

Appendix 1: Recommended Future Land Use Changes

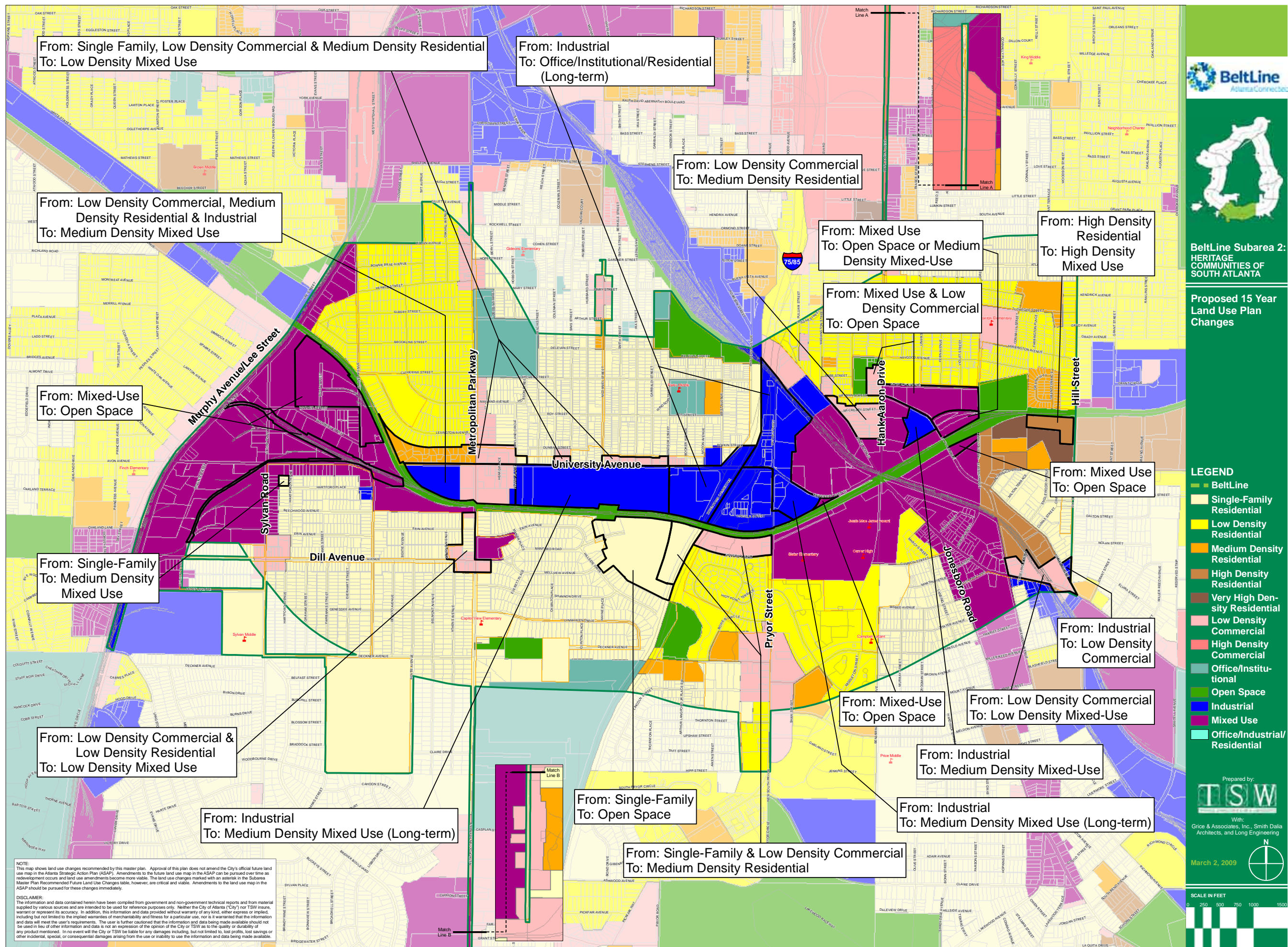
Recommended Future Land Use Changes

The following table summarizes land use changes recommended by this master plan. Approval of this plan does not amend the City's official future land use map in the Atlanta Strategic Action Plan (ASAP). Amendments to the future land use map in the ASAP can be pursued over time as redevelopment occurs and land use amendments become more viable.

The land use changes marked with an asterisk, however, are critical and viable. Amendments to the land use map in the ASAP should be pursued for these changes immediately.

List of Recommended Future Land Use Amendments

| Area on Current Future Land Use Map | Existing Future Land Use Designation | Proposed Future Land Use Designation |
|--|--|---|
| Along north side of University Avenue, from Metropolitan Parkway west to BeltLine* | Medium-Density Residential | Medium-Density Mixed Use |
| Industrial property at 660 University Avenue | Industrial | Medium-Density Mixed Use |
| Areas at southwest and southeast corners of University Avenue and Metropolitan Parkway, including Harold Place properties* | Low-Density Commercial | Medium-Density Mixed Use |
| Various properties along the north side of University Avenue east of Metropolitan Parkway* | Low Density Commercial and Single Family | Low-Density Mixed Use |
| Large Industrial area along south side of University Avenue, east of Heard Place area and west of I-75/I-85 | Industrial | Medium-Density Mixed Use & Office/Institutional |
| Large Industrial area along Pryor Street/Road north and south of University Avenue and east of I-75/I-85 | Industrial | Medium-Density Mixed Use & Office/Institutional |
| West of Hank Aaron Drive along McCreary Street* | Low-Density Commercial | Medium Density Residential |
| West of Hank Aaron Drive adjacent to Four Corners Park* | Low-Density Commercial | Open Space |
| Along south side of Boynton Avenue east of Hank Aaron Drive, west of Martin Street, and north of the BeltLine | Mixed Use | Open Space &/or Mixed Use |
| Area west of Hill Street and south of the BeltLine | High-Density Residential | High-Density Mixed Use |
| West of Milton Avenue and east of Lakewood Avenue along Rose-land Street, on both sides of the railroad* | Low Density Commercial | Medium-Density Mixed Use |
| Industrial area between Hill Street and Milton Avenue at their intersection* | Industrial | Low-Density Commercial |
| Industrial area to the west of Milton Avenue north of the BeltLine | Industrial | Medium-Density Mixed Use |
| Low-Density Commercial area north of Manford Road and south of the BeltLine between I-75/I-85 and Pryor Street* | Low-Density Commercial | Low- & Medium-Density Residential |
| Just west of I-75/I-85 and south of the BeltLine | Single-Family | High-Density Residential |
| Hillside Park | Single-Family | Open Space |
| Areas at intersection of Dill Avenue and Metropolitan Parkway | Low-Density Commercial | Low-Density Mixed Use |
| Along west side of Metropolitan Parkway just south of the BeltLine* | Low-Density Commercial | Medium-Density Mixed Use |
| South of the BeltLine and east of Murphy Avenue (various properties) | Mixed Use | Open Space |
| University Park | Low-Density Residential | Open Space |
| Three properties at the northwest corner of Hartford Avenue and Hartford Place | Single-Family Residential | Medium-Density Mixed Use |



Appendix 2: Recommended Zoning Changes

Recommended Zoning Changes

The following table summarizes zoning changes recommended by this master plan, and provides specific district recommendations that are compatible with the proposed changes to the future land use plan outlined previously. As such, they are consistent with the proposed land use vision of the study. Each of the recommended changes is shown on the map that follows. Approval of this plan does not amend the City's official zoning maps.

It is important to note that there is not an exclusive one-to-one relationship between the three elements affecting land use: the land use vision of this study, the proposed changes to the city's official future land use plan, and these proposed zoning changes. It may be possible for developments achieving the proposed land use vision to technically be achieved by several future land use plan designations or zoning classifications (see table below). However, the recommended changes contained herein reflect the most appropriate relationship based on current City of Atlanta policy.

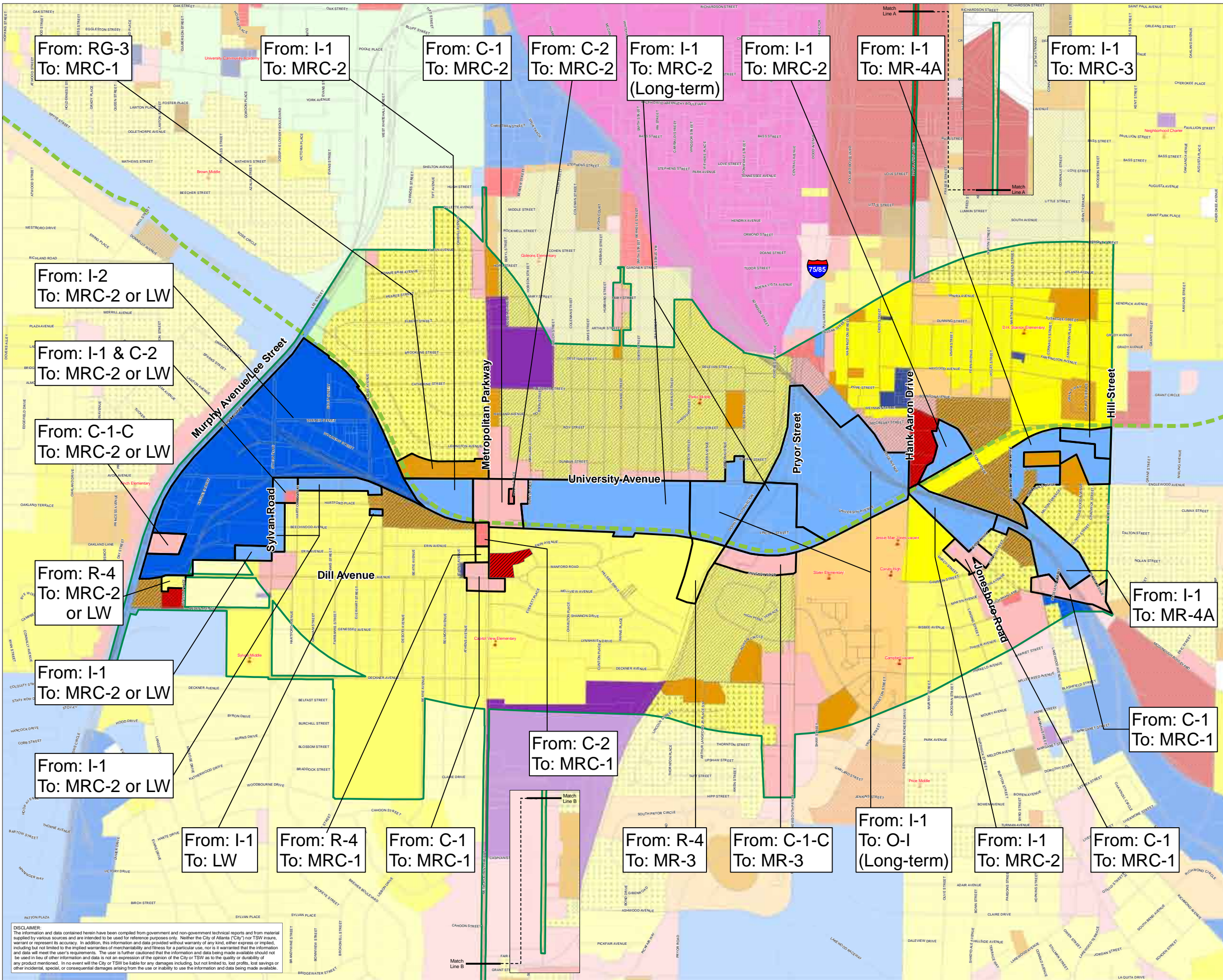
Potential Rezoning Districts by Beltline Land Use Category

| BeltLine Land Use Category | General Description | Potential Zoning Districts (see note) |
|-------------------------------|---|---|
| Residential: 1-4 Stories | Primarily residential, commercial limited to first floor and less than 5% of total floor area, or live/work | R-4, R-4A, R-4B, R-5, PDH, LW, MR-1, MR-2 |
| Residential: 5-9 Stories | Primarily residential, commercial limited to first floor and less than 5% of total floor area | MR-3, MR-4A, MR-4B |
| Residential: 10+ Stories | Primarily residential, commercial limited to first floor and less than 5% of total floor area | MR-5A, MR-5B, MR-6 |
| Low Density Commercial | Exclusively commercial | MRC-1, MRC-2 |
| High Density Commercial | Exclusively commercial | MRC-3 |
| Office/Institutional | Exclusively office/institutional | O-I |
| Mixed Use: 1-4 Stories | Exclusively commercial or residential and commercial uses, no use less than 20% of total floor area | MRC-1, MRC-2, MRC-3, LW |
| Mixed Use: 5-9 Stories | Exclusively commercial or residential and commercial uses, no use less than 20% of total floor area | MRC-2, MRC-3 |
| Mixed Use: 10+ Stories | Exclusively commercial or residential and commercial uses, no use less than 20% of total floor area | MRC-3 |
| Industrial | Primarily industrial, with compatible live/work | I-1, I-2, LW |
| Park Space/Community Facility | Public or publicly accessible land with no private development | n/a |

Note: This chart reflects zoning districts that could support the use and scale of the BeltLine land use categories, but is not an endorsement of specific zoning designations for said categories. C, PD, R, and RG districts are not to be used unless specifically noted.

List of Recommended Zoning Map Changes

| Area on Current Zoning Map | Existing Zoning Classification | Proposed Zoning Classification |
|--|--------------------------------|--------------------------------|
| Area north of University Avenue and west of Metropolitan Parkway | RG-3 | MRC-1 |
| Property at 660 University Avenue | I-1 | MRC-2 |
| Areas at southwest and southeast corners of University Avenue and Metropolitan Parkway, including Harold Place properties | C-1 | MRC-2 |
| Properties along south side of University Avenue east of the Heard Place area and west of 300 University Avenue | I-1 | MRC-2 |
| Properties along south side of University Avenue west of I-75/I-85 and east of area described above | I-1 | O-I |
| Properties west of Pryor Street, east of I-75/I-85, and north of the BeltLine, as well as one property east of Pryor Street just north of the BeltLine | I-1 | MRC-2 |
| Properties north of University Avenue, east of I-75/I-85, and west of the railroad, as well as some properties east of the railroad and south of University Avenue | I-1 | O-I |
| Property southwest of Milton Avenue and just north of the BeltLine | I-1 | MR-4A |
| Area east of Martin Street and south of the BeltLine, excluding property just southwest of where the BeltLine crosses Hill Street | I-1 | MR-4A |
| Property at the southwest corner of the BeltLine crossing of Hill Street | I-1 | MRC-3 |
| Property along railroad on both sides of Lakewood Avenue | I-1 | MR-4A |
| West of Milton Avenue and east of Lakewood Avenue along Roseland Street, on both sides of the railroad, and area between Hill Street and Milton Ave. at their intersection | C-1 | MRC-1 |
| Land near intersection of Jonesboro Road and McDonough Boulevard | C-1 | MRC-1 |
| Area along and south of railroad and east of Hank Aaron Drive | I-1 | MRC-2 |
| Area north of Manford Road and south of the BeltLine between I-75/I-85 and Pryor Street | C-1-C | MR-3 |
| Single-Family area just west of I-75/I-85 and south of the BeltLine | R-4 | MR-3 |
| Property at 1215 Heard Place | C-2 | MRC-1 |
| Areas at intersection of Dill Avenue and Metropolitan Parkway | C-1 | MRC-1 |
| Area along west side of Metropolitan Parkway just south of the BeltLine and north of Erin Avenue | C-2 | MRC-1 |
| Area along west side of Metropolitan Parkway just south of the BeltLine and south of Erin Avenue | R-4 | MRC-1 |
| Property at 1243 Allene Avenue | I-1 | LW |
| Southeast corner of intersection between University Avenue and Sylvan Road | I-1 & C-2 | MRC-2 or LW |
| Along south side of University Avenue east of Sylvan Road, and along east side of Sylvan Road south of University Avenue, excluding corner described above | I-1 | MRC-2 or LW |
| Property along south side of Cox Avenue west of Sylvan Road | I-1 | MRC-2 or LW |
| Properties along south side of Dill Avenue west of Division Place | R-4 | MRC-2 or LW |
| Property at 1296 Murphy Avenue | C-1-C | MRC-2 or LW |
| Large, industrially-zoned area east of Murphy Avenue, west and south of the BeltLine, and north of Dill Avenue | I-2 | MRC-2 or LW |



**BeltLine Subarea 2:
HERITAGE
COMMUNITIES OF
SOUTH ATLANTA**

**Proposed Zoning
Changes**

LEGEND

| | |
|--|----------|
| | BeltLine |
| | R3 |
| | R4 |
| | R4A |
| | R4B |
| | R5 |
| | RG1 |
| | RG2 |
| | RG3 |
| | RG4 |
| | RG5 |
| | RLC |
| | MR3 |
| | MR4A |
| | LW |
| | NC |
| | C1 |
| | C2 |
| | C3 |
| | MRC3 |
| | PDH |
| | O1 |
| | I1 |
| | I2 |
| | SP11 |
| | SP12 |
| | SP17 |
| | SP18 |
| | SP121 |

Prepared by:
TSW
With:
Grice & Associates, Inc., Smith Dalia
Architects, and Long Engineering



SCALE IN FEET
0 250 500 750 1000 1500

DISCLAIMER:
The information and data contained herein have been compiled from government and non-government technical reports and from material supplied by various sources and are intended to be used for reference purposes only. Neither the City of Atlanta ("City") nor TSW insure, warrant or represent its accuracy. In addition, this information and data provided without warranty of any kind, either express or implied, including but not limited to the implied warranties of merchantability and fitness for a particular use, nor is it warranted that the information and data will meet the user's requirements. The user is further cautioned that the information and data being made available should not be used in lieu of other information and data is not an expression of the opinion of the City or TSW as to the quality or durability of any product mentioned. In no event will the City or TSW be liable for any damages including, but not limited to, lost profits, lost savings or other incidental, special, or consequential damages arising from the use or inability to use the information and data being made available.

Appendix 3: Inventory and Assessment Report

Appendix 3

Atlanta BeltLine Master Plan

SUBAREA 2

Heritage Communities of South Atlanta INVENTORY & ASSESSMENT REPORT

Prepared for
Atlanta BeltLine, Inc.
by Tunnell-Spangler-Walsh & Associates
with Grice & Associates, Inc.,
Smith Dalia Architects
Long Engineering

Adopted by the Atlanta City Council on March 16, 2009



BeltLine
Atlanta Connected



ACKNOWLEDGEMENTS

The Honorable Mayor **Shirley Franklin**

ATLANTA CITY COUNCIL

Lisa Borders, President

Carla Smith, District 1

Kwanza Hall, District 2

Ivory Lee Young, Jr., District 3

Cleta Winslow, District 4

Natalyn Mosby Archibong, District 5

Anne Fauver, District 6

Howard Shook, District 7

Clair Muller, District 8

Felicia A. Moore, District 9

C.T. Martin, District 10

Jim Maddox, District 11

Joyce Sheperd, District 12

Cesar C. Mitchell, Post 1 at Large

Mary Norwood, Post 2 at Large

H. Lamar Willis, Post 3 at Large

ATLANTA BELTLINE, INC. BOARD OF DIRECTORS

Calvin "Cal" Darden, Chair

The Honorable Shirley Franklin, Vice Chair, City of Atlanta Mayor

The Honorable Jim Maddox, Atlanta City Council District 11

Joseph A. Brown, Director of Equity/Structured Finance, Centerline Capital Group

LaChandra Butler, Atlanta Board of Education District 5

The Honorable Emma Darnell, Fulton County Board of Commissioners District 5

Clara Axam, Enterprise Community Partners, Inc.; MARTA Board of Directors

Ray Weeks, Chair of the BeltLine Partnership Board; CEO, Weeks Properties

Elizabeth "Liz" Coyle, Community Representative

SUBAREA 2 STEERING COMMITTEE

George Dusenbury, Park Pride

LaShawn M. Hoffman, NPU V

Shauna Mettee, Capitol View Manor Neighborhood

Mtamanika Youngblood, Annie E. Casey Foundation

Donna Tyler, CAMP CDC

Tiffany Thrasher, Resident

Steve Holland, Capitol View

Helen Jenkins, Pittsburgh Community Improvement Association

John Armour, Peoplestown

Rosa Harden-Green, SW Study Group Coordinator

Jared Bagby, Peoplestown

Mike Wirsching, Adair Park Neighborhood

Greg Burson, Peoplestown

Carl Towns, Pittsburgh Civic League

Chrishette Carter, Chosewood Park Neighborhood Association

Sam Sparlin, Sparlin Clinic

William Teasley, NPU V

Ruben Burney, NPU X



ACKNOWLEDGEMENTS

ATLANTA BELTLINE INC. STAFF

James Alexander, Project Manager

Tina Arbes, Chief Operating Officer

Nathan Conable, Senior Project Manager

Rukiya S. Eaddy, Community Engagement Advocate

Terri Montague, President and CEO

E. Fred Yalouris, Director of Design

CITY OF ATLANTA STAFF

Jonathan Lewis, Senior Planner

Matthew Dickison, Senior Planner

Paul Taylor, Deputy Director of Park Design

CONSULTANT TEAM

Tunnell-Spangler-Walsh and Associates

Caleb Racicot, Principal

Jeff Owen, Community Planner

Woody Giles, Community Planner

Ryan Jenkins, Landscape Architect

Alex Nagel, Landscape Architect

Grice and Associates

John Funny, Principal

Carla Holmes, Principal

William Haynes, Senior Associate

James Cheeks, Senior Transportation Engineer

W.F. He, Senior Traffic Engineer

Dain Pallard, ITS Engineer

Smith Dalia Architects

Markham Smith, Principal

Ed Atkins, Architect

Beth Grashof, Historic Consultant

Long Engineering

Shepherd Long, Vice President

Michael VanBriggle, Associate

| | |
|--|-----------|
| Introduction | 1 |
| Purpose | 1 |
| Organization | 1 |
| Overview | 2 |
| Heritage Communities of South Atlanta | 2 |
| Subarea History | 5 |
| Previous Planning Efforts | 6 |
| Relation to Previous Studies: Land Use | 10 |
| Relation to Previous Studies: Transportation | 13 |
| Existing Roadway Network | 14 |
| Key Facilities | 14 |
| Network Traffic Controls | 15 |
| Existing Rail and Bridge Infrastructure | 16 |
| Walkability and Bikeability Survey | 18 |
| Sidewalk Connectivity | 29 |
| Volume and ADT Information | 29 |
| Transit Operations | 30 |
| Superblock Identification | 34 |
| Street Connectivity | 35 |
| Safety Analysis | 37 |
| Existing Conditions Summary | 49 |
| Demographics & Housing | 50 |
| Population & Households | 50 |
| Employment | 50 |
| Jobs-Housing Unit Ratio | 50 |
| Job Distribution | 51 |
| Land Use & Zoning | 53 |
| Land Use | 53 |
| Existing Future Land Use Plan | 63 |
| Existing Zoning | 64 |
| Urban Enterprise Zones | 65 |
| Urban Design & Historic Resources | 66 |
| Community Patterns | 69 |
| Art and Cultural Resources | 70 |
| Historic Resources | 74 |
| Natural Features & Environment | 80 |
| Topography | 80 |

Existing Tree Canopy 85

Parks 86

Brownfield Sites 87

SYNTHESIS MAPS..... 88

Urban Design Analysis Map 88

Public Space Analysis Map 88

Development Opportunities Map 88

Introduction

Purpose

The BeltLine is a multi-faceted, multi-decade effort to integrate parks, mobility, land use, and circulation along a 22-mile loop of historic railroads that encircle downtown and midtown Atlanta. At completion, it will connect 45 of the city's in-town neighborhoods, as well as the more than 100,000 people that currently live within half a mile of the corridor.

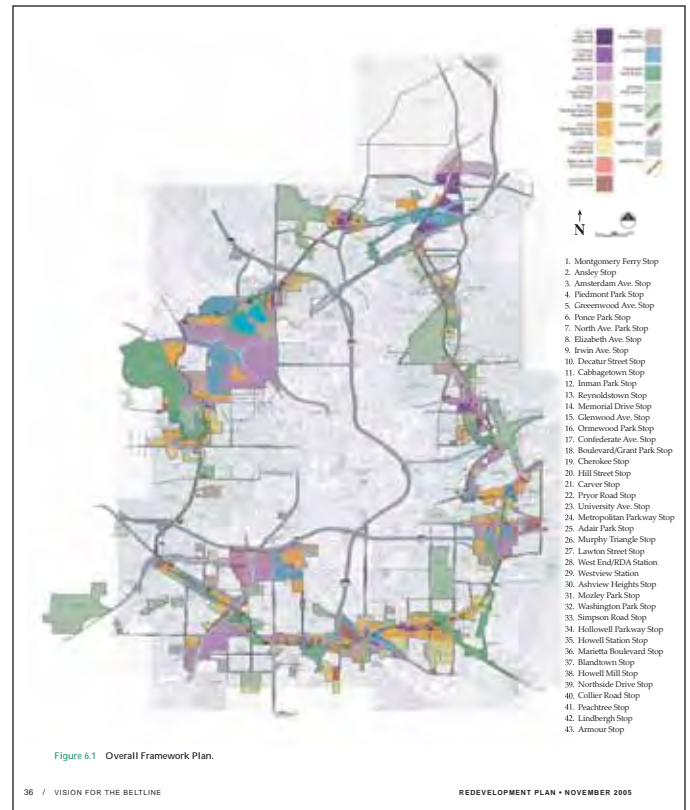
Due to its size and impact, the BeltLine is divided into ten subareas for more detailed planning and evaluation. This report provides an overview and analysis of existing conditions in the BeltLine Subarea 2: Heritage Communities of South Atlanta as they existed in late 2007. The conditions have been compiled and analyzed to serve as a baseline against which subarea master planning efforts will be reviewed. They will also lay the foundation for implementing the BeltLine's vision.

Specific purposes of the inventory and analysis are:

- To update and refine BeltLine-related planning efforts, taking into account recent development activity and relevant planning studies; and
- To review the land use plan and circulation plan of the 2005 Atlanta BeltLine Redevelopment Plan and Street Framework Plan in combination with other land use plans previously completed for the subarea.

This effort, in conjunction with a concurrent Peoplestown Parks Master Plan and a Transportation Impact Report, serve as the analytical basis for the Heritage Communities of South Atlanta Master Plan.

The BeltLine will connect 45 in-town neighborhoods with parks, transit, and trails for bicyclists and pedestrians.



This effort builds on the vision of the 2005 Atlanta BeltLine Redevelopment Plan

Organization

This report is divided into five sections for the purpose of understanding existing conditions:

- **Overview** provides a review of the subarea and previous planning efforts;
- **Demographics & Housing** focuses on population, employment, and housing within the subarea;
- **Land Use & Zoning** looks at current patterns of Land Use and development regulations;
- **Urban Design & Historic Resources** reviews the subarea's rich history, form, and development pattern; and
- **Natural Features** covers topography, tree canopy coverage, parks, and brownfields.

Existing conditions are summarized and issues and opportunities identified within each section. These provide the framework for further investigation and development recommendations.

Overview

Heritage Communities of South Atlanta

Sub-Area 2: The Heritage Communities of South Atlanta is located on the BeltLine's southern end, around two miles south of Downtown. As with all Beltline subareas, it crosses several Neighborhood Planning Units (NPUs), City Council Districts, and neighborhoods, including:

- NPUs S, V, X, and Y;
- City Council Districts 1, 4, and 12; and
- Neighborhoods of: Adair Park, Capital View, Capital View Manor, Chosewood Park, High Point, Oakland City, Peoplestown, Pittsburgh, and South Atlanta.

The subarea centers on the BeltLine right-of-way between Murphy Avenue and Hill Street. Generally, the BeltLine runs southwest from Peoplestown through a brick and granite tunnel near George Washington Carver High School. It then crosses under I-75/85 and continues west to Metropolitan Parkway, south of Salvation Army College. Near Capitol View and Adair Park, the right-of-way veers northwest through the Murphy Triangle industrial district. It then travels under MARTA's north-south rail line to leave the subarea.

The Heritage Communities of South Atlanta subarea totals 1,765 acres. Its boundaries include the 885 acres of land within the BeltLine Tax Allocation District (TAD) and portions of additional parcels within one-half mile of the BeltLine. Please see the map on page 3 for details.

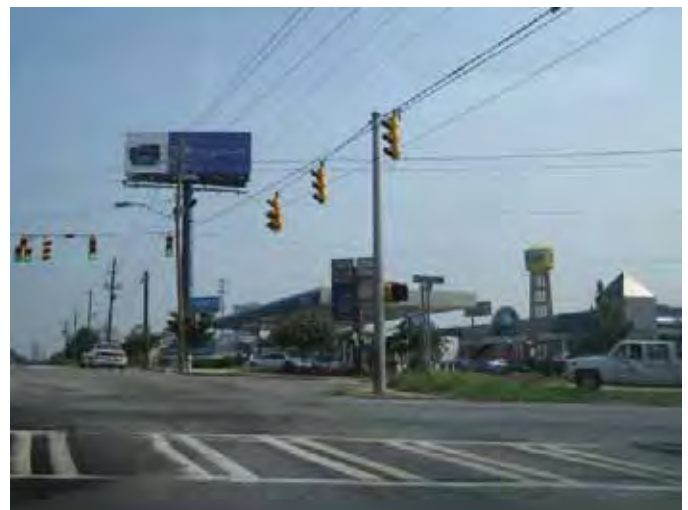
The subarea contains several major roadways. University Avenue runs east-west through it and connects Metropolitan Parkway and Pryor Road. I-75/85 also passes through on its course north to Downtown and south to the airport. Other major north-south streets include: Lee Street, Murphy Street, Metropolitan Parkway, Pryor Road, Hank Aaron Boulevard, and Hill Street. Major east-west streets include Dill Avenue, University Avenue, and McDonough Boulevard.



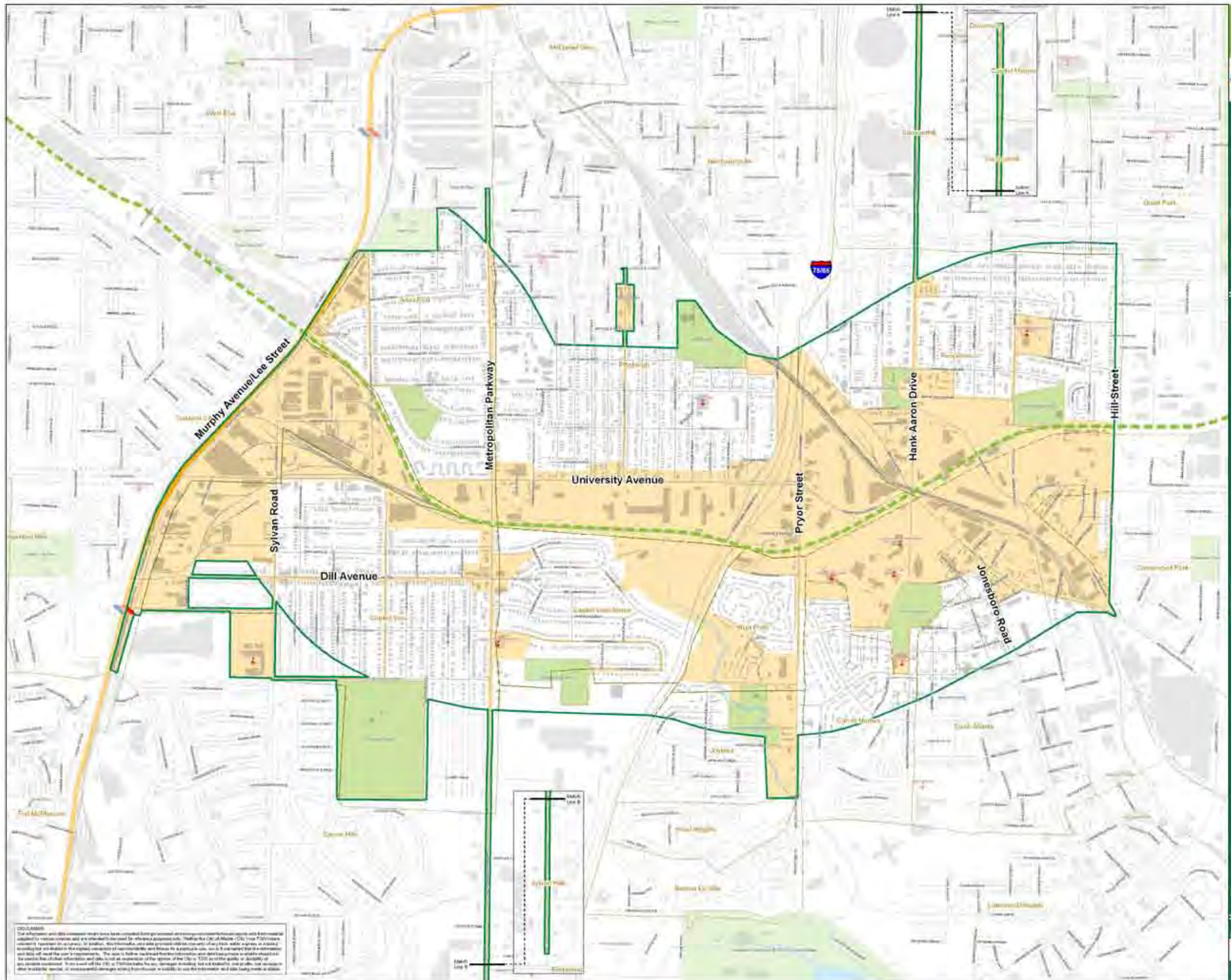
There are many historic industrial buildings in the subarea



The McDaniel Site along University Avenue currently remains a large industrial site



The northeastern corner of Pryor Street and University Avenue is currently low density commercial





**BeltLine Subarea 2:
HERITAGE COMMUNITIES OF
SOUTH ATLANTA**

**Study Area
Map**

LEGEND

-  Sub-Area 2
-  BeltLine
-  BeltLine TAO

Prepared by
TISW
The Institute for Strategic
Urban Planning & Policy
Engineering

April 14, 2015

SCALE 1:10,000



DISCLAIMER
The information and data presented herein have been provided for informational purposes only. It is not intended to be used for any other purpose. The City of Atlanta, Georgia, and its departments, divisions, and agencies, including the Department of Transportation, do not warrant the accuracy, completeness, or reliability of the information and data presented herein. The user is responsible for the use of the information and data presented herein. The City of Atlanta, Georgia, and its departments, divisions, and agencies, including the Department of Transportation, do not warrant the accuracy, completeness, or reliability of the information and data presented herein. The user is responsible for the use of the information and data presented herein.

Subarea History

As its name suggests, the Heritage Communities of South Atlanta subarea has a rich and colorful history, both within its neighborhoods and in the industrial areas that surround them. The subarea's development was similar to many other close-in portions of the city in that neighborhoods and industrial areas grew up over time around rail transportation facilities, including trolleys and freight rail. These allowed subarea residents and workers to live and work within what is today considered to be a compact land-use pattern.

The most notable historic industrial area in the subarea is the Murphy Triangle - a district believed to contain the greatest concentration of historic industrial buildings along the Beltline. The triangle grew up around the intersection of the former Southern Railway (today Norfolk-Southern) and the BeltLine (built by Louisville & Nashville and Atlanta & West Point). Buildings in this area were shaped by the intersection of these railroads and a shifting street grid - creating many wedge-shaped buildings. Between buildings were shipping yards. The majority of historic structures were built as simple single-story brick or concrete masonry unit (CMU) warehouses. Along the Norfolk-Southern railway, several prominent buildings remain, including the Cut Rate Box Co., the Bailey Burruss machine shop, Roebling Wire Factory and State Farmers' Market. Additionally, much of the original railroad infrastructure remains, including spur tracks, traffic signals and switch gear.

Several historic pre-World War II neighborhoods are found in the subarea, including Adair Park, Capital View, Capital View Manor, Chosewood Park, Peoplestown, Pittsburgh, and South Atlanta.

One of the oldest neighborhoods in the subarea is Peoplestown, which grew up around a Victorian-era trolley. The neighborhood is notable for its racial and structural diversity. It was built with housing for lower, middle and upper classes. Wealthier white families were concentrated along the major paved, tree-lined streets, while African American families lived in dwellings at the rear of the lots accessed via alleys. There were also segregated African American

communities within the larger neighborhood; these were characterized by smaller lots and houses, unpaved roads and a lack of utilities until around 1930.

As wealthier residents moved north, they were replaced by a substantial Jewish community, and then a predominately African American one. The neighborhood is significant as one along the Beltline to have had a substantial Jewish community, including Sephardic and Ashkenazi (Jews from Germany and Eastern Europe). It contained a cultural market, kosher stores and several synagogues.

Pittsburgh is another of the subarea's oldest neighborhoods. Like Peoplestown, it first developed in the nineteenth century. The neighborhood grew up along McDaniel Street after the Civil War as a segregated African community. Most early residents worked as laborers on the nearby railroads. Over time three additional streetcars were built; these allowed the neighborhood to build-out by the early twentieth century.

Directly across Metropolitan Parkway from Pittsburgh is Adair Park. Adair Park was built from 1890 to 1925 as a trolley neighborhood by George W. Adair, one of the incorporators of the Atlanta Street Railway Company, in a north-south pattern. Today a typical street grid is found in the northern half of the neighborhood, while the southern half makes use of angled and curving streets and achieves a more self-contained quality.

Capitol View is an early twentieth century trolley neighborhood built following the construction of a trolley line from West End in 1900. Most of the neighborhood's houses are bungalows built between 1915 and 1925. There are also a handful of Queen Anne houses that pre-date the planned neighborhood. As in most trolley neighborhoods, Capital View was built with commercial and civic uses around trolley stops. Commercial activity was concentrated along Dill Avenue, with activity centers at Pryor Road and Metropolitan Parkway. Many historic structures exist today at the latter node, including the 1921 Masonic Temple and the 1927 Capitol View United Baptist Church.



Corner stores in mixed-use buildings such as this once anchored small commercial districts built around trolley stops

Capitol View Elementary School is just south of this intersection. At the southern end of the neighborhood is Perkinson Park, the largest park in the subarea. Perkinson Park is exemplary of the parks movement, which was popular in this period of development.

Another early twentieth century trolley neighborhood is Capitol View Manor, which lies directly across Metropolitan Parkway from Capital View. Capital View Manor was built in the 1920s-30s in the garden suburb fashion featuring curving street and spacious lawns. The majority of its houses are brick bungalows with classical ornamentation around porches and doors. The neighborhoods' oldest house is an I-house with a barn - a remnant from when the area was farmland. Capital View and Capital View Manor share the same neighborhood center at Metropolitan Parkway focused around the Capitol View Baptist Church.

Previous Planning Efforts

The City of Atlanta has a long-standing tradition of supporting neighborhood planning. Many of the subarea's neighborhoods have completed comprehensive, community-based plans in recent years in the effort to pro-actively define a vision for the future. To some degree or another, almost all of these plans anticipated and incorporated the BeltLine into their visions. As such, this current effort is intended to review and refine these visions and synthesize them into an implementation strategy.

Many of these efforts were included in the August 2005 **BeltLine Redevelopment Plan**. This plan was prepared to specify the boundaries of the proposed redevelopment area; meet the statutory requirements for the creation of the BeltLine TAD; explain the proposed vision for the area and its potential; establish the current tax base and project its increase after redevelopment; define projects for TAD funding; and fulfill technical requirements of the Redevelopment Powers Law. The BeltLine Redevelopment Plan also recommended locations for activity centers. Each activity center could contain a mix of jobs, housing, retail, and open space amenities. Within the Heritage Communities of South Atlanta subarea plan included a vision for three activity centers: one at Murphy Crossing, one at University Avenue, and one at the intersection of Jonesboro Road, Hank Aaron Avenue, and University Avenue. Tying these activity centers together, a series of parks, greenways, and transit was envisioned to unify the subarea and connect neighborhoods.

Following the BeltLine Redevelopment Plan in late 2006 was the **Jonesboro Road Redevelopment Plan Update**, which established a long-term vision for balancing historic preservation with economic growth along one of the Mayor's six citywide economic redevelopment priority areas. Key recommendations included the identification of catalytic development sites along the corridor that will remove its greatest liabilities through market-viable redevelopment. Among these are a car impound yard in subarea 2 targeted for a mixed-use development.

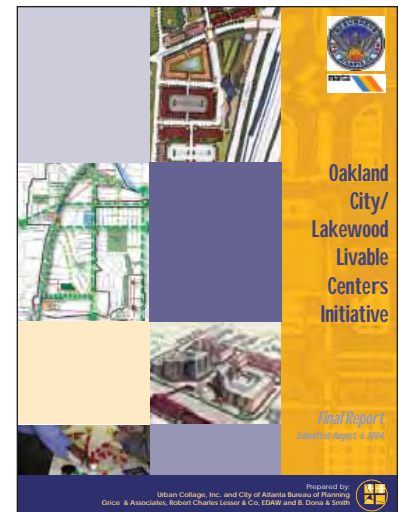
Concurrent with the Jonesboro Road Redevelopment Plan was the **Peopletown Community Redevelopment Plan 2006 Update**. This plan emerged from a community-based effort to address land use and zoning concerns in the neighborhood. It established a community-based vision for preserving employment-supporting industrial land uses along much of the Beltline, expanding park space, and supporting mixed-use development along Hank Aaron Avenue north of the BeltLine.

The Georgia Conservancy's **Blueprints Pittsburgh** was also completed in 2006. This effort focused on identifying neighborhood zoning, land use, urban design and transportation recommendations. Key recommendations impacting the BeltLine include a neighborhood tree planting program, pedestrian facilities throughout the neighborhood, streetscapes along University Avenue, improvements to Pittman Park, and safety upgrades to the University Avenue at Hank Aaron Avenue intersection. Additional recommendations focussed on preserving jobs and affordable housing.

In the summer of 2004 the City of Atlanta, in collaboration with MARTA, completed a long-range plan for developing the Oakland City and Lakewood-Fort McPherson MARTA stations. The **Oakland City Lakewood Livable Centers Initiative (LCI)** gave comprehensive recommendations for future land use patterns, transportation and circulation options and implementation strategies for the area surrounding the MARTA stations and portions of Metropolitan Parkway. A community input effort generated recommendations to increase the accessibility and linkages along Lee Street with a proposed greenway system, increased density at the MARTA stations (i.e., transit-oriented development), reinvigorating retail nodes along Metropolitan Parkway and the redevelopment of the Murphy warehouse district. In addition, the intersection of Dill and Metropolitan was conceived as an important opportunity for new mixed-use development within a short walk of a potential Beltline transit stop.

The 2001 **Pittsburgh Community Redevelopment Plan**, led by the Pittsburgh Community

The Oakland City Lakewood LCI is one of many recent planning efforts that will inform the Subarea 2 Master Plan



Improvement Association, is a long-term vision for the Pittsburgh Community. The plan included 27 redevelopment projects, a future land use plan, civic and transportation improvements, and a neighborhood rezoning strategy. The plan has already resulted in investment returning to this once thriving community. Approximately \$161 million of proposed projects were developed during this planning process including: the conversion of the Crogman School into multifamily housing, residential infill on vacant lots, the redevelopment of Civic League Apartments, infrastructure improvements, a retail node on McDaniel Street and improvements to Pittman Park. Of particular note, the southern end of the neighborhood (i.e., blocks facing University Avenue) will be well within walking distance of the Beltline. Most of this area (particularly the south side of University Avenue) was envisioned for significant economic development as part of the plan. As a result of the tireless effort of PCIA to move forward with implementation, the Annie E. Casey Foundation has become an integral partner in the Pittsburgh community.

The City of Atlanta's **Amended Southside Redevelopment Plan**, adopted by City Council in 2000, is a collective vision and plan for redeveloping five neighborhoods in south Atlanta. To correct years of disinvestment and steady deterioration, residents and community leaders took a proactive approach to define a future land use and public facilities plan. The plan preserved existing stable housing, presented opportunities for diverse new residential development, envisioned new/

expanded recreational and community facilities, and connected a series of neighborhood parks and trail systems. Within the Southside Plan, there are several projects that impact the Beltline.

First, Pryor Road was envisioned as a new mixed-use “village center.” Once fully developed, this center will be within a short walk of the Beltline. Several aspects of the Pryor Road Village Center are already complete or well underway. They include: Highpoint Estates, a 100 unit new senior housing facility, the Villages at Carver, and a new YMCA. In addition, Joyland Center is currently in pre-development by the Atlanta Development Authority (ADA) and will add an additional 100+ housing units and retail services to the area. The Southside Plan also included an extensive array of interconnected greenway trails and bike routes that tie into an anticipated Beltline greenway. The first of these trail systems is under construction within the Villages at Carver.

Less recent, but still important are pre-Olympic Community Redevelopment Plans (CRPs) prepared by the Corporation for Olympic Development in Atlanta (CODA). The **Peoplestown CRP** (1996) did not anticipate the Beltline as a transit system but did envision it as a greenway (called the Grant Park Greenway in the plan). The Peoplestown CRP called for converting marginal industrial uses along the BeltLine into economic development opportunities that could create additional jobs and commercial services for residents.

There are several other studies that included portions of subarea 2, but whose scope was not such to impact this planning effort. These include:

- ADA's Comparative Analysis of Redevelopment Incentive Tools;
- Mayor's Economic Development Plan;
- Department of Watershed Management plans;
- Metropolitan Parkway TAD; and
- Summerhill Redevelopment Plan.

Relation to Previous Studies: Land Use

A goal of The Heritage Communities of South Atlanta Master Plan is to establish a lasting land use framework plan that synthesizes previous planning efforts into one unified vision. For the purpose of understanding these differences the BeltLine Redevelopment Plan will serve as the baseline for comparison. Inconsistencies between said plan and previous efforts are noted below by geographic area. Please see below for details.

Murphy Triangle Area

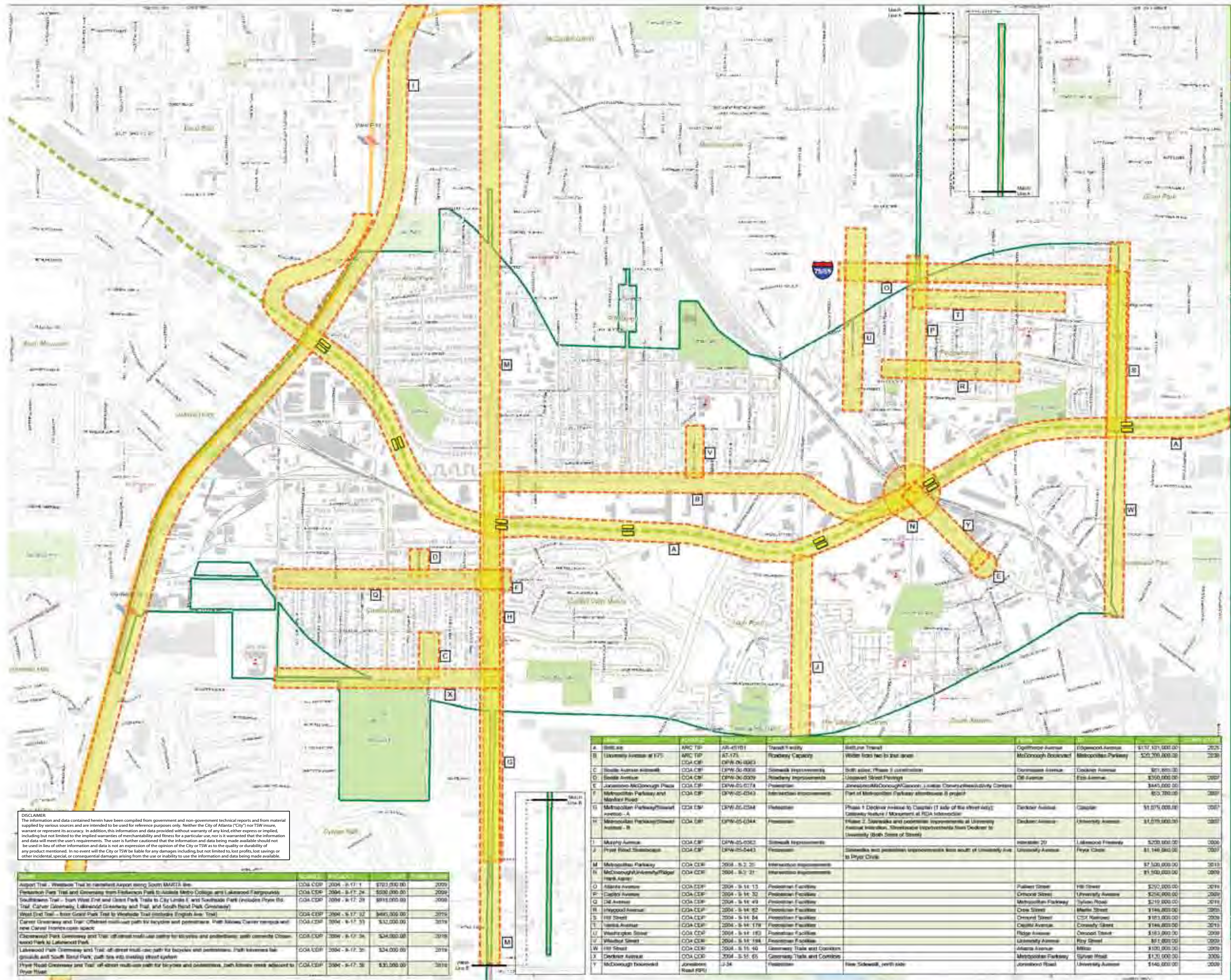
There are significant differences between previous planning efforts in the Murphy Triangle district. The BeltLine Redevelopment Plan shows the area as a park to the north with supporting mixed-use further to the south. However, the Oakland City/Lakewood LCI suggests this area could be utilized as mixed-use, with little to no park space.

Oakland City MARTA Station

There are no conflicts within this area. Both the BeltLine Redevelopment Plan and the Oakland City/Lakewood LCI recommend mixed-uses around the rail station, including medium density apartments and condominiums, mixed-use residential over retail and office space, and a transit plaza.

Dill Avenue Corridor

There are also no discrepancies along Dill Avenue, where both the Oakland City/Lakewood LCI and the BeltLine Redevelopment Plan recommend targeting mixed-use redevelopment at existing commercial nodes at Sylvan Avenue and Metropolitan Parkway. These areas would see an increase in retail potential, mixed-use, multifamily, and townhouses.



DISCLAIMER
The information and data contained herein have been compiled from government and non-government technical reports and from material supplied by various sources and are intended to be used for reference purposes only. Neither the City of Atlanta ("City") nor TSW makes any warranty or representation as to the accuracy, completeness, or timeliness of the information and data. The user is further cautioned that the information and data being made available should not be used in lieu of other information and data that is not an expression of the opinion of the City or TSW as to the quality or durability of any product mentioned. In no event will the City or TSW be liable for any damages including but not limited to lost profits, lost savings or other incidental, special, or consequential damages arising from the use or inability to use the information and data being made available.

| Project Name | Location | Year | Cost (\$) | Notes |
|--|----------|----------------|--------------|-------|
| Airport Trail - Westside Trail to connect Airport station to MARTA line | COA CDP | 2004 - 8-17-1 | \$703,000.00 | 2009 |
| Perimeter Park Trail and Greenway from Emory Park to Atlanta Metro College and Lakewood Parkgrounds | COA CDP | 2004 - 8-17-2 | \$200,000.00 | 2009 |
| Southwest Trail - from West End and Grant Park Trails to City Limits 4 and Southwest Park (includes Pyle Rd. Trail, Carter Greenway, Lakewood Greenway and Trail, and South End Park Greenway) | COA CDP | 2004 - 8-17-3 | \$918,000.00 | 2009 |
| West End Trail - from Grant Park Trail to Westside Trail (includes English Ave. Trail) | COA CDP | 2004 - 8-17-32 | \$465,000.00 | 2009 |
| Center Greenway and Trail - off-street multi-use path for bicycles and pedestrians. Path follows Center corridor and new Center Historic Park space | COA CDP | 2004 - 8-17-33 | \$32,000.00 | 2009 |
| Chastain Park Greenway and Trail - off-street multi-use path for bicycles and pedestrians. Path connects Chastain Park to Lakewood Park | COA CDP | 2004 - 8-17-34 | \$24,000.00 | 2009 |
| Lakewood Park Greenway and Trail - off-street multi-use path for bicycles and pedestrians. Path connects Lakewood Park to South End Park (path also includes Grant Park) | COA CDP | 2004 - 8-17-35 | \$24,000.00 | 2009 |
| Pyle Road Greenway and Trail - off-street multi-use path for bicycles and pedestrians. Path follows creek adjacent to Pyle Road | COA CDP | 2004 - 8-17-36 | \$32,000.00 | 2009 |

| Project Name | Location | Year | Cost (\$) | Notes |
|--|----------|----------------|---------------------------|--|
| A. BeltLine | ARC TIP | AR-4701 | Transit Facility | BeltLine Transit |
| B. University Avenue at I-75 | ARC TIP | AT-175 | Transit Facility | Water from bus to bus stop |
| C. South Avenue extension | COA CDP | CPW-30-0006 | Stadium Improvements | South side, Phase 1 construction |
| D. South Avenue | COA CDP | CPW-30-0009 | Stadium Improvements | Unimproved Street Frontage |
| E. University/McDonough Place | COA CDP | CPW-32-0778 | Intersection Improvements | University/McDonough/Clarkson/University/University Center |
| F. McDonough Parkway and Market Road | COA CDP | CPW-32-0543 | Intersection Improvements | Part of McDonough Parkway intersection B project |
| G. McDonough Parkway/Clarkson Avenue - A | COA CDP | CPW-32-0544 | Intersection Improvements | Phase 1: Deckover Avenue to Clayton (1 side of the street only) |
| H. McDonough Parkway/Clarkson Avenue - B | COA CDP | CPW-32-0544 | Intersection Improvements | Phase 2: Deckover Avenue to Clayton (1 side of the street only) |
| I. Murphy Avenue | COA CDP | CPW-32-0543 | Intersection Improvements | Phase 2: Deckover Avenue to Clayton (1 side of the street only) |
| J. Pyle Road/Clarkson Avenue | COA CDP | CPW-32-0543 | Intersection Improvements | Phase 2: Deckover Avenue to Clayton (1 side of the street only) |
| K. McDonough Parkway | COA CDP | 2004 - 8-17-35 | Intersection Improvements | Intersection improvements from south of University Ave. to Pyle Road |
| L. McDonough Parkway | COA CDP | 2004 - 8-17-35 | Intersection Improvements | Intersection improvements from south of University Ave. to Pyle Road |
| M. South Avenue | COA CDP | 2004 - 8-17-35 | Intersection Improvements | Intersection improvements from south of University Ave. to Pyle Road |
| N. South Avenue | COA CDP | 2004 - 8-17-35 | Intersection Improvements | Intersection improvements from south of University Ave. to Pyle Road |
| O. South Avenue | COA CDP | 2004 - 8-17-35 | Intersection Improvements | Intersection improvements from south of University Ave. to Pyle Road |
| P. South Avenue | COA CDP | 2004 - 8-17-35 | Intersection Improvements | Intersection improvements from south of University Ave. to Pyle Road |
| Q. South Avenue | COA CDP | 2004 - 8-17-35 | Intersection Improvements | Intersection improvements from south of University Ave. to Pyle Road |
| R. South Avenue | COA CDP | 2004 - 8-17-35 | Intersection Improvements | Intersection improvements from south of University Ave. to Pyle Road |
| S. South Avenue | COA CDP | 2004 - 8-17-35 | Intersection Improvements | Intersection improvements from south of University Ave. to Pyle Road |
| T. South Avenue | COA CDP | 2004 - 8-17-35 | Intersection Improvements | Intersection improvements from south of University Ave. to Pyle Road |
| U. South Avenue | COA CDP | 2004 - 8-17-35 | Intersection Improvements | Intersection improvements from south of University Ave. to Pyle Road |
| V. South Avenue | COA CDP | 2004 - 8-17-35 | Intersection Improvements | Intersection improvements from south of University Ave. to Pyle Road |
| W. South Avenue | COA CDP | 2004 - 8-17-35 | Intersection Improvements | Intersection improvements from south of University Ave. to Pyle Road |
| X. South Avenue | COA CDP | 2004 - 8-17-35 | Intersection Improvements | Intersection improvements from south of University Ave. to Pyle Road |
| Y. South Avenue | COA CDP | 2004 - 8-17-35 | Intersection Improvements | Intersection improvements from south of University Ave. to Pyle Road |

University Avenue

A slight discrepancy exists along University Avenue between the BeltLine Redevelopment Plan and the Pittsburgh Community Redevelopment Plan. While both plans call for job-supporting land uses, the Pittsburgh Community Redevelopment Plan is more focused on industrial land uses. The BeltLine Redevelopment Plan vision consists of a blend of park space and new mixed-use developments, generally ranging from four to eight stories.

Pryor Road at University Avenue

At the intersection of Pryor Road and University Avenue there are no conflicts between previous efforts. It is recommended that the area contain a mix of uses, with office/institutional uses south of University and low density commercial uses to the north. Medium to high density residential uses are recommended adjacent to the BeltLine.

Jonesboro Road/South Atlanta

The discrepancies between the Jonesboro Road Redevelopment Plan and the BeltLine Redevelopment Plan are also minor. The Jonesboro plan calls for mixed-use development typical of an urban core zone at the intersection of Hank Aaron Drive, Ridge Avenue, University Avenue, and McDonough Boulevard, with more residential (but still mixed-use) land uses to the south. This is compatible with the BeltLine Redevelopment Plan's recommendations for varying intensities of mixed-use in this area.

Peoplestown Neighborhood

The vision of the Peoplestown Community Redevelopment Plan 2006 Update and the BeltLine Redevelopment Plan are generally consistent as well. Both envision preserving industrial uses on Ridge Avenue with a primarily residential (but mixed-use) area to the east. The greatest discrepancy in this area is along the south side of Boynton Avenue, where the neighborhood envisions a park, but the previous BeltLine plan shows five to eight story medium density residential.

Relation to Previous Studies: Transportation

Many transportation projects are currently planned or underway in the subarea, as shown on the map on page 11. All major corridors have some form of proposed projects, including possible roadway improvements, intersection improvements, new pedestrian facilities, and future greenways and corridors. Coordination among efforts is a key component to having a successful end product. Many trails and parkways are also planned for the immediate surrounding areas, linking to the BeltLine.

**Note: Please refer to the
Transportation Impact Report
for further information on
existing transportation plans**

Existing Roadway Network

Subarea 2 consists of a diverse transportation infrastructure comprised of local streets, collectors, and principal arterials. These facilities must serve the multimodal travel needs of those with trips originating and/or ending within the subarea, and of those who travel through it. In order to plan for future demand resulting from the implementation of the BeltLine, it is important to comprehensively assess the existing conditions of these facilities. In doing so, transportation deficiencies that may adversely affect safety, mobility, and quality of life - both now and in the future - can be addressed. This section summarizes the findings from this assessment.

The first step in evaluating transportation facilities in the subarea is to accurately characterize their intended function. The functional classifications of key facilities are shown in the map on the following page.

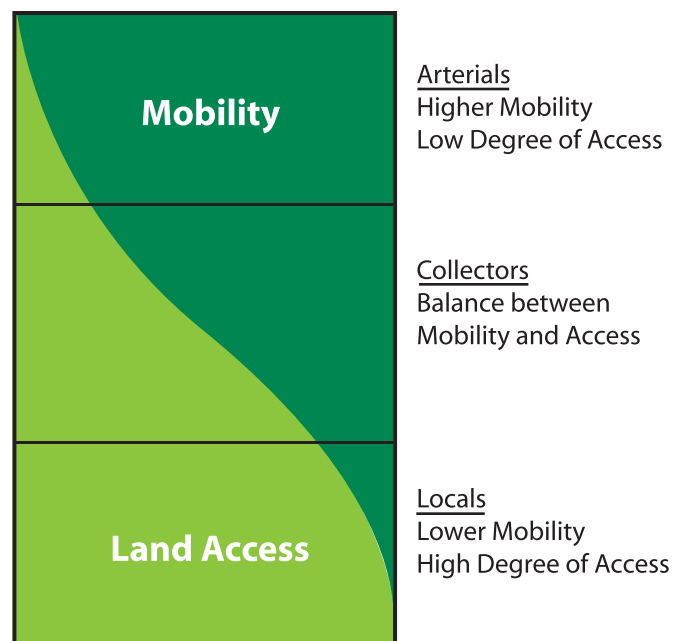
Key Facilities

Lee Street is a collector street that runs along the western border of subarea 2, parallel to Murphy Street (a minor arterial) and the MARTA rail line. Within the subarea, this roadway varies between a four-lane and five-lane cross-section at several locations, with left and right turn lanes. The roadway's terrain level in some segments and rolling in others. The speed limit varies from 35 to 40 miles per hour. The development adjacent to the roadway is primarily commercial, but also includes multi-family residential and military facilities.

Murphy Avenue runs parallel to Lee Street along the western border of the subarea. This roadway has a two-lane cross-section with a speed limit of 30 mph. Murphy Avenue has relatively wide through lanes and narrow left and right turn lanes (9 to 10 feet). The adjacent development is commercial and industrial with a low driveway concentration. The terrain along this roadway is primarily rolling.

Dill Avenue is an east-west local street with a two-

Figure 1: Relationship of Functional Classification Highway Systems in Serving Traffic Mobility and Land Access.



(Source: Safety Effectiveness of Roadway Design Features, Vol. 1, Access Control, FHWA, 1992)

lane section which opens to four lanes between Murphy Avenue and Lee Street. The speed limit along it varies from 30 to 35 mph. The adjacent land use consists of residential and commercial development, with driveway concentrations that vary from low to high. The lane widths are relatively wide and accommodate on-street parking between Division Place and Murphy Avenue. Dill Avenue's terrain is generally rolling.

Sylvan Avenue is a two-lane local street with a speed limit of 35 mph. Between Genessee Avenue and Dill Avenue, it is part of a school zone. The adjacent land use also includes industrial and commercial development. Between Dill Avenue and Warner Street, this roadway has on-street parking. Sylvan Avenue has a mixture of rolling and level terrain.

University Avenue is an east-west collector that extends through a primarily commercial area. The roadway's cross-section transitions from three to four lanes, and subsequently to five lanes in the vicinity of I-75/I-85. There are raised medians of various widths in certain segments of the roadway. This roadway has primarily a rolling terrain with a speed limit of 35 mph.

Avon Avenue is a local, two-lane street with a speed limit of 30 mph. This roadway has a relatively wide cross-section that accommodates unrestricted parking. Avon Avenue is among the shortest of the streets in the subarea, extending between Allene Avenue and Murphy Avenue.

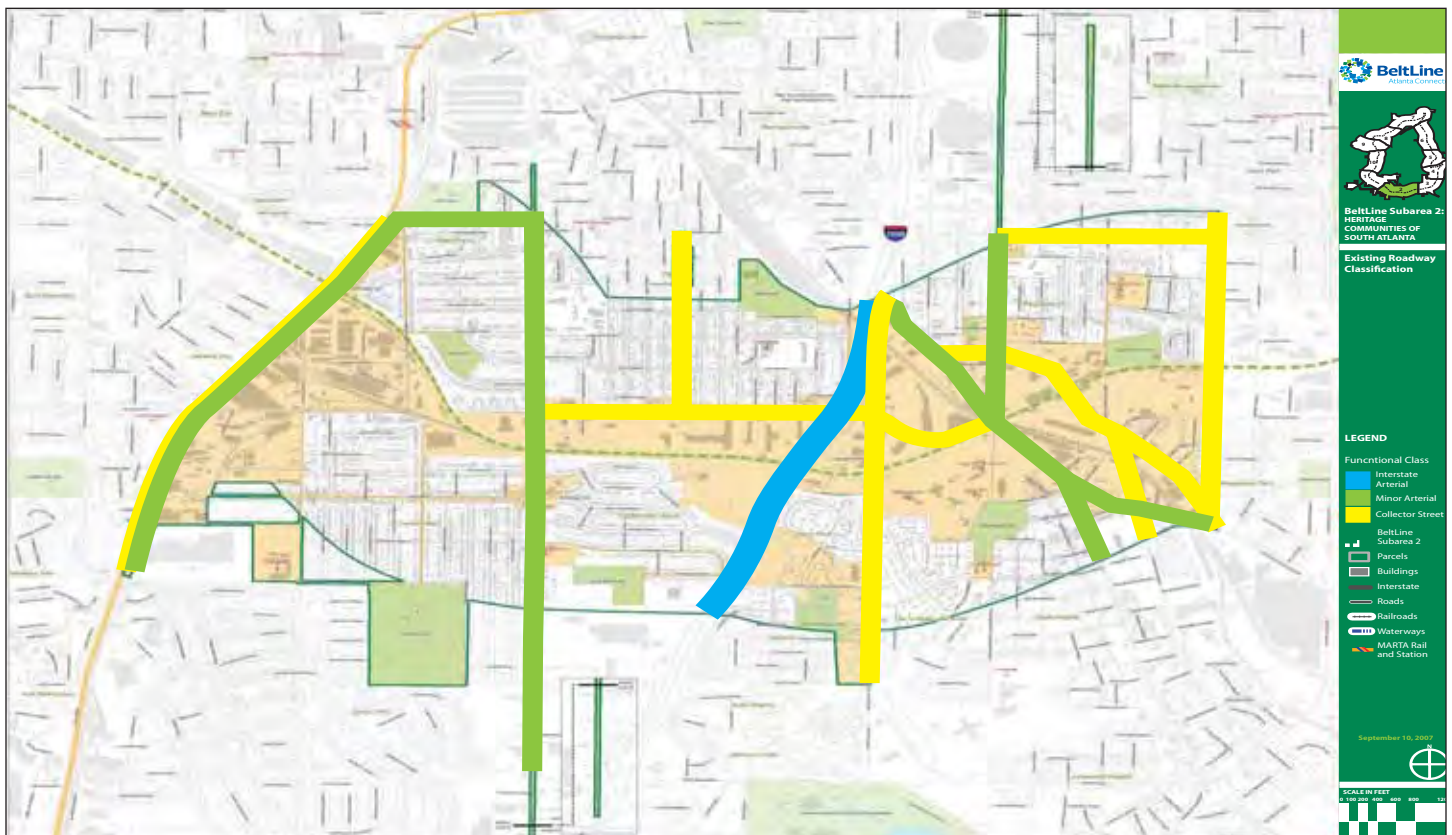
Metropolitan Parkway is a north-south roadway with a four-lane cross-section. The facility has residential, retail, educational, and commercial developments. Metropolitan Parkway has a speed limit of 35 mph and a consistent rolling terrain. The lanes along this roadway are relatively narrow, with an average width of 10 feet. This roadway is classified as a minor arterial.

McDonough Boulevard is a minor arterial with a level terrain. Within the subarea, McDonough Boulevard has a consistent cross-section of two lanes. North of University Avenue, the street name changes to Ridge Avenue. For a short segment of Ridge Avenue, the cross-section opens to three lanes. McDonough Boulevard/Ridge Avenue runs through a commercial area with a speed limit of 35 mph. There is also a portion of the roadway that runs adjacent to a school.

Network Traffic Controls

A review of the traffic controls for key intersections in the study area was conducted, including detailed inventory of traffic signal timing and phasing parameters. Of the study intersections, there is a nearly equal number of signalized and unsignalized intersections. The map on the following page shows the location of the study intersections throughout the subarea, as well as the type and mode of operation.

