor.

The 12-acre "Buffer" Deception
While the infrastructure fails, the developer is also attempting to bulldoze part of the original 1837 Enon Cemetery grounds relying on a 50 foot buffer is a legal gamble with our history. The 1837 wooden crosses and fieldstones are gone but the remains of Cherokee ancestors and founding pioneers are still in that 12-acres of tract.

Under OCGA 36-72 a simple buffer does not satisfy when there is a high probability of unmarked graves extending beyond the current fence. Can the City or developer rest assure that they don't exist.? Approving this Without a Ground Penetrating Radar Survey of the entire 12 acres makes the City complicit in the criminal desecration of human remains.
I will be including photos of tombstones that look like rocks and some are just rock as markers in the area of the cemetery that is in the fenced in area. If you approve the project I demand the City require an Independent Archaeological Monitor to be present.

The City of Woodstock must prioritize its tax paying residents over developers timelines. I insist on an Indefinite Deferral until the DDI project is fully operational in 2031 or 50 percent complete

IMG_2291.jpeg



IMG_2297.jpeg



IMG_2290.jpeg



IMG_2287.jpeg



IMG_2298.jpeg

and a cumulative traffic study- accounting for 1000 plus new area units is finalized.

Please put this in official records.

Diane Geeslin

[redacted]

This email has been scanned for email related threats and delivered safely by Mimecast.
For more information please visit http://www.mimecast.com

[redacted]

From: Julie Miller [redacted]
Sent: Monday, April 13, 2026 10:03 AM
To: [redacted]
Subject: RE: 0 Ridge Walk Parkway Mixed Use Development (The Pitch) Concerns

CAUTION: This message originated outside of the City of Woodstock mail system -- **DO NOT CLICK** on **links** or open **attachments** unless you are sure the content is safe.

Our team has reviewed the TIS, site plan, and overall project area associated with the Woodstock Mixed Use Development, including a soccer stadium, proposed adjacent to the Woodstock Costco. The following provides a summary of traffic issues that could impact Costco:

- Site Plan Exhibit Markup (see attachment):
  - Concern with driveway locations and spacing along Reagan Street (Costco Access) and recommend revaluation of access locations for the development.
  - A Parking Study is recommended for the proposed complex.
  - Recommend Costco to install signage to restrict parking on private property.

- TIS (see attachment):
  - Assumed soccer pro-style stadium trip generation during Saturday Midday peak hour.
  - Analyzed ingress peak period but did not evaluate the egress scenario for the

stadium. Concern with the egress peak period more than the ingress peak period. The TIS should evaluate both scenarios.

- Need to confirm if this complex is being used for youth clinics, trainings, camps, and games outside of pro events.
- Assumed 30-40% of the soccer stadium will utilize Regan Street (Costco Access).
- The proposed mitigation appears minimal, and there are concerns that overlapping events with Costco peak periods will create significant vehicle queueing and delays, especially during holiday periods.
- The City may install a traffic signal post development at the intersection of Ridgewalk Pkwy and Regan St. TPD is concerned with this approach as the initial games may create significant queueing on Regan Street (Costco Access).
- The TIS assumed only one egress lane approach at the main southern driveway to Ridgewalk Parkway. This is a major concern as vehicle queueing will be significant at the two-way stop control access (or future signalized access) to Ridgewalk Parkway and vehicles will try to use Regan Street (Costco Access) as relief. This would promote more traffic to conflict with Costco. The main southern driveway should have more than one lane at the approach.

Please let us know if you have any questions.
Thanks.

Julie Miller, P.E. (GA, MS, NC, SC) | Vice President
[redacted]

From: Julie Miller
Sent: Wednesday, March 11, 2026 10:38 AM
To: planning@woodstockga.gov
Cc: [redacted]
Subject: 0 Ridge Walk Parkway Mixed Use Development (The Pitch) Concerns

I am writing on behalf of my client (Costco Wholesale), who has expressed concerns about the proposed development. We are in the process of reviewing the application materials and TIS more closely and will reach back out in the coming days with more direct feedback.

Thank you.

Julie Miller, P.E. (GA, MS, NC, SC) | Vice President
AEC
50 Warm Springs Circle

Roswell, GA 30075
[redacted]

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WOODSTOCK MIXED USE DEVELOPMENT

WOODSTOCK, GEORGIA

Traffic Impact Study

DECEMBER 2025

Prepared For:

Freestone Real Estate Group

Prepared By:

Croy Engineering, LLC
200 Cobb Parkway N
Building 400, Suite 413
Marietta, Georgia 30062

www.croyeng.com

WOODSTOCK MIXED USE DEVELOPMENT

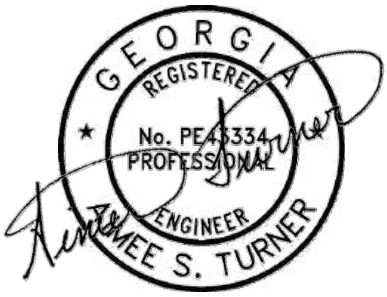
WOODSTOCK, GEORGIA

Traffic Impact Study

DECEMBER 2025

Prepared For:

Freestone Real Estate Group



12/09/2025

DATE

Prepared By:

Croy Engineering, LLC
200 Cobb Parkway N
Building 400, Suite 413
Marietta, Georgia 30062

www.croyeng.com

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EXECUTIVE SUMMARY

PROJECT OVERVIEW

Freestone Real Estate Group is proposing a mixed-use development on the north side of Ridgewalk Parkway between Main Street and Reagan Street in Woodstock, Georgia. The project includes multifamily residential units, retail and restaurant space, and a potential 2,500-seat semi-professional and professional soccer arena. This Traffic Impact Study evaluates existing traffic conditions, projects future year 2030 traffic volumes, and analyzes the development's impact on the surrounding network. The Build analysis for the proposed development was separated into two scenarios: (1) typical daily operations without soccer arena game-day trips and (2) peak event conditions with soccer arena game-day trips.

EXISTING AND NO BUILD CONDITIONS

Traffic counts were collected during the weekday AM, weekday PM, Saturday, and Sunday peak periods. Existing conditions were evaluated using 2025 traffic data and projected to 2030 using a 1.5 percent annual growth rate based on historical count trends and regional model forecasts. Programmed improvements in the area were also incorporated, including GDOT's planned Diverging Diamond Interchange at I-575 and Ridgewalk Parkway and ongoing City signal timing updates.

Under Existing and No Build conditions, all study intersections operate at acceptable Levels of Service (LOS). The planned DDI at I-575 is anticipated to improve operations at the ramp terminals, and periodic corridor timing updates continue to benefit travel along Ridgewalk Parkway. These improvements form the baseline against which Build conditions were evaluated.

Is the arena handling soccer clinics and other trainings outside of typical arena games? Also, some games can occur during the afternoon on Saturdays.

TRIP GENERATION METHODOLOGY

Trip generation for the multifamily and retail components was estimated using the Institute of Transportation Engineers' Trip Generation Manual. Because no ITE land use code represents a semi-professional or professional outdoor soccer arena, trips for the arena were calculated from attendance projections and operational information provided by the developer. This includes typical weekday, Saturday, and Sunday attendance levels, staff needs, and expected arrival patterns associated with game-day events.

To remain conservative, the arena-generated PM Weekday, Saturday, and Sunday peak-hour trips were added directly to the corresponding daily peak hours, even though matches begin later in the evening and would not ordinarily coincide with those peaks. This approach represents a highest demand evaluation scenario for analysis and recommendations. In practice, games occur on a limited number of days throughout the year and are spread across different times, so full overlap with daily peak hours is not expected. This ensures that analysis and recommended improvements account for the heaviest potential combination of site and roadway traffic.

2030 BUILD CONDITIONS (WITHOUT SOCCER ARENA GAME-DAY TRIPS)

Under typical daily conditions, the development produces minor increases in delay across the network. The most notable change occurs on the southbound (site driveway) approach at the shared Woodstock City Church Driveway and Site Driveway 1. Even with this increase, overall traffic oper

Retail and Residential only operating. However, the stadium could have non-gameday events like clinics, trainings, youth soccer camps.

As part of the site access points evaluation, turn lane warrants were reviewed in accordance with GDOT's Driveway and Encroachment Manual. The analysis confirmed that an eastbound right-turn lane and a westbound shared left-turn/U-turn lane with a U-turn bulb-out are warranted and recommended at Site Driveway #1 at Ridgewalk Parkway. At Site Driveway #3 on Reagan Street, a northbound right-turn lane into the residential component of the development is warranted. These improvements were included in the Build traffic model and support acceptable driveway operations.

LOS issues with event traffic

2030 BUILD CONDITIONS (WITH SOCCER ARENA GAME-DAY TRIPS)

Under the game-day scenario, concentrated event arrival and dismissal patterns increase delays, particularly on the southbound approach at Site Driveway 1. The southbound approach at Site Driveway 1 experiences LOS E or LOS F during event periods. Other intersections along Ridgewalk Parkway experience moderate delay increases but continue to function acceptably.

Would
nearby
operat

A traffic signal warrant analysis determined that a traffic signal at Site Driveway #1 at Ridgewalk Parkway is warranted only during the Sunday peak hour when church dismissal coincides with arena traffic. Although not warranted during weekday or Saturday peaks, the delay observed during game-day conditions suggests that temporary or managed traffic control, such as manual control or law enforcement officers, may be appropriate. Once site operations stabilize, the City and development team may reconsider permanent signalization in coordination with the Woodstock City Church as well.

City may require a signal in the future post development.

OVERALL FINDINGS

With the recommended system-wide improvements and warranted turn lane installations at the site driveways, both Build scenarios operate at acceptable Levels of Service. The development is not expected to produce significant adverse impacts on the roadway network once improvements are in place and coordination continues with the City of Woodstock.

INTRODUCTION

Freestone Real Estate Group is in the process of completing the land use application rezoning process for parcels totaling 12.8-acres on the north side of Ridgewalk Parkway between Main Street and Reagan Street in Woodstock, Georgia. Figure 1 shows the site location relative to the adjacent roadway network.

SITE PLAN

The proposed mixed-use development will consist of multi-family housing, retail, restaurants, and a potential 2,500-seat soccer stadium.

The proposed conceptual site plan is shown in Figure 2 and a high-resolution version of the site plan is included in Appendix A. For access, several full access driveways are proposed on Reagan Street, and one full access driveway on Ridgewalk Parkway.

The project is proposed to be completed in one phase. For the purposes of the traffic impact study, the build analysis year will be 2030.

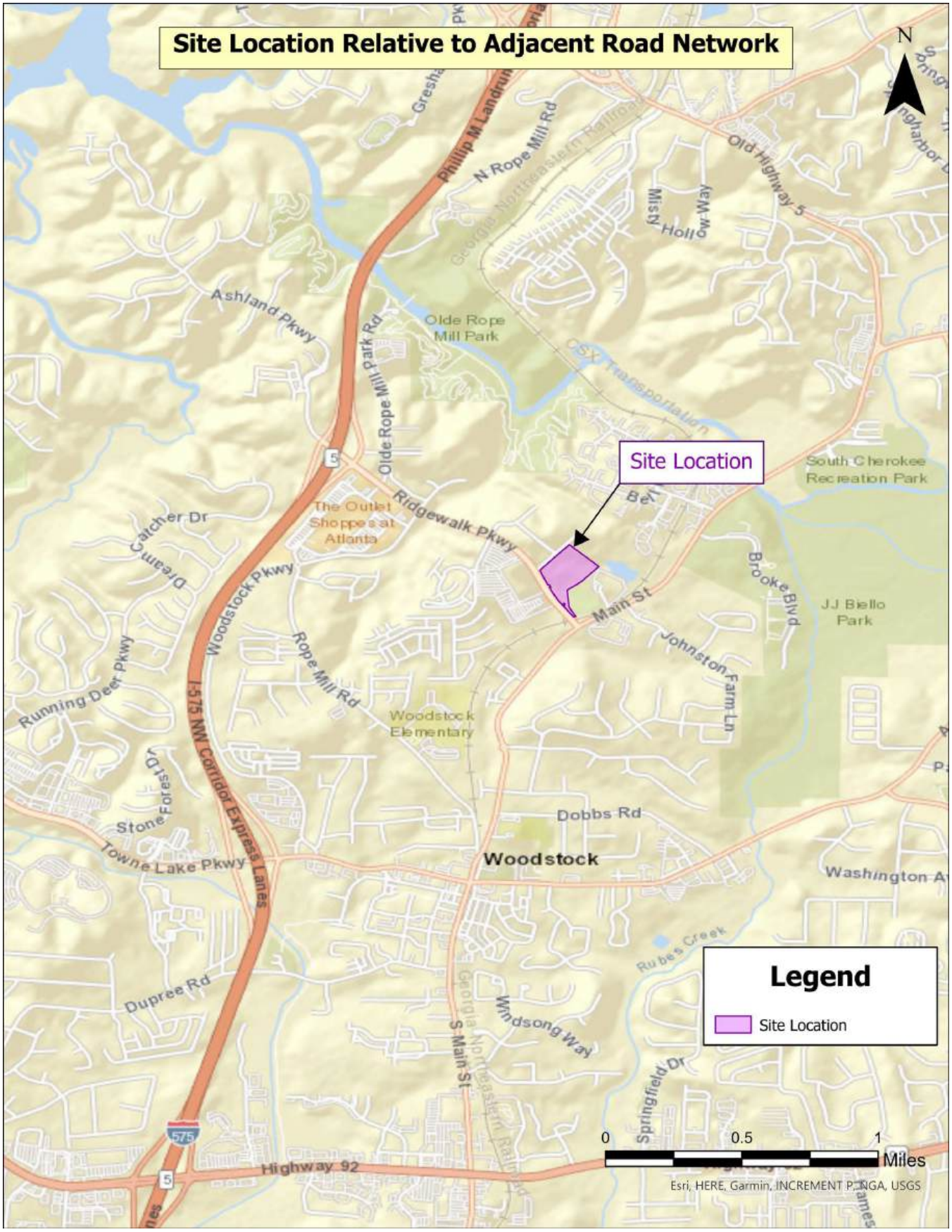


Figure 1: Site Location Relative to Adjacent Roadway Network

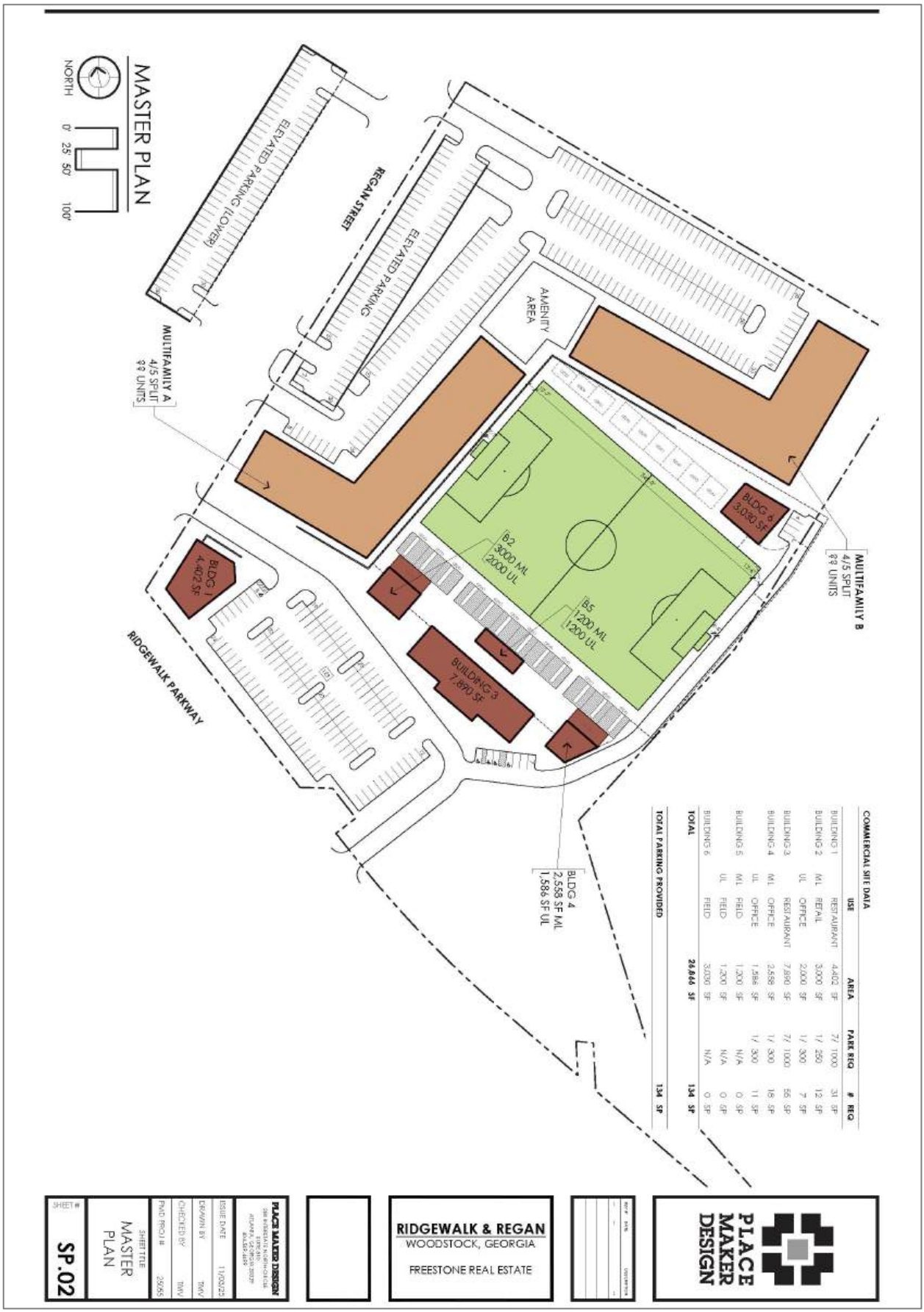


Figure 2: Proposed Development Site Plan

STUDY INTERSECTIONS

Following discussions with the City of Woodstock, the resulting study network to quantify traffic impacts includes the following intersections:

1. I-575 Southbound Ramp at Ridgewalk Parkway
2. I-575 Northbound Ramp at Ridgewalk Parkway
3. The Outlet Shoppes at Atlanta Driveway-Olde Rope Mill Park Road at Ridgewalk Parkway
4. Woodstock Parkway-Meridian Drive at Ridgewalk Parkway
5. Ridge Trail-Lincoln Street at Ridgewalk Parkway
6. Reagan Street at Ridgewalk Parkway
7. Woodstock City Church Driveway-Site Driveway #1 at Ridgewalk Parkway
8. Main Street at Ridgewalk Parkway
9. Reagan Street at Site Driveway #2
10. Reagan Street at Costco Driveway-Site Driveway #3

A map of the intersections included in the study area network is shown in Figure 3. Figure 4 through Figure 10 show the existing lane configurations at the study intersections.

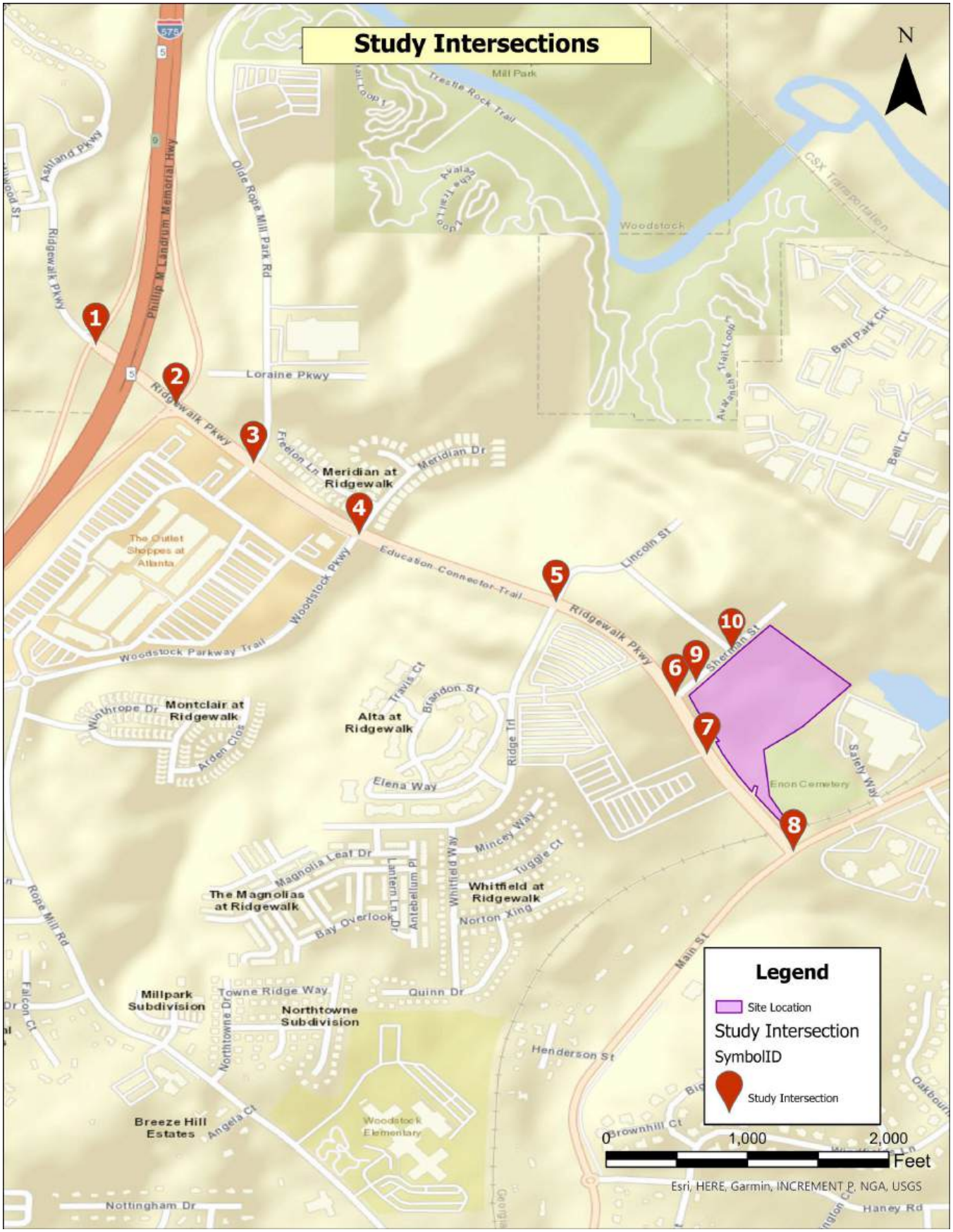


Figure 3: Study Intersections



Figure 4: Intersections 1 and 2 – I-575 Ramps at Ridgewalk Parkway



Figure 5: Intersection 2 – The Outlet Shoppes at Atlanta Driveway-Olde Rope Mill Park Road at Ridgewalk Parkway

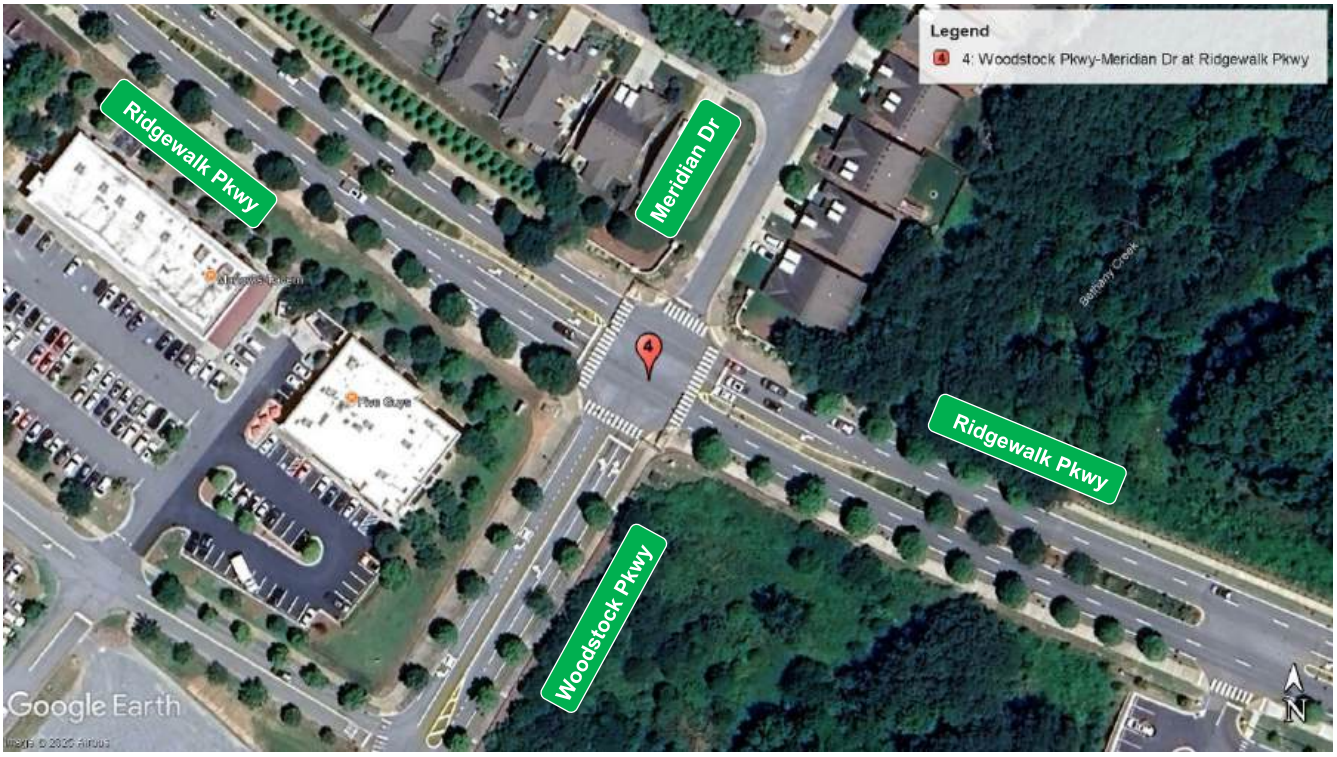


Figure 6: Intersection 3 – Woodstock Parkway-Meridian Drive at Ridgewalk Parkway



Figure 7: Intersection 5 – Ridge Trail-Lincoln Street at Ridgewalk Parkway

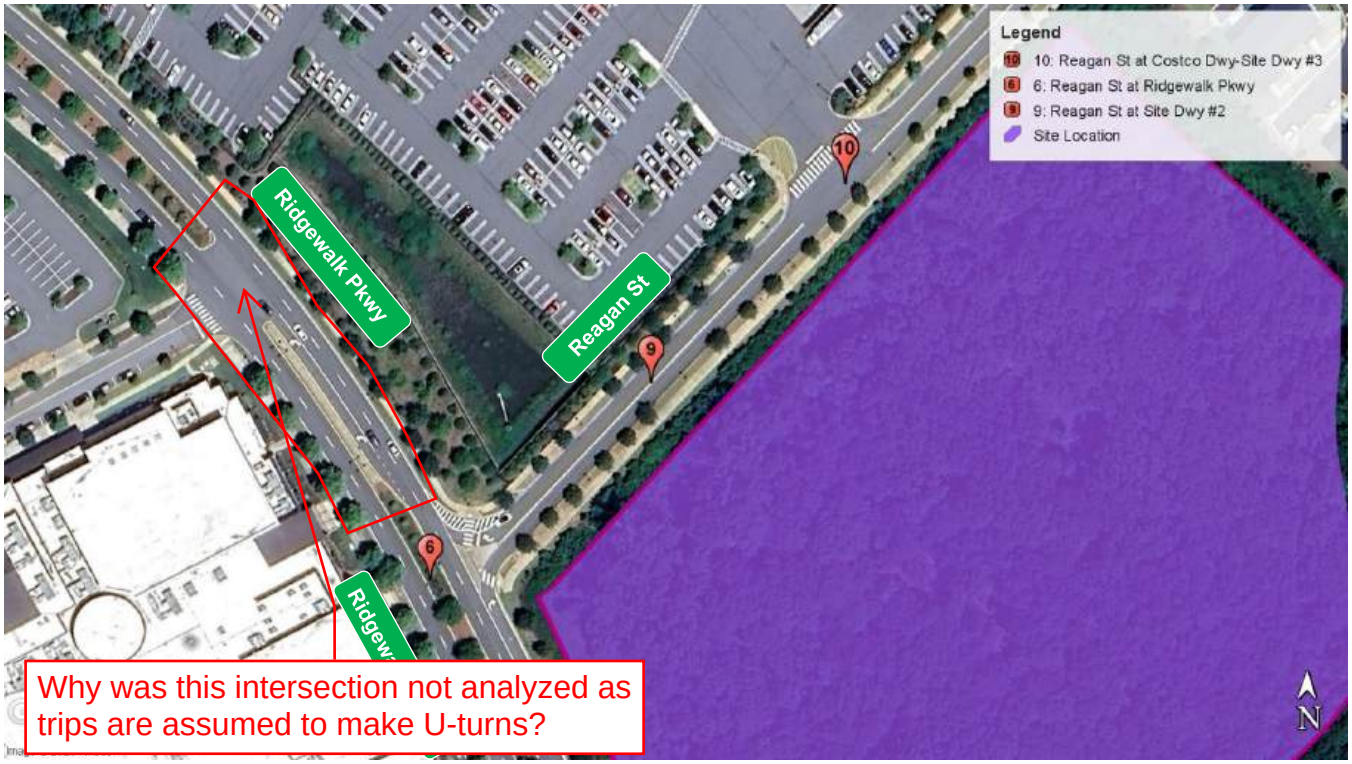


Figure 8: Intersections 6, 9, and 10 – Reagan Street at Ridgewalk Parkway and Site Driveways



Figure 9: Intersection 7 – Woodstock City Church Driveway-Site Driveway #1 at Ridgewalk Parkway



Figure 10: Intersection 8 – Main Street at Ridgewalk Parkway

EXISTING CONDITIONS

ROADWAY FACILITIES

Ridgewalk Parkway is classified as a local road by GDOT and is 2-lanes in each direction with turn lanes into developments along the corridor. Ridgewalk Parkway is a median divided facility. The posted speed limit is 35 miles per hour (mph).

Olde Rope Mill Park Road is classified as a local road and is 1-lane in each direction. The posted speed limit is 35 mph.

Woodstock Parkway is classified as a local road and is 1-lane in each direction. The posted speed limit is 25 mph.

Ridge Trail is classified as local road and is 1-lane in each direction. The posted speed limit is 25 mph.

Lincoln Street is classified as a local road and is 1-lane in each direction. Lincoln Street serves Costco Wholesale and the neighboring townhomes. The posted speed limit is 25 mph.

Reagan Street is classified as a local road and is 1-lane in each direction. The posted speed limit is 25 mph.

Main Street is classified as a minor arterial and is 1-lane in each direction. The posted speed limit is 35 mph.

PEDESTRIAN AND BICYCLE FACILITIES

Continuous sidewalk coverage exists along the south side of Ridgewalk Parkway between I-575 and Main Street. Continuous coverage also exists along the north side of Ridgewalk Parkway between I-575 and Reagan Street. Sidewalk coverage also exists along one or more sides of Olde Rope Mill Park Road, Woodstock Parkway, Meridian Drive, Ridge Trail, Lincoln Street, Reagan Street, and Main Street. There are no dedicated bicycle facilities within the study area.

TRANSIT FACILITIES

There is no fixed-route transit service within the vicinity of the development. Cherokee County operates Cherokee Area Transit Service (CATS) which provides on-demand transit service within Cherokee County for residents. The service covers the entire county and operates through reservations from 8 AM – 4 PM, Monday through Friday.

TRAFFIC CONTROL

The traffic control at the study intersections is provided below in Table 1. The City of Woodstock supplied the signal timing parameters used in the evaluation.

Table 1: Traffic Control at Study Intersections

No.	Intersection:	Traffic Control:
1	I-575 Southbound Ramp at Ridgewalk Parkway	Signalized
2	I-575 Northbound Ramp at Ridgewalk Parkway	Signalized
3	The Outlet Shoppes at Atlanta Driveway-Olde Rope Mill Park Road at Ridgewalk Parkway	Signalized
4	Woodstock Parkway-Meridian Drive at Ridgewalk Parkway	Signalized
5	Ridge Trail-Lincoln Street at Ridgewalk Parkway	Signalized
6	Reagan Street at Ridgewalk Parkway	Side-Street Stop Controlled
7	Woodstock City Church Driveway-Site Driveway #1 at Ridgewalk Parkway	Side-Street Stop Controlled
8	Main Street at Ridgewalk Parkway	Signalized
9	Reagan Street at Site Driveway #2	Side-Street Stop Controlled
10	Reagan Street at Costco Driveway-Site Driveway #3	Side-Street Stop Controlled

VOLUMES

Traffic counts were collected in October and November 2025 at the study intersections while primary and secondary schools were in session. Turning movement counts were performed at the study intersections outlined below. For all the counts, pedestrian and bicycle counts were included. The sheets for the raw traffic count are in Appendix B.

The average morning, afternoon, Saturday, and Sunday peak hours for the study intersections were from 7:15 AM – 8:15 AM, 4:45 PM – 5:45 PM, 1:45 PM – 2:45 PM, and 2:15 PM – 3:15 PM, respectively. The existing peak hour volumes are shown in Figure 11.

FIELD OBSERVATIONS

Field observations were performed at the study intersections as part of this traffic study. Field observations allow the existing intersection configurations to be validated and provide real-world insights into traffic flow at the study intersections. Potential issues can also be identified as part of field observations.

Field observations were performed during midday operations. After the site visit was performed, the following observations were noted and included in Appendix C.

2025 EXISTING VOLUMES AT STUDY INTERSECTIONS

LEGEND
AM PEAK VOLUME
(###) PM PEAK VOLUME
[###] SAT PEAK VOLUME
{###} SUN PEAK VOLUME
TRAFFIC CONTROL

N
NOT TO SCALE

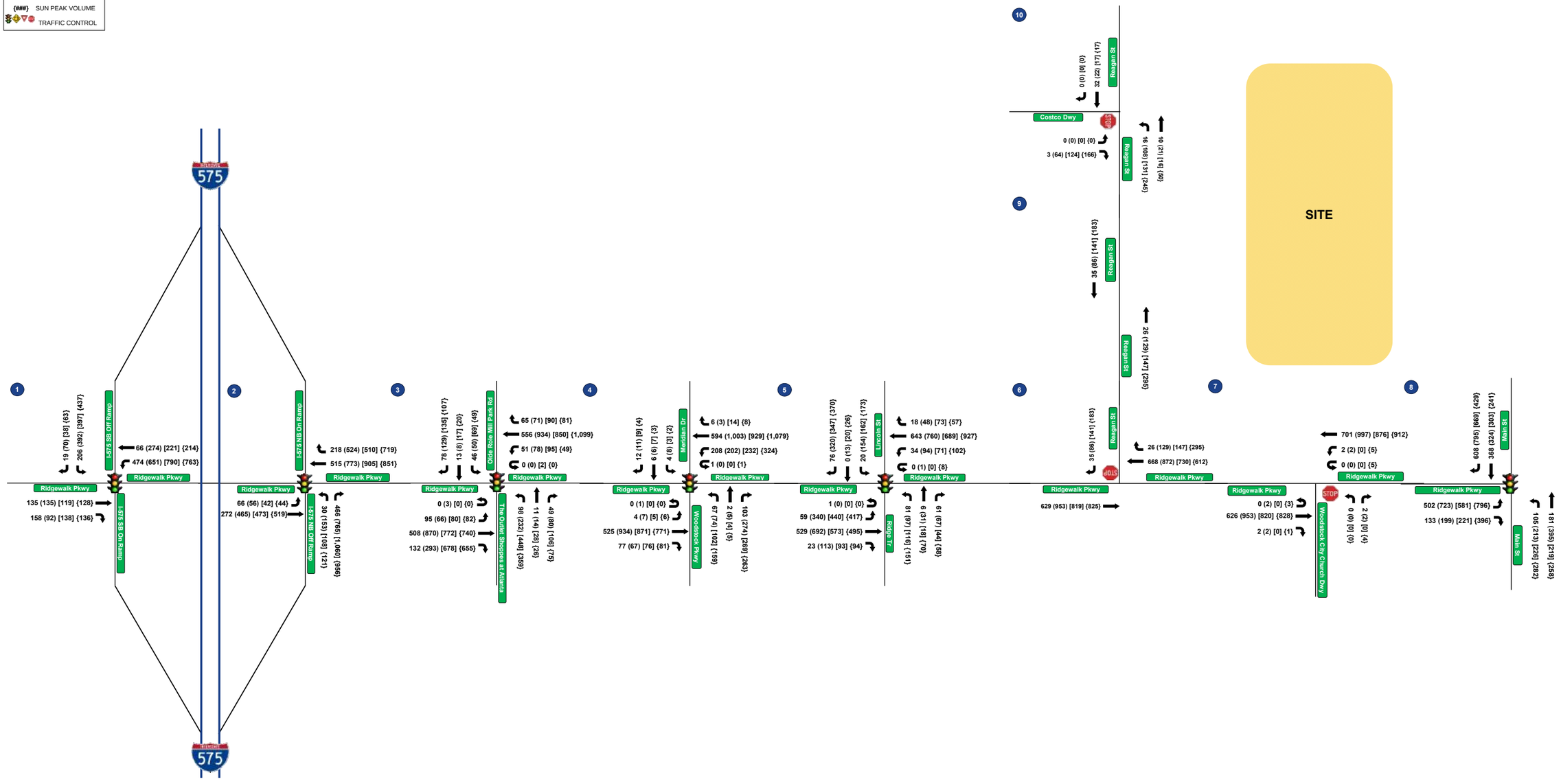


Figure 11: 2025 Existing Peak Hour Traffic Volumes

BACKGROUND CONDITIONS

PROGRAMMED/PLANNED TRANSPORTATION PROJECTS

The Atlanta Regional Commission's (ARC) Regional Transportation Plan (RTP), Cherokee County's Comprehensive Transportation Plan, and GDOT's Project Search Tool were reviewed to determine projects that are planned within the vicinity of the proposed development. Table 2 shows the programmed and planned transportation projects in the study area.

Table 2: Programmed/Planned Transportation Projects in Study Area

ID (Source)	Project Name	Project Description
P.I. 0019632 (GDOT Project Search)	I-575 at Ridgewalk Parkway Interchange Improvements	This project will replace the existing Diamond Interchange at I-575 and Ridgewalk Parkway with a Diverging Diamond Interchange.
CTP-394 (Cherokee County CTP)	Ridgewalk Parkway at Main Street Turn Lane Extensions	Extend the Eastbound Turn Lanes on Ridgewalk Parkway at Main Street.
CTP-419 (Cherokee County CTP)	Ridgewalk Parkway at Main Street Roundabout	This project will replace the signalized intersection of Ridgewalk Parkway at Main Street with a multilane roundabout.

The Diverging Diamond Interchange (P.I. 0019632) at I-575 and Ridgewalk Parkway is set for construction in 2028. A four lane Diverging Diamond Interchange will be constructed in place of the existing diamond interchange. Westbound Ridgewalk Parkway will be widened from two to three lanes from Woodstock Parkway-Meridian Drive to the I-575 NB Ramp. The project is anticipated to be completed before the 2030 No Build Year, and the programmed interchange is included in the No Build and Build Scenarios as a System Improvement. The conceptual layout is included in Figure 12.



Figure 12: I-575 at Ridgewalk Parkway Concept Layout

BACKGROUND TRAFFIC METHODOLOGY

To project the existing traffic volumes to the build out year of the development, an annual growth rate (AGR) was determined using an exponential regression analysis of reported historical traffic count data and the Atlanta Regional Commission's (ARC) regional travel demand model projections for the surrounding roadway network.

Historical traffic data from GDOT's Traffic Analysis Data Application (TADA™), from the Georgia Traffic Monitoring Program for public roads, was used for this analysis. Although the historical traffic growth is not necessarily a predictor of future trends, it is a consideration in determining the rate of future growth in a study area. A growth rate was determined using an exponential regression analysis of reported historical traffic count data at key count stations within the surrounding roadway network. Based on the available count stations in the study area, the average historical growth rate in the area is 2.6%.

The ARC travel demand model was evaluated to determine the expected growth rate predicted by the model. The traffic volume projections for 2020, 2030, 2040, and 2050 were reviewed and an AGR was evaluated. The growth rate analysis yields an average growth rate of 1.8% for the study network between 2020 and 2050.

In reviewing historical and projected traffic growth along Ridgewalk Parkway, it was noted that much of the surrounding area has already experienced substantial development, with many of the larger parcels now fully built out. As a result, future traffic growth is expected to moderate compared to historical trends. Given these conditions, it was determined that a lower growth rate consistent with the ARC travel demand model projections would be more representative of future conditions than the historical growth rate alone. Based on this assessment, a conservative annual growth rate (AGR) of 1.5 percent was selected to forecast existing traffic volumes to the 2030 build-out year.

To determine the base traffic conditions prior to the introduction of the development's new trips, the 2025 existing traffic volumes in Figure 11 were grown to the 2030 build-out year using the AGR. The 2030 No Build traffic volumes are shown in Figure 13.

2030 NO BUILD VOLUMES AT STUDY INTERSECTIONS

LEGEND
AM PEAK VOLUME
(###) PM PEAK VOLUME
[###] SAT PEAK VOLUME
{###} SUN PEAK VOLUME
TRAFFIC CONTROL

N
NOT TO SCALE

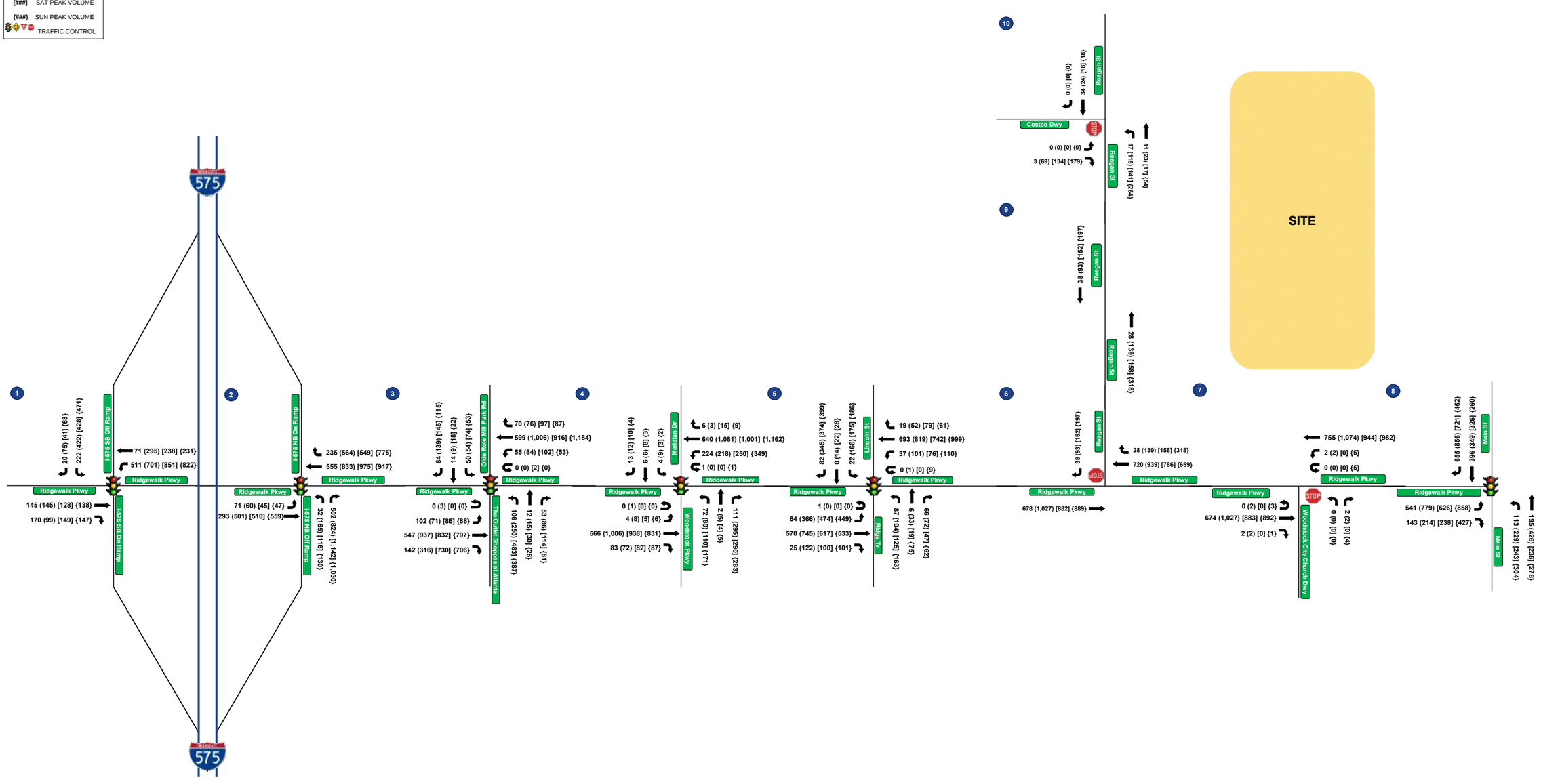


Figure 13: 2030 No Build Peak Hour Traffic Volumes

SITE CONDITIONS

TRIP GENERATION

The Institute of Transportation Engineers' (ITE) Trip Generation Manual, latest edition, was used to quantify the new trips generated by the proposed development per Land Use Code (LUC).

ITE recognizes that due to different factors, actual total trips are less than the aggregate total of the individual land uses, which is detailed in the ITE Trip Generation Handbook (latest edition). One factor is pass-by trips. Pass-by trips account for retail and restaurant land uses attracting drivers already traveling the abutting roadway system. These drivers divert from the roadway to access the land use and return to the roadway in their original direction of travel. The pass-by trip reduction for the available LUCs were used.

Another type of trip reduction is the internal capture of trips. For example, a trip may include stopping at a coffee shop before ending the trip at the residential area, both of which could be included in a mixed-use development. Consequently, two internal trips may be the equivalent to one external trip. Internal capture reductions were calculated for the project per ITE's Internal Capture methodology.

For this study's traffic analysis, two separate alternatives were evaluated. The first alternative evaluated is trips generated by the site on an average day without soccer game day traffic. The second alternative evaluated is trips generated by the site on a game day when there is an active soccer game at the proposed arena. Trips generated without inclusion of the soccer stadium development are included in Table 3. Appendix D includes the detailed worksheets for the trip generation.

Table 3: Trip Generation Summary for Mixed-Use Development (Non-Soccer Game Day)

Description	LUC	Quantity	Daily	AM Peak			PM Peak			SAT Peak			SUN Peak		
			Two-way	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
Multifamily Housing (Low-Rise)	220	230 Units	1,428	23	71	94	74	46	120	43	70	113	41	42	83
Strip Retail Plaza (<40k)	822	26,866 SF	1,463	58	48	106	84	85	169	91	87	178	38	36	74
Gross Site Trips (without reductions)			**2,891**	**81**	**119**	**200**	**158**	**131**	**289**	**134**	**157**	**291**	**79**	**78**	**157**
Internal Capture for Retail[1,2]			*-232*	*-1*	*0*	*-1*	*-11*	*-25*	*-36*	*-12*	*-23*	*-35*	*-6*	*-10*	*-16*
Internal Capture for Residential[1,2]			*-261*	*0*	*-1*	*-1*	*-25*	*-8*	*-33*	*-22*	*-8*	*-30*	*-11*	*-4*	*-15*
Shopping Plaza Pass-by Trips - 0% AM; 40% PM; 31% SAT; 31% SUN[3]			*-384*	*0*	*0*	*0*	*-29*	*-24*	*-53*	*-24*	*-20*	*-44*	*-10*	*-8*	*-18*
Net External Site Trips (with reductions)			**2,014**	**80**	**118**	**198**	**93**	**74**	**167**	**76**	**106**	**182**	**52**	**56**	**108**

Assumptions:

1. Daily Internal Capture rate is an average of AM & PM rates.
2. AM/PM Internal capture percentages and trips were calculated using NCHRP 684 Internal Trip Capture Estimation Tool.
3. For daily pass-by trips, 75% of Shopping Center Trips are made in PM.

SOCCER ARENA TRIPS ESTIMATION

Because the ITE Trip Generation Manual does not include a land use category that appropriately represents a semi-professional or professional outdoor soccer arena, trips for this component were estimated using event-based attendance projections and operating information provided by the development team. Attendance assumptions were developed based on similar local venues and anticipated demand for weekday, Saturday, and Sunday matches, with additional consideration given to staff attendance and typical arrival patterns.

Peak-hour trips were assumed to occur during the hour prior to kickoff, with approximately 80 percent of event-related vehicles arriving during this period. Vehicle trips were estimated assuming no fixed-route transit service, a 90 percent auto mode share and 10 percent ride-share usage, and average vehicle occupancies of 2.5 persons per automobile and 1.7 persons per ride-share vehicle. Because matches occur in the afternoon and evening, no arena-related trips were assumed during the weekday AM peak hour.

To remain conservative, the PM weekday, Saturday, and Sunday peak arena trips were added to the corresponding average roadway peak hours for each day, even though matches typically begin later in the evening and may not overlap with traditional commuter peak periods. This approach represents a highest demand evaluation scenario for analysis and recommendations. In practice, games occur on a limited number of days throughout the year and are spread across different times, so full overlap with daily peak hours is not expected. The "Pro Typical" scenario was carried forward into the overall trip generation summary to provide a consistent and conservative basis for analysis. Table 4 summarizes the assumptions and calculations used to estimate arena trips.

The gross and net two-way daily plus peak weekday morning and weekday afternoon volumes are shown in Table 5 for the proposed development including the soccer stadium trips. Appendix D includes the detailed worksheets for the trip generation.

Table 4: Trip Generation Assumptions for Soccer Games

Scenario	Attendance	Staff	Total Persons	Daily Trips (Two-Way)
Semi-Pro Typical	900	100	1,000	838
Pro Weekday (reduced attendance)	1,012	100	1,112	930
Pro Sunday (moderate attendance)	1,215	100	1,315	1,100
Pro Saturday (highest attendance)	1,500	100	1,600	1,338
Pro Typical	**1,350**	**100**	**1,450**	**1,215**

Assumptions:

1. Peak-hour trips represent the hour before kickoff, assuming 80% of event vehicles arrive during this period.
2. Vehicle estimates use 90% auto share and 10% ride-share; an occupancy of 2.5 persons/vehicle (auto) and 1.7 persons/vehicle (ride-share).
3. AM peak arena trips are zero because matches occur in afternoon periods.
4. The "Pro Typical" scenario was used for the development's main trip generation table to provide a consistent set of peak-hour values for analysis.

Table 5: Trip Generation Summary for Mixed-Use Development (Soccer Game Day)

Description	LUC	Quantity	Daily	AM Peak			PM Peak			SAT Peak			SUN Peak		
			Two-way	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
Multifamily Housing (Low-Rise)	220	230 Units	1,428	23	71	94	74	46	120	43	70	113	41	42	83
Strip Retail Plaza (<40k)	822	26,866 SF	1,463	58	48	106	84	85	169	91	87	178	38	36	74
Soccer Arena (Semi-Pro and Pro)	N/A	2,500 seats	1,215	0	0	0	335	37	486	481	53	486	396	44	486
Gross Site Trips (without reductions)			**4,106**	**81**	**119**	**200**	**493**	**168**	**775**	**615**	**210**	**777**	**475**	**122**	**643**
Internal Capture for Retail[1,2]			*-232*	*-1*	*0*	*-1*	*-11*	*-25*	*-36*	*-12*	*-23*	*-35*	*-6*	*-10*	*-16*
Internal Capture for Entertainment[1,2]			*-14*	*0*	*0*	*0*	*-3*	*-6*	*-9*	*-3*	*-6*	*-9*	*-1*	*-4*	*-5*
Internal Capture for Residential[1,2]			*-261*	*0*	*-1*	*-1*	*-25*	*-8*	*-33*	*-22*	*-8*	*-30*	*-11*	*-4*	*-15*
Shopping Plaza Pass-by Trips - 0% AM; 40% PM; 31% SAT; 31% SUN[3]			*-384*	*0*	*0*	*0*	*-29*	*-24*	*-53*	*-24*	*-20*	*-44*	*-10*	*-8*	*-18*
Net External Site Trips (with reductions)			**3,215**	**80**	**118**	**198**	**425**	**105**	**644**	**554**	**153**	**659**	**447**	**96**	**589**

Assumptions:

1. Daily Internal Capture rate is an average of AM & PM rates.
2. AM/PM Internal capture percentages and trips were calculated using NCHRP 684 Internal Trip Capture Estimation Tool.

ITE does not apply pass-by percentage for Strip Retail (822)

The study needs to include analysis exiting scenario. Concern exiting movements will affect Costco exiting traffic.

TRIP DISTRIBUTION

The distribution of the new trips was determined based on locations of major roadways that will serve the development; programmed improvements in the area; anticipated traffic patterns; and surrounding land uses. Figure 14 shows the regional trip distribution assumptions for all trips generated by the mixed-use development.

Because the flow of traffic into and out of the site differs significantly between a non-game weekday AM peak period and the periods when the soccer arena trips occur, separate trip distribution assignments were developed. Figure 15 shows the trip distribution assignment for the average day when there is no soccer game planned for the day. Figure 16 shows the trip distribution assignment for the weekday PM, Saturday peak, and Sunday peak hours when there is an active soccer game is planned for the day.

On non-soccer game days, percentages from Figure 15 were then applied to the new peak hour trips generated by the development shown in Table 3, and Figure 17 shows the new trips during the weekday AM, weekday PM, Saturday, and Sunday peak hours on days without a planned soccer game.

On soccer game days, percentages from Figure 16 were then applied to the new peak hour trips generated by the development shown in Table 5, and Figure 18 shows the new trips during the weekday AM, weekday PM, Saturday, and Sunday peak hours on days with a planned soccer game.

Figure 19 shows the pass-by trips for the mixed-use site, which are the same for non-soccer game days and soccer game days.

For the 2030 Build traffic conditions on non-soccer game days, the total new trips and pass-by trips from Figure 17 and Figure 19 were added to the No Build traffic volumes in Figure 13, and the 2030 Build traffic volumes on non-soccer game days are shown on Figure 20.

For the 2030 Build traffic conditions on soccer game days, the total new trips and pass-by trips from Figure 18 and Figure 19 were added to the No Build traffic volumes in Figure 13, and the 2030 Build traffic volumes on soccer game days are shown on Figure 21.

Traffic volume worksheets are in Appendix D.

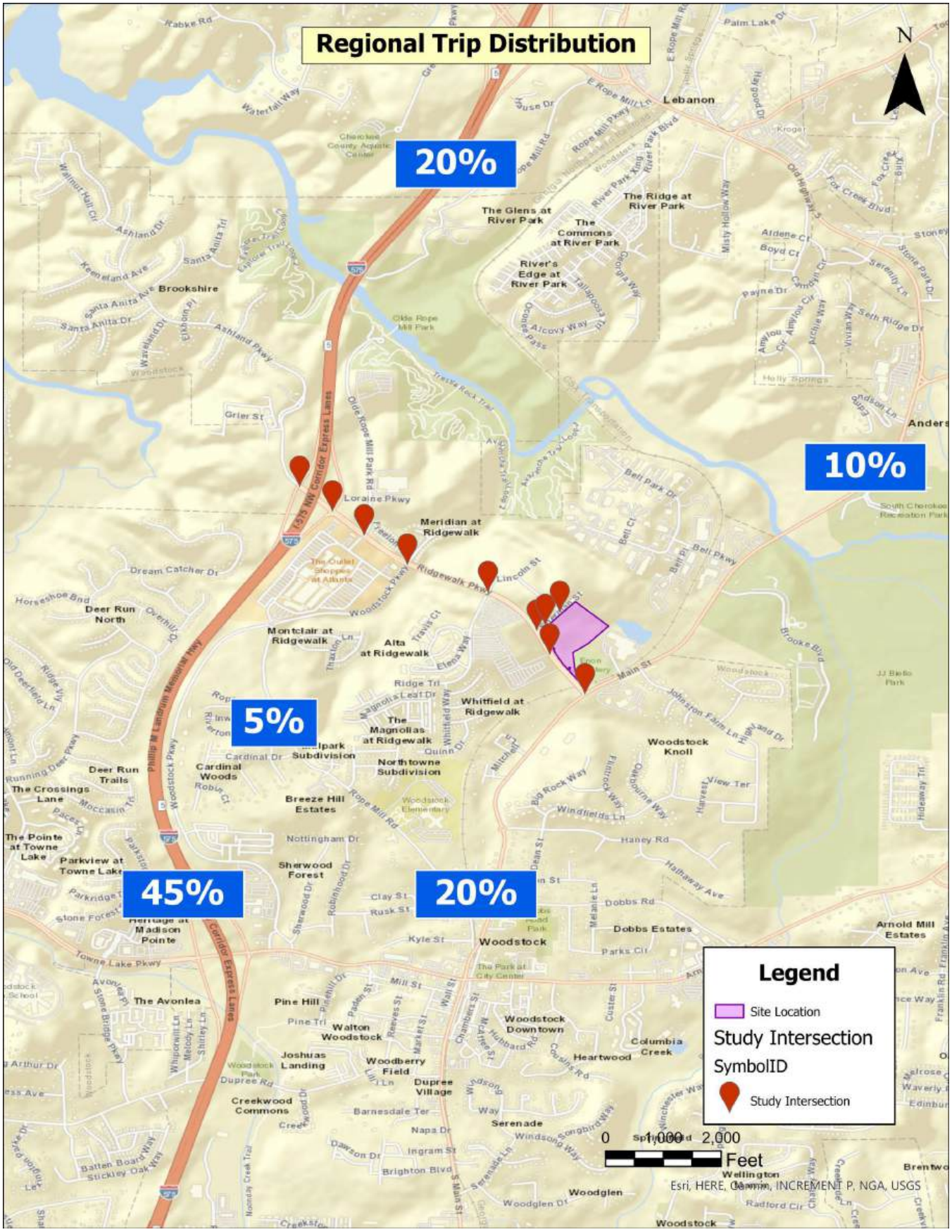


Figure 14: Regional Trip Distribution

TRIP DISTRIBUTION AT STUDY INTERSECTIONS

LEGEND
##% EXITING DISTRIBUTION
(##%) ENTERING DISTRIBUTION
TRAFFIC CONTROL

NOT TO SCALE

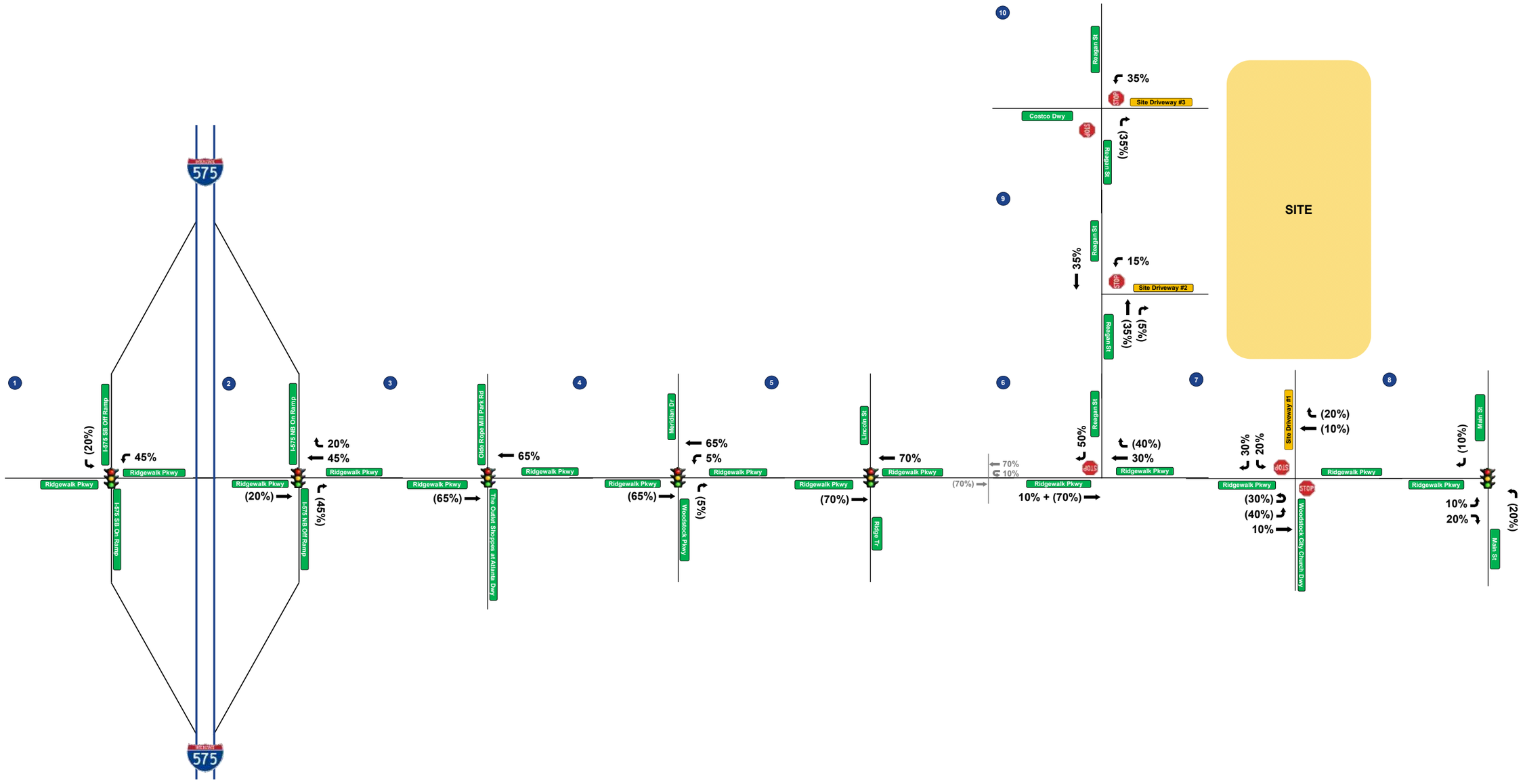


Figure 15: Trip Distribution Assignment at Study Intersections (Without Soccer Game Trips)

LEGEND
##% EXITING DISTRIBUTION
(##%) ENTERING DISTRIBUTION
TRAFFIC CONTROL

TRIP DISTRIBUTION AT STUDY INTERSECTIONS (WITH SOCCER GAME TRIPS)

N
NOT TO SCALE

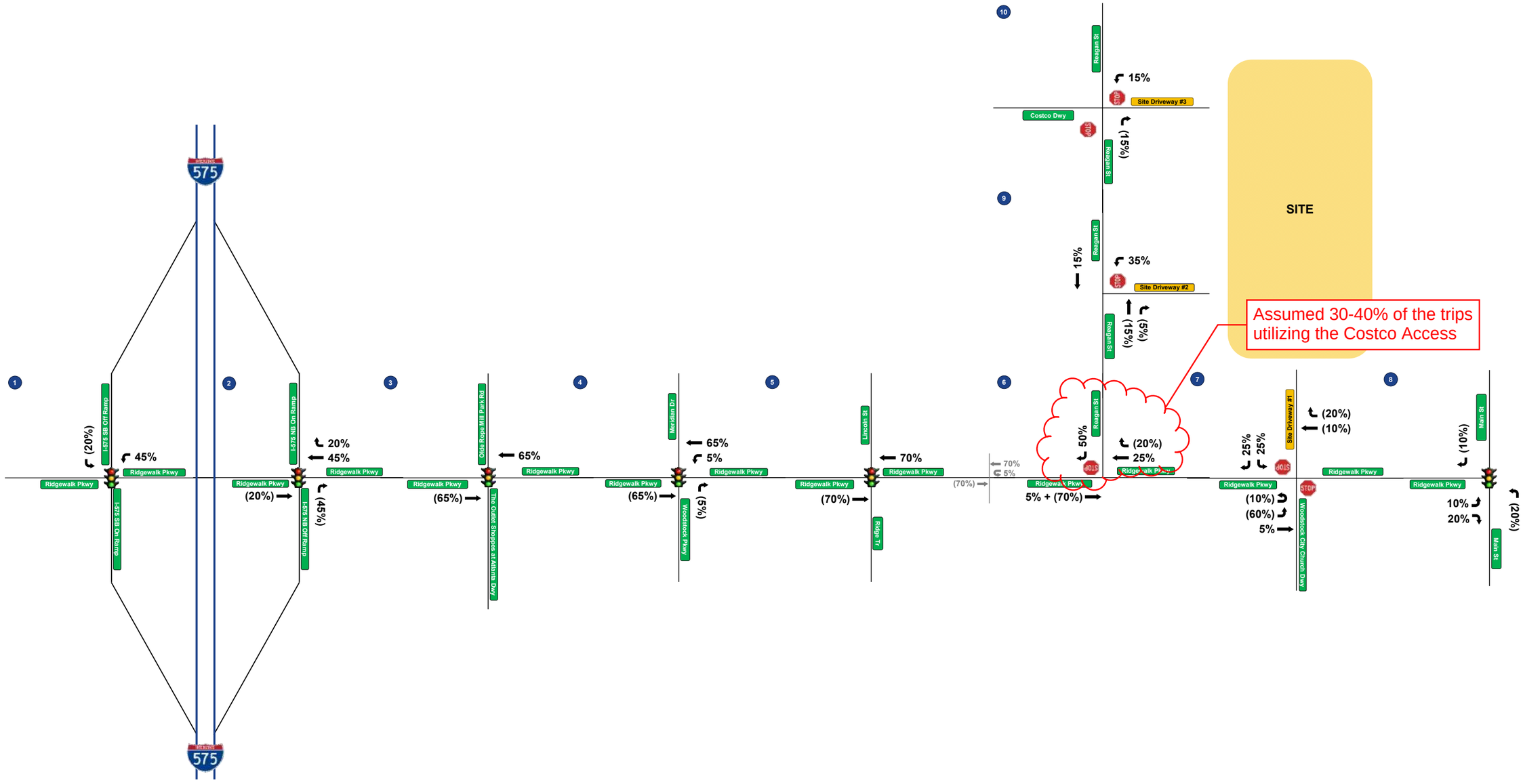


Figure 16: Trip Distribution Assignment at Study Intersections (With Soccer Game Trips)

NEW TRIPS
(WITHOUT SOCCER GAME TRIPS)

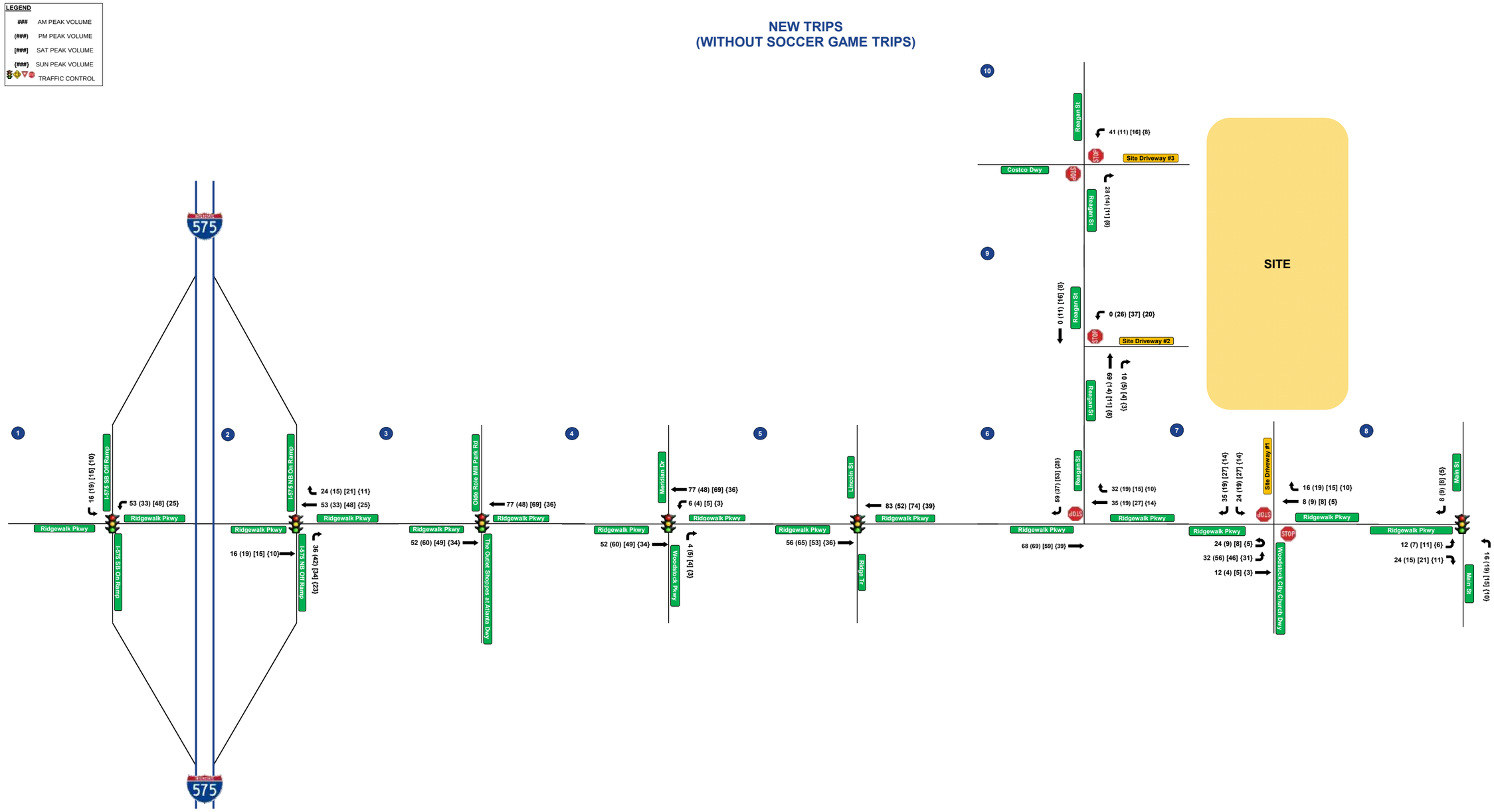
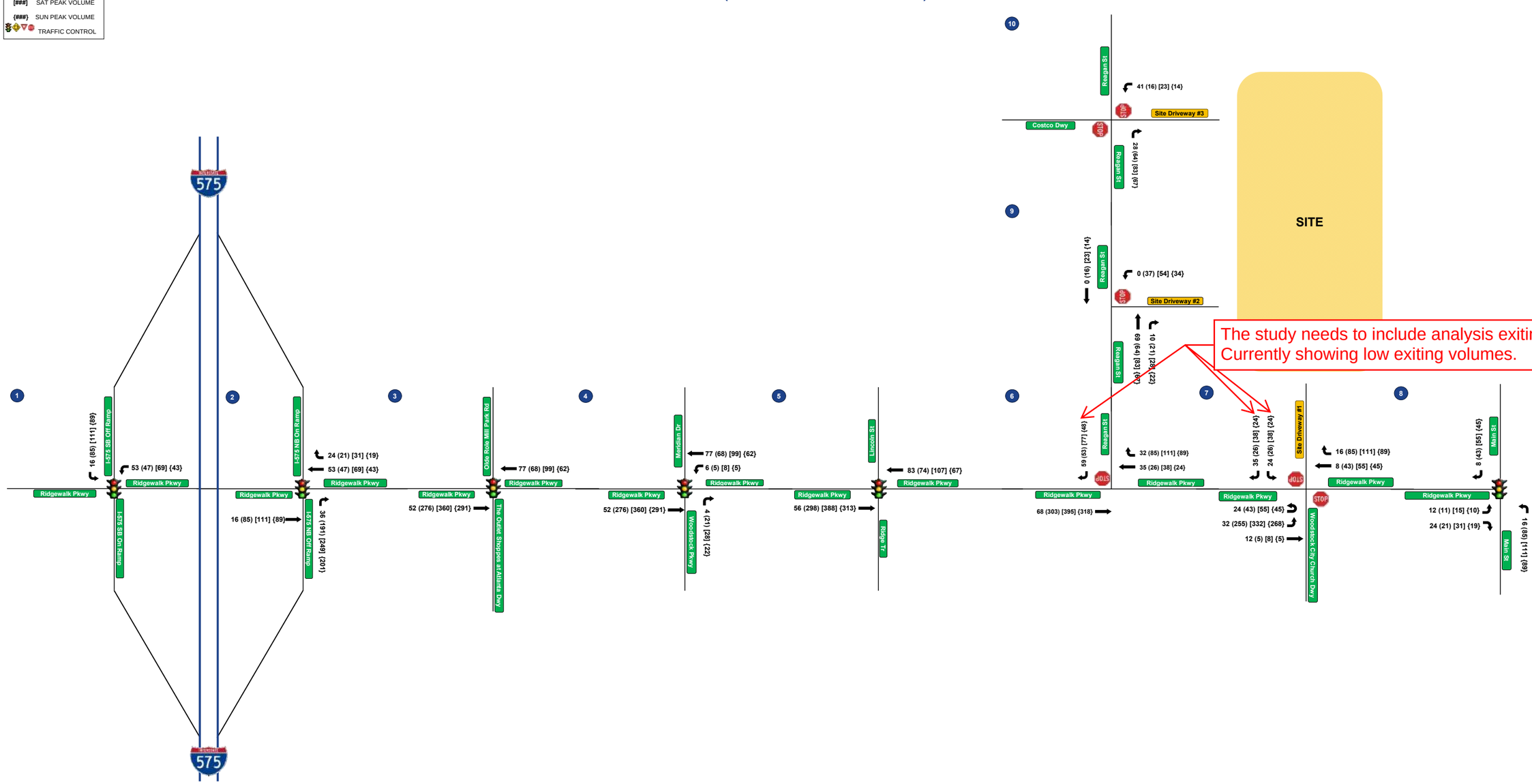


Figure 17: New Trips at Study Intersections (Without Soccer Game Trips)

NEW TRIPS
(WITH SOCCER ARENA TRIPS)

LEGEND
AM PEAK VOLUME
(###) PM PEAK VOLUME
[###] SAT PEAK VOLUME
{###} SUN PEAK VOLUME
TRAFFIC CONTROL

N
NOT TO SCALE



The study needs to include analysis exiting scenario. Currently showing low exiting volumes.

Figure 18: New Trips at Study Intersections (With Soccer Game Trips)

PASS-BY TRIPS

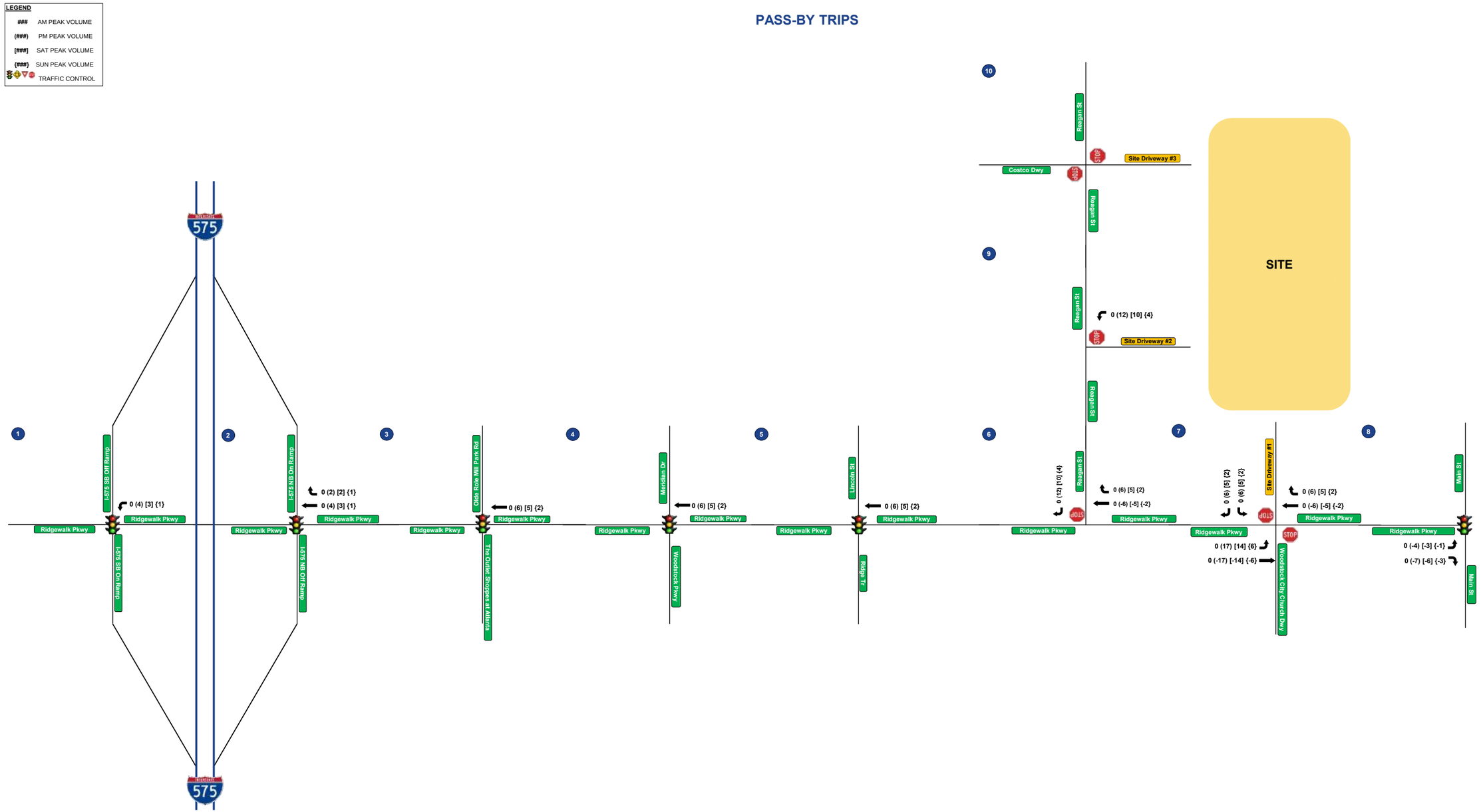


Figure 19: Pass-By Trips at Study Intersections

2030 BUILD VOLUMES AT STUDY INTERSECTIONS (WITHOUT SOCCER GAME TRIPS)

LEGEND
AM PEAK VOLUME
(###) PM PEAK VOLUME
[###] SAT PEAK VOLUME
{###} SUN PEAK VOLUME
TRAFFIC CONTROL

N
NOT TO SCALE

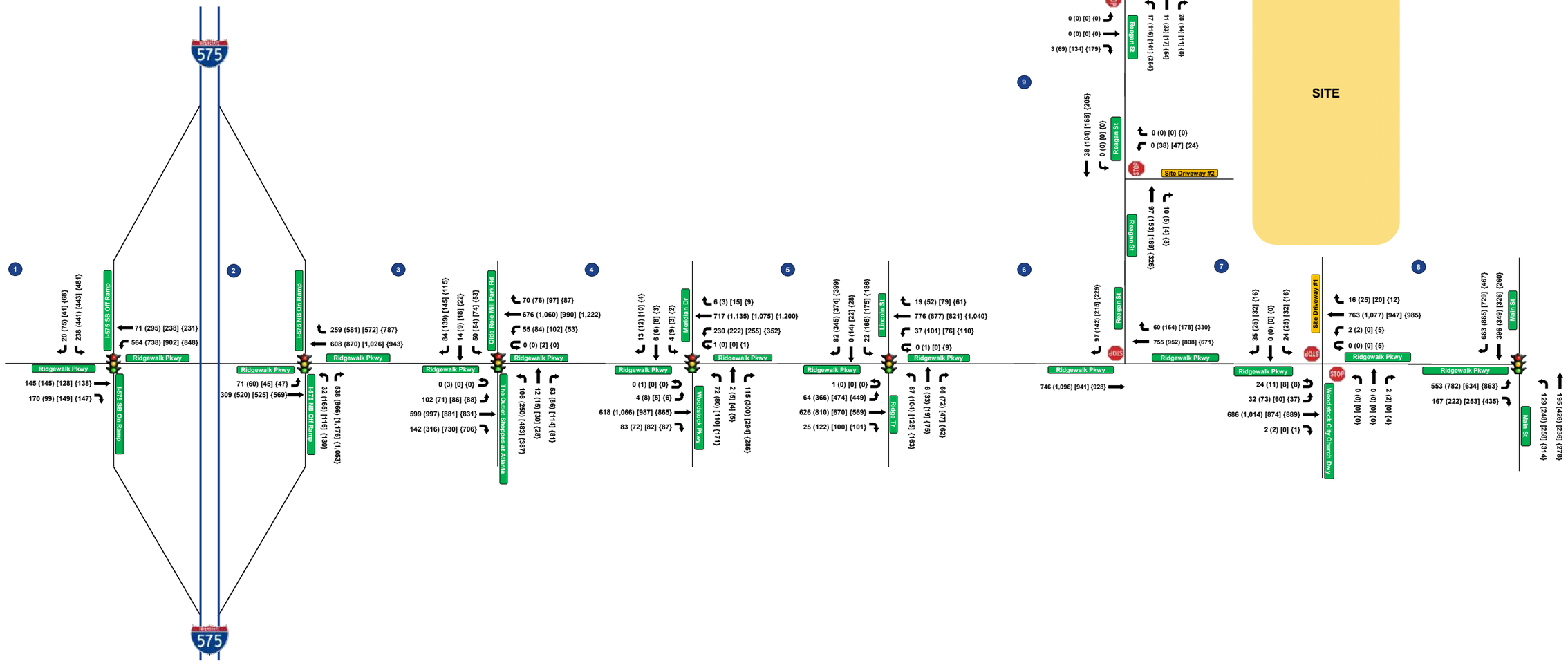


Figure 20: 2030 Build Peak Hour Traffic Volumes (Without Soccer Game Trips)

2030 BUILD VOLUMES AT STUDY INTERSECTIONS (WITH SOCCER ARENA TRIPS)

LEGEND
AM PEAK VOLUME
(###) PM PEAK VOLUME
[###] SAT PEAK VOLUME
{###} SUN PEAK VOLUME
TRAFFIC CONTROL

N
NOT TO SCALE

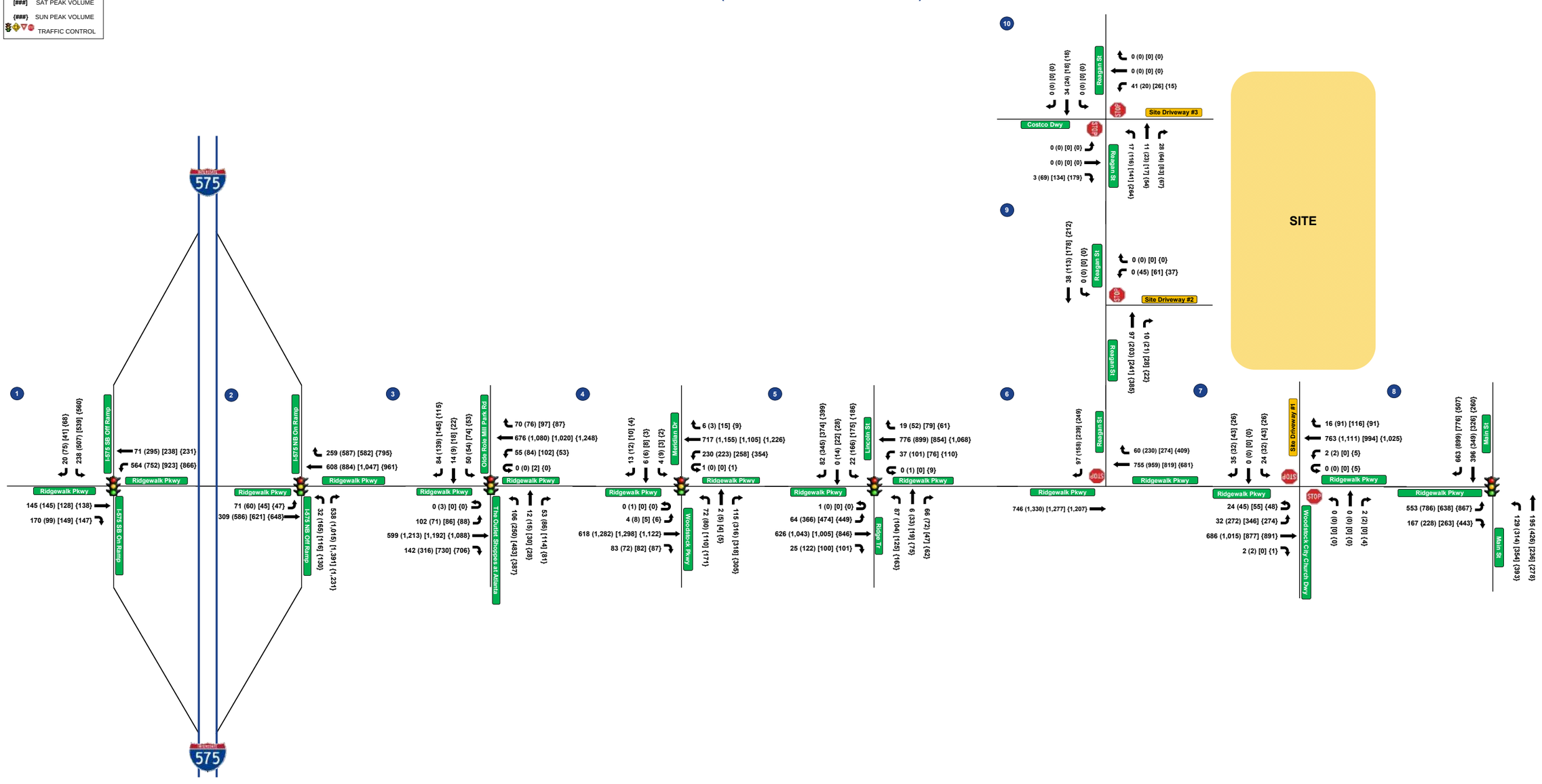


Figure 21: 2030 Build Peak Hour Traffic Volumes (With Soccer Game Trips)

INTERSECTION CAPACITY ANALYSIS

The Transportation Research Board's Highway Capacity Manual, 7th edition methodology using Synchro™ software was used to analyze Level of Service and delay at study intersections. Level of Service (LOS) is defined as a qualitative measure that describes operational conditions and motorists' perceptions within a traffic stream. HCM defines six Levels of Service, which are defined by average controlled delay. The LOS criteria for signalized and unsignalized intersections are given in Table 6.

For signalized intersections, LOS and capacity analyses are necessary to determine the overall operation of the intersection. The capacity analysis is defined by a volume to capacity ratio (v/c) for each lane group. A v/c ratio greater than 1.0 indicates that the volume of traffic on the roadway has exceeded the capacity available, resulting in a temporary surplus of demand. The LOS is defined by the control delay if the v/c ratio is no greater than 1.0.

For unsignalized intersections, the only criteria for evaluating traffic operation are the LOS of the turning movements and the overall intersection. For unsignalized intersections with stop control on the minor street only, or two-way stop controlled (TWSC), LOS are reported for the side street approaches. Low LOS for side street approaches are not uncommon, as vehicles may experience delays in turning onto a major roadway.

For this study's capacity analysis, the LOS standard for all intersections will be LOS D, except for intersections currently at or below LOS E.

Table 6: Level of Service Criteria for Signalized and Unsignalized Intersections

	SIGNALIZED	UNSIGNALIZED	
		All-Way Stop Control	Two-Way Stop Control
Level of Service	Average Delay (sec)	Average Delay (sec)	Average Delay (sec)
A	≤ 10	≤ 10	≤ 10
B	> 10 and ≤ 20	> 10 and ≤ 15	> 10 and ≤ 15
C	> 20 and ≤ 35	> 15 and ≤ 25	> 15 and ≤ 25
D	> 35 and ≤ 55	> 25 and ≤ 35	> 25 and ≤ 35
E	> 55 and ≤ 80	> 35 and ≤ 50	> 35 and ≤ 50
F	> 80	> 50	> 50

Source:

1. Highway Capacity Manual, 7th ed. - Level of Service Criteria for Signalized Intersections, Exhibit 19-8
2. Highway Capacity Manual, 7th ed. - Level of Service Criteria for TWSC Intersections, Exhibit 20-2
3. Highway Capacity Manual, 7th ed. - Level of Service Criteria for AWSC Intersections, Exhibit 21-8

2025 EXISTING TRAFFIC OPERATIONS

Using the traffic volumes from Figure 11, a traffic operations analysis for 2025 existing conditions was completed. For the existing conditions Synchro model, the signal parameters were entered using data provided from the City of Woodstock, including the set cycle lengths, split times, sequences, yellow + all red times, etc. for the morning, afternoon, Saturday, and Sunday peak hours. The signal parameters from the existing Synchro models were then carried over to the No Build and Build traffic models so that a comparable assessment could be completed for each scenario.

The results of the analysis are shown in Table 7. The Synchro output sheets are included in Appendix E.

Under the 2025 existing conditions, most of the study intersections' overall LOS are operating at acceptable LOS except for the I-575 ramps. The intersection of I-575 Northbound Ramp at Ridgewalk Parkway operates at LOS F and E during the Saturday and Sunday peak hours, respectively. The northbound approach of the intersection operates at LOS F during the Saturday and Sunday peak hour with a delay of 237.1 seconds and 209.3 seconds, respectively. The northbound approach operates at LOS E during the afternoon peak hour.

During field observations, the northbound approach showed extensive queuing. Particularly the northbound right turn contains a near constant flow of vehicles. The southbound approach of I-575 Southbound Ramp at Ridgewalk Parkway is operating at LOS E during the afternoon and Sunday peak hour. The southbound approach of Woodstock Parkway-Meridian Drive at Ridgewalk Parkway operates at LOS E during the afternoon peak hour.

Table 7: 2025 Existing LOS and Delay at Study Intersections

#	Study Intersection	Traffic Control	2025 Existing			
			AM Peak	PM Peak	SAT Peak	SUN Peak
			Delay	Delay	Delay	Delay
1	**I-575 Southbound Ramp at Ridgewalk Parkway**	Signalized	**B (16.2 s)**	**C (27.2 s)**	**C (31.8 s)**	**D (37.3 s)**
	Eastbound Approach		*B (12.6 s)*	*C (25.2 s)*	*C (23.0 s)*	*C (24.8 s)*
	Westbound Approach		*A (5.6 s)*	*B (10.3 s)*	*C (25.2 s)*	*C (30.8 s)*
	Southbound Approach		*D (46.7 s)*	*E (61.9 s)*	*D (52.3 s)*	*E (56.4 s)*
2	**I-575 Northbound Ramp at Ridgewalk Parkway**	Signalized	**A (8.0 s)**	**C (32.1 s)**	**F (96.2 s)**	**E (76.9 s)**
	Eastbound Approach		*A (4.7 s)*	*B (13.3 s)*	*A (7.7 s)*	*A (7.9 s)*
	Westbound Approach		*A (4.0 s)*	*A (8.2 s)*	*B (12.0 s)*	*B (10.8 s)*
	Northbound Approach		*B (16.1 s)*	*E (76.4 s)*	*F (237.1 s)*	*F (209.3 s)*
3	**The Outlet Shoppes at Atlanta Driveway-Olde Rope Mill Park Road at Ridgewalk Parkway**	Signalized	**B (11.8 s)**	**B (20.0 s)**	**C (20.1 s)**	**B (17.8 s)**
	Eastbound Approach		*A (8.1 s)*	*A (10.0 s)*	*B (13.5 s)*	*B (11.0 s)*
	Westbound Approach		*A (7.2 s)*	*C (22.7 s)*	*B (19.3 s)*	*B (17.5 s)*
	Northbound Approach		*D (36.0 s)*	*D (45.4 s)*	*D (37.6 s)*	*D (38.5 s)*
	Southbound Approach		*C (25.6 s)*	*C (26.2 s)*	*C (22.9 s)*	*C (22.8 s)*
4	**Woodstock Parkway-Meridian Drive at Ridgewalk Parkway**	Signalized	**A (7.7 s)**	**A (8.5 s)**	**A (9.8 s)**	**B (13.5 s)**
	Eastbound Approach		*A (5.0 s)*	*A (2.8 s)*	*A (4.5 s)*	*A (4.8 s)*
	Westbound Approach		*A (4.8 s)*	*A (5.6 s)*	*A (9.7 s)*	*B (15.3 s)*
	Northbound Approach		*C (28.8 s)*	*C (31.1 s)*	*C (22.7 s)*	*C (25.3 s)*
	Southbound Approach		*C (25.5 s)*	*E (57.0 s)*	*C (24.7 s)*	*C (24.8 s)*
5	**Ridge Trail-Lincoln Street at Ridgewalk Parkway**	Signalized	**B (12.4 s)**	**C (25.8 s)**	**C (26.1 s)**	**C (30.7 s)**
	Eastbound Approach		*B (11.6 s)*	*C (28.1 s)*	*C (27.7 s)*	*C (29.2 s)*
	Westbound Approach		*A (9.6 s)*	*B (16.4 s)*	*B (19.8 s)*	*C (26.0 s)*
	Northbound Approach		*C (30.6 s)*	*D (36.9 s)*	*D (37.2 s)*	*D (50.2 s)*
	Southbound Approach		*B (10.1 s)*	*C (33.5 s)*	*C (28.9 s)*	*C (32.9 s)*
6	**Reagan Street at Ridgewalk Parkway**	Side Street Stop Controlled[1]	**(0.3 s)**	**(0.5 s)**	**(1.0 s)**	**(1.4 s)**
	Eastbound Approach		*(0.0 s)*	*(0.0 s)*	*(0.0 s)*	*(0.0 s)*
	Westbound Approach		*(0.0 s)*	*(0.0 s)*	*(0.0 s)*	*(0.0 s)*
	Southbound Approach		*B (10.8 s)*	*B (12.2 s)*	*B (12.2 s)*	*B (12.4 s)*
7	**Woodstock City Church Driveway at Ridgewalk Parkway**	Side Street Stop Controlled[1]	**(0.0 s)**	**(0.1 s)**	**(0.0 s)**	**(0.2 s)**
	Eastbound Approach		*(0.0 s)*	*(0.2 s)*	*(0.0 s)*	*(0.3 s)*
	Westbound Approach		*(0.0 s)*	*(0.0 s)*	*(0.0 s)*	*(0.1 s)*
	Northbound Approach		*B (10.1 s)*	*(11.1 s)*	*A (0.0 s)*	*B (10.7 s)*
8	**Main Street at Ridgewalk Parkway**	Signalized	**B (16.9 s)**	**C (21.8 s)**	**B (16.3 s)**	**B (18.0 s)**
	Eastbound Approach		*C (25.7 s)*	*C (24.6 s)*	*B (18.0 s)*	*B (18.2 s)*
	Northbound Approach		*C (22.5 s)*	*C (32.7 s)*	*B (19.4 s)*	*C (21.9 s)*
	Southbound Approach		*A (9.5 s)*	*B (13.6 s)*	*B (13.6 s)*	*B (14.6 s)*
10	**Reagan Street at Costco Driveway**	Side Street Stop Controlled[1]	**(2.3 s)**	**(6.3 s)**	**(7.2 s)**	**(7.1 s)**
	Eastbound Approach		*A (8.5 s)*	*A (8.7 s)*	*A (8.9 s)*	*A (9.1 s)*
	Northbound Approach		*(4.5 s)*	*(6.2 s)*	*(6.7 s)*	*(6.4 s)*
	Southbound Approach		*(0.0 s)*	*(0.0 s)*	*(0.0 s)*	*(0.0 s)*

1. *For Side Street Stop Controlled (SSSC) intersections, LOS are reported for the side street approaches only.*

2030 NO BUILD TRAFFIC OPERATIONS ANALYSIS

To quantify traffic operations prior to the introduction of the new trips from the development, LOS and delay were calculated for the No Build traffic volumes for the 2030 build-out year.

As part of the 2030 No Build analysis, the programmed transportation projects that are currently underway or that will be complete by 2030 were included in the traffic simulation model. The Diverging Diamond Interchange at I-575 and Ridgewalk Parkway is included in the traffic simulation model. Additionally, the signal timing adjustments that the City of Woodstock periodically makes along the Ridgewalk Parkway corridor were included in the 2030 No Build analysis.

The results of the 2030 No Build analysis are shown in Table 8. The Synchro output sheets are included in Appendix E.

Under the 2030 No Build conditions, all the study intersections' overall LOS operate at acceptable LOS. For individual approaches, the eastbound approach at I-575 Southbound Ramp at Ridgewalk Parkway will operate at LOS E during afternoon, Saturday, and Sunday peak hours. The northbound approach of Ridge Trail-Lincoln Street at Ridgewalk Parkway is projected to operate at LOS E during the Sunday peak hour. The eastbound approach of Main Street at Ridgewalk Parkway is projected to operate at LOS E during the Sunday peak hour.

SYSTEM IMPROVEMENTS ANALYSIS

Improvements that are identified as "System Improvements" address deficiencies that are found in the study network for the "No Build" conditions without the addition of traffic from the proposed development. Based on the 2030 No Build traffic conditions, no additional "System Improvements" are recommended.

Table 8: 2030 No Build LOS and Delay at Study Intersections

#	Study Intersection	Traffic Control	2030 No Build			
			AM Peak	PM Peak	SAT Peak	SUN Peak
			Delay	Delay	Delay	Delay
1	**I-575 Southbound Ramp at Ridgewalk Parkway**	Signalized **Programmed System Imp:** Diverging Diamond Interchange	**D (35.5 s)**	**C (21.4 s)**	**C (21.6 s)**	**C (23.0 s)**
	Eastbound Approach		*D (51.6 s)*	*E (62.7 s)*	*E (57.1 s)*	*E (57.2 s)*
	Northbound Approach		*A (2.3 s)*	*A (1.2 s)*	*A (2.4 s)*	*A (2.5 s)*
2	**I-575 Northbound Ramp at Ridgewalk Parkway**	Signalized **Programmed System Imp:** Diverging Diamond Interchange	**B (18.9 s)**	**B (17.2 s)**	**B (17.2 s)**	**B (19.4 s)**
	Westbound Approach		*A (3.3 s)*	*A (4.7 s)*	*A (7.2 s)*	*A (9.5 s)*
	Southbound Approach		*D (48.4 s)*	*D (37.9 s)*	*D (36.3 s)*	*D (35.7 s)*
3	**The Outlet Shoppes at Atlanta Driveway-Olde Rope Mill Park Road at Ridgewalk Parkway**	Signalized **Programmed System Imp:** Updated Signal Timing + Offsets	**B (10.6 s)**	**B (16.3 s)**	**C (20.5 s)**	**B (18.8 s)**
	Eastbound Approach		*A (6.0 s)*	*A (8.8 s)*	*B (14.7 s)*	*B (12.5 s)*
	Westbound Approach		*A (6.5 s)*	*B (14.5 s)*	*B (14.6 s)*	*B (16.0 s)*
	Northbound Approach		*D (41.2 s)*	*D (49.7 s)*	*D (47.4 s)*	*D (47.2 s)*
	Southbound Approach		*B (19.5 s)*	*B (17.9 s)*	*B (17.6 s)*	*B (17.4 s)*
4	**Woodstock Parkway-Meridian Drive at Ridgewalk Parkway**	Signalized **Programmed System Imp:** Updated Signal Timing + Offsets	**B (12.7 s)**	**B (10.4 s)**	**B (10.5 s)**	**B (16.3 s)**
	Eastbound Approach		*A (10.0 s)*	*A (4.9 s)*	*A (3.4 s)*	*A (7.4 s)*
	Westbound Approach		*B (10.4 s)*	*A (5.7 s)*	*B (10.3 s)*	*B (17.2 s)*
	Northbound Approach		*C (31.6 s)*	*D (39.6 s)*	*C (28.0 s)*	*C (30.9 s)*
	Southbound Approach		*C (27.2 s)*	*D (49.5 s)*	*C (32.3 s)*	*C (30.6 s)*
5	**Ridge Trail-Lincoln Street at Ridgewalk Parkway**	Signalized **Programmed System Imp:** Updated Signal Timing + Offsets	**B (13.3 s)**	**C (28.5 s)**	**C (28.9 s)**	**D (36.3 s)**
	Eastbound Approach		*B (12.0 s)*	*C (28.8 s)*	*C (33.1 s)*	*D (36.9 s)*
	Westbound Approach		*B (10.0 s)*	*B (19.0 s)*	*B (17.1 s)*	*C (25.5 s)*
	Northbound Approach		*D (35.6 s)*	*D (40.9 s)*	*D (45.3 s)*	*E (62.1 s)*
	Southbound Approach		*B (11.5 s)*	*D (40.6 s)*	*C (33.2 s)*	*D (43.6 s)*
6	**Reagan Street at Ridgewalk Parkway**	Side Street Stop Controlled[1]	**(0.3 s)**	**(0.6 s)**	**(1.1 s)**	**(1.5 s)**
	Eastbound Approach		*(0.0 s)*	*(0.0 s)*	*(0.0 s)*	*(0.0 s)*
	Westbound Approach		*(0.0 s)*	*(0.0 s)*	*(0.0 s)*	*(0.0 s)*
	Southbound Approach		*B (11.1 s)*	*B (12.7 s)*	*B (12.8 s)*	*B (13.0 s)*
7	**Woodstock City Church Driveway at Ridgewalk Parkway**	Side Street Stop Controlled[1]	**(0.0 s)**	**(0.0 s)**	**(0.0 s)**	**(0.1 s)**
	Eastbound Approach		*(0.0 s)*	*(0.0 s)*	*(0.0 s)*	*(0.1 s)*
	Westbound Approach		*(0.0 s)*	*(0.0 s)*	*(0.0 s)*	*(0.1 s)*
	Northbound Approach		*B (10.2 s)*	*B (11.4 s)*	*A (0.0 s)*	*B (10.9 s)*
8	**Main Street at Ridgewalk Parkway**	Signalized **Programmed System Imp:** Updated Signal Timing + Offsets	**B (18.4 s)**	**C (23.8 s)**	**C (24.6 s)**	**D (47.9 s)**
	Eastbound Approach		*C (27.7 s)*	*C (26.2 s)*	*D (36.7 s)*	*E (72.8 s)*
	Northbound Approach		*C (25.1 s)*	*D (35.9 s)*	*C (34.5 s)*	*D (39.8 s)*
	Southbound Approach		*B (10.4 s)*	*B (15.3 s)*	*B (10.2 s)*	*B (10.1 s)*
10	**Reagan Street at Costco Driveway**	Side Street Stop Controlled[1]	**(2.3 s)**	**(6.3 s)**	**(7.3 s)**	**(7.2 s)**
	Eastbound Approach		*A (8.5 s)*	*A (8.7 s)*	*A (8.9 s)*	*A (9.2 s)*
	Northbound Approach		*(4.4 s)*	*(6.2 s)*	*(6.7 s)*	*(6.4 s)*
	Southbound Approach		*(0.0 s)*	*(0.0 s)*	*(0.0 s)*	*(0.0 s)*

1. *For Side Street Stop Controlled (SSSC) intersections, LOS are reported for the side street approaches only.*

2030 BUILD TRAFFIC OPERATIONS ANALYSIS (NON-SOCCER GAME SCENARIO)

To quantify traffic operations after the introduction of the mixed-use development's new trips, LOS and delay were calculated for the 2030 Build conditions with and without soccer game scenarios. This section details the LOS and delay for Build conditions without soccer arena traffic to determine the impact of the residential and retail components only. The results of the 2030 analysis are shown in Table 9. The Synchro output sheets are included in Appendix E.

Under the 2030 Build conditions without soccer arena trips, all the study intersections' overall LOS will continue to operate at an acceptable level. For individual approaches, the southbound approach at Woodstock City Church Driveway-Site Driveway #1 at Ridgewalk Parkway operates at LOS E during the morning peak hour. The eastbound approach of I-575 Southbound Ramp at Ridgewalk Parkway remains at LOS E during the afternoon, Saturday, and Sunday peak hours. At Ridge Trail-Lincoln Street at Ridgewalk Parkway, the northbound approach reaches LOS E during the Sunday peak hour. At Main Street at Ridgewalk Parkway the eastbound approach reaches LOS E during the Sunday peak hour. The programmed System Improvements discussed in the previous section do improve LOS at the modified study intersections while some approaches remain at the same LOS.

COMPARATIVE ANALYSIS

For a comparative analysis, Table 10 shows the net difference in delay for the 2030 No Build and 2030 Build traffic conditions without soccer game day trips at the study intersections.