From I-75/85 to the east there is a cluster of signalized study intersections that operate in “free” mode. This type of operation indicates that the intersections have variable cycle lengths and are not coordinated with the surrounding traffic signals. The cycle length is the time required for the traffic signal to complete one full sequence of serving all traffic movements. This type of operation may lead to limited progression along a roadway. Progression is simply the ability of the traffic signal system to provide continuous green lights for vehicles traveling in the peak direction. The intersections east of I-75/85 that operate in



Existing Roadway Classifications

“free” include:

- McDonough Boulevard and Lakewood Avenue
- Lakewood Avenue and Milton Avenue
- McDonough Avenue and Jonesboro Road
- University Avenue and Hank Aaron Drive/Ridge Avenue/McDonough Boulevard

On the west end of subarea 2, there are traffic signals along Metropolitan Parkway, Lee Street, and a single traffic signal on Sylvan Road at its intersection with Dill Avenue. The remaining eight intersections are stop-controlled. The signalized study intersections on Metropolitan Parkway have different cycle lengths for the a.m. and p.m. peak periods. These three intersections have a.m. cycle lengths of 90 seconds and p.m. cycle lengths of 100 seconds. Having a consistent cycle length for intersections along a roadway provides the opportunity for progression, which helps to efficiently move major street traffic during peak traffic conditions. The signalized study intersections along Metropolitan Parkway include:

- Metropolitan Parkway and Lynnhaven drive
- Metropolitan Parkway and Dill Avenue
- Metropolitan Parkway and University Avenue

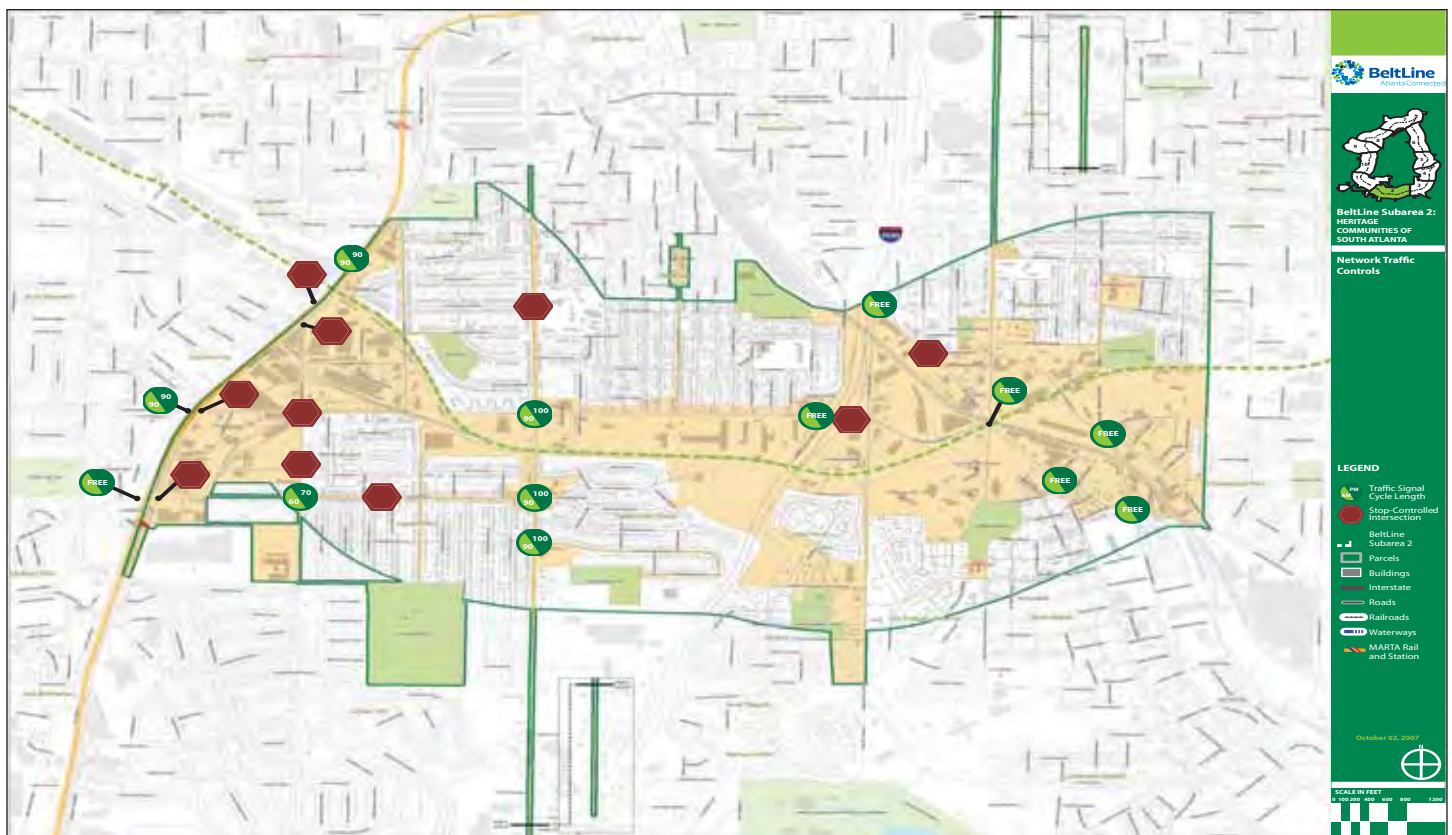
The two study intersections along Lee Street, at Whitehall Street and Avon Avenue, also have identical AM and PM peak period cycle lengths of 90 seconds.

Existing Rail and Bridge Infrastructure

Field observations were conducted of the existing rail and bridge infrastructure in subarea 2 to ascertain how these elements are integrated into the overall transportation framework.

Within subarea 2, bridge structures are located on Sylvan Road, Dill Avenue, and Pryor Road. MARTA rail travels over the roadway at the bridge structure on Sylvan Road (STRUCTURE ID 121-5207-0). This location is shown at center right. This bridge is a locally-owned bridge. The inspection notes reviewed included the following summary:

- This non-roadway structure was inspected for



Network Traffic Controls

clearances only. The minimum vertical clearance does not require posting.

The bridge structure on Dill Avenue actually includes three structures at the same location (ID 121-5212-0, 121-52130, and 121-5204-0) that are locally-owned bridges.

The inspection notes for these structures include the following summary:

- This non-roadway structure was inspected for clearances only. The minimum vertical clearance does not require posting.

On Pryor Road, there are two bridge structures within the subarea. The first of these is the CSX Railroad over Pryor Road (ID 121-0525-0). There is also local inspection of these structural components. The inspection notes for this structure include the following summary:

- This non-roadway structure was inspected for clearances only. The minimum vertical clearance does not require posting.

The other structure is the Southern Railroad over Pryor Street (ID 121-0524-0). The inspection of the structural components is a local responsibility. The inspection notes for this structure include the following summary:

- This non-roadway structure was inspected for clearances only. The minimum vertical clearance does not require posting.

Rail infrastructure exists throughout the subarea. In many areas the rail proves to be intrusive and creates hindrances for pedestrians. In many cases the rail disrupts pedestrian pathways and crossings and does not complement the transportation network. The abandoned portions of rail lines further exacerbate these conditions. A discussion of the impact of the rail infrastructure on pedestrian mobility is provided below.

There are some instances where rail lines cut through major intersections and may have impacts on mobility and safety. Intersections such as University Avenue and Hank Aaron Drive/Ridge Avenue/McDonough Boulevard have a complex geometry and the associated mobility issues make



Dill Avenue under MARTA and CSX rail bridges



Sylvan Road under MARTA bridge



Pryor Road under CSX railroad bridge



Pryor Road under Southern Railroad



Rail bridge at Hank Aaron Dr./University Ave./McDonough Blvd.

the presence of rail an added complexity that is potentially problematic. The configuration of this intersection is shown above.

Walkability and Bikeability Survey

A walkability survey was conducted to determine the adequacy of pedestrian facilities throughout the subarea along the key roadways. Subarea 2

currently does not have bicycle facilities, so the focus for this effort is directed towards pedestrian facilities that are potentially used by cyclists as well. However, given the condition of pedestrian facilities, which is detailed below, cyclists are assumed to be using vehicular lanes and shoulders as bikeways.

In certain areas, lane widths are sufficient to accommodate bicycle traffic, but this width may at times be occupied by parked vehicles. In other instances, the stretch of roadway with sufficient width may be too short to be a practical route.

Lane Width Summary

Lee Street. The lane widths are approximately 12 feet along the entire cross section.

University Avenue. The roadway lane widths vary between 10 feet and 12 feet. For a short stretch of University Avenue west of Metropolitan Parkway, the total street width is 32 feet (unmarked).

Metropolitan Parkway. The roadway lane widths are 10 feet; and likely impractical for bicycle traffic.

Dill Avenue. Between Metropolitan Parkway and Murphy Avenue the marked eastbound and westbound lane widths are 14 and 18 feet, respectively. However, there is some parking in the travel-lane along the shoulder for a portion of this roadway. From Murphy Avenue to Lee Street the lanes narrow to 10 feet.

Sylvan Avenue. This roadway has a total cross-section width ranging from 32 feet to 40 feet. The bidirectional lane widths vary along the roadway. There is on-street parking between Dill Avenue and Warner Street.

Murphy Avenue. The north and southbound lanes are wider in some sections (15 to 18 feet), but narrow (from 10 to 12 feet) to accommodate turn lanes in certain segments. There is no on-street parking along this roadway within the subarea.

Avon Avenue. This roadway has a wide unmarked cross-section of 34 feet along a commercial/ industrial roadway. This roadway segment is approximately 1,500 feet in length.

McDonough Avenue. The continuation of this roadway as Ridge Avenue has relatively wide lanes for the north and southbound lanes, which are 18 feet and 14 feet, respectively. However, when the northbound direction becomes two lanes, the width is greatly reduced. Along McDonough Boulevard, the widths are a standard range of 10 to 12 feet. However, for short segments both northbound and southbound lanes are 17 feet wide.

It should be noted that although sufficient width exists in some areas, the pavement conditions may undermine the current suitability for bicycle traffic. Some roadways are inundated with pot holes and intersected by rail lines.

In order to obtain a better understanding of the needs of all pedestrians, identify potential safety and operational issues, and develop necessary measures to improve pedestrian facilities, a formal walkability survey was conducted throughout the subarea. This field survey is based on the July 2007 edition of *"Pedestrian Road Safety Audit Guidelines and Prompt Lists (Report No. FHWA-SA-07-007)"* by the Federal Highway Administration (FHWA).

For the purpose of this field walkability survey, the transportation network throughout the subarea was categorized into the following four zones, each identified with a letter A-D, related to pedestrian mobility, accessibility and safety:

- Zone A: Streets
- Zone B: Street Crossings
- Zone C: Parking Areas/Adjacent Developments
- Zone D: Transit Areas

For each zone, three major topic areas and nine subtopic categories were carefully evaluated in the field, as shown in Table 1.

Lee Street Pedestrian Facilities

Lee Street has a variety of pedestrian mobility issues. Along the length of the roadway, sidewalks are only available on the west side of the street. One of the immediately recognizable issues is the need for sidewalk improvements. Pedestrian accommodations must be maintained so as to be in

Table 1: Walkability Survey Topics & Subtopics.

| Walkability Survey Topics and Subtopics | |
|---|---|
| Topic | Subtopic |
| Pedestrian Facilities | 1. Presence, Design, and Placement |
| | 2. Quality, Condition, and Obstructions |
| | 3. Continuity and Connectivity |
| | 4. Lighting |
| | 5. Visibility |
| Traffic | 6. Access Management |
| | 7. Traffic |
| Traffic Control Devices | 8. Signs and Pavement Markings |
| | 9. Signals |

(Source: FHWA Pedestrian Road Safety Audit Guidelines & Prompt List)

compliance with local, state, and federal standards of accessibility.

Upon initial review, it was noted that in some areas, driveways are adjacent to pedestrian crossings, increasing the potential for conflicts between motorists, bicyclists and pedestrians. The alignment and clearance of many of the crosswalks is also an issue. In many cases, there is insufficient spacing between stop bars and crosswalks. In other instances, drainage structures are located at the end of crosswalks, limiting accessibility and introducing a potential hazard.

In initial observations, it was noted that the high level of vehicular traffic does not appear to allow sufficient gaps for pedestrians attempting to cross Lee Street during peak periods. Also, a majority of the pedestrian signal push buttons along the roadway do not meet the Americans with Disabilities Act (ADA) standards. Below are examples of some locations investigated which had significant pedestrian walkability issues.

The intersection of **Lee Street/Murphy Street and Whitehall Street** is an example of a problematic location for pedestrians. The presence of the railroad crossing between Lee Street and Murphy Street does not accommodate pedestrians or provide ADA accessibility. The marked crossing, which is somewhat degraded, is not continuous. Ramps and proper landing areas are not available for pedestrians in some locations. The layout of the intersection is pictured at right. The center right image provides a street-level perspective of the crossing at this intersection.



Layout of Lee Street/Murphy Street and Whitehall Street



Lee Street/Murphy Street and Whitehall Street



Crossing at Lee Street and Avon Avenue

At the intersection of **Lee Street and Avon Avenue**, the pedestrian crossing is approximately 90 feet from the intersection. This appears to be related to the skew of the intersection and the necessary clearance required for accommodating the minimum turning radius. The distance of the crossing from the intersection limits the ability of pedestrians to identify the appropriate Lee Street crossing. Additionally, the pedestrian signals for this crossing are positioned at the opposite corner of the intersection. Another factor related to the placement of the crossing is driver expectancy. Drivers typically anticipate conflicts within intersections. Thus, drivers may believe that they've cleared the intersection and are not anticipating a potential conflict at this distance. The image at below right shows the spacing between the crossing and Avon Street.

The intersection of **Lee Street and Campbellton Road** has a high volume of heavy vehicles (i.e. large tractor trailers) making wide turns. Given that this intersection provides pedestrian refuges to accommodate its wide geometry, the presence of wide turning vehicles and their infringement on those refuge areas should be a consideration

Murphy Avenue Pedestrian Facilities

Within the subarea limits, **Murphy Avenue** is relatively unsuitable for pedestrian travel. The walking surfaces are not adequate or well maintained. These areas appear to require maintenance and repair, such as routine clearing and surface improvements to meet ADA standards.

Although some intersections along this roadway

have pedestrian crossings on either side, others, such as the intersection of Murphy Avenue at Avon Avenue, have no marked crossings or stop bars.

There are several discontinuities in the sidewalks along both sides of the roadway. The location of the sidewalk shifts from one side of the roadway to the other. In some segments, there are no sidewalks on either side of the road.

The intersection of **Murphy Avenue and Sylvan Avenue** is an example of an intersection that requires a significant amount of maintenance and improvement. This area has a sub-standard crosswalk layout with no stop bars, curb ramps, or refuge areas. Also, the lack of pedestrian signals may create difficulties for pedestrians crossing the intersection, especially during peak hours. The railroad crossing introduces additional mobility challenges for pedestrians, particularly for those who are disabled.

Avon Avenue Pedestrian Facilities

The overall condition of the pedestrian facilities along this roadway is very poor, an example of which is captured in the image at right.

Sidewalks exist on Avon Avenue on only one side of the roadway throughout the majority of its length. There is a lack of continuity and connectivity along the path. For the most part, the sidewalks require intensive obstruction removal, followed by major repairs and improvements.

Although there are sufficient gaps in vehicular traffic to allow pedestrian to cross, there are not many roadside locations for pedestrian refuge. Some areas appear hazardous due to the lack of crosswalks and stop bars. Additionally, there are no pedestrian signals located along this roadway.

The intersection of **Sylvan Road and Avon Avenue** provides significant challenges for pedestrians. This is a four-way intersection with an abandoned railroad track cutting through its center. The crosswalk at this location does not terminate at the ramp location. The top right image shows the location of the curb ramp in relation to the crosswalk. This introduces a potential hazard



Layout of Lee Street and Campbellton Road



Murphy Avenue Pedestrian Environment



Avon Avenue Pedestrian Environment

for disabled, particularly for visually impaired, pedestrians, because there is not a direct alignment with the appropriate crossing path.

Dill Avenue Pedestrian Facilities

The study area along Dill Avenue is mainly residential. The conditions along some parts of the roadway and sidewalks appear to be substandard. The image at right shows a stretch of sidewalk that is fully overgrown. There are cracks, craters, trash, overgrown vegetation and many obstacles along the pedestrian path. In one instance, the trunk of a tree blocks nearly the full width of the sidewalk.

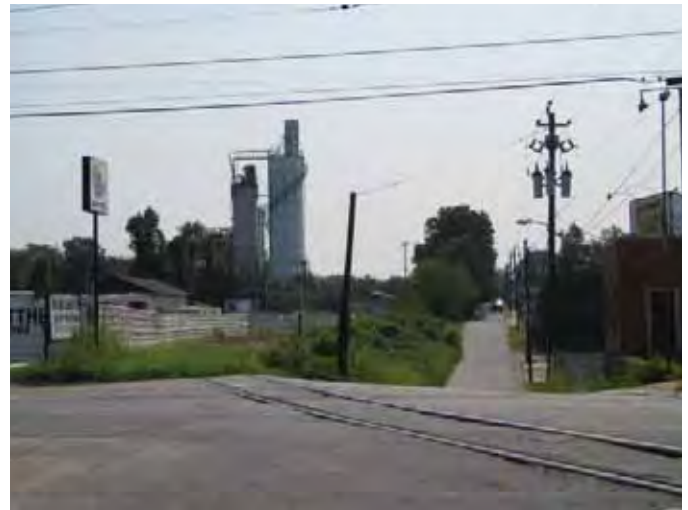
In some areas, driveways are close to crosswalks at intersections, making walking in these areas problematic. At several of the intersections along this roadway, there are no crosswalks, stop bars, curb ramps, or pedestrian signals.

To improve conditions for walking along Dill Avenue, proper maintenance along with the installation of pedestrian signal equipment and accommodations such as sidewalks, crosswalks, and ramps are required. Below are further examples of locations investigated along Dill Avenue with significant walkability issues.

Conditions at the intersection of **Dill Avenue and Murphy Avenue** reflect many of the issues cited above. The bus stops and rail station one block away from this intersection makes pedestrian safety and accessibility a priority. This intersection is shown at the lower right of the page.

The intersection at **Dill Avenue and Sylvan Road** has many of the aforementioned walkability issues, and was identified during the field survey as one of the intersections where these issues are most severe. This intersection has bus stops, which make the need for adequate pedestrian facilities crucial.

At this intersection there are no suitable landing areas available on some corners. The landing areas examined had uneven surfaces, ditches and obstructions such as the one shown at right. In some areas it is difficult to differentiate between the sidewalk and the roadway.



Crossing Alignment at Sylvan Road and Avon Avenue



Dill Avenue sidewalks lack wheelchair ramps and are broken in many places



Pedestrian Crossing at Dill Avenue and Murphy Avenue

The crosswalks at this intersection are sub-standard. This intersection does not have pedestrian signals or stop bars. It was also noted that the crossing pavements were not well maintained.

Sylvan Road Pedestrian Facilities

Sylvan Road poses a variety of pedestrian and mobility challenges. There are many obstructions along the sidewalks on Sylvan Road, and they are in need of substantial maintenance. The majority of the roadway does not comply with current ADA accessibility standards.

There are a limited number of pedestrian traffic signals along Sylvan Road. The at-grade railroad crossing near **Warner Street** does not accommodate pedestrian accessibility. The pavement markings for stop bars and crosswalk are either missing or substantially degraded at the railroad crossing.

The intersection of **Sylvan Road at Arden Avenue** was closely examined due to its close proximity to a school. One observation was the lack of stop signs and stop bars at this unsignalized intersection. Also, the crosswalk markings are significantly degraded. A bus stop is located in an area with a narrow platform next to a retaining wall.

Metropolitan Parkway Pedestrian Facilities

Metropolitan Parkway has many pedestrian obstructions. There are areas where utility poles, located in the middle of the sidewalk, block the pedestrian pathway. The upper image on the following page shows an example of one location where utility poles pose a hazard to pedestrians. Also overgrown foliage covers a substantial portion of the sidewalks throughout.

The lack of adequate signage and legible pavement markings is a consistent problem along Metropolitan Parkway. For the most part, crosswalks and stop bars are either missing or worn. Where pedestrian signal heads are provided, push buttons are not ADA accessible. The pavement conditions for crosswalks are poorly maintained.

The intersection of **University Avenue and Metropolitan Parkway** has many uneven pavement surfaces. Currently, there are roadway



Curb Degradation at Dill Avenue and Sylvan Road



Pavement Conditions at Dill Avenue and Sylvan Road



Sylvan Avenue Pedestrian Environment

A number of pedestrian mobility issues exist along University Avenue.

construction projects and sidewalk disturbances taking place along a large portion of the roadway.

University Avenue Pedestrian Facilities

University Avenue has a number of pedestrian mobility issues such as those described in previous sections of this document. In most segments of the roadway, the pedestrian paths have some degree of obstruction. Overgrown shrubs, trees and utility poles are some of the obstacles pedestrians encounter. Sidewalks or walkable shoulders are not continuous on both sides of the roadway. In some areas, the walking surfaces are too steep which could pose a problem for the elderly and disabled.

A significant portion of the roadway does not conform to current ADA standards. Curb ramps are either missing or substandard in design for wheelchair access.

At the intersection of **University Avenue and Southbound Ramp to I-75/85** the ramp intersections have wide radii that may limit the visibility between pedestrians and motorists while simultaneously contributing to higher speeds for turning vehicles.

The intersection of **University Avenue at Hank Aaron Drive and McDonough Boulevard** is a complex five-leg intersection, which presents many accessibility concerns. This intersection has multiple movements and wide turning radii that promote high-speed turning movements. There are no raised medians for pedestrian refuge or painted crosswalks. There are also railroad tracks crossing through the intersection. Additionally, the placement of the traffic signal push-buttons is not in compliance with ADA standards. The image at right shows the intersection layout, while the image on the following page shows a street level perspective of the crossing.



Pole in Sidewalk on Metropolitan Avenue



Corner Construction on Metropolitan Avenue



University Avenue/Hank Aaron Drive/McDonough Blvd.

Pryor Street Pedestrian Facilities

The areas along **Pryor Street** investigated may only require minor improvements. The condition of transit shelters seems to be the only major problem south of University Avenue. One of the bus shelters studied did not appear appropriately designed or placed. Also, there are large areas with insufficient landing platforms for pedestrians.

Hank Aaron Drive Pedestrian Facilities

Hank Aaron Drive has a number of pedestrian mobility issues described in previous sections of the narrative. The southern end of Hank Aaron Drive is in a poor state, while the northern section has more satisfactory conditions. This great contrast is related to the sidewalk conditions and roadway crossings.

In the southern area, walking surfaces are not adequate or well maintained. Sidewalks are in very poor condition and in some areas walking sections are very steep. In addition, this southern stretch does not comply with ADA guidelines. The photo at right represents a sidewalk area at the southern end of Hank Aaron Drive.

In a number of areas, driveways create conflicts for pedestrians where they intersect sidewalks and shoulders. The area near **Haywood Avenue** is one example of this.

The intersection of **Hank Aaron Drive and Milton Avenue** has many different types of pedestrian obstructions (utility poles, trees, fire hydrant and more). The image at right depicts an example of the obstructions at this intersection.

Conversely, the northern portion of Hank Aaron Drive/Hank Aaron Drive, near the intersection of **Fulton and Memorial Drive**, appears to be in satisfactory condition. Adequate sidewalks and pedestrian lighting are apparent along this segment. There is also a pedestrian bridge connecting two large parking areas on both sides of the roadway.

McDonough Boulevard Pedestrian Facilities

Of all the study roadways, McDonough appears to have the greatest need for pedestrian improvements. Many crossing points are not in



Crossing at University Avenue/Hank Aaron Drive/McDonough Avenue



Hank Aaron Drive Pedestrian Environment



Hank Aaron Drive and Milton Avenue

Of all the key facilities in the study area, McDonough Boulevard appears to have the greatest need for pedestrian improvements.

compliance with the ADA standards throughout most of the roadway. Additionally, some bus stop signs are not well located.

In some areas pedestrian walking surfaces are not adequate or well maintained. Sidewalks currently have many obstructions (utility poles, trees, and overgrown foliage) and are not continuous on either side of the street. In addition, driveways are positioned close to intersection crossings.

The intersection of **McDonough Boulevard and Jonesboro Road**, shown at above right, is skewed with wide turn radii. As a result, vehicles may make higher speed turning maneuvers in conflict with pedestrians.

The intersection at **McDonough Boulevard and Lakewood Avenue** is inundated with utility pole obstructions. These poles not only block pedestrian travel paths and landing areas, but obscure their vision as well. This intersection also has inadequate pedestrian curb ramps. The available curb ramps are not properly aligned with the crosswalks. An example of one of the corners is shown below.

Another problem at this intersection is the position of catch basins and pavement drainage inlets, within the crosswalk path. The crosswalk pavement markings and stop bars in some areas are worn beyond recognition. There is also no pedestrian signal. The photographs at right show some of the issues described.

The Walkability Survey of subarea 2 reveals common problems throughout most of the roadways. Below is a list of these issues:

- Crossing points are not in compliance with the ADA standards. Ramps are not adequately provided. Pedestrian signal push buttons are not ADA accessible.



Corner of McDonough Boulevard and Lakewood Avenue

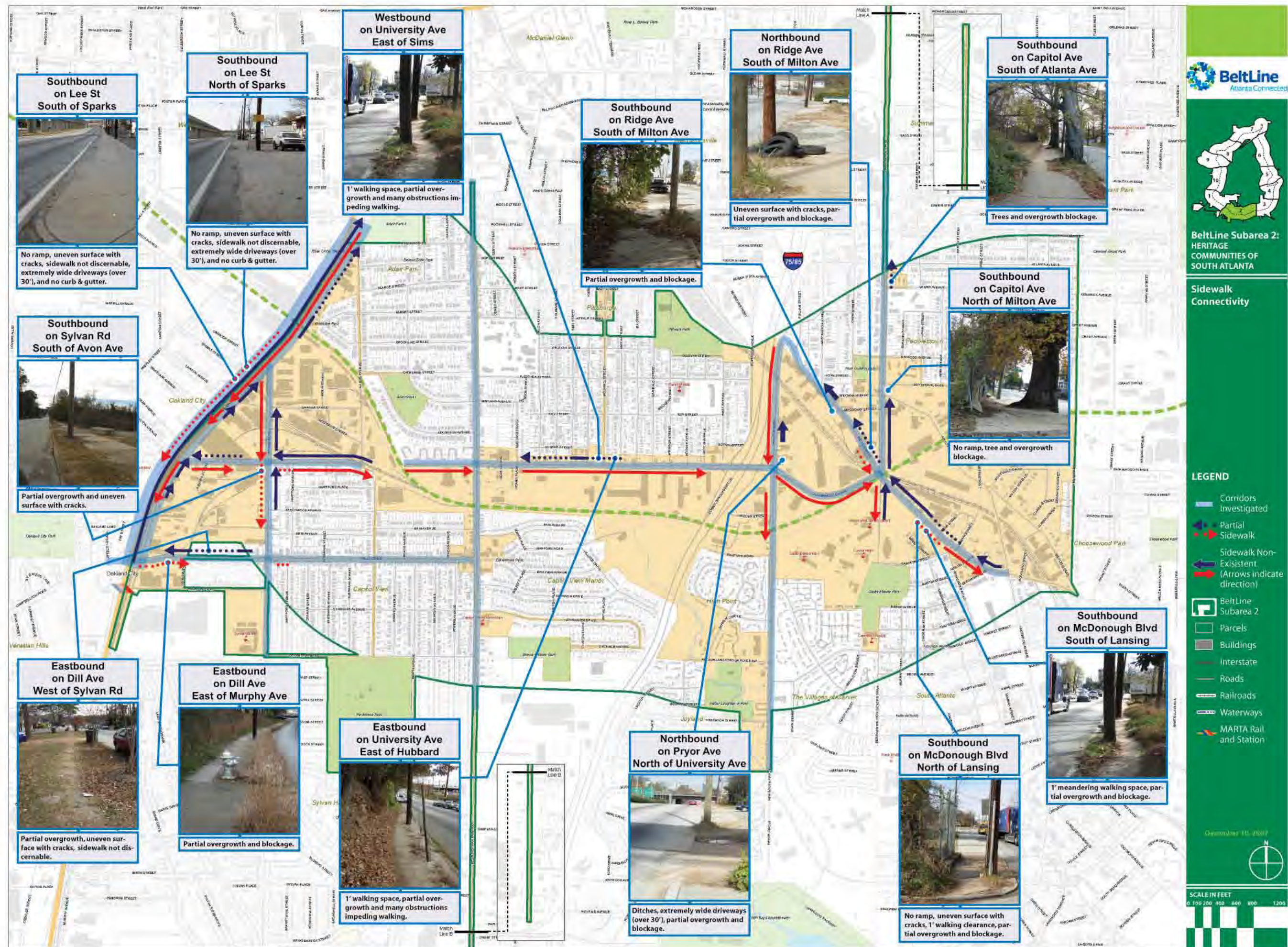


Crossing Alignment with Drainage Grate at McDonough Boulevard and Lakewood Avenue



Drainage Grate at McDonough Blvd. and Lakewood Avenue

- Sidewalks/street boundaries may not be discernible to the visually impaired.
- Sidewalks are not adequate and properly maintained. There are too many obstructions (utility poles, trees, shrubs) and damaged surfaces.
- Some crosswalks terminate at catch basins and drainage opening areas.



**BeltLine Subarea 2:
HERITAGE
COMMUNITIES OF
SOUTH ATLANTA**

**Sidewalk
Connectivity**

- LEGEND**
- Corridors Investigated
 - Partial Sidewalk
 - Sidewalk Non-Existent (Arrows indicate direction)
 - BeltLine Subarea 2
 - Parcels
 - Buildings
 - Interstate
 - Roads
 - Railroads
 - Waterways
 - MARTA Rail and Station

- There are missing or degraded stop bar and crosswalk pavement markings.
- There are missing or broken pedestrian signal push buttons.
- Lighting conditions for pedestrians, may require improvements.

Sidewalk Connectivity

Along with the Walkability Survey, an inventory of sidewalks was conducted along the key roadways in subarea 2. This inventory reiterated many of the issues highlighted by the survey process. During this inventory, staff traveled each of the roadways, in both directions, to note areas where sidewalks or pedestrian pathways are missing or significantly impacted by obstructions and vegetation.

The results of the inventory are depicted in the map on the preceding page. In this map, sections where sidewalks are missing or compromised are indicated by directional arrows. Sections where sidewalks are non-existent and partially impeded are indicated by solid and dashed arrows, respectively. This map is also supplemented with photographs of the varying characteristics of the subarea's pedestrian facilities. While these photographs could not capture all of the many characteristics, they help to create a composite of the conditions throughout the area.

The inventory found that there is a substantial lack of suitable pedestrian facilities on key facilities that provide vehicular connectivity throughout the subarea. One example is University Avenue, which is the primary east-west roadway in subarea 2. There is a substantial lack of pedestrian facilities on the eastbound side of the roadway. There are pedestrian accommodations on the westbound side, with a short segment where the sidewalk has been compromised by overgrowth and potential obstructions.

From the north-south perspective, Lee Street has no sidewalk on the northbound side for its entire length within the subarea. This creates accessibility issues for pedestrians who have destinations to the east. For half of its length in the study area, pedestrian accommodations appear to be substandard and

may impose difficulties on the disabled and those with mobility challenges. Murphy Street, which runs parallel to Lee Street, is very limited in its pedestrian accommodations. Murphy Street has nearly no sidewalks on the southbound side of the roadway and discontinuous facilities on the northbound side.

Near the western border of subarea 2, other roadways where the pedestrian facilities are insufficient include Sylvan Road and Avon Avenue. Dill Avenue has a section between Sylvan Road and Lee Street where pedestrian accommodations may pose mobility challenges. This is of notable concern given that this section of Dill Avenue is served by MARTA Bus Route 93.

Along Metropolitan Parkway, pedestrians appear to be well-accommodated with sidewalks along both sides of the roadway. This is a minor arterial, which provides north-south connectivity to the area and is served by a key MARTA bus route. Additionally, sidewalks are provided along Hank Aaron Drive and a substantial portion of Pryor Road. However, there is a section of Pryor Road near University Avenue, where pedestrian facilities on the southbound side of the road are non-existent.

Lastly, McDonough Boulevard has a significant number of segments, where pedestrian facilities are present, but are substandard due to the overgrowth of foliage and other obstructions. The conditions along the northern side of the roadway appear to be mostly non-existent or substandard.

Volume and ADT Information

The traffic volumes throughout subarea 2 are relatively balanced throughout the network. As collector streets, Lee Street and University Avenue are among the three key roadways that carry the highest volume of average daily traffic (ADT).

Metropolitan Parkway, being a minor arterial, carries a bi-directional ADT of approximately 13,100 vehicles per day (vpd). Lee Street has a bi-directional ADT of between 15,000 to 16,000 vpd. The bi-directional ADT along University Avenue varies depending on the segment of the roadway. In

As collector streets, Lee Street and University Avenue are among the three key corridors that carry the highest volume of Average Daily Traffic (ADT).

the vicinity of Metropolitan Parkway, this roadway has a bi-directional ADT of 13,400 vpd. Near I-75/I-85 the bi-directional ADT immediately to the west and east of the interstate are 16,700 and 13,500 vpd, respectively.

The next tier of roadways in terms of traffic volumes are Sylvan Road, Dill Avenue, and Pryor Road, which carry bi-directional ADTs of 6100, 8200, and 11,500 vpd, respectively.

The third tier of roadways includes Murphy Avenue, McDonough Boulevard, and Avon Avenue with bi-directional ADTs of 3400, 1900, and 350 vehicles per day. The subarea ADTs are presented for the key study roadways below. The turning movement

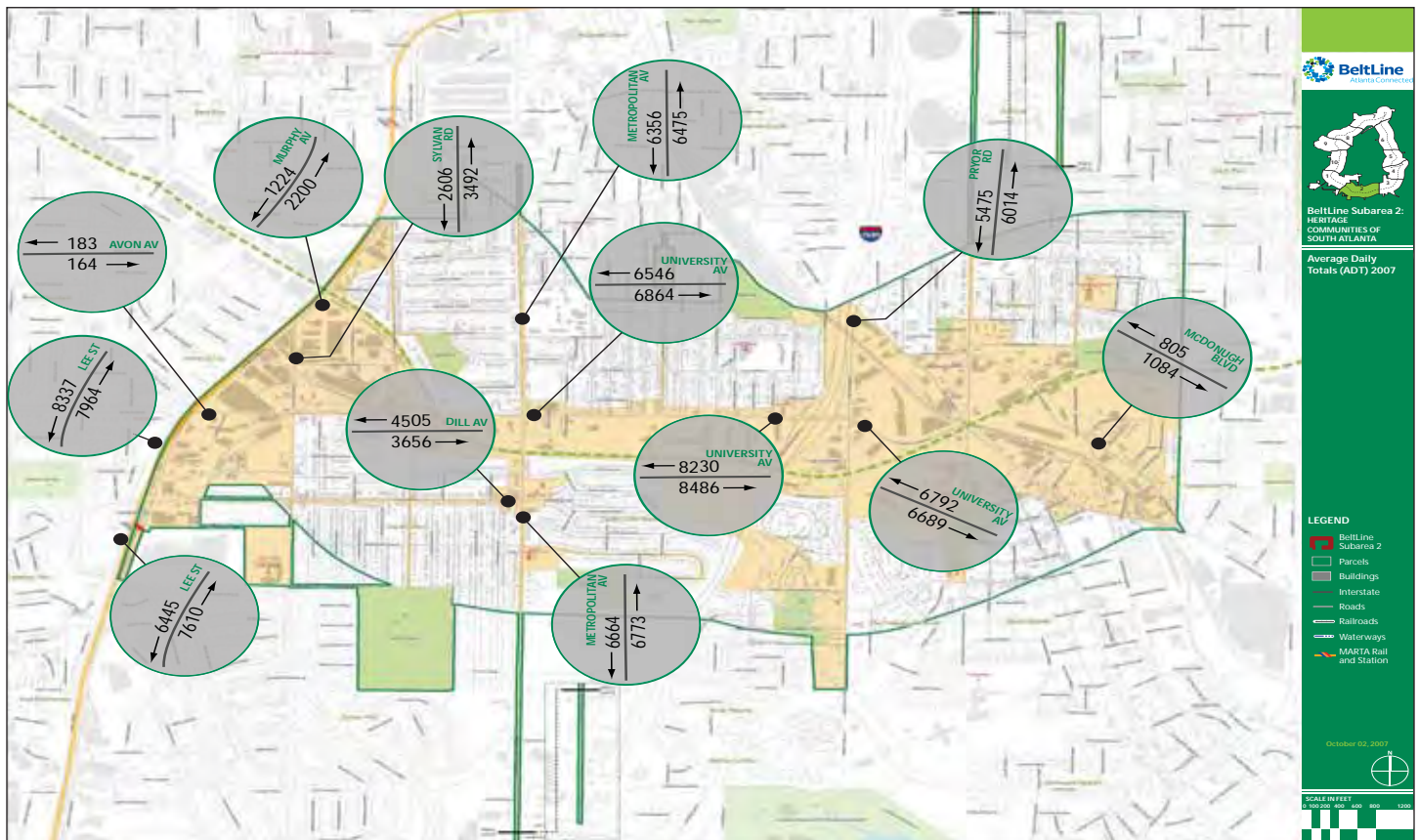
counts for subarea intersections are shown on the following page.

Transit Operations

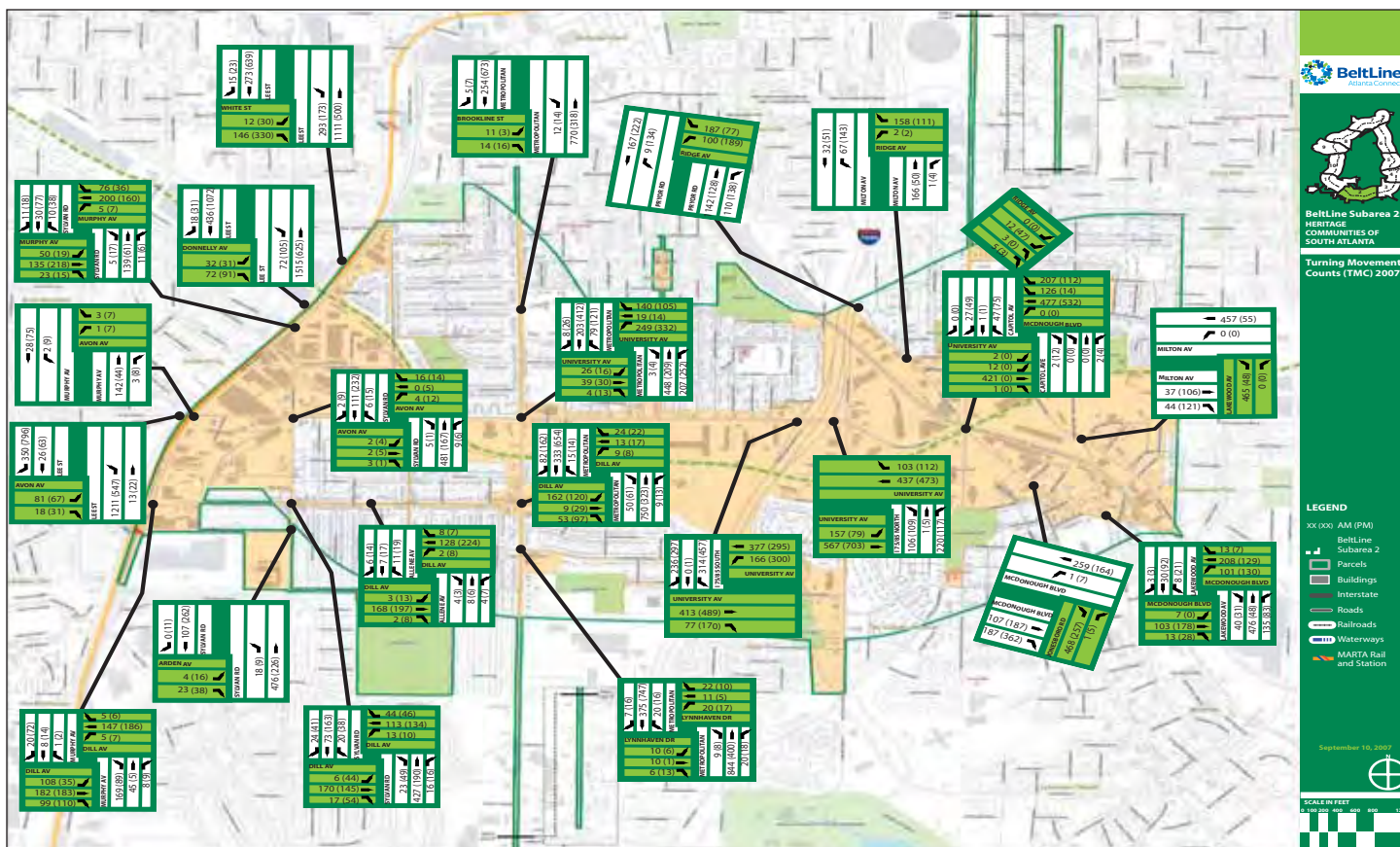
Adequate transit service to provide commute alternatives for those with vehicles, and to provide a means of transportation for those without, is critical to this community. Subarea 2 has a very diverse mix of residential, institutional, industrial, and commercial land uses. Area residents, businesses, employees, students, and patrons rely on transit service. Below are descriptions of the MARTA bus routes which serve this subarea.

Route 4 – McDonough / Grady Hospital

Route 4 traverses subarea 2 via Milton, Weyman, and Ridge avenues. This route provides service to the Georgia State and Five Points rail stations, and to the Grady Hospital complex. Although there are currently no planned projects on these streets, there are improvements planned for several intersecting roadways. Hank Aaron Drive and Washington Street have proposed pedestrian



Average daily traffic counts within the subarea



Turning movement counts

improvement projects programmed that will cross this route along Weyman Avenue. Hill Street has a planned greenways trail and roadway project that intersects this route on Milton Avenue. The BeltLine railway will also bisect this route.

Route 4 serves a relatively low-density portion of the study area, with a mix of development types along its northern and southern ends of the study area. At this time the surrounding land use is heavily industrial, however this is proposed to be replaced in the future by more high- and low-density residential and commercial development, with a concentration of mixed use development along the BeltLine. The higher densities and changes in land use should provide a more transit-supportive environment. The current average daily ridership is **2,493** passengers, likely made up of commuters traveling to and from the industrial employment generators.

Route 11 English Avenue / McDaniel St.

Route 11 buses provide connectivity to the Five Points and Bankhead Rail Stations, and operate

within the study area along McDaniel Street, University Avenue, Garibaldi Street, and Fletcher Street. There are no planned improvements along Route 11 in the study area, except for a roadway widening project along University Avenue that is in the long range construction program.

Current land use is primarily single-family and low-density residential. There are a few small office/institutional nodes served by this route, and industrial and commercial nodes along University Avenue, likely acting as primary trip generators. The land use in this area is anticipated to remain basically unchanged in future years.

Route 17 - Inman Park / Lakewood

Within the subarea 2 study boundaries, **Route 17** serves Lakewood Avenue, Jonesboro Road, McDonough Boulevard, Hank Aaron Drive, Crew Street, Haygood Avenue, Weyman Avenue, Ridge Avenue, Washington Street, Pulliam Street, and Vassar Street.

The route provides passengers with access to the

Five Points, Georgia State (weekends only) and Inman Park (weekday only) rail stations. There are five planned roadway projects in this area which may impact transit service. There is a pedestrian improvement project planned for Haygood Avenue; an intersection improvement project at the University / Hank Aaron / McDonough / Ridge intersection; and a pedestrian plaza and sidewalk improvement projects planned along McDonough Boulevard. The University / Hank Aaron / McDonough / Ridge intersection will also be the location of a future BeltLine rail station.

This route serves Turner Field and is heavily utilized during events there. The land use along Route 17 is a mix of low-density industrial and residential land use, with small commercial, multi-family, and vacant property nodes as well. This land use contributes to relatively low ridership—an average of **1,793** passengers per weekday. Future land use is expected to include more mixed use, single-family and low-density residential development, which will likely contribute to higher transit usage.

Bus route 17 serves Turner Field, and is heavily utilized during events at that venue.

Route 42 - Pryor Street / Village of Carver

Route 42 travels along Pryor Street, Arthur Langford Jr. Place, Lincoln Street, Moury Avenue, Middleton Street, and Thirkeld Avenue, and provides service to the Five Points rail station. The Pryor Street route will also provide service to a future BeltLine rail station.

The land uses served by this route are a mix of high-density multi-family housing, industrial, office/institutional, and commercial. This combination of population, employment, and other trip generators provides a transit-supportive environment with an average weekday ridership of **2,535** passengers.

The Existing 15-Year Land Use Plan illustrates that the area is slated for low-density residential and

commercial, mixed use and industrial development. There is a Pryor Road Streetscape project currently underway which will provide enhanced pedestrian amenities along that roadway from south of University Avenue to Pryor Circle. A widening project is also planned for University Avenue, an intersecting roadway, in the long range program.

Route 49 - McDonough

Route 49 serves Englewood Avenue, Hill Street, and Ormond Avenue along the northeastern border of subarea 2, an area characterized by industrial and single-family residential development. Future plans for this area forecast more high- and low-density residential development, with neighboring industrial properties as well. This change in land use may increase ridership from its current level of **2,422** passengers per average weekday. The route currently provides service to the Five Points rail station.

A future BeltLine rail station is planned along this route on Hill Street. Pedestrian improvement and greenway trails and roadways projects planned for Hill Street in 2009 will impact operations along this route during construction, but will likely result in a more pedestrian-friendly, transit-oriented, area.

Route 55 - Orchard Knob

Route 55, the Orchard Knob route, traverses the study area via McDonough Boulevard, Lakewood Avenue, and Hank Aaron Drive. It serves a variety of low-density land uses, accounting for a low average ridership of **1,839** boardings per weekday. Changes in land use to more residential and mixed use development should positively affect ridership.

The planned operational and safety improvements at the University/Hank Aaron/McDonough/Ridge intersection will affect this route. This intersection will also be the location of a future BeltLine rail station. There is a pedestrian plaza planned for the McDonough Boulevard/Jonesboro Road intersection, and sidewalk improvement projects planned along McDonough Boulevard and Hank Aaron Drive. Construction during these projects will impact bus operations and accessibility, but will enhance the environment for transit users in the

long term. This route currently connects passengers with Five Points Station and Turner Field.

Route 81 - Venetian Drive / Adams Park

Within subarea 2, **Route 81** travels along Lee Street north of Donnelly Avenue, following the northwestern boundary of the study area. It provides service to the West End rail station. Current land use in the vicinity is predominantly industrial and commercial, with some single-family residential development and vacant properties.

Future development forecasts indicate that a considerable amount of mixed use and low-density properties will be built in the area. Lesser amounts of commercial and industrial development, and open spaces are also planned. There are no planned transportation improvement projects along Route 81, it, with a nearby stop also planned.

Route 93 - Sylvan Road / Springdale Road

Route 93 services the western portion of the study area. Buses travel along Dill, Arden, Hartford, Genessee, and Murphy avenues, with connectivity to Oakland City and East Point stations.

Land use in the area is primarily comprised of single-family development, with small nodes of office/institutional, commercial, and industrial development. The future land use plans envisions more mixed use development in this area.

Current transit ridership is among the lowest in the study area, with an average of **1,345** passengers per weekday, but the changes projected in development patterns will likely improve transit usage. Projects are planned to upgrade sidewalks and other pedestrian facilities along Dill Avenue and Murphy Avenue in the study area. These improvements may impact bus operations during construction, but the enhancements should have a positive impact on pedestrian accessibility to transit facilities when complete. This route will intersect with a proposed BeltLine rail station, likely further improving its operations.

Route 95 - Hapeville / Metropolitan Parkway

Route 95 has the highest ridership in the study area, with an average weekday boarding of **4,155** passengers. Service is provided to the West End rail station. This route provides north-south travel along Metropolitan Parkway. Proposed projects in the area served by this route include intersection and pedestrian facility improvements along Metropolitan Parkway.

A new BeltLine rail station on Metropolitan Parkway is also planned. Long range plans to widen University Avenue from two to four lanes in this area may affect service at this intersection. Metropolitan Parkway has predominantly single-family residential development, however its industrial, commercial, office/institutional properties are major trip generators. Atlanta Area Technical College and Atlanta Metropolitan College likely account for a significant percentage of transit users. More development is projected for the future.

Route 393 - Sylvan Hills

Route 393 uses a small vehicle to serve Astor, Murphy, and Dill Avenues, and Sylvan Road. These small, 14-passenger vehicles serve areas which, due to demand or road conditions, are not conducive to traditional-sized buses. The route provides service to the Lakewood and Oakland City rail station, as well as to the Sylvan Hills Early Learning and Georgia Library for Accessible Service.

The route serves an average of **144** passengers per weekday. Sidewalk improvements planned for Murphy Avenue should improve accessibility when completed. Land use in the area is currently characterized by industrial and office development and vacant properties. Future years are projected to bring primarily mixed-use development to this area, which should increase ridership.

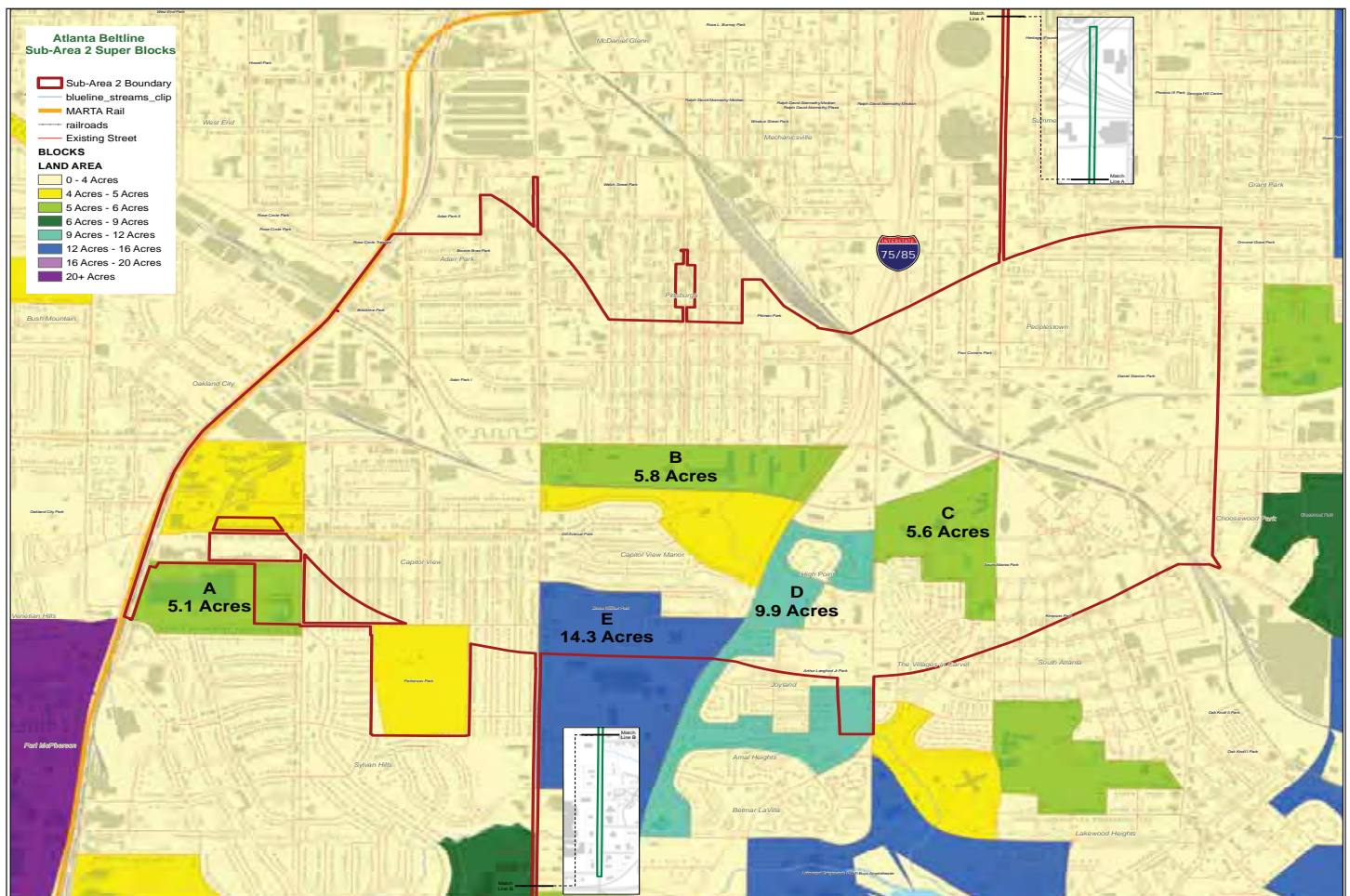
Superblock Identification

A superblock is a street block that is typically larger than the traditional blocks found in the urban setting. These blocks are often formed by consolidating several smaller blocks and are often barred to through traffic. These super structures, although once popular, have over time lost their appeal since these large block sizes tend to limit pedestrian and vehicular circulation. Long blocks provide a barrier to pedestrian and bike traffic, and can contribute to safety concerns for pedestrians since they may encourage mid-block crossings and higher vehicular speeds. The connectivity, walkability and economic environment of a community can be enhanced by introducing paths which break up super block structures, increasing the mobility of system users.

The typical urban city block varies from one city to another. In Chicago, the typical block size is approximately 330 by 660 feet, while in New York,

A superblock is a street block that is typically larger than the traditional blocks found in the urban setting or context.

the block sizes may be 200 by 600 feet. In some areas in New York the north-south block length can be roughly 1/20 of a mile or 260 feet, while the east-west length can be 2/5 mile or 1,056 feet. Typical street connectivity standards or goals as indicated in the Victoria Transport Policy Institute, recommend that maximum block sizes should be limited to 5-12 acres. Of course, these standards should be flexible enough to accommodate specific conditions that may arise, such as geographic barriers or special land uses. For the purpose of this assessment, the typical block size would be defined as a block having an average land area of approximately five acres. Blocks over 12 acres are considered superblocks.



Superblocks within the study area

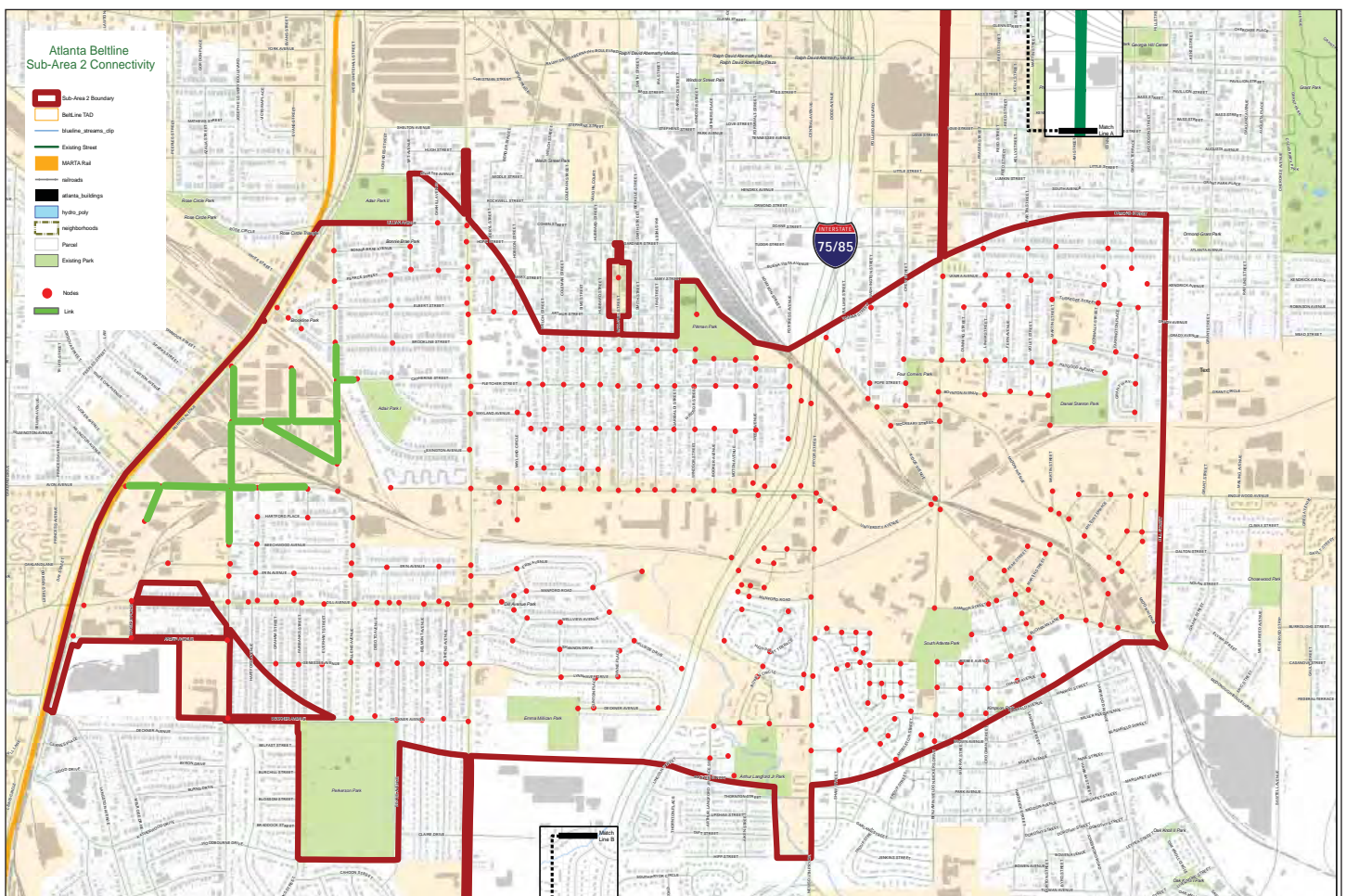
To determine the existence of super blocks within Subarea 2 a map was produced of the subarea with its existing block information. As can be seen from the map on the previous page, the majority of blocks within Subarea 2 have a land area of four acres or less. Area D has a land area of roughly 9.9 acres, which is at the higher range of a typical block size. However, through visual analysis it can be seen that this land area is irregularly distributed and not block-like. It is important to note that the shape of a block can influence the access persons have to the area. The only super block identified in subarea 2 was Area E which is 14.3 acres.

Street Connectivity

Street connectivity involves how well a road or pedestrian system connects points of origins to points of destination. This measure does not only express the directness of links but also focuses on the density of connections within a system. A highly connected area usually possesses:

- A dense system of parallel routes and cross-connections within an area, which typically forms a grid-like pattern of arterial, collector and local streets
- A few closed-end streets
- Many points of access
- Narrow streets with sidewalks or off-street paths
- Frequent intersections to create a pedestrian-scale block pattern.
- Traffic calming devices, such as curb extensions, crosswalks or landscaping;
- Pedestrian and bicycle connections where street connections are not possible due to barriers to connectivity. (CPW, University of Oregon, 2003).

Street connectivity studies conducted in 1997 by Metro, the Portland Metropolitan Area's elected



Street connectivity analysis

regional government, found that in general:

- High levels of local street connectivity reduce the amount of local traffic on major streets.
- There are overall reductions in vehicle hours of delay, vehicle miles of travel and average trip length in areas with high local street connectivity.
- Returns from greater street connectivity increase at a diminishing rate. Where the marginal benefit derived from increasing connectivity from a low level to a moderate level is higher than the marginal benefit received from moving from moderate to high connectivity levels.
- Providing a moderate level of connectivity (between 10 to 16 connections per mile) achieves the most cost effective method of improving regional street flow.
- Street connectivity ultimately improves livability in communities.

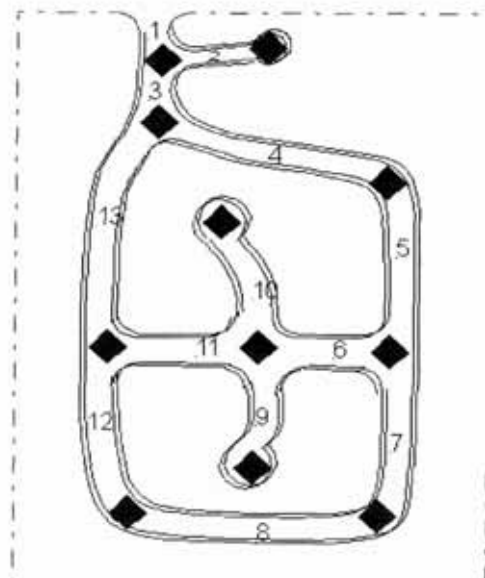
This does not exclusively mean that there are no negative externalities produced as a result of increased street connectivity in an area. Some potential drawbacks that may result include the diversion of traffic into residential neighborhoods, and diminished capacity on major streets due to new intersections. However, mitigation measures can be adopted to reduce these externalities.

To determine the street connectivity of subarea 2, this assessment made use of a connectivity index. A connectivity index can be used to determine, quantitatively, the level of an area's connectivity. There are several different methods which can be used to determine the level of street connectivity in an area; however, for this analysis a simple connectivity ratio will be utilized. The connectivity ratio looks at the number of roadway links divided by the number of roadway nodes that exists in the system.

A minimum connectivity index value of approximately 1.4 is required for a "walkable" community. To determine the street connectivity index and ultimate connectivity of subarea 2, it was necessary to first produce a GIS-based map of the subarea and associated roadway or major street

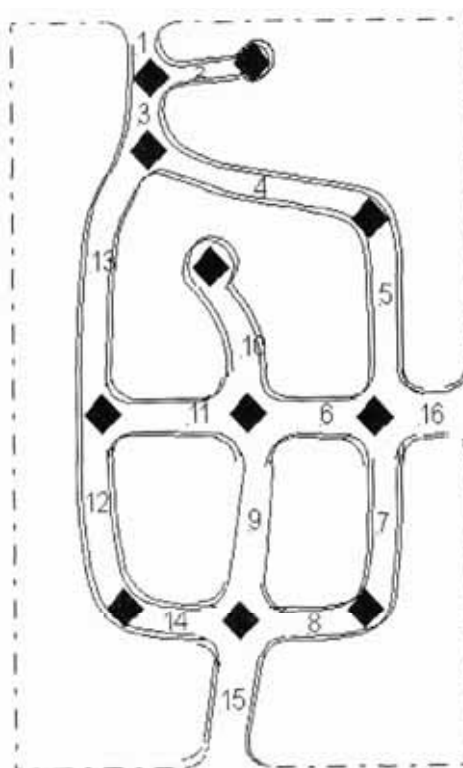
Below is an example of a network that does not meet the minimum ratio:

$$\frac{13 \text{ links}}{11 \text{ nodes}} = 1.18 \text{ ratio}$$



However, the example below from the same ordinance shows a modified network that meets the minimum threshold for connectivity:

$$\frac{16 \text{ links}}{11 \text{ nodes}} = 1.45 \text{ ratio}$$



network centerlines. Using these maps, the area's links and nodes were identified and recorded.

Roadway links are identified as segments between intersections while roadway nodes are the intersections. The example on the previous page from the Unified Development Ordinance for the Town of Mount Pleasant, NC, reflects a basic application of street connectivity.

Subarea 2 has approximately 368 nodes with approximately 585 associated links. The resulting connectivity index obtained for this subarea was 1.589, which is above the minimum index value needed to support a walkable community.

The index obtained for subarea 2 gives a general indication of the street connectivity. A higher index usually means that travelers have increased route choice which allows for more direct connections for access between points of origin and destination. While this index number serves as a general guide to street connectivity, there exist several limitations to the process. Limitations include:

- Centerline or street information for the area

may not be complete or may not include new road construction;

- Connectivity levels for motorized and non-motorized modes may differ
- Paths or trails that may be used by pedestrian and bike traffic may not be represented in the GIS source data used in the street connectivity calculations; however, these paths do increase the overall connectivity of the system.

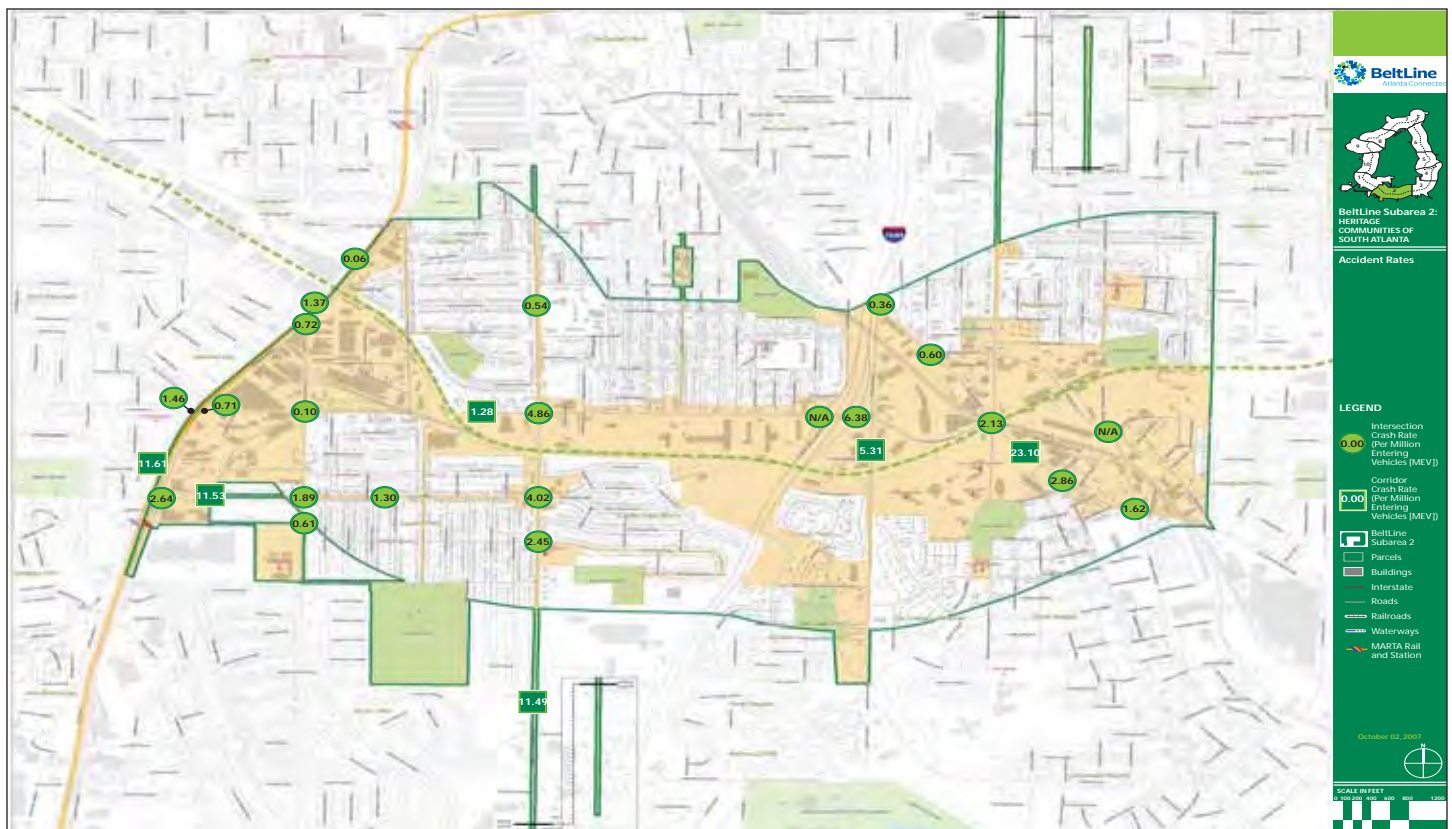
Safety Analysis

Crash data was also collected for the length of the roadway within subarea 2. This information was used to calculate the crash rate for the key roadways.

Crash rate = total crashes per 100 million vehicle miles traveled (VMT):

$$\text{Crash Rate} = \frac{\text{no. of crashes} \times 10^8}{\text{ADT} \times 365 \text{ days/year} \times \text{L miles}}$$

The calculated rates were compared to Average rates for the State of Georgia between 2003 and



Accident rates

Table 2: Key Corridor Crash Rates

| Corridor | Classification | Total Accidents | AADT | Section Length | Accident Rate | Statewide Average |
|---------------------------|----------------|-----------------|--------|----------------|---------------|-------------------|
| | | | vpd | miles | per 100 MVM | per 100 MVM |
| University Ave. | Collector | 21 | 13,410 | 0.84 | 128 | 513 |
| Metropolitan Pkwy. | Minor Arterial | 553 | 13,134 | 2.51 | 1149 | 554 |
| McDonough/Ridge | Minor Arterial | 72 | 1,889 | 1.13 | 2310 | 554 |
| Pryor Rd. | Collector | 138 | 11,489 | 1.55 | 531 | 513 |
| Lee St. | Collector | 345 | 15,178 | 1.35 | 1153 | 513 |
| Dill Ave. | Local Road | 148 | 8,161 | 1.07 | 1161 | 388 |

2005 based on classification. The three applicable classifications are urban minor arterial, urban collector road, and urban local street. As can be seen in Table 2, most of the roadways exceed the average statewide rates.

Safety Analysis - Roadways

Metropolitan Parkway has an exceptionally high number of crashes over the four-year period, which is reflected in a crash rate that is twice the statewide average.

McDonough Boulevard/Ridge Avenue also has an extremely high rate in comparison to the statewide average for minor arterials. The four-year total of crashes is relatively low at 72. It is the low ADT (1,889 vpd) for this segment that produces this result. This is a segment of the roadway prior to the influence of University Avenue, which “spills” traffic onto McDonough Boulevard at the intersection of University Avenue and Hank Aaron Drive and McDonough Boulevard **Lee Street and Dill Avenue** also have rates significantly higher than the statewide Average.

The **University Avenue** roadway has the lowest rate of all the key roadways. However, this does not include the 160 crashes that occurred at the interchange with I-75/85 over the past four years. These particular crashes may have occurred on the interchange ramps and potentially on the interstate mainline at the interchange. Therefore, these crashes were excluded from the roadway calculations; and the ADT west of the interchange (13,410 vpd) was used instead of the ADT near the interchange (16,716 vpd). Although this led to a much lower rate, this roadway should be examined within the vicinity of I-75/85 for potential improvements to



University Avenue and Metropolitan Parkway



Metropolitan Parkway and Dill Avenue

Table 3: Intersection Crash Summary (continued on following page)

| <u>Intersection</u> | <u>Year</u> | <u>Right Angle</u> | <u>Head On</u> | <u>Rear End</u> | <u>Sideswipe-Same Direction</u> | <u>Sideswipe-Opposite Direction</u> | <u>Collision Not With Vehicle</u> | <u>Pedestrian</u> | <u>Total Crashes</u> |
|--|-------------|--------------------|----------------|-----------------|-------------------------------------|---|---------------------------------------|-------------------|----------------------|
| University Ave @ I-75/85 NB Ramp | | | | | | | | | |
| | 2002 | 6 | 0 | 14 | 7 | 1 | 1 | 0 | 29 |
| | 2003 | 14 | 1 | 10 | 1 | 1 | 1 | 0 | 28 |
| | 2004 | 19 | 2 | 14 | 12 | 2 | 2 | 0 | 51 |
| | 2005 | 14 | 1 | 19 | 9 | 4 | 5 | 0 | 52 |
| | Total | 53 | 4 | 57 | 29 | 8 | 9 | 0 | 160 |
| University Ave @ Metropolitan Pkwy | | | | | | | | | |
| | 2002 | 12 | 1 | 7 | 4 | 2 | 1 | 0 | 27 |
| | 2003 | 17 | 3 | 10 | 5 | 0 | 2 | 0 | 37 |
| | 2004 | 13 | 1 | 9 | 4 | 1 | 1 | 0 | 29 |
| | 2005 | 9 | 1 | 8 | 6 | 0 | 0 | 0 | 24 |
| | Total | 51 | 6 | 34 | 19 | 3 | 4 | 0 | 117 |
| Metropolitan Pkwy @ Dill Ave | | | | | | | | | |
| | 2002 | 15 | 4 | 6 | 4 | 1 | 1 | 0 | 31 |
| | 2003 | 10 | 0 | 4 | 4 | 0 | 0 | 0 | 18 |
| | 2004 | 9 | 1 | 12 | 0 | 2 | 3 | 0 | 27 |
| | 2005 | 11 | 2 | 3 | 3 | 0 | 1 | 0 | 20 |
| | Total | 45 | 7 | 25 | 11 | 3 | 5 | 0 | 96 |
| Metropolitan Pkwy @ Lynnhaven Dr | | | | | | | | | |
| | 2002 | 8 | 1 | 1 | 1 | 2 | 2 | 0 | 15 |
| | 2003 | 9 | 0 | 3 | 1 | 1 | 1 | 0 | 15 |
| | 2004 | 5 | 0 | 2 | 3 | 1 | 1 | 0 | 12 |
| | 2005 | 4 | 1 | 3 | 0 | 2 | 0 | 0 | 10 |
| | Total | 26 | 2 | 9 | 5 | 6 | 4 | 0 | 52 |
| McDonough Blvd @ Jonesboro Rd | | | | | | | | | |
| | 2002 | 2 | 0 | 6 | 1 | 0 | 1 | 0 | 10 |
| | 2003 | 5 | 0 | 4 | 1 | 2 | 1 | 0 | 13 |
| | 2004 | 4 | 1 | 2 | 1 | 0 | 1 | 0 | 9 |
| | 2005 | 4 | 1 | 6 | 2 | 0 | 1 | 0 | 14 |
| | Total | 15 | 2 | 18 | 5 | 2 | 4 | 0 | 46 |
| University Ave @ Capitol Ave/Ridge Ave/ McDonough Blvd | | | | | | | | | |
| | 2002 | 1 | 0 | 6 | 2 | 0 | 3 | 0 | 12 |
| | 2003 | 1 | 0 | 6 | 7 | 0 | 3 | 0 | 17 |
| | 2004 | 1 | 0 | 2 | 2 | 1 | 0 | 0 | 6 |
| | 2005 | 1 | 0 | 6 | 2 | 0 | 2 | 0 | 11 |
| | Total | 4 | 0 | 20 | 13 | 1 | 8 | 0 | 46 |

Table 3: Intersection Crash Summary (continued)

| <u>Intersection</u> | <u>Year</u> | <u>Right Angle</u> | <u>Head On</u> | <u>Rear End</u> | <u>Sideswipe-Same Direction</u> | <u>Sideswipe-Opposite Direction</u> | <u>Collision Not With Vehicle</u> | <u>Pedestrian</u> | <u>Total Crashes</u> |
|-------------------------------|-------------|--------------------|----------------|-----------------|---------------------------------|-------------------------------------|-----------------------------------|-------------------|----------------------|
| Donnelly Ave @ Lee St | | | | | | | | | |
| | 2002 | 5 | 1 | 6 | 0 | 0 | 0 | 0 | 12 |
| | 2003 | 5 | 4 | 0 | 2 | 0 | 2 | 0 | 13 |
| | 2004 | 6 | 0 | 6 | 1 | 0 | 0 | 0 | 13 |
| | 2005 | 1 | 0 | 6 | 1 | 0 | 0 | 0 | 8 |
| | Total | 17 | 5 | 18 | 4 | 0 | 2 | 0 | 46 |
| Lee St @ Avon Ave | | | | | | | | | |
| | 2002 | 4 | 0 | 2 | 1 | 0 | 1 | 0 | 8 |
| | 2003 | 4 | 1 | 6 | 1 | 0 | 1 | 0 | 13 |
| | 2004 | 1 | 0 | 7 | 1 | 1 | 0 | 0 | 10 |
| | 2005 | 2 | 0 | 6 | 0 | 0 | 0 | 0 | 8 |
| | Total | 11 | 1 | 21 | 3 | 1 | 2 | 0 | 39 |
| Dill Ave @ Sylvan Rd | | | | | | | | | |
| | 2002 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 5 |
| | 2003 | 6 | 1 | 2 | 0 | 1 | 2 | 0 | 12 |
| | 2004 | 5 | 0 | 2 | 1 | 0 | 0 | 0 | 8 |
| | 2005 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 3 |
| | Total | 12 | 1 | 10 | 2 | 1 | 2 | 0 | 28 |
| Murphy Ave @ Dill Ave | | | | | | | | | |
| | 2002 | 6 | 1 | 1 | 2 | 0 | 0 | 0 | 10 |
| | 2003 | 3 | 0 | 1 | 1 | 0 | 0 | 0 | 5 |
| | 2004 | 2 | 1 | 4 | 0 | 0 | 0 | 0 | 7 |
| | 2005 | 8 | 0 | 1 | 1 | 0 | 1 | 0 | 11 |
| | Total | 19 | 2 | 7 | 4 | 0 | 1 | 0 | 46 |
| McDonough Blvd @ Lakewood Ave | | | | | | | | | |
| | 2002 | 3 | 0 | 1 | 2 | 1 | 3 | 0 | 10 |
| | 2003 | 1 | 0 | 2 | 1 | 1 | 2 | 0 | 7 |
| | 2004 | 1 | 1 | 3 | 2 | 1 | 0 | 0 | 8 |
| | 2005 | 1 | 0 | 1 | 1 | 1 | 0 | 0 | 4 |
| | Total | 6 | 1 | 7 | 6 | 4 | 5 | 0 | 29 |

the traffic operations.

Table 3 shows the crash rates for all the study intersections and roadways in subarea 2.

Safety Analysis - Intersections

In the assessment of safety within subarea 2, network crash data was extracted from the Georgia Department of Transportation's (GDOT) crash database for the years of 2002 through 2005. Crash data was gathered for each of the study intersections and key roadways for which traffic volume data was collected. This data was synthesized to determine the total number of crashes occurring in each year, as well as the type. These findings are summarized in Table 3.

In a review of the results for subarea 2, the highest total number of crashes occurred at the following three intersections:

University Avenue at I-75/85 Northbound Ramp had 160 total crashes from 2002 through 2005. The manner in which this data is coded suggests that some of these crashes may actually be shared with I-75/85 Southbound, which is shown as having no crashes during this time period. These crashes consisted of nearly equal numbers of rear-end and right-angle collisions, which account for 70 percent of the total number of crashes at this intersection.

As shown on the previous page, this intersection is part of a diamond interchange and has numerous potential conflict points within close proximity of the I-75/85 ramps. Additionally, the intersection of University Avenue and Pryor Road is approximately 175 feet east of the northbound ramp.

The intersection of **University Avenue and Metropolitan Parkway** had 117 total crashes from 2002 through 2005. Here, right-angle and rear-end collisions are the dominant collision types, however, angle collisions significantly exceed the number of rear-end collisions. Given the simple configuration of this intersection and the relatively low eastbound volumes (AM peak = 60, PM peak = 68), it appears that the number of crashes may relate to operational issues. A review of the traffic signal timing plans revealed that the east-west



McDonough Boulevard and Jonesboro Road

movement, which can be considered the side-street, is allotted more green-time than the north-south main street movement for every timing plan throughout the day. The side-street (University Avenue) approaches have approximately half the combined volume of the main street (Metropolitan Parkway). The westbound approach has a heavy left turn volume throughout the AM and PM peak periods.

Metropolitan Parkway at Dill Avenue, which had 96 crashes from 2002 through 2005, has characteristics that are almost identical to those of the intersection of University Avenue and Metropolitan Parkway. The key difference is that the low-volume side-street approach is westbound. Here the right-angle collisions are nearly double the number of rear-end collisions. The similar geometric make-up of this intersection is shown in at right. Here, the green-time allotted to the main street (Metropolitan Parkway) is slightly higher than the side-street interval.

At both of these intersections, there is also a balance of "other" collision types. There are a considerable number of head-on collisions which is of concern. Consideration should be given to the contribution of limited auxiliary capacity (i.e. turn lanes and

deceleration lanes) on the current rate of crashes.

The pattern of predominately angle and rear-end crashes is relatively consistent throughout the subarea. These two collision types are common at intersections, being a point of convergence for multiple movements and directions of flow.

In terms of the total number of crashes, the next tier of intersections include: McDonough Boulevard at Jonesboro Road, University Avenue at Hank Aaron Drive/Ridge Avenue/McDonough Boulevard, Metropolitan Parkway at Lynnhaven Drive, Lee Street at Avon Avenue, and Donnelly Avenue at Lee Street.

The intersection of **Metropolitan Parkway and Lynnhaven Drive** is similar in design to the other intersections on Metropolitan Parkway mentioned above. The side street approaches have significantly lower volumes than the main street during the a.m. and p.m. peak hours, having a combined volume of 66 and 65 vph, respectively. The main street turning movements also represent a relatively low proportion of the total entering volume. Given these low conflicting volumes, it would be expected that the number of right-angle collisions would be less. As mentioned above, the impacts of limited auxiliary capacity may be considered to address the number of crashes, despite the limited conflicts and standard geometry.

The total number of crashes is relatively equal for several intersections, except for the intersection of Lee Street and Avon Avenue. Three of the intersections have a crash total of 46, however their crash rates vary considerably at 2.86, 2.13, and 1.

The intersection of **McDonough Boulevard and Jonesboro Road** has the higher rate of these three intersections. This intersection has a unique “Y” configuration, which may make some movements more difficult. The westbound left movement from McDonough Boulevard makes this movement more of a U-turn maneuver, while yielding to opposing traffic. Conversely, the eastbound right turn movement, given its wide turning angle, can be made at a higher rate of speed. This speed variance between conflicting movements is one example



University Avenue/Hank Aaron Drive/McDonough Boulevard



Lee Street and Avon Avenue

of the potential safety impact of this intersection geometry. This geometry is depicted above.

The intersection of **University Avenue and Hank Aaron Drive and McDonough Boulevard** has perhaps the most unique configuration in the study area, with the convergence of five approaches and CSX railroad tracks cutting through the intersection. While this intersection is controlled by a traffic signal, the distances required to clear the intersection vary between approximately 150 and



McDonough Boulevard and Lakewood Avenue

The intersection of **Murphy Avenue and Dill Avenue** has a four-year crash total of 33. Its crash rate is among the highest in the subarea at 2.64.

adjacent elevated railroad tracks. However, its position can be estimated based on the location of the crosswalk for this approach. This spacing creates an intersection width of approximately 160 feet, which may contribute to the higher proportion (54 percent) of rear-end collisions.

The third tier of intersections with regard to the total number of crashes includes the intersections of Dill Avenue and Sylvan Road, McDonough Boulevard and Lakewood Avenue, and Murphy Avenue and Dill Avenue.

Although the intersection of **Murphy Avenue and Dill Avenue** has a four-year crash total of 33, its crash rate is among the highest at 2.64. This intersection is currently unsignalized, but has relatively low peak hour volumes. With six and eight right-angle collisions in 2002 and 2005, respectively, signalization may be considered for this intersection. Its proximity to the nearby signalized intersection of Lee Street at Dill Avenue, and a bridge structure may present design and constructability issues.

The intersection of **McDonough Boulevard and Lakewood Avenue** has an "X" configuration, which creates tighter turning radii, leading to difficult turning maneuvers. Conversely, this configuration also creates wider turning maneuvers for other movements, which may take place at higher speeds. Either of these factors may have contributed to the five single-vehicle crashes, conceivably with road-side obstructions, over the four-year period.

There were also a total of ten sideswipe collisions (same and opposite direction) over this period. The field inventory process revealed that the lane widths on McDonough Boulevard at this intersection are relatively narrow at ten feet, which may be a contributing factor.

250 feet.

This may necessitate longer traffic signal clearance times (yellow plus all-red phases) for the various movements at this intersection. The predominance of rear-end collisions appears to reflect this. Additionally, this intersection experienced eight single vehicle crashes over the four-year period. The narrow turning radii throughout the intersection, and the proximity of poles and other infrastructure are likely contributing factors.

The intersection of **Donnelly Avenue and Lee Street** is the remaining key intersection, with 46 total crashes recorded in the study period. However, this intersection had a substantially lower crash rate than the others, given the heavy volumes on Lee Street at this intersection (a.m. = 2041 vph, p.m. = 1833 vph). As is the pattern with many of the subarea intersections, right-angle and rear-end collisions predominate and consist of 76 percent of the crashes.

The intersection of **Lee Street and Avon Avenue** has the fewest number of crashes of this tier of intersections, but has a highest number of rear-end collisions in this group (double that of right-angle collisions). The stop bar for the northbound approach is hidden within the shadow of the

The final tier of intersections included a far lower number of crashes. Of these remaining intersections, only the intersection of Pryor Road and Ridge Avenue had more than ten crashes over the four-year period. Out of 16 total crashes at this intersection, seven were angle and four were rear-end collisions. The other intersections in this group with a four-year total of crashes of less than ten include:

- Ridge Avenue and Milton Avenue (4)
- Metropolitan Parkway and Brookline Street (9)
- Dill Avenue and Allene Avenue (7)
- Arden Avenue and Sylvan Road (6)
- Sylvan Road and Avon Avenue (1)
- Avon Avenue and Murphy Avenue (2)
- Sylvan Road and Murphy Avenue (9)

ARC Cost Estimation Tool

In the subsequent assessment of improvement alternatives, the Atlanta Regional Commission's (ARC) 2006 Cost Estimation Tool will be used to determine the estimated cost of potential improvement projects. Of the scenarios presented, the most applicable projects include the following:

- Freeway Widen (Urban)
- New Collector Distributor (Urban)
- New Surface Street (Urban)
- Surface Street Widen (Urban)
- Surface Street Upgrade (Urban)
- Grade Separation (two lanes)
- Grade Separation (four lanes)
- New Intersection
 - *four lanes × four lanes*
 - *four lanes × two lanes*
 - *two lanes × two lanes*
- Multi-Use Trail

The ARC Tool develops estimates for five elements of improvement projects, including construction, right-of-way, utilities, preliminary engineering, and contingencies. While estimates are provided

The ARC Tool develops estimates for five elements of improvement projects, including construction, right-of-way, utilities, preliminary engineering, and contingencies.

for some elements, right-of-way is based on project length, width, and roadway classification. Preliminary engineering is a percentage of construction; and the contingency is based on a percentage of a combination of construction, right-of-way, and utilities.

This tool can also be employed for small-scale projects that are listed as line items under the various improvement types, such as sidewalks, pavement markings, signage, drainage structures, and curb and gutter. The spreadsheet also offers traffic signal installations, however, there may be signal improvements recommended that may just be the addition of detection, left turn phasing, or a conversion from span wire to mast arms.

Historical data may need to be employed for unique improvements, such as traffic calming devices, for which costs are not provided. Additionally, the integration of intelligent transportation system (ITS) components is not an element of the tool. Small-scale ITS projects may be proposed, such as dynamic traveler information signs, lane control systems, closed circuit television (CCTV) cameras, and system detectors, for which historical cost data will need to be used as a supplement.

Previous Transportation Recommendations

The City of Atlanta has undertaken several initiatives in previous years to shape the evolution of development and transportation throughout the City. The initiatives include many transportation recommendations that overlap and may be consistent with the goals and objectives that ultimately emerge from this process. These transportation recommendations include:

Atlanta Commuter On-Street Bike Plan (1995) - In the development of this plan, the Mayor's Bicycle

Planning Committee recommended three tiers of on-street bicycle planning projects. These include 1-Year, 5-Year, and 15-Year projects. The bike lane projects within the limits of the subarea 2 study area include Browns Mill Road (from Marietta Street to Southside Park via McDonough Boulevard) and Jonesboro Road (from Ridge Avenue to City limits).

Oakland City/Lakewood Livable Centers Initiative (2004) – This initiative, co-authored by Grice and Associates, Robert Charles Lesser and Company, EDAW, and B. Dana and Smith, includes an extensive list of projects in its Implementation Plan. Some of these projects are aggregated as part of a Five-Year Implementation Plan. The project recommendations include many of the key roadways within subarea 2, including Lee Street, Sylvan Road, Dill Avenue, Murphy Avenue, and Metropolitan Parkway. These and other roadways are included in the following tables.

The Dill Avenue roadway improvements that are recommended by the initiative focus on many of the elements cited in the field assessments of the roadway's transportation elements, including the pedestrian facilities.

The recommendations for Metropolitan Parkway represent an acknowledgement of this roadway as a key north-south roadway that crosses the BeltLine, extends through several neighborhood communities, and has the potential benefits to vehicular and pedestrian safety and mobility.

The remaining recommended projects represent relatively smaller scale, but represent the importance of connectivity between the subarea's major roadways. They include Murphy Avenue, Sylvan Road, Allene Avenue, and Deckner. The recommendations include streetscape, geometric, safety, and operational improvements.

Neighborhood Planning Unit X Comprehensive Plan (2005) – This plan was developed by the NPU-X Land Use Committee and prepared by the Community Design Center of Atlanta, Inc. in cooperation with the City of Atlanta Department of Planning, Development and Neighborhood Conservation. This plan also focuses on many of the roadways of subarea 2. Conducted a year after the Oakland City/Lakewood Livable Centers Initiative, it reiterates many of its goals, which includes the installation/upgrade of pedestrian facilities and streetscape improvements.

Table 4: Oakland City/Lakewood LCI Recommendations (Lee Street)

| Project Name | Description | Type of Improvement |
|---|---|---------------------------|
| Lee & Sylvan Pedestrian Crossing | Pedestrian Crossings/ Pedestrian Bridges Construct pedestrian crossing at Lee & Sylvan to include striping, ramps, signalization. | Pedestrian Crossing |
| Lee & White Pedestrian Crossing | Construct pedestrian crossing at Lee & White Oak to include striping, ramps, signalization. | Pedestrian Crossing |
| Lee & Avon Pedestrian Crossing | Construct pedestrian crossing at Lee & Avon to include striping, ramps, signalization. | Pedestrian Crossing |
| Lee Streetscape | Lee from Donnelly to Langford Parkway on west side of Lee Street. | Streetscapes |
| Lee & Sylvan Intersection | Intersection project at Lee (US 29/SR 139) & Sylvan to include geometric, safety and operational improvement and pedestrian crossing. | Intersection/ Interchange |
| Lee & Dill/ Campbellton Intersection | Intersection project at Lee (US 29/ SR 139) & Campbellton/Dill to include geometric, safety and operational improvement. | Intersection/ Interchange |

Table 5: Oakland City/Lakewood LCI Recommendations (Dill Avenue)

| Project Name | Description | Type of Improvement |
|----------------------------------|--|---------------------------|
| Dill/ Campbellton Streetscape | Dill/Campbellton from Kenilworth to Metropolitan Parkway. | Streetscapes |
| Dill Ave. On-street Parking | Dill Avenue On-street parking & bulbouts. | Streetscapes |
| Dill & Metropolitan Intersection | Intersection project at Dill & Metropolitan (US 19/41) to include geometric, safety and operational improvement. | Intersection/ Interchange |
| Dill & Murphy Intersection | Intersection project at Dill & Murphy to include safety and operational improvements. | Intersection/ Interchange |
| Dill & Sylvan Intersection | Intersection project at Dill & Sylvan to include geometric, safety and operational improvement. | Intersection/ Interchange |

Table 6: Oakland City/Lakewood LCI Recommendations (Metropolitan Parkway)

| Project Name | Description | Type of Improvement |
|--------------------------|---|---------------------|
| Metropolitan Streetscape | Metropolitan from White to Cleveland. | Streetscapes |
| Metropolitan Streetscape | Belt Line Station - sidewalks along Metropolitan from Dill to Beltline Station. | Streetscapes |

Table 7: Oakland City/Lakewood LCI Recommendations (Various)

| Project Name | Description | Type of Improvement |
|-------------------------------|--|---------------------------|
| Murphy Streetscape | Murphy from Sylvan to Lakewood Avenue. | Streetscapes |
| Sylvan Streetscape | Sylvan from Murphy to Langford. | Streetscapes |
| Sylvan & Deckner Intersection | Intersection project at Sylvan & Deckner to include geometric, safety and operational improvement. | Intersection/ Interchange |
| Allene Streetscape | Install sidewalks on Allene Avenue from Warner to Deckner. | Streetscapes |
| Avon Streetscape | Install sidewalks on Avon from Oakland Drive to Allene Avenue. | Streetscapes |
| Deckner Streetscape | Deckner from Murphy to Metropolitan. | Streetscapes |

Atlanta BeltLine Redevelopment Plan - Future Circulation Plan -Traffic Impacts and Roadway improvements (2005) – These improvement recommendations, compiled by Grice and Associates, again include some of the key roadways within subarea 2 and show a repeated consensus of the areas transportation mobility needs.

The University Avenue and Avon Avenue roadways on the west end of the subarea have recommendations that relate to the circulation of traffic on these roadways. These recommendations address roadway upgrades (Avon Avenue from Murphy Street to BeltLine), , access management (from residential streets onto University Drive),

Table 8: NPU X Recommendations

| Street Name | Street Section to be Improved | Neighborhood |
|-------------------------|--|--------------------|
| Genessee Avenue Project | Installation of four-way stop signs for all intersections between Sylvan Road and Metropolitan Parkway | Capitol View |
| Lynnhaven Drive | Installation of speed humps and /or other traffic calming systems | Capitol View Manor |
| Deckner Avenue | Installation of speed humps and /or other traffic calming systems | Capitol View |

Table 9: NPU-X Recommendations (continued)

| Street Name | Street Section to be Improved | Neighborhood | Length (feet) |
|--------------------------|---|-----------------------------|---------------|
| Avon Avenue | Install sidewalks on Avon from Oakland Drive to Allene Avenue. | Capitol View | 8,250 |
| Allene Avenue | Install sidewalks on Allene Avenue from Warner to Deckner. | Capitol View | 7,260 |
| Metropolitan Parkway | Sidewalk and Streetscape improvements on Metropolitan from White to Cleveland. | | 21,120 |
| Astor Avenue | Sidewalk and Streetscape improvements on Astor from Lee to Sylvan. | Sylvan Hills | 6,270 |
| Murphy Avenue | Sidewalk and Streetscape improvements on Murphy from Sylvan to Lakewood Ave. | Sylvan Hills | 19,800 |
| Deckner Avenue | Sidewalk and Streetscape improvements on Deckner from Murphy to Metropolitan. | Sylvan Hills / Capitol View | 11,550 |
| Metropolitan Streetscape | Belt Line Station - sidewalks along Metropolitan from Dill to Beltline Station. | Capitol View | 1,320 |
| Sylvan Road | Sidewalk and Streetscape improvements on Sylvan from Murphy to Langford. | Sylvan Hills | 20,460 |
| Genessee Avenue | Install sidewalks from Sylvan Road to Metropolitan Parkway. | Capitol View | |

and a proposed underpass (University/Avon at BeltLine).

Additionally, this report includes recommendations for intersection and capacity improvements. These recommendations are summarized in the tables above.

Jonesboro Road Redevelopment Plan Update Transportation Assessment and Recommendations (2006) – These recommendations, compiled by Grice and Associates in 2006, focus on the following improvements and upgrades on Jonesboro Road:

- Signal System and Communications
- Traffic Controls
- Utility Relocation or Upgrade
- Curb and Gutter
- Access Management

While Jonesboro Road is not one of the key roadways in subarea 2, it intersects McDonough Boulevard. One recommended project that may have improvement impacts on McDonough Boulevard is the upgrade of the roadway between **McDonough Boulevard and Lakewood Avenue**. Additionally, this report included the recommendation for implementation and funding for long-term improvement projects that are anticipated to impact Jonesboro Road, which include the following:

University Avenue from US 19/41 (Metropolitan Parkway) to SR54 (McDonough Boulevard) - 2015

- Widen University Avenue from two to four lanes between McDonough Boulevard and Metropolitan Parkway/Stewart Avenue to relieve a bottleneck and improve traffic flow.

Conley Road/Aviation Boulevard Extension from US19/41 (Old Dixie Highway) to SR54 (Jonesboro Road) - 2010

- Widen Conley Road from 2 to four lanes and extend Aviation Boulevard from SR54 to US19/41/Old Dixie Highway to add capacity, relieve congestion, and improve the flow of traffic accessing the airport.

Table 10: BeltLine Redevelopment Plan – Intersection Improvements

| Corridor | Intersection Improvements |
|-------------------------------|---|
| Hank Aaron Drive | McDonough/University Avenue |
| McDonough Boulevard | <ul style="list-style-type: none"> • Boulevard • Hill Street/Milton Avenue • Hank Aaron Boulevard / University |
| University Avenue | <ul style="list-style-type: none"> • University at McDonough and Hank Aaron Drive • University at Pryor Avenue. • University at I-75-85 |
| University Avenue/Avon Avenue | <ul style="list-style-type: none"> • I-75-85 • Metropolitan Parkway • McDaniel Street • Avon Avenue at Allene Avenue • Avon Avenue at Sylvan Road |
| Dill Avenue | <ul style="list-style-type: none"> • Dill Avenue at Metropolitan Parkway • Dill Avenue at Allene Street • Dill Avenue at Sylvan Road • Dill Avenue at Murphy/Lee Street |
| Metropolitan Parkway | <ul style="list-style-type: none"> • University Avenue • Dill Avenue |
| Donnelly Street | <ul style="list-style-type: none"> • Murphy Street/ Lee Street at Sylvan Street/Donnelly Street |
| White Street | <ul style="list-style-type: none"> • White St at Lee Street |

Pittsburgh Community Redevelopment Plan (2001) – This plan was prepared by Urban Collage Inc., in association with Huntley and Associates, Altamira Design and Common Sense, and CHJP and Associates for the Pittsburgh Community Improvement Association. This report recommends eight streetscape improvement recommendations that will define these roadways as gateways of the Pittsburgh community. These include the following key roadways in subarea 2:

- Metropolitan Parkway
- University Avenue

There are also specific transportation improvements that focus on University Avenue and its intersection with Metropolitan Parkway. They include the following recommendations:

- Widen University from I-75 to Metropolitan
- Add bus shelters at the intersection of University and Metropolitan
- Provide crosswalks at the intersection of University and Metropolitan

Metropolitan Parkway Redevelopment Plan and Tax Allocation District - City of Atlanta TAD #9 (2006) – This plan was prepared by Atlanta Development Authority for the City of Atlanta. While it references various, long-range improvements, the one that relates specifically to subarea 2 includes the widening of **University Avenue** between Metropolitan Parkway and McDonough Boulevard, which is noted in some of the reports and plans previously referenced.

Existing Conditions Summary

The assessment of existing conditions in subarea 2 suggests that there are many transportation infrastructure challenges affecting all modes of travel, which must be remedied.

The subarea has limited connectivity between the northern and southern portions. The north-south connectivity is supported almost exclusively by the subarea's minor arterials, including Lee Street, Metropolitan Parkway, McDonough Boulevard, and Hank Aaron Drive. With the exception of McDonough Boulevard, these roadways also carry the highest volumes of traffic.

An assessment of the subarea's traffic control network finds that many signals are not well-coordinated, suggesting that vehicular mobility in the area may be hindered.

Pedestrian mobility was also evaluated via a comprehensive review of the pedestrian accommodations in the subarea. This review found that pedestrian accessibility is significantly limited. The majority of pedestrian facilities are not in conformance with current standards.

Table 11: BeltLine Redevelopment Plan - Capacity Improvements

| Corridor | Capacity Improvements |
|-------------------------------|---|
| McDonough Boulevard | Widen 2 to 4 Lanes from Boulevard to Pryor Road |
| University Avenue | From Metropolitan Parkway to McDonough Blvd (Programmed 2015, RTP AT-175) |
| University Avenue/Avon Avenue | • University Avenue from I-85 to BeltLine |
| Metropolitan Parkway | • Arthur Street to Deckner Street |

Transit mobility throughout the subarea was also reviewed, revealing that transit service in some instances lacks coverage and connectivity.

A cursory review of rail and bridge infrastructure was also conducted to gain a sense of their condition. Much of the rail in this subarea appears to be abandoned and at times detrimental to pedestrian mobility. All of the bridge structures examined were found to meet minimum vertical clearances.

This assessment of existing conditions also evaluated the occurrence of crashes on key roadways and at study intersections. The number of crashes at the subarea's intersections appears to be a reflection of geometric deficiencies.

A review of previous transportation recommendations reflects extensive past efforts to promote transportation improvements. These recommendations largely focused on streetscape projects, which may take various forms. Improvements that focus on pedestrian mobility are a noted priority.

These findings will be used to ascertain the transportation improvements which will be needed in this subarea to support the redevelopment of

Demographics & Housing

This section provides a review of demographics and employment in subarea 2. The data come from the Atlanta Regional Commission (ARC) and ESRI Business Solutions and are based on past trends that have traditionally under-represented growth in the City of Atlanta. As such, actual growth may vary depending on the community-desired land use plan emerging from this process.

Population & Households

Given the citywide trend towards intown living, it is no surprise that the ARC projects suggest increasing population in subarea 2 between now and 2030. The census tracts that include subarea 2 (Tracts 55.01, 55.02, 56.00, 57.00, 58.00, 63.00, 65.00, 66.01, and 67.00) are projected to grow from an estimated 21,754 persons in 2000 to an estimated 42,657 by 2030. Similarly, housing units are expected to rise from an estimated 8,640 housing units in 2000 to 16,818 by 2030. The occupancy rates are expected to remain stable at 85 percent.

Figure 2: Population Growth Chart

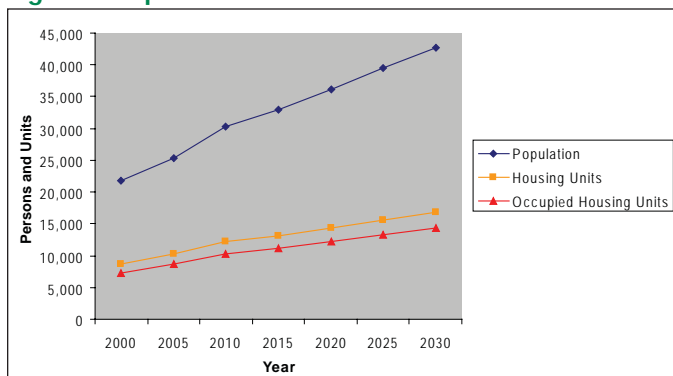


Table 12: Population & Household Projections

| | 2000 | 2005 | 2010 | 2015 | 2020 | 2025 | 2030 |
|------------------------|--------|--------|--------|--------|--------|--------|--------|
| Population | 21,754 | 25,249 | 30,334 | 32,934 | 36,200 | 39,568 | 42,657 |
| Housing Units | 8,640 | 10,189 | 12,142 | 13,083 | 14,348 | 15,636 | 16,818 |
| Occupied Housing Units | 7,348 | 8,680 | 10,346 | 11,133 | 12,197 | 13,289 | 14,286 |
| Percent Occupied | 85% | 85% | 85% | 85% | 85% | 85% | 85% |

Source: Atlanta Regional Commission

Employment

A recent land use trend in the subarea has been the closure of long-standing industrial and warehouse facilities, with their sites then lying fallow or redeveloping into other uses. This trend is reflected in ARC employment projections for the subarea, with jobs projected to decrease from an estimated 10,352 jobs in the year 2000 to 9,284 in the year 2030. ARC data does not provide categorization of these jobs, but it is likely that the job mix will become more heavily based on service and retail jobs, mirroring citywide trends.

Because employment projections are based on past trends, it should be noted that they may not reflect true future conditions. The BeltLine Redevelopment Plan recommends increasing job-creating land use in the subarea. A similar vision from The Heritage Communities of South Atlanta Master Plan could have a positive impact on job growth.

Figure 3: Projected Employment Chart

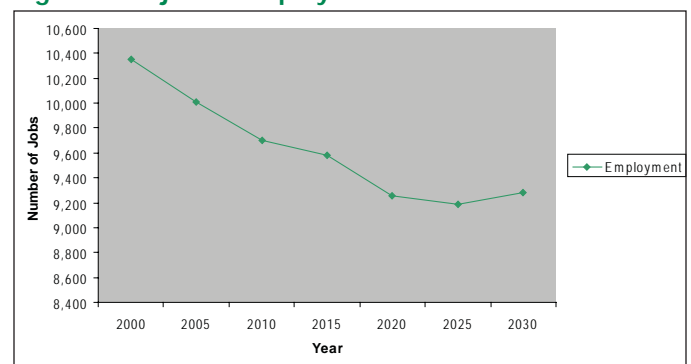


Table 13: Employment Projections

| | 2000 | 2005 | 2010 | 2015 | 2020 | 2025 | 2030 |
|------|--------|--------|-------|-------|-------|-------|-------|
| Jobs | 10,352 | 10,012 | 9,703 | 9,577 | 9,253 | 9,183 | 9,284 |

Source: Atlanta Regional Commission

Jobs-Housing Unit Ratio

A jobs to housing unit ratio expresses the number of jobs in an area relative to the number of housing units. According to the Georgia Regional Transportation Authority (GRTA) and the ARC, a ratio of 1.5 jobs per 1 housing unit is considered balanced for large area planning (often much larger than subarea 2's 1,765 acres). Although the subarea's size makes the jobs-to-housing ratio a less-than-ideal tool, it is still useful in communities where there is a desire for increased employment

options within neighborhoods. With this said, it is important to note that a jobs-to-housing-unit ratio is not an indicator of whether residents actually work at the jobs in a given area. Factors, such as worker skills, job opportunities, housing availability, and incomes are all key to obtaining a full understanding of this relationship.

ARC data suggest that the subarea's jobs to housing unit ratio is nearly 1:1 today, but will become more imbalanced if current trends continue.

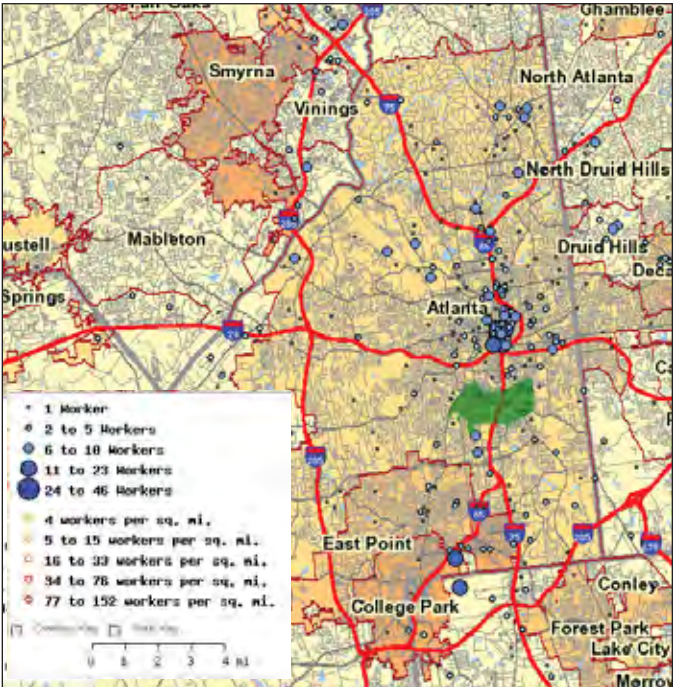
Table 14: Jobs-Housing Unit Ratio

| | 2000 | 2005 | 2010 | 2015 | 2020 | 2025 | 2030 |
|-------|---------|---------|---------|---------|---------|---------|---------|
| Ratio | 1.2 : 1 | 1.0 : 1 | 0.8 : 1 | 0.7 : 1 | 0.6 : 1 | 0.6 : 1 | 0.5 : 1 |

Source: Atlanta Regional Commission

Job Distribution

Data provided by the US Census Longitudinal Employer-Household Dynamics (LEHD) service suggest that most subarea residents work in other parts of the city, while most subarea jobs are held by persons not living in the subarea. The greatest number of subarea residents work downtown, followed by smaller clusters in Midtown, Buckhead, Emory University, and the airport area. The origin of commuters to the subarea is less concentrated, although most live south of Midtown.



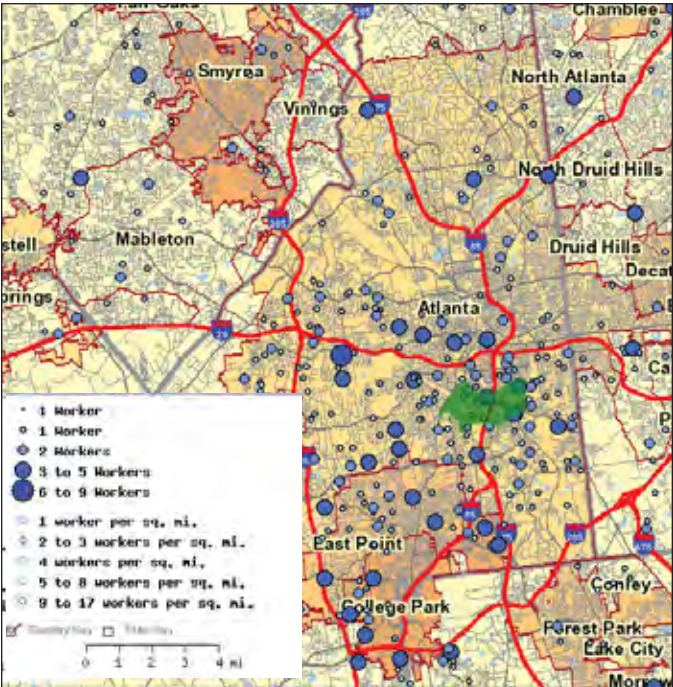
This US Census map shows where Sub-Area 2 residents work

Housing and Income

Public investments like the BeltLine often impact housing markets. Recently there has been much attention given to the costs of living near the BeltLine and the effects of housing appreciation on affordability and displacement. The concern is that rising housing values and taxes will cause many residents to lose their homes, and that prices will be more than subarea residents can afford to pay.

In anticipation of this the BeltLine Redevelopment Plan established the creation of workforce housing as a priority for proceeds from the BeltLine TAD. The plan recommended creating a Workforce Housing Fund funded by TAD bonds to ensure that at least 20 percent of new housings units within the BeltLine TAD are affordable. For-sale units qualify as affordable if they are sold to families or individuals earning not more than 100 percent of area median income. Rental units qualify if they are rented to families or individuals earning not more than 60 percent of area median income. The workforce housing units are to be spread equitably among all segments of the BeltLine.

According to Atlanta BeltLine, Inc., 15 percent of BeltLine TAD funds will go into a trust fund for affordable workforce housing within the TAD



This US Census map shows where Sub-Area workers 2 live

boundaries. Over the 25-year life of the project this is expected to total \$240 million and create approximately 5,600 workforce housing units within the entire BeltLine area. In its first five years it is anticipated that at least \$42 million will be set aside for this purpose. The BeltLine Affordable Housing Advisory Board (BAHAB) is charged with developing recommendations for how these funds can be leveraged. The BeltLine Partnership is also currently working with organizations to mitigate economic displacement outside of the TAD.

Data collected by Dan Immergluck, Ph.D., for Georgia Stand-Up justify affordability and displacement concerns. The greatest average annual increase in median home sale prices in recent years has been in the south and southwest portions of the BeltLine, where pre-existing home prices were relatively low. Additionally, data provided by ESRI Business Solutions and shown in Table 15, shows that the median housing prices in subarea 2 are rising faster than incomes.

Table 15: Subarea 2 Home Value and Income Change

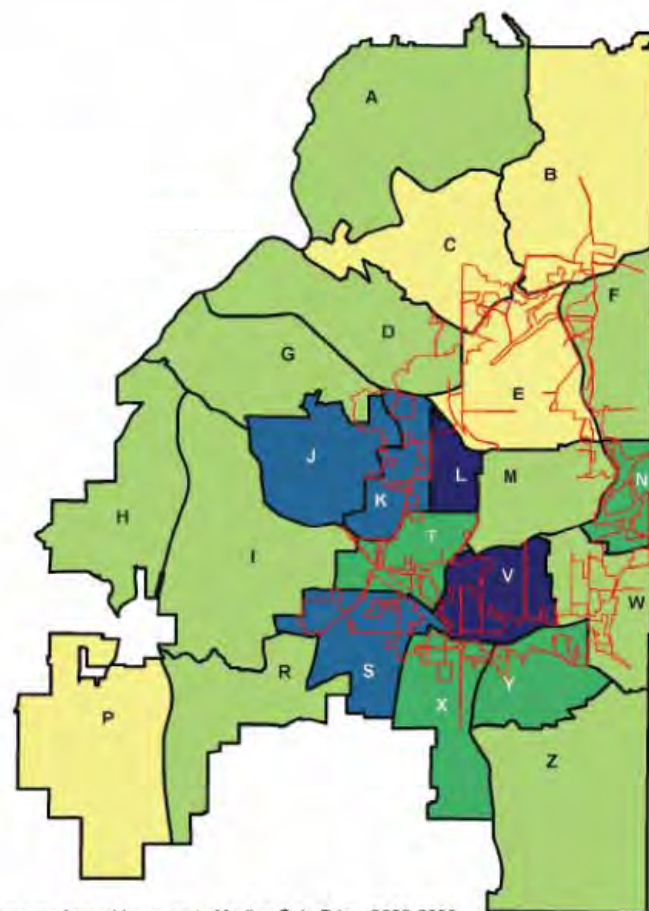
| | 2000 | 2007 | Change | 2007 | 2012 | Change |
|-------------------|----------|----------|--------|----------|-----------|--------|
| Median Home Value | \$66,891 | \$89,977 | +35% | \$89,977 | \$115,561 | +28% |
| Median HH Income | \$23,722 | \$28,239 | +19% | \$28,239 | \$32,221 | +14% |

Source: ESRI Business Solutions

Georgia Stand-Up has provided recommendations that could build upon the redevelopment plan to minimize displacement. They include revisiting the definition of affordable housing, using impact fees to support affordable housing, acquiring land for the dedication of affordable housing, investigating the use of community land trusts, increasing homeowner education, and adopting a policy to ensure there is not a net loss of affordable housing units in BeltLine neighborhoods over time.

Issues

- Projected job declines could limit close-by employment for residents.
- A mismatch between workers skills and jobs, could make subarea jobs unattainable for some residents.



Average Annual Increase in Median Sale Price, 2000-2006



Single family home prices have increased in the south and southwest portions of the BeltLine in recent years (Courtesy of Georgia Stand-Up and Dan Immergluck)

- Resident displacement could result from rising home costs, taxes, and rental rates.
- Population growth could negatively impact the subarea if not properly planned.

Opportunities

- Affordable housing strategies, which could protect existing residents and provide options for new ones.
- Sustainable job creation, which would match resident skills and provide more close-by jobs.
- Job training, which could allow area residents to gain future employment.
- Population growth, which could positively impact the subarea if well planned.

Land Use & Zoning

Land Use

Land uses and the relationships between them impact the quality of life in a neighborhood. Different land uses have varying impacts on transportation and utility systems. Their arrangement and proximity can also support or discourage different modes of transportation, including bicycling and walking; this can directly impact the vehicular system by reducing or increasing traffic.

Most of subarea 2 was built as a mixed-use environment featuring housing, shops, offices, religious institutions, schools, parks, and factories within a short walk of one another. This pattern emerged from transportation facilities and an understanding of good town-building principles among city planners in the late nineteenth and early twentieth century. As the benefits of mixed-use neighborhoods are rediscovered, it is important to understand the uses that can operate within an acceptable walking distance. Many uses are compatible, including retail, office, open space, civic, and residential uses. Others, such as industrial and transportation services, are more difficult to reconcile in a mixed-use setting.

The subarea land use pattern finds Industrial and office/institutional land uses along the BeltLine, where historic proximity to rail access was key. Many of these industrial uses have since closed and become the targets of land speculation. Important to note are two areas affected by the City of Atlanta's Industrial Urban Enterprise Zones. Short of action by Atlanta City Council, these zones require Industrial land uses to occur well into the future. The affected areas are noted in the illustration to the right, centering around University Avenue, Pryor Road/Ridge Avenue, and McDonough Boulevard.

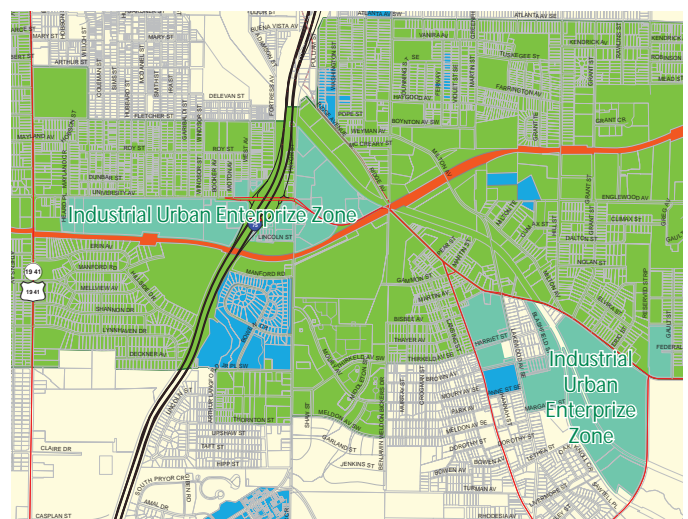
Commercial land uses in the subarea generally occur in a nodal pattern along former trolley lines and within a short walk of housing. They are found along major corridors and the key intersections along them. Their character varies by age, with older commercial areas being pedestrian-oriented, and



Many large Industrial uses are next to the train tracks



Existing Commercial land uses along University Avenue



City of Atlanta current Industrial Urban Enterprise Zones in subarea 2

newer ones, especially near I-75/85 at University Avenue, auto-dependant. It is important to note that many of the businesses found in commercial land uses do not meet the daily needs of residents, and that basis services, such as supermarkets and drugstores, are lacking.

Office and institutional land uses account for nearly ten percent of the subarea. They include churches, institutions, and schools, as well as properties owned by the State of Georgia.

Multifamily land uses are a small but growing land use that often buffers more intense land uses along the rail corridor from the Single-Family Residential within neighborhoods. These include a few large complexes such as Hill Street Lofts, Carver Homes, and Boynton Village.

Single-Family Residential land is found in the historic neighborhoods along the BeltLine. They are typically located further from the tracks than Industrial uses. They account for approximately one-third of the subarea and are likely to remain in the foreseeable future due the City's commitment to protect existing single-family neighborhoods. Most are made up of older houses, although recent years have seen an infill housing trend

Parks and open space uses are found within each neighborhood in the subarea, although they vary in size, condition, and amenities.

Vacant land is interspersed among the various areas, surrounded by both more intense land uses such as industrial and commercial and within the neighborhoods.

Relatively small amounts of mixed uses exist in the subarea, but recent local and nationwide trends suggest an increase in popularity. The former Capital View Baptist Church was recently rezoned for a mixed-use development, as was land just north of the BeltLine in the Peoplestown neighborhood.

Transportation land uses account for nearly 20 percent of land in the subarea. These include streets, highways, and railroads. This land use also consists of the many rail spurs that serve existing and former industrial sites.

Table 16: Existing Land Uses

| Land Use | Acres | Percent |
|---------------------------|----------------|-------------|
| Single-Family Residential | 605.5 | 34.3% |
| Low-Density Residential | 1.4 | 0.1% |
| Multifamily | 102.7 | 5.85% |
| Low-Density Commercial | 56.8 | 3.2% |
| Office/Institutional | 168.1 | 9.5% |
| Industrial | 237.7 | 13.5% |
| Mixed Use | 2.9 | 0.2% |
| Parks/Open Space | 106.4 | 6.0% |
| Parking | 11.2 | 0.6% |
| Vacant | 106.0 | 6.0% |
| Transportation | 366.0 | 20.7% |
| Total | 1,764.8 | 100% |

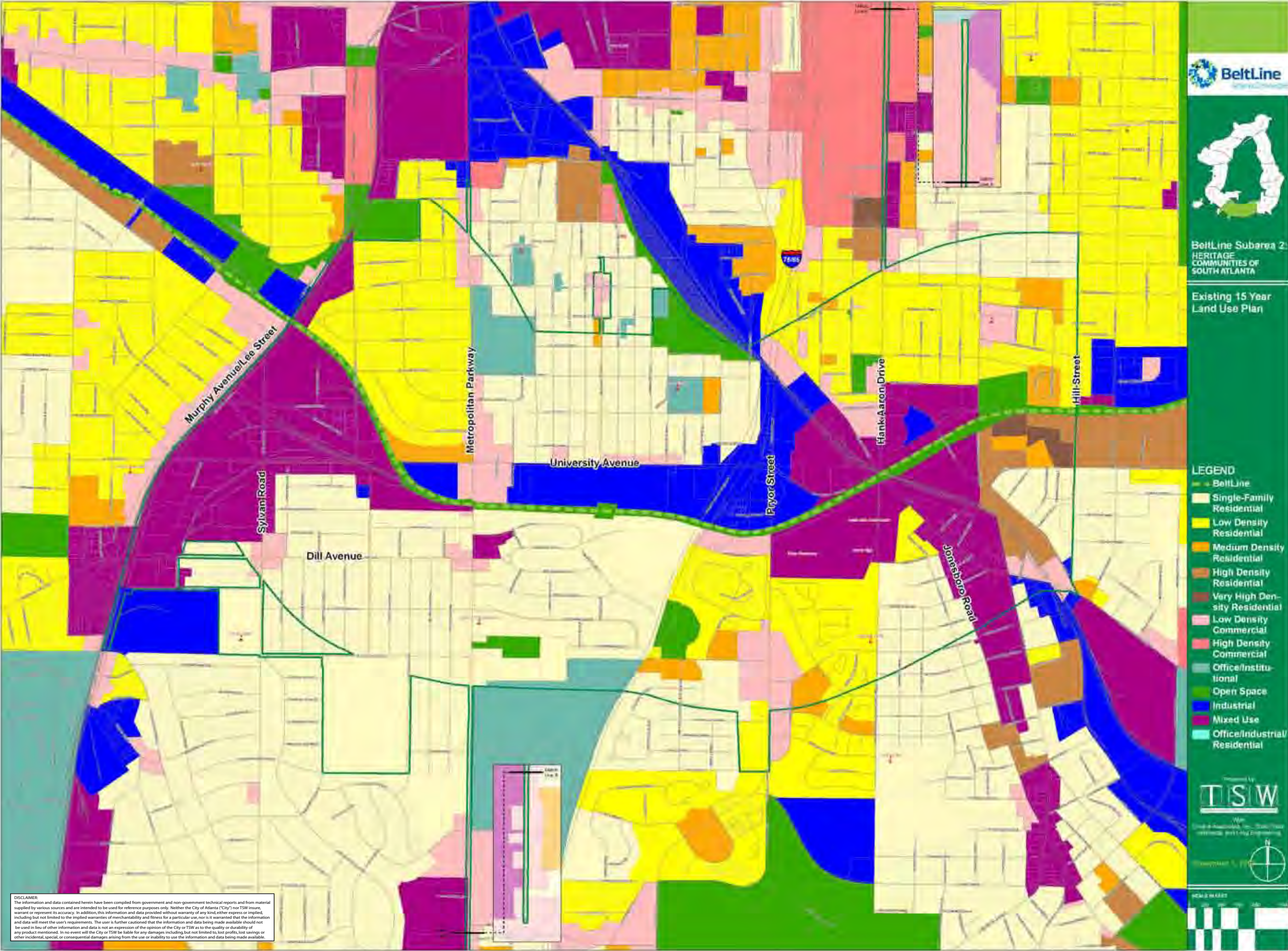
Source: Field inventory



Single-Family land uses are found in the subarea's neighborhoods



This former commercial building in Adair Park has been converted to an Office/Institutional land use



Issues

- Vacant and under-utilized land can present public safety challenges.
- The closeness of industrial and residential land uses can create problems if not planned to minimize negative impacts on residents.
- Speculation could push up land costs to the point where community-supported land uses are no longer economically viable.

Opportunities

- Protect historic neighborhoods as the subarea's greatest assets.
- Schools, churches, and other civic institutions are community focal points.
- Historic mixed-use neighborhoods could be a model for development.
- Multifamily housing near the BeltLine could accommodate growth near transit.
- Senior housing could allow residents to stay in their neighborhoods as they age.
- Mixed-use buildings could be provided in key spots near the BeltLine.
- Townhouses could transition between neighborhoods and new development.
- Vacant and under-utilized land present opportunities to accommodate growth without impacting neighborhood cores.
- Vacant and under-utilized properties are opportunities for park space.
- Low impact industrial land uses could provide jobs.
- Access to I-75/85 could support job-creating uses along University Avenue and Pryor Road.
- Neighborhood commercial uses could provide needed resident goods and services.

Existing Future Land Use Plan

The City of Atlanta utilizes the Atlanta Strategic Action Plan (ASAP; formerly the Comprehensive Development Plan) to establish, among other things, land use policies for the city. The Future Land Use Plan is intended to reflect the land uses desired over the long term, and need not reflect current uses. Under Georgia law, the Future Land Use Plan serves as the legal basis for rezoning activity on the part of the City. Therefore, it is important that it accurately reflects the desired vision for an area.

Within subarea 2, the Future Land Use Plan shows Mixed-Use and Industrial classifications along the BeltLine. The latter are concentrated at Murphy Triangle and east of Pryor Road, while the former runs along University Avenue.

Existing neighborhoods are classified Single-Family Residential and Low Density Residential, while the schools, churches, and other institutions in them are classified Office/Institutional. Commercial areas are classified as Low Density Commercial.

The subarea has no Open Space classifications besides current parks and the BeltLine itself. Open Space classifications can be used to convey desired future park space and to serve as receiving areas for transferable open space programs found in the Quality-of-Life zoning districts. Without them there is no incentive for developers to contribute to new parks.

Issues

- The future land use plan targets no sites as future parks.

Opportunities

- Amendments to the future land use plan would support the vision of the subarea master plan.

Existing Zoning

The City of Atlanta is divided into zoning districts that regulate the physical development of the land and limit the uses to which a property may be put. These districts also regulate the height, overall size, and placement of buildings on a lot, the density at which buildings may be constructed, and the number of parking spaces that must accompany each use. Zoning districts are the implementation tool of the Atlanta Strategic Action Plan (formerly the Comprehensive Development Plan) and should support the desired future land uses. Because it directly shapes development, zoning has a profound impact on the built environment. More than any other single element, zoning affects how a neighborhood looks and functions for decades.

There are many zoning designations found in the subarea. An industrial-zoned spine of I-1 and I-2 districts exists along the BeltLine and Murphy Avenue. Commercial sites throughout are primarily zoned C-1, although there are limited occurrences of C-2, MRC-1, and MRC-3. Neighborhood cores are zoned R-4A, R-4B, R-4, or R-5, while the subarea's limited multifamily sites are zoned RG-2, RG-3, MR-3, and MR-4A.

Because sites along the BeltLine have significant development potential, the area is within a special overlay district that applies to all sites, regardless of underlying zoning. On February 19, 2007, the BeltLine Overlay District was approved by Atlanta City Council to strengthen the City's regulatory powers to ensure that the vision of the BeltLine is achieved. The overlay provides guidance to developers and aims to implement the BeltLine planning concepts. Because it is an overlay district, it provides controls in addition to the underlying zoning, but does not override regulations for historic or Special Public Interest (SPI) districts.

The overlay district requires a Special Administrative Permit (SAP) for all applications except single family homes in zoned residential categories not having frontage on the BeltLine. The SAP process allows for review of plans, granting of variations associated with setbacks, sidewalk and path requirements, width of the rail corridor and other design criteria. This process is consistent with that used for the City's Neighborhood Commercial, Special Public Interest, and Quality of Life districts.

The overlay includes some requirements of Quality of Life districts and applies them to properties along the BeltLine. These include: requiring transitional height planes, transitional yards and screening; allowing street connectivity and new on-street parking areas to count toward open space requirements; providing a 20 foot buffer along the BeltLine and connecting trails; requiring for sidewalks including street trees, street lights and visibility; requirements for landscaping of surface parking lots, curb cuts, bicycle parking; and restricting location of surface parking. The overlay also requires basic standards of pedestrian-oriented buildings.

Issues

- I-1 and I-2 zoning allows by-right retail and restaurant uses; this can discourage the use of industrial-zoned lots for manufacturing.
- Current open space requirements do not differentiate between truly usable open space (e.g. parks and plazas) and less usable berms, buffers, tree islands, and detention.
- A base residential FAR of 0.696 in MRC-1 and MRC-2 discourages their use in favor of MRC-3, which has a 3.2 permission; this has resulted in rezoning primarily residential developments sites for a very high commercial density to achieve the needed residential. Examples of this include the East Medinah Village site on Capital Avenue and 1322 Metropolitan Parkway.
- C-1, C-2, and RG districts have no height limits other than the transitional height plane; this means that some sites are zoned for buildings that could be out-of-scale with their surroundings.

Opportunities

- The BeltLine Overlay ensures that development near the BeltLine is compatible with it.
- Usable Open Space Requirements (UOSR) and conditional zoning could mandate parks and plazas in new development, rather than unusable berms, retention areas, and similar “left over” spaces.
- Zoning could encourage affordable housing.

Urban Enterprise Zones

In addition to zoning and land use designations, the subarea contains Industrial Enterprise Zones (IEZ) which effect long-term redevelopment. These zones were granted tax abatements and other incentives by the City of Atlanta to encourage job creation and include:

- Capitol View IEZ, which occurs on both sides of I-75 at University Avenue and is effective from January 1, 1997, to December 31, 2021. This IEZ was approved under ordinance 96-O-9788.
- The Hill Manufacturing IEZ, which is located on Jonesboro Road and is effective from January 1, 1997, through December 31, 2021. This IEZ was approved under Ordinance 96-O-1304.

In the case of the IEZs in the subarea, these designations require that the affected sites can only be developed for major job-creating purposes. Any alternatives plans, including mixed-

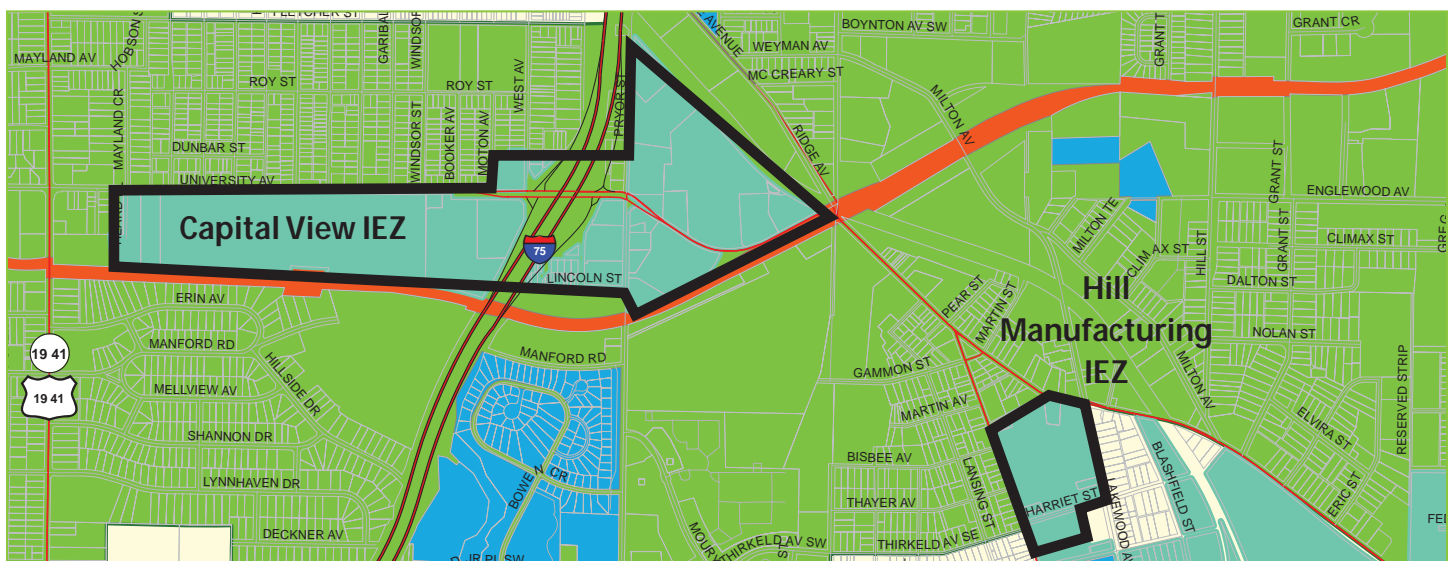
Table 17: Overview of Zoning Districts in Sub-Area 2

| District | Non-Residential FAR | Residential FAR | Units/Acre* |
|----------|---------------------|-----------------|-------------|
| R-3 | 0 | 0.4 | 2.4 |
| R-4A | 0 | n/a | 5.8 |
| R-4B | 0 | n/a | 15.6 |
| R-5 | 0 | 0.5 | 11.6 |
| RG-2 | 5%** | 0.348 | 13.8 |
| RG-3 | 5%** | 0.696 | 27.6 |
| RG-4 | 5%** | 1.49 | 59.0 |
| MR-3 | 5% floor area | 0.696 | 27.6 |
| MR-4A | 5% floor area | 1.49 | 59.0 |
| RLC | 0.5 | 0.348 | 13.8 |
| LW | 0.5 | 0.696 | 27.6 |
| C-1 | 2.0 | 0.696 | 27.6 |
| C-2 | 3.0 | 0.696 | 27.6 |
| MRC-1 | 1.0 | 0.696 | 27.6 |
| MRC-3 | 4.0 | 3.2 | 126.7 |
| O-I | 3.0 | 3.2 | 126.7 |
| I-1 | 2.0 | 0 | 0.0 |
| I-2 | 2.0 | 0 | 0.0 |

*For resident use only; may not be open to the public.

**Assumes 1,100 sf gross unit size for multifamily.

use redevelopment, would need to be approved by City Council. Such a modification was recently undertaken for the former GM site in the nearby Chosewood Park neighborhood.



Subarea 2 IEZs are shown in teal on the above map; the subarea boundary is shown in green

Urban Design & Historic Resources

During the period in which most of the subarea was built-out (prior to World War II), architecture defined and dignified the public realm. Buildings were placed to enrich and add order to the street. This created buildings that were oriented towards the street and with a clear division between public and private space.

Style variations notwithstanding, buildings and their street orientation remained stable from 1900 until World War II. This all changed after World War II, when the car became the primary mode of transportation. With this, commercial and residential environments transformed from being pedestrian-oriented to vehicle-oriented. This can be seen along the subarea's major corridors, which include many auto-oriented buildings.

Historic buildings have become critical to preserving local identity and sense-of-place. Historic structures are resources that must be preserved and protected. Not only does the preservation of historic structures preserve an architectural legacy, it also preserves the buildings and places that represent a community's collective memory.

The Heritage Communities of South Atlanta are fortunate to have a rich history. The subarea contains historic neighborhood and neighborhood centers, both large and small, as well as significant historic buildings and former trolley routes connecting to Downtown Atlanta. Evidence of historic centers can be still be seen at many intersections. These include the intersections of Sylvan Road and Dill Avenue, Dill Avenue and Metropolitan Parkway, Metropolitan Parkway and Mary Street, and Mary Street and McDaniel Street.