Table 10 compares delay between the 2030 No Build and 2030 Build conditions without soccer game-day trips. Overall increases in delay are minimal across the network, with the highest change occurring on the southbound (site driveway) approach at the Woodstock City Church Driveway–Site Driveway #1. At

Table 9: 2030 Build LOS and Delay at Study Intersections (Non-Soccer Game Scenario)

#	Study Intersection	Traffic Control	2030 Build (Non-Soccer Game Scenario)			
			AM Peak	PM Peak	SAT Peak	SUN Peak
			Delay	Delay	Delay	Delay
1	**I-575 Southbound Ramp at Ridgewalk Parkway**	Signalized **Programmed System Imp:** Diverging Diamond Interchange	**D (35.5 s)**	**C (21.4 s)**	**C (21.6 s)**	**C (23.0 s)**
	Eastbound Approach		*D (51.6 s)*	*E (62.7 s)*	*E (57.1 s)*	*E (57.2 s)*
	Northbound Approach		*A (2.4 s)*	*A (1.2 s)*	*A (2.5 s)*	*A (2.5 s)*
2	**I-575 Northbound Ramp at Ridgewalk Parkway**	Signalized **Programmed System Imp:** Diverging Diamond Interchange	**B (18.7 s)**	**B (17.2 s)**	**B (17.3 s)**	**B (19.6 s)**
	Westbound Approach		*A (3.8 s)*	*A (4.9 s)*	*A (7.6 s)*	*A (10.0 s)*
	Southbound Approach		*D (48.1 s)*	*D (37.8 s)*	*D (36.4 s)*	*D (35.5 s)*
3	**The Outlet Shoppes at Atlanta Driveway-Olde Rope Mill Park Road at Ridgewalk Parkway**	Signalized **Programmed System Imp:** Updated Signal Timing + Offsets	**B (10.9 s)**	**B (16.6 s)**	**C (20.8 s)**	**B (19.1 s)**
	Eastbound Approach		*A (6.3 s)*	*A (9.1 s)*	*B (15.2 s)*	*B (12.8 s)*
	Westbound Approach		*A (7.5 s)*	*B (15.2 s)*	*B (15.4 s)*	*B (16.4 s)*
	Northbound Approach		*D (41.2 s)*	*D (49.7 s)*	*D (47.4 s)*	*D (47.2 s)*
	Southbound Approach		*B (19.5 s)*	*B (17.9 s)*	*B (17.6 s)*	*B (17.4 s)*
4	**Woodstock Parkway-Meridian Drive at Ridgewalk Parkway**	Signalized **Programmed System Imp:** Updated Signal Timing + Offsets	**B (12.9 s)**	**B (11.2 s)**	**B (11.1 s)**	**B (16.7 s)**
	Eastbound Approach		*B (10.2 s)*	*A (5.9 s)*	*A (3.7 s)*	*A (7.6 s)*
	Westbound Approach		*B (11.1 s)*	*A (6.5 s)*	*B (11.2 s)*	*B (17.9 s)*
	Northbound Approach		*C (31.2 s)*	*D (41.6 s)*	*C (29.4 s)*	*C (30.9 s)*
	Southbound Approach		*C (27.2 s)*	*D (44.7 s)*	*C (32.3 s)*	*C (30.7 s)*
5	**Ridge Trail-Lincoln Street at Ridgewalk Parkway**	Signalized **Programmed System Imp:** Updated Signal Timing + Offsets	**B (13.4 s)**	**C (28.9 s)**	**C (28.7 s)**	**D (36.3 s)**
	Eastbound Approach		*B (11.9 s)*	*C (28.7 s)*	*C (32.3 s)*	*D (36.1 s)*
	Westbound Approach		*B (10.7 s)*	*C (20.2 s)*	*B (18.2 s)*	*C (26.5 s)*
	Northbound Approach		*D (35.6 s)*	*D (40.7 s)*	*D (45.3 s)*	*E (62.1 s)*
	Southbound Approach		*B (11.5 s)*	*D (41.9 s)*	*C (33.2 s)*	*D (43.8 s)*
6	**Reagan Street at Ridgewalk Parkway**	Side Street Stop Controlled[1]	**(0.7 s)**	**(0.9 s)**	**(1.6 s)**	**(1.7 s)**
	Eastbound Approach		*(0.0 s)*	*(0.0 s)*	*(0.0 s)*	*(0.0 s)*
	Westbound Approach		*(0.0 s)*	*(0.0 s)*	*(0.0 s)*	*(0.0 s)*
	Southbound Approach		*B (12.1 s)*	*B (13.8 s)*	*B (14.3 s)*	*B (13.8 s)*
7	**Woodstock City Church Driveway-Site Driveway #1 at Ridgewalk Parkway**	Side Street Stop Controlled[1]	**(1.7 s)**	**(1.2 s)**	**(1.2 s)**	**(0.7 s)**
	Eastbound Approach		*(0.9 s)*	*(1.1 s)*	*(0.9 s)*	*(0.6 s)*
	Westbound Approach		*(0.0 s)*	*(0.0 s)*	*(0.0 s)*	*(0.1 s)*
	Northbound Approach		*B (10.3 s)*	*B (11.3 s)*	*A (0.0 s)*	*B (10.9 s)*
	Southbound Approach		*E (35.5 s)*	*D (29.0 s)*	*C (23.9 s)*	*C (23.0 s)*
8	**Main Street at Ridgewalk Parkway**	Signalized **Programmed System Imp:** Updated Signal Timing + Offsets	**B (19.5 s)**	**C (24.1 s)**	**C (25.2 s)**	**D (48.8 s)**
	Eastbound Approach		*C (28.9 s)*	*C (25.2 s)*	*D (36.9 s)*	*E (73.8 s)*
	Northbound Approach		*C (26.5 s)*	*D (36.9 s)*	*D (35.8 s)*	*D (41.3 s)*
	Southbound Approach		*B (11.0 s)*	*B (16.1 s)*	*B (10.5 s)*	*B (10.1 s)*
10	**Reagan Street at Costco Driveway-Site Driveway #3**	Side Street Stop Controlled[1]	**(4.0 s)**	**(6.3 s)**	**(7.4 s)**	**(7.3 s)**
	Eastbound Approach		*A (8.5 s)*	*A (8.7 s)*	*A (8.9 s)*	*A (9.2 s)*
	Westbound Approach		*A (9.4 s)*	*B (11.8 s)*	*B (13.0 s)*	*C (19.9 s)*
	Northbound Approach		*(2.2 s)*	*(5.7 s)*	*(6.3 s)*	*(6.3 s)*
	Southbound Approach		*(0.0 s)*	*(0.0 s)*	*(0.0 s)*	*(0.0 s)*

1. *For Side Street Stop Controlled (SSSC) intersections, LOS are reported for the side street approaches only.*

Table 10: Net Difference in Delay between 2030 No Build and Build Traffic Conditions (Non-Soccer Game Scenario)

#	Study Intersection	Traffic Control	2030 No Build vs. Build (Non-Soccer Game Scenario)			
			AM Peak	PM Peak	SAT Peak	SUN Peak
			Delay	Delay	Delay	Delay
1	**I-575 Southbound Ramp at Ridgewalk Parkway**	Signalized **Programmed System Imp:** Diverging Diamond Interchange	**0.0 s**	**0.0 s**	**0.0 s**	**0.0 s**
	Eastbound Approach		*0.0 s*	*0.0 s*	*0.0 s*	*0.0 s*
	Northbound Approach		*+0.1 s*	*0.0 s*	*+0.1 s*	*0.0 s*
2	**I-575 Northbound Ramp at Ridgewalk Parkway**	Signalized **Programmed System Imp:** Diverging Diamond Interchange	**-0.2 s**	**0.0 s**	**+0.1 s**	**+0.2 s**
	Westbound Approach		*+0.5 s*	*+0.2 s*	*+0.4 s*	*+0.5 s*
	Southbound Approach		*-0.3 s*	*-0.1 s*	*+0.1 s*	*-0.2 s*
3	**The Outlet Shoppes at Atlanta Driveway-Olde Rope Mill Park Road at Ridgewalk Parkway**	Signalized **Programmed System Imp:** Updated Signal Timing + Offsets	**+0.3 s**	**+0.3 s**	**+0.3 s**	**+0.3 s**
	Eastbound Approach		*+0.3 s*	*+0.3 s*	*+0.5 s*	*+0.3 s*
	Westbound Approach		*+1.0 s*	*+0.7 s*	*+0.8 s*	*+0.4 s*
	Northbound Approach		*0.0 s*	*0.0 s*	*0.0 s*	*0.0 s*
	Southbound Approach		*0.0 s*	*0.0 s*	*0.0 s*	*0.0 s*
4	**Woodstock Parkway-Meridian Drive at Ridgewalk Parkway**	Signalized **Programmed System Imp:** Updated Signal Timing + Offsets	**+0.2 s**	**+0.8 s**	**+0.6 s**	**+0.4 s**
	Eastbound Approach		*+0.2 s*	*+1.0 s*	*+0.3 s*	*+0.2 s*
	Westbound Approach		*+0.7 s*	*+0.8 s*	*+0.9 s*	*+0.7 s*
	Northbound Approach		*-0.4 s*	*+2.0 s*	*+1.4 s*	*0.0 s*
	Southbound Approach		*0.0 s*	*-4.8 s*	*0.0 s*	*+0.1 s*
5	**Ridge Trail-Lincoln Street at Ridgewalk Parkway**	Signalized **Programmed System Imp:** Updated Signal Timing + Offsets	**+0.1 s**	**+0.4 s**	**-0.2 s**	**0.0 s**
	Eastbound Approach		*-0.1 s*	*-0.1 s*	*-0.8 s*	*-0.8 s*
	Westbound Approach		*+0.7 s*	*+1.2 s*	*+1.1 s*	*+1.0 s*
	Northbound Approach		*0.0 s*	*-0.2 s*	*0.0 s*	*0.0 s*
	Southbound Approach		*0.0 s*	*+1.3 s*	*0.0 s*	*+0.2 s*
6	**Reagan Street at Ridgewalk Parkway**	Side Street Stop Controlled[1]	**+0.4 s**	**+0.3 s**	**+0.5 s**	**+0.2 s**
	Eastbound Approach		*0.0 s*	*0.0 s*	*0.0 s*	*0.0 s*
	Westbound Approach		*0.0 s*	*0.0 s*	*0.0 s*	*0.0 s*
	Southbound Approach		*+1.0 s*	*+1.1 s*	*+1.5 s*	*+0.8 s*
7	**Woodstock City Church Driveway-Site Driveway #1 at Ridgewalk Parkway**	Side Street Stop Controlled[1]	**+1.7 s**	**+1.2 s**	**+1.2 s**	**+0.6 s**
	Eastbound Approach		*+0.9 s*	*+1.1 s*	*+0.9 s*	*+0.5 s*
	Westbound Approach		*0.0 s*	*0.0 s*	*0.0 s*	*0.0 s*
	Northbound Approach		*+0.1 s*	*-0.1 s*	*0.0 s*	*0.0 s*
	Southbound Approach		*+35.5 s*	*+29.0 s*	*+23.9 s*	*+23.0 s*
8	**Main Street at Ridgewalk Parkway**	Signalized **Programmed System Imp:** Updated Signal Timing + Offsets	**+1.1 s**	**+0.3 s**	**+0.6 s**	**+0.9 s**
	Eastbound Approach		*+1.2 s*	*-1.0 s*	*+0.2 s*	*+1.0 s*
	Northbound Approach		*+1.4 s*	*+1.0 s*	*+1.3 s*	*+1.5 s*
	Southbound Approach		*+0.6 s*	*+0.8 s*	*+0.3 s*	*0.0 s*
10	**Reagan Street at Costco Driveway-Site Driveway #3**	Side Street Stop Controlled[1]	**+1.1 s**	**0.0 s**	**+0.1 s**	**+0.1 s**
	Eastbound Approach		*0.0 s*	*0.0 s*	*0.0 s*	*0.0 s*
	Westbound Approach		*+9.4 s*	*+11.8 s*	*+13.0 s*	*+19.9 s*
	Northbound Approach		*0.0 s*	*-0.5 s*	*-0.4 s*	*-0.1 s*
	Southbound Approach		*0.0 s*	*0.0 s*	*0.0 s*	*0.0 s*

1. *For Side Street Stop Controlled (SSSC) intersections, LOS are reported for the side street approaches only.*

SITE MITIGATION IMPROVEMENTS ANALYSIS

Improvements that are identified as **"Site Mitigation Improvements"** address deficiencies that are caused by site traffic and can be identified as related to the proposed development. Based on the 2030 Build traffic operations without the soccer game day trips, no additional "site mitigation" are recommended to the study network beyond site access improvements at the site driveways.

SITE ACCESS ANALYSIS

An evaluation of the proposed site access points was completed to identify whether any improvements are needed to support safe and efficient ingress and egress for the development. The analysis reviewed operating conditions at each driveway under future traffic volumes for the non-soccer game scenarios.

Turn lane warrants were analyzed for the proposed site access points for the proposed development. The intersections were assessed per Section 4.9 Auxiliary Turn Lane of GDOT's Driveway and Encroachment Manual. GDOT's minimum requirements for turn lanes are based on the number of lanes on the main route, the posted speed limit, and the average annual daily traffic (AADT) along the road. Table 11 summarizes the turn lane warrant analysis for the site driveway.

Table 11: Turn Lane Warrant Analysis at the Development's Site Driveway (Non-Soccer Game Scenario)

	Right Turn Lane			Left Turn Lane		
Intersection	**Minimum Threshold**	**Right Turns (Daily)**	**Threshold Met?**	**Minimum Threshold**	**Left Turns (Daily)**	**Threshold Met?**
Woodstock City Church Driveway-Site Driveway #1 at Ridgewalk Parkway	100 vpd	403 vpd	Yes	300 vpd	1,410 vpd	Yes
Reagan Street at Site Driveway #2	200 vpd	101 vpd	No	300 vpd	0 vpd	No
Reagan Street at Costco Driveway-Site Driveway #3	200 vpd	705 vpd	Yes	300 vpd	0 vpd	No

Based on the site access analysis, the following lane configurations were modeled at the site driveways.

Woodstock City Church Driveway-Site Driveway #1 at Ridgewalk Parkway

- Side Street Stop Controlled Driveway with Full Access
- Eastbound Right Turn deceleration lane
- Westbound shared Left Turn/U-Turn lane with a U-turn bulb out

Reagan Street at Site Driveway #2 (Retail Component)

- Side Street Stop Controlled Driveway with Full Access
- Turn lanes not warranted

Reagan Street at Site Driveway #3 (Residential Component)

- Side Street Stop Controlled Driveway with Full Access
- Northbound Right Turn deceleration lane

Table 12 shows the traffic operations at the site driveways given the proposed layouts at the intersections without the addition of soccer game trips. The Synchro output sheets are included in Appendix E.

The results of the analysis indicate that for the 2030 Build conditions, the site driveways will operate at acceptable LOS given the proposed lane configurations. Figure 22 shows the future recommended Build Lane configurations at the study intersection and site driveways for the scenario without soccer arena trips.

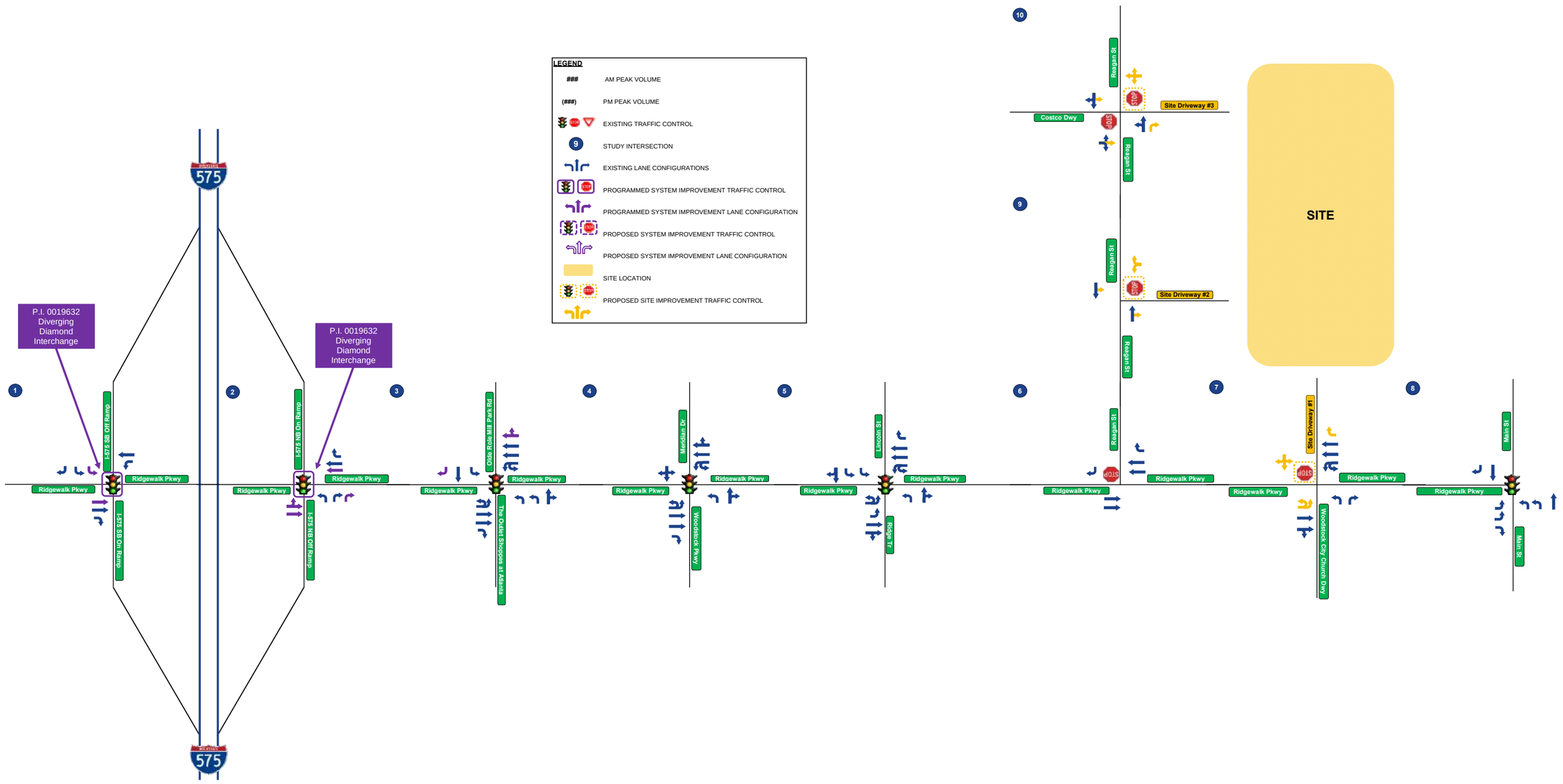
Table 12: 2030 Build LOS and Delay at Site Driveways (Non-Soccer Game Scenario)

#	Study Intersection	Traffic Control	2030 Build			
			AM Peak	PM Peak	SAT Peak	SUN Peak
			Delay	Delay	Delay	Delay
7	**Woodstock City Church Driveway-Site Driveway #1 at Ridgewalk Parkway**	Side Street Stop Controlled[1]	**(1.7 s)**	**(1.2 s)**	**(1.2 s)**	**(0.7 s)**
	Eastbound Approach		*(0.9 s)*	*(1.1 s)*	*(0.9 s)*	*(0.6 s)*
	Westbound Approach		*(0.0 s)*	*(0.0 s)*	*(0.0 s)*	*(0.1 s)*
	Northbound Approach		*B (10.3 s)*	*B (11.3 s)*	*A (0.0 s)*	*B (10.9 s)*
	Southbound Approach		*E (35.5 s)*	*D (29.0 s)*	*C (23.9 s)*	*C (23.0 s)*
9	**Reagan Street at Site Driveway #2**	Side Street Stop Controlled[1]	**(1.1 s)**	**(1.2 s)**	**(1.3 s)**	**(0.5 s)**
	Westbound Approach		*A (9.4 s)*	*B (10.4 s)*	*B (11.2 s)*	*B (13.0 s)*
	Northbound Approach		*(0.0 s)*	*(0.0 s)*	*(0.0 s)*	*(0.0 s)*
	Southbound Approach		*(0.0 s)*	*(0.0 s)*	*(0.0 s)*	*(0.0 s)*
10	**Reagan Street at Costco Driveway-Site Driveway #3**	Side Street Stop Controlled[1]	**(4.0 s)**	**(6.3 s)**	**(7.4 s)**	**(7.3 s)**
	Eastbound Approach		*A (8.5 s)*	*A (8.7 s)*	*A (8.9 s)*	*A (9.2 s)*
	Westbound Approach		*A (9.4 s)*	*B (11.8 s)*	*B (13.0 s)*	*C (19.9 s)*
	Northbound Approach		*(2.2 s)*	*(5.7 s)*	*(6.3 s)*	*(6.3 s)*
	Southbound Approach		*(0.0 s)*	*(0.0 s)*	*(0.0 s)*	*(0.0 s)*

1. *For Side Street Stop Controlled (SSSC) intersections, LOS are reported for the side street approaches only.*

2030 PROPOSED LANE CONFIGURATIONS - SYSTEM & SITE IMPROVEMENTS (WITHOUT SOCCER ARENA)

N
NOT TO SCALE


LEGEND
AM PEAK VOLUME
(###) PM PEAK VOLUME
EXISTING TRAFFIC CONTROL
9 STUDY INTERSECTION
EXISTING LANE CONFIGURATIONS
PROGRAMMED SYSTEM IMPROVEMENT TRAFFIC CONTROL
PROGRAMMED SYSTEM IMPROVEMENT LANE CONFIGURATION
PROPOSED SYSTEM IMPROVEMENT TRAFFIC CONTROL
PROPOSED SYSTEM IMPROVEMENT LANE CONFIGURATION
SITE LOCATION
PROPOSED SITE IMPROVEMENT TRAFFIC CONTROL
P.I. 0019632 Diverging Diamond Interchange
P.I. 0019632 Diverging Diamond Interchange
I-575
SITE
1
2
3
4
5
6
7
8
9
10
I-575 SB Off Ramp
I-575 SB On Ramp
I-575 NB On Ramp
I-575 NB Off Ramp
Ridgewalk Pkwy
Ridgewalk Pkwy
Ridgewalk Pkwy

2030 BUILD TRAFFIC OPERATIONS ANALYSIS (SOCCER GAME SCENARIO)

To quantify traffic operations after the introduction of the mixed-use development's new trips, LOS and delay were calculated for the 2030 Build conditions with and without System Improvements. A parallel scenario was also developed to assess the influence of future soccer arena-related trips on intersection performance. This supplemental analysis evaluated LOS and delay for Build conditions with soccer arena traffic to determine the impact of the soccer arena. The results of the 2030 analysis are shown in Table 9. The Synchro output sheets are included in Appendix E.

Under the 2030 Build conditions with soccer arena trips, all the study intersections' overall LOS will continue to operate at an acceptable level. For individual approaches, the southbound approach at Woodstock City Church Driveway-Site Driveway #1 at Ridgewalk Parkway operates at LOS E during the morning peak hour, and LOS F during the afternoon, Saturday, and Sunday peak hours. The eastbound approach of I-575 Southbound Ramp at Ridgewalk Parkway remains at LOS E during the afternoon, Saturday, and Sunday peak hours. At Ridge Trail-Lincoln Street at Ridgewalk Parkway, the northbound approach reaches LOS E during the Sunday peak hour. At Main Street at Ridgewalk Parkway the eastbound and northbound approaches reach LOS E during the Sunday peak hour. The programmed System Improvements discussed in the previous section do improve LOS at the modified study intersections while some approaches remain at the same LOS.

COMPARATIVE ANALYSIS

For a comparative analysis, Table 10 shows the net difference in delay for the 2030 No Build and 2030 Build traffic conditions without soccer game day trips at the study intersections. Table 13 shows the net difference in delay for the 2030 No Build and 2030 Build traffic conditions with soccer game day trips at study intersections.

As shown in Table 14, the study intersections increase in delay with the introduction of the soccer game new trips in the Build condition. The highest increase in delay per vehicle under the 2030 Build condition with soccer game trips would be for the southbound approach at the intersection of Woodstock City Church Driveway-Site Driveway #1 at Ridgewalk Parkway during the Saturday peak hour.

Table 13: 2030 Build LOS and Delay at Study Intersections (Soccer Game Scenario)

#	Study Intersection	Traffic Control	2030 Build			
			AM Peak	PM Peak	SAT Peak	SUN Peak
			Delay	Delay	Delay	Delay
1	**I-575 Southbound Ramp at Ridgewalk Parkway**	Signalized **Programmed System Imp:** Diverging Diamond Interchange	**D (35.5 s)**	**C (21.4 s)**	**C (21.6 s)**	**C (23.0 s)**
	Eastbound Approach		*D (51.6 s)*	*E (62.7 s)*	*E (57.1 s)*	*E (57.2 s)*
	Northbound Approach		*A (2.4 s)*	*A (1.1 s)*	*A (2.5 s)*	*A (2.5 s)*
2	**I-575 Northbound Ramp at Ridgewalk Parkway**	Signalized **Programmed System Imp:** Diverging Diamond Interchange	**B (18.7 s)**	**B (18.7 s)**	**B (19.3 s)**	**C (21.4 s)**
	Westbound Approach		*A (3.8 s)*	*A (6.7 s)*	*A (8.5 s)*	*B (10.8 s)*
	Southbound Approach		*D (48.1 s)*	*D (36.8 s)*	*D (37.4 s)*	*D (37.2 s)*
3	**The Outlet Shoppes at Atlanta Driveway-Olde Rope Mill Park Road at Ridgewalk Parkway**	Signalized **Programmed System Imp:** Updated Signal Timing + Offsets	**B (10.9 s)**	**B (16.9 s)**	**C (22.4 s)**	**B (19.8 s)**
	Eastbound Approach		*A (6.3 s)*	*B (11.4 s)*	*B (18.3 s)*	*B (14.9 s)*
	Westbound Approach		*A (7.5 s)*	*B (14.6 s)*	*B (17.2 s)*	*B (16.8 s)*
	Northbound Approach		*D (41.2 s)*	*D (49.7 s)*	*D (47.4 s)*	*D (47.2 s)*
	Southbound Approach		*B (19.5 s)*	*B (17.9 s)*	*B (17.6 s)*	*B (17.4 s)*
4	**Woodstock Parkway-Meridian Drive at Ridgewalk Parkway**	Signalized **Programmed System Imp:** Updated Signal Timing + Offsets	**B (12.9 s)**	**B (14.3 s)**	**B (13.5 s)**	**B (19.2 s)**
	Eastbound Approach		*B (10.2 s)*	*A (9.2 s)*	*A (5.3 s)*	*B (11.3 s)*
	Westbound Approach		*B (11.1 s)*	*A (9.8 s)*	*B (13.8 s)*	*C (20.2 s)*
	Northbound Approach		*C (31.2 s)*	*D (45.6 s)*	*D (37.5 s)*	*D (35.6 s)*
	Southbound Approach		*C (27.2 s)*	*D (35.5 s)*	*C (31.3 s)*	*C (30.7 s)*
5	**Ridge Trail-Lincoln Street at Ridgewalk Parkway**	Signalized **Programmed System Imp:** Updated Signal Timing + Offsets	**B (13.4 s)**	**C (28.9 s)**	**C (26.8 s)**	**C (34.0 s)**
	Eastbound Approach		*B (11.9 s)*	*C (28.1 s)*	*C (27.4 s)*	*C (29.6 s)*
	Westbound Approach		*B (10.7 s)*	*C (20.9 s)*	*B (19.0 s)*	*C (27.3 s)*
	Northbound Approach		*D (35.6 s)*	*D (40.7 s)*	*D (45.3 s)*	*E (62.3 s)*
	Southbound Approach		*B (11.5 s)*	*D (42.4 s)*	*C (33.2 s)*	*D (43.9 s)*
6	**Reagan Street at Ridgewalk Parkway**	Side Street Stop Controlled[1]	**(0.7 s)**	**(0.9 s)**	**(1.5 s)**	**(1.7 s)**
	Eastbound Approach		*(0.0 s)*	*(0.0 s)*	*(0.0 s)*	*(0.0 s)*
	Westbound Approach		*(0.0 s)*	*(0.0 s)*	*(0.0 s)*	*(0.0 s)*
	Northbound Approach		*N/A*	*N/A*	*N/A*	*N/A*
	Southbound Approach		*B (12.1 s)*	*B (14.2 s)*	*C (15.1 s)*	*B (14.4 s)*
7	**Woodstock City Church Driveway-Site Driveway #1 at Ridgewalk Parkway**	Side Street Stop Controlled[1]	**(1.7 s)**	**(10.3 s)**	**(30.6 s)**	**(7.7 s)**
	Eastbound Approach		*(0.9 s)*	*(8.0 s)*	*(11.8 s)*	*(7.7 s)*
	Westbound Approach		*(0.0 s)*	*(0.0 s)*	*(0.0 s)*	*(0.1 s)*
	Northbound Approach		*B (10.3 s)*	*B (11.3 s)*	*A (0.0 s)*	*B (10.9 s)*
	Southbound Approach		*E (35.5 s)*	*F (246.9 s)*	*F (683.5 s)*	*F (Err)*[2]
8	**Main Street at Ridgewalk Parkway**	Signalized **Programmed System Imp:** Updated Signal Timing + Offsets	**B (19.5 s)**	**C (25.2 s)**	**C (28.3 s)**	**D (54.2 s)**
	Eastbound Approach		*C (28.9 s)*	*C (22.1 s)*	*D (37.2 s)*	*E (75.1 s)*
	Westbound Approach		*N/A*	*N/A*	*N/A*	*N/A*
	Northbound Approach		*C (26.5 s)*	*D (41.0 s)*	*D (46.0 s)*	*E (63.4 s)*
	Southbound Approach		*B (11.0 s)*	*B (18.5 s)*	*B (11.6 s)*	*B (10.2 s)*
10	**Reagan Street at Costco Driveway-Site Driveway #3**	Side Street Stop Controlled[1]	**(4.0 s)**	**(5.4 s)**	**(6.2 s)**	**(6.7 s)**
	Eastbound Approach		*A (8.5 s)*	*A (8.7 s)*	*A (8.9 s)*	*A (9.2 s)*
	Westbound Approach		*A (9.4 s)*	*B (12.2 s)*	*B (13.7 s)*	*C (21.4 s)*
	Northbound Approach		*(2.2 s)*	*(4.3 s)*	*(4.4 s)*	*(5.3 s)*
	Southbound Approach		*(0.0 s)*	*(0.0 s)*	*(0.0 s)*	*(0.0 s)*

1. *For Side Street Stop Controlled (SSSC) intersections, LOS are reported for the side street approaches only.*
2. Delay exceeds upper bound of HCM capacity analysis methodology.

Table 14: Net Difference in Delay between 2030 No Build and Build Traffic Conditions (Soccer Game Scenario)

#	Study Intersection	Traffic Control	2030 Build vs No Build			
			AM Peak	PM Peak	SAT Peak	SUN Peak
			Delay	Delay	Delay	Delay
1	**I-575 Southbound Ramp at Ridgewalk Parkway**	Signalized **Programmed System Imp:** Diverging Diamond Interchange	**0.0 s**	**0.0 s**	**0.0 s**	**0.0 s**
	Eastbound Approach		*0.0 s*	*0.0 s*	*0.0 s*	*0.0 s*
	Northbound Approach		*+0.1 s*	*-0.1 s*	*+0.1 s*	*0.0 s*
2	**I-575 Northbound Ramp at Ridgewalk Parkway**	Signalized **Programmed System Imp:** Diverging Diamond Interchange	**-0.2 s**	**+1.5 s**	**+2.1 s**	**+2.0 s**
	Westbound Approach		*+0.5 s*	*+2.0 s*	*+1.3 s*	*+1.3 s*
	Southbound Approach		*-0.3 s*	*-1.1 s*	*+1.1 s*	*+1.5 s*
3	**The Outlet Shoppes at Atlanta Driveway-Olde Rope Mill Park Road at Ridgewalk Parkway**	Signalized **Programmed System Imp:** Updated Signal Timing + Offsets	**+0.3 s**	**+0.6 s**	**+1.9 s**	**+1.0 s**
	Eastbound Approach		*+0.3 s*	*+2.6 s*	*+3.6 s*	*+2.4 s*
	Westbound Approach		*+1.0 s*	*+0.1 s*	*+2.6 s*	*+0.8 s*
	Northbound Approach		*0.0 s*	*0.0 s*	*0.0 s*	*0.0 s*
	Southbound Approach		*0.0 s*	*0.0 s*	*0.0 s*	*0.0 s*
4	**Woodstock Parkway-Meridian Drive at Ridgewalk Parkway**	Signalized **Programmed System Imp:** Updated Signal Timing + Offsets	**+0.2 s**	**+3.9 s**	**+3.0 s**	**+2.9 s**
	Eastbound Approach		*+0.2 s*	*+4.3 s*	*+1.9 s*	*+3.9 s*
	Westbound Approach		*+0.7 s*	*+4.1 s*	*+3.5 s*	*+3.0 s*
	Northbound Approach		*-0.4 s*	*+6.0 s*	*+9.5 s*	*+4.7 s*
	Southbound Approach		*0.0 s*	*-14.0 s*	*-1.0 s*	*+0.1 s*
5	**Ridge Trail-Lincoln Street at Ridgewalk Parkway**	Signalized **Programmed System Imp:** Updated Signal Timing + Offsets	**+0.1 s**	**+0.4 s**	**-2.1 s**	**-2.3 s**
	Eastbound Approach		*-0.1 s*	*-0.7 s*	*-5.7 s*	*-7.3 s*
	Westbound Approach		*+0.7 s*	*+1.9 s*	*+1.9 s*	*+1.8 s*
	Northbound Approach		*0.0 s*	*-0.2 s*	*0.0 s*	*+0.2 s*
	Southbound Approach		*0.0 s*	*+1.8 s*	*0.0 s*	*+0.3 s*
6	**Reagan Street at Ridgewalk Parkway**	Side Street Stop Controlled[1]	**+0.4 s**	**+0.3 s**	**+0.4 s**	**+0.2 s**
	Eastbound Approach		*0.0 s*	*0.0 s*	*0.0 s*	*0.0 s*
	Westbound Approach		*0.0 s*	*0.0 s*	*0.0 s*	*0.0 s*
	Southbound Approach		*+1.0 s*	*+1.5 s*	*+2.3 s*	*+1.4 s*
7	**Woodstock City Church Driveway-Site Driveway #1 at Ridgewalk Parkway**	Side Street Stop Controlled[1]	**+1.7 s**	**+10.3 s**	**+30.6 s**	**+7.6 s**
	Eastbound Approach		*+0.9 s*	*+8.0 s*	*+11.8 s*	*+7.6 s*
	Westbound Approach		*0.0 s*	*0.0 s*	*0.0 s*	*0.0 s*
	Northbound Approach		*+0.1 s*	*-0.1 s*	*0.0 s*	*0.0 s*
	Southbound Approach		*+35.5 s*	*+246.9 s*	*+683.5 s*	*+173.7 s*
8	**Main Street at Ridgewalk Parkway**	Signalized **Programmed System Imp:** Updated Signal Timing + Offsets	**+1.1 s**	**+1.4 s**	**+3.7 s**	**+6.3 s**
	Eastbound Approach		*+1.2 s*	*-4.1 s*	*+0.5 s*	*+2.3 s*
	Northbound Approach		*+1.4 s*	*+5.1 s*	*+11.5 s*	*+23.6 s*
	Southbound Approach		*+0.6 s*	*+3.2 s*	*+1.4 s*	*+0.1 s*
10	**Reagan Street at Costco Driveway-Site Driveway #3**	Side Street Stop Controlled[1]	**+1.7 s**	**-0.9 s**	**-1.1 s**	**-0.5 s**
	Eastbound Approach		*0.0 s*	*0.0 s*	*0.0 s*	*0.0 s*
	Westbound Approach		*+9.4 s*	*+12.2 s*	*+13.7 s*	*+21.4 s*
	Northbound Approach		*-2.2 s*	*-1.9 s*	*-2.3 s*	*-1.1 s*
	Southbound Approach		*0.0 s*	*0.0 s*	*0.0 s*	*0.0 s*

1. *For Side Street Stop Controlled (SSSC) intersections, LOS are reported for the side street approaches only.*

SITE MITIGATION IMPROVEMENTS ANALYSIS

Improvements that are identified as **"Site Mitigation Improvements"** address deficiencies that are caused by site traffic and can be identified as related to the proposed development. Based on the 2030 Build traffic operations with soccer game trips, the following Site Mitigation Improvements are recommended and were included in the traffic model:

Systemwide Improvements

- Periodic signal timing optimization

Woodstock City Church Driveway-Site Driveway #1 at Ridgewalk Parkway

- Consider a Traffic Signal at Woodstock City Church Driveway-Site Driveway #1 at Ridgewalk Parkway

Operational analysis for 2030 Build conditions shows that the southbound approach from the shared driveway is expected to operate at LOS F during three of the four evaluated peak hours, primarily driven by game-day arrival and dismissal periods associated with the soccer arena. This location was evaluated using the MUTCD traffic signal warrants, and the analysis indicates that a signal is only warranted during the Sunday peak hour when church dismissal coincides with the site's event traffic. The signal is not warranted during the weekday PM or Saturday peaks.

Although warrants are not met for all peak periods, the level of delay experienced during event-related peaks suggests that a traffic signal may ultimately provide the most reliable long-term operations at this driveway. However, because game-day peaks are limited in frequency and occur at specific times that may not always overlap with the roadway's typical peak periods, it is appropriate to frame this as a consideration rather than a firm requirement at this stage.

As an interim measure, the City and developer may elect to manage intense game-day arrival and departure periods using temporary traffic control, such as law enforcement or event traffic officers, to support safe and efficient movements. This approach may be suitable during the early years of site operation while the residential, retail, and arena uses stabilize and true traffic patterns become clear.

Following project build-out and soccer event activities and traffic patterns are better established, the City and developer should revisit the signal warrant analysis to confirm whether a full traffic signal is justified based on observed operations and established land-use patterns. Furthermore, coordination with the Woodstock City Church should occur as well given their access to this traffic signal.

Table 15 shows the LOS and delay at the study intersections with the proposed Site Mitigation Improvements for the soccer game trips scenario. Table 16 shows the net difference in LOS and delay at the modified study intersections. The Synchro output sheets are included in Appendix E.

As shown, the proposed Site Mitigation Improvements improve delay at the intersection of Woodstock City Church Driveway-Site Driveway #1 at Ridgewalk Parkway significantly.

Table 15: 2030 Build + Site Mitigation Improvements LOS and Delay (Soccer Game Scenario)

#	Study Intersection	Traffic Control	2030 Build + Site			
			AM Peak	PM Peak	SAT Peak	SUN Peak
			Delay	Delay	Delay	Delay
7	**Woodstock City Church Driveway-Site Driveway #1 at Ridgewalk Parkway**	Side Street Stop Controlled[1] **Site Imp** Traffic Signal	**A (4.0 s)**	**A (8.1 s)**	**A (8.7 s)**	**B (10.9 s)**
	Eastbound Approach		*A (1.0 s)*	*A (5.6 s)*	*A (5.9 s)*	*B (11.1 s)*
	Westbound Approach		*A (5.4 s)*	*B (10.6 s)*	*B (11.0 s)*	*B (11.1 s)*
	Northbound Approach		*(0.0 s)*	*(0.0 s)*	*(0.0 s)*	*(0.0 s)*
	Southbound Approach		*C (23.2 s)*	*B (16.5 s)*	*C (21.8 s)*	*A (3.4 s)*

Table 16: Net Difference in Delay between 2030 Build + Site Mitigation Improvements vs 2030 Build (Soccer Game Scenario)

#	Study Intersection	Traffic Control	2030 Build + Site			
			AM Peak	PM Peak	SAT Peak	SUN Peak
			Delay	Delay	Delay	Delay
7	**Woodstock City Church Driveway-Site Driveway #1 at Ridgewalk Parkway**	Side Street Stop Controlled[1] **Site Imp** Traffic Signal	**+2.3 s**	**-2.2 s**	**-21.9 s**	**+3.2 s**
	Eastbound Approach		*+0.1 s*	*-2.4 s*	*-5.9 s*	*+3.4 s*
	Westbound Approach		*+5.4 s*	*+10.6 s*	*+11.0 s*	*+11.0 s*
	Northbound Approach		*-10.3 s*	*-11.3 s*	*0.0 s*	*-10.9 s*
	Southbound Approach		*-12.3 s*	*-230.4 s*	*-661.7 s*	*-170.3 s*

SITE ACCESS ANALYSIS

An evaluation of the proposed site access points was completed to identify whether any improvements are needed to support safe and efficient ingress and egress for the development with soccer game trips. The analysis reviewed operating conditions at each driveway under future traffic volumes for the non-soccer game scenarios.

Based on the site access analysis, the turn lane recommendations at the site driveways from the non-soccer game scenario are recommended and carried forward for the soccer game scenario.

Table 17 shows the traffic operations at the site driveways given the proposed layouts at the intersections with the addition of soccer development trips. The Synchro output sheets are included in Appendix E.

The results of the analysis indicate that for the 2030 Build conditions, the site driveways will operate at acceptable LOS given the proposed lane configurations and Site Mitigation Improvements with soccer development trips.

Figure 23 shows the future recommended Build Lane configurations at the study intersection and site driveways given the proposed System and Site Mitigation improvements.

Table 17: 2030 Build LOS and Delay at Site Driveways with Soccer Development

#	Study Intersection	Traffic Control	2030 Build			
			AM Peak	PM Peak	SAT Peak	SUN Peak
			Delay	Delay	Delay	Delay
7	**Woodstock City Church Driveway-Site Driveway #1 at Ridgewalk Parkway** *Eastbound Approach* *Westbound Approach* *Northbound Approach* *Southbound Approach*	Side Street Stop Controlled[1] **Site Imp** Traffic Signal	**A (4.0 s)** *A (1.0 s)* *A (5.4 s)* *(0.0 s)* *C (23.2 s)*	**A (8.1 s)** *A (5.6 s)* *B (10.6 s)* *(0.0 s)* *B (16.5 s)*	**A (8.7 s)** *A (5.9 s)* *B (11.0 s)* *(0.0 s)* *C (21.8 s)*	**B (10.9 s)** *B (11.1 s)* *B (11.1 s)* *(0.0 s)* *A (3.4 s)*
9	**Reagan Street at Site Driveway #2** *Westbound Approach* *Northbound Approach* *Southbound Approach*	Side Street Stop Controlled[1]	**(1.1 s)** *A (9.4 s)* *(0.0 s)* *(0.0 s)*	**(1.3 s)** *B (11.1 s)* *(0.0 s)* *(0.0 s)*	**(1.5 s)** *B (12.4 s)* *(0.0 s)* *(0.0 s)*	**(0.8 s)** *B (14.3 s)* *(0.0 s)* *(0.0 s)*
10	**Reagan Street at Costco Driveway-Site Driveway #3** *Eastbound Approach* *Westbound Approach* *Northbound Approach* *Southbound Approach*	Side Street Stop Controlled[1]	**(4.0 s)** *A (8.5 s)* *A (9.4 s)* *(2.2 s)* *(0.0 s)*	**(5.4 s)** *A (8.7 s)* *B (12.2 s)* *(4.3 s)* *(0.0 s)*	**(6.2 s)** *A (8.9 s)* *B (13.7 s)* *(4.4 s)* *(0.0 s)*	**(6.7 s)** *A (9.2 s)* *C (21.4 s)* *(5.3 s)* *(0.0 s)*

1. For Side Street Stop Controlled (SSSC) intersections, LOS are reported for the side street approaches only.

Study should reevaluate mitigation as there are concerns with stadium peak periods overlapping with Costco traffic especially during holidays.

2030 PROPOSED LANE CONFIGURATIONS - SYSTEM & SITE IMPROVEMENTS (WITH SOCCER ARENA TRIPS)

N
NOT TO SCALE

LEGEND

###	AM PEAK VOLUME
(###)	PM PEAK VOLUME
	EXISTING TRAFFIC CONTROL
9	STUDY INTERSECTION
	EXISTING LANE CONFIGURATIONS
	PROGRAMMED SYSTEM IMPROVEMENT TRAFFIC CONTROL
	PROGRAMMED SYSTEM IMPROVEMENT LANE CONFIGURATION
	PROPOSED SYSTEM IMPROVEMENT TRAFFIC CONTROL
	PROPOSED SYSTEM IMPROVEMENT LANE CONFIGURATION
	SITE LOCATION
	PROPOSED SITE IMPROVEMENT TRAFFIC CONTROL

P.I. 0019632 Diverging Diamond Interchange

P.I. 0019632 Diverging Diamond Interchange

I-575

1 2 3 4 5 6 7 8 9 10

I-575 SB Off Ramp
I-575 SB On Ramp
I-575 NB On Ramp
I-575 NB Off Ramp
Ridgewalk Pkwy
Ridgewalk Pkwy
Ridgewalk Pkwy

SUMMARY AND CONCLUSION

This traffic impact study evaluated the transportation effects of the proposed Woodstock Mixed Use Development, which includes multifamily units, retail and restaurant space, and a 2,500-seat soccer arena. Conditions were evaluated for 2025 Existing, 2030 No Build, and 2030 Build scenarios during the weekday AM, weekday PM, Saturday, and Sunday peak hours. The 2030 Build analysis was separated into two scenarios. The first scenario reflects daily operations without soccer arena game-day trips. The second scenario incorporates the concentrated arrival and dismissal patterns associated with soccer matches.

Under Existing and No Build conditions, most intersections operate acceptably. Planned improvements, including the Diverging Diamond Interchange at I-575 and Ridgewalk Parkway and the City's periodic timing updates, are expected to further enhance corridor operations before build-out.

Trip generation for the multifamily and retail components was estimated using ITE land use codes. Because no comparable ITE land use exists for a professional or semi-professional outdoor soccer arena, arena trips were calculated from attendance projections and typical arrival patterns. To maintain a conservative analysis, arena PM, Saturday, and Sunday peak trips were added to the corresponding daily peak hours, even though matches occur later in the evening. This approach represents a highest demand evaluation scenario for analysis and recommendations. In practice, games occur on a limited number of days throughout the year and are spread across different times, so full overlap with daily peak hours is not expected.

Under the Build scenario without arena game-day trips, increases in delay across the study intersections are modest. The largest increases occur at the shared Woodstock City Church Driveway and Site Driveway 1, where the southbound site driveway approach experiences higher delay but remains manageable once system improvements are considered. The site access analysis confirmed that turn lanes are warranted at two of the proposed site driveways, including an eastbound right-turn lane and a westbound shared left-turn/U-turn lane with a U-turn bulb-out at Site Driveway #1 at Ridgewalk Parkway, and a northbound right-turn lane at Site Driveway #3 on Reagan Street into the residential component of the development. These improvements were included in the Build traffic model and support acceptable driveway operations.

Under the game-day Build scenario, traffic demand increases during event arrival and dismissal periods, which results in higher delays at several intersections. The most significant delay is observed on the southbound approach at Site Driveway 1 during event peaks. A signal warrant analysis confirms that MUTCD warrants are met only during the Sunday peak hour. As an interim measure, event-specific management such as law enforcement traffic control may help manage peak inflows and outflows. Once site operations stabilize, the City and development team may reconsider permanent signalization in coordination with the Woodstock City Church as well.

With the recommended System and Site Mitigation Improvements in place, operations at the study intersections remain acceptable under 2030 Build conditions. The recommended improvements support safe and efficient access for daily and event-related traffic. Overall, the proposed development is not expected to cause significant adverse impacts to the surrounding roadway network once the improvements are implemented.

TPD PRELIMINARY REVIEW

Moving Forward Together

[2026-03-17]

RIDGE TRAIL

RIDGEWALK PARKWAY

RIDGE TRAIL

COSTCO ACCESS POINT

REGAN STREET

'THE PITCH' ACCESS POINT

COSTCO ACCESS POINT

'THE PITCH' ACCESS POINTS

PARKING STUDY IS RECOMMENDED TO ENSURE SUFFICIENT STADIUM PARKING IS PROVIDED. IT IS RECOMMENDED THAT COSTCO INSTALL SIGNAGE TO RESTRICT STADIUM PARKING.

TIS ASSUMES CROSS ACCESS, BUT PLAN DEPICTS A DEADEND.

DRIVEWAY LOCATION IS TOO CLOSE (~75') TO RIDGEWALK PKWY. RECOMMEND TO BE INGRESS-ONLY.

'THE PITCH' ACCESS POINT

DRIVEWAY SPACING IS TOO LIMITED. RECOMMEND ONE FULL ACCESS DRIVEWAY OPPOSITE COSTO DRIVEWAY.

POSSIBLE FUTURE SIGNALIZED ACCESS

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Roswell • Georgia • 30075
(770) 641-1942 • www.aecatl.com

NORTH

100 0 100 200

Scale 1" = 100'

PRELIMINARY SITE PLAN

COSTCO WOODSTOCK

WOODSTOCK, GEORGIA

PROJECT INFORMATION
PROJECT NO.: 26-0000
DATE: 03-04-2026
SCALE: 1" = 100'
FILE NAME: Costco Woodstock Exhibit.dwg
DESIGN/DRAWN: JWM

C:\Users\jjm\Desktop\Costco Woodstock Exhibit.dwg, 3/4/2026 2:27:38 PM, jjm, ARCH full bleed D (24.00 x 36.00 Inches), 1:1

From: Angi Wendling [redacted]
Sent: Friday, April 17, 2026 7:53 AM
[redacted]
Subject: Reagan Street - Ridgewwalk Proposed Development

CAUTION: This message originated outside of the City of Woodstock mail system -- **DO NOT CLICK** on **links** or open **attachments** unless you are sure the content is safe.

Mr. Johnson (and all City Council Members),

My husband and I live in Glenhaven at Ridgewalk. Trying to navigate traffic in the Ridgewalk/Main Street/Exit 9 areas is often quite challenging. On Sundays, we have literally sat in a "police controlled" back-up for 20 minutes, while being less than 3 minutes from home. Yes, the police controlled approach benefits the church as it allows the attendees to get out of the parking lot, but everyone else waits a considerably long time. Numerous lengthy delays also occur on Saturdays during baseball season when Main Street is backed up. Then, there are the holidays and daily rush hour traffic. With only one way in and out of Glenhaven at Ridgewalk, the residents are trapped. With the proposed project to add 220-240 apartments plus a soccer stadium, Ridgewalk Parkway will have to accommodate the daily additional traffic of 300+ cars not to mention the addition of more “police controlled” times during the week for the soccer events. We are deeply concerned about the ability to get to the grocery store, to doctor’s appointments, and to get out and enjoy all Woodstock has to offer in a reasonable amount of time. We shouldn’t be trapped in our neighborhood (or in the car sitting on Ridgewalk Parkway or Main Street) more than we already are.

We ask that you seriously consider the implications to Woodstock’s existing residents as the additional traffic will ultimately affect everyone in Woodstock trying to get to the freeway or come from the freeway to go north or south on Main Street. Woodstock simply does not have the infrastructure to support more apartments.

Best regards,

Angi Wendling
306 Carriage Glen Lane

From: [redacted]
Subject: Re: HOA Update: Glenhaven at Ridgewalk Actions Regarding Proposed Woodstock Development
Date: Monday, April 20, 2026 12:59:32 PM

Thanks for your email, Bob. I have copied the Mayor and the rest of council as well as our Community Development Director so she can make sure your comments are included as part of the record.

I appreciate your feedback on these cases.

Have a great week,
Warren

D. Warren Johnson
City of Woodstock
City Council, Ward 1

O) 770-592-6000
12453 Highway 92, Woodstock, GA 30188
www.woodstockga.gov

On Apr 17, 2026, at 11:29 AM, Robert Gettlin [redacted] wrote:

CAUTION: This message originated outside of the City of Woodstock mail system -- **DO NOT CLICK** on **links** or open **attachments** unless you are sure the content is safe.

Hi Warren,

Thank you again for meeting with us on March 27. Since that meeting the Glenhaven HOA Board and our residents have been busy gathering information and keeping abreast of the rezoning applications and development proposals adjacent to our community and along Ridgewalk Parkway.

As our Ward 1 Councilmember we want to share a summary with you of our activities over the past three weeks:

A number of our residents attended the April 2 Planning Commission meeting on the proposed soccer stadium and apartment complex on Ridgewalk Parkway. They voiced their concerns about excessive traffic and the housing issues related to that project. We are following this matter as it moves to City Council. Some of our residents have already sent emails to council members and the planning commission expressing their personal concerns.

- Our top community concern and priority, however, is another development proposal — the application by Hickory Real Estate Partners, LLC to have a parcel on Olde Rope Mill Park Road rezoned from General Commercial to Light Industrial. This parcel (next to the Kirk-Rudy property) is located behind our community and could severely affect our residents and disrupt their quality of life. The developer is looking to build a warehouse-distribution facility with up to 20 bays that could accommodate tractor trailers. A large number of our residents attended the March 31 public input meeting on this project put on by the developer and their lawyer.

- This coming Monday, April 20, at 6:30pm the developer is meeting with our entire community in our clubhouse to answer questions about the rezoning and their proposed project. They have sent us a traffic study and we also have reviewed the formal application Hickory Real Estate Partners submitted to the City. We are very concerned that their submissions have virtually no information or even recognition of the traffic, noise, and other potential impacts on our Glenhaven community.

- In addition, the corner of Ridgewalk Parkway and Olde Rope Mill Park Road (where RaceTrac is located and across from the Outlet Mall) is an extremely tight turn into a two-lane road that leads to Olde Rope Mill Park. This corner is the ONLY access we have to enter and exit our

neighborhood. We're concerned that very little thought, if any, has been given to the impact of tractor-trailer traffic on this particular intersection and road.

- Our Board has formed a six-person committee of Glenhaven residents to lead our community's effort in gathering information and staying on top of hearings and activities related to the Hickory Real Estate Partners and other projects. I want to be clear that we are not opposed to development. We are advocates for the right kind of development and growth that fits into the character and matches the lifestyle promoted by the City of Woodstock.

Again, we very much appreciate meeting with you and look forward to continuing the conversation as events move forward. We know that the Planning Commission is meeting on the May 7 on the Hickory Real Estate Partners application, and that it's scheduled to go before City Council on May 18.

All the best,
Bob Gettlin, President

Glehaven at Ridgewalk Homeowners Association, Inc.
Jeffery Abramsky I *John Ellrich* I *Bob Gettlin* I *Melissa Noebes* I *Christy Young*

Robert Gettlin
[redacted].com

[redacted]

Subject: FW: Supplement Objection
Date: Monday, April 20, 2026 8:38:33 AM
Attachments: image001.png

Below is another email from Diane Geeslin regarding case file Z#167-26 (Reagan & Ridgewalk mixed use).

Ethan McDonnell
City of Woodstock
Planning Technician

O) 770-592-6000 ext. 1606
C) 770-241-1006
12453 Highway 92, Woodstock, GA 30188
www.woodstockga.gov

FRAUD WARNING: I will NEVER email wiring instructions to you and neither will any other staff members in the Community Development Department or the Planning Commission. Cyber criminals are sending emails with fake wiring instructions. Sometimes they may create an email address that looks similar to a City of Woodstock email address. These emails are convincing and sophisticated. Never wire money for development applications, processes, or public hearings.

[redacted]

Subject: Supplement Objection

CAUTION: This message originated outside of the City of Woodstock mail system -- **DO NOT CLICK** on **links** or open **attachments** unless you are sure the content is safe.

Case Z#167-26

This is my final objection regarding the Reagan Drive Mix-Use stadium project.

I am now addressing a critical legal liability: the developers own archaeological firm has admitted it is “unlikely “ they will find remains beyond the arbitrary 50-foot buffer. Accepting a survey that uses “unlikely” as it final conclusion is a dereliction of duty. In a court of law “unlikely “ is confession of uncertainty.The firm also stated they cannot guarantee the site is clear. I would advice you to read the last paragraph of the archaeological firm closing statement titled “Conclusions and Recommendation. The developer claims that because the Reagan Street site is heavily treed and rocky, they relied on soil probing rather than a compressive Ground Radar survey. If the GPR proved difficult the only next step is mechanical soil stripping(which is the careful removal of

top soil under professional supervision to ensure no graves exist. Let's be clear in a rocky terrain a hand probe hitting a solid rock making it a fundamentally flawed and unreliable for identifying 187 year-old unmarked graves. Failure to survey the remaining acreage passes a high risk of accidental felony disturbance of human remains. I would advice you to look up the Abandoned Cemeteries Act for reference material. To build a commercial stadium and Mix-Use development on top of “likely burial ground is providing the “intent” for a future felony if a bulldozer should hit a buried grave site. In any case I am asking that a monitor be present to prevent a accidental felony disturbance of human remains.

Infrastructure Failure and Public Risks:

The stadium project Z#167-26 will be one of several projects on the books that will be the breaking point for the Ridgewalk Corridor. We are already facing a traffic crisis that has forced the city to seek a $13.7 million emergency redesign of the I-575 interchange which is slated not to begin until 2028.

To approve a professional stadium and 112 new households (before) that project is even under construction is a invitation to Permanent Gridlock and the structural integrity of our existing bridge which was never designed for this type of structial overload.

I have officially alerted GDOT leadership including the Chairman that this type of development creates a dangerous liability for state managed roads.

Is the profit worth the massive legal and financial exposure to taxpayers of this city. If a bridge fails or a grave is desecrated the “unlikely” findings of a developers firm will not protect the City from fallout. I urge to you to prioritize our safety and our history.

Deny Case Z#167-26

I want this letter to placed in your official record keeping.

Sincerely,

Diane Geeslin

AGENDA ITEM NO. 8.2

Item Cover Page

CITY COUNCIL AGENDA ITEM REPORT

DATE:	April 27, 2026
SUBMITTED BY:	Cameron Dunn, Community Development
ITEM TYPE:	Presentation and Discussion Items
AGENDA SECTION:	PUBLIC HEARING
SUBJECT:	**Consideration of CUP#093-25: 706 Robin Court (Public Hearing & Vote)**
SUGGESTED ACTION:	Request for consideration of CUP#093-25 - 706 Robin Court. Staff recommends approval to grant a Conditional Use Permit to allow for a development within the Downtown District on less than five acres with concurrent site Variances, subject to the staff-recommended and Planning Commission-modified conditions. This case was remanded back to Planning Commission at the March 23, 2026 Council Meeting.

ATTACHMENTS:

CUP#093-25 CCSR.pdf
Attachment A.pdf
Attachment B.pdf

DATE: April 27, 2026

TO: Woodstock City Council

FROM: Cameron Dunn, MPA, Planner II

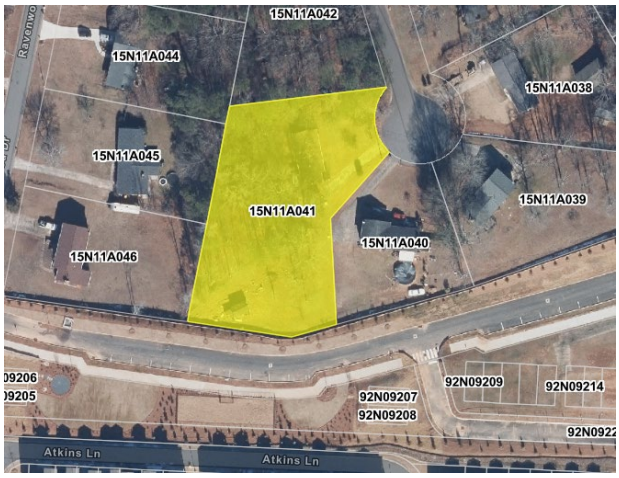
SUBJECT: Project No. CUP#093-25
706 Robin Court

RECOMMENDATION

Staff recommends approval with conditions for Conditional Use Permit (CUP) to allow for a development within the Downtown District on less than five acres with concurrent site Variances, subject to the staff-recommended and Planning Commission-modified conditions of approval (COAs).

A proposed Ordinance and Resolution are provided as Attachment A.

EXECUTIVE SUMMARY



The Applicant, Parks Huff on behalf of Dossey, LLC, has requested a CUP to develop a residential project on a parcel assemblage of less than five acres within the Downtown District at 706 Robin Court. The proposed development has been altered from the previous submittal, and is now comprised of one home fronting onto Robin Court and three homes fronting onto Brownlee Road after Applicant conversations with nearby residents. Two Variances are requested to allow the home off of Robin Court to have an increased sidewalk supplemental zone and to allow the Applicant to not be required to install sidewalk along the Robin Court street frontage.

The Planning Commission agenda packet, which includes previous staff reporting documents, the Application package, and the site plan is provided in Attachment B.

PLANNING COMMISSION RECOMMENDATION

On April 2, 2026, the Planning Commission considered the proposed Conditional Use Permit and Variance requests after it was remanded back to the body from City Council as a result of project changes. The link to the Planning Commission video can be found here:
https://www.woodstockga.gov/your_government/meetings_agendas_and_minutes.php

Commissioners lauded the Applicant on working with the surrounding residents to come to an optimal solution. Ultimately, the Commission recommended approval (5-1) with a minor alteration to the conditions of approval. The conditions are shown below, with the modified condition shown in *italics:*

1. The approval of the project is contingent upon receipt of a small area plan for all lots within the Cardinal Woods subdivision that have access to Brownlee Road and one parcel north. Additionally, the Applicant shall include the three remaining parcels that have not undergone redevelopment along Rope Mill Road. The Plan shall be prepared by the Applicant based upon criteria determined by the Development Process Committee, including but not limited to provisions that provide guidance on standards for redevelopment, how characteristics of the subdivision are maintained and blended with new development, and how connection to existing infrastructure would occur. This Plan shall be completed and submitted to staff prior to Certificate of Occupancy on any of the dwelling units.
2. The dwelling units shall be limited to a maximum of two stories in height.
3. If damage is done to Robin Court as a result of construction, the Applicant shall repair the roadway and/or curb and gutter prior to certificate of occupancy being granted for the dwelling unit.
4. A brick veneer or similar material shall be required along a minimum of 50% of the street façade frontage off of Robin Court. Heavier building materials shall be placed below the lighter materials. Final building elevations shall be approved by the Development Process Committee.
5. *Front setbacks shall be consistent with plan C200, dated March 11, 2026. These setbacks shall be maximum setbacks, and not minimum setbacks.*
6. A seven-foot (7') sidewalk landscape strip and a five-foot (5') sidewalk clear zone shall be dedicated to the City as part of the project. Installation of the sidewalk is not required along the Robin Court frontage. The Brownlee Road frontage shall be built to Downtown District Standards.
7. The cross access/utility easement that is provided for the shared private alley for lots 71-73 as shown on plan C200 shall extend to the western property line. Installation of the roadway to the property line is not required. A temporary construction easement shall also be required to the western property line to allow for future connection.

ATTACHMENTS

Attachment A: Proposed Ordinance and Resolution
Attachment B: Planning Commission Agenda Packet, April 2, 2026

CITY OF WOODSTOCK, GEORGIA
ORDINANCE NO. 2026-_____

(Project No. CUP#093-25 and V#220-25 – 704 and 706 Robin Court)

GRANTING A CONDITIONAL USE on property within the corporate limits of the City of Woodstock, Georgia to allow development on a property assemblage of less than five acres in the Downtown District, located in Land Lot 947 of the 15th District, 2nd Section, Cherokee County, Georgia, and being Tax Map and Parcel Numbers 15N11A 041 and 15N11A 042, located at 704 and 704 Robin Court, Woodstock, Georgia, and being more particularly described on "Exhibit A" attached hereto and made a part hereof by reference (the "Property").

WHEREAS, the City of Woodstock (hereinafter sometimes referred to as the "City") is a municipality duly formed and existing pursuant to Georgia law; and

WHEREAS, the 1983 Constitution of the State of Georgia provides for the self-government of municipalities without the necessity of action by the General Assembly; and

WHEREAS, the City of Woodstock, Georgia, has the legislative power to adopt clearly reasonable ordinances, resolutions, or regulation relating to its property, affairs, and local government for which no provision has been made by general law, and which are not inconsistent with the Constitution or any charter provision applicable thereto; and

WHEREAS, The Mayor and Council of the City of Woodstock have determined that granting a conditional use permit to the above identified property would be in the best interest of the property owners of the area and of the citizens of the City of Woodstock; and

WHEREAS, the application for entitlement is and has been accessible to members of the public who are, or may be, affected by it, having been kept and maintained for public inspection during the normal business hours at Woodstock City Hall, and notice of intent to take action having been published in the Cherokee Tribune, a newspaper of general circulation within the territorial boundaries of the municipality of the City of Woodstock, for a period of at least fifteen (15 days) prior but not more than forty-five (45) days prior to the public hearing date; and

WHEREAS, in accordance with Section 7.503 of Land Development Ordinance of the City of Woodstock, Georgia, the government authority of the City of Woodstock has read and evaluated the proposed Conditional Use Permit requests using the following criteria:

a) Whether or not there will be a significant adverse effect on the surrounding area in which the proposed use will be located.
b) Whether or not the use is otherwise compatible with the surrounding area.

c) Whether or not the proposed use will result in a nuisance as defined under State law.
d) Whether or not quiet enjoyment of surrounding property will be adversely affected.
e) Whether or not property values of surrounding property will be adversely affected.
f) Whether or not adequate provision are made for parking and traffic considerations.
g) Whether or not the site or intensity of the use is appropriate.
h) Whether or not special or unique conditions created by the use are consistent with the purposes, intent and goals of the Comprehensive town Plan.
i) Whether or not adequate provisions are made regarding hours of operation.
j) Whether or not adequate controls and limits are placed on commercial and business deliveries.
k) Whether or not adequate landscape plans are incorporated to ensure appropriate transition between adjacent or nearby properties.
l) Whether or not the public health, safety, welfare, or moral concerns of the surrounding neighborhood will be adversely affected.
m) Whether the application complies with any applicable specific requirements et forth in this chapter for conditional use permits for particular types of uses.
n) Whether the applicant has provided sufficient information to allow a full consideration of all relevant factors.
o) Whether the conditional use requested emits or creates unusual odors which would warrant use of an odor elimination/attenuation system as recommended by industry standards.

WHEREAS, in accordance with Section 7.721.2(c) of the Land Development Ordinance of the City of Woodstock, Georgia, the governmental authority of the City of Woodstock has also read and evaluated the Conditional Use Permit request for uniqueness, character, access, and connection to existing streets, alleys, and trails; and

WHEREAS, The Mayor and Council of the City of Woodstock, using the criteria enumerated above, have determined that granting the rezoning request as set forth herein would be in the best interest of the property owners of the area and the citizens of Woodstock, Georgia; and

WHEREAS, the Mayor and Council of the City of Woodstock have heard and considered this request as a part of a noticed public hearing on November 17, 2025,

NOW THEREFORE, BE IT RESOLVED AND ORDAINED by the Mayor and Council of the City of Woodstock, Georgia that the aforesaid rezoning request shall now and hereafter be maintained for public inspection during the normal business hours at the City Hall under the custody of the City Clerk of the City of Woodstock; and

NOW THEREFORE, BE IT RESOLVED AND ORDAINED by the City of Woodstock, Georgia, by the lawful authority vested in them that the property more particularly described on “Exhibit A” attached hereto and made a part hereof by reference is hereby granted a Conditional Use Permit to allow a development on a parcel assemblage of less than five acres. The property more particularly described on “Exhibit A” is subject to the

conditions of zoning set forth of “Exhibit B” attached hereto and made a part hereof by reference.

Date of Public Hearing: April 27, 2026

Advertisement: Cherokee Tribune, March 19, 2026

APPROVED, ADOPTED, AND ENACTED this 27th day of April 2026.

_____
Michael Caldwell, Mayor
City of Woodstock, Georgia

(Municipal Seal)

_____
Robyn Adams, City Clerk
City of Woodstock, Georgia

_____
REVIEWED FOR LEGAL CONTENT
City Attorney

EXHIBIT A
PROPERTY DESCRIPTION

704 and 706 Robin Court, Parcel Numbers 15N11A 041 and 15N11A 042

706 Robin Court, Parcel 15N11A 041

ALL THAT TRACT OR PARCEL OF LAND LYING AND BEING IN LAND LOT 947 OF THE 15TH DISTRICT, 2ND SECTION, CITY OF WOODSTOCK, CHEROKEE COUNTY, GEORGIA, BEING ALL OF LOT 41 AND PART OF LOT 40, BLOCK A, CARDINAL WOODS SUBDIVISION, AS MORE PARTICULARLY DEPICTED ON A PLAT RECORDED IN PLAT BOOK 8, PAGE 186, RECORDS OF CHEROKEE COUNTY, GEORGIA; AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

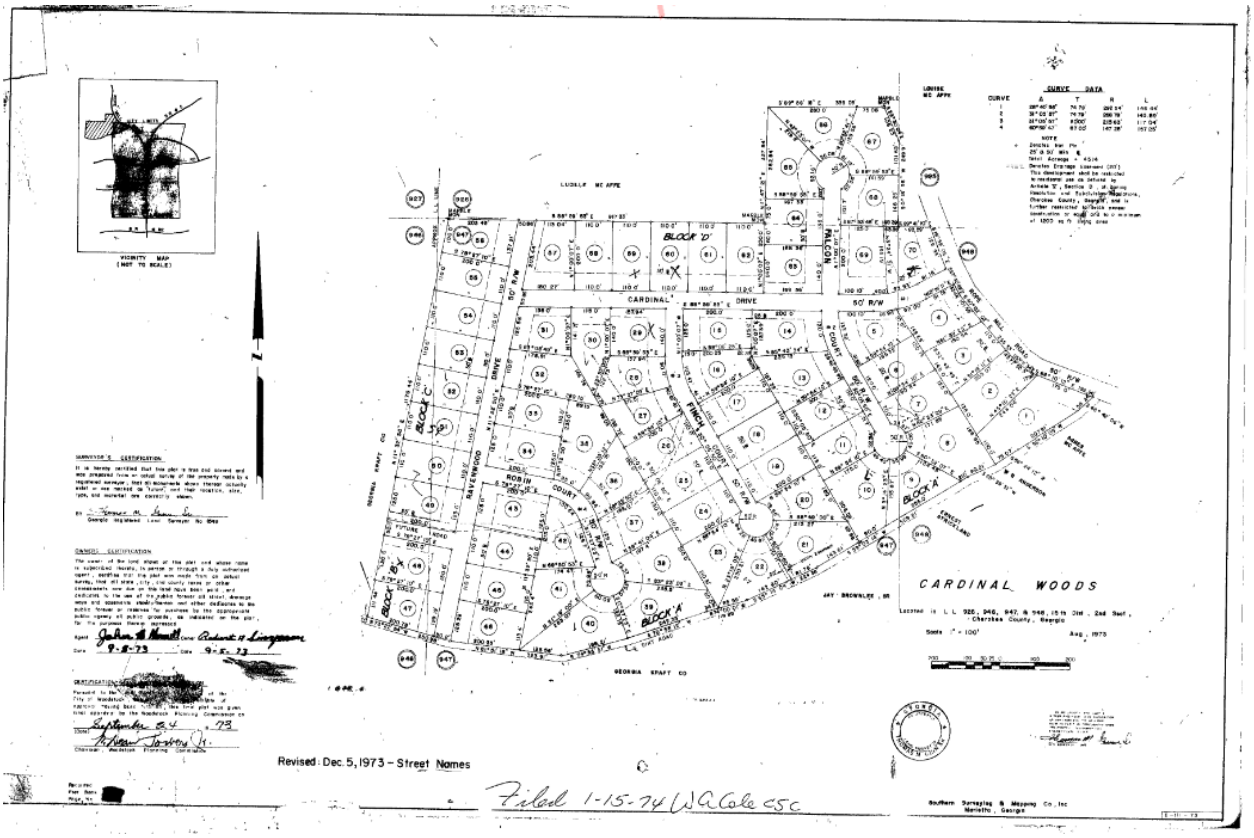
TO FIND THE POINT OF BEGINNING, COMMENCE AT THE INTERSECTION OF THE EASTERLY RIGHT OF WAY OF RAVENWOOD DRIVE (50' R/W) WITH THE SOUTHERLY RIGHT OF WAY OF ROBIN COURT (50' R/W); THENCE TRAVELING ALONG THE SOUTHERLY, SOUTHWESTERLY AND WESTERLY RIGHT OF WAY OF ROBIN COURT, AND FOLLOWING THE CURVATURE THEREOF, FOR A DISTANCE OF 460.34 FEET TO A ½" REBAR FOUND, SAID POINT BEING THE POINT OF BEGINNING

THENCE CONTINUING ALONG THE WESTERLY RIGHT OF WAY OF ROBIN COURT ALONG A CURVE TO THE LEFT WITH AN ARC LENGTH OF 70.13 FEET AND A RADIUS OF 50.00 FEET, BEING SUBTENDED BY A CHORD OF SOUTH 01 DEGREES 42 MINUTES 07 SECONDS WEST A DISTANCE OF 64.52 FEET TO AN IRON PIN SET; THENCE LEAVING SAID RIGHT OF WAY SOUTH 41 DEGREES 53 MINUTES 52 SECONDS WEST FOR A DISTANCE OF 97.68 FEET TO AN IRON PIN SET; THENCE SOUTH 02 DEGREES 57 MINUTES 55 SECONDS EAST FOR A DISTANCE OF 111.74 FEET TO AN IRON PIN SET; THENCE SOUTH 74 DEGREES 54 MINUTES 23 SECONDS WEST FOR A DISTANCE OF 41.13 FEET TO A POINT; THENCE NORTH 81 DEGREES 36 MINUTES 40 SECONDS WEST FOR A DISTANCE OF 123.76 FEET TO A ½" REBAR FOUND, THENCE NORTH 11 DEGREES 39 MINUTES 31 SECONDS EAST FOR A DISTANCE OF 174.36 FEET TO THE POINT OF BEGINNING

SAID TRACT OR PARCEL OF LAND CONTAINS 0.906 ACRES AND IS DEPICTED AS LOT 41 ON THAT CERTAIN RE-SUBDIVISION OF LOTS 40 AND 41 CARDINAL WOODS PREAPRED BY LANDPRO SURVEYING AND MAPPING INC., SEALED AND CERTIFIED BY JAMES H. RADER, GRLS NO. 3033, DATED JULY 16, 2024.

704 Robin Court, Parcel 15N11A 042

ALL THAT TRACT OR PARCEL OF LAND LYING AND BEING IN LAND LOT 947 OF THE 15TH DISTRICT, 2ND SECTION, CHEROKEE COUNTY, GEORGIA, BEING LOT 42, BLOCK A, CARDINAL WOODS, AS PER PLAT THEREOF RECORDED IN PLAT BOOK 8, PAGE 186, CHEROKEE COUNTY, GEORGIA RECORDS, WHICH PLAT IS INCORPORATED HEREIN BY REFERENCE AND MADE A PART OF THIS DESCRIPTION.



Plat Book 8, Page 186

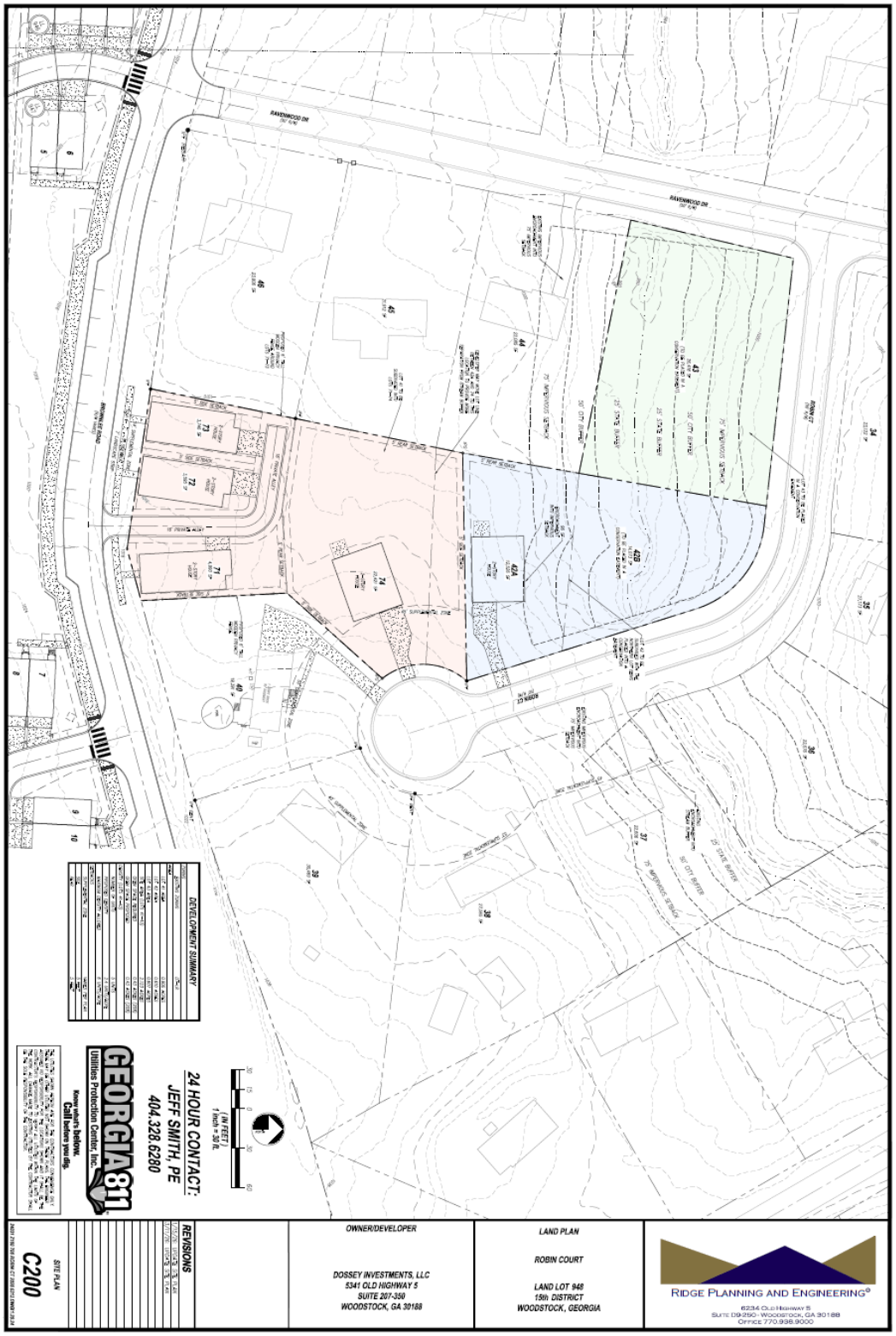
EXHIBIT B

CONDITIONS OF ZONING

(Project Nos. CUP#093-25 (706 Robin Court) and V#220-25 (704 Robin Court)

1. The approval of the project is contingent upon receipt of a small area plan for all lots within the Cardinal Woods subdivision that have access to Brownlee Road and one parcel north. Additionally, the Applicant shall include the three remaining parcels that have not undergone redevelopment along Rope Mill Road. The Plan shall be prepared by the Applicant based on criteria determined by the Development Process Committee, including but not limited to provisions that provide guidance on standards for redevelopment, how characteristics of the subdivision are maintained and blended with new development, and how connection to existing infrastructure would occur. This Plan shall be completed and submitted to staff prior to Certificate of Occupancy on any of the dwelling units.
2. The dwelling units shall be limited to a maximum of two stories in height.
3. If damage is done to Robin Court as a result of construction, the Applicant shall repair the roadway and/or curb and gutter prior to certificate of occupancy being granted for the dwelling units.
4. A brick veneer or similar material shall be required along a minimum of 50% of the street façade frontage off of Robin Court. Heavier building materials shall be placed below the lighter materials. Final building elevations shall be approved by the Development Process Committee.
5. Front setbacks shall be consistent with plan C200, dated March 11, 2026. This setback shall be a maximum setback, not a minimum setback.
6. A seven-foot sidewalk landscape strip and a five-foot sidewalk clear zone shall be dedicated to the City as part of the project. Installation of the sidewalk is not required along the Robin Court frontage. The Brownlee Road frontage shall be built to the Downtown District Standards.
7. The cross access/utility easement that is provided for the shared private alley for lots 71-73 as shown on plan C200 shall extend to the western property line. Installation of the roadway to the property line is not required. A temporary construction easement shall also be required to the western property line to allow for future connection.

EXHIBIT C
SITE PLAN (PLAN C200)



CITY OF WOODSTOCK, GEORGIA
RESOLUTION NO. 2025-___

GRANTING OF VARIANCES AT 704 AND 706 ROBIN COURT

WHEREAS, the City of Woodstock is a municipality duly formed and existing pursuant to Georgia law; and

WHEREAS, the 1983 Constitution of the State of Georgia provides for the self-government of municipalities without the necessity of action by the General Assembly; and

WHEREAS, the City of Woodstock has the legislative power to adopt clearly reasonable ordinances, resolution, or regulation relating to its property, affairs, and local government for which no provision has been made by general law, and which are not inconsistent with the Constitution or any charter provision applicable thereto; and

WHEREAS, in accordance with Section 11.216 of the Land Development Ordinance of the City of Woodstock, Georgia, the government authority of the City of Woodstock has read and evaluated the proposed concurrent Variance requests using the following criteria:

a) That the special circumstances or conditions applying to the building or land or building and land in question are peculiar to such premises and do not apply generally to other land or buildings in the vicinity; and
b) That the granting of the application is necessary or the preservation and enjoyment of a property right and not merely to serve as a convenience to the Applicant; and
c) That the condition from which relief or a variance is sought did not result from willful action by the Applicant; and
d) That the authorizing of the variance will not impair an adequate supply of light and air to adjacent property or unreasonably increase the congestion of public streets, increase the danger of fire, imperil the public safety, unreasonably diminish or impair established property values within the surrounding areas or in any other respect impair the health, safety, comfort, morals, or general welfare of the inhabitants of the City.

WHEREAS, the Mayor and Council of the City of Woodstock have determined, using the criteria above, that development cannot occur in accordance with the provisions of the Land Development Ordinance; and

WHEREAS, the Mayor and Council of the City of Woodstock have heard and considered this request concurrently with a Conditional Use Permit request (CUP#093-25 and V#220-25), as part of a noticed public hearing on November 17, 2025,

NOW, THEREFORE, BE IT RESOLVED by the Mayor and Council of the City of Woodstock, Georgia that the property at 704 and 706 Robin Court shall be granted Variances to the following Land Development Ordinance provisions:

1. Variance is granted to LDO Section 7.726.6 to allow for an increase in the sidewalk supplemental zone to a width of 45' along the Robin Court frontage
2. Variance is granted to LDO Section 7.726.6 to allow the Applicant to forgo installation of the 5' sidewalk along the street frontage.

NOW THEREFORE, BE IT RESOLVED AND ORDAINED by the City of Woodstock, Georgia, by the lawful authority vested in them that the property more particularly described on "Exhibit A" attached hereto and made a part hereof by reference is hereby granted the Variances granted under projects CUP#093-25 and V#220-25.

Adopted this 27th day of April, 2026.

_____
Michael Caldwell, Mayor

ATTEST

_____
Robyn Adams, City Clerk

EXHIBIT A
PROPERTY DESCRIPTION

704 and 706 Robin Court, Parcel Numbers 15N11A 041 and 15N11A 042

706 Robin Court, Parcel 15N11A 041

ALL THAT TRACT OR PARCEL OF LAND LYING AND BEING IN LAND LOT 947 OF THE 15TH DISTRICT, 2ND SECTION, CITY OF WOODSTOCK, CHEROKEE COUNTY, GEORGIA, BEING ALL OF LOT 41 AND PART OF LOT 40, BLOCK A, CARDINAL WOODS SUBDIVISION, AS MORE PARTICULARLY DEPICTED ON A PLAT RECORDED IN PLAT BOOK 8, PAGE 186, RECORDS OF CHEROKEE COUNTY, GEORGIA; AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

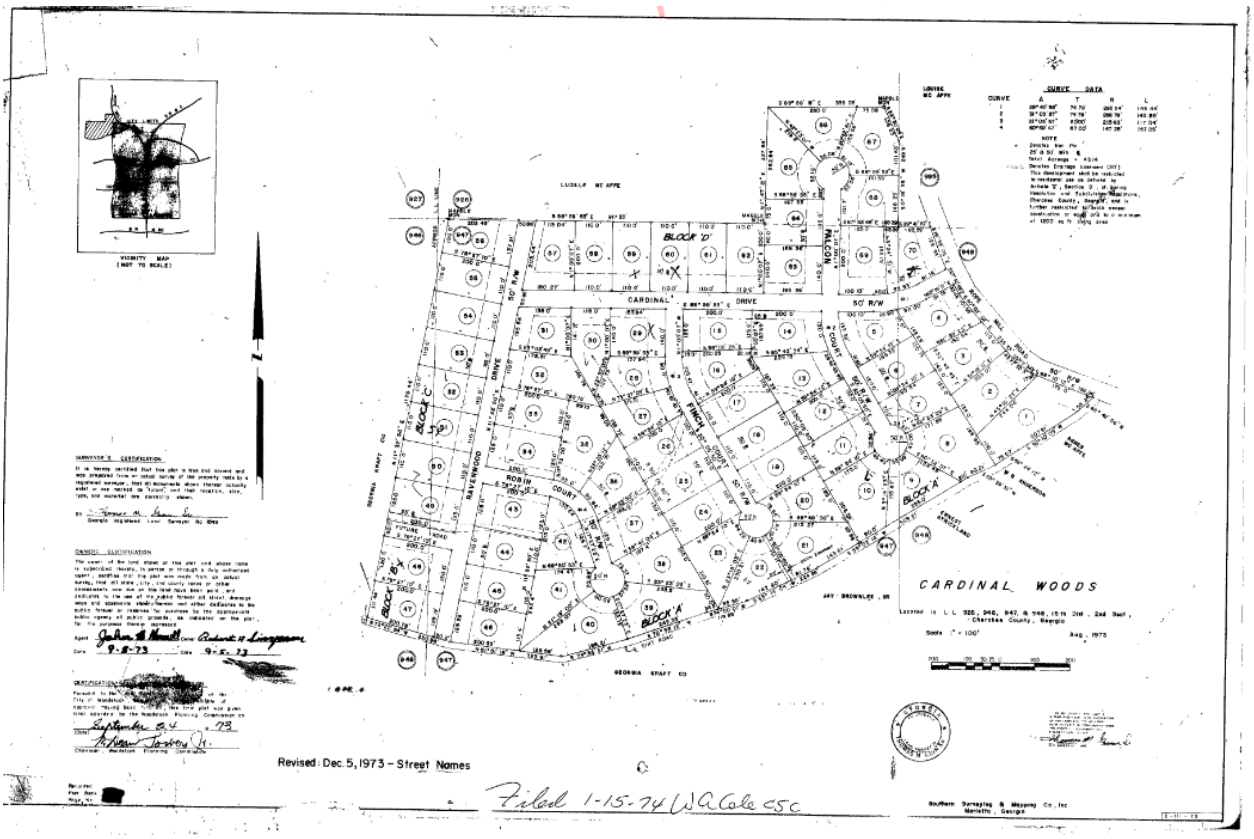
TO FIND THE POINT OF BEGINNING, COMMENCE AT THE INTERSECTION OF THE EASTERLY RIGHT OF WAY OF RAVENWOOD DRIVE (50' R/W) WITH THE SOUTHERLY RIGHT OF WAY OF ROBIN COURT (50' R/W); THENCE TRAVELING ALONG THE SOUTHERLY, SOUTHWESTERLY AND WESTERLY RIGHT OF WAY OF ROBIN COURT, AND FOLLOWING THE CURVATURE THEREOF, FOR A DISTANCE OF 460.34 FEET TO A ½" REBAR FOUND, SAID POINT BEING THE POINT OF BEGINNING

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704 Robin Court, Parcel 15N11A 042

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Plat Book 8, Page 186

ATTACHMENT B1

AGENDA ITEM NO. 3.4

Item Cover Page

PLANNING COMMISSION AGENDA ITEM REPORT

DATE:	April 2, 2026
SUBMITTED BY:	Cameron Dunn, Community Development
ITEM TYPE:	Presentation and Discussion Items
AGENDA SECTION:	**PUBLIC HEARINGS**
SUBJECT:	**Consideration of CUP#093-25: 706 Robin Court (Public Hearing & Vote)**
SUGGESTED ACTION:	Staff recommends approval with conditions of a Conditional Use Permit to allow for a development within the Downtown District on less than five acres with concurrent site Variances, subject to the staff-recommended conditions of approval. This case was remanded back to the Planning Commission by City Council at their March 23 meeting to allow for analysis of an updated site plan provided by the Applicant.

ATTACHMENTS:

CUP#093-25 PCSR.pdf
Attachment A.pdf
Attachment B.pdf

DATE: April 2, 2026

TO: Woodstock Planning Commission

FROM: Cameron Dunn, MPA, Planner II

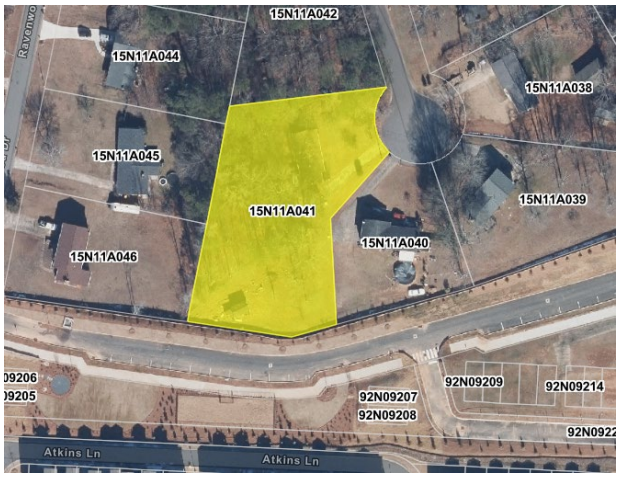
SUBJECT: Project No. CUP#093-25
706 Robin Court

RECOMMENDATION

Staff recommends approval with conditions for Conditional Use Permit (CUP) to allow for a development within the Downtown District on less than five acres with a concurrent site Variances, subject to the staff-recommended conditions of approval (COAs).

This case was remanded back to the Planning Commission by City Council at their March 23 meeting to allow for analysis of an updated site plan provided by the Applicant.

EXECUTIVE SUMMARY



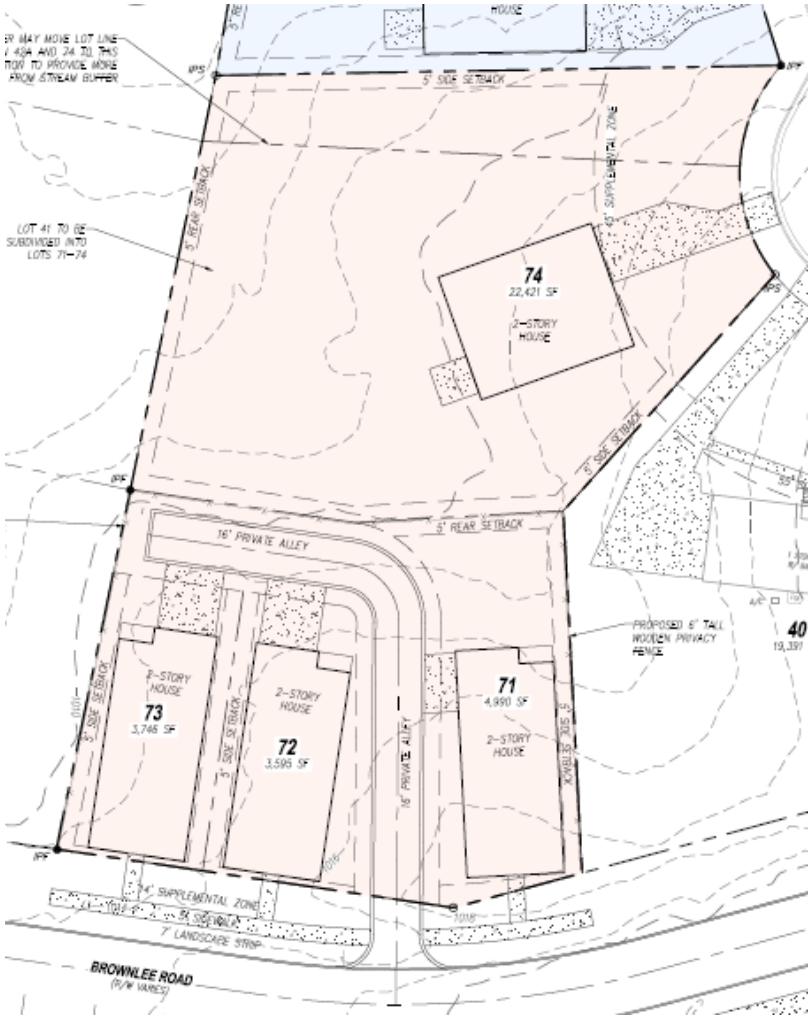
The Applicant, Parks Huff on behalf of Dossey, LLC, has requested a CUP to develop a residential project on a parcel assemblage of less than five acres within the Downtown District at 706 Robin Court. The proposed development has been altered from the previous submittal and is now comprised of one home fronting onto Robin Court and three homes fronting onto Brownlee Road after Applicant conversations with nearby residents. Two Variances are requested to allow the home off of Robin Court to have an increased sidewalk supplemental zone and to remove the requirement for the Applicant to install sidewalk along the Robin Court street frontage.

The public hearing application is provided as Attachment A. The updated site plan is provided as Attachment B.

PROJECT CHANGES

This case was heard by the Planning Commission as a part of their February 5, 2026 agenda. Staff recommended denial of the case, pending a small area plan undertaken either as part of the 2028 Comprehensive Plan update or performed by the Applicant with criteria determined by the Development Process Committee. This plan was intended to set standards for redevelopment in the area, how characteristics of the subdivisions would be maintained or blended with new development, and how connections to existing infrastructure would occur. Ultimately, the Planning Commission voted 7-0 to recommend denial in accordance with staff recommendation.

After the meeting, the Applicant requested to table the case for one month, pending updates to the site design of the project based on resident concerns. The revised proposed site layout is shown below.



ANALYSIS

2023 Comprehensive Plan Consistency

Previously, staff had noted that the case as proposed did not meet the tenets of the 2023 Comprehensive Plan. This reasoning was based on the fact that the lot did not maintain lot size or setbacks commensurate with the plat for the longstanding subdivision. While this plan update does still change the lot sizes and the setbacks along the Brownlee frontage, the decrease in intensity along the Robin Court frontage allows staff to perform secondary analysis.

The proposed development present on the subject parcel is mostly concentrated towards the rear of the property, fronting onto the higher order Brownlee Road. This development is similar in form and style to other developments that have been proposed and approved in the area; chiefly, the single lot redevelopment at 257 Rope Mill Road. That project, which is currently under development, replaces the existing single-family home with four new single-family homes. This parcel was a part of the original Cardinal Woods plat but was never accessed from the interior of the subdivision.

The updated site design as proposed indicates two distinct styles of development in a manner that is more clearly articulated than the previous iteration: concentration of development along the Brownlee frontage, but maintenance of the “one house per lot frontage” development style interior to the subdivision that has been present in Cardinal Woods since its original development.

While still not in perfect compliance with the tenets of the Plan, the updated site design does more to meet the intended character within the Cardinal Woods subdivision.

Consistency with the Land Development Ordinance (LDO)

In order to accommodate the proposed development, three entitlements are requested. They are summarized in the list below:

- Conditional Use Permit to allow for a residential development on less than five acres of land (LDO Section 7.721.2(c).
- Variance to LDO Section 7.726.6 to allow for an increased sidewalk supplemental zone width along Robin Court
- Variance to LDO Section 7.726.6 to allow development to forgo installation of sidewalk along the Robin Court frontage.

Conditional Use Permit

The Downtown District requires that residential developments occurring on less than five acres receive a conditional use permit in order to proceed. The LDO offers an exemption from this requirement if the construction does not require the subdivision of property into

more than three parcels. In addition to the standard CUP criteria, the LDO also notes that CUPs sought for this purpose must also be reviewed for their uniqueness, character, access, and connection to existing streets, alleys, and trails. The proposed development indicates a decrease in density from the Brownlee frontage to the Robin Court frontage, increasing lot size and setbacks as one moves closer to the existing development in Cardinal Woods. Previously, staff noted that there were a few extenuating factors that would limit the Applicant from conforming to the subdivision character along the northern side of the property. In the updated site consideration, the Applicant has responded to this request by limiting the development to one home along the lot frontage. This design change works to maintain the character of the subdivision to a greater degree than the previous iteration.

Site Variances

The Applicant is requesting to increase the width of the sidewalk supplemental zone from its 20' maximum to 45' to mimic the existing setbacks of homes along Robin Court. Additionally, the Applicant is requesting the ability to forgo installation of the sidewalk along the Robin Court frontage to meet existing style. Given that the Applicant performed a combination plat with the adjacent property at 708 Robin Court in 2024, the Lot of Record exemption of the Downtown Standards could not apply to this lot. The Lot of Record provision states that any lot platted before 2018 can utilize the exemption. Because the site is not a Lot of Record, the modern Downtown Standards would apply in this case. These standards would not allow the site to meet the intent of the long-range plan in the area, which calls for a style of development that is placed further back from the roadway with an older style of street frontage that does not include sidewalk. Notably, this request is only applicable to the northern portion of the property, and not the Brownlee Road frontage.

DEVELOPMENT PROCESS COMMITTEE RECOMMENDATION

On March 25, 2026, the Development Process Committee (DPC) met to reconsider the proposed request based on the updated site design. The Committee's previous concerns with the project were centered on how this site could function as a catalyst for redevelopment within the Cardinal Woods subdivision, as it would be the first lot in the subdivision to be developed with a higher intensity than the original development. The concern was that other lots would follow suit in differing styles and intensity of redevelopment that would fragment the consistent and longstanding character of the subdivision. Staff now believes that, should the Applicant receive approval for the proposed development, they should contribute to the plan intended to organize and define the pattern for new development along the Brownlee corridor. Ultimately, the DPC voted 5-1 to recommend approval of the proposed project with conditions as follows:

Proposed Conditions of Approval

1. The approval of the project is contingent upon receipt of a small area plan for all lots within the Cardinal Woods subdivision that have access to Brownlee Road and

one parcel north. Additionally, the Applicant shall include the three remaining parcels that have not undergone redevelopment along Rope Mill Road. The Plan shall be prepared by the Applicant based upon criteria determined by the Development Process Committee, including but not limited to provisions that provide guidance on standards for redevelopment, how characteristics of the subdivision are maintained and blended with new development, and how connection to existing infrastructure would occur. This Plan shall be completed and submitted to staff prior to Certificate of Occupancy on any of the dwelling units.

2. The dwelling units shall be limited to a maximum of two stories in height.
3. If damage is done to Robin Court as a result of construction, the Applicant shall repair the roadway and/or curb and gutter prior to certificate of occupancy being granted for the dwelling unit.
4. A brick veneer or similar material shall be required along a minimum of 50% of the street façade frontage off of Robin Court. Heavier building materials shall be placed below the lighter materials. Final building elevations shall be approved by the Development Process Committee.
5. Front and side setbacks shall be consistent with plan C200, dated March 11, 2026. These setbacks shall be maximum setbacks, and not minimum setbacks.
6. A seven-foot (7') sidewalk landscape strip and a five-foot (5') sidewalk clear zone shall be dedicated to the City as part of the project. Installation of the sidewalk is not required along the Robin Court frontage. The Brownlee Road frontage shall be built to Downtown District Standards.
7. The cross access/utility easement that is provided for the shared private alley for lots 71-73 as shown on plan C200 shall extend to the western property line. Installation of the roadway to the property line is not required. A temporary construction easement shall also be required to the western property line to allow for future connection.

CRITERIA FOR CONSIDERATION OF A CONDITIONAL USE PERMIT REQUEST

Pursuant to LDO Section 7.503 (Conditional Use Permit Review Criteria), the following conditions must be considered before a Conditional Use Permit can be granted by Mayor and Council.

a. *Whether or not there will be a significant adverse effect on the surrounding area in which the proposed use will be located.*

   The proposed development would have a limited impact on the surrounding area. The intensity of the development as updated concentrates the density of the site along the Brownlee frontage, allowing only a single dwelling unit to be accessed from the interior of the subdivision.

b. *Whether or not the use is otherwise compatible with the surrounding area.*

   While an effort is made to conform to the existing development in Cardinal Woods by seeking Variance to front setback requirements, the lot sizes and existing side

setbacks within Cardinal Woods are being altered by the development proposal. However, the updated proposal maintains the “one house per lot frontage” style of development in the interior of the subdivision. In the updated version of the project, the intensity of development along the Brownlee frontage and the Robin frontage are both consistent with their surrounding environs, allowing for increased compatibility.

c. *Whether or not the use proposed will result in a nuisance as defined under State law.*

The proposed use would not result in a nuisance as defined under State law.

d. *Whether or not quiet enjoyment of surrounding property will be adversely affected.*

There is no indication that the quiet enjoyment of surrounding property would be adversely affected by the development proposal. While the proposal increases the intensity of development on the lot, residential uses are typically benign and quiet uses.

e. *Whether or not property values of surrounding property will be adversely affected.*

There is no indication that the property values of the surrounding properties would be negatively affected by the proposed development.

f. *Whether or not adequate provisions are made for parking and traffic considerations.*

The proposed residential uses have adequate parking provided through the garages attached to the residences. The traffic impact onto the surrounding street network would be negligible.

g. *Whether or not the site or intensity of the use is appropriate.*

The intensity of the use along the southern, Brownlee Road fronting side of the property is akin to other developing residences in the area. Updated site design allows the Robin Court frontage to enjoy an expected level of intensity. Generally, the site is an increase in intensity that, while allowable in the underlying zoning with discretionary approval, needs additional consideration through the articulation of a long range planning document before replication elsewhere in the area.

h. *Whether or not special or unique conditions created by the use are consistent with the purpose, intent, and goals of the Comprehensive Town Plan.*

The uses proposed in the development are not in perfect alignment with the tenets of the 2023 Comprehensive Plan, as the lot size would be changed by the subdivision for the lots along the Brownlee frontage. This said, the parcel is designed in such a way that allows two styles of development: one that attempts to mimic the existing intensity of development in Cardinal Woods, and one that can more reasonably mimic the development of modern buildouts to the south. While this is not applicable in all lots throughout Cardinal Woods, it is applicable in this case. Additionally, conditions of approval on the project and staff plans to prepare a small area plan work to ensure that stability of development patterns in the area are established and stabilized over the coming years.

i. *Whether or not adequate provisions are made regarding hours of operation.*

Residential uses do not have hours of operation, but it is likely that traffic trips associated with residences would be expected in the proposed development (i.e. trips in the morning and evening based on the working day).

j. *Whether or not adequate controls and limits are placed on commercial and business deliveries.*

No commercial or business deliveries would be expected based on the uses proposed.

k. *Whether or not adequate landscape plans are incorporated to ensure appropriate transition between adjacent or nearby properties.*

While no landscape plans were submitted with the application package, any proposed development on the site would be required to follow the provisions of Chapter IX of the LDO, requiring a tree density of at least 100 inches per acre of site.

l. *Whether or not the public health, safety, welfare, or moral concerns of the surrounding neighborhood will be adversely affected.*

There is no indication that the public health, safety, or welfare of the surrounding neighborhood would be adversely affected by the proposed development. However, the enjoyment of longstanding neighborhood character would be affected by the proposed development.

m. *Whether the application complies with any applicable specific requirements set forth in this chapter for conditional use permits for particular types of uses.*

The proposed development does have additional specific requirements based on LDO Section 7.721.2(c), which states that residential projects shall be evaluated for their uniqueness, character, and connection to existing streets, alleys and trails.

The development as updated results in a positive enhancement in uniqueness and character. The property is sited in such a way that allows for differing styles of development along different frontages and is oriented in such a way to provide adequate separation of intensity while maintaining surrounding neighborhood styles (both north and south).

n. *Whether the applicant has provided sufficient information to allow a full consideration of all the relevant factors.*

The Applicant has provided sufficient information for consideration of all factors relevant to a Conditional Use Permit. The information provided by the Applicant has revealed a need for a larger scoped plan for the subject property that necessitates the condition of approval on the project that stipulates its completion prior to Certificate of Occupancy.

o. *Whether the conditional use requested emits or creates unusual odors which would warrant the use of an odor elimination/attenuation system as recommended by industry standards.*

The conditional use should not emit or create unusual odors which require an odor attenuation system.

Additionally, for CUPs within the Downtown District, LDO Section 7.721.2(c) notes that projects seeking a CUP for the minimum acreage requirement shall be evaluated for their uniqueness, character, and connection to existing streets, alleys, and trails. This is addressed in Criteria M above.

CRITERIA FOR CONSIDERATION OF A VARIANCE REQUEST

Pursuant to LDO Section 11.216 (Variances), the following conditions must be considered before a Variance from the requirements of the City's Ordinances can be considered by the Commission and granted by the Council. Further, no Variance shall be authorized unless Council finds that all of the following conditions exist.

a. *There are exceptional and extraordinary conditions pertaining to the particular piece of property in question, due to its size, shape, or topography.*

The property is peculiar due to its double frontage. The development of the Brownlee Road corridor created a double frontage lot that warrants differing setbacks associated with different development styles.

b. *The application of these regulations to this particular piece of property would create a practical difficulty or unnecessary hardship.*

The application of the front setback regulations would create difficulty in creating a development pattern consistent with surrounding residences.

c. *Such conditions are peculiar to the particular piece of property involved.*

Unlike other platted lots within Cardinal Woods, this lot cannot apply for development under the Lot of Record provision due to the subdivision plat undertaken by the Applicant in 2024. This is atypical when compared to other lots in the Cardinal Woods subdivision, as these lots would be able to develop (and are currently redeveloping) under Lot of Record provisions.

d. *A literal interpretation of this Ordinance would deprive the applicant of any right that others in the same district are allowed.*

A literal interpretation of the Ordinance would not allow the Applicant the right to develop in a pattern consistent with the surrounding neighborhood. Many lots within Cardinal Woods would be permitted to use existing setbacks, but this lot cannot because of prior action taken by the Applicant.

e. *Relief, if granted, would not cause substantial detriment of the public good, or impair the purposes and intent of the Ordinance.*

The intent of the Ordinance is to ensure that new development within the Downtown District has an active street frontage with approachable uses. This said, none of the lots within the Cardinal Woods subdivision have redeveloped in such a manner that requires the installation of street infrastructure. While not in accordance with long range planning goals for activated streetscapes, the conditions of approval presented by staff allow for future installation should the City ever wish to provide sidewalk within the subdivision.

f. *That the special circumstances or conditions applying to the building or land or building and land in question are peculiar to such premises and do not apply generally to other land or buildings in the vicinity.*

The peculiarities related to the lot (inability to achieve lot of record, replatting) do not apply to other lots in the vicinity. However, this peculiarity and need for relief do not apply to other parcels in the subdivision because other parcels in the subdivision have not been considered with a development style that increases the density and intensity of their residential uses.

g. *That the granting of the application is necessary for the preservation and enjoyment of a property right and not merely to serve as a convenience to the applicant.*

The granting of the Variance in concurrence with the Conditional Use Permit codifies and memorializes the differing styles and intensity of development present across the site. The updated site design is not a convenience per se, but rather an

allowance to ensure that the lot can more explicitly meet the character of the surrounding area.

h. *That the condition from which relief or a variance is sought did not result from willful action by the Applicant.*

The existing character of the neighborhood was not created by willful action of the Applicant. The Applicant is seeking to build a development that fits the context of the existing neighborhood. The Variance is needed in order to construct a home on the proposed lot that has similar setbacks to the existing homes within the interior of the Cardinal Woods subdivision.

i. *That the authorizing of the variance will not impair an adequate supply of light and air to adjacent property, unreasonably increase congestion of public streets, increase danger of fire, imperil public safety, unreasonably diminish property values, or in any other respect impair the health, safety, comfort, morals or general welfare of the inhabitants of the City.*

There is no indication that the authorization of this Variance would impair the supply of light or air to adjacent properties. The proposed use would have little impact on the congestion of streets, as the development of single-family housing at this scale has negligible traffic impacts. There is no indication that the proposed development would imperil public safety or decrease property values. The general welfare of residents would not be harmed by the relief granted in this case.

ATTACHMENTS

Attachment A: Application and Response Statements
Attachment B: Updated Site Plan

CITY OF WOODSTOCK
Application for Public Hearing

Important Notes:

1. Please check all information supplied on the following pages to ensure that all spaces are filled out accurately before signing this form. This page should be the first page of your completed application package.
2. All documents required as part of the application package shall be submitted at the same time as the application. Incomplete application packages **WILL NOT BE ACCEPTED.**
3. Please contact the Planning and Zoning Division of the Community Development Department at 770-592-6050 if you have any questions regarding the application package, this application or the public hearing process.

Contact Person: Parks F. Huff Phone: [redacted]

Email: [redacted]

Applicant's Information:

Name: Dossey Investments, LLC

Address: 5341 Old Highway 5, Suite 207-350 Phone: [redacted]

City, State, Zip: Woodstock, GA 30188 Email: [redacted]

Property Owner's Information: ☐ same as above **Please attach a list if multiple property owners**

Name: Dossey Investments, LLC

Address: 5341 Old Highway 5, Suite 207-350 Phone: [redacted]

City, State, Zip: Woodstock, GA 30188 Email: [redacted]

Requested Public Hearing (check all that apply):

- ☐ Annexation
- ☐ Rezoning
- ☐ Condition Amendment
- ☑ Variance
- ☑ Conditional Use Permit
- ☐ Comprehensive Plan Amendment
- ☐ Other: _____

STAFF USE ONLY:

Case: CUP # 093 - 25

Received by: _____

Date Received: _____

Fee Paid: $ 400.00 Receipt # 607096

Date Accepted: 12/19/25

PUBLIC HEARING SCHEDULE:

Pre-Application Meeting: _____

Public Input Meeting: Jan 13, 2026 @ 7:00pm Chambers

DPC Meeting: Jan 7, 2026

Planning Commission: Feb 5, 2026

City Council: Feb 23, 2026

ATTACHMENT B13

Property Information:

Location: 706 Robin Court

Parcel Identification Number(s) (PIN): 15-0947-0004 Total Acreage: ±0.906

Property Information:

Location: Cardinal Woods subd. 706 Robin Ct.

Current Zoning: DT-LR Total Acreage: ±0.906

Tax Map #: 15 N 11A Parcel #: 041 Future Development Map Designation: Urban Village

Adjacent Zonings: North DT-LR South DT-MR-A East DT-LR West DT-LR

Applicant's Request (Itemize the Proposal, including code sections for Variance requests):

CUP to allow a residential development on less than 5 acres in the Downtown District (LDO sec 7.721.2c)

Variances to LDO sec 7.728 to allow increased supplemental zone in Lots 74 and 75 on the proposed site plan

Proposed Use(s) of Property:

single family residence(s)

Infrastructure Information: *If connecting to new/existing Water/Sewer is required, please fill out and submit the attached Water/Sewer Availability Inquiry.*

Is water available to this site? ☑ Yes ☐ No Jurisdiction: City

How is sewage from this site to be managed?

City

Will this proposal result in an increase in school enrollment? ☑ Yes ☐ No

If yes, what is the projected increase? 3.625 students

Proposed Use(s)	# of units	Multiplier	Number of Students
Single Family (Detached) Home	5	0.725	3.625
Multi Family (Attached) Home		0.287	

Traffic Generation:

If a traffic study is not required as part of this application, complete the following charts to estimate traffic generated by the proposal. Information for additional residential and all commercial/industrial development shall follow the summary of ITE Trip Generation Rates published in the Transportation Planning Handbook by the Institute of Transportation Engineers.

What is the estimated number of trips generated? 47.85 trips

Code	Land Use(s)	# of units*	Daily Trip Ends	Number of Trips
210	Single Family Home/ Townhome	5	9.57	47.85
220	Apartment		6.63	

- A unit for residential purposes is equal to one residential unit. For commercial/industrial uses it is defined in the ITE table, but most often is equal to 1,000 square feet of floor area for the use specified.

Authorization:

Upon acceptance of the completed application package, the Community Development Department will notify the applicant of scheduled date, times, and locations of the public meetings/hearings. The applicant or a representative must be present to answer any questions that may be asked. In the event that an application is not complete, the case may be delayed or postponed at the discretion of the department.

This form is to be executed under oath. I, Jeff Smith for Dossey Investments, LLC, do solemnly swear and attest, subject to criminal penalties for false swearing, that the information provided in this Application for Public Hearing is true and correct and contains no misleading information.

This 15TH day of DECEMBER, 2025

Print Name Jeff Smith for Dossey Investments, LLC.

Applicant Signature _____

Consent to publish copyrighted documents on the City of Woodstock website:

If any of the documents submitted with this application are copyrighted, I hereby attest that I am the owner of this copyright and give my consent to allow these documents to be published on the City of Woodstock website (www.woodstockga.gov) for public access and for inclusion in all agenda materials published by the City of Woodstock.

This 15 day of December, 2025.

Copyright Owner Print Name Jeff Smith

Copyright Owner Signature _____

Sworn to and Subscribed before me this: 15 day of December, 2025.

Notary Signature _____

(Notary Seal)

BRANDON DOYLE NOTARY PUBLIC COBB COUNTY, GEORGIA MY COMMISSION EXPIRES APRIL 19, 2027

APPLICANT RESPONSE STATEMENT VARIANCES (Chapter VII, Article VII, Sec. 7.726)

The applicant finds that the following standards are relevant in balancing the interest in promoting public health, safety, morality, or general welfare against the right to unrestricted use of property and shall govern the exercise of the zoning power.

If this application is in response to a variance, please respond to the following standards in the form of a written narrative. In the case of concurrent variances, a response to the standards below should be provided for each variance requested.

1. Explain requested variance.

   The Applicant, Dossey Investments, LLC, is requesting a variance from the City of Woodstock Land Development Code Chapter VII, Article VII, Sec. 7.728 to increase the minimum supplemental zone, specifically for Lot 74 as depicted on the filed site plan (currently platted as Lot 41) in the Cardinal Woods subdivision.

2. There are exceptional and extraordinary conditions pertaining to the particular piece of property in question, due to its size, shape or topography.

   The subject property is similar in size, shape, and topography to other lots within the Cardinal Woods subdivision, which was platted in 1973. The Subject Property is contiguous to the radius of the cul-de-sac, which is the terminus of Robin Court.

3. The application of these regulations to this particular piece of property would create a practical difficulty or unnecessary hardship.

   As depicted on the filed site plan, the Applicant is proposing to construct one single-family residence on the property. Applying these regulations to this particular piece of property would create a practical difficulty and unnecessary hardship.

4. Such conditions are peculiar to the particular piece of property involved.

   The conditions that create the need for this variance are peculiar to this property. The Applicant's proposal to increase the supplemental zone will make the front of the proposed home consistent with the existing surrounding homes.

5. A literal interpretation of this ordinance would deprive the applicants of any rights that others in the same district are allowed.

   The Subject Property's current zoning, DT-LR, allows for single-family homes and similar

variances have been granted in similar situations. The single-family home the Applicant has proposed is within the density requirements prescribed by DT-LR.

6. Relief, if granted, would not cause substantial detriment to the public good, or impair the purposes and intent of this ordinance.

   The variance would not be contrary to the public good, nor impair the purposes and intent of the ordinance.

7. Special circumstances or conditions applying to the building or land or building and land in question are peculiar to such premises and do not apply generally to other land or buildings in the vicinity.

   The conditions for this request are peculiar to this situation and do not apply to other land or buildings in the vicinity. The surrounding lots have varying supplemental zone widths and the Applicant is proposing a consistent look and feel for the proposed home.