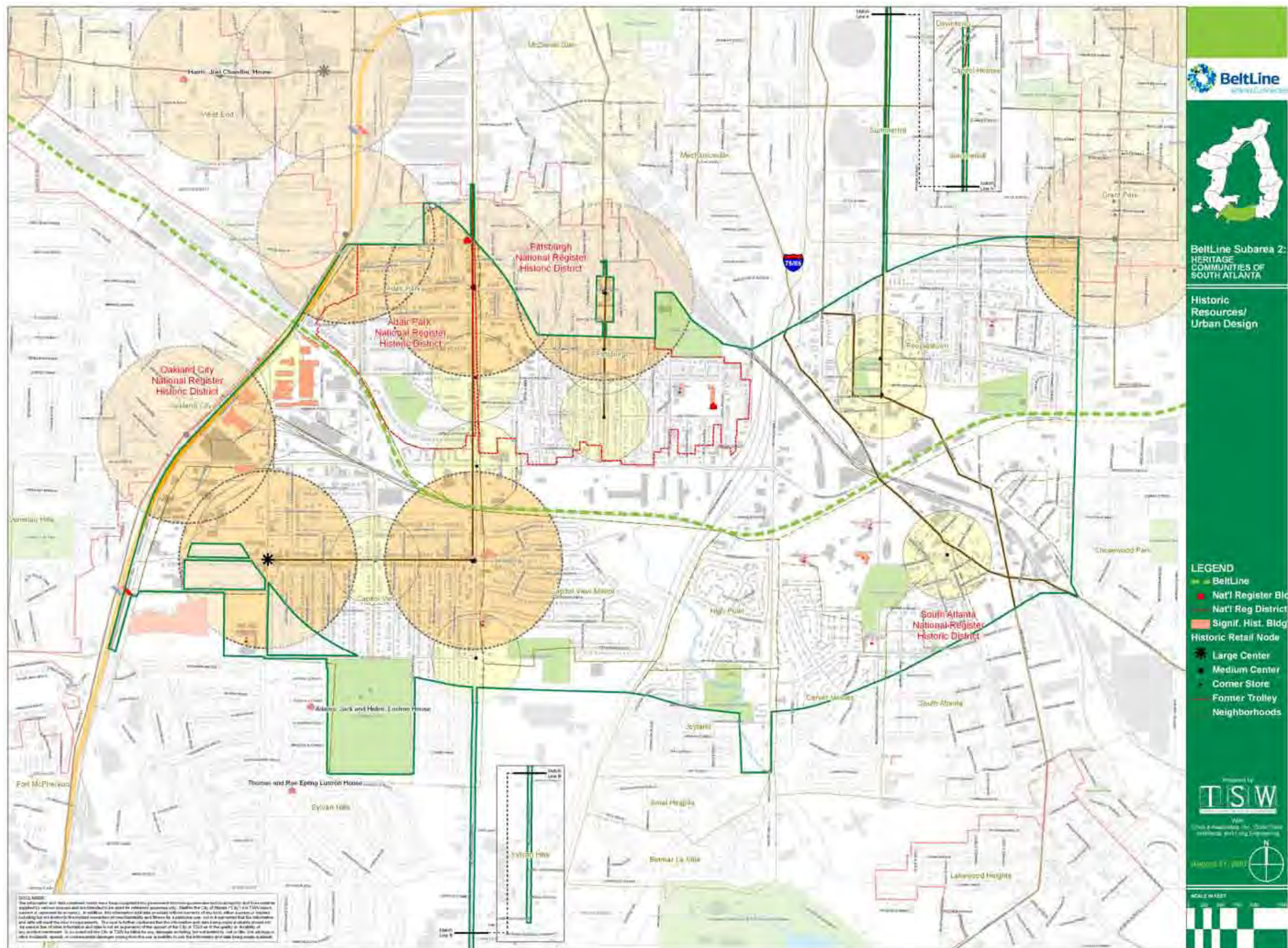
The historic Lena Jean Campbell School



Historic corner stores are spread throughout the subarea



Many older homes are greatly cared for and help strengthen neighborhood identity



Community Patterns

Cities are defined by the patterns of their streets, blocks, lots, and buildings. When viewed together, this relationship defines their structure that speaks of the past, present, and future. The individual elements represent the fundamental components of planning and must be carefully understood for their implications on transportation, land use, and economic development.

The subarea's development pattern is a traditional model based on neighborhoods separated by industrial areas. Within the neighborhoods, the prevailing pattern consists of small single-family house and duplex lots of 4 to 16 units per acre, with higher densities north of the BeltLine than south of it. These occur within a grid of streets, which offers multiple travel routes, calms traffic through closely spaced intersection and, creates a walkable environment with sidewalks and visual interest.

The neighborhoods contrast with the larger properties that historically divided them. These often contain large masonry buildings set back from the street and usually surrounded by parking or loading bays. Their spaces are often flexible, with large open floor plans. The urban pattern in these areas is less conducive to walking because the buildings are larger and less pedestrian-oriented, streets are fewer, and pedestrian amenities are lacking.

In addition to the industrial areas, there are many other barriers. Transportation routes divide the subarea. These include I-75/85, the BeltLine right-of-way, other railroads, and high speed corridors such as Metropolitan Parkway. Steep slopes also limit connectivity. These constraints divide neighborhoods and limit cross movement.

Future redevelopment should repair breaks in the subarea's urban fabric and reconnect across physical barriers to movement, such as across Interstate 75/85 and numerous rail infrastructure. This is especially true for secondary pedestrian connections, such as in streets, sidewalks, parks, and trails.

Issues

- Industrial lands are breaks in the urban fabric due to their large blocks, lack of connectivity, and large buildings.
- The subarea is divided by highways, railroads, and topographic changes.

Opportunities

- The subarea's form is urban and it benefits from the advantages this pattern offers.
- Regardless of use, redevelopment of former industrial sites could mend the urban fabric by introducing new streets, smaller blocks, and more pedestrian-friendly buildings.
- New development on marginal land uses near the BeltLine could accommodate higher-density, transit-supportive land uses without harming nearby historic neighborhoods.



Typical blocks in the Pittsburgh community are at a density of around 10 - 14 dwelling units per acre

Art and Cultural Resources

There is currently little public art in the subarea. This lack of art is not uncommon along the BeltLine, where most neighborhoods were historically single-family in nature. Additionally, when compared to other cities, Atlanta has traditionally placed less emphasis on public art, although this has changed in recent years.

The BeltLine is an opportunity for enhanced public art, both within its right-of-way and nearby. Subarea 2 is fortunate to have over a dozen locations that are ideal for public art. Potential location can be found on the following page. These were identified based on the following design considerations:

- Proximity to future transit stations;
- Existing items or structures of interest, including bridges or industrial artifacts;
- Proximity to schools or parks;
- Visibility from adjacent streets, with heavy emphasis placed on sites that create a focal point or terminus; and
- Gateway opportunities or the ability of art to provide a transition between adjacent neighborhoods or land uses.

With the implementation of the BeltLine final programming of these sites should be carefully considered through a collaborative effort that celebrates local history and the desires of area stakeholders.

Issues

- There is a lack of public art in the subarea.

Opportunities

- Over a dozen opportunities for public art exist in the subarea (see Table 18).
- Public art could include an educational component to celebrate the subarea's history and identity.



These industrial tanks on Avon Avenue within the Murphy Triangle area are a potential art opportunity



Public art in historic industrial areas should reflect their industrial character

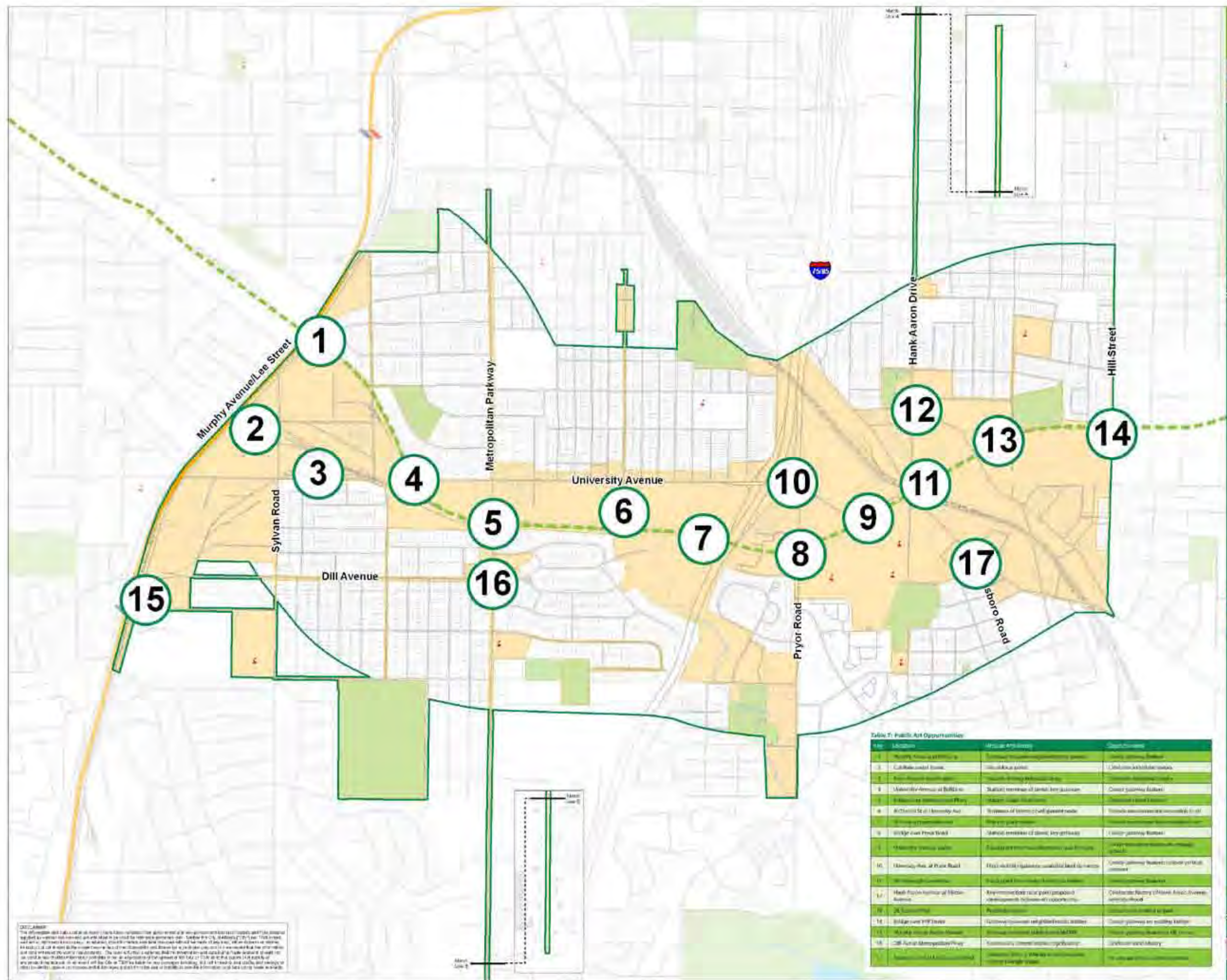


Table 7: Public Art Opportunities

| Opportunity | Location | Artwork Opportunity | Opportunity |
|-------------|--------------------------|---|---------------------------|
| 1 | Murphy Avenue/Lee Street | Temporary, large-scale, site-specific artwork | Large, permanent, outdoor |
| 2 | Lee Street | Permanent, large-scale, site-specific artwork | Large, permanent, outdoor |
| 3 | Metropolitan Parkway | Permanent, large-scale, site-specific artwork | Large, permanent, outdoor |
| 4 | University Avenue | Permanent, large-scale, site-specific artwork | Large, permanent, outdoor |
| 5 | Dill Avenue | Permanent, large-scale, site-specific artwork | Large, permanent, outdoor |
| 6 | University Avenue | Permanent, large-scale, site-specific artwork | Large, permanent, outdoor |
| 7 | University Avenue | Permanent, large-scale, site-specific artwork | Large, permanent, outdoor |
| 8 | Pryor Road | Permanent, large-scale, site-specific artwork | Large, permanent, outdoor |
| 9 | Hank Aaron Drive | Permanent, large-scale, site-specific artwork | Large, permanent, outdoor |
| 10 | Hank Aaron Drive | Permanent, large-scale, site-specific artwork | Large, permanent, outdoor |
| 11 | Hank Aaron Drive | Permanent, large-scale, site-specific artwork | Large, permanent, outdoor |
| 12 | Hank Aaron Drive | Permanent, large-scale, site-specific artwork | Large, permanent, outdoor |
| 13 | Hank Aaron Drive | Permanent, large-scale, site-specific artwork | Large, permanent, outdoor |
| 14 | Hank Aaron Drive | Permanent, large-scale, site-specific artwork | Large, permanent, outdoor |
| 15 | Murphy Avenue/Lee Street | Permanent, large-scale, site-specific artwork | Large, permanent, outdoor |
| 16 | University Avenue | Permanent, large-scale, site-specific artwork | Large, permanent, outdoor |
| 17 | Sboro Road | Permanent, large-scale, site-specific artwork | Large, permanent, outdoor |

Table 18: Public Art Opportunities (see Public Space Analysis Map)

| Key | Location | Unique Attributes | Opportunities |
|-----|--------------------------------|--|--|
| 1 | Murphy Avenue at BeltLine | Gateway between neighborhoods; station | Create gateway feature |
| 2 | Cut-Rate water tower | Visual focal point | Celebrate industrial history |
| 3 | Avon Avenue (north side) | Visually striking industrial tanks | Celebrate industrial history |
| 4 | University Avenue at BeltLine | Station; terminus of street; key gateway | Create gateway feature |
| 5 | Bridge over Metropolitan Pkwy | Station; visual focal point | Celebrate street's history |
| 6 | McDaniel St at University Ave | Terminus of street; development node | Provide environmental education in art |
| 7 | BeltLine at potential park | Entry to park; station | Provide environmental education in art |
| 8 | Bridge over Pryor Road | Station; terminus of street; key gateway | Create gateway feature |
| 9 | University Avenue curve | Focal point from two directions; near BeltLine | Create education-based art; engage schools |
| 10 | University Ave. at Pryor Road | High visibility gateway; available land by ramps | Create gateway feature; include vertical element |
| 11 | McDonough/Jonesboro | Focal point from many directions; station | Create gateway features |
| 12 | Four Corners Park | Adjacent to key corridor, highly visible community park | Celebrate history of Hank Aaron Avenue, neighborhood |
| 13 | DL Stanton Park | Proximity to park | Create unique entry to park |
| 14 | Bridge over Hill Street | Gateway between neighborhoods; station | Create gateway on existing bridge |
| 15 | Murphy Ave at Arden Avenue | Gateway between beltline and MARTA | Create gateway feature at NE corner |
| 16 | Dill Ave at Metropolitan Pkwy | Community center; historic significance | Celebrate local history |
| 17 | Jonesboro Rd at McDonough Blvd | Transition from S. Atlanta to BeltLine area; unique triangle shape | Re-use gas station; create gateway |

Historic Resources

According to the Atlanta Urban Design Commission, subarea 2 contains the greatest collection of historic resources along the BeltLine. This includes historic neighborhoods, historic industrial buildings, and historic structures.

Subarea 2 includes four current or proposed National Register of Historic Places Historic Districts: Adair Park, Pittsburgh, Oakland City (Murphy Triangle area) and South Atlanta (proposed). There are also two National Register Sites: Croghan Elementary and Stuart Avenue United Methodist Church. The Adair Park district is anchored by two parks north and south – Adair Park I and Adair Park II. Adjoining Adair Park and immediately across Metropolitan Parkway, the Pittsburgh Historic District centers around McDaniel Street which follows a former trolley route stretching towards Downtown.

The subarea is even more notable for its historic industrial buildings and sites. Large masonry buildings (in varying conditions) lie in wait for possible future use. Many of these buildings have potential for creative re-use and adaptation, whether it is for industrial, commercial, or residential uses. Allowing these buildings to remain standing and adapting them for current interests allow them to continue to serve as anchors in the community and reminders of the area's industrial past. The largest significant collection of these buildings in the subarea can be found in the Murphy Triangle Area.

In addition to districts and buildings, the subarea includes infrastructure of historic note. These include BeltLine bridges at Hill Street, Pryor Road, and Metropolitan Parkway. The classically-designed tunnel under Hank Aaron Avenue/McDonough Boulevard is also of significance as the most ornate structure along the Beltline.

As part of this planning effort a detailed analysis of historic resources was also undertaken through field work, assessing structures up-close and individually. This process reviewed buildings and sites classified as historically significant by the Atlanta Urban Design Commission. It provided an assessment of which properties could possibly

be preserved, restored, and reused. This process also identifies any inaccurate possible historic designations.

Issues

- Historic resources face the possibility of being lost if not properly identified as having significant value to the surrounding community
- Investment is needed to restore and rehabilitate older properties

Opportunities

- Positive historic and cultural resources provide a strong basis for respectful future redevelopment
- Creative re-use of historic buildings can preserve local identity and preserve lasting landmarks
- Existing historic bridges at Pryor Road, Metropolitan Parkway, and Hill Street could be re-used as part of BeltLine transit and trail efforts.
- Relatively low costs for former industrial buildings (when compared to other parts of the city) make their rehabilitation into other uses economically viable.

Historic Resource Map

On the following map, these graphic conventions are used to assess historic resources:

- Red dots serve to validate the historic resource in the field, often with assisting identification photographs;
- X means the property was not there or that the property at this location is non-contributory; Highlighted areas are potential redevelopment tracts.
- Red question marks (?) indicate that the meaning of the map designation could not be ascertained in the field.

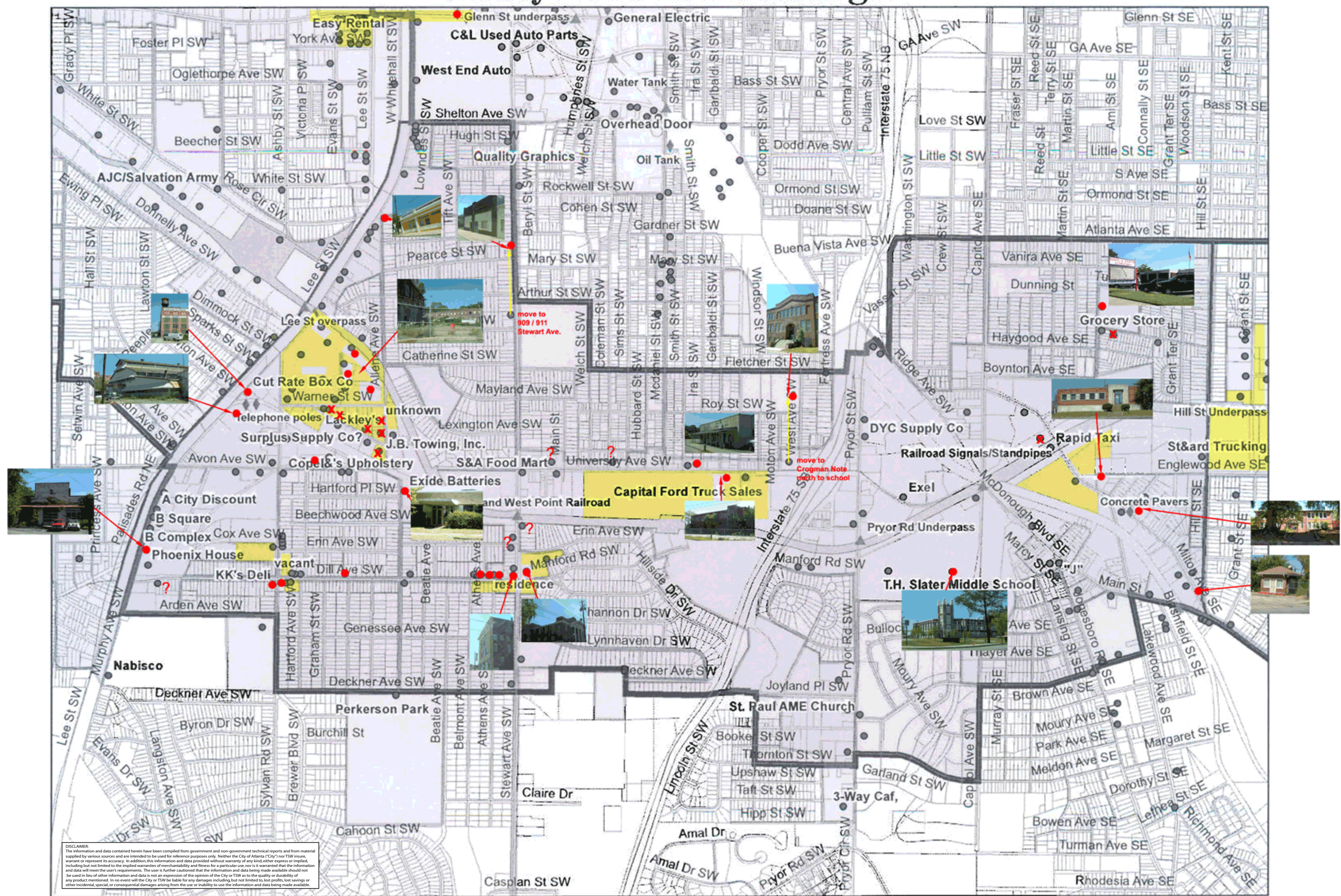


Table 19: Historic Resource Verification

| BeltLine Survey | Photo | Resource Name (Other Name) | Street Address / Location | Historic Verification | Re-use Comments |
|-----------------|---|------------------------------------|--|------------------------------------|--|
| 382 |  | American Mills | 451-457 Stephens Street | Not Verified: Pending | Current Employment |
| 428 |  | Bailey Burrus Factory | 1116 Murphy Avenue | Verified: Historically Significant | PTC - structure to be rehabilitated |
| 361 |  | Candler-Smith Warehouse | 650, 660, 680 Metropolitan Parkway | Verified: Historically Significant | Current Employment |
| 476 |  | Capitol View Neighborhood | West side of Metropolitan, South of BeltLine | Verified: Community Significant | Preservation of neighborhood |
| 475 |  | Capitol View Manor Neighborhood | East side of Metropolitan, South of BeltLine | Verified: Historically Significant | Well-maintained neighborhood with cohesive / coherent street network |
| 472 |  | Capitol View Masonic Hall | 1331 Metropolitan Parkway | Verified: Historically Significant | Corner has potential for additional community commercial investment |
| 473 |  | Capitol View United Baptist Church | Metropolitan Parkway | Verified: Historically Significant | Corner has potential for additional community commercial investment |

Table 19: Historic Resource Verification continued

| BeltLine Survey | Photo | Resource Name (Other Name) | Street Address / Location | Historic Verification | Re-use Comments |
|-----------------|---|------------------------------------|--|---|---|
| 485 |  | Crogman School | 103 West Avenue | Verified: Historically Significant | Occupied, redeveloped previously |
| 426, 427 |  | Cut Rate Box Co | 1080 & 1100 Murphy Avenue | Verified: Historically Significant | 1080 and 1100 active use |
| 491 |  | Leete Hall (Carver High School) | 1965 Lewis Road | Verified: Community Significant | Currently in use |
| 502 |  | Peoplestown Neighborhood (partial) | North of BeltLine, East of Ridge Avenue, West of Hill Street | Verified: Community Significant | Preservation of neighborhood. Infill redevelopment to be appropriate to scale of existing conditions. |
| 524 |  | Recycling Center | 218 McDonough Boulevard | Verified: Partial Building Preservation | Redevelopment zone with selective building rehabilitation. |
| 433 |  | Roebling Factory | 934 Avon Avenue | Verified: Historically Significant | Redevelopment zone with selective building rehabilitation. |

Table 19: Historic Resource Verification continued

| BeltLine Survey | Photo | Resource Name (Other Name) | Street Address / Location | Historic Verification | Re-use Comments |
|-----------------|---|--|---------------------------|---|--|
| 419 - 425 |  | State Farmers' Market (Georgia Farmers' Market) | 1040 Sylvan Rd | Verified: Partial Building preservation | Redevelopment zone with selective building rehabilitation. |
| |  | Stewart Avenue Methodist Episcopal Church, South | 867 Stewart Avenue, SW | Verified | Two Commercial buildings South of this need to be added 908 and 911 Stewart Ave. |
| 505 |  | Tunnel | McDonough Boulevard | Verified: Historically Significant | |

Table 20: Proposed Historic Structures Resource Verification

| | | | | | |
|-------------------|---|-------------------------------------|---|------------------------------------|--|
| Proposed Addition |  | Four Square Home; Phoenix House | 1296 Murphy Avenue, SW | Verified: Historically Significant | |
| Proposed Addition |  | Commercial Buildings | 908 and 911 Metropolitan Parkway | Verified: Historically Significant | |
| Proposed Addition |  | Bridges | Hill Street, Pryor Road, and Metropolitan Parkway | Verified: Historically Significant | Hill Street bridges is most notable, but all could be used for trails if not wide or strong enough to support transit. |
| Proposed Addition |  | Natural Feature: Historic Tree Line | Carver Schools | Verified: Historically Significant | Any nearby redevelopment plans should accommodate and protect historic tree line |

Natural Features & Environment

Subarea 2 contains natural and man-made features that the BeltLine and accompanying redevelopment should respect. Proactive planning that minimizes the need for grading, takes advantage of existing natural resources, and minimizes environmental liabilities is a key part of the BeltLine vision.

Topography

The uneven topography of subarea 2 is typical of much of the City of Atlanta. Generally speaking, the land forms a slight valley, with high land to the east and west and low land in the middle, along the South River Tributary.

There are no naturally-occurring flat sites in the subarea. The flat sites that exist are large properties adjoining the BeltLine that were graded to provide a level site for the industrial or commercial needs of their time. This left steep banks separating adjacent properties and presents a challenge to future redevelopment and connectivity. Steep slopes are also found between Milton Avenue and the BeltLine, University Avenue and the BeltLine, and in the Villages at Carver. Aside from these, the remainder of the subarea is dominated by rolling topography and few sloping sites.

Elevations above mean sea level range from 896 to 1,060 feet. The subarea's highest spot is bounded by Beatie, Athens, Erin, and Dill Avenues while its two lowest spots lie in the southwest corner of the Tuskegee and Hill Streets intersection, and west of Pryor Road in the Joyland neighborhood.



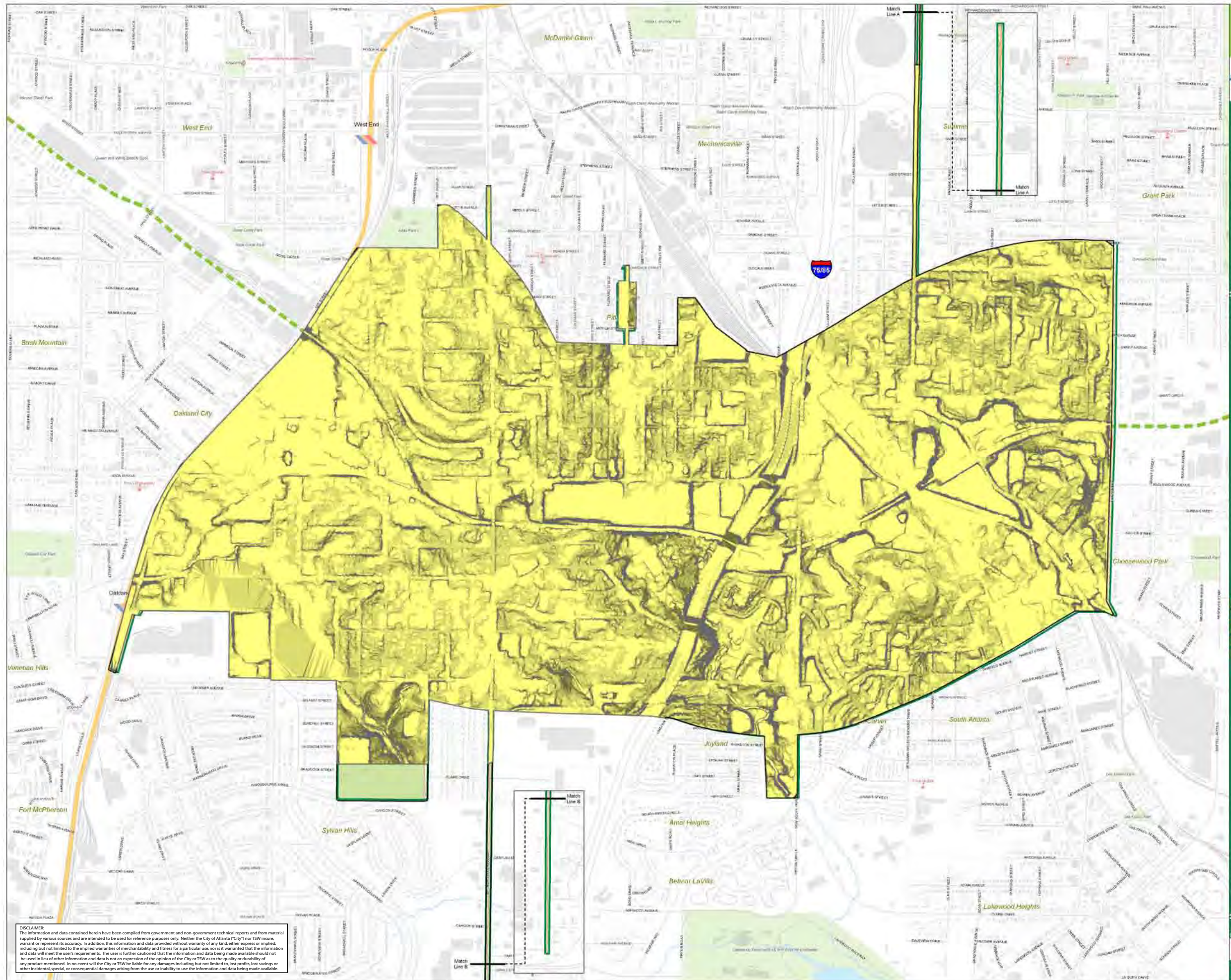
Areas along the rail corridors were once thriving, but now are covered in vegetation



Neighborhoods north and south of the BeltLine are gently rolling and covered in a mature tree canopy



Parts of the subarea have unsurpassed views of Downtown Atlanta



DISCLAIMER
The information and data contained herein have been compiled from government and non-government technical reports and from material supplied by various sources and are intended to be used for reference purposes only. Neither the City of Atlanta ("City") nor TSW insure, warrant or represent its accuracy. In addition, this information and data provided without warranty of any kind, either express or implied, including but not limited to the implied warranties of merchantability and fitness for a particular use, nor is it warranted that the information and data will meet the user's requirements. The user is further cautioned that the information and data being made available should not be used in lieu of other information and data that is not an expression of the opinion of the City or TSW as to the quality or durability of any product mentioned. In no event will the City or TSW be liable for any damages including but not limited to, lost profits, lost savings or other incidental, special, or consequential damages arising from the use or inability to use the information and data being made available.



**BeltLine Subarea 2:
HERITAGE COMMUNITIES OF
SOUTH ATLANTA**

**Slope Analysis
Map**

- LEGEND**
- 0-5%
 - 5-10%
 - 10-15%
 - 15-20%
 - 20-25%
 - 25% and above

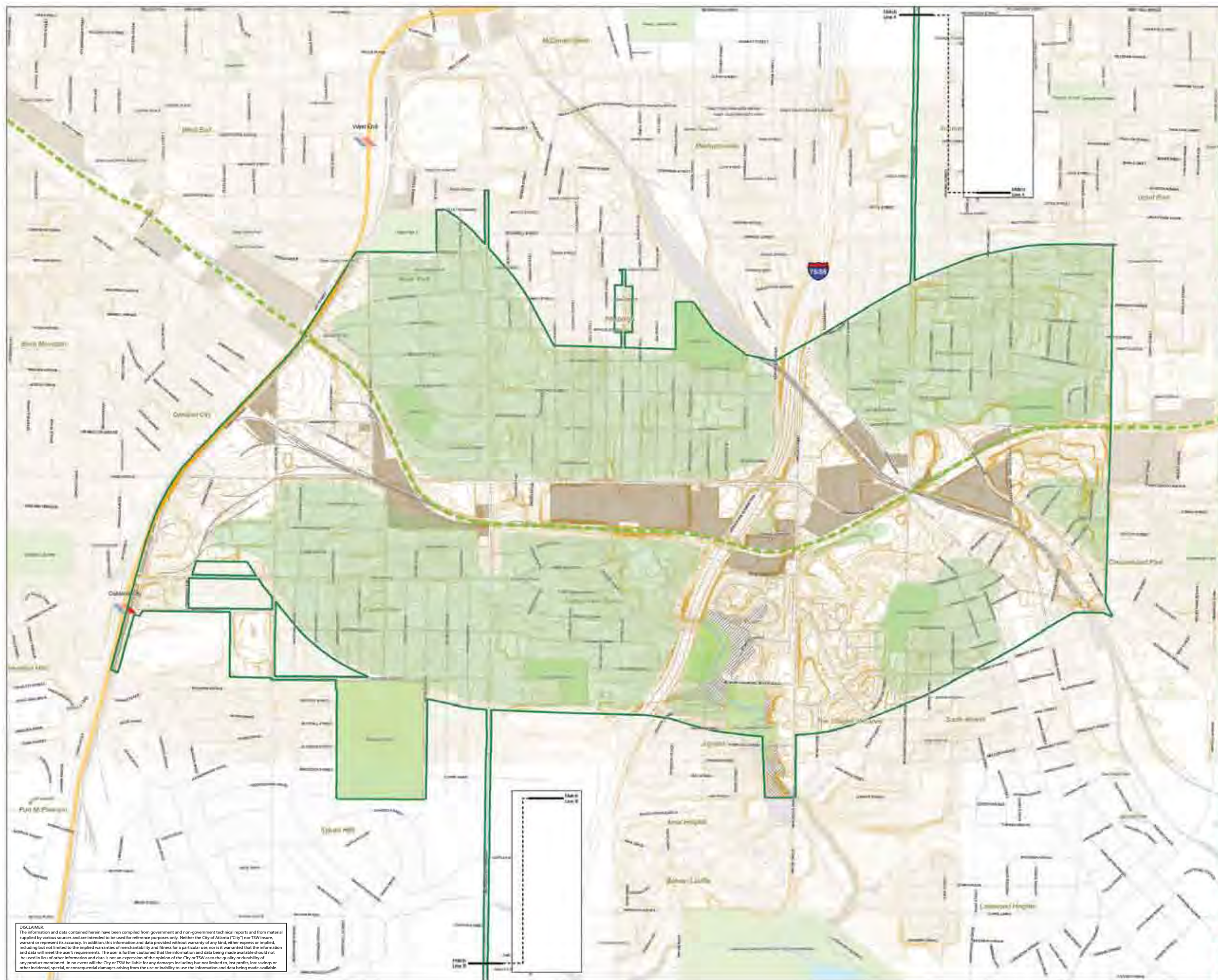
Prepared by
TSW
TERRY SMITH & ASSOCIATES, INC.

With
Grice & Associates, Inc., Smith Davis
Architects, and Long Engineering



SCALE IN FEET
0 250 500 750 1000 1250





DISCLAIMER
The information and data contained herein have been compiled from government and non-government technical reports and from material supplied by various sources and are intended to be used for reference purposes only. Neither the City of Atlanta ("City") nor TSW insure, warrant or represent its accuracy. In addition, this information and data provided without warranty of any kind, either express or implied, including but not limited to the implied warranties of merchantability and fitness for a particular use, nor is it warranted that the information and data will meet the user's requirements. The user is further cautioned that the information and data being made available should not be used in lieu of other information and data is not an expression of the opinion of the City or TSW as to the quality or durability of any product mentioned. In no event will the City or TSW be liable for any damages including but not limited to, lost profits, lost savings or other incidental, special, or consequential damages arising from the use or inability to use the information and data being made available.



BeltLine Subarea 2: HERITAGE COMMUNITIES OF SOUTH ATLANTA

Environmental Conditions

LEGEND

- BeltLine
- MARTA Rail
- Parks
- Potential Brownfields
- Greenway Acquisition
- 3 Feet Contours
- 100 Year Floodplain
- Parks
- General Tree Cover



Prepared by
TSW
The Atlanta-Fulton County Stadium
Architectural and Engineering

August 21, 2001

SCALE 1:1000



Issues

- Steep banks along the BeltLine, especially between Metropolitan Parkway and Pryor Road, make it difficult to establish a strong relationship to potential adjacent redevelopment.
- Steep banks between adjacent flat sites make comprehensive redevelopment challenging.
- Properties that slope up from the street are expensive to develop into multifamily, commercial, or mixed-use buildings in a way that fronts the street with active uses.

Opportunities

- The Murhpy Triangle area is largely flat, making it suited for park space or redevelopment into other uses.
- Modest slopes between the Adair Park neighborhood and Murphy Triangle make connectivity viable, especially between University and Murphy Avenues.
- Views from Milton Terrace to Downtown are among the best in Atlanta.
- Properties that slope down from the street are ideal to develop into multifamily, commercial, or mixed-use buildings in a way that fronts the street with active uses.
- Steep slopes can be easily built on with townhouses, which can step with the land.



Townhouses and other narrow buildings can easily step up the street within topography

Existing Tree Canopy

The subarea's neighborhoods are blessed with a mature tree canopy. Most enjoy mature trees that tower over the neighborhoods' modest homes and provide shade. As expected, however, the tree canopy breaks down at existing and former industrial areas along the BeltLine. Many of these are completely paved, or covered in kudzu.

There is also concern for the area lack of generational tree plantings. Many canopy trees are reaching maturity and threaten to die back in a similar time frame. If new planting efforts are not soon undertaken to counteract this threat, the landscape in the area could be much different in the future.

Issues

- Existing and former industrial sites along the BeltLine lack a continuous tree canopy.
- The lack of generational tree plantings (trees of different ages) means that the neighborhoods' tree canopies could be lost in a relatively short time as similarly-aged trees die-off at once.

Opportunities

- A proposed BeltLine arboretum could raise awareness of trees and "re-green" the corridor.
- A neighborhood tree planting program could ensure that the tree canopy is sustainable.
- Redevelopment along the BeltLine could create tree-lined streets and re-establish an urban tree canopy in these barren areas.

Parks

There are several parks in the subarea and most are easily accessible from the neighborhoods. These include: Perkerson Park, Emma Millican Park, South Atlanta Park, Arthur Langford Park, Adair Park I, Four Corners/Stanton Park, and Pittman Park. These range from 1.47 to 48.65 acres, and offer a variety of amenities. Current efforts are underway to make improvements and connections between Four Corners Park and D.L. Stanton Park, strongly based on previous and current community input.

Issues

- Some existing parks are inaccessible due to their mid-block locations. These include Emma Millican Park, South Atlanta Park, and Daniel Stanton Park.

Opportunities

- New parks could be created along the BeltLine from former industrial land.
- New developments could provide pocket parks.
- The forested tract bounded by the BeltLine, I-75/85, and Hillside Drive, and used by the Atlanta Department of Watershed Management could be improved to provide open space.
- The expansion/connection of Four Corners and DL Stanton Parks could benefit the subarea.

Table 7: Sub-area 2 Parks

| EXISTING PARKS | ACRES |
|--------------------------|---------------|
| Adair Park I | 6.27 |
| Arthur Langford Jr. Park | 9.90 |
| Daniel Stanton Park | 8.13 |
| Emma Millican Park | 9.73 |
| Four Corners Park | 1.47 |
| Perkerson Park | 48.65 |
| Pittman Park | 13.78 |
| South Atlanta Park | 11.05 |
| TOTAL | 108.98 |



Perkerson Park is the largest park in the subarea, on the southern edge of the Capitol View neighborhood

Brownfield Sites

A large number of historically industrial uses in the subarea have potential for contamination. The United States Environmental Protection Agency refers to these properties as “brownfield sites,” or properties in which the redevelopment or reuse of may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant.

The clean up and resulting re-use of these properties could take development pressure off of undeveloped land and could also strengthen neighborhoods. It also improves and protects the environment by removing contaminants that might further seep into the soil over time.

According to data provided by the City of Atlanta Bureau of Planning, there are currently 27 potential brownfield sites noted in the subarea, totaling 105 acres of land directly accessible to the BeltLine. Many local, regional, national, and worldwide examples exist of successful redevelopment on brownfield sites with varying levels of contamination.

Issues

- Potentially contaminated properties could be expensive to clean up and slow redevelopment.
- If unremediated, brownfields could continue to pose a threat to public health and safety.

Opportunities

- The clean-up and reuse of brownfields could remove development pressure from neighborhoods.



Parcels with possible contamination will need to be properly cleaned before redevelopment occurs

SYNTHESIS MAPS

This report has provided an overview of key existing conditions within the Heritage Communities of South Atlanta. Elements have been divided into discrete functional areas for the planning purposes, yet the reality is that demographics, land use, urban design, and environmental considerations all interact to define an urban environment.

The maps contained on the following pages are intended to synthesize and summarize the findings of this report.

Urban Design Analysis Map

The Urban Design Analysis map shows those physical and cultural elements that are critical to consider in planning for subarea 2. These include historic resources, excessive slopes, unique views, and neighborhood structure.

Public Space Analysis Map

The Public Space Analysis map highlights those features defining the public realm. These include a review of existing parks, locations of pedestrian-hostile streetscapes, and public art opportunities.

Development Opportunities Map

This map summarizes factors affecting redevelopment in subarea 2. These include a review of vacant sites, recent rezoning activity, historic structures, and potentially contaminated sites. It also identifies lands that may present opportunities for new development or adaptive re-use.

Recent rezoning activities shown on the map include:

- **1184 Hank Aaron Avenue** (Z-05-142) from I-1 and I-2C to MRC-3 zoning for the purpose of constructing 772 housing units, 97,400 sf of retail, and 90,700 sf of office space. The project is known as "East Medinah Village."



East Medinah Village is a mixed-use project that received rezoning nearly three years ago, but has yet to break ground

- **1374 Murphy Avenue** (Z-06-100) from I-2 to MR-4A zoning for the purpose of constructing 244 housing units.
- **1246 Allene Avenue** (Z-06-86) from I-2 to MR-4A for the purpose of constructing 240 multifamily units. This site now appears to be planned for redevelopment to townhouses.

During the course of this planning effort, one other rezoning request was filed in subarea 2, but withdrawn before being heard by the Zoning Review Board:

- **1116 Murphy Avenue** (Z-07-48) from I-2 to LW for the purpose of converting an existing historic industrial building into 55 housing units and 6,000 sf of commercial space.

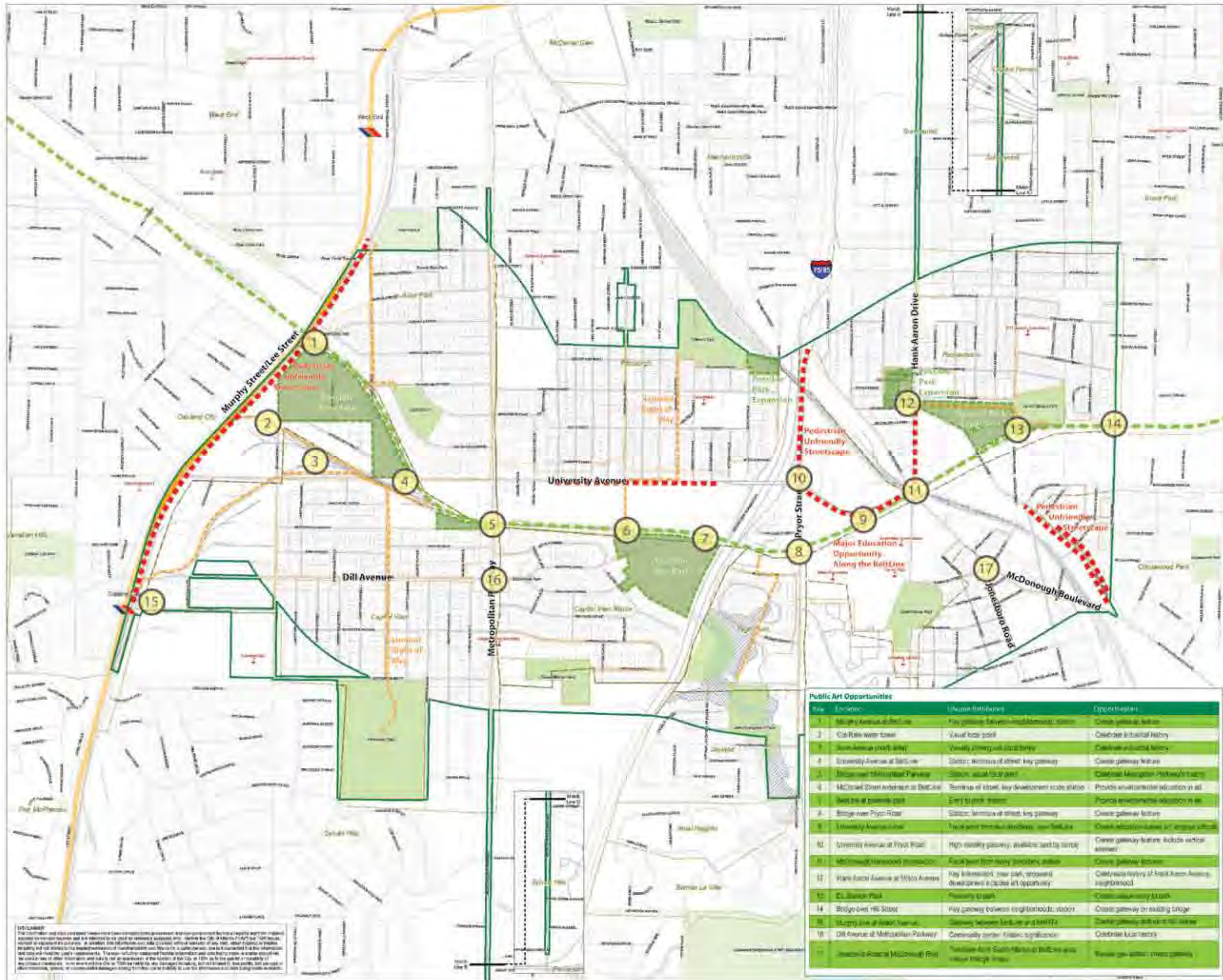


**BeltLine Subarea 2:
HERITAGE
COMMUNITIES OF
SOUTH ATLANTA**

**Public Space
Analysis**

- LEGEND**
- Sub-Area 2
 - BeltLine
 - MARTA Rail
 - Parks
 - Greenway Acquisition
 - 100 Year Floodplain
 - Potential Trails
 - Public Art
 - Possible New Park or Park Expansion*
 - Pedestrian Unfriendly Streetscape
 - Pedestrian Unfriendly Streetscape

*Please see the Plan Recommendations report for final recommendations for new or expanded parks.



| Loc | Location | Unique Features | Opportunities |
|-----|--|--|--|
| 1 | Murphy Avenue at Lee Street | Key gateway between historic neighborhoods | Create gateway feature |
| 2 | Old-Rail water tower | Visual focal point | Celebrate industrial history |
| 3 | Green Avenue (parkway) | Visually energetic and lively | Celebrate industrial history |
| 4 | Greenway Avenue at BeltLine | Street entrance to street key gateway | Create gateway feature |
| 5 | Bridge over McDonough Parkway | Street, visual focal point | Celebrate McDonough Parkway history |
| 6 | McDonough Street entrance at BeltLine | Terminus of street, key development node station | Provide environmental education in art |
| 7 | BeltLine at Inman Park | Entry to park station | Provide environmental education in art |
| 8 | Bridge over Pryor Road | Street, entrance to street key gateway | Create gateway feature |
| 9 | University Avenue at BeltLine | Visual gateway between historic neighborhoods | Create gateway feature, art gateway effect |
| 10 | Greenway Avenue at Pryor Road | High visibility gateway, available for art display | Create gateway feature, include vertical element |
| 11 | McDonough Street entrance at BeltLine | Focal point from historic neighborhood | Create gateway feature |
| 12 | Kate Street Avenue at Inman Avenue | Key intersection, new park, proposed development, includes art opportunity | Create gateway feature, art gateway effect, neighborhood |
| 13 | Ed. Baker Park | Neighborhood park | Create gateway feature |
| 14 | Bridge over I-76 Street | Key gateway between neighborhoods, station | Create gateway or existing bridge |
| 15 | Murphy Avenue at Lee Street | Gateway between historic neighborhoods | Create gateway feature, art gateway effect |
| 16 | Dill Avenue at Metropolitan Parkway | Community center, historic significance | Celebrate local history |
| 17 | McDonough Boulevard at McDonough Parkway | Historic street, South Atlanta's BeltLine gateway | Create gateway feature, art gateway effect |

DISCLAIMER: The information and data contained herein are for informational purposes only and are not intended to be used for any other purpose. The City of Atlanta is not responsible for any errors or omissions in this document. The City of Atlanta is not responsible for any damages or losses resulting from the use of this document. The City of Atlanta is not responsible for any damages or losses resulting from the use of this document.



BeltLine Subarea 2: HERITAGE COMMUNITIES OF SOUTH ATLANTA

Urban Design Analysis

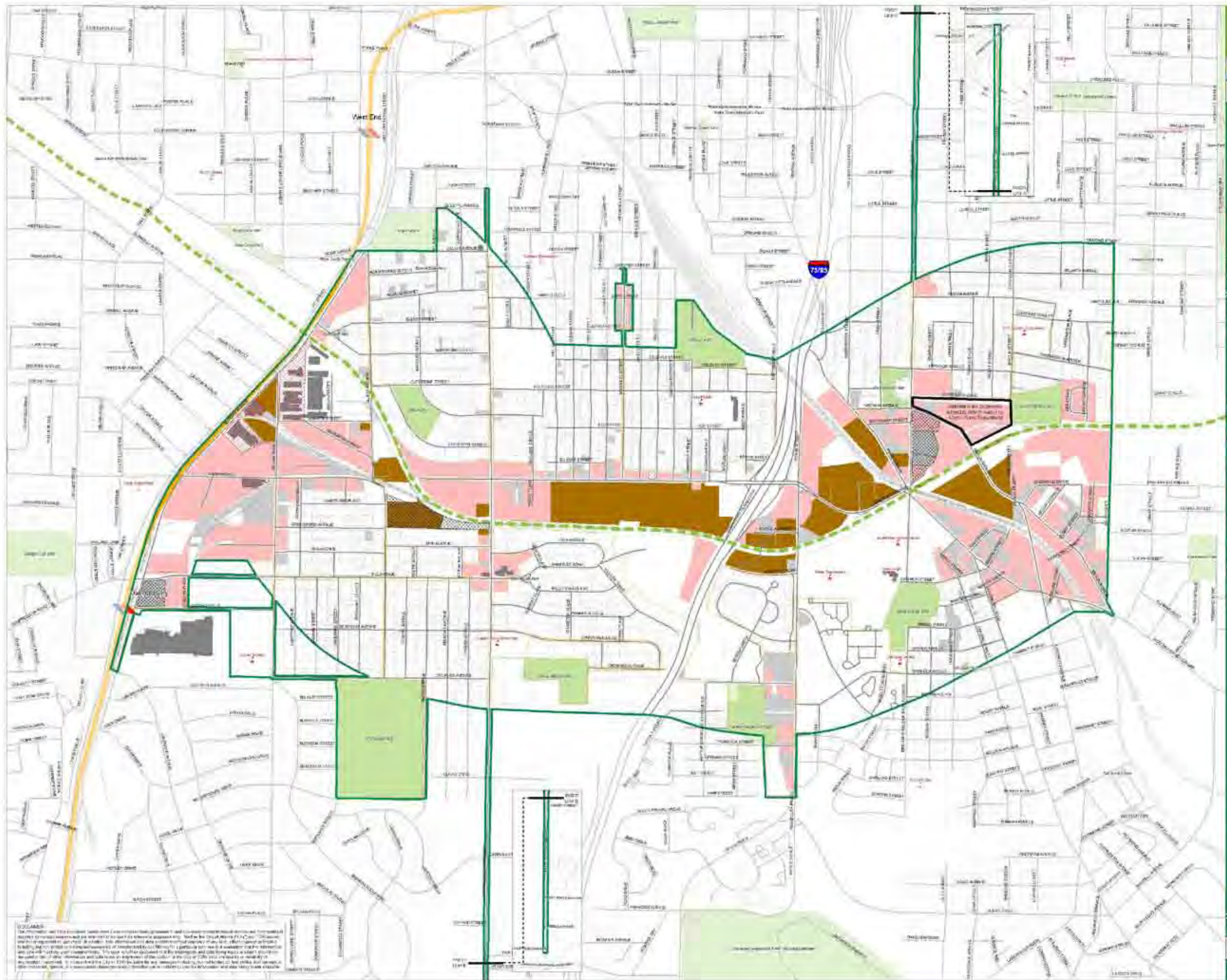
- LEGEND**
- BeltLine
 - Signif. Hist. Bldg
 - Existing Street
 - MARTA Rail
 - Historic Center
 - New Transit Center
 - Pedestrian Shed (5 minute walk)
 - Physical Barrier
 - Topographic Barrier
 - Break in Neighborhood Fabric



DISCLAIMER:
The information and data contained herein have been prepared by the City of Atlanta. The City of Atlanta is not responsible for any errors or omissions in the information and data contained herein. The City of Atlanta is not responsible for any use of the information and data contained herein for any purpose other than the purpose for which it was prepared. The City of Atlanta is not responsible for any use of the information and data contained herein for any purpose other than the purpose for which it was prepared.






NOTES:
1. The information and data contained herein have been prepared by the City of Atlanta. The City of Atlanta is not responsible for any errors or omissions in the information and data contained herein. The City of Atlanta is not responsible for any use of the information and data contained herein for any purpose other than the purpose for which it was prepared. The City of Atlanta is not responsible for any use of the information and data contained herein for any purpose other than the purpose for which it was prepared.

REVISIONS:
1. The information and data contained herein have been prepared by the City of Atlanta. The City of Atlanta is not responsible for any errors or omissions in the information and data contained herein. The City of Atlanta is not responsible for any use of the information and data contained herein for any purpose other than the purpose for which it was prepared. The City of Atlanta is not responsible for any use of the information and data contained herein for any purpose other than the purpose for which it was prepared.



**BeltLine Subarea 2:
HERITAGE COMMUNITIES OF
SOUTH ATLANTA**

**Development
Opportunities
Analysis**

- LEGEND**
-  BeltLine
 -  Urban Opportunity
 -  Rural Opportunity
 -  Other Opportunity
 -  Civilian-Owned Property
 -  Vacant Parcel
 -  Historic Structure
 -  Existing Park

Notes:

- *Excludes sites identified as new park space by this master plan.
- **Opportunity to rehabilitate existing historic structures.
- **As recommended by the Atlanta Bureau of Planning.
- **Opportunity for complete site redevelopment, including any noted historic structures.

Appendix 4: Transportation Impact Analysis

FINAL DRAFT

Appendix 4

Atlanta BeltLine Master Plan

SUBAREA 2

Heritage Communities of South Atlanta
TRANSPORTATION ANALYSIS REPORT

Prepared for
Atlanta BeltLine, Inc.
 by Tunnell-Spangler-Walsh & Associates
 with Grice & Associates, Inc.,
 Smith Dalia Architects
 Long Engineering

DRAFT January 9, 2009



BeltLine
 Atlanta Connected



ACKNOWLEDGEMENTS



The Honorable Mayor **Shirley Franklin**

ATLANTA CITY COUNCIL

Lisa Borders, President

Carla Smith, District 1

Kwanza Hall, District 2

Ivory Lee Young, Jr., District 3

Cleta Winslow, District 4

Natalyn Mosby Archibong, District 5

Anne Fauver, District 6

Howard Shook, District 7

Clair Muller, District 8

Felicia A. Moore, District 9

C.T. Martin, District 10

Jim Maddox, District 11

Joyce Sheperd, District 12

Cesar C. Mitchell, Post 1 at Large

Mary Norwood, Post 2 at Large

H. Lamar Willis, Post 3 at Large

ATLANTA BELTLINE, INC. BOARD OF DIRECTORS

Calvin "Cal" Darden, Chair

The Honorable Shirley Franklin, Vice Chair, City of Atlanta Mayor

The Honorable Jim Maddox, Atlanta City Council District 11

Joseph A. Brown, Director of Equity/Structured Finance, Centerline Capital Group

LaChandra Butler, Atlanta Board of Education District 5

The Honorable Emma Darnell, Fulton County Board of Commissioners District 5

Clara Axam, Enterprise Community Partners, Inc.; MARTA Board of Directors

Ray Weeks, Chair of the BeltLine Partnership Board; CEO, Weeks Properties

Elizabeth "Liz" Coyle, Community Representative

SUBAREA 2 STEERING COMMITTEE

George Dusenbury, Park Pride

LaShawn M. Hoffman, NPU V

Shauna Mettee, Capitol View Manor Neighborhood

Mtamanika Youngblood, Annie E. Casey Foundation

Donna Tyler, CAMP CDC

Tiffany Thrasher, Resident

Steve Holland, Capitol View

Helen Jenkins, Pittsburgh Community Improvement Association

John Armour, Peoplestown

Rosa Harden-Green, SW Study Group Coordinator

Jared Bagby, Peoplestown

Mike Wirsching, Adair Park Neighborhood

Greg Burson, Peoplestown

Carl Towns, Pittsburgh Civic League

Chrishette Carter, Chosewood Park Neighborhood Association

Sam Sparlin, Sparlin Clinic

William Teasley, NPU V

Ruben Burney, NPU X



ACKNOWLEDGEMENTS

ATLANTA BELTLINE INC. STAFF

James Alexander, Project Manager

Tina Arbes, Chief Operating Officer

Nathan Conable, Senior Project Manager

Rukiya S. Eaddy, Community Engagement Advocate

Terri Montague, President and CEO

E. Fred Yalouris, Director of Design

CITY OF ATLANTA STAFF

Jonathan Lewis, Senior Planner

Matthew Dickison, Senior Planner

Paul Taylor, Deputy Director of Park Design

CONSULTANT TEAM

Tunnell-Spangler-Walsh and Associates

Caleb Racicot, Principal

Jeff Owen, Community Planner

Woody Giles, Community Planner

Ryan Jenkins, Landscape Architect

Alex Nagel, Landscape Architect

Grice and Associates

John Funny, Principal

Carla Holmes, Principal

William Haynes, Senior Associate

James Cheeks, Senior Transportation Engineer

W.F. He, Senior Traffic Engineer

Dain Pallard, ITS Engineer

Smith Dalia Architects

Markham Smith, Principal

Ed Atkins, Architect

Beth Grashof, Historic Consultant

Long Engineering

Shepherd Long, Vice President

Michael VanBriggle, Associate

1.0 Introduction

The Atlanta BeltLine is a large-scale public infrastructure project to redevelop 22 miles of abandoned and/or underutilized rail lines around Atlanta's urban core to a street car/light rail facility. In addition, this project proposes to rezone/redevelop properties within approximately one-half mile of rail line right-of-way. When complete, the project will encompass greenspace, trails, transit, and economic development. The conceptual layout of the BeltLine is shown in Figure 1-1.

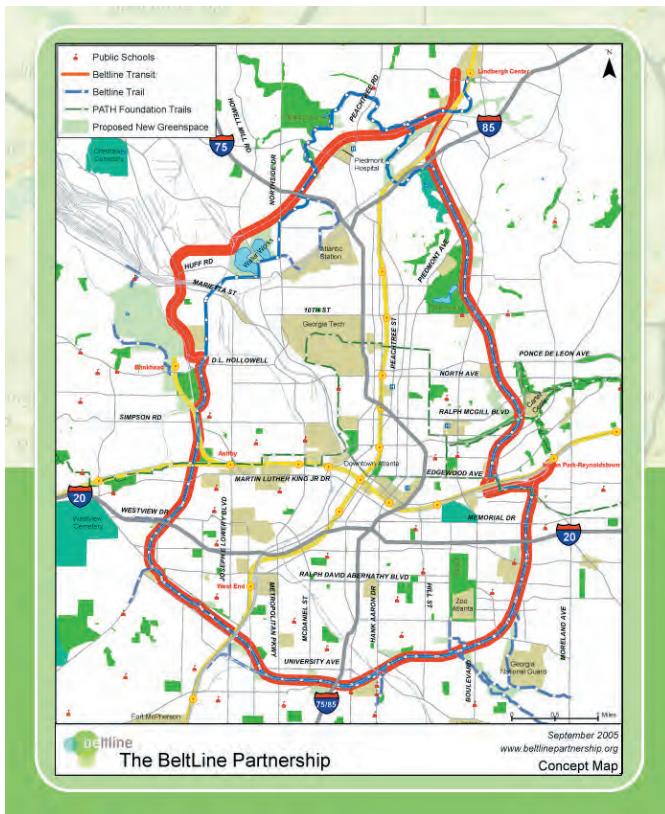


Figure 1-1 - Concept Map of Overall BeltLine Area

Purpose of the Report

As a component of the City of Atlanta's BeltLine Redevelopment Master Planning effort, Atlanta BeltLine, Inc. identified the need to evaluate existing and future traffic operations and safety. For the purposes of planning and implementation, the BeltLine has been divided into ten subareas as shown in Figure 1-2. This report documents the traffic analysis for Subarea 2, also referred to as Heritage Communities of South Atlanta.



Figure 1-2 - Concept Map of Subarea 2

The traffic impacts of proposed BeltLine redevelopment within the subarea needed to be evaluated to determine what, if any, improvements are necessary to allow the transportation infrastructure to efficiently and safely serve future demand. Future conditions were evaluated both with and without BeltLine redevelopment so that the effects of site-generated traffic and proposed changes in land use can be known. Based on the findings of the traffic analysis, recommendations were made on mitigations needed to improve overall safety and traffic operations.

BeltLine Subarea Overview

Subarea 2 is comprised of the geographical area south of I-20 that is bordered by Hill Street to the east and Lee Street to the west. The BeltLine Tax Allocation District (TAD) boundaries are located throughout this geographical area. (Please refer to Figure 1-3, the Site Location Map, on the following page.)

The proposed BeltLine redevelopment within this subarea will consist of 13,094 residential units; 1,472,000 sq. ft. of industrial development, 606,000 sq. ft. of office/Institutional properties; 450,000 sq.

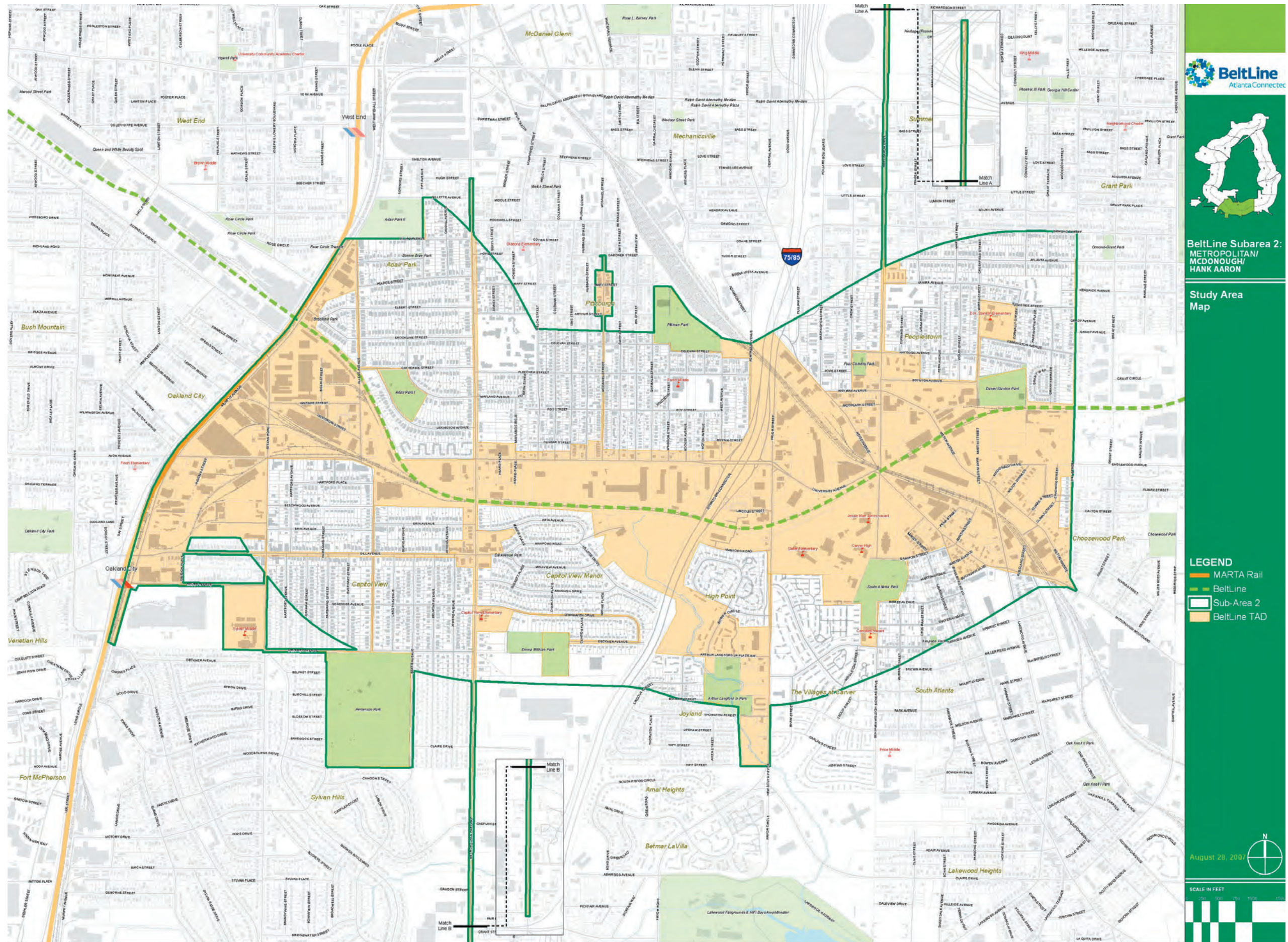


Figure 1-3 - Study Area Map

ft. of high turnover restaurants; 375,000 sq. ft. of quality restaurants; and 675,000 sq. ft. of specialty retail.

For the purposes of traffic analysis, the subarea is organized into two focus areas. Focus Area One includes University Avenue between I-75/85 and Hank Aaron Drive, while Focus Area Two encompasses the remainder of the study area.

Mobility Policies

Over-arching principles for mobility and circulation developed for the Subarea plan are integrated throughout this Transportation Analysis document.

These principles are in keeping with the community's vision for its transportation system. Several Sustainable Action Strategies for plan implementation have also been established. Highlights of those strategies relevant to traffic impacts include:

Policy: Utilize complete streets principles to ensure network for all users of all ages and abilities.

New streets such be designed and existing streets should be retrofitted where appropriate to serve as complete streets. These streets would not merely serve as thoroughfares for moving vehicles, but would allow cyclists, pedestrians, the handicapped, and others to take full advantage of the street.

Policy: Promote shared parking, reduced street widths, and maximized sidewalks

Shared parking, in which land uses with parking needs at different times of the day and week share some spaces, should be encouraged to make more efficient use of land. This will allow a more compact urban form. Wider sidewalks and narrower streets will make the urban environment more enjoyable and safe for pedestrians.

Incorporate recommended streetscape standards.