8. Granting of the application is necessary for the preservation and enjoyment of a property right and not merely to serve as a convenience to the applicant.

   Granting the variance will allow the development of single-family residences within the existing neighborhood with consistent landscaping and attractive front yards.

9. The condition from which relief or a variance is sought did not result from willful action by the applicant.

   The Subject Property is located in the Cardinal Woods subdivision, which was platted in 1973. Street standards, including the delineation of supplemental zones, are modern constructs and supersede the establishment of the subdivision

10. Authorizing the variance will not impair adequate supply of light and air to adjacent property or unreasonably increase the congestion of public streets, increase the danger of fire, imperil the public safety, unreasonably diminish or impair established property values within the surrounding areas or in any other respect impair the health, safety, comfort, morals or general welfare of the inhabitants of the City.

    Approval of the variance will not create a hazard, be detrimental to surrounding property values nor be contrary to the general welfare of the citizens of Woodstock.

APPLICANT RESPONSE STATEMENT VARIANCES (Chapter VII, Article VII, Sec. 7.726)

The applicant finds that the following standards are relevant in balancing the interest in promoting public health, safety, morality, or general welfare against the right to unrestricted use of property and shall govern the exercise of the zoning power:

If this application is in response to a variance, please respond to the following standards in the form of a written narrative. In the case of concurrent variances, a response to the standards below should be provided for each variance requested.

1. Explain requested variance.

   The Applicant, Dossey Investments, LLC, is requesting a variance from the City of Woodstock Land Development Code Chapter VII, Article VII, Sec. 7.728 to increase the minimum supplemental zone, specifically for Lot 75 as depicted on the filed site plan (currently platted as Lot 41) in the Cardinal Woods subdivision.

2. There are exceptional and extraordinary conditions pertaining to the particular piece of property in question, due to its size, shape or topography.

   The subject property is similar in size, shape, and topography to other lots within the Cardinal Woods subdivision, which was platted in 1973. The Subject Property is contiguous to the radius of the cul-de-sac, which is the terminus of Robin Court.

3. The application of these regulations to this particular piece of property would create a practical difficulty or unnecessary hardship.

   As depicted on the filed site plan, the Applicant is proposing to construct one single-family residence on the property. Applying these regulations to this particular piece of property would create a practical difficulty and unnecessary hardship.

4. Such conditions are peculiar to the particular piece of property involved.

   The conditions that create the need for this variance are peculiar to this property. The Applicant's proposal to increase the supplemental zone will make the front of the proposed home consistent with the existing surrounding homes.

5. A literal interpretation of this ordinance would deprive the applicants of any rights that others in the same district are allowed.

   The Subject Property's current zoning, DT-LR, allows for single-family homes and similar

variances have been granted in similar situations. The single-family home the Applicant has proposed is within the density requirements prescribed by DT-LR.

6. Relief, if granted, would not cause substantial detriment to the public good, or impair the purposes and intent of this ordinance.

   The variance would not be contrary to the public good, nor impair the purposes and intent of the ordinance.

7. Special circumstances or conditions applying to the building or land or building and land in question are peculiar to such premises and do not apply generally to other land or buildings in the vicinity.

   The conditions for this request are peculiar to this situation and do not apply to other land or buildings in the vicinity. The surrounding lots have varying supplemental zone widths and the Applicant is proposing a consistent look and feel for the proposed home.

8. Granting of the application is necessary for the preservation and enjoyment of a property right and not merely to serve as a convenience to the applicant.

   Granting the variance will allow the development of single-family residences within the existing neighborhood with consistent landscaping and attractive front yards.

9. The condition from which relief or a variance is sought did not result from willful action by the applicant.

   The Subject Property is located in the Cardinal Woods subdivision, which was platted in 1973. Street standards, including the delineation of supplemental zones, are modern constructs and supersede the establishment of the subdivision

10. Authorizing the variance will not impair adequate supply of light and air to adjacent property or unreasonably increase the congestion of public streets, increase the danger of fire, imperil the public safety, unreasonably diminish or impair established property values within the surrounding areas or in any other respect impair the health, safety, comfort, morals or general welfare of the inhabitants of the City.

    Approval of the variance will not create a hazard, be detrimental to surrounding property values nor be contrary to the general welfare of the citizens of Woodstock.

APPLICANT RESPONSE STATEMENT CONDITIONAL USE PERMITS Section 7.721.2

The applicant finds that the following standards are relevant in balancing the interest in promoting the public health, safety, morality, or general welfare against the right to unrestricted use of property and shall govern the exercise of the zoning power.

If this application is in response to a conditional use permit, please respond to the following standards in the form of a written narrative:

1. Explain requested conditional use permit.

   The applicant, Dossey Investments, LLC, is requesting a Conditional Use Permit (CUP) pursuant to the City of Woodstock's Land Development Code 7.721.2(c) to allow a proposed project on less than five (5) acres. The Subject Property currently consists of one .906 acre parcel (15N11A 041). The Applicant proposes to construct five (5) single family homes as depicted on the proposed site plan.

2. Whether or not there will be significant adverse effect on the surrounding area in which the proposed use will be located.

   There will not be significant adverse effect on the surrounding area in which the proposed use will be located. The proposed project will be comprised of five (5) detached homes. This projected density is far less dense than the 6 units per acre allowed in the DT-LR zoning district. The area is more connected to the city center with the completion of the Brownlee Road connection making the area a good place to add new housing.

3. Whether or not the use is otherwise compatible with the surrounding area.

   The use is compatible with the surrounding area. The Subject Property is within the Cardinal Woods subdivision, which is zoned DT-LR. Forrest Crossing, the subdivision contiguous to the south, is zoned DT-MR (Medium Density Residential). The Applicant's proposal will complement the existing houses in the Cardinal Woods subdivision.

4. Whether or not the use proposed will result in a nuisance as defined under state law.

   The use proposed will not result in a nuisance as defined under state law.

5. Whether or not quiet enjoyment of surrounding property will be adversely effected.

   The quiet enjoyment of surrounding property owners will not be adversely affected. The Applicant will make efforts to mitigate any impact upon contiguous property owners by complying with Woodstock's landscaping, buffer and setback requirements.

6. Whether or not property values of surrounding property will be adversely effected.

   The Applicant's proposal will not adversely affect the values of surrounding properties.

7. Whether or not adequate provisions are made for parking and traffic considerations.

   Adequate parking will be provided for the proposed single family residences in an unobtrusive manner. The proposal will maximize connection with and be served by Brownlee Road. Lots 71- 73 will be accessed from Brownlee Road via a private alley.

8. Whether or not the site or intensity of the use is appropriate.

   The Applicant's proposed use is suitable in view of the use and development of adjacent and nearby properties. The area has seen significant changes with new development and the creation of the Brownlee Road connector that makes the area more connected and accessible to downtown.

9. Whether or not special or unique conditions created by the use are consistent with the purpose, intent and goals of the Comprehensive Town Plan.

   The Applicant's proposal complies with the intent of the City of Woodstock's Comprehensive Plan (updated on October 23, 2023) by providing a use consistent with the residential corridor of Rope Mill Road. The subject property is currently zoned DT-LR and within the Urban Area (Village) of the Comprehensive Plan and the Future Development Map.

10. Whether or not adequate provisions are made regarding hours of operation.

    The Applicant's proposal is for residential use. Provisions for hours of operation are irrelevant to this Application.

11. Whether or not adequate controls and limits are placed on commercial and business deliveries.

    Because the Subject Property is a zoned residential and the Applicant's proposal is for houses, controls and limits placed on commercial and business deliveries would be irrelevant to this Application.

12. Whether or not adequate landscape plans are incorporated to ensure appropriate transition between adjacent or nearby properties.

    The Applicant will comply with the Land Development Code of the City of Woodstock

regarding buffers, setbacks and landscaping to ensure appropriate transition between adjacent or nearby properties.

13. Whether or not the public health, safety, welfare or moral concerns of the surrounding neighborhood will be adversely affected.

    The proposal will not adversely affect the public health, safety, welfare, or moral concerns of the surrounding neighborhood. The proposal is consistent with the City of Woodstock's Comprehensive Plan (updated on October 23, 2023). In addition, the development will be attractively landscaped and will comply with the City of Woodstock's stormwater, landscaping, buffer and setback requirements.

14. Whether the application complies with any applicable specific requirements set forth in this chapter for conditional use permits for particular types of uses.

    The Application complies with all applicable specific requirements for a Conditional Use Permit for developing a project on less than five (5) acres.

15. Whether the applicant has provided sufficient information to allow full consideration of all relevant factors.

    The Application and attachments comply with all specific requirements for a Conditional Use Permit. Should the Community Development Staff, Planning Commission, Mayor or members of the City Council have any questions or concerns regarding this Application, the Applicant remains open to dialogue regarding this proposal.

16. Whether the conditional use requested emits or creates unusual odors which would warrant use of an odor elimination/attenuation system as recommended by industry standards.

    The conditional use requested will not emit or create unusual odors which would warrant use of an odor elimination/attenuation system as recommended by industry standards.

APPLICANT RESPONSE STATEMENT VARIANCES (Chapter VII, Article VII, Sec. 7.726.6)

The applicant finds that the following standards are relevant in balancing the interest in promoting public health, safety, morality, or general welfare against the right to unrestricted use of property and shall govern the exercise of the zoning power.

If this application is in response to a variance, please respond to the following standards in the form of a written narrative. In the case of concurrent variances, a response to the standards below should be provided for each variance requested.

1. Explain requested variance.

   The Applicant, Dossey Investments, LLC, is requesting a variance from the City of Woodstock Land Development Code Chapter VII, Article VII, Sec. 7.726 to waive the requirement for new sidewalk construction on properties known as 704 and 706 Robin Court.

2. There are exceptional and extraordinary conditions pertaining to the particular piece of property in question, due to its size, shape or topography.

   The subject property is similar in size, shape, and topography to other lots within the Cardinal Woods subdivision, which was platted in 1973. The Subject Property, consisting of 2 parcels, is situated in the radius of a cul-de-sac, which is inherently difficult to develop. The location of the Subject Property is fairly remote on a cul-de-sac within a 50+ year-old subdivision and the construction of a new sidewalk serves little to no benefit to the citizens of Woodstock.

3. The application of these regulations to this particular piece of property would create a practical difficulty or unnecessary hardship.

   As depicted on the filed site plan, the Applicant is proposing to construct five single-family homes on the property. Applying these regulations to this particular piece of property would create a practical difficulty and unnecessary hardship.

4. Such conditions are peculiar to the particular piece of property involved.

   The conditions that create the need for this variance are peculiar to this property. The Applicant's proposal to eliminate the sidewalk requirement will make the front of the proposed homes consistent with the existing surrounding homes.

5. A literal interpretation of this ordinance would deprive the applicants of any rights that

others in the same district are allowed.

The Subject Property's current zoning, DT-LR, allows for single-family homes and similar variances have been granted in similar situations. The single-family homes the Applicant has proposed is within the density requirements prescribed by DT-LR.

6. Relief, if granted, would not cause substantial detriment to the public good, or impair the purposes and intent of this ordinance.

   The variance would not be contrary to the public good, nor impair the purposes and intent of the ordinance.

7. Special circumstances or conditions applying to the building or land or building and land in question are peculiar to such premises and do not apply generally to other land or buildings in the vicinity.

   The conditions for this request are peculiar to this situation and do not apply to other land or buildings in the vicinity. The surrounding lots do not have sidewalks and the Applicant is proposing a consistent look and feel for the new homes.

8. Granting of the application is necessary for the preservation and enjoyment of a property right and not merely to serve as a convenience to the applicant.

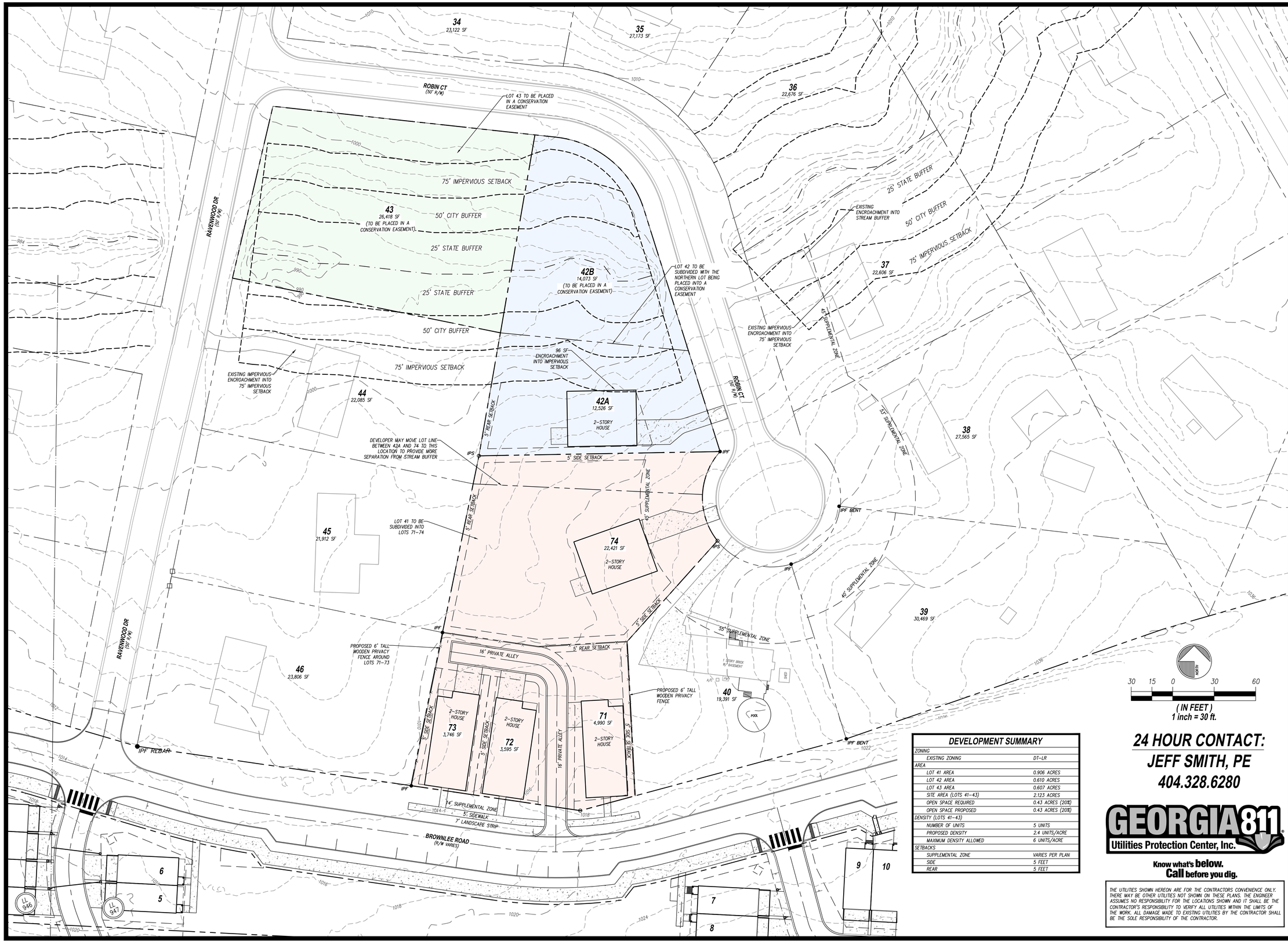
   Granting the variance will allow the development of single-family residences within the existing neighborhood with consistent landscaping and attractive front yards.

9. The condition from which relief or a variance is sought did not result from willful action by the applicant.

   The Subject Property is located in the Cardinal Woods subdivision, which was platted in 1973. Street standards, including the sidewalk requirements and supplemental zones, are modern constructs and supersede the establishment of the subdivision

10. Authorizing the variance will not impair adequate supply of light and air to adjacent property or unreasonably increase the congestion of public streets, increase the danger of fire, imperil the public safety, unreasonably diminish or impair established property values within the surrounding areas or in any other respect impair the health, safety, comfort, morals or general welfare of the inhabitants of the City.

    Approval of the variance will not create a hazard, be detrimental to surrounding property values nor be contrary to the general welfare of the citizens of Woodstock.



30 15 0 30 60

(IN FEET)
1 inch = 30 ft.

DEVELOPMENT SUMMARY	
ZONING	
EXISTING ZONING	DT-LR
AREA	
LOT 41 AREA	0.906 ACRES
LOT 42 AREA	0.610 ACRES
LOT 43 AREA	0.607 ACRES
SITE AREA (LOTS 41-43)	2.123 ACRES
OPEN SPACE REQUIRED	0.43 ACRES (20%)
OPEN SPACE PROPOSED	0.43 ACRES (20%)
DENSITY (LOTS 41-43)	
NUMBER OF UNITS	5 UNITS
PROPOSED DENSITY	2.4 UNITS/ACRE
MAXIMUM DENSITY ALLOWED	6 UNITS/ACRE
SETBACKS	
SUPPLEMENTAL ZONE	VARIES PER PLAN
SIDE	5 FEET
REAR	5 FEET

24 HOUR CONTACT:
JEFF SMITH, PE
404.328.6280

GEORGIA 811
Utilities Protection Center, Inc.
Know what's **below.**
Call before you dig.

THE UTILITIES SHOWN HEREON ARE FOR THE CONTRACTORS CONVENIENCE ONLY. THERE MAY BE OTHER UTILITIES NOT SHOWN ON THESE PLANS. THE ENGINEER ASSUMES NO RESPONSIBILITY FOR THE LOCATIONS SHOWN AND IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL UTILITIES WITHIN THE LIMITS OF THE WORK. ALL DAMAGE MADE TO EXISTING UTILITIES BY THE CONTRACTOR SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR.

RIDGE PLANNING AND ENGINEERING©
6234 OLD HIGHWAY 5
SUITE D9-250 · WOODSTOCK, GA 30188
OFFICE 770.938.9000

LAND PLAN
ROBIN COURT
LAND LOT 948
15th DISTRICT
WOODSTOCK, GEORGIA

OWNER/DEVELOPER
DOSSEY INVESTMENTS, LLC
5341 OLD HIGHWAY 5
SUITE 207-350
WOODSTOCK, GA 30188

REVISIONS
1/15/26: UPDATE SITE PLAN
3/11/26: UPDATE SITE PLAN

SITE PLAN
C200

24031 Z100 706 ROBIN CT 2026.0313.DWG 1.20.24

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AGENDA ITEM NO. 8.3

Item Cover Page

CITY COUNCIL AGENDA ITEM REPORT

DATE:	April 27, 2026
SUBMITTED BY:	Cameron Dunn, Community Development
ITEM TYPE:	Presentation and Discussion Items
AGENDA SECTION:	PUBLIC HEARING
SUBJECT:	**Consideration of V#220-25: 704 Robin Court (Public Hearing & Vote)**
SUGGESTED ACTION:	Request for consideration of V#220-25 - 704 Robin Court. Staff recommends approval of a Conditional Use Permit to allow for a development within the Downtown District on less than five acres with concurrent site Variances, subject to the staff-recommended and Planning Commission-modified conditions of approval. This case was remanded back to Planning Commission at the March 23, 2026 Council Meeting.

ATTACHMENTS:

V#220-24 CCSR.pdf
Attachment A.pdf
Attachment B.pdf

DATE: April 27, 2026

TO: Woodstock City Council

FROM: Cameron Dunn, MPA, Planner II

SUBJECT: Project No. V#219-25
704 Robin Court

RECOMMENDATION

Staff recommends approval with conditions for a Conditional Use Permit (CUP) to allow for a development within the Downtown District on less than five acres with concurrent site Variances, subject to the staff recommended and Planning Commission-modified conditions of approval.

A proposed Ordinance and Resolution are provided as Attachment A.

EXECUTIVE SUMMARY

The Applicant, Parks Huff on behalf of Dossey, LLC, has requested a Variance to allow for an increase sidewalk supplemental zone at 704 Robin Court to allow for the development of a single-family residence. Since the last time the project was considered by the Planning Commission, there have been updates to the site design that require the Applicant to request a CUP for a development on less than five acres and an additional concurrent site Variance to allow the Applicant to forgo installation of sidewalk along the property frontage.



The Planning Commission agenda packet, which includes previous staff reporting documents, the Application package, and the site plan is provided in Attachment B.

PLANNING COMMISSION RECOMMENDATION

On April 2, 2026, the Planning Commission considered the proposed Conditional Use Permit and Variance requests after it was remanded back to the body from City Council as a result of project changes. The link to the Planning Commission video can be found here:
https://www.woodstockga.gov/your_government/meetings_agendas_and_minutes.php

Commissioners voted unanimously to recommend approval (6-0) with a minor alteration to the conditions of approval. The conditions are shown below, with the modified condition shown in *italics:*

1. The approval of the project is contingent upon receipt of a small area plan for all lots within the Cardinal Woods subdivision that have access to Brownlee Road and one parcel north. Additionally, the Applicant shall include the three remaining parcels that have not undergone redevelopment along Rope Mill Road. The Plan shall be prepared by the Applicant based upon criteria determined by the Development Process Committee, including but not limited to provisions that provide guidance on standards for redevelopment, how characteristics of the subdivision are maintained and blended with new development, and how connection to existing infrastructure would occur. This Plan shall be completed and submitted to staff prior to Certificate of Occupancy on any of the dwelling units.
2. The dwelling units shall be limited to a maximum of two stories in height.
3. If damage is done to Robin Court as a result of construction, the Applicant shall repair the roadway and/or curb and gutter prior to certificate of occupancy being granted for the dwelling unit.
4. A brick veneer or similar material shall be required along a minimum of 50% of the street façade frontage off of Robin Court. Heavier building materials shall be placed below the lighter materials. Final building elevations shall be approved by the Development Process Committee.
5. *Front setbacks shall be consistent with plan C200, dated March 11, 2026. These setbacks shall be maximum setbacks, and not minimum setbacks.*
6. A seven-foot (7') sidewalk landscape strip and a five-foot (5') sidewalk clear zone shall be dedicated to the City as part of the project. Installation of the sidewalk is not required along the Robin Court frontage. The Brownlee Road frontage shall be built to Downtown District Standards.
7. The cross access/utility easement that is provided for the shared private alley for lots 71-73 as shown on plan C200 shall extend to the western property line. Installation of the roadway to the property line is not required. A temporary construction easement shall also be required to the western property line to allow for future connection.

ATTACHMENTS

Attachment A: Proposed Ordinance and Resolution
Attachment B: Planning Commission Agenda Packet, April 2, 2026

CITY OF WOODSTOCK, GEORGIA
ORDINANCE NO. 2026-_____

(Project No. CUP#093-25 and V#220-25 – 704 and 706 Robin Court)

GRANTING A CONDITIONAL USE on property within the corporate limits of the City of Woodstock, Georgia to allow development on a property assemblage of less than five acres in the Downtown District, located in Land Lot 947 of the 15th District, 2nd Section, Cherokee County, Georgia, and being Tax Map and Parcel Numbers 15N11A 041 and 15N11A 042, located at 704 and 704 Robin Court, Woodstock, Georgia, and being more particularly described on "Exhibit A" attached hereto and made a part hereof by reference (the "Property").

WHEREAS, the City of Woodstock (hereinafter sometimes referred to as the "City") is a municipality duly formed and existing pursuant to Georgia law; and

WHEREAS, the 1983 Constitution of the State of Georgia provides for the self-government of municipalities without the necessity of action by the General Assembly; and

WHEREAS, the City of Woodstock, Georgia, has the legislative power to adopt clearly reasonable ordinances, resolutions, or regulation relating to its property, affairs, and local government for which no provision has been made by general law, and which are not inconsistent with the Constitution or any charter provision applicable thereto; and

WHEREAS, The Mayor and Council of the City of Woodstock have determined that granting a conditional use permit to the above identified property would be in the best interest of the property owners of the area and of the citizens of the City of Woodstock; and

WHEREAS, the application for entitlement is and has been accessible to members of the public who are, or may be, affected by it, having been kept and maintained for public inspection during the normal business hours at Woodstock City Hall, and notice of intent to take action having been published in the Cherokee Tribune, a newspaper of general circulation within the territorial boundaries of the municipality of the City of Woodstock, for a period of at least fifteen (15 days) prior but not more than forty-five (45) days prior to the public hearing date; and

WHEREAS, in accordance with Section 7.503 of Land Development Ordinance of the City of Woodstock, Georgia, the government authority of the City of Woodstock has read and evaluated the proposed Conditional Use Permit requests using the following criteria:

a) Whether or not there will be a significant adverse effect on the surrounding area in which the proposed use will be located.
b) Whether or not the use is otherwise compatible with the surrounding area.

c) Whether or not the proposed use will result in a nuisance as defined under State law.
d) Whether or not quiet enjoyment of surrounding property will be adversely affected.
e) Whether or not property values of surrounding property will be adversely affected.
f) Whether or not adequate provision are made for parking and traffic considerations.
g) Whether or not the site or intensity of the use is appropriate.
h) Whether or not special or unique conditions created by the use are consistent with the purposes, intent and goals of the Comprehensive town Plan.
i) Whether or not adequate provisions are made regarding hours of operation.
j) Whether or not adequate controls and limits are placed on commercial and business deliveries.
k) Whether or not adequate landscape plans are incorporated to ensure appropriate transition between adjacent or nearby properties.
l) Whether or not the public health, safety, welfare, or moral concerns of the surrounding neighborhood will be adversely affected.
m) Whether the application complies with any applicable specific requirements et forth in this chapter for conditional use permits for particular types of uses.
n) Whether the applicant has provided sufficient information to allow a full consideration of all relevant factors.
o) Whether the conditional use requested emits or creates unusual odors which would warrant use of an odor elimination/attenuation system as recommended by industry standards.

WHEREAS, in accordance with Section 7.721.2(c) of the Land Development Ordinance of the City of Woodstock, Georgia, the governmental authority of the City of Woodstock has also read and evaluated the Conditional Use Permit request for uniqueness, character, access, and connection to existing streets, alleys, and trails; and

WHEREAS, The Mayor and Council of the City of Woodstock, using the criteria enumerated above, have determined that granting the rezoning request as set forth herein would be in the best interest of the property owners of the area and the citizens of Woodstock, Georgia; and

WHEREAS, the Mayor and Council of the City of Woodstock have heard and considered this request as a part of a noticed public hearing on November 17, 2025,

NOW THEREFORE, BE IT RESOLVED AND ORDAINED by the Mayor and Council of the City of Woodstock, Georgia that the aforesaid rezoning request shall now and hereafter be maintained for public inspection during the normal business hours at the City Hall under the custody of the City Clerk of the City of Woodstock; and

NOW THEREFORE, BE IT RESOLVED AND ORDAINED by the City of Woodstock, Georgia, by the lawful authority vested in them that the property more particularly described on “Exhibit A” attached hereto and made a part hereof by reference is hereby granted a Conditional Use Permit to allow a development on a parcel assemblage of less than five acres. The property more particularly described on “Exhibit A” is subject to the

conditions of zoning set forth of “Exhibit B” attached hereto and made a part hereof by reference.

Date of Public Hearing: April 27, 2026

Advertisement: Cherokee Tribune, March 19, 2026

APPROVED, ADOPTED, AND ENACTED this 27th day of April 2026.

_____
Michael Caldwell, Mayor
City of Woodstock, Georgia

(Municipal Seal)

_____
Robyn Adams, City Clerk
City of Woodstock, Georgia

_____
REVIEWED FOR LEGAL CONTENT
City Attorney

EXHIBIT A
PROPERTY DESCRIPTION

704 and 706 Robin Court, Parcel Numbers 15N11A 041 and 15N11A 042

706 Robin Court, Parcel 15N11A 041

ALL THAT TRACT OR PARCEL OF LAND LYING AND BEING IN LAND LOT 947 OF THE 15TH DISTRICT, 2ND SECTION, CITY OF WOODSTOCK, CHEROKEE COUNTY, GEORGIA, BEING ALL OF LOT 41 AND PART OF LOT 40, BLOCK A, CARDINAL WOODS SUBDIVISION, AS MORE PARTICULARLY DEPICTED ON A PLAT RECORDED IN PLAT BOOK 8, PAGE 186, RECORDS OF CHEROKEE COUNTY, GEORGIA; AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

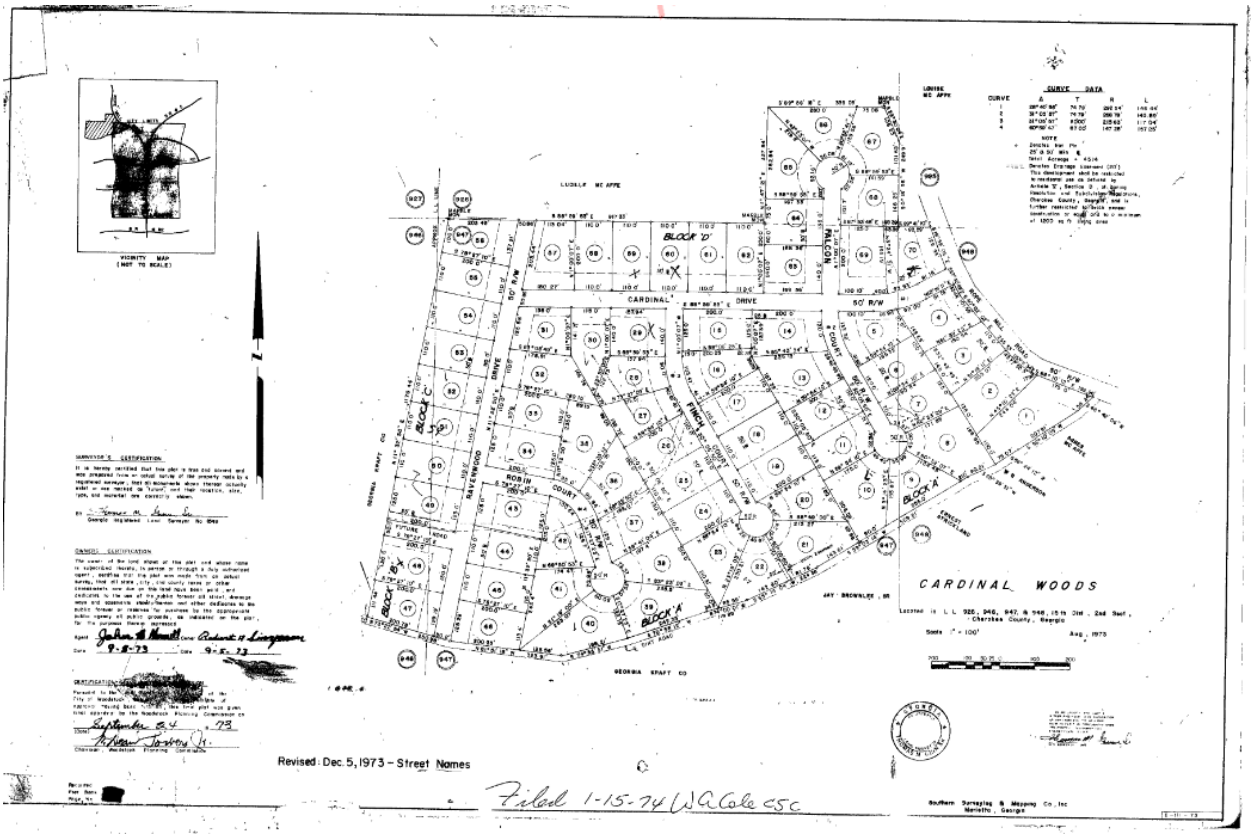
TO FIND THE POINT OF BEGINNING, COMMENCE AT THE INTERSECTION OF THE EASTERLY RIGHT OF WAY OF RAVENWOOD DRIVE (50' R/W) WITH THE SOUTHERLY RIGHT OF WAY OF ROBIN COURT (50' R/W); THENCE TRAVELING ALONG THE SOUTHERLY, SOUTHWESTERLY AND WESTERLY RIGHT OF WAY OF ROBIN COURT, AND FOLLOWING THE CURVATURE THEREOF, FOR A DISTANCE OF 460.34 FEET TO A ½" REBAR FOUND, SAID POINT BEING THE POINT OF BEGINNING

THENCE CONTINUING ALONG THE WESTERLY RIGHT OF WAY OF ROBIN COURT ALONG A CURVE TO THE LEFT WITH AN ARC LENGTH OF 70.13 FEET AND A RADIUS OF 50.00 FEET, BEING SUBTENDED BY A CHORD OF SOUTH 01 DEGREES 42 MINUTES 07 SECONDS WEST A DISTANCE OF 64.52 FEET TO AN IRON PIN SET; THENCE LEAVING SAID RIGHT OF WAY SOUTH 41 DEGREES 53 MINUTES 52 SECONDS WEST FOR A DISTANCE OF 97.68 FEET TO AN IRON PIN SET; THENCE SOUTH 02 DEGREES 57 MINUTES 55 SECONDS EAST FOR A DISTANCE OF 111.74 FEET TO AN IRON PIN SET; THENCE SOUTH 74 DEGREES 54 MINUTES 23 SECONDS WEST FOR A DISTANCE OF 41.13 FEET TO A POINT; THENCE NORTH 81 DEGREES 36 MINUTES 40 SECONDS WEST FOR A DISTANCE OF 123.76 FEET TO A ½" REBAR FOUND, THENCE NORTH 11 DEGREES 39 MINUTES 31 SECONDS EAST FOR A DISTANCE OF 174.36 FEET TO THE POINT OF BEGINNING

SAID TRACT OR PARCEL OF LAND CONTAINS 0.906 ACRES AND IS DEPICTED AS LOT 41 ON THAT CERTAIN RE-SUBDIVISION OF LOTS 40 AND 41 CARDINAL WOODS PREAPRED BY LANDPRO SURVEYING AND MAPPING INC., SEALED AND CERTIFIED BY JAMES H. RADER, GRLS NO. 3033, DATED JULY 16, 2024.

704 Robin Court, Parcel 15N11A 042

ALL THAT TRACT OR PARCEL OF LAND LYING AND BEING IN LAND LOT 947 OF THE 15TH DISTRICT, 2ND SECTION, CHEROKEE COUNTY, GEORGIA, BEING LOT 42, BLOCK A, CARDINAL WOODS, AS PER PLAT THEREOF RECORDED IN PLAT BOOK 8, PAGE 186, CHEROKEE COUNTY, GEORGIA RECORDS, WHICH PLAT IS INCORPORATED HEREIN BY REFERENCE AND MADE A PART OF THIS DESCRIPTION.



Plat Book 8, Page 186

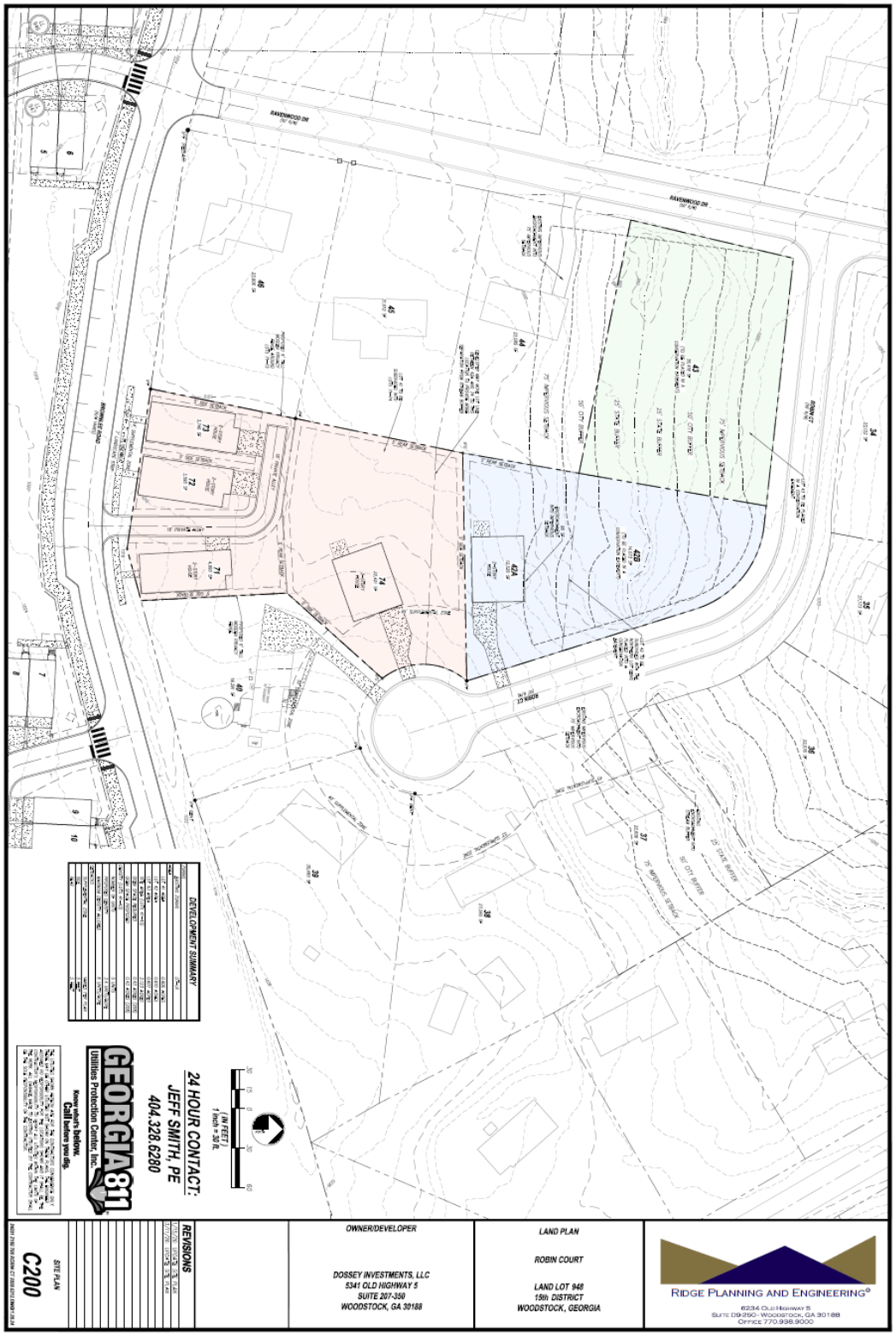
EXHIBIT B

CONDITIONS OF ZONING

(Project Nos. CUP#093-25 (706 Robin Court) and V#220-25 (704 Robin Court)

1. The approval of the project is contingent upon receipt of a small area plan for all lots within the Cardinal Woods subdivision that have access to Brownlee Road and one parcel north. Additionally, the Applicant shall include the three remaining parcels that have not undergone redevelopment along Rope Mill Road. The Plan shall be prepared by the Applicant based on criteria determined by the Development Process Committee, including but not limited to provisions that provide guidance on standards for redevelopment, how characteristics of the subdivision are maintained and blended with new development, and how connection to existing infrastructure would occur. This Plan shall be completed and submitted to staff prior to Certificate of Occupancy on any of the dwelling units.
2. The dwelling units shall be limited to a maximum of two stories in height.
3. If damage is done to Robin Court as a result of construction, the Applicant shall repair the roadway and/or curb and gutter prior to certificate of occupancy being granted for the dwelling units.
4. A brick veneer or similar material shall be required along a minimum of 50% of the street façade frontage off of Robin Court. Heavier building materials shall be placed below the lighter materials. Final building elevations shall be approved by the Development Process Committee.
5. Front setbacks shall be consistent with plan C200, dated March 11, 2026. This setback shall be a maximum setback, not a minimum setback.
6. A seven-foot sidewalk landscape strip and a five-foot sidewalk clear zone shall be dedicated to the City as part of the project. Installation of the sidewalk is not required along the Robin Court frontage. The Brownlee Road frontage shall be built to the Downtown District Standards.
7. The cross access/utility easement that is provided for the shared private alley for lots 71-73 as shown on plan C200 shall extend to the western property line. Installation of the roadway to the property line is not required. A temporary construction easement shall also be required to the western property line to allow for future connection.

EXHIBIT C
SITE PLAN (PLAN C200)



CITY OF WOODSTOCK, GEORGIA
RESOLUTION NO. 2025-___

GRANTING OF VARIANCES AT 704 AND 706 ROBIN COURT

WHEREAS, the City of Woodstock is a municipality duly formed and existing pursuant to Georgia law; and

WHEREAS, the 1983 Constitution of the State of Georgia provides for the self-government of municipalities without the necessity of action by the General Assembly; and

WHEREAS, the City of Woodstock has the legislative power to adopt clearly reasonable ordinances, resolution, or regulation relating to its property, affairs, and local government for which no provision has been made by general law, and which are not inconsistent with the Constitution or any charter provision applicable thereto; and

WHEREAS, in accordance with Section 11.216 of the Land Development Ordinance of the City of Woodstock, Georgia, the government authority of the City of Woodstock has read and evaluated the proposed concurrent Variance requests using the following criteria:

a) That the special circumstances or conditions applying to the building or land or building and land in question are peculiar to such premises and do not apply generally to other land or buildings in the vicinity; and
b) That the granting of the application is necessary or the preservation and enjoyment of a property right and not merely to serve as a convenience to the Applicant; and
c) That the condition from which relief or a variance is sought did not result from willful action by the Applicant; and
d) That the authorizing of the variance will not impair an adequate supply of light and air to adjacent property or unreasonably increase the congestion of public streets, increase the danger of fire, imperil the public safety, unreasonably diminish or impair established property values within the surrounding areas or in any other respect impair the health, safety, comfort, morals, or general welfare of the inhabitants of the City.

WHEREAS, the Mayor and Council of the City of Woodstock have determined, using the criteria above, that development cannot occur in accordance with the provisions of the Land Development Ordinance; and

WHEREAS, the Mayor and Council of the City of Woodstock have heard and considered this request concurrently with a Conditional Use Permit request (CUP#093-25 and V#220-25), as part of a noticed public hearing on November 17, 2025,

NOW, THEREFORE, BE IT RESOLVED by the Mayor and Council of the City of Woodstock, Georgia that the property at 704 and 706 Robin Court shall be granted Variances to the following Land Development Ordinance provisions:

1. Variance is granted to LDO Section 7.726.6 to allow for an increase in the sidewalk supplemental zone to a width of 45' along the Robin Court frontage
2. Variance is granted to LDO Section 7.726.6 to allow the Applicant to forgo installation of the 5' sidewalk along the street frontage.

NOW THEREFORE, BE IT RESOLVED AND ORDAINED by the City of Woodstock, Georgia, by the lawful authority vested in them that the property more particularly described on "Exhibit A" attached hereto and made a part hereof by reference is hereby granted the Variances granted under projects CUP#093-25 and V#220-25.

Adopted this 27th day of April, 2026.

_____
Michael Caldwell, Mayor

ATTEST

_____
Robyn Adams, City Clerk

EXHIBIT A
PROPERTY DESCRIPTION

704 and 706 Robin Court, Parcel Numbers 15N11A 041 and 15N11A 042

706 Robin Court, Parcel 15N11A 041

ALL THAT TRACT OR PARCEL OF LAND LYING AND BEING IN LAND LOT 947 OF THE 15TH DISTRICT, 2ND SECTION, CITY OF WOODSTOCK, CHEROKEE COUNTY, GEORGIA, BEING ALL OF LOT 41 AND PART OF LOT 40, BLOCK A, CARDINAL WOODS SUBDIVISION, AS MORE PARTICULARLY DEPICTED ON A PLAT RECORDED IN PLAT BOOK 8, PAGE 186, RECORDS OF CHEROKEE COUNTY, GEORGIA; AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

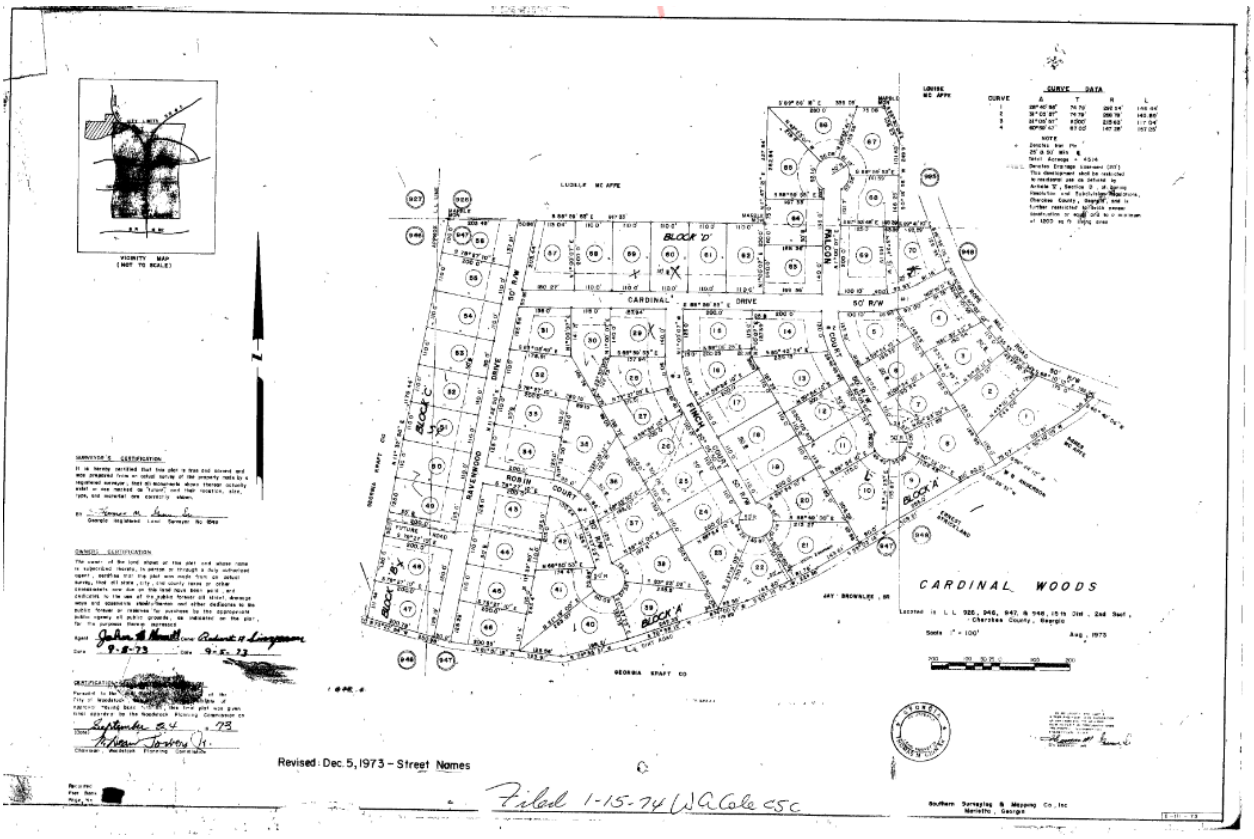
TO FIND THE POINT OF BEGINNING, COMMENCE AT THE INTERSECTION OF THE EASTERLY RIGHT OF WAY OF RAVENWOOD DRIVE (50' R/W) WITH THE SOUTHERLY RIGHT OF WAY OF ROBIN COURT (50' R/W); THENCE TRAVELING ALONG THE SOUTHERLY, SOUTHWESTERLY AND WESTERLY RIGHT OF WAY OF ROBIN COURT, AND FOLLOWING THE CURVATURE THEREOF, FOR A DISTANCE OF 460.34 FEET TO A ½" REBAR FOUND, SAID POINT BEING THE POINT OF BEGINNING

THENCE CONTINUING ALONG THE WESTERLY RIGHT OF WAY OF ROBIN COURT ALONG A CURVE TO THE LEFT WITH AN ARC LENGTH OF 70.13 FEET AND A RADIUS OF 50.00 FEET, BEING SUBTENDED BY A CHORD OF SOUTH 01 DEGREES 42 MINUTES 07 SECONDS WEST A DISTANCE OF 64.52 FEET TO AN IRON PIN SET; THENCE LEAVING SAID RIGHT OF WAY SOUTH 41 DEGREES 53 MINUTES 52 SECONDS WEST FOR A DISTANCE OF 97.68 FEET TO AN IRON PIN SET; THENCE SOUTH 02 DEGREES 57 MINUTES 55 SECONDS EAST FOR A DISTANCE OF 111.74 FEET TO AN IRON PIN SET; THENCE SOUTH 74 DEGREES 54 MINUTES 23 SECONDS WEST FOR A DISTANCE OF 41.13 FEET TO A POINT; THENCE NORTH 81 DEGREES 36 MINUTES 40 SECONDS WEST FOR A DISTANCE OF 123.76 FEET TO A ½" REBAR FOUND, THENCE NORTH 11 DEGREES 39 MINUTES 31 SECONDS EAST FOR A DISTANCE OF 174.36 FEET TO THE POINT OF BEGINNING

SAID TRACT OR PARCEL OF LAND CONTAINS 0.906 ACRES AND IS DEPICTED AS LOT 41 ON THAT CERTAIN RE-SUBDIVISION OF LOTS 40 AND 41 CARDINAL WOODS PREAPRED BY LANDPRO SURVEYING AND MAPPING INC., SEALED AND CERTIFIED BY JAMES H. RADER, GRLS NO. 3033, DATED JULY 16, 2024.

704 Robin Court, Parcel 15N11A 042

ALL THAT TRACT OR PARCEL OF LAND LYING AND BEING IN LAND LOT 947 OF THE 15TH DISTRICT, 2ND SECTION, CHEROKEE COUNTY, GEORGIA, BEING LOT 42, BLOCK A, CARDINAL WOODS, AS PER PLAT THEREOF RECORDED IN PLAT BOOK 8, PAGE 186, CHEROKEE COUNTY, GEORGIA RECORDS, WHICH PLAT IS INCORPORATED HEREIN BY REFERENCE AND MADE A PART OF THIS DESCRIPTION.



Plat Book 8, Page 186

AGENDA ITEM NO. 3.5

Item Cover Page

PLANNING COMMISSION AGENDA ITEM REPORT

DATE:	April 2, 2026
SUBMITTED BY:	Cameron Dunn, Community Development
ITEM TYPE:	Presentation and Discussion Items
AGENDA SECTION:	**PUBLIC HEARINGS**
SUBJECT:	**Consideration of V#220-25: 704 Robin Court (Public Hearing & Vote)**
SUGGESTED ACTION:	Staff recommends approval with conditions of a Conditional Use Permit (CUP) to allow for a development within the Downtown District on less than five acres with concurrent site Variances, subject to the staff recommended conditions of approval. This case was remanded back to the Planning Commission by City Council at their March 23 meeting to allow for analysis of an updated site plan provided by the Applicant.

ATTACHMENTS:

V#220-24 PCSR.pdf
Attachment A.pdf
Attachment B.pdf

DATE: April 2, 2026

TO: Woodstock Planning Commission

FROM: Cameron Dunn, MPA, Planner II

SUBJECT: Project No. V#219-25
704 Robin Court

RECOMMENDATION

Staff recommends approval with conditions for a Conditional Use Permit (CUP) to allow for a development within the Downtown District on less than five acres with concurrent site Variances, subject to the staff recommended conditions of approval.

This case was remanded back to the Planning Commission by City Council at their March 23 meeting to allow for analysis of an updated site plan provided by the Applicant.

EXECUTIVE SUMMARY

The Applicant, Parks Huff on behalf of Dossey, LLC, has requested a Variance to allow for an increased sidewalk supplemental zone at 704 Robin Court to allow for the development of a single-family residence. Since the last time the project was considered by the Planning Commission, there have been updates to the site design that require the Applicant to request a CUP for a development on less than five acres and an additional concurrent site Variance to allow the Applicant to forgo installation of sidewalk along the property frontage.

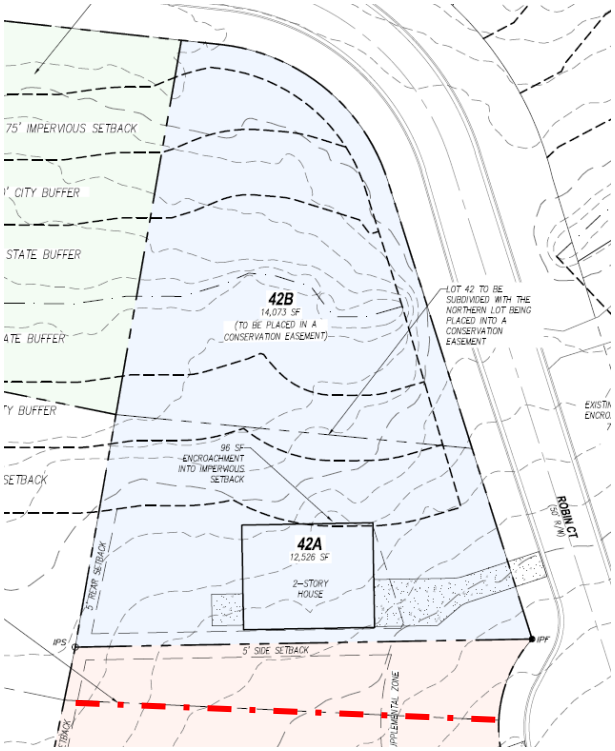


The Applicant's responses are provided as Attachment A. The site plan is provided as Attachment B.

PROJECT CHANGES

This case was heard by the Planning Commission as part of their February 5 agenda. The case was recommended for approval with conditions by staff. The Planning Commission recommended approval in accordance with staff's recommendation by a 7-0 vote. Minor changes to the Conditions of Approval were recommended by the Planning Commission. They are reflected later in the report.

After the original Planning Commission meeting, the Applicant requested to table the case for one month pending updates to the site design of the project based on resident concerns. As a result of these conversations, the Applicant is requesting a Conditional Use Permit and concurrent Variance alongside their original Variance request in order to accommodate changes to the site design.



These entitlements are required as a result of two functions: The Applicant seeking to move the lot line between the subject property and the adjacent southern parcel at 704 Robin Court, and Georgia Zoning Law.

As shown on the plan above, the Applicant wishes to move the lot line between 704 and 706 Robin Court to the south (indicated by the red line) to provide additional separation from the stream buffer on site and the proposed dwelling unit. Conditional Use Permits are legislative actions in the State of Georgia, bound to the land that they are granted to in perpetuity. In the case of 706 Robin Court, the CUP is tied to the property description of the lot as it exists currently. If the property line between the two properties changes, that means that a portion of the lot at 704 Robin Court would have some of the land area from 706 Robin that was granted a CUP.

As the Applicant has changed the site design and proposed shifting lot lines and creating an additional lot, the request for a CUP has extended to the north to include the property at 704 Robin, as the original lot as platted is proposed to be changed. The previous design allowed the lot to be developed for the first time under the existing lot lines with solely a site Variance. The proposed changes extends the development northward up Robin Court, requiring additional discretionary approval. Additionally, this project was not

originally advertised as a CUP case, so the case was remanded back to Planning Commission so that it could be advertised as a CUP case in accordance with the requirements of the Georgia Zoning Procedures Law.

Lastly, the Applicant plans to subdivide the northern portion of the property to place the land area under conservation easement, precluding any development from occurring in the area occupied by the stream buffer.

ANALYSIS

Consistency with the Land Development Ordinance (LDO)

In order to accommodate the proposed development, three entitlements are requested. They are summarized in the list below:

- Conditional Use Permit to allow for a residential development on less than five acres of land (LDO Section 7.721.2(c).
- Variance to LDO Section 7.726.6 to allow for an increased sidewalk supplemental zone width along Robin Court.
- Variance to LDO Section 7.726.6 to allow development to forgo installation of sidewalk along the Robin Court frontage.

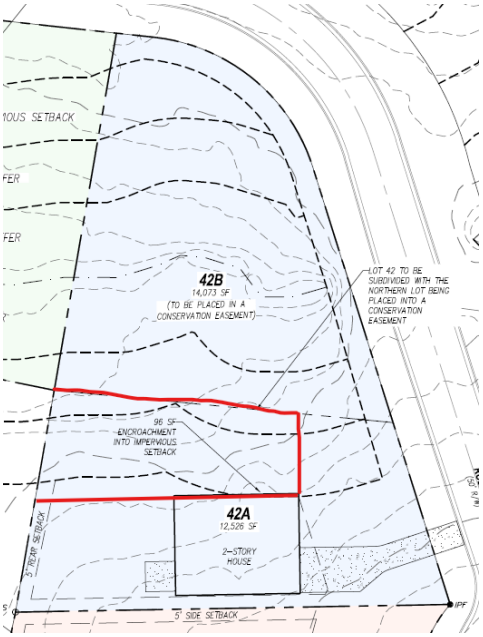
Conditional Use Permit

In addition to the previously requested Variance, the Applicant requires a CUP to develop the property. On properties within the Downtown District, developments on land area of less than five acres require discretionary approval by Council. In this case, the total land area of the request is comprised of the parcel area (0.59 acres). In addition to the standard CUP criteria questions, the CUP must be reviewed for its uniqueness, character, access, and connection to existing streets.

This parcel was originally left undeveloped when the Cardinal Woods subdivision was platted due to septic incompatibility. Due to sewer access provided via 706 Robin off a connection of Brownlee Road, residential development can occur adjacent to the development to the south. In this case, the Applicant abides by the additional criteria questions by maintaining the “one dwelling per original lot frontage” style of development present in Cardinal Woods. This assists in maintaining subdivision character despite the presence of development in a previously natural area.

Site Variances

On the original plat for this subdivision, front setbacks off of Robin Court are approximately 50’ from the roadbed. The Downtown District allows for lots with plats recorded before 2018 to redevelop under the Lot of Record exemption, which allows for structures to be built without taking the site up to the modern version of the Downtown District Standards. Within this code section, there are provisions that note that for new



residential construction, the site and structure must be substantially similar to structures on nearby and adjacent lots if no construction had occurred on the platted lot previously. This is to say, that if taking advantage of the Lot of Record exemption, the Applicant would have to develop consistently with the setbacks for a typical home on adjacent lots. Given when Cardinal Woods was developed, the subdivision enjoys much larger setbacks than what is typical within the Downtown District today, with dwellings along Robin Court having an average 40-50' front setback and 25-30' side setback. If the Applicant in this case were to use the side setbacks typical in nearby and adjacent lots, the proposed dwelling unit would be located within the stream buffers, as indicated in the image by the red lines.

The Applicant's request is warranted based on alternative development options for the site, which would require disturbance within the undisturbed 25' state stream buffer and the 50' city stream buffer.

In addition to the previous Variance request, the Applicant has requested to forgo the required sidewalk installation on a development that does not take advantage of the Lot of Record provisions. Along D-type streets like Robin Court, new development is required to install modern Downtown streetscapes, including a five-foot sidewalk along the property's road frontage. Given that no other lot within the subdivision currently has sidewalks installed along the street frontage, the Applicant's request is in accordance with the surrounding subdivision development and their proposal for the adjacent property to the south (706 Robin Ct).

Consistency with the Comprehensive Plan

The 2023 Comprehensive Plan identifies this site as being within the Urban Village Character Area. Within the Urban Village Character area, it is stated that there are several neighborhoods within the Downtown District that residents have repeatedly expressed a desire to preserve. It states that, for these subdivisions, the redevelopment of individual properties should maintain lot sizes and setbacks to maintain the consistency of character within the subdivision.

Unlike the previous iteration of the site, the Applicant has proposed changing the property lines, moving the southern property line south to allow for greater separation of the proposed dwelling unit from the stream buffer and creating a northern property line that parcels off the stream buffer located on site. While this is not in accordance with the guidance shown in the Comprehensive Plan, it is being sought by the Applicant based on conversation with nearby residents, attempting to develop the property in a manner

consistent with nearby development and respectful of the property that has been left natural for decades.

DEVELOPMENT PROCESS COMMITTEE RECOMMENDATION

On March 25, 2026, the Development Process Committee (DPC) met to reconsider the proposed request based on the updated site design. The Committee's previous recommendation of approval was not altered, as even with the site design changes being proposed by the Applicant in this iteration of their plan, the maintenance of existing setbacks and streetscapes are maintained by the request. Therefore, the Committee voted to maintain its recommendation of approval with conditions. The proposed Conditions of Approval, which have been slightly altered due to the changes at 706 Robin Court, are as follows:

Proposed Conditions of Approval

1. The approval of the project is contingent upon receipt of a small area plan for all lots within the Cardinal Woods subdivision that have access to Brownlee Road and one parcel north. Additionally, the Applicant shall include the three remaining parcels that have not undergone redevelopment along Rope Mill Road. The Plan shall be prepared by the Applicant based upon criteria determined by the Development Process Committee, including but not limited to provisions that provide guidance on standards for redevelopment, how characteristics of the subdivision are maintained and blended with new development, and how connection to existing infrastructure would occur. This Plan shall be completed and submitted to staff prior to Certificate of Occupancy on any of the dwelling units.
2. The dwelling units shall be limited to a maximum of two stories in height.
3. If damage is done to Robin Court as a result of construction, the Applicant shall repair the roadway and/or curb and gutter prior to certificate of occupancy being granted for the dwelling unit.
4. A brick veneer or similar material shall be required along a minimum of 50% of the street façade frontage off of Robin Court. Heavier building materials shall be placed below the lighter materials. Final building elevations shall be approved by the Development Process Committee.
5. Front and side setbacks shall be consistent with plan C200, dated March 11, 2026. These setbacks shall be maximum setbacks, and not minimum setbacks.
6. A seven-foot (7') sidewalk landscape strip and a five-foot (5') sidewalk clear zone shall be dedicated to the City as part of the project. Installation of the sidewalk is not required along the Robin Court frontage. The Brownlee Road frontage shall be built to Downtown District Standards.
7. The cross access/utility easement that is provided for the shared private alley for lots 71-73 as shown on plan C200 shall extend to the western property line. Installation of the roadway to the property line is not required. A temporary construction easement shall also be required to the western property line to allow for future connection.

CRITERIA FOR CONSIDERATION OF A CONDITIONAL USE PERMIT REQUEST

Pursuant to LDO Section 7.503 (Conditional Use Permit Review Criteria), the following conditions must be considered before a Conditional Use Permit can be granted by Mayor and Council.

a. *Whether or not there will be a significant adverse effect on the surrounding area in which the proposed use will be located.*

   The development proposal as updates would have a lessened effect on the surrounding area. The updated proposal indicates that the Applicant would subdivide the natural, northern portion of the lot and place a conservation easement on the property. To accommodate this, the Applicant could move the proposed dwelling unit further south on the tract, located further from the existing development in the area.

b. *Whether or not the use is otherwise compatible with the surrounding area.*

   The proposal as amended maintains the “one house per frontage” style of development in the interior of the Cardinal Woods subdivision, maintaining a compatible intensity of development on this lot compared to existing lots within the neighborhood.

c. *Whether or not the use proposed will result in a nuisance as defined under State law.*

   The proposed use would not result in a nuisance as defined under State law.

d. *Whether or not quiet enjoyment of surrounding property will be adversely affected.*

   There is no indication that the quiet enjoyment of surrounding property would be adversely affected by the development proposal. While the proposal increases the intensity of development on the lot, residential uses are typically benign and quiet uses.

e. *Whether or not property values of surrounding property will be adversely affected.*

   There is no indication that the property values of the surrounding properties would be negatively affected by the proposed development.

f. *Whether or not adequate provisions are made for parking and traffic considerations.*

The proposed residential use has adequate parking provided through the garage attached to the residence. The traffic impact onto the surrounding street network would be negligible.

g. *Whether or not the site or intensity of the use is appropriate.*

The underlying zoning present on this site would allow the Applicant to develop the site at a higher intensity that is proposed. The style of development, a detached single family home on a relatively large lot, is similar to the intensity and use of the surrounding subdivision.

h. *Whether or not special or unique conditions created by the use are consistent with the purpose, intent, and goals of the Comprehensive Town Plan.*

The proposed development is not in perfect alignment with the tenets of the 2023 Comprehensive Plan. The lot size would change based on the updated proposal, moving one property line to the south of the project and creating a secondary property line on the northern side of the project. However, the style and intensity of the development is consistent with the existing Cardinal Woods environment. This allows for a plan that meets the character of the longstanding neighborhood through form and function rather than through the explicit means of lot size and setbacks set within the Comprehensive Plan.

i. *Whether or not adequate provisions are made regarding hours of operation.*

Residential uses do not have hours of operation, but it is likely that traffic trips associated with residences would be expected in the proposed development (i.e. trips in the morning and evening based on the working day).

j. *Whether or not adequate controls and limits are placed on commercial and business deliveries.*

No commercial or business deliveries would be expected based on the uses proposed.

k. *Whether or not adequate landscape plans are incorporated to ensure appropriate transition between adjacent or nearby properties.*

While no landscape plans were submitted with the application package, any proposed development on the site would be required to follow the provisions of Chapter IX of the LDO, requiring a tree density of at least 100 inches per acre of site.

l. *Whether or not the public health, safety, welfare, or moral concerns of the surrounding neighborhood will be adversely affected.*

There is no indication that the public health, safety, or welfare of the surrounding neighborhood would be adversely affected by the proposed development.

m. *Whether the application complies with any applicable specific requirements set forth in this chapter for conditional use permits for particular types of uses.*

The proposed development does have additional specific requirements based on LDO Section 7.721.2(c), which states that residential projects shall be evaluated for their uniqueness, character, and connection to existing streets, alleys and trails. The character of the proposed development is intended to match the intensity and character of the surrounding development, and conditions placed on the project by staff that limit the massing and architecture present on the development aid and abet this goal. The property is using existing street networks for access. If sidewalk were installed as per standard, then it would be the only lot in the residential subdivision that has that street infrastructure, detracting from its current style of development.

n. *Whether the applicant has provided sufficient information to allow a full consideration of all the relevant factors.*

The Applicant has provided sufficient information for a consideration of all factors relevant to a Conditional Use Permit.

o. *Whether the conditional use requested emits or creates unusual odors which would warrant the use of an odor elimination/attenuation system as recommended by industry standards.*

The conditional use should not emit or create unusual odors which require an odor attenuation system.

Additionally, for CUPs within the Downtown District, LDO Section 7.721.2(c) notes that projects seeking a CUP for the minimum acreage requirement shall be evaluated for their uniqueness, character, and connection to existing streets, alleys, and trails. This is addressed in Criteria M above.

CRITERIA FOR CONSIDERATION OF A VARIANCE REQUEST

Pursuant to LDO Section 11.216 (Variances), the following conditions must be considered before a Variance from the requirements of the City's Ordinances can be considered by the Commission and granted by the Council. Further, no Variance shall be authorized unless Council finds that the following conditions exist.

a. *There are exceptional and extraordinary conditions pertaining to the particular piece of property in question, due to its size, shape, or topography.*

The natural conditions on site from the stream buffer disallow the Applicant to take advantage of the existing Lot of Record provisions that would allow the proposed dwelling to be located more interior to the lot.

b. *The application of these regulations to this particular piece of property would create a practical difficulty or unnecessary hardship.*

The application of the code-compliant supplemental zone and sidewalk installation would create difficulty in creating a development pattern that is consistent with surrounding residences in the area. If the Applicant utilized other code provisions that allowed development consistent with setbacks in the area, the development would be forced to develop in the stream buffers. The proposed development is the least impactful development on the natural features on site that are meant to be preserved.

c. *Such conditions are peculiar to the particular piece of property involved.*

All lots within Cardinal Woods that have stream buffers on them were developed prior to the State of Georgia law that placed stream buffers on property. New development on this lot, unlike existing development within the subdivision, must abide by current development standards related to streams, significantly limiting the developable area on the lot.

d. *A literal interpretation of this Ordinance would deprive the applicant of any right that others in the same district are allowed.*

A literal interpretation of the Ordinance would not allow the Applicant the right to develop in a pattern consistent with the surrounding neighborhood. Many lots within Cardinal Woods would be permitted to use existing setbacks, but this one cannot because of natural features on site. Therefore, to create development that is consistent in character with houses within the subdivision, relief from the code is required.

e. *Relief, if granted, would not cause substantial detriment of the public good, or impair the purposes and intent of the Ordinance.*

There is no indication that granting a Variance in this case would detriment the public good. The intent of the Ordinance is to create development that is oriented closer to the street so that an active street frontage can be established and maintained. In a subdivision where this is not the case, and homes are located further back on the lot, the absence of relief would impair the character of the area. The Comprehensive Plan states that the character of pre-existing subdivisions in the Downtown District should be maintained when possible.

f. *That the special circumstances or conditions applying to the building or land or building and land in question are peculiar to such premises and do not apply generally to other land or buildings in the vicinity.*

While multiple parcels within the subdivision are affected by stream buffers, those with development on them were built prior to the establishment of stream buffers. Additionally, any of the lots within Cardinal Woods could take advantage of the Lot of Record provision, where this one cannot given the buffers. Therefore, this lot has special circumstances that apply to it that do not apply generally to either lots in Cardinal Woods or lots in Cardinal Woods that have stream buffers on them.

g. *That the granting of the application is necessary for the preservation and enjoyment of a property right and not merely to serve as a convenience to the applicant.*

Given the limited development footprint of the lot due to the natural features present, the granting of a Variance in this case maintains the right to develop the property in a manner consistent with surrounding development as allowed by the underlying DT-LR zoning.

h. *That the condition from which relief or a variance is sought did not result from willful action by the Applicant.*

The condition that relief is sought from did not result from willful action by the Applicant, the conditions from which relief is needed spur from the natural features interacting with the provisions of the Land Development Ordinance.

i. *That the authorizing of the variance will not impair an adequate supply of light and air to adjacent property, unreasonably increase congestion of public streets, increase danger of fire, imperil public safety, unreasonably diminish property values, or in any other respect impair the health, safety, comfort, morals or general welfare of the inhabitants of the City.*

There is no indication that the authorization of this Variance would impair the supply of light or air to adjacent properties, as much of the parcel will remain natural in a post-development environment. The proposed use would have little impact on the congestion of streets, as the development of a single house has negligible traffic impacts. There is no indication that the proposed development would imperil public safety or decrease property values. The general welfare of residents would not be harmed by the relief granted in this case.

ATTACHMENTS

Attachment A: Applicant's Response Statements
Attachment B: Updated Site Plan

CITY OF WOODSTOCK
Application for Public Hearing

Important Notes:

1. Please check all information supplied on the following pages to ensure that all spaces are filled out accurately before signing this form. This page should be the first page of your completed application package.
2. All documents required as part of the application package shall be submitted at the same time as the application. Incomplete application packages **WILL NOT BE ACCEPTED.**
3. Please contact the Planning and Zoning Division of the Community Development Department at 770-592-6050 if you have any questions regarding the application package, this application or the public hearing process.

Contact Person: Parks F. Huff Phone: [redacted]

Email: [redacted]

Applicant's Information:

Name: Dossey Investments, LLC

Address: 5341 Old Highway 5, Suite 207-350 Phone [redacted]

City, State, Zip: Woodstock, GA 30188 Email [redacted]

Property Owner's Information: ☐ same as above **Please attach a list if multiple property owners**

Name: Dossey Investments, LLC

Address: 5341 Old Highway 5, Suite 207-350 Phone: [redacted]

City, State, Zip: Woodstock, GA 30188 Email [redacted]

Requested Public Hearing (check all that apply):

- ☐ Annexation
- ☐ Rezoning
- ☐ Condition Amendment
- ☑ Variance
- ☐ Conditional Use Permit
- ☐ Comprehensive Plan Amendment
- ☐ Other: _____

STAFF USE ONLY:

Case: V # 220.25

Received by: _____

Date Received: _____

Fee Paid: $ 300.00 Receipt# 607114

Date Accepted: 12/19/2025

PUBLIC HEARING SCHEDULE:

Pre-Application Meeting: _____

Public Input Meeting: Jan, 13 2026 @ 7:00pm Chambers

DPC Meeting: Jan 7, 2026 @ 9:00 am

Planning Commission: Feb 5, 2026

City Council: Feb 23, 2026

Property Information:

Location: 704 Robin Court

Parcel Identification Number(s) (PIN): 15-0947-0024 Total Acreage: ±0.612

Property Information:

Location: Cardinal Woods subd. 704 Robin Ct.

Current Zoning: DT-LR Total Acreage: ±0.612

Tax Map #: 15 N 11A Parcel #: 042 Future Development Map Designation: Urban Village

Adjacent Zonings: North DT-LR South DT-MR-A East DT-LR West DT-LR

Applicant's Request (Itemize the Proposal, including code sections for Variance requests):

Variance to LDO sec 7.728 to allow increased supplemental zone

Proposed Use(s) of Property:

single family residence

Infrastructure Information: *If connecting to new/existing Water/Sewer is required, please fill out and submit the attached Water/Sewer Availability Inquiry.*

Is water available to this site? ☑ Yes ☐ No Jurisdiction: City

How is sewage from this site to be managed?

City

Will this proposal result in an increase in school enrollment? ☑ Yes ☐ No

If yes, what is the projected increase? .725 students

Proposed Use(s)	# of units	Multiplier	Number of Students
Single Family (Detached) Home	1	0.725	.725
Multi Family (Attached) Home		0.287	

Traffic Generation:

If a traffic study is not required as part of this application, complete the following charts to estimate traffic generated by the proposal. Information for additional residential and all commercial/industrial development shall follow the summary of ITE Trip Generation Rates published in the Transportation Planning Handbook by the Institute of Transportation Engineers.

What is the estimated number of trips generated? 9.57 trips

Code	Land Use(s)	# of units*	Daily Trip Ends	Number of Trips
210	Single Family Home/ Townhome	1	9.57	9.57
220	Apartment		6.63	

- A unit for residential purposes is equal to one residential unit. For commercial/industrial uses it is defined in the ITE table, but most often is equal to 1,000 square feet of floor area for the use specified.

Authorization:

Upon acceptance of the completed application package, the Community Development Department will notify the applicant of scheduled date, times, and locations of the public meetings/hearings. The applicant or a representative must be present to answer any questions that may be asked. In the event that an application is not complete, the case may be delayed or postponed at the discretion of the department.

This form is to be executed under oath. I, Jeff Smith for Dossey Investments, LLC, do solemnly swear and attest, subject to criminal penalties for false swearing, that the information provided in this Application for Public Hearing is true and correct and contains no misleading information.

This 15 day of DECEMBER, 20 25.

Print Name Jeff Smith for Dossey Investments, LLC.

Applicant Signature _____

Consent to publish copyrighted documents on the City of Woodstock website:

If any of the documents submitted with this application are copyrighted, I hereby attest that I am the owner of this copyright and give my consent to allow these documents to be published on the City of Woodstock website (www.woodstockga.gov) for public access and for inclusion in all agenda materials published by the City of Woodstock.

This 15 day of DECEMBER, 20 25

Copyright Owner Print Name Jeff Smith

Copyright Owner Signature _____

Sworn to and Subscribed before me this: 15 day of December, 2025.

Notary Signature: _____

(Notary Seal) BRANDON BOYLE NOTARY PUBLIC COBB COUNTY, GEORGIA MY COMMISSION EXPIRES APRIL 19, 2027

APPLICANT RESPONSE STATEMENT VARIANCES (Chapter VII, Article VII, Sec. 7.728)

The applicant finds that the following standards are relevant in balancing the interest in promoting public health, safety, morality, or general welfare against the right to unrestricted use of property and shall govern the exercise of the zoning power.

If this application is in response to a variance, please respond to the following standards in the form of a written narrative. In the case of concurrent variances, a response to the standards below should be provided for each variance requested.

1. Explain requested variance.

   The Applicant, Dossey Investments, LLC, is requesting a variance from the City of Woodstock Land Development Code Chapter VII, Article VII, Sec. 7.728 to increase the minimum supplemental zone, specifically for Lot 42 in the Cardinal Woods subdivision.

2. There are exceptional and extraordinary conditions pertaining to the particular piece of property in question, due to its size, shape or topography.

   The subject property is similar in size, shape, and topography to other lots within the Cardinal Woods subdivision, which was platted in 1973. The Subject Property is essentially triangular in shape, which is inherently difficult to develop. The location of the proposed home on the property is affected by a stream buffer making the feasibility of construction very difficult.

3. The application of these regulations to this particular piece of property would create a practical difficulty or unnecessary hardship.

   As depicted on the filed site plan, the Applicant is proposing to construct one single-family residence on the property. Applying these regulations to this particular piece of property would create a practical difficulty and unnecessary hardship.

4. Such conditions are peculiar to the particular piece of property involved.

   The conditions that create the need for this variance are peculiar to this property. The Applicant's proposal to increase the supplemental zone will make the front of the proposed homes consistent with the existing surrounding homes.

5. A literal interpretation of this ordinance would deprive the applicants of any rights that others in the same district are allowed.

The Subject Property's current zoning, DT-LR, allows for single-family homes and similar variances have been granted in similar situations. The single-family home the Applicant has proposed is within the density requirements prescribed by DT-LR.

6. Relief, if granted, would not cause substantial detriment to the public good, or impair the purposes and intent of this ordinance.

   The variance would not be contrary to the public good, nor impair the purposes and intent of the ordinance.

7. Special circumstances or conditions applying to the building or land or building and land in question are peculiar to such premises and do not apply generally to other land or buildings in the vicinity.

   The conditions for this request are peculiar to this situation and do not apply to other land or buildings in the vicinity. The surrounding lots have varying supplemental zone widths and the Applicant is proposing a consistent look and feel for the proposed home.

8. Granting of the application is necessary for the preservation and enjoyment of a property right and not merely to serve as a convenience to the applicant.

   Granting the variance will allow the development of single-family residences within the existing neighborhood with consistent landscaping and attractive front yards.

9. The condition from which relief or a variance is sought did not result from willful action by the applicant.

   The Subject Property is located in the Cardinal Woods subdivision, which was platted in 1973. Street standards, including the delineation of supplemental zones, are modern constructs and supersede the establishment of the subdivision

10. Authorizing the variance will not impair adequate supply of light and air to adjacent property or unreasonably increase the congestion of public streets, increase the danger of fire, imperil the public safety, unreasonably diminish or impair established property values within the surrounding areas or in any other respect impair the health, safety, comfort, morals or general welfare of the inhabitants of the City.

    Approval of the variance will not create a hazard, be detrimental to surrounding property values nor be contrary to the general welfare of the citizens of Woodstock.

APPLICANT RESPONSE STATEMENT VARIANCES (Chapter VII, Article VII, Sec. 7.726.6)

The applicant finds that the following standards are relevant in balancing the interest in promoting public health, safety, morality, or general welfare against the right to unrestricted use of property and shall govern the exercise of the zoning power.

If this application is in response to a variance, please respond to the following standards in the form of a written narrative. In the case of concurrent variances, a response to the standards below should be provided for each variance requested.

1. Explain requested variance.

   The Applicant, Dossey Investments, LLC, is requesting a variance from the City of Woodstock Land Development Code Chapter VII, Article VII, Sec. 7.726 to waive the requirement for new sidewalk construction on properties known as 704 and 706 Robin Court.

2. There are exceptional and extraordinary conditions pertaining to the particular piece of property in question, due to its size, shape or topography.

   The subject property is similar in size, shape, and topography to other lots within the Cardinal Woods subdivision, which was platted in 1973. The Subject Property, consisting of 2 parcels, is situated in the radius of a cul-de-sac, which is inherently difficult to develop. The location of the Subject Property is fairly remote on a cul-de-sac within a 50+ year-old subdivision and the construction of a new sidewalk serves little to no benefit to the citizens of Woodstock.

3. The application of these regulations to this particular piece of property would create a practical difficulty or unnecessary hardship.

   As depicted on the filed site plan, the Applicant is proposing to construct five single-family homes on the property. Applying these regulations to this particular piece of property would create a practical difficulty and unnecessary hardship.

4. Such conditions are peculiar to the particular piece of property involved.

   The conditions that create the need for this variance are peculiar to this property. The Applicant's proposal to eliminate the sidewalk requirement will make the front of the proposed homes consistent with the existing surrounding homes.

5. A literal interpretation of this ordinance would deprive the applicants of any rights that

others in the same district are allowed.

The Subject Property's current zoning, DT-LR, allows for single-family homes and similar variances have been granted in similar situations. The single-family homes the Applicant has proposed is within the density requirements prescribed by DT-LR.

6. Relief, if granted, would not cause substantial detriment to the public good, or impair the purposes and intent of this ordinance.

   The variance would not be contrary to the public good, nor impair the purposes and intent of the ordinance.

7. Special circumstances or conditions applying to the building or land or building and land in question are peculiar to such premises and do not apply generally to other land or buildings in the vicinity.

   The conditions for this request are peculiar to this situation and do not apply to other land or buildings in the vicinity. The surrounding lots do not have sidewalks and the Applicant is proposing a consistent look and feel for the new homes.

8. Granting of the application is necessary for the preservation and enjoyment of a property right and not merely to serve as a convenience to the applicant.

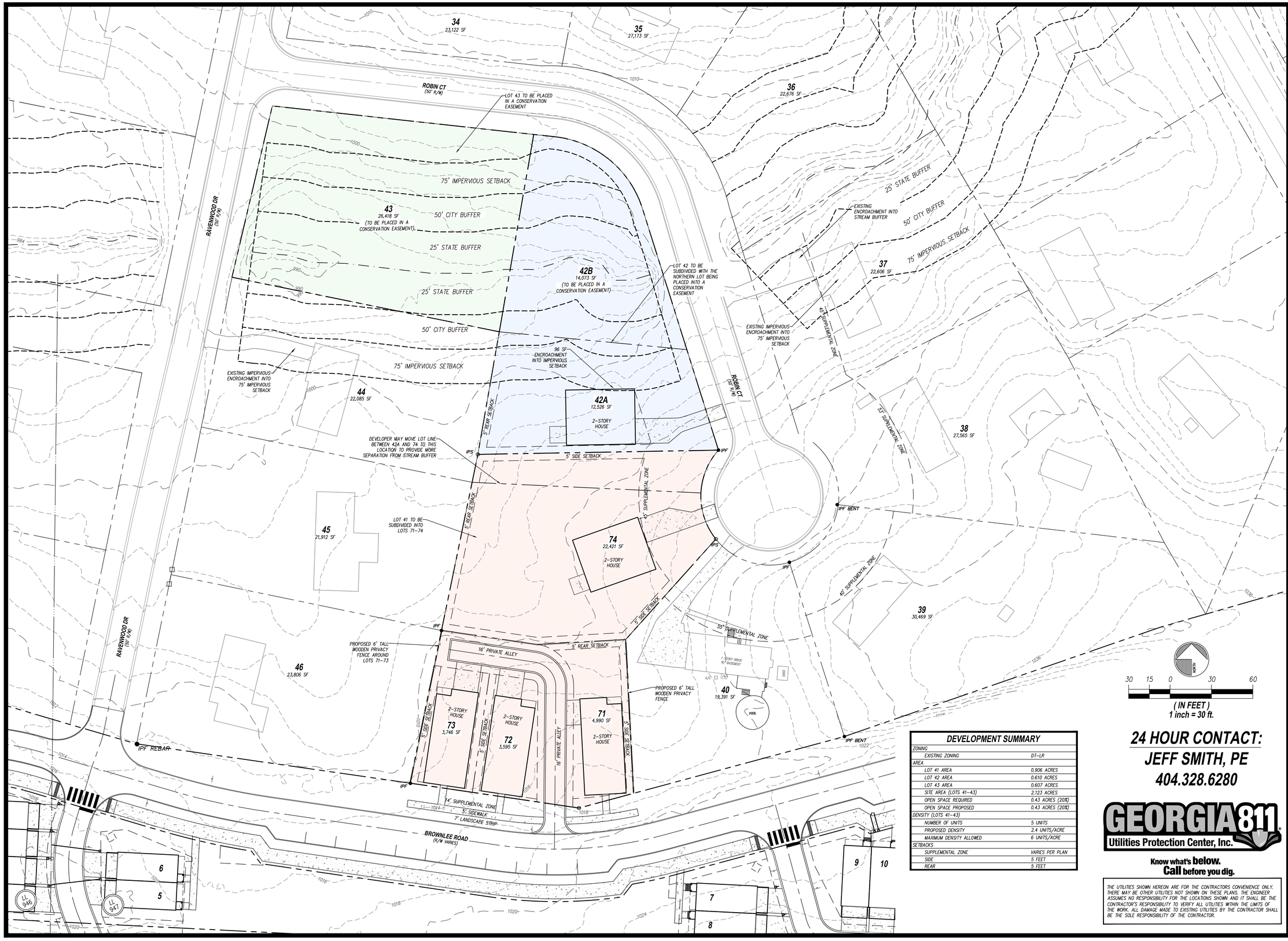
   Granting the variance will allow the development of single-family residences within the existing neighborhood with consistent landscaping and attractive front yards.

9. The condition from which relief or a variance is sought did not result from willful action by the applicant.

   The Subject Property is located in the Cardinal Woods subdivision, which was platted in 1973. Street standards, including the sidewalk requirements and supplemental zones, are modern constructs and supersede the establishment of the subdivision

10. Authorizing the variance will not impair adequate supply of light and air to adjacent property or unreasonably increase the congestion of public streets, increase the danger of fire, imperil the public safety, unreasonably diminish or impair established property values within the surrounding areas or in any other respect impair the health, safety, comfort, morals or general welfare of the inhabitants of the City.

    Approval of the variance will not create a hazard, be detrimental to surrounding property values nor be contrary to the general welfare of the citizens of Woodstock.



DEVELOPMENT SUMMARY	
ZONING	
EXISTING ZONING	DT-LR
AREA	
LOT 41 AREA	0.906 ACRES
LOT 42 AREA	0.610 ACRES
LOT 43 AREA	0.607 ACRES
SITE AREA (LOTS 41-43)	2.123 ACRES
OPEN SPACE REQUIRED	0.43 ACRES (20%)
OPEN SPACE PROPOSED	0.43 ACRES (20%)
DENSITY (LOTS 41-43)	
NUMBER OF UNITS	5 UNITS
PROPOSED DENSITY	2.4 UNITS/ACRE
MAXIMUM DENSITY ALLOWED	6 UNITS/ACRE
SETBACKS	
SUPPLEMENTAL ZONE	VARIES PER PLAN
SIDE	5 FEET
REAR	5 FEET

30 15 0 30 60

(IN FEET)
1 inch = 30 ft.

24 HOUR CONTACT:
JEFF SMITH, PE
404.328.6280

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Utilities Protection Center, Inc.
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THE UTILITIES SHOWN HEREON ARE FOR THE CONTRACTORS CONVENIENCE ONLY. THERE MAY BE OTHER UTILITIES NOT SHOWN ON THESE PLANS. THE ENGINEER ASSUMES NO RESPONSIBILITY FOR THE LOCATIONS SHOWN AND IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL UTILITIES WITHIN THE LIMITS OF THE WORK. ALL DAMAGE MADE TO EXISTING UTILITIES BY THE CONTRACTOR SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR.

RIDGE PLANNING AND ENGINEERING©
6234 OLD HIGHWAY 5
SUITE D9-250 · WOODSTOCK, GA 30188
OFFICE 770.938.9000

LAND PLAN
ROBIN COURT
LAND LOT 948
15th DISTRICT
WOODSTOCK, GEORGIA

OWNER/DEVELOPER
DOSSEY INVESTMENTS, LLC
5341 OLD HIGHWAY 5
SUITE 207-350
WOODSTOCK, GA 30188

REVISIONS
1/15/26: UPDATE SITE PLAN
3/11/26: UPDATE SITE PLAN

SITE PLAN

C200

24031 Z100 706 ROBIN CT 2026.0313.DWG 1.20.24

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AGENDA ITEM NO. 8.4

Item Cover Page

CITY COUNCIL AGENDA ITEM REPORT

DATE:	April 27, 2026
SUBMITTED BY:	Melissa Sigmund, Community Development
ITEM TYPE:	Presentation and Discussion Items
AGENDA SECTION:	PUBLIC HEARING
SUBJECT:	**Consideration of ZTA#020-26: Lot of Record/Downtown LDO Amendment (Public Hearing/Vote)**
SUGGESTED ACTION:	Request for approval of ZTA#-21-26, a Zone Text Amendment that amends Chapter VII (Performance Zoning Standards) of the Land Development Ordinance to update Article III – General Information, Article IV – Zone District Performance Standards, Article V – Use Districts and Regulations, and Article VII – Downtown District Standards.

ATTACHMENTS:

ZTA-20-2026 CC Memo 4.27.26.pdf
PC packet ZTA-20-2026.pdf
ZTA-20-2026 Ordinance.pdf
CMP DDS Exhibits Redline.pdf
Clean copy LDO Amend LOR-Downtown Draft CC 4.27.26.pdf

DATE: April 27, 2026

TO: Woodstock City Council

FROM: Melissa Sigmund, AICP, MPA,
Community Development Director

SUBJECT: Project No. ZTA#020-26
Downtown/Lot of Record LDO Update

EXECUTIVE SUMMARY

Staff recommends approval of a Zone Text Amendment to amend Chapter VII (Performance Zoning Standards) of the Land Development Ordinance to update Article III – General Information, Article IV – Zone District Performance Standards, Article V – Use Districts and Regulations, and Article VII – Downtown District Standards. The purpose of the changes is to provide greater clarity and ease of use for the Downtown District Standards and to simplify the development process for a single home on an existing lot within Downtown. The Planning Commission staff report provides a summary of key elements of the amendment, including changes to the Lot of Record exemption standards, removing architectural requirements from individual single family homes in the Downtown districts that are located on side streets and not developed as part of a subdivision, and additional options and requirements for providing a variety of housing types in new subdivision developments in the Downtown districts.

In addition to amending the Land Development Ordinance, a concurrent change is requested to Section 700-0009, Downtown Design Standards Policy, of the Council Policy Manual to repeal Section A.1 (Type A Street Standards) and A.2 (Type B-G Street Alley, and Greenway Standards of the Downtown Design Standards Policy and Exhibits. These exhibits are out of date and do not reflect actual development patterns or roadway element dimensions that have been used in recent years. The Council Policy Manual changes do not require recommendation from the Planning Commission and therefore were not part of the Planning Commission discussion or recommendation.

PLANNING COMMISSION RECOMMENDATION

On April 2, 2026, the Planning Commission considered the proposed amendment. The link to the Planning Commission agenda and video can be found online at:
https://www.woodstockga.gov/your_government/meetings_agendas_and_minutes.php

Planning staff provided an overview of the staff recommended amendment to the Land Development Ordinance. The Commissioners confirmed that City Council had provided direction regarding this amendment.

Following discussion, the Planning Commission voted (6-0) to recommend City Council approval of the Zone Text Amendment.

DATE: April 2, 2026

TO: Woodstock Planning Commission

FROM: Melissa Sigmund, AICP, MPA, Community Development Director

SUBJECT: Zone Text Amendment (ZTA#020-26)
Downtown / Lot of Record

RECOMMENDATION

Recommend City Council approval of a Zone Text Amendment that amends Chapter VII (Performance Zoning Standards) of the Land Development Ordinance to update Article III – General Information, Article IV – Zone District Performance Standards, Article V – Use Districts and Regulations, and Article VII – Downtown District Standards.

BACKGROUND

Over the past several years, a number of new individual single family homes have been developed in the Downtown Districts. The development process for projects of this type is often conducted by a property owner intending to construct a personal residence or a local home builder contracted by an individual property owner for the same purpose. In previous requests, staff have recognized a number of limitations in the current LDO standards applying to these situations and Variances have been required in several cases in order to make development feasible and compatible with neighborhood context. In addition, through use of the Downtown Development Standards section of the LDO, staff have identified areas where the code can be improved by reorganization and clarifications for greater transparency and efficiency.

PROPOSED CHANGES

The attached Redline exhibit identifies all changes proposed in this amendment. This includes a number of changes to reorganize existing standards and remove duplicate or conflicting regulations, particularly in the Downtown architectural standards. The following summary outlines major substantive changes that are proposed.

7.304 Critical Mass for Redevelopment Requirement	Clarify that lots that have not been previously developed or have been vacant (no habitable principal building) for at least five years are considered undeveloped.

7.304 Critical Mass for Redevelopment Requirement	Add requirement for a Conditional Use Permit to subdivide existing lots for the purposes of creating additional residential lots within a developed subdivision platted after 1960 in order to provide protection for the character of existing neighborhoods.
7.4 Zone District Performance Standards	Modify R4 Maximum Density from 4 units/ac to 7 units/ac in keeping with the gradation of increasing density across zoning districts relative to decreasing minimum lot size. More lots can be developed on a given site with smaller minimum lot size, but only if the density increases as well.
7.720 Master Plan Required	Clarify at what step of the development process a Master Plan must be submitted. Remove outdated physical submittal requirements.
7.721 General Requirements	Support substantial variation in housing options within a development by adding minimum required percents to housing type breakdown, placing Housing Type Choices into categories, and adding additional Housing Type Choices.
7.722 Definitions	Rename Residential Treatment as Pitched-Roof Treatment since this classification is based on roof style, not building use.
7.723 General Provisions	Updated Legal Nonconforming requirements for non-residential and mixed-use buildings to specify where additions and new buildings can be constructed on the lot to maintain legal nonconforming status. This results in buildings that are in greater conformance with the ordinance and with the intent of a pedestrian-oriented street frontage where buildings are located closer to the street, with allowances for specific accessory buildings such as storage sheds and ADUs to be placed to the rear or side of existing non-conforming buildings.
7.723 General Provisions	Lot of Record Exemption: • Simplify requirements to qualify. • Remove requirement for structure to be substantially similar to a previous structure on the lot, be a replica of a previous structure, or be expansions of less than 30% gross floor area. Instead, structures must meet bulk and massing standards: max 50% lot coverage, minimum 10’ side and rear setbacks, and max 40’ in height. • Renovations and expansions must have architecture consistent with existing house • For new construction home: Installation of road infrastructure (asphalt, curb & gutter, parking) is not required. However, the home must meet front setback

	requirements from the ultimate future right-of-way as shown on Council approved plans and documents. Installation of sidewalk/trail, street trees, and streetlights is required. DPC may determine payment-in-lieu must be provided instead of installation of the required improvements. Overall, these changes simplify the criteria for the Lot of Record exemption and reduce the financial hardship of installing major road infrastructure for an individual homeowner, while balancing the City's need for appropriate pedestrian improvements.
7.726 Street and Sidewalk Area Requirements	• City Council approved plans for specific street segments overrides general Street Type Tables and street cross-sections. • A Type D3 street cross section has been added. It mirrors the D1 and D2 streets, with the exception of not including on-street parking. • D3 Streets are designated either through development review process or amendment of the Downtown Street Types Map. Adding the Type D3 street responds to Council concerns (as expressed in previous Variance cases) with on-street parking on some existing low-volume streets in downtown in terms of maintaining a consistent street frontage character and reducing burdens on individual homeowners.
7.729 Architectural Requirements	• This section was reorganized and simplified, including removal of duplicative or conflicting regulations. • Pitched-Roof Treatment architectural requirements do not apply to individual development single family homes (either in redevelopment or Lot of Record situations) when they are located on Type D streets. • Prohibited exterior building materials have been added, to include non-architectural panel systems, unfinished precast or cast in place concrete, exposed CMU (concrete block), vinyl siding, and softwood plywood grade B or lower. • Within an existing platted subdivision, DPC may allow a home with two street frontages to face the lower order street.

	• Remove maximum building stories, as this can conflict with maximum height requirement and cause unnecessary uncertainty for development projects. The proposed changes provide greater certainty regarding development expectations and also address questions often received by staff during the development process.

CONCLUSION

The proposed changes will enhance ease of use and clarify the Downtown District Standards. These changes will also improve the balance between regulations to protect adjacent properties and the community as a whole and the ability for property owners to construct or renovate individual single family homes within the Downtown District.

DPC RECOMMENDATION

At the March 25, 2026 meeting of the Development Process Committee, the committee voted unanimously to recommend approval of the proposed ordinance amendments as described and attached herein.

ATTACHMENTS

Attachment A: Redline of Proposed Amendments to LDO Sections:
7.304 Development Standards Applying to All Districts
7.4 Zoning District Performance Standards
7.503 Conditional Use Permit Review Criteria
7.710-7.732 Article VII Downtown District Standards

7.304. Development Standards Applying to All Districts.

The following general development standards shall apply to all districts outlined in this Ordinance:

1. *Minimum Acreage Requirement.* New residential developments outside the Downtown District shall have a minimum acreage/assemblage requirement of eight (8) acres.
    a. Projects which involve an annexation are exempt from this requirement.
    b. For projects proposed on less than eight (8) acres, including the addition of phases to existing developments, the applicant may pursue a conditional use permit in accordance with the provisions set forth in the Land Development Ordinance.
    c. For acreage requirements inside the Downtown District, see Section 7.721.
2. *Critical Mass for Redevelopment Requirement.* Redevelopment of more than two (2) existing lots in a platted subdivision on the same land disturbance permit is prohibited unless a critical mass of eighty (80) percent or more contiguous lots in the subdivision are acquired and assembled, leaving the remaining twenty (20) percent of the lots as one (1) intact subdivision. Lots that have not been developed or have not contained a habitable residence or other habitable building containing a principal use for a period of five (5) years or greater are considered undeveloped and are exempt from this requirement. For the purposes of this section, lots are considered contiguous if they share more than half of the length of the adjoining property line for each adjacent parcel that is to be considered contiguous. The phasing of redevelopment over several LDPs as a way to subvert this section is prohibited. For the purposes of this Ordinance, a platted subdivision is a subdivision of residential lots for which a subdivision plat has been recorded in the Superior Court Clerk's Office of Cherokee County. Subdivision of existing lots to create additional residential lots within a developed subdivision platted after 1960 is only permissible with an approved Conditional Use Permit.
3. *Buildings Under Construction.* Nothing in this Ordinance shall require any change in the construction or intended use of a building, which is legally under construction or for which a building permit has been issued at the effective date of this Ordinance.
4. *Use of Land.* No land shall be used for a purpose which is not permitted in the district in which it is located. Outdoor display of goods for sale at retail establishments is prohibited, except for Retail - Outdoor, Consumer Fireworks Retail Stands - Temporary, and Junk/Salvage Yard uses, where permitted. Properties within the DT-CBD zoning district are exempt from this requirement concerning items displayed in Sidewalk Supplemental Zones.
5. *Use of Structure.* No structure shall be erected, use converted, enlarged, reconstructed, moved or structurally altered, except in conformance with this Ordinance.
6. *Lot Reduction Prohibited.* No parcel of land existing at the time of passage of this Ordinance shall be reduced in dimension or area below the minimum requirements of the zone district in which said lot lies.
7. *Use of Substandard Lots.* Where the owner of a lot at the time of the adoption of this Ordinance does not own sufficient land to enable him to conform to the dimensional requirements of this Ordinance, such lot may nonetheless be used as a building site provided that said lot requirements are not reduced below the minimum specified in this Ordinance by more than twenty (20) percent. If, however, the owner of two (2) or more adjoining lots with insufficient land dimensions decides to build on or to sell off these lots, he must first combine said lots to comply with the dimensional requirements of the Ordinance. Any lot requiring dimensional waivers below the twenty (20) percent minimum set forth in this section may be approved by the City Council provided that further decreased dimensional requirements shall conform as closely as possible to the required dimensions.

8. *Vision Clearance.* In all districts no fence, wall, shrubbery, or other obstruction to vision between the heights of two and one-half (2½) feet and ten (10) feet above the finished grade of streets shall be erected, permitted, or maintained within twenty (20) feet of the intersection of the right-of-way lines of streets or railroads.

9. *Joint Open Space Not Permitted.* No part of a yard, or other open space, or off-street parking or loading required about or in connection with any building for the purposes of complying with this Ordinance, shall be included as part of a yard, open space, or off-street parking or loading space similarly required for any other building. Nor shall right-of-way easements for streets and roads be considered a part of a tot or open space, or front rear, or side yard for the purpose of meeting yard requirements.

10. *Homeowners Association.* Any new residential subdivision of more than three (3) residential units shall be required to have an incorporated homeowners association.

11. *Condominium Owner's Association.* Any new residential—multi-family, fee simple development must create and be governed by an association formed in accordance with the Georgia Condominium Act, O.C.G.A. § 44-3-70 et seq., now and as amended.

12. *Corner Lots.* A lot of which at least two (2) adjoining sides abut their full lengths on a public street. Said corner lot shall provide the minimum front yard setback for each street for the district in which the lot is situated. Rear setbacks for corner lots may be reduced to no less than the minimum side yard setback for the district in which the lot is situated.

13. *Double Frontage Lots.* This provision relates to lots having frontage on two (2) streets, but not located on a corner. This type of lot is not permitted in new residential subdivisions. However, if the lot was in existence prior to the adoption of this Ordinance, the minimum front yard shall be provided on each street in accordance with the provisions of this Ordinance.

14. *Average Front Yard Requirements.* The setback requirements of this Ordinance shall not apply to any lot where the average setback on already built upon lots located wholly or in part within two hundred (200) feet on each side of such lot and within the block and zoning district and fronting on the same street as such lot is less than the minimum required setback. In such cases, the setback of such a lot may be less than the requirement setback, but not less than the average of the existing setbacks on the developed lots. However, in no case shall setbacks be less than twelve (12) feet outside the Downtown District.

15. *Code Requirements.* All structures shall meet the requirements of all adopted codes in effect including, but not limited to, Building Code, Plumbing Code, Electrical Code, Fire Prevention Code, and Housing Code. Where such codes exceed the minimum requirements of this Ordinance, the stricter provisions shall apply.

16. *Fire Safety Requirements.* Accessibility for firefighting equipment on an all-weather surface shall be maintained throughout all stages of construction. Fire hydrants shall be installed in accordance with Standards for Water and Sewer in Chapter VIII of the Land Development Ordinance.

17. *Zoning to Apply When Lot is Divided by Zoning District Boundary Line.* In the event that a district boundary line on the Zoning Map divides a lot of record held in one (1) ownership on the date of passage of this Ordinance, each part of the lot so divided shall be used in conformity with the regulations established by this Ordinance for the district in which each such parcel is located; however, that if the property owner of such a lot so desires, he may extend a use allowed on the greatest portion of said lot one hundred (100) feet beyond the district boundary line in accordance with setbacks and yard requirements.

18. *Side and Rear Yards May Not Be Required Next to Railroad.* Within any non-residential district, the Development Process Committee in its review of the site plan may waive the side and rear yard

requirements when adjacent to the railroad rights-of-way if they determine the waiver will not adversely affect the area.

19. *Permitted Encroachment of Yards and Setbacks.* Architectural features such as cornices, eaves, steps, chimneys, gutters, and fire escapes may project no more than three (3) feet beyond any required setback line, except where such projections would obstruct driveways, which are or may be used for access for service and/or emergency vehicles; provided, however, that in the case of automobile service stations, motels, and similar uses which service the motoring public canopies shall be allowed over a driveway or walkway within the front yard not to extend from the principal building to a point any closer than fifteen (15) feet from the street right-of-way line.

20. *State Department of Transportation Approval.* All entrances or exits of any street or drive from or to any State highway shall be approved by the State Department of Transportation prior to the construction of such street or drive, or in the issuance of any building permit for any improvement to be served by such street or drive.

21. *Accessory Use Requirements.* The following requirements apply to accessory uses and structures regarding yard requirements.

    a. Such structures shall not be permitted in any required front yard.

    b. Where a corner lot adjoins in the rear of residential use, no accessory building shall be located closer to the side street right-of-way line than the principal building or closer than five (5) feet to the rear property line.

    c. No garage nor other accessory building shall be located closer than five (5) feet to a side or rear lot line.

    d. When an accessory building is attached to the principal building by a breezeway, passageway or similar means, it shall comply with the yard requirements of the principal building to which it is accessory.

    e. Filling station pumps and pump islands, where permitted, may occupy the required yards, provided that they are not less than fifteen (15) feet from the street right-of-way.

    f. Accessory uses and structures in an apartment development may include, but shall not be limited to, fitness centers and laundry facilities for the convenience of residents. All accessory structures in an apartment development shall be of construction equal to and compatible with the principal use structures and shall meet principal use setback requirements.

    g. Swimming pools shall be enclosed by a fence of a minimum height of five (5) feet with all pedestrian access gates containing a self-closing, positive latch device to ensure that the pool is enclosed at all times.

    h. Satellite dish antennas shall be prohibited on the roofs of structures and in the front yards. When the dishes are placed in the side yard they shall meet the side yard setback requirements of the respective zoning districts.

    i. For Accessory Dwelling Unit Requirements, see Section 7.523.

22. *Lighting Strips.* Lighting strips, lighting injection modules, LEDs or other continuous or connected series of lights shall not be used to outline individual windows, glass curtain walls, large glass sheets, doors, signs, or other architectural features of the building exterior. Rope or other connected series of lights intended for use as temporary holiday decoration shall be exempt from this section between the months of October and January.

(Ord. No. 5840-2019, § 1(Exh. A), 6-10-2019; Ord. No. 7205-2021, § 1(Exh. A), 6-14-2021; Ord. No. 990-2024, § 3, 6-10-2024)

ARTICLE IV. ZONE DISTRICT PERFORMANCE STANDARDS

Development Standards Table							
Zoning District	**Maximum Density (units/ac)**	**Minimum Heated Area (sq. ft.)**	**Minimum Lot Size (sq. ft.)**	**Minimum project size**	**Minimum Setbacks (feet)**		
					Front	Side	Rear
R1	2	1,500	21,780		35	15	25
R2	3	1,300	12,000		25	15	25
R3-A (Single-family Detached)	4	1,200	7,500		25	10	25
R3-B (Duplex)	4	1,200	7,500[1]		25[1]	15[1]	25[1]
R3-C (Townhome)	7	1,000	N/A	8 acres[2]	25[1]	15[1]	25[1]
R4	~~4~~ 7	1,000	5,500		15	5	15
R5	12	800	N/A	8 acres[2]	40[1]	25[1]	35[1]
GC			21,780		40	15	30
GC-VMU	12[4]	800	N/A		40	15	30
NC			7,500		40	15	30
LI			21,780		50	25	25
HI			sewer - 21,780 no sewer - 43,560		50	25	25
OSI			21,780		35	15	25
RD	0.2	1,500	5 acres		35	25	35
RR							
DT	refer to the Downtown District Standards						
SL	refer to the Specific Standards for Senior Living						

7.503. Conditional Use Permit Review Criteria.

The Mayor and City Council may grant a conditional use permit for the uses enumerated in Section 7.505 of this article. The granting of a conditional use permit is conditional upon the site plan considered by the Mayor and City Council and are subject to the following process and review procedure:

1. All applications for conditional use permits shall be advertised in the same manner as applications for rezoning and public hearings will be held thereon in the same manner as applications for public hearings are conducted.

2. The Mayor and City Council may grant conditional use permits for limited periods of time based upon the criteria set forth in Section 7.503(3).

3. In addition to district regulations, the Mayor and City Council shall consider, at a minimum, the following in its determination of whether or not to grant a conditional use permit, whether to limit the time such conditional use is allowed and whether to restrict the conditional use to a particular owner or party:

    a. Whether or not there will be a significant adverse effect on the surrounding area in which the proposed use will be located.

    b. Whether or not the use is otherwise compatible with the surrounding area.

    c. Whether or not the use proposed will result in a nuisance as defined under State law.

    d. Whether or not quiet enjoyment of surrounding property will be adversely affected.

    e. Whether or not property values of surrounding property will be adversely affected.

    f. Whether or not adequate provisions are made for parking and traffic considerations.

    g. Whether or not the site or intensity of the use is appropriate.

    h. Whether or not special or unique conditions created by the use are consistent with the purpose, intent and goals of the Comprehensive Town Plan.

    i. Whether or not adequate provisions are made regarding hours of operation.

    j. Whether or not adequate controls and limits are placed on commercial and business deliveries.

    k. Whether or not adequate landscape plans are incorporated to ensure appropriate transition between adjacent or nearby properties.

    l. Whether or not the public health, safety, welfare or moral concerns of the surrounding neighborhood will be adversely affected.

    m. Whether the application complies with any applicable specific requirements set forth in this chapter for conditional use permits for particular types of uses.

    n. Whether the applicant has provided sufficient information to allow a full consideration of all relevant factors.

    o. Whether the conditional use requested emits or creates unusual odors which would warrant use of an odor elimination/attenuation system as recommended by industry standards.

4. Projects in the Downtown district totaling less than five (5) acres: Additional criteria shall be considered during a CUP case for this exemption. Projects sh~~ould~~all be evaluated for uniqueness, character, access, and connection to existing streets, alleys, and trails.

5.~~4.~~ In all applications for a conditional use permit the burden shall be on the applicant both to produce sufficient information to allow the Mayor and City Council fully to consider all relevant factors and to

demonstrate that the proposal complies with all applicable requirements and is otherwise consistent with the policies reflected in the factors enumerated in this chapter for consideration by the City.

(Ord. No. 5840-2019, § 1(Exh. A), 6-10-2019)

ARTICLE VII. DOWNTOWN DISTRICT STANDARDS

7.700—7.709. Reserved.

7.710. Purpose and Intent of the Downtown District.

The regulations set forth in the Downtown District are designed to.

1. Preserve, protect and enhance downtown's historic and future role as the civic and economic center of Woodstock.
2. Create an environment where residents and visitors can live, work, meet, and play.
3. Encourage a balanced mix of retail, professional, residential, civic, entertainment, and cultural uses.
4. Enhance the efficient utilization of parking facilities by encouraging shared, underground, and deck parking and alternative modes of transportation.
5. Provide safe and accessible parks ~~end~~ and plazas.
6. Improve the aesthetics of street and built environments.
7. Promote pedestrian safety by ensuring sidewalk-oriented buildings and attractive street-facing facades that foster pedestrian activity and liveliness.
8. Provide accessible and sufficient parking in an unobtrusive manner.
9. Enhance Woodstock's historic quality by ensuring that new and rehabbed buildings are compatible with the character of buildings built between 1860 and 1920.
10. Provide increased vehicular and pedestrian access through a grid of streets that maximizes connections with and extensions of existing streets.
11. Maintain and enhance quality of life of existing neighborhoods.
12. Plan for and maintain first class sustainable neighborhoods.

(Ord. No. 5840-2019, § 1(Exh. A), 6-10-2019)

7.711—7.719. Reserved.

7.720. Master Plan Required.

Prior to commencing any land development activities in the Downtown District, a master plan of a proposed development ("the project") shall be provided to the Community Development Department for review. This master plan, or illustrative project concept, shall at a minimum include the location of residential and commercial lots, structures, stormwater facilities, streams and floodplains, amenities, open space, parking, pedestrian

facilities, buffers, landscaped areas, all applicable Downtown District standards, and any additional details necessary to complete the review, as required by the Director of Community Development.