Summary of Report Contents

This report defines the existing transportation network and the anticipated impacts of the BeltLine project, including parks, transit, trails, and economic

development, on the system in the future.

Section 2, Existing Roadway Facilities, describes the existing transportation system in the Heritage Communities of South Atlanta Subarea. It details information on key roadways including roadway classification, geometry, traffic control composition, and vehicular traffic volumes.

Section 3, Study Methodology, describes the methodology used to determine the level of service (LOS) of key intersections.

Section 4, Existing Traffic Operations, details the results of the 2007 LOS analysis and provides information on traffic operational and safety characteristics of the roadway network in each Focus Area. This section identifies current operational deficiencies.

Section 5, Baseline Traffic Operations, details the evaluation of traffic operations at key intersections for the Build Year of 2020 and the Design Year of 2030, if the BeltLine is not constructed. This component of the analysis will provide a basis for quantifying the impacts of the BeltLine. Projected traffic volumes in this scenario account for future growth and development that would occur in the subarea other than BeltLine-specific development. Section 5 also provides the LOS results with and without projects recommended to improve future year traffic operations.

Section 6, BeltLine Traffic Operations, evaluates future traffic operations at key intersections with the proposed BeltLine facilities and economic development in place for Years 2020 and 2030. The same methodology used in Section 5 was used for the BeltLine traffic operations analysis, allowing operational problems to be identified and remedies proposed.

Section 7, Conclusions and Recommendations, describes recommendations identified to make the Focus Area's transportation network operate more efficiently and safely in future years under both Baseline and BeltLine conditions.

Appendices containing supporting documentation can be found at the end of the report.

2.0 Existing Roadway Facilities

A detailed understanding of the existing roadway network, including its operational and geometric characteristics, connectivity, and traffic patterns, is an important element of the planning process for future transportation projects. A detailed inventory and assessment of the Subarea 2 transportation system is included in the study's Existing Conditions Report. This section of the Transportation Analysis Report contains a brief overview of the subarea's roadway network as it relates to the evaluation of existing and future year traffic operations.

An important characteristic of the transportation system is the intended purpose of its major facilities. The relationship between roadway functional classification, mobility, and access is depicted in Figure 2-1. The figure shows that as access increases, mobility decreases, and vice-versa. The functional classification of the roadways in Subarea 2 are shown in Figure 2-2. McDonough Boulevard, Ridge Avenue, Metropolitan Parkway, Sylvan Road and Lee Street are classified as Minor Arterials. University Avenue, Lakewood Avenue, and Murphy Avenue are classified as Collector Streets. The remaining facilities in this subarea are classified as Local Streets.

The key facilities in Sub-Area 2 include:

Lee Street is a minor arterial street that runs along the western border of Subarea 2, parallel to Murphy Avenue and the MARTA rail line. Within the subarea, this roadway maintains a five-lane cross-section, with left and right turn lanes. The roadway's terrain is level in some segments and rolling in others. The speed limit varies from 35 mph to 40 mph. The development adjacent to the roadway is primarily commercial, but also includes multi-family residential and military facilities.

Murphy Avenue runs parallel to Lee Street along the western border of the subarea. This roadway has a two-lane cross-section with a speed limit of 30 mph. Murphy Avenue has relatively wide through lanes and narrow left and right turn lanes

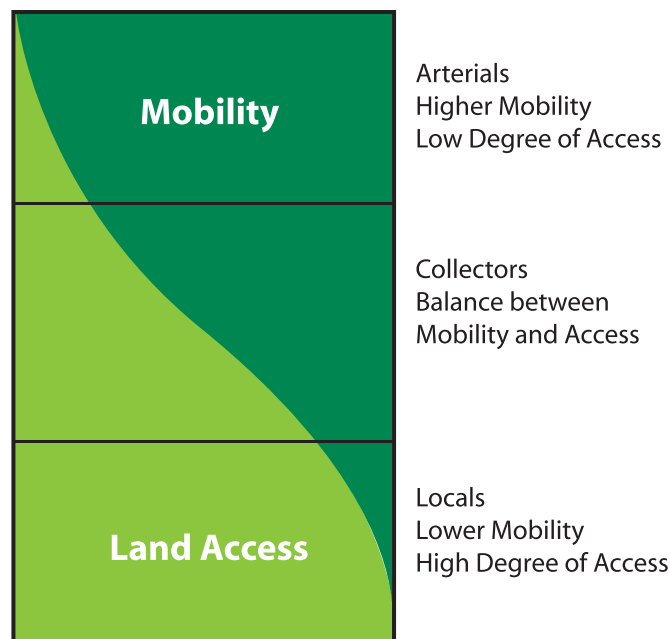


Figure 2-1 - Relationship of Functional Classification Highway Systems in Serving Traffic Mobility and Land Access. (Source: Safety Effectiveness of Roadway Design Features, Vol. 1, Access Control, FHWA, 1992)

(9'-10'). The adjacent development is commercial and industrial with a low driveway concentration. The terrain along this roadway is primarily rolling.

Dill Avenue is an east-west local street with a two-lane cross-section which opens to four lanes between Murphy Avenue and Lee Street. The speed limit along Dill Avenue varies from 30 mph to 35 mph. The adjacent land use consists of residential and development, with driveway concentrations that vary from low to high. The lane widths are relatively wide and accommodate on-street parking between Division Place and Murphy Avenue. Dill Avenue's terrain is generally rolling.

Sylvan Road is a two-lane minor arterial with a speed limit of 35 mph. Between Genessee Avenue and Dill Avenue, Sylvan Road is part of a school zone. The adjacent land use also includes industrial and commercial development. Between Dill Avenue and Warner Street, this roadway has on-street parking. Sylvan Road has a mixture of rolling and level terrain.

University Avenue is an east-west collector street that extends through a primarily commercial area. The roadway's cross-section transitions from three to four lanes, and subsequently to five lanes in the

vicinity of I-75/I-85. There are raised medians of various widths in certain segments of the roadway. This roadway has primarily a rolling terrain with a speed limit of 35 mph.

Avon Avenue is a local two-lane street, with a speed limit of 30 mph. This roadway has a relatively wide cross-section that accommodates unrestricted parking. Avon Avenue is among the shortest of the streets in the subarea, extending between Allene Avenue and Murphy Avenue.

Metropolitan Parkway is a north-south roadway with a four-lane cross-section. The facility has residential, retail, educational, and commercial developments. Metropolitan Parkway has a speed limit of 35 mph and a consistent rolling terrain. The lanes along this roadway are relatively narrow, with an average width of 10 feet. This roadway is classified as a Minor Arterial.

McDonough Boulevard is a minor arterial with a level terrain. Within the subarea, McDonough Boulevard has a consistent cross-section of two lanes that run through a commercial area. There is also a portion of the roadway that runs adjacent to a school. McDonough Boulevard has a speed limit of 35 mph.

Ridge Avenue is a minor arterial north of University Avenue. For a short segment of Ridge Avenue, the cross-section opens from two lanes to three lanes. Ridge Avenue runs through a commercial area with a speed limit of 35 mph.

A summary of the geometric and operational characteristics of the key facilities in Subarea 2 can be found in Table 2-1.

Figure 2-3 shows Annual Average Daily Traffic (AADT) on these key facilities. AADT was estimated by applying monthly seasonal and axle factors to the 24-hour tube counts collected as part of the project. Boulevard carries the highest AADT in Subarea 2, with nearly 20,000 vpd.

Figure 2-4 shows intersection traffic control at key intersections and posted speed limits on major roadway segments.

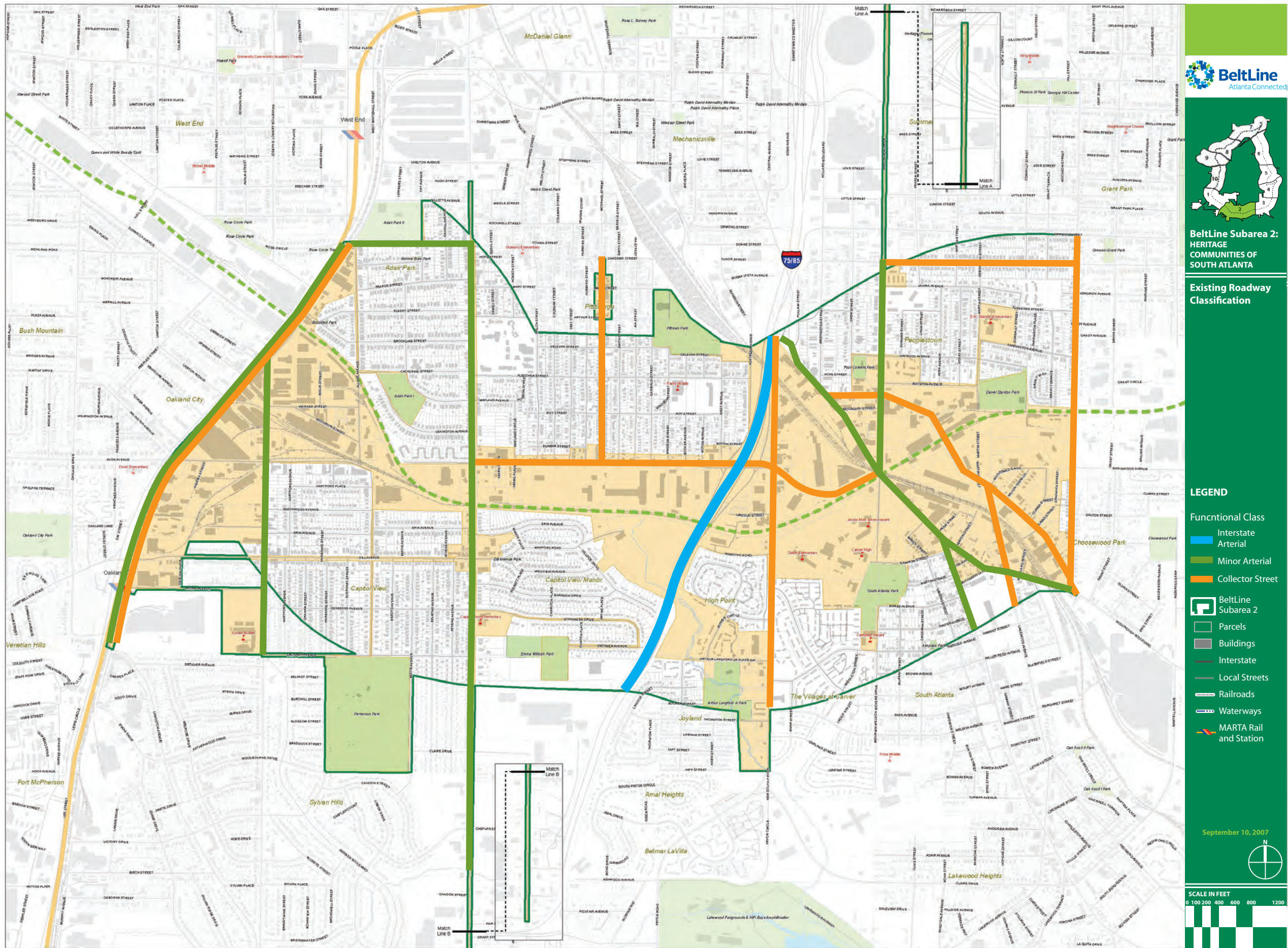


Figure 2-2 Existing Functional Classification

Table 2-1 Key Facility Characteristics

| Roadway | From | To | Functional Classification | AADT | No. of Lanes | Bike Lanes | Posted Speed (mph) |
|----------------------|----------------------|----------------------|---------------------------|---------------|--------------|------------|--------------------|
| Lakewood Avenue | McDonough Boulevard | Milton Avenue | Collector Street | Not available | 2 | Y | Not available |
| McDonough Boulevard | Lakewood Avenue | University Avenue | Minor Arterial | 1,889 | 2 | N | 35 |
| Ridge Avenue | University Avenue | Washington Street | Minor Arterial | Not available | 2 | N | 35 |
| Ridge Avenue | Washington Street | Pryor Street | Minor Arterial | Not available | 3 | N | 35 |
| University Avenue | Metropolitan Parkway | Moton Avenue | Collector Street | 13,410 | 3 | N | 35 |
| University Avenue | Moton Avenue | I-75/85 SB Ramp | Collector Street | 16,716 | 4 | N | 35 |
| University Avenue | I-75/85 SB Ramp | I-75/85 NB Ramp | Collector Street | 13,481 | 5 | N | 35 |
| University Avenue | I-75/85 NB Ramp | Pryor Street | Collector Street | 13,481 | 4 | N | 35 |
| University Avenue | Pryor Street | McDonough Boulevard | Collector Street | 13,481 | 4 | N | 35 |
| Metropolitan Parkway | Arthur Street | University Avenue | Minor Arterial | 12,831 | 4 | N | 35 |
| Metropolitan Parkway | University Avenue | Deckner Avenue | Minor Arterial | 13,437 | 4 | N | 35 |
| Manford Road | Mellview Avenue | Metropolitan Parkway | Local Street | Not available | 2 | N | 30 |
| Dill Avenue | Metropolitan Parkway | Murphy Avenue | Local Street | 8,161 | 2 | N | 30 / 35 |
| Dill Avenue | Murphy Avenue | Lee Street | Local Street | Not available | 4 | N | 30 |
| Sylvan Road | Genessee Avenue | Murphy Avenue | Minor Arterial | 6,098 | 2 | N | 35 |
| Avon Avenue | Murphy Avenue | Sylvan Road | Local Street | 347 | 2 | N | 30 |
| Murphy Avenue | Arden Avenue | Brookline Street | Collector Street | 3,424 | 2 | N | 30 |
| Lee Street | Edge of Study Area | Campbellton Road | Minor Arterial | 14,055 | 5 | N | 40 |
| Lee Street | Campbellton Road | Dimmock Street | Minor Arterial | 16,301 | 5 | N | 40 |
| Lee Street | Dimmock Street | Beecher Street | Minor Arterial | 16,301 | 5 | N | 35 |

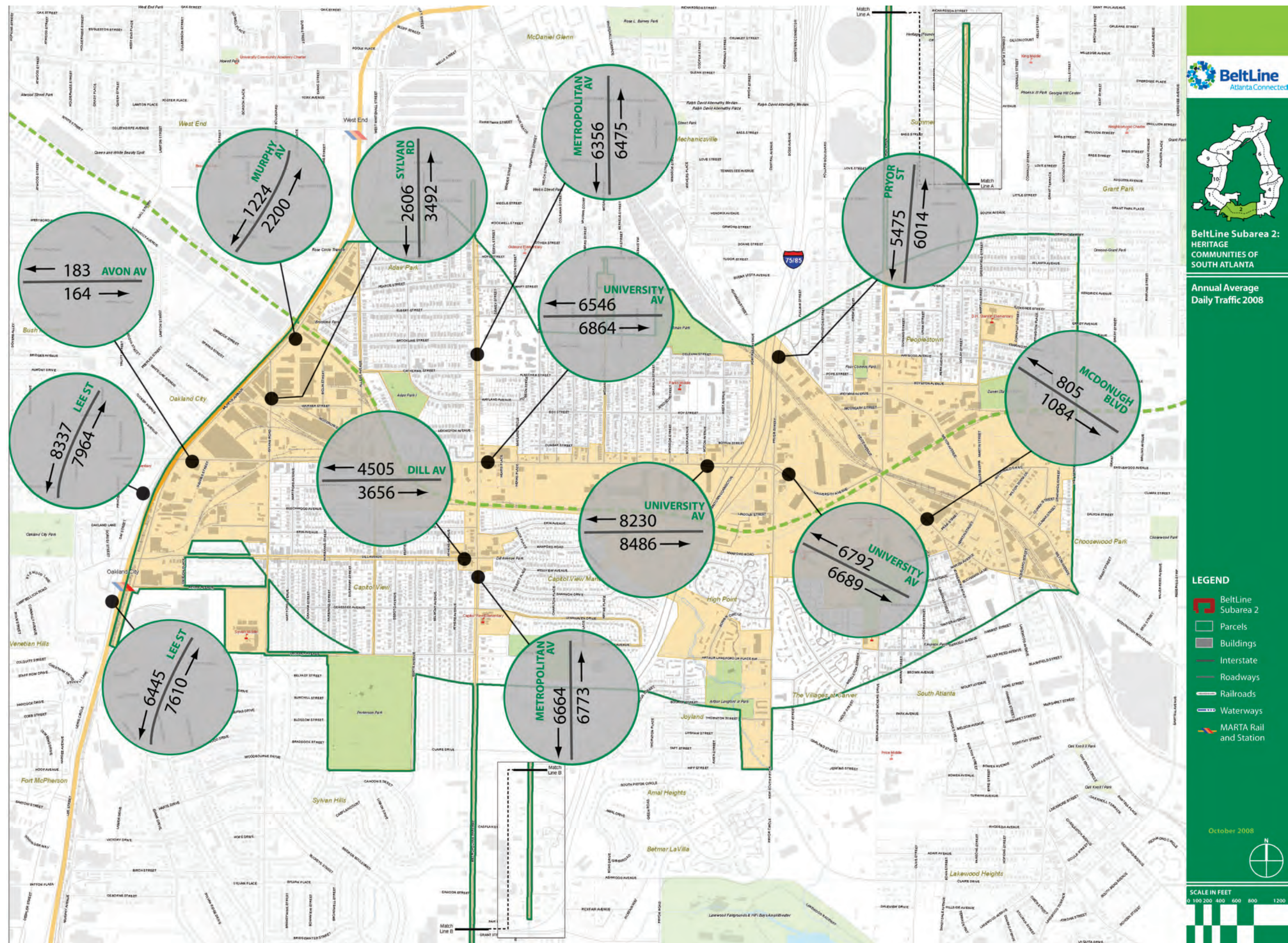


Figure 2-3 Annual Average Daily Traffic

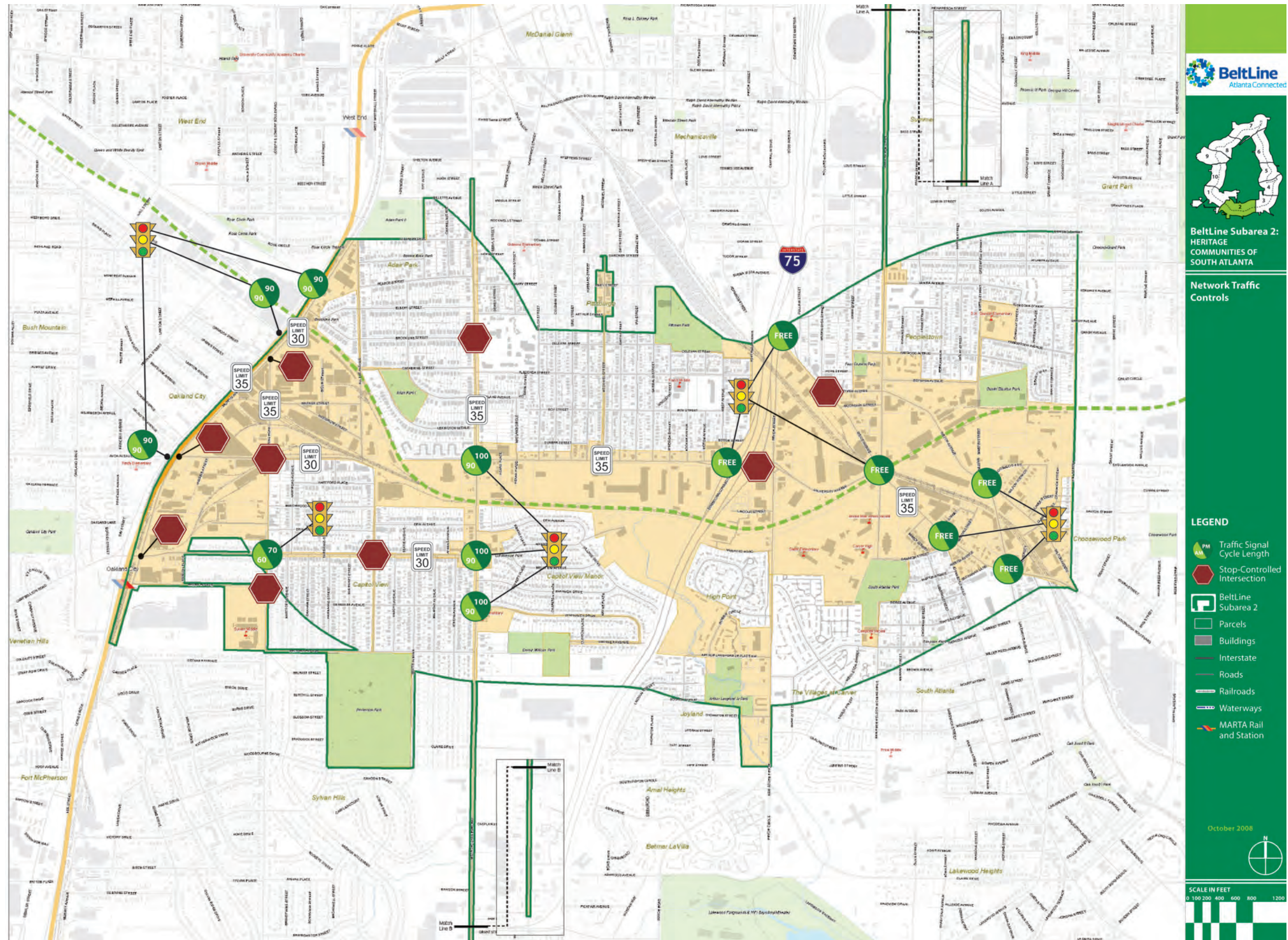


Figure 2-4 Intersection Traffic Control

3.0 Study Methodology

Relevant information on the subarea was obtained from numerous data sources, including the City of Atlanta, the Georgia Department of Transportation (GDOT), the Master Planning Team, and engineering field observation, measurement, and assessment. The collected information was reviewed, summarized and analyzed to ascertain the current condition of transportation within the subarea, and any anticipated future conditions resulting from the implementation of the BeltLine. The methodologies used in these analyses are described in this section.

The transportation analysis for this study was concentrated on intersection operations since the capacity of a facility is often dictated by its intersections. Two key indicators of operational efficiency at an intersection were determined – level of service (LOS) and volume to capacity ratio (v/c). These indicators, also known as measures of effectiveness (MOEs), are important elements of the transportation planning and design processes to ensure the provision of acceptable traffic operations.

Level of service is defined in the Transportation Research Board’s (TRB’s) Highway Capacity Manual (HCM), 2000 edition, as “a qualitative measure describing operational conditions within a traffic stream, based on service measures such as speed and travel time, freedom to maneuver, traffic interruptions, comfort, and convenience.” LOS is categorized using letters A through F, with LOS A designating the best operating conditions, and LOS F signifying the worst. LOS designations are not based on safety factors.

Volume to capacity ratio (v/c) is defined as the ratio of flow rate to capacity of a facility, and is sometimes referred to as the degree of saturation. This measure ranges from 0 to 1.0 for conditions in which demand is less than the capacity of an intersection, to more than 1.0 for oversaturated conditions. In general, these two parameters are good indicators of an intersection’s performance, but should be

evaluated carefully as they are complex variables with several factors influencing them.

Capacity and level of service analyses were conducted using SYNCHRO traffic analysis software and the companion SimTraffic traffic simulation software. SYNCHRO implements the HCM’s analytical procedures. SimTraffic demonstrates potential impacts of congestion and spillback on network traffic operations, and provides validation for testing of operational improvements. These features were useful in assessing the performance of existing and future intersection configurations, as well as improvement alternatives recommended for this project.

Level of service and capacity for signalized and unsignalized intersections are determined differently, and are described below.

Signalized intersections

For signalized intersections, LOS is a factor of a combination of traffic, geometric, and traffic signal conditions, and is a measure of the average control delay per vehicle. For signalized intersections, LOS is obtained at the approach and lane group levels, and is then aggregated to the intersection level. Table 3-1 shows the LOS criteria for signalized intersections.

Table 3-1. LOS Criteria for Signalized Intersections

| LOS | AVERAGE STOPPED DELAY PER VEHICLE (SEC) |
|-----|---|
| A | ≤ 10 |
| B | > 10 and ≤ 15 |
| C | > 15 and ≤ 25 |
| D | > 25 and ≤ 35 |
| E | > 35 and ≤ 50 |
| F | > 50 |

Source: Highway Capacity Manual, 2000

When the intersection as a whole performs at an acceptable level of service, but individual lane groups or approaches do not, then changes in signal timing splits should be considered to improve operations for disadvantaged movements.

A v/c ratio of less than 1.0 indicates that the travel demand is less than the intersection’s capacity.

When there is more demand than capacity, the v/c ratio is greater than 1.0, which corresponds to oversaturated, congested conditions. In this condition, there is more approach demand than the intersection can handle, resulting in queues at the intersection approach(es). It is possible for delay to decrease with increasing capacity if it occurs in lane groups with excess capacity.

It is also possible to have unacceptable LOS with v/c ratios of less than 1.0. Motorists in a particular lane group can experience unacceptable delays when the v/c ratio for the intersection as a whole is less than 1.0. This is likely caused by inefficiencies in the traffic signal timing plan being used, versus any specific traffic or geometric deficiencies.

Unsignalized intersections

Methodologies for analyzing unsignalized intersections depend on the nature of the traffic control – whether the intersection is two-way stop-controlled (TWSC), or all-way stop-controlled (AWSC). For TWSC intersections, specific conditions such as channelization, number and use of lanes, and the approach conditions of the minor streets are considered. Capacity cannot be explicitly calculated as it can for signalized intersections, as it is based on factors such as the distribution of gaps in the major street traffic stream, driver judgment in selecting gaps, and the follow-up time required by each driver in a queue. For AWSC intersections, it is also important to include the manner in which right of way is alternated between approaches and the departure headways between conflicting movements in the analysis.

For unsignalized intersections, LOS can only be generated at the approach level, and is a measure of the computed control delay. Traffic and geometric conditions are key factors in determining delay at these intersections. Table 3-2 shows the LOS criteria for unsignalized intersections.

LOS criteria for signalized and unsignalized intersection types are different because driver perception typically varies between them. A driver expects heavier traffic volumes at signalized intersections, and therefore may expect and thus tolerate longer delays. Conversely, an intersection is perceived to

Table 3-2 - LOS Criteria for Unsignalized Intersections

| LOS | AVERAGE STOPPED DELAY PER VEHICLE (SEC) |
|-----|---|
| A | ≤ 10 |
| B | > 10 and ≤ 20 |
| C | > 20 and ≤ 35 |
| D | > 35 and ≤ 55 |
| E | > 55 and ≤ 80 |
| F | > 80 |

Source: Highway Capacity Manual, 2000

be unsignalized because it has lower volumes and shorter delays. Thus a driver's idea of an acceptable delay is somewhat shorter than the same time spent delayed at a signalized intersection.

Scenarios to be Analyzed

In order to evaluate existing traffic operations, data from the sources listed previously were supplemented by traffic volume counts collected in September of 2007. These counts consisted of both turning movement counts (TMCs) collected at key intersections, as well as 24-hour approach and classification counts collected along major facilities. Using the intersection TMCs, detailed capacity analyses were performed for the AM peak period from 7:00 a.m. – 9:00 a.m., and the PM peak period from 4:00 p.m. to 6:00 p.m. The results of the existing conditions capacity and LOS analysis can be found in Section 4.0.

Once the existing conditions analyses were completed, they were used as a basis to project future traffic operations under Baseline and BeltLine scenarios. This allowed for an accurate assessment of the impacts of future development on the system. For the purpose of future conditions analysis, future traffic volumes were projected using the following equation:

$$V_f = V_c \times (1 + r)^n$$

Where:

- V_f – Future year base traffic volume
- V_c – Existing year (2007) traffic volume obtained from field traffic counts
- r – Average annual growth rate
- n – Future year – existing year (2007). $n = 13$ for the year 2020, and $n = 23$ for the year 2030

For this project, it was determined that an average annual growth rate of 2.2% for Baseline scenarios and 2.0% for BeltLine scenarios would be used to account for normal background traffic growth and migration into and out of the subarea over time. These growth rates are deemed to be conservative values, and are slightly higher than the growth rate forecast by the regional travel demand model for this area.

Level of service and capacity analysis methodologies used for existing conditions were repeated for projected future conditions under the following scenarios:

Baseline Year 2020 - Projected future traffic operations in Year 2020 with development projects already underway or planned to be completed by that time, which are consistent with the current 15-year land use plan. These conditions were analyzed on the roadway network which includes transportation improvement projects already planned and programmed for implementation by Year 2020.

Baseline Year 2020 with projects - Projected future traffic operations in Year 2020 as described for Baseline Year 2020 above, but with transportation improvements in place which were recommended to mitigate operational deficiencies identified in the previous analysis.

Baseline Year 2030 - Projected future traffic operations in Year 2030 with development projects already underway or planned to be completed by that time, which are consistent with the current 15-year land use plan. These conditions were analyzed

on the roadway network which includes transportation improvement projects already planned and programmed for implementation by Year 2030.

Baseline Year 2030 with projects - Projected future traffic operations in Year 2030 as described for Baseline Year 2030 above, but with transportation improvements in place which were recommended to mitigate operational deficiencies identified in the previous analysis.

BeltLine Year 2020 - Projected future traffic operations in Year 2020 with anticipated BeltLine-specific land uses in place, and with all development that is projected for build-out by that time. These conditions were analyzed on the roadway network which includes transportation improvement projects already planned and programmed for implementation by Year 2020.

BeltLine Year 2020 with projects - Projected future traffic operations in Year 2020 as described for BeltLine Year 2020 above, but with transportation improvements in place which were recommended to mitigate operational deficiencies identified in the previous analysis resulting from BeltLine traffic.

BeltLine Year 2030 - Projected future traffic operations in Year 2030 with anticipated BeltLine-specific land uses in place, and with all development projected for build-out by that time. These conditions were analyzed on the roadway network which includes transportation improvement projects already planned and programmed for implementation by Year 2030.

BeltLine Year 2030 with projects - Projected future traffic operations in Year 2030 as described for BeltLine Year 2030 above, but with transportation improvements in place which were recommended to mitigate operational deficiencies identified in the previous analysis resulting from BeltLine traffic.

The results of the level of service and capacity analyses for each of these scenarios were reviewed to evaluate the traffic conditions at each of the study intersections. The results were categorized by Focus Area. The findings and any scenario-specific recommendation are discussed in each section, and are summarized in Section 7, Conclusion and Recommendations.

4.0 Existing Traffic Operations

The primary objective of this study is to evaluate the impact of BeltLine-generated traffic on nearby roadways and intersections in identified Focus Areas within the subarea. For the purposes of traffic analysis, Subarea 2 is organized into two Focus Areas. Focus Area One includes the key intersections along University Avenue. Focus Area Two includes the remaining intersections in the subarea. Twenty-two key intersections (study intersections) were identified for analysis and potential improvements. They include:

Focus Area One

Signalized intersections

- University Avenue at Hank Aaron Drive / McDonough Boulevard / Ridge Avenue / Capitol Avenue
- University Avenue at I-75/85 Southbound Ramps
- University Avenue at Metropolitan Parkway

Unsignalized intersections

- University Avenue at I-75/85 Northbound Ramps

Focus Area Two

Signalized intersections

- Dill Avenue at Sylvan Road
- Lakewood Avenue at Milton Avenue
- Lee Street at Donnelly Avenue
- Lee Street at White Street
- Lee Street at Avon Avenue
- McDonough Boulevard at Lakewood Ave.
- McDonough Boulevard at Jonesboro
- Metropolitan Parkway at Dill Avenue
- Metropolitan Parkway at Lynnhaven Drive
- Ridge Avenue at Pryor Street
- Weyman Street / Milton Avenue at Ridge Avenue

Unsignalized intersections

- Avon Avenue at Murphy Avenue
- Avon Avenue at Sylvan Road
- Dill Avenue at Murphy Avenue
- Dill Avenue at Allene Avenue
- Sylvan Road at Murphy Avenue
- Sylvan Road at Arden Avenue
- Metropolitan Parkway at Brookline Street

The location of the study intersections, and their existing lane geometries can be found in Figure 4-1. The existing conditions analysis is based on turning movement counts collected in 2007. These counts are shown in Figure 4-2.

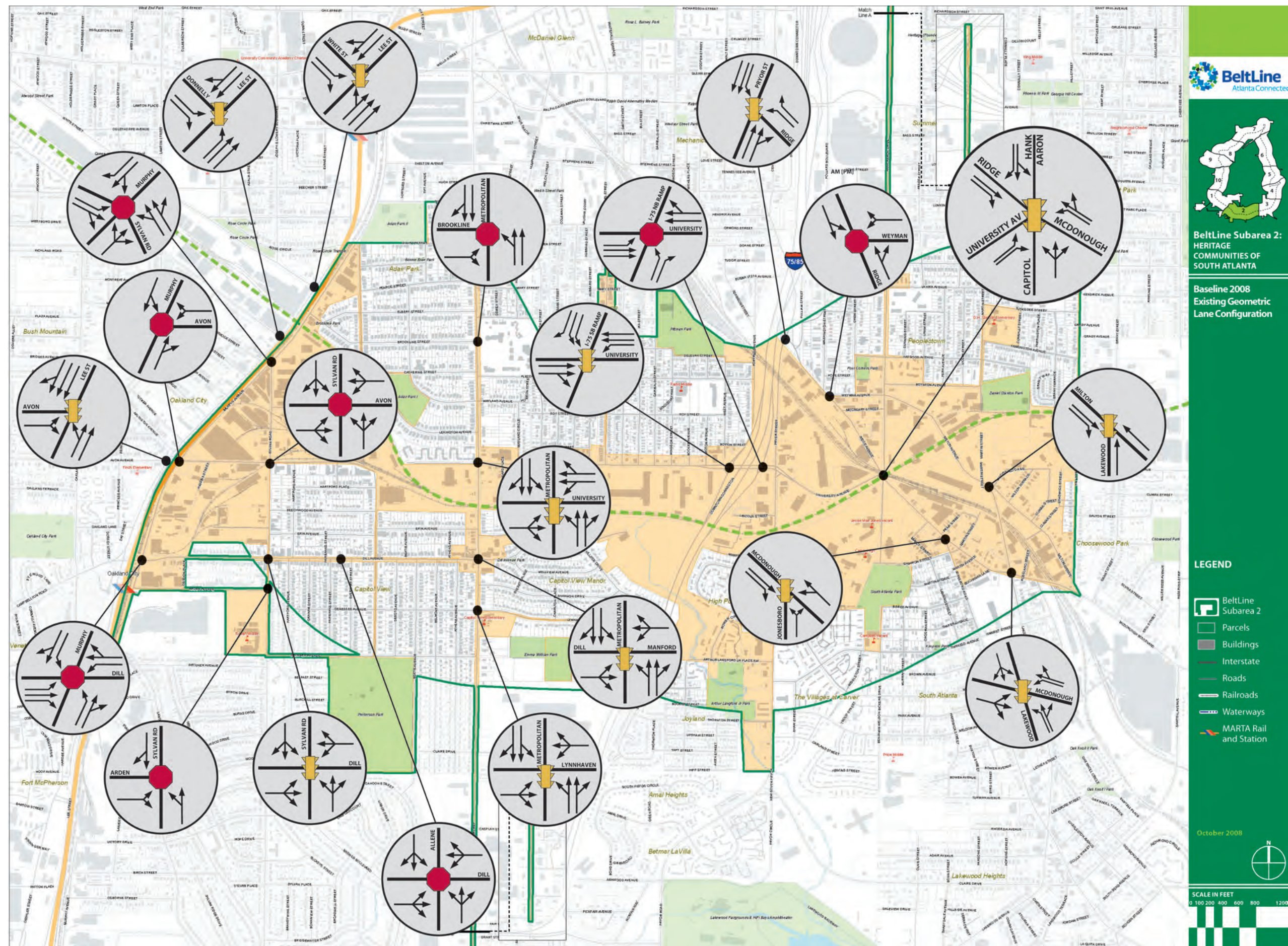
Intersection level of service analysis results for Subarea 2 are shown in Figure 4-3. Results indicate that the majority of the intersections are currently operating at an acceptable level of service.

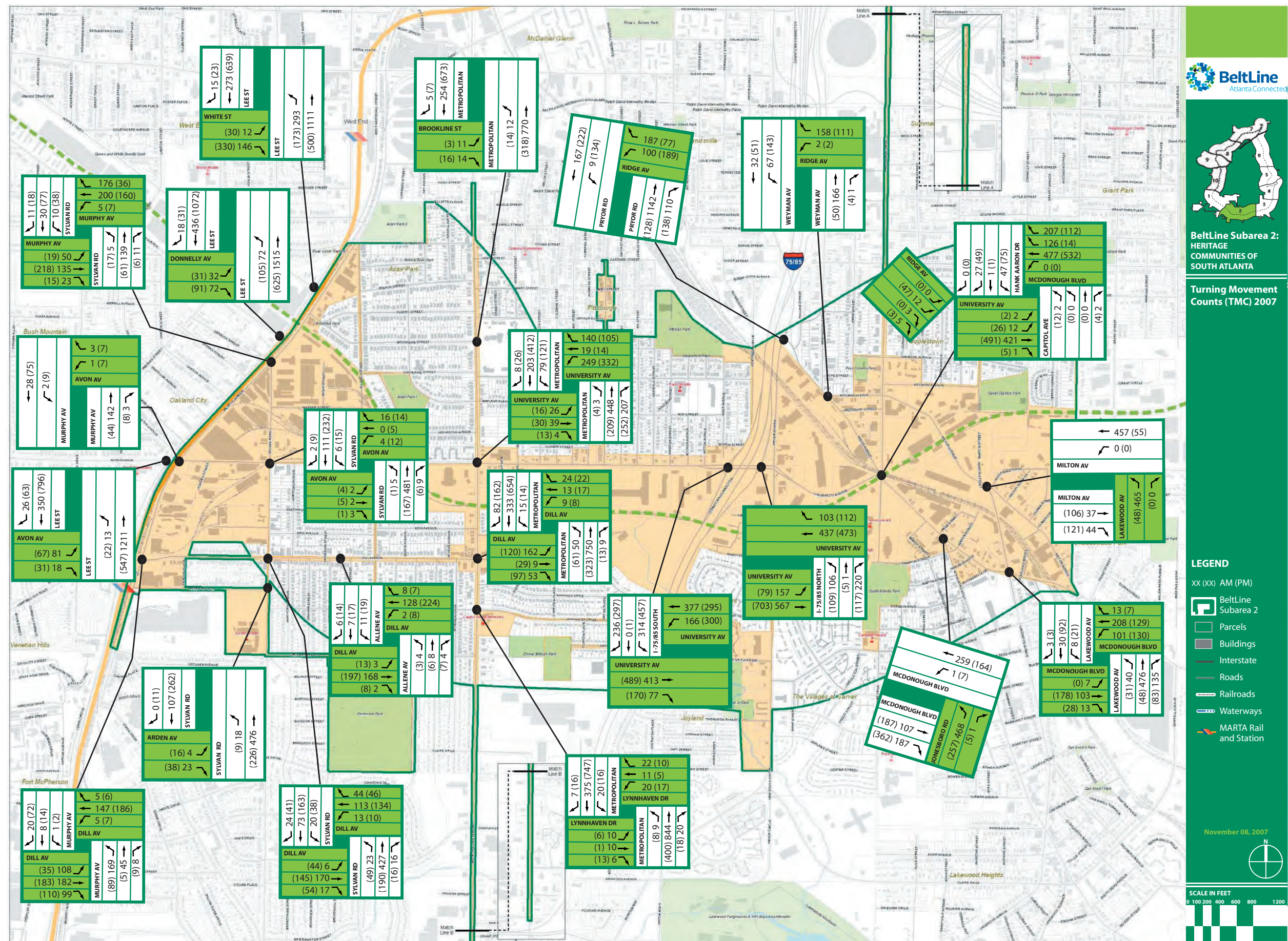
Focus Area One

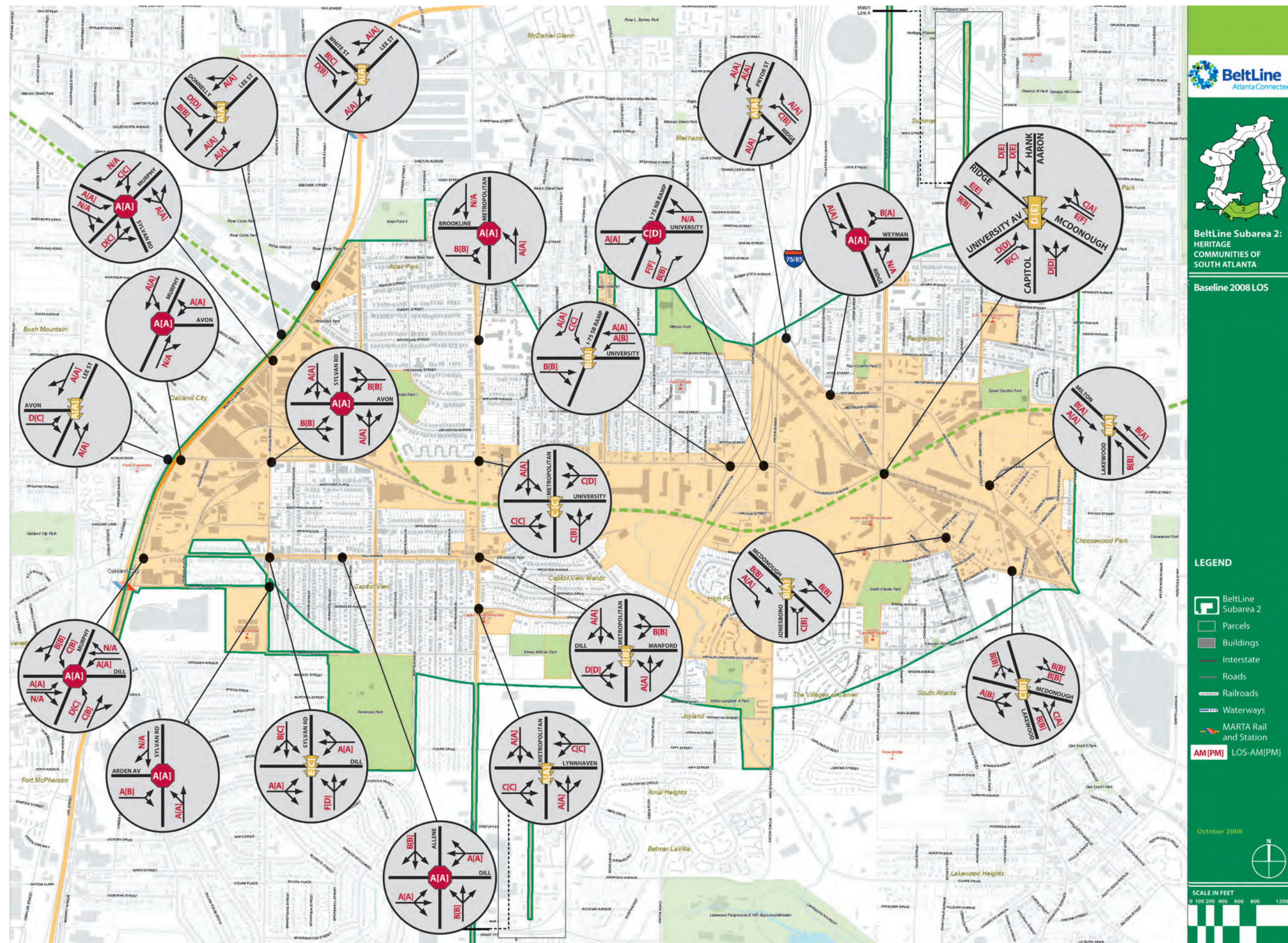
Focus Area One results are summarized in Table 4-1. Results indicate that there are operational deficiencies in this Focus Area. The intersection of University Avenue at Hank Aaron Drive / McDonough Boulevard / Ridge Avenue / Capitol Avenue is a very complex intersection, which is further complicated by the presence of an active railroad track that bisects it. The traffic signal is timed for a 160 second cycle length with several overlaps in place to concurrently serve non-conflicting movements.

Table 4-1. Focus Area One - Existing Intersection Operations

| INTERSECTION | AM Peak | | PM Peak | |
|---|---------|------|---------|------|
| | LOS | v/c | LOS | v/c |
| University Avenue at Metropolitan Parkway | C | 0.77 | C | 0.81 |
| University Avenue at I-75 SB Ramp | B | 0.41 | B | 0.72 |
| University Avenue at Hank Aaron Drive/McDonough Boulevard/Ridge Avenue/Capitol Avenue | D | 0.86 | E | 1.11 |
| University Avenue at I-75 NB Ramp | | | | |
| EB Left | A | N/A | A | N/A |
| NB Left | F | N/A | F | N/A |
| NB Right | B | N/A | B | N/A |







This intersection is currently operating at LOS D in the AM peak period, and LOS E in the PM peak period. Although the intersection is operating below capacity in the morning, afternoon peak traffic volumes exceed the intersection's capacity, with a v/c ratio of 1.11.

While overall the unsignalized intersection of University Avenue and the I-75/85 NB ramps operates well, there is a breakdown in efficiency for the NB off ramp's left turn lane. This approach operates at LOS F for both peak periods.

The remaining two study intersections in this Focus Area, the University Avenue intersections with the I-75/85 southbound ramps and with Metropolitan Parkway, both operate acceptably during both peak periods.

Focus Area Two

The majority of Focus Area Two intersections perform well during both peak periods, with few operational inefficiencies. Results for these intersections are summarized in Table 4-2. Not only do these intersections operate without undue delay - most operate at LOS A or B - but many are well under capacity. This will allow the intersections to accommodate future growth without the need for substantial transportation improvements.

Study intersections along Sylvan Road operate well except for the intersection of Dill Avenue at Sylvan Road. This signalized intersection operates at LOS E in the AM peak period, though it operates acceptably in the afternoon peak. Three of the approaches perform well, however heavy northbound traffic volumes cause the shared NB approach to fail, resulting in overall significant delays for the intersection during the morning period.

Another of the Sylvan Road intersections demonstrated operational issues in the northerly direction in the AM peak analysis period. Sylvan Road at Murphy Avenue, though exhibiting overall acceptable operations, showed delays on the minor street stop controlled approaches. This NE-bound approach experienced the greatest delay with LOS D in the morning.

As a whole, the subarea intersections studied operate effectively under current conditions. Although there are a few operational deficiencies, these are limited to only a few locations and do not appear to cause systemic congestion.

Table 4-2. Focus Area Two - Existing Intersection Operations

| INTERSECTION | AM Peak | | PM Peak | |
|--|---------|------|---------|------|
| | LOS | v/c | LOS | v/c |
| Lee Street at White Street | A | 0.51 | A | 0.74 |
| Lee Street at Donnely Street | A | 0.55 | A | 0.51 |
| Lee Street at Avon Street | B | 0.56 | A | 0.52 |
| Dill Avenue at Sylvan Road | E | 1.19 | C | 0.78 |
| Dill Avenue at Metropolitan Parkway | B | 0.76 | B | 0.79 |
| Metropolitan Parkway at Lynnhaven Avenue | A | 0.38 | A | 0.32 |
| Pryor Street at Ridge Avenue | A | 0.58 | A | 0.56 |
| McDonough Boulevard at Jonesboro Road | B | 0.69 | A | 0.44 |
| McDonough Boulevard at Lakewood Avenue | C | 0.85 | B | 0.34 |
| Milton Avenue at Lakewood Avenue | B | 0.68 | A | 0.19 |
| Sylvan Road at Murphy Avenue | | | | |
| EB Approach (Free) | A | N/A | A | N/A |
| WB Approach (Free) | A | N/A | A | N/A |
| NE Approach (Stop) | D | N/A | C | N/A |
| SW Approach (Stop) | C | N/A | C | N/A |
| Sylvan Road at Avon Street | | | | |
| EB Approach (Stop) | B | N/A | B | N/A |
| WB Approach (Stop) | B | N/A | B | N/A |
| NB Approach (Free) | A | N/A | A | N/A |
| SB Approach (Free) | A | N/A | A | N/A |

| INTERSECTION | AM Peak | | PM Peak | |
|---|---------|-----|---------|-----|
| | LOS | v/c | LOS | v/c |
| Avon Street at Murphy Avenue | | | | |
| WB Left (Stop) | A | N/A | A | N/A |
| SB Approach (Free) | A | N/A | A | N/A |
| Dill Avenue at Murphy Avenue | | | | |
| EB Left | A | N/A | A | N/A |
| WB Left | A | N/A | A | N/A |
| NB Left | D | N/A | C | N/A |
| NB Approach (Stop) | C | N/A | B | N/A |
| SB Left | C | N/A | B | N/A |
| SB Approach (Stop) | B | N/A | B | N/A |
| Sylvan Road at Arden Street | | | | |
| EB Left (Stop) | A | N/A | B | N/A |
| NB Approach (Free) | A | N/A | A | N/A |
| Dill Avenue at Allene Avenue | | | | |
| EB Approach (Free) | A | N/A | A | N/A |
| WB Approach (Free) | A | N/A | A | N/A |
| NB Approach (Stop) | B | N/A | B | N/A |
| SB Approach (Stop) | B | N/A | B | N/A |
| Metropolitan Parkway at Brookline Street | | | | |
| EB Left (Stop) | B | N/A | B | N/A |
| NB Approach (Free) | A | N/A | A | N/A |
| Weyman Street/Milton Avenue at Ridge Avenue | | | | |
| WB Approach (Stop) | B | N/A | A | N/A |
| SE Approach (Free) | A | N/A | A | N/A |

5.0 Baseline Traffic Operations

Just as it is important to evaluate existing traffic operations, future traffic conditions must also be analyzed to determine how the transportation system would perform in the absence of BeltLine redevelopment and new transportation improvements. This section of the report details the findings from this analysis. This Baseline traffic operations analysis was conducted by projecting existing traffic volumes to future years using conservative growth rates, considering impacts of any new developments, and with any planned and programmed transportation improvement projects in place.

5.1 Planned Road Improvements

In Subarea 2, there are no major capacity improvement projects programmed in the ARC's Envision6 Regional Transportation Plan and FY 2008-2013 Transportation Improvement Program. Therefore, Baseline traffic operations were analyzed on a model of the transportation network as it exists today.

5.2 Current Trends Development

Review of Redevelopment Projects Underway

The Baseline traffic operations analysis were to be based on the 15-year land use plan; and associated development projects, which are being planned or are already underway, and are not a part of the BeltLine redevelopment. Currently there are no significant planned development projects in the permitting or rezoning phase in Subarea 2 which will affect future year traffic operations. Therefore, no new development trips were included for this scenario. It was assumed that any new developments that may occur in the future in the subarea by years 2020 and 2030 will be accounted for in the conservative background traffic growth.

Existing 15-Year Land Use Plan

The existing Land Use Plan for Subarea 2 is depicted on the map in Figure 5-1.

5.3 Year 2020 Traffic Operations

The 22 study intersections in the subarea were considered the areas of principal concern because they are the locations of highest traffic conflict and delay. Since there are no capacity improvement projects planned for this subarea, Baseline Year 2020 traffic conditions were analyzed with the same roadway and intersection geometry used for the existing conditions analysis. In this scenario, traffic volumes were forecasted to 2020 based on a conservative annual growth rate of 2.2%. The resulting total 2020 peak hour traffic volumes at the 22 study intersections are illustrated in Figures 5-2.

Capacity Analysis

Level of service and capacity analyses for Baseline Year 2020 were conducted using the methodologies described in Section 3.0 for the two Focus Areas. Results of these analyses by Focus Area are described below, and are summarized in Tables 5-1 for Focus Area One and Table 5-2 for Focus Area Two. Level of service results are further illustrated in Figure 5-3.

Focus Area One

Results for Focus Area One indicate that traffic conditions along University Avenue will remain substantially unchanged into the future years with the projected background traffic growth in the area. The two locations which experienced operational issues under existing conditions will continue to do so in Baseline Year 2020. Delay results for the three signalized intersections in this focus area are more favorable in some cases in this analysis than in the existing conditions analysis because of the optimization of the traffic signal timing included in the model simulation. The existing conditions analysis was based on the actual AM and PM peak timing plans currently being run. The timing parameters used for Baseline conditions were optimized with the assumption that there will be traffic signal timing improvements made in the area to serve changing traffic conditions by Year 2020.

The University Avenue at I-75/85 NB ramps intersection continues to experience delays for the NB left turn lane in both peak periods, with LOS F continuing for this movement.

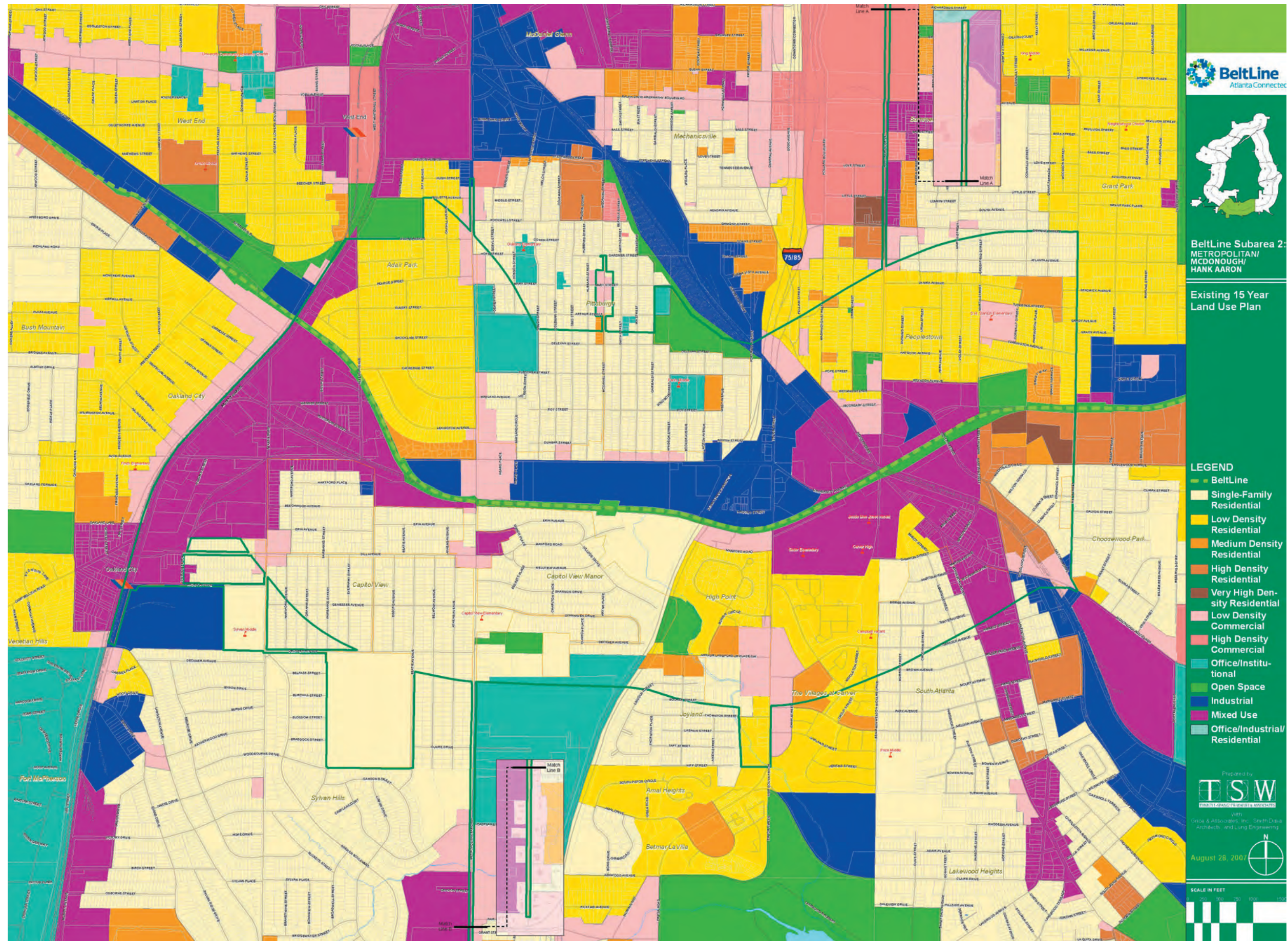


Figure 5-1. 15-Year Land Use

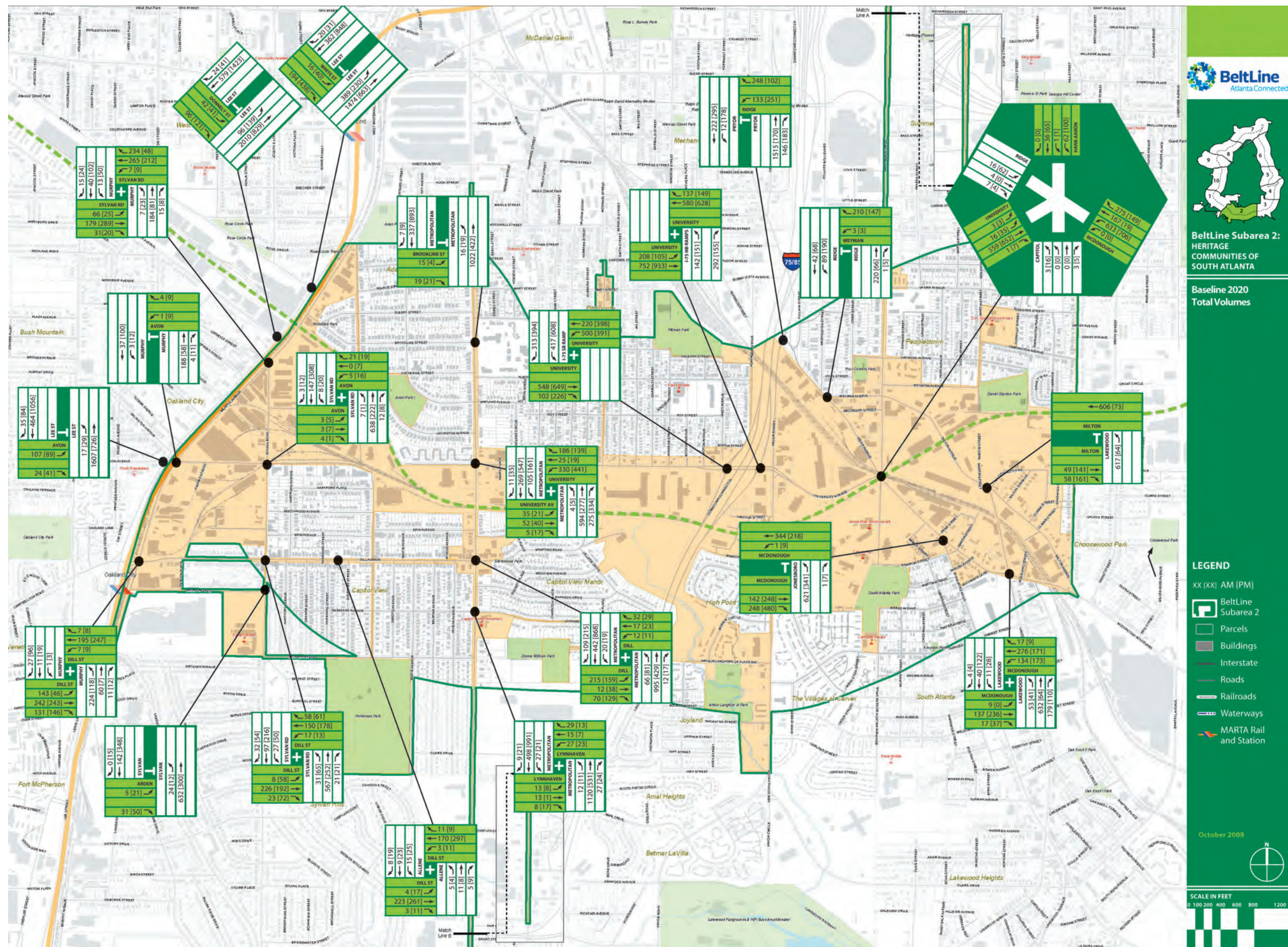


Table 5-1. Focus Area One - Year 2020 Baseline Traffic Operations

| INTERSECTION | AM Peak | | PM Peak | |
|---|---------|------|---------|------|
| | LOS | v/c | LOS | v/c |
| University Avenue at Metropolitan Avenue | B | 0.79 | B | 0.82 |
| University Avenue at I-75 SB Ramp | B | 0.54 | C | 0.95 |
| University Avenue at Hank Aaron Drive/McDonough Boulevard/Ridge Avenue/Capitol Avenue | D | 0.97 | D | 1.01 |
| University Avenue at I-75 NB Ramp | | | | |
| EB Left | B | N/A | B | N/A |
| NB Left | F | N/A | F | N/A |
| NB Right | C | N/A | C | N/A |

Focus Area Two

With the exception of the minor street approaches at the intersection of Sylvan Road with Murphy Avenue, and the NB left turn lane at the intersection of Dill Avenue with Murphy Avenue, all of the other study intersections in this focus area are expected to perform well into Year 2020 under Baseline conditions. The NE-bound approach at the intersection of Sylvan Road with Murphy Avenue fails in the morning, while the SW-bound approach operates at LOS D in both peak periods. The NB left turn lane at the intersection of Dill Avenue with Murphy Avenue fails in both peak periods. The mainline free movements experience only minor delays, and the overall operations at both of these locations remain acceptable.

Even with the increases in traffic volumes projected, some of the intersections in Focus Area One perform almost as well, or in some cases better, than under existing conditions because of the optimized traffic signal timing evaluated.

5.4 Year 2020, with Transportation Improvements

Based on the results of Year 2020 Baseline analysis, no transportation improvement projects are proposed for Subarea 2. Inefficient operations at the unsignalized intersections noted previously were

carefully considered during this analysis. Typically, with increased volumes, minor streets and main street left-turns at unsignalized intersections experience delays. More than a capacity deficiency, it is because of long wait times for acceptable gaps. Even though side street approaches and main street left-turns experience delays during peak hours, the intersections may not warrant signalization or other improvements. Turn volumes should be monitored at these intersections in the future to determine if and when a traffic signal is warranted.

Table 5-2. Focus Area One - Year 2020 Baseline Traffic Operations

| INTERSECTION | AM Peak | | PM Peak | |
|---|---------|------|---------|------|
| | LOS | v/c | LOS | v/c |
| Lee Street at White Street | A | 0.68 | B | 0.85 |
| Lee Street at Donnelly Street | B | 0.73 | A | 0.76 |
| Lee Street at Avon Street | B | 0.72 | A | 0.61 |
| Dill Avenue at Sylvan Road | B | 0.71 | B | 0.59 |
| Dill Avenue at Metropolitan Avenue | B | 0.81 | B | 0.83 |
| Metropolitan Avenue at Lynnhaven Avenue | A | 0.53 | A | 0.42 |
| Pryor Street at Ridge Avenue | B | 0.75 | A | 0.61 |
| McDonough Boulevard at Jonesboro Road | C | 0.91 | B | 0.57 |
| McDonough Boulevard at Lakewood Avenue | C | 0.92 | B | 0.52 |
| Milton Avenue at Lakewood Avenue | C | 0.81 | A | 0.23 |
| Sylvan Road at Murphy Avenue | | | | |
| EB Approach (Free) | A | N/A | A | N/A |
| WB Approach (Free) | A | N/A | A | N/A |
| NE Approach (Stop) | F | N/A | C | N/A |
| SW Approach (Stop) | D | N/A | D | N/A |
| Sylvan Road at Avon Street | | | | |
| EB Approach (Stop) | C | N/A | C | N/A |
| WB Approach (Stop) | C | N/A | B | N/A |
| NB Approach (Free) | A | N/A | A | N/A |
| SB Approach (Free) | A | N/A | A | N/A |

| INTERSECTION | AM Peak | | PM Peak | |
|---|---------|-----|---------|-----|
| | LOS | v/c | LOS | v/c |
| Avon Street at Murphy Avenue | | | | |
| WB Left (Stop) | A | N/A | A | N/A |
| SB Approach (Free) | A | N/A | A | N/A |
| Dill Avenue at Murphy Avenue | | | | |
| EB Left | A | N/A | A | N/A |
| WB Left | A | N/A | A | N/A |
| NB Left | F | N/A | F | N/A |
| NB Approach (Stop) | C | N/A | B | N/A |
| SB Left | C | N/A | C | N/A |
| SB Approach (Stop) | B | N/A | B | N/A |
| Sylvan Road at Arden Street | | | | |
| EB Left (Stop) | B | N/A | B | N/A |
| NB Approach (Free) | A | N/A | A | N/A |
| Dill Avenue at Allene Avenue | | | | |
| EB Approach (Free) | A | N/A | A | N/A |
| WB Approach (Free) | A | N/A | A | N/A |
| NB Approach (Stop) | B | N/A | B | N/A |
| SB Approach (Stop) | B | N/A | C | N/A |
| Metropolitan Avenue at Brookline Street | | | | |
| EB Left (Stop) | C | N/A | C | N/A |
| NB Approach (Free) | A | N/A | A | N/A |
| Weyman Street/Milton Avenue at Ridge Avenue | | | | |
| WB Left (Stop) | B | N/A | A | N/A |
| SE Approach (Free) | A | N/A | A | N/A |

5.5 Year 2030 Traffic Operations

Capacity and LOS analysis processes were repeated for Baseline Year 2030 Traffic Operations. This two-phased approach allowed operational deficiencies to be identified in a manner such that improvement projects can be planned and programmed when needed. Based on the Baseline Year 2020 analysis, no improvements were recommended by that Year.

For the Baseline Year 2030 analysis, traffic volumes were adjusted to reflect the growth expected over the 23 year period from the existing conditions analysis. There were no additional development trips added, and no changes to the transportation network included. The total intersection volumes used for this analysis are depicted in Figure 5-4.

Results for the Baseline Year 2030 analysis are described below, and are summarized in Table 5-3 for Focus Area One and Table 5-4 for Focus Area Two. Level of service results are further illustrated in Figure 5-5.

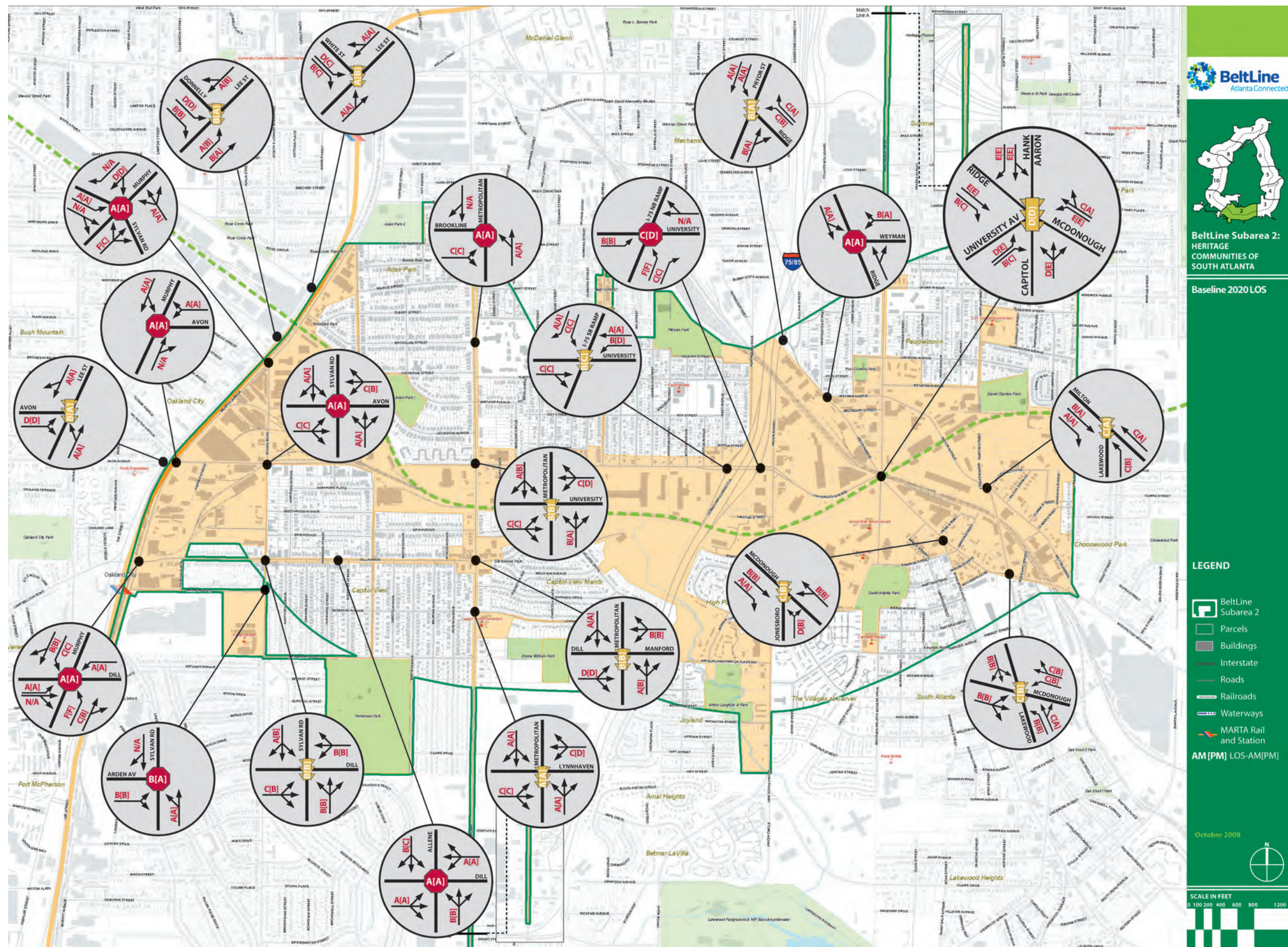
Table 5-3. Focus Area One - Year 2030 Baseline Traffic Operations

| INTERSECTION | AM Peak | | PM Peak | |
|---|---------|------|---------|------|
| | LOS | v/c | LOS | v/c |
| University Avenue at Metropolitan Avenue | C | 0.90 | C | 0.90 |
| University Avenue at I-75 SB Ramp | B | 0.77 | D | 1.03 |
| University Avenue at Hank Aaron Drive/McDonough Boulevard/Ridge Avenue/Capitol Avenue | D | 1.10 | E | 1.09 |
| University Avenue at I-75 NB Ramp | | | | |
| EB Left | B | N/A | B | N/A |
| NB Left | F | N/A | F | N/A |
| NB Right | C | N/A | C | N/A |

Focus Area One

Traffic conditions in Focus Area One will worsen by Year 2030. There are the expected increases in delay and degree of saturation at each of the four locations. The intersection of University Avenue at Hank Aaron Drive / McDonough Boulevard / Ridge Avenue will continue to operate at LOS D, but the v/c ratio will deteriorate to 1.10 in the AM peak period. The PM peak period results indicate that conditions will worsen to LOS E, with a v/c ratio of 1.09 in the afternoon peak. The greatest delay at this location is experienced for the NW-bound left turn from McDonough Boulevard, which fails in both peak periods, though all movements at each approach demonstrate notable delays in one or both peak periods.

The intersection of University Avenue at the I-75/85 SB ramps becomes over-saturated in the PM peak period, with a v/c ratio of 1.03. This is accompanied by increasing delay which deteriorates overall operations to a LOS D in that period. The greatest delays are experienced by SB and WB left turners. It can be expected that heavier SB traffic volumes in the PM



peak from commuters, both from and to I-75/85, will affect this intersection in future years. The NB left turn from the NB ramp continues to operation poorly, but the intersection as a whole performs acceptably.

Focus Area Two

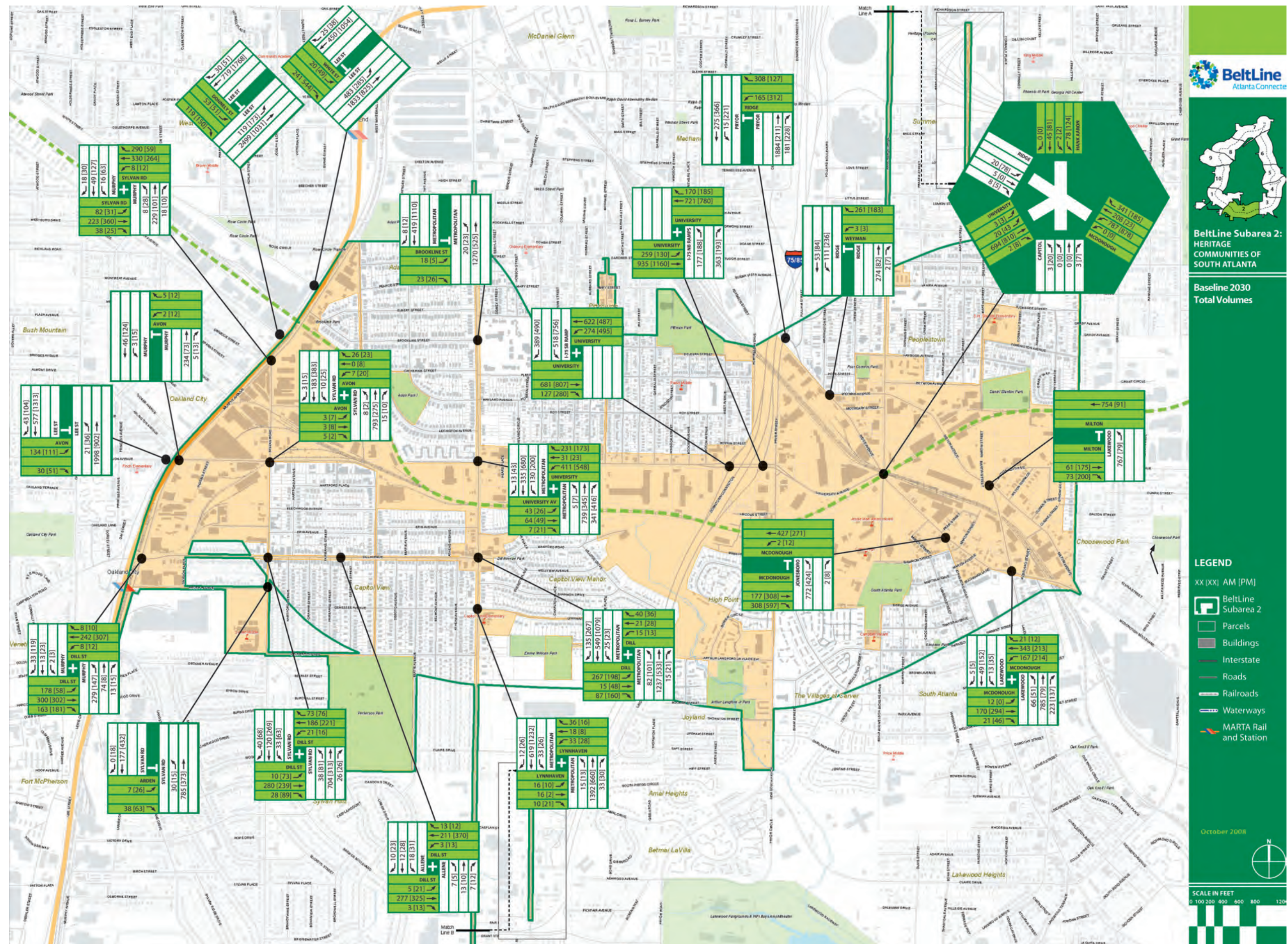
The increase in traffic volumes by year 2030, even in the absence of substantial development, will also affect Focus Area Two. While the majority of intersections operate well, the intersections which currently experience operational issues, or those which are expected to do so by Year 2020, will become more problematic. Sylvan Road at Murphy Avenue and Dill Avenue at Murphy Avenue will have increasing delays during both peak periods for minor street approaches and mainline left turns. As a whole, however, these intersections perform acceptably.

5.6 Year 2030, with Transportation Improvements

Based on the results of Year 2030 Baseline analysis, no transportation improvement projects are proposed for Subarea 2. The intersection of University Avenue at Hank Aaron Drive / McDonough Boulevard / Ridge Avenue operates at acceptable LOS in 2030, however, since some of the approaches experience significant delays, improvements such as intersection realignment may be considered to convert the intersection to a four legged intersection. This will provide more green time to approaches with delays and improve intersection operations overall.

Table 5-4. Focus Area Two - Year 2030 Baseline Traffic Operations

| INTERSECTION | AM Peak | | PM Peak | |
|---|---------|------|---------|------|
| | LOS | v/c | LOS | v/c |
| Lee Street at White Street | A | 0.82 | C | 0.92 |
| Lee Street at Donnelly Street | D | 0.91 | B | 0.93 |
| Lee Street at Avon Street | B | 0.87 | A | 0.72 |
| Dill Avenue at Sylvan Road | C | 0.83 | B | 0.75 |
| Dill Avenue at Metropolitan Avenue | B | 0.89 | C | 0.91 |
| Metropolitan Avenue at Lynnhaven Avenue | A | 0.63 | A | 0.54 |
| Pryor Street at Ridge Avenue | C | 0.94 | B | 0.66 |
| McDonough Boulevard at Jonesboro Road | C | 0.87 | B | 0.70 |
| McDonough Boulevard at Lakewood Avenue | D | 1.00 | B | 0.75 |
| Milton Avenue at Lakewood Avenue | D | 0.88 | A | 0.27 |
| Sylvan Road at Murphy Avenue | | | | |
| EB Approach (Free) | A | N/A | A | N/A |
| WB Approach (Free) | A | N/A | A | N/A |
| NE Approach (Stop) | F | N/A | F | N/A |
| SW Approach (Stop) | E | N/A | F | N/A |
| Sylvan Road at Avon Street | | | | |
| EB Approach (Stop) | C | N/A | C | N/A |
| WB Approach (Stop) | C | N/A | C | N/A |
| NB Approach (Free) | A | N/A | A | N/A |
| SB Approach (Free) | A | N/A | A | N/A |
| Avon Street at Murphy Avenue | | | | |
| WB Left (Stop) | B | N/A | A | N/A |
| SB Approach (Free) | A | N/A | A | N/A |
| Dill Avenue at Murphy Avenue | | | | |
| EB Left | A | N/A | A | N/A |
| WB Left | A | N/A | A | N/A |
| NB Left | F | N/A | F | N/A |
| NB Approach (Stop) | D | N/A | B | N/A |
| SB Left | E | N/A | C | N/A |
| SB Approach (Stop) | C | N/A | C | N/A |
| Sylvan Road at Arden Street | | | | |
| EB Left (Stop) | B | N/A | C | N/A |
| NB Approach (Free) | A | N/A | A | N/A |
| Dill Avenue at Allene Avenue | | | | |
| EB Approach (Free) | A | N/A | A | N/A |
| WB Approach (Free) | A | N/A | A | N/A |
| NB Approach (Stop) | B | N/A | C | N/A |
| SB Approach (Stop) | B | N/A | D | N/A |
| Metropolitan Avenue at Brookline Street | | | | |
| EB Left (Stop) | C | N/A | C | N/A |
| NB Approach (Free) | A | N/A | A | N/A |
| Weyman Street/Milton Avenue at Ridge Avenue | | | | |
| WB Left (Stop) | B | N/A | B | N/A |
| SE Approach (Free) | A | N/A | A | N/A |



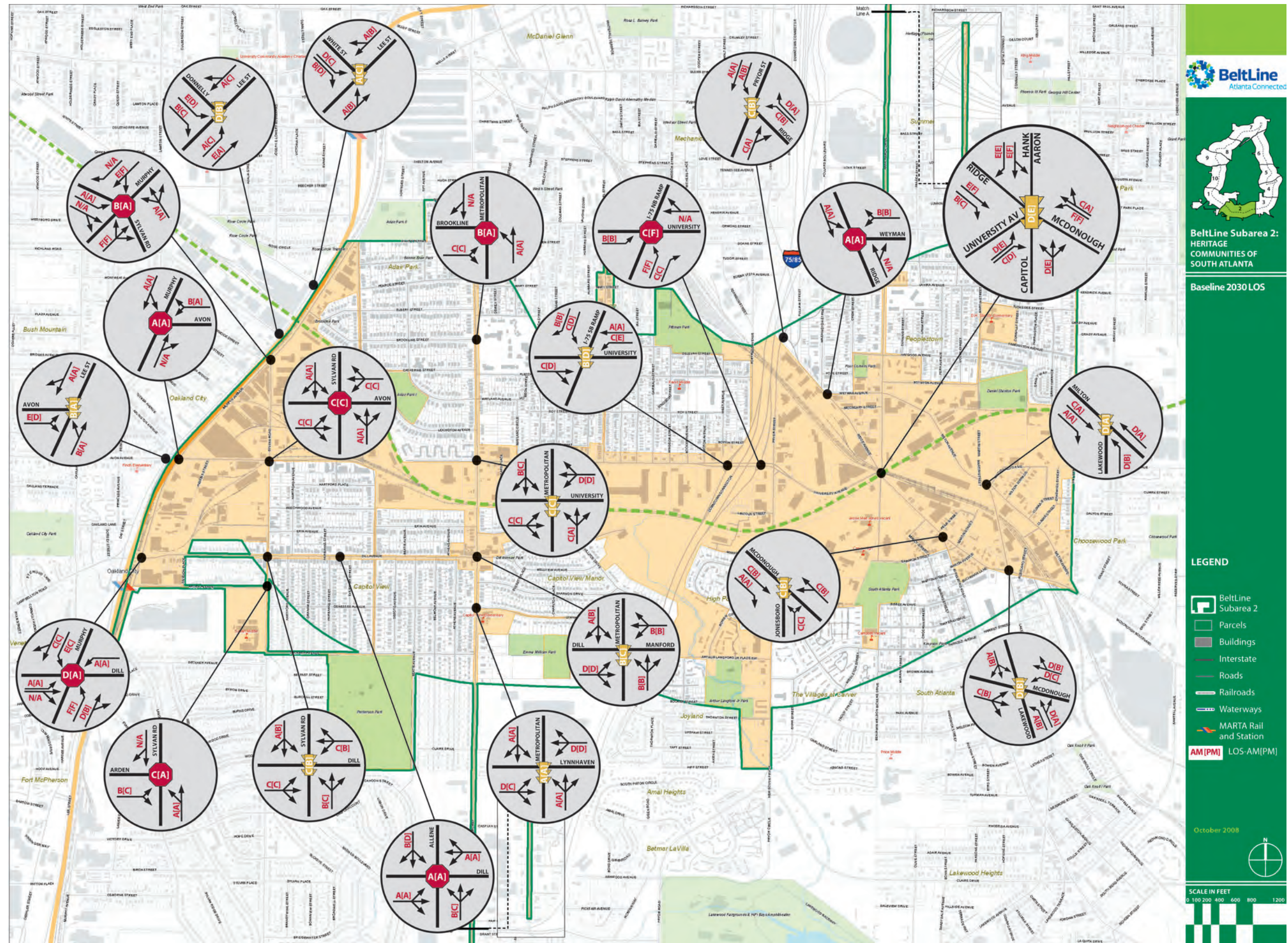


Figure 5-5. Year 2030 Baseline Level of Service

6.0 BeltLine Traffic Operations

The primary objective of this Transportation Analysis Report is to quantify the transportation impacts of BeltLine implementation and its associated redevelopment. Using the existing and Baseline traffic operations conditions described in the previous two sections as a basis for comparison, this section of the report details the results of the BeltLine traffic operations analysis.

6.1 Proposed BeltLine Development

Subarea 2 transportation analysis was based on development forecasts from the Atlanta BeltLine Market Study conducted by Robert Charles Lesser & Co. Based on this market study, the development parameters for year 2020 are approximately 1,664 residential units, 23,000 square feet of office/institutional, 23,000 square feet of high turnover sit down restaurant, 19,000 square feet of quality restaurant, and 34,000 square feet of specialty retail. The corresponding development parameters for year 2030 are approximately 5,135 residential units, 407,000 square feet of office/institutional, 141,000 square feet of high turnover sit down restaurant, 117,000 square feet of quality restaurant, and 211,000 square feet of specialty retail.

Future traffic conditions will be affected by the proposed BeltLine redevelopment. It is essential to capture all changes in traffic volumes that are imminent while conducting capacity analysis. In order to assess the traffic implications of the proposed BeltLine redevelopment, the same Build Year of 2020 and Design Year of 2030 used in the Baseline traffic operations analysis were evaluated.

The transportation system supporting this development will be consistent with the community's goals for circulation as detailed previously - namely, to ensure multimodal "connectivity, continuity, and redundancy". There will be a strategically designed complement of arterials, collectors and locals streets, some with medians and trails, as well as the BeltLine light rail system.

Some of the major street enhancements under consideration are the connection of University Avenue and Avon Avenue across the BeltLine; realignment of Ridge Avenue to connect to Hank Aaron via Weyman Avenue and cul-de-sac the existing section of Ridge Avenue between Weyman Avenue and the intersection of University Avenue and McDonough Boulevard/ Hank Aaron; and reconfigure the five-legged intersection of University Avenue and McDonough Boulevard/Hank Aaron to a four-legged intersection. It was assumed that these three improvements will be implemented for the BeltLine redevelopment. Therefore, these improvements were programmed in the SYNCHRO model for traffic analysis.

6.2 Year 2020 Traffic Operations

A similar methodology used for the Baseline traffic operations analysis was performed to quantify the specific impacts of projected BeltLine development based on the proposed land uses described above. In this scenario, however, BeltLine-specific trips were added to the traffic volumes resulting from normal background traffic growth. The annual growth rate used for the BeltLine scenarios was 2.0%. The analysis was conducted with the assumption that proposed BeltLine 2020 land uses would be fully built out and occupied by year 2020. BeltLine specific development trips were calculated as follows.

Trip Generation

Determining the site generated traffic which is considered to be contributed by BeltLine development was a major element of the analysis process. Detailed trip generation procedures were used to compute traffic generated from the proposed developments. The ITE Trip Generation Manual, 7th edition, was used to develop entering and exiting trips from the planned developments during AM and PM peak periods based on anticipated land use. Since the proposed projects are primarily mixed-use development, midday trips are perceived to be minimal compared with AM and PM peak periods, and were not included for capacity analysis purposes.

The total trips generated by the BeltLine development projects can be found in Table 6-1. During the trip generation process, scientific analysis and engineering judgment were required for derivation of the net trips generated, considering such factors as internal capture, pass-by capture, and transit trip reduction, all of which are further described below.

Internal Capture — For multi-use developments, once the total build out of proposed land use occurs, there will be interaction among the uses within the development. Internal capture is accounted for by reducing the expected number of trips by an internal capture rate, i.e., a percentage, which reflects expected multi-use trip-making among different types of land uses which are in close proximity. Internal capture rate depends on the type and quantity of land uses. The standard procedure for calculating internal capture rate established in the ITE Trip Generation Manual was followed in this study. The internal capture rate used for these calculations was a conservative 5%. Internal capture rates for the BeltLine Year 2020 development land uses are described in Table 6-2.

Transit Reduction — Transit reduction accounts for the number of vehicle trips which are removed because of the use of transit as an alternative. The implementation of the BeltLine is anticipated to greatly reduce vehicle trips due to increased transit usage. For the purpose of this analysis, it was determined that the BeltLine will provide a meaningful alternative mode of travel for users within the immediate area of the redevelopment sites. The BeltLine will provide a total of seven transit stops within the Subarea 2 redevelopment TAD. This equates to greater opportunity for transit service that is safe, convenient and accessible, and therefore more attractive as a travel alternative.

In addition, the Project Team researched other redevelopment projects near transit stops in other cities to evaluate the ridership and mode split for comparison. From this research, it was determined that the mode split varied between 25 and 38%. For the BeltLine transit reduction, it was determined that 28% would be appropriate for planning purposes. However, it is conceivable that the mode split will increase as patrons realize the value of utilizing the improved transit service.

Pass-by Trips — Pass-by trips account for those motorists already travelling on the network adjacent to the new development sites, who choose to visit the site enroute to their final destination. These trips are deducted from the calculation of new trips generated by the site since they are already accounted for in background traffic volumes. Pass-by trips were calculated for commercial land uses. A pass-by reduction rate of 34% was used for this analysis. Table 6-3 provides a summary of net trips generated for the planned development projects given the transit reduction and pass-by capture reductions discussed previously.

Trip Distribution

Once site generated trips were determined, the next step involved distribution of those trips to appropriate geographic directions and logical connecting roadways. Trip distribution is defined as the process of estimating movement of trips between zones. This methodology was used to produce the traffic volumes on roadways, and especially at study intersections, by site-generated entering and exiting trips. Traffic counts collected for the existing conditions analysis, combined with field observations, provided the basis for the overall directional distribution of traffic approaching and departing the project sites. As explained earlier in this section, the BeltLine scenario assumed the connection of University Avenue and Avon Avenue across the BeltLine; realignment of Ridge Avenue to connect to Hank Aaron via Weyman Avenue and cul-de-sac the existing section of Ridge Avenue between Weyman Avenue and the intersection of University Avenue and McDonough Boulevard/Hank Aaron; and reconfigure the five-legged intersection of University Avenue and McDonough Boulevard/Hank Aaron to a four-legged intersection.

The major roadways that have a direct bearing on the accessibility of the BeltLine development projects have been previously identified in the Existing Conditions Report and the Redevelopment Plan. Entering and exiting trips for the BeltLine developments were distributed to University Avenue, Lee Street, Sylvan Road, Metropolitan Parkway, I-75/85, Pryor Street, Hank Aaron, Jonesboro Road, and McDonough Boulevard based on an analytical

Table 6-1. Summary of Year 2020 BeltLine Trips Generated

| Land Use | Amount | Unit | AM Peak of Adjacent Street | | | PM Peak of Adjacent Street | | |
|-----------------------|-------------|----------------|----------------------------|----------------|---------------|----------------------------|----------------|---------------|
| | | | Total Trips | Entering Trips | Exiting Trips | Total Trips | Entering Trips | Exiting Trips |
| Residential | | | | | | | | |
| Residential 1-4 (LDR) | 316 | Dwelling Unit | 211 | 53 | 159 | 246 | 143 | 103 |
| Mixed Use 1-4 (LMU) | | | | | | | | |
| Residential 5-9 (MDR) | 1308 | Dwelling Unit | 392 | 122 | 271 | 510 | 296 | 214 |
| Mixed Use 5-9 (MMU) | | | | | | | | |
| Residential 10+ (HDR) | 41 | Dwelling Unit | 14 | 3 | 11 | 16 | 10 | 6 |
| Mixed Use 10+ (HMu) | | | | | | | | |
| Subtotal | 1664 | | 618 | 177 | 440 | 772 | 448 | 323 |
| | | | | | | | | |
| Retail | | | | | | | | |
| Office/Institutional | 23 | 1000 Sq/Ft GLA | 35 | 31 | 4 | 34 | 6 | 28 |
| High Turnover Rest. | 23 | 1000 Sq/Ft GLA | 261 | 136 | 125 | 247 | 151 | 96 |
| Quality Restaurant | 19 | 1000 Sq/Ft GLA | 105 | 86 | 19 | 170 | 106 | 65 |
| Specialty Retail | 34 | 1000 Sq/Ft GLA | 232 | 111 | 121 | 170 | 95 | 75 |
| Subtotal | 98 | | 633 | 364 | 269 | 622 | 357 | 264 |
| Gross Total | | | 1251 | 541 | 710 | 1393 | 806 | 588 |

Table 6-2. Summary of Year 2020 BeltLine Internal Capture Reductions

| Land Use | Amount | Unit | Trip Type | AM Peak of Adjacent Street | | | PM Peak of Adjacent Street | | |
|------------------------|--------|----------------|------------------|----------------------------|----------------|---------------|----------------------------|----------------|---------------|
| | | | | Total Trips | Entering Trips | Exiting Trips | Total Trips | Entering Trips | Exiting Trips |
| Residential | 1664 | Dwelling Unit | Gross Trips | 618 | 177 | 440 | 772 | 448 | 323 |
| | | | Internal Capture | 31 | 9 | 22 | 39 | 22 | 16 |
| | | | Net Trips | 587 | 168 | 418 | 733 | 426 | 307 |
| | | | | | | | | | |
| Retail | 98 | 1000 Sq/Ft GLA | Gross Trips | 633 | 364 | 269 | 622 | 357 | 264 |
| | | | Internal Capture | 32 | 18 | 16 | 31 | 18 | 13 |
| | | | Net Trips | 602 | 346 | 256 | 590 | 340 | 251 |
| Total Net Trips | | | | 1188 | 514 | 674 | 1324 | 765 | 558 |

evaluation of the location of the new sites, Year 2007 TMCs, and AM and PM traffic patterns. Belt-Line volume distributions are shown in Figure 6-1.

Given the total site generated traffic and the directional distribution, the next step in the process was to assign the traffic destined to and from the proposed developments to the most likely travel paths, especially to the study intersections as additional turning movement volumes. This step was

performed by investigating a number of alternative travel patterns, as well as the proportion of different lane group volumes. The BeltLine development-generated turning movement volumes are shown in Figure 6-2. These volumes were then added to the forecasted 2020 turning movement volumes. The total AM and PM peak traffic volumes analyzed for the BeltLine Year 2020 scenario are illustrated in Figure 6-3.

Table 6-3. Summary of Year 2020 BeltLine Pass-by and Transit Trip Reductions

| Land Use | Amount | Unit | Trip Type | AM Peak of Adjacent Street | | | PM Peak of Adjacent Street | | |
|---------------------------------|--------|----------------|--------------------|----------------------------|----------------|---------------|----------------------------|----------------|---------------|
| | | | | Total Trips | Entering Trips | Exiting Trips | Total Trips | Entering Trips | Exiting Trips |
| Residential | 1664 | Dwelling Unit | External Trips | 587 | 168 | 418 | 733 | 426 | 307 |
| | | | Transit Trips | 164 | 47 | 117 | 205 | 119 | 86 |
| | | | Passerby Trips (1) | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | Net External Trips | 422 | 120 | 301 | 528 | 307 | 221 |
| | | | | | | | | | |
| Retail | 98 | 1000 Sq/Ft GLA | External Trips | 602 | 346 | 256 | 590 | 340 | 251 |
| | | | Transit Trips | 168 | 97 | 72 | 165 | 95 | 70 |
| | | | Passerby Trips (1) | 205 | 118 | 87 | 201 | 115 | 85 |
| | | | Net External Trips | 229 | 131 | 97 | 224 | 129 | 95 |
| Total New External Trips | | | | 651 | 253 | 398 | 752 | 436 | 317 |

Capacity Analysis

A capacity analysis of the study intersections indicates that in Year 2020, with the phased components of BeltLine redevelopment implemented, traffic conditions at most of the intersections will be similar to that of Year 2020 Baseline conditions. Analysis results are summarized in Tables 6-4 and 6-5, for Focus Areas One and Two, respectively.

Focus Area One

Delay at the intersection of University Avenue and Metropolitan Avenue slightly increases when compared to Year 2020 Baseline conditions, but, operates at an acceptable LOS C in both the AM and PM peak hours. The intersection of University Avenue and I-75 SB Ramps operates at an LOS B in the AM peak hour and LOS C in the PM peak hour, which are consistent with Year 2020 Baseline conditions.

With the assumed improvement of reconfiguring the five-legged intersection of University Avenue and McDonough Boulevard/Hank Aaron Drive to a four-legged intersection with turn lane improvements, this intersection operates at LOS B during the AM peak hour and LOS C during the PM peak hour.

Table 6-4. Focus Area One - Year 2020 BeltLine Traffic Operations

| INTERSECTION | AM Peak | | PM Peak | |
|---|---------|------|---------|------|
| | LOS | v/c | LOS | v/c |
| University Avenue at Metropolitan Avenue | C | 0.83 | C | 0.86 |
| University Avenue at I-75 SB Ramp | B | 0.62 | C | 0.86 |
| University Avenue at Hank Aaron Drive/ McDonough Boulevard/ Ridge Avenue/Capitol Avenue | B | 0.38 | C | 0.67 |
| University Avenue at I-75 NB Ramp | | | | |
| EB Left | B | N/A | B | N/A |
| NB Left | F | N/A | F | N/A |
| NB Right | C | N/A | C | N/A |

Traffic conditions at the unsignalized intersection of University Avenue and I-75 NB Ramps are similar to Year 2020 Baseline conditions. Eastbound left-turn and northbound right-turn movements operate at an acceptable LOS of B and C, respectively, during both the AM and PM peak hours. Northbound left-turn movements operate at failing conditions

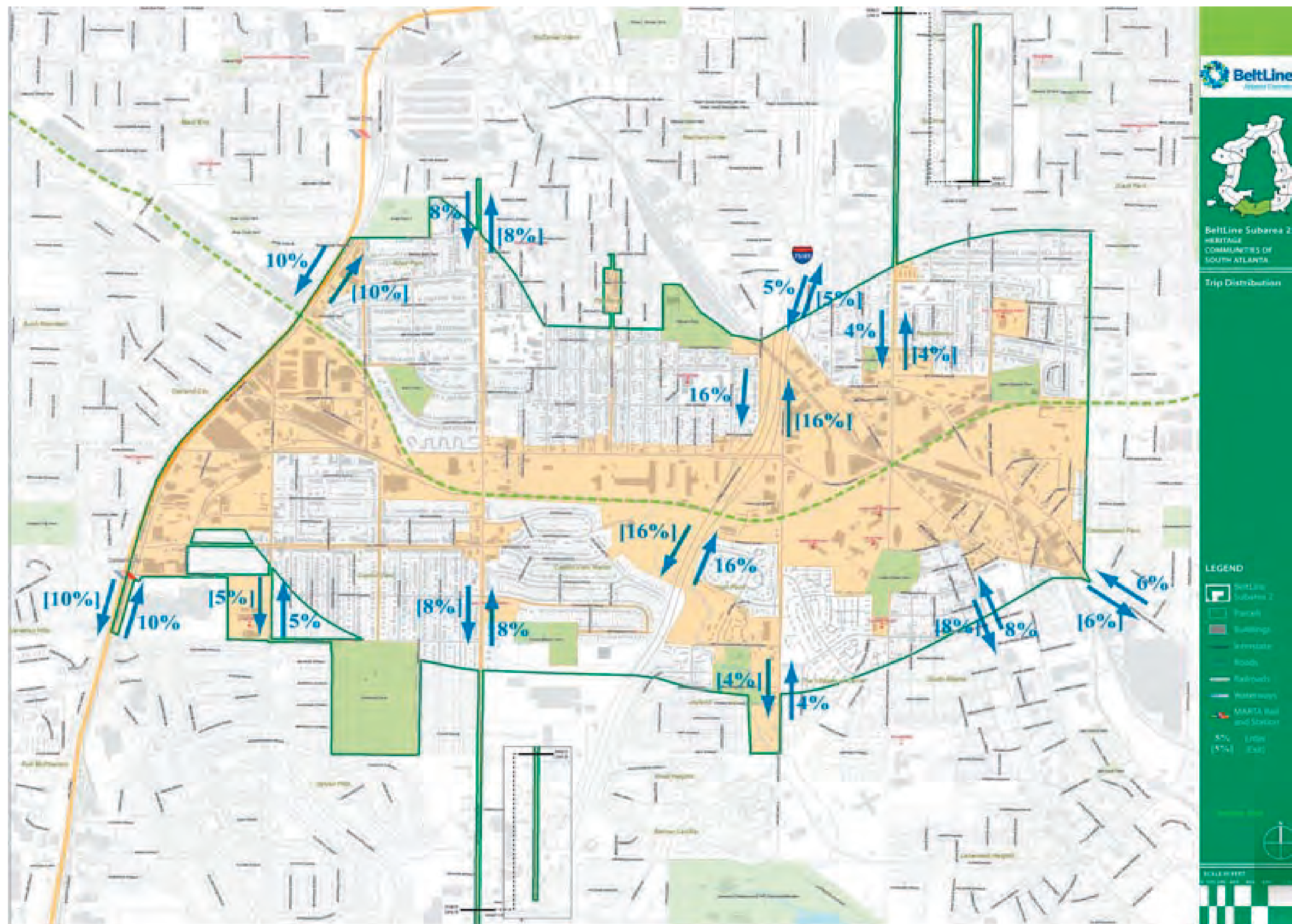


Figure 6-1. BeltLine Volume Distributions

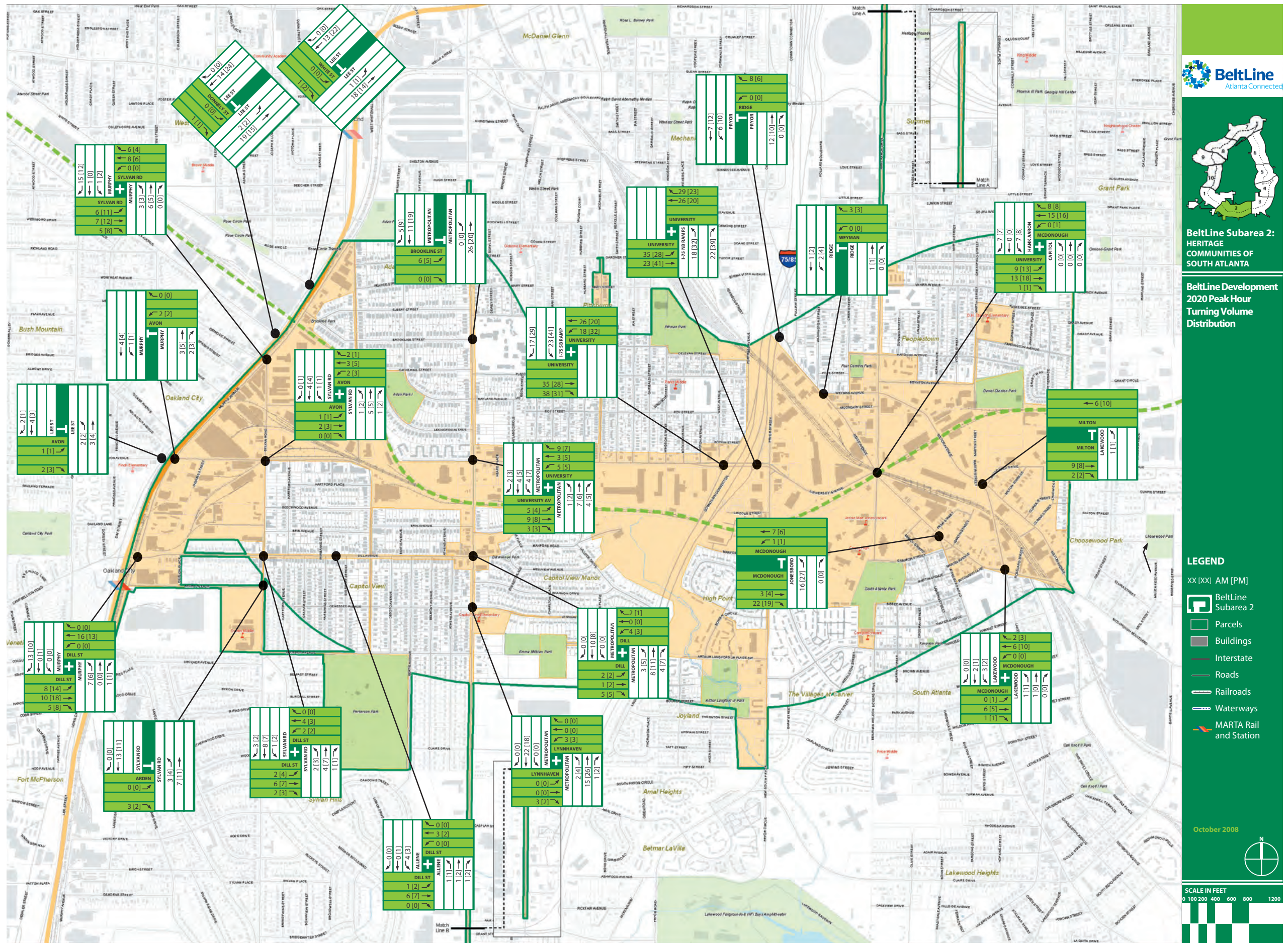


Figure 6-2. Year 2020 BeltLine Development Peak Hour Turning Volume Distribution

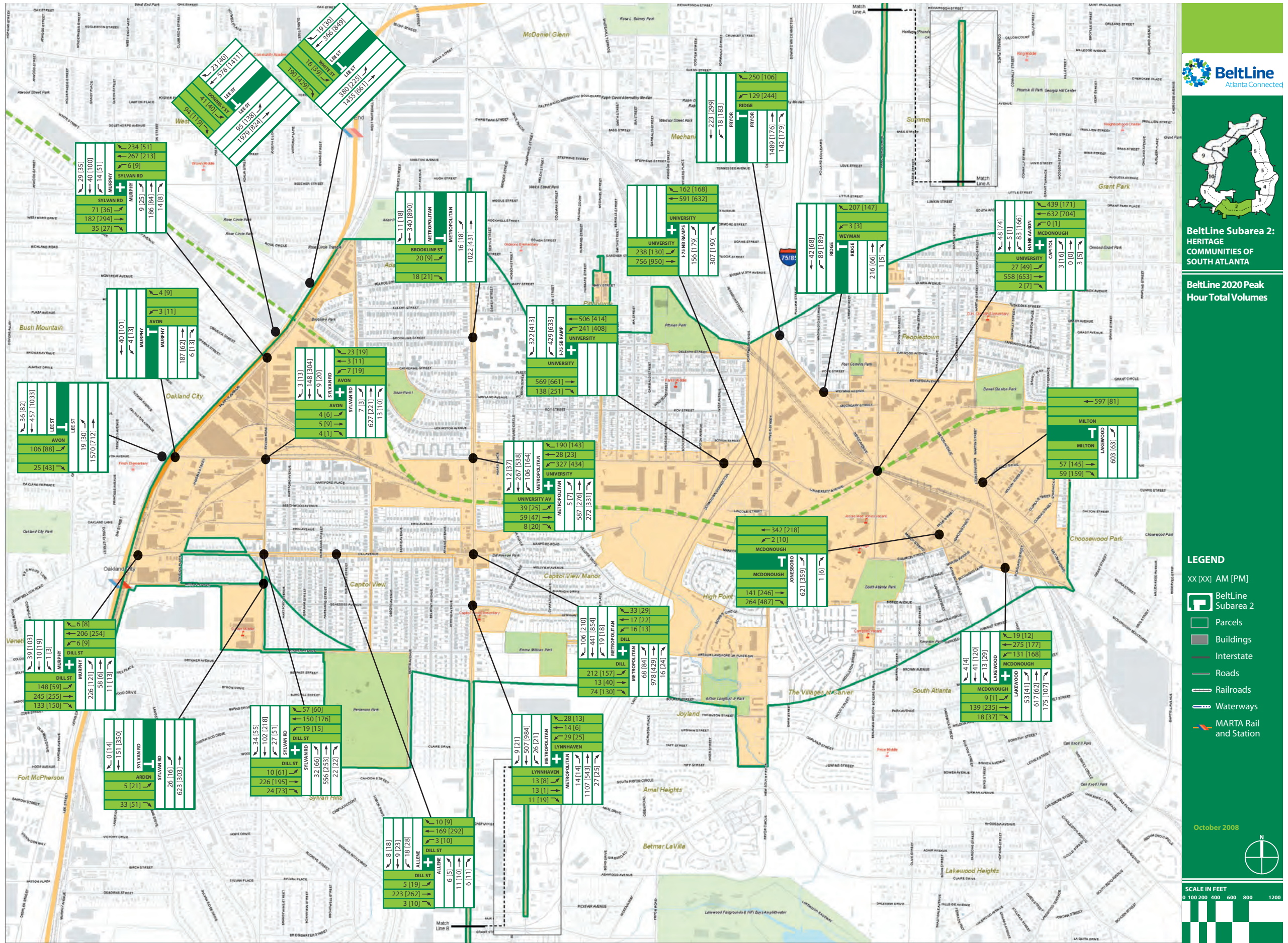


Figure 6-3. Year 2020 BeltLine Peak Hour Total Volumes

Table 6-5. Focus Area Two - Year 2020 BeltLine Traffic Operations

| INTERSECTION | AM Peak | | PM Peak | |
|--|---------|------|---------|------|
| | LOS | v/c | LOS | v/c |
| Lee Street at White Street | A | 0.66 | B | 0.87 |
| Lee Street at Donnely Street | A | 0.71 | A | 0.67 |
| Lee Street at Avon Street | B | 0.69 | A | 0.67 |
| Dill Avenue at Sylvan Road | B | 0.67 | B | 0.56 |
| Dill Avenue at Metropolitan Parkway | B | 0.84 | B | 0.83 |
| Metropolitan Parkway at Lynnhaven Avenue | A | 0.50 | A | 0.48 |
| Pryor Street at Ridge Avenue | B | 0.76 | A | 0.59 |
| McDonough Boulevard at Jonesboro Road | C | 0.91 | B | 0.55 |
| McDonough Boulevard at Lakewood Avenue | C | 0.94 | B | 0.50 |
| Milton Avenue at Lakewood Avenue | C | 0.81 | A | 0.19 |
| Sylvan Road at Murphy Avenue | | | | |
| EB Approach (Free) | A | N/A | A | N/A |
| WB Approach (Free) | A | N/A | A | N/A |
| NE Approach (Stop) | F | N/A | D | N/A |
| SW Approach (Stop) | C | N/A | D | N/A |
| Sylvan Road at Avon Street | | | | |
| EB Approach (Stop) | C | N/A | C | N/A |
| WB Approach (Stop) | C | N/A | B | N/A |
| NB Approach (Free) | A | N/A | A | N/A |
| SB Approach (Free) | A | N/A | A | N/A |

| INTERSECTION | AM Peak | | PM Peak | |
|---|---------|-----|---------|-----|
| | LOS | v/c | LOS | v/c |
| Avon Street at Murphy Avenue | | | | |
| WB Left (Stop) | A | N/A | A | N/A |
| SB Approach (Free) | A | N/A | A | N/A |
| Dill Avenue at Murphy Avenue | | | | |
| EB Left | A | N/A | A | N/A |
| WB Left | A | N/A | A | N/A |
| NB Left | F | N/A | F | N/A |
| NB Approach (Stop) | C | N/A | B | N/A |
| SB Left | C | N/A | C | N/A |
| SB Approach (Stop) | B | N/A | C | N/A |
| Sylvan Road at Arden Street | | | | |
| EB Left (Stop) | B | N/A | B | N/A |
| NB Approach (Free) | A | N/A | A | N/A |
| Dill Avenue at Allene Avenue | | | | |
| EB Approach (Free) | A | N/A | A | N/A |
| WB Approach (Free) | A | N/A | A | N/A |
| NB Approach (Stop) | B | N/A | C | N/A |
| SB Approach (Stop) | B | N/A | C | N/A |
| Metropolitan Parkway at Brookline Street | | | | |
| EB Left (Stop) | C | N/A | C | N/A |
| NB Approach (Free) | A | N/A | A | N/A |
| Weyman Street/Milton Avenue at Ridge Avenue | | | | |
| WB Approach (Stop) | B | N/A | A | N/A |
| SE Approach (Free) | A | N/A | A | N/A |

during both the AM and PM peak hours. However, no improvements are recommended in Year 2020 anticipating that the traffic operations at the signalized intersections in the close proximity east and west of the intersection will allow sufficient gaps on the main-street to allow northbound traffic to make a left-turn. It is recommended to monitor traffic volumes at this intersection.

Focus Area Two

All the intersections in this Focus Area operate similar to Year 2030 Baseline conditions. In addition, except for the couple intersections of Sylvan Road and Dill Avenue with Murphy Avenue, all other intersections in this Focus Area operate at an acceptable LOS. Northbound approach at the intersection of Sylvan Road and Murphy Avenue operates at failing LOS in the AM peak hour, and northbound approach at the intersection of Dill Avenue and Murphy Avenue operates at failing LOS during both the AM and PM peak hours. Since only one approach is experiencing delays at these two intersections, no improvements are recommended in Year 2020. It is recommended to monitor traffic volumes at these two intersections. Lane group and intersection LOS is presented in Figure 6-4.

6.3 Year 2030 Traffic Operations

The traffic operations for BeltLine Year 2030 were analyzed in the same manner as BeltLine Year 2020. Additional background traffic volumes were added to the network at the rate of 2.0% per year, and the BeltLine-generated trips were included. The trips were different from those used in Year 2020 analysis because of the additional development anticipated from year 2020 to 2030.

The total trips generated by the Year 2030 BeltLine development projects can be found in Table 6-6. Internal capture rates for the BeltLine Year 2030 development land uses are described in Table 6-7. Table 6-8 provides a summary of net trips generated for the planned development projects given the transit reduction and pass-by capture reductions discussed previously.

The total AM and PM peak traffic volumes generated by the Year 2030 BeltLine development, and

the total peak hour traffic volumes analyzed for this scenario are illustrated in Figures 6-5. and 6-6 respectively.

Capacity Analysis

The results of capacity analysis for the study intersections, both with and without recommended improvements, are summarized in Table 6-9 for Focus Area One and Table 6-10 for Focus Area Two.

Focus Area One

The intersection of University Avenue and Metropolitan Avenue operates at acceptable LOS during both the AM and PM peak hour. The intersection of University Avenue and I-75 SB Ramps operate at LOS C during the AM peak hour, but fails during the PM peak hour. Geometric improvements will be necessary at this intersection in the Year 2030.

With the assumed improvement of reconfiguring the five-legged intersection of University Avenue and McDonough Boulevard/Hank Aaron Drive to a four-legged intersection with turn lane improvements, this intersection continue to operate at acceptable LOS during both the AM and PM peak hours. Northbound approach at the unsignalized intersection of University Avenue and I-75 NB ramps continue to fail. A traffic signal may be required at this intersection by Year 2030.

Focus Area Two

Except for the intersection of Metropolitan Parkway and Brookline Parkway, all other intersections in this Focus Area operate similar to Year 2030 Baseline conditions. In addition, except for the intersections of Sylvan Road and Dill Avenue with Murphy Avenue, and Metropolitan Avenue and Brookline Street, all other intersections operate at an acceptable LOS during both the AM and PM peak hours.

At the unsignalized intersection of Metropolitan Avenue and Brookline Street, minor-street (eastbound) left-turn movement operates at LOS E during the AM peak hour and fails during the PM peak hour. A review of turn volumes indicates that the eastbound left-turn volumes are low, 41 during the AM peak hour and 27 during the PM peak hour. Based on turn volumes, it was concluded

Table 6-6. Summary of Year 2030 BeltLine Trips Generated

| Land Use | Amount | Unit | AM Peak of Adjacent Street | | | PM Peak of Adjacent Street | | |
|-----------------------|--------|----------------|----------------------------|----------------|---------------|----------------------------|----------------|---------------|
| | | | Total Trips | Entering Trips | Exiting Trips | Total Trips | Entering Trips | Exiting Trips |
| Residential | | | | | | | | |
| Residential 1-4 (LDR) | | Dwelling Unit | 565 | 141 | 424 | 658 | 382 | 276 |
| Mixed Use 1-4 (LMU) | | | | | | | | |
| Residential 5-9 (MDR) | | Dwelling Unit | 1255 | 389 | 866 | 1631 | 946 | 685 |
| Mixed Use 5-9 (MMU) | | | | | | | | |
| Residential 10+ (HDR) | | Dwelling Unit | 37 | 7 | 30 | 41 | 26 | 16 |
| Mixed Use 10+ (HMU) | | | | | | | | |
| Subtotal | | | 1857 | 537 | 1320 | 2331 | 1353 | 977 |
| | | | | | | | | |
| Retail | | | | | | | | |
| Office/Institutional | | 1000 Sq/Ft GLA | 631 | 555 | 76 | 606 | 103 | 503 |
| High Turnover Rest. | | 1000 Sq/Ft GLA | 1624 | 844 | 779 | 1539 | 939 | 600 |
| Quality Restaurant | | 1000 Sq/Ft GLA | 654 | 537 | 118 | 1060 | 657 | 403 |
| Specialty Retail | | 1000 Sq/Ft GLA | 1446 | 694 | 752 | 1061 | 594 | 467 |
| Subtotal | | | 4355 | 2630 | 1725 | 4267 | 2293 | 1973 |
| Gross Total | | | 6212 | 3168 | 3045 | 6597 | 3647 | 2950 |

Table 6-7. Summary of Year 2030 BeltLine Internal Capture Reductions

| Land Use | Amount | Unit | Trip Type | AM Peak of Adjacent Street | | | PM Peak of Adjacent Street | | |
|------------------------|--------|----------------|------------------|----------------------------|----------------|---------------|----------------------------|----------------|---------------|
| | | | | Total Trips | Entering Trips | Exiting Trips | Total Trips | Entering Trips | Exiting Trips |
| Residential | 5135 | Dwelling Unit | Gross Trips | 1857 | 537 | 1320 | 2331 | 1353 | 977 |
| | | | Internal Capture | 93 | 27 | 66 | 117 | 68 | 49 |
| | | | Net Trips | 1764 | 510 | 1254 | 2214 | 1286 | 928 |
| | | | | | | | | | |
| Retail | 877 | 1000 Sq/Ft GLA | Gross Trips | 4355 | 2630 | 1725 | 4267 | 2293 | 1973 |
| | | | Internal Capture | 218 | 132 | 86 | 213 | 115 | 99 |
| | | | Net Trips | 4137 | 2499 | 1638 | 4053 | 2179 | 1875 |
| Total Net Trips | | | | 5902 | 3009 | 2893 | 6267 | 3464 | 2803 |

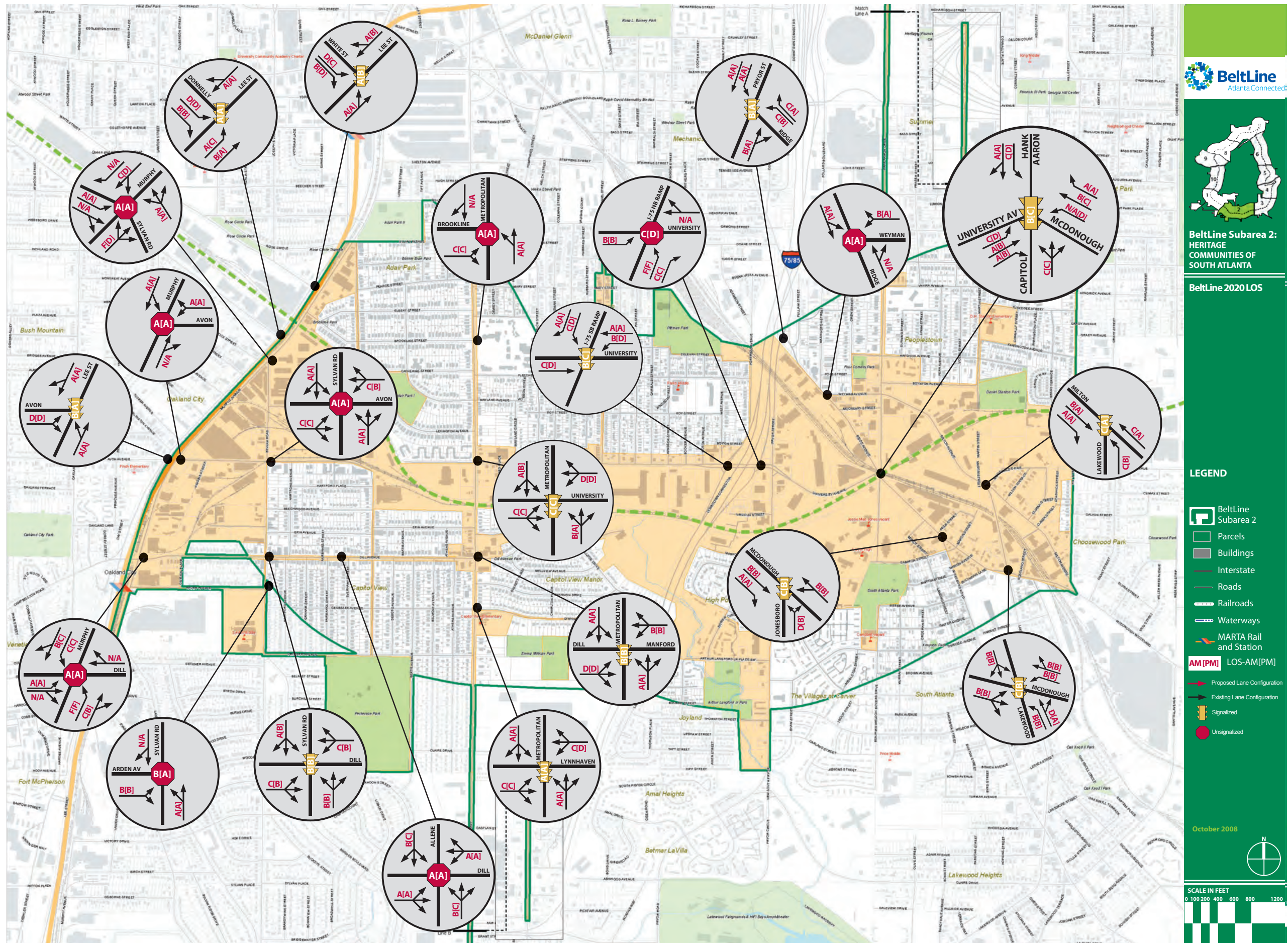


Figure 6-5. Year 2020 Baseline Level of Service with Recommended Improvements

Table 6-8. Summary of Year 2030 BeltLine Pass-by and Transit Trip Reductions

| Land Use | Amount | Unit | Trip Type | AM Peak of Adjacent Street | | | PM Peak of Adjacent Street | | |
|---------------------------------|--------|----------------|--------------------|----------------------------|----------------|---------------|----------------------------|----------------|---------------|
| | | | | Total Trips | Entering Trips | Exiting Trips | Total Trips | Entering Trips | Exiting Trips |
| Residential | 5135 | Dwelling Unit | External Trips | 1764 | 510 | 1254 | 2214 | 1286 | 928 |
| | | | Transit Trips | 494 | 143 | 351 | 620 | 360 | 260 |
| | | | Passerby Trips (1) | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | Net External Trips | 1270 | 368 | 903 | 1594 | 926 | 668 |
| | | | | | | | | | |
| Retail | 877 | 1000 Sq/Ft GLA | External Trips | 4137 | 2499 | 1639 | 4053 | 2179 | 1875 |
| | | | Transit Trips | 1158 | 700 | 459 | 1135 | 510 | 525 |
| | | | Passerby Trips (1) | 1407 | 850 | 557 | 1378 | 741 | 637 |
| | | | Net External Trips | 1572 | 950 | 623 | 1540 | 828 | 712 |
| Total New External Trips | | | | 2842 | 1317 | 1525 | 3134 | 1754 | 1381 |

that the delays experienced on the eastbound approach are due to heavy through volumes on the main-street. Since only a low volume minor-street left-turn movement during the PM peak hour fails, geometric improvements or a traffic signal are not recommended. It is recommended to monitor traffic volumes at this intersection.

At the unsignalized intersection of Sylvan Road and Murphy Avenue, northbound and southbound approaches fail during both the AM and PM peak hours. Similarly, at the unsignalized intersection of Dill Avenue and Murphy Avenue, northbound approach fails during the AM peak hour and both the northbound and southbound approach fail during the PM peak hour. A traffic signal may be warranted at these two intersections by Year 2030.

6.4 Year 2030, with Transportation Improvements

To improve traffic operations, improvements were recommended at the study intersections that experience excessive delays or fails. BeltLine Year 2030 recommended improvements are listed below.

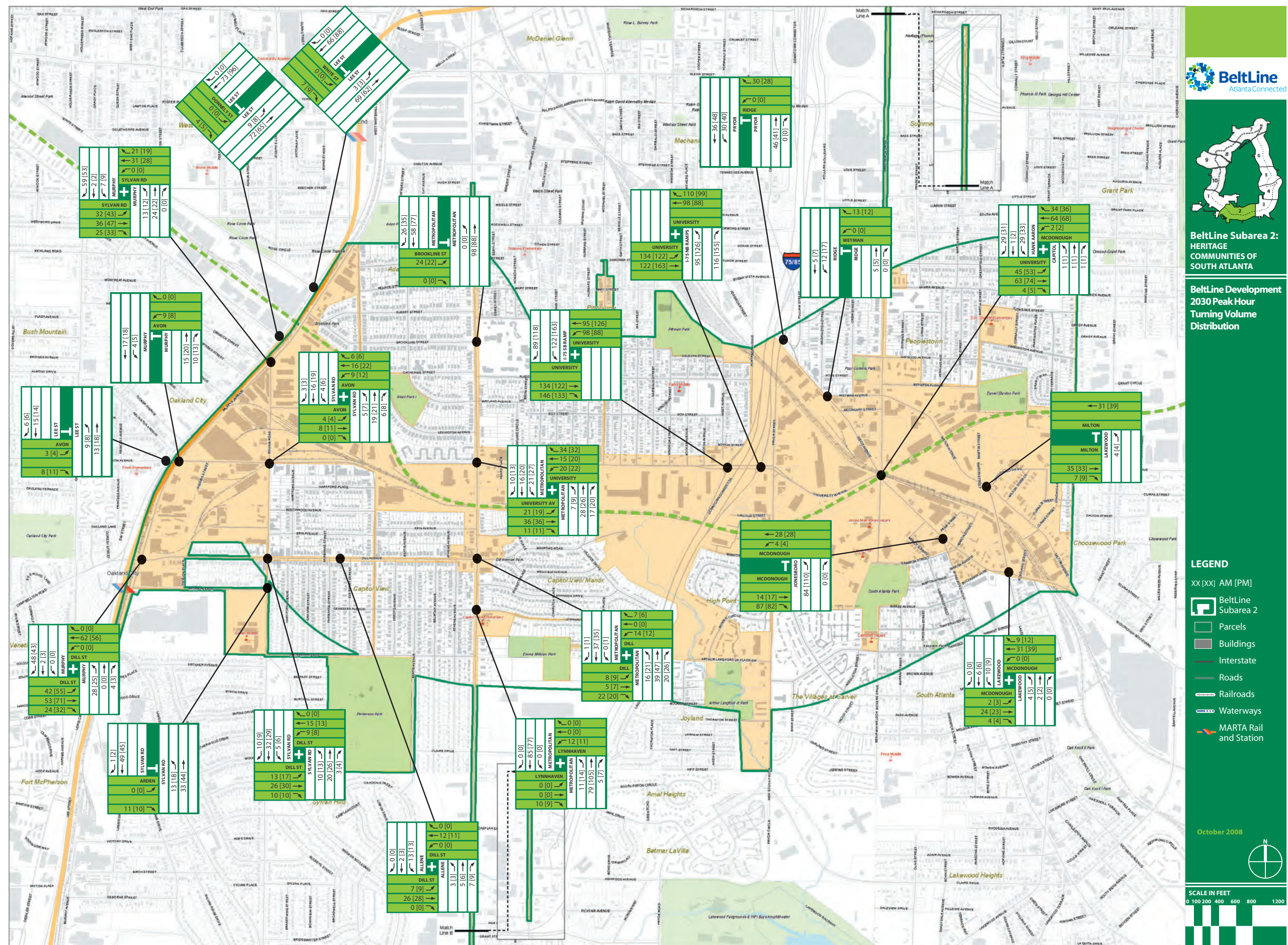
- University Avenue at I-75 SB Ramps
 - Add an eastbound right-turn lane.
- University Avenue at I-75 NB Ramps
 - Install a signal, if and when warranted based on a traffic study.

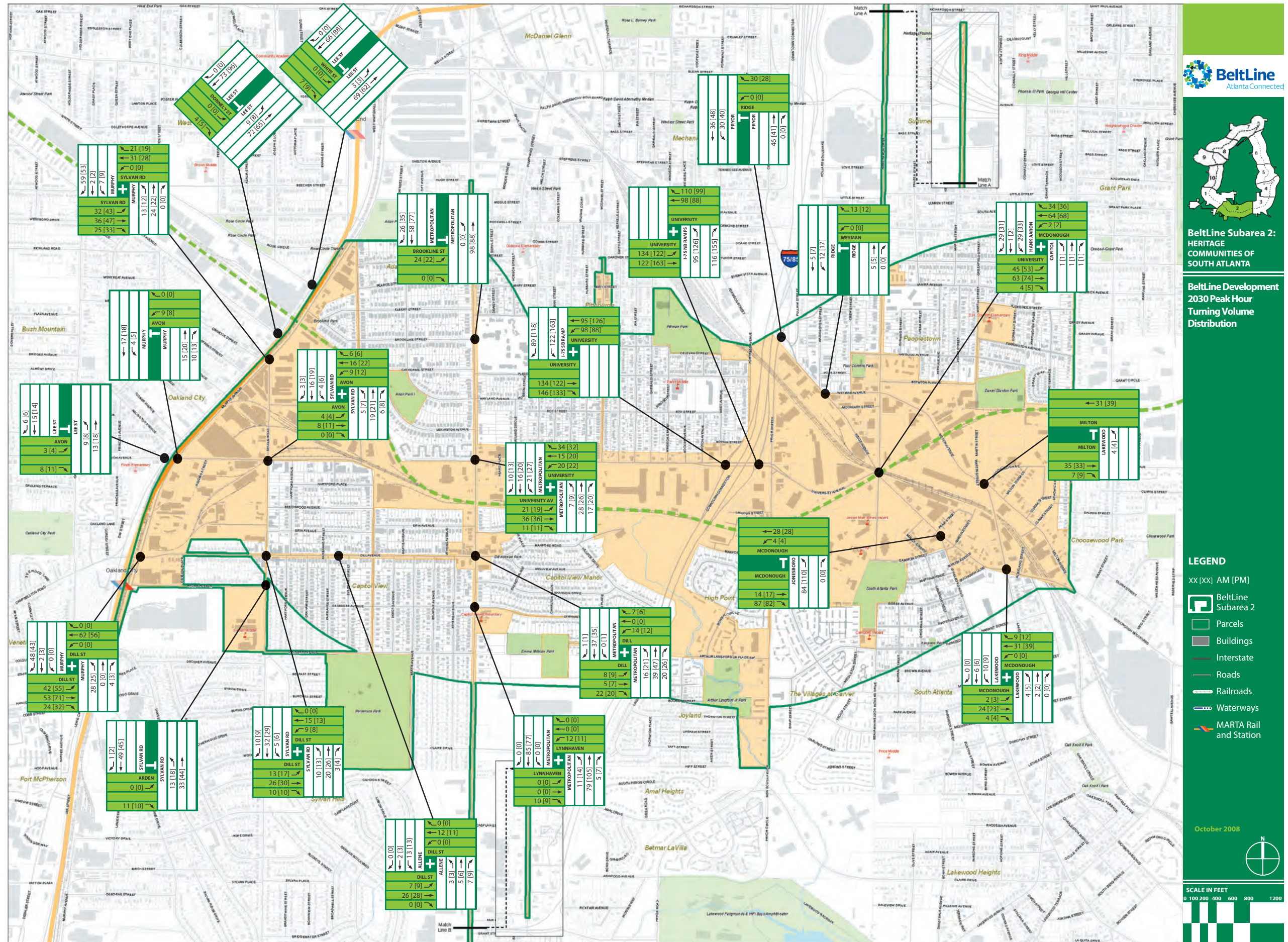
- Sylvan Road at Murphy Avenue
 - Install a signal, if and when warranted based on a traffic study.
- Dill Avenue at Murphy Avenue
 - Install a signal, if and when warranted based on a traffic study.

Focus Area One

At the intersection of University Avenue and I-75 SB Ramps, eastbound and southbound approaches fail during the PM peak hour without geometric improvements. Eastbound right-turn volumes at this intersection are relatively high (401) during the PM peak hour. The addition of an eastbound right-turn lane at this intersection allows more efficient operations for eastbound through movements thereby increasing the capacity of the intersection. With the addition of eastbound right-turn lane, signal green time saved from the eastbound approach can be more efficiently distributed to all approaches and the intersection operations improve from LOS F to D.

A traffic signal is recommended at the intersection of University Avenue and I-75 NB Ramps if and when warranted based on a traffic signal. With a traffic signal, this intersection operates at LOS C during both the AM and PM peak hours.





Focus Area Two

Traffic signals are recommended at the intersections of Sylvan Road and Dill Avenue with Murphy Avenue if and when warranted by a traffic study. It is anticipated that a signal will improve traffic operations on the stop controlled approaches at these two intersections. With a traffic signal, the intersection of Sylvan Road and Murphy Avenue operates at LOS A during the AM peak hour and LOS B during the PM peak hour. With a traffic signal, the intersection of Dill Avenue and Murphy Avenue operates at LOS B during both the AM and PM peak hours.

The new lane geometries for the BeltLine Year 2030 recommended improvements are shown on Figure 6-7. The level of service achieved with these improvements is shown on Figure 6-8.