A Master Plan shall be submitted and approved prior to submittal of any Preliminary Plat, Site Plan, or other land disturbance permit for property within the Downtown District.

A master plan is also required for any project proposed that requires rezoning, conditional use permit or variances. The master plan must illustrate the details of the request and ~~accompany~~ be submitted concurrently with the public hearing application.

1. *Master Plan Standards.* The Master Plan shall adhere to the following standards:

   ~~a. Six (6) copies, provided on sheets eleven (11) inches by seventeen (17) inches or larger;~~

   ~~b. Scale of one (1) inch equals forty (40) feet or as prescribed by the City Engineer;~~

   ~~c. Digital copy on flash drive or by download;~~

   d. Preliminary engineering, including conceptual utilities and conceptual grading plan;

   e. Include calculations for total acreage, number of units, residential density, open space, and commercial square footage;

   f. Identify adjacent property zoning districts, uses, and approximate structure locations;

   g. ~~Provide written consent from all property owners whose property is included in the Master Plan;~~

   h. Illustrate the extension of any Greenprints Trail, as per the adopted Greenprints Trails Plan, now and as amended;

   i. Illustrate the extension of any grid streets, as per the adopted grid streets plan, now and as amended;

   j. Explain compliance with the adopted Woodstock Town Center (LCI) Plan, now and as amended, and the Woodstock Comprehensive Plan, now and as amended.

2. *Master Plan Procedures.*

   a. *Compliance Review.* The Community Development Department will review the master plan, providing comments regarding compliance with the following:

      i. Downtown District Standards.

      ii. Land Development Ordinance.

      iii. Woodstock Town Center Plan.

      iv. Woodstock Comprehensive Plan.

      v. All other ordinances and standards adopted by the City Council, in addition to other local, State, and Federal laws.

   b. *Compliance Required.* Should the master plan fail to comply with the provisions set forth in Section 7.720(2)a., the deficiencies will be listed and provided to the applicant. The applicant may then elect to pursue rezoning or variances from City Council or render changes to bring the master plan into compliance.

      Once the master plan complies with the provisions set forth in Section 7.720(2), the applicant will be notified, and the master plan will be docketed on the agenda of the Development Process Committee (DPC) for review and consideration. Upon approval by the DPC, the applicant may then submit land development plans in accordance with Chapter III of the Land Development Ordinance.

In the event the master plan is included with a public hearing application, the Community Development Department will complete the review as set forth herein and the DPC will include the findings of said review in the recommendation to the Planning Commission and City Council.

c. *Exemptions.* Projects or proposals may be exempted from this section if they meet any one (1) of the following conditions:

i. The project exclusively involves the renovation or replacement of an existing structure in the same location; or

ii. The project involves one (1) unit on one (1) lot in a platted subdivision; or

iii. If the project is proposed on a site of one (1) acre or less and in the judgement of the Community Development Director, is in compliance.

The subdivision of property is prohibited to meet any of these requirements.

d. *Disclaimer.* ~~Compliance with this section is the responsibility of the applicant.~~ The Community Development Department makes a good faith effort to thoroughly review each master plan tendered. Should a master plan review omit or fail to acknowledge noncompliance with this section, the applicant and the Project are in no way exempted from the provisions set forth herein.

3. *Appeals.* Any person aggrieved by a decision of the DPC may appeal in writing directly to City Council in accordance with the provisions of Chapter X of the Land Development Ordinance.

(Ord. No. 5840-2019, § 1(Exh. A), 6-10-2019)

7.721. General Requirements.

1. *Density.* The required ~~M~~maximum density for~~far~~ each Downtown District zoning classification is listed in Section 7.728 Site Limits Table ~~can be found in Section 7.301, Establishment of Districts~~. The maximum density allowable on any given lot in the Downtown District may not necessarily be achieved due to infrastructure requirements and Downtown District site design requirements. The high densities allowed in this district are designed to incentivize assemblages that can comply with the Code, providing public amenities as necessary, and reach the maximum allowable density. For mixed-use projects, density can be calculated using the entire parcel/project area, including commercial areas, only if the commercial development is to be completed first or concurrently. See Section 7.721.2.b. below. If not, residential densities shall be calculated using only the residential portions of the parcel/project area.

2. *Minimum Acreage Requirement.* No new residential development shall be permitted on any parcel or assemblage of parcels in the Downtown District that have a total area of less than five (5) acres.

a. Construction that does not require the subdivision of property into more than three (3) parcels, and does not require any new streets, are exempt from this requirement.

b. Mixed-use projects with at least thirty-five (35) percent of the land area, at ground level, dedicated to newly constructed, nonresidential uses, not including open space areas, are exempt from the minimum acreage requirement. Commercial and residential components that are part of the same project must be constructed concurrently. All commercial buildings in a project must be completed and issued a certificate of occupancy prior to eighty (80) percent of residential buildings receiving building permits.

c. For projects proposed on less than five (5) acres, including the addition of phases to existing developments, the applicant may pursue a conditional use permit in accordance with the provisions set forth in the Land Development Ordinance. ~~Additional criteria shall be considered during a CUP case for~~

~~this exemption. Projects should be evaluated for uniqueness, character, access, and connection to existing streets, alleys, and trails.~~

3. *Mix of Housing Types Required for Residential Development.* All new residential development in the Downtown District without at least twenty (20) percent of the land area, at ground level, dedicated to non-residential uses, not including open space, shall provide a mix of housing types. Districts DT-LR and DT-VLR are exempt from this requirement.

Project Size	Number of Housing Types Required
0—1 acre	1 type
1.01—5 acres	2 types – Minimum 30% housing units of any one type
5.01—15 acres	3 types Minimum 20% housing units of any one type
15.01—30 acres	4 types Min 15% housing units of any one type
30.01 acres and above	5 types Min 10% housing units of any one type

Housing Type Choices (developments requiring two or more housing types shall include housing types from at least two categories):

Category 1: Detached Single Family Options:

a. Large lot single-family detached—Lots with a minimum square footage of seven thousand five hundred (7,500) square feet.

b. Moderate Single-family detached—Lots with ~~less than seven thousand five hundred (7,500)~~a minimum of 5,000 square feet.

c. Urban Single-family detached – Lots with less than 5,000 square feet, lot widths of 35’ or less and houses 25’ or less in width.

d. Charleston single-style single family detached or other narrow style of detached single-family home.

e. Single-family detached with accessory dwelling units.

Category 2: Attached Options:

f~~d~~. Townhome (Conditional Use Permit required).

g. Townhome with private rear yard or internal courtyard (Conditional Use Permit required).

h.~~e.~~ Duplex. (Can be multi-family or single-family attached)

i~~f~~. Triplex. (Three attached dwellings on a single lot)

j~~g~~. Quad—Condominium building with four (4) units.

Category 3: Multifamily/Mixed Use Options:

k~~h~~. Small condo building—Five (5) to twenty (20) condominiums per building.

l~~i~~. Large condo building—Over twenty (20) units per building.

m~~j~~. Multi-family, rental (C~~c~~onditional U~~u~~se P~~p~~ermit required).

n~~k~~. Residential over commercial.

o~~l~~. Cottage court or pocket neighborhood arrangement of 1,200 sq max single-family detached

Category 4:

po. Innovative housing type which fits into none of the categories above, as approved by the Director of Community Development.

4. Development shall conform to the *Critical Mass for Redevelopment*. Described in Article 7.304 ~~Redevelopment of more than two (2) existing lots in a platted subdivision on the same land disturbance permit is prohibited unless a critical mass of eighty (80) percent or more contiguous lots in the subdivision are acquired and assembled, leaving the remaining twenty (20) percent of the lots as one intact subdivision. For the purposes of this section, lots are considered contiguous if they share more than half of the length of the adjoining property line for each adjacent parcel that is to be considered contiguous. The phasing of redevelopment over several LDPs as a way to subvert this section is prohibited. For the purposes of this Ordinance, a platted subdivision is a subdivision of residential lots for which a subdivision plat has been recorded in the Superior Court Clerk's Office of Cherokee County.~~

5. *Grading.* Where future street connection locations exist within a new development, the temporary ends of these streets shall be graded in such a way that future connection is possible, as determined by the City Engineer.

(Ord. No. 5840-2019, § 1(Exh. A), 6-10-2019; Ord. No. 7205-2021, § 1(Exh. A), 6-14-2021)

7.722. Definitions.

Accessory Dwelling Unit: A detached or attached permanent living unit which provides complete independent living facilities for one (1) or more persons. It shall include permanent provisions for living, sleeping, eating, cooking and sanitation, and shall be located on the same parcel upon ~~with~~ which the primary single-family residence is situated.

Build-To Line: The build-to line is the line along which the building street facade is permitted to be located. The distance between the build-to line and the nearest street curb is equal to the sidewalk area width requirements, except where public or private open space is adjacent to the sidewalk area. The build-to line shall extend to the perimeter of such open space including the minimum street facade frontage of principal structures.

Downtown District: The area approved on the Downtown District map found on the official zoning map.

Greenway Trail: A concrete or asphalt trail with a width capable of accommodating pedestrians and nonmotorized vehicles. The minimum width required is ten (10) feet, unless otherwise determined by the City Engineer. Boardwalks, bridges, and pervious concrete are permitted within the floodplain and stream buffers.

Historic Overlay District: An area shown on the official zoning map, which has specific requirements that supersede certain other requirements of the Downtown District as amended.

Multi-family: A building containing more than one (1) residential unit, excluding townhouses.

Open Space: Private open space and public open space appropriately improved for pedestrian use and amenity not including detention ponds and stream buffers without greenway trails or areas used foar vehicles, except for incidental service, maintenance or emergency actions only. Open space shall be exterior and computed as the total square footage of said spaces.

1. *Residential Private Open Space:* Open space that is private courtyards, lawns, gardens, terraces, or balconies, or amenity areas, which restrict access to residents of adjacent development.

2. *Public Open Space:* Park, plaza, or greenway trail that is open to the public during normal City park hours and sidewalk area requirements.

3. *Park:* A public open space that provides recreation amenities and gathering places. A park shall have streets along a minimum of fifty (50) percent of its perimeter and shall have no more than twenty (20) percent of its area covered with impervious surfaces, with the exception of greenway trails.

4. *Plaza:* A public open space that is available for civic and commercial activities, but may have access limited for the purposes of providing outdoor dining areas. A plaza shall have streets along a minimum of fifty (50) percent of its perimeter and a landscape consisting of durable pavement, trees and other plant materials.

5. *Commercial Private Open Space:* Open space that is privately owned or leased space used for the purposes of a business or a directly adjacent business and is open to the public during business hours. A commercial open space may include a lawn, garden or patio and may be restricted when the business or adjacent business is closed.

~~*Residential*~~ *Pitched-Roof Treatment:* An architectural treatment that is provided on the sidewalk level of a public street façade on residential buildings or commercial buildings with gabled roofs. For more information see Section 7.729.:

~~1. Is provided on the sidewalk level of a street facade.~~

~~2. Provides habitable space for a minimum of the first ten (10) feet in depth behind the street facade on primary frontages.~~

~~3. On primary frontages, provides equally sized vertical windows where the top of which and the bottom of which shall be no higher and no lower than to the top of the door frame and the bottom of door frame.~~

~~4. Provides windows for a minimum of thirty (30) percent of the length of the built portion of the street facade, with the facade of each unit being calculated independently.~~

~~5. Provides an entry stoop or porch at a primary pedestrian street facade entrance.~~

Sidewalk Area: Begins at the street curb and consists of a contiguous sidewalk landscape zone, sidewalk clear zone, and sidewalk supplemental zone including intervening driveways.

1. *Sidewalk Landscape Zone:* The portion of a sidewalk area adjacent to the street curb and reserved for the placement of trees, groundcover, and street furniture including utility poles, waste receptacles, fire hydrants, traffic signs, traffic control boxes, tree grates, newspaper boxes, bus shelters, bicycle racks and similar elements in a manner that does not obstruct pedestrian access or motorist visibility.

2. *Sidewalk Clear Zone:* The portion of a sidewalk area that is reserved for pedestrian passage and is unobstructed by permanent objects to a height of eight (8) feet, including but not limited to, steps and stoops, traffic control boxes, and utility structures. The sidewalk clear zone shall be adjacent and between the sidewalk landscape zone and the sidewalk supplemental zone and shall have a consistent cross-slope not exceeding two (2) percent.

3. *Sidewalk Supplemental Zone:* The area between the back of the sidewalk clear zone and the build-to line. Adjacent to storefront treatments, sidewalk supplemental zones may be used for pedestrian amenity elements such as benches, merchandise display, potted plants, and decorative fountains. Outdoor dining is permitted only when adjacent to eating and drinking establishments. Elements that are prohibited in the supplemental zone include recreational areas and facilities such as swimming pools, tennis courts, fences and walls greater than forty (40) inches in height, service elements such as dumpsters, loading docks and similar elements, mechanical features, and parking. Public access may be restricted only for areas adjacent to residential uses ~~treatment~~, and for outdoor dining areas when adjacent to ~~storefront treatments~~non-residential uses. No element shall be attached to the sidewalk supplemental zone in any way, except for fences and walls.

~~*Storefront Treatment:* An architectural treatment that:~~

~~1. Is provided on the sidewalk level of a street facade of flat roofed buildings. Buildings with gabled roofs shall use residential treatment.~~

Storefront Treatment: An architectural treatment that is provided on the sidewalk level of the street façade of flat roofed buildings. For more information, see Section 7.729:

~~—~~

~~2. Provides habitable space for a minimum of the first twenty (20) feet in depth behind the street facade.~~

~~3. Provides a street level facade consisting of:~~

~~a. A non-glass base or knee wall below all windows beginning at grade and extending to a point no less than eight (8) inches but not more than twenty-four (24) inches above the sidewalk area at the build-to line. Knee wall may be waived when directly abutting a private patio.~~

~~b. A combination of glass display windows and doors covering a minimum of seventy-five (75) percent of the area of the facade that is located along the build-to line beginning at the top of the bulkhead or knee wall, to a height not less than ten (10) feet and not more than twelve (12) feet above said sidewalk area at the build-to line below the base of the window. Such glass shall provide views into display windows that have a minimum depth of two and one-half (2.5) feet into and are accessible from the building interior for retail uses only.~~

~~c. Primary pedestrian entrances on the street facade recessed a maximum of seven (7) feet from the exterior facade, remain unlocked during normal business hours, and have a surface area that is a minimum of seventy (70) percent glass. All other doors located along street frontage shall be of a character that matches with the surrounding downtown area.~~

~~d. A glass transom located along the street facade of a structure above the glass display window and entry door shall have a minimum height of twenty-four (24) inches and a maximum height of thirty-six (36) inches.~~

~~e. Provides no length of facade exceeding twenty (20) feet without intervening glass display windows or glass doors.~~

~~4. A non-glass sign band area located above the glass transom having a minimum height of thirty-six (36) inches. The sign band area is the area between the top of the transom window and cornice line:~~

~~5. A cornice line above the sign band a minimum height of eight (8) inches.~~

~~6. Street address numbers, a minimum of six (6) inches in height located above the primary pedestrian entrance.~~

~~7. Sidewalk level drop ceiling, if at a lower elevation than the top of the window, shall recess a minimum of eighteen (18) inches from the window opening for retail uses.~~

~~8. Finished ceiling height shall be a minimum of fourteen (14) feet except in DT-RO and corner accessory commercial in DT-MR-A and B. Exterior height of single-story buildings shall be a minimum of eighteen (18) feet as measured at top of parapet. Parapet must enclose all sides of the roof.~~

~~a. For DT-RO storefront treatments, finished ceiling height must be a minimum of twelve (12) feet, and display windows must be a minimum of eight (8) feet tall as measured from the sidewalk, with a minimum one (1) foot tall transom window.~~

~~b. For DT-MR-A or B storefront treatments, finished ceiling height shall be a minimum of ten (10) feet, and display windows must be a minimum of eight (8) feet tall and no transom window is required.~~

Street Facade: The exterior wall of a building, not including extruding structures such as porches, stoops or bay windows, which is located along the build-to line or street without an intervening building or street wall.

Street Facade Frontage: The percent of street facade required along the build-to line.

Street Wall: A wall no less than seventy-five (75) percent opaque built along the build-to line and co-planer with the street facade, often for the purpose of masking a parking lot from the street. Street walls shall be a minimum of three and one-half (3.5) feet in height and constructed of a material matching the adjacent street

facade or dense evergreen hedge. Street walls shall be discontinued no more than necessary to allow automobile and pedestrian access. The street wall shall have other individual openings not exceeding four (4) square feet in area at height of less than three and one-half (3.5) feet.

~~*Townhouse:* Attached single-family residential structure in which no residential unit is directly above or below another residential unit.~~

(Ord. No. 5840-2019, § 1(Exh. A), 6-10-2019; Ord. No. 7205-2021, § 1(Exh. A), 6-14-2021; Ord. No. 990-2024, § 7, 6-10-2024)

7.723. General Provisions.

1. *Non-Residential* and Mixed Use *Legally Nonconforming Buildings.* Existing buildings and building facades that do not meet the applicable requirements of this ordinance but were legal at the time of construction are considered legally nonconforming. *Legally non-conforming residential buildings shall conform to the Lot of Record Exemption standards of 7.723.2.* To remain legally nonconforming, ~~, until such time~~ remodeling and renovations of non-residential and mixed use buildings must occur~~s~~ in accordance with the following ~~these~~ provisions.~~, except as exempted below.~~

~~a. The building and property shall be upgraded to comply with the Downtown District Standards once the total remodeling and renovation construction costs exceed fifty (50) percent of the total building value as shown on the current county tax assessor record within the most recent thirty-six-month period. The property owner may also submit an appraisal of the building value for consideration.~~

a.~~b.~~ Remodeling and exterior renovations shall not be ~~occur in compliance with Downtown District Standards. In no case shall any legally nonconforming building or facade be~~ expanded, extended, enlarged, or otherwise altered in any way which increases its nonconformity.

b. Buildings shall ~~may~~ be expanded~~ing~~ in the following ways to maintain the nonconforming status of the existing building:

i. When a building is expanded from its current footprint to reach the build-to line (Front Addition); or

ii. When a building is expanded from its current footprint to add an addition in the rear (Rear Addition); or

iii. If ~~When~~ a new building is constructed on a lot with an existing building, the new building shall~~can~~ be built to the build-to line ~~w~~meeting ~~ith~~ minimum separation from the existing building as required by Building and Fire Code (New Building: Front). Accessory buildings, including but not limited to storage sheds, Accessory Dwelling Units (ADUs), and garages may also be placed to the side and rear of the existing non-conforming building.

~~c. Building expansions that would require the existing building to forfeit its legal nonconforming status include:~~

~~i. When a building is expanded from its current footprint to add an addition to the side of the building. (Side Addition);~~

~~ii. When a new building is constructed behind an existing building that is not connected to the existing building by habitable square footage (New Building: Rear);~~

~~iii. When a new building is constructed to the side of an existing building (New Building: Side).~~

c~~d~~.~~c~~. ~~Any~~ R~~r~~emodeling or renovation projects of buildings with non-residential uses that violate the Downtown District Standards forfeit legally nonconforming status ~~and Downtown District Standards~~, ~~including,~~ and must comply with all Downtown District Standards, including, but not limited to, street

and sidewalk area, open space, parking, and street facade requirements., Iinternal renovations that do not alter the building facade or building footprint, and upgrades of building and construction materials, do not affect the legally nonconforming status.

D.

2. *Lot of Record Lot Exemption.* The lot of record lot exemption is intended to encourage improvements to redevelopment of residential structures in downtown, while preserving and enhancing the character of existing single-family lots and neighborhoods. A lot of record is exempt from the Downtown District Code under the following provisions:

   a. For the purposes of this amendment, a lot of record means a lot which is part of a subdivision recorded in the Superior Court Clerk's Office, or a lot described by metes and bounds, the description of which has been recorded in the Superior Court Clerk's Office prior to the adoption of this amendment, September 10, 2018. The exemption includes both residential lots with one (1) existing single-family detached structure and vacant lots that do not contain a structure which are proposed for use as a single-family residence. "New construction" means construction on a vacant lot where no structure was previously constructed, or a newly planned structure proposed on a lot.

   b. A lot cannot be subdivided to comply with this Code section.

   c. Only one (1) structure with one (1) primary dwelling unit can be built per lot., excluding one (1) aAccessory dwelling units or accessories other accessory structures must conform to the applicable regulations for such structures.

   d. New residential construction, structure and site. A new single-family residence and accompanying site layout proposed with one (1) dwelling unit may be constructed under Lot of Record standards as long as the new single-family residential structure meets the following standards:structure and site proposed is substantially similar to the structure previously occupying the same lot, the structures on nearby and adjacent lots, or structures in the same subdivision.

      i. it does not exceed 50% coverage of the lot, and

      ii. it provides a minimum of 10' side and 10' rear setbacks; and

      iii. it does not exceed 40' in height.

e. Replica. An existing structure may be demolished and replaced as long as the new structure is substantially similar to the former structure.

   e. f. Renovations. Exterior modifications or maintenance activities can be performed on anAn existing single-family structure can be renovated or maintenance activities can be performed as long as the structure is not expanded beyond thirty (30) percent of the gross floor area and the architecture either remains consistent with the current structure, an earlier appearance of the structure, or is in compliance with the architectural provisions in the Downtown District Code.

   f.g. In the absence of other architectural standards, as detailed in subsections d.—f. above, Downtown District architectural standards shall govern. Single Family Architecture: Single family residences fronting on Type D streets are not required to meet the Street Façade RequirementsArchitectural Requirements of Article VII.

   g.h. Front Ssetbacks shall remain consistent with those recorded on the applicable subdivision plat or in effect at the time the lot was recorded, or, in the absence of recorded setbacks, shall remain consistent with the averagedaverage of the front setbacks of other primary structures situated along the same block, on the same side of the street.

   h.i. The installation of planned road infrastructure, including the extension of grid streets and trails, is not required for new residential construction of a single residence on a single lot. The phasing of new

residential construction over several LDPs within as a way to subvert this section is prohibited. ~~with new construction projects is required~~. The dedication of right-of-way for the future expansion of planned public improvements shown in City Council approved documents including but not limited to policies, plans, and reports is required with any project taking advantage of the exemption offered in this section. Buildings shall be constructed to meet the build-to line from the ultimate right-of-way of future planned street cross-sections as described in Council-approved documents. Installation of pedestrian infrastructure (e.g. sidewalks and trails), as well as installation of street trees and streetlights shall be required unless the Development Process Committee determines it is in the City's best interest to take a payment-in-lieu of installation, to the sidewalk fund.

~~3. Should development proposed for a site directly adjacent to an existing residential subdivision include a higher residential density and/or commercial use, the developer shall post signs along each public street frontage abutting the site, giving notice to the public of the proposed development. Signs shall be placed concurrent with the first submittal of project site plans to the City of Woodstock, in accordance with Chapter III, and remain until the first certificate of occupancy is issued for a structure on the premises. Signs shall be no less than six (6) square feet in size, including the following project details and information:~~

~~a. Name of proposed development; and~~

~~b. Website address for project info.~~

(Ord. No. 5840-2019, § 1(Exh. A), 6-10-2019; Ord. No. 6239-2020, § 1(Exh. A), 2-10-2020; Ord. No. 7205-2021, § 1(Exh. A), 6-14-2021; Ord. No. 2025-003, § 3, 1-13-2025)

7.724. Public Infrastructure and Standard Details.

a. In addition to Articles III and XV of the LDO, all downtown development shall comply with downtown standards as outlined in the Downtown Design Standards Policy adopted by the Mayor and City Council with resolution from time to time.

~~b. Corner lots shall respect sight triangles at intersections, keeping the sight triangle clear from any obstructions of view. This triangle is formed by the intersection of two (2) thirty-five-foot lines from the point where the two (2) curbline tangents would intersect if there were no curb radius, connected by a third line to complete the triangle. There shall be no buildings, tall plantings, or other obstructions between three (3) feet and ten (10) feet in height in this area.~~

(Ord. No. 5840-2019, § 1(Exh. A), 6-10-2019; Ord. No. 7205-2021, § 1(Exh. A), 6-14-2021)

7.725. Open Space Requirements.

All developments shall be required to provide open space. Location of such open space shall be approved by the City either within the confines of the development or at a proximate location. For public open spaces, parks and greenway trails, dedication or public access easements must be provided if such spaces are intended to meet these open space requirements. The minimum requirement for open space is twenty (20) percent of the parcel area.

In addition to the definition requirements, open space shall be provided, designed and constructed pursuant to the following regulations:

1. Detention ponds and required stream buffers shall not be used in open space calculations.
2. The owner shall submit a maintenance agreement establishing a mechanism for maintaining open space dedication located within subject development.

3. Open space requirements shall be constructed or dedicated as part of the first phase of construction, in an amount equivalent to the first phase proportion of the total development.

4. Open space dedication shall be guaranteed through bonds, conservation easements, land donation to the City or permanent deed restriction. In lieu of open space dedication, a cash value contribution shall be provided to the City's open space bank, which contribution shall be equivalent to the square footage value of subject land multiplied times the square footage of such open space requirement. The value of the subject land shall be equal to the land value as determined by the county assessor on the most recent property tax statement.

5. Non-residential development shall provide Commercial Private Open Space or Public Open Space, which shall be open to the public during daylight hours and other hours as determined by the City. Residential development shall provide either public open space or private open space.

6. Where greenway trails are required along streams, there shall be public access along such greenway trails and there shall be a minimum seventy-five (75) feet natural buffer along such streams measured from top of bank, which may include such greenway trail and such natural buffer shall be calculated towards open space requirements.

7. Side setbacks, lot remnants, and areas not easily accessible to pedestrians are not to be considered open space to meet the minimum requirement.

8. *Open Space Privacy Buffer Option.* Where new developments are adjacent to existing residential development, screening buffer areas may be used to meet up to twenty-five (25) percent of the minimum open space requirement (five (5) percent of the parcel area). To qualify, screening buffer areas must be at least seven (7) feet in depth, contain a wall or fence at least forty (40) inches in height, and contain dense plantings of evergreen trees and shrubs, to be approved by the Community Development Director or designee.

9. Commercial Private Open Space may be counted toward the Open Space Requirement or provided pursuant to the following:

    a. Commercial Private Open Space may be located on the same or directly adjacent parcel as a business.

    b. The business may use the Commercial Private Open Space to provide seating, service, entertainment facilities or outdoor shopping spaces provided these activities do not extend onto a public sidewalk or public open space without the issuance of a Sidewalk Encroachment Permit.

    c. Patios may be permanently covered with a roof or pergola structure. Patios shall not be permanently enclosed but may utilize removable enclosures for use during inclement weather.

    d. Container buildings may be placed within Commercial Private Open Space with approval by the Development Process Committee pursuant to the following:

        i. No more than one (1) container building shall be permitted per parcel.

        ii. Unfinished container buildings are prohibited. The exterior facade of container buildings shall be improved including but not limited to cladding, living (green) walls, paint, or other exterior modifications to the satisfaction of the Development Process Committee.

        iii. The property owner shall demonstrate that restrooms are located within five hundred (500) feet of the container building.

        iv. Container buildings are generally exempt from architectural requirements except that they shall be faced with approved Downtown facade materials or metal.

v. Container buildings' primary use shall be oriented towards the public and serve customers through a restaurant, retail, or other public-facing use. Storage for goods or materials shall only be allowed as an ancillary use to the primary occupying use.

vi. No container building shall be located closer than five (5) feet to any other building on the same parcel. The five-foot distance shall be measured from the closest point of the building walls or structure walls.

vii. Should a container building cease to operate as a business for a period of sixty (60) days or more, a notice of violation shall be conveyed to the container owner that states:

A. That the container building must be occupied by a new business/tenant by a date certain, and;

B. Should a business not be operational in the container building by the date certain, then operations shall be ceased and the container building shall be removed from the premises.

C. An extension may be granted to this requirement by the Development Process Committee.

(Ord. No. 5840-2019, § 1(Exh. A), 6-10-2019; Ord. No. 7205-2021, § 1(Exh. A), 6-14-2021; Ord. No. 2025-014, §§ 2, 3, 7-28-2025)

7.726. Street and Sidewalk Area Requirements.

1. Whenever a development three (3) acres or greater is to be developed or redeveloped, maximum block sizes requirements shall apply in each subarea as indicated on the downtown site limits table.
2. For any new development that requires a street to be constructed:
   a. The right-of-way for such portion of said street shall be platted according to specified street requirements as indicated below and on the street type tables. Any City Council approved plans for specific street segments shall supersede street type tables and street cross-sections.
   b. The owner is responsible for the dedication of the right-of-way in accordance with the provisions of the "The City of Woodstock Land Development Ordinance." The entire dedicated right-of-way shall be shown as such on a final survey plat that is submitted to and approved by the City.
   c. Measurements involving minimum lot standards shall be made at the edge of the full right-of-way.
   d. Prior to the issuance of an occupancy permit for any new development on such lot, either the street shall be constructed or guaranteed through bonds to the standards established herein.
   e. Development permission that would have otherwise been allowed within such dedicated street right-of-way shall be allowed to be developed elsewhere on the site.
3. New streets within DT-VLR, DT-LR, DT-MR-A, and DT-MR-B shall be D1 (local residential) or D2 or D3, if an Administrative Variance is granted to allow D2 or D3. New streets within DT-RO shall be D1 (local residential) for residential frontages, or B (local mixed-use) for commercial frontages. Within all other subareas, new streets shall be B (local mixed-use) streets. See Street Type Tables in this section. All new and improved streets in the Downtown District shall use header curb with no gutter and hood-and-grate storm drains.
4. New streets and improvements to existing streets in the Downtown District shall conform to the Downtown Street Types Table found in this section, and the Downtown Design Standards Policy found in the Council Policy Manual, which contains the Downtown Streets Map, which includes existing streets, and the A Street Standards.
5. Planned grid streets and connections shall be installed as shown on the most recently adopted Downtown Streets Map, found in the Council Policy Manual. Grading at ends of grid streets shall be prepared for the easiest future connection by neighboring properties.
6. A sidewalk area shall be located along all streets and shall consist of a sidewalk landscape zone with street trees, an unobstructed sidewalk clear zone, and a supplemental zone with requirements as indicated on the Downtown Street Standards Design Table. Changes to the configuration of the sidewalk area may be granted by administrative variance if there are existing trees, overhead or underground utilities, or existing buildings present in the required sidewalk area locations. ~~Administrative variances shall be determined by the Development Process Committee (DPC). Any person aggrieved by a decision of the DPC may appeal in writing directly to City Council in accordance with the provisions of Chapter X of the Land Development Ordinance.~~
7. Any paving including concrete, special or decorative paving within the sidewalk landscape zone, sidewalk clear zone, or sidewalk supplemental zone shall continue across any intervening driveway.
8. Dead-end and cul-de-sac streets are prohibited.
   a. Prior to extending an existing street within the Downtown District, approval by City Council is required. An owner or applicant seeking to extend an existing street must first submit the request in writing to the Community Development Department. A public hearing will be scheduled before the City Council, adhering to the public hearing and public notice requirements outlined in Chapter XI, Zoning Policy and Procedures, of this Land Development Code.

b. Should a proposed street extension accompany a rezoning request, the street extension will be evaluated and considered in conjunction with the rezoning request, following the zoning process as outlined in Chapter XI, Zoning Policy and Procedures.

9. All on-street parking spaces must be delineated by five-inch white traffic striping. Parallel parking spaces must be a minimum twenty-two (22) feet in length. The Development Process Committee may approve twenty (20) feet long parallel parking spaces through administrative variance.

10. Within the sidewalk landscape zone:

a. Street trees are required as indicated in the Street Type Table—Sidewalk Area and Greenway Trail Requirements.

i. Street trees shall be planted a maximum of fifty (50) feet on center and spaced equal distance between streetlights and in line with stripes of parallel parking spaces.

ii. All newly planted trees shall be a minimum caliper of three and one-half (3.5) inches measured twelve (12) inches above ground, shall be limbed up to a minimum height of seven (7) feet and shall have a minimum mature height of forty (40) feet.

iii. Trees shall have a minimum planting area of two hundred (200) square feet.

iv. As stated by Chapter IX Tree Preservation and Replacement Standards, if existing underground utilities are present, the Director of Community Development may allow alternative proposals on a ~~case by case~~case-by-case basis. In the event that existing overhead power lines prohibit the planting of required overstory trees, an appropriate understory tree species may be selected and approved for required inches according to accepted horticultural standards and as approved by the impacted utility. The criteria by which cases with underground utilities shall be evaluated includes the size, location, and depth of the existing underground utilities, and the size, type, location, and appropriateness of the plantings proposed as an alternative to the required street trees.

b. Within DT-VLR (very low-density residential) and DT-LR (low-density residential) shall be continuous trees and groundcover with exception of intervening driveways. Within all other subareas shall be groundcover, decorative paving, or tree grates with exception of intervening driveways.

c. All street furniture and pavers, where installed, shall have a location and type subject to approval including but not limited to the following: benches, waste receptacles, bicycle racks, newspaper stands, tree grates, and street-lights. Tree grates shall be a minimum of eight (8) feet by five (5) feet. Decorative pedestrian lights shall be placed a maximum of one hundred (100) feet on center and shall be spaced equal distance between required trees. ~~All downtown standard details are on file with the Community Development Department.~~ Refer to the Council Policy Manual for additional information on design specifications in the Downtown Design Standards Policy.

d. Landscape zone within parking option: Street tree requirements within the sidewalk landscape zone may be met through landscape bulb-outs between on-street parking spaces on Main Street downtown, local mixed-use, and local residential streets that have on-street parking, where space is constrained, with staff approval. The final placement of all street or pedestrian lights shall be reviewed and approved by the Community Development Department.

e. Sidewalk area width requirements may be reduced for streets with entire total lengths of one hundred fifty (150) feet or less within DT-MR-A (medium-density residential A) and DT-MR-B (medium-density residential B).

11. Within the sidewalk supplemental zone:

a. Terraces, porches, stoops, and stairs may encroach a maximum depth of sixty (60) percent of the total zone depth provided there is still a minimum of five (5) feet clear of encroachments, and shall have a maximum finished floor height of twenty-four (24) inches above finished-grade if encroaching. Such terraces, porches, and stoops shall not be considered street facade.

b. Balconies and awnings may encroach a maximum depth of five (5) feet of the total zone width.

c. DT-RO (residential/office), DT-MR-A (medium-density residential A), and DT-MR-B (medium-density residential B) shall provide landscaping for a minimum of forty (40) percent of the zone's horizontal area adjacent to sidewalk level residential treatments.

d. Hardscaping shall be provided for a minimum of seventy-five (75) percent of the zone's horizontal area adjacent to storefront treatments on primary frontages.

e. Buildings that existed before March 2005 with no adjacent sidewalk supplemental zone may have outdoor dining areas encroach a maximum of two (2) feet into the sidewalk clear zone, measured from the street facade.

f. Sidewalk supplemental zone width requirements may be reduced where the sidewalk landscape zone is increased to a minimum width of ten (10) feet for purposes of locating outdoor dining.

g. Sidewalk supplemental zone width requirements may be increased where taller buildings are proposed along narrow streets, at the discretion of the Director of Community Development. To determine the appropriate supplemental zone width, the Director shall consider the width of the street in proportion to the height of the structures proposed.

12. Alleys shall be designed as shown on the Downtown Street Types Table. Alley right-of-way is generally private but may be dedicated as public with staff and City Council approval. Alleys and alley right-of-way shall not be part of residential lots.

13. Greenway design requirements shall be as shown on the Downtown Street Standards Design Table when Greenprints Trail sections are required in addition to sidewalks, or if buildings are intended to front on the trail.

Street Types Table	Sidewalk Landscape Zone Minimum Width (LZ)	Sidewalk Clear Zone Minimum Width (CZ) -Trail cross—section will be used instead of sidewalk where required	Sidewalk Supple-mental Zone Min/Max Width (SZ)	Street Trees in Sidewalk Land-scape Zone	Min/Max Shoulder Width (one side of roadway) = LZ + CZ+SZ	Number of Total Travel Lanes	Min. Lane Width	On-Street Parking + Minimum Width	Median and Minimum Width	Total Min Roadbed Width
A (Arterial)	*Arterial Design Requirements, commonly known as the A Street Standards, are found in the Downtown Design Standards Policy. See the Council Policy Manual for details regarding commercial frontage requirements, special Supplemental Zones and sidewalk widths, and on-street parking location requirements.*									
A (Arterial)	7 ft.	See A Street Standards	10 to 18 ft., except 5-13' in Historic Main area as shown on A Street Standards	50 ft. o.c.	27 to 35 ft.	2 to 4	10 ft., 6 in.	Yes, parallel. See A Street Standards for required and prohibited parking locations.	See A Street Standards	See A Street Standards.
B (Local Mixed-Use)	7 ft.	7 ft. or 5 ft.[1]	10 to 18 ft.	50 ft. o.c.	22 to 30 ft.	2	10 ft., 6 in.	Yes, both sides. Angled (17 ft. to 20 ft. width) or parallel (8 ft.)	Median (11' min) or center turn lane (10' min) optional	47 ft.

C (Highway Commercial)	10 ft.	8 to 10 ft. (sidewalk or multi-use path)	10 to 15 ft.[6]	50 ft. o.c.[2]	28 to 38 ft.	4 to 6	10 ft., 6 in.	No	Median with or without center turn lane required (18 ft. min total width, 10 ft. min. turn-lane with 8 ft. min median width)	80 ft.
D-1 (Local Residential Parking Both-Side)	7 ft.	5 ft.	8 to 20 ft.	50 ft. o.c.	20 to ~~32~~ 40 ft.	2	10 ft., 6 in.	Yes, parallel both sides (8 ft.)	No	36 ft.
D-2 (Local Residential Parking One-Side)[3]	7 ft.	5 ft.	8 to 20 ft.	50 ft. o.c.	20 to 40~~32~~ ft.	2	10 ft., 6 in.	Yes, parallel one side (8 ft.)[3]	No	28 ft.
D-3 (Local Residential No On-Street Parking)[7]	7 ft.	5 ft.	8 to 20 ft.	50 ft. o.c.	20-40 ft.	2	10 ft., 6 in.	No	No	21 ft.
E (Commercial Service)	Trees planted in on-street parking bulb-	6 to 10 ft.	5 ft. (required only if	50 ft. o.c.	6 to 15 ft.	2	10 ft., 6 in.	Yes, parallel (8 ft.), angled (17 ft. to 20 ft.	No	36 ft.

	outs where parking is present and to separate on-street parking and loading zones (not required along loading zones).		adjacent to off-street parking lot).					width), 90° (20 ft. width), loading/service zone (match parking depth if parking present on same side of street, otherwise varies)		
GW-1a (Greenway Adjacent to On-Street Parking)	Trees planted in on-street parking bulb-outs. 3 ft. min buffer between parking and bikeway and 3 ft. buffer between bikeway and sidewalk	8 ft. bikeway, 8 ft. sidewalk	Dependent on adjacent street type, 5 ft. min	50 ft. o.c./3 ft. min from trail	35 ft.	NA	NA	NA	NA	NA
GW-1b (Greenway Adjacent to Travel Lane)	7 ft. min buffer between travel lane and bikeway (3 ft. min clear width) and 3 ft. buffer between bikeway and sidewalk	8 ft. bikeway, 8 ft. sidewalk	Dependent on adjacent street type, 5 ft. min	50 ft. o.c./3 ft. min from trail	39 ft.	NA	NA	NA	NA	NA

GW-1c (Greenway Adjacent to Roadway - Space Constrained) [4]	3 ft. min buffer between road/bikeway and 2 ft. sloped transition between bikeway/sidewalk	8 ft. bikeway, 6 ft. sidewalk	Dependent on adjacent street type, 5 ft. min	50 ft. o.c./3 ft. min from trail	24 ft.	NA	NA	NA	NA	NA
GW-2[5]**(Off-street Greenway)**	NA	12 ft.	20 ft.	50 ft. o.c./3 ft. from trail	57 ft. min	NA	NA	NA	NA	NA

1 Sidewalks along B streets shall be 7 ft. wide for commercial frontage and 5 ft. wide for residential frontage.

2 Tree plantings along GDOT roadways must adhere to GDOT standards. For 45 mph roadways, 14 ft. min clear distance from face of curb to trees is required on shoulders, 22 ft. min on medians. This excludes small trees and shrubs that mature at <=4 ft. in diameter.

3 Parking on one-side of residential streets to be permitted only where site constraints prohibit parking on both sides of street. Approval requires administrative variance by the Development Process Committee.

4 To be permitted only where site constraints prohibit GW-1a or GW-1b. Approval requires administrative variance by the Development Process Committee.

5 Building entrances fronting greenway must have at least one 5 ft. min width path connecting to the greenway. Paths and entrances must be ADA accessible for all development types except single-family attached or detached residential. Buildings fronting greenway must also have rear vehicle and pedestrian access provided via an alley or street. Where development fronts greenway, public greenway access via an accessible path must be provided every 600 ft. of greenway at minimum (this includes roads with sidewalks intersecting the greenway).

6 Building or plaza/seat area attached to building must front supplemental zone. If site constraints necessitate drive thru access in front of building, Woodstock Community Development Department may approve a 10 ft. driveway with 5 ft. supplemental zone through administrative variance.

7 D3 Streets shall be designated on a case-by-case basis, either by approval of an amended Downtown Street Types Map or when a new street or extension of a street is approved through the development review process.

ALLEY TYPES TABLE

	Pavement Width	Alley Shoulder Min Width	Alley Shoulder Material	Minimum ROW Width[3]	Setback Minimum from Alley	Right-of-Way Line Requirements
F1 (Mixed-Use Service)[1]	18'-20'	5 ft. (separated by mountable curb or valley gutter)	Asphalt, 8" min thick reinforced concrete, pervious pavers or permeable asphalt/concrete.	28 ft.	None	Optional fence or wall, required if adjacent to a parcel line shared with existing residential.
F2 (Residential)[2]	12'-20'	6 ft. (separated by mountable curb or valley gutter)	8" min thick reinforced concrete, permeable concrete, pervious pavers, or reinforced turf.	24 ft.	None	Garage wall or other wall
F3 (Residential)[2]	12'-20'	5 ft. (separated by mountable curb or valley gutter)	8" min thick reinforced concrete, permeable concrete, pervious pavers, or reinforced turf.	22 ft.	18 to 20 ft. with parking pad	Continuous fence or wall along R.O.W. line and between parking pads

[1]If the alley is required to have fire department access, pavement width must be 20 ft.

[2]If fire truck or garbage pickup access is required, alleys will be accessible by vehicles at both ends. In addition, entrances will be able to accommodate turns by fire trucks and garbage trucks (15' corner radii with mountable curbs or aprons is preferred). If alley access from both ends is infeasible, minimum alley pavement width must be 20 ft. or emergency vehicle-only access must be provided at the dead-end (see Figure 1 for emergency vehicle only access example).

[3]ROW may be public or private, but shall not be part of residential lots.

Figure 1 - Example of Emergency Vehicle Only Alley Access



(Ord. No. 5840-2019, § 1(Exhs. A, B), 6-10-2019; Ord. No. 6134-2019, §§ 1, 2, 12-9-2019; Ord. No. 7205-2021, § 1(Exh. A), 6-14-2021)

7.727. Parking, Garage, Driveway and Access Requirements.

1. No parking shall be permitted between a building and the street without an intervening building, except in DT-GC (General Commercial) where the street facade frontage requirements have been met.
2. Developments are permitted a maximum of one (1) driveway curb cut per block face or one (1) curb cut per four hundred (400) linear feet of block face, whichever is greater. For the purposes of this section, two (2) curb cuts serving two (2) one-way driveways shall only be counted as one (1) curb cut. Curb cuts for a street and an alley may be installed closer than four hundred (400) linear feet, subject to final approval by the City Engineer.
3. No curb cuts, driveways or circular drives shall be permitted on Main Street, Towne Lake Parkway, or Arnold Mill Road when access can be provided from a side or rear street. Circular drives are prohibited, with the exception of hotel and hospital uses, in the DT-CMU (Commercial Mixed-Use) and DT-GC (General Commercial) districts. Widening or improvement of an existing residential driveway on an A Street to

accommodate new development is prohibited when access can feasibly be provided from another lesser order street or an alley.

4. Driveway curb cuts on streets shall be limited to a one way maximum width of twelve (12) feet or a two way maximum width of twenty-four (24) feet. This subsection does not apply to alleys.

5. Parking and loading requirements shall be as established in section 7.511, Parking Performance Standards, and Section 7.521, Off-Street Loading Requirements, except that:

    a. All multifamily residential uses, such as apartments/duplexes and condominiums, shall be required to provide one (1) space per bedroom, but not more than two (2) spaces; and

    b. Commercial projects, or the commercial portions of mixed-use projects, in the DT-CBD and OT-RO zoning designations, shall be exempt from the minimum off-street parking requirement. Parking in excess of specified maximums shall be subject to the requirements of Section 7.520, Standards for Parking Spaces Exceeding the Maximum. ADA-accessible spaces shall continue to be required. Loading spaces shall continue to be required per Section 7.521.

6. Screening of Parking Areas.

    a. Any parking not screened from the street by a building shall have a minimum seven-foot wide landscaped area between such parking and the street which may be located in the Supplemental Zone. Such landscaped area shall have a minimum of one (1) shade tree per fifty (50) linear feet, groundcover, and an evergreen hedge at a maximum of thirty-six (36) inches or decorative wall or fence with a minimum height of thirty (30) inches. Trees shall be planted and street lighting placed in line with the stripes of adjacent parking spaces.

    b. Parking areas in new developments that are located within twenty-five (25) feet of existing residential structures, if not entirely screened by an intervening building, shall have a continuous, visual screen obscuring it from the residential development reaching a minimum height of six (6) feet. This screen shall consist of a compact evergreen hedge or other foliage screening, and a six-foot tall wall or fence.

7. Where the end of a parking space has a permanent concrete or masonry curb and abuts a landscaped area that is a minimum width of six (6) feet, the depth of such space may be reduced by two (2) feet.

8. Commercial parking lots as primary uses are not permitted except where individual businesses lease spaces under a shared parking arrangement.

9. Paving materials used for parking and loading areas other than asphalt or concrete shall be subject to approval by administrative variance.

10. Required parking may be provided off-site within one thousand (1,000) feet of use except in DT-VLR, DT-LR, DT-MR-A, and DT-MR-B. Public and on-street parking cannot be used to meet building requirements except for on-street parking directly adjacent to the subject property. Using on-street parking to meet parking requirements is optional.

11. Angled or parallel on-street parking on both sides shall be permitted.

    a. Forty-five (45) degree angled parking shall require parking space length of nineteen (19) feet and two (2) travel lanes width of ten (10) feet.

    b. Sixty (60) degree angled parking shall require parking space length of twenty (20) feet and two (2) travel lanes width of eleven (11) feet.

    c. Ninety (90) degree angled parking shall require parking space length of eighteen (18) feet and two (2) travel lanes width of twelve (12) feet.

    d. Parallel parking spaces shall be eight (8) feet deep and twenty-two (22) feet long.

12. Reduction of parking requirements may be permitted, subject to a shared parking arrangement under the following criteria:

    a. The minimum number of parking spaces for a development where shared parking is proposed shall be determined by a study prepared by the applicant following the procedures of the Urban Land Institute (ULI) Shared Parking Report or Institute of Transportation Engineers (ITE) Shared Parking Guidelines. The actual number of parking spaces required shall be based on well-recognized sources of parking data such as the ULI or ITE reports. If standard rates are not available or limited, the applicant may collect data at similar sites to establish local parking demand rates. If the shared parking plan assumes use of an existing parking facility, then field surveys shall be conducted to determine actual parking accumulation. If possible, these surveys shall consider the seasonal peak period for the combination of land uses involved;

    b. All shared parking spaces shall be clearly marked as such; and

    c. An applicant shall submit the following information as part of an application to reduce parking requirements and avoid conflicting parking demands:

        i. A to-scale map indicating location of proposed parking spaces.

        ii. Hours of business operation of nonresidential parking users.

        iii. Written consent of property owners agreeing to the shared parking arrangement (when provided off-site).

        iv. Copies of parking lease agreement, easements for parking, or notarized letter or sworn affidavit as to the intent of lease agreement, including renewed leases, shall be filed with the Department of Planning and Economic Development. Lapse of a required lease agreement shall terminate approval for shared parking.

13. Rear alleys shall be provided to access townhouse and multi-family garages, single-family dwelling garages, and commercial loading and service areas, where such access is feasible. See Street Type Table—Alley Requirements.

14. All required off-street parking for townhouses and multi-family dwellings, excluding accessory dwelling units, shall be met in a private, on-site, enclosed garage or in a parking structure.

15. Bicycle or moped parking spaces are required as follows:

    a. All new nonresidential uses shall provide one (1) such space for every twenty (20) automobile spaces and new multi-family uses shall provide one (1) such space for every five (5) units, provided that no such uses shall have fewer than two (2) such spaces or be required to exceed thirty (30) spaces.

    b. Such spaces shall be located within the sidewalk landscape zone a maximum distance of one hundred (100) feet from the primary pedestrian entrance, or shall be located at least as close as the closest automobile space, except for handicapped parking spaces.

    c. Bicycle parking spaces shall include a bike rack with a metal anchor sufficient to secure the bicycle frame when used in conjunction with a user-supplied lock.

16. Garages and carports shall not face adjacent streets except where alley access is not feasible, in which case such garages and carports shall be setback a minimum of ten (10) feet from the street facade.

(Ord. No. 5840-2019, § 1(Exh. A), 6-10-2019; Ord. No. 7205-2021, § 1(Exh. A), 6-14-2021; Ord. No. 2025-003, § 1, 1-13-2025)

7.728. Site Limits.

1. Where such street facade frontage requirements are satisfied by existing principal buildings, additional principal buildings shall be exempt from these requirements.
2. Any balconies, awnings and bay windows may encroach into any sidewalk supplemental zone or required setback a maximum depth of five (5) feet.
3. Paved walkways with a minimum width of four (4) feet shall be provided from the closest public sidewalk clear zone to the primary entrance of all buildings and structures not built to the sidewalk area, including parking structures. Other materials to create weather-proof walkways may be approved by staff if proposed.
4. All residential lots shall be situated and graded so that the main level, or the level containing the main living space including the kitchen, is accessed by the required four-foot walkway and Sidewalk Clear Zone either at-grade or by stairs leading to the front porch or stoop. This requirement shall apply to all structures that are located on a site plan approved after the date of the adoption of this Ordinance, May 13, 2019. In the event the main level is not the sidewalk level, the sidewalk level shall have thirty (30) percent windows, as measured linear and after subtracting the area consumed by any staircase leading to the front door. This section shall be eligible for relief through administrative variance based on topography or other physical site constraints.

5. All developments must comply with the following site limits table:

Downtown Site Limits Table											
Downtown District Subareas											
	DT-CBD	**DT-CMU**	**DT-GC**	**DT-CI**	**DT-RO**	**DT-MR-A**	**DT-MR-B**	**DT-LR**	**DT-VLR**	**DT-OS**	**DT-HO[3]**
Density maximum (dwelling units per acre)	12[4, 5]	12[4, 5]	8[4]	NA	8[4]	9	12	6	2	NA	NA
Minimum lot area (square feet)	NA	600	600	NA	800	1,200	1,000	3,500	7,500	NA	800
Minimum lot width (feet)	NA	20	20	NA	16	16	16	35	50	NA	40
Street facade frontage[1]	100%	100%	60%	100%	100%	NA	NA	NA	NA	NA	NA
Front Setback	The front setback in any DT District is the same as the Supplemental Zone, which is determined by the street type on which the lot fronts.										
Rear setback (minimum feet)	0	With alley - 0 No alley - 20	With alley - 0 No alley - 20	With alley - 0 No alley - 20	With alley - 0 No alley - 20	Residential alley or No alley - 5	Residential alley or No alley - 5	Residential alley or no alley - 5	Residential alley or no alley - 5	0	Residential alley or no alley - 5
Side setback (minimum feet)	0	0	0	0 or 10[2]	0 or 5[2]	0 or 5[2]	0 or 5[2]	5	5	5	5
Block size (maximum feet) perimeter/block face	1,600/400	1,800/600	1,800/600	NA	1,600/600	1,800/600	1,800/600	2,000/600	2,000/600	NA	1,600/600

Served by alley to parking	●	●	●	●	●	●	●	●	●		

[1] With the exception of driveway ingress/egress and public open space or residential courtyards.

[2] Side setbacks of zero shall only be permitted between adjacent townhouse units, otherwise the larger setback shall apply.

[3] Historic zone supersedes the subarea and street requirements.

[4] Permitted residential uses shall not front or provide direct access to an A or C street; except however within DT-HO. Residential uses are allowed on upper floors or in basements of a building fronting any street type.

[5] For DT-CBD and DT-CMU, the base density of twelve (12) DU/ac can be increased up to forty (40) DU/ac maximum, using any combination of the following bonus incentive procedures:

A. Vertical—mixed-use structure—twenty (20) percent DU/ac increase;

B. Provision of open space above the twenty (20) percent minimum requirement—one (1) percent DU/ac increase per one thousand (1,000) square feet of open space up to twenty thousand (20,000) square feet maximum or twenty (20) percent DU/ac increase;

C. Structured parking with parking spaces available to the public at no charge—one (1) percent DU/ac increase per one (1) parking space;

D. Professional office space—ten (10) percent DU/ac increase per ten thousand (10,000) square feet of professional office space;

E. Mayor and City Council reserve the right to increase density above forty (40) DU/ac on a case by case basis, depending on the compatibility of the project with adopted plans, considering the following elements: Economic impact, regional significance, amenities provided to the community, and public infrastructure improvements;

F. Once site plans are submitted to the Community Development Department utilizing any one (1) of the above bonus incentives, the Community Development Director will brief the Mayor and City Council, reviewing the project plan at the next available City Council meeting.

(Ord. No. 5840-2019, § 1(Exh. A), 6-10-2019; Ord. No. 7205-2021, § 1(Exh. A), 6-14-2021)

~~7.729. Street Facade Requirements.~~7.729. Architectural Requirements.

Along the street facade of all new and renovated buildings and structures the following shall apply.

1. ~~Residential~~Pitched-Roof Treatment is described as follows:

    a. An architectural treatment that is provided on the sidewalk level of a public street façade on residential buildings or commercial buildings with pitched roofs of more than 3/12 pitch.

    b. Provides habitable space for a minimum of the first ten (10) feet in depth behind the street façade on primary frontages.

    c. On primary frontages, provides equally sized vertical windows where the top of which and the bottom of which shall be not higher and no lower than to the top of the door frame and the bottom of the door frame.

    d. Provides windows for a minimum of thirty (30) percent of the length of the built portion of the street façade, with the façade of each unit being calculated independently.

    e. Provides an entry stoop or porch at a primary pedestrian street façade entrance. Residential porches shall be covered and have a minimum depth of five (5) feet, a minimum length of eight (8) feet and a minimum area of forty (40) feet. Porches and stoops shall not be enclosed with screen wire or glass on primary frontages. Porch and arcade columns shall be a minimum width of six (6) inches, unless otherwise determined by the Director of Community Development.

2. ~~Residential~~ Pitched-Roof Treatment shall ~~apply~~be required for ~~to~~ all applicable~~opriate~~ uses located along A streets and B streets as indicated on the Downtown Street Types Map. If the associated use is a non-residential or mixed-use ~~commercial~~ building with a pitched roof, then ~~Residential~~Pitched-Roof Treatment shall also apply on C streets. If a residential use is located on D streets, ~~Residential~~ Pitch-Roof Treatment shall only apply if the development is part of a newly platted residential subdivision. Single parcel redevelopment is exempt from ~~Residential~~Pitch-Roof Treatment Requirements.

3. ~~n~~Storefront Treatment is described as follows:

    a. An architectural treatment is provided on the sidewalk level of the street façade of flat roofed buildings. Buildings with pitched roofs of 3/12 or greater pitch shall use ~~residential~~ Pitch-Roof treatment.

    b. Provides habitable space for a minimum of the first twenty (20) feet in depth behind the street façade.

    c. Provides a street level façade consisting of:

        i. A non-glass base or knee wall below all windows beginning at grade and extending to a point no less than eight (8) inches but not more than twenty-four (24) inches above the sidewalk area at the build-to line. The knee wall may be waived when directly abutting a private patio.

        ii. A combination of glass display windows and doors covering a minimum of seventy-five (75) percent of the area of the façade that is located along the build-to line beginning at the top of the bulkhead or knee wall, to a height not less than ten (10) feet and not more than twelve (12) feet above said sidewalk area at the build-to line below the base of the window. Such glass shall provide views into display windows that have a minimum depth of two and one-half (2.5) feet into and are accessible from the building interior for retail purposes only.

iii. Primary pedestrian entrances on the street façade recessed a maximum of seven (7) feet from the exterior façade, remain unlocked during normal business hours, and have a surface area that is a minimum of seventy (70) percent glass. All other doors located along street frontage shall be of a character that matches with the surrounding downtown area.

iv. A glass transom located along the street façade of a structure above the glass display window and entry door shall have a minimum height of twenty-four (24) inches and a maximum height of thirty-six (36) inches.

v. Provides no length of façade exceeding twenty (20) feet without intervening glass display windows or glass doors.

d. A non-glass sign band area located above the glass transom having a minimum height of thirty-six (36) inches. The sign band area is the area between the top of the transom window and cornice line.

e. A cornice line above the sign band a minimum height of eight (8) inches.

f. Street address numbers, a minimum of six (6) inches in height located above the primary pedestrian entrance.

g. Sidewalk level drop ceiling, if at a lower elevation than the top of the window, shall recess a minimum of eighteen (18) inches from the window opening for retail uses.

h. Finished ceiling height shall be a minimum of fourteen (14) feet except in DT-RO and corner accessory commercial in DT-MR-A and B. Exterior height of single story-buildings shall be a minimum of eighteen (18) feet as measured at top of parapet. Parapet must enclose all sides of the roof.

i. For DT-RO storefront treatments, finished ceiling height must be a minimum of twelve (12) feet, and display windows must be a minimum of eight (8) feet tall as measured from the sidewalk, with a minimum one (1) foot tall transom window.

ii. For DT-MR-A or B storefront treatments, finished ceiling height shall be a minimum of ten (10) feet, and display windows must be a minimum of eight (8) feet tall and no transom window is required.

4. Storefront treatment shall apply to applicable~~opriate~~ uses located along A streets, B streets, ~~and~~ C streets, and non-residential uses along D streets as indicated on the Downtown Street Types Map.

5. The first two (2) stories of the street façade of each new and renovated building or structure shall be composed of the following approved materials: brick, cast stone, ~~concrete~~cementitious siding such as hardiplank, natural wood or stone, ceramic and porcelain tile. Windows and pedestrian entrances are exempt from this requirement. In DT-CBD (Central Business District) such requirements shall apply to the entire building facade along Main Street, Towne Lake Parkway, and Arnold Mill Road and building facades seen from such streets.

a. Awnings shall be of fabrics, canvas, fixed metal, or similar material. Internally lit awnings and canopies that emit light through the awning or canopy material are prohibited.

6. Prohibited materials for the exterior of buildings include: non-architectural panel systems, unfinished precast or cast in place concrete elements, exposed concrete masonry units (CMU), vinyl siding, and softwood plywood grade B or lower.

7. All sidewalk level uses shall have a primary pedestrian entrance which faces, is visible from, and is directly adjacent to the required sidewalk area or adjoining open space, including but not limited to dwelling units, multi-family lobbies, and individual business establishments.

a. Where an individual use has a street façade on more than one (1) street, such entrance requirement shall apply along the higher order of street shown on the Downtown Street Types Map, with A streets being the highest order and E streets being the lowest. Where both streets are the same order, entrance orientation may be to either street.

~~a.~~ b. All buildings with more than four (4) sidewalk area level residential units along a single street shall have individual entrances to such units directly accessible from the required sidewalk area or adjoining open space except in the historic zone. All walkways providing such access shall be shared between no more than two (2) adjacent units.

b. Where a developed or redeveloped dwelling unit exists in an existing platted subdivision and has multiple street frontages, the Development Process Committee may approve the dwelling unit ~~may~~ facing~~e~~ the lower order street if other homes on the block frontage are oriented towards the lower order street, provided that all other Downtown District Standards are met.

c. Units fronting on open spaces may only do so if a street borders the opposite side of the open space, and the primary pedestrian entrance shall face and be visible from the open space and the street.

8. Blank, windowless walls are prohibited. All building stories with the exception of storefront treatments shall have windows and doors that equal a minimum of thirty (30) percent of the total facade length with each story being calculated independently, gables are exempt. For secondary street facade frontages on corner lots, see Subsection 11.~~8.~~

9. Glass panels in windows and storefronts shall be clear and unpainted~~,~~ and shall not be tinted such that views into the building are obstructed. False windows may be allowed by administrative variance when warranted by the interior design of the structure, such as the presence of fireplaces or stairwells blocking window locations, and when not used excessively.

10. All windows shall be vertically shaped with a height greater than width, including display windows. Transom windows are exempt from this requirement. Windows located inside gables are exempt. Window frames on other than masonry facades shall be trimmed with multi-dimensional trim with a minimum width of three (3) inches and include header and apron trims.

11. Buildings on corner lots have two (2) street facades. The secondary frontage, or the facade without the primary pedestrian entrance, shall have the option, in lieu of providing minimum thirty (30) percent window coverage on each story, to provide, on a minimum of forty (40) percent of the facade on each story, a mixture of architectural elements that conform with this section, including porches, balconies, doors, a historic or unique brick pattern, or a mixture of materials and architectural accents such as ledges, moldings, millwork, and keystones. Proposals for this alternative shall be reviewed and approved by the Director of Community Development.

12. Doors and windows that operate as horizontal sliders at ground level are prohibited.~~,~~ H~~h~~owever, for the purposes of serving windows on storefronts, where a Sidewalk Encroachment Permit has been issued for such purpose, windows may operate on horizontal sliders~~,~~ and may be combined with knee walls that are serving window height.

13. ~~———~~Parking structures shall conceal automobiles from visibility, shall have the appearance of a horizontal storied building on all levels, and shall be faced in brick, stone, cast stone, poured-in-place rubbed concrete, or pre-cast concrete faced in or having the appearance of brick or stone.

14. The minimum building height as measured along the build-to line shall be eighteen (18) feet in all subareas except DT-OS (open space), where there shall be no minimum building height. This requirement shall not apply to container buildings.

15. Exterior entry steps shall have enclosed risers.

16. Window frames on other than masonry facades shall be trimmed with multi-dimensional trim with a minimum width of three (3) inches and include header and apron trims.

~~Along the street facade of all new and renovated buildings and structures the following shall apply.~~

~~1. Sidewalk level uses shall have a primary pedestrian entrance, which faces, is visible from, and is directly adjacent to required sidewalk area or adjoining open space, including but not limited to dwelling units, multi-family lobbies, and individual business establishments.~~

~~a. Where an individual use has a street facade on more than one (1) street, such entrance requirement shall apply along Main Street, or when on other streets, such requirement shall apply along the higher order of street shown on the Downtown District regulating plan, with "A" being the highest order and "E" being the lowest. Where both streets are the same order, entrance orientation may be to either street.~~

~~b. Units fronting on open spaces may only do so if a street borders the opposite side of the open space, and the primary pedestrian entrance shall face and be visible from the open space and street.~~

~~2. All buildings with more than four (4) sidewalk area level residential units along a single street shall have individual entrances to such units directly accessible from the required sidewalk area or adjoining open space except in the historic zone. All walkways providing such access shall be shared between no more than two (2) adjacent units.~~

~~3. The first two (2) stories of building facades shall be brick, cast stone, concrete siding such as hardiplank, natural wood or stone, with the exception of pedestrian entrances and windows. In DT-CBD (central Central business Business districtDistrict) such requirements shall apply to the entire building facade along Main Street, Towne Lake Parkway, and Arnold Mill Road and building facades seen from such streets.~~

~~4. Awnings shall be of fabrics, canvas, fixed metal, or similar material. Internally lit awnings and canopies that emit light through the awning or canopy material are prohibited. =~~

~~5. Blank, windowless walls are prohibited. All building stories with the exception of storefront treatments shall have windows and doors that equal a minimum of thirty (30) percent of the total facade length with each story being calculated independently, gables are exempt. For secondary street facade frontages on corner lots, see Subsection 18.~~

~~6. All windows shall be vertically shaped with a height greater than width, including display windows but not transoms. Windows located inside gables are exempt.~~

~~7. Glass panels in windows and storefronts shall be clear and unpainted, and shall not be tinted such that views into the building are obstructed. False windows may be allowed by administrative variance when warranted by the interior design of the structure, such as the presence of fireplaces or stairwells blocking window locations, and when not used excessively.~~

~~8. Entry facade window trim shall not be flush with the exterior wall and shall have a minimum relief of one-quarter (0.25) inch from the exterior wall, except on brick and stone facades. A window detail showing these dimensions shall be present on all building plans for downtown structures.~~

~~9. Doors and windows that operate as horizontal sliders are prohibited, however, for the purposes of serving windows on storefronts, where a Sidewalk Encroachment Permit has been issued for such purpose, windows may operate on horizontal sliders, and may be combined with knee walls that are serving window height.~~

10. Window frames shall be recessed a minimum of two (2) inches from the exterior facade on masonry facades. Window frames on other than masonry facades shall be trimmed with multi-dimensional trim with a minimum width of three (3) inches and include header and apron trims. Multiple dimensions can be accomplished by layering of trim or use of more detailed trim. Prior approval of details required.

11. Porches and stoops shall not be enclosed with screen wire or glass on primary frontages.

12. Porch and arcade columns shall be a minimum width of six (6) inches, unless otherwise determined by the Director of Community Development.

13. Residential porches shall be covered and have a minimum depth of five (5) feet, a minimum length of eight (8) feet and a minimum area of forty (40) feet.

14. Exterior entry steps shall have enclosed risers.

15. Building foundations shall be brick, stone, stucco, or concrete with similar appearance.

16. Parking structures shall conceal automobiles from visibility, shall have the appearance of a horizontal storied building on all levels, and shall be faced in brick, stone, cast stone, poured-in-place rubbed concrete, or pre-cast concrete faced in or having the appearance of brick or stone.

17. The minimum building height as measured along the build-to line shall be eighteen (18) feet in all subareas except DT-OS (open space), where there shall be no minimum building height.

18. Buildings on corner lots have two (2) street facades. The secondary frontage, or the facade without the primary pedestrian entrance, shall have the option, in lieu of providing minimum thirty (30) percent window coverage on each story, to provide, on a minimum of forty (40) percent of the facade on each story, a mixture of architectural elements that conform with this section, including porches, balconies, doors, a historic or unique brick pattern, or a mixture of materials and architectural accents such as ledges, moldings, millwork, and keystones. Proposals for this alternative shall be reviewed and approved by the Director of Community Development.

19. All buildings shall have street facades with continuous storefront treatment or residential treatment requirements as indicated in the building facade and materials requirements table.

20. See building facade and material requirements table for maximum building height requirements.

Building Facade and Materials Requirements Table								
Downtown District Subareas								
	DT-CBD	DT-CMU	DT-GC	DT-RO	DT-MR-A and DT-MR-B	DT-LR + DT-VLR	DT-OS	DT-HO
100% Storefront Treatment at Street Facade Frontage	• (within 400' of Main Street, TLP, Arnold Mill Road)							
~~Residential Treatment~~					~~•~~	~~•~~		~~•~~
~~Storefront Treatment or Residential Treatment at Street Facade Frontage~~	~~•~~	~~•~~	~~•~~	~~•~~	~~• (Limited Uses Only)~~			
Maximum building height	~~5 stories/~~85 ft.	~~8 stories/~~100 ft.	~~6 stories/~~85 ft.	40 ft. ~~above street grade~~	~~5 stories/~~85 ft.~~,~~ ~~or~~ 65 ft. ~~above~~ fronting Main Street~~, whichever is less~~	40 ft.	None	~~3 stories/~~40 ft.
Height bonus for minimum of 65% of parking structured	None	~~12 stories/~~150 ft. max.	~~10 stories/~~125 ft. max.	None	~~8 stories/~~100 ft. max.	None	None	None

Minimum ceiling height *(see Storefront Treatment)	*14 ft. sidewalk level/9 ft. other	*14 ft. sidewalk level/9 ft. other	*14 ft. sidewalk level/9 ft. other	*12 ft. sidewalk level/9 ft. other	*10 ft. sidewalk level/9 ft. other	9 ft. min.	9 ft. min.	10 ft. sidewalk level/9 ft. other
Pitched-Roof ~~Residential~~ Treatment sidewalk level finished floor to finished ceiling	NA	10 ft.	10 ft.	10 ft.	9 ft.	9 ft.	9 ft.	10 ft.

(Ord. No. 5840-2019, § 1(Exh. A), 6-10-2019; Ord. No. 7205-2021, § 1(Exh. A), 6-14-2021)

7.730. General Requirements.

1. *Building Requirements.*

    a. The primary pedestrian entrance to all sidewalk level retail and eating and drinking establishments shall remain unlocked during business hours.

    b. Primary sidewalk level pedestrian entrances to individual businesses and residential units shall be adjacent to required sidewalk area, park, plaza, or courtyard.

    c. Building facade materials shall be combined only horizontally, with the heavier below the lighter.

    d. Chimneys shall extend to the ground.

    e. All roofs shall have a minimum twenty-five (25) year roof and no visible roll roofing.

    f. Building mechanical and accessory features:

        i. Shall be located to the side or rear of the principal structure or on rooftops and shall be screened from any public open space or sidewalk area views.

        ii. When located on rooftops shall be incorporated in the design of the building and screened with materials similar to the building.

    g. Any parapet walls shall extend around all sides of the building.

    h. On residential buildings, if rear decks or porches are directly adjacent to any streets, public sidewalks, public trails, or any Open Spaces, they shall be covered with a roof or pergola, and designed with materials to match the facade and/or trim of the building.

2. *Site Requirements.*

    a. The height of fences and ~~wails~~ walls located between the street facade of principal structures and a street shall not exceed forty (40) inches and in other areas shall not exceed six (6) feet.

    b. Fences and walls located along the alley right-of-way line shall be a maximum height of six (6) feet. For new development, where new alleys run along parcel lines of existing developments, a wall shall be required to screen the alley from the existing property or properties. The wall shall be four (4) to six (6) feet in height and shall be constructed with a brick, stone, or stucco veneer, or a combination of masonry materials that complement the theme of the property architecture and/or site design.

    c. No barbed wire, razor wire, chain link or similar elements shall be visible from any public park, required sidewalk area, or sidewalk area level outdoor dining area.

    d. Loading docks and dumpsters shall be entirely screened from view of any public open space or sidewalk area, with a dumpster pad enclosure. Dumpster pad enclosure is required, constructed of the same materials, and matching the architecture of the principal structure. Doors and gates shall be opaque and must remain closed while not in use. Chain-link is not an acceptable material.

    e. Utilities shall be placed underground or in alleys wherever feasible.

(Ord. No. 5840-2019, § 1(Exh. A), 6-10-2019; Ord. No. 7205-2021, § 1(Exh. A), 6-14-2021)

7.731. Historic Overlay District (DT-HO) Requirements.

Buildings within the historic overlay shall be of a scale and character compatible with historic residential buildings as described below. Parcels within the historic zone are subject to the following regulations, in addition to other requirements of the Downtown District.

1. The required build-to line shall match the average distance between the primary structure and the curb of the nearest two (2) adjacent buildings on the same street built before 1945.
2. No parking shall be located between any structure and the street, and no parking shall be located to either side of any structure fronting an A or B street.
3. This district is intended for Detached Single-family homes, even if they have a commercial use. Multiple residential dwelling units within the same building are prohibited in DT-HO. Single-family detached residential is a permitted use in DT-HO, even if fronting an A Street where commercial development is otherwise required.
4. Detached and attached garages shall both be permitted. Attached garages shall have decorative doors which shall be located in an inconspicuous location, so as not to become the main architectural feature on structures on lots that are front-loaded. The architecture of detached garages shall match and compliment the primary structure.
5. All exterior facades except windows shall be brick, horizontal hardiplank, natural wood or stone.
6. Flat roofs shall be prohibited.
7. Parking decks shall be prohibited.
8. Roofs shall extend a minimum of eighteen (18) inches beyond exterior building walls.
9. Exterior street facade doors shall be wood panel or fixed glass in wood frame.
10. Primary structures shall have a ~~residential~~ Pitched-Roof ~~t~~Treatment regardless of use.
11. All windows shall be either double-hung or fixed glass in keeping with the particular architectural style described below.
12. With the exception of stories partially contained within roofs, all above-ground stories shall be equal in floor area and shape.
13. All street facade porches that are not a required "accessible route into and through the dwelling unit", as established by Section 804 [42 U.S.C. 3604](3)(C)(iii)(I) of the Fair Housing Act, shall be a minimum of twenty-four (24) inches above the grade of the sidewalk area.
14. Buildings shall be one (1) of the following five (5) architectural styles and shall meet all the requirements contained herein:
    a. Craftsman, which shall provide:
        i. A rectangular building footprint, with the short end facing a street.
        ii. Gabled roofs having gables with a minimum pitch of twenty (20) degrees and a maximum pitch of forty (40) degrees from horizontal, with roof lines running parallel or perpendicular to the street.
        iii. Decorative beams or braces under gables.
        iv. Exposed roof rafters where ~~roots~~ roofs overhang.
        v. Equal height windows along the entire street facade.

vi. A symmetrical or asymmetrical street facade.

vii. A front porch extending the entire width or one-half (0.5) the width of the building. Said porch shall include square columns not less than eight (8) inches thick that taper from bottom to top. Said columns shall be set atop stone or masonry bases extended to the ground. Square or rectangular balusters and handrails are optional.

b. Folk, which shall provide:

i. A building footprint that is rectangular or "L-shaped," with the end of the short leg of the "L" facing a street.

ii. Gabled roofs having gables with a minimum pitch of thirty (30) degrees and a maximum pitch of forty-five (45) degrees from horizontal, with roof lines parallel or perpendicular to the street.

iii. Ridge vents having a minimum size of one (1) foot by one (1) foot shall be provided along all gables facing a public street.

iv. Equal sized windows along the entire street facade.

v. A symmetrical street facade for buildings with rectangular footprints.

vi. A front porch extending the entire width of the building, except with an "L-shaped" footprint. Said requirement shall not apply to the short-leg of the "L". Said porches shall include turned columns, turned balusters, handrails, and optional lace-like spandrels.

c. Simple Queen Anne, which shall provide:

i. A building footprint that is rectangular or "L-shaped," which may include the circular base of a tower.

ii. Gabled roofs having steep pitch, which may be of irregular shape.

iii. An asymmetrical front porch that is one (1) story and wraps around one (1) or both sidewalls of the building.

iv. Porch columns that taper from the top to bottom, with decorative details at the top.

d. Colonial Revival, which shall provide:

i. A rectangular building footprint with the long side facing a street.

ii. A gabled, hipped, gambrel, or second story overhang roof.

iii. An accentuated entrance with a pediment supported by pilasters and/or an entry porch supported by slender columns.

iv. A symmetrical street facade with a centered door and balanced rectangular windows.

v. A cornice between the street facade and roof that extends around the entire roofline of the structure.

e. Gothic Revival, which shall provide:

i. A building footprint that is rectangular or "L-shaped," with the end of the short leg of the "L" facing a street.

ii. A symmetrical street facade for buildings with rectangular footprints.

iii. A steeply pitched centered gable, paired gable, front-gable, or asymmetrical roof.

iv. At least one (1) window with Gothic detailing.

v. A one (1) story front porch supported by column with Gothic detailing which either extends the entire width of the building or as an entry porch.

(Ord. No. 5840-2019, § 1(Exh. A), 6-10-2019; Ord. No. 7205-2021, § 1(Exh. A), 6-14-2021)

7.732. Illustrations.

Graphic depictions of some of the requirements herein can be found in the Downtown Design Standards Policy, CPM 700-0009, found in the Council Policy Manual on the City's website. Unless otherwise indicated, each is intended to specifically illustrate only the indicated requirement; all other suggestions of design, such as architectural style, tree shape and aesthetics, do not constitute a requirement of this section.

(Ord. No. 5840-2019, § 1(Exh. A), 6-10-2019; Ord. No. 7205-2021, § 1(Exh. A), 6-14-2021)

CITY OF WOODSTOCK, GEORGIA
ORDINANCE 2026-00_

AN ORDINANCE AMENDING CHAPTER VII (PERFORMANCE STANDARDS) OF THE WOODSTOCK LAND DEVELOPMENT ORDINANCE TO AMEND THE ZONE DISTRICT PERFORMANCE STANDARDS AND USE DISTRICTS AND REGULATIONS.

(ZONE TEXT AMENDMENT #020-26 – CITYWIDE)

WHEREAS, the City of Woodstock, Georgia (hereinafter referred to as the "City" is a municipality duly formed and existing pursuant to Georgia Law; and

WHEREAS, the 1983 Constitution of the State of Georgia provides for the self-government of municipalities without the necessity of action by the Georgia General Assembly, and

WHEREAS, the City of Woodstock, Georgia has the legislative power to adopt clearly reasonable ordinance, resolutions, or regulations relating to its property, affairs, and local government for which no provision has been made by general law, and which are not inconsistent with the Constitution or any charter provision applicable thereto; and

WHEREAS, the City Council of Woodstock, Georgia desires to amend Chapter VII, Article IV Zone District Performance Standards and Article V, Use Districts and Regulations of the Land Development Code of the City of Woodstock, Georgia as set forth herein.

NOW, THEREFORE, BE IT RESOLVED THAT THE COUNCIL OF THE CITY OF WOODSTOCK HEREBY ORDAINS, by the lawful authority vested in them as follows with additions double underlined and deletions with ~~strikethrough~~:

Section 1. City of Woodstock Land Development Ordinance (LDO), amending Chapter VII (Performance Zoning Standards) Section 7.304 (Development Standards applying to All Districts) as follows:

7.304. Development Standards Applying to All Districts.

The following general development standards shall apply to all districts outlined in this Ordinance:

1. *Minimum Acreage Requirement.* New residential developments outside the Downtown District shall have a minimum acreage/assemblage requirement of eight (8) acres.
    a. Projects which involve an annexation are exempt from this requirement.
    b. For projects proposed on less than eight (8) acres, including the addition of phases to existing developments, the applicant may pursue a conditional use permit in accordance with the provisions set forth in the Land Development Ordinance.

c. For acreage requirements inside the Downtown District, see Section 7.721.

2. *Critical Mass for Redevelopment Requirement.* Redevelopment of more than two (2) existing lots in a platted subdivision on the same land disturbance permit is prohibited unless a critical mass of eighty (80) percent or more contiguous lots in the subdivision are acquired and assembled, leaving the remaining twenty (20) percent of the lots as one (1) intact subdivision. Lots that have not been developed or have not contained a habitable residence or other habitable building containing a principal use for a period of five (5) years or greater are considered undeveloped and are exempt from this requirement. For the purposes of this section, lots are considered contiguous if they share more than half of the length of the adjoining property line for each adjacent parcel that is to be considered contiguous. The phasing of redevelopment over several LDPs as a way to subvert this section is prohibited. For the purposes of this Ordinance, a platted subdivision is a subdivision of residential lots for which a subdivision plat has been recorded in the Superior Court Clerk's Office of Cherokee County. Subdivision of existing lots to create additional residential lots within a developed subdivision platted after 1960 is only permissible with an approved Conditional Use Permit.

3. *Buildings Under Construction.* Nothing in this Ordinance shall require any change in the construction or intended use of a building, which is legally under construction or for which a building permit has been issued at the effective date of this Ordinance.

4. *Use of Land.* No land shall be used for a purpose which is not permitted in the district in which it is located. Outdoor display of goods for sale at retail establishments is prohibited, except for Retail - Outdoor, Consumer Fireworks Retail Stands - Temporary, and Junk/Salvage Yard uses, where permitted. Properties within the DT-CBD zoning district are exempt from this requirement concerning items displayed in Sidewalk Supplemental Zones.

5. *Use of Structure.* No structure shall be erected, use converted, enlarged, reconstructed, moved or structurally altered, except in conformance with this Ordinance.

6. *Lot Reduction Prohibited.* No parcel of land existing at the time of passage of this Ordinance shall be reduced in dimension or area below the minimum requirements of the zone district in which said lot lies.

7. *Use of Substandard Lots.* Where the owner of a lot at the time of the adoption of this Ordinance does not own sufficient land to enable him to conform to the dimensional requirements of this Ordinance, such lot may nonetheless be used as a building site provided that said lot requirements are not reduced below the minimum specified in this Ordinance by more than twenty (20) percent. If, however, the owner of two (2) or more adjoining lots with insufficient land dimensions decides to build on or to sell off these lots, he must first combine said lots to comply with the dimensional requirements of the Ordinance. Any lot requiring dimensional waivers below the twenty (20) percent minimum set forth in this section may be approved by the City Council provided that further decreased dimensional requirements shall conform as closely as possible to the required dimensions.

8. *Vision Clearance.* In all districts no fence, wall, shrubbery, or other obstruction to vision between the heights of two and one-half (2½) feet and ten (10) feet above the finished grade of streets shall be erected, permitted, or maintained within twenty (20) feet of the intersection of the right-of-way lines of streets or railroads.

9. *Joint Open Space Not Permitted.* No part of a yard, or other open space, or off-street parking or loading required about or in connection with any building for the purposes of complying with this Ordinance, shall be included as part of a yard, open space, or off-street parking or loading space similarly required for any other building. Nor shall right-of-way easements for streets and roads be considered a part of a tot or open space, or front rear, or side yard for the purpose of meeting yard requirements.

10. *Homeowners Association.* Any new residential subdivision of more than three (3) residential units shall be required to have an incorporated homeowners association.

11. *Condominium Owner's Association.* Any new residential—multi-family, fee simple development must create and be governed by an association formed in accordance with the Georgia Condominium Act, O.C.G.A. § 44-3-70 et seq., now and as amended.

12. *Corner Lots.* A lot of which at least two (2) adjoining sides abut their full lengths on a public street. Said corner lot shall provide the minimum front yard setback for each street for the district in which the lot is situated. Rear setbacks for corner lots may be reduced to no less than the minimum side yard setback for the district in which the lot is situated.

13. *Double Frontage Lots.* This provision relates to lots having frontage on two (2) streets, but not located on a corner. This type of lot is not permitted in new residential subdivisions. However, if the lot was in existence prior to the adoption of this Ordinance, the minimum front yard shall be provided on each street in accordance with the provisions of this Ordinance.

14. *Average Front Yard Requirements.* The setback requirements of this Ordinance shall not apply to any lot where the average setback on already built upon lots located wholly or in part within two hundred (200) feet on each side of such lot and within the block and zoning district and fronting on the same street as such lot is less than the minimum required setback. In such cases, the setback of such a lot may be less than the requirement setback, but not less than the average of the existing setbacks on the developed lots. However, in no case shall setbacks be less than twelve (12) feet outside the Downtown District.

15. *Code Requirements.* All structures shall meet the requirements of all adopted codes in effect including, but not limited to, Building Code, Plumbing Code, Electrical Code, Fire Prevention Code, and Housing Code. Where such codes exceed the minimum requirements of this Ordinance, the stricter provisions shall apply.

16. *Fire Safety Requirements.* Accessibility for firefighting equipment on an all-weather surface shall be maintained throughout all stages of construction. Fire hydrants shall be installed in accordance with Standards for Water and Sewer in Chapter VIII of the Land Development Ordinance.

17. *Zoning to Apply When Lot is Divided by Zoning District Boundary Line.* In the event that a district boundary line on the Zoning Map divides a lot of record held in one (1) ownership on the date of passage of this Ordinance, each part of the lot so divided shall be used in conformity with the regulations established by this Ordinance for the district in which each such parcel is located; however, that if the property owner of such a lot so desires, he may extend a use allowed on the greatest portion of said lot one hundred (100) feet beyond the district boundary line in accordance with setbacks and yard requirements.

18. *Side and Rear Yards May Not Be Required Next to Railroad.* Within any non-residential district, the Development Process Committee in its review of the site plan may waive the side and rear yard requirements when adjacent to the railroad rights-of-way if they determine the waiver will not adversely affect the area.

19. *Permitted Encroachment of Yards and Setbacks.* Architectural features such as cornices, eaves, steps, chimneys, gutters, and fire escapes may project no more than three (3) feet beyond any required setback line, except where such projections would obstruct driveways, which are or may be used for access for service and/or emergency vehicles; provided, however, that in the case of automobile service stations, motels, and similar uses which service the motoring public canopies shall be allowed over a driveway or walkway within the front yard not to extend from the principal building to a point any closer than fifteen (15) feet from the street right-of-way line.

20. *State Department of Transportation Approval.* All entrances or exits of any street or drive from or to any State highway shall be approved by the State Department of Transportation prior to the construction of such street or drive, or in the issuance of any building permit for any improvement to be served by such street or drive.

21. *Accessory Use Requirements.* The following requirements apply to accessory uses and structures regarding yard requirements.

    a. Such structures shall not be permitted in any required front yard.

    b. Where a corner lot adjoins in the rear of residential use, no accessory building shall be located closer to the side street right-of-way line than the principal building or closer than five (5) feet to the rear property line.

    c. No garage nor other accessory building shall be located closer than five (5) feet to a side or rear lot line.

    d. When an accessory building is attached to the principal building by a breezeway, passageway or similar means, it shall comply with the yard requirements of the principal building to which it is accessory.

    e. Filling station pumps and pump islands, where permitted, may occupy the required yards, provided that they are not less than fifteen (15) feet from the street right-of-way.

    f. Accessory uses and structures in an apartment development may include, but shall not be limited to, fitness centers and laundry facilities for the convenience of residents. All accessory structures in an apartment development shall be of construction equal to and compatible with the principal use structures and shall meet principal use setback requirements.

    g. Swimming pools shall be enclosed by a fence of a minimum height of five (5) feet with all pedestrian access gates containing a self-closing, positive latch device to ensure that the pool is enclosed at all times.

    h. Satellite dish antennas shall be prohibited on the roofs of structures and in the front yards. When the dishes are placed in the side yard they shall meet the side yard setback requirements of the respective zoning districts.

    i. For Accessory Dwelling Unit Requirements, see Section 7.523.

22. *Lighting Strips.* Lighting strips, lighting injection modules, LEDs or other continuous or connected series of lights shall not be used to outline individual windows, glass curtain walls, large glass sheets, doors, signs, or other architectural features of the building exterior. Rope or other connected series of lights intended for use as temporary holiday decoration shall be exempt from this section between the months of October and January.

(Ord. No. 5840-2019, § 1(Exh. A), 6-10-2019; Ord. No. 7205-2021, § 1(Exh. A), 6-14-2021; Ord. No. 990-2024, § 3, 6-10-2024)

Section 2. City of Woodstock Land Development Ordinance (LDO), amending Chapter VII (Performance Zoning Standards) Article IV (Zone District Performance Standards) as follows:

ARTICLE IV. ZONE DISTRICT PERFORMANCE STANDARDS

Development Standards Table					
Zoning District	**Maximum Density (units/ac)**	**Minimum Heated Area (sq. ft.)**	**Minimum Lot Size (sq. ft.)**	**Minimum project size**	**Minimum Setbacks (feet)**

					Front	Side	Rear
R1	2	1,500	21,780		35	15	25
R2	3	1,300	12,000		25	15	25
R3-A (Single-family Detached)	4	1,200	7,500		25	10	25
R3-B (Duplex)	4	1,200	7,500[1]		25[1]	15[1]	25[1]
R3-C (Townhome)	7	1,000	N/A	8 acres[2]	25[1]	15[1]	25[1]
R4	7	1,000	5,500		15	5	15
R5	12	800	N/A	8 acres[2]	40[1]	25[1]	35[1]
GC			21,780		40	15	30
GC-VMU	12[4]	800	N/A		40	15	30
NC			7,500		40	15	30
LI			21,780		50	25	25
HI			sewer - 21,780 no sewer - 43,560		50	25	25
OSI			21,780		35	15	25
RD	0.2	1,500	5 acres		35	25	35
RR							
DT	refer to the Downtown District Standards						
SL	refer to the Specific Standards for Senior Living						

Section 3. City of Woodstock Land Development Ordinance (LDO), amending Chapter VII (Performance Zoning Standards) Section 7.503 (Conditional Use Permit Review Criteria) as follows:

7.503. Conditional Use Permit Review Criteria.

The Mayor and City Council may grant a conditional use permit for the uses enumerated in Section 7.505 of this article. The granting of a conditional use permit is conditional upon the site plan considered by the Mayor and City Council and are subject to the following process and review procedure:

1. All applications for conditional use permits shall be advertised in the same manner as applications for rezoning and public hearings will be held thereon in the same manner as applications for public hearings are conducted.
2. The Mayor and City Council may grant conditional use permits for limited periods of time based upon the criteria set forth in Section 7.503(3).
3. In addition to district regulations, the Mayor and City Council shall consider, at a minimum, the following in its determination of whether or not to grant a conditional use permit, whether to limit the time such conditional use is allowed and whether to restrict the conditional use to a particular owner or party:
    a. Whether or not there will be a significant adverse effect on the surrounding area in which the proposed use will be located.
    b. Whether or not the use is otherwise compatible with the surrounding area.
    c. Whether or not the use proposed will result in a nuisance as defined under State law.
    d. Whether or not quiet enjoyment of surrounding property will be adversely affected.
    e. Whether or not property values of surrounding property will be adversely affected.
    f. Whether or not adequate provisions are made for parking and traffic considerations.
    g. Whether or not the site or intensity of the use is appropriate.
    h. Whether or not special or unique conditions created by the use are consistent with the purpose, intent and goals of the Comprehensive Town Plan.
    i. Whether or not adequate provisions are made regarding hours of operation.
    j. Whether or not adequate controls and limits are placed on commercial and business deliveries.
    k. Whether or not adequate landscape plans are incorporated to ensure appropriate transition between adjacent or nearby properties.
    l. Whether or not the public health, safety, welfare or moral concerns of the surrounding neighborhood will be adversely affected.
    m. Whether the application complies with any applicable specific requirements set forth in this chapter for conditional use permits for particular types of uses.
    n. Whether the applicant has provided sufficient information to allow a full consideration of all relevant factors.
    o. Whether the conditional use requested emits or creates unusual odors which would warrant use of an odor elimination/attenuation system as recommended by industry standards.

4. Projects in the Downtown district totaling less than five (5) acres: Additional criteria shall be considered during a CUP case for this exemption. Projects shall be evaluated for uniqueness, character, access, and connection to existing streets, alleys, and trails.
5. In all applications for a conditional use permit the burden shall be on the applicant both to produce sufficient information to allow the Mayor and City Council fully to consider all relevant factors and to demonstrate that the proposal complies with all applicable requirements and is otherwise consistent with the policies reflected in the factors enumerated in this chapter for consideration by the City.

(Ord. No. 5840-2019, § 1(Exh. A), 6-10-2019)

Section 4. City of Woodstock Land Development Ordinance (LDO), amending Chapter VII (Performance Zoning Standards) Article VII (Downtown District Standards) as follows:

ARTICLE VII. DOWNTOWN DISTRICT STANDARDS

7.700—7.709. Reserved.

7.710. Purpose and Intent of the Downtown District.

The regulations set forth in the Downtown District are designed to.

1. Preserve, protect and enhance downtown's historic and future role as the civic and economic center of Woodstock.
2. Create an environment where residents and visitors can live, work, meet, and play.
3. Encourage a balanced mix of retail, professional, residential, civic, entertainment, and cultural uses.
4. Enhance the efficient utilization of parking facilities by encouraging shared, underground, and deck parking and alternative modes of transportation.
5. Provide safe and accessible parks and plazas.
6. Improve the aesthetics of street and built environments.
7. Promote pedestrian safety by ensuring sidewalk-oriented buildings and attractive street-facing facades that foster pedestrian activity and liveliness.
8. Provide accessible and sufficient parking in an unobtrusive manner.
9. Enhance Woodstock's historic quality by ensuring that new and rehabbed buildings are compatible with the character of buildings built between 1860 and 1920.
10. Provide increased vehicular and pedestrian access through a grid of streets that maximizes connections with and extensions of existing streets.
11. Maintain and enhance quality of life of existing neighborhoods.
12. Plan for and maintain first class sustainable neighborhoods.

(Ord. No. 5840-2019, § 1(Exh. A), 6-10-2019)

7.711—7.719. Reserved.

7.720. Master Plan Required.

Prior to commencing any land development activities in the Downtown District, a master plan of a proposed development ("the project") shall be provided to the Community Development Department for review. This master plan, or illustrative project concept, shall at a minimum include the location of residential and commercial lots, structures, stormwater facilities, streams and floodplains, amenities, open space, parking, pedestrian facilities, buffers, landscaped areas, all applicable Downtown District standards, and any additional details necessary to complete the review, as required by the Director of Community Development.

A Master Plan shall be submitted and approved prior to submittal of any Preliminary Plat, Site Plan, or other land disturbance permit for property within the Downtown District.

A master plan is also required for any project proposed that requires rezoning, conditional use permit or variances. The master plan must illustrate the details of the request and be submitted concurrently with the public hearing application.

1. *Master Plan Standards.* The Master Plan shall adhere to the following standards:

    d. Preliminary engineering, including conceptual utilities and conceptual grading plan;

    e. Include calculations for total acreage, number of units, residential density, open space, and commercial square footage;

    f. Identify adjacent property zoning districts, uses, and approximate structure locations;

    g.

    h. Illustrate the extension of any Greenprints Trail, as per the adopted Greenprints Trails Plan, now and as amended;

    i. Illustrate the extension of any grid streets, as per the adopted grid streets plan, now and as amended;

    j. Explain compliance with the adopted Woodstock Town Center (LCI) Plan, now and as amended, and the Woodstock Comprehensive Plan, now and as amended.

2. *Master Plan Procedures.*

    a. *Compliance Review.* The Community Development Department will review the master plan, providing comments regarding compliance with the following:

        i. Downtown District Standards.

        ii. Land Development Ordinance.

        iii. Woodstock Town Center Plan.

        iv. Woodstock Comprehensive Plan.

        v. All other ordinances and standards adopted by the City Council, in addition to other local, State, and Federal laws.

    b. *Compliance Required.* Should the master plan fail to comply with the provisions set forth in Section 7.720(2)a., the deficiencies will be listed and provided to the applicant. The applicant may then elect to pursue rezoning or variances from City Council or render changes to bring the master plan into compliance.

    Once the master plan complies with the provisions set forth in Section 7.720(2), the applicant will be notified, and the master plan will be docketed on the agenda of the Development Process Committee (DPC) for review and consideration. Upon approval by the DPC, the applicant may then submit land development plans in accordance with Chapter III of the Land Development Ordinance.

In the event the master plan is included with a public hearing application, the Community Development Department will complete the review as set forth herein and the DPC will include the findings of said review in the recommendation to the Planning Commission and City Council.

c. *Exemptions.* Projects or proposals may be exempted from this section if they meet any one (1) of the following conditions:

i. The project exclusively involves the renovation or replacement of an existing structure in the same location; or

ii. The project involves one (1) unit on one (1) lot in a platted subdivision; or

iii. If the project is proposed on a site of one (1) acre or less and in the judgement of the Community Development Director, is in compliance.

The subdivision of property is prohibited to meet any of these requirements.

d. *Disclaimer.* The Community Development Department makes a good faith effort to thoroughly review each master plan tendered. Should a master plan review omit or fail to acknowledge noncompliance with this section, the applicant and the Project are in no way exempted from the provisions set forth herein.

3. *Appeals.* Any person aggrieved by a decision of the DPC may appeal in writing directly to City Council in accordance with the provisions of Chapter X of the Land Development Ordinance.

(Ord. No. 5840-2019, § 1(Exh. A), 6-10-2019)

7.721. General Requirements.

1. *Density.* The required maximum density foreach Downtown District zoning classification is listed in Section 7.728 Site Limits Table. The maximum density allowable on any given lot in the Downtown District may not necessarily be achieved due to infrastructure requirements and Downtown District site design requirements. The high densities allowed in this district are designed to incentivize assemblages that can comply with the Code, providing public amenities as necessary, and reach the maximum allowable density. For mixed-use projects, density can be calculated using the entire parcel/project area, including commercial areas, only if the commercial development is to be completed first or concurrently. See Section 7.721.2.b. below. If not, residential densities shall be calculated using only the residential portions of the parcel/project area.

2. *Minimum Acreage Requirement.* No new residential development shall be permitted on any parcel or assemblage of parcels in the Downtown District that have a total area of less than five (5) acres.

a. Construction that does not require the subdivision of property into more than three (3) parcels, and does not require any new streets, are exempt from this requirement.

b. Mixed-use projects with at least thirty-five (35) percent of the land area, at ground level, dedicated to newly constructed, nonresidential uses, not including open space areas, are exempt from the minimum acreage requirement. Commercial and residential components that are part of the same project must be constructed concurrently. All commercial buildings in a project must be completed and issued a certificate of occupancy prior to eighty (80) percent of residential buildings receiving building permits.

c. For projects proposed on less than five (5) acres, including the addition of phases to existing developments, the applicant may pursue a conditional use permit in accordance with the provisions set forth in the Land Development Ordinance.

3. *Mix of Housing Types Required for Residential Development.* All new residential development in the Downtown District without at least twenty (20) percent of the land area, at ground level, dedicated to non-residential uses, not including open space, shall provide a mix of housing types. Districts DT-LR and DT-VLR are exempt from this requirement.

Project Size	Number of Housing Types Required
0—1 acre	1 type
1.01—5 acres	2 types – Minimum 30% housing units of any one type
5.01—15 acres	3 types Minimum 20% housing units of any one type
15.01—30 acres	4 types Min 15% housing units of any one type
30.01 acres and above	5 types Min 10% housing units of any one type

Housing Type Choices (developments requiring two or more housing types shall include housing types from at least two categories):

Category 1: Detached Single Family Options:

a. Large lot single-family detached—Lots with a minimum square footage of seven thousand five hundred (7,500) square feet.

b. Moderate Single-family detached—Lots with a minimum of 5,000 square feet.

c. Urban Single-family detached – Lots with less than 5,000 square feet, lot widths of 35’ or less and houses 25’ or less in width.

d. Charleston single-style single family detached or other narrow style of detached single-family home.

e. Single-family detached with accessory dwelling units.

Category 2: Attached Options:

f. Townhome (Conditional Use Permit required).

g. Townhome with private rear yard or internal courtyard (Conditional Use Permit required).

h. Duplex. (Can be multi-family or single-family attached)

i. Triplex. (Three attached dwellings on a single lot)

j. Quad—Condominium building with four (4) units.

Category 3: Multifamily/Mixed Use Options:

k. Small condo building—Five (5) to twenty (20) condominiums per building.

l. Large condo building—Over twenty (20) units per building.

m. Multi-family, rental (Conditional Use Permit required).

n. Residential over commercial.

o. Cottage court or pocket neighborhood arrangement of 1,200 sq max single-family detached

Category 4:

p. Innovative housing type which fits into none of the categories above, as approved by the Director of Community Development.

4. Development shall conform to the *Critical Mass for Redevelopment Requirement* Described in Article 7.304

5. *Grading.* Where future street connection locations exist within a new development, the temporary ends of these streets shall be graded in such a way that future connection is possible, as determined by the City Engineer.

(Ord. No. 5840-2019, § 1(Exh. A), 6-10-2019; Ord. No. 7205-2021, § 1(Exh. A), 6-14-2021)

7.722. Definitions.

Accessory Dwelling Unit: A detached or attached permanent living unit which provides complete independent living facilities for one (1) or more persons. It shall include permanent provisions for living, sleeping, eating, cooking and sanitation, and shall be located on the same parcel upon which the primary single-family residence is situated.

Build-To Line: The build-to line is the line along which the building street facade is permitted to be located. The distance between the build-to line and the nearest street curb is equal to the sidewalk area width requirements, except where public or private open space is adjacent to the sidewalk area. The build-to line shall extend to the perimeter of such open space including the minimum street facade frontage of principal structures.

Downtown District: The area approved on the Downtown District map found on the official zoning map.

Greenway Trail: A concrete or asphalt trail with a width capable of accommodating pedestrians and nonmotorized vehicles. The minimum width required is ten (10) feet, unless otherwise determined by the City Engineer. Boardwalks, bridges, and pervious concrete are permitted within the floodplain and stream buffers.

Historic Overlay District: An area shown on the official zoning map, which has specific requirements that supersede certain other requirements of the Downtown District as amended.

Multi-family: A building containing more than one (1) residential unit, excluding townhouses.

Open Space: Private open space and public open space appropriately improved for pedestrian use and amenity not including detention ponds and stream buffers without greenway trails or areas used for vehicles, except for incidental service, maintenance or emergency actions only. Open space shall be exterior and computed as the total square footage of said spaces.

1. *Residential Private Open Space:* Open space that is private courtyards, lawns, gardens, terraces, or balconies, or amenity areas, which restrict access to residents of adjacent development.
2. *Public Open Space:* Park, plaza, or greenway trail that is open to the public during normal City park hours and sidewalk area requirements.
3. *Park:* A public open space that provides recreation amenities and gathering places. A park shall have streets along a minimum of fifty (50) percent of its perimeter and shall have no more than twenty (20) percent of its area covered with impervious surfaces, with the exception of greenway trails.
4. *Plaza:* A public open space that is available for civic and commercial activities, but may have access limited for the purposes of providing outdoor dining areas. A plaza shall have streets along a minimum of fifty (50) percent of its perimeter and a landscape consisting of durable pavement, trees and other plant materials.
5. *Commercial Private Open Space:* Open space that is privately owned or leased space used for the purposes of a business or a directly adjacent business and is open to the public during business hours. A commercial open space may include a lawn, garden or patio and may be restricted when the business or adjacent business is closed.

Pitched-Roof Treatment: An architectural treatment that is provided on the sidewalk level of a public street façade on residential buildings or commercial buildings with gabled roofs. For more information see Section 7.729.:

Is provided on the sidewalk level of a street facade.

2. Provides habitable space for a minimum of the first ten (10) feet in depth behind the street facade on primary frontages.
3. On primary frontages, provides equally sized vertical windows where the top of which and the bottom of which shall be no higher and no lower than to the top of the door frame and the bottom of door frame.
4. Provides windows for a minimum of thirty (30) percent of the length of the built portion of the street facade, with the facade of each unit being calculated independently.
5. Provides an entry stoop or porch at a primary pedestrian street facade entrance.

Sidewalk Area: Begins at the street curb and consists of a contiguous sidewalk landscape zone, sidewalk clear zone, and sidewalk supplemental zone including intervening driveways.

1. *Sidewalk Landscape Zone:* The portion of a sidewalk area adjacent to the street curb and reserved for the placement of trees, groundcover, and street furniture including utility poles, waste receptacles, fire hydrants, traffic signs, traffic control boxes, tree grates, newspaper boxes, bus shelters, bicycle racks and similar elements in a manner that does not obstruct pedestrian access or motorist visibility.
2. *Sidewalk Clear Zone:* The portion of a sidewalk area that is reserved for pedestrian passage and is unobstructed by permanent objects to a height of eight (8) feet, including but not limited to, steps and stoops, traffic control boxes, and utility structures. The sidewalk clear zone shall be adjacent and between the sidewalk landscape zone and the sidewalk supplemental zone and shall have a consistent cross-slope not exceeding two (2) percent.
3. *Sidewalk Supplemental Zone:* The area between the back of the sidewalk clear zone and the build-to line. Adjacent to storefront treatments, sidewalk supplemental zones may be used for pedestrian amenity elements such as benches, merchandise display, potted plants, and decorative fountains. Outdoor dining is permitted only when adjacent to eating and drinking establishments. Elements that are prohibited in the supplemental zone include recreational areas and facilities such as swimming pools, tennis courts, fences and walls greater than forty (40) inches in height, service elements such as dumpsters, loading docks and similar elements, mechanical features, and parking. Public access may be restricted only for areas adjacent to residential uses, and for outdoor dining areas when adjacent to non-residential uses. No element shall be attached to the sidewalk supplemental zone in any way, except for fences and walls.

Storefront Treatment: An architectural treatment that is provided on the sidewalk level of the street façade of flat roofed buildings. For more information, see Section 7.729:

Street Facade: The exterior wall of a building, not including extruding structures such as porches, stoops or bay windows, which is located along the build-to line or street without an intervening building or street wall.

Street Facade Frontage: The percent of street facade required along the build-to line.

Street Wall: A wall no less than seventy-five (75) percent opaque built along the build-to line and co-planer with the street facade, often for the purpose of masking a parking lot from the street. Street walls shall be a minimum of three and one-half (3.5) feet in height and constructed of a material matching the adjacent street facade or dense evergreen hedge. Street walls shall be discontinued no more than necessary to allow automobile and pedestrian access. The street wall shall have other individual openings not exceeding four (4) square feet in area at height of less than three and one-half (3.5) feet.

(Ord. No. 5840-2019, § 1(Exh. A), 6-10-2019; Ord. No. 7205-2021, § 1(Exh. A), 6-14-2021; Ord. No. 990-2024, § 7, 6-10-2024)

7.723. General Provisions.

1. *Non-Residential* and Mixed Use *Legally Nonconforming Buildings.* Existing buildings and building facades that do not meet the applicable requirements of this ordinance but were legal at the time of construction are considered legally nonconforming. *Legally non-conforming residential buildings shall conform to the Lot of Record Exemption standards of 7.723.2.* To remain legally nonconforming, remodeling and renovations of non-residential and mixed use buildings must occur in accordance with the following provisions.

    a. Remodeling and exterior renovations shall not be expanded, extended, enlarged, or otherwise altered in any way which increases its nonconformity.

    b. Buildings shall be expanded in the following ways to maintain the nonconforming status of the existing building:

        i. When a building is expanded from its current footprint to reach the build-to line (Front Addition); or

        ii. When a building is expanded from its current footprint to add an addition in the rear (Rear Addition); or

        iii. If a new building is constructed on a lot with an existing building, the new building shall be built to the build-to line meeting minimum separation from the existing building as required by Building and Fire Code (New Building: Front). Accessory buildings, including but not limited to storage sheds, Accessory Dwelling Units (ADUs), and garages may also be placed to the side and rear of the existing non-conforming building.

    c. Remodeling or renovation projects of buildings with non-residential uses that violate the Downtown District Standards forfeit legally nonconforming status, and must comply with all Downtown District Standards, including, but not limited to, street and sidewalk area, open space, parking, and street facade requirements. Internal renovations that do not alter the building facade or building footprint, and upgrades of building and construction materials, do not affect the legally nonconforming status.

2. *Lot of Record Lot Exemption.* The lot of record lot exemption is intended to encourage improvements to residential structures in downtown, preserving and enhancing the character of existing single-family lots and neighborhoods. A lot of record is exempt from the Downtown District Code under the following provisions:

    a. For the purposes of this amendment, a lot of record means a lot which is part of a subdivision recorded in the Superior Court Clerk's Office, or a lot described by metes and bounds, the description of which has been recorded in the Superior Court Clerk's Office prior to September 10, 2018. The exemption includes both residential lots with one (1) existing single-family detached structure and vacant lots that do not contain a structure which are proposed for use as a single-family residence. "New construction" means construction on a vacant lot where no structure was previously constructed, or a newly planned structure proposed on a lot.

    b. A lot cannot be subdivided to comply with this Code section.

    c. Only one (1) primary dwelling unit can be built per lot. Accessory dwelling units or other accessory structures must conform to the applicable regulations for such structures.

    d. A new single-family residence with one (1) dwelling unit may be constructed under Lot of Record standards as long as the new single-family residential structure meets the following standards:

i. it does not exceed 50% coverage of the lot, and

ii. it provides a minimum of 10’ side and 10’ rear setbacks; and

iii. it does not exceed 40’ in height.

e. Renovations. Exterior modifications or maintenance activities can be performed on an existing single-family structure as long as the architecture either remains consistent with the current structure, or is in compliance with the architectural provisions in the Downtown District Code.

f. Single Family Architecture: Single family residences fronting on Type D streets are not required to meet the Architectural Requirements of Article VII.

g. Front setbacks shall remain consistent with those recorded on the applicable subdivision plat or in effect at the time the lot was recorded, or, in the absence of recorded setbacks, shall remain consistent with the average of the front setbacks of other primary structures situated along the same block, on the same side of the street.

h. The installation of planned road infrastructure, including the extension of grid streets, is not required for new residential construction of a single residence on a single lot. The phasing of new residential construction over several LDPs within as a way to subvert this section is prohibited. The dedication of right-of-way for the future expansion of planned public improvements shown in City Council approved documents including but not limited to policies, plans, and reports is required with any project taking advantage of the exemption offered in this section. Buildings shall be constructed to meet the build-to line from the ultimate right-of-way of future planned street cross-sections as described in Council-approved documents. Installation of pedestrian infrastructure (e.g. sidewalks and trails), as well as installation of street trees and streetlights shall be required unless the Development Process Committee determines it is in the City’s best interest to take a payment-in-lieu of installation, to the sidewalk fund.

(Ord. No. 5840-2019, § 1(Exh. A), 6-10-2019; Ord. No. 6239-2020, § 1(Exh. A), 2-10-2020; Ord. No. 7205-2021, § 1(Exh. A), 6-14-2021; Ord. No. 2025-003, § 3, 1-13-2025)

7.724. Public Infrastructure and Standard Details.

a. In addition to Articles III and XV of the LDO, all downtown development shall comply with downtown standards as outlined in the Downtown Design Standards Policy adopted by the Mayor and City Council with resolution from time to time.

(Ord. No. 5840-2019, § 1(Exh. A), 6-10-2019; Ord. No. 7205-2021, § 1(Exh. A), 6-14-2021)

7.725. Open Space Requirements.

All developments shall be required to provide open space. Location of such open space shall be approved by the City either within the confines of the development or at a proximate location. For public open spaces, parks and greenway trails, dedication or public access easements must be provided if such spaces are intended to meet these open space requirements. The minimum requirement for open space is twenty (20) percent of the parcel area.

In addition to the definition requirements, open space shall be provided, designed and constructed pursuant to the following regulations:

1. Detention ponds and required stream buffers shall not be used in open space calculations.

2. The owner shall submit a maintenance agreement establishing a mechanism for maintaining open space dedication located within subject development.