Table 6-9. Focus Area One - Year 2030 BeltLine Traffic Operations

| INTERSECTION | AM Peak | | PM Peak | |
|---|---------|----------------|---------|----------------|
| | LOS | v/c | LOS | v/c |
| University Avenue at Metropolitan Avenue | C | 0.95 | D | 1.00 |
| University Avenue at I-75 SB Ramp | C[C] | 0.90 [0.86] | F[D] | 1.20 [1.05] |
| University Avenue at Hank Aaron Drive/ McDonough Boulevard/ Ridge Avenue/Capitol Avenue | B | 0.55 | C | 0.75 |
| University Avenue at I-75 NB Ramp | (C)* | 0.91 | (C)* | 0.80 |
| EB Left | C | N/A | C | N/A |
| NB Left | F | N/A | F | N/A |
| NB Right | F | N/A | F | N/A |
| * With Signalization | | | | |

Table 6-10. Focus Area Two - Year 2030 BeltLine Traffic Operations

| INTERSECTION | AM Peak | | PM Peak | |
|--|---------|---------|---------|---------|
| | LOS | v/c | LOS | v/c |
| Lee Street at White Street | A | 0.82 | C | 0.92 |
| Lee Street at Donnely Street | D | 0.89 | B | 0.86 |
| Lee Street at Avon Street | B | 0.85 | B | 0.75 |
| Dill Avenue at Sylvan Road | C | 0.85 | C | 0.80 |
| Dill Avenue at Metropolitan Parkway | C | 0.97 | C | 0.92 |
| Metropolitan Parkway at Lynnhaven Avenue | A | 0.67 | A | 0.60 |
| Pryor Street at Ridge Avenue | C | 0.95 | B | 0.65 |
| McDonough Boulevard at Jonesboro Road | C | 0.86 | B | 0.77 |
| McDonough Boulevard at Lakewood Avenue | D | 0.96 | B | 0.71 |
| Milton Avenue at Lakewood Avenue | D | 0.95 | A | 0.22 |
| Sylvan Road at Murphy Avenue | (A)* | (0.55)* | (B)* | (0.68)* |
| EB Approach (Free) | A | N/A | A | N/A |
| WB Approach (Free) | A | N/A | A | N/A |
| NE Approach (Stop) | F | N/A | F | N/A |
| SW Approach (Stop) | F | N/A | F | N/A |
| Sylvan Road at Avon Street | | | | |
| EB Approach (Stop) | D | N/A | C | N/A |
| WB Approach (Stop) | D | N/A | C | N/A |
| NB Approach (Free) | A | N/A | A | N/A |
| SB Approach (Free) | A | N/A | A | N/A |
| *With Signalization | | | | |

| INTERSECTION | AM Peak | | PM Peak | |
|---|---------|---------|---------|---------|
| | LOS | v/c | LOS | v/c |
| Avon Street at Murphy Avenue | | | | |
| WB Left (Stop) | B | N/A | B | N/A |
| SB Approach (Free) | A | N/A | A | N/A |
| Dill Avenue at Murphy Avenue | (B)* | (0.79)* | (B)* | (0.66)* |
| EB Left | A | N/A | A | N/A |
| WB Left | A | N/A | A | N/A |
| NB Left | F | N/A | F | N/A |
| NB Approach (Stop) | F | N/A | C | N/A |
| SB Left | F | N/A | D | N/A |
| SB Approach (Stop) | D | N/A | F | N/A |
| Sylvan Road at Arden Street | | | | |
| EB Left (Stop) | B | N/A | C | N/A |
| NB Approach (Free) | A | N/A | A | N/A |
| Dill Avenue at Allene Avenue | | | | |
| EB Approach (Free) | A | N/A | A | N/A |
| WB Approach (Free) | A | N/A | A | N/A |
| NB Approach (Stop) | C | N/A | C | N/A |
| SB Approach (Stop) | C | N/A | E | N/A |
| Metropolitan Parkway at Brookline Street | | | | |
| EB Left (Stop) | E | N/A | F | N/A |
| NB Approach (Free) | A | N/A | A | N/A |
| Weyman Street/Milton Avenue at Ridge Avenue | | | | |
| WB Approach (Stop) | B | N/A | B | N/A |
| SE Approach (Free) | A | N/A | A | N/A |
| *With Signalization | | | | |

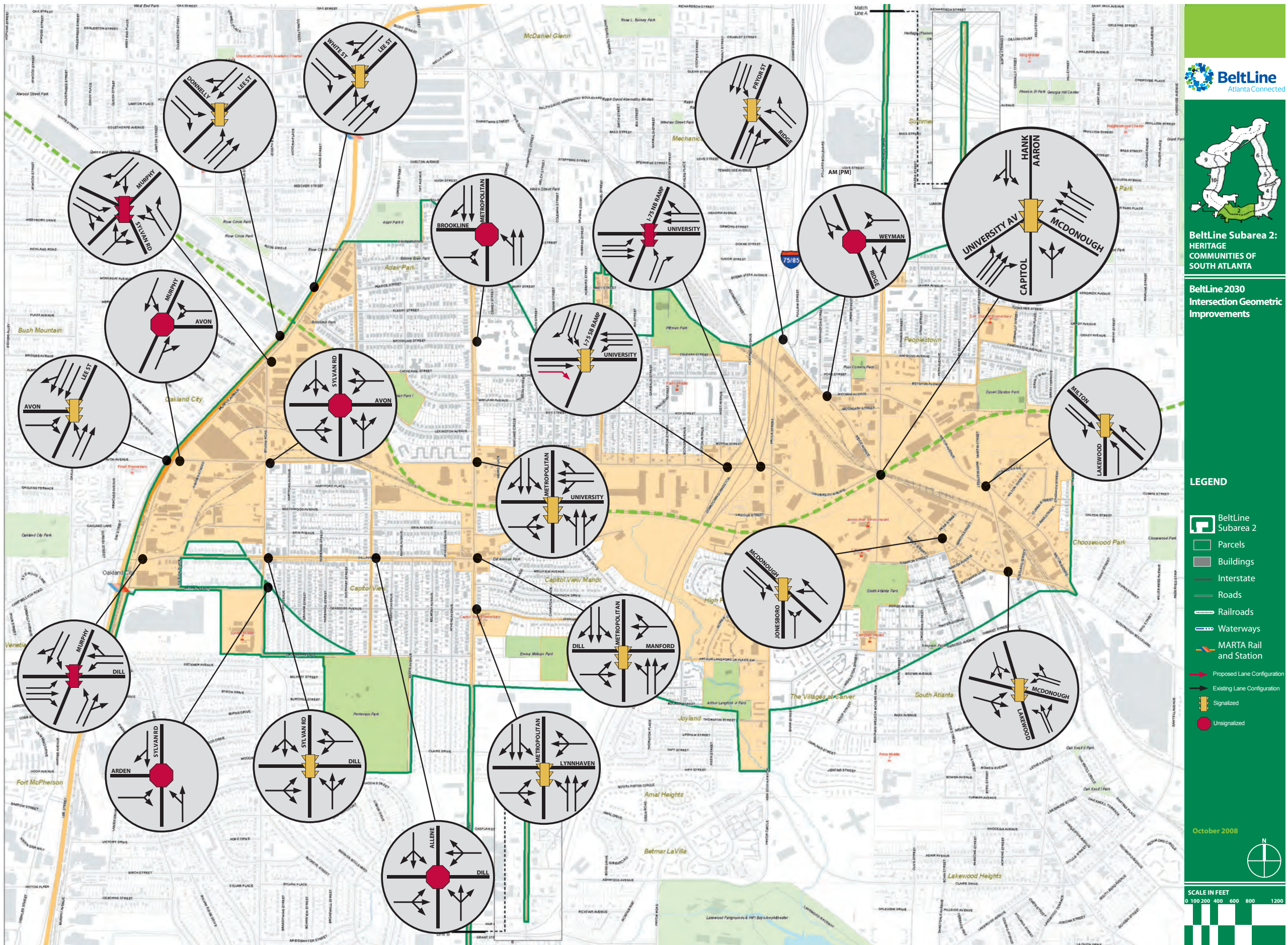
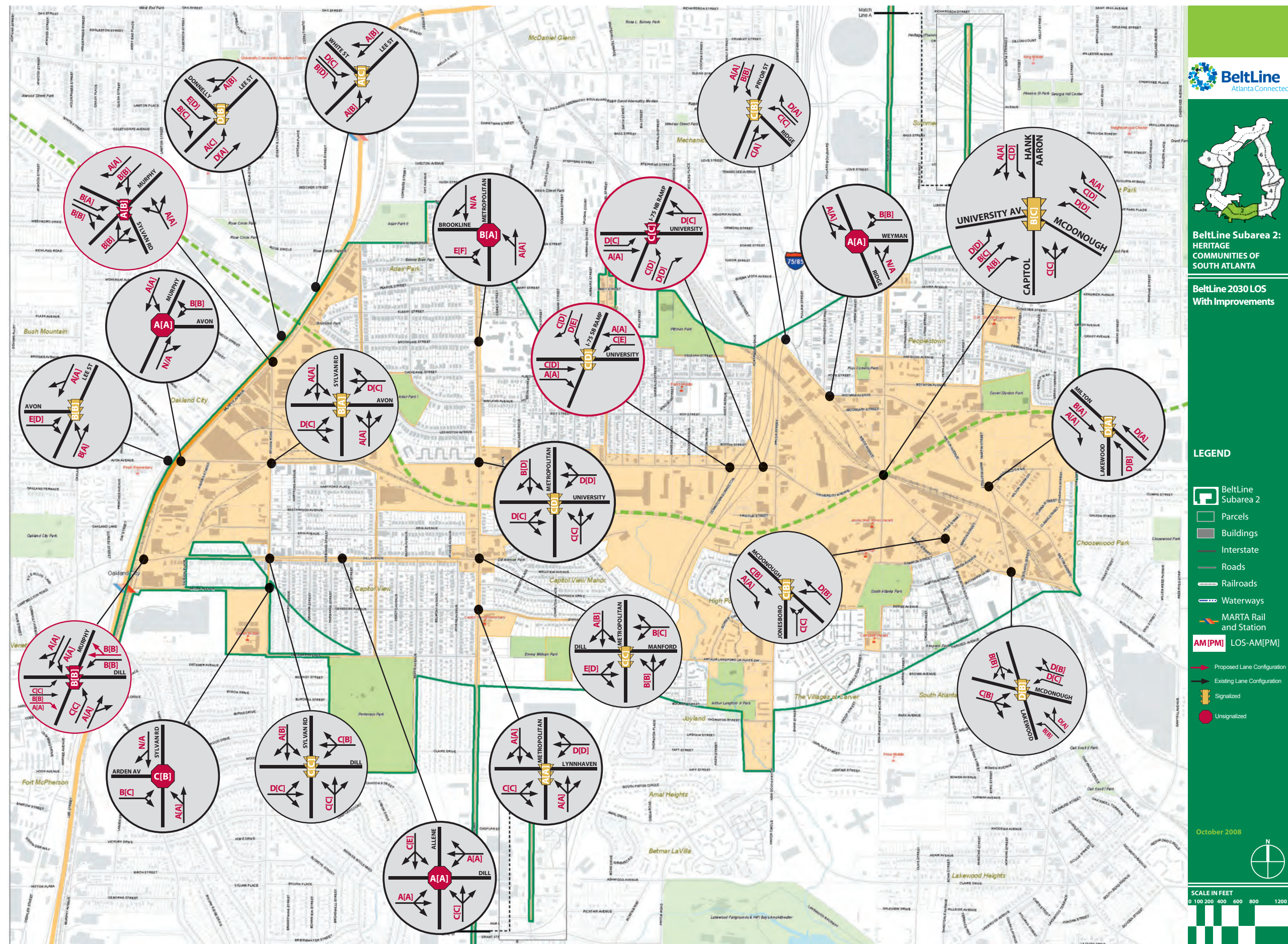


Figure 6-7. Year 2030 BeltLine Lane Geometries for Recommended Improvements



6.5 Other Recommended System Improvements

Several transportation improvements were evaluated for Subarea 2 to determine the most appropriate and cost effective solutions for ensuring efficient operations in future years. In addition to engineering judgment, public input was also used to ascertain the community's vision for their transportation system. Although many of the improvements were explicitly modeled, some were evaluated qualitatively. These include the addition of improved pedestrian and bicycle facilities throughout the subarea.

Recommended Pedestrian Facility Improvements

System-wide sidewalk improvements are recommended for Subarea 2. Within the subarea, there are locations with partial and no sidewalk coverage. The lack of sidewalks and proper walkways has major impacts on pedestrians' safety and the pedestrian level of service.

As with vehicular LOS, pedestrian LOS is also designated with letters A through F. Pedestrian LOS is based on available space, flow rate, ability to maintain desired speed, and degree of saturation. An increase in the number of pedestrians per area at any given time will reduce the pedestrian walkway LOS. As the walking space gets smaller, the LOS declines; and as the flow rate increases, the LOS approaches F. The introduction of the BeltLine and its associated mixed-use development will generate additional pedestrian trips, hence, increasing the flow rate and reducing the LOS.

The average pedestrian walking speed is about 4 feet per second. Travelers with mobility impairments all move slower (about 3.5 feet per second) than the average pedestrian. The different types of impaired users, described in the FHWA report by Kirschbaum, include the following:

- o Stroller users
- o Wheelchair users
- o Individuals with limited balance
- o Individuals with a vision impairment
- o Older adults
- o Children
- o Individuals who are obese

- o Crutch or support cane users
- o Individuals with low fitness levels
- o Individuals with cognitive impairments
- o Individuals with emotional impairments

The lack of adequate walkway or paved pedestrian paths can increase the time it takes a traveler to move from one point to another. If there is little or no sidewalk, the level of service will be F in these areas. Among the key facilities, McDonough Boulevard, Murphy Avenue, University Avenue, Sylvan Road, Avon Avenue, Pryor Street, Ridge Avenue, Capitol Avenue (south of University Avenue) and the western portion Dill Avenue, all have LOS of F along the majority of their length. The walkway LOS for other areas varies from A to E.

One of the main goals for many pedestrians is to reduce travel time and distance by selecting the most direct route. However, pedestrians will sometimes select other longer courses to get to their destination if the shortest route does not provide a sidewalk. Pedestrians may also select longer routes if the desired path is not convenient or desirable. This can be disadvantageous because an increase in travel time may deter walking.

If the sidewalks are partially blocked (encroachment of overgrown trees, shrubs, utility poles, hydrants, etc.) or too narrow, there will be a reduction in pedestrian walking time when slowing down to maneuver around an obstacle (including stopping to check for oncoming vehicles). If the sidewalk is completely blocked, forcing pedestrians to walk in the roadway, conflicts between motorists, cyclists and pedestrians may occur. This not only raises safety concerns but also reduces travel time for all parties. Uneven surfaces can also reduce the travel time of pedestrians, particularly those with mobility issues and those who have limited visibility. Sidewalk widths may also be insufficient in accommodating pedestrians walking in opposite directions. This can cause conflicts between pedestrians, further increasing delay.

In addition to LOS, there is an additional measure of pedestrian accommodation performance, called the Quality of Service (QOS), that should be considered in providing attractive pedestrian facilities.

QOS of pedestrian flow, as defined by Milazzo, includes the following measures:

- o Freedom to choose desired speeds
- o Freedom to pass slower pedestrians
- o Ability to cross a stream of pedestrian
- o Ability to walk in the reverse direction of a stream of pedestrians
- o Ability to maneuver without conflicts
- o Delay at signalized intersections
- o Delay at unsignalized intersections

To reduce pedestrian travel time and improve the overall walking experience, sidewalks that are wide enough to accommodate travel in both directions without conflicts, that provide proper connectivity and continuity, and that are well maintained is recommended. Provision of acceptable LOS and QOS should be considered for all Subarea 2 sidewalk improvement projects. The improvement of sidewalks will encourage walking and transit use, which will reduce traffic congestion overall.

Sources / References

Evaluation of Safety, Design and Operation of Shared-Use Paths - Federal Highway Administration

Recommended Bicycle Facility Improvements

Bicycling is a form of transportation that provides many travel advantages. In most instances a traveler can get to their destination considerably faster by cycling than walking. In some congested areas, a cyclist can cover ground much faster than automobiles by maneuvering around gridlocks. With the proper bicycle facilities in place, travelers may choose to commute to BeltLine stations by cycling. This will encourage ridership from people who live a little further away from the BeltLine. It takes a bicyclist about 6 minutes to travel one mile.

Although the benefits of cycling are numerous, without the proper infrastructure and level of service (LOS), there may be safety issues as well as poor mobility. Below are some of the factors which influence decisions to choose bicycling as a travel alternative.

- o Safe bicycle area
- o Ease of biking
- o Driver behavior
- o Roadway share issues with motor vehicles
- o Street intersection conditions (such as delays due to traffic signal or pedestrian crossing)
- o Conflict with pedestrians and other bicyclists
- o Steep slope/grade
- o Poor lighting
- o Proper bike parking facilities
- o Transit accommodation
- o Improper or missing signing and marking
- o Speeds impediments
- o Ability to maneuver without conflicts with objects (such as overgrown trees, poorly located poles, mail boxes, trash and debris)
- o Surface quality / conditions (potholes, drain grates, pullbox covers, uneven surfaces, railroad tracks, debris and encroachment of overgrown vegetation)

Some of the factors that influence bicycle LOS include:

- o Roadway width and number of through lanes
- o Bike lane widths and striping combinations
- o Traffic volumes
- o Pavement surface condition
- o Motor vehicle speed
- o Type of motor vehicle
- o Percentage of heavy vehicles
- o On-street parking

With the introduction of the Beltline project, the type of bicycle facility will be dependent on the available space and proposed development. There are three major classes of bicycle facilities identified by AASHTO:

- o Shared Use Path - a separate multi-use bike trail (typically 12 feet wide or more) that is located separate from automobile traffic.
- o Bike Lane Facility - a striped bike lane on a street, typically 4 feet wide
- o Signed Shared Roadway Facility - an on-street bike route that is designated by signage alone.

There is a lack of dedicated bicycle facility within the subarea. Lakewood Avenue (from McDonough Boulevard to Milton Avenue) is the only roadway among the studied segments with a designated bike lane facility. Bike lanes are present on both sides of the roadway. The aerial view below shows the existing bike lane along Lakewood Avenue.

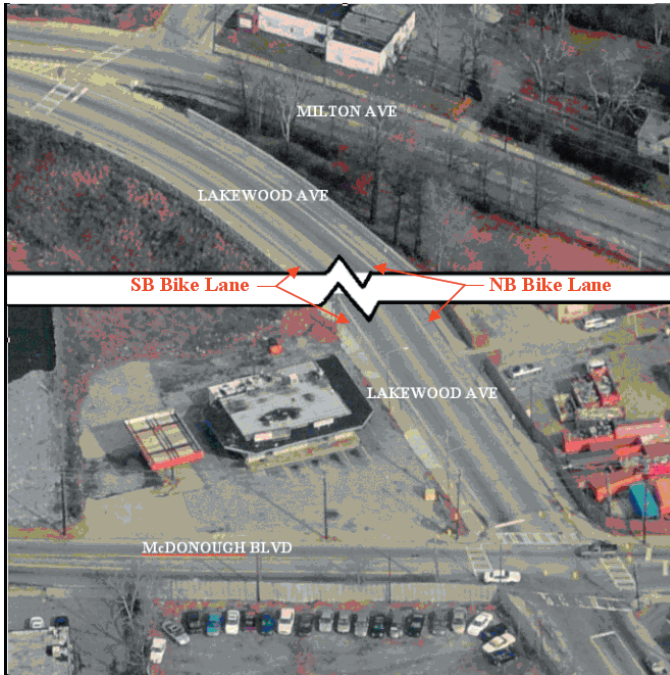


Figure 6-10. Subarea 2 Existing Bicycle Facilities

As described in the AASHTO manual, appropriate treatment of railroad crossings in the subarea will be required to ensure smooth and safe passage for bicyclists and pedestrians. In addition, on-street bicycle facilities should include curb inlet grates. Proper signage, pavement markings and adequate furniture for parking bikes, should be provided. The improvement of Subarea 2 bicycling facilities will benefit overall traffic operations for bicyclists and motorists.

7.0 Conclusions and Recommendations

The following conclusions are based on the collected data, intersection capacity analyses, field observations, and the community's goals as expressed during the extensive public involvement process employed for this project:

7.1 Baseline Recommended Improvements

There were no improvements recommended for Baseline conditions.

7.2 BeltLine Recommended Improvements

With BeltLine redevelopment in place, transportation enhancements are essential in the future years. Failing operations at key intersections would be detrimental to the area as a whole. The following recommendations are a combination of those achieved by modeling of key intersections, and those deemed to be appropriate through engineering judgment, field observation, and from discussion with the Project Team, area citizens and stakeholders throughout the study process.

For the BeltLine scenario analysis, it was assumed that University Avenue will be connected to Avon Avenue. In addition, it was assumed that the intersection of University Avenue and McDonough Boulevard/Ridge Avenue/Hank Aaron/Capitol Avenue will be reconfigured to form a four-legged intersection with turn-lane improvements. As part of this second improvement, it was assumed that Ridge Avenue will be realigned to connect to Hank Aaron via Weyman Avenue and the existing section of Ridge Avenue will cul-de-sac between Weyman Avenue and the intersection of University Avenue and McDonough Boulevard/Hank Aaron/Capitol Avenue. The following recommendations are in addition to the above assumptions.

Recommended intersection improvements include:

1. University Avenue at I-75 SB Ramps
 - a. Add an eastbound right-turn lane.
2. University Avenue at I-75 NB Ramps
 - a. Install a signal, if and when warranted based on a traffic study.
3. Sylvan Road at Murphy Avenue
 - a. Install a signal, if and when warranted based on a traffic study.
4. Dill Avenue at Murphy Avenue
 - a. Install a signal, if and when warranted based on a traffic study.

Recommended roadway extensions include:

1. University Avenue to be connected to Avon Avenue.
2. University Avenue and McDonough Boulevard/Ridge Avenue/Hank Aaron/Capitol Avenue to be reconfigured to form a four-legged intersection.
3. Ridge Avenue to be realigned to connect to Hank Aaron via Weyman Avenue and the existing section of Ridge Avenue will cul-de-sac between Weyman Avenue and the intersection of University Avenue and McDonough Boulevard/Hank Aaron/Capitol Avenue.

Recommended system-wide improvements include:

- o Traffic signal system upgrade and retiming

It is expected that with these transportation improvements in place supporting the greenspace, residential, and commercial development, enhanced transit services and overall pedestrian-friendly transit-oriented environment, Subarea 2 of the BeltLine Redevelopment Project will fully realize its potential of becoming a successful live, work, and play destination for southeast Atlanta.

Appendix A - Definitions of Terms: Access, Mobility, Connectivity

Appendix B - Trip Distribution Worksheets

**Atlanta BeltLine Heritage Communities of South Atlanta
Land Use and Trip Generation 2020**

| Land Use | ITE Code | Amount | Unit | Daily | | | | | AM Peak of Adjacent Street | | | | | PM Peak of Adjacent Street | | | |
|-----------------------|----------|--------|----------------|-----------------------|-------------|-------------------------|----------------|---------------|----------------------------|-------------|-------------------------|----------------|---------------|----------------------------|-------------------------|----------------|---------------|
| | | | | Average Rate Per Unit | Total Trips | Entering/Exiting Splits | Entering Trips | Exiting Trips | Average Rate Per Unit | Total Trips | Entering/Exiting Splits | Entering Trips | Exiting Trips | Total Trips | Entering/Exiting Splits | Entering Trips | Exiting Trips |
| Residential | | | | | | | | | | | | | | | | | |
| Residential 1-4 (LDR) | 230 | 316 | Dwelling Unit | 3.34 | 1,054 | 50/50 | 527 | 527 | 0.67 | 211 | 25/75 | 53 | 159 | 246 | 58/42 | 143 | 103 |
| Mixed Use 1-4 (LMU) | | | | | | | | | | | | | | | | | |
| Residential 5-9 (MDR) | 223 | 1,308 | Dwelling Unit | 3.35 | 4,381 | 50/50 | 2,190 | 2,190 | 0.30 | 392 | 31/69 | 122 | 271 | 510 | 58/42 | 296 | 214 |
| Mixed Use 5-9 (MMU) | | | | | | | | | | | | | | | | | |
| Residential 10+ (HDR) | 232 | 41 | Dwelling Unit | 4.18 | 171 | 50/50 | 85 | 85 | 0.34 | 14 | 19/81 | 3 | 11 | 16 | 62/38 | 10 | 6 |
| Mixed Use 10+ (HMU) | | | | | | | | | | | | | | | | | |
| Subtotal | | 1,664 | | | 5,605 | | 2,803 | 2,803 | | 618 | | 177 | 440 | 772 | | 448 | 323 |
| Retail | | | | | | | | | | | | | | | | | |
| Office/Institutional | 710 | 23 | 1000 Sq Ft GLA | 11.01 | 249 | 50/50 | 125 | 125 | 1.55 | 35 | 88/12 | 31 | 4 | 34 | 17/83 | 6 | 28 |
| High Turnover Rest. | 932 | 23 | 1000 Sq Ft GLA | 127.15 | 2,878 | 50/50 | 1,439 | 1,439 | 11.52 | 261 | 52/48 | 136 | 125 | 247 | 61/39 | 151 | 96 |
| Quality Restaurant | 931 | 19 | 1000 Sq Ft GLA | 89.95 | 1,697 | 50/50 | 848 | 848 | 5.57 | 105 | 82/18 | 86 | 19 | 170 | 62/38 | 106 | 65 |
| Specialty Retail | 814 | 34 | 1000 Sq Ft GLA | 44.32 | 1,505 | 50/50 | 752 | 752 | 6.84 | 232 | 48/52 | 111 | 121 | 170 | 56/44 | 95 | 75 |
| Subtotal | | 98 | | | 6,330 | | 3,165 | 3,165 | | 633 | | 364 | 269 | 622 | | 357 | 264 |
| Gross Total | | | | | 11,935 | | 5,967 | 5,967 | | 1,251 | | 541 | 710 | 1,393 | | 806 | 588 |

**Atlanta BeltLine Heritage Communities of South Atlanta
Trip Summary 2020**

| Land Use | Amount | Unit | Trip Type | Daily | | | AM Peak of Adjacent Street | | | PM Peak of Adjacent Street | | |
|-----------------|--------|-----------------|------------------|-------------|----------------|---------------|----------------------------|----------------|---------------|----------------------------|----------------|---------------|
| | | | | Total Trips | Entering Trips | Exiting Trips | Total Trips | Entering Trips | Exiting Trips | Total Trips | Entering Trips | Exiting Trips |
| Residential | 1,664 | Dwelling Unit | Gross Trips | 5,605 | 2,803 | 2,803 | 618 | 177 | 440 | 772 | 448 | 323 |
| | | | Internal Capture | 280 | 140 | 140 | 31 | 9 | 22 | 39 | 22 | 16 |
| | | | Net Trips | 5,325 | 2,662 | 2,662 | 587 | 168 | 418 | 733 | 426 | 307 |
| Retail | 98 | 1,000 Sq Ft GLA | Gross Trips | 6,330 | 3,165 | 3,165 | 633 | 364 | 269 | 622 | 357 | 264 |
| | | | Internal Capture | 316 | 158 | 158 | 32 | 18 | 13 | 31 | 18 | 13 |
| | | | Net Trips | 6,013 | 3,007 | 3,007 | 602 | 346 | 256 | 590 | 340 | 251 |
| Total Net Trips | | | | 11,338 | 5,669 | 5,669 | 1,188 | 514 | 674 | 1,324 | 765 | 558 |

**Atlanta BeltLine Heritage Communities of South Atlanta
External Trip Table Summary 2020**

| Land Use | Amount | Unit | Trip Type | Daily | | | AM Peak of Adjacent Street | | | PM Peak of Adjacent Street | | |
|--------------------------|--------|-----------------|--------------------|-------------|----------------|---------------|----------------------------|----------------|---------------|----------------------------|----------------|---------------|
| | | | | Total Trips | Entering Trips | Exiting Trips | Total Trips | Entering Trips | Exiting Trips | Total Trips | Entering Trips | Exiting Trips |
| Residential | 1,664 | Dwelling Unit | External Trips | 5,325 | 2,662 | 2,662 | 587 | 168 | 418 | 733 | 426 | 307 |
| | | | Transit Trips | 1,491 | 745 | 745 | 164 | 47 | 117 | 205 | 119 | 86 |
| | | | Passerby Trips (1) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | Net External Trips | 3,834 | 1,917 | 1,917 | 422 | 121 | 301 | 528 | 307 | 221 |
| Retail | 98 | 1,000 Sq Ft GLA | External Trips | 6,013 | 3,007 | 3,007 | 602 | 346 | 256 | 590 | 340 | 251 |
| | | | Transit Trips | 1,684 | 842 | 842 | 168 | 97 | 72 | 165 | 95 | 70 |
| | | | Passerby Trips (1) | 2,044 | 1,022 | 1,022 | 205 | 118 | 87 | 201 | 115 | 85 |
| | | | Net External Trips | 2,285 | 1,142 | 1,142 | 229 | 131 | 97 | 224 | 129 | 95 |
| Total New External Trips | | | | 6,119 | 3,059 | 3,059 | 651 | 253 | 398 | 752 | 436 | 317 |

**Atlanta BeltLine Heritage Communities of South Atlanta
Land Use and Trip Generation 2030**

| Land Use | ITE Code | Amount | Unit | Daily | | | | | AM Peak of Adjacent Street | | | | | PM Peak of Adjacent Street | | | | |
|-----------------------|----------|--------|----------------|-----------------------|-------------|-------------------------|----------------|---------------|----------------------------|-------------|-------------------------|----------------|---------------|----------------------------|-------------|-------------------------|----------------|---------------|
| | | | | Average Rate Per Unit | Total Trips | Entering/Exiting Splits | Entering Trips | Exiting Trips | Average Rate Per Unit | Total Trips | Entering/Exiting Splits | Entering Trips | Exiting Trips | Average Rate Per Unit | Total Trips | Entering/Exiting Splits | Entering Trips | Exiting Trips |
| Residential | | | | | | | | | | | | | | | | | | |
| Residential 1-4 (LDR) | 230 | 844 | Dwelling Unit | 3.34 | 2,819 | 50/50 | 1,409 | 1,409 | 0.67 | 565 | 25/75 | 141 | 424 | 0.78 | 658 | 58/42 | 382 | 276 |
| Mixed Use 1-4 (LMU) | | | | | | | | | | | | | | | | | | |
| Residential 5-9 (MDR) | 223 | 4,182 | Dwelling Unit | 3.35 | 14,010 | 50/50 | 7,005 | 7,005 | 0.30 | 1,255 | 31/69 | 389 | 866 | 0.39 | 1,631 | 58/42 | 946 | 685 |
| Mixed Use 5-9 (MMU) | | | | | | | | | | | | | | | | | | |
| Residential 10+ (HDR) | 232 | 109 | Dwelling Unit | 4.18 | 456 | 50/50 | 228 | 228 | 0.34 | 37 | 19/81 | 7 | 30 | 0.38 | 41 | 62/38 | 26 | 16 |
| Mixed Use 10+ (HMU) | | | | | | | | | | | | | | | | | | |
| Subtotal | | 5,135 | | | 17,284 | | 8,642 | 8,642 | | 1,857 | | 537 | 1,320 | | 2,331 | | 1,353 | 977 |
| Retail | | | | | | | | | | | | | | | | | | |
| Office/Institutional | 710 | 407 | 1000 Sq Ft GLA | 11.01 | 4,480 | 50/50 | 2,240 | 2,240 | 1.55 | 631 | 88/12 | 555 | 76 | 1.49 | 606 | 17/83 | 103 | 503 |
| High Turnover Rest. | 932 | 141 | 1000 Sq Ft GLA | 127.15 | 17,923 | 50/50 | 8,962 | 8,962 | 11.52 | 1,624 | 52/48 | 844 | 779 | 10.92 | 1,539 | 61/39 | 939 | 600 |
| Quality Restaurant | 931 | 117 | 1000 Sq Ft GLA | 89.95 | 10,566 | 50/50 | 5,283 | 5,283 | 5.57 | 654 | 82/18 | 537 | 118 | 9.02 | 1,060 | 62/38 | 657 | 403 |
| Specialty Retail | 814 | 211 | 1000 Sq Ft GLA | 44.32 | 9,371 | 50/50 | 4,686 | 4,686 | 6.84 | 1,446 | 48/52 | 694 | 752 | 5.02 | 1,061 | 56/44 | 594 | 467 |
| Subtotal | | 877 | | | 42,341 | | 21,171 | 21,171 | | 4,355 | | 2,630 | 1,725 | | 4,267 | | 2,293 | 1,973 |
| Gross Total | | | | | 59,625 | | 29,813 | 29,813 | | 6,212 | | 3,168 | 3,045 | | 6,597 | | 3,647 | 2,950 |

**Atlanta BeltLine Heritage Communities of South Atlanta
Trip Summary 2030**

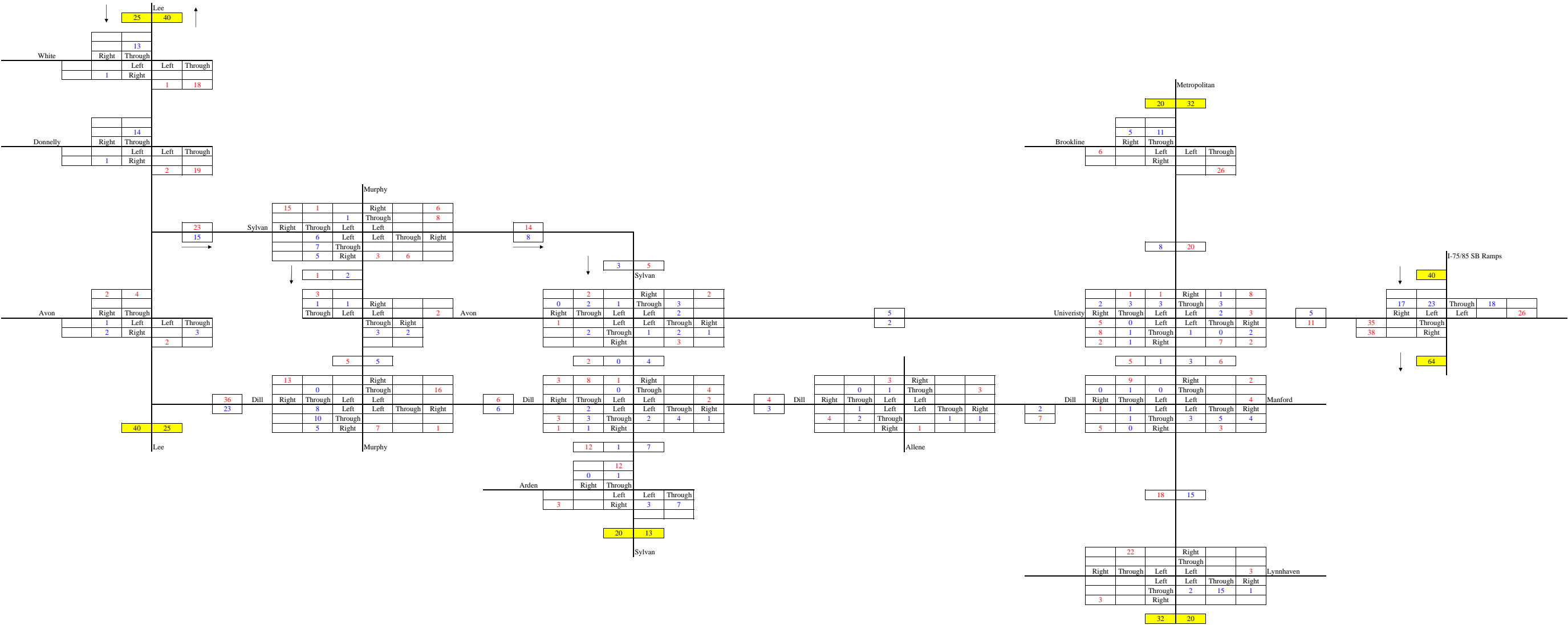
| Land Use | Amount | Unit | Trip Type | Daily | | | AM Peak of Adjacent Street | | | PM Peak of Adjacent Street | | |
|-----------------|--------|-----------------|------------------|-------------|----------------|---------------|----------------------------|----------------|---------------|----------------------------|----------------|---------------|
| | | | | Total Trips | Entering Trips | Exiting Trips | Total Trips | Entering Trips | Exiting Trips | Total Trips | Entering Trips | Exiting Trips |
| Residential | 5,135 | Dwelling Unit | Gross Trips | 17,284 | 8,642 | 8,642 | 1,857 | 537 | 1,320 | 2,331 | 1,353 | 977 |
| | | | Internal Capture | 864 | 432 | 432 | 93 | 27 | 66 | 117 | 68 | 49 |
| | | | Net Trips | 16,420 | 8,210 | 8,210 | 1,764 | 510 | 1,254 | 2,214 | 1,286 | 928 |
| Retail | 877 | 1,000 Sq Ft GLA | Gross Trips | 42,341 | 21,171 | 21,171 | 4,355 | 2,630 | 1,725 | 4,267 | 2,293 | 1,973 |
| | | | Internal Capture | 2,117 | 1,059 | 1,059 | 218 | 132 | 86 | 213 | 115 | 99 |
| | | | Net Trips | 40,224 | 20,112 | 20,112 | 4,137 | 2,499 | 1,639 | 4,053 | 2,179 | 1,875 |
| Total Net Trips | | | | 56,644 | 28,322 | 28,322 | 5,902 | 3,009 | 2,893 | 6,267 | 3,464 | 2,803 |

**Atlanta BeltLine Heritage Communities of South Atlanta
External Trip Table Summary 2030**

| Land Use | Amount | Unit | Trip Type | Daily | | | AM Peak of Adjacent Street | | | PM Peak of Adjacent Street | | |
|--------------------------|--------|-----------------|--------------------|-------------|----------------|---------------|----------------------------|----------------|---------------|----------------------------|----------------|---------------|
| | | | | Total Trips | Entering Trips | Exiting Trips | Total Trips | Entering Trips | Exiting Trips | Total Trips | Entering Trips | Exiting Trips |
| Residential | 5,135 | Dwelling Unit | External Trips | 16,420 | 8,210 | 8,210 | 1,764 | 510 | 1,254 | 2,214 | 1,286 | 928 |
| | | | Transit Trips | 4,598 | 2,299 | 2,299 | 494 | 143 | 351 | 620 | 360 | 260 |
| | | | Passerby Trips (1) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | Net External Trips | 11,823 | 5,911 | 5,911 | 1,270 | 368 | 903 | 1,594 | 926 | 668 |
| | | | | | | | | | | | | |
| Retail | 877 | 1,000 Sq Ft GLA | External Trips | 40,224 | 20,112 | 20,112 | 4,137 | 2,499 | 1,639 | 4,053 | 2,179 | 1,875 |
| | | | Transit Trips | 11,263 | 5,631 | 5,631 | 1,158 | 700 | 459 | 1,135 | 610 | 525 |
| | | | Passerby Trips (1) | 13,676 | 6,838 | 6,838 | 1,407 | 850 | 557 | 1,378 | 741 | 637 |
| | | | Net External Trips | 15,285 | 7,643 | 7,643 | 1,572 | 950 | 623 | 1,540 | 828 | 712 |
| | | | | | | | | | | | | |
| Total New External Trips | | | | 27,108 | 13,554 | 13,554 | 2,842 | 1,317 | 1,525 | 3,134 | 1,754 | 1,381 |

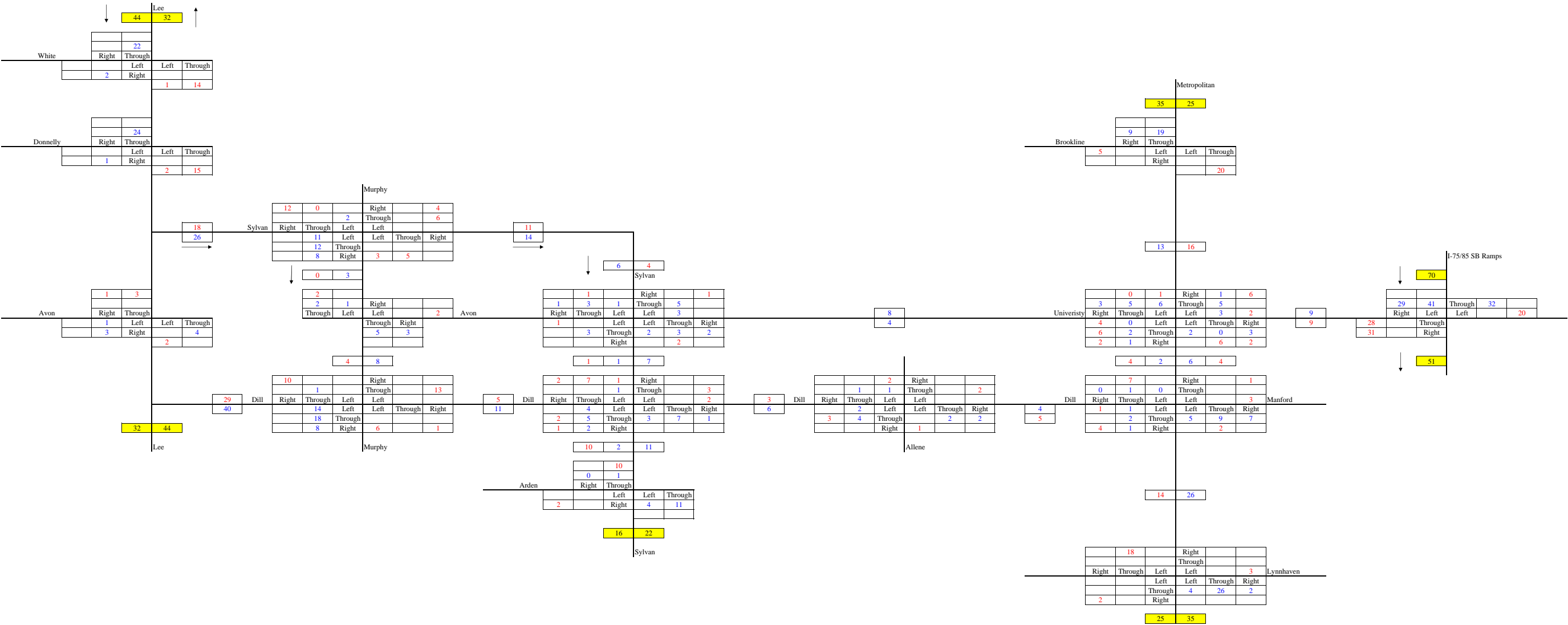
Scenario: BeltLine 2020 AM Peak

Subarea 2 Development Trip Calculations



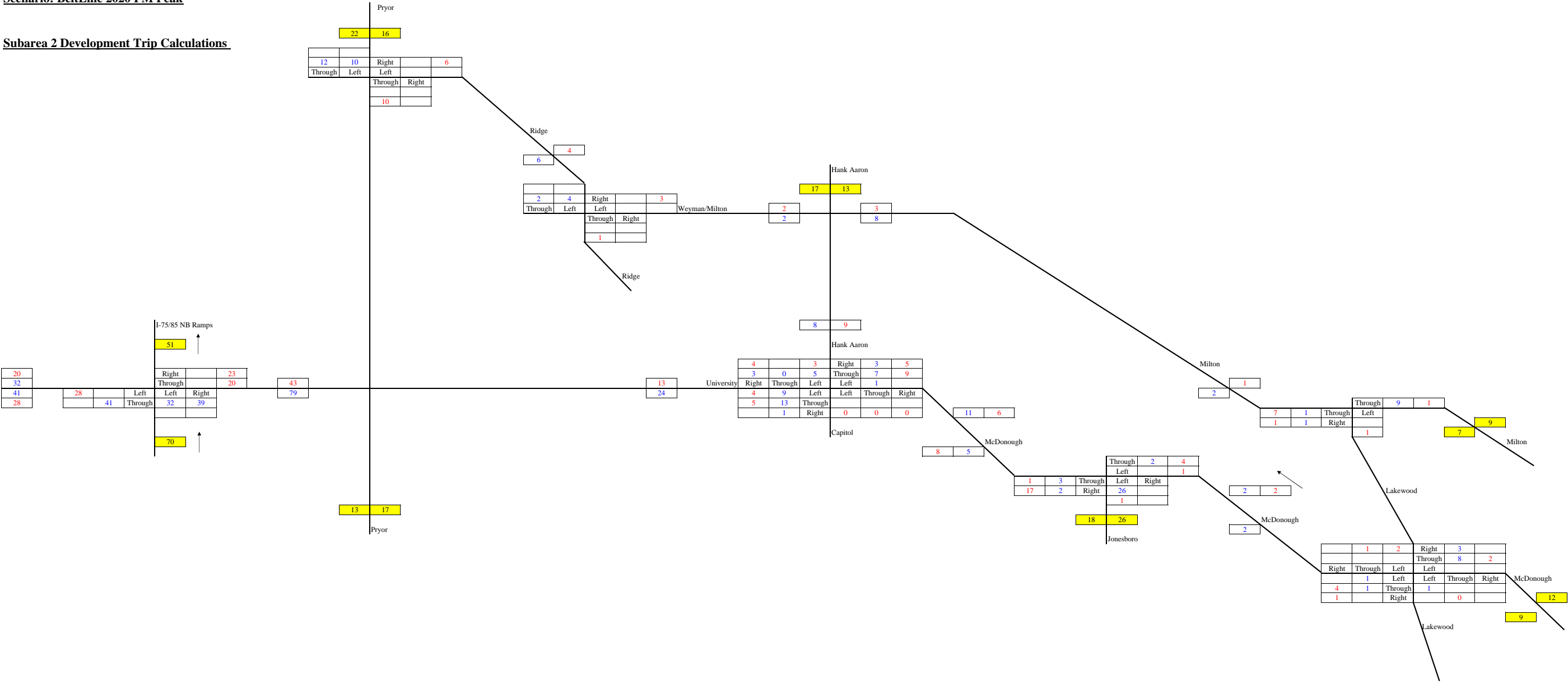
Scenario: BeltLine 2020 PM Peak

Subarea 2 Development Trip Calculations



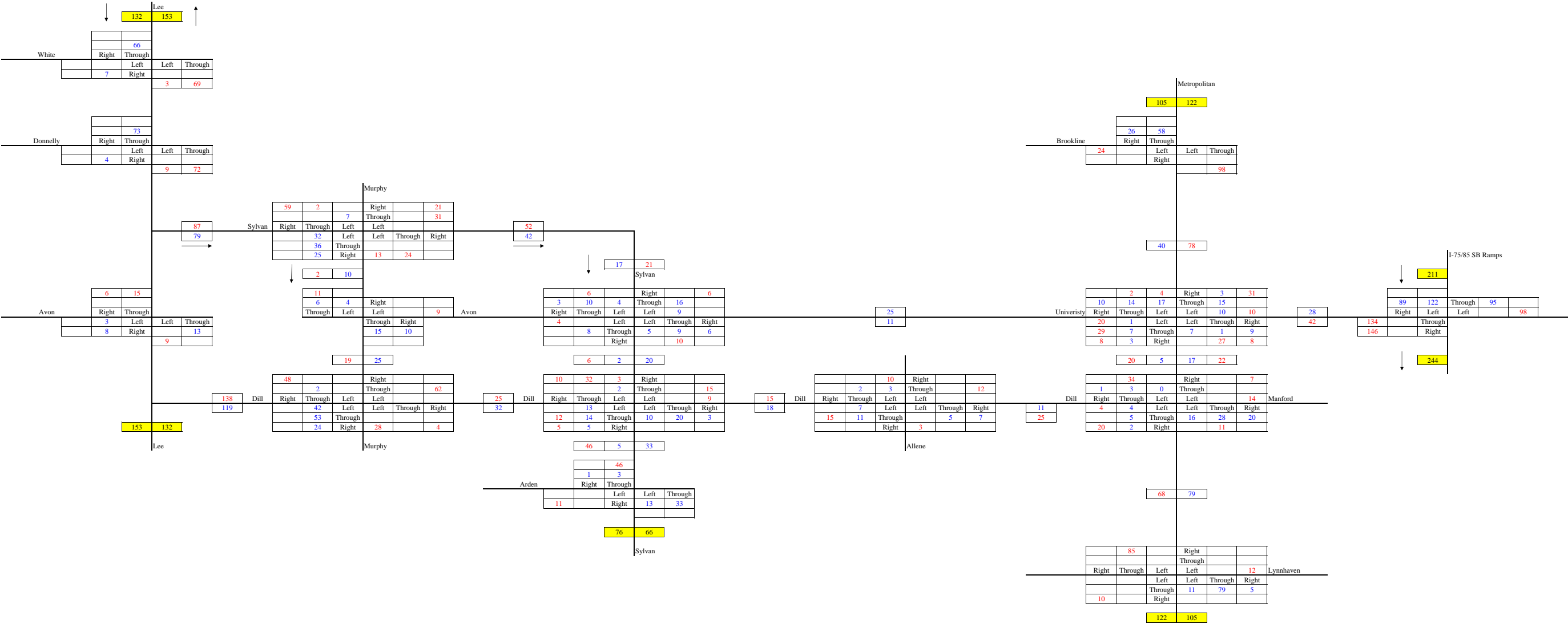
Scenario: BeltLine 2020 PM Peak

Subarea 2 Development Trip Calculations



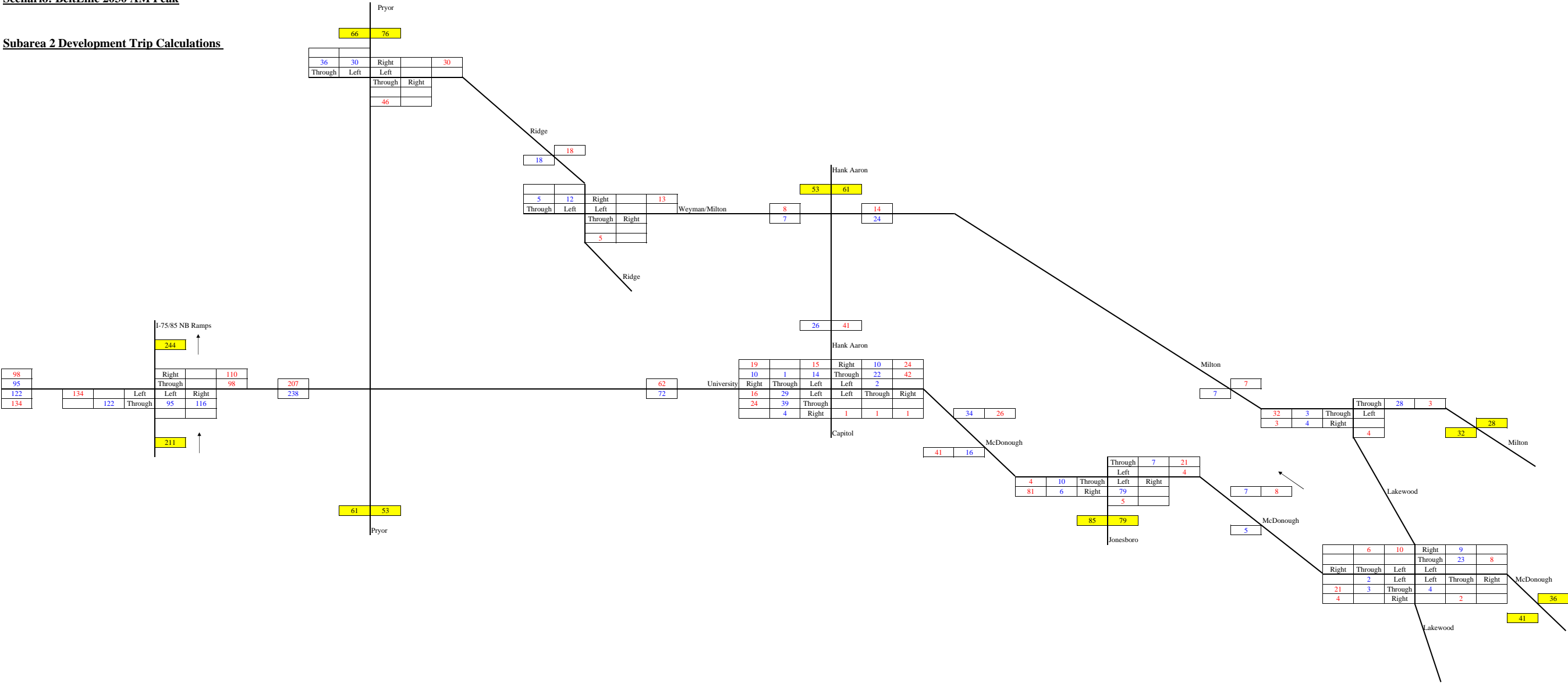
Scenario: BeltLine 2030 AM Peak

Subarea 2 Development Trip Calculations



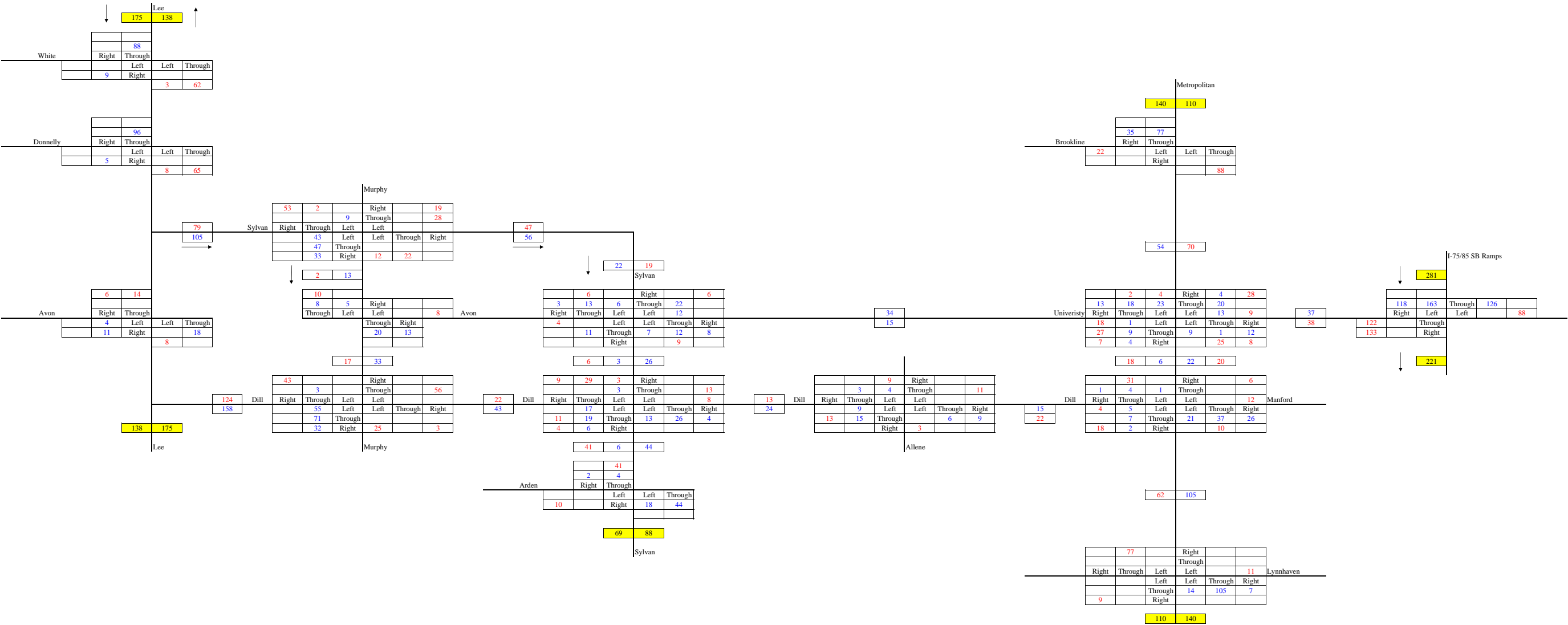
Scenario: BeltLine 2030 AM Peak

Subarea 2 Development Trip Calculations



Scenario: BeltLine 2030 PM Peak

Subarea 2 Development Trip Calculations



Appendix C. Traffic Counts

| Start Time | 15-May-0 Tue | NB | | Hour Totals | | SB | | Hour Totals | | Combined Totals | |
|-------------|--------------|---------|-----------|-------------|-----------|---------|-----------|-------------|-----------|-----------------|-----------|
| | | Morning | Afternoon | Morning | Afternoon | Morning | Afternoon | Morning | Afternoon | Morning | Afternoon |
| 12:00 | | 30 | 112 | | | 36 | 110 | | | | |
| 12:15 | | 16 | 101 | | | 23 | 110 | | | | |
| 12:30 | | 30 | 111 | | | 22 | 143 | | | | |
| 12:45 | | 17 | 117 | 93 | 441 | 22 | 113 | 103 | 476 | 196 | 917 |
| 01:00 | | 23 | 106 | | | 19 | 109 | | | | |
| 01:15 | | 14 | 100 | | | 15 | 108 | | | | |
| 01:30 | | 14 | 101 | | | 21 | 91 | | | | |
| 01:45 | | 15 | 103 | 66 | 410 | 19 | 132 | 74 | 440 | 140 | 850 |
| 02:00 | | 18 | 112 | | | 10 | 114 | | | | |
| 02:15 | | 11 | 118 | | | 13 | 118 | | | | |
| 02:30 | | 17 | 118 | | | 14 | 136 | | | | |
| 02:45 | | 8 | 116 | 54 | 464 | 11 | 125 | 48 | 493 | 102 | 957 |
| 03:00 | | 7 | 110 | | | 15 | 148 | | | | |
| 03:15 | | 18 | 127 | | | 13 | 139 | | | | |
| 03:30 | | 18 | 112 | | | 8 | 132 | | | | |
| 03:45 | | 10 | 113 | 53 | 462 | 8 | 135 | 44 | 554 | 97 | 1016 |
| 04:00 | | 8 | 109 | | | 10 | 160 | | | | |
| 04:15 | | 16 | 105 | | | 11 | 164 | | | | |
| 04:30 | | 16 | 121 | | | 15 | 181 | | | | |
| 04:45 | | 21 | 107 | 61 | 442 | 16 | 209 | 52 | 714 | 113 | 1156 |
| 05:00 | | 19 | 100 | | | 18 | 203 | | | | |
| 05:15 | | 19 | 111 | | | 21 | 180 | | | | |
| 05:30 | | 33 | 106 | | | 27 | 216 | | | | |
| 05:45 | | 52 | 102 | 123 | 419 | 22 | 209 | 88 | 808 | 211 | 1227 |
| 06:00 | | 62 | 90 | | | 40 | 199 | | | | |
| 06:15 | | 79 | 84 | | | 58 | 152 | | | | |
| 06:30 | | 130 | 89 | | | 55 | 173 | | | | |
| 06:45 | | 154 | 91 | 425 | 354 | 74 | 133 | 227 | 657 | 652 | 1011 |
| 07:00 | | 170 | 92 | | | 62 | 154 | | | | |
| 07:15 | | 198 | 97 | | | 88 | 133 | | | | |
| 07:30 | | 236 | 75 | | | 101 | 129 | | | | |
| 07:45 | | 197 | 88 | 801 | 352 | 85 | 85 | 336 | 501 | 1137 | 853 |
| 08:00 | | 222 | 65 | | | 87 | 91 | | | | |
| 08:15 | | 167 | 84 | | | 72 | 112 | | | | |
| 08:30 | | 161 | 83 | | | 94 | 107 | | | | |
| 08:45 | | 161 | 63 | 711 | 295 | 93 | 108 | 346 | 418 | 1057 | 713 |
| 09:00 | | 127 | 89 | | | 94 | 105 | | | | |
| 09:15 | | 121 | 60 | | | 95 | 98 | | | | |
| 09:30 | | 125 | 66 | | | 80 | 82 | | | | |
| 09:45 | | 101 | 65 | 474 | 280 | 93 | 70 | 362 | 355 | 836 | 635 |
| 10:00 | | 101 | 62 | | | 95 | 76 | | | | |
| 10:15 | | 92 | 61 | | | 83 | 76 | | | | |
| 10:30 | | 97 | 58 | | | 107 | 62 | | | | |
| 10:45 | | 102 | 62 | 392 | 243 | 91 | 62 | 376 | 276 | 768 | 519 |
| 11:00 | | 98 | 58 | | | 91 | 59 | | | | |
| 11:15 | | 87 | 55 | | | 104 | 53 | | | | |
| 11:30 | | 92 | 47 | | | 92 | 53 | | | | |
| 11:45 | | 76 | 36 | 353 | 196 | 86 | 51 | 373 | 216 | 726 | 412 |
| Total | | 3606 | 4358 | | | 2429 | 5908 | | | 6035 | 10266 |
| Percent | | 45.3% | 54.7% | | | 29.1% | 70.9% | | | 37.0% | 63.0% |
| Grand Total | | 3606 | 4358 | | | 2429 | 5908 | | | 6035 | 10266 |
| Percent | | 45.3% | 54.7% | | | 29.1% | 70.9% | | | 37.0% | 63.0% |

ADT Not Calculated

All Traffic Data Services, Inc.

1336 Farmer Road
Conyers, Ga. 30012

Ph. 404-374-1283

File Name : WhiteSt@LeeAM

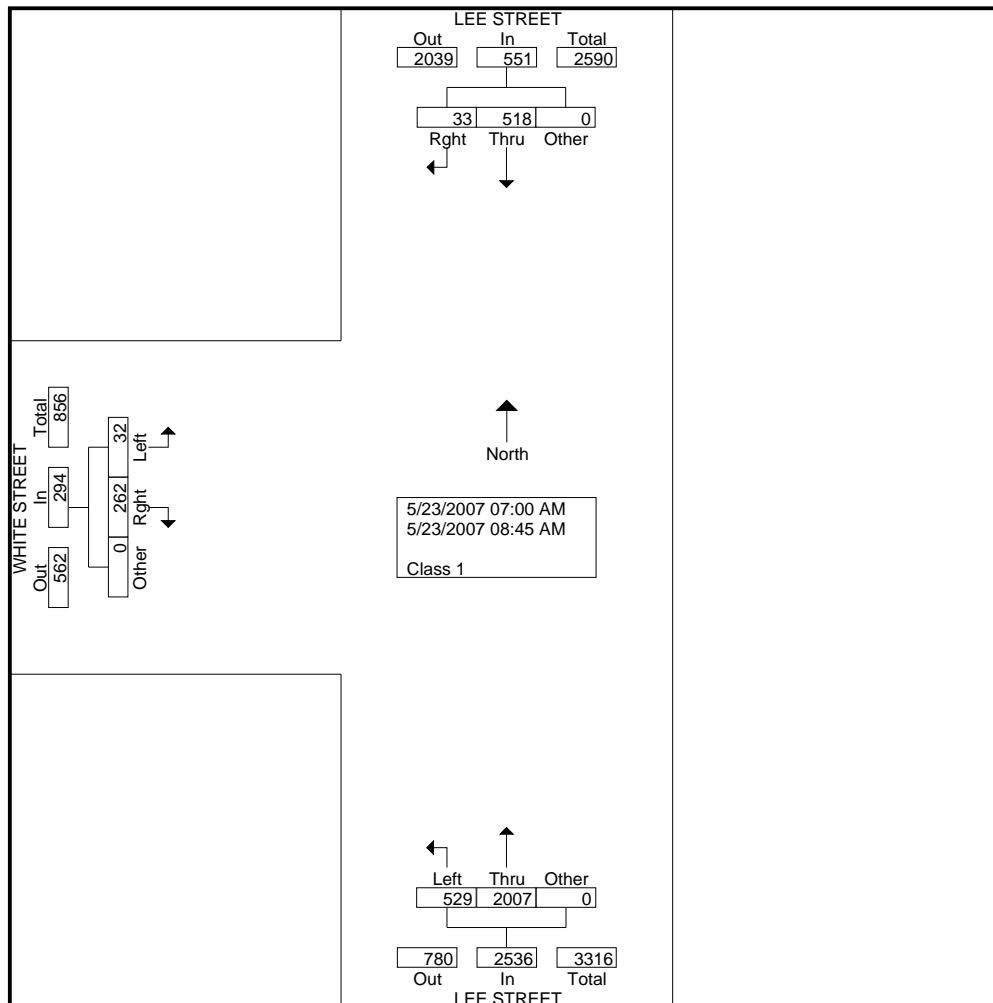
Site Code : 22

Start Date : 5/23/2007

Page No : 1

Groups Printed- Class 1

| Start Time | LEE STREET Southbound | | | | LEE STREET Northbound | | | | WHITE STREET Eastbound | | | | Int. Total |
|-------------|-----------------------|------|-------|------------|-----------------------|------|-------|------------|------------------------|------|-------|------------|------------|
| | Thru | Rght | Other | App. Total | Left | Thru | Other | App. Total | Left | Rght | Other | App. Total | |
| 07:00 AM | 62 | 0 | 0 | 62 | 39 | 152 | 0 | 191 | 2 | 22 | 0 | 24 | 277 |
| 07:15 AM | 57 | 2 | 0 | 59 | 56 | 244 | 0 | 300 | 2 | 22 | 0 | 24 | 383 |
| 07:30 AM | 80 | 2 | 0 | 82 | 76 | 293 | 0 | 369 | 3 | 36 | 0 | 39 | 490 |
| 07:45 AM | 65 | 1 | 0 | 66 | 81 | 302 | 0 | 383 | 4 | 40 | 0 | 44 | 493 |
| Total | 264 | 5 | 0 | 269 | 252 | 991 | 0 | 1243 | 11 | 120 | 0 | 131 | 1643 |
| 08:00 AM | 75 | 6 | 0 | 81 | 70 | 259 | 0 | 329 | 3 | 34 | 0 | 37 | 447 |
| 08:15 AM | 53 | 6 | 0 | 59 | 66 | 257 | 0 | 323 | 2 | 36 | 0 | 38 | 420 |
| 08:30 AM | 55 | 9 | 0 | 64 | 77 | 285 | 0 | 362 | 8 | 34 | 0 | 42 | 468 |
| 08:45 AM | 71 | 7 | 0 | 78 | 64 | 215 | 0 | 279 | 8 | 38 | 0 | 46 | 403 |
| Total | 254 | 28 | 0 | 282 | 277 | 1016 | 0 | 1293 | 21 | 142 | 0 | 163 | 1738 |
| Grand Total | 518 | 33 | 0 | 551 | 529 | 2007 | 0 | 2536 | 32 | 262 | 0 | 294 | 3381 |
| Apprch % | 94 | 6 | 0 | | 20.9 | 79.1 | 0 | | 10.9 | 89.1 | 0 | | |
| Total % | 15.3 | 1 | 0 | 16.3 | 15.6 | 59.4 | 0 | 75 | 0.9 | 7.7 | 0 | 8.7 | |

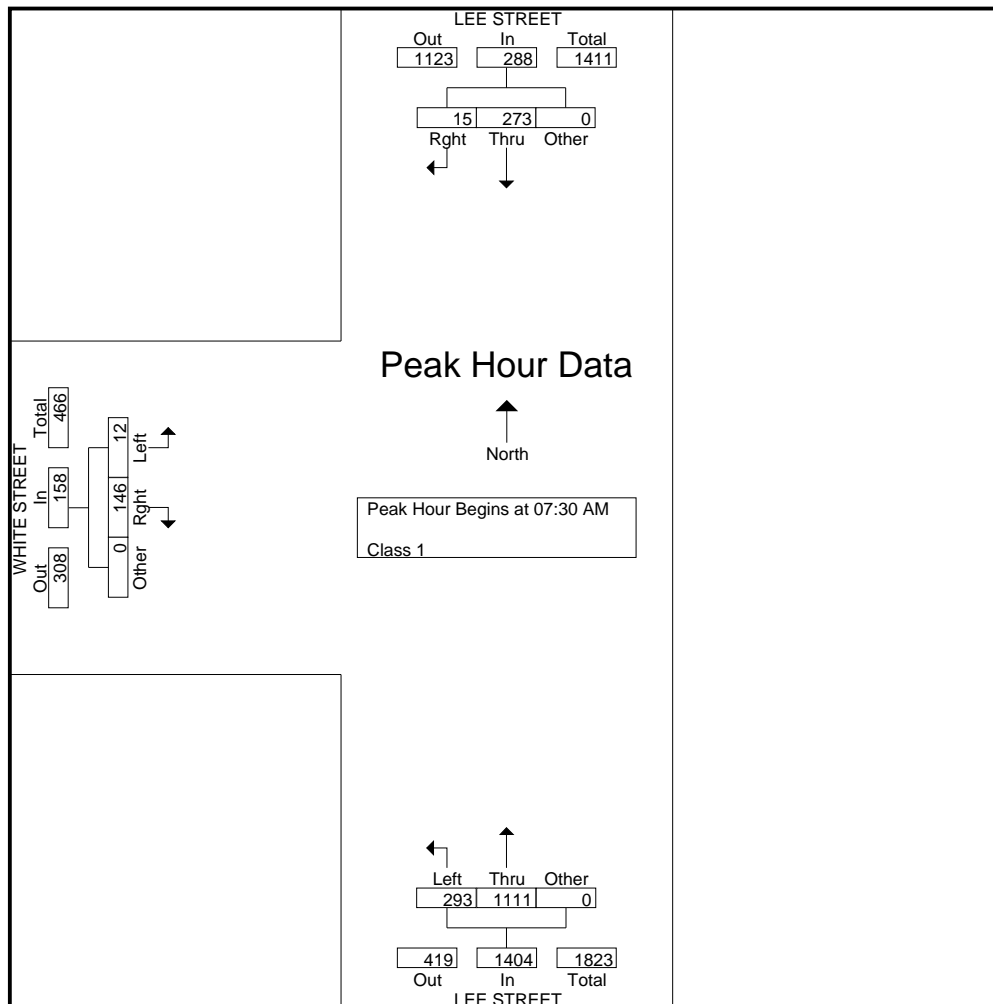


All Traffic Data Services, Inc.