3. Open space requirements shall be constructed or dedicated as part of the first phase of construction, in an amount equivalent to the first phase proportion of the total development.

4. Open space dedication shall be guaranteed through bonds, conservation easements, land donation to the City or permanent deed restriction. In lieu of open space dedication, a cash value contribution shall be provided to the City's open space bank, which contribution shall be equivalent to the square footage value of subject land multiplied times the square footage of such open space requirement. The value of the subject land shall be equal to the land value as determined by the county assessor on the most recent property tax statement.

5. Non-residential development shall provide Commercial Private Open Space or Public Open Space, which shall be open to the public during daylight hours and other hours as determined by the City. Residential development shall provide either public open space or private open space.

6. Where greenway trails are required along streams, there shall be public access along such greenway trails and there shall be a minimum seventy-five (75) feet natural buffer along such streams measured from top of bank, which may include such greenway trail and such natural buffer shall be calculated towards open space requirements.

7. Side setbacks, lot remnants, and areas not easily accessible to pedestrians are not to be considered open space to meet the minimum requirement.

8. *Open Space Privacy Buffer Option.* Where new developments are adjacent to existing residential development, screening buffer areas may be used to meet up to twenty-five (25) percent of the minimum open space requirement (five (5) percent of the parcel area). To qualify, screening buffer areas must be at least seven (7) feet in depth, contain a wall or fence at least forty (40) inches in height, and contain dense plantings of evergreen trees and shrubs, to be approved by the Community Development Director or designee.

9. Commercial Private Open Space may be counted toward the Open Space Requirement or provided pursuant to the following:

    a. Commercial Private Open Space may be located on the same or directly adjacent parcel as a business.

    b. The business may use the Commercial Private Open Space to provide seating, service, entertainment facilities or outdoor shopping spaces provided these activities do not extend onto a public sidewalk or public open space without the issuance of a Sidewalk Encroachment Permit.

    c. Patios may be permanently covered with a roof or pergola structure. Patios shall not be permanently enclosed but may utilize removable enclosures for use during inclement weather.

    d. Container buildings may be placed within Commercial Private Open Space with approval by the Development Process Committee pursuant to the following:

        i. No more than one (1) container building shall be permitted per parcel.

        ii. Unfinished container buildings are prohibited. The exterior facade of container buildings shall be improved including but not limited to cladding, living (green) walls, paint, or other exterior modifications to the satisfaction of the Development Process Committee.

        iii. The property owner shall demonstrate that restrooms are located within five hundred (500) feet of the container building.

        iv. Container buildings are generally exempt from architectural requirements except that they shall be faced with approved Downtown facade materials or metal.

v. Container buildings' primary use shall be oriented towards the public and serve customers through a restaurant, retail, or other public-facing use. Storage for goods or materials shall only be allowed as an ancillary use to the primary occupying use.

vi. No container building shall be located closer than five (5) feet to any other building on the same parcel. The five-foot distance shall be measured from the closest point of the building walls or structure walls.

vii. Should a container building cease to operate as a business for a period of sixty (60) days or more, a notice of violation shall be conveyed to the container owner that states:

A. That the container building must be occupied by a new business/tenant by a date certain, and;

B. Should a business not be operational in the container building by the date certain, then operations shall be ceased and the container building shall be removed from the premises.

C. An extension may be granted to this requirement by the Development Process Committee.

(Ord. No. 5840-2019, § 1(Exh. A), 6-10-2019; Ord. No. 7205-2021, § 1(Exh. A), 6-14-2021; Ord. No. 2025-014, §§ 2, 3, 7-28-2025)

7.726. Street and Sidewalk Area Requirements.

1. Whenever a development three (3) acres or greater is to be developed or redeveloped, maximum block sizes requirements shall apply in each subarea as indicated on the downtown site limits table.
2. For any new development that requires a street to be constructed:
    a. The right-of-way for such portion of said street shall be platted according to specified street requirements as indicated below and on the street type tables. Any City Council approved plans for specific street segments shall supersede street type tables and street cross-sections.
    b. The owner is responsible for the dedication of the right-of-way in accordance with the provisions of the "The City of Woodstock Land Development Ordinance." The entire dedicated right-of-way shall be shown as such on a final survey plat that is submitted to and approved by the City.
    c. Measurements involving minimum lot standards shall be made at the edge of the full right-of-way.
    d. Prior to the issuance of an occupancy permit for any new development on such lot, either the street shall be constructed or guaranteed through bonds to the standards established herein.
    e. Development permission that would have otherwise been allowed within such dedicated street right-of-way shall be allowed to be developed elsewhere on the site.
3. New streets within DT-VLR, DT-LR, DT-MR-A, and DT-MR-B shall be D1 (local residential) or D2 or D3, if an Administrative Variance is granted to allow D2 or D3. New streets within DT-RO shall be D1 (local residential) for residential frontages, or B (local mixed-use) for commercial frontages. Within all other subareas, new streets shall be B (local mixed-use) streets. See Street Type Tables in this section. All new and improved streets in the Downtown District shall use header curb with no gutter and hood-and-grate storm drains.
4. New streets and improvements to existing streets in the Downtown District shall conform to the Downtown Street Types Table found in this section, and the Downtown Design Standards Policy found in the Council Policy Manual, which contains the Downtown Streets Map, which includes existing streets, and the A Street Standards.
5. Planned grid streets and connections shall be installed as shown on the most recently adopted Downtown Streets Map, found in the Council Policy Manual. Grading at ends of grid streets shall be prepared for the easiest future connection by neighboring properties.
6. A sidewalk area shall be located along all streets and shall consist of a sidewalk landscape zone with street trees, an unobstructed sidewalk clear zone, and a supplemental zone with requirements as indicated on the Downtown Street Standards Design Table. Changes to the configuration of the sidewalk area may be granted by administrative variance if there are existing trees, overhead or underground utilities, or existing buildings present in the required sidewalk area locations.
7. Any paving including concrete, special or decorative paving within the sidewalk landscape zone, sidewalk clear zone, or sidewalk supplemental zone shall continue across any intervening driveway.
8. Dead-end and cul-de-sac streets are prohibited.
    a. Prior to extending an existing street within the Downtown District, approval by City Council is required. An owner or applicant seeking to extend an existing street must first submit the request in writing to the Community Development Department. A public hearing will be scheduled before the City Council, adhering to the public hearing and public notice requirements outlined in Chapter XI, Zoning Policy and Procedures, of this Land Development Code.
    b. Should a proposed street extension accompany a rezoning request, the street extension will be evaluated and considered in conjunction with the rezoning request, following the zoning process as outlined in Chapter XI, Zoning Policy and Procedures.

9. All on-street parking spaces must be delineated by five-inch white traffic striping. Parallel parking spaces must be a minimum twenty-two (22) feet in length. The Development Process Committee may approve twenty (20) feet long parallel parking spaces through administrative variance.

10. Within the sidewalk landscape zone:

    a. Street trees are required as indicated in the Street Type Table—Sidewalk Area and Greenway Trail Requirements.

        i. Street trees shall be planted a maximum of fifty (50) feet on center and spaced equal distance between streetlights and in line with stripes of parallel parking spaces.

        ii. All newly planted trees shall be a minimum caliper of three and one-half (3.5) inches measured twelve (12) inches above ground, shall be limbed up to a minimum height of seven (7) feet and shall have a minimum mature height of forty (40) feet.

        iii. Trees shall have a minimum planting area of two hundred (200) square feet.

        iv. As stated by Chapter IX Tree Preservation and Replacement Standards, if existing underground utilities are present, the Director of Community Development may allow alternative proposals on a case-by-case basis. In the event that existing overhead power lines prohibit the planting of required overstory trees, an appropriate understory tree species may be selected and approved for required inches according to accepted horticultural standards and as approved by the impacted utility. The criteria by which cases with underground utilities shall be evaluated includes the size, location, and depth of the existing underground utilities, and the size, type, location, and appropriateness of the plantings proposed as an alternative to the required street trees.

    b. Within DT-VLR (very low-density residential) and DT-LR (low-density residential) shall be continuous trees and groundcover with exception of intervening driveways. Within all other subareas shall be groundcover, decorative paving, or tree grates with exception of intervening driveways.

    c. All street furniture and pavers, where installed, shall have a location and type subject to approval including but not limited to the following: benches, waste receptacles, bicycle racks, newspaper stands, tree grates, and street-lights. Tree grates shall be a minimum of eight (8) feet by five (5) feet. Decorative pedestrian lights shall be placed a maximum of one hundred (100) feet on center and shall be spaced equal distance between required trees. Refer to the Council Policy Manual for additional information on design specifications in the Downtown Design Standards Policy.

    d. Landscape zone within parking option: Street tree requirements within the sidewalk landscape zone may be met through landscape bulb-outs between on-street parking spaces on Main Street downtown, local mixed-use, and local residential streets that have on-street parking, where space is constrained, with staff approval. The final placement of all street or pedestrian lights shall be reviewed and approved by the Community Development Department.

    e. Sidewalk area width requirements may be reduced for streets with entire total lengths of one hundred fifty (150) feet or less within DT-MR-A (medium-density residential A) and DT-MR-B (medium-density residential B).

11. Within the sidewalk supplemental zone:

    a. Terraces, porches, stoops, and stairs may encroach a maximum depth of sixty (60) percent of the total zone depth provided there is still a minimum of five (5) feet clear of encroachments, and shall have a maximum finished floor height of twenty-four (24) inches above finished-grade if encroaching. Such terraces, porches, and stoops shall not be considered street facade.

    b. Balconies and awnings may encroach a maximum depth of five (5) feet of the total zone width.

c. DT-RO (residential/office), DT-MR-A (medium-density residential A), and DT-MR-B (medium-density residential B) shall provide landscaping for a minimum of forty (40) percent of the zone's horizontal area adjacent to sidewalk level residential treatments.

d. Hardscaping shall be provided for a minimum of seventy-five (75) percent of the zone's horizontal area adjacent to storefront treatments on primary frontages.

e. Buildings that existed before March 2005 with no adjacent sidewalk supplemental zone may have outdoor dining areas encroach a maximum of two (2) feet into the sidewalk clear zone, measured from the street facade.

f. Sidewalk supplemental zone width requirements may be reduced where the sidewalk landscape zone is increased to a minimum width of ten (10) feet for purposes of locating outdoor dining.

g. Sidewalk supplemental zone width requirements may be increased where taller buildings are proposed along narrow streets, at the discretion of the Director of Community Development. To determine the appropriate supplemental zone width, the Director shall consider the width of the street in proportion to the height of the structures proposed.

12. Alleys shall be designed as shown on the Downtown Street Types Table. Alley right-of-way is generally private but may be dedicated as public with staff and City Council approval. Alleys and alley right-of-way shall not be part of residential lots.

13. Greenway design requirements shall be as shown on the Downtown Street Standards Design Table when Greenprints Trail sections are required in addition to sidewalks, or if buildings are intended to front on the trail.

Street Types Table	Sidewalk Landscape Zone Minimum Width (LZ)	Sidewalk Clear Zone Minimum Width (CZ) -Trail cross—section will be used instead of sidewalk where required	Sidewalk Supple-mental Zone Min/Max Width (SZ)	Street Trees in Sidewalk Land-scape Zone	Min/Max Shoulder Width (one side of roadway) = LZ + CZ+SZ	Number of Total Travel Lanes	Min. Lane Width	On-Street Parking + Minimum Width	Median and Minimum Width	Total Min Roadbed Width
A (Arterial)	*Arterial Design Requirements, commonly known as the A Street Standards, are found in the Downtown Design Standards Policy. See the Council Policy Manual for details regarding commercial frontage requirements, special Supplemental Zones and sidewalk widths, and on-street parking location requirements.*									
A (Arterial)	7 ft.	See A Street Standards	10 to 18 ft., except 5-13' in Historic Main area as shown on A Street Standards	50 ft. o.c.	27 to 35 ft.	2 to 4	10 ft., 6 in.	Yes, parallel. See A Street Standards for required and prohibited parking locations.	See A Street Standards	See A Street Standards.
B (Local Mixed-Use)	7 ft.	7 ft. or 5 ft.[1]	10 to 18 ft.	50 ft. o.c.	22 to 30 ft.	2	10 ft., 6 in.	Yes, both sides. Angled (17 ft. to 20 ft. width) or parallel (8 ft.)	Median (11' min) or center turn lane (10' min) optional	47 ft.

C (Highway Commercial)	10 ft.	8 to 10 ft. (sidewalk or multi-use path)	10 to 15 ft.[6]	50 ft. o.c.[2]	28 to 38 ft.	4 to 6	10 ft., 6 in.	No	Median with or without center turn lane required (18 ft. min total width, 10 ft. min. turn-lane with 8 ft. min median width)	80 ft.
D-1 (Local Residential Parking Both-Side)	7 ft.	5 ft.	8 to 20 ft.	50 ft. o.c.	20 to 40 ft.	2	10 ft., 6 in.	Yes, parallel both sides (8 ft.)	No	36 ft.
D-2 (Local Residential Parking One-Side)[3]	7 ft.	5 ft.	8 to 20 ft.	50 ft. o.c.	20 to 40 ft.	2	10 ft., 6 in.	Yes, parallel one side (8 ft.)[3]	No	28 ft.
D-3 (Local Residential No On-Street Parking)[7]	7 ft.	5 ft.	8 to 20 ft.	50 ft. o.c.	20-40 ft.	2	10 ft., 6 in.	No	No	21 ft.
E (Commercial Service)	Trees planted in on-street parking bulb-outs where parking is present and to	6 to 10 ft.	5 ft. (required only if adjacent to off-street	50 ft. o.c.	6 to 15 ft.	2	10 ft., 6 in.	Yes, parallel (8 ft.), angled (17 ft. to 20 ft. width), 90° (20 ft. width), loading/servi	No	36 ft.

	separate on-street parking and loading zones (not required along loading zones).		parking lot).					ce zone (match parking depth if parking present on same side of street, otherwise varies)		
GW-1a (Greenway Adjacent to On-Street Parking)	Trees planted in on-street parking bulb-outs. 3 ft. min buffer between parking and bikeway and 3 ft. buffer between bikeway and sidewalk	8 ft. bikeway, 8 ft. sidewalk	Dependent on adjacent street type, 5 ft. min	50 ft. o.c./3 ft. min from trail	35 ft.	NA	NA	NA	NA	NA
GW-1b (Greenway Adjacent to Travel Lane)	7 ft. min buffer between travel lane and bikeway (3 ft. min clear width) and 3 ft. buffer between bikeway and sidewalk	8 ft. bikeway, 8 ft. sidewalk	Dependent on adjacent street type, 5 ft. min	50 ft. o.c./3 ft. min from trail	39 ft.	NA	NA	NA	NA	NA
GW-1c (Greenway Adjacent to Roadway - Space	3 ft. min buffer between road/bikeway and 2 ft. sloped transition	8 ft. bikeway, 6 ft. sidewalk	Dependent on adjacent street	50 ft. o.c./3 ft. min from trail	24 ft.	NA	NA	NA	NA	NA

Constrained)[4]	between bikeway/sidewalk		type, 5 ft. min							
GW-2[5](Off-street Greenway)	NA	12 ft.	20 ft.	50 ft. o.c./3 ft. from trail	57 ft. min	NA	NA	NA	NA	NA

1 Sidewalks along B streets shall be 7 ft. wide for commercial frontage and 5 ft. wide for residential frontage.

2 Tree plantings along GDOT roadways must adhere to GDOT standards. For 45 mph roadways, 14 ft. min clear distance from face of curb to trees is required on shoulders, 22 ft. min on medians. This excludes small trees and shrubs that mature at <=4 ft. in diameter.

3 Parking on one-side of residential streets to be permitted only where site constraints prohibit parking on both sides of street. Approval requires administrative variance by the Development Process Committee.

4 To be permitted only where site constraints prohibit GW-1a or GW-1b. Approval requires administrative variance by the Development Process Committee.

5 Building entrances fronting greenway must have at least one 5 ft. min width path connecting to the greenway. Paths and entrances must be ADA accessible for all development types except single-family attached or detached residential. Buildings fronting greenway must also have rear vehicle and pedestrian access provided via an alley or street. Where development fronts greenway, public greenway access via an accessible path must be provided every 600 ft. of greenway at minimum (this includes roads with sidewalks intersecting the greenway).

6 Building or plaza/seat area attached to building must front supplemental zone. If site constraints necessitate drive thru access in front of building, Woodstock Community Development Department may approve a 10 ft. driveway with 5 ft. supplemental zone through administrative variance.

7 D3 Streets shall be designated on a case-by-case basis, either by approval of an amended Downtown Street Types Map or when a new street or extension of a street is approved through the development review process.

ALLEY TYPES TABLE

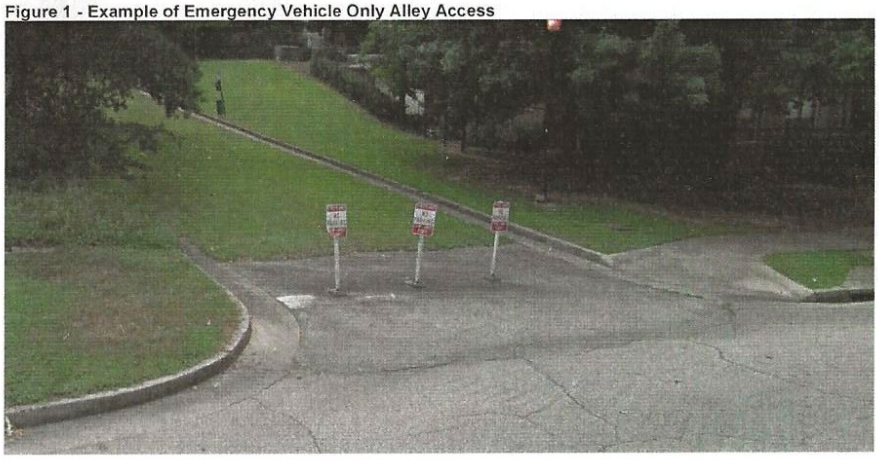
	Pavement Width	Alley Shoulder Min Width	Alley Shoulder Material	Minimum ROW Width[3]	Setback Minimum from Alley	Right-of-Way Line Requirements
F1 (Mixed-Use Service)[1]	18'-20'	5 ft. (separated by mountable curb or valley gutter)	Asphalt, 8" min thick reinforced concrete, pervious pavers or permeable asphalt/concrete.	28 ft.	None	Optional fence or wall, required if adjacent to a parcel line shared with existing residential.
F2 (Residential)[2]	12'-20'	6 ft. (separated by mountable curb or valley gutter)	8" min thick reinforced concrete, permeable concrete, pervious pavers, or reinforced turf.	24 ft.	None	Garage wall or other wall
F3 (Residential)[2]	12'-20'	5 ft. (separated by mountable curb or valley gutter)	8" min thick reinforced concrete, permeable concrete, pervious pavers, or reinforced turf.	22 ft.	18 to 20 ft. with parking pad	Continuous fence or wall along R.O.W. line and between parking pads

[1]If the alley is required to have fire department access, pavement width must be 20 ft.

[2]If fire truck or garbage pickup access is required, alleys will be accessible by vehicles at both ends. In addition, entrances will be able to accommodate turns by fire trucks and garbage trucks (15' corner radii with mountable curbs or aprons is preferred). If alley access from both ends is infeasible, minimum alley pavement width must be 20 ft. or emergency vehicle-only access must be provided at the dead-end (see Figure 1 for emergency vehicle only access example).

[3]ROW may be public or private, but shall not be part of residential lots.

Figure 1 - Example of Emergency Vehicle Only Alley Access



(Ord. No. 5840-2019, § 1(Exhs. A, B), 6-10-2019; Ord. No. 6134-2019, §§ 1, 2, 12-9-2019; Ord. No. 7205-2021, § 1(Exh. A), 6-14-2021)

7.727. Parking, Garage, Driveway and Access Requirements.

1. No parking shall be permitted between a building and the street without an intervening building, except in DT-GC (General Commercial) where the street facade frontage requirements have been met.

2. Developments are permitted a maximum of one (1) driveway curb cut per block face or one (1) curb cut per four hundred (400) linear feet of block face, whichever is greater. For the purposes of this section, two (2) curb cuts serving two (2) one-way driveways shall only be counted as one (1) curb cut. Curb cuts for a street and an alley may be installed closer than four hundred (400) linear feet, subject to final approval by the City Engineer.

3. No curb cuts, driveways or circular drives shall be permitted on Main Street, Towne Lake Parkway, or Arnold Mill Road when access can be provided from a side or rear street. Circular drives are prohibited, with the exception of hotel and hospital uses, in the DT-CMU (Commercial Mixed-Use) and DT-GC (General Commercial) districts. Widening or improvement of an existing residential driveway on an A Street to accommodate new development is prohibited when access can feasibly be provided from another lesser order street or an alley.

4. Driveway curb cuts on streets shall be limited to a one way maximum width of twelve (12) feet or a two way maximum width of twenty-four (24) feet. This subsection does not apply to alleys.

5. Parking and loading requirements shall be as established in section 7.511, Parking Performance Standards, and Section 7.521, Off-Street Loading Requirements, except that:

    a. All multifamily residential uses, such as apartments/duplexes and condominiums, shall be required to provide one (1) space per bedroom, but not more than two (2) spaces; and

    b. Commercial projects, or the commercial portions of mixed-use projects, in the DT-CBD and OT-RO zoning designations, shall be exempt from the minimum off-street parking requirement. Parking in excess of specified maximums shall be subject to the requirements of Section 7.520, Standards for Parking Spaces Exceeding the Maximum. ADA-accessible spaces shall continue to be required. Loading spaces shall continue to be required per Section 7.521.

6. Screening of Parking Areas.

    a. Any parking not screened from the street by a building shall have a minimum seven-foot wide landscaped area between such parking and the street which may be located in the Supplemental Zone. Such landscaped area shall have a minimum of one (1) shade tree per fifty (50) linear feet, groundcover, and an evergreen hedge at a maximum of thirty-six (36) inches or decorative wall or fence with a minimum height of thirty (30) inches. Trees shall be planted and street lighting placed in line with the stripes of adjacent parking spaces.

    b. Parking areas in new developments that are located within twenty-five (25) feet of existing residential structures, if not entirely screened by an intervening building, shall have a continuous, visual screen obscuring it from the residential development reaching a minimum height of six (6) feet. This screen shall consist of a compact evergreen hedge or other foliage screening, and a six-foot tall wall or fence.

7. Where the end of a parking space has a permanent concrete or masonry curb and abuts a landscaped area that is a minimum width of six (6) feet, the depth of such space may be reduced by two (2) feet.

8. Commercial parking lots as primary uses are not permitted except where individual businesses lease spaces under a shared parking arrangement.

9. Paving materials used for parking and loading areas other than asphalt or concrete shall be subject to approval by administrative variance.

10. Required parking may be provided off-site within one thousand (1,000) feet of use except in DT-VLR, DT-LR, DT-MR-A, and DT-MR-B. Public and on-street parking cannot be used to meet building requirements except for on-street parking directly adjacent to the subject property. Using on-street parking to meet parking requirements is optional.

11. Angled or parallel on-street parking on both sides shall be permitted.

    a. Forty-five (45) degree angled parking shall require parking space length of nineteen (19) feet and two (2) travel lanes width of ten (10) feet.

    b. Sixty (60) degree angled parking shall require parking space length of twenty (20) feet and two (2) travel lanes width of eleven (11) feet.

    c. Ninety (90) degree angled parking shall require parking space length of eighteen (18) feet and two (2) travel lanes width of twelve (12) feet.

    d. Parallel parking spaces shall be eight (8) feet deep and twenty-two (22) feet long.

12. Reduction of parking requirements may be permitted, subject to a shared parking arrangement under the following criteria:

    a. The minimum number of parking spaces for a development where shared parking is proposed shall be determined by a study prepared by the applicant following the procedures of the Urban Land Institute

(ULI) Shared Parking Report or Institute of Transportation Engineers (ITE) Shared Parking Guidelines. The actual number of parking spaces required shall be based on well-recognized sources of parking data such as the ULI or ITE reports. If standard rates are not available or limited, the applicant may collect data at similar sites to establish local parking demand rates. If the shared parking plan assumes use of an existing parking facility, then field surveys shall be conducted to determine actual parking accumulation. If possible, these surveys shall consider the seasonal peak period for the combination of land uses involved;

b. All shared parking spaces shall be clearly marked as such; and

c. An applicant shall submit the following information as part of an application to reduce parking requirements and avoid conflicting parking demands:

i. A to-scale map indicating location of proposed parking spaces.

ii. Hours of business operation of nonresidential parking users.

iii. Written consent of property owners agreeing to the shared parking arrangement (when provided off-site).

iv. Copies of parking lease agreement, easements for parking, or notarized letter or sworn affidavit as to the intent of lease agreement, including renewed leases, shall be filed with the Department of Planning and Economic Development. Lapse of a required lease agreement shall terminate approval for shared parking.

13. Rear alleys shall be provided to access townhouse and multi-family garages, single-family dwelling garages, and commercial loading and service areas, where such access is feasible. See Street Type Table—Alley Requirements.

14. All required off-street parking for townhouses and multi-family dwellings, excluding accessory dwelling units, shall be met in a private, on-site, enclosed garage or in a parking structure.

15. Bicycle or moped parking spaces are required as follows:

a. All new nonresidential uses shall provide one (1) such space for every twenty (20) automobile spaces and new multi-family uses shall provide one (1) such space for every five (5) units, provided that no such uses shall have fewer than two (2) such spaces or be required to exceed thirty (30) spaces.

b. Such spaces shall be located within the sidewalk landscape zone a maximum distance of one hundred (100) feet from the primary pedestrian entrance, or shall be located at least as close as the closest automobile space, except for handicapped parking spaces.

c. Bicycle parking spaces shall include a bike rack with a metal anchor sufficient to secure the bicycle frame when used in conjunction with a user-supplied lock.

16. Garages and carports shall not face adjacent streets except where alley access is not feasible, in which case such garages and carports shall be setback a minimum of ten (10) feet from the street facade.

(Ord. No. 5840-2019, § 1(Exh. A), 6-10-2019; Ord. No. 7205-2021, § 1(Exh. A), 6-14-2021; Ord. No. 2025-003, § 1, 1-13-2025)

7.728. Site Limits.

1. Where such street facade frontage requirements are satisfied by existing principal buildings, additional principal buildings shall be exempt from these requirements.
2. Any balconies, awnings and bay windows may encroach into any sidewalk supplemental zone or required setback a maximum depth of five (5) feet.
3. Paved walkways with a minimum width of four (4) feet shall be provided from the closest public sidewalk clear zone to the primary entrance of all buildings and structures not built to the sidewalk area, including parking structures. Other materials to create weather-proof walkways may be approved by staff if proposed.
4. All residential lots shall be situated and graded so that the main level, or the level containing the main living space including the kitchen, is accessed by the required four-foot walkway and Sidewalk Clear Zone either at-grade or by stairs leading to the front porch or stoop. This requirement shall apply to all structures that are located on a site plan approved after the date of the adoption of this Ordinance, May 13, 2019. In the event the main level is not the sidewalk level, the sidewalk level shall have thirty (30) percent windows, as measured linear and after subtracting the area consumed by any staircase leading to the front door. This section shall be eligible for relief through administrative variance based on topography or other physical site constraints.

5. All developments must comply with the following site limits table:

Downtown Site Limits Table											
Downtown District Subareas											
	DT-CBD	**DT-CMU**	**DT-GC**	**DT-CI**	**DT-RO**	**DT-MR-A**	**DT-MR-B**	**DT-LR**	**DT-VLR**	**DT-OS**	**DT-HO[3]**
Density maximum (dwelling units per acre)	12[4, 5]	12[4, 5]	8[4]	NA	8[4]	9	12	6	2	NA	NA
Minimum lot area (square feet)	NA	600	600	NA	800	1,200	1,000	3,500	7,500	NA	800
Minimum lot width (feet)	NA	20	20	NA	16	16	16	35	50	NA	40
Street facade frontage[1]	100%	100%	60%	100%	100%	NA	NA	NA	NA	NA	NA
Front Setback	The front setback in any DT District is the same as the Supplemental Zone, which is determined by the street type on which the lot fronts.										
Rear setback (minimum feet)	0	With alley - 0 No alley - 20	With alley - 0 No alley - 20	With alley - 0 No alley - 20	With alley - 0 No alley - 20	Residential alley or No alley - 5	Residential alley or No alley - 5	Residential alley or no alley - 5	Residential alley or no alley - 5	0	Residential alley or no alley - 5
Side setback (minimum feet)	0	0	0	0 or 10[2]	0 or 5[2]	0 or 5[2]	0 or 5[2]	5	5	5	5
Block size (maximum feet) perimeter/block face	1,600/400	1,800/600	1,800/600	NA	1,600/600	1,800/600	1,800/600	2,000/600	2,000/600	NA	1,600/600
Served by alley to parking	●	●	●	●	●	●	●	●	●		
[1] With the exception of driveway ingress/egress and public open space or residential courtyards.											

[2] Side setbacks of zero shall only be permitted between adjacent townhouse units, otherwise the larger setback shall apply.
[3] Historic zone supersedes the subarea and street requirements.
[4] Permitted residential uses shall not front or provide direct access to an A or C street; except however within DT-HO. Residential uses are allowed on upper floors or in basements of a building fronting any street type.
[5] For DT-CBD and DT-CMU, the base density of twelve (12) DU/ac can be increased up to forty (40) DU/ac maximum, using any combination of the following bonus incentive procedures:
A. Vertical—mixed-use structure—twenty (20) percent DU/ac increase;
B. Provision of open space above the twenty (20) percent minimum requirement—one (1) percent DU/ac increase per one thousand (1,000) square feet of open space up to twenty thousand (20,000) square feet maximum or twenty (20) percent DU/ac increase;
C. Structured parking with parking spaces available to the public at no charge—one (1) percent DU/ac increase per one (1) parking space;
D. Professional office space—ten (10) percent DU/ac increase per ten thousand (10,000) square feet of professional office space;
E. Mayor and City Council reserve the right to increase density above forty (40) DU/ac on a case by case basis, depending on the compatibility of the project with adopted plans, considering the following elements: Economic impact, regional significance, amenities provided to the community, and public infrastructure improvements;
F. Once site plans are submitted to the Community Development Department utilizing any one (1) of the above bonus incentives, the Community Development Director will brief the Mayor and City Council, reviewing the project plan at the next available City Council meeting.

7.729. Architectural Requirements.

Along the street facade of all new and renovated buildings and structures the following shall apply.

1. Pitched-Roof Treatment is described as follows:
    a. An architectural treatment that is provided on the sidewalk level of a public street façade on residential buildings or commercial buildings with pitched roofs of more than 3/12 pitch.
    b. Provides habitable space for a minimum of the first ten (10) feet in depth behind the street façade on primary frontages.
    c. On primary frontages, provides equally sized vertical windows where the top of which and the bottom of which shall be not higher and no lower than to the top of the door frame and the bottom of the door frame.
    d. Provides windows for a minimum of thirty (30) percent of the length of the built portion of the street façade, with the façade of each unit being calculated independently.
    e. Provides an entry stoop or porch at a primary pedestrian street façade entrance. Residential porches shall be covered and have a minimum depth of five (5) feet, a minimum length of eight (8) feet and a minimum area of forty (40) feet. Porches and stoops shall not be enclosed with screen wire or glass on primary frontages. Porch and arcade columns shall be a minimum width of six (6) inches, unless otherwise determined by the Director of Community Development.

2. Pitched-Roof Treatment shall be required for all applicable uses located along A streets and B streets as indicated on the Downtown Street Types Map. If the associated use is a non-residential or mixed-use building with a pitched roof, then Pitched-Roof Treatment shall also apply on C streets. If a residential use is located on D streets, Pitch-Roof Treatment shall only apply if the development is part of a newly platted residential subdivision. Single parcel redevelopment is exempt from Pitch-Roof Treatment Requirements.
3. Storefront Treatment is described as follows:
    a. An architectural treatment is provided on the sidewalk level of the street façade of flat roofed buildings. Buildings with pitched roofs of 3/12 or greater pitch shall use Pitch-Roof treatment.
    b. Provides habitable space for a minimum of the first twenty (20) feet in depth behind the street façade.
    c. Provides a street level façade consisting of:
        i. A non-glass base or knee wall below all windows beginning at grade and extending to a point no less than eight (8) inches but not more than twenty-four (24) inches above the sidewalk area at the build-to line. The knee wall may be waived when directly abutting a private patio.
        ii. A combination of glass display windows and doors covering a minimum of seventy-five (75) percent of the area of the façade that is located along the build-to line beginning at the top of the bulkhead or knee wall, to a height not less than ten (10) feet and not more than twelve (12) feet above said sidewalk area at the build-to line below the base of the window. Such glass shall provide views into display windows that have a minimum depth of two and one-half (2.5) feet into and are accessible from the building interior for retail purposes only.
        iii. Primary pedestrian entrances on the street façade recessed a maximum of seven (7) feet from the exterior façade, remain unlocked during normal business hours, and have a surface area that is a minimum of seventy (70) percent glass. All other doors located

along street frontage shall be of a character that matches with the surrounding downtown area.

iv. A glass transom located along the street façade of a structure above the glass display window and entry door shall have a minimum height of twenty-four (24) inches and a maximum height of thirty-six (36) inches.

v. Provides no length of façade exceeding twenty (20) feet without intervening glass display windows or glass doors.

d. A non-glass sign band area located above the glass transom having a minimum height of thirty-six (36) inches. The sign band area is the area between the top of the transom window and cornice line.

e. A cornice line above the sign band a minimum height of eight (8) inches.

f. Street address numbers, a minimum of six (6) inches in height located above the primary pedestrian entrance.

g. Sidewalk level drop ceiling, if at a lower elevation than the top of the window, shall recess a minimum of eighteen (18) inches from the window opening for retail uses.

h. Finished ceiling height shall be a minimum of fourteen (14) feet except in DT-RO and corner accessory commercial in DT-MR-A and B. Exterior height of single story-buildings shall be a minimum of eighteen (18) feet as measured at top of parapet. Parapet must enclose all sides of the roof.

i. For DT-RO storefront treatments, finished ceiling height must be a minimum of twelve (12) feet, and display windows must be a minimum of eight (8) feet tall as measured from the sidewalk, with a minimum one (1) foot tall transom window.

ii. For DT-MR-A or B storefront treatments, finished ceiling height shall be a minimum of ten (10) feet, and display windows must be a minimum of eight (8) feet tall and no transom window is required.

4. Storefront treatment shall apply to applicable uses located along A streets, B streets, C streets, and non-residential uses along D streets as indicated on the Downtown Street Types Map.

5. The first two (2) stories of the street façade of each new and renovated building or structure shall be composed of the following approved materials: brick, cast stone, cementitious siding such as hardiplank, natural wood or stone, ceramic and porcelain tile. Windows and pedestrian entrances are exempt from this requirement. In DT-CBD (Central Business District) such requirements shall apply to the entire building facade along Main Street, Towne Lake Parkway, and Arnold Mill Road and building facades seen from such streets.

a. Awnings shall be of fabrics, canvas, fixed metal, or similar material. Internally lit awnings and canopies that emit light through the awning or canopy material are prohibited.

6. Prohibited materials for the exterior of buildings include: non-architectural panel systems, unfinished precast or cast in place concrete elements, exposed concrete masonry units (CMU), vinyl siding, and softwood plywood grade B or lower.

7. All sidewalk level uses shall have a primary pedestrian entrance which faces, is visible from, and is directly adjacent to the required sidewalk area or adjoining open space, including but not limited to dwelling units, multi-family lobbies, and individual business establishments.

a. Where an individual use has a street façade on more than one (1) street, such entrance requirement shall apply along the higher order of street shown on the Downtown Street Types Map, with A streets being the highest order and E streets being the lowest. Where both streets are the same order, entrance orientation may be to either street.

b. b. All buildings with more than four (4) sidewalk area level residential units along a single street shall have individual entrances to such units directly accessible from the required sidewalk area or adjoining open space except in the historic zone. All walkways providing such access shall be shared between no more than two (2) adjacent units. Where a developed or redeveloped dwelling unit exists in an existing platted subdivision and has multiple street frontages, the Development Process Committee may approve the dwelling unit facing the lower order street if other homes on the block frontage are oriented towards the lower order street, provided that all other Downtown District Standards are met.

c. Units fronting on open spaces may only do so if a street borders the opposite side of the open space, and the primary pedestrian entrance shall face and be visible from the open space and the street.

8. Blank, windowless walls are prohibited. All building stories with the exception of storefront treatments shall have windows and doors that equal a minimum of thirty (30) percent of the total facade length with each story being calculated independently, gables are exempt. For secondary street facade frontages on corner lots, see Subsection 11.

9. Glass panels in windows and storefronts shall be clear and unpainted and shall not be tinted such that views into the building are obstructed. False windows may be allowed by administrative variance when warranted by the interior design of the structure, such as the presence of fireplaces or stairwells blocking window locations, and when not used excessively.

10. All windows shall be vertically shaped with a height greater than width, including display windows. Transom windows are exempt from this requirement. Windows located inside gables are exempt. Window frames on other than masonry facades shall be trimmed with multi-dimensional trim with a minimum width of three (3) inches and include header and apron trims.

11. Buildings on corner lots have two (2) street facades. The secondary frontage, or the facade without the primary pedestrian entrance, shall have the option, in lieu of providing minimum thirty (30) percent window coverage on each story, to provide, on a minimum of forty (40) percent of the facade on each story, a mixture of architectural elements that conform with this section, including porches, balconies, doors, a historic or unique brick pattern, or a mixture of materials and architectural accents such as ledges, moldings, millwork, and keystones. Proposals for this alternative shall be reviewed and approved by the Director of Community Development.

12. Doors and windows that operate as horizontal sliders at ground level are prohibited. However, for the purposes of serving windows on storefronts, where a Sidewalk Encroachment Permit has been issued for such purpose, windows may operate on horizontal sliders and may be combined with knee walls that are serving window height.

13. Parking structures shall conceal automobiles from visibility, shall have the appearance of a horizontal storied building on all levels, and shall be faced in brick, stone, cast stone, poured-in-place rubbed concrete, or pre-cast concrete faced in or having the appearance of brick or stone.

14. The minimum building height as measured along the build-to line shall be eighteen (18) feet in all subareas except DT-OS (open space), where there shall be no minimum building height. This requirement shall not apply to container buildings.

15. Exterior entry steps shall have enclosed risers.

16. Window frames on other than masonry facades shall be trimmed with multi-dimensional trim with a minimum width of three (3) inches and include header and apron trims.

Building Facade and Materials Requirements Table								
Downtown District Subareas								
	DT-CBD	**DT-CMU**	**DT-GC**	**DT-RO**	**DT-MR-A and DT-MR-B**	**DT-LR + DT-VLR**	**DT-OS**	**DT-HO**
100% Storefront Treatment at Street Facade Frontage	• (within 400' of Main Street, TLP, Arnold Mill Road)							
Maximum building height	85 ft.	100 ft.	85 ft.	40 ft.	85 ft., 65 ft. fronting Main Street	40 ft.	None	40 ft.
Height bonus for minimum of 65% of parking structured	None	150 ft. max.	125 ft. max.	None	100 ft. max.	None	None	None
Minimum ceiling height *(see Storefront Treatment)	*14 ft. sidewalk level/9 ft. other	*14 ft. sidewalk level/9 ft. other	*14 ft. sidewalk level/9 ft. other	*12 ft. sidewalk level/9 ft. other	*10 ft. sidewalk level/9 ft. other	9 ft. min.	9 ft. min.	10 ft. sidewalk level/9 ft. other
Pitched-Roof Treatmentsi dewalk level finished floor to	NA	10 ft.	10 ft.	10 ft.	9 ft.	9 ft.	9 ft.	10 ft.

finished ceiling								

(Ord. No. 5840-2019, § 1(Exh. A), 6-10-2019; Ord. No. 7205-2021, § 1(Exh. A), 6-14-2021)

7.730. General Requirements.

1. *Building Requirements.*

    a. The primary pedestrian entrance to all sidewalk level retail and eating and drinking establishments shall remain unlocked during business hours.

    b. Primary sidewalk level pedestrian entrances to individual businesses and residential units shall be adjacent to required sidewalk area, park, plaza, or courtyard.

    c. Building facade materials shall be combined only horizontally, with the heavier below the lighter.

    d. Chimneys shall extend to the ground.

    e. All roofs shall have a minimum twenty-five (25) year roof and no visible roll roofing.

    f. Building mechanical and accessory features:

        i. Shall be located to the side or rear of the principal structure or on rooftops and shall be screened from any public open space or sidewalk area views.

        ii. When located on rooftops shall be incorporated in the design of the building and screened with materials similar to the building.

    g. Any parapet walls shall extend around all sides of the building.

    h. On residential buildings, if rear decks or porches are directly adjacent to any streets, public sidewalks, public trails, or any Open Spaces, they shall be covered with a roof or pergola, and designed with materials to match the facade and/or trim of the building.

2. *Site Requirements.*

    a. The height of fences and walls located between the street facade of principal structures and a street shall not exceed forty (40) inches and in other areas shall not exceed six (6) feet.

    b. Fences and walls located along the alley right-of-way line shall be a maximum height of six (6) feet. For new development, where new alleys run along parcel lines of existing developments, a wall shall be required to screen the alley from the existing property or properties. The wall shall be four (4) to six (6) feet in height and shall be constructed with a brick, stone, or stucco veneer, or a combination of masonry materials that complement the theme of the property architecture and/or site design.

    c. No barbed wire, razor wire, chain link or similar elements shall be visible from any public park, required sidewalk area, or sidewalk area level outdoor dining area.

    d. Loading docks and dumpsters shall be entirely screened from view of any public open space or sidewalk area, with a dumpster pad enclosure. Dumpster pad enclosure is required, constructed of the same materials, and matching the architecture of the principal structure. Doors and gates shall be opaque and must remain closed while not in use. Chain-link is not an acceptable material.

    e. Utilities shall be placed underground or in alleys wherever feasible.

(Ord. No. 5840-2019, § 1(Exh. A), 6-10-2019; Ord. No. 7205-2021, § 1(Exh. A), 6-14-2021)

7.731. Historic Overlay District (DT-HO) Requirements.

Buildings within the historic overlay shall be of a scale and character compatible with historic residential buildings as described below. Parcels within the historic zone are subject to the following regulations, in addition to other requirements of the Downtown District.

1. The required build-to line shall match the average distance between the primary structure and the curb of the nearest two (2) adjacent buildings on the same street built before 1945.
2. No parking shall be located between any structure and the street, and no parking shall be located to either side of any structure fronting an A or B street.
3. This district is intended for Detached Single-family homes, even if they have a commercial use. Multiple residential dwelling units within the same building are prohibited in DT-HO. Single-family detached residential is a permitted use in DT-HO, even if fronting an A Street where commercial development is otherwise required.
4. Detached and attached garages shall both be permitted. Attached garages shall have decorative doors which shall be located in an inconspicuous location, so as not to become the main architectural feature on structures on lots that are front-loaded. The architecture of detached garages shall match and compliment the primary structure.
5. All exterior facades except windows shall be brick, horizontal hardiplank, natural wood or stone.
6. Flat roofs shall be prohibited.
7. Parking decks shall be prohibited.
8. Roofs shall extend a minimum of eighteen (18) inches beyond exterior building walls.
9. Exterior street facade doors shall be wood panel or fixed glass in wood frame.
10. Primary structures shall have a Pitched-Roof Treatment regardless of use.
11. All windows shall be either double-hung or fixed glass in keeping with the particular architectural style described below.
12. With the exception of stories partially contained within roofs, all above-ground stories shall be equal in floor area and shape.
13. All street facade porches that are not a required "accessible route into and through the dwelling unit", as established by Section 804 [42 U.S.C. 3604](3)(C)(iii)(I) of the Fair Housing Act, shall be a minimum of twenty-four (24) inches above the grade of the sidewalk area.
14. Buildings shall be one (1) of the following five (5) architectural styles and shall meet all the requirements contained herein:
    a. Craftsman, which shall provide:
        i. A rectangular building footprint, with the short end facing a street.
        ii. Gabled roofs having gables with a minimum pitch of twenty (20) degrees and a maximum pitch of forty (40) degrees from horizontal, with roof lines running parallel or perpendicular to the street.
        iii. Decorative beams or braces under gables.
        iv. Exposed roof rafters where roofs overhang.
        v. Equal height windows along the entire street facade.
        vi. A symmetrical or asymmetrical street facade.
        vii. A front porch extending the entire width or one-half (0.5) the width of the building. Said porch shall include square columns not less than eight (8) inches thick that taper from bottom to top. Said columns shall be set atop stone or masonry bases extended to the ground. Square or rectangular balusters and handrails are optional.
    b. Folk, which shall provide:

i. A building footprint that is rectangular or "L-shaped," with the end of the short leg of the "L" facing a street.

ii. Gabled roofs having gables with a minimum pitch of thirty (30) degrees and a maximum pitch of forty-five (45) degrees from horizontal, with roof lines parallel or perpendicular to the street.

iii. Ridge vents having a minimum size of one (1) foot by one (1) foot shall be provided along all gables facing a public street.

iv. Equal sized windows along the entire street facade.

v. A symmetrical street facade for buildings with rectangular footprints.

vi. A front porch extending the entire width of the building, except with an "L-shaped" footprint. Said requirement shall not apply to the short-leg of the "L". Said porches shall include turned columns, turned balusters, handrails, and optional lace-like spandrels.

c. Simple Queen Anne, which shall provide:

i. A building footprint that is rectangular or "L-shaped," which may include the circular base of a tower.

ii. Gabled roofs having steep pitch, which may be of irregular shape.

iii. An asymmetrical front porch that is one (1) story and wraps around one (1) or both sidewalls of the building.

iv. Porch columns that taper from the top to bottom, with decorative details at the top.

d. Colonial Revival, which shall provide:

i. A rectangular building footprint with the long side facing a street.

ii. A gabled, hipped, gambrel, or second story overhang roof.

iii. An accentuated entrance with a pediment supported by pilasters and/or an entry porch supported by slender columns.

iv. A symmetrical street facade with a centered door and balanced rectangular windows.

v. A cornice between the street facade and roof that extends around the entire roofline of the structure.

e. Gothic Revival, which shall provide:

i. A building footprint that is rectangular or "L-shaped," with the end of the short leg of the "L" facing a street.

ii. A symmetrical street facade for buildings with rectangular footprints.

iii. A steeply pitched centered gable, paired gable, front-gable, or asymmetrical roof.

iv. At least one (1) window with Gothic detailing.

v. A one (1) story front porch supported by column with Gothic detailing which either extends the entire width of the building or as an entry porch.

(Ord. No. 5840-2019, § 1(Exh. A), 6-10-2019; Ord. No. 7205-2021, § 1(Exh. A), 6-14-2021)

7.732. Illustrations.

Graphic depictions of some of the requirements herein can be found in the Downtown Design Standards Policy, CPM 700-0009, found in the Council Policy Manual on the City's website. Unless otherwise indicated, each is intended to specifically illustrate only the indicated requirement; all other suggestions of design, such as architectural style, tree shape and aesthetics, do not constitute a requirement of this section.

(Ord. No. 5840-2019, § 1(Exh. A), 6-10-2019; Ord. No. 7205-2021, § 1(Exh. A), 6-14-2021)

Section 6. Should any provision of this Ordinance be declared invalid by a Court of competent jurisdiction, such decision shall not affect the validity of this Ordinance as a whole or any provision thereof other than the provision specifically declared to be invalid. The Mayor and City Council hereby declare that it would have passed this Ordinance and each section, sentence, clause, and phrase thereof, irrespective of the fact that one or more sections, sentences, clauses, or phrases may be declared illegal, invalid, or unconstitutional.

Section 7. This Ordinance shall take effect immediately upon its adoption.

Section 8. This Ordinance shall not apply to any projects that have been deemed complete by the City of Woodstock as of the effective date of this Ordinance.

PASSED AND ADOPTED BY THE MAYOR AND COUNCIL OF THE CITY OF WOODSTOCK, GEORGIA, THIS 11th DAY of MAY, 2026.

Advertisement run in the Cherokee Tribune: March 12, 2026 & March 19, 2026

First Reading Date: April 27, 2026

Second Reading Date: May 11, 2026

_____
MICHAEL CALDWELL, MAYOR
CITY OF WOODSTOCK, GEORGIA

_____ (Municipal Seal)
ROBYN ADAMS, CITY CLERK
CITY OF WOODSTOCK, GEORGIA

REVIEWED FOR LEGAL CONTENT

_____

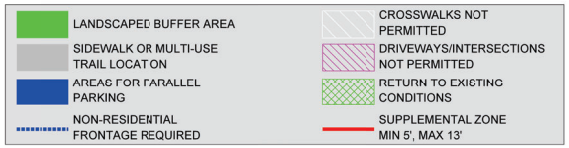
JEFF RUSBRIDGE, CITY ATTORNEY


CITY OF WOODSTOCK DOWNTOWN STREET STANDARDS
DRAFT 04/24/19 - ARNOLD MILL RD. - SHEET 1
PROPOSED
300' TYP.
150' TYP.
10' MULTI USE TRAIL TO BENTLEY PARKWAY
NO CROSSWALKS WITHIN 300' OF ANOTHER CROSSWALK
NO PARKING NOT ADJACENT TO ACCELERATION/ DECELERATION LANES DUE TO POTENTIAL SIGHT DISTANCE ISSUES.
HOBGOOD RD.
10' MULTI USE TRAIL
*NOTE: PARKING SETBACKS ALSO APPLY TO MIDBLOCK CROSSWALKS. IF CURB EXTENSION IS PROVIDED, THIS CAN BE REDUCED TO 20' SETBACK FROM CROSSWALK ON BOTH APPROACH AND FAR SIDE
LANDSCAPED BUFFER AREA
SIDEWALK OR MULTI-USE TRAIL LOCATION
AREAS FOR PARALLEL PARKING
NON-RESIDENTIAL FRONTAGE REQUIRED
CROSSWALKS NOT PERMITTED
DRIVEWAYS/INTERSECTIONS NOT PERMITTED
RETURN TO EXISTING CONDITIONS
SUPPLEMENTAL ZONE MIN 5', MAX 13'
D PARKING WITHIN 50' OF A DRIVEWAY OR INTERSECTION ON APPROACH, 30' ON FAR SIDE.
7' SIDEWALK EAST OF BENTLEY PARKWAY
EXISTING CONDITIONS
ARNOLD MILL
HOBGOOD RD.

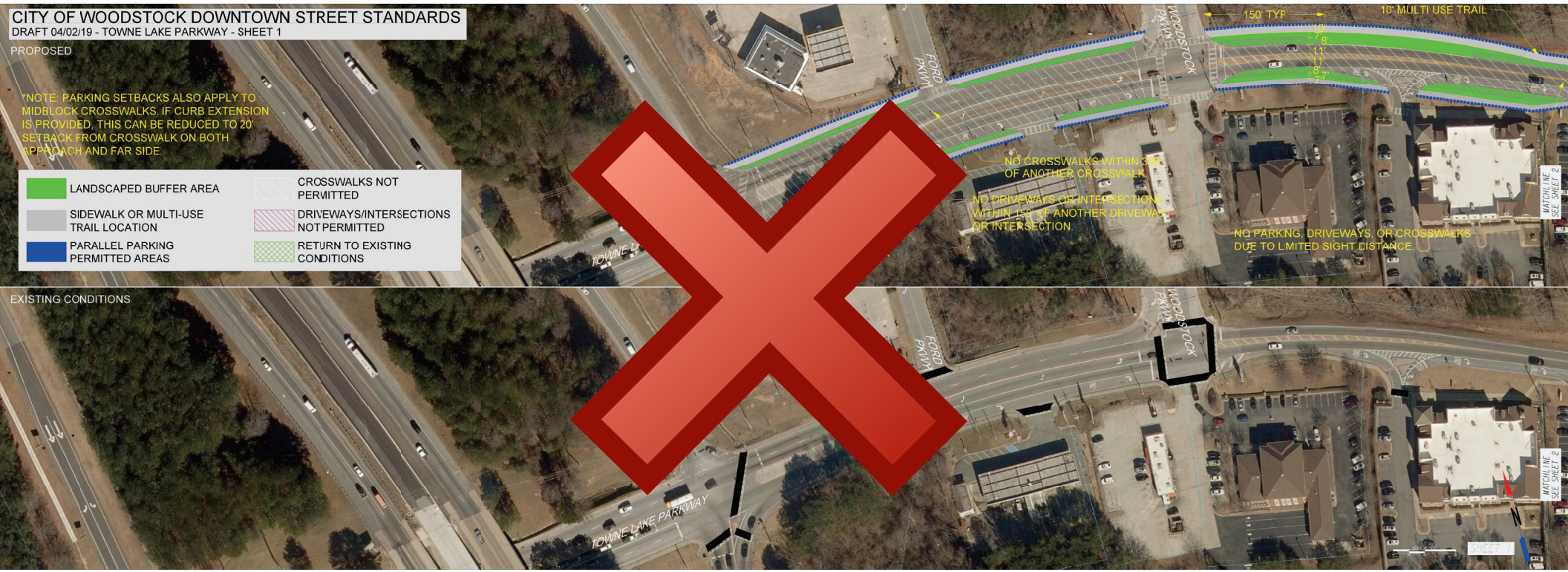
CITY OF WOODSTOCK DOWNTOWN STREET STANDARDS

DRAFT 04/24/19 - ARNOLD MILL RD. - SHEET 2





SHEET 2


CITY OF WOODSTOCK DOWNTOWN STREET STANDARDS
DRAFT 04/02/19 - TOWNE LAKE PARKWAY - SHEET 1
PROPOSED
*NOTE: PARKING SETBACKS ALSO APPLY TO MIDBLOCK CROSSWALKS. IF CURB EXTENSION IS PROVIDED, THIS CAN BE REDUCED TO 20' SETBACK FROM CROSSWALK ON BOTH APPROACH AND FAR SIDE.
LANDSCAPED BUFFER AREA
SIDEWALK OR MULTI-USE TRAIL LOCATION
PARALLEL PARKING PERMITTED AREAS
CROSSWALKS NOT PERMITTED
DRIVEWAYS/INTERSECTIONS NOT PERMITTED
RETURN TO EXISTING CONDITIONS
FORD PKWY
WOODSTOCK PKWY
150' TYP
10' MULTI USE TRAIL
NO CROSSWALKS WITHIN 300' OF ANOTHER CROSSWALK
NO DRIVEWAYS OR INTERSECTIONS WITHIN 150' OF ANOTHER DRIVEWAY OR INTERSECTION
NO PARKING, DRIVEWAYS, OR CROSSWALKS DUE TO LIMITED SIGHT DISTANCE
MATCH LINE SEE SHEET 2
EXISTING CONDITIONS
TOWNE LAKE PARKWAY
FORD PKWY
WOODSTOCK PKWY
MATCH LINE SEE SHEET 2
N
SHEET 1


CITY OF WOODSTOCK DOWNTOWN STREET STANDARDS
DRAFT 04/02/19 - TOWNE LAKE PARKWAY - SHEET 2
PROPOSED
PLANNED INTERSECTION IMPROVEMENTS
CONTACT CITY STAFF TO DETERMINE
RIGHT OF WAY NEEDS
NO PARKING, DRIVEWAYS, OR CROSSWALKS
DUE TO LIMITED SIGHT DISTANCE
NO DRIVEWAYS OR INTERSECTIONS
WITHIN 150' OF ANOTHER DRIVEWAY
OR INTERSECTION
150'
NO PARKING ADJACENT TO ACCELERATION/
DECELERATION LANES DUE TO POTENTIAL
SIGHT DISTANCE ISSUES
TOWNE LAKE PARKWAY
NO CROSSWALKS WITHIN 300' OF
ANOTHER CROSSWALK
300' TYP
7' SIDEWALK
MILL ST
LANDSCAPED BUFFER AREA
SIDEWALK OR MULTI-JSE
TRAIL LOCATION
PARALLEL PARKING
PERMITTED AREAS
CROSSWALKS NOT
PERMITTED
DRIVEWAYS/INTERSECTIONS
NOT PERMITTED
RETURN TO EXISTING
CONDITIONS
EXISTING CONDITIONS
MILL ST
SHEET 2


CITY OF WOODSTOCK DOWNTOWN STREET STANDARDS
DRAFT 04/24/19 - ARNOLD MILL RD. - SHEET 3
PROPOSED
MATCHLINE SEE SHEET 2
10' MULTI USE TRAIL
150' TYP.
NO DRIVEWAYS OR INTERSECTIONS WITHIN 150' OF ANOTHER DRIVEWAY OR INTERSECTION.
PLANNED INTERSECTION IMPROVEMENTS. CONTACT CITY STAFF TO DETERMINE RIGHT OF WAY NEEDS.
TRADITIONAL STREET STANDARDS APPLY PAST DOWNTOWN DISTRICT BOUNDARIES
DOBBS RD
ARNOLDMILL RD
ARNOLD MILL WAY
RECOMMENDED 7' SIDEWALK
NO PARKING WITHIN 50' OF A DRIVEWAY OR INTERSECTION ON APPROACH, 30' ON FAR SIDE.
CROSSWALKS NOT PERMITTED
DRIVEWAYS/INTERSECTIONS NOT PERMITTED
RETURN TO EXISTING CONDITIONS
SUPPLEMENTAL ZONE MIN 5', MAX 13'
*NOTE: PARKING SETBACKS ALSO APPLY TO MIDBLOCK CROSSWALKS. IF CURB EXTENSION IS PROVIDED, THIS CAN BE REDUCED TO 20' SETBACK FROM CROSSWALK ON BOTH APPROACH AND FAR SIDE.
EXISTING CONDITIONS
MATCHLINE SEE SHEET 2
ARNOLD MILL RD
SHEET 3
N


RECOMMENDED 7' SIDEWALK
NO DRIVEWAYS OR INTERSECTIONS WITHIN 150' OF ANOTHER DRIVEWAY OR INTERSECTION
PLANNED INTERSECTION IMPROVEMENTS. CONTACT CITY STAFF TO DETERMINE RIGHT OF WAY NEEDS.
300' TYP.
150' TYP
NO CROSSWALKS PERMITTED WITHIN 300' OF ANOTHER CROSSWALK
APPLICANTS NEAR RAILROAD MUST CONSULT WITH CITY STAFF FOR PROPER SIDEWALK DESIGN AND RR CROSSING IN THIS AREA.
MAIN STREET
10' MULTI USE TRAIL
LINTON ST
NO PARKING WITHIN 50' OF A DRIVEWAY OR INTERSECTION ON APPROACH, 30' ON FAR SIDE.
*NOTE: PARKING SETBACKS ALSO APPLY TO MIDBLOCK CROSSWALKS. IF CURB EXTENSION IS PROVIDED, THIS CAN BE REDUCED TO 20' SETBACK FROM CROSSWALK ON BOTH APPROACH AND FAR SIDE.
MATCHLINE SEE SHEET 2
LANDSCAPED BUFFER AREA
SIDEWALK OR MULTI-USE TRAIL LOCATION
AREAS FOR PARALLEL PARKING
NON-RESIDENTIAL FRONTAGE REQUIRED
CROSSWALKS NOT PERMITTED
DRIVEWAYS/INTERSECTIONS NOT PERMITTED
RETURN TO EXISTING CONDITIONS
SUPPLEMENTAL ZONE MIN 5', MAX 13'
PROPOSED
CITY OF WOODSTOCK DOWNTOWN STREET STANDARDS
DRAFT 04/24/19 - MAIN ST. NORTH - SHEET 1
MAIN STREET
LINTON ST
SHEET 1
MATCHLINE SEE SHEET 2
EXISTING CONDITIONS



CITY OF WOODSTOCK DOWNTOWN STREET STANDARDS

DRAFT 04/24/19 - MAIN ST.NORTH - SHEET 2

SHEET 2


CITY OF WOODSTOCK DOWNTOWN STREET STANDARDS
DRAFT 04/24/19 - MAIN ST. NORTH - SHEET 3
PROPOSED
150' TYP
MAIN STREET
NO PARKING ADJACENT TO ACCELERATION/DECELERATION LANES DUE TO POTENTIAL SIGHT DISTANCE ISSUES
NO DRIVEWAYS OR INTERSECTIONS WITHIN 150' OF ANOTHER DRIVEWAY OR INTERSECTION
NO CROSSWALKS WITHIN 300' OF ANOTHER CROSSWALK
*NOTE: PARKING SETBACKS ALSO APPLY TO MIDBLOCK CROSSWALKS. IF CURB EXTENSION IS PROVIDED, THIS CAN BE REDUCED TO 20' SETBACK FROM CROSSWALK ON BOTH APPROACH AND FAR SIDE.
CROSSWALKS NOT PERMITTED
DRIVEWAYS/INTERSECTIONS NOT PERMITTED
RETURN TO EXISTING CONDITIONS
SUPPLEMENTAL ZONE MIN 5', MAX 13'
EXISTING CONDITIONS
MAIN STREET
SHEET 3

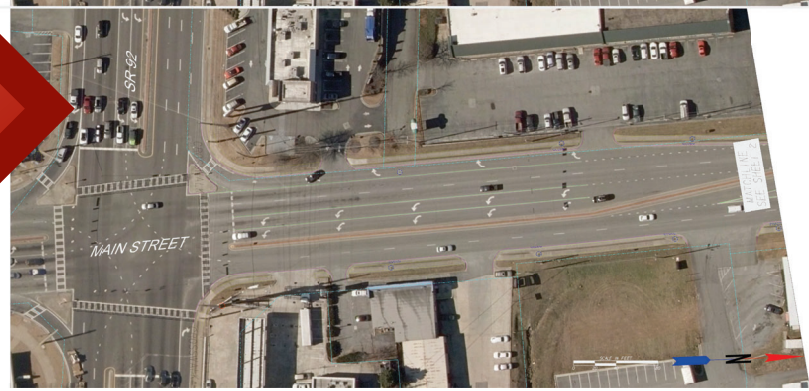
CITY OF WOODSTOCK DOWNTOWN STREET STANDARDS
DRAFT 04/24/19. - MAIN ST SOUTH - SHEET 1

- LANDSCAPED BUFFER AREA
- SIDEWALK OR MULTI-USE TRAIL LOCATION
- AREAS FOR PARALLEL PARKING
- NON-RESIDENTIAL FRONTAGE REQUIRED
- CROSSWALKS NOT PERMITTED
- DRIVEWAYS/INTERSECTIONS NOT PERMITTED
- RETURN TO EXISTING CONDITIONS
- SUPPLEMENTAL ZONE MIN 5', MAX 13'

*NOTE RECOMMENDED PARKING SETBACKS
ALSO APPLY TO MIDBLOCK CROSSWALKS. IF
CURB EXTENSION IS PROVIDED, THIS CAN B
REDUCED TO 20' SETBACK FROM CROSS
ON BOTH APPROACH AND FAR SIDE.

EXISTING CONDITIONS






CITY OF WOODSTOCK DOWNTOWN STREET STANDARDS
DRAFT 04/24/19 - MAIN ST SOUTH - SHEET 2
10' MULTI-USE PATH
150' TYP
7' SIDEWALK
NO DRIVEWAYS OR INTERSECTIONS WITHIN 150'
OF ANOTHER DRIVEWAY OR INTERSECTION
*NOTE: PARKING SETBACKS ALSO APPLY TO
MIDBLOCK CROSSWALKS. IF
IS PROVIDED, THIS CAN BE
SETBACK FROM CROSSW
APPROACH AND FAR S
PARKING NO
WITHIN 50'
INTERS
30' O
LANDSCAPED BUFFER AREA
SIDEWALK OR MULTI-USE TRAIL LOCATION
AREAS FOR PARALLEL PARKING
NON-RESIDENTIAL FRONTAGE REQUIRED
CROSSWALKS NOT PERMITTED
DRIVEWAYS/INTERSECTIONS NOT FERMITTED
RETURN TO EXISTING CONDITIONS
SUPPLEMENTAL ZONE MIN 5', MAX 13'
PLANNED INTERSECTION IMPROVEMENTS
CONTACT CITY STAFF TO DETERMINE
RIGHT OF WAY NEEDS
MAIN STREET
8' SIDEWALK
NO CROSSWALKS WITHIN 300' OF
ANOTHER MIDBLOCK CROSSWALK
BRIGHTON BLVD
SERENADE LN
EXISTING CONDITIONS
MAIN STREET
BRIGHTON BLVD
SERENADE LN

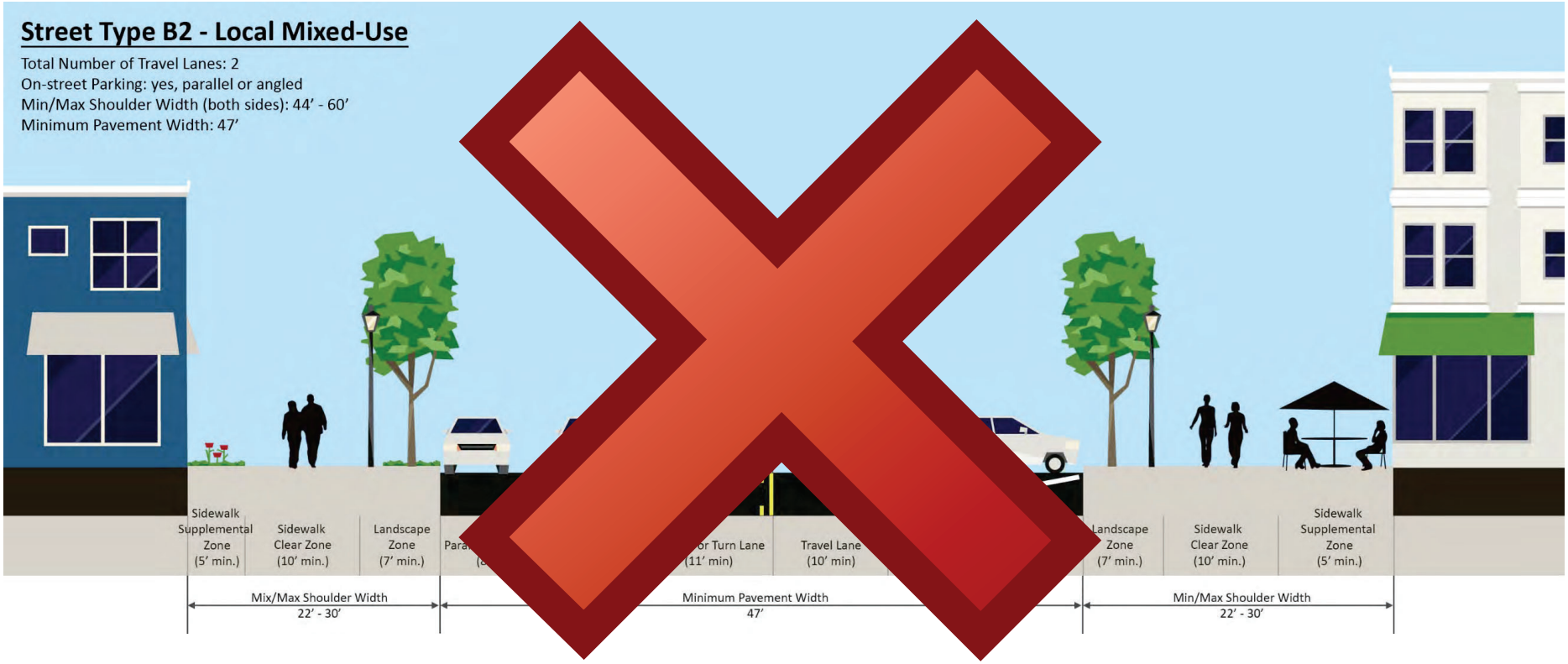

CITY OF WOODSTOCK DOWNTOWN STREET STANDARDS
DRAFT 04/24/19 - MAIN ST SOUTH - SHEET 3
NO PARKING WITHIN 50' OF A DRIVEWAY OR INTERSECTION ON APPROACH, 30' ON FAR SIDE.
8' SIDEWALK
RETURN TO EXISTING
LANDSCAPED BUFFER AREA
SIDEWALK OR MULTI-USE TRAIL LOCATION
AREAS FOR PARALLEL PARKING
NON-RESIDENTIAL FRONTAGE REQUIRED
CROSSWALKS NOT PERMITTED
DRIVEWAYS/INTERSECTIONS NOT PERMITTED
RETURN TO EXISTING CONDITIONS
SUPPLEMENTAL ZONE MIN 5', MAX 13'
EXISTING CONDITIONS
MATCH LINE SEE SHEET 2
MATCH LINE SEE SHEET 4
NORMAN ST
BARNSDALE TER
DUPREE RD


CITY OF WOODSTOCK DOWNTOWN STREET STANDARDS
DRAFT 04/24/19 - MAIN ST SOUTH - SHEET 4
PROPOSED
EXISTING CONDITIONS
FOWLER ST
OAK ST
ELM ST
MILL ST
TOWNE LAKE PKWY
ROPE MILL RD
MAIN STREET
ARNOLD MILLER ROAD
MATCHLINE SEE SHEET 3
NO MIDBLOCK CROSSWALKS WITHIN 300' OF ANOTHER CROSSWALK
NO PARKING WITHIN 50' OF A DRIVEWAY OR INTERSECTION ON APPROACH, 30' ON FAR SIDE
NO DRIVEWAYS OR INTERSECTIONS WITHIN 150' OF ANOTHER DRIVEWAY OR INTERSECTION
10' MULTI-USE TRAIL
*NOTE: PARKING SETBACKS ALSO APPL
MIDBLOCK CROSSWALKS. IF CURB EXTEN
IS PROVIDED, THIS CAN BE REDUCED TO 20'
SETBACK FROM CROSSWALK ON BOTH
APPROACH AND FAR SIDE.
ECTION IMPROVEMENTS
STAFF TO DETERMINE
Y NEEDS
APPLICANTS ON SOUTH SIDE OF ROADWAY MUST CONSULT CITY STAFF FOR PROPER SIDEWALK DESIGN AND RAILROAD CROSSING IN THIS AREA.
LANDSCAPED BUFFER AREA
SIDEWALK OR MULTI-USE TRAIL LOCATION
AREAS FOR PARALLEL PARKING
NON-RESIDENTIAL FRONTAGE REQUIRED
CROSSWALKS NOT PERMITTED
DRIVEWAYS/INTERSECTIONS NOT PERMITTED
RETURN TO EXISTING CONDITIONS
SUPPLEMENTAL ZONE MIN 5', MAX 13'


CITY OF WOODSTOCK DOWNTOWN STREET STANDARDS
DRAFT 04/24/19 - ROPE MILL RD. - SHEET 1
PROPOSED
150' TYP
300' TYP
NO CROSSWALKS WITHIN 300' OF ANOTHEF CROSSWALK
ADD MIDBLOCK CROSSWALK WHERE SIDEWALK ENDS
RECOMMENDED 7' SIDEWALK
NO PARKING, CROSSWALKS, SIDEWALKS, OR DRIVEWAYS DUE TO LIMITED SIGHT DISTANCE AND RAILROAD RIGHTS-OF-WAY
ROPE MILL RD
NO PARKING RECOMMENDED ADJACENT TO ACCELERATION/DECELERATION LANES DUE TO POTENTIAL SIGHT DISTANCE ISSUES.
NO DRIVEWAYS OR INTERSECTIONS WITHIN 150' OF ANOTHER DRIVEWAY OR INTERSECTION
NO PARKING WITHIN 50' OF A DRIVEWAY OR INTERSECTION ON APPROACH, 30' ON FAR SIDE
MATCHLINE SEE SHEET 2
NOTE: PARKING SETBACKS ALSO APPLY TO MIDBLOCK CROSSWALKS. IF CURB EXTENSION IS PROVIDED, THIS CAN BE REDUCED TO 20' SETBACK FROM CROSSWALK ON BOTH APPROACH AND FAR SIDE.
EXISTING CONDITIONS
MATCHLINE SEE SHEET 2


CITY OF WOODSTOCK DOWNTOWN STREET STANDARDS
DRAFT 04/24/19 - ROPE MILL RD. - SHEET 2
PROPOSED
NO PARKING, DRIVEWAYS, OR CROSSWALKS DUE TO LIMITED SIGHT DISTANCE
7' SIDEWALK
10' MULTI USE TRAIL
NO DRIVEWAYS OR INTERSECTIONS WITHIN 150' OF ANOTHER DRIVEWAY OR INTERSECTION
PLANNED INTERSECTION IMPROVEMENTS. CONTACT CITY STAFF TO DETERMINE RIGHT OF WAY NEEDS
NO PARKING ADJACENT TO ACCELERATION/ DECELERATION LANES DUE TO POTENTIAL SIGHT DISTANCE ISSUES
NO PARKING WITHIN 50' OF A DRIVEWAY OR INTERSECTION ON APPROACH, 30' ON FAR SIDE
NO CROSSWALKS WITHIN 300' OF ANOTHER CROSSWALK
150' TYP
ROPE MILL RD
NORTHTOWNE DR
BROWNLEE RD
CARDINAL DR
LANDSCAPED BUFFER AREA
SIDEWALK OR MULTI-USE TRAIL LOCATON
AREAS FOR FARALLEL PARKING
NON-RESIDENTIAL FRONTAGE REQUIRED
CROSSWALKS NOT PERMITTED
DRIVEWAYS/INTERSECTIONS NOT PERMITTED
RETURN TO EXISTING CONDITIONS
SUPPLEMENTAL ZONE MIN 5', MAX 13'
MATCHLINE SEE SHEET 1
EXISTING CONDITIONS
MILL PARK CHASE
ROPE MILL ROAD

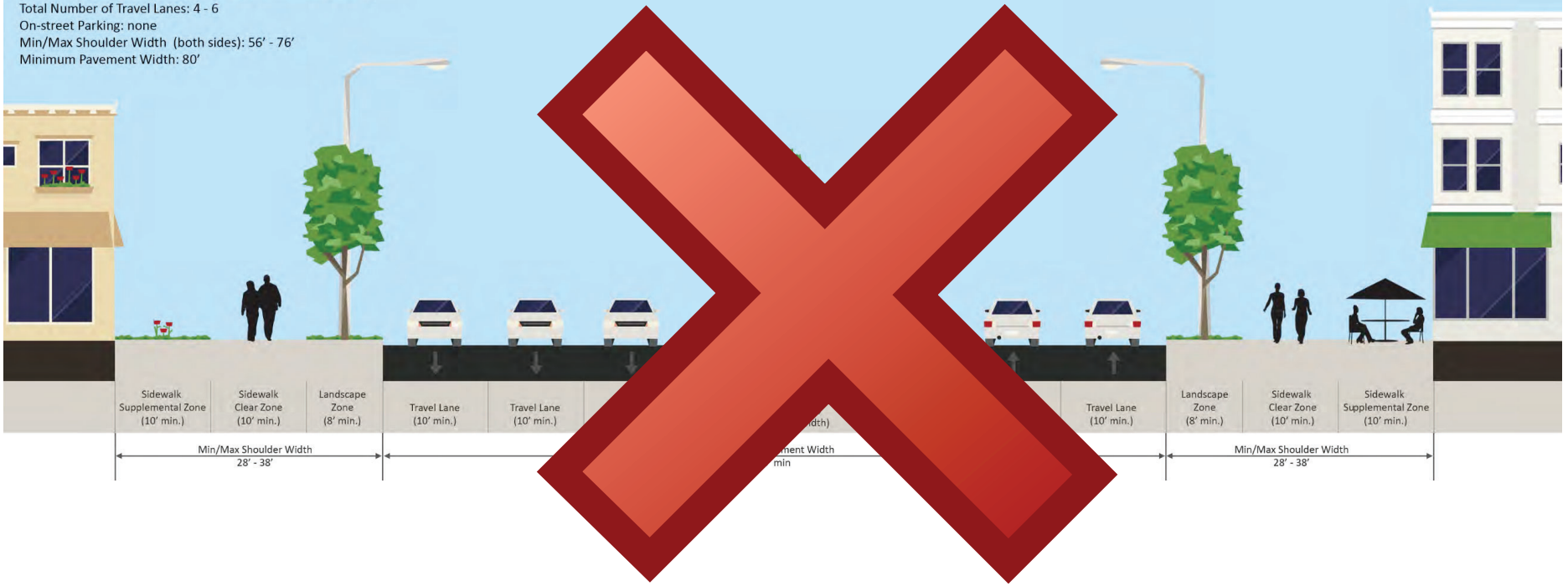
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ARCADIS Design & Consultancy for natural and built assets

Street Type C - Highway Commercial

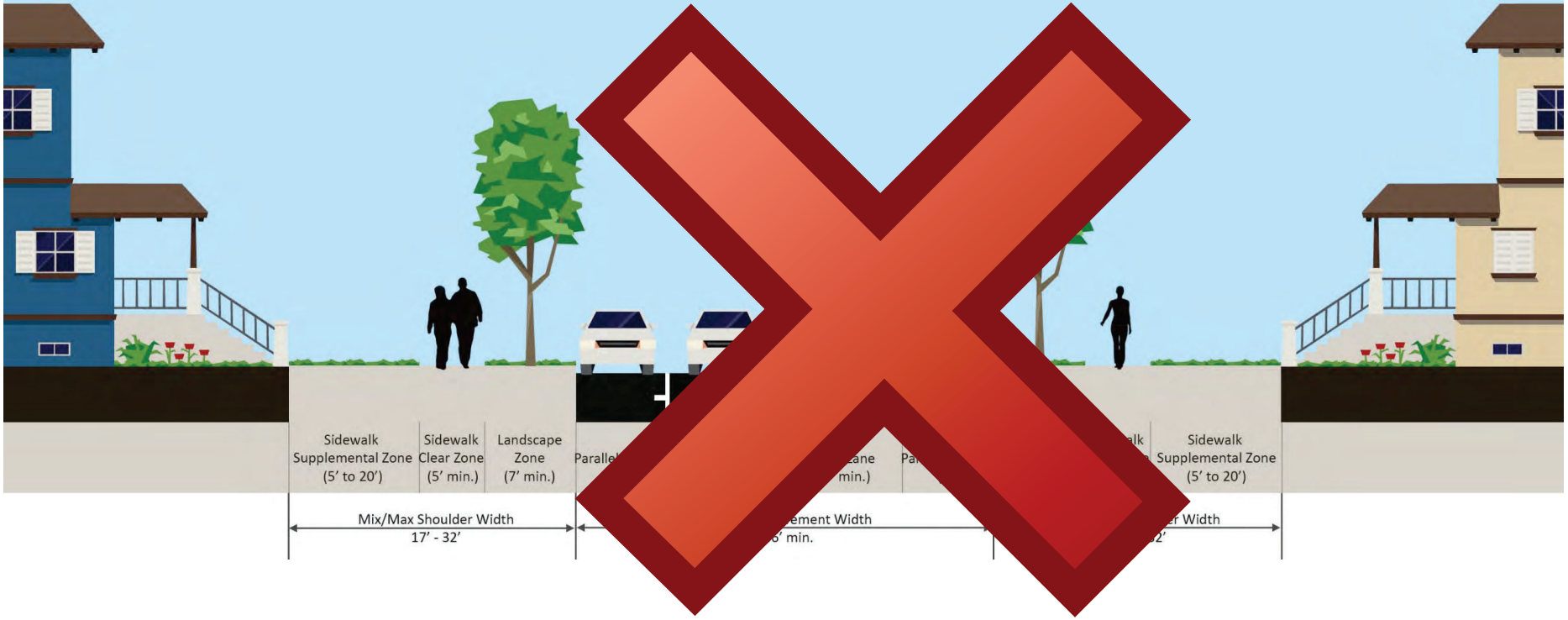
Total Number of Travel Lanes: 4 - 6
On-street Parking: none
Min/Max Shoulder Width (both sides): 56' - 76'
Minimum Pavement Width: 80'



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Street Type D1 - Local Residential

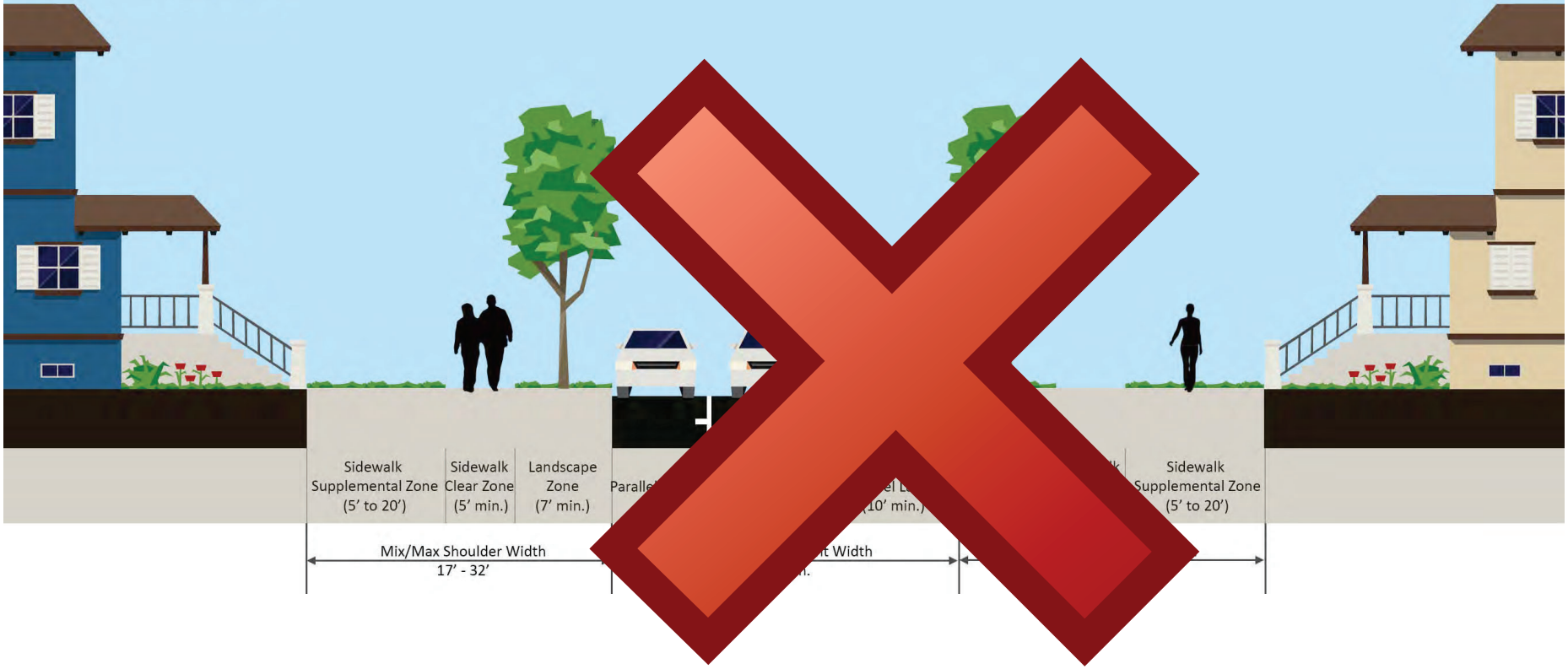
Total Number of Travel Lanes: 2
On-street Parking: yes, parallel
Min/Max Shoulder Width (both sides): 34’ - 64’
Minimum Pavement Width: 36’



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Street Type D2 - Local Residential

Total Number of Travel Lanes: 2
On-street Parking: yes, parallel, one-side
Min/Max Shoulder Width (both sides): 34' - 64'
Minimum Pavement Width: 28'



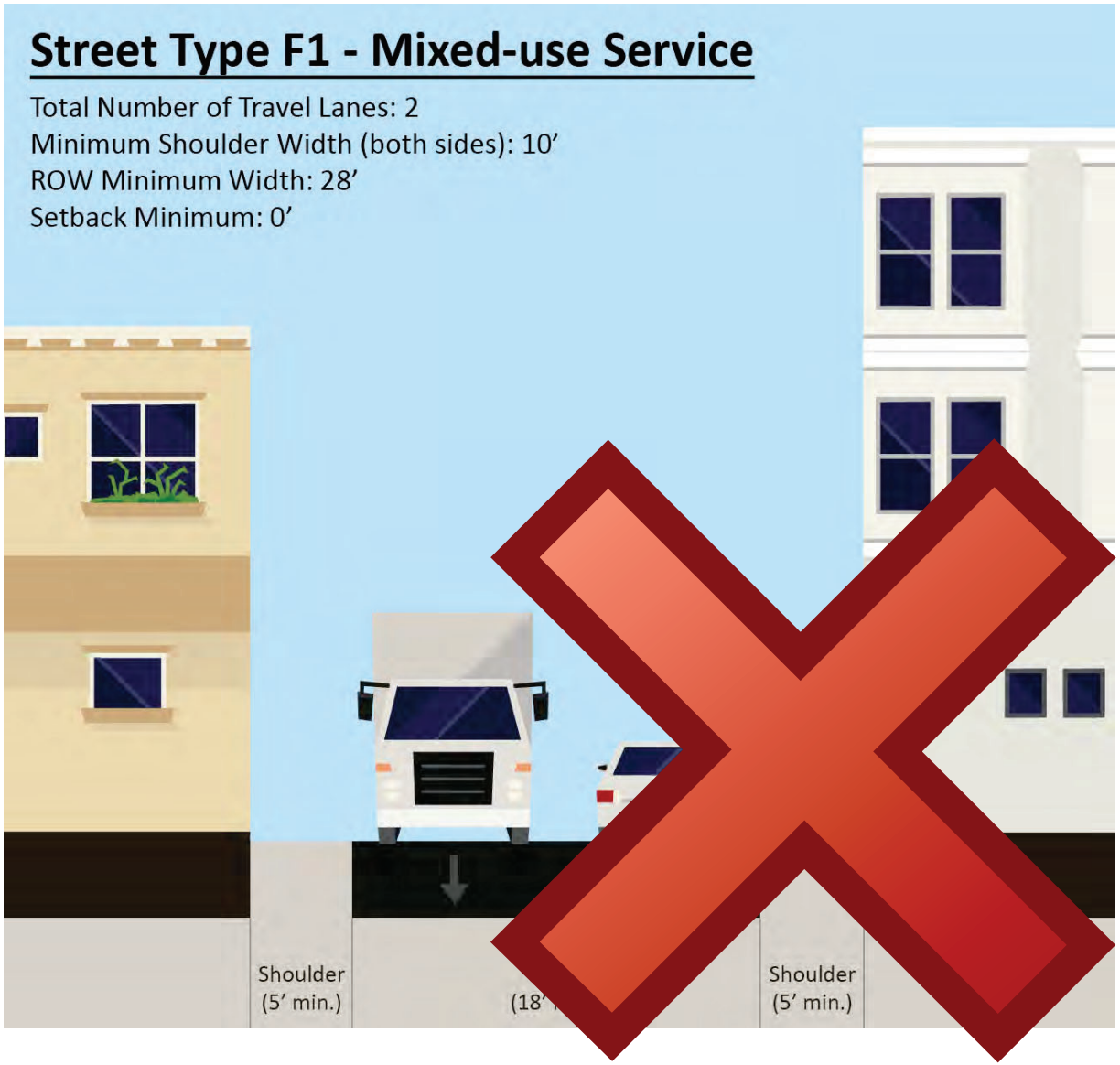
ARCADIS Design & Consultancy for natural and built assets

Street Type E - Commercial Service

Total Number of Travel Lanes: 2
On-street Parking: yes, parallel, angled, perpendicular, or loading zone
Min/Max Shoulder Width (both sides): 12' - 30'
Minimum Pavement Width: 36'

** Supplemental zone only required adjacent to an off-street parking lot.*




Street Type F1 - Mixed-use Service
Total Number of Travel Lanes: 2
Minimum Shoulder Width (both sides): 10’
ROW Minimum Width: 28’
Setback Minimum: 0’
Shoulder
(5’ min.)
Shoulder
(5’ min.)

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Street Type F2 - Residential Alley

Total Number of Travel Lanes: 1
Minimum Shoulder Width (both sides): 12'
ROW Minimum Width: 24'
Setback Minimum: 0'



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Street Type F3 - Residential Alley

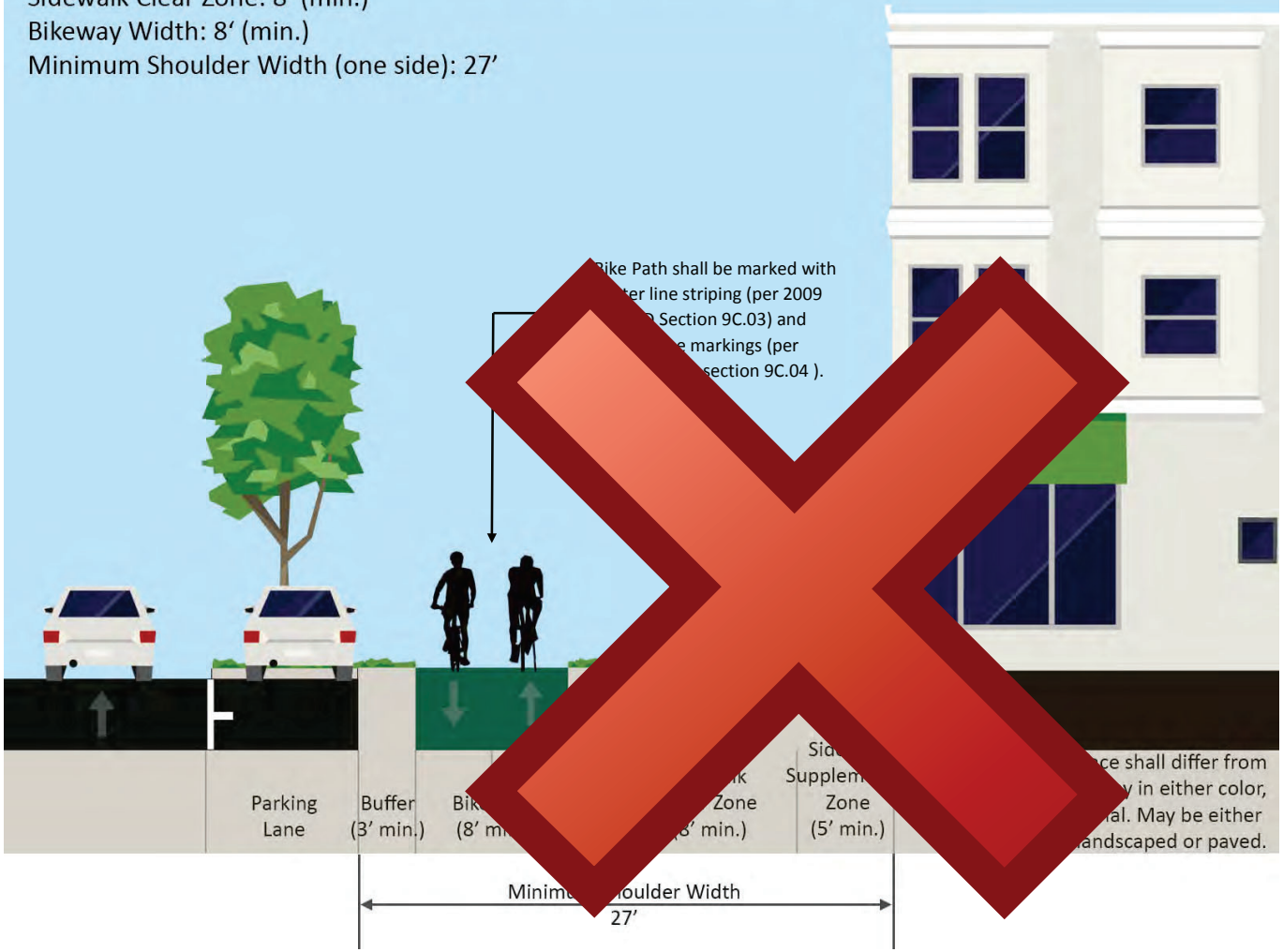
Total Number of Travel Lanes: 1
Minimum Shoulder Width (both sides): 5’
ROW Minimum Width: 22’
Setback Minimum: 18’ - 20’



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GW-1a - Greenway Adjacent to On-Street Parking

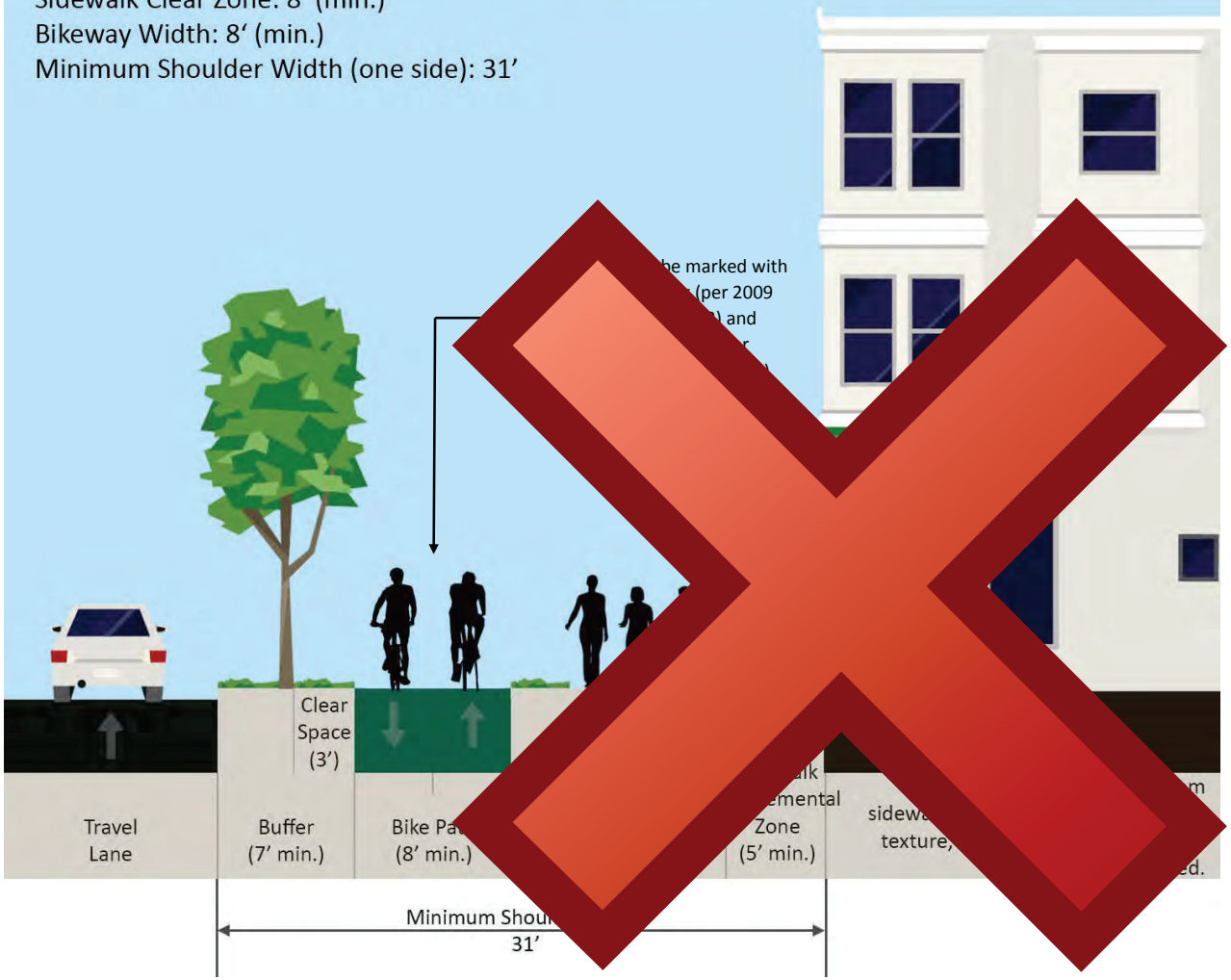
Sidewalk Clear Zone: 8’ (min.)
Bikeway Width: 8‘ (min.)
Minimum Shoulder Width (one side): 27’



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GW-1b - Greenway Adjacent to Travel Lane

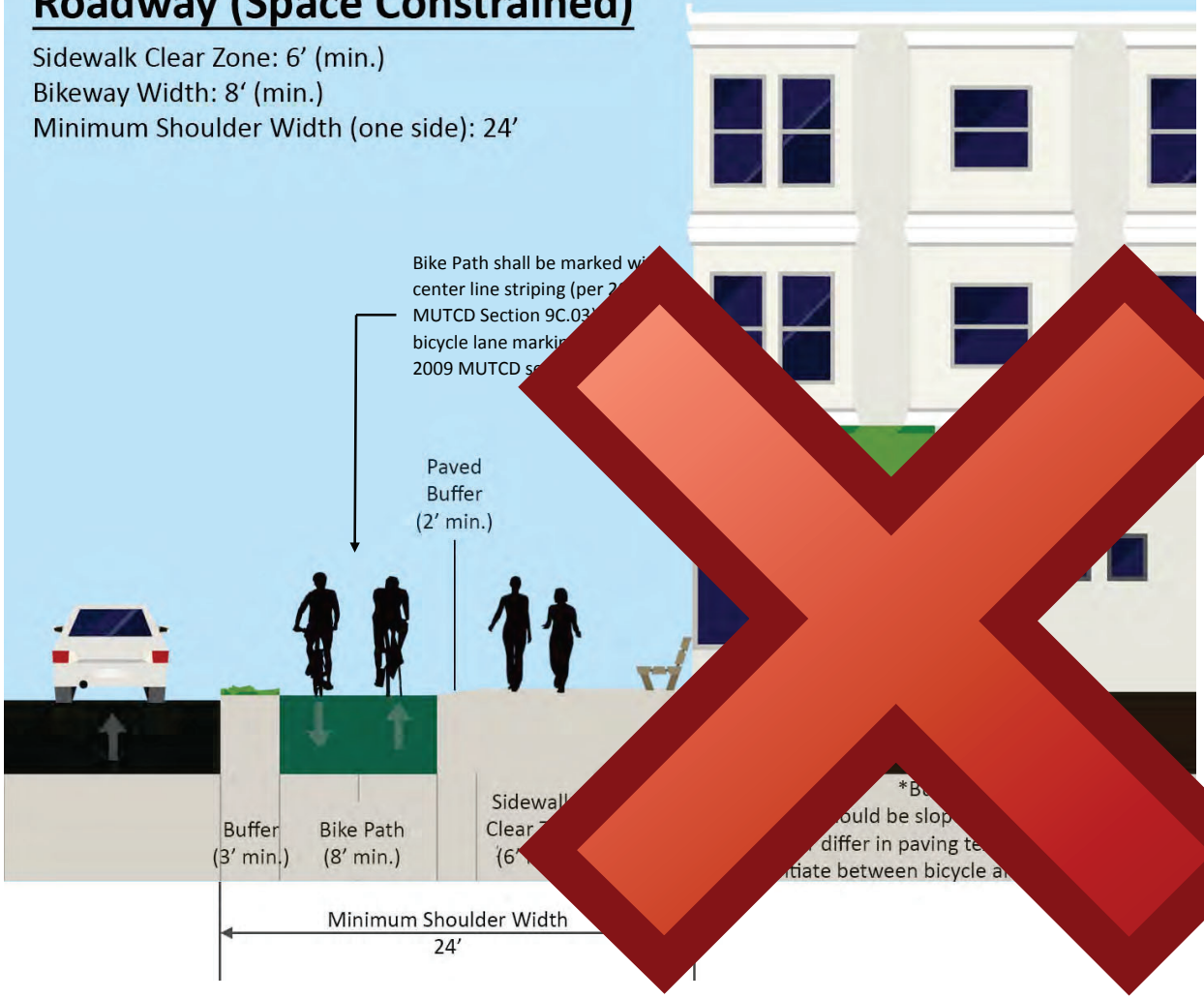
Sidewalk Clear Zone: 8’ (min.)
Bikeway Width: 8‘ (min.)
Minimum Shoulder Width (one side): 31’



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GW-1c - Greenway Adjacent to Roadway (Space Constrained)

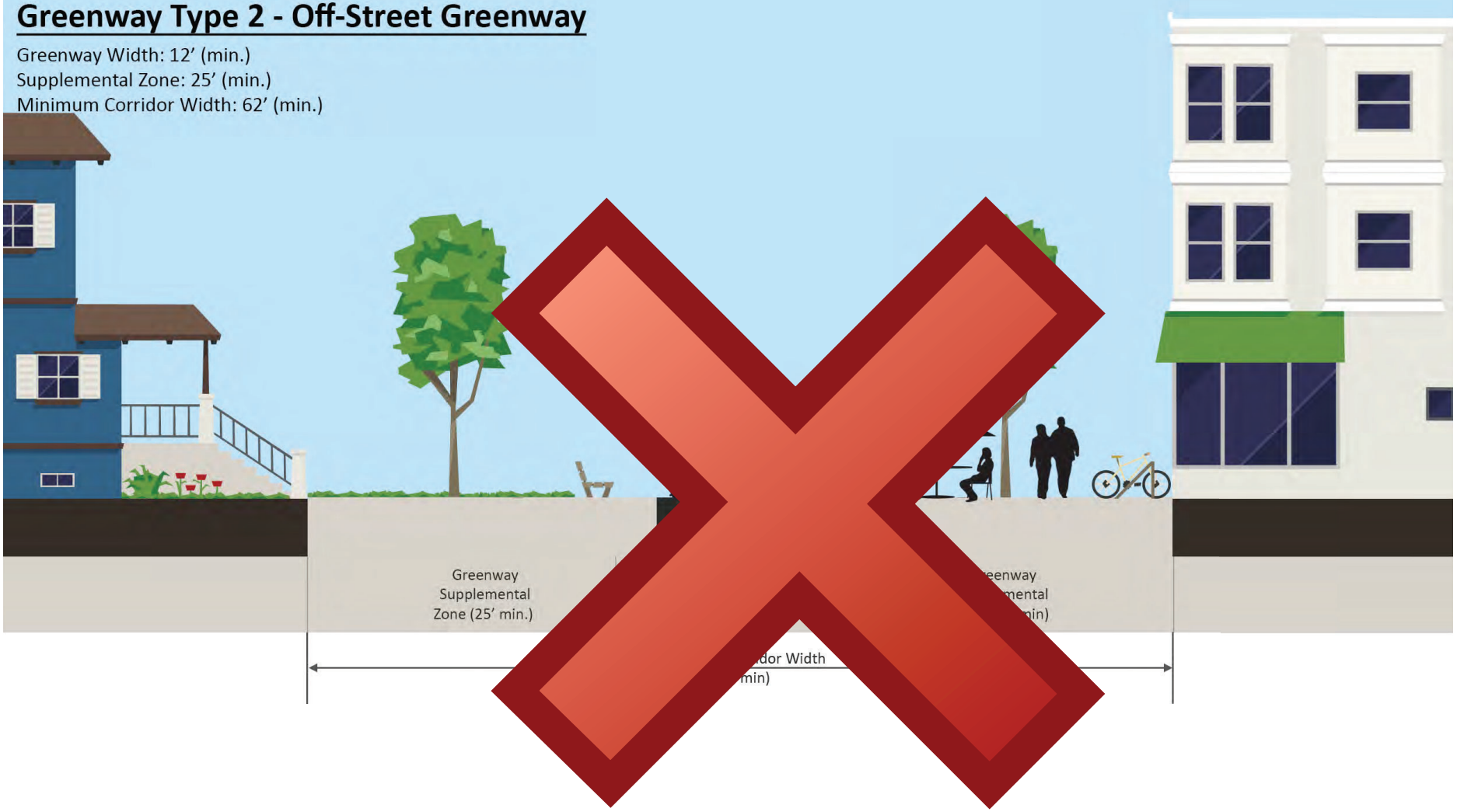
Sidewalk Clear Zone: 6' (min.)
Bikeway Width: 8' (min.)
Minimum Shoulder Width (one side): 24'

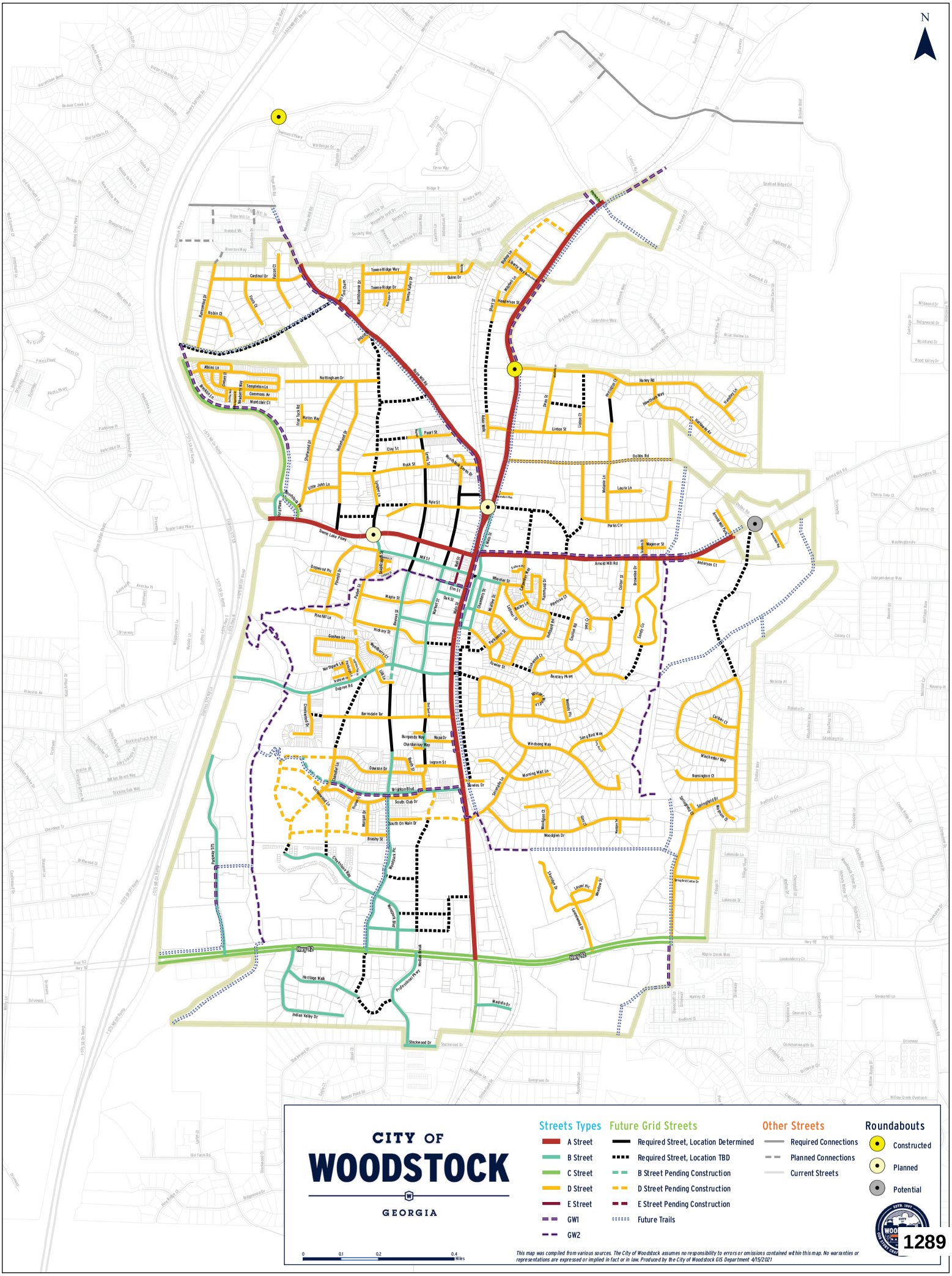


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Greenway Type 2 - Off-Street Greenway

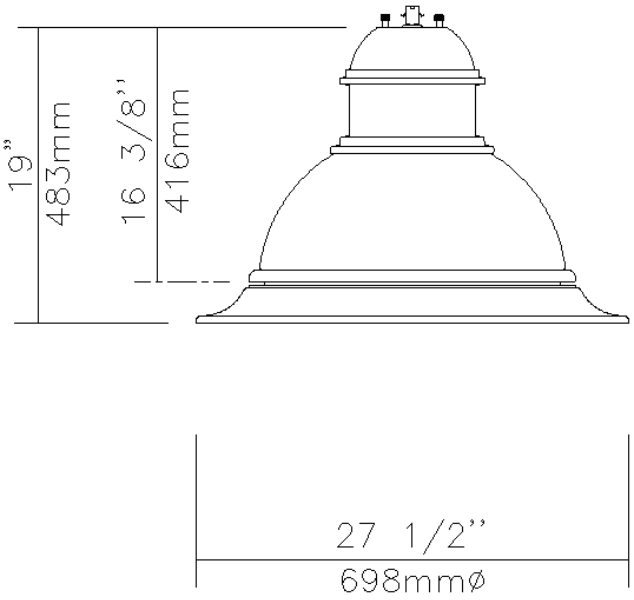
Greenway Width: 12’ (min.)
Supplemental Zone: 25’ (min.)
Minimum Corridor Width: 62’ (min.)




N
CITY OF
WOODSTOCK
GEORGIA
Streets Types
A Street
B Street
C Street
D Street
E Street
GW1
GW2
Future Grid Streets
Required Street, Location Determined
Required Street, Location TBD
B Street Pending Construction
D Street Pending Construction
E Street Pending Construction
Future Trails
Other Streets
Required Connections
Planned Connections
Current Streets
Roundabouts
Constructed
Planned
Potential
0 0.1 0.2 0.4 Miles
This map was compiled from various sources. The City of Woodstock assumes no responsibility to errors or omissions contained within this map. No warranties or representations are expressed or implied in fact or in law. Produced by the City of Woodstock GIS Department 4/15/2021
1289

Placeholder for Streetlight Map & standards for non-primary streetlight fixtures

City of Woodstock





LEDGINE

EPA: 1.42 sq ft / weight: 42 lb (19.1 kg)
Note: 3D image may not represent color or option selected.
Logos above include link, click to access.

Qty **1** Luminaire **DMS50-70W64LED4K-R-LE3F-UNIV-BRTX**

Description of Components:

Hood: A die cast A360.1 aluminum dome complete with a cast-in technical ring with latch and hinge. The mechanism shall offer toolfree access to the inside of the luminaire. An embedded memory-retentive gasket shall ensure weatherproofing.

Housing: In a round shape, this housing is made of cast 356 aluminum, c/w a watertight grommet, mechanically assembled to the bracket with four bolts 3/8-16 UNC. This suspension system permits for a full rotation of the luminaire in 90 degree increments.

Light Engine: LEDgine composed of 5 main components: **Lens / LED lamp / Optical System / Heat Sink / Driver**
Electrical components are RoHS compliant.

Lens: Made of soda-lime clear tempered glass lens, mechanically assembled and sealed onto the lower part of the heat sink.

Lamp: LED Module (Included), LED type Philips Lumileds LUXEON R. Composed of 64 high-performance white LEDs, 70w lamp wattage. Color temperature of 4000 Kelvin nominal, 70 CRI. Operating lifespan based on TM-21 extrapolation to get results after which 50% of LEDs still emits over 70% (L70) of its original lumen output. Use of metal core board insures greater heat transfer and longer lifespan of the light engine. The LED circuit board is included with a quick disconnect wiring connection for ease of replacement.

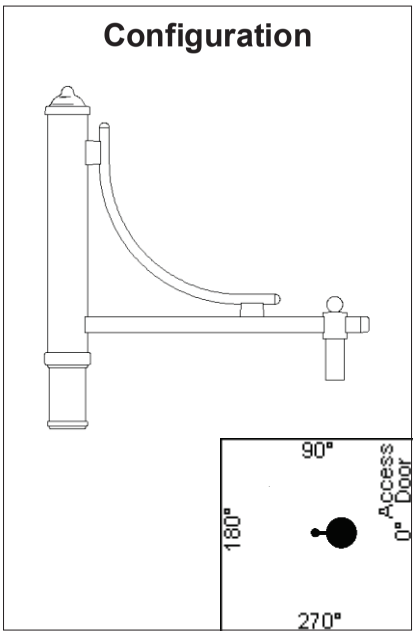
Optical System: (LE3F), IES type III (asymmetrical). Composed of high-performance optical grade PMMA acrylic refractor lenses to achieve desired distribution optimized to get maximum spacing, target lumens and a superior lighting uniformity. Optical system is rated IP66. Performance shall be tested per LM-63, LM-79 and TM-15 (IESNA) certifying its photometric performance. Street side indicated.Dark Sky compliant with 0% uplight and U0 per IESNA TM-15.

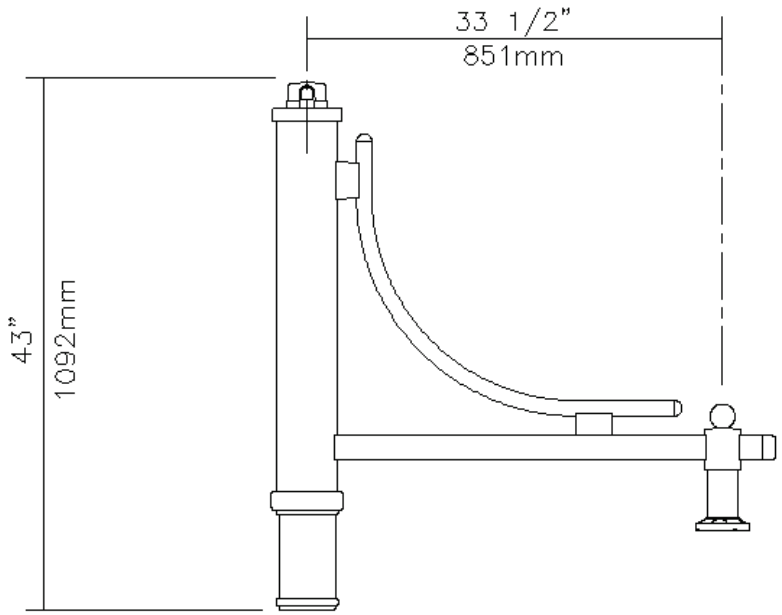
Heat Sink: Heat Sink: Made of die cast A360 aluminum optimising the LEDs efficiency and life, complete with a cast in skirt and technical ring. Product does not use any cooling device with moving parts (only passive cooling device)

Driver: High power factor of 95%. Electronic driver, operating range 50/60 Hz. **Auto-adjusting universal voltage input from 120 to 277 VAC rated for both application line to line or line to neutral, Class I**, THD of 20% max. Maximum ambient operating temperature from -40F(-40C) to 130F(55C) degrees. Certified in compliance to UL1310 cULus requirement. Dry and damp location. Assembled on a unitized removable tray with Tyco quick disconnect plug resisting to 221F(105C) degrees.

The current supplying the LEDs will be reduced by the driver if the driver experiences internal overheating as a protection to the LEDs and the electrical components. Output is protected from short circuits, voltage overload and current overload. Automatic recovery after correction. Standard built-in driver surge protection of 2.5kV (min).

Surge Protector: Surge protector tested in accordance with ANSI/IEEE C62.45 per ANSI/IEEE C62.41.2 Scenario I Category C High Exposure 10kV/10kA waveforms for Line-Ground, Line-Neutral and Neutral-Ground, and in accordance with U.S. DOE (Department of Energy) MSSLC (Municipal Solid-State Street Lighting Consortium) model specification for LED roadway luminaires electrical immunity requirements for High Test Level 10kV / 10kA.





Qty **1** Bracket **CRI-1A-PH8/VOLT-BRTX**

Description of Components:

Arm: Made of aluminum tubing 6061-T6, 2" x 2" (51mm x 51mm), welded.

Decorative Element: Made of cast 356 aluminum, 1 5/8"(42mm) outside diameter, welded.

Adaptor: Made of cast 356 aluminum, welded.

Central Adaptor: Made of aluminum 6061-T6, 5" (127mm) outside diameter. Complete with a cast 356 aluminum fitter that **slip-fits 9" (229mm) over a 4" (102mm) outside diameter pole tenon.** Mechanically assembled using two sets of four set screws at 90 degrees around the bracket.

Bracket Options: (PH8/VOLT),PH8 twist lock type photocell, ___ volts c/w receptacle. Voltage to be determined. Connection done on site by others.

Bracket Weight: 24 lbs (10.9 kg)

Miscellaneous

Description of Components:

Wiring: Gauge (#14) TEW/AWM 1015 or 1230 wires, 6" (152mm) minimum exceeding top of the bracket.

Hardware: All exposed screws shall be stainless steel with Ceramic primer-seal basecoat to reduce seizing of the parts. All seals and sealing devices are made and/or lined with EPDM and/or silicone and/or rubber.

Finish: Color to be **bronze textured (BRTX)** and in accordance with the AAMA 2603 standard. Application of a polyester powdercoat paint (4 mils/100 microns) with ± 1 mils/24 microns of tolerance. The Thermosetting resins provides a discoloration resistant finish in accordance with the ASTM D 2244 standard, as well as luster retention in keeping with the ASTM D 523 standard and humidity proof in accordance with the ASTM-D2247 standard.

The surface treatment achieves a minimum of 2000 hours for salt spray resistant finish in accordance with testing performed and per ASTM-B117 standard.

Note: ***IMPORTANT: All missing details must be clearly specified on the return of these approval drawings. Thank you for your cooperation.***

VOLTAGE:_____

LED products manufacturing standard: The electronic components sensitive to electrostatic discharge (ESD) such as light emitting diodes (LEDs) are assembled in compliance with IEC61340-5-1 and ANSI/ESD S20.20 standards so as to eliminate ESD events that could decrease the useful life of the product.

Quality Control: The manufacturer must provide a written confirmation of its ISO 9001-2008 and ISO 14001-2004 International Quality Standards Certification.

Vibration Resistance: The DMS50 meets the **ANSI C136.31**, American National Standard for Roadway Luminaire Vibration specifications for Bridge/overpass applications. (Tested for 3G over 100 000 cycles by an independent lab)

Web site information details: Click on any specific information details you need:

Paint finish / Warranties / Installation pictures / ISO 9001-2008 Certification / ISO 14001-2004 Certification

LED light engine technical information for DMS50 DMS55 RN20 RN30 TR20 AT50 with flat lens

LED = Philips Lumileds Luxeon R, CRI = 70, CCT = 4000K (+/- 350K)

System (LED + driver) rated life = 100,000 hrs [1]

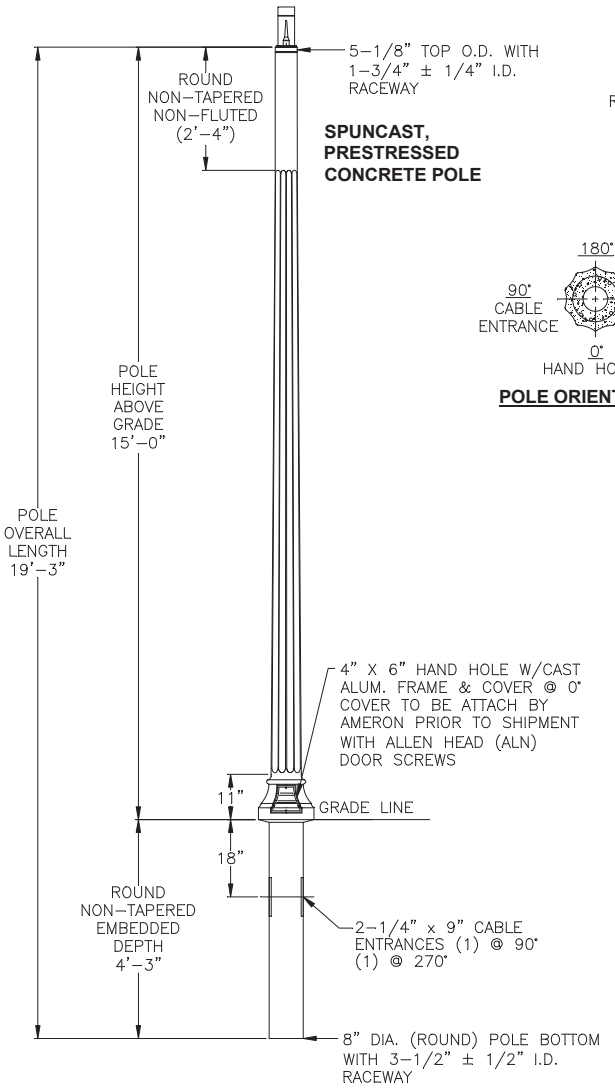
Lamp	Typical delivered lumens	Typical system wattage [2] (W)	Typical current @ 120 V (A)	Typical current @ 208 V (A)	Typical current @ 240 V (A)	Typical current @ 277 V (A)	LED current (mA)	HID equivalent [3]	Luminaire Efficacy Rating (Lm/W)	BUG rating
35W32LED4K-R-LE2F	3678	35	0.29	0.17	0.16	0.15	350	70 -100	105.1	B1-U0-G1
35W32LED4K-R-LE3F	3859	35	0.29	0.17	0.16	0.15	350	70 -100	110.2	B1-U0-G1
35W32LED4K-R-LE4F	3578	35	0.29	0.17	0.16	0.15	350	70 -100	102.2	B1-U0-G1
35W32LED4K-R-LE5F	3552	35	0.29	0.17	0.16	0.15	350	70 -100	101.5	B2-U0-G1
55W32LED4K-R-LE2F	5141	52	0.40	0.23	0.21	0.19	530	100 - 150	98.9	B1-U0-G1
55W32LED4K-R-LE3F	5404	52	0.40	0.23	0.21	0.19	530	100 - 150	103.9	B2-U0-G1
55W32LED4K-R-LE4F	5002	52	0.40	0.23	0.21	0.19	530	100 - 150	96.2	B1-U0-G1
55W32LED4K-R-LE5F	4966	52	0.40	0.23	0.21	0.19	530	100 - 150	95.5	B3-U0-G1
55W48LED4K-R-LE2F	5301	55	0.38	0.22	0.23	0.21	350	100 - 150	96.4	B1-U0-G1
55W48LED4K-R-LE3F	5566	55	0.38	0.22	0.23	0.21	350	100 - 150	101.2	B2-U0-G1
55W48LED4K-R-LE4F	5158	55	0.38	0.22	0.23	0.21	350	100 - 150	93.8	B1-U0-G1
55W48LED4K-R-LE5F	5120	55	0.38	0.22	0.23	0.21	350	100 - 150	93.1	B3-U0-G1
80W48LED4K-R-LE2F	7454	79	0.63	0.36	0.34	0.31	530	150 - 175	94.3	B2-U0-G1
80W48LED4K-R-LE3F	7833	79	0.63	0.36	0.34	0.31	530	150 - 175	99.2	B2-U0-G2
80W48LED4K-R-LE4F	7252	79	0.63	0.36	0.34	0.31	530	150 - 175	91.8	B2-U0-G2
80W48LED4K-R-LE5F	7200	79	0.63	0.36	0.34	0.31	530	150 - 175	91.1	B3-U0-G1
70W64LED4K-R-LE2F	7478	71	0.58	0.34	0.32	0.3	350	100 - 150	105.3	B2-U0-G1
70W64LED4K-R-LE3F	7849	71	0.58	0.34	0.32	0.3	350	100 - 150	110.6	B2-U0-G2
70W64LED4K-R-LE4F	7276	71	0.58	0.34	0.32	0.3	350	100 - 150	102.5	B2-U0-G2
70W64LED4K-R-LE5F	7223	71	0.58	0.34	0.32	0.3	350	100 - 150	101.7	B3-U0-G1
110W64LED4K-R-LE2F	10565	103	0.8	0.46	0.42	0.38	530	175 - 200	102.6	B2-U0-G2
110W64LED4K-R-LE3F	11097	103	0.8	0.46	0.42	0.38	530	175 - 200	107.7	B3-U0-G2
110W64LED4K-R-LE4F	10279	103	0.8	0.46	0.42	0.38	530	175 - 200	99.8	B2-U0-G2
110W64LED4K-R-LE5F	10206	103	0.8	0.46	0.42	0.38	530	175 - 200	99.1	B3-U0-G2
90W80LED4K-R-LE2F	9163	87	0.78	0.43	0.40	0.34	350	150 - 175	105.3	B2-U0-G2
90W80LED4K-R-LE3F	9626	87	0.78	0.43	0.40	0.34	350	150 - 175	110.6	B3-U0-G2
90W80LED4K-R-LE4F	8915	87	0.78	0.43	0.40	0.34	350	150 - 175	102.5	B2-U0-G2
90W80LED4K-R-LE5F	8851	87	0.78	0.43	0.40	0.34	350	150 - 175	101.7	B3-U0-G2
135W80LED4K-R-LE2F	12894	129	1.15	0.61	0.58	0.5	530	250 - 320	100.0	B3-U0-G2
135W80LED4K-R-LE3F	13544	129	1.15	0.61	0.58	0.5	530	250 - 320	105.0	B3-U0-G2
135W80LED4K-R-LE4F	12545	129	1.15	0.61	0.58	0.5	530	250 - 320	97.2	B3-U0-G2
135W80LED4K-R-LE5F	12454	129	1.15	0.61	0.58	0.5	530	250 - 320	96.5	B4-U0-G2

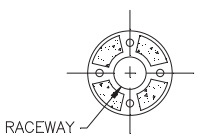
[1] L70 = 100,000 hrs (at ambient temperature = 25°C and forward current = 700 mA)

[2] System wattage includes the lamp and the LED driver.

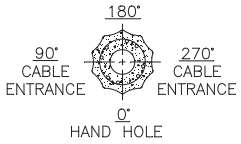
[3] Equivalence should always be confirmed by a photometric layout

Note : Due to rapid and continuous advances in LED technology, LED luminaire data is subject to change without notice and at the discretion of Philips.

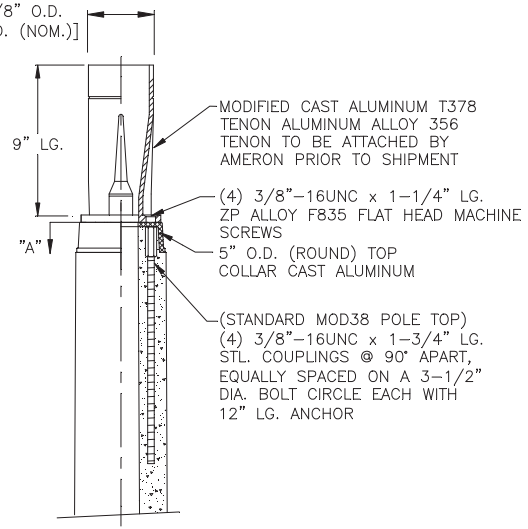




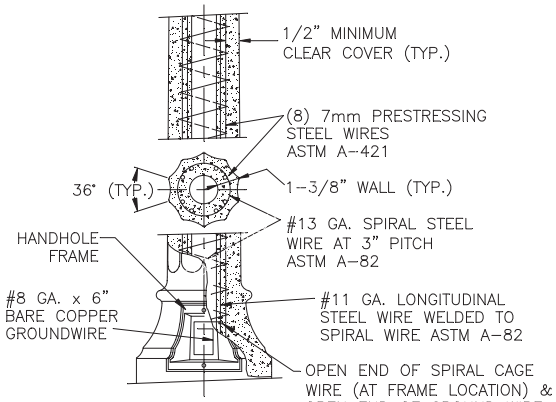
VIEW A



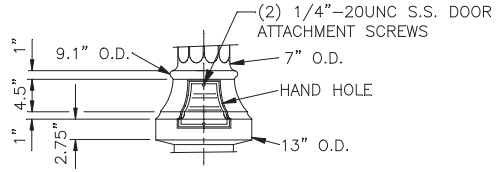
POLE ORIENTATIONS



POLE TOP DETAILS



POLE SECTION



BELL DETAIL

REV.	DATE	DESCRIPTION	DRN.	APPR.

"F" LEVEL CONFIG CODES		
OPTION CLASS	ENTRY	INFO.
COATING	A	
HH COVER	66565E	
DOOR SCR	ALN	
MISC. MOD	MODFE	NOTE#7

"P" LEVEL CONFIG CODES		
OPTION CLASS	ENTRY	INFO.
MIX	11	
FINISH	3	
COLLAR SHAPE	65825E	ROUND
POLE TOP CON.	MOD38	
STRUC. MOD	MODDCI	NOTE#8

VICTORIAN EMBEDDED FLUTED POLE

POLE DESIG–NATION	POLE HEIGHT ABOVE GRADE	EMBEDDED DEPTH	POLE OVERALL LENGTH	BUTT DIAMETER	ULTIMATE G.L. MOMENT (ft.–lbs.)	POLE WEIGHT (lbs.)
VEF04.6	15'–0"	4'–3"	19'–3"	13"	15,000	725

( ) POLES REQUIRED, EACH WITH MODIFIED CAST ALUMINUM T378 TENON ASSEMBLY, 3-7/8" O.D. x 9" LG. (P/N: 40378EM9A)

NOTES:

1. **MIX (113A): GRAY NATURAL, EXPOSED AGGREGATE FINISH WITH ARCHITECTURAL GLOSS ACRYLIC COATING.**
2. **ASTM C-150 TYPE III GRAY CEMENT.**
3. **f'c @ 28 DAYS = 7,000 PSI, USING SPUN CYLINDER TEST.**
4. **f'c @ 28 DAYS = 5,000 PSI, USING ASTM C-31 CYLINDER TEST.**
5. **POLES MANUFACTURED PER ASTM C-1089-06 SPECIFICATIONS.**
6. **PROTECTIVE COAT EXPOSED P.C. WIRES AT POLE ENDS.**
7. **MODFE: POLE BOTTOM PREPARATION FOR FREEZING OR CORROSIVE COASTAL ENVIRONMENT; SEE DOCUMENTATION.**
8. **MODDCI: CORROSION INHIBITOR MIX MODIFICATION.**
9. **THE POLE (& IMPLIED TENON TOP ASSEMBLY) DEPICTED ON THIS DRAWING IS DESIGNED TO WITHSTAND THE LOADS IMPARTED BY A SINGLE LUMEC CRI-1A-BR ARM (NOT TO EXCEED 34" OFFSET, 2.65 SQ FT EPA, 30 LBS.) WITH THE ARM SUPPORTING A SINGLE LUMEC DOMUS PENDANT TYPE LUMINAIRE (NOT TO EXCEED 2.0 SQ. FT. EPA, 50 POUNDS), AS DESIGNED PER THE 2009 AASHTO LTS-5 USING A 90 MPH WIND ZONE (3-SECOND GUSTS). PLEASE ADVISE IF THE INTENDED LOADING EXCEEDS THESE VALUES.**

APPROVED BY DATE

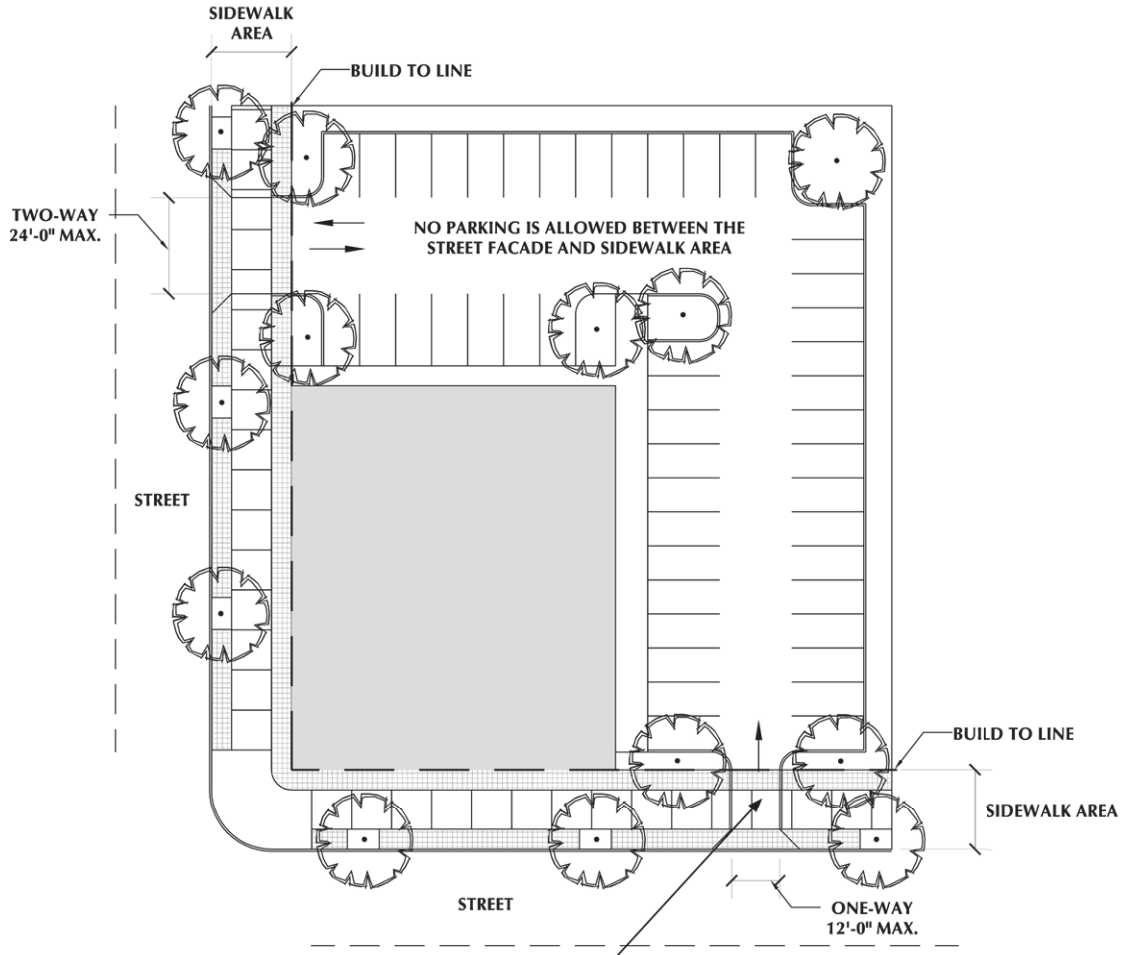
Ameron Pole Products

CITY OF WOODSTOCK -- GEORGIA
VEF04.6 POLES WITH TENON ASSEMBLY

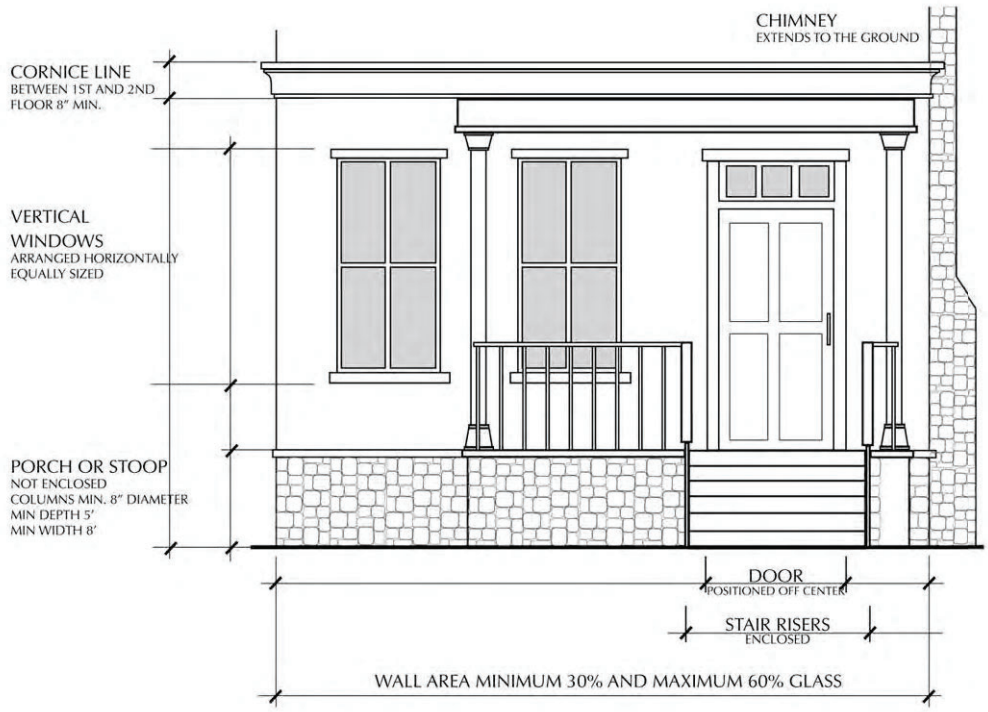
THIS DOCUMENT CONTAINS INFORMATION WHICH IS PROPRIETARY TO NOV AMERON. IT SHALL NOT BE REPRODUCED, USED OR DISCLOSED TO ANYONE WITHOUT THE PRIOR WRITTEN PERMISSION OF NOV AMERON.

DRAWN: M.L.	06/12	SCALE	DWG. NO.	REV
CHK'D:		N.T.S.	1206–051	

Build-to Line, Driveway Widths



RESIDENTIAL TREATMENT





RESIDENTIAL TREATMENT is provided on the first-story of a STREET FACADE. It includes equally sized vertical windows arranged horizontally and an entry stoop or porch at the primary STREET FACADE entrance.



RESIDENTIAL TREATMENT





Adjacent to a RESIDENTIAL TREATMENT is the SIDEWALK AREA, which includes the SIDEWALK LANDSCAPED ZONE, SIDEWALK CLEAR ZONE, and SIDEWALK SUPPLEMENTAL ZONE.



Sidewalk Area

Sidewalk Landscape Zone

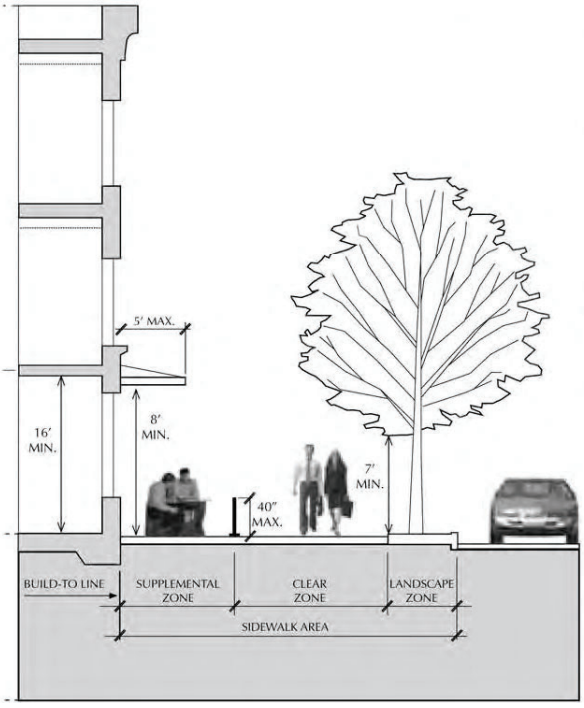
- Reserved for the placement of trees, ground cover, and street furniture
- Street furniture includes utility poles, waste receptacles, fire hydrants, traffic signs, traffic control boxes, tree grates, newspaper boxes, bus shelters, bicycle racks, etc.

Sidewalk Clear Zone

- Reserved for pedestrian passage
- Unobstructed by permanent objects to a height of eight (8) feet

Sidewalk Supplemental Zone

- May be used for pedestrian amenity elements such as benches, merchandise display, etc.
- Outdoor dining is permitted only when adjacent to eating and drinking establishments

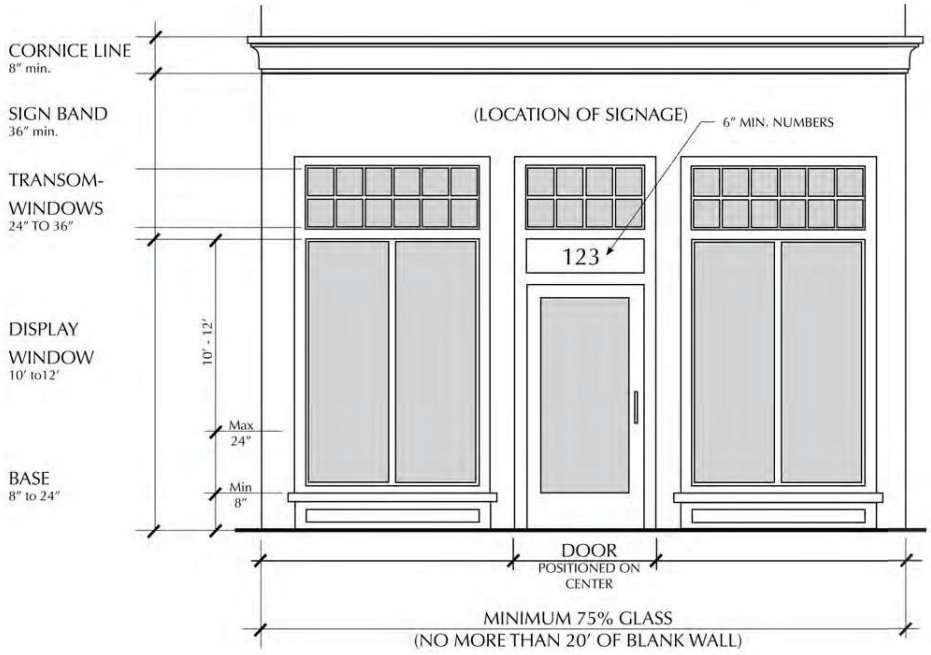








STOREFRONT TREATMENT





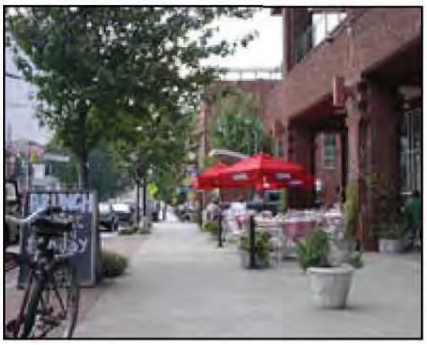
STOREFRONT TREATMENT is provided on the first-story of a STREET FACADE. It includes a non-glass base or knee wall, glass displaywindows, a glass transom, a non-glass sign band, a cornice line above the sign band, street address numbers, and a primary pedestrian entrance.

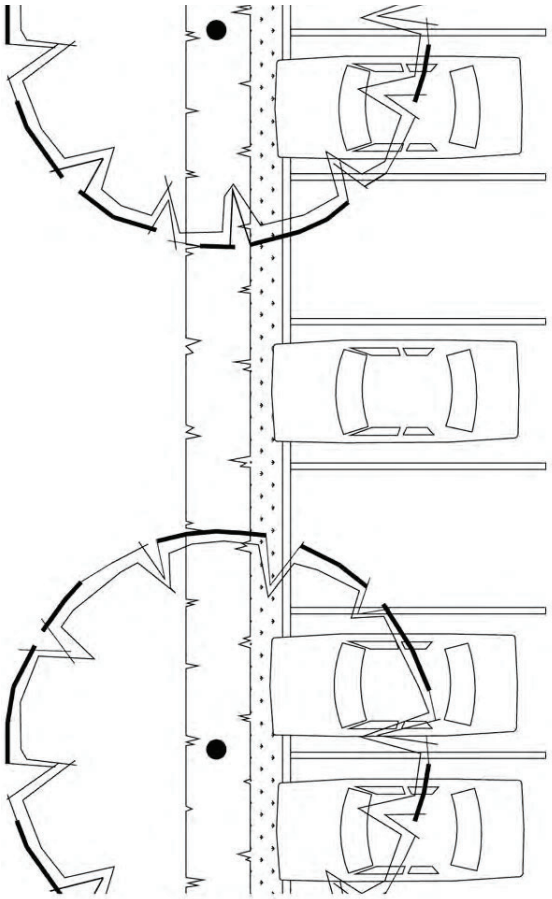
STOREFRONT TREATMENT



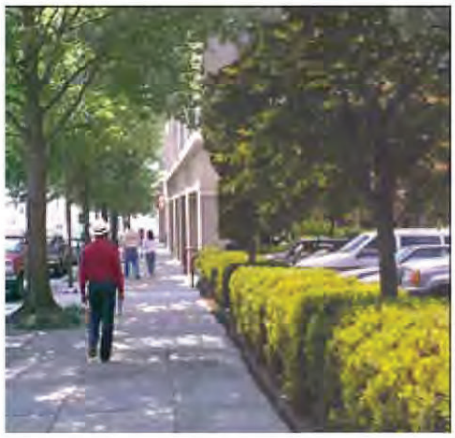


Adjacent to a STOREFRONT TREATMENT is the SIDEWALK AREA, which includes the SIDEWALK LANDSCAPED ZONE, SIDEWALK CLEAR ZONE, and SIDEWALK SUPPLEMENTAL ZONE.

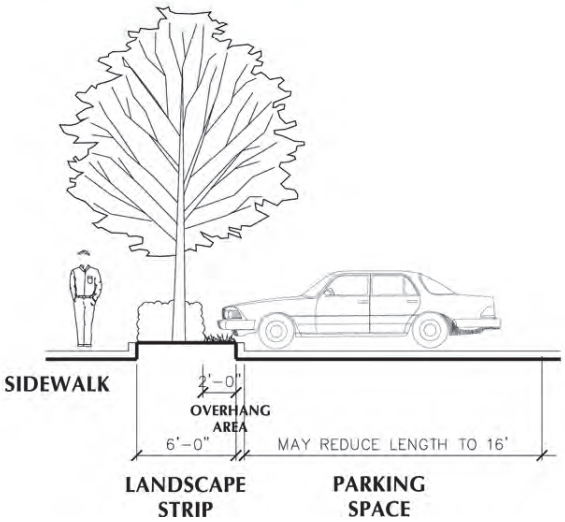




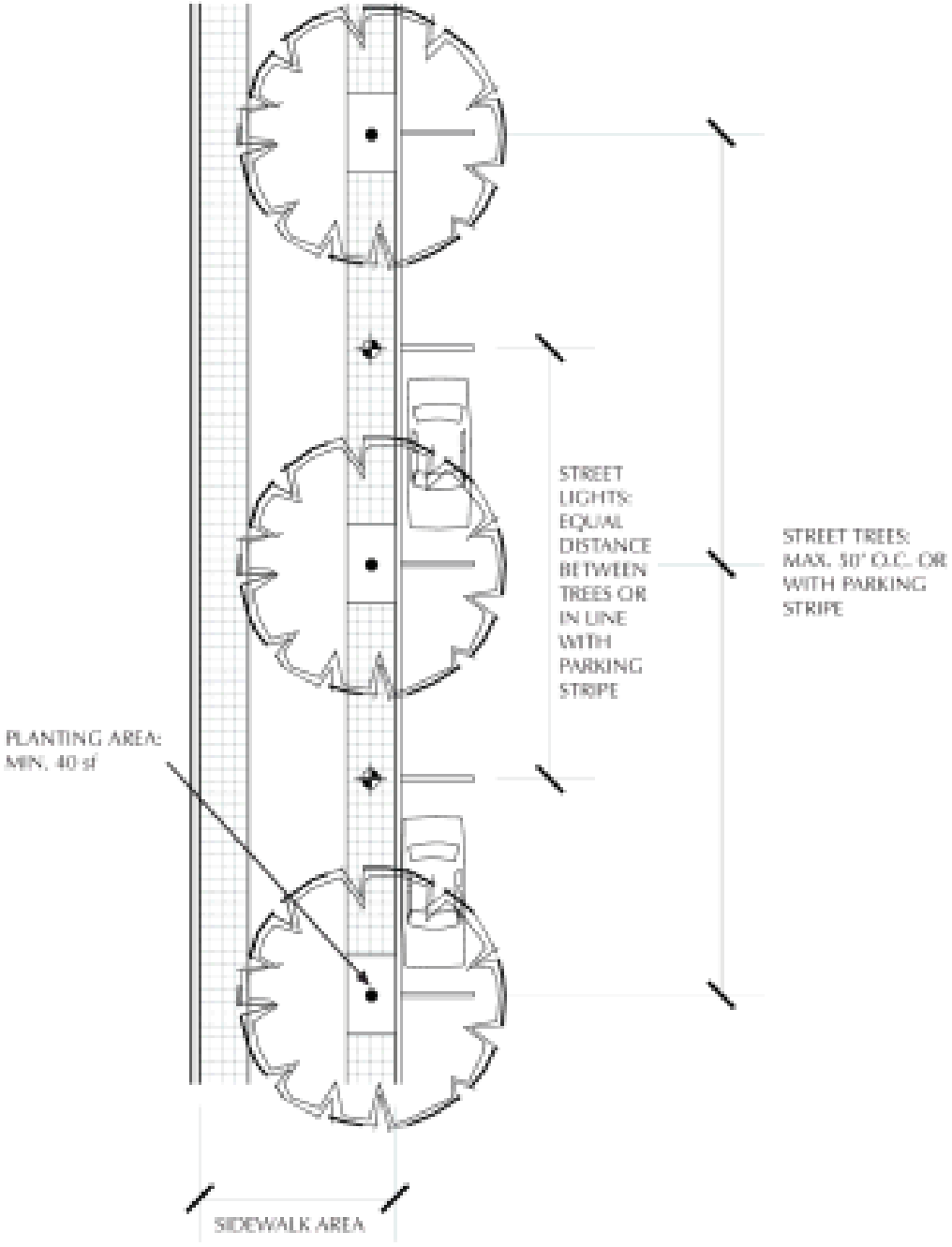
Planting Strip and Parking Space Size Reduction



Where the end of a parking space has a permanent concrete or masonry curb and abuts a landscaped area that is a minimum width of six (6) feet, the depth of such space may be reduced by two (2) feet.

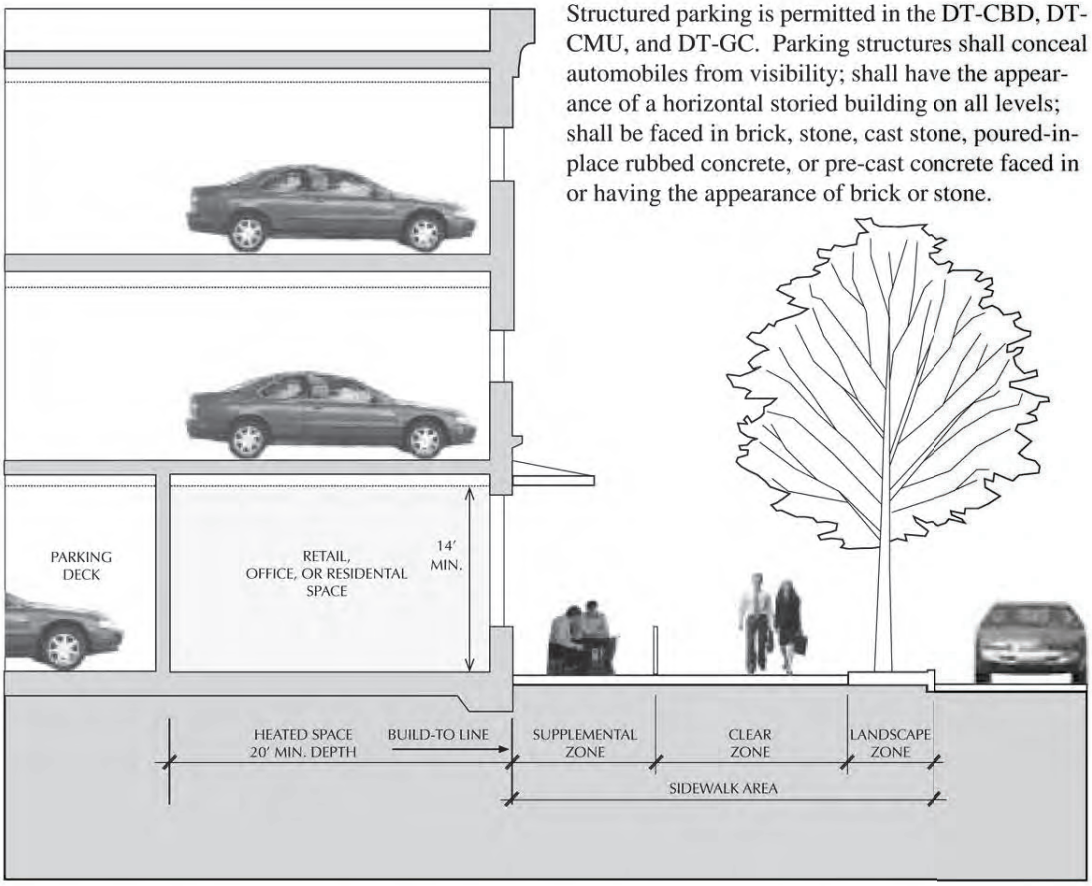


Street Trees and Street Lighting Placement



Parking Decks

Structured parking is permitted in the DT-CBD, DT-CMU, and DT-GC. Parking structures shall conceal automobiles from visibility; shall have the appearance of a horizontal storied building on all levels; shall be faced in brick, stone, cast stone, poured-in-place rubbed concrete, or pre-cast concrete faced in or having the appearance of brick or stone.

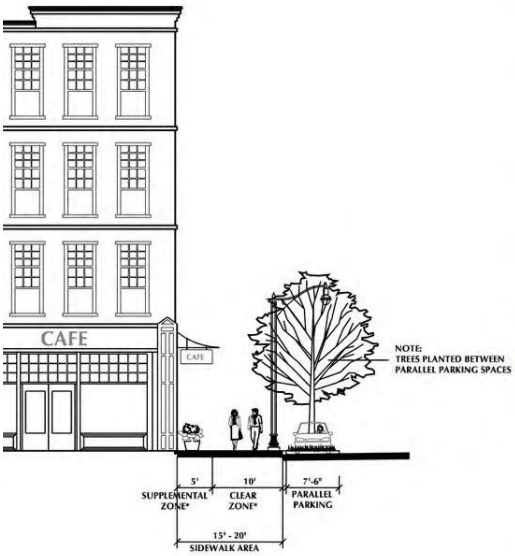


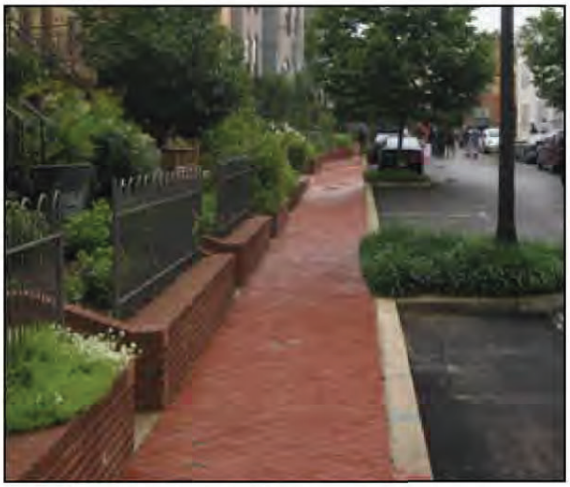




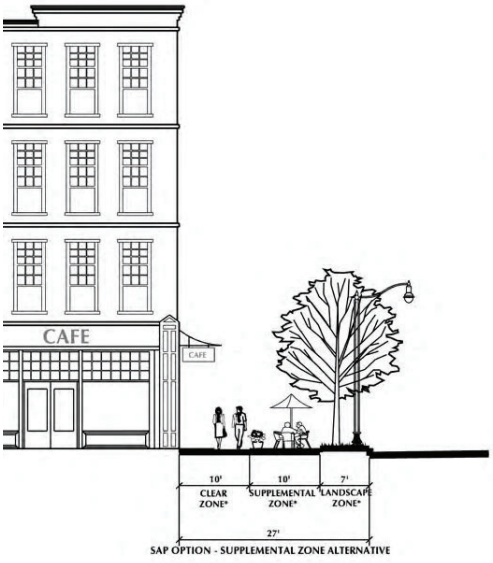


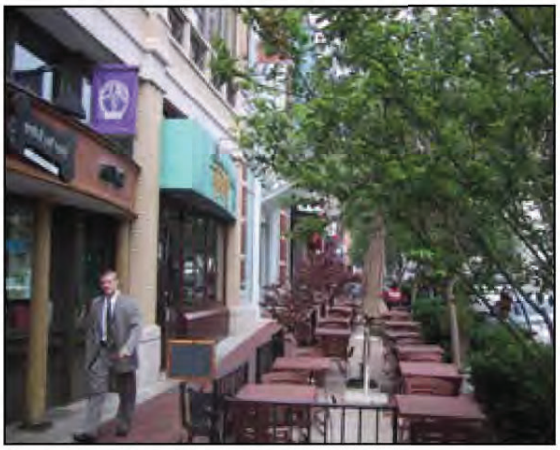
Streetscape SAP Options





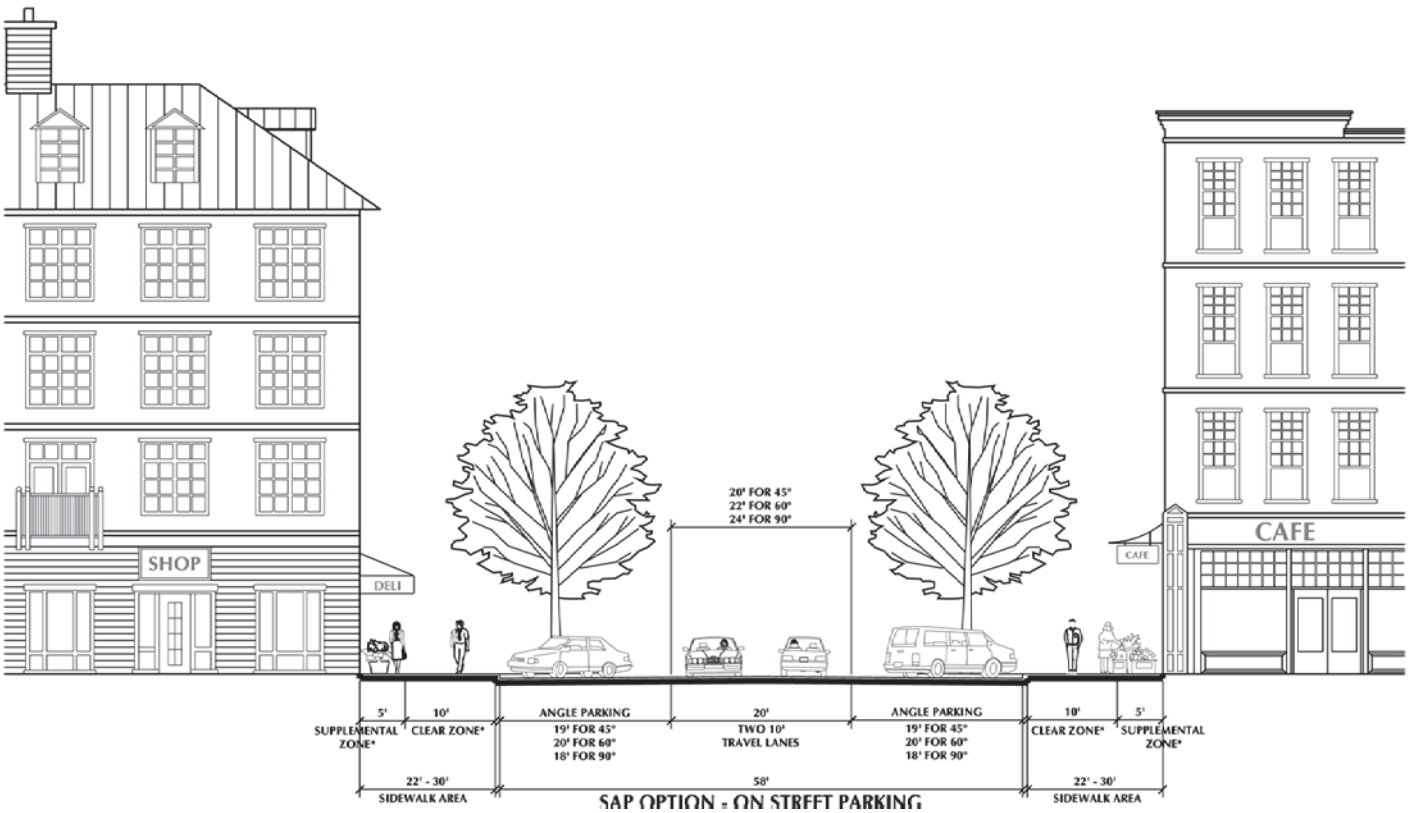
A SAP may be approved for alternate SIDEWALK LANDSCAPE ZONE treatments for streets with on-street parking, not including arterial, collector, or GIVE-WAY streets, where the requirements for street trees within the SIDEWALK LANDSCAPE ZONE are met by locating landscape bulb-outs between on-street parking spaces.





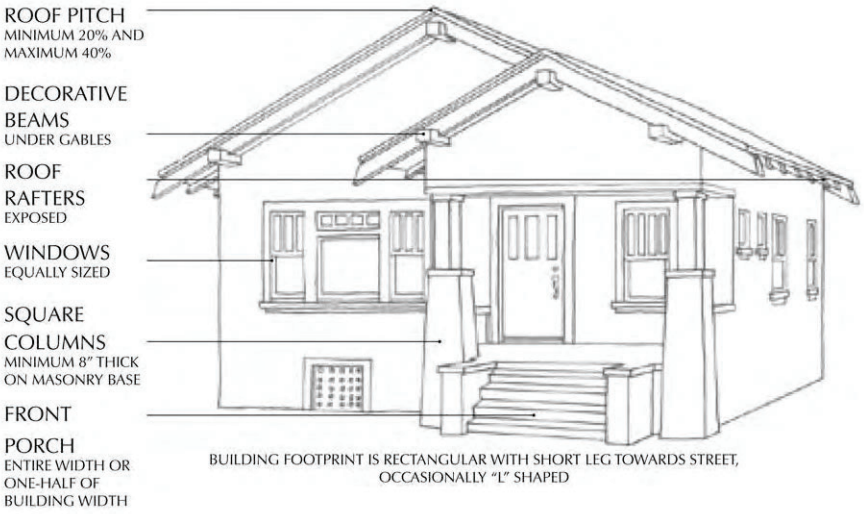
A SAP may be approved for an alternate SIDEWALK SUPPLEMENTAL ZONE treatment where the SIDEWALK SUPPLEMENTAL ZONE is a minimum width of ten (10) feet and is located between the SIDEWALK LANDSCAPE ZONE and SIDEWALK CLEAR ZONE for purposes of outdoor dining.

Parking SAP Option



SAP OPTION - ON STREET PARKING

Historic Overlay Zone Architectural Styles
Craftsman



BUILDING FOOTPRINT IS RECTANGULAR WITH SHORT LEG TOWARDS STREET, OCCASIONALLY "L" SHAPED

Principle Subtypes



Hipped Roof



Front-Gabled Roof



Cross-Gabled Roof

ILLUSTRATIONS AND SUBTYPES FROM "A FIELD GUIDE TO NORTH AMERICAN HOUSES" BY VIRGINIA & LEE MCALESTER, 1994





Historic Overlay Zone Architectural Styles
Folk



BUILDING FOOTPRINT IS RECTANGULAR OR "L" SHAPED, SHORT LEG TOWARDS STREET

Principle Subtypes


Front-Gabled Roof


Side-Gabled, One-Story


Side-Gabled, Two-Story


Pyramidal


Gable-Front and Wing

ILLUSTRATIONS AND SUBTYPES FROM "A FIELD GUIDE TO NORTH AMERICAN HOUSES" BY VIRGINIA & LEE MCALESTER, 1994





Historic Overlay Zone Architectural Styles
Simple Queen Anne



BUILDING FOOTPRINT IS RECTANGULAR OR "L-SHAPED," WHICH MAY HAVE A CIRCULAR TOWER BASE.

Principle Subtypes



Hipped Roof with Lower Cross Gables



Cross-Gabled Roof



Front-Gabled Roof



Townhouse

ILLUSTRATIONS AND SUBTYPES FROM "A FIELD GUIDE TO NORTH AMERICAN HOUSES" BY VIRGINIA & LEE MCALESTER, 1994



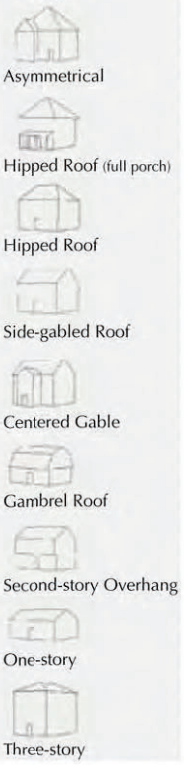


Historic Overlay Zone Architectural Styles
Colonial Revival



BUILDING FOOTPRINT IS RECTANGULAR WITH LONG END FACING THE STREET.

Principle Subtypes

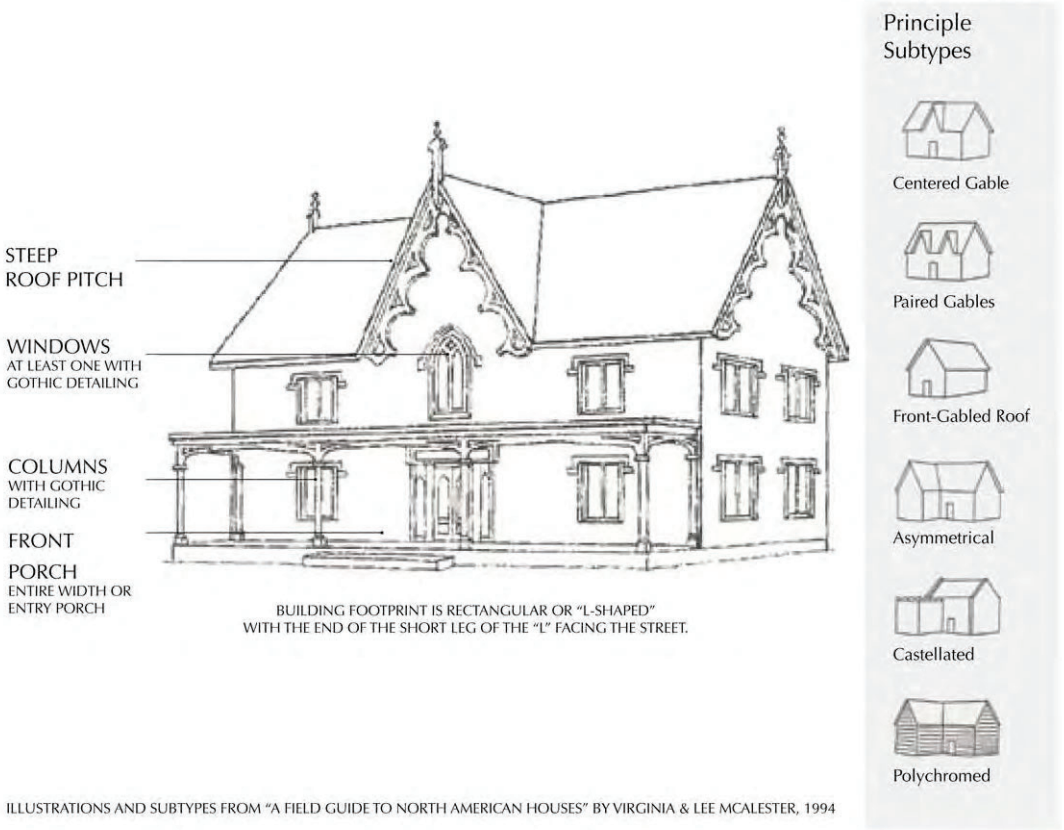


ILLUSTRATIONS AND SUBTYPES FROM "A FIELD GUIDE TO NORTH AMERICAN HOUSES" BY VIRGINIA & LEE MCALESTER, 1994





Historic Overlay Zone Architectural Styles
Gothic Revival



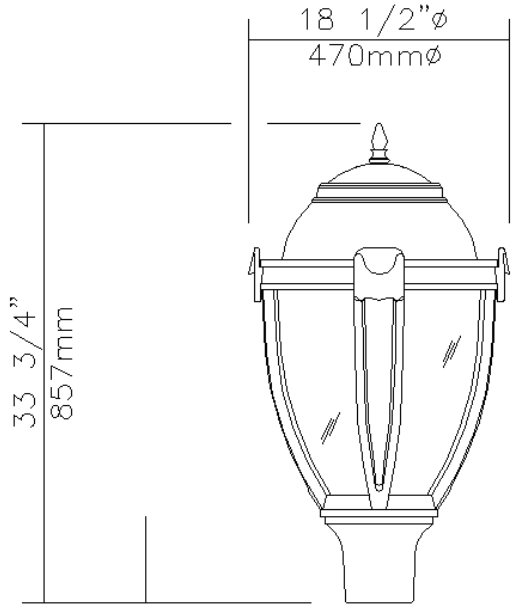
ILLUSTRATIONS AND SUBTYPES FROM "A FIELD GUIDE TO NORTH AMERICAN HOUSES" BY VIRGINIA & LEE MCALESTER, 1994





City of Woodstock_Park LIght (Reference=L50861-1)

LEDGINE





EPA: 1.76 sq ft / weight: 45 lb (20.5 kg)
Note: 3D image may not represent color or option selected.
Logos above include link, click to access.

Qty	**1**	Luminaire	**L80-72W32LED4K-T-PC-CS-LE5-VOLT-AST-DMG-CLO-SF80-FN1-BRTX**

Description of Components:

Finial: Decorative cast 356 aluminum, mechanically assembled.

Hood: A die cast A360.1 aluminum dome, mechanically assembled on the luminaire.

Guard: In a round shape with 4 arms, this guard is a one-piece cast 356 aluminum mechanically assembled to the fitter.

Access-Mechanism: A gravity die cast 356 aluminum frame with latch and hinge. The mechanism shall offer tool-free access to the inside of the luminaire. An embedded memory-retentive gasket shall ensure weatherproofing.

Heat Sink: Made of cast aluminum optimising the LEDs efficiency and life. Product does not use any cooling device with moving parts (only passive cooling device).

Globe: (PC-CS), Made of one-piece seamless injection-molded satin clear polycarbonate. The globe is assembled on the access-mechanism.

LED Module: LED type Philips Lumileds LUXEON T. Composed of 32 high-performance white LEDs. Color temperature as per ANSI/NEMA bin Neutral White, 4000 Kelvin nominal (3985K +/- 275K or 3710K to 4260K), CRI 70 Min. 75 Typical.

Optical System: (LE5), IES type V (symmetrical). Composed of high-performance optical grade PMMA acrylic refractor lenses to achieve desired distribution optimized to get maximum spacing, target lumens and a superior lighting uniformity. Performance shall be tested per LM-63, LM-79 and TM-15 (IESNA) certifying its photometric performance. Street side indicated.

Driver: High power factor of 90% minimum. Electronic driver, operating range 50/60 Hz. **Auto-adjusting universal voltage input from 120 to 277 VAC rated for both application line to line or line to neutral, Class I**, THD of 20% max. Maximum ambient operating temperature from -40F(-40C) to 130F(55C) degrees.

The current supplying the LEDs will be reduced by the driver if the driver experiences internal overheating as a protection to the LEDs and the electrical components. Output is protected from short circuits, voltage overload and current overload. Automatic recovery after correction. Standard built-in driver surge protection of 2.5kV (min).

Driver Options: (AST), Ajustable Startup Time, Driver pre-programmed to have a progressive starting of the lamp. **(CLO)**, Constant Light Output, driver pre-programmed to achieve the same light intensity for the duration of the life of the lamp. **(DMG)**, Dimming compatible 0-10 volts. For applicable warranty, certification and operation guide see *"Philips Lumec dimmable luminaire specification document for unapproved device installed by other*". To get document, click on this link: Specification document or go on web site on this address: http://www.lumec.com/Lumec3DV2/PdfWebLink/Philips Lumec dimmable luminaire specification document for unapproved device installed by other.pdf

Surge Protector: Surge protector tested in accordance with ANSI/IEEE C62.45 per ANSI/IEEE C62.41.2 Scenario I Category C High Exposure 10kV/10kA waveforms for Line-Ground, Line-Neutral and Neutral-Ground, and in accordance with U.S. DOE (Department of Energy) MSSLC (Municipal Solid-State Street Lighting Consortium) model specification for LED roadway luminaires electrical immunity requirements for High Test Level 10kV / 10kA.

Fitter: Cast aluminum 356 c/w 4 set screws 3/8-16 UNC. Fits on a 4"(102mm) outside diameter by 4"(102mm) long tenon.

Miscellaneous

Description of Components:

Wiring: Gauge (#14) TEW/AWM 1015 or 1230 wires, 6" (152mm) minimum exceeding from luminaire.

Hardware: All exposed screws shall be complete with Ceramic primer-seal basecoat to reduce seizing of the parts and offers a high resistance to corrosion. All seals and sealing devices are made and/or lined with EPDM and/or silicone and/or rubber.

Finish: Color to be **bronze textured (BRTX)** and in accordance with the AAMA 2603 standard. Application of polyester powder coat paint (4 mils/100 microns) with ± 1 mils/24 microns of tolerance. The Thermosetting resins provides a discoloration resistant finish in accordance with the ASTM D2244 standard, as well as luster retention in keeping with the ASTM D523 standard and humidity proof in accordance with the ASTM D2247 standard.

The surface treatment achieves a minimum of 2000 hours for salt spray resistant finish in accordance with testing performed and per ASTM B117 standard.

Note: ***IMPORTANT: All missing details must be clearly specified on the return of these approval drawings. Thank you for your cooperation.***

VOLTAGE:_____

LED products manufacturing standard: The electronic components sensitive to electrostatic discharge (ESD) such as light emitting diodes (LEDs) are assembled in compliance with IEC61340-5-1 and ANSI/ESD S20.20 standards so as to eliminate ESD events that could decrease the useful life of the product.

Quality Control: The manufacturer must provide a written confirmation of its ISO 9001-2008 and ISO 14001-2004 International Quality Standards Certification.

Certification: The manufacturer will have to supply a copy of approval products certificate, CSA or UL.

Vibration Resistance: The L80 meets the **ANSI C136.31**, American National Standard for Roadway Luminaire Vibration specifications for Bridge/overpass applications. (Tested for 3G over 100 000 cycles)

Web site information details: Click on any specific information details you need:

Paint finish / Warranties / Installation pictures / ISO 9001-2008 Certification / ISO 14001-2004 Certification / cULus Certification

LED light engine technical information for L80 L81 L82

LED = Philips Lumileds Luxeon T, CRI = 70, CCT = 4000K (+/- 350K)

System (LED + driver) rated life = 100,000 hrs [1]

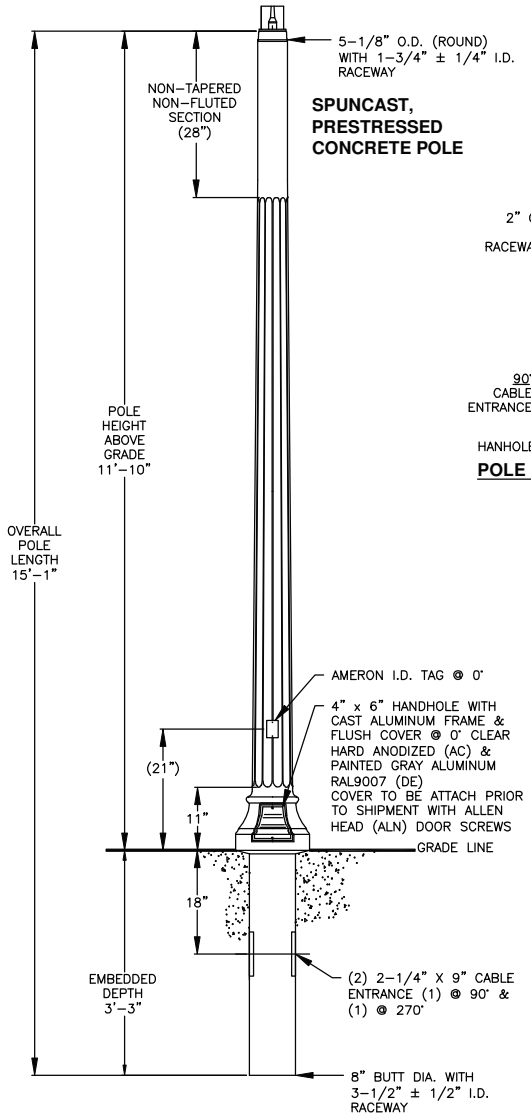
LED Module	Typical delivered lumens	Typical system wattage [2] (W)	Typical current @ 120 V (A)	Typical current @ 208 V (A)	Typical current @ 240 V (A)	Typical current @ 277 V (A)	LED current (mA)	HID Replacement [3]	Luminaire Efficacy Rating (Lm/W)	BUG rating
30W16LED4K-T-LE2	2550	38	0.32	0.19	0.17	0.15	700	50W	67	B1-U3-G1
30W16LED4K-T-LE3	2530	37	0.32	0.19	0.17	0.15	700	50W	68	B1-U3-G1
30W16LED4K-T-LE4	2529	38	0.32	0.19	0.17	0.15	700	50W	67	B1-U3-G1
30W16LED4K-T-LE5	2578	38	0.32	0.19	0.17	0.15	700	50W	68	B2-U2-G1
35W32LED4K-T-LE2	2868	37	0.31	0.19	0.17	0.16	350	70W	78	B1-U3-G1
35W32LED4K-T-LE3	2847	37	0.31	0.19	0.17	0.16	350	70W	77	B1-U3-G1
35W32LED4K-T-LE4	2845	37	0.31	0.19	0.17	0.16	350	70W	77	B1-U3-G1
35W32LED4K-T-LE5	2900	37	0.31	0.19	0.17	0.16	350	70W	78	B2-U2-G1
48W16LED4K-T-LE2	3514	55	0.47	0.26	0.23	0.20	1050	70W	64	B1-U3-G1
48W16LED4K-T-LE3	3486	57	0.47	0.26	0.23	0.20	1050	70W	61	B1-U3-G1
48W16LED4K-T-LE4	3485	55	0.47	0.26	0.23	0.20	1050	70W	63	B1-U3-G1
48W16LED4K-T-LE5	3554	55	0.47	0.26	0.23	0.20	1050	70W	65	B3-U2-G1
55W32LED4K-T-LE2	4168	55	0.47	0.27	0.24	0.22	530	100W	76	B1-U3-G1
55W32LED4K-T-LE3	4142	55	0.47	0.27	0.24	0.22	530	100W	75	B1-U3-G1
55W32LED4K-T-LE4	4134	55	0.47	0.27	0.24	0.22	530	100W	75	B1-U3-G2
55W32LED4K-T-LE5	4215	55	0.47	0.27	0.24	0.22	530	100W	77	B3-U2-G1
70W64LED4K-T-LE2	5639	73	0.60	0.36	0.32	0.29	350	100W	77	B1-U3-G1
70W64LED4K-T-LE3	5600	73	0.60	0.36	0.32	0.29	350	100W	77	B1-U3-G2
70W64LED4K-T-LE4	5593	73	0.60	0.36	0.32	0.29	350	100W	77	B1-U3-G2
70W64LED4K-T-LE5	5702	73	0.60	0.36	0.32	0.29	350	100W	78	B3-U2-G2
72W32LED4K-T-LE2	5214	73	0.61	0.36	0.33	0.30	700	100W	71	B1-U3-G1
72W32LED4K-T-LE3	5177	72	0.61	0.36	0.33	0.30	700	100W	72	B1-U3-G2
72W32LED4K-T-LE4	5171	73	0.61	0.36	0.33	0.30	700	100W	71	B1-U3-G2
72W32LED4K-T-LE5	5272	73	0.61	0.36	0.33	0.30	700	100W	72	B3-U2-G2
80W48LED4K-T-LE2	6080	81	0.68	0.40	0.35	0.32	530	100W	75	B1-U3-G1
80W48LED4K-T-LE3	6044	81	0.68	0.40	0.35	0.32	530	100W	75	B1-U3-G2
80W48LED4K-T-LE4	6030	81	0.68	0.40	0.35	0.32	530	100W	74	B1-U3-G2
80W48LED4K-T-LE5	6148	81	0.68	0.40	0.35	0.32	530	100W	76	B3-U3-G2

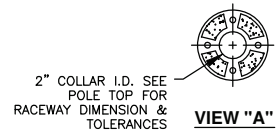
1 L70 = 100,000 hrs (at ambient temperature = 25°C).

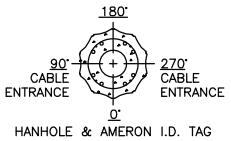
2 System wattage or total luminaire wattage includes the LED module and the LED driver.

3 Note: These guidelines show typical replacements for the HID wattage ranges shown. Replacements should always be confirmed with a photometric layout.

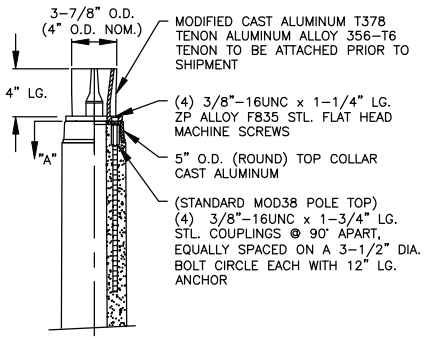
Note : Due to rapid and continuous advances in LED technology, LED luminaire data is subject to change without notice and at the discretion of Philips.



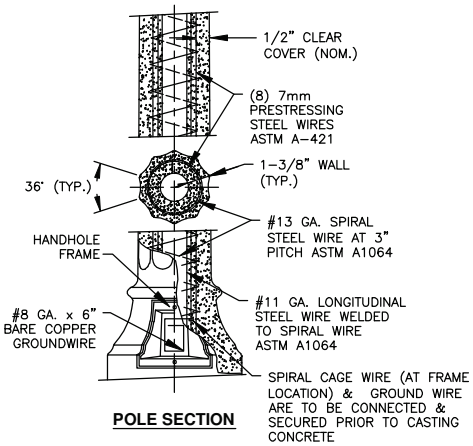




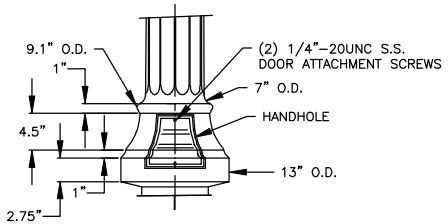
POLE ORIENTATIONS



POLE TOP DETAILS



POLE SECTION



BELL DETAIL

REV.	DATE	DESCRIPTION	DRN.	APPR.

"F" LEVEL CONFIG CODES		
OPTION CLASS	ENTRY	INFO.
COATING	A	
HH COVER	66565EACDE	
DOOR SCR	ALN	
MISC. MOD	MODFE	NOTE#7

"P" LEVEL CONFIG CODES		
OPTION CLASS	ENTRY	INFO.
MIX	11	
FINISH	3	
COLLAR	65825E	ROUND
POLE TOP CON.	MOD38	
STRUC. MOD	MODDCI	NOTE#8

VICTORIAN EMBEDDED FLUTED POLE

POLE DESIG–NATION	POLE HEIGHT ABOVE GRADE	EMBEDDED DEPTH	POLE OVERALL LENGTH	BUTT DIAMETER	ULTIMATE G.L. MOMENT (ft.–lbs.)	POLE WEIGHT (lbs.)
VEF03.6	11'–10"	3'–3"	15'–1"	13"	12,000	500

( ) POLES REQUIRED, EACH WITH MODIFIED CAST ALUMINUM T378 TENON ASSEMBLY, 3-7/8" O.D. x 4" LG. (P/N: 40378EM4A)

NOTES:

1. MIX (113A): GRAY NATURAL, EXPOSED AGGREGATE FINISH WITH ARCHITECTURAL GLOSSY ACRYLIC COATING.
2. ASTM C-150 TYPE III GRAY CEMENT.
3. f'c @ 28 DAYS = 7,000 PSI, USING SPUN CYLINDER TEST.
4. f'c @ 28 DAYS = 5,000 PSI, USING ASTM C-31 CYLINDER TEST.
5. POLES MANUFACTURED PER ASTM C-1089-13 SPECIFICATIONS.
6. PROTECTIVE COAT EXPOSED P.C. WIRES AT POLE ENDS.
7. MODFE: POLE BOTTOM PREPARATION FOR FREEZING OR CORROSIVE COASTAL ENVIRONMENT; SEE DOCUMENTATION.
8. MODDCI: CORROSION INHIBITOR MIX MODIFICATION.
9. THE POLE (& IMPLIED TENON TOP ASSEMBLY) DEPICTED ON THIS DRAWING IS DESIGNED TO WITHSTAND THE LOADS IMPARTED BY A SINGLE ACORN, GLOBE POST TOP TYPE LUMINAIRE OR YOKE/SPIDER MOUNTED LUMINAIRE (NOT TO EXCEED 2.5 SQ. FT. EPA, 60 POUNDS) AS DESIGNED PER THE 2013 AASHTO LTS-6 USING A 90 MPH WIND ZONE (3-SECOND GUSTS) CRITERIA FOR STREET LIGHT POLES. NO TORSIONAL (ARM OR TWIST) LUMINAIRE LOADS ANALYZED. PLEASE CONTACT & ADVISE MANUFACTURER IF INTENDED LOADING EXCEEDS THESE VALUES.

COMPLIANCE TO ANY CODE NOT EXPLICITLY LISTED ON THIS DRAWING IS NOT GUARANTEED. PLEASE CONTACT NATIONAL OILWELL VARCO IF YOU HAVE SPECIFIC CODE REQUIREMENTS.

PRINTED BY: DIANNE GARNER
ON Wednesday, October 25, 2017

APPROVED BY DATE

CITY OF WOODSTOCK
WOODSTOCK, GA
VEF03.6 POLE WITH TENON ASSY

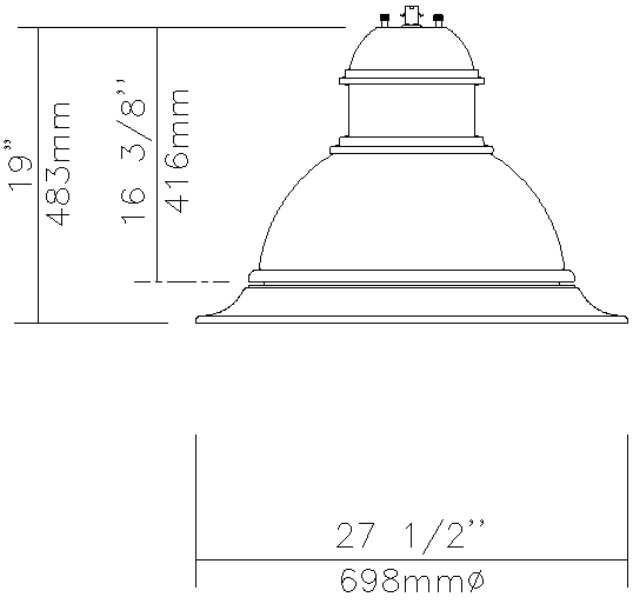
THIS DOCUMENT CONTAINS INFORMATION WHICH IS PROPRIETARY TO NATIONAL OILWELL VARCO. IT SHALL NOT BE REPRODUCED, USED OR DISCLOSED TO ANYONE WITHOUT THE PRIOR WRITTEN PERMISSION OF NATIONAL OILWELL VARCO.

Ameron

DRAWN: J.C.	DATE: 10/2017	
SCALE: N.T.S.	DWG. NO. 1710–078	REV

1317

LEDGINE





EPA: 1.42 sq ft / weight: 42 lb (19.1 kg)
Note: 3D image may not represent color or option selected.
Logos above include link, click to access.

Qty **4** Luminaire **DMS50-70W64LED4K-R-LE3F-UNIV-BRTX**

Description of Components:

Hood: A die cast A360.1 aluminum dome complete with a cast-in technical ring with latch and hinge. The mechanism shall offer tool-free access to the inside of the luminaire. An embedded memory-retentive gasket shall ensure weatherproofing.

Housing: In a round shape, this housing is made of cast 356 aluminum, c/w a watertight grommet, mechanically assembled to the bracket with four bolts 3/8-16 UNC. This suspension system permits for a full rotation of the luminaire in 90 degree increments.

Light Engine: LEDgine composed of 5 main components: **Lens / LED lamp / Optical System / Heat Sink / Driver**
Electrical components are RoHS compliant.

Lens: Made of soda-lime clear tempered glass lens, mechanically assembled and sealed onto the lower part of the heat sink.

Lamp: LED Module (Included), LED type Philips Lumileds LUXEON R. Composed of 64 high-performance white LEDs. Color temperature of 4000 Kelvin nominal, 70 CRI. Operating lifespan based on TM-21 extrapolation to get results after which 50% of LEDs still emits over 70% (L70) of its original lumen output. Use of metal core board ensures greater heat transfer and longer lifespan of the light engine. The LED circuit board is included with a quick disconnect wiring connection for ease of replacement.

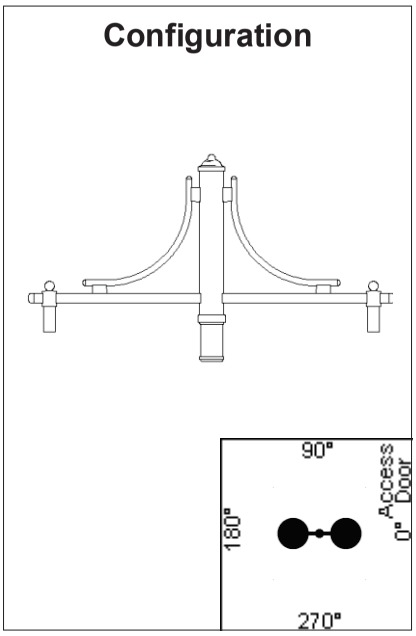
Optical System: (LE3F), IES type III (asymmetrical). Composed of high-performance optical grade PMMA acrylic refractor lenses to achieve desired distribution optimized to get maximum spacing, target lumens and a superior lighting uniformity. Optical system is rated IP66. Performance shall be tested per LM-63, LM-79 and TM-15 (IESNA) certifying its photometric performance. Street side indicated.Dark Sky compliant with 0% uplight and U0 per IESNA TM-15.

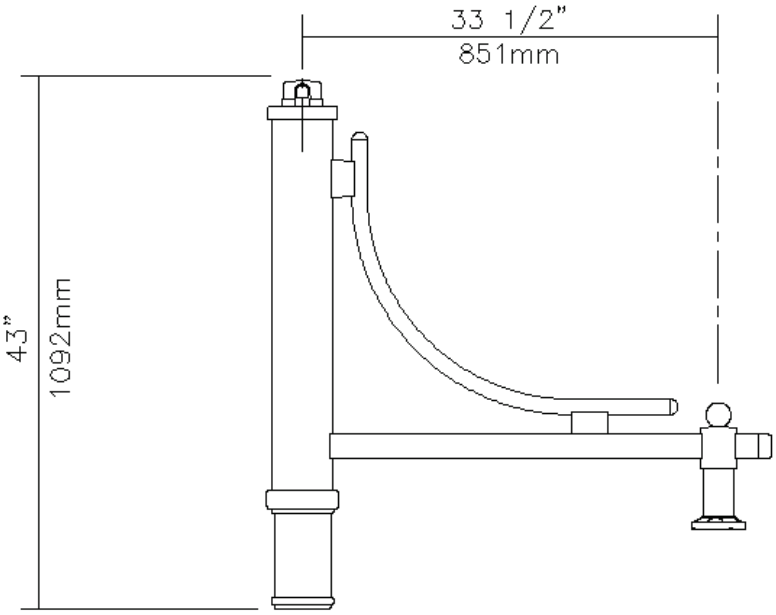
Heat Sink: Heat Sink: Made of die cast A360 aluminum optimising the LEDs efficiency and life, complete with a cast in skirt and technical ring. Product does not use any cooling device with moving parts (only passive cooling device)

Driver: High power factor of 95%. Electronic driver, operating range 50/60 Hz. **Auto-adjusting universal voltage input from 120 to 277 VAC rated for both application line to line or line to neutral, Class I**, THD of 20% max. Maximum ambient operating temperature from -40F(-40C) to 130F(55C) degrees. Certified in compliance to UL1310 cULus requirement. Dry and damp location. Assembled on a unitized removable tray with Tyco quick disconnect plug resisting to 221F(105C) degrees.

The current supplying the LEDs will be reduced by the driver if the driver experiences internal overheating as a protection to the LEDs and the electrical components. Output is protected from short circuits, voltage overload and current overload. Automatic recovery after correction. Standard built-in driver surge protection of 2.5kV (min).

Surge Protector: Surge protector tested in accordance with ANSI/IEEE C62.45 per ANSI/IEEE C62.41.2 Scenario I Category C High Exposure 10kV/10kA waveforms for Line-Ground, Line-Neutral and Neutral-Ground, and in accordance with U.S. DOE (Department of Energy) MSSLC (Municipal Solid-State Street Lighting Consortium) model specification for LED roadway luminaires electrical immunity requirements for High Test Level 10kV / 10kA.





Qty **2** Bracket **CRI-2-PH8/120-BRTX**

Description of Components:

Arm: Made of aluminum tubing 6061-T6, 2" x 2" (51mm x 51mm), welded.

Decorative Element: Made of cast 356 aluminum, 1 5/8"(42mm) outside diameter, welded.

Adaptor: Made of cast 356 aluminum, welded.

Central Adaptor: Made of aluminum 6061-T6, 5" (127mm) outside diameter. Complete with a cast 356 aluminum fitter that **slip-fits 9" (229mm) over a 4" (102mm) outside diameter pole tenon.** Mechanically assembled using two sets of four set screws at 90 degrees around the bracket.

Bracket Options: (PH8/120),PH8 twist lock type photocell, 120 volt c/w receptacle. Connection done on site by others.

Bracket Weight: 48 lbs (21.8 kg)

Miscellaneous

Description of Components:

Wiring: Gauge (#14) TEW/AWM 1015 or 1230 wires, 6" (152mm) minimum exceeding top of the bracket.

Hardware: All exposed screws shall be stainless steel with Ceramic primer-seal basecoat to reduce seizing of the parts. All seals and sealing devices are made and/or lined with EPDM and/or silicone and/or rubber.

Finish: Color to be **bronze (BR)** and in accordance with the AAMA 2603 standard. Application of polyester powder coat paint (4 mils/100 microns) with ± 1 mils/24 microns of tolerance. The Thermosetting resins provides a discoloration resistant finish in accordance with the ASTM D2244 standard, as well as luster retention in keeping with the ASTM D523 standard and humidity proof in accordance with the ASTM D2247 standard.

The surface treatment achieves a minimum of 2000 hours for salt spray resistant finish in accordance with testing performed and per ASTM B117 standard.

Surface Finish: ***The above mentioned product has been specified in a smooth finish. We wish to inform you that we cannot guarantee a finish without imperfections (e.g. apparent grinding marks and porosity). We strongly recommend the use of a textured finish which provides better uniformity of surface finish. No return of merchandise showing above mentioned imperfection will be granted.***

Note: ***IMPORTANT: All missing details must be clearly specified on the return of these approval drawings. Thank you for your cooperation.***

VOLTAGE:_____

LED products manufacturing standard: The electronic components sensitive to electrostatic discharge (ESD) such as light emitting diodes (LEDs) are assembled in compliance with IEC61340-5-1 and ANSI/ESD S20.20 standards so as to eliminate ESD events that could decrease the useful life of the product.

Quality Control: The manufacturer must provide a written confirmation of its ISO 9001-2008 and ISO 14001-2004 International Quality Standards Certification.

Vibration Resistance: The DMS50 meets the **ANSI C136.31**, American National Standard for Roadway Luminaire Vibration specifications for Bridge/overpass applications. (Tested for 3G over 100 000 cycles by an independent lab)

Web site information details: Click on any specific information details you need:

Paint finish / Warranties / Installation pictures / ISO 9001-2008 Certification / ISO 14001-2004 Certification

LED light engine technical information for DMS50 DMS55 RN20 RN30 TR20 AT50 with flat lens

LED = Philips Lumileds Luxeon R, CRI = 70, CCT = 4000K (+/- 350K)

System (LED + driver) rated life = 100,000 hrs [1]

Lamp	Typical delivered lumens	Typical system wattage [2] (W)	Typical current @ 120 V (A)	Typical current @ 208 V (A)	Typical current @ 240 V (A)	Typical current @ 277 V (A)	LED current (mA)	HID equivalent [3]	Luminaire Efficacy Rating (Lm/W)	BUG rating
35W32LED4K-R-LE2F	3678	35	0.29	0.17	0.16	0.15	350	70 -100	105.1	B1-U0-G1
35W32LED4K-R-LE3F	3859	35	0.29	0.17	0.16	0.15	350	70 -100	110.2	B1-U0-G1
35W32LED4K-R-LE4F	3578	35	0.29	0.17	0.16	0.15	350	70 -100	102.2	B1-U0-G1
35W32LED4K-R-LE5F	3552	35	0.29	0.17	0.16	0.15	350	70 -100	101.5	B2-U0-G1
55W32LED4K-R-LE2F	5141	52	0.40	0.23	0.21	0.19	530	100 - 150	98.9	B1-U0-G1
55W32LED4K-R-LE3F	5404	52	0.40	0.23	0.21	0.19	530	100 - 150	103.9	B2-U0-G1
55W32LED4K-R-LE4F	5002	52	0.40	0.23	0.21	0.19	530	100 - 150	96.2	B1-U0-G1
55W32LED4K-R-LE5F	4966	52	0.40	0.23	0.21	0.19	530	100 - 150	95.5	B3-U0-G1
55W48LED4K-R-LE2F	5301	55	0.38	0.22	0.23	0.21	350	100 - 150	96.4	B1-U0-G1
55W48LED4K-R-LE3F	5566	55	0.38	0.22	0.23	0.21	350	100 - 150	101.2	B2-U0-G1
55W48LED4K-R-LE4F	5158	55	0.38	0.22	0.23	0.21	350	100 - 150	93.8	B1-U0-G1
55W48LED4K-R-LE5F	5120	55	0.38	0.22	0.23	0.21	350	100 - 150	93.1	B3-U0-G1
80W48LED4K-R-LE2F	7454	79	0.63	0.36	0.34	0.31	530	150 - 175	94.3	B2-U0-G1
80W48LED4K-R-LE3F	7833	79	0.63	0.36	0.34	0.31	530	150 - 175	99.2	B2-U0-G2
80W48LED4K-R-LE4F	7252	79	0.63	0.36	0.34	0.31	530	150 - 175	91.8	B2-U0-G2
80W48LED4K-R-LE5F	7200	79	0.63	0.36	0.34	0.31	530	150 - 175	91.1	B3-U0-G1
70W64LED4K-R-LE2F	7478	71	0.58	0.34	0.32	0.3	350	100 - 150	105.3	B2-U0-G1
70W64LED4K-R-LE3F	7849	71	0.58	0.34	0.32	0.3	350	100 - 150	110.6	B2-U0-G2
70W64LED4K-R-LE4F	7276	71	0.58	0.34	0.32	0.3	350	100 - 150	102.5	B2-U0-G2
70W64LED4K-R-LE5F	7223	71	0.58	0.34	0.32	0.3	350	100 - 150	101.7	B3-U0-G1
110W64LED4K-R-LE2F	10565	103	0.8	0.46	0.42	0.38	530	175 - 200	102.6	B2-U0-G2
110W64LED4K-R-LE3F	11097	103	0.8	0.46	0.42	0.38	530	175 - 200	107.7	B3-U0-G2
110W64LED4K-R-LE4F	10279	103	0.8	0.46	0.42	0.38	530	175 - 200	99.8	B2-U0-G2
110W64LED4K-R-LE5F	10206	103	0.8	0.46	0.42	0.38	530	175 - 200	99.1	B3-U0-G2
90W80LED4K-R-LE2F	9163	87	0.78	0.43	0.40	0.34	350	150 - 175	105.3	B2-U0-G2
90W80LED4K-R-LE3F	9626	87	0.78	0.43	0.40	0.34	350	150 - 175	110.6	B3-U0-G2
90W80LED4K-R-LE4F	8915	87	0.78	0.43	0.40	0.34	350	150 - 175	102.5	B2-U0-G2
90W80LED4K-R-LE5F	8851	87	0.78	0.43	0.40	0.34	350	150 - 175	101.7	B3-U0-G2
135W80LED4K-R-LE2F	12894	129	1.15	0.61	0.58	0.5	530	250 - 320	100.0	B3-U0-G2
135W80LED4K-R-LE3F	13544	129	1.15	0.61	0.58	0.5	530	250 - 320	105.0	B3-U0-G2
135W80LED4K-R-LE4F	12545	129	1.15	0.61	0.58	0.5	530	250 - 320	97.2	B3-U0-G2
135W80LED4K-R-LE5F	12454	129	1.15	0.61	0.58	0.5	530	250 - 320	96.5	B4-U0-G2

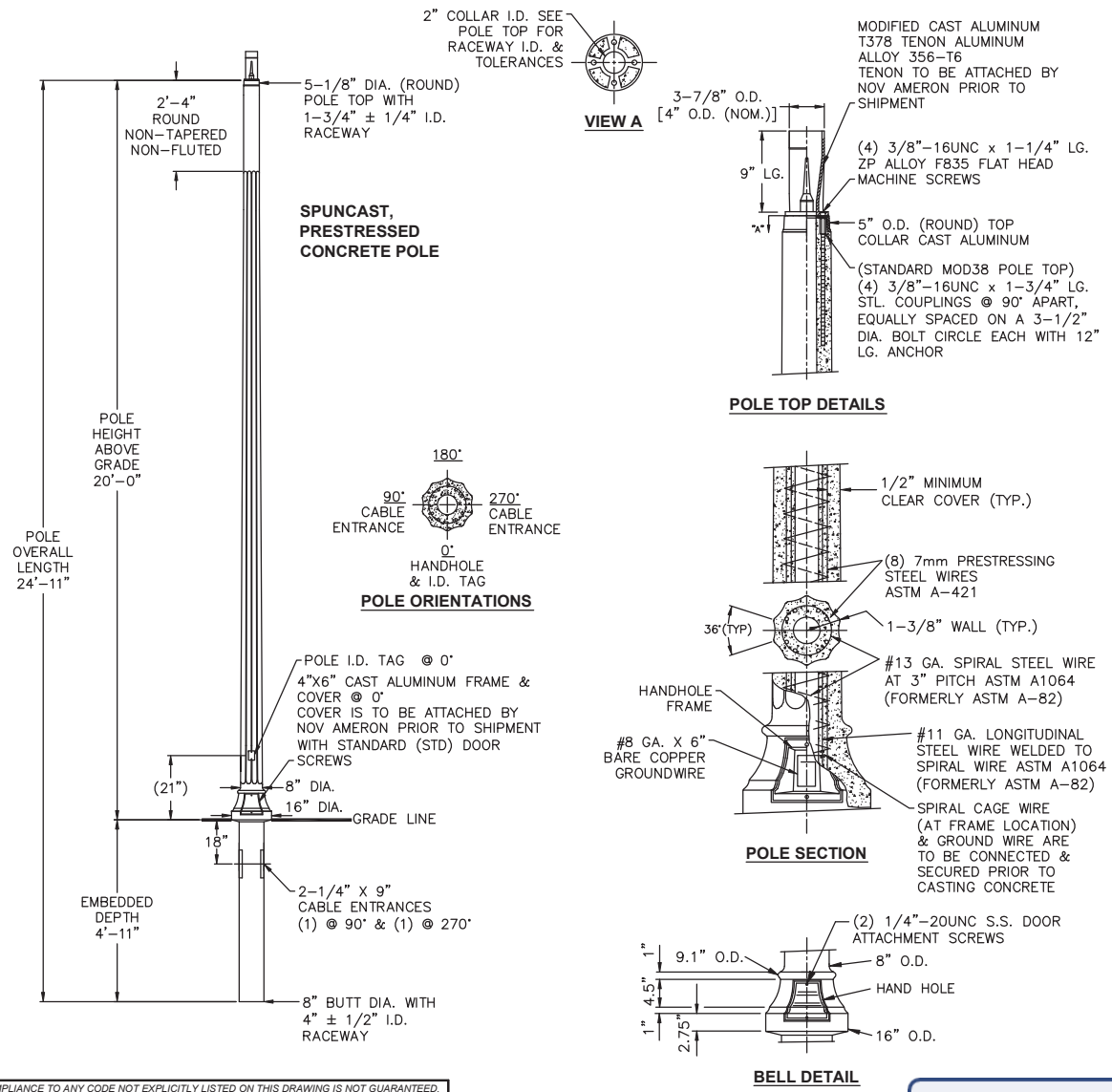
[1] L70 = 100,000 hrs (at ambient temperature = 25°C and forward current = 700 mA)

[2] System wattage includes the lamp and the LED driver.

[3] Equivalence should always be confirmed by a photometric layout

Note : Due to rapid and continuous advances in LED technology, LED luminaire data is subject to change without notice and at the discretion of Philips.

PHILIPS
LUME 1322



REV.	DATE	DESCRIPTION	DRN.	APPR.
A	07/14	WAS VBF06.2 POLE	T.L.	

"F" LEVEL CONFIG CODES		
OPTION CLASS	ENTRY	INFO
COATING	A	
HH COVER	66569E	
DOOR SCR	STD	
MISC. MOD	MODFE	NOTE 7

"P" LEVEL CONFIG CODES		
OPTION CLASS	ENTRY	INFO
MIX	11	
FINISH	3	
COLLAR	65825E	ROUND
POLE TOP CON.	MOD38	
STRUC. MOD	MODDCI	NOTE 8

VICTORIAN EMBEDDED FLUTED POLE

POLE DESIG-NATION	POLE HEIGHT A.G. (NOM.)	EMBEDDED DEPTH	POLE OVERALL LENGTH	BASE DIAMETER	ULTIMATE G.L. MOMENT (ft.-lbs.)	POLE WEIGHT (lbs.)
VEF06.1	20'-0"	4'-11"	24'-11"	16"	17,000	860

( ) POLES REQUIRED, EACH WITH MODIFIED CAST ALUMINUM T378 TENON ASSEMBLY, 3-7/8" O.D. x 9" LG. (P/N: 40378EM9A)

NOTES:

1. MIX (113A): GRAY NATURAL, EXPOSED AGGREGATE FINISH WITH ARCHITECTURAL GLOSS ACRYLIC COATING.
2. ASTM C-150 TYPE III GRAY CEMENT.
3. f'c @ 28 DAYS = 7,000 PSI, USING SPUN CYLINDER TEST.
4. f'c @ 28 DAYS = 5,000 PSI, USING ASTM C-31 CYLINDER TEST.
5. POLES MANUFACTURED PER ASTM C-1089-13 SPECIFICATIONS.
6. PROTECTIVE COAT EXPOSED P.C. WIRES AT POLE ENDS.
7. MODFE: POLE BOTTOM PREPARATION FOR FREEZING OR CORROSIVE COASTAL ENVIRONMENT; SEE DOCUMENTATION.
8. MODDCI: CORROSION INHIBITOR MIX MODIFICATION.
9. THE POLE (& IMPLIED TENON TOP ASSEMBLY) DEPICTED ON THIS DRAWING IS DESIGNED TO WITHSTAND THE LOADS IMPARTED BY A SINGLE LUMEC CRI-1A-BR ARM (NOT TO EXCEED 34" OFFSET, 2.65 SQ FT EPA, 30 LBS.) WITH THE ARM SUPPORTING A SINGLE LUMEC DOMUS PENDANT TYPE LUMINAIRE (NOT TO EXCEED 2.0 SQ. FT. EPA, 50 POUNDS), AS DESIGNED PER THE 2013 AASHTO LTS-6 USING A 90 MPH WIND ZONE (3-SECOND GUSTS). PLEASE ADVISE IF THE INTENDED LOADING EXCEEDS THESE VALUES.

APPROVED BY DATE

Ameron Pole Products

CITY OF WOODSTOCK -- GEORGIA
VEF06.1 POLE WITH TENON ASSEMBLY

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DRAWN: T.L.	06/14	SCALE	DWG. NO.	REV
CHK'D:		N.T.S.	1406-058	A

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PRINTED BY: DIANNE GARNER
ON Monday, July 07, 2014

1323

Photo of pavers and bricks from previous project PI#0006994 STP-0006-00(994)



PI# 0010648 Cherokee County, City of Woodstock

Tal Harber

Full Name:	Jason Hammonds
Last Name:	Hammonds
First Name:	Jason
Job Title:	Sales Rep
Company:	North Georgia Brick
Business:	(770) 886-6555
Business 2:	(678) 455-2260
Mobile:	(404) 379-4787
E-mail:	jhammonds@ngabrick com
E-mail Display As:	Jason Hammonds (jhammonds@ngabrick com)

mobile 678 455 2251
*2258

Account #: 105351
LCI Brick Supplier
Deborah – Commercial Sales office contact
Tina – (770) 205-3561

LCI Brick Spec:

Core & Solid Brick: General Shale Full Range Wirecut 104 M/S (G.S.)
Pavers: General Shale Flashed Range Red Paver 2 ¼ 4x8 (G.S.)
Rowlock Brick: General Shale F/R Red Decorative Rowlock Tread
Rowlock Corners: General Shale F/R Red Decorative Rowlock Corners
Watertable Brick: General Shale F/R Red Cove Stretcher Watertable
Watertable Corners: General Shale F/R Red Cove Stretcher Watertable Corner

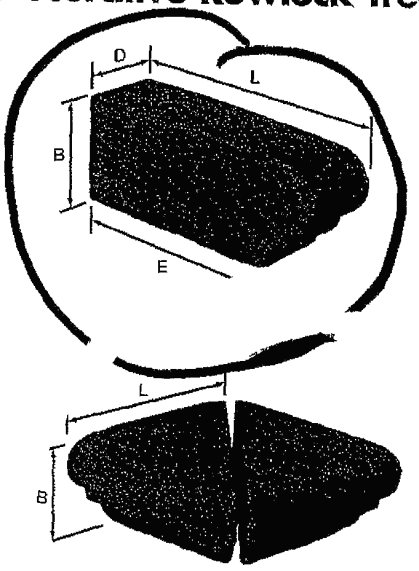
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SOLIDS/PAVER #471.00/1000pc 500pc/CUBE

ROWLOCK TREADS

Decorative Rowlock Tread





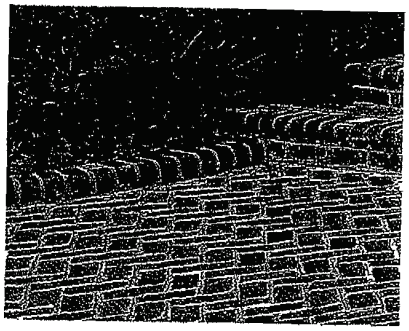
Decorative Rowlock Tread

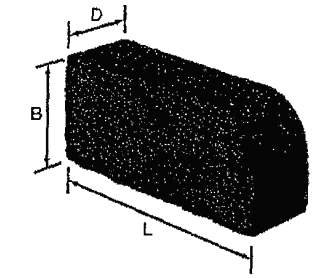
	MODULAR M/S	ENGINEER MODULAR E/M	QUEEN SIZE Q/S
L	7 5/8"	7 5/8"	8"
D	2 1/4"	2 3/4"	2 3/4"
B	3 1/2"	3 1/2"	3"
E	5 5/8"	5 5/8"	6"

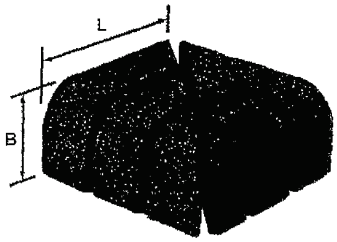
Decorative Rowlock Tread Corners

	MODULAR M/S	ENGINEER MODULAR E/M	QUEEN SIZE Q/S
—	7 5/8"	7 5/8"	8"
—	3 1/2"	3 1/2"	3"

Bullnose Rowlock Tread







Bullnose Rowlock Tread

	MODULAR M/S	ENGINEER MODULAR E/M	QUEEN SIZE Q/S
L	7 5/8"	7 5/8"	8"
D	2 1/4"	2 3/4"	2 3/4"
B	3 1/2"	3 1/2"	3"

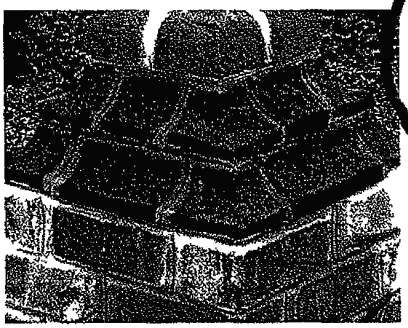
Bullnose Rowlock Tread Corners

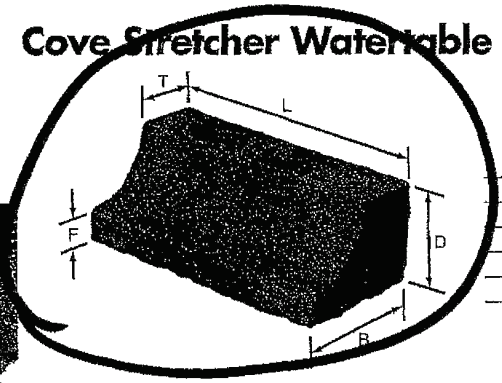
	MODULAR M/S	ENGINEER MODULAR E/M	QUEEN SIZE Q/S
L	7 5/8"	7 5/8	8"
B	3 1/2"	3 1/2"	3"

Stretcher Watertables

An ordinary flat wall is just ordinary. Using stretcher watertables can bring your project into the realm of the extraordinary. They're ideal for dressing up traditional flat surfaces when used as decorative designs and wall details. And, of course, they also serve the additional function of reducing water penetration.

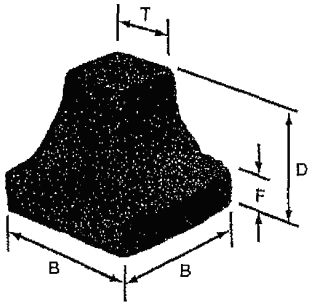
Cove Stretcher Watertable





Cove Stretcher Watertable

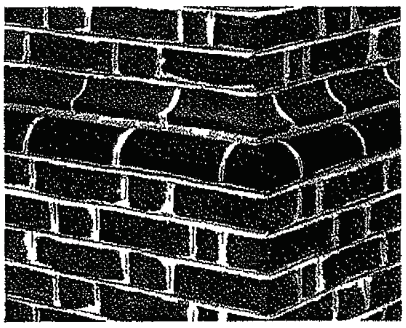
	MODULAR M/S	ENGINEER MODULAR E/M	QUEEN SIZE Q/S
L	7 5/8	7 5/8"	8"
D	2 1/4"	2 3/4"	2 3/4"
B	3 1/2'	3 1/2"	3"
T	2"	2"	1 1/2"
F	3/4"	1 1/4"	1 1/4"

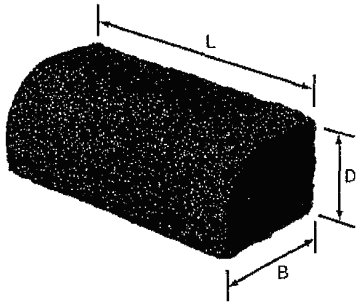


Cove Stretcher Watertable Corner

	MODULAR M/S	ENGINEER MODULAR E/M	QUEEN SIZE Q/S
D	2 1/4"	2 3/4"	2 3/4"
B	3 1/2"	3 1/2"	3"
T	2"	2"	1 1/2
F	3/4"	1 1/4"	1 1/4"

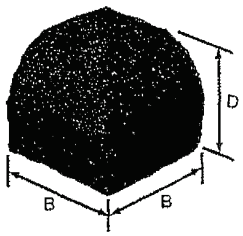
Bullnose Stretcher Watertable





Bullnose Stretcher Watertable

	MODULAR M/S	ENGINEER MODULAR E/M	QUEEN SIZE Q/S
L	7 5/8"	7 5/8"	8"
D	2 1/4"	2 3/4"	2 3/4"
B	3 1/2"	3 1/2"	3"



Bullnose Stretcher Watertable Corner

	MODULAR M/S	ENGINEER MODULAR E/M	QUEEN SIZE Q/S
D	2 1/4"	2 3/4"	2 3/4"
B	3 1/2"	3 1/2"	3"

1327

Photo of benches from previous project PI#0006994 STP-0006-00(994)

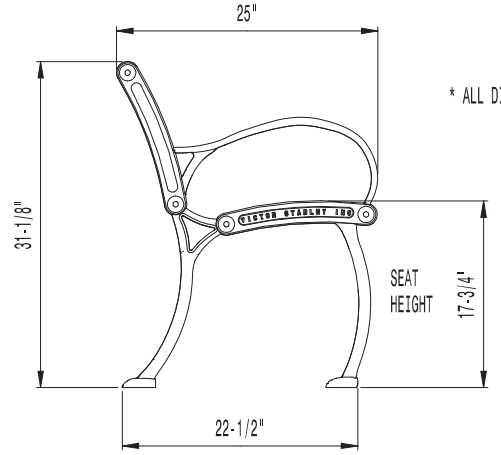


PI# 0010648 Cherokee County, City of Woodstock

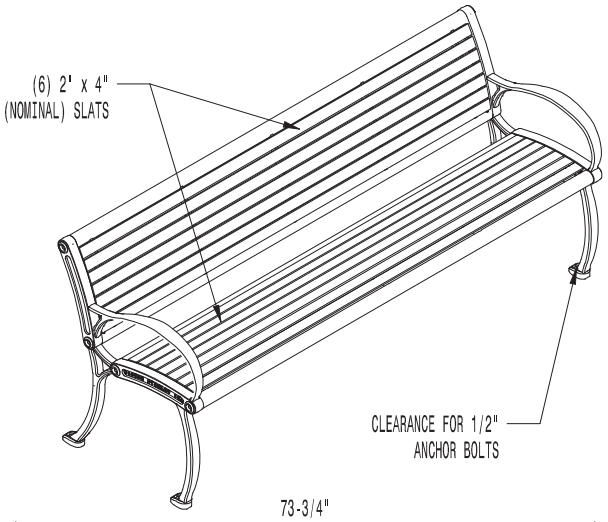
VICTOR STANLEY, INC.®
-Manufacturers of Quality Site Furnishings since 1962-

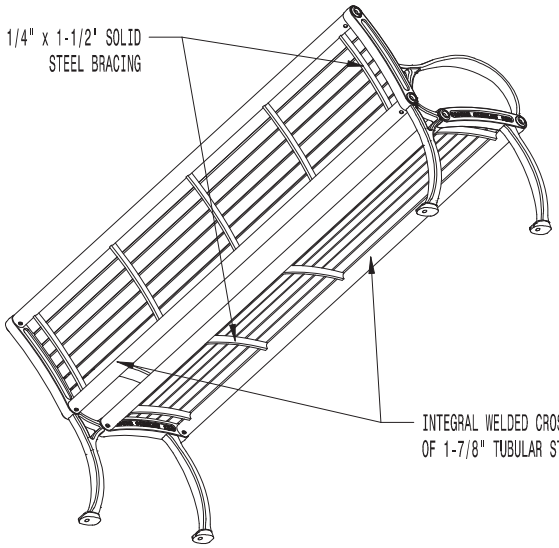
P.O. DRAWER 330 - DUNKIRK, MD 20754 USA
TOLL FREE: (800) 368-2573 (USA & CANADA)
TEL (301) 855-8300 - FAX (410) 257-7579
WEB SITE: HTTP://WWW.VICTORSTANLEY.COM

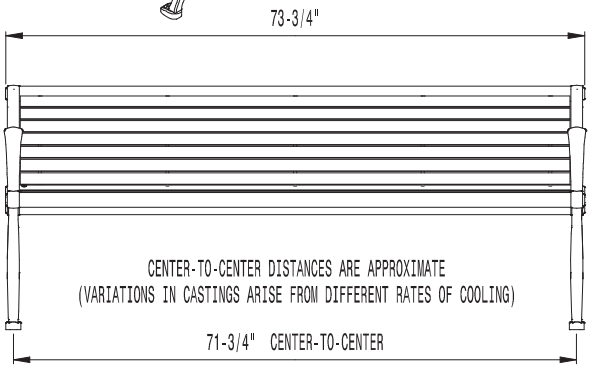
THIS PRODUCT IS COVERED BY ONE OR MORE OF THE FOLLOWING
U.S. PATENTS D523,263; D526,805 S; D530,535 S; D532,620 S
EC REG. DES. NO. 000503297-0001; OTHER WORLDWIDE PATENTS PENDING



* ALL DIMENSIONS ARE IN INCHES *







AVAILABLE OPTIONS:
- POWDER COATING
  - 11 STANDARD COLORS, CUSTOM COLORS (INCLUDING THE RAL RANGE)
- SLAT TYPES
  - WOODS: PHILLIPINE MAHOGANY & IPE
  - SEE GREENSITES SERIES™ FOR ALTERNATIVE SLAT OPTIONS

INTERMEDIATE & CENTER ARMRESTS
- 4, 6, & 8' AVAILABLE WITH OPTIONAL ARMRESTS

LENGTHS
- STANDARD 4'
- STANDARD 6' (AS SHOWN)
- STANDARD 8'

NOTES:
1. DRAWINGS NOT TO SCALE. DO NOT SCALE DRAWINGS.
2. ALL FABRICATED METAL COMPONENTS ARE STEEL SHOTBLASTED, ETCHED, PHOSPHATIZED, PREHEATED, AND ELECTROSTATICALLY POWDER-COATED WITH T.G.I.C. POLYESTER POWDER COATINGS. PRODUCTS ARE FULLY CLEANED AND PRETREATED, PREHEATED AND COATED WHILE HOT TO FILL CREVICES AND BUILD COATING FILM. COATED PARTS ARE THEN FULLY CURED TO COATING MANUFACTURER'S SPECIFICATIONS. THE THICKNESS OF THE RESULTING FINISH AVERAGES 8-10 MILS (200-250 MICRONS).
3. IT IS NOT RECOMMENDED TO LOCATE ANCHOR BOLTS UNTIL BENCH IS IN PLACE. THIS VICTOR STANLEY, INC. PRODUCT MUST BE PERMANENTLY AFFIXED TO THE GROUND. CONSULT YOUR LOCAL CODES FOR REGULATIONS.
4. ANCHOR BOLTS NOT PROVIDED BY VICTOR STANLEY, INC.
5. FOR HIGH SALT ABUSIVE CLIMATES, HOT DIP GALVANIZING BEFORE POWDER COATING IS AVAILABLE. SEE WRITTEN SPECIFICATIONS FOR DETAILS.
6. ALL SPECIFICATIONS ARE SUBJECT TO CHANGE. CONTACT MANUFACTURER FOR DETAILS.
7. THIS PRODUCT IS SHIPPED PARTIALLY UNASSEMBLED.

FMBF-324

FRAMERS MODERN™ SERIES

STANDARD BENCH WITH DUCTILE IRON END FRAMES
SHOWN: STANDARD 6-FOOT LENGTH
OPTIONAL SOLID STEEL ARMREST

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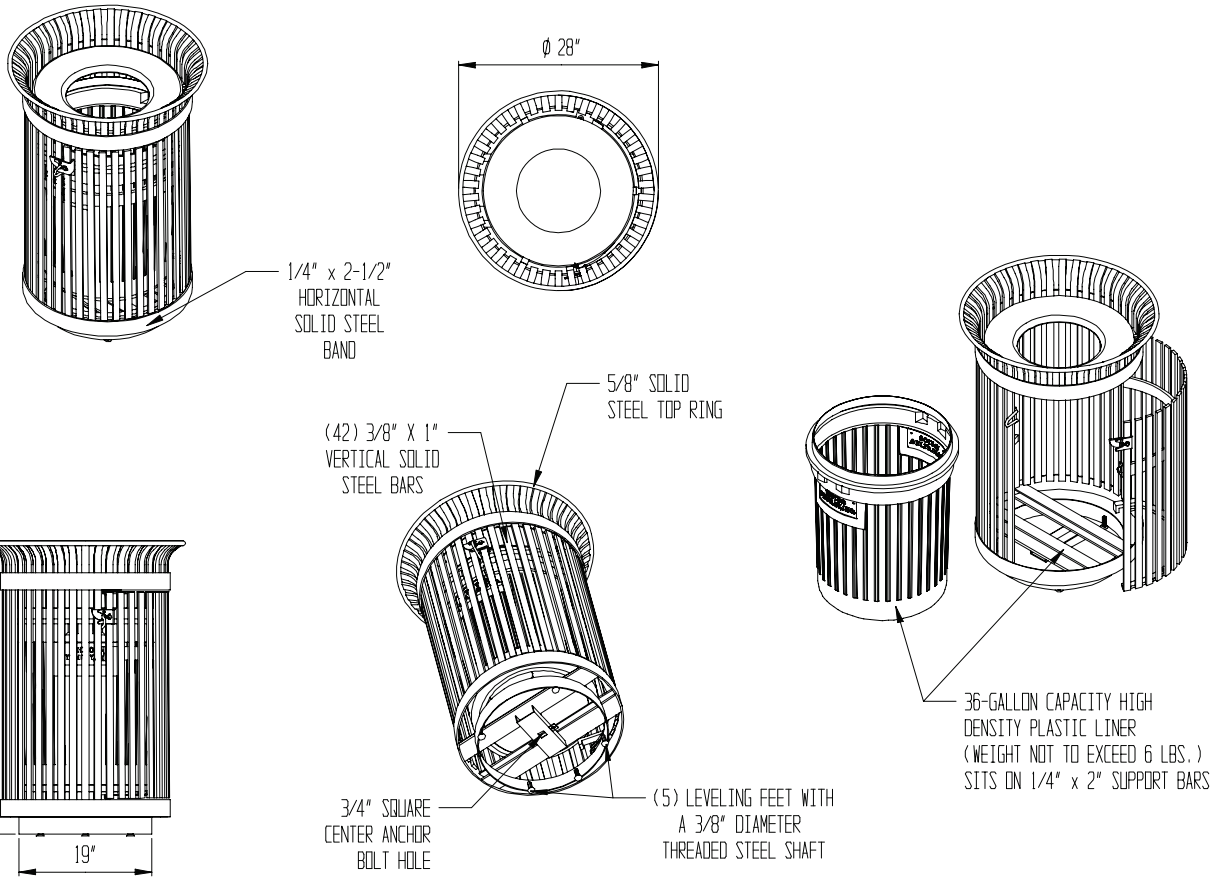
Photo of Trashcan from previous project PI#0006994 STP-0006-00(994)



PI# 0010648 Cherokee County, City of Woodstock

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AVAILABLE OPTIONS:

POWDER COATING
10 STANDARD COLORS, CUSTOM COLORS (INCLUDING THE RAL RANGE).

CUSTOM PLAQUES & DECALS
AVAILABLE WITH STEEL PLAQUES IN VARIOUS SIZES AND PRESSURE SENSITIVE VINYL OUTDOOR DECALS.

LIDS
STANDARD TAPERED FORMED LID (AS SHOWN). AVAILABLE WITH OPTIONAL S-2ASD FORMED DOME, S-2ASD FORMED DOME WITH STAINLESS STEEL ASHTRAY, AND DS-32 FORMED DOME WITH SELF-CLOSING DOOR.

SECURITY
SHOWN WITH STANDARD LOCKABLE LATCH AVAILABLE WITH OPTIONAL KEYED LOCK BOX. LID RIVETED IN PLACE. AVAILABLE WITH OPTIONAL MOUNT WITH 3 IN-LINE ANCHOR HOLES AND OPTIONAL BOTTOM PLATE COVER.

NOTES:

1. DRAWINGS NOT TO SCALE. DO NOT SCALE DRAWINGS.
2. ALL FABRICATED METAL COMPONENTS ARE STEEL SHOTBLASTED, ETCHED, PHOSPHATIZED, PREHEATED, AND ELECTROSTATICALLY POWDER-COATED WITH T.G.I.C. POLYESTER POWDER COATINGS. PRODUCTS ARE FULLY CLEANED AND PRETREATED, PREHEATED AND COATED WHILE HOT TO FILL CREVICES AND BUILD FILM COATING. COATED PARTS ARE THEN FULLY CURED TO COATING MANUFACTURER'S SPECIFICATIONS. THE THICKNESS OF THE RESULTING FINISH AVERAGES 8-10 MILS (200-250 MICRONS).
3. OIL IMPREGNATED BRONZE BUSHINGS AND STAINLESS STEEL PIVOT PINS FOR DOOR MOVEMENT, STANDARD 3/16" SOLID STEEL LATCH ASSEMBLY OR OPTIONAL PATENTED STAINLESS STEEL KEYED LOCK ASSEMBLY.
4. VICTOR STANLEY, INC., PLASTIC INNER LINERS ARE MOLDED ON TOOLING DESIGNED FOR AND OWNED BY VICTOR STANLEY, INC. THEY OFFER MAXIMUM CAPACITY AND STRENGTH WITH LIGHTWEIGHT CONSTRUCTION USING CRITICAL MOLDED RIBS, INTEGRAL HANDHOLDS, AND HIGH-STRENGTH MATERIALS. THIS MINIMIZES HANDLING DIFFICULTY AND FACILITATES EASY EMPTYING AND STORAGE WHILE AFFORDING LONG SERVICE LIFE.
5. THIS VICTOR STANLEY, INC. PRODUCT MUST BE PERMANENTLY AFFIXED TO THE GROUND. CONSULT YOUR LOCAL CODES FOR REGULATIONS.
6. ANCHOR BOLT NOT PROVIDED BY VICTOR STANLEY, INC.
7. FOR HIGH SALT ABUSIVE CLIMATES, HOT DIP GALVANIZING BEFORE POWDER COATING IS AVAILABLE. SEE WRITTEN SPECIFICATIONS FOR DETAILS.
8. ALL SPECIFICATIONS ARE SUBJECT TO CHANGE. CONTACT MANUFACTURER FOR DETAILS.
9. THIS PRODUCT IS SHIPPED FULLY ASSEMBLED.

SD-42

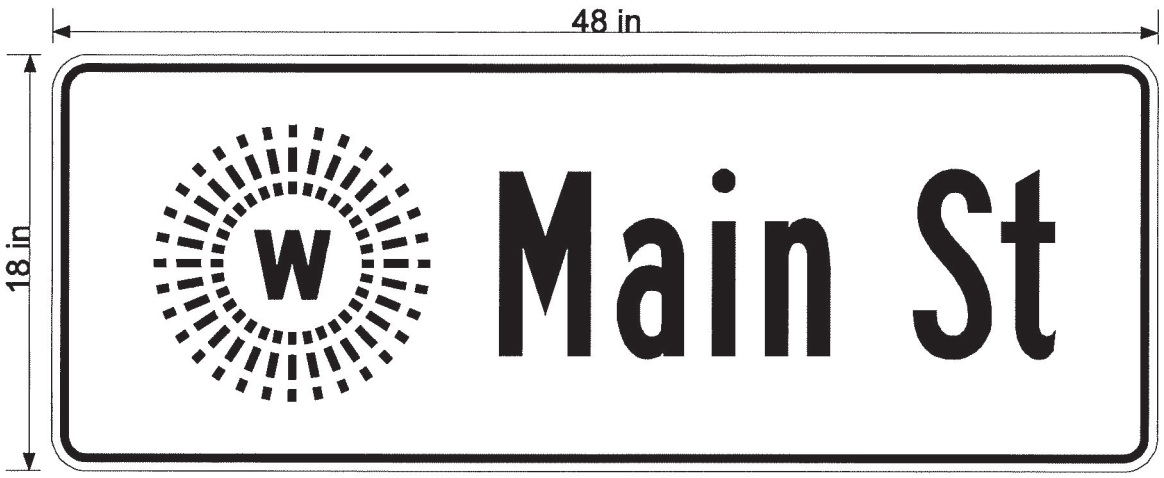
IRONSITES® SERIES 36-GALLON SIDE-DOOR-OPENING LITTER RECEPTACLE
SHOWN: STANDARD TAPERED FORMED LID

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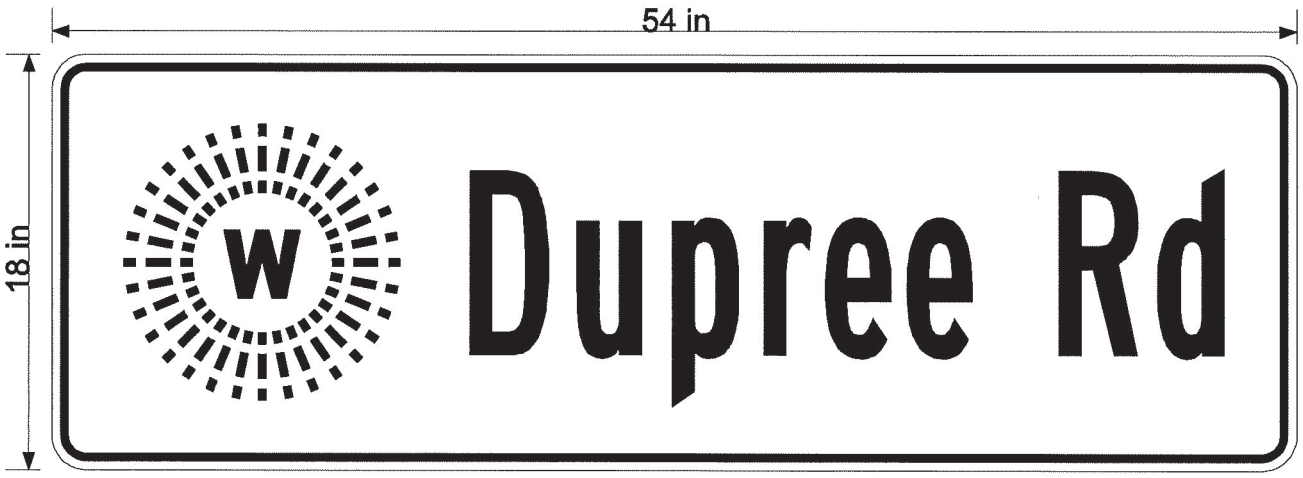
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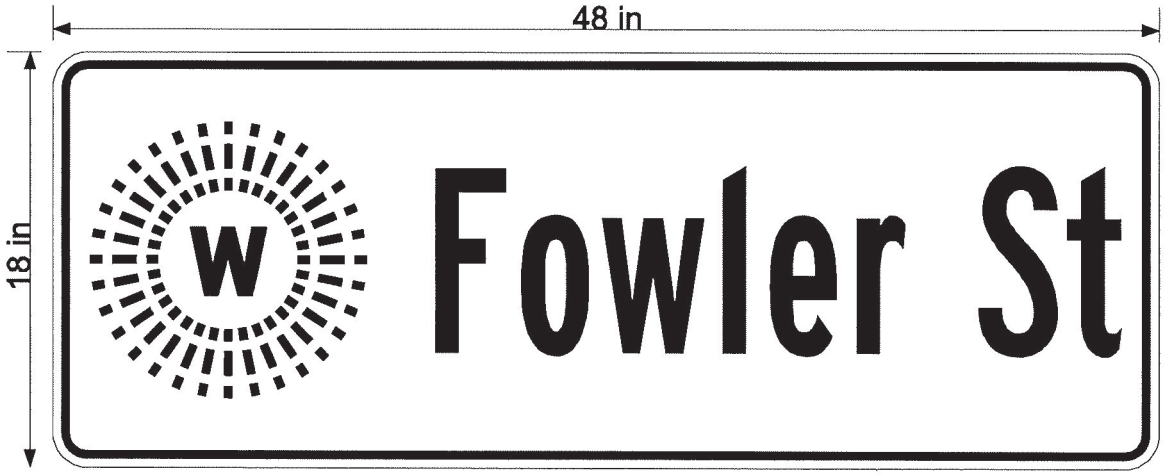


1332


48 in
18 in
W
Main St


60 in
18 in
W
Serenade Ln


54 in
18 in
W
Dupree Rd


48 in
18 in
W
Fowler St

7.304. Development Standards Applying to All Districts.

The following general development standards shall apply to all districts outlined in this Ordinance:

1. *Minimum Acreage Requirement.* New residential developments outside the Downtown District shall have a minimum acreage/assemblage requirement of eight (8) acres.
    a. Projects which involve an annexation are exempt from this requirement.
    b. For projects proposed on less than eight (8) acres, including the addition of phases to existing developments, the applicant may pursue a conditional use permit in accordance with the provisions set forth in the Land Development Ordinance.
    c. For acreage requirements inside the Downtown District, see Section 7.721.
2. *Critical Mass for Redevelopment Requirement.* Redevelopment of more than two (2) existing lots in a platted subdivision on the same land disturbance permit is prohibited unless a critical mass of eighty (80) percent or more contiguous lots in the subdivision are acquired and assembled, leaving the remaining twenty (20) percent of the lots as one (1) intact subdivision. Lots that have not been developed or have not contained a habitable residence or other habitable building containing a principal use for a period of five (5) years or greater are considered undeveloped and are exempt from this requirement. For the purposes of this section, lots are considered contiguous if they share more than half of the length of the adjoining property line for each adjacent parcel that is to be considered contiguous. The phasing of redevelopment over several LDPs as a way to subvert this section is prohibited. For the purposes of this Ordinance, a platted subdivision is a subdivision of residential lots for which a subdivision plat has been recorded in the Superior Court Clerk's Office of Cherokee County. Subdivision of existing lots to create additional residential lots within a developed subdivision platted after 1960 is only permissible with an approved Conditional Use Permit.
3. *Buildings Under Construction.* Nothing in this Ordinance shall require any change in the construction or intended use of a building, which is legally under construction or for which a building permit has been issued at the effective date of this Ordinance.
4. *Use of Land.* No land shall be used for a purpose which is not permitted in the district in which it is located. Outdoor display of goods for sale at retail establishments is prohibited, except for Retail - Outdoor, Consumer Fireworks Retail Stands - Temporary, and Junk/Salvage Yard uses, where permitted. Properties within the DT-CBD zoning district are exempt from this requirement concerning items displayed in Sidewalk Supplemental Zones.
5. *Use of Structure.* No structure shall be erected, use converted, enlarged, reconstructed, moved or structurally altered, except in conformance with this Ordinance.
6. *Lot Reduction Prohibited.* No parcel of land existing at the time of passage of this Ordinance shall be reduced in dimension or area below the minimum requirements of the zone district in which said lot lies.
7. *Use of Substandard Lots.* Where the owner of a lot at the time of the adoption of this Ordinance does not own sufficient land to enable him to conform to the dimensional requirements of this Ordinance, such lot may nonetheless be used as a building site provided that said lot requirements are not reduced below the minimum specified in this Ordinance by more than twenty (20) percent. If, however, the owner of two (2) or more adjoining lots with insufficient land dimensions decides to build on or to sell off these lots, he must first combine said lots to comply with the dimensional requirements of the Ordinance. Any lot requiring dimensional waivers below the twenty (20) percent minimum set forth in this section may be approved by the City Council provided that further decreased dimensional requirements shall conform as closely as possible to the required dimensions.
8. *Vision Clearance.* In all districts no fence, wall, shrubbery, or other obstruction to vision between the heights of two and one-half (2½) feet and ten (10) feet above the finished grade of streets shall be

erected, permitted, or maintained within twenty (20) feet of the intersection of the right-of-way lines of streets or railroads.

9. *Joint Open Space Not Permitted.* No part of a yard, or other open space, or off-street parking or loading required about or in connection with any building for the purposes of complying with this Ordinance, shall be included as part of a yard, open space, or off-street parking or loading space similarly required for any other building. Nor shall right-of-way easements for streets and roads be considered a part of a tot or open space, or front rear, or side yard for the purpose of meeting yard requirements.

10. *Homeowners Association.* Any new residential subdivision of more than three (3) residential units shall be required to have an incorporated homeowners association.

11. *Condominium Owner's Association.* Any new residential—multi-family, fee simple development must create and be governed by an association formed in accordance with the Georgia Condominium Act, O.C.G.A. § 44-3-70 et seq., now and as amended.

12. *Corner Lots.* A lot of which at least two (2) adjoining sides abut their full lengths on a public street. Said corner lot shall provide the minimum front yard setback for each street for the district in which the lot is situated. Rear setbacks for corner lots may be reduced to no less than the minimum side yard setback for the district in which the lot is situated.

13. *Double Frontage Lots.* This provision relates to lots having frontage on two (2) streets, but not located on a corner. This type of lot is not permitted in new residential subdivisions. However, if the lot was in existence prior to the adoption of this Ordinance, the minimum front yard shall be provided on each street in accordance with the provisions of this Ordinance.

14. *Average Front Yard Requirements.* The setback requirements of this Ordinance shall not apply to any lot where the average setback on already built upon lots located wholly or in part within two hundred (200) feet on each side of such lot and within the block and zoning district and fronting on the same street as such lot is less than the minimum required setback. In such cases, the setback of such a lot may be less than the requirement setback, but not less than the average of the existing setbacks on the developed lots. However, in no case shall setbacks be less than twelve (12) feet outside the Downtown District.

15. *Code Requirements.* All structures shall meet the requirements of all adopted codes in effect including, but not limited to, Building Code, Plumbing Code, Electrical Code, Fire Prevention Code, and Housing Code. Where such codes exceed the minimum requirements of this Ordinance, the stricter provisions shall apply.

16. *Fire Safety Requirements.* Accessibility for firefighting equipment on an all-weather surface shall be maintained throughout all stages of construction. Fire hydrants shall be installed in accordance with Standards for Water and Sewer in Chapter VIII of the Land Development Ordinance.

17. *Zoning to Apply When Lot is Divided by Zoning District Boundary Line.* In the event that a district boundary line on the Zoning Map divides a lot of record held in one (1) ownership on the date of passage of this Ordinance, each part of the lot so divided shall be used in conformity with the regulations established by this Ordinance for the district in which each such parcel is located; however, that if the property owner of such a lot so desires, he may extend a use allowed on the greatest portion of said lot one hundred (100) feet beyond the district boundary line in accordance with setbacks and yard requirements.

18. *Side and Rear Yards May Not Be Required Next to Railroad.* Within any non-residential district, the Development Process Committee in its review of the site plan may waive the side and rear yard requirements when adjacent to the railroad rights-of-way if they determine the waiver will not adversely affect the area.

19. *Permitted Encroachment of Yards and Setbacks.* Architectural features such as cornices, eaves, steps, chimneys, gutters, and fire escapes may project no more than three (3) feet beyond any required

setback line, except where such projections would obstruct driveways, which are or may be used for access for service and/or emergency vehicles; provided, however, that in the case of automobile service stations, motels, and similar uses which service the motoring public canopies shall be allowed over a driveway or walkway within the front yard not to extend from the principal building to a point any closer than fifteen (15) feet from the street right-of-way line.

20. *State Department of Transportation Approval.* All entrances or exits of any street or drive from or to any State highway shall be approved by the State Department of Transportation prior to the construction of such street or drive, or in the issuance of any building permit for any improvement to be served by such street or drive.

21. *Accessory Use Requirements.* The following requirements apply to accessory uses and structures regarding yard requirements.

    a. Such structures shall not be permitted in any required front yard.

    b. Where a corner lot adjoins in the rear of residential use, no accessory building shall be located closer to the side street right-of-way line than the principal building or closer than five (5) feet to the rear property line.

    c. No garage nor other accessory building shall be located closer than five (5) feet to a side or rear lot line.

    d. When an accessory building is attached to the principal building by a breezeway, passageway or similar means, it shall comply with the yard requirements of the principal building to which it is accessory.

    e. Filling station pumps and pump islands, where permitted, may occupy the required yards, provided that they are not less than fifteen (15) feet from the street right-of-way.

    f. Accessory uses and structures in an apartment development may include, but shall not be limited to, fitness centers and laundry facilities for the convenience of residents. All accessory structures in an apartment development shall be of construction equal to and compatible with the principal use structures and shall meet principal use setback requirements.

    g. Swimming pools shall be enclosed by a fence of a minimum height of five (5) feet with all pedestrian access gates containing a self-closing, positive latch device to ensure that the pool is enclosed at all times.

    h. Satellite dish antennas shall be prohibited on the roofs of structures and in the front yards. When the dishes are placed in the side yard they shall meet the side yard setback requirements of the respective zoning districts.

    i. For Accessory Dwelling Unit Requirements, see Section 7.523.

22. *Lighting Strips.* Lighting strips, lighting injection modules, LEDs or other continuous or connected series of lights shall not be used to outline individual windows, glass curtain walls, large glass sheets, doors, signs, or other architectural features of the building exterior. Rope or other connected series of lights intended for use as temporary holiday decoration shall be exempt from this section between the months of October and January.

(Ord. No. 5840-2019, § 1(Exh. A), 6-10-2019; Ord. No. 7205-2021, § 1(Exh. A), 6-14-2021; Ord. No. 990-2024, § 3, 6-10-2024)

ARTICLE IV. ZONE DISTRICT PERFORMANCE STANDARDS

Development Standards Table

Zoning District	Maximum Density (units/ac)	Minimum Heated Area (sq. ft.)	Minimum Lot Size (sq. ft.)	Minimum project size	Minimum Setbacks (feet)		
					Front	Side	Rear
R1	2	1,500	21,780		35	15	25
R2	3	1,300	12,000		25	15	25
R3-A (Single-family Detached)	4	1,200	7,500		25	10	25
R3-B (Duplex)	4	1,200	7,500[1]		25[1]	15[1]	25[1]
R3-C (Townhome)	7	1,000	N/A	8 acres[2]	25[1]	15[1]	25[1]
R4	7	1,000	5,500		15	5	15
R5	12	800	N/A	8 acres[2]	40[1]	25[1]	35[1]
GC			21,780		40	15	30
GC-VMU	12[4]	800	N/A		40	15	30
NC			7,500		40	15	30
LI			21,780		50	25	25
HI			sewer - 21,780 no sewer - 43,560		50	25	25
OSI			21,780		35	15	25
RD	0.2	1,500	5 acres		35	25	35
RR							
DT	refer to the Downtown District Standards						
SL	refer to the Specific Standards for Senior Living						

7.503. Conditional Use Permit Review Criteria.

The Mayor and City Council may grant a conditional use permit for the uses enumerated in Section 7.505 of this article. The granting of a conditional use permit is conditional upon the site plan considered by the Mayor and City Council and are subject to the following process and review procedure:

1. All applications for conditional use permits shall be advertised in the same manner as applications for rezoning and public hearings will be held thereon in the same manner as applications for public hearings are conducted.
2. The Mayor and City Council may grant conditional use permits for limited periods of time based upon the criteria set forth in Section 7.503(3).
3. In addition to district regulations, the Mayor and City Council shall consider, at a minimum, the following in its determination of whether or not to grant a conditional use permit, whether to limit the time such conditional use is allowed and whether to restrict the conditional use to a particular owner or party:
    a. Whether or not there will be a significant adverse effect on the surrounding area in which the proposed use will be located.
    b. Whether or not the use is otherwise compatible with the surrounding area.
    c. Whether or not the use proposed will result in a nuisance as defined under State law.
    d. Whether or not quiet enjoyment of surrounding property will be adversely affected.
    e. Whether or not property values of surrounding property will be adversely affected.
    f. Whether or not adequate provisions are made for parking and traffic considerations.
    g. Whether or not the site or intensity of the use is appropriate.
    h. Whether or not special or unique conditions created by the use are consistent with the purpose, intent and goals of the Comprehensive Town Plan.
    i. Whether or not adequate provisions are made regarding hours of operation.
    j. Whether or not adequate controls and limits are placed on commercial and business deliveries.
    k. Whether or not adequate landscape plans are incorporated to ensure appropriate transition between adjacent or nearby properties.
    l. Whether or not the public health, safety, welfare or moral concerns of the surrounding neighborhood will be adversely affected.
    m. Whether the application complies with any applicable specific requirements set forth in this chapter for conditional use permits for particular types of uses.
    n. Whether the applicant has provided sufficient information to allow a full consideration of all relevant factors.
    o. Whether the conditional use requested emits or creates unusual odors which would warrant use of an odor elimination/attenuation system as recommended by industry standards.
4. Projects in the Downtown district totaling less than five (5) acres: Additional criteria shall be considered during a CUP case for this exemption. Projects shall be evaluated for uniqueness, character, access, and connection to existing streets, alleys, and trails.
5. In all applications for a conditional use permit the burden shall be on the applicant both to produce sufficient information to allow the Mayor and City Council fully to consider all relevant factors and to demonstrate that the proposal complies with all applicable requirements and is otherwise consistent with the policies reflected in the factors enumerated in this chapter for consideration by the City.

(Ord. No. 5840-2019, § 1(Exh. A), 6-10-2019)

ARTICLE VII. DOWNTOWN DISTRICT STANDARDS

7.700—7.709. Reserved.

7.710. Purpose and Intent of the Downtown District.

The regulations set forth in the Downtown District are designed to.

1. Preserve, protect and enhance downtown's historic and future role as the civic and economic center of Woodstock.
2. Create an environment where residents and visitors can live, work, meet, and play.
3. Encourage a balanced mix of retail, professional, residential, civic, entertainment, and cultural uses.
4. Enhance the efficient utilization of parking facilities by encouraging shared, underground, and deck parking and alternative modes of transportation.
5. Provide safe and accessible parks and plazas.
6. Improve the aesthetics of street and built environments.
7. Promote pedestrian safety by ensuring sidewalk-oriented buildings and attractive street-facing facades that foster pedestrian activity and liveliness.
8. Provide accessible and sufficient parking in an unobtrusive manner.
9. Enhance Woodstock's historic quality by ensuring that new and rehabbed buildings are compatible with the character of buildings built between 1860 and 1920.
10. Provide increased vehicular and pedestrian access through a grid of streets that maximizes connections with and extensions of existing streets.
11. Maintain and enhance quality of life of existing neighborhoods.
12. Plan for and maintain first class sustainable neighborhoods.

(Ord. No. 5840-2019, § 1(Exh. A), 6-10-2019)

7.711—7.719. Reserved.

7.720. Master Plan Required.

Prior to commencing any land development activities in the Downtown District, a master plan of a proposed development ("the project") shall be provided to the Community Development Department for review. This master plan, or illustrative project concept, shall at a minimum include the location of residential and commercial lots, structures, stormwater facilities, streams and floodplains, amenities, open space, parking, pedestrian facilities, buffers, landscaped areas, all applicable Downtown District standards, and any additional details necessary to complete the review, as required by the Director of Community Development.

A Master Plan shall be submitted and approved prior to submittal of any Preliminary Plat, Site Plan, or other land disturbance permit for property within the Downtown District.

A master plan is also required for any project proposed that requires rezoning, conditional use permit or variances. The master plan must illustrate the details of the request and be submitted concurrently with the public hearing application.

1. *Master Plan Standards.* The Master Plan shall adhere to the following standards:

    d. Preliminary engineering, including conceptual utilities and conceptual grading plan;

    e. Include calculations for total acreage, number of units, residential density, open space, and commercial square footage;

    f. Identify adjacent property zoning districts, uses, and approximate structure locations;

    g.

    h. Illustrate the extension of any Greenprints Trail, as per the adopted Greenprints Trails Plan, now and as amended;

    i. Illustrate the extension of any grid streets, as per the adopted grid streets plan, now and as amended;

    j. Explain compliance with the adopted Woodstock Town Center (LCI) Plan, now and as amended, and the Woodstock Comprehensive Plan, now and as amended.

2. *Master Plan Procedures.*

    a. *Compliance Review.* The Community Development Department will review the master plan, providing comments regarding compliance with the following:

        i. Downtown District Standards.

        ii. Land Development Ordinance.

        iii. Woodstock Town Center Plan.

        iv. Woodstock Comprehensive Plan.

        v. All other ordinances and standards adopted by the City Council, in addition to other local, State, and Federal laws.

    b. *Compliance Required.* Should the master plan fail to comply with the provisions set forth in Section 7.720(2)a., the deficiencies will be listed and provided to the applicant. The applicant may then elect to pursue rezoning or variances from City Council or render changes to bring the master plan into compliance.

    Once the master plan complies with the provisions set forth in Section 7.720(2), the applicant will be notified, and the master plan will be docketed on the agenda of the Development Process Committee (DPC) for review and consideration. Upon approval by the DPC, the applicant may then submit land development plans in accordance with Chapter III of the Land Development Ordinance.

    In the event the master plan is included with a public hearing application, the Community Development Department will complete the review as set forth herein and the DPC will include the findings of said review in the recommendation to the Planning Commission and City Council.

    c. *Exemptions.* Projects or proposals may be exempted from this section if they meet any one (1) of the following conditions:

        i. The project exclusively involves the renovation or replacement of an existing structure in the same location; or

        ii. The project involves one (1) unit on one (1) lot in a platted subdivision; or

iii. If the project is proposed on a site of one (1) acre or less and in the judgement of the Community Development Director, is in compliance.

The subdivision of property is prohibited to meet any of these requirements.

d. *Disclaimer.* The Community Development Department makes a good faith effort to thoroughly review each master plan tendered. Should a master plan review omit or fail to acknowledge noncompliance with this section, the applicant and the Project are in no way exempted from the provisions set forth herein.

3. *Appeals.* Any person aggrieved by a decision of the DPC may appeal in writing directly to City Council in accordance with the provisions of Chapter X of the Land Development Ordinance.

(Ord. No. 5840-2019, § 1(Exh. A), 6-10-2019)

7.721. General Requirements.

1. *Density.* The required maximum density foreach Downtown District zoning classification is listed in Section 7.728 Site Limits Table. The maximum density allowable on any given lot in the Downtown District may not necessarily be achieved due to infrastructure requirements and Downtown District site design requirements. The high densities allowed in this district are designed to incentivize assemblages that can comply with the Code, providing public amenities as necessary, and reach the maximum allowable density. For mixed-use projects, density can be calculated using the entire parcel/project area, including commercial areas, only if the commercial development is to be completed first or concurrently. See Section 7.721.2.b. below. If not, residential densities shall be calculated using only the residential portions of the parcel/project area.

2. *Minimum Acreage Requirement.* No new residential development shall be permitted on any parcel or assemblage of parcels in the Downtown District that have a total area of less than five (5) acres.

   a. Construction that does not require the subdivision of property into more than three (3) parcels, and does not require any new streets, are exempt from this requirement.

   b. Mixed-use projects with at least thirty-five (35) percent of the land area, at ground level, dedicated to newly constructed, nonresidential uses, not including open space areas, are exempt from the minimum acreage requirement. Commercial and residential components that are part of the same project must be constructed concurrently. All commercial buildings in a project must be completed and issued a certificate of occupancy prior to eighty (80) percent of residential buildings receiving building permits.

   c. For projects proposed on less than five (5) acres, including the addition of phases to existing developments, the applicant may pursue a conditional use permit in accordance with the provisions set forth in the Land Development Ordinance.

3. *Mix of Housing Types Required for Residential Development.* All new residential development in the Downtown District without at least twenty (20) percent of the land area, at ground level, dedicated to non-residential uses, not including open space, shall provide a mix of housing types. Districts DT-LR and DT-VLR are exempt from this requirement.

Project Size	Number of Housing Types Required
0—1 acre	1 type
1.01—5 acres	2 types – Minimum 30% housing units of any one type
5.01—15 acres	3 types Minimum 20% housing units of any one type
15.01—30 acres	4 types Min 15% housing units of any one type
30.01 acres and above	5 types Min 10% housing units of any one type

Housing Type Choices (developments requiring two or more housing types shall include housing types from at least two categories):

Category 1: Detached Single Family Options:

a. Large lot single-family detached—Lots with a minimum square footage of seven thousand five hundred (7,500) square feet.

b. Moderate Single-family detached—Lots with a minimum of 5,000 square feet.

c. Urban Single-family detached – Lots with less than 5,000 square feet, lot widths of 35’ or less and houses 25’ or less in width.

d. Charleston single-style single family detached or other narrow style of detached single-family home.

e. Single-family detached with accessory dwelling units.

Category 2: Attached Options:

f. Townhome (Conditional Use Permit required).

g. Townhome with private rear yard or internal courtyard (Conditional Use Permit required).

h. Duplex. (Can be multi-family or single-family attached)

i. Triplex. (Three attached dwellings on a single lot)

j. Quad—Condominium building with four (4) units.

Category 3: Multifamily/Mixed Use Options:

k. Small condo building—Five (5) to twenty (20) condominiums per building.

l. Large condo building—Over twenty (20) units per building.

m. Multi-family, rental (Conditional Use Permit required).

n. Residential over commercial.

o. Cottage court or pocket neighborhood arrangement of 1,200 sq max single-family detached

Category 4:

p. Innovative housing type which fits into none of the categories above, as approved by the Director of Community Development.

4. Development shall conform to the *Critical Mass for Redevelopment Requirement* Described in Article 7.304

5. *Grading.* Where future street connection locations exist within a new development, the temporary ends of these streets shall be graded in such a way that future connection is possible, as determined by the City Engineer.

(Ord. No. 5840-2019, § 1(Exh. A), 6-10-2019; Ord. No. 7205-2021, § 1(Exh. A), 6-14-2021)

7.722. Definitions.

Accessory Dwelling Unit: A detached or attached permanent living unit which provides complete independent living facilities for one (1) or more persons. It shall include permanent provisions for living, sleeping, eating, cooking and sanitation, and shall be located on the same parcel upon which the primary single-family residence is situated.

Build-To Line: The build-to line is the line along which the building street facade is permitted to be located. The distance between the build-to line and the nearest street curb is equal to the sidewalk area width requirements, except where public or private open space is adjacent to the sidewalk area. The build-to line shall extend to the perimeter of such open space including the minimum street facade frontage of principal structures.

Downtown District: The area approved on the Downtown District map found on the official zoning map.

Greenway Trail: A concrete or asphalt trail with a width capable of accommodating pedestrians and nonmotorized vehicles. The minimum width required is ten (10) feet, unless otherwise determined by the City Engineer. Boardwalks, bridges, and pervious concrete are permitted within the floodplain and stream buffers.

Historic Overlay District: An area shown on the official zoning map, which has specific requirements that supersede certain other requirements of the Downtown District as amended.

Multi-family: A building containing more than one (1) residential unit, excluding townhouses.

Open Space: Private open space and public open space appropriately improved for pedestrian use and amenity not including detention ponds and stream buffers without greenway trails or areas used for vehicles, except for incidental service, maintenance or emergency actions only. Open space shall be exterior and computed as the total square footage of said spaces.

1. *Residential Private Open Space:* Open space that is private courtyards, lawns, gardens, terraces, or balconies, or amenity areas, which restrict access to residents of adjacent development.
2. *Public Open Space:* Park, plaza, or greenway trail that is open to the public during normal City park hours and sidewalk area requirements.
3. *Park:* A public open space that provides recreation amenities and gathering places. A park shall have streets along a minimum of fifty (50) percent of its perimeter and shall have no more than twenty (20) percent of its area covered with impervious surfaces, with the exception of greenway trails.
4. *Plaza:* A public open space that is available for civic and commercial activities, but may have access limited for the purposes of providing outdoor dining areas. A plaza shall have streets along a minimum of fifty (50) percent of its perimeter and a landscape consisting of durable pavement, trees and other plant materials.
5. *Commercial Private Open Space:* Open space that is privately owned or leased space used for the purposes of a business or a directly adjacent business and is open to the public during business hours. A commercial open space may include a lawn, garden or patio and may be restricted when the business or adjacent business is closed.

Pitched-Roof Treatment: An architectural treatment that is provided on the sidewalk level of a public street façade on residential buildings or commercial buildings with gabled roofs. For more information see Section 7.729.:

Sidewalk Area: Begins at the street curb and consists of a contiguous sidewalk landscape zone, sidewalk clear zone, and sidewalk supplemental zone including intervening driveways.

1. *Sidewalk Landscape Zone:* The portion of a sidewalk area adjacent to the street curb and reserved for the placement of trees, groundcover, and street furniture including utility poles, waste receptacles, fire hydrants, traffic signs, traffic control boxes, tree grates, newspaper boxes, bus shelters, bicycle racks and similar elements in a manner that does not obstruct pedestrian access or motorist visibility.
2. *Sidewalk Clear Zone:* The portion of a sidewalk area that is reserved for pedestrian passage and is unobstructed by permanent objects to a height of eight (8) feet, including but not limited to, steps and stoops, traffic control boxes, and utility structures. The sidewalk clear zone shall be adjacent and between the sidewalk landscape zone and the sidewalk supplemental zone and shall have a consistent cross-slope not exceeding two (2) percent.
3. *Sidewalk Supplemental Zone:* The area between the back of the sidewalk clear zone and the build-to line. Adjacent to storefront treatments, sidewalk supplemental zones may be used for pedestrian amenity elements such as benches, merchandise display, potted plants, and decorative fountains. Outdoor dining is permitted only when adjacent to eating and drinking establishments. Elements that are prohibited in the supplemental zone include recreational areas and facilities such as swimming

pools, tennis courts, fences and walls greater than forty (40) inches in height, service elements such as dumpsters, loading docks and similar elements, mechanical features, and parking. Public access may be restricted only for areas adjacent to residential uses, and for outdoor dining areas when adjacent to non-residential uses. No element shall be attached to the sidewalk supplemental zone in any way, except for fences and walls.

Storefront Treatment: An architectural treatment that is provided on the sidewalk level of the street façade of flat roofed buildings. For more information, see Section 7.729:

Street Facade: The exterior wall of a building, not including extruding structures such as porches, stoops or bay windows, which is located along the build-to line or street without an intervening building or street wall.

Street Facade Frontage: The percent of street facade required along the build-to line.

Street Wall: A wall no less than seventy-five (75) percent opaque built along the build-to line and co-planer with the street facade, often for the purpose of masking a parking lot from the street. Street walls shall be a minimum of three and one-half (3.5) feet in height and constructed of a material matching the adjacent street facade or dense evergreen hedge. Street walls shall be discontinued no more than necessary to allow automobile and pedestrian access. The street wall shall have other individual openings not exceeding four (4) square feet in area at height of less than three and one-half (3.5) feet.

(Ord. No. 5840-2019, § 1(Exh. A), 6-10-2019; Ord. No. 7205-2021, § 1(Exh. A), 6-14-2021; Ord. No. 990-2024, § 7, 6-10-2024)

7.723. General Provisions.

1. *Non-Residential* and Mixed Use *Legally Nonconforming Buildings.* Existing buildings and building facades that do not meet the applicable requirements of this ordinance but were legal at the time of construction are considered legally nonconforming. *Legally non-conforming residential buildings shall conform to the Lot of Record Exemption standards of 7.723.2.* To remain legally nonconforming, remodeling and renovations of non-residential and mixed use buildings must occur in accordance with the following provisions.

    a. Remodeling and exterior renovations shall not be expanded, extended, enlarged, or otherwise altered in any way which increases its nonconformity.

    b. Buildings shall be expanded in the following ways to maintain the nonconforming status of the existing building:

        i. When a building is expanded from its current footprint to reach the build-to line (Front Addition); or

        ii. When a building is expanded from its current footprint to add an addition in the rear (Rear Addition); or

        iii. If a new building is constructed on a lot with an existing building, the new building shall be built to the build-to line meeting minimum separation from the existing building as required by Building and Fire Code (New Building: Front). Accessory buildings, including but not limited to storage sheds, Accessory Dwelling Units (ADUs), and garages may also be placed to the side and rear of the existing non-conforming building.

    c. Remodeling or renovation projects of buildings with non-residential uses that violate the Downtown District Standards forfeit legally nonconforming status, and must comply with all Downtown District Standards, including, but not limited to, street and sidewalk area, open space, parking, and street facade requirements. Internal renovations that do not alter the building facade or building footprint, and upgrades of building and construction materials, do not affect the legally nonconforming status.

2. *Lot of Record Lot Exemption.* The lot of record lot exemption is intended to encourage improvements to residential structures in downtown, preserving and enhancing the character of existing single-family lots and neighborhoods. A lot of record is exempt from the Downtown District Code under the following provisions:

   a. For the purposes of this amendment, a lot of record means a lot which is part of a subdivision recorded in the Superior Court Clerk's Office, or a lot described by metes and bounds, the description of which has been recorded in the Superior Court Clerk's Office prior to September 10, 2018. The exemption includes both residential lots with one (1) existing single-family detached structure and vacant lots that do not contain a structure which are proposed for use as a single-family residence. "New construction" means construction on a vacant lot where no structure was previously constructed, or a newly planned structure proposed on a lot.

   b. A lot cannot be subdivided to comply with this Code section.

   c. Only one (1) primary dwelling unit can be built per lot. Accessory dwelling units or other accessory structures must conform to the applicable regulations for such structures.

   d. A new single-family residence with one (1) dwelling unit may be constructed under Lot of Record standards as long as the new single-family residential structure meets the following standards:

      i. it does not exceed 50% coverage of the lot, and

      ii. it provides a minimum of 10’ side and 10’ rear setbacks; and

      iii. it does not exceed 40’ in height.

   e. Renovations. Exterior modifications or maintenance activities can be performed on an existing single-family structure as long as the architecture either remains consistent with the current structure, or is in compliance with the architectural provisions in the Downtown District Code.

   f. Single Family Architecture: Single family residences fronting on Type D streets are not required to meet the Architectural Requirements of Article VII.

   g. Front setbacks shall remain consistent with those recorded on the applicable subdivision plat or in effect at the time the lot was recorded, or, in the absence of recorded setbacks, shall remain consistent with the average of the front setbacks of other primary structures situated along the same block, on the same side of the street.

   h. The installation of planned road infrastructure, including the extension of grid streets, is not required for new residential construction of a single residence on a single lot. The phasing of new residential construction over several LDPs within as a way to subvert this section is prohibited. The dedication of right-of-way for the future expansion of planned public improvements shown in City Council approved documents including but not limited to policies, plans, and reports is required with any project taking advantage of the exemption offered in this section. Buildings shall be constructed to meet the build-to line from the ultimate right-of-way of future planned street cross-sections as described in Council-approved documents. Installation of pedestrian infrastructure (e.g. sidewalks and trails), as well as installation of street trees and streetlights shall be required unless the Development Process Committee determines it is in the City’s best interest to take a payment-in-lieu of installation, to the sidewalk fund.

(Ord. No. 5840-2019, § 1(Exh. A), 6-10-2019; Ord. No. 6239-2020, § 1(Exh. A), 2-10-2020; Ord. No. 7205-2021, § 1(Exh. A), 6-14-2021; Ord. No. 2025-003, § 3, 1-13-2025)

7.724. Public Infrastructure and Standard Details.

a. In addition to Articles III and XV of the LDO, all downtown development shall comply with downtown standards as outlined in the Downtown Design Standards Policy adopted by the Mayor and City Council with resolution from time to time.

(Ord. No. 5840-2019, § 1(Exh. A), 6-10-2019; Ord. No. 7205-2021, § 1(Exh. A), 6-14-2021)

7.725. Open Space Requirements.

All developments shall be required to provide open space. Location of such open space shall be approved by the City either within the confines of the development or at a proximate location. For public open spaces, parks and greenway trails, dedication or public access easements must be provided if such spaces are intended to meet these open space requirements. The minimum requirement for open space is twenty (20) percent of the parcel area.

In addition to the definition requirements, open space shall be provided, designed and constructed pursuant to the following regulations:

1. Detention ponds and required stream buffers shall not be used in open space calculations.
2. The owner shall submit a maintenance agreement establishing a mechanism for maintaining open space dedication located within subject development.
3. Open space requirements shall be constructed or dedicated as part of the first phase of construction, in an amount equivalent to the first phase proportion of the total development.
4. Open space dedication shall be guaranteed through bonds, conservation easements, land donation to the City or permanent deed restriction. In lieu of open space dedication, a cash value contribution shall be provided to the City's open space bank, which contribution shall be equivalent to the square footage value of subject land multiplied times the square footage of such open space requirement. The value of the subject land shall be equal to the land value as determined by the county assessor on the most recent property tax statement.
5. Non-residential development shall provide Commercial Private Open Space or Public Open Space, which shall be open to the public during daylight hours and other hours as determined by the City. Residential development shall provide either public open space or private open space.
6. Where greenway trails are required along streams, there shall be public access along such greenway trails and there shall be a minimum seventy-five (75) feet natural buffer along such streams measured from top of bank, which may include such greenway trail and such natural buffer shall be calculated towards open space requirements.
7. Side setbacks, lot remnants, and areas not easily accessible to pedestrians are not to be considered open space to meet the minimum requirement.
8. *Open Space Privacy Buffer Option.* Where new developments are adjacent to existing residential development, screening buffer areas may be used to meet up to twenty-five (25) percent of the minimum open space requirement (five (5) percent of the parcel area). To qualify, screening buffer areas must be at least seven (7) feet in depth, contain a wall or fence at least forty (40) inches in height, and contain dense plantings of evergreen trees and shrubs, to be approved by the Community Development Director or designee.
9. Commercial Private Open Space may be counted toward the Open Space Requirement or provided pursuant to the following:

a. Commercial Private Open Space may be located on the same or directly adjacent parcel as a business.

b. The business may use the Commercial Private Open Space to provide seating, service, entertainment facilities or outdoor shopping spaces provided these activities do not extend onto a public sidewalk or public open space without the issuance of a Sidewalk Encroachment Permit.

c. Patios may be permanently covered with a roof or pergola structure. Patios shall not be permanently enclosed but may utilize removable enclosures for use during inclement weather.

d. Container buildings may be placed within Commercial Private Open Space with approval by the Development Process Committee pursuant to the following:

    i. No more than one (1) container building shall be permitted per parcel.

    ii. Unfinished container buildings are prohibited. The exterior facade of container buildings shall be improved including but not limited to cladding, living (green) walls, paint, or other exterior modifications to the satisfaction of the Development Process Committee.

    iii. The property owner shall demonstrate that restrooms are located within five hundred (500) feet of the container building.

    iv. Container buildings are generally exempt from architectural requirements except that they shall be faced with approved Downtown facade materials or metal.

    v. Container buildings' primary use shall be oriented towards the public and serve customers through a restaurant, retail, or other public-facing use. Storage for goods or materials shall only be allowed as an ancillary use to the primary occupying use.

    vi. No container building shall be located closer than five (5) feet to any other building on the same parcel. The five-foot distance shall be measured from the closest point of the building walls or structure walls.

    vii. Should a container building cease to operate as a business for a period of sixty (60) days or more, a notice of violation shall be conveyed to the container owner that states:

        A. That the container building must be occupied by a new business/tenant by a date certain, and;

        B. Should a business not be operational in the container building by the date certain, then operations shall be ceased and the container building shall be removed from the premises.

        C. An extension may be granted to this requirement by the Development Process Committee.

(Ord. No. 5840-2019, § 1(Exh. A), 6-10-2019; Ord. No. 7205-2021, § 1(Exh. A), 6-14-2021; Ord. No. 2025-014, §§ 2, 3, 7-28-2025)

7.726. Street and Sidewalk Area Requirements.

1. Whenever a development three (3) acres or greater is to be developed or redeveloped, maximum block sizes requirements shall apply in each subarea as indicated on the downtown site limits table.
2. For any new development that requires a street to be constructed:
    a. The right-of-way for such portion of said street shall be platted according to specified street requirements as indicated below and on the street type tables. Any City Council approved plans for specific street segments shall supersede street type tables and street cross-sections.
    b. The owner is responsible for the dedication of the right-of-way in accordance with the provisions of the "The City of Woodstock Land Development Ordinance." The entire dedicated right-of-way shall be shown as such on a final survey plat that is submitted to and approved by the City.
    c. Measurements involving minimum lot standards shall be made at the edge of the full right-of-way.
    d. Prior to the issuance of an occupancy permit for any new development on such lot, either the street shall be constructed or guaranteed through bonds to the standards established herein.
    e. Development permission that would have otherwise been allowed within such dedicated street right-of-way shall be allowed to be developed elsewhere on the site.
3. New streets within DT-VLR, DT-LR, DT-MR-A, and DT-MR-B shall be D1 (local residential) or D2 or D3, if an Administrative Variance is granted to allow D2 or D3. New streets within DT-RO shall be D1 (local residential) for residential frontages, or B (local mixed-use) for commercial frontages. Within all other subareas, new streets shall be B (local mixed-use) streets. See Street Type Tables in this section. All new and improved streets in the Downtown District shall use header curb with no gutter and hood-and-grate storm drains.
4. New streets and improvements to existing streets in the Downtown District shall conform to the Downtown Street Types Table found in this section, and the Downtown Design Standards Policy found in the Council Policy Manual, which contains the Downtown Streets Map, which includes existing streets, and the A Street Standards.
5. Planned grid streets and connections shall be installed as shown on the most recently adopted Downtown Streets Map, found in the Council Policy Manual. Grading at ends of grid streets shall be prepared for the easiest future connection by neighboring properties.
6. A sidewalk area shall be located along all streets and shall consist of a sidewalk landscape zone with street trees, an unobstructed sidewalk clear zone, and a supplemental zone with requirements as indicated on the Downtown Street Standards Design Table. Changes to the configuration of the sidewalk area may be granted by administrative variance if there are existing trees, overhead or underground utilities, or existing buildings present in the required sidewalk area locations.
7. Any paving including concrete, special or decorative paving within the sidewalk landscape zone, sidewalk clear zone, or sidewalk supplemental zone shall continue across any intervening driveway.
8. Dead-end and cul-de-sac streets are prohibited.
    a. Prior to extending an existing street within the Downtown District, approval by City Council is required. An owner or applicant seeking to extend an existing street must first submit the request in writing to the Community Development Department. A public hearing will be scheduled before the City Council, adhering to the public hearing and public notice requirements outlined in Chapter XI, Zoning Policy and Procedures, of this Land Development Code.
    b. Should a proposed street extension accompany a rezoning request, the street extension will be evaluated and considered in conjunction with the rezoning request, following the zoning process as outlined in Chapter XI, Zoning Policy and Procedures.

9. All on-street parking spaces must be delineated by five-inch white traffic striping. Parallel parking spaces must be a minimum twenty-two (22) feet in length. The Development Process Committee may approve twenty (20) feet long parallel parking spaces through administrative variance.

10. Within the sidewalk landscape zone:

    a. Street trees are required as indicated in the Street Type Table—Sidewalk Area and Greenway Trail Requirements.

        i. Street trees shall be planted a maximum of fifty (50) feet on center and spaced equal distance between streetlights and in line with stripes of parallel parking spaces.

        ii. All newly planted trees shall be a minimum caliper of three and one-half (3.5) inches measured twelve (12) inches above ground, shall be limbed up to a minimum height of seven (7) feet and shall have a minimum mature height of forty (40) feet.

        iii. Trees shall have a minimum planting area of two hundred (200) square feet.

        iv. As stated by Chapter IX Tree Preservation and Replacement Standards, if existing underground utilities are present, the Director of Community Development may allow alternative proposals on a case-by-case basis. In the event that existing overhead power lines prohibit the planting of required overstory trees, an appropriate understory tree species may be selected and approved for required inches according to accepted horticultural standards and as approved by the impacted utility. The criteria by which cases with underground utilities shall be evaluated includes the size, location, and depth of the existing underground utilities, and the size, type, location, and appropriateness of the plantings proposed as an alternative to the required street trees.

    b. Within DT-VLR (very low-density residential) and DT-LR (low-density residential) shall be continuous trees and groundcover with exception of intervening driveways. Within all other subareas shall be groundcover, decorative paving, or tree grates with exception of intervening driveways.

    c. All street furniture and pavers, where installed, shall have a location and type subject to approval including but not limited to the following: benches, waste receptacles, bicycle racks, newspaper stands, tree grates, and street-lights. Tree grates shall be a minimum of eight (8) feet by five (5) feet. Decorative pedestrian lights shall be placed a maximum of one hundred (100) feet on center and shall be spaced equal distance between required trees. Refer to the Council Policy Manual for additional information on design specifications in the Downtown Design Standards Policy.

    d. Landscape zone within parking option: Street tree requirements within the sidewalk landscape zone may be met through landscape bulb-outs between on-street parking spaces on Main Street downtown, local mixed-use, and local residential streets that have on-street parking, where space is constrained, with staff approval. The final placement of all street or pedestrian lights shall be reviewed and approved by the Community Development Department.

    e. Sidewalk area width requirements may be reduced for streets with entire total lengths of one hundred fifty (150) feet or less within DT-MR-A (medium-density residential A) and DT-MR-B (medium-density residential B).

11. Within the sidewalk supplemental zone:

    a. Terraces, porches, stoops, and stairs may encroach a maximum depth of sixty (60) percent of the total zone depth provided there is still a minimum of five (5) feet clear of encroachments, and shall have a maximum finished floor height of twenty-four (24) inches above finished-grade if encroaching. Such terraces, porches, and stoops shall not be considered street facade.

    b. Balconies and awnings may encroach a maximum depth of five (5) feet of the total zone width.

c. DT-RO (residential/office), DT-MR-A (medium-density residential A), and DT-MR-B (medium-density residential B) shall provide landscaping for a minimum of forty (40) percent of the zone's horizontal area adjacent to sidewalk level residential treatments.

d. Hardscaping shall be provided for a minimum of seventy-five (75) percent of the zone's horizontal area adjacent to storefront treatments on primary frontages.

e. Buildings that existed before March 2005 with no adjacent sidewalk supplemental zone may have outdoor dining areas encroach a maximum of two (2) feet into the sidewalk clear zone, measured from the street facade.

f. Sidewalk supplemental zone width requirements may be reduced where the sidewalk landscape zone is increased to a minimum width of ten (10) feet for purposes of locating outdoor dining.

g. Sidewalk supplemental zone width requirements may be increased where taller buildings are proposed along narrow streets, at the discretion of the Director of Community Development. To determine the appropriate supplemental zone width, the Director shall consider the width of the street in proportion to the height of the structures proposed.

12. Alleys shall be designed as shown on the Downtown Street Types Table. Alley right-of-way is generally private but may be dedicated as public with staff and City Council approval. Alleys and alley right-of-way shall not be part of residential lots.

13. Greenway design requirements shall be as shown on the Downtown Street Standards Design Table when Greenprints Trail sections are required in addition to sidewalks, or if buildings are intended to front on the trail.

Street Types Table	Sidewalk Landscape Zone Minimum Width (LZ)	Sidewalk Clear Zone Minimum Width (CZ) -Trail cross—section will be used instead of sidewalk where required	Sidewalk Supple-mental Zone Min/Max Width (SZ)	Street Trees in Sidewalk Land-scape Zone	Min/Max Shoulder Width (one side of roadway) = LZ + CZ+SZ	Number of Total Travel Lanes	Min. Lane Width	On-Street Parking + Minimum Width	Median and Minimum Width	Total Min Roadbed Width
A (Arterial)	*Arterial Design Requirements, commonly known as the A Street Standards, are found in the Downtown Design Standards Policy. See the Council Policy Manual for details regarding commercial frontage requirements, special Supplemental Zones and sidewalk widths, and on-street parking location requirements.*									
A (Arterial)	7 ft.	See A Street Standards	10 to 18 ft., except 5-13' in Historic Main area as shown on A Street Standards	50 ft. o.c.	27 to 35 ft.	2 to 4	10 ft., 6 in.	Yes, parallel. See A Street Standards for required and prohibited parking locations.	See A Street Standards	See A Street Standards.
B (Local Mixed-Use)	7 ft.	7 ft. or 5 ft.[1]	10 to 18 ft.	50 ft. o.c.	22 to 30 ft.	2	10 ft., 6 in.	Yes, both sides. Angled (17 ft. to 20 ft. width) or parallel (8 ft.)	Median (11' min) or center turn lane (10' min) optional	47 ft.
C (Highway Commercial)	10 ft.	8 to 10 ft. (sidewalk	10 to 15 ft.[6]	50 ft. o.c.[2]	28 to 38 ft.	4 to 6	10 ft., 6 in.	No	Median with or without	80 ft.

		or multi-use path)							center turn lane required (18 ft. min total width, 10 ft. min. turn-lane with 8 ft. min median width)	
D-1 (Local Residential Parking Both-Side)	7 ft.	5 ft.	8 to 20 ft.	50 ft. o.c.	20 to 40 ft.	2	10 ft., 6 in.	Yes, parallel both sides (8 ft.)	No	36 ft.
D-2 (Local Residential Parking One-Side)[3]	7 ft.	5 ft.	8 to 20 ft.	50 ft. o.c.	20 to 40 ft.	2	10 ft., 6 in.	Yes, parallel one side (8 ft.)[3]	No	28 ft.
D-3 (Local Residential No On-Street Parking)[7]	7 ft.	5 ft.	8 to 20 ft.	50 ft. o.c.	20-40 ft.	2	10 ft., 6 in.	No	No	21 ft.
E (Commercial Service)	Trees planted in on-street parking bulb-outs where parking is present and to separate on-street parking and loading	6 to 10 ft.	5 ft. (required only if adjacent to off-street parking lot).	50 ft. o.c.	6 to 15 ft.	2	10 ft., 6 in.	Yes, parallel (8 ft.), angled (17 ft. to 20 ft. width), 90° (20 ft. width), loading/service zone (match parking depth if parking	No	36 ft.

	zones (not required along loading zones).							present on same side of street, otherwise varies)		
GW-1a (Greenway Adjacent to On-Street Parking)	Trees planted in on-street parking bulb-outs. 3 ft. min buffer between parking and bikeway and 3 ft. buffer between bikeway and sidewalk	8 ft. bikeway, 8 ft. sidewalk	Dependent on adjacent street type, 5 ft. min	50 ft. o.c./3 ft. min from trail	35 ft.	NA	NA	NA	NA	NA
GW-1b (Greenway Adjacent to Travel Lane)	7 ft. min buffer between travel lane and bikeway (3 ft. min clear width) and 3 ft. buffer between bikeway and sidewalk	8 ft. bikeway, 8 ft. sidewalk	Dependent on adjacent street type, 5 ft. min	50 ft. o.c./3 ft. min from trail	39 ft.	NA	NA	NA	NA	NA
GW-1c (Greenway Adjacent to Roadway - Space Constrained) [4]	3 ft. min buffer between road/bikeway and 2 ft. sloped transition between bikeway/sidewalk	8 ft. bikeway, 6 ft. sidewalk	Dependent on adjacent street type, 5 ft. min	50 ft. o.c./3 ft. min from trail	24 ft.	NA	NA	NA	NA	NA

GW-2[5](Off-street Greenway)	NA	12 ft.	20 ft.	50 ft. o.c./3 ft. from trail	57 ft. min	NA	NA	NA	NA	NA
1 Sidewalks along B streets shall be 7 ft. wide for commercial frontage and 5 ft. wide for residential frontage.										
2 Tree plantings along GDOT roadways must adhere to GDOT standards. For 45 mph roadways, 14 ft. min clear distance from face of curb to trees is required on shoulders, 22 ft. min on medians. This excludes small trees and shrubs that mature at <=4 ft. in diameter.										
3 Parking on one-side of residential streets to be permitted only where site constraints prohibit parking on both sides of street. Approval requires administrative variance by the Development Process Committee.										
4 To be permitted only where site constraints prohibit GW-1a or GW-1b. Approval requires administrative variance by the Development Process Committee.										
5 Building entrances fronting greenway must have at least one 5 ft. min width path connecting to the greenway. Paths and entrances must be ADA accessible for all development types except single-family attached or detached residential. Buildings fronting greenway must also have rear vehicle and pedestrian access provided via an alley or street. Where development fronts greenway, public greenway access via an accessible path must be provided every 600 ft. of greenway at minimum (this includes roads with sidewalks intersecting the greenway).										
6 Building or plaza/seat area attached to building must front supplemental zone. If site constraints necessitate drive thru access in front of building, Woodstock Community Development Department may approve a 10 ft. driveway with 5 ft. supplemental zone through administrative variance.										
7 D3 Streets shall be designated on a case-by-case basis, either by approval of an amended Downtown Street Types Map or when a new street or extension of a street is approved through the development review process.										

ALLEY TYPES TABLE

	Pavement Width	Alley Shoulder Min Width	Alley Shoulder Material	Minimum ROW Width[3]	Setback Minimum from Alley	Right-of-Way Line Requirements
F1 (Mixed-Use Service)[1]	18'-20'	5 ft. (separated by mountable curb or valley gutter)	Asphalt, 8" min thick reinforced concrete, pervious pavers or permeable asphalt/concrete.	28 ft.	None	Optional fence or wall, required if adjacent to a parcel line shared with existing residential.
F2 (Residential)[2]	12'-20'	6 ft. (separated by mountable curb or valley gutter)	8" min thick reinforced concrete, permeable concrete, pervious pavers, or reinforced turf.	24 ft.	None	Garage wall or other wall
F3 (Residential)[2]	12'-20'	5 ft. (separated by mountable curb or valley gutter)	8" min thick reinforced concrete, permeable concrete, pervious pavers, or reinforced turf.	22 ft.	18 to 20 ft. with parking pad	Continuous fence or wall along R.O.W. line and between parking pads

[1]If the alley is required to have fire department access, pavement width must be 20 ft.

[2]If fire truck or garbage pickup access is required, alleys will be accessible by vehicles at both ends. In addition, entrances will be able to accommodate turns by fire trucks and garbage trucks (15' corner radii with mountable curbs or aprons is preferred). If alley access from both ends is infeasible, minimum alley pavement width must be 20 ft. or emergency vehicle-only access must be provided at the dead-end (see Figure 1 for emergency vehicle only access example).

[3]ROW may be public or private, but shall not be part of residential lots.

Figure 1 - Example of Emergency Vehicle Only Alley Access



(Ord. No. 5840-2019, § 1(Exhs. A, B), 6-10-2019; Ord. No. 6134-2019, §§ 1, 2, 12-9-2019; Ord. No. 7205-2021, § 1(Exh. A), 6-14-2021)

7.727. Parking, Garage, Driveway and Access Requirements.

1. No parking shall be permitted between a building and the street without an intervening building, except in DT-GC (General Commercial) where the street facade frontage requirements have been met.

2. Developments are permitted a maximum of one (1) driveway curb cut per block face or one (1) curb cut per four hundred (400) linear feet of block face, whichever is greater. For the purposes of this section, two (2) curb cuts serving two (2) one-way driveways shall only be counted as one (1) curb cut. Curb cuts for a street and an alley may be installed closer than four hundred (400) linear feet, subject to final approval by the City Engineer.

3. No curb cuts, driveways or circular drives shall be permitted on Main Street, Towne Lake Parkway, or Arnold Mill Road when access can be provided from a side or rear street. Circular drives are prohibited, with the exception of hotel and hospital uses, in the DT-CMU (Commercial Mixed-Use) and DT-GC (General Commercial) districts. Widening or improvement of an existing residential driveway on an A Street to accommodate new development is prohibited when access can feasibly be provided from another lesser order street or an alley.

4. Driveway curb cuts on streets shall be limited to a one way maximum width of twelve (12) feet or a two way maximum width of twenty-four (24) feet. This subsection does not apply to alleys.

5. Parking and loading requirements shall be as established in section 7.511, Parking Performance Standards, and Section 7.521, Off-Street Loading Requirements, except that:

    a. All multifamily residential uses, such as apartments/duplexes and condominiums, shall be required to provide one (1) space per bedroom, but not more than two (2) spaces; and

    b. Commercial projects, or the commercial portions of mixed-use projects, in the DT-CBD and OT-RO zoning designations, shall be exempt from the minimum off-street parking requirement. Parking in excess of specified maximums shall be subject to the requirements of Section 7.520, Standards for Parking Spaces Exceeding the Maximum. ADA-accessible spaces shall continue to be required. Loading spaces shall continue to be required per Section 7.521.

6. Screening of Parking Areas.

    a. Any parking not screened from the street by a building shall have a minimum seven-foot wide landscaped area between such parking and the street which may be located in the Supplemental Zone. Such landscaped area shall have a minimum of one (1) shade tree per fifty (50) linear feet, groundcover, and an evergreen hedge at a maximum of thirty-six (36) inches or decorative wall or fence with a minimum height of thirty (30) inches. Trees shall be planted and street lighting placed in line with the stripes of adjacent parking spaces.

    b. Parking areas in new developments that are located within twenty-five (25) feet of existing residential structures, if not entirely screened by an intervening building, shall have a continuous, visual screen obscuring it from the residential development reaching a minimum height of six (6) feet. This screen shall consist of a compact evergreen hedge or other foliage screening, and a six-foot tall wall or fence.

7. Where the end of a parking space has a permanent concrete or masonry curb and abuts a landscaped area that is a minimum width of six (6) feet, the depth of such space may be reduced by two (2) feet.

8. Commercial parking lots as primary uses are not permitted except where individual businesses lease spaces under a shared parking arrangement.

9. Paving materials used for parking and loading areas other than asphalt or concrete shall be subject to approval by administrative variance.

10. Required parking may be provided off-site within one thousand (1,000) feet of use except in DT-VLR, DT-LR, DT-MR-A, and DT-MR-B. Public and on-street parking cannot be used to meet building requirements except for on-street parking directly adjacent to the subject property. Using on-street parking to meet parking requirements is optional.

11. Angled or parallel on-street parking on both sides shall be permitted.

    a. Forty-five (45) degree angled parking shall require parking space length of nineteen (19) feet and two (2) travel lanes width of ten (10) feet.

    b. Sixty (60) degree angled parking shall require parking space length of twenty (20) feet and two (2) travel lanes width of eleven (11) feet.

    c. Ninety (90) degree angled parking shall require parking space length of eighteen (18) feet and two (2) travel lanes width of twelve (12) feet.

    d. Parallel parking spaces shall be eight (8) feet deep and twenty-two (22) feet long.

12. Reduction of parking requirements may be permitted, subject to a shared parking arrangement under the following criteria:

    a. The minimum number of parking spaces for a development where shared parking is proposed shall be determined by a study prepared by the applicant following the procedures of the Urban Land Institute

(ULI) Shared Parking Report or Institute of Transportation Engineers (ITE) Shared Parking Guidelines. The actual number of parking spaces required shall be based on well-recognized sources of parking data such as the ULI or ITE reports. If standard rates are not available or limited, the applicant may collect data at similar sites to establish local parking demand rates. If the shared parking plan assumes use of an existing parking facility, then field surveys shall be conducted to determine actual parking accumulation. If possible, these surveys shall consider the seasonal peak period for the combination of land uses involved;

b. All shared parking spaces shall be clearly marked as such; and

c. An applicant shall submit the following information as part of an application to reduce parking requirements and avoid conflicting parking demands:

i. A to-scale map indicating location of proposed parking spaces.

ii. Hours of business operation of nonresidential parking users.

iii. Written consent of property owners agreeing to the shared parking arrangement (when provided off-site).

iv. Copies of parking lease agreement, easements for parking, or notarized letter or sworn affidavit as to the intent of lease agreement, including renewed leases, shall be filed with the Department of Planning and Economic Development. Lapse of a required lease agreement shall terminate approval for shared parking.

13. Rear alleys shall be provided to access townhouse and multi-family garages, single-family dwelling garages, and commercial loading and service areas, where such access is feasible. See Street Type Table—Alley Requirements.

14. All required off-street parking for townhouses and multi-family dwellings, excluding accessory dwelling units, shall be met in a private, on-site, enclosed garage or in a parking structure.

15. Bicycle or moped parking spaces are required as follows:

a. All new nonresidential uses shall provide one (1) such space for every twenty (20) automobile spaces and new multi-family uses shall provide one (1) such space for every five (5) units, provided that no such uses shall have fewer than two (2) such spaces or be required to exceed thirty (30) spaces.

b. Such spaces shall be located within the sidewalk landscape zone a maximum distance of one hundred (100) feet from the primary pedestrian entrance, or shall be located at least as close as the closest automobile space, except for handicapped parking spaces.

c. Bicycle parking spaces shall include a bike rack with a metal anchor sufficient to secure the bicycle frame when used in conjunction with a user-supplied lock.

16. Garages and carports shall not face adjacent streets except where alley access is not feasible, in which case such garages and carports shall be setback a minimum of ten (10) feet from the street facade.

(Ord. No. 5840-2019, § 1(Exh. A), 6-10-2019; Ord. No. 7205-2021, § 1(Exh. A), 6-14-2021; Ord. No. 2025-003, § 1, 1-13-2025)

7.728. Site Limits.

1. Where such street facade frontage requirements are satisfied by existing principal buildings, additional principal buildings shall be exempt from these requirements.
2. Any balconies, awnings and bay windows may encroach into any sidewalk supplemental zone or required setback a maximum depth of five (5) feet.
3. Paved walkways with a minimum width of four (4) feet shall be provided from the closest public sidewalk clear zone to the primary entrance of all buildings and structures not built to the sidewalk area, including parking structures. Other materials to create weather-proof walkways may be approved by staff if proposed.
4. All residential lots shall be situated and graded so that the main level, or the level containing the main living space including the kitchen, is accessed by the required four-foot walkway and Sidewalk Clear Zone either at-grade or by stairs leading to the front porch or stoop. This requirement shall apply to all structures that are located on a site plan approved after the date of the adoption of this Ordinance, May 13, 2019. In the event the main level is not the sidewalk level, the sidewalk level shall have thirty (30) percent windows, as measured linear and after subtracting the area consumed by any staircase leading to the front door. This section shall be eligible for relief through administrative variance based on topography or other physical site constraints.

5. All developments must comply with the following site limits table:

Downtown Site Limits Table											
Downtown District Subareas											
	DT-CBD	**DT-CMU**	**DT-GC**	**DT-CI**	**DT-RO**	**DT-MR-A**	**DT-MR-B**	**DT-LR**	**DT-VLR**	**DT-OS**	**DT-HO[3]**
Density maximum (dwelling units per acre)	12[4, 5]	12[4, 5]	8[4]	NA	8[4]	9	12	6	2	NA	NA
Minimum lot area (square feet)	NA	600	600	NA	800	1,200	1,000	3,500	7,500	NA	800
Minimum lot width (feet)	NA	20	20	NA	16	16	16	35	50	NA	40
Street facade frontage[1]	100%	100%	60%	100%	100%	NA	NA	NA	NA	NA	NA
Front Setback	The front setback in any DT District is the same as the Supplemental Zone, which is determined by the street type on which the lot fronts.										
Rear setback (minimum feet)	0	With alley - 0 No alley - 20	With alley - 0 No alley - 20	With alley - 0 No alley - 20	With alley - 0 No alley - 20	Residential alley or No alley - 5	Residential alley or No alley - 5	Residential alley or no alley - 5	Residential alley or no alley - 5	0	Residential alley or no alley - 5
Side setback (minimum feet)	0	0	0	0 or 10[2]	0 or 5[2]	0 or 5[2]	0 or 5[2]	5	5	5	5
Block size (maximum feet) perimeter/block face	1,600/400	1,800/600	1,800/600	NA	1,600/600	1,800/600	1,800/600	2,000/600	2,000/600	NA	1,600/600
Served by alley to parking	●	●	●	●	●	●	●	●	●		
[1] With the exception of driveway ingress/egress and public open space or residential courtyards.											

[2] Side setbacks of zero shall only be permitted between adjacent townhouse units, otherwise the larger setback shall apply.
[3] Historic zone supersedes the subarea and street requirements.
[4] Permitted residential uses shall not front or provide direct access to an A or C street; except however within DT-HO. Residential uses are allowed on upper floors or in basements of a building fronting any street type.
[5] For DT-CBD and DT-CMU, the base density of twelve (12) DU/ac can be increased up to forty (40) DU/ac maximum, using any combination of the following bonus incentive procedures:
A. Vertical—mixed-use structure—twenty (20) percent DU/ac increase;
B. Provision of open space above the twenty (20) percent minimum requirement—one (1) percent DU/ac increase per one thousand (1,000) square feet of open space up to twenty thousand (20,000) square feet maximum or twenty (20) percent DU/ac increase;
C. Structured parking with parking spaces available to the public at no charge—one (1) percent DU/ac increase per one (1) parking space;
D. Professional office space—ten (10) percent DU/ac increase per ten thousand (10,000) square feet of professional office space;
E. Mayor and City Council reserve the right to increase density above forty (40) DU/ac on a case by case basis, depending on the compatibility of the project with adopted plans, considering the following elements: Economic impact, regional significance, amenities provided to the community, and public infrastructure improvements;
F. Once site plans are submitted to the Community Development Department utilizing any one (1) of the above bonus incentives, the Community Development Director will brief the Mayor and City Council, reviewing the project plan at the next available City Council meeting.

7.729. Architectural Requirements.

Along the street facade of all new and renovated buildings and structures the following shall apply.

1. Pitched-Roof Treatment is described as follows:
    a. An architectural treatment that is provided on the sidewalk level of a public street façade on residential buildings or commercial buildings with pitched roofs of more than 3/12 pitch.
    b. Provides habitable space for a minimum of the first ten (10) feet in depth behind the street façade on primary frontages.
    c. On primary frontages, provides equally sized vertical windows where the top of which and the bottom of which shall be not higher and no lower than to the top of the door frame and the bottom of the door frame.
    d. Provides windows for a minimum of thirty (30) percent of the length of the built portion of the street façade, with the façade of each unit being calculated independently.
    e. Provides an entry stoop or porch at a primary pedestrian street façade entrance. Residential porches shall be covered and have a minimum depth of five (5) feet, a minimum length of eight (8) feet and a minimum area of forty (40) feet. Porches and stoops shall not be enclosed with screen wire or glass on primary frontages. Porch and arcade columns shall be a minimum width of six (6) inches, unless otherwise determined by the Director of Community Development.

2. Pitched-Roof Treatment shall be required for all applicable uses located along A streets and B streets as indicated on the Downtown Street Types Map. If the associated use is a non-residential or mixed-use building with a pitched roof, then Pitched-Roof Treatment shall also apply on C streets. If a residential use is located on D streets, Pitch-Roof Treatment shall only apply if the development is part of a newly platted residential subdivision. Single parcel redevelopment is exempt from Pitch-Roof Treatment Requirements.
3. Storefront Treatment is described as follows:
    a. An architectural treatment is provided on the sidewalk level of the street façade of flat roofed buildings. Buildings with pitched roofs of 3/12 or greater pitch shall use Pitch-Roof treatment.
    b. Provides habitable space for a minimum of the first twenty (20) feet in depth behind the street façade.
    c. Provides a street level façade consisting of:
        i. A non-glass base or knee wall below all windows beginning at grade and extending to a point no less than eight (8) inches but not more than twenty-four (24) inches above the sidewalk area at the build-to line. The knee wall may be waived when directly abutting a private patio.
        ii. A combination of glass display windows and doors covering a minimum of seventy-five (75) percent of the area of the façade that is located along the build-to line beginning at the top of the bulkhead or knee wall, to a height not less than ten (10) feet and not more than twelve (12) feet above said sidewalk area at the build-to line below the base of the window. Such glass shall provide views into display windows that have a minimum depth of two and one-half (2.5) feet into and are accessible from the building interior for retail purposes only.
        iii. Primary pedestrian entrances on the street façade recessed a maximum of seven (7) feet from the exterior façade, remain unlocked during normal business hours, and have a surface area that is a minimum of seventy (70) percent glass. All other doors located

along street frontage shall be of a character that matches with the surrounding downtown area.

iv. A glass transom located along the street façade of a structure above the glass display window and entry door shall have a minimum height of twenty-four (24) inches and a maximum height of thirty-six (36) inches.

v. Provides no length of façade exceeding twenty (20) feet without intervening glass display windows or glass doors.

d. A non-glass sign band area located above the glass transom having a minimum height of thirty-six (36) inches. The sign band area is the area between the top of the transom window and cornice line.

e. A cornice line above the sign band a minimum height of eight (8) inches.

f. Street address numbers, a minimum of six (6) inches in height located above the primary pedestrian entrance.

g. Sidewalk level drop ceiling, if at a lower elevation than the top of the window, shall recess a minimum of eighteen (18) inches from the window opening for retail uses.

h. Finished ceiling height shall be a minimum of fourteen (14) feet except in DT-RO and corner accessory commercial in DT-MR-A and B. Exterior height of single story-buildings shall be a minimum of eighteen (18) feet as measured at top of parapet. Parapet must enclose all sides of the roof.

i. For DT-RO storefront treatments, finished ceiling height must be a minimum of twelve (12) feet, and display windows must be a minimum of eight (8) feet tall as measured from the sidewalk, with a minimum one (1) foot tall transom window.

ii. For DT-MR-A or B storefront treatments, finished ceiling height shall be a minimum of ten (10) feet, and display windows must be a minimum of eight (8) feet tall and no transom window is required.

4. Storefront treatment shall apply to applicable uses located along A streets, B streets, C streets, and non-residential uses along D streets as indicated on the Downtown Street Types Map.

5. The first two (2) stories of the street façade of each new and renovated building or structure shall be composed of the following approved materials: brick, cast stone, cementitious siding such as hardiplank, natural wood or stone, ceramic and porcelain tile. Windows and pedestrian entrances are exempt from this requirement. In DT-CBD (Central Business District) such requirements shall apply to the entire building facade along Main Street, Towne Lake Parkway, and Arnold Mill Road and building facades seen from such streets.

a. Awnings shall be of fabrics, canvas, fixed metal, or similar material. Internally lit awnings and canopies that emit light through the awning or canopy material are prohibited.

6. Prohibited materials for the exterior of buildings include: non-architectural panel systems, unfinished precast or cast in place concrete elements, exposed concrete masonry units (CMU), vinyl siding, and softwood plywood grade B or lower.

7. All sidewalk level uses shall have a primary pedestrian entrance which faces, is visible from, and is directly adjacent to the required sidewalk area or adjoining open space, including but not limited to dwelling units, multi-family lobbies, and individual business establishments.

a. Where an individual use has a street façade on more than one (1) street, such entrance requirement shall apply along the higher order of street shown on the Downtown Street Types Map, with A streets being the highest order and E streets being the lowest. Where both streets are the same order, entrance orientation may be to either street.

b. b. All buildings with more than four (4) sidewalk area level residential units along a single street shall have individual entrances to such units directly accessible from the required sidewalk area or adjoining open space except in the historic zone. All walkways providing such access shall be shared between no more than two (2) adjacent units. Where a developed or redeveloped dwelling unit exists in an existing platted subdivision and has multiple street frontages, the Development Process Committee may approve the dwelling unit facing the lower order street if other homes on the block frontage are oriented towards the lower order street, provided that all other Downtown District Standards are met.

c. Units fronting on open spaces may only do so if a street borders the opposite side of the open space, and the primary pedestrian entrance shall face and be visible from the open space and the street.

8. Blank, windowless walls are prohibited. All building stories with the exception of storefront treatments shall have windows and doors that equal a minimum of thirty (30) percent of the total facade length with each story being calculated independently, gables are exempt. For secondary street facade frontages on corner lots, see Subsection 11.

9. Glass panels in windows and storefronts shall be clear and unpainted and shall not be tinted such that views into the building are obstructed. False windows may be allowed by administrative variance when warranted by the interior design of the structure, such as the presence of fireplaces or stairwells blocking window locations, and when not used excessively.

10. All windows shall be vertically shaped with a height greater than width, including display windows. Transom windows are exempt from this requirement. Windows located inside gables are exempt. Window frames on other than masonry facades shall be trimmed with multi-dimensional trim with a minimum width of three (3) inches and include header and apron trims.

11. Buildings on corner lots have two (2) street facades. The secondary frontage, or the facade without the primary pedestrian entrance, shall have the option, in lieu of providing minimum thirty (30) percent window coverage on each story, to provide, on a minimum of forty (40) percent of the facade on each story, a mixture of architectural elements that conform with this section, including porches, balconies, doors, a historic or unique brick pattern, or a mixture of materials and architectural accents such as ledges, moldings, millwork, and keystones. Proposals for this alternative shall be reviewed and approved by the Director of Community Development.

12. Doors and windows that operate as horizontal sliders at ground level are prohibited. However, for the purposes of serving windows on storefronts, where a Sidewalk Encroachment Permit has been issued for such purpose, windows may operate on horizontal sliders and may be combined with knee walls that are serving window height.

13. Parking structures shall conceal automobiles from visibility, shall have the appearance of a horizontal storied building on all levels, and shall be faced in brick, stone, cast stone, poured-in-place rubbed concrete, or pre-cast concrete faced in or having the appearance of brick or stone.

14. The minimum building height as measured along the build-to line shall be eighteen (18) feet in all subareas except DT-OS (open space), where there shall be no minimum building height. This requirement shall not apply to container buildings.

15. Exterior entry steps shall have enclosed risers.

16. Window frames on other than masonry facades shall be trimmed with multi-dimensional trim with a minimum width of three (3) inches and include header and apron trims.

Building Facade and Materials Requirements Table								
Downtown District Subareas								
	DT-CBD	**DT-CMU**	**DT-GC**	**DT-RO**	**DT-MR-A and DT-MR-B**	**DT-LR + DT-VLR**	**DT-OS**	**DT-HO**
100% Storefront Treatment at Street Facade Frontage	• (within 400' of Main Street, TLP, Arnold Mill Road)							
Maximum building height	85 ft.	100 ft.	85 ft.	40 ft.	85 ft., 65 ft. fronting Main Street	40 ft.	None	40 ft.
Height bonus for minimum of 65% of parking structured	None	150 ft. max.	125 ft. max.	None	100 ft. max.	None	None	None
Minimum ceiling height *(see Storefront Treatment)	*14 ft. sidewalk level/9 ft. other	*14 ft. sidewalk level/9 ft. other	*14 ft. sidewalk level/9 ft. other	*12 ft. sidewalk level/9 ft. other	*10 ft. sidewalk level/9 ft. other	9 ft. min.	9 ft. min.	10 ft. sidewalk level/9 ft. other
Pitched-Roof Treatmentsidewalk level finished floor to finished ceiling	NA	10 ft.	10 ft.	10 ft.	9 ft.	9 ft.	9 ft.	10 ft.

(Ord. No. 5840-2019, § 1(Exh. A), 6-10-2019; Ord. No. 7205-2021, § 1(Exh. A), 6-14-2021)

7.730. General Requirements.

1. *Building Requirements.*

    a. The primary pedestrian entrance to all sidewalk level retail and eating and drinking establishments shall remain unlocked during business hours.

    b. Primary sidewalk level pedestrian entrances to individual businesses and residential units shall be adjacent to required sidewalk area, park, plaza, or courtyard.

    c. Building facade materials shall be combined only horizontally, with the heavier below the lighter.

    d. Chimneys shall extend to the ground.

    e. All roofs shall have a minimum twenty-five (25) year roof and no visible roll roofing.

    f. Building mechanical and accessory features:

        i. Shall be located to the side or rear of the principal structure or on rooftops and shall be screened from any public open space or sidewalk area views.

        ii. When located on rooftops shall be incorporated in the design of the building and screened with materials similar to the building.

    g. Any parapet walls shall extend around all sides of the building.

    h. On residential buildings, if rear decks or porches are directly adjacent to any streets, public sidewalks, public trails, or any Open Spaces, they shall be covered with a roof or pergola, and designed with materials to match the facade and/or trim of the building.

2. *Site Requirements.*

    a. The height of fences and walls located between the street facade of principal structures and a street shall not exceed forty (40) inches and in other areas shall not exceed six (6) feet.

    b. Fences and walls located along the alley right-of-way line shall be a maximum height of six (6) feet. For new development, where new alleys run along parcel lines of existing developments, a wall shall be required to screen the alley from the existing property or properties. The wall shall be four (4) to six (6) feet in height and shall be constructed with a brick, stone, or stucco veneer, or a combination of masonry materials that complement the theme of the property architecture and/or site design.

    c. No barbed wire, razor wire, chain link or similar elements shall be visible from any public park, required sidewalk area, or sidewalk area level outdoor dining area.

    d. Loading docks and dumpsters shall be entirely screened from view of any public open space or sidewalk area, with a dumpster pad enclosure. Dumpster pad enclosure is required, constructed of the same materials, and matching the architecture of the principal structure. Doors and gates shall be opaque and must remain closed while not in use. Chain-link is not an acceptable material.

    e. Utilities shall be placed underground or in alleys wherever feasible.

(Ord. No. 5840-2019, § 1(Exh. A), 6-10-2019; Ord. No. 7205-2021, § 1(Exh. A), 6-14-2021)

7.731. Historic Overlay District (DT-HO) Requirements.

Buildings within the historic overlay shall be of a scale and character compatible with historic residential buildings as described below. Parcels within the historic zone are subject to the following regulations, in addition to other requirements of the Downtown District.

1. The required build-to line shall match the average distance between the primary structure and the curb of the nearest two (2) adjacent buildings on the same street built before 1945.
2. No parking shall be located between any structure and the street, and no parking shall be located to either side of any structure fronting an A or B street.
3. This district is intended for Detached Single-family homes, even if they have a commercial use. Multiple residential dwelling units within the same building are prohibited in DT-HO. Single-family detached residential is a permitted use in DT-HO, even if fronting an A Street where commercial development is otherwise required.
4. Detached and attached garages shall both be permitted. Attached garages shall have decorative doors which shall be located in an inconspicuous location, so as not to become the main architectural feature on structures on lots that are front-loaded. The architecture of detached garages shall match and compliment the primary structure.
5. All exterior facades except windows shall be brick, horizontal hardiplank, natural wood or stone.
6. Flat roofs shall be prohibited.
7. Parking decks shall be prohibited.
8. Roofs shall extend a minimum of eighteen (18) inches beyond exterior building walls.
9. Exterior street facade doors shall be wood panel or fixed glass in wood frame.
10. Primary structures shall have a Pitched-Roof Treatment regardless of use.
11. All windows shall be either double-hung or fixed glass in keeping with the particular architectural style described below.
12. With the exception of stories partially contained within roofs, all above-ground stories shall be equal in floor area and shape.
13. All street facade porches that are not a required "accessible route into and through the dwelling unit", as established by Section 804 [42 U.S.C. 3604](3)(C)(iii)(I) of the Fair Housing Act, shall be a minimum of twenty-four (24) inches above the grade of the sidewalk area.
14. Buildings shall be one (1) of the following five (5) architectural styles and shall meet all the requirements contained herein:
    a. Craftsman, which shall provide:
        i. A rectangular building footprint, with the short end facing a street.
        ii. Gabled roofs having gables with a minimum pitch of twenty (20) degrees and a maximum pitch of forty (40) degrees from horizontal, with roof lines running parallel or perpendicular to the street.
        iii. Decorative beams or braces under gables.
        iv. Exposed roof rafters where roofs overhang.
        v. Equal height windows along the entire street facade.
        vi. A symmetrical or asymmetrical street facade.
        vii. A front porch extending the entire width or one-half (0.5) the width of the building. Said porch shall include square columns not less than eight (8) inches thick that taper from bottom to top. Said columns shall be set atop stone or masonry bases extended to the ground. Square or rectangular balusters and handrails are optional.
    b. Folk, which shall provide:

i. A building footprint that is rectangular or "L-shaped," with the end of the short leg of the "L" facing a street.

ii. Gabled roofs having gables with a minimum pitch of thirty (30) degrees and a maximum pitch of forty-five (45) degrees from horizontal, with roof lines parallel or perpendicular to the street.

iii. Ridge vents having a minimum size of one (1) foot by one (1) foot shall be provided along all gables facing a public street.

iv. Equal sized windows along the entire street facade.

v. A symmetrical street facade for buildings with rectangular footprints.

vi. A front porch extending the entire width of the building, except with an "L-shaped" footprint. Said requirement shall not apply to the short-leg of the "L". Said porches shall include turned columns, turned balusters, handrails, and optional lace-like spandrels.

c. Simple Queen Anne, which shall provide:

i. A building footprint that is rectangular or "L-shaped," which may include the circular base of a tower.

ii. Gabled roofs having steep pitch, which may be of irregular shape.

iii. An asymmetrical front porch that is one (1) story and wraps around one (1) or both sidewalls of the building.

iv. Porch columns that taper from the top to bottom, with decorative details at the top.

d. Colonial Revival, which shall provide:

i. A rectangular building footprint with the long side facing a street.

ii. A gabled, hipped, gambrel, or second story overhang roof.

iii. An accentuated entrance with a pediment supported by pilasters and/or an entry porch supported by slender columns.

iv. A symmetrical street facade with a centered door and balanced rectangular windows.

v. A cornice between the street facade and roof that extends around the entire roofline of the structure.

e. Gothic Revival, which shall provide:

i. A building footprint that is rectangular or "L-shaped," with the end of the short leg of the "L" facing a street.

ii. A symmetrical street facade for buildings with rectangular footprints.

iii. A steeply pitched centered gable, paired gable, front-gable, or asymmetrical roof.

iv. At least one (1) window with Gothic detailing.

v. A one (1) story front porch supported by column with Gothic detailing which either extends the entire width of the building or as an entry porch.

(Ord. No. 5840-2019, § 1(Exh. A), 6-10-2019; Ord. No. 7205-2021, § 1(Exh. A), 6-14-2021)

7.732. Illustrations.

Graphic depictions of some of the requirements herein can be found in the Downtown Design Standards Policy, CPM 700-0009, found in the Council Policy Manual on the City's website. Unless otherwise indicated, each is

intended to specifically illustrate only the indicated requirement; all other suggestions of design, such as architectural style, tree shape and aesthetics, do not constitute a requirement of this section.

(Ord. No. 5840-2019, § 1(Exh. A), 6-10-2019; Ord. No. 7205-2021, § 1(Exh. A), 6-14-2021)

AGENDA ITEM NO. 9.1

Item Cover Page

CITY COUNCIL AGENDA ITEM REPORT

DATE:	April 27, 2026
SUBMITTED BY:	Robyn Adams, City Clerk
ITEM TYPE:	Ordinance 1st or 2nd Reading
AGENDA SECTION:	NEW BUSINESS
SUBJECT:	**Consideration to Adopt Ordinance No. 2026-009 Amending Chapter 34, Article III Adding Section 34-74 Relating to Defense of Actions (1st Reading)**
SUGGESTED ACTION:	Request for approval to adopt Ordinance No. 2026-009 amending Chapter 34 Personnel, Article III Compensation of the City Code to add Section 34-74 relating to the Defense of Actions arising out of the performance of duties; to provide definitions, procedures, and limitations as identified in the ordinance. This will serve as the first reading with the second reading and final vote scheduled for the May 11, 2026 agenda.

ATTACHMENTS:
Ordinance_2026-009 Defense of Actions 5.11.26.pdf

ORDINANCE NO. 2026-009

AN ORDINANCE OF THE MAYOR AND COUNCIL OF THE CITY OF WOODSTOCK, GEORGIA, TO AMEND CHAPTER 34 OF THE CODE OF ORDINANCES TO ADD SECTION 34-74 RELATING TO THE DEFENSE OF ACTIONS ARISING OUT OF THE PERFORMANCE OF DUTIES; TO PROVIDE FOR DEFINITIONS, PROCEDURES, AND LIMITATIONS

WHEREAS, the City of Woodstock, Georgia ("City") is a municipality duly formed and existing pursuant to Georgia law; and

WHEREAS, the 1983 Constitution of the State of Georgia provides for the self-government of municipalities without the necessity of action by the General Assembly; and

WHEREAS, the City of Woodstock Georgia has the legislative power to adopt clearly reasonable ordinances, resolutions or regulations relating to its property, affairs and local government for which no provision has been made by general laws or which are expressly allowed by general laws, and which are not inconsistent with the Constitution or any charter provision applicable thereto; and

WHEREAS, In accordance with O.C.G.A. § 45-9-21, as part of the compensation and terms of employment, the City shall undertake to defend civil, criminal or quasi-criminal actions brought or maintained against the City's elected officials, appointees, and employees arising out of the performance of their official duties or in any way connected therewith; and

WHEREAS, the Mayor and Council find it necessary and appropriate to clarify the scope of such defense, establish procedures for requesting representation, and ensure alignment with state law and municipal best practices; and

WHEREAS, the Mayor and Council desire to add Sec. 34-74 of the Code of Ordinances to provide clear definitions, procedural safeguards, and limitations on the City's obligations.

NOW, THEREFORE, BE IT ORDAINED by the Mayor and Council of the City of Woodstock, Georgia, and it is hereby ordained by the authority of the same, as follows:

CHAPTER 34 – PERSONNEL - SECTION 34-74. DEFENSE OF ACTIONS ARISING OUT OF PERFORMANCE OF DUTIES

Section 34-74 of the Code of Ordinances of the City of Woodstock, Georgia, is hereby added to read as follows:

Sec. 34-74. - Defense of Actions Arising Out of Performance of Duties.

(a) Definitions. For purposes of this section:

1. **Covered Individual** means any elected official, appointee, or employee of the City, including former officials or employees for acts occurring during their service.
2. **Scope of Duties** means actions undertaken in good faith within the course and scope of the individual's assigned job responsibilities or official authority, including discretionary acts,

but excluding conduct that is willful, malicious, fraudulent, or undertaken for personal gain.

3. **Defense** means legal representation provided by the City Attorney or by outside counsel approved by the City.

(b) Criminal or Quasi-Criminal Actions. In accordance with O.C.G.A. § 45-9-21, the City shall provide a Defense to any Covered Individual in criminal or quasi-criminal actions arising out of the performance of their duties, provided the conduct at issue appears to fall within the Scope of Duties. This subsection shall not apply to any person charged with a criminal offense involving theft, embezzlement, fraud, or similar offenses relating to City property or funds. If such charges are dismissed with prejudice or the Covered Individual is acquitted, the City may reimburse reasonable defense costs.

(c) Civil Actions. In accordance with O.C.G.A. § 45-9-21, as part of the compensation and terms of employment, the City shall provide a Defense to any Covered Individual to include the City's elected officials, appointees, and employees in civil actions arising out of the performance of their duties or in any way connected thereto, provided the conduct at issue appears to fall within the Scope of Duties. The City may defend both official-capacity and individual-capacity claims to the extent permitted by law.

(d) Control of Defense; Conflicts of Interest.

1. The City Attorney shall control the Defense unless a conflict of interest exists.
2. If a conflict exists between the City and the Covered Individual, the City may authorize independent counsel at City expense, subject to reasonable rate and billing requirements.
3. A Covered Individual may not select their own attorney at City expense without prior written approval.

(e) Costs and Expenses. The City may expend state, federal, or local funds to effectuate this section, including but not limited to reasonable attorney's fees, court costs, deposition expenses, witness fees, compensation and other necessary litigation expenses.

(f) Cooperation Requirement. As a condition of receiving a Defense or reimbursement, the Covered Individual must fully cooperate with the City and its counsel, including providing truthful information, attending meetings, and participating in the Defense as reasonably requested.

(g) Insurance Coverage. If the City maintains liability insurance applicable to the claim, such coverage shall be primary to the extent permitted by the policy. The City Attorney shall tender the claim to the insurer and coordinate the Defense in accordance with policy terms.

(h) No Waiver of Immunity. Nothing in this section shall be construed as a waiver of any immunity, defense, or limitation of liability available to the City or any Covered Individual under state or federal law, including sovereign immunity, official immunity, or qualified immunity.

SO ORDAINED, this 11th day of May, 2026.

FIRST READING: April 27, 2026

SECOND READING & ADOPTION: May 11, 2026

_____
Michael Caldwell, Mayor
City of Woodstock, Georgia

ATTEST:

_____
Robyn Adams, City Clerk
City of Woodstock, Georgia

REVIEWED FOR LEGAL CONTENT

_____
S. Jeffrey Rusbridge, City Attorney
Dyer Rusbridge Argo, P.C.

AGENDA ITEM NO. 9.2

Item Cover Page

CITY COUNCIL AGENDA ITEM REPORT

DATE:	April 27, 2026
SUBMITTED BY:	Robyn Adams, City Clerk
ITEM TYPE:	Ordinance 1st or 2nd Reading
AGENDA SECTION:	NEW BUSINESS
SUBJECT:	**Consideration to Adopt Ordinance No. 2026-010 Amending Chapter 2, Article I Adding Section 2-6 Relating to Service of Process (1st Reading)**
SUGGESTED ACTION:	Request for approval to adopt Ordinance No. 2026-010 amending Chapter 2 Administration, Article I In General of the City Code to add Section 2-6 relating to the Service of Process as identified in the ordinance. This will serve as the first reading with the second reading and final vote scheduled for the May 11, 2026 agenda.

ATTACHMENTS:

Ordinance_2026-010 Service of Process 5.11.26.pdf

ORDINANCE NO. 2026-010

AN ORDINANCE OF THE MAYOR AND COUNCIL OF THE CITY OF WOODSTOCK, GEORGIA, TO AMEND THE CODE OF ORDINANCES, CHAPTER 2 ADMINISTRATION, BY ADDING SECTION 2-6 RELATING TO SERVICE OF PROCESS.

WHEREAS, the City of Woodstock, Georgia ("City") is a municipality duly formed and existing pursuant to Georgia law; and

WHEREAS, the 1983 Constitution of the State of Georgia provides for the self-government of municipalities without the necessity of action by the General Assembly; and

WHEREAS, the City of Woodstock Georgia has the legislative power to adopt clearly reasonable ordinances, resolutions or regulations relating to its property, affairs and local government for which no provision has been made by general laws or which are expressly allowed by general laws, and which are not inconsistent with the Constitution or any charter provision applicable thereto; and

WHEREAS, the Mayor and Council find it necessary to clarify the officials authorized to accept service of process on behalf of the City; and

WHEREAS, the Mayor and Council desire to add Section 2-6 of the Code of Ordinances to ensure proper and consistent procedures for service of Summons and Complaints asserting claims against the City;

NOW, THEREFORE, the Mayor and Council of the City of Woodstock, Georgia, hereby ordain as follows:

CHAPTER 2 – ADMINSTRATION - SECTION 2-6. SERVICE OF PROCESS

Section 2-6 of the Code of Ordinances of the City of Woodstock, Georgia, is hereby added to read as follows:

Sec. 2-6. - Service of Process.

Service of any Summons and Complaint asserting a claim against the City shall be affected by delivering a copy of the Summons together with a copy of the Complaint to one of the following authorized officials: the City Attorney, the Mayor, the City Manager, the City Clerk, or the Deputy City Manager. Delivery to any other individual, office, or department shall not constitute valid service upon the City. This section does not apply to the submission of open records requests or ante litem notices.

SO ORDAINED, this 11th day of May, 2026.

FIRST READING: April 27, 2026

SECOND READING & ADOPTION: May 11, 2026

_____
Michael Caldwell, Mayor
City of Woodstock, Georgia

ATTEST:

_____
Robyn Adams, City Clerk
City of Woodstock, Georgia

REVIEWED FOR LEGAL CONTENT

_____
S. Jeffrey Rusbridge, City Attorney
Dyer Rusbridge Argo, P.C.

AGENDA ITEM NO. 9.3

Item Cover Page

CITY COUNCIL AGENDA ITEM REPORT

DATE:	April 27, 2026
SUBMITTED BY:	Melissa Sigmund, Community Development
ITEM TYPE:	Ordinance 1st or 2nd Reading
AGENDA SECTION:	NEW BUSINESS
SUBJECT:	**Consideration to Adopt Ordinance No. 2026-011 Amending Chapter 30, Article III - Special Events**
SUGGESTED ACTION:	Request for approval to adopt an Ordinance No. 2026-011 amending Chapter 30 - Offenses and Miscellaneous Provisions, Article III Special Events of the City Code to provide for revised provisions for special events. Proposed changes are shown in the redline document included in the agenda packet.

ATTACHMENTS:
Special_Events_Redline (1).pdf
Special Events Ordinance.pdf

ARTICLE III. SPECIAL EVENTS[1]

Sec. 30-75. Title.

This article shall be known and may be cited as the "City of Woodstock Special Events Ordinance."

(Ord. No. 2025-009, § 1, 6-9-2025)

Sec. 30-76. Purpose.

The City Council recognizes the impact that special events have on the availability of City services and therefore adopts the ordinance from which this article is derived to license and regulate activities of this nature.

(Ord. No. 2025-009, § 1, 6-9-2025)

Sec. 30-77. Definitions.

Downtown Woodstock means the area approved in the Downtown Entertainment District Map, found in Chapter 4, Section 4-105.

Nonprofit organization or group means any entity exempt from taxation under Section 501(c)(3) of the Internal Revenue Code of 1986, any entity incorporated under Chapter 3 of Title 14 of the Georgia Nonprofit Corporation Code, or a sponsored organization of a public or private elementary or secondary school in the State, with a physical address in the County.

Parades, marches, and processions means a group or number of people or vehicles, or the combination thereof, consisting of five or more vehicles or ten or more persons or a combination of three or more vehicles and five or more persons, proceeding or moving in a body or in concert along the streets.

Road race means any race on public rights-of-way that require the closing of such rights-of-way or otherwise impedes the flow of normal traffic.

Special events.

(1) The term "special event" means: any organized activity, assembly, or gathering held on public or private property that, due to its nature, scope, operations, or location, will: (1) affect the ordinary use of city facilities, including parks, plazas, streets, sidewalks, trails, or other city-owned property; or (2) impact the delivery of public safety services, including police, fire, EMS, or other city services.

(2) Special events include, but are not limited to, celebrations, concerts, demonstrations, fairs, festivals, parades, parties, protests, rallies, races, tours, or walks. Special events do not include private gatherings or commercial activities that do not make use of the streets or facilities beyond their

[1]Ord. No. 2025-009, § 1, adopted June 9, 2025, repealed the former Art. III, §§ 30-75—30-97, and enacted a new Art. III as set out herein. The former Art. III pertained to similar subject matter, and derived from the Code of 2005, §§ 11-1—11-23; an ordinance adopted Nov. 12, 2012, and ordinance adopted Dec. 14, 2015; Ord. No. 4003, adopted July 11, 2016; and Ord. No. 1110-2024, § 1, adopted Aug. 12, 2024.

ordinary or routine use. Garages sales, lawn sales, rummage sales, flea market sales, or any similar casual sale of tangible personal property are not included.

(3) For carnivals, please see Chapter 24, Article VIII.

Special events permit means the permit required by this Article for a special event.

Weekend means the period from Saturday morning to Sunday evening.

(Ord. No. 2025-009, § 1, 6-9-2025)

Sec. 30-78. Permit required.

Unless otherwise exempted or excluded from this Article, all special events shall require a special events permit before occurring. Nonprofit organizations are not exempt from obtaining a special events permit.

(Ord. No. 2025-009, § 1, 6-9-2025)

Sec. 30-79. Exceptions.

This article shall not apply to:

(1) Funeral processions.

(2) Lawful picketing or public demonstrations; provided that any such activity shall be conducted off the street or roadway and not in a manner as to obstruct vehicular or pedestrian traffic. Any lawful picketing or public demonstration which crosses, traverses, or is otherwise conducted in or upon any street, roadway, right-of-way or sidewalk shall not be exempted from the permit requirement.

(3) Activities of, or sponsored by, a governmental agency that do not require the closing of any street, roadway, rights-of-way or sidewalk.

(4) Any bona fide athletic event or contest which is scheduled and sponsored by any bona fide elementary, secondary, or high school situated within the City or by the Parks and Recreation Department so long as during such special event no fireworks shall be used, exploded, or displayed and that does not require the closing of any street, roadway, right-of-way or sidewalk.

(Ord. No. 2025-009, § 1, 6-9-2025)

Sec. 30-80. Permit application.

(a) *Administration.* The City Manager or his or her designee shall be in charge of administering this article and coordinating the application process. Any person seeking the issuance of a special events permit shall file an application with the City of Woodstock. Applications are available on the City's website. A Special Events Committee comprised of the following employees shall review all special event applications and make recommendations to the City Manager for approval or denial:

(1) Police Chief or his or her designee.

(2) Fire Chief or his or her designee.

(3) Public Works Director or his or her designee.

(4) Parks and Recreation Director or his or her designee.

(5) Community Development Director or his or her designee.

(6) Downtown Development Authority Director or his or her designee (if applicable).

(b) *Filing period.* An application for a special events permit (that does not involve closing of a street, roadway, right-of-way or sidewalk) shall be filed at least 30 days, but not more than 365 days, before the date and time the proposed special event is to take place. However, for just cause, the City Manager or his or her designee may waive the minimum 30-day filing period and accept an application filed within a shorter period if, after consideration of the date, time, place and nature of the special event, the number of participants, and the necessity for City services which will be required, the City Manager reasonably deems it appropriate to waive the filing period.

(1) Special events that require or request closing of public streets will require City Council approval, subject to the City's road closure policy (CPM #600-0003). Such permit applications must be submitted no less than 90 days in advance.

(c) *Contents.* The application for a permit shall set forth the following information and such other information as may be reasonably required:

(1) The name, place of residence, mailing address and telephone number of the person applying for the permit.

(2) If the event is to be conducted for, on behalf of, or by an organization, the name, address and telephone number of the headquarters of the organization and of the authorized and responsible heads of such organization must be provided.

(3) The name, place of residence, mailing address and telephone number of the individual person responsible for conducting the event.

(4) The dates and times scheduled for the event.

(5) The exact location/street address of the event. (Attach copy of rental/lease agreement if property is owned by someone other than the applicant.)

(6) A detailed plan/layout of the event (to include placement of tents, chairs, tables, stages, port-a-johns, dumpsters, etc.). If the event involves the closing of a street, roadway, right-of-way or sidewalk, a detailed layout of the route to be taken (including starting and ending point), roads involved, dates, times and length of times roads will need to be closed, whether or not a full road closure is needed or if a rolling closure can be done, and the purpose of closing the road must be submitted with the application.

(7) The nature and types of activities that will occur, as well as stating how trash disposal and access to toilets will be handled. If the event is scheduled to last two hours or longer, the entity filing the special event permit application is required to provide a sufficient number of port-a-johns for event attendees, which number shall be determined by the City. Said entity is also responsible for the disposal of trash generated by their event. The determination of whether port-a-johns and trash dumpsters are required and the number of port-a-johns and size of dumpsters rests solely with the City, with the reservation and costs of such provisions being the sole responsibility of the special event permit applicant.

(8) The approximate number of spectators and participants present or participating in the event.

(9) The purpose of the event.

(10) If the event is a parade, the following additional information shall be required:

a. The exact location of any marshaling or staging areas for the parade.

b. The time at which units of the parade will begin to arrive at the staging areas, and the times at which all such units will be dispersed therefrom.

c. The exact route to be traveled, including the starting point and termination point.

d. The approximate number of persons, animals and vehicles which will participate in the parade, including a description of the types of animals and vehicles to be used in the parade.

e. A statement as to whether the parade will occupy all or only a portion of the width of the street, roadway, or sidewalks to be used.

f. A designation of any public facilities or equipment proposed to be utilized.

(11) Attachment of all authorizations required by any other governmental agency possessing jurisdiction over the event, including, but not limited to:

a. Temporary food service permit (County Environmental Health), if required.

b. Tent permit (City Community Development/Building Official).

c. Sign permit (City Community Development/Building Official).

d. Alcohol license (State; City).

e. Fireworks license (State) and permit (County Probate Court).

f. Any other permit or license or authorization as may be required.

(d) *Exemption.* Any person or entity that is unsure whether an activity is subject to this Article and a special events permit may inquire to the City Manager or his or her designee prior to filing an application. Such person or entity should be prepared to provide sufficient information so as to facilitate a determination as to whether the permit application process detailed in this part is necessary.

(Ord. No. 2025-009, § 1, 6-9-2025)

Sec. 30-81. Application fee; permit fee; cost analysis.

(a) *Permit fee.* The permit fee shall be determined based on the activity or event's impact to city services or facilities following a cost analysis, and shall also include all associated rental fees.

(1) *Cost analysis.* The City Manager or his or her designee shall send copies of special event applications to the Special Events Committee. Each Committee member is required to evaluate and itemize the costs associated with this event for their department. The City Manager or his or her designee shall compile the departmental figures and give in writing to the applicant the final cost of the permit fee (to include any City facilities/City personnel/park rental fees) as soon as practicable, but not later than ten business days after the completed application has been received. In the event the City Manager has waived the minimum 30-day filing period, the City Manager or his or her designee shall cause to be expedited the compilation and transmission of the final cost of the permit fee.

(2) *Payment.* The permit fee and all applicable rental fees shall be paid in full prior to issuance of a permit.

(3) *Refund.* If the event does not take place due to inclement weather, fire, or other public safety emergency, and the event cannot be rescheduled within three months from the original date, a refund for the permit fee will be given to the applicant. There will be no refund of the permit fee if the applicant fails to notify the City of an event cancellation not less than ten days prior to the date of the event. The cancellation notice must be in writing to the City Manager. If the event involves a road closure, the same notification method used for the road closure must be used for notification of cancellation of the event.

a. If the event is rescheduled due to inclement weather, fire, or other public safety emergency, the Committee shall be notified and provide updated approvals to the applicant.

(4) All applicable fees shall be made payable to and through the City.

(5) All associated departmental fees for services can be found in the City's fee schedule under Administration—special duty pay. Facility and park rental fees can be found under Parks and recreation.

(b) *Fee exemptions.*

(1) Should the applicant be a nonprofit or religious institution, they shall be exempt from the payment of application fees if the special event does not involve fireworks, a parade, the use of City facilities or the use of City personnel. A copy of the 501(c)3 form must be provided. This exemption only applies to the application fees. This exemption does not apply to the permit fees under subsection (a).

a. Should the applicant benefit a nonprofit or religious institution, all fees shall be paid, including the payment of application fees.

(2) Activities of, or sponsored by, a governmental agency shall be exempt from the payment of application fees if the special event does not involve fireworks, a parade, the use of City facilities or the use of City personnel.

(3) Any bona fide athletic event or contest which is scheduled and sponsored by any bona fide elementary, secondary, high school or college (situated within the City) or by the Parks and Recreation Department shall be exempt from the payment of application fees if the special event does not involve fireworks, a parade, the use of City facilities or the use of City personnel.

(Ord. No. 2025-009, § 1, 6-9-2025)

Sec. 30-82. Parades, marches, and processions.

(a) Parades, marches and processions shall be considered special events and shall require issuance of a permit subject to the fees and conditions contained in this article and as specified below:

(1) Prohibited without permit. It shall be unlawful for any person to participate in any parade, march, or procession that has not been issued a permit under this Article; provided that, no violation shall occur unless such person has first been provided an order to disperse or cease such activity.

(2) Application for permit as prescribed in Section 30-80 shall be submitted.

(3) Police vehicle to precede parades, marches and processions. All parades, marches and processions through the streets of the City shall be preceded by a police vehicle and conducted in such manner as to impede and interfere with the flow of traffic to the least possible extent.

(4) If the special event is a parade and if the parade will traverse a State or Federal highway, the persons or organization must also have a permit from the State Department of Transportation; there must be 90 days' advance notice for State permits. Application for permits must be submitted to the Chief of Police before going to State headquarters.

(b) This section does not apply to funeral processions which are exempt from this article.

(Ord. No. 2025-009, § 1, 6-9-2025)

Sec. 30-83. Police protection.

Upon receipt of the application and in connection with the process described in 30-80, the Chief of Police shall determine whether and to what extent additional police protection will be required for the event for purposes of traffic, crowd control and security. In making this determination the Chief of Police shall consider those factors set out in Sections 30-80(c) and 30-131. If additional police protection for the event is deemed

necessary by the Chief of Police, he or she shall so inform the applicant for the permit. The applicant then shall have the obligation to secure police protection acceptable to the Chief of Police at the sole expense of the applicant and shall pay the expenses of such protection as required. The Chief of Police shall consider what additional manpower, equipment, and supplies are needed, as well as any other items or expenses which will be necessary. An estimate of these costs will be provided to the applicant prior to the issuance of a permit. Private security may be used by the applicant with approval of the Chief of Police or his or her designee. The Chief of Police may designate someone to act on his or her behalf regarding any portion of this section.

(Ord. No. 2025-009, § 1, 6-9-2025)

Sec. 30-84. Fire protection and emergency medical services.

(a) Upon receipt of the application and in connection with the process described in 30-80, the Fire Chief shall determine the need for on-site fire watch or emergency medical personnel. The Fire Chief shall consider such factors as the location, number of anticipated participants, spectators, and the type of event, including the application of appropriate codes and ordinances. If fire watch and/or emergency medical personnel for the event are deemed necessary by the Fire Chief, he or she shall so inform the applicant. The applicant shall have the obligation to secure fire watch and/or medical personnel reasonably acceptable to the Fire Chief at the sole expense of the applicant and shall pay the expenses of such protection as required. The Fire Chief shall consider what additional manpower, equipment and supplies are needed, as well as any other items or expenses which will be necessary. An estimate of these costs will be provided to the applicant prior to the issuance of a permit. Private fire/EMS services may be used by the applicant with approval of the Fire Chief or his or her designee. The Fire Chief may designate someone to act on his or her behalf regarding any portion of this section.

(b) The conduct of the event shall not introduce extraordinary hazard to fire protection and/or to the life or safety of the spectators or participants in the immediate or adjacent areas.

(Ord. No. 2025-009, § 1, 6-9-2025)

Sec. 30-85. Parks and Recreation and/or Public Works Department staff.

Upon receipt of the application and in connection with the process described in 30-80, the Parks and Recreation Director and Public Works Director shall determine whether and to what extent additional Parks and Recreation and Public Works Department staff will be required for the event for purposes of traffic control, park and/or street cleaning and maintenance. In making this determination, the Parks and Recreation Director and Public Works Director shall so inform the applicant for the permit. The applicant then shall have the obligation to secure event staff acceptable to the Parks and Recreation Director at the sole expense of the applicant and shall pay the expenses of such maintenance as required. The Parks and Recreation Director and the Public Works Director shall consider what additional manpower, equipment, and supplies are needed, as well as any other items or expenses which will be necessary. An estimate of these costs will be provided to the applicant prior to the issuance of a permit. The Parks and Recreation Director and/or the Public Works Director may designate someone to act on his or her behalf regarding any portion of this section.

(Ord. No. 2025-009, § 1, 6-9-2025)

Sec. 30-86. Standards for permit issuance.

The City Manager or his or her designee shall issue a permit as provided herein upon receipt of verification from the applicable City department directors that the following standards for issuance of the permit have been substantially satisfied or found not applicable to the requested permit:

(1) The conduct of the event will not substantially interrupt the safe and orderly movement of other pedestrians or vehicular traffic in or contiguous to the route or location of the event.

(2) The conduct of the event will not require the diversion of so great a number of public safety personnel or equipment of the City to properly secure the event area and the areas contiguous thereto as to prevent the current level of public safety services from being furnished to other parts of the City.

(3) The event shall not take place until inspections by concerned departments (i.e., Fire, Parks and Recreation, Public Works, Community Development, DDA (if applicable) and Police) have been conducted and a determination has been made that all codes and ordinances have been met and satisfied.

(4) The concentration of persons, animals and/or vehicles at the event will not unduly interfere with proper fire and police protection or ambulance service to areas contiguous to the event area and other areas of the City.

(5) The conduct of the assembly is not reasonably likely to cause injury or intended to cause injury to persons or property or to provide disorderly conduct as defined by State statutes, provided that under no circumstances may the Building Official deny a permit solely on the basis of the proposed content of speech or ideas of the group involved.

(6) Adequate sanitation and other required health facilities are or will be made available in or adjacent to the event area and the applicant has agreed to clean the right-of-way or public property of rubbish and debris, returning it to its pre-event condition, within 24 hours of the conclusion of the event with the understanding that failure to do so will result in the City conducting the cleanup and charging the applicant with any and all costs associated with the cleanup.

(7) The conduct of the assembly will not result in noise at a level inappropriate for the area surrounding the event.

(8) There are sufficient parking places near the event to accommodate the approximate number of automobiles reasonably expected to be driven to the assembly, such number to be estimated by the Chief of Police.

(9) The applicant has secured Parks and Recreation, Public Works, police, fire and emergency medical services/protection, if any, required under this section and has prepaid the expenses therefor.

(10) If an event sponsored by an institution or corporate entity is to take place in any publicly owned or controlled property, public liability and property damage insurance with the City named as an additionally insured party shall be obtained in an amount of no less than $1,000,000.00 unless otherwise approved by the City Risk Manager.

(11) If the event is a parade and if the parade will traverse a State or Federal highway, the persons or organization must also have a permit from the State Department of Transportation; there must be 90 days' advance notice for State permits. Application for permits must be submitted to the Chief of Police before going to State headquarters.

(Ord. No. 2025-009, § 1, 6-9-2025)

Sec. 30-87. Standards for denial of permit.

(a) A special event permit may be denied by the City for one or more of the following reasons:

(1) The event will disrupt traffic within the City beyond practical resolution.

(2) The event will interfere with access to fire stations and/or fire hydrants.

(3) The location of the special event will cause undue hardship to adjacent businesses or residents.

(4) The event will require the diversion of so many public employees or resources that allowing the event would unreasonably deny service to the remainder of the City.

(5) The application contains incomplete or false information.

(6) The applicant fails to comply with all terms of this article, including failure to remit all fees and deposits or failure to provide proof of insurance/certificate of insurance, proof of authorization from applicable outside entities such as licenses or permits required by Federal, State or County officials for alcohol licenses, food service, fireworks, bonds, and a save harmless agreement to the City.

(7) The event will interfere with another event for which a permit has been issued.

(8) The applicant refuses to sign the permit indicating their willingness to abide by or comply with the provisions of this article and the conditions set forth in the permit.

(b) Olde Rope Mill Park is limited to two special events per year.

(c) Non-City Sponsored Events are limited as follows:

(1) Amphitheater is limited to one event per month.

(2) Towne Lake Pass Trail/Noonday Creek Trail is limited to one event per month.

(3) Downtown Woodstock is limited to four events per month.

(Ord. No. 2025-009, § 1, 6-9-2025)

Sec. 30.88. Denial; revocation; notice

With the exception of applications for which the minimum filing period has been waived, all applications shall be reviewed and a determination made within 14 days of submission, provided that the application was substantially complete upon submission, and the event does not require the closure of a road. Should the application be denied, the City Manager or his or her designee shall notify the applicant by personal delivery or certified mail within seven business days of the denial. A copy of this notification shall include the reasons for the denial of the permit and shall advise of the appeal procedure. In the event a permit is revoked, the revocation and the reasons for it shall be provided to the applicant in the same manner.

(Ord. No. 2025-009, § 1, 6-9-2025)

Sec. 30-89. Appeals.

Any applicant aggrieved shall have the right to appeal the denial of a permit or revocation of a permit under Section 30-88 to the City Manager. The appeal shall be submitted by the applicant within five business days after receipt of the notice of denial or revocation by filing a written notice of appeal with the City Manager. The City Manager shall meet to hear the appeal within five business days of receipt of notice of such appeal unless circumstances warrant delaying the appeal hearing for a reasonable time thereafter, and he or she shall issue a decision on the appeal within 24 hours after said hearing. This requirement for a decision may be extended if the City Manager requires additional information or needs to seek legal advice, but the decision shall be rendered as soon as practicable thereafter. Any appeal from the decision of the City Manager shall be forwarded to the Mayor and Council and shall be filed within 30 days of the date on which the decision is rendered to the applicant.

(Ord. No. 2025-009, § 1, 6-9-2025)

Sec. 30-90. Notice of issuance or denial.

Immediately upon issuance of a permit or denial of a permit, the City Manager or his or her designee shall forward sufficient documentation to the following (or their designees):

(1) The Mayor and Council.

(2) The City Manager.

(3) Special Events Committee.

(4) Department directors.

(5) Risk Manager.

(Ord. No. 2025-009, § 1, 6-9-2025)

Sec. 30-91. Duties of permittee.

A permittee hereunder shall comply with all permit directions and conditions and with all applicable laws and ordinances. The person or entity applying for or organizing the event shall maintain custody of the permit and upon demand shall produce it to the City authorities. Under no circumstances may a permit be transferred from the applicant to any other person or organization.

(Ord. No. 2025-009, § 1, 6-9-2025)

Sec. 30-92. Revocation of permit.

The City Manager, or his or her designated representative, shall have the authority to revoke a permit issued hereunder instantly upon violation of any one or more of the codes, ordinances or conditions or standards of issuance as set forth herein.

(Ord. No. 2025-009, § 1, 6-9-2025)

Sec. 30-93. Indemnification.

The applicant and any other persons, organizations, or corporations on whose behalf the application is made by filing a permit application shall represent, stipulate, contract, and agree that they jointly and severally indemnify and hold the City harmless against liability. This includes court costs and attorneys' fees, including appeal, or any and all claims for damage to property or injury to or death of persons arising out of or resulting from issuance of the permit or the conduct of the event or any of its participants or the revocation of the permit for reasons herein stated.

(Ord. No. 2025-009, § 1, 6-9-2025)

Sec. 30.94. Save harmless agreement.

The applicant is required to provide a save harmless agreement in which the applicant agrees to defend, pay and save harmless the City, its officers and employees, from any and all claims or lawsuits for personal injury or property damage arising from or in any way connected to the special event; excepting any claims arising solely out of the negligent acts of the City, its officers and employees.

(Ord. No. 2025-009, § 1, 6-9-2025)

Sec. 30-95. Construal of provisions.

Nothing in this article shall be construed so as to exempt the applicant or any other person from the requirements of the Georgia Code or any other applicable State or Federal law.

(Ord. No. 2025-009, § 1, 6-9-2025)

Sec. 30-96. Penalties for offenses; misrepresentation.

(a) No person shall conduct, organize, promote, or sponsor a special event with knowledge that a permit was not obtained.

(b) No person shall knowingly attend or participate in a special event for which a permit was not obtained; provided that no person shall be in violation of this section unless first given an order to disperse or cease such activity and an opportunity to do so.

(c) Any violation of this section shall, upon conviction, be punishable as a misdemeanor as provided by this Code. Each day such violation is committed or permitted to continue shall constitute a separate offense.

(d) If, at the discretion of the City Manager or his or her designee, the City has to provide additional personnel due to the applicant misrepresenting facts on the application, or failure to provide agreed-upon private security/staffing, or for any other just and lawful reason and for protection of public safety, it shall be at the sole expense of the applicant.

(Ord. No. 2025-009, § 1, 6-9-2025)

Secs. 30-97—30-127. Reserved.

ORDINANCE 2026-011

AN ORDINANCE AMENDING CHAPTER 30 – OFFENSES AND MISCELLANEOUS PROVISIONS, ARTICLE III – SPECIAL EVENTS – OF THE CODE OF WOODSTOCK, GEORGIA, TO PROVIDE FOR REVISED PROVISIONS FOR SPECIAL EVENTS

WHEREAS, the City of Woodstock, Georgia (hereinafter sometimes referred to as the "City") is a municipality duly formed and existing pursuant to Georgia Law; and

WHEREAS, the 1983 Constitution of the State of Georgia provides for the self-government of municipalities without the necessity of action by the Georgia General Assembly; and

WHEREAS, the City of Woodstock, Georgia has the legislative power to adopt clearly reasonable ordinances, resolutions or regulations relating to its property, affairs, and local government for which no provision has been made by general laws, and which are not inconsistent with the Constitution or any charter provision applicable thereto; and

WHEREAS, the City Council of the City of Woodstock, Georgia desires to amend Chapter 30 of the Code of Woodstock, Georgia as set forth herein.

NOW, THEREFORE, BE IT RESOLVED THAT THE COUNCIL OF THE CITY OF WOODSTOCK HEREBY DECLARE, by the lawful authority vested in them as follows:

Section 1. That Chapter 30 – Offenses and Miscellaneous Provisions, Article 3 – Special Events; Sec. 30-77 and Section 30-96 are hereby repealed, and replaced as follows:

Sec. 30-77. Definitions.

Downtown Woodstock means the area approved in the Downtown Entertainment District Map, found in Chapter 4, Section 4-105.

Nonprofit organization or group means any entity exempt from taxation under Section 501(c)(3) of the Internal Revenue Code of 1986, any entity incorporated under Chapter 3 of Title 14 of the Georgia Nonprofit Corporation Code, or a sponsored organization of a public or private elementary or secondary school in the State, with a physical address in the County.

Parades, marches, and processions means a group or number of people or vehicles, or the combination thereof, consisting of five or more vehicles or ten or more persons or a combination of three or more vehicles and five or more persons, proceeding or moving in a body or in concert along the streets.

Road race means any race on public rights-of-way that require the closing of such rights-of-way or otherwise impedes the flow of normal traffic.

Special events.

(1) The term "special event" means: any organized activity, assembly, or gathering held on public or private property that, due to its nature, scope, operations, or

location, will: (1) affect the ordinary use of city facilities, including parks, plazas, streets, sidewalks, trails, or other city-owned property; or (2) impact the delivery of public safety services, including police, fire, EMS, or other city services.

(2) Special events include, but are not limited to, celebrations, concerts, demonstrations, fairs, festivals, parades, parties, protests, rallies, races, tours, or walks. Special events do not include private gatherings or commercial activities that do not make use of the streets or facilities beyond their ordinary or routine use. Garages sales, lawn sales, rummage sales, flea market sales, or any similar casual sale of tangible personal property are not included.

(3) For carnivals, please see Chapter 24, Article VIII.

Special events permit means the permit required by this Article for a special event.

Weekend means the period from Saturday morning to Sunday evening.

Sec. 30-96. Penalties for offenses; misrepresentation.

(a) No person shall conduct, organize, promote, or sponsor a special event with knowledge that a permit was not obtained.

(b) No person shall knowingly attend or participate in a special event for which a permit was not obtained; provided that no person shall be in violation of this section unless first given an order to disperse or cease such activity and an opportunity to do so.

(c) Any violation of this section shall, upon conviction, be punishable as a misdemeanor as provided by this Code. Each day such violation is committed or permitted to continue shall constitute a separate offense.

(d) If, at the discretion of the City Manager or his or her designee, the City has to provide additional personnel due to the applicant misrepresenting facts on the application, or failure to provide agreed-upon private security/staffing, or for any other just and lawful reason and for protection of public safety, it shall be at the sole expense of the applicant.

Section 3. Should any provisions of this Ordinance be declared invalid by a Court of competent jurisdiction, such decision shall not affect the validity of this Ordinance as a whole or any provision thereof other than the provisions specifically declared to be invalid. The Mayor and Council hereby declare that it would have passed this Ordinance and each subsection, sentence, clause and phrase thereof, irrespective of the fact that any one of more subsections, sentences, clauses or phrases may be declared illegal, invalid, or unconstitutional.

Section 4. This Ordinance shall take effect immediately upon its adoption.

PASSED AND ADOPTED BY THE MAYOR AND COUNCIL OF THE CITY OF WOODSTOCK, GEORGIA, THIS _____ DAY OF _____, 2026

First Reading Date: April 27, 2026

Second Reading Date: May 11, 2026

Final Adoption Date: May 11, 2026

_____

MICHAEL CALDWELL, MAYOR
CITY OF WOODSTOCK, GEORGIA

_____

ROBYN ADAMS, CLERK
CITY OF WOODSTOCK, GEORGIA

REVIEWED FOR LEGAL CONTENT

_____

JEFF RUSBRIDGE, CITY ATTORNEY
CITY ATTORNEY

AGENDA ITEM NO. 9.4

Item Cover Page

CITY COUNCIL AGENDA ITEM REPORT

DATE:	April 27, 2026
SUBMITTED BY:	Ron Shelby, Finance Department
ITEM TYPE:	Contracts, Agreements, Leases
AGENDA SECTION:	NEW BUSINESS
SUBJECT:	**Consideration of Contract with Delinquent Tax Services Incorporated**
SUGGESTED ACTION:	Request for approval of a contract with Delinquent Tax Services Incorporated for the collection of delinquent property taxes.

ATTACHMENTS:
Woodstock City Contract with DTS 2026.pdf

CITY OF WOODSTOCK GEORGIA
STATE OF GEORGIA

AGREEMENT FOR THE COLLECTION OF DELINQUENT TAXES

This Agreement for the Collection of Delinquent Taxes (hereinafter the "Agreement") is made and entered into this ___27th__day of _____APRIL_____, 2026_, by and between the City of WOODSTOCK GEORGIA (hereinafter the "City"), and DELINQUENT TAX SERVICES INCORPORATED, a Georgia corporation (hereinafter "DTS").

WHEREAS, the City is charged with collecting taxes as provided by Georgia law; and

WHEREAS, DTS is in the business of providing services to governmental entities and agents such as the City in aid of collecting taxes; and

WHEREAS, the City wishes to obtain the services of DTS in an effort to quickly and efficiently collect delinquent taxes due the City; and

WHEREAS, DTS has submitted to the City its proposal for the collection of delinquent taxes due the City; and;

WHEREAS, DTS's Proposal has been accepted and approved by the City and is hereby incorporated into this Agreement, by reference, as if fully reproduced herein.

NOW, THEREFORE, in consideration of the mutual promises and covenants contained herein, the parties hereby agree as follows:

1. **Term**

This Agreement shall begin on the _27th_ day of _____APRIL___, 2026_, and shall terminate absolutely and without further obligation on the part of the City on December 31, 2026 and on December 31st of each one-year renewal term thereafter, provided that this Agreement shall automatically renew on January 1 of each subsequent year for a term of one (1) year unless terminated by either party upon sixty (60) days written notice. In no event shall the duration of this Agreement exceed ____ one-year terms.

2. Obligations of the City

The City shall supply DTS with a list of properties the City wishes taxes to be collected upon. Said list shall include the following information with respect to each property:

a. Property address
b. Name(s) and address(es) of the property owner(s) of record (when available)
c. Map and parcel numbers
d. Copies of the respective tax executions ("fi. fa.") for each year of collection

It is understood that DTS will act in reliance on the accuracy of the information provided by the City, and DTS is instructed to accept such information as true and correct.

The City further agrees:

a. To "flag" the respective properties in its computer system at the time the property is turned over to DTS for collection to ensure that the applicable penalties, interest charges and administrative fees are collected.
b. To provide DTS with such access to its tax and real estate records, such access to include mapping and records of prior appeals, as is necessary to accomplish the ends of this Agreement.
c. To provide copies of relevant tax records to the owner(s) of record where requested without charge to DTS.
d. To promptly notify DTS upon receipt of any notice of filing of an owner of record's petition in bankruptcy.

3. Obligations of DTS

Upon receipt of the information as provided in section two (2) above, DTS agrees to use its best efforts to notify the owner(s) of record of the delinquent taxes due and to attempt to collect the same without the necessity of levy and sale of the property. Where required, collection letters will be sent to the owner(s) of record and any newly acquired addresses in relation to the collection process. This period shall be known as "Stage One" and shall conclude within thirty (30) days of the receipt of information by DTS.

In the event the delinquent taxes due are not collected during Stage One, upon receipt of instruction from the City, DTS agrees to take the following steps in an effort to collect the same:

a. Run a computerized search of the bankruptcy records under the name(s) of the owner(s) of record.

b. Run an examination of the real estate records to determine the current ownership and interest(s) of the property in question and all parties entitled to receive notice of levy and sale.
c. Prepare a notice of levy to the defendant in fi. fa., the current owner(s) of record, the current mortgage and/or other interest holder(s).
d. Conduct a diligent search of the general execution docket and lien index maintained by the Clerk of Superior Court and federal and state tax records.
e. Prepare and submit the legal advertisements to the proper legal organ for advertisement of the impending tax sale.

Provided that the City elects to proceed with levy and sale, DTS, as instructed by the City, will supply the necessary information to the City and/or any other person(s) authorized to conduct the sale to begin the levy and sale process. This period shall be known as "Stage Two".

DTS hereby agrees to abide by all applicable state and federal laws, including, but not limited to, the Fair Debt Collection Practices Act, in carrying out the terms of this Agreement.

The obligations of DTS and the City are set forth in more detail in Exhibit "A," attached hereto and incorporated herein by reference.

4. Payment of Services Rendered.

Payment to DTS for services rendered shall not be due and payable until such time that payment for the delinquent taxes has been received by the City. It is the intent of the parties that any compensation paid pursuant to this Agreement be construed as conditional rather than contingent. Any compensation paid pursuant to this Agreement is not to be determined based on the amount of delinquent taxes collected but shall instead be based on a predetermined fee based upon if and when the collection of delinquent taxes occurs. It is further agreed that any fees due DTS under this Agreement shall be satisfied out of the delinquent taxes collected as a result of DTS's efforts. The fees due DTS shall be determined as follows:

For delinquent taxes collected during Stage One, DTS shall receive the sum of sixty-five dollars ($65.00) as compensation for services rendered for each property on which taxes are collected whereby the total amount collected is greater than or equal to fifty dollars ($50.00). Where the total amount collected is less than fifty dollars ($50.00), DTS shall receive the sum of thirty-five dollars ($35.00) for each property on which taxes are collected as compensation for services rendered.

For delinquent taxes collected during Stage Two, DTS shall receive the sum of two hundred dollars and thirty dollars ($230.00) for each property on which taxes are collected as compensation for services rendered. The Stage Two fee shall include all research and notification costs incurred by DTS, including costs of

certified mail. DTS shall not be responsible for costs incurred in connection with legal advertisement, sheriff services, recording fees, and deed preparation. Should the City request DTS the properties be posted with notice of tax sale the cost of $25.00 shall be applied per property. Should the City request DTS to prepare tax deeds a cost of $50.00 shall be applied per property at the time of sale.

5. Payments Made by Taxpayers/Owner(s) of Record.

All payments made in satisfaction of delinquent taxes due and owing shall be made to the City. Under no circumstance will DTS accept such payments on behalf of the City.

6. Legal Representation; Indemnification.

In the event a lawsuit is filed against the City as a result of the collection efforts of the City and/or the collection efforts of DTS on behalf of the City, the City shall be represented by its own legal counsel at the City's expense and DTS shall have no obligation to voluntarily join in any such lawsuit or provide the City with legal representation. DTS does however agree to assist the City in the defense of any such lawsuit by turning over a copy its file to the City and any information DTS has obtained in the connection with its collection efforts. DTS further agrees to provide the City with access to DTS's legal counsel at DTS's expense to assist the City in the defense of any such lawsuit.

7. Entire Agreement.

This Agreement constitutes the sole and entire agreement between the parties hereto and no modification of this Agreement shall be binding unless attached hereto and signed by all parties hereto. No representation, promise or inducement not included in this Agreement shall be binding on any party hereto.

8. Notice.

Any notices which may be permitted or required hereunder to be given to the parties hereto shall be in writing and shall be deemed to have been duly given as of the date and time that such notice(s) is hand delivered or mailed to the below address or such other address as the parties hereto shall from time to time designate to the others by notice in writing as herein required. Provided, however, that if notice is given by mail, the time period for any such notice shall be extended by three (3) days.

If to the City: Mayor of Woodstock Georgia
12453 HWY 92
Woodstock, Georgia 30188

With a copy to: (shall not constitute notice)	City Attorney 12453 HWY 92 Woodstock, Georgia 30188
	City Manager 12453 HWY 92 Woodstock, Georgia 30188
	City Finance Director 12453 HWY 92 Woodstock, Georgia 30188
If to DTS:	Delinquent Tax Services Incorporated Attention: Jonathan Watson 801 Garmon Park Court, Ste A Loganville, Georgia 30052
With a copy to: (shall not constitute notice)	Russell W. Wall, Esq. Post Office Box 336 Greensboro, Georgia 30642

9. Miscellaneous.

Time is of the essence of this Agreement. The section headings of this Agreement are for convenience sake only and shall not limit or otherwise affect any of the terms hereof. The laws of the State of Georgia shall govern this Agreement. The parties hereto agree that jurisdiction and venue of any litigation between the parties regarding this Agreement shall be Dade County, Georgia. As used herein, the singular number shall include the plural, the plural the singular, and the use of the masculine, feminine, or neuter gender shall include all genders, as the context many require, and the term "person" shall include an individual, a corporation, an association, a partnership, a trust, an organization and a governing body. Invalidation of any one or more of the provisions hereof shall not affect the validity of the remainder of this Agreement, which shall remain in full force and effect. Title to any supplies, materials, equipment, or other personal property shall remain in DTS until fully paid for by the City.

[SIGNATURE PAGE TO FOLLOW]

IN WITNESS WHEREOF, the parties have set their hands and seals this __27th___ day of ___APRIL_____, 2026_.

CITY OF WOODSTOCK
GEORGIA

By: _____
Name: MICHAEL CALDWELL
Its: MAYOR

WITNESS:

_____

DELINQUENT TAX SERVICES, INCORPORATED

By: _____
Name: JONATHAN WATSON
Its: PRESIDENT

WITNESS:

_____

“Exhibit A”

DETAILED SCOPE OF SERVICES

Local Account Representative and Project Manager: DTS shall provide the City with an experienced account representative (the “Representative”). The Representative shall serve as DTS’s project manager for all work performed for the City. The Representative shall have experience and expertise in handling all aspects of delinquent collection programs and shall be immediately accessible to the City by office and cell phone as well as email. The Representative shall give immediate response and priority handling to any request or inquiry made by the City.

Planning: The Representative shall meet with the City to review account volumes and the status of delinquent receivables. Collection goals and objectives will be established according to the needs and desires of the City. Certain accounts may be flagged for removal from the collection process such as debtors under bankruptcy relief and senior exemptions (at the discretion of the City). Planning work will include addressing special needs, project management, communication hot-lines and desired customization of any work processes. A work calendar, suitable to the City, will be developed with work volumes and critical target dates to achieve desired goals.

Stage One (Notice of Delinquency) Production: The City will first issue a fifa as a prerequisite to Stage One processing. At the discretion of the City, fifas may be issued and maintained as either a hard copy document or in an electronic format with a print on demand feature. Fifas that are issued in an electronic format will contain a fifa issue date. A statutory fifa fee will be posted to each delinquent fifa account by the City and included in the due amounts. As a best business practice and when feasibly possible, the City will record each fifa on the lien docket (GED) in the Office of the Clerk of Superior Court as a prerequisite to Stage One Processing.

DTS shall obtain a listing or electronic file of delinquent fifa accounts to be serviced from the City. Delinquent fifa account information will contain tax parcel ID, property street address if available, fifa defendant name and address, fifa issuance date, fifa account number, current owner(s) name and address if different from the fifa defendant, and the year(s) and amount(s) owed. DTS will load the listing or file to its data processing system and aggregate all delinquent years under the respective tax parcel ID. DTS will review all records for completeness of addresses to affect postal delivery. Partial addresses (needing city, state, and zip) will be researched and updated.

DTS will produce a Stage One letter and mail to every defendant in fifa listed in the file provided by the City. The text and wording of the delinquent notice may be customized according to the desire and needs of the City. Any returned mail will be processed to verify a new address and re-mailed within a time frame agreed upon by the City. DTS will utilize a variety of skip tracing methods and proven industry tools such as internet search engines and “people-finder” databases to determine a correct and valid address for

re-mailing. A list of all new address(es) will be maintained in Microsoft Excel, Word, or PDF format and supplied to the City upon request.

If requested, DTS will assist the City in adding a standard service fee to the delinquent fifa account records through manual entry or electronic batch updating.

During Stage One Production, DTS shall provide prompt customer support to the City on any aspect of notice mailings, address corrections, or taxpayer concerns.

Stage Two (Levy and Tax Sale) Production: DTS will review all unpaid accounts with the City prior to Stage Two Production. At the discretion of the City, DTS shall prepare an execution of levy notice with a referenced tax sale date against any and all remaining delinquent parcels. Parcels identified for tax sale will be scheduled for levy, notification, advertisement, and sale according to work calendars and legal time frames to affect a non-judicial tax sale. DTS will develop a calendar of critical time frames and dates, to assist the City in adding additional service fees to the fifa account records.

For each delinquent parcel, DTS will prepare a limited abstract of title ("Limited Title Exam") through deed records to determine the current owner(s), lien holder(s), and mortgagee(s) of record. DTS will verify the correct defendant in fifa for each delinquent year. The Limited Title Exam shall include any and all parties with recorded interest as shown by deed, General Execution Docket, Lis Pendens Docket, and Probate Court records. DTS will also verify that the delinquent tax parcel matches the legal description of the corresponding deeds of record. Parcels that contain ownership and legal description errors, or do not correspond to tax maps, will be returned to the City with corrective information. DTS will assist the City with amending executions on the GED as would be necessary to correct ownership names containing nonentity terms such as "Et al." or "Estate".

DTS shall prepare a statutory notice of execution of tax levy in compliance with applicable statutory provisions directed to the current owner(s), lien holder(s), mortgagee(s), defendant in fifa, tenant in possession and other parties with recorded interests. The levy notice will contain a legal description of the property and the necessary recitals so as to be in compliance with all legal requirements for providing written notice of levy on land. DTS will affect service of process by certified mail, return receipt requested, to all parties with recorded interests as identified by the Limited Title Exam including State and Federal taxing authorities. DTS will consult financial directories and databases to insure proper notifications to banks and lending institutions that may have merged or changed names due to acquisitions.

DTS shall monitor files and prepare legal advertisements for all parcels levied for tax sale that remain unpaid. DTS will submit legal advertisements the City legal organ according to critical timeframes and dates.

DTS will assist the City, if so desired, with procedures for physically posting the delinquent property including geographical order of postings for efficiency, time/date stamping, recording pictures and preparing affidavits of posting. Physical property posting is not a legal requirement under current law but serves as an excellent collection tool, a deterrent to future

delinquencies, and a means of performing due diligence when levy notices are returned by the post office as undeliverable or unclaimed.

DTS shall monitor files, update the Limited Title Exam and prepare a statutory notice of pending tax sale for all parcels remaining unpaid. The notice of pending tax sale will be sent by DTS as regular first class mail and certified mail, return receipt requested, to all parties that were listed for service of levy including any municipalities if unpaid tax executions are issued and recorded in the clerk of superior court's office against the delinquent parcel. The notice of pending tax sale shall be mailed according to critical timeframes and dates.

DTS shall prepare and submit the legal advertisements to the proper legal organ for advertisement of the impending tax sale. It shall be up to the city to collect any cost associated with the advertisement of each delinquent tax parcel and pay the legal organ for said legal advertisement. All ads shall run for a minimum of four consecutive weeks prior to the sale unless the tax indebtedness is paid in full to meet the statutory requirements set forth by Georgia law.

Prior to tax sale, DTS shall review each levied parcel according to stringent quality control standards for accuracy, correctness, and due diligence. A final updated Limited Title Exam will be prepared and reviewed to ensure notification of all parties including those that may have entered the chain of title during the interim time period after the effective date of the original Limited Title Exam.

If required, DTS will assist the City with preparing beginning bids including all applicable legal costs, fees, and commissions. DTS, if required by the City, shall also assist with conducting tax sales and issuing bid receipts on the Courthouse steps or other location as officially designated by the City.

DTS shall deliver to the City all title research, notices and return receipt copies at the time of either the first advertisement, 10-day notice of sale or at such time that the City specifies. The complete hard copy files will be delivered to the City on any parcel taken to tax sale.

Tax Sales Files shall contain copies of the following:

a) Limited Title Exam and any updates
b) Vesting Deeds, Security Deeds and Liens
c) Notice of Execution of Tax Levy
d) 10-Day Notice of Tax Sale
e) Certified Mail Receipts
f) Due Diligence Research
g) Legal Advertisement
h) File Review and Due Diligence Check List
i) All notes and comments

The City will place a copy of the executed and recorded tax deed, bid receipt and publisher's affidavit in the file for post sale retention.

Post Sale Processing: During Stage Two Production, DTS will provide prompt customer support to the City on any aspect of the levy and tax sale proceedings as well as post sale

matters. If requested, DTS will assist the City in preparing and reviewing tax deeds and also assist with preparing and mailing post sale notices of excess funds to the record property owner and holders of security or equity interest according to statutory requirements. DTS will assist the City with procedures for making entries on the tax execution(s) and GED reflecting the tax sale with appropriate cross-reference to the recorded tax deed. If desired, DTS will further assist the City with procedures for establishing and maintaining a Sale Docket or similar such docket as exists under the rules of the pertinent jurisdiction.

DTS will assist the City with procedures for holding and distributing excess funds received from tax sales according to fiduciary requirements established by the courts and general law. DTS will review claims in conjunction with the City to determine entitlement according to the order of priority of the claimant's interest, or whether uncertainties or competing interests exist that require the claim to be forwarded to the City Attorney for filing of an interpleader or other action in the requisite court.

AGENDA ITEM NO. 10.1

Item Cover Page

CITY COUNCIL AGENDA ITEM REPORT

DATE:	April 27, 2026
SUBMITTED BY:	Robyn Adams, City Clerk
ITEM TYPE:	Minutes
AGENDA SECTION:	MINUTES APPROVAL
SUBJECT:	**Consideration of Approval to Adopt Council Meeting Minutes - April 13, 2026**

SUGGESTED ACTION:

ATTACHMENTS:
Council Meeting Minutes 4.13.26 Final.pdf

City Council Meeting
The Chambers at City Center
8534 Main Street
(Main) 770 592-6000 (Fax) 770 926-1375
http://www.woodstockga.gov

~MINUTES~

Monday, April 13, 2026

City Council ~ 7:00 PM

Attendees: Mayor Michael Caldwell, Mayor Pro Tem Colin Ake, Council Member Warren Johnson, Council Member David Potts, Council Member Brian Wolfe, Council Member Tracy Collins, Council Member Rob Usher, City Manager Jeff Moon, Deputy City Manager Coty Thigpen, City Clerk Robyn Adams, City Attorney Jeff Rusbridge, Police Chief Roland Castro, Assistant Police Chief Brian Aligood, Police Captain Ron Sinfelt, Fire Marshal Bobby Stilson, Chief Financial Officer Ron Shelby, Chief Information Officer Katy Leggett, IT Engineer Caleb Fox, Community Development Director Melissa Sigmund, Economic Development Director Brian Stockton, Parks and Recreation Director Brian Borden, Human Resources Director Mindy Nobis, Capital Improvement Plan Administrator Chris Luly, Marketing & Communications Manager Stacy Brown.

ITEM 1) MEETING CALLED TO ORDER

- 7:00 PM Meeting called to order at The Chambers at City Center, 8534 Main Street, Woodstock, GA.
- Deputy City Manager Coty Thigpen led the group in The Pledge of Allegiance and Pastor Brice Fogle with Jubilee Church led the group in prayer.

ITEM 2) RECOGNITION OF GUESTS AND VISITORS

2.1) Proclamation - Child Abuse Prevention Month (Administration)

- Mayor Michael Caldwell recognized Marcie Smith and Lea Stokes from The Children's Haven, Amy Economopoulos from Anna Crawford Children's Center, and Sylvia Freeman and Carolina Bothwell from DFCS for their time and dedication in bringing awareness to child abuse prevention.

2.2) Proclamation - Safe Digging 2026 (Administration)

- Mayor Michael Caldwell recognized April as Safe Digging Month and encouraged everyone to always call 811 before digging. Mayor Caldwell presented the proclamation to Dallas Johnson with Cobb EMC. Mr. Johnson stated this service is free and will not only protect your service but also saves lives.

2.3) Proclamation - National Aphasia Awareness Month (Administration)

- Mayor Michael Caldwell recognized Anna and Ryan Teal for their time, dedication, and hard work in bringing awareness to Aphasia Awareness and the Aphasia Readers organization.

2.4) Proclamation - Georgia US250 (Administration)

- Mayor Michael Caldwell proclaimed the City's support and participation in the Georgia US250 commemoration and urged all residents to join in observing this historic milestone by exploring our state's heritage and celebrating the spirit of independence that continues to define the Great State of Georgia.

2.5) Proclamation - Georgia Cities Week 2026 (Administration)

- Mayor Michael Caldwell proclaimed the City's recognition and celebration of Georgia Cities Week (April 20th – 25th).

ITEM 3) APPOINTMENTS/OATH OF OFFICE

3.1) Appointment of City Attorney - Dyer Rusbridge Argo, P.C. (Administration)

- Appoint Dyer Rusbridge Argo, P.C. as City Attorney and Adopt Ordinance No. 2026-007. Mayor Michael Caldwell requested a vote to appoint Jeff Rusbridge and Dyer Rusbridge Argo, P.C. as the new City Attorney.
- *Council Member Brian Wolfe made a motion to adopt Ordinance No. 2026-007 appointing Jeff Rusbridge and Dyer Rusbridge Argo, P.C. as the new City Attorney.*
- *Council Member Rob Usher seconded the motion.*
- *Motion carried (6-0).*

3.2) Swearing In of New City Attorney (Administration)

- Jeff Rusbridge with Dyer Rusbridge Argo, P.C. took his Oath of Office and was sworn in as the City Attorney by Mayor Michael Caldwell.

ITEM 4) ANNOUNCEMENTS

4.1) Announcements (Administration)

Mayor Pro Tem Colin Ake read the announcements.

- The April 20th Work Session of Mayor and Council is cancelled.
- The City-Wide Yard Sale will take place the weekend of April 25th. See the list of yard sales on woodstockparksandrec.com.
- The 2026 Season of the Woodstock Farm Fresh Market kicks off on Saturday, April 18th on Market Street in downtown Woodstock. The market starts at 8:30 a.m. and goes until noon.
- The City of Woodstock is proud to celebrate Georgia Cities Week 2026 with a full lineup of community events, all specially themed to honor the statewide Georgia US250 commemoration. As our state commemorates 250 years of history, culture, and shared identity, Woodstock's celebration highlights what makes our City strong: its people, its partnerships, and its vibrant civic spirit. Learn more at woodstockga.gov/250.

ITEM 5 MEETING DECORUM

- City Clerk Robyn Adams read the Meeting Decorum.

ITEM 6) PUBLIC COMMENT

- *Mayor Michael Caldwell opened the Public Comment portion of the meeting.*
- *City Clerk Robyn Adams stated no one signed up to speak.*
- *Mayor Michael Caldwell closed the Public Comment portion of the meeting.*

ITEM 7) CONSENT AGENDA

7.1) Approve Revisions to Organizational Chart (Administration)

- Request for approval of revisions to the City's Organizational Chart.

7.2) Approve Alcohol License - Rreal Tacos Woodstock, LLC (Community Development)

- Request for approval of on-premise consumption with Sunday sale of distilled spirits, malt beverages, and wine at a restaurant located at 8558 Main Street, within the city limits of Woodstock. Rreal Tacos Woodstock, LLC is owned by Damian Otero Reggiori and Miguel Angel Hernandez. The registered agent will be Maria Jose Duffy. Damian Otero Reggiori has applied to the City of Woodstock on behalf of Rreal Tacos Woodstock, LLC.

7.3) Approve Special Event Request for "Kentucky Derby/Cinco de Mayo" with Temporary Alcohol (Community Development)

- Request for approval of a Temporary Alcohol Permit to serve beer, wine, and mixed drinks for the Kentucky Derby/Cinco de Mayo Special Event. The event will be held May 1 - 5, 2026 at 8212 Main St, within the city limits of Woodstock, GA. The application and Committee Response Sheet for daily event times and various details of the event are included as part of the agenda packet. Jason Sheetz, the owner of Succulent Hospitality, LLC dba Paloma Tequila & Tacos applied for the permit.

7.4) Approve MAJBA JE 20978 - To Recognize Additional Interest Revenue & Fund New UB Counter Project (City Clerk)

- Request for approval of a major budget amendment to recognize interest revenue earned and to fund the purchase and installation of a new Utility Billing Department counter including the installation of safety glass between the lobby and staff area.

7.5) Approve MAJBA JE 21006 - Additional Overtime Funding for Public Works Department (Building & Grounds) (Public Works)

- Request for approval of a major budget amendment (MAJBA JE 21006) to fund additional overtime needed in the Building & Grounds Division of Public Works Department through the remainder of the fiscal year.

7.6) Approve MAJBA JE 21007 - Additional Overtime Funding for Public Works Department (Stormwater) (Public Works)

- Request for approval of a major budget amendment (MAJBA JE 21007) to fund additional overtime needed in the Stormwater Division of the Public Works Department through the remainder of the fiscal year.

7.7) Approve Amendment to Master Services Agreement with EOM Public Works, LLC (Administration)

- Request for approval of Amendment No. 4 to the Master Services Agreement between the City of Woodstock and EOM Public Works, LLC. The details of the amendment are included in the document as part of the agenda packet to include the renewal of the agreement for an additional 12 months beginning on October 1, 2026 and the renewal of the Task Order 1 for an additional 12 months beginning on October 1, 2026.

7.8) Approve Professional Services Agreement with Dyer Rusbridge Argo, P.C. (Administration)

- Request for authorization to approve the professional services agreement with Dyer Rusbridge Argo, P.C. to serve as the City Attorneys.

7.9) Approve Submittal of FY26 LRA LMIG Application (GDOT Local Maintenance & Improvement Grant) (Public Works)

- Request for approval of submittal of FY26 LRA LMIG Grant Application hosted by the Georgia Department of Transportation.

7.10) Ratify the Purchase of 540 Industrial Drive (Administration)

- Request for approval to ratify the purchase of 540 Industrial Drive, Woodstock, GA 30189.

7.11) Ratify Purchase of the Previously Completed Acquisition of Easements Associated with Parcel 8 for the Dobbs Road Multi-Use Trail Project (Administration)

- Request for approval to ratify the previously completed acquisition of easements associated with Parcel 8 for the Dobbs Road Multi-Use Trail project. The acquisition includes 2,391.31 square feet of required temporary construction easement. Temporary construction easement will terminate upon completion and acceptance of the same by the City.

7.12) Ratify Purchase of the Previously Completed Acquisition of Easements Associated with Parcel 10 for the Dobbs Road Multi-Use Trail project (Administration)

- Request for approval to ratify the previously completed acquisition of easements associated with Parcel 10 for the Dobbs Road Multi-Use Trail project. The acquisition includes 1,895.52 square feet of required temporary construction easement.

7.13) Ratify Purchase of the Previously Completed Acquisition of Easements Associated with Parcel 11 for the Dobbs Road Multi-Use Trail project (Administration)

- Request for approval to ratify the previously completed acquisition of easements associated with Parcel 11 for the Dobbs Road Multi-Use Trail project. The acquisition includes 1,577.71 square feet of required temporary construction easement and one required temporary driveway easement.

7.14) Approve Temporary Access Easement with Daniel on Dupree, LLC (Administration)

- Request for approval of a temporary access easement agreement. The agreement has the City provide Daniel on Dupree, LLC with a temporary easement for the purpose of accessing the rear of adjacent residential lots from City property, until the time this City property is converted to public right-of-way. This City property is planned to be an extension of Goshen Lane, and this street segment will be constructed by Daniel on Dupree, LLC in conjunction with the adjacent residential development. Following construction and acceptance of Goshen Lane on this City property, the property will be converted to public right-of-way which will void this temporary access easement.

7.15) Approve ZTA#022-26: Administrative Variances for Fences (2nd Reading) (Community Development)

- Request for approval of a Zone Text Amendment that amends Chapter X (Administration and Enforcement) of the Land Development Ordinance to amend the duties and responsibilities of the Development Process Committee (DPC), allowing the DPC to approve fences located within zoning buffers.

7.16) Approve ZTA#021-26: Chapter VII Performance Zoning Standards and Density Allowances for GC-VMU Update (2nd Reading) (Community Development)

- Request for approval of a Zone Text Amendment that amends ZTA#-21-26, a Zone Text Amendment that amends Chapter VII (Performance Zoning Standards and Use Districts and Regulations) of the Land Development Ordinance to update the use standards and density allowances for the GC-VMU Zoning District.

7.17) Approve Change to Site Plan for CUP#083-24 - Woodpark Place (Community Development)

- Request for approval of change to site plan for CUP#083-24 for Woodpark Place. This CUP was approved by Council on October 24, 2024. It included a condition of approval that modifications to the site plan not deemed minor or consistent with the site plan included in the CUP by the Community Development Director, shall be subject to Council review. The applicant has proposed a modification, that while not deemed inconsistent with the approved CUP site plan, has been deemed "not minor". As a result, the proposed modified site plan is being brought before the Council for conceptual approval. If Council agrees to the proposed site plan concept, it will continue through the technical plan review process to ensure compliance with all applicable standards and requirements.

- *Mayor Pro Tem Colin Ake made a motion to approve Consent Agenda Items 7.1 - 7.17.*
- *Council Member David Potts seconded the motion.*
- *Motion carried (6-0).*

ITEM 8) NEW BUSINESS

8.1) Consideration of Amendment to the Council Policy Manual - Addition of Section 1100 - Technology and Transfer Sections 300-0004 and 300-0007 from General to Technology (City Clerk)

- Request for approval to amend the Council Policy Manual. The proposed amendment would create a new section - 1100 - Technology and would transfer Section 300-0004 Email Use Policy and Section 300-0007 Information Technology and Internet Appropriate Use Policy from the General section to the newly created Technology Section. City Clerk Robyn Adams presented the proposed amendment.
- *Council Member Warren Johnson made a motion to approve Item 8.1.*
- *Mayor Pro Tem Colin Ake seconded the motion.*
- *Motion carried (6-0).*

8.2) Consideration of Amendment to Council Policy Manual - Administration and Government - Section 000-0007 Council Approval (City Clerk)

- Request for approval to amend the Council Policy Manual under Administration and Government. Amendment to Section 000-0007 Council Approval is identified in the redline document included in the agenda packet. City Clerk Robyn Adams presented the proposed amendment.
- *Council Member Rob Usher made a motion to approve Item 8.2.*
- *Council Member Tracy Collins seconded the motion.*
- *Motion carried (6-0).*

8.3) Consideration to Adopt Ordinance No. 2026-005 Amending Chapter 2, Article II, Section 2-66 Expenses (1st Reading) (City Clerk)

- Request for approval to adopt Ordinance No. 2026-005 to amend Chapter 2 Administration, Article II. City Council, Division 2. Meetings, Section 2-66 - Expenses as identified in the document included in the agenda packet. This serves as the 1st Reading with the 2nd Reading and final vote scheduled for the April 27, 2026 agenda. This amendment updates the Code language to align with the revisions made to the Council Policy Manual - Council Approval Section, as referenced in the related agenda item. City Clerk Robyn Adams presented the proposed amendment.
- *Council Member Tracy Collins made a motion to approve Item 8.3.*
- *Council Member Brian Wolfe seconded the motion.*
- *Motion carried (6-0).*

8.4) Consideration to Adopt Ordinance No. 2026-006 Amending Chapter 34, Article V, Section 34-139 Holidays - Addition of Federal Holiday Juneteenth as Recognized City Holiday (Human Resources)

- Request for consideration to adopt Ordinance 2026-006 amending Chapter 34 Personnel, Article V Leave, Section 34-139 Holidays to add Juneteenth (June 19th) as a recognized city holiday. This would be an addition to the holiday list provided with pay for full-time employees. Human Resources Director Mindy Nobis presented the proposed amendment.

- *Council Member David Potts made a motion to approve Item 8.4.*
- *Mayor Pro Tem Colin Ake seconded the motion.*
- *Motion carried (6-0).*

8.5) Consideration of 1099 Employee in Police Department - Hiring and Job Description Update/Modification for Departmental State and CALEA Certification Manager (Police)

- Request for consideration of approval of a 1099 employee to oversee departmental state and CALEA Accreditation. Services Agreement is included as part of the agenda packet. Chief Roland Castro presented the item. Council Member Warren Johnson asked if this would be a full-time position or contractual. Chief Castro responded stating it would be on a contract basis.
- *Council Member Rob Usher made a motion to approve Item 8.5 and to authorize the Mayor to approve and execute the agreement upon review by the City Attorney.*
- *Council Member Tracy Collins seconded the motion.*
- *Motion carried (6-0).*

8.6) Consideration of MAJBA JE 21010 - Funding for Police Accreditation Services Agreement (Police)

- Request for approval of MAJBA JE 21010 which funds the third-party police accreditation services agreement. Chief Roland Castro presented the detail of this item as part of 8.5. City Manager Jeff Moon stated this MAJBA only covers this fiscal year, and this will be included as part of the next budget cycle.
- *Council Member Rob Usher made a motion to approve Item 8.6.*
- *Council Member Tracy Collins seconded the motion.*
- *Motion carried (6-0).*

ITEM 9) OLD BUSINESS

9.1) Consideration of Amendment to Administration and Government - Section 000-0002 Civility Code of the Council Policy Manual (City Clerk)

- Request for approval of revisions to the proposed amendment in the Council Policy Manual under Administration and Government. Revisions to the proposed amendment for Section 000-0002 Civility Code were suggested by Council at the March 23, 2026 meeting and are identified in the redline document included in the agenda packet. City Clerk Robyn Adams presented the proposed amendment revisions.
- *Mayor Pro Tem Colin Ake made a motion to approve Item 9.1 with the amendment to the text as provided verbally by Mayor Michael Caldwell.*
- *Council Member Brian Wolfe seconded the motion.*
- *Motion carried (6-0).*

9.2) Consideration of Award of RFP 2026-09 & Contract for Residential Solid Waste Collection and Recycling Services (Administration)

- Request for approval to award RFP 2026-09 and a contract and authorize the Mayor to execute the contract. This item was tabled at the March 23, 2026 meeting. City Manager Jeff Moon presented the item. He stated there was an error on the rates originally presented but that correction has been sent to Mayor and Council along with other information they requested for review. Mr. Moon reviewed the comments received from Red Oak and addressed the questions raised by the Council. He explained an option to require a bond, which would protect the City if the selected company failed to deliver the contracted services. With such a bond in place, the City could quickly hire another company on an

emergency basis to complete the work without financial loss. Mayor Pro Tem Colin Ake stated Red Oak was significantly less costly and Council has a responsibility, given the residents are obligated to use the chosen company. Council Member Warren Johnson stated that he agrees with Mayor Pro Tem Ake. He explained that the main reason the City contracts with a single provider is to keep rates low for residents. While he is satisfied with the service Waste Management provides, he noted that he would struggle to answer residents who ask why the City did not select the more cost-effective option when we don't allow them to choose their own provider. Council Member Brian Wolfe stated that he has spoken with several community members, and they understand the dilemma: although Waste Management has provided excellent service, it is difficult to justify continuing that service given the significant cost difference between the two companies. He asked representatives from both companies about the cost of a second cart for residents who may need one. John Spagnuolo with Red Oak stated that an additional cart would cost $6 per month. Vic Knight with Waste Management said a second cart would be offered at a reduced rate, but he was not prepared to provide a specific amount at this time and could follow up if needed. Both companies acknowledged the condition of allowing 8 bags and a cart. Council Member Rob Usher stated he agrees with Mayor Pro Tem Ake and Council Member Warren Johsnon as far as choosing the cost-effective option. He stated he has been extremely happy with Waste Management but cannot responsibly choose Waste Management given the extreme cost difference. He had a question about cart spacing and Mr. Spagnuolo with Red Oak addressed it. Mayor Pro Tem Ake stated that he wants to ensure residents are allowed to set out up to eight bags without being required to obtain an additional cart. City Manager Jeff Moon clarified that this does not need to be included in the motion, as the allowance is already specified in the proposed contract. Mayor Michael Caldwell summarized the Council Members comments and stated the reason they are engaging in a change in vendors is based on pricing.

- *Council Member Warren Johnson made a motion to approve award of contract to Red Oak subject to negotiation of the surety bond and subject to the contract being reviewed by the City Attorney and signed. Staff is to negotiate the final details of the bond at $120 per year per residential customer.*
- *Mayor Pro Tem Colin Ake seconded the motion.*
- *Motion carried (5-1) Council Member Tracy Collins Opposed.*
- *Council Member Warren Johnson amended his original motion for clarification purposes to add: The City Manager is authorized, during negotiations with the vendor, to reduce the proposed $5.50-per-ton fee to as low as $5.00-per-ton, depending on the cost of the bond.*
- Mayor Pro Tem Colin Ake seconded the amended motion.
- Amended motion carried *(5-1) Council Member Tracy Collins Opposed.*

ITEM 10) MINUTES APPROVAL

10.1) Consideration of Approval to Adopt Council Meeting Minutes - March 23, 2026 (City Clerk)

- *Council Member Brian Wolfe made a motion to approve Item 10.1 adopting the March 23, 2026, Council Meeting Minutes.*
- *Council Member Tracy Collins seconded the motion.*
- *Motion carried (5-0), Council Member Rob Usher Abstained.*

ITEM 11) DEPARTMENTAL REPORTS

11.1) Community Development Hot Sheet (March 2026) (Community Development)

11.2) EOM Monthly Report (February 2026) (Administration)

11.3) Police Monthly Report (February 2026) (Police)

11.4) Investment Report (March 2026) (Finance)

11.5) Fire Monthly Report (March 2026) (Fire)

ITEM 12) MAYOR AND COUNCIL COMMENTS

- Mayor Michael Caldwell congratulated Council for choosing to recognize Juneteenth as an official city holiday and stated this brings recognition to an important milestone in American history.

ITEM 13) CITY MANAGER STAFF COMMENTS

- City Manager Jeff Moon stated he needs clarification on the sanitation vote regarding the $5.00 per ton franchise fee, Red Oak increased their offer to $5.50 per ton franchise fee. Mr. Moon asked what Council's preference would be as it relates to this fee. Council agreed to authorize the City Manager to have the $.50 to negotiate up to the cost of the bond. Mayor Michael Caldwell requested an official motion be made to amend the original motion to incorporate the addition. City Manager Moon stated he will be requesting an Executive Session; however, he will not be asking Council to take action following the session.

ITEM 14) EXECUTIVE SESSION – PERSONNEL, LITIGATION, REAL ESTATE

- *Mayor Pro Tem Colin Ake made a motion to retreat into Executive Session.*
- *Council Member Tracy Collins seconded the motion.*
- *Motion carried (6-0).*

- *Mayor Pro Tem Colin Ake made a motion to return from Executive Session.*
- *Council Member Tracy Collins seconded the motion.*
- *Motion carried (6-0).*

ITEM 15) FINAL ADJOURNMENT

- *Council Member Warren Johnson made a motion to adjourn.*
- *Council Member Tracy Collins seconded the motion.*
- *Motion carried (5-1), Mayor Pro Tem Colin Ake Opposed.*

_____
Michael Caldwell, Mayor

_____
Robyn Adams, City Clerk

AGENDA ITEM NO. 11.1

Item Cover Page

CITY COUNCIL AGENDA ITEM REPORT

DATE:	April 27, 2026
SUBMITTED BY:	Katy Leggett, Information Technology
ITEM TYPE:	Departmental Reports
AGENDA SECTION:	DEPARTMENTAL REPORTS
SUBJECT:	**Information Technology Monthly Report (April 2026)**
SUGGESTED ACTION:	

ATTACHMENTS:
IT Monthly Report 2026_03.pdf

INFORMATION | TECHNOLOGY | GIS

MONTHLY REPORT

MARCH 2026
Created 4/9/2026

Completed Projects

WOODSTOCK GIS & MAPPING

YTD Drone Flights

17

City Asset QC

Review of City Assets and their mapped locations

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In Progress Projects

Major Projects App Refresh
DUE APR 30

Complete revamp of the existing Major Projects interactive dashboard.

Capital Projects Dashboard
DUE APR 30

New interactive dashboard showing new and in progress Capital Improvement Projects.

New IT Policies (SLCGP Grant)
DUE APR 30

State & Local Cybersecurity Grant Program funding, to be used for new Woodstock IT policy creation.

Sewer Manhole/Pipe Data
DUE APR 30

Field data collection of all sewer manholes and pipes elevations, to improve modelling capabilities

GridSmart Expansion #3
MAY 30

Adding 4 additional GridSmart traffic cameras and related networking equpiment. Phase 3.

Help Desk Activity

	On-boarding	Off-boarding	New Tickets	Closed Tickets
last month	4 ↓1	6 ↑1	171 ↓26	108 ↓90
YTD	11	17	570	481

MARCH 2026
Help Desk MVP

CALEB FOX

AGENDA ITEM NO. 11.2

Item Cover Page

CITY COUNCIL AGENDA ITEM REPORT

DATE:	April 27, 2026
SUBMITTED BY:	Brian Borden, Parks & Recreation
ITEM TYPE:	Departmental Reports
AGENDA SECTION:	DEPARTMENTAL REPORTS
SUBJECT:	**Parks & Recreation Monthly Report (March 2026)**
SUGGESTED ACTION:	

ATTACHMENTS:
March Monthly Report 2026.pdf

Woodstock Parks & Recreation Department
March 2026
Monthly Report

1. **Administration**:

- Staff New Hire – PT Recreation Aide – Jamie Scott.
- Staff recognized Heather Gilliland's 4-year work anniversary.
- Staff hosted a Farewell Luncheon for Jamey Sndyer, who left employment with the City on March 19.
- Staff conducted interviews- PT Recreation Aide, Recreation Operations Manager, Senior Center Bus Driver.
- Staff completed the PA Forms for PT Recreation Aide, Recreation Operations Manager, Senior Center Coordinator, Senior Center Recreation Specialist.
- Staff participated in Bi-Weekly Meeting- Little River Park Construction Project.
- Staff attended the project Kickoff Meeting- Downtown Playground Phase II.
- Staff participated in the project Kickoff Meeting- Johnston Farm Passive Park Master Plan.
- Staff scheduled the Johnston Farm Master Plan Public Input Meeting Scheduled at The Chambers.
- Staff attended Weekly Leadership Team meetings.
- Heather held Weekly 1:1 Meetings with Marybeth Stockdale and Heather Gilliland.
- Heather and Brian met to discuss Interviews, Vacant Positions, Staff Transitions.
- Staff attended the 2026 Summer Concert Series Meeting with Command Staff and PW, PR, City Management.
- Heather and Brian attended the Initial Department Meeting with the Budget Committee.

2. **Park Project Update**:

Little River Park Project Update:

- Site work progress was impacted by weather for the week of March 2nd.
- ICAN prepared and poured approximately 1000 LF of multi-use trail along the Linear Corridor.
- ICAN began pile driving at the first tributary crossing along the Linear Corridor.
- ICAN continued with the remediation for the multi-use trail loops located at Woodland's open space field.
- ICAN began pile driving for boardwalk pond segments at Trickum Road.
- Site work progress was heavily impacted by weather for the week of March 9th.
- ICAN completed pile driving and installation of the boardwalk at the first tributary crossing along the Linear Corridor.
- ICAN continued with limited pile driving for boardwalk pond segments at Trickum Road.
- ICAN installed the first prefabricated pedestrian over Little River at Trickum Road.

- ICAN poured the multi-use trailway to station 16+25 along the Linear Corridor.
- ICAN continued the installation of the pond trail boardwalk at Trickum Road.
- ICAN staked and began pile driving on the south side of prefabricated pedestrian bridge at Trickum Road.
- ICAN began grading at the playground at Trickum Road.
- Batter boards with line and grades for the restrooms at Trickum Road and Woodlands have been set.

Rubes Creek Update:

- Sean and his team have tried to come up with solutions for the fact that the two bridges are causing a small rise in the flood elevation, by 0.1' to 0.4'. Unfortunately, there does not appear to be any solutions that make sense or that solve that issue. Therefore, the path forward is to request a CLOMR (Certified Letter of Map Revision) from FEMA for the project.

- Sean and his team submitted a task order for the CLOMR (Certified Letter of Map Revision) from FEMA for the project. He also cannot advise on how long this process will require, as we are dealing with a Federal agency. Sean will be available if we have any questions or concerns with this approach.

Buckhead Trail Crossing:

- We are getting close to wrapping up our design of the trail sections on either side of the bridge. Next steps are to send this information to the structural engineer and bridge engineer so that they can design the bridge and support. In our initial modelling of the floodway for Noonday Creek, we are seeing a slight rise in the flood elevation for the floodway due to the bridge bent. I was curious if you had a copy of the No-Rise study by Axis for the original approved design that you could share with us. We believe we have room and areas for some grading compensation to avoid another CLOMR, but we would like to also review the previous study if available.

3. **<u>Recreation Division</u>**:

Facility Rentals:

• Field space rental at Dupree Park	0
• Pickle Ball Court rental at Dupree Park	16
• Pavilion Rental at Dupree Park	0
• Tennis Court Rental at Dupree Park	0
• Chambers Rental in February	8
• Chambers Reservations Internal in February	6

A) Demographics:

	Registrations	Reservations	Memberships	Check-Ins	Profiles Created
All	754	40	72	1,618	444
Residents	260	34	25	518	109
Non-Residents	494	1	47	1,100	335
<18	0	0	0	0	0
18-65	216	0	0	0	154
65+	341	9	62	1,514	46
Male	238	13	19	373	157
Female	516	22	53	1,245	287
Online	545	31	7	N/A	427
In Person	209	4	65	N/A	17

4. <u>Special Events</u>:

- Council Meeting – Tetterton Received Arbor Day Plaque, Titan Agreement and Pyro Production Agreements were approved by Council.
- Pre-Concert Logistics Meeting with police, fire, public works, parks and rec, and Coty.
- Summer Concert Series Sponsorships - 4 Legendary spots available.
- City Wide Yard Sale – 29 registered so far. Deadline is April 13th.
- Band and Fireworks deposits have been paid.
- All concert printables ordered and received.
- Concert t-shirts should arrive by April 13th.
- EOM confirmed to sponsor Employee Picnics.
- Weather Insurance confirmed, paid, and bound.
- Food for Spring Employee Picnic ordered, Buffalo's and Publix.
- Sent concert series website updates to Stacy.
- All logistic vendors have been reserved.
- No word back from WHS Football Pep Rally.
- Arbor Day tree ordered, scheduled for installation end of April.
- Concert sponsor packets are underway, waiting for t-shirts.
- Secured City Church for Veterans Day. Memorial Day at Amphitheater,
- 9/11 Ceremony at The Park at City Center.

5. Senior Center:

- The Senior Center had 1,664 membership check-ins for the month of March and currently have 739 members! During the month of March our members enjoyed many activities including our St. Patrick's Day luncheon, which is always a big hit! We celebrated Women's History Month with an afternoon cocoa and conversation presentation, and our Mahjong class continues to bring in an abundance of interest. As you know, the bus had a tire blowout on their trip to the Monastery of the Holy Spirit, but our members still greatly enjoyed that trip, and I believe how the staff handled everything truly helped. March was great month for us and we are looking forward to updating our members on the upcoming staff transitions in April and are already enjoying our April events.

• Total senior Center Active Memberships	739
• Total Senior Check – Ins	1,664
• Total Senior Center Rentals	1
• Senior Center Club Meetings	2

5. Park Maintenance:

- Staff cleaned Noonday Creek and Town Lake Pass trails twice after floods.
- Staff cleaned Tressel Rock Trail at Ropemill after flood.
- Staff painted the fountain at City Park.
- Staff replaced the pump motor in the fountain at city Park.
- Staff cleaned the filter in the fountain aerator at Dupree Park.
- Staff re-dug low voltage wires for lights at downtown playground .
- Staff painted over graffiti on Noonday Creek and Town Lake Pass trails.
- Staff rebuilt tables at Ropemill Park.
- Staff rebuilt swings at Ropemill Park.
- Staff installed a new plaque on bench at Dupree Park.
- Staff replaced boards on pedestrian bridge at Rope Mill Park.
- Staff replaced light in dressing room at the amphitheater.
- Staff had irrigation leak repaired at The amphitheater.
- Staff repaired leak In the small breed area at the dog park.

AGENDA ITEM NO. 11.3

Item Cover Page

CITY COUNCIL AGENDA ITEM REPORT

DATE: April 27, 2026

SUBMITTED BY: Chris Luly, Special Projects

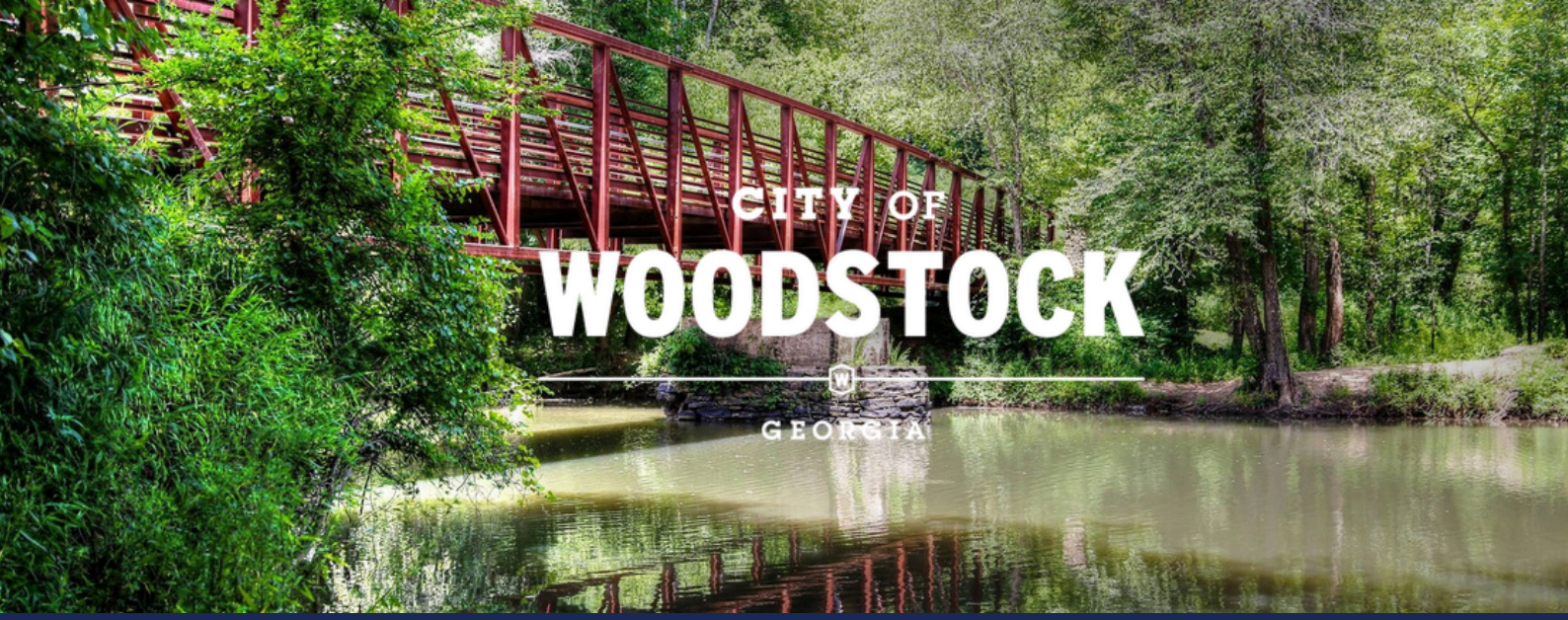
ITEM TYPE: Departmental Reports

AGENDA SECTION: DEPARTMENTAL REPORTS

SUBJECT: **Capital Projects Monthly Report (April 2026)**

SUGGESTED ACTION:

ATTACHMENTS:
V2 - Capital Projects Status Sheet .pdf 04202026.pdf



CAPITAL PROJECTS STATUS SHEET

April 2026

OVERVIEW

7 Projects Under Construction: 2 intersections, 2 pedestrian, 2 existing road improvements, 1 new roadway

5 Projects Plan Ready: 3 new roads and 2 pedestrian

9 Projects In-Design: 5 intersections, 3 new roadways, 1 pedestrian

UNDER CONSTRUCTION

Neese Road - Northern Segment
Target Completion Date: April 2027
Contract Sum: $3,969,892.89
Percent Complete: 7%

Noonday Creek Trail Extension
Target Completion Date: Sept. 2026
Contract Sum: $8,480,255.95
Percent Complete: 78%

Trickum Roundabout
Target Completion Date: April 2026
Contract Sum: $2,046,226.45
Percent Complete: 99%

Towne Lake Parkway Widening
Target Completion Date: January 2027
Contract Sum: $1,492,630.17
Percent Complete: 2%

Dobbs Road Trail - Phase 2
Target Completion Date: June 2027
Contract Sum: $168,100.00
Percent Complete: 0%

Lyndee Lane Ext. - Phase 1
Target Completion Date: Sept. 2026
Contract Sum: Development Agreement
Percent Complete: 30%

Main St. @ Elm St Intersection
Target Completion Date: June 2026
Contract Sum: $291,766.00
Percent Complete: 17%

PLAN READY/ ROW ACQUISTION

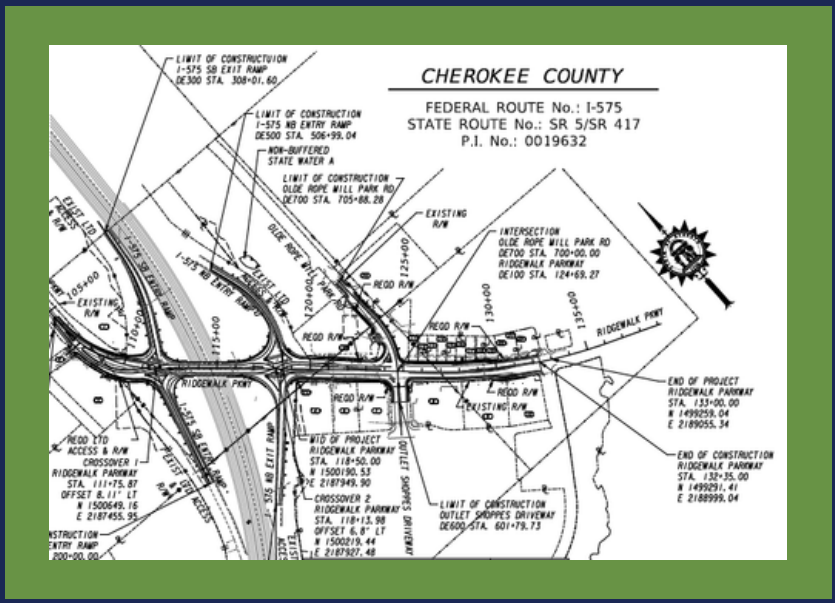
Goshen Lane Ext – To be constructed privately per dvlp agreement

Market Street Ext – Target let is summer 2026

Paden Street Ext – Target let is summer 2026

Neese Sidewalk East – Target let is spring 2026

Streetscapes VI Phase 2 – Target let is summer 2026



IN-DESIGN (Concept & Construction)

Ridgewalk DDI – Final engineering underway; Target LET 2027

Haney Rd Extension – Final engineering underway; Target LET 2027

Barnesdale Terrace at Main St – Concept plan complete; Target LET 2027

Dupree Road at Main St – Concept plan complete; Target LET TBD

Dobbs Road at Arnold Mill Rd – Concept plan complete; Target LET TBD

Dobbs Road at Main St – Concept plan complete; Target LET TBD

Reeves Street Extension – Concept plan complete; Target LET TBD

Lyndee Lane Phase 2 – Concept plan complete; Target LET TBD

Rob Hogan Plaza (Elm St) Phase 2 – Concept Phase; Target LET TBD

ADDITIONAL QUESTIONS CONTACT:

Chris Luly,
Capital Improvement Plan Administrator
770.592.6000 ext. 1015

Noonday Creek Trail



Main St. @ Elm St.







Noonday Creek Trail

Towne Lake Pkwy

AGENDA ITEM NO. 11.4

Item Cover Page

CITY COUNCIL AGENDA ITEM REPORT

DATE:	April 27, 2026
SUBMITTED BY:	Maria Chang, Community Development
ITEM TYPE:	Departmental Reports
AGENDA SECTION:	DEPARTMENTAL REPORTS
SUBJECT:	**Community Development Hot Sheet (April 2026)**
SUGGESTED ACTION:	

ATTACHMENTS:
2026 CD Hot Sheet 04_20.pdf

COMMUNITY DEVELOPMENT HOTSHEET

UPDATED THROUGH APRIL 20, 2026

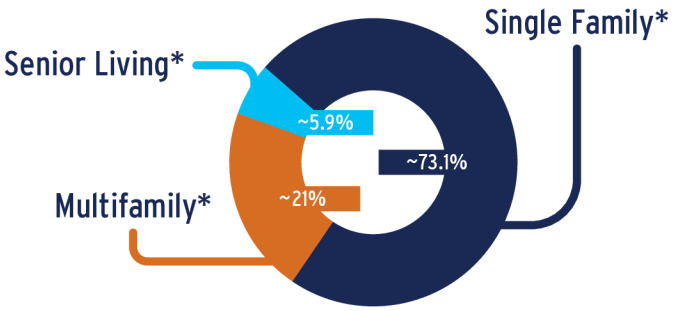
OVERVIEW

Public Hearing Cases in Progress: 16
Business Licenses Issued: 37
Development Projects Under Review: 15

LOOKING AHEAD

Next Council Meeting: April 27, 2026
Next Planning Commission Meeting: May 7, 2026
Next Public Hearing Application Deadline: May 1, 2026

HOUSING DATA



*Note: Values are approximate and indicative of development trends.

CONSTRUCTION HEALTH INDICATOR

	SFR BUILDING PERMITS	SFR COS	SFR BLG PERMITS AS A % OF SFR COS
CY 2025	221	219	101%
2026 YTD	63	27	233%

If the number of permits issued gets too far ahead of COs issued, it could mean that sales are waning; conversely, if COs get too far ahead of permits and unit inventory is declining, it could mean the builders are preparing for a demand slowdown.

*COs updated monthly

BUSINESS LICENSES ISSUED MARCH 14 - APRIL 17 2026

COMMERCIAL

1. 4 Nations LLC dba Amada Senior Care Woodstock GA
2. Applebee's Restaurants Mid Atlantic LLC
3. ARS Inc
4. Cherokee Endodontics LLC
5. Claire's Essentials LLC
6. Edward D Jones & Co LP dba Edward Jones
7. Elliston LLC dba Elevation Autism Center
8. Healing House Mind & Body LLC
9. Healing Light Massage LLC
10. JRS Autobuyers LLC
11. Liahona Wellness LLC dba Renew You
12. Logos Counseling Initiative LLC
13. Martha Renninger
14. Oliver Hughes LLC
15. Palmer Vintage Clothing LLC
16. Personalized Technology Services Inc dba Polar Nite
17. Pop Chicks Bakery LLC
18. RS Autohaus LLC
19. Rylee Ann Esthetics LLC
20. Sam's Floors and Remodeling LLC dba Floors & Finishes by Westlake
21. Shawna Indahl
22. Soleo Health Inc
23. Succulent Hospitalkity LLC dba Oishii Sushi & Noodles
24. That Blonde Ambition LLC
25. The Sweetheart Suite Salon LLC
26. Towne Plumber LLC
27. Trinidad's Automotive LLC
28. Westlake Construction Services LLC

HOME

1. All Things Glass LLC
2. AMK Design & Build LLC
3. Clayton Joseph Construction Services LLC
4. Forsyth Enterprises LLC
5. Innovative Building Automation Systems LLC
6. Megan Davenport
7. Sharp Edge Pressure Washing LLC
8. SwaggWraps LLC
9. Virtual Pam LLC
10. William J Landry
11. World Campus Ministries Inc

PUBLIC HEARING CASES

AT BAT - APRIL 2026

Z#167-26 Reagan & CUP#94-26, Reagan & Ridgewalk - The Pitch

Joe Knight, has requested a Rezoning, Conditional Use Permit, and associated Variances for a ± 12.81 acre project located at the southeast corner of Reagan Street and Ridgewalk Parkway (Z#166-25, CUP#094-26). The application seeks to rezone the property from NC to GC-VMU and requests a Conditional Use Permit to allow multifamily rental units and to allow the residential units to be located on the ground floor of buildings within the development. Associated Variances are requested to the development standards of the LDO for the amounts and locations of provided parking.

Planning Commission: April 2, 2026
City Council: April 27, 2026
Project Planner: Melissa Sigmund

CUP#093-25 706 Robin Ct

Parks F. Huff, on behalf of Dossey Investments, LLC, has requested a Conditional Use Permit to allow residential development on less than five acres in the Downtown District, with a concurrent variance to allow an increased supplemental zone. The applicant is proposing to develop five single-family residential homes. The site is currently zoned DT-LR (Low-Density Residential).

Planning Commission: February 5, 2026
City Council: April 27, 2026
Project Planner: Cameron Dunn

V#220-25 704 Robin Ct

Parks F. Huff, on behalf of Dossey Investments, LLC, has requested a variance to increase the minimum supplemental zone. The applicant is proposing to develop a single-family residential home. The site is currently zoned DT-LR (Low-Density Residential).

Planning Commission: February 5, 2026
City Council: April 27, 2026
Project Planner: Cameron Dunn

ON DECK - MAY 2026

A#131-26 291 Rope Mill Rd & 295 Rope Mill Rd

Richard Goff, on behalf of Faith Community Church, Incorporated, is requesting annexation, rezoning, and a conditional use permit to rezone the property to Office Institutional in order to expand the church. The request for the conditional use permit is consistent with the existing use of the adjacent parcel.

Planning Commission: May 7, 2026
City Council: May 18, 2026
Project Planner: Niwana Ray

PUBLIC HEARING CASES

ON DECK - MAY 2026 (CONTINUED)

Z#170-26 125 Lorraine Prwy

Parks F. Huff, on behalf of Hickory Real Estate Partners, LLC, is requesting a rezoning from General Commercial (GC) to Light Industrial (LI). The property is subject to multiple zoning overlays. The rezoning request would not affect the boundaries of the existing zoning overlays present on the property. A conditional use permit to allow a warehouse distribution use in LI zoning with concurrent variances to reduce the front setback and to allow tilt wall (non-brick). The project sites are located in GC - General Commercial with Technology Park Overlay.

Planning Commission: May 7, 2026 City Council: May 18, 2026
Project Planner: Cameron Dunn

CUP#095-26 9845 Main St

Tejas Patel, is requesting is requesting a Conditional Use Permit to restore the site's original use as a gas station with retail, along with concurrent variances for the setbacks and parking requirements. The project site is located in GC (General Commercial) with Gateway Overlay.

Planning Commission: May 7, 2026 City Council: May 18, 2026
Project Planner: Natalie Faustine

V#221-26 9026 Main St & 105 Barnesdale Terrace

Parks F. Huff, on behalf of Paragon Accounting & Tax Solutions LLC, is requesting is requesting a variance to allow angled parking on Main Street. The project sites are located in DT-RO (Residential/Office) with Historic Overlay.

Planning Commission: May 7, 2026 City Council: May 18, 2026
Project Planner: Niwana Ray

Z#168-26 Barnesdale Terrace Redevelopment

J. Kevin Moore, Esq., on behalf of Toll Southeast LP Company, Inc., is requesting a Rezoning, a Conditional Use Permit, and Variances. The applicant proposes the assemblage of individual parcels and their rezoning to DT-MR-A for the development of a single-family residential community consisting of both attached and detached residences. The requested variances relate to the site development standards of the Downtown District and Chapter XVIII. The site is currently zoned DT-LR - Low-Density Residential.

Planning Commission: May 7, 2026 City Council: May 18, 2026
Project Planner: Natalie Faustine

Z#169-26 8261 Main St

Dinesh Vudutha is requesting Condition Amendments and Variances for a project already approved under the provisions of Project Z#162-24. The proposed Condition Amendments would allow additional parking spaces and permit a new architect to work on the project. The requested Variances are to site development standards of the Downtown District.

Planning Commission: May 7, 2026 City Council: May 18, 2026
Project Planner: Cameron Dunn

PUBLIC HEARING CASES

IN THE HOLE - JULY 2026

Z#171-26 South on Main Condition Amendment

Michelle Horstemeyer, on behalf of JW Collection, is requesting a Condition Amendment, Conditional Use Permit, and concurrent Variances to allow 73 townhomes and 6 residential units above the commercial on Main Street for a total count of 79 residences. The project site is located in DT-MR-A (Medium-Density Residential) zoning.

Planning Commission: July 9, 2026
City Council: July 27, 2026
Project Planner: Niwana Ray

ON THE BENCH - TABLED

CUP#085-24 7950 Main St

Eric Richards, on behalf of Adair Park Holding Company, has applied for a Conditional Use Permit and concurrent Variances to develop 9 single family detached homes at 7950 Main St. The proposed development would additionally include nine detached garage units, three accessory dwelling units, and two rooftop amenities. The Applicant has proposed to extend Short St through the subject parcel with this project.

Planning Commission: TBD
City Council: TBD
Project Planner: Cameron Dunn

CUP#086-24 216 & 218 Rope Mill Rd (Adair Park West)

Eric Richards, on behalf of Adair Park West, has applied for a Conditional Use Permit and concurrent Variances to develop 30 single family attached homes (townhomes) at 216 & 218 Rope Mill Rd. The Applicant requests variances to allow a density increase to 9.38 u/ac and to allow units to face open space. The Applicant has proposed to use the City owned parcel (218 Rope Mill Rd) for a new roadway across the railroad to connect Rope Mill Rd to Main St through the Adair Park street network.

Planning Commission: TBD
City Council: TBD
Project Planner: Cameron Dunn

CUP#087-24 8104 Main St (Adair Park - Johnson)

Eric Richards, on behalf of Adair Park, has applied for a Conditional Use Permit and concurrent Variances to develop 22 single family attached homes (townhomes), a multi-family residential building with 56 units, and ground floor retail, including a grocery store. The Applicant requests variances to allow increased density, to allow units to face open space, and to pipe the stream. Access to the parcel will be achieved via the Main St roundabout and through the existing Adair Park street network.

Planning Commission: TBD
City Council: TBD
Project Planner: Cameron Dunn

V#218-25 64/68 Linton St

Eric Richards, on behalf of Adair Park West, has applied for variances. Requesting Variance to allow two residential units in one building in Historic Overlay. The project site is located in the DT-CBD (Central Business District) zoning district and Historic Overlay.

Planning Commission: TBD
City Council: TBD
Project Planner: Natalie Faustine

ON THE BENCH - TABLED (CONTINUED)

V#217-25 117 Mill St

Parks Huff, on behalf of DMC Towne Lake, LLC, is requesting five variances. The request includes Variances related to parking location; allowing three curb cuts; open space; street and sidewalk area requirements; and the applicability criteria for stormwater management standards. The project site is located in the DT-CBD (Central Business District) zoning district.

Planning Commission: TBD
City Council: TBD
Project Planner: Niwana Ray

AGENDA ITEM NO. 11.5

Item Cover Page

CITY COUNCIL AGENDA ITEM REPORT

DATE: April 27, 2026

SUBMITTED BY: Stacy Brown, Communications

ITEM TYPE: Departmental Reports

AGENDA SECTION: DEPARTMENTAL REPORTS

SUBJECT: **Communications Report (March 2026)**

SUGGESTED ACTION:

ATTACHMENTS:
Communications Report March 2026.pdf

CITY OF WOODSTOCK GEORGIA

MARCH 2026 COMMUNICATIONS REPORT

Prepared by:

Stacy Brown, Marketing & Communications Manager

Reporting Period:

March 1–31, 2026

Executive Summary

In March 2026, the City of Woodstock's communications performance demonstrated strong visibility, high-quality media pickup, and robust engagement across digital platforms. Public safety stories dominated regional coverage while City initiatives, parks and trails construction, and downtown business activity contributed positively to community perception. All traditional media mentions this month were positive or neutral, with 27 earned media stories and an average reach rank of 3.5, reflecting continued high-impact placement in major Atlanta-area outlets.

A significant portion of March's coverage stemmed from public safety updates throughout the month. These stories received extensive attention from top-tier television, radio, and digital news sources and were framed overwhelmingly around successful resolutions, reinforcing confidence in Woodstock's public safety agencies.

City initiatives also performed strongly in the media environment. The Municipal Court's Amnesty Month, Little River Park construction, master planning for a new park, and downtown shopping events and business openings generated consistent, positive local coverage and helped balance the month's more urgent public-safety narrative.

Digital engagement metrics reflect a parallel rise in community interest. Website traffic increased by 15.9%, driven primarily by organic search, with 28,000 sessions recorded. Public safety content again influenced behavior, with the Police Department page ranking among the top-visited pages.

Social media platforms experienced measurable rebound, especially Facebook, which saw steep increases in views (+75%), viewers (+88%), and overall interactions. The highest-performing posts were related to police activity, trail updates, and infrastructure improvements. Instagram also recorded healthy growth in views and reach, while Nextdoor membership surpassed 18,200 residents.

Email and SMS engagement remained steady but slightly down compared to February, reflecting expected month-to-month variability. Overall, March's communications outcomes underscore the City's strong public safety credibility, increasing digital reach, and sustained interest in community development initiatives.

Press Coverage

Media coverage in March was characterized by strong pickup by Rank 4 outlets (WSB-TV, FOX 5, 11Alive, MSN, Yahoo). This month, 100% of the stories from traditional media outlets were categorized as positive or neutral.

	Mentions	Positive	Neutral	Negative	Avg. Reach Rank
February	22	21	1	0	3.4
March	27	24	3	0	3.5

Key Insights

Coverage skewed toward Public Safety (SWAT standoff, arrests, street takeover warning, fire rescues) with meaningful positive attention for City initiatives (amnesty month, parks improvements, drone delivery recognition, downtown shopping event and new business opening).

Most Impactful Stories (High Reach + Strategic Value)

SWAT Standoff and Additional Arrests

- Coverage: 11 items on 3/6 across Rank 4 TV/Radio and online syndicators; plus additional arrests on 3/18–19.
- Tone: Predominantly Positive (resolution, "in custody," "ends with arrest"), with one Neutral ("heavy police presence").
- Implication: Woodstock PD's decisive communications and operational outcome drove favorable high-reach headlines; reinforced perceptions of swift, effective public safety response.

Court Amnesty Month

- Coverage: WSB-TV (4) and WSB Radio (4), plus Cherokee Tribune (3).
- Tone: Positive.
- Implication: This is a city-positive, service-oriented story that reached broad audiences that is good for community goodwill and compliance outcomes.

Parks & Downtown Commerce

- Coverage: Cherokee Tribune (3) and The Georgia Sun (2) carried multiple items on bridge delivery, playground improvements, new park master plan, and a spring shopping event.
- Tone: Positive.
- Implication: Strengthens quality-of-life narrative; nice balance to public-safety cycle.

Fire Coverage

- Coverage: The Georgia Sun (2) and Cherokee Tribune (3) on incidents, plus WSB Radio (4) highlighting rescues.
- Tone: Mostly Neutral with one Positive rescue angle.
- Implication: Peripheral but still places Woodstock within the broader metro public-safety context.

WoodstockGA.Gov

The city website recorded 28K total sessions in March. Website traffic increased by 15.9% over the prior month. Of the month's 19K Active Users, 4.4K were from Atlanta while 2.9K were from Woodstock.

Active Users	New Users	Average Engagement Time	Total Sessions
19K	17K	46s	28K

Key Traffic Metrics

Traffic Acquisition

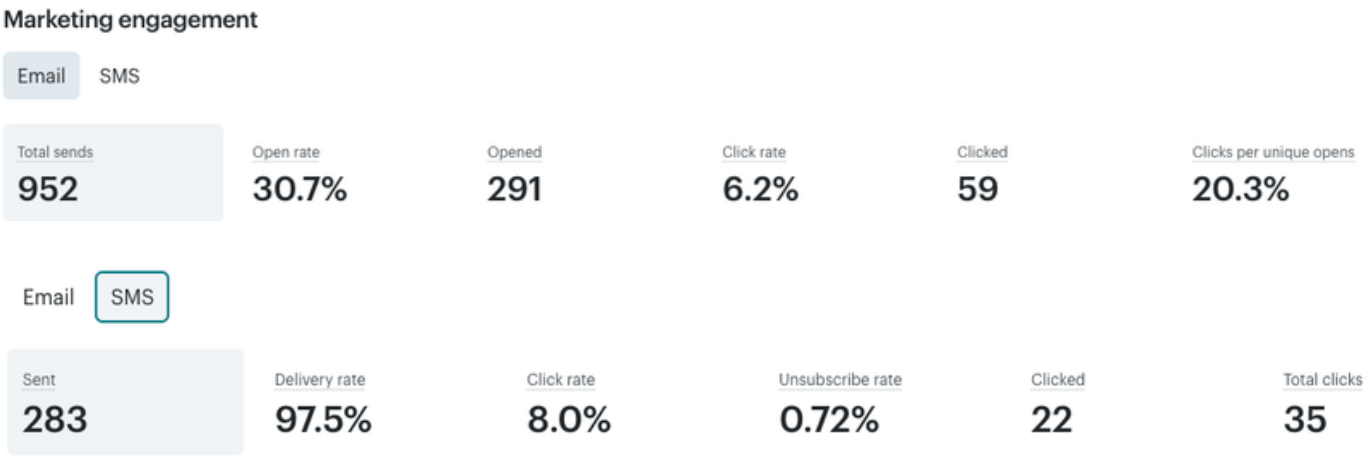
Top traffic acquisition came from Google/organic search (17K). Direct visits were 7.5K so stakeholders continue to predominately use search engines to find information. Traffic from organic social was down in March with 473 sessions coming social media channels. Email resulted in 83 sessions this month.

Top Pages

Rank	Landing Page	Views
1	Homepage	5.8K
2	Police Department	1.3K
3	NEWS: Concert Series Lineup	1.3K
4	Water & Sewer Utility	1K
5	Property Tax	1K

Email/SMS Marketing Performance

Among the City's owned marketing channels, Email and SMS activity was consistent but performance was down due to lower engagement rates in March.



Analysis

- Email Subscribers: 882 (- 1%)
- SMS Contacts: 91 (- 3.2%)

Social Media

Facebook

The City of Woodstock's Facebook page received consistent reach and engagement throughout March, highlighted by community interest in public safety, park and trail construction, an IT hiring opportunity, and infrastructure improvements.

Overall Performance

Views: 934.4K (+ 75.2%)
Viewers: 254.3K (+ 87.6%)
Content Interactions: 5.6K (+ 56.3%)
Link Clicks: 1.1K (+ 10.4%)
Visits: 12K (+ 58,7%)
Follows: 669 (+ 45.8%)

In March, the City Facebook Page experienced a bump in engagement and follows compared to the previous month.

Top-Performing Posts by Reach

Woodstock Police Discourages Downtown Takeover

- 395.5K views, 2.5K reactions, 1.1K shares

Woodstock Police Department Suspect in Custody Full Story

- 213.6K views, 748 reactions, 114 shares

Woodstock Police Department Suspect in Custody Alert

- 202.3K views, 454 reactions, 102 shares

Noonday Creek Trail Update

- 180K views, 1.2K reactions, 90 shares

Systems Admin Job Announcement

- 108K views, 91 reactions, 41 shares

Trickum Road Roundabout Reel

- 107.5K views, 803 reactions, 96 shares

Instagram

Views: 366.6K (+ 21.3%) | Reach: 12.3K (+ 24.6%)
Content Interactions: 1.1K (+ 2.6%) | Follows: 174

X

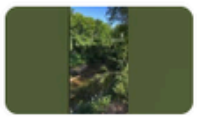
The City of Woodstock's X profile garnered 1424 impressions and 271 engagements through 3 posts in March resulting in 127 clicks.

Nextdoor

The City of Woodstock's Nextdoor membership topped 18,201 members in March. Seven posts reached an Impression Count of 4.7K.

YouTube

The City of Woodstock's YouTube channel had 286 views and 6.3 hours of watch time and gained 2 subscribers in March. Top Content:

	Content	Average view duration	Views
1	 Mayor's Youth Leadership Academy - Woodstock, GA Feb 19, 2026	1:17 (58.1%)	82
2	 Woodstock 2026 State of the City Jan 30, 2026	5:50 (12.2%)	24
3	 WPD Recruit Video Jun 6, 2018	0:43 (50.7%)	15
4	 Woodstock's 29th Annual Christmas Jubilee and Parade of Lights (Sunday, Dece... Dec 9, 2025	1:09 (4.1%)	14
5	 Noonday Creek Trail Extension Construction (Aug. 23, 2024). Aug 23, 2024	0:47 (78.5%)	13

LinkedIn

The City's activity on LinkedIn in March saw a sharp decrease in impressions, reactions, comments, and reposts. Page views were up 43.9% in March.

2,648	53	4	1
Impressions	Reactions	Comments	Reposts
▼71.8%	▼77.6%	▼33.3%	▼66.7%

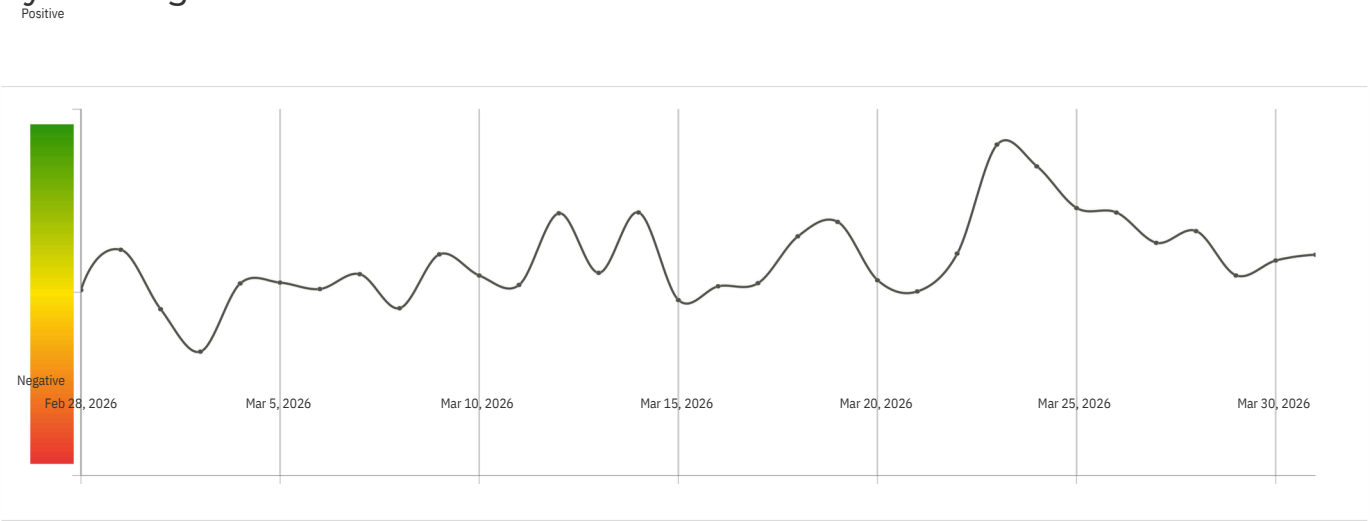
City of Woodstock, GA

General Sentiment Trend

Sat Feb 28,2026 - Tue Mar 31,2026

Summary

The trend chart below depicts the general sentiment of your audience over time. Hover over a date in order to view the average sentiment rating on that date. Additionally, search for the actual records that contributed to the rating by clicking the search icon.



City of Woodstock, GA

SocialMedia Activity Comparison
SunMar01, 2026 - TueMar31,2026

ArchiveSocial
an Optimere brand

Summary

The table below displays a summary of new communications sent and received. Records are considered outgoing if they represent communications sent by the account, and are considered incoming if they represent communications received by the account. Click on the total activity to view a breakdown by content type.

Account	Total Activity	Outgoing Activity	Incoming Activity	Incoming Percentage
Woodstock Police, GA	1766	277	1489	84.3%
City of Woodstock, GA	854	80	774	90.6%
Downtown Woodstock	435	248	187	43.0%
Woodstock Fire Department, GA	343	58	285	83.1%
downtownwoodstock	269	154	115	42.8%
Visit Woodstock GA	161	132	29	18.0%
visitwoodstockga	140	102	38	27.1%
woodstock_police	111	40	71	64.0%
Woodstock Parks and Recreation	81	67	14	17.3%
woodstockgagov	52	19	33	63.5%
William G. Long Senior Center	49	40	9	18.4%
Young Professionals IN WDSTK	28	25	3	10.7%
woodstockparksrec	25	21	4	16.0%
mademercantilewdstk	24	5	19	79.2%
@woodstockgagov	22	4	18	81.8%
Woodstock Visitors Center at Historic Dean's Store	19	18	1	5.3%
woodstockgafire	17	17	0	0.0%
Woodstock Summer Concert Series	11	3	8	72.7%

IN WDSTK	11	9	2	18.2%
inwdstk	10	8	2	20.0%
Made Mercantile	8	8	0	0.0%
@WoodstockPD	7	0	7	100.0%
The Park at City Center	2	1	1	50.0%
tasteofwoodstock	1	0	1	100.0%
woodstockconcertseries	0	0	0	
Woodstock Community Garden	0	0	0	
Taylor Randahl Memorial Bike Trails at Olde Rope Mill Park	0	0	0	
Olde Rope Mill Park	0	0	0	
Dupree Park	0	0	0	
The Chambers at City Center	0	0	0	
Northside Hospital-Cherokee Amphitheater	0	0	0	
Woofstock Park	0	0	0	
City of Woodstock, Georgia	0	0	0	
Taste of Woodstock	0	0	0	
visitwoodstockga	0	0	0	
Taste of Woodstock	0	0	0	
Tracks on Main	0	0	0	
inseasonwdstk	0	0	0	
InSeason Woodstock	0	0	0	

AGENDA ITEM NO. 11.6

Item Cover Page

CITY COUNCIL AGENDA ITEM REPORT

DATE: April 27, 2026

SUBMITTED BY: Karen Gammill, Public Works

ITEM TYPE: Departmental Reports

AGENDA SECTION: DEPARTMENTAL REPORTS

SUBJECT: **Public Works Project Status Report (March & April 2026)**

SUGGESTED ACTION:

ATTACHMENTS:
PW_StatusReport_MarApr2026_compressed.pdf

PUBLIC WORKS PROJECTS STATUS MONTHLY REPORT – MARCH & APRIL 2026

No.	Department	Project Name	Description	Contractor	% Complete	Status
1	Streets	Towne Lake Pkwy Widening	Project will widen travel lanes TLP west of the roundabout and will add a right turn lane onto Woodstock Pkwy.	Bartow Paving	10%	Stormwater work began on April 6th with crews beginning the installation of stormwater piping on the eastern portion of the project.
2	Streets	2026 LMIG Resurfacing & 2026 LRA Resurfacing	In an effort to obtain favorable roadway resurfacing rates, 2026 LMIG funding will once again be combined via an intergovernmental partnership between Cherokee County and the cities of Woodstock, Canton, and Holly Springs. Woodstock's designated project for this cycle is Woodstock Parkway. GDOT recently released the next round of LRA funding for 2026. The Public Works team has submitted the application to the state and is coordinating with Cherokee County for another intergovernmental agreement for resurfacing.	Summit Construction & TBD	0%	Project was successfully bid out on April 6th, and the pre-construction meeting is scheduled for April 29th. Construction work is set to begin in late May. The LRA resurfacing project is scheduled to go out for bid on May 8th.
3	Streets	Main St at Elm St Pedestrian Improvements	The Elm St Promenade will transform the area between Wall St and Main St into a pedestrian-only zone. The project also includes a new signalized crosswalk designed to better manage pedestrian and vehicular traffic and prevent backups.	R&B Development	90%	Construction work began on March 16th with the demolition of existing sidewalk areas and the installation of a concrete curb and gutter to close Elm St. to vehicles. Sidewalk installation began on April 3rd and was completed the following day, with the exception of one panel that will be poured once the pedestrian signal is installed. Asphalt work was completed in a single day on April 13th. Thermoplastic striping is scheduled for installation on April 21st. The pedestrian signal and mast arm are currently on order; their installation will mark the final phase of the project. The estimated completion date is June 16th.
4	Streets	Streetscapes VI Main Phase I	New sidewalks and streetscapes on the south side of Towne Lake Pkwy from the Roundabout at Mill St to Main St. Project to be completed in phases.	Summit Construction	100%	Construction is complete after final punch-list items were approved on April 13th.

PUBLIC WORKS PROJECTS STATUS MONTHLY REPORT – MARCH & APRIL 2026

No.	Department	Project Name	Description	Contractor	% Complete	Status
5	Streets/Water & Sewer	Neese Rd Improvement Project Northern Segment	Project will resurface the entire roadway, add new streetscapes, sidewalks, and will replace the four-way stop at Washington Ave with a roundabout; The Neese Rd water main replacement project has also been incorporated into the project. The Project starts at Washington Ave and ends at Arnold Mill Rd.	Summit Construction	15%	Stump grinding was completed on the week of April 6th and that has allowed for the final staging to begin work on the water line and utility relocations. The water line relocation is scheduled to begin on April 27th with the installation of stormwater piping to follow in early May.
6	Streets	Neese Rd Improvement Project Southern Segment	Project will resurface the entire roadway, add new streetscapes, sidewalks, and various other improvements; Project begins near Brentwood Ln. and continues north to Washington Ave.	Summit Construction	99%	Asphalt work was completed on March 20th; final thermoplastic striping was installed on March 25th. Public Works and City site inspectors conducted the punch-walk with the contractor on April 15th and called out the final repairs and adjustments that need to be made before final acceptance of the project. The punch-list items are expected to be completed by early May.
7	Streets	I-575 Ridgewalk DDI Engineering Phase I	The interchange at I-575 & Ridgewalk Pkwy is currently being redesigned to a diverging diamond intersection to help improve traffic flow in the area; This is a joint project with GDOT & the City of Woodstock.	Arcadis	70%	Phase I of engineering work is underway, and right-of-way acquisition is set to begin in the coming months. City staff met with GDOT and Arcadis on-site for multiple walkthroughs in September and October. Construction is anticipated to begin in 2027.
8	Streets	GRIDSMART	Four additional GRIDSMART systems will be added to the Ridgewalk Parkway intersections, and at the Main St & Dupree Rd intersection. These systems greatly improve signal timing and help provide critical traffic count data.	GRIDSMART	95%	Work is currently underway to transition the new GRIDSMART units into the City's network, enabling remote access and automated reporting.
9	Streets	Trickum at Nocatee Intersection Construction	The intersection at Trickum Road and Nocatee Trail will be converted into a roundabout, which will help accommodate traffic entering and exiting the Glen at Kingsgate, as well as the future Little River Park.	Bartow Paving	99%	Construction continues with final roadwork underway. The roadway transitioned to a roundabout pattern on March 5th. Final asphalt topping and temporary striping was completed on the week of March 23rd along with the concrete splitter islands. Construction wrapped up on April 8th. Public Works and City site inspectors conducted a walkthrough of the project on April 14th and submitted a punch-list of items that need to be corrected before final acceptance of the project.

PUBLIC WORKS PROJECTS STATUS MONTHLY REPORT – MARCH & APRIL 2026

No.	Department	Project Name	Description	Contractor	% Complete	Status
10	Streets	Dobbs Road Multi-Use Trail	The project will extend the existing trail that ends at Chattahoochee Tech and connect it to the existing sidewalk near Ruisseau. The project will be split into two phases: Phase One will end at Melanie Lane, and Phase Two will complete the connection from Melanie Lane to the existing sidewalk at Ruisseau.	MD Residential	65%	Phase One was completed on September 26th, 2025. Phase II construction work is set to begin by the end of April and wrap up in May. Phase III design modifications is currently underway to complete the final third phase of the project.
11	Streets	Market Street Connector: Design	The Market Street Connector will link Napa Drive and Ingram Street to Dawson Drive, expanding access to the South on Main traffic signal. This early phase is part of the Grid Streets Program, which improves safety for northbound turns onto Main Street and will eventually connect to the existing Market Street to the north.	Calco Engineering	95%	Preliminary final plans have been completed and are currently being reviewed by City staff and the Public Works team. Project is expected to commence construction in early FY27.
12	Water & Sewer Buildings & Grounds	Generator Replacements	The city received funding through FEMA's Hazard Mitigation Grant Program (HMPG) to replace five aging generators at the Bell Industrial Park sewer lift stations, as well as the primary generator at the Annex building. These new units will improve operational efficiency and reduce the City's carbon footprint by transitioning the Annex location from diesel to natural gas.	Next Edge Networks	0%	Project was successfully bid out on December 4. Generators have been ordered and are awaiting delivery in the coming months.
13	Water & Sewer	Noonday Creek Sewer Line Replacement	Replacement of 65-foot failing sewer pipe crossing Noonday Creek.	3B Services	100%	Work began on the week of April 6th and concluded on April 10th.

Neese Rd Improvement Project

Southern Segment
Final Resurfacing



Neese Rd Improvement Project

Southern Segment



Neese Rd Improvement Project

Southern Segment



Neese Rd Improvement Project

Southern Segment



Neese Rd Improvement Project

Southern Segment



Neese Rd Improvement Project

Southern Segment



Streetscapes VI

Completed Pedestrian Crossing



Streetscapes VI

Completed



Streetscapes VI

Completed



Streetscapes VI

Completed



Streetscapes VI

Completed



Streetscapes VI

Completed



Main St at Elm Pedestrian Improvements

Demo Work 03/24/2026



Main St at Elm Pedestrian Improvements

Demo Work 03/24/2026



Main St at Elm Pedestrian Improvements

Curb & Gutter Install
03/26/2026



Main St at Elm Pedestrian Improvements

Curb & Gutter Install
03/26/2026



Main St at Elm Pedestrian Improvements

Curb & Gutter Install
3/26/2026



Main St at Elm Pedestrian Improvements

Sidewalk Construction
04/03/2026



Main St at Elm Pedestrian Improvements

Sidewalk Construction
04/03/2026



Main St at Elm Pedestrian Improvements

Asphalt Work
04/13/2026



Main St at Elm Pedestrian Improvements

Asphalt Work
04/13/2026



Main St at Elm Pedestrian Improvements

Asphalt Work
04/13/2026



Trickum at Nocatee Intersection

Aerial View 03/31/2026

(Courtesy of City GIS Department)



Trickum at Nocatee Intersection

04/13/2026



Trickum at Nocatee Intersection

04/13/2026



Trickum at Nocatee Intersection

04/13/2026



Trickum at Nocatee Intersection

04/13/2026



Noonday Creek Sewer Line Replacement

04/10/2026