1336 Farmer Road
Conyers, Ga. 30012
Ph. 404-374-1283

File Name : WhiteSt@LeeAM
Site Code : 22
Start Date : 5/23/2007
Page No : 2

| | LEE STREET Southbound | | | | LEE STREET Northbound | | | | WHITE STREET Eastbound | | | | |
|--|--------------------------|-------|-------|------------|--------------------------|------|-------|------------|---------------------------|-------|-------|------------|------------|
| Start Time | Thru | Right | Other | App. Total | Left | Thru | Other | App. Total | Left | Right | Other | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | |
| 07:30 AM | 80 | 2 | 0 | 82 | 76 | 293 | 0 | 369 | 3 | 36 | 0 | 39 | 490 |
| 07:45 AM | 65 | 1 | 0 | 66 | 81 | 302 | 0 | 383 | 4 | 40 | 0 | 44 | 493 |
| 08:00 AM | 75 | 6 | 0 | 81 | 70 | 259 | 0 | 329 | 3 | 34 | 0 | 37 | 447 |
| 08:15 AM | 53 | 6 | 0 | 59 | 66 | 257 | 0 | 323 | 2 | 36 | 0 | 38 | 420 |
| Total Volume | 273 | 15 | 0 | 288 | 293 | 1111 | 0 | 1404 | 12 | 146 | 0 | 158 | 1850 |
| % App. Total | 94.8 | 5.2 | 0 | | 20.9 | 79.1 | 0 | | 7.6 | 92.4 | 0 | | |
| PHF | .853 | .625 | .000 | .878 | .904 | .920 | .000 | .916 | .750 | .913 | .000 | .898 | .938 |



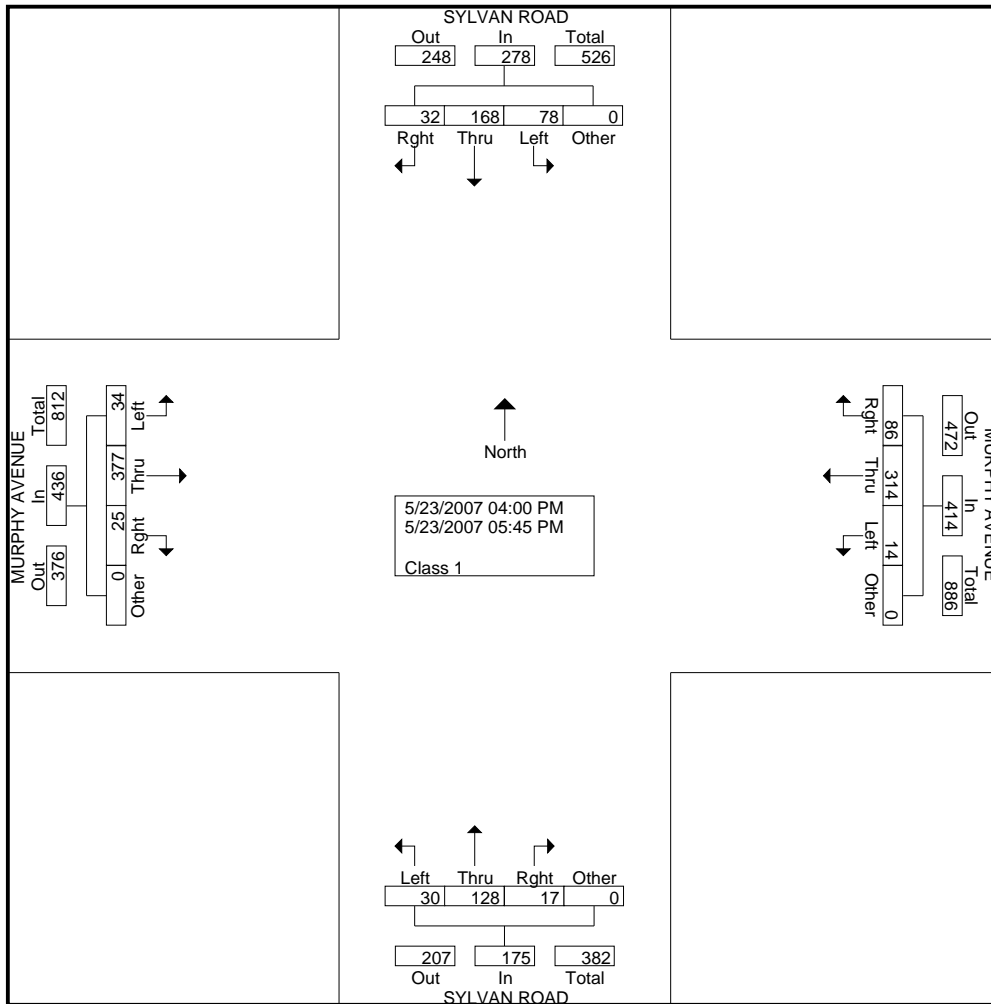
All Traffic Data Services, Inc.

1336 Farmer Road
Conyers, Ga. 30012
Ph. 404-374-1283

File Name : SylvanRd@MurphyAvePM
Site Code : 18
Start Date : 5/23/2007
Page No : 1

Groups Printed- Class 1

| | SYLVAN ROAD Southbound | | | | | MURPHY AVENUE Westbound | | | | | SYLVAN ROAD Northbound | | | | | MURPHY AVENUE Eastbound | | | | | |
|-------------|---------------------------|------|------|-------|------------|----------------------------|------|------|-------|------------|---------------------------|------|------|-------|------------|----------------------------|------|------|-------|------------|------------|
| Start Time | Left | Thru | Rght | Other | App. Total | Left | Thru | Rght | Other | App. Total | Left | Thru | Rght | Other | App. Total | Left | Thru | Rght | Other | App. Total | Int. Total |
| 04:00 PM | 10 | 25 | 8 | 0 | 43 | 0 | 34 | 7 | 0 | 41 | 1 | 12 | 4 | 0 | 17 | 4 | 42 | 5 | 0 | 51 | 152 |
| 04:15 PM | 5 | 26 | 2 | 0 | 33 | 2 | 35 | 11 | 0 | 48 | 1 | 24 | 2 | 0 | 27 | 5 | 53 | 1 | 0 | 59 | 167 |
| 04:30 PM | 5 | 27 | 4 | 0 | 36 | 3 | 50 | 8 | 0 | 61 | 8 | 21 | 3 | 0 | 32 | 2 | 26 | 3 | 0 | 31 | 160 |
| 04:45 PM | 5 | 15 | 1 | 0 | 21 | 3 | 37 | 8 | 0 | 48 | 3 | 17 | 1 | 0 | 21 | 3 | 62 | 3 | 0 | 68 | 158 |
| Total | 25 | 93 | 15 | 0 | 133 | 8 | 156 | 34 | 0 | 198 | 13 | 74 | 10 | 0 | 97 | 14 | 183 | 12 | 0 | 209 | 637 |
| 05:00 PM | 9 | 15 | 7 | 0 | 31 | 2 | 40 | 10 | 0 | 52 | 3 | 13 | 2 | 0 | 18 | 5 | 47 | 4 | 0 | 56 | 157 |
| 05:15 PM | 13 | 24 | 3 | 0 | 40 | 1 | 38 | 6 | 0 | 45 | 8 | 16 | 1 | 0 | 25 | 3 | 44 | 5 | 0 | 52 | 162 |
| 05:30 PM | 11 | 23 | 7 | 0 | 41 | 1 | 45 | 12 | 0 | 58 | 3 | 15 | 2 | 0 | 20 | 8 | 65 | 3 | 0 | 76 | 195 |
| 05:45 PM | 20 | 13 | 0 | 0 | 33 | 2 | 35 | 24 | 0 | 61 | 3 | 10 | 2 | 0 | 15 | 4 | 38 | 1 | 0 | 43 | 152 |
| Total | 53 | 75 | 17 | 0 | 145 | 6 | 158 | 52 | 0 | 216 | 17 | 54 | 7 | 0 | 78 | 20 | 194 | 13 | 0 | 227 | 666 |
| Grand Total | 78 | 168 | 32 | 0 | 278 | 14 | 314 | 86 | 0 | 414 | 30 | 128 | 17 | 0 | 175 | 34 | 377 | 25 | 0 | 436 | 1303 |
| Apprch % | 28.1 | 60.4 | 11.5 | 0 | | 3.4 | 75.8 | 20.8 | 0 | | 17.1 | 73.1 | 9.7 | 0 | | 7.8 | 86.5 | 5.7 | 0 | | |
| Total % | 6 | 12.9 | 2.5 | 0 | 21.3 | 1.1 | 24.1 | 6.6 | 0 | 31.8 | 2.3 | 9.8 | 1.3 | 0 | 13.4 | 2.6 | 28.9 | 1.9 | 0 | 33.5 | |

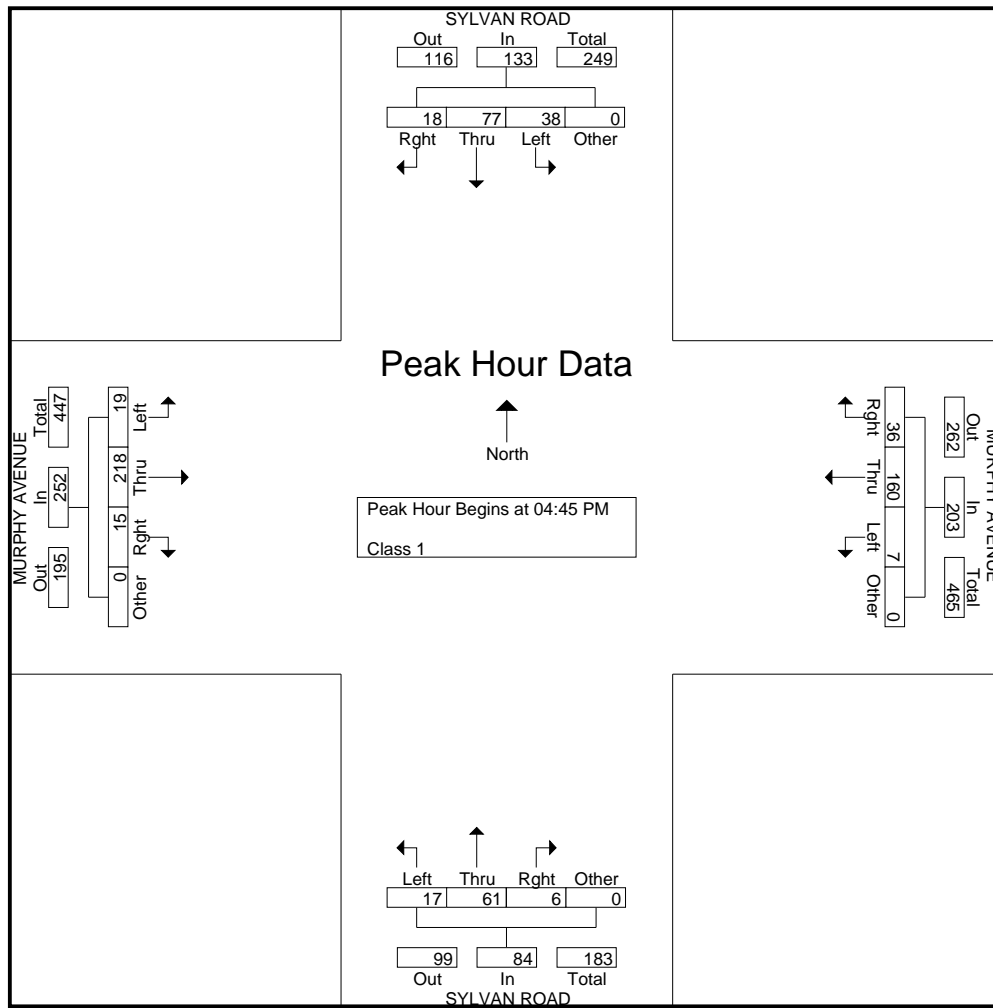


All Traffic Data Services, Inc.

1336 Farmer Road
Conyers, Ga. 30012
Ph. 404-374-1283

File Name : SylvanRd@MurphyAvePM
Site Code : 18
Start Date : 5/23/2007
Page No : 2

| | SYLVAN ROAD Southbound | | | | | MURPHY AVENUE Westbound | | | | | SYLVAN ROAD Northbound | | | | | MURPHY AVENUE Eastbound | | | | | |
|--|---------------------------|------|-------|-------|------------|----------------------------|------|-------|-------|------------|---------------------------|------|-------|-------|------------|----------------------------|------|-------|-------|------------|------------|
| Start Time | Left | Thru | Right | Other | App. Total | Left | Thru | Right | Other | App. Total | Left | Thru | Right | Other | App. Total | Left | Thru | Right | Other | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:45 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:45 PM | 5 | 15 | 1 | 0 | 21 | 3 | 37 | 8 | 0 | 48 | 3 | 17 | 1 | 0 | 21 | 3 | 62 | 3 | 0 | 68 | 158 |
| 05:00 PM | 9 | 15 | 7 | 0 | 31 | 2 | 40 | 10 | 0 | 52 | 3 | 13 | 2 | 0 | 18 | 5 | 47 | 4 | 0 | 56 | 157 |
| 05:15 PM | 13 | 24 | 3 | 0 | 40 | 1 | 38 | 6 | 0 | 45 | 8 | 16 | 1 | 0 | 25 | 3 | 44 | 5 | 0 | 52 | 162 |
| 05:30 PM | 11 | 23 | 7 | 0 | 41 | 1 | 45 | 12 | 0 | 58 | 3 | 15 | 2 | 0 | 20 | 8 | 65 | 3 | 0 | 76 | 195 |
| Total Volume | 38 | 77 | 18 | 0 | 133 | 7 | 160 | 36 | 0 | 203 | 17 | 61 | 6 | 0 | 84 | 19 | 218 | 15 | 0 | 252 | 672 |
| % App. Total | 28.6 | 57.9 | 13.5 | 0 | | 3.4 | 78.8 | 17.7 | 0 | | 20.2 | 72.6 | 7.1 | 0 | | 7.5 | 86.5 | 6 | 0 | | |
| PHF | .731 | .802 | .643 | .000 | .811 | .583 | .889 | .750 | .000 | .875 | .531 | .897 | .750 | .000 | .840 | .594 | .838 | .750 | .000 | .829 | .862 |



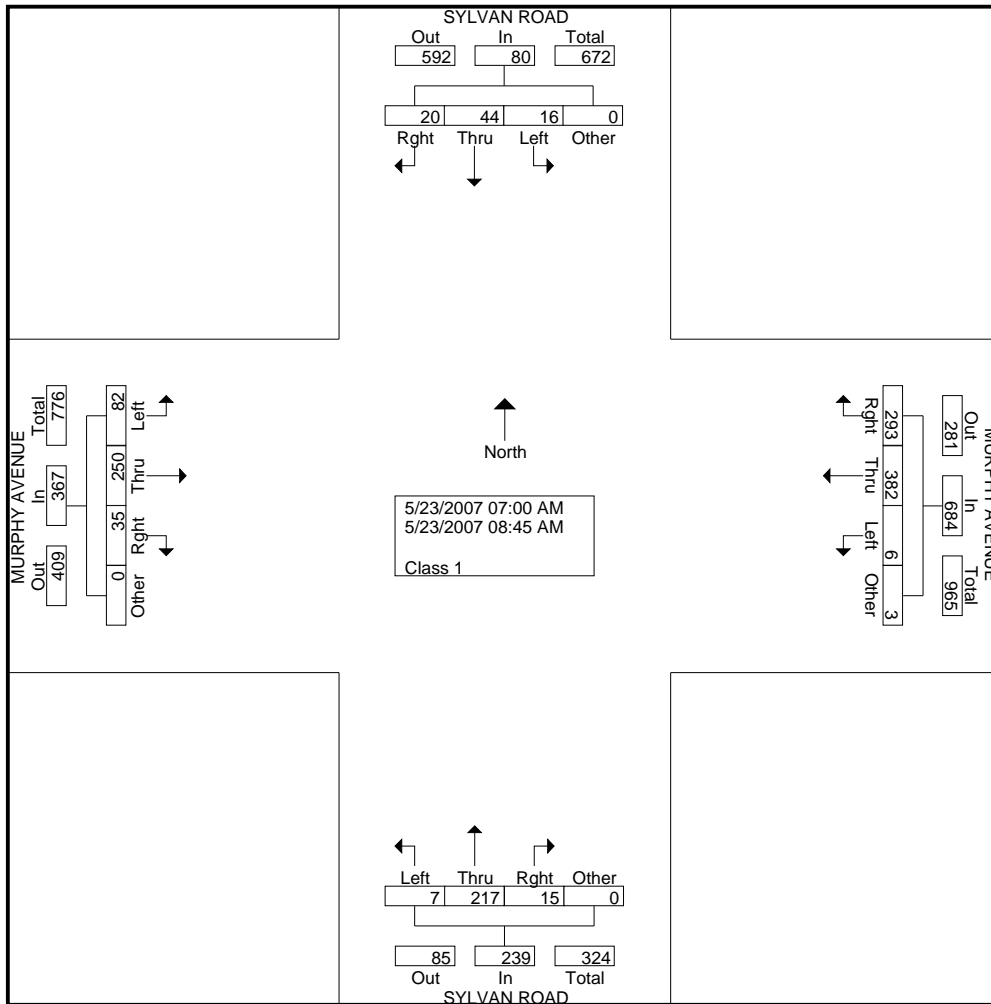
All Traffic Data Services, Inc.

1336 Farmer Road
Conyers, Ga. 30012
Ph. 404-374-1283

File Name : SylvanRd@MurphyAveAM
Site Code : 18
Start Date : 5/23/2007
Page No : 1

Groups Printed- Class 1

| | SYLVAN ROAD Southbound | | | | | MURPHY AVENUE Westbound | | | | | SYLVAN ROAD Northbound | | | | | MURPHY AVENUE Eastbound | | | | | |
|-------------|---------------------------|------|------|-------|------------|----------------------------|------|------|-------|------------|---------------------------|------|------|-------|------------|----------------------------|------|------|-------|------------|------------|
| Start Time | Left | Thru | Rght | Other | App. Total | Left | Thru | Rght | Other | App. Total | Left | Thru | Rght | Other | App. Total | Left | Thru | Rght | Other | App. Total | Int. Total |
| 07:00 AM | 1 | 1 | 1 | 0 | 3 | 0 | 34 | 17 | 0 | 51 | 1 | 10 | 4 | 0 | 15 | 4 | 13 | 6 | 0 | 23 | 92 |
| 07:15 AM | 1 | 1 | 3 | 0 | 5 | 1 | 37 | 27 | 0 | 65 | 1 | 16 | 0 | 0 | 17 | 8 | 25 | 3 | 0 | 36 | 123 |
| 07:30 AM | 2 | 5 | 2 | 0 | 9 | 0 | 45 | 35 | 0 | 80 | 0 | 31 | 0 | 0 | 31 | 13 | 35 | 0 | 0 | 48 | 168 |
| 07:45 AM | 0 | 6 | 1 | 0 | 7 | 1 | 58 | 34 | 0 | 93 | 0 | 48 | 2 | 0 | 50 | 26 | 35 | 2 | 0 | 63 | 213 |
| Total | 4 | 13 | 7 | 0 | 24 | 2 | 174 | 113 | 0 | 289 | 2 | 105 | 6 | 0 | 113 | 51 | 108 | 11 | 0 | 170 | 596 |
| 08:00 AM | 3 | 7 | 4 | 0 | 14 | 2 | 41 | 61 | 3 | 107 | 0 | 25 | 6 | 0 | 31 | 9 | 25 | 10 | 0 | 44 | 196 |
| 08:15 AM | 5 | 6 | 4 | 0 | 15 | 1 | 53 | 49 | 0 | 103 | 3 | 36 | 3 | 0 | 42 | 8 | 37 | 9 | 0 | 54 | 214 |
| 08:30 AM | 2 | 11 | 2 | 0 | 15 | 1 | 48 | 32 | 0 | 81 | 2 | 30 | 0 | 0 | 32 | 7 | 38 | 2 | 0 | 47 | 175 |
| 08:45 AM | 2 | 7 | 3 | 0 | 12 | 0 | 66 | 38 | 0 | 104 | 0 | 21 | 0 | 0 | 21 | 7 | 42 | 3 | 0 | 52 | 189 |
| Total | 12 | 31 | 13 | 0 | 56 | 4 | 208 | 180 | 3 | 395 | 5 | 112 | 9 | 0 | 126 | 31 | 142 | 24 | 0 | 197 | 774 |
| Grand Total | 16 | 44 | 20 | 0 | 80 | 6 | 382 | 293 | 3 | 684 | 7 | 217 | 15 | 0 | 239 | 82 | 250 | 35 | 0 | 367 | 1370 |
| Apprch % | 20 | 55 | 25 | 0 | | 0.9 | 55.8 | 42.8 | 0.4 | | 2.9 | 90.8 | 6.3 | 0 | | 22.3 | 68.1 | 9.5 | 0 | | |
| Total % | 1.2 | 3.2 | 1.5 | 0 | 5.8 | 0.4 | 27.9 | 21.4 | 0.2 | 49.9 | 0.5 | 15.8 | 1.1 | 0 | 17.4 | 6 | 18.2 | 2.6 | 0 | 26.8 | |

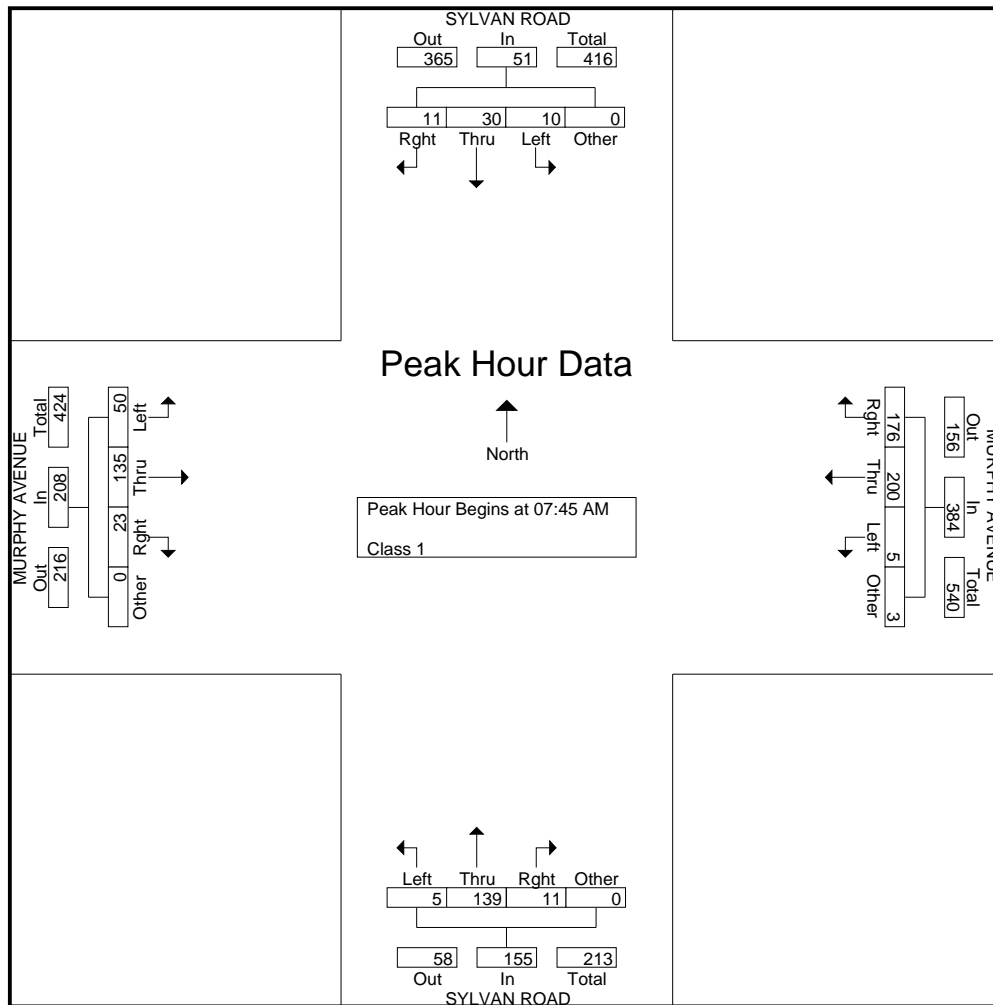


All Traffic Data Services, Inc.

1336 Farmer Road
Conyers, Ga. 30012
Ph. 404-374-1283

File Name : SylvanRd@MurphyAveAM
Site Code : 18
Start Date : 5/23/2007
Page No : 2

| | SYLVAN ROAD Southbound | | | | | MURPHY AVENUE Westbound | | | | | SYLVAN ROAD Northbound | | | | | MURPHY AVENUE Eastbound | | | | | |
|--|---------------------------|------|-------|-------|------------|----------------------------|------|-------|-------|------------|---------------------------|------|-------|-------|------------|----------------------------|------|-------|-------|------------|------------|
| Start Time | Left | Thru | Right | Other | App. Total | Left | Thru | Right | Other | App. Total | Left | Thru | Right | Other | App. Total | Left | Thru | Right | Other | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:45 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:45 AM | 0 | 6 | 1 | 0 | 7 | 1 | 58 | 34 | 0 | 93 | 0 | 48 | 2 | 0 | 50 | 26 | 35 | 2 | 0 | 63 | 213 |
| 08:00 AM | 3 | 7 | 4 | 0 | 14 | 2 | 41 | 61 | 3 | 107 | 0 | 25 | 6 | 0 | 31 | 9 | 25 | 10 | 0 | 44 | 196 |
| 08:15 AM | 5 | 6 | 4 | 0 | 15 | 1 | 53 | 49 | 0 | 103 | 3 | 36 | 3 | 0 | 42 | 8 | 37 | 9 | 0 | 54 | 214 |
| 08:30 AM | 2 | 11 | 2 | 0 | 15 | 1 | 48 | 32 | 0 | 81 | 2 | 30 | 0 | 0 | 32 | 7 | 38 | 2 | 0 | 47 | 175 |
| Total Volume | 10 | 30 | 11 | 0 | 51 | 5 | 200 | 176 | 3 | 384 | 5 | 139 | 11 | 0 | 155 | 50 | 135 | 23 | 0 | 208 | 798 |
| % App. Total | 19.6 | 58.8 | 21.6 | 0 | | 1.3 | 52.1 | 45.8 | 0.8 | | 3.2 | 89.7 | 7.1 | 0 | | 24 | 64.9 | 11.1 | 0 | | |
| PHF | .500 | .682 | .688 | .000 | .850 | .625 | .862 | .721 | .250 | .897 | .417 | .724 | .458 | .000 | .775 | .481 | .888 | .575 | .000 | .825 | .932 |



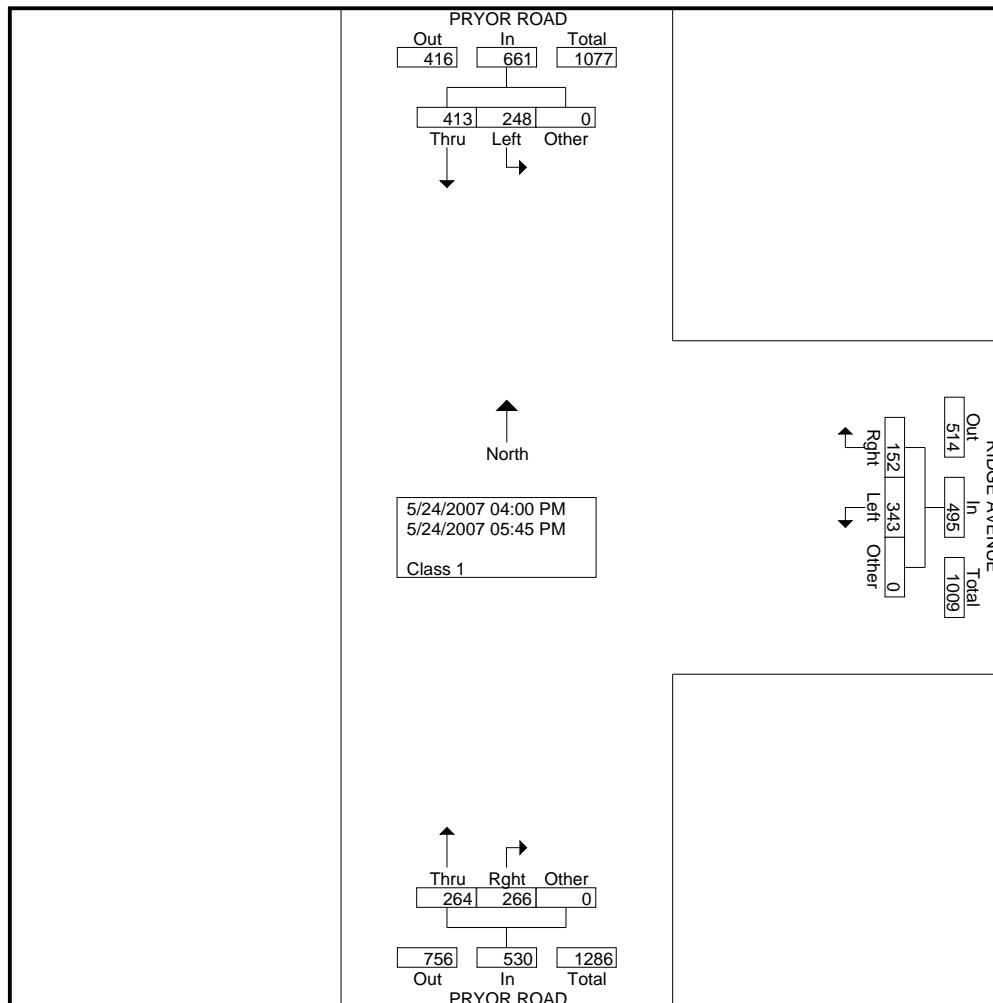
All Traffic Data Services, Inc.

1336 Farmer Road
Conyers, Ga. 30012
Ph. 404-374-1283

File Name : PryorRd@RidgeAvePM 1
Site Code : 00000000
Start Date : 5/24/2007
Page No : 1

Groups Printed- Class 1

| | PRYOR ROAD Southbound | | | | RIDGE AVENUE Westbound | | | | PRYOR ROAD Northbound | | | | |
|-------------|--------------------------|------|-------|------------|---------------------------|------|-------|------------|--------------------------|------|-------|------------|------------|
| Start Time | Left | Thru | Other | App. Total | Left | Rght | Other | App. Total | Thru | Rght | Other | App. Total | Int. Total |
| 04:00 PM | 37 | 43 | 0 | 80 | 33 | 18 | 0 | 51 | 36 | 28 | 0 | 64 | 195 |
| 04:15 PM | 21 | 51 | 0 | 72 | 39 | 11 | 0 | 50 | 30 | 37 | 0 | 67 | 189 |
| 04:30 PM | 30 | 44 | 0 | 74 | 46 | 22 | 0 | 68 | 42 | 37 | 0 | 79 | 221 |
| 04:45 PM | 34 | 44 | 0 | 78 | 42 | 19 | 0 | 61 | 27 | 36 | 0 | 63 | 202 |
| Total | 122 | 182 | 0 | 304 | 160 | 70 | 0 | 230 | 135 | 138 | 0 | 273 | 807 |
| 05:00 PM | 20 | 64 | 0 | 84 | 53 | 20 | 0 | 73 | 33 | 32 | 0 | 65 | 222 |
| 05:15 PM | 36 | 54 | 0 | 90 | 56 | 23 | 0 | 79 | 39 | 33 | 0 | 72 | 241 |
| 05:30 PM | 44 | 60 | 0 | 104 | 38 | 15 | 0 | 53 | 29 | 37 | 0 | 66 | 223 |
| 05:45 PM | 26 | 53 | 0 | 79 | 36 | 24 | 0 | 60 | 28 | 26 | 0 | 54 | 193 |
| Total | 126 | 231 | 0 | 357 | 183 | 82 | 0 | 265 | 129 | 128 | 0 | 257 | 879 |
| Grand Total | 248 | 413 | 0 | 661 | 343 | 152 | 0 | 495 | 264 | 266 | 0 | 530 | 1686 |
| Apprch % | 37.5 | 62.5 | 0 | | 69.3 | 30.7 | 0 | | 49.8 | 50.2 | 0 | | |
| Total % | 14.7 | 24.5 | 0 | 39.2 | 20.3 | 9 | 0 | 29.4 | 15.7 | 15.8 | 0 | 31.4 | |

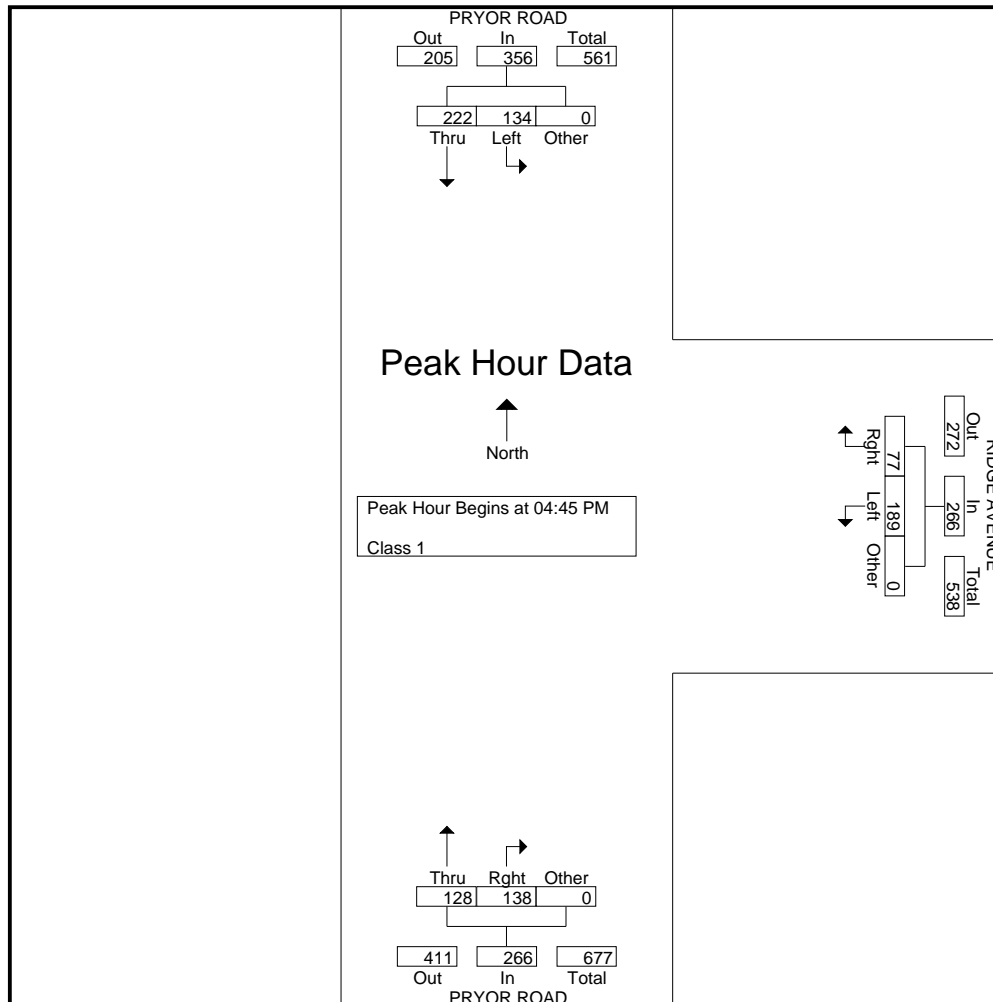


All Traffic Data Services, Inc.

1336 Farmer Road
Conyers, Ga. 30012
Ph. 404-374-1283

File Name : PryorRd@RidgeAvePM 1
Site Code : 00000000
Start Date : 5/24/2007
Page No : 2

| | PRYOR ROAD Southbound | | | | RIDGE AVENUE Westbound | | | | PRYOR ROAD Northbound | | | | |
|--|--------------------------|-----------|-------|------------|---------------------------|-----------|-------|------------|--------------------------|-----------|-------|------------|------------|
| Start Time | Left | Thru | Other | App. Total | Left | Right | Other | App. Total | Thru | Right | Other | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:45 PM | | | | | | | | | | | | | |
| 04:45 PM | 34 | 44 | 0 | 78 | 42 | 19 | 0 | 61 | 27 | 36 | 0 | 63 | 202 |
| 05:00 PM | 20 | 64 | 0 | 84 | 53 | 20 | 0 | 73 | 33 | 32 | 0 | 65 | 222 |
| 05:15 PM | 36 | 54 | 0 | 90 | 56 | 23 | 0 | 79 | 39 | 33 | 0 | 72 | 241 |
| 05:30 PM | 44 | 60 | 0 | 104 | 38 | 15 | 0 | 53 | 29 | 37 | 0 | 66 | 223 |
| Total Volume | 134 | 222 | 0 | 356 | 189 | 77 | 0 | 266 | 128 | 138 | 0 | 266 | 888 |
| % App. Total | 37.6 | 62.4 | 0 | | 71.1 | 28.9 | 0 | | 48.1 | 51.9 | 0 | | |
| PHF | .761 | .867 | .000 | .856 | .844 | .837 | .000 | .842 | .821 | .932 | .000 | .924 | .921 |



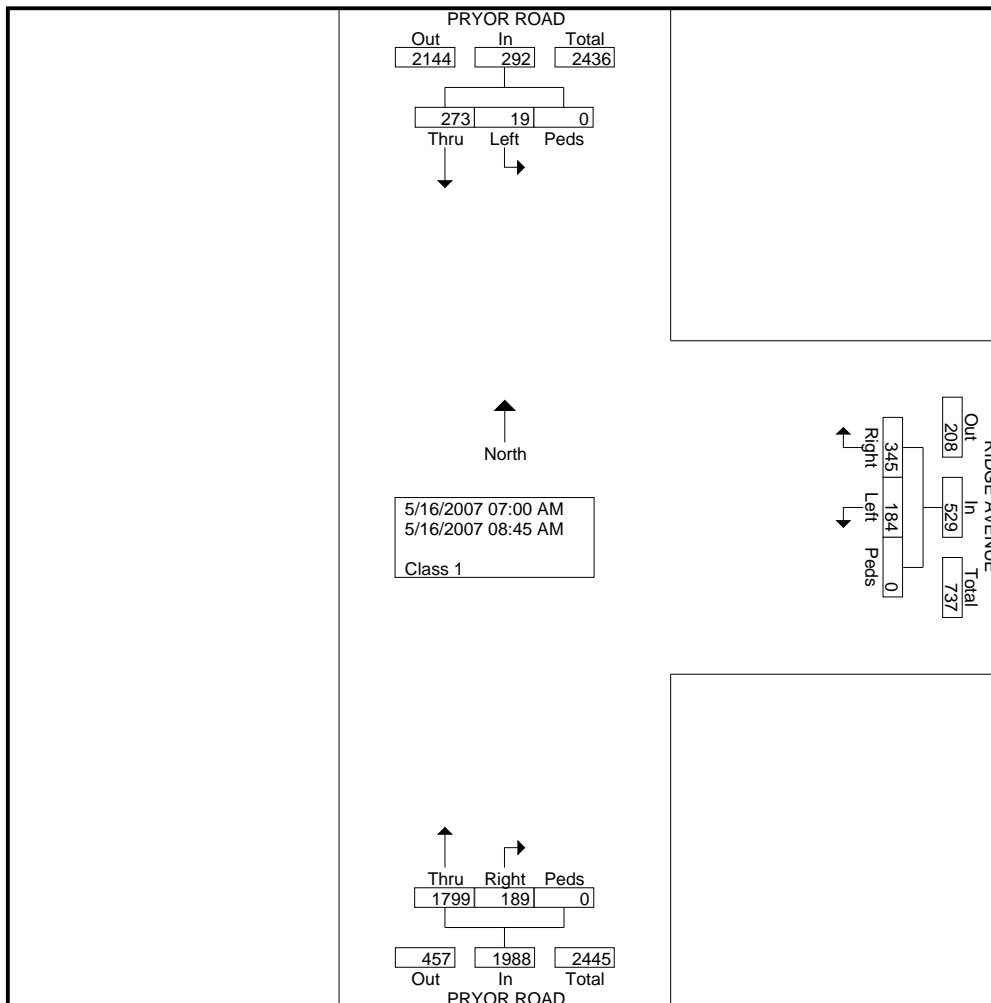
All Traffic Data Services, Inc.

1336 Farmer Road
Conyers, Ga. 30012
Ph. 404-374-1283

File Name : PryorRd@RidgeAveAM
Site Code : 6
Start Date : 5/16/2007
Page No : 1

Groups Printed- Class 1

| | PRYOR ROAD Southbound | | | | RIDGE AVENUE Westbound | | | | PRYOR ROAD Northbound | | | | |
|-------------|--------------------------|------|------|------------|---------------------------|-------|------|------------|--------------------------|-------|------|------------|------------|
| Start Time | Left | Thru | Peds | App. Total | Left | Right | Peds | App. Total | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 3 | 14 | 0 | 17 | 15 | 42 | 0 | 57 | 61 | 15 | 0 | 76 | 150 |
| 07:15 AM | 2 | 25 | 0 | 27 | 29 | 30 | 0 | 59 | 170 | 20 | 0 | 190 | 276 |
| 07:30 AM | 3 | 38 | 0 | 41 | 17 | 50 | 0 | 67 | 214 | 22 | 0 | 236 | 344 |
| 07:45 AM | 1 | 48 | 0 | 49 | 24 | 57 | 0 | 81 | 280 | 23 | 0 | 303 | 433 |
| Total | 9 | 125 | 0 | 134 | 85 | 179 | 0 | 264 | 725 | 80 | 0 | 805 | 1203 |
| 08:00 AM | 2 | 37 | 0 | 39 | 27 | 58 | 0 | 85 | 293 | 25 | 0 | 318 | 442 |
| 08:15 AM | 4 | 38 | 0 | 42 | 29 | 37 | 0 | 66 | 279 | 30 | 0 | 309 | 417 |
| 08:30 AM | 2 | 44 | 0 | 46 | 20 | 35 | 0 | 55 | 290 | 32 | 0 | 322 | 423 |
| 08:45 AM | 2 | 29 | 0 | 31 | 23 | 36 | 0 | 59 | 212 | 22 | 0 | 234 | 324 |
| Total | 10 | 148 | 0 | 158 | 99 | 166 | 0 | 265 | 1074 | 109 | 0 | 1183 | 1606 |
| Grand Total | 19 | 273 | 0 | 292 | 184 | 345 | 0 | 529 | 1799 | 189 | 0 | 1988 | 2809 |
| Apprch % | 6.5 | 93.5 | 0 | | 34.8 | 65.2 | 0 | | 90.5 | 9.5 | 0 | | |
| Total % | 0.7 | 9.7 | 0 | 10.4 | 6.6 | 12.3 | 0 | 18.8 | 64 | 6.7 | 0 | 70.8 | |

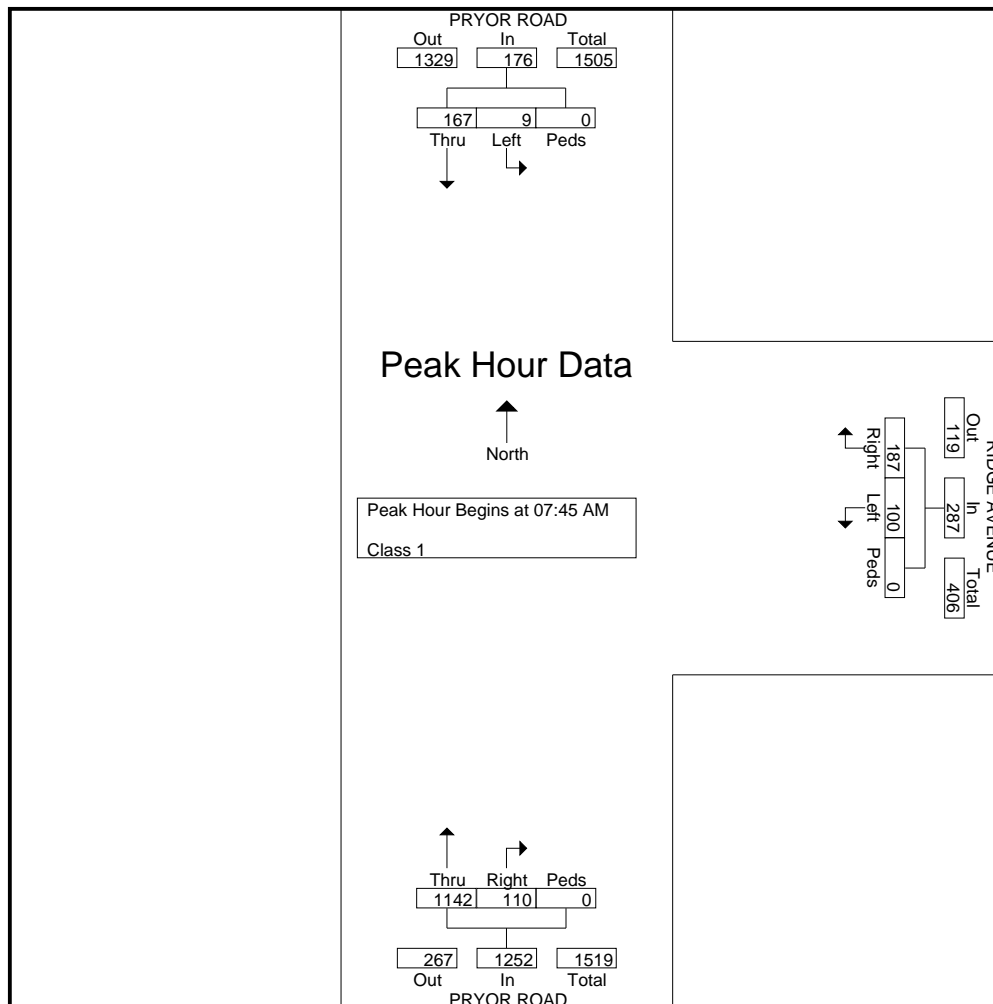


All Traffic Data Services, Inc.

1336 Farmer Road
Conyers, Ga. 30012
Ph. 404-374-1283

File Name : PryorRd@RidgeAveAM
Site Code : 6
Start Date : 5/16/2007
Page No : 2

| | PRYOR ROAD Southbound | | | | RIDGE AVENUE Westbound | | | | PRYOR ROAD Northbound | | | | |
|--|--------------------------|------|------|------------|---------------------------|-------|------|------------|--------------------------|-------|------|------------|------------|
| Start Time | Left | Thru | Peds | App. Total | Left | Right | Peds | App. Total | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:45 AM | | | | | | | | | | | | | |
| 07:45 AM | 1 | 48 | 0 | 49 | 24 | 57 | 0 | 81 | 280 | 23 | 0 | 303 | 433 |
| 08:00 AM | 2 | 37 | 0 | 39 | 27 | 58 | 0 | 85 | 293 | 25 | 0 | 318 | 442 |
| 08:15 AM | 4 | 38 | 0 | 42 | 29 | 37 | 0 | 66 | 279 | 30 | 0 | 309 | 417 |
| 08:30 AM | 2 | 44 | 0 | 46 | 20 | 35 | 0 | 55 | 290 | 32 | 0 | 322 | 423 |
| Total Volume | 9 | 167 | 0 | 176 | 100 | 187 | 0 | 287 | 1142 | 110 | 0 | 1252 | 1715 |
| % App. Total | 5.1 | 94.9 | 0 | | 34.8 | 65.2 | 0 | | 91.2 | 8.8 | 0 | | |
| PHF | .563 | .870 | .000 | .898 | .862 | .806 | .000 | .844 | .974 | .859 | .000 | .972 | .970 |



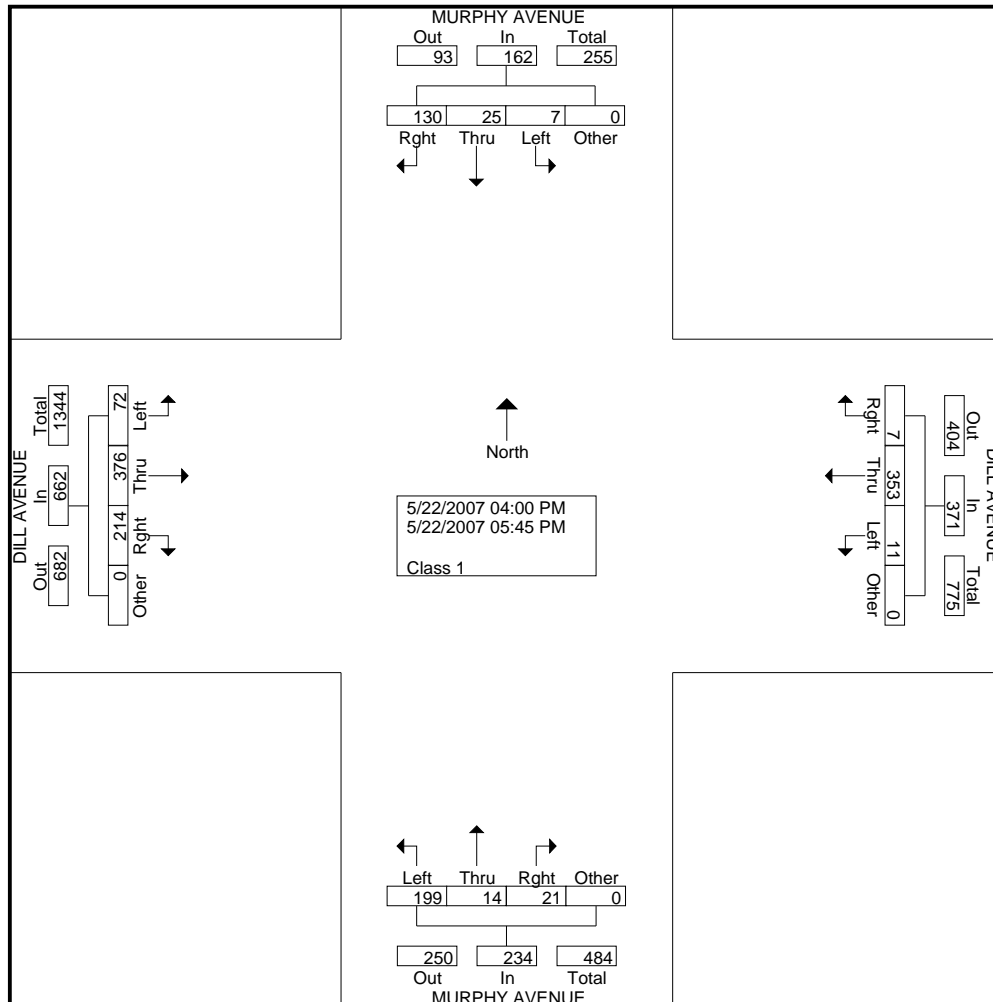
All Traffic Data Services, Inc.

1336 Farmer Road
Conyers, Ga. 30012
Ph. 404-374-1283

File Name : MurphyAve@DillAvePM
Site Code : 19
Start Date : 5/22/2007
Page No : 1

Groups Printed- Class 1

| | MURPHY AVENUE Southbound | | | | | DILL AVENUE Westbound | | | | | MURPHY AVENUE Northbound | | | | | DILL AVENUE Eastbound | | | | | |
|-------------|-----------------------------|------|------|-------|------------|--------------------------|------|------|-------|------------|-----------------------------|------|------|-------|------------|--------------------------|------|------|-------|------------|------------|
| Start Time | Left | Thru | Rght | Other | App. Total | Left | Thru | Rght | Other | App. Total | Left | Thru | Rght | Other | App. Total | Left | Thru | Rght | Other | App. Total | Int. Total |
| 04:00 PM | 3 | 2 | 14 | 0 | 19 | 1 | 38 | 0 | 0 | 39 | 31 | 1 | 4 | 0 | 36 | 11 | 57 | 30 | 0 | 98 | 192 |
| 04:15 PM | 0 | 5 | 15 | 0 | 20 | 2 | 36 | 1 | 0 | 39 | 22 | 3 | 6 | 0 | 31 | 8 | 49 | 22 | 0 | 79 | 169 |
| 04:30 PM | 1 | 3 | 19 | 0 | 23 | 1 | 52 | 3 | 0 | 56 | 14 | 2 | 4 | 0 | 20 | 14 | 48 | 31 | 0 | 93 | 192 |
| 04:45 PM | 0 | 4 | 14 | 0 | 18 | 1 | 40 | 0 | 0 | 41 | 15 | 1 | 1 | 0 | 17 | 8 | 47 | 30 | 0 | 85 | 161 |
| Total | 4 | 14 | 62 | 0 | 80 | 5 | 166 | 4 | 0 | 175 | 82 | 7 | 15 | 0 | 104 | 41 | 201 | 113 | 0 | 355 | 714 |
| 05:00 PM | 0 | 3 | 18 | 0 | 21 | 1 | 35 | 1 | 0 | 37 | 31 | 2 | 3 | 0 | 36 | 6 | 40 | 25 | 0 | 71 | 165 |
| 05:15 PM | 1 | 4 | 21 | 0 | 26 | 4 | 59 | 2 | 0 | 65 | 29 | 0 | 1 | 0 | 30 | 7 | 48 | 24 | 0 | 79 | 200 |
| 05:30 PM | 1 | 2 | 14 | 0 | 17 | 0 | 41 | 0 | 0 | 41 | 28 | 3 | 0 | 0 | 31 | 6 | 43 | 23 | 0 | 72 | 161 |
| 05:45 PM | 1 | 2 | 15 | 0 | 18 | 1 | 52 | 0 | 0 | 53 | 29 | 2 | 2 | 0 | 33 | 12 | 44 | 29 | 0 | 85 | 189 |
| Total | 3 | 11 | 68 | 0 | 82 | 6 | 187 | 3 | 0 | 196 | 117 | 7 | 6 | 0 | 130 | 31 | 175 | 101 | 0 | 307 | 715 |
| Grand Total | 7 | 25 | 130 | 0 | 162 | 11 | 353 | 7 | 0 | 371 | 199 | 14 | 21 | 0 | 234 | 72 | 376 | 214 | 0 | 662 | 1429 |
| Apprch % | 4.3 | 15.4 | 80.2 | 0 | | 3 | 95.1 | 1.9 | 0 | | 85 | 6 | 9 | 0 | | 10.9 | 56.8 | 32.3 | 0 | | |
| Total % | 0.5 | 1.7 | 9.1 | 0 | 11.3 | 0.8 | 24.7 | 0.5 | 0 | 26 | 13.9 | 1 | 1.5 | 0 | 16.4 | 5 | 26.3 | 15 | 0 | 46.3 | |

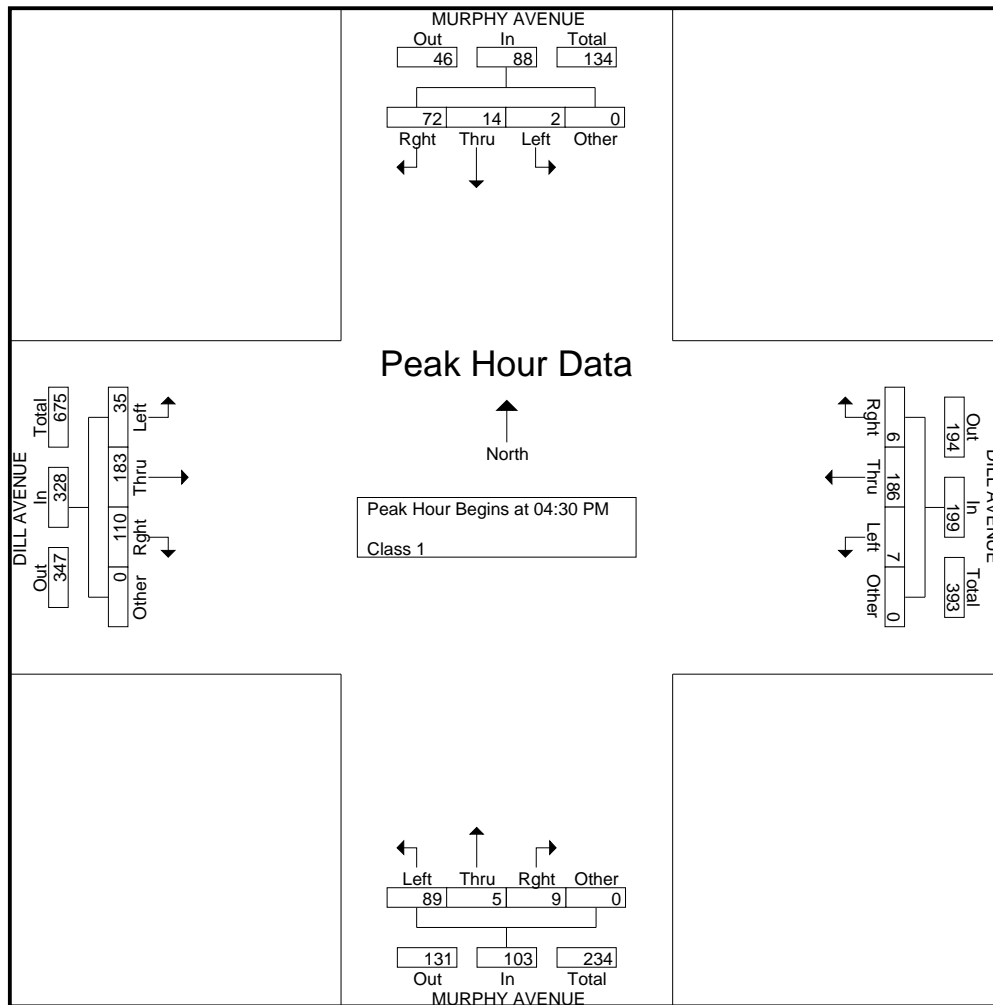


All Traffic Data Services, Inc.

1336 Farmer Road
Conyers, Ga. 30012
Ph. 404-374-1283

File Name : MurphyAve@DillAvePM
Site Code : 19
Start Date : 5/22/2007
Page No : 2

| | MURPHY AVENUE Southbound | | | | | DILL AVENUE Westbound | | | | | MURPHY AVENUE Northbound | | | | | DILL AVENUE Eastbound | | | | | |
|--|-----------------------------|------|-------|-------|------------|--------------------------|------|-------|-------|------------|-----------------------------|------|-------|-------|------------|--------------------------|------|-------|-------|------------|------------|
| Start Time | Left | Thru | Right | Other | App. Total | Left | Thru | Right | Other | App. Total | Left | Thru | Right | Other | App. Total | Left | Thru | Right | Other | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:30 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:30 PM | 1 | 3 | 19 | 0 | 23 | 1 | 52 | 3 | 0 | 56 | 14 | 2 | 4 | 0 | 20 | 14 | 48 | 31 | 0 | 93 | 192 |
| 04:45 PM | 0 | 4 | 14 | 0 | 18 | 1 | 40 | 0 | 0 | 41 | 15 | 1 | 1 | 0 | 17 | 8 | 47 | 30 | 0 | 85 | 161 |
| 05:00 PM | 0 | 3 | 18 | 0 | 21 | 1 | 35 | 1 | 0 | 37 | 31 | 2 | 3 | 0 | 36 | 6 | 40 | 25 | 0 | 71 | 165 |
| 05:15 PM | 1 | 4 | 21 | 0 | 26 | 4 | 59 | 2 | 0 | 65 | 29 | 0 | 1 | 0 | 30 | 7 | 48 | 24 | 0 | 79 | 200 |
| Total Volume | 2 | 14 | 72 | 0 | 88 | 7 | 186 | 6 | 0 | 199 | 89 | 5 | 9 | 0 | 103 | 35 | 183 | 110 | 0 | 328 | 718 |
| % App. Total | 2.3 | 15.9 | 81.8 | 0 | | 3.5 | 93.5 | 3 | 0 | | 86.4 | 4.9 | 8.7 | 0 | | 10.7 | 55.8 | 33.5 | 0 | | |
| PHF | .500 | .875 | .857 | .000 | .846 | .438 | .788 | .500 | .000 | .765 | .718 | .625 | .563 | .000 | .715 | .625 | .953 | .887 | .000 | .882 | .898 |



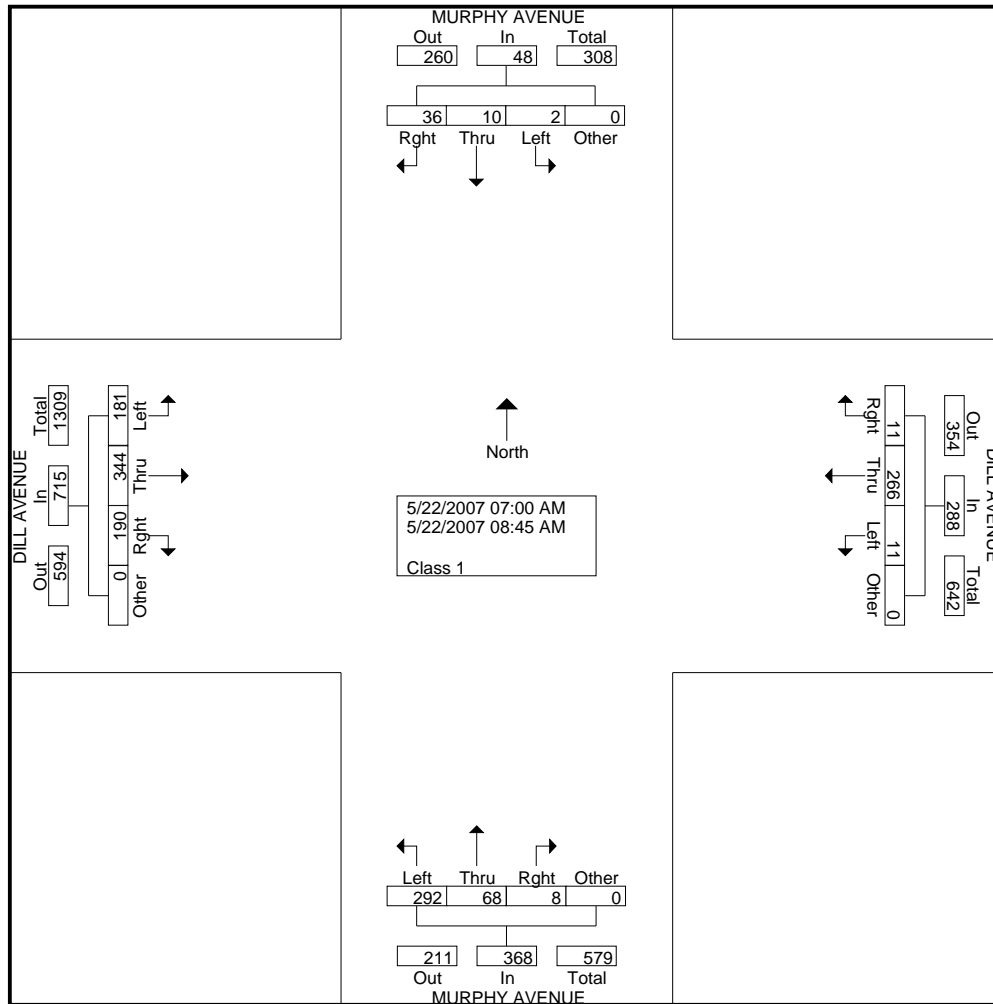
All Traffic Data Services, Inc.

1336 Farmer Road
Conyers, Ga. 30012
Ph. 404-374-1283

File Name : MurphyAve@DillAveAM
Site Code : 19
Start Date : 5/22/2007
Page No : 1

Groups Printed- Class 1

| | MURPHY AVENUE Southbound | | | | | DILL AVENUE Westbound | | | | | MURPHY AVENUE Northbound | | | | | DILL AVENUE Eastbound | | | | | |
|-------------|-----------------------------|------|------|-------|------------|--------------------------|------|------|-------|------------|-----------------------------|------|------|-------|------------|--------------------------|------|------|-------|------------|------------|
| Start Time | Left | Thru | Rght | Other | App. Total | Left | Thru | Rght | Other | App. Total | Left | Thru | Rght | Other | App. Total | Left | Thru | Rght | Other | App. Total | Int. Total |
| 07:00 AM | 0 | 1 | 2 | 0 | 3 | 2 | 32 | 2 | 0 | 36 | 28 | 7 | 0 | 0 | 35 | 14 | 28 | 21 | 0 | 63 | 137 |
| 07:15 AM | 0 | 1 | 3 | 0 | 4 | 2 | 27 | 1 | 0 | 30 | 31 | 4 | 0 | 0 | 35 | 18 | 34 | 19 | 0 | 71 | 140 |
| 07:30 AM | 0 | 1 | 3 | 0 | 4 | 2 | 37 | 2 | 0 | 41 | 50 | 5 | 3 | 0 | 58 | 26 | 46 | 19 | 0 | 91 | 194 |
| 07:45 AM | 0 | 1 | 3 | 0 | 4 | 2 | 46 | 0 | 0 | 48 | 43 | 11 | 2 | 0 | 56 | 33 | 44 | 22 | 0 | 99 | 207 |
| Total | 0 | 4 | 11 | 0 | 15 | 8 | 142 | 5 | 0 | 155 | 152 | 27 | 5 | 0 | 184 | 91 | 152 | 81 | 0 | 324 | 678 |
| 08:00 AM | 1 | 3 | 12 | 0 | 16 | 1 | 30 | 2 | 0 | 33 | 46 | 18 | 1 | 0 | 65 | 28 | 48 | 28 | 0 | 104 | 218 |
| 08:15 AM | 0 | 3 | 2 | 0 | 5 | 0 | 34 | 1 | 0 | 35 | 30 | 11 | 2 | 0 | 43 | 21 | 44 | 30 | 0 | 95 | 178 |
| 08:30 AM | 0 | 0 | 1 | 0 | 1 | 0 | 34 | 3 | 0 | 37 | 33 | 5 | 0 | 0 | 38 | 24 | 59 | 21 | 0 | 104 | 180 |
| 08:45 AM | 1 | 0 | 10 | 0 | 11 | 2 | 26 | 0 | 0 | 28 | 31 | 7 | 0 | 0 | 38 | 17 | 41 | 30 | 0 | 88 | 165 |
| Total | 2 | 6 | 25 | 0 | 33 | 3 | 124 | 6 | 0 | 133 | 140 | 41 | 3 | 0 | 184 | 90 | 192 | 109 | 0 | 391 | 741 |
| Grand Total | 2 | 10 | 36 | 0 | 48 | 11 | 266 | 11 | 0 | 288 | 292 | 68 | 8 | 0 | 368 | 181 | 344 | 190 | 0 | 715 | 1419 |
| Apprch % | 4.2 | 20.8 | 75 | 0 | | 3.8 | 92.4 | 3.8 | 0 | | 79.3 | 18.5 | 2.2 | 0 | | 25.3 | 48.1 | 26.6 | 0 | | |
| Total % | 0.1 | 0.7 | 2.5 | 0 | 3.4 | 0.8 | 18.7 | 0.8 | 0 | 20.3 | 20.6 | 4.8 | 0.6 | 0 | 25.9 | 12.8 | 24.2 | 13.4 | 0 | 50.4 | |

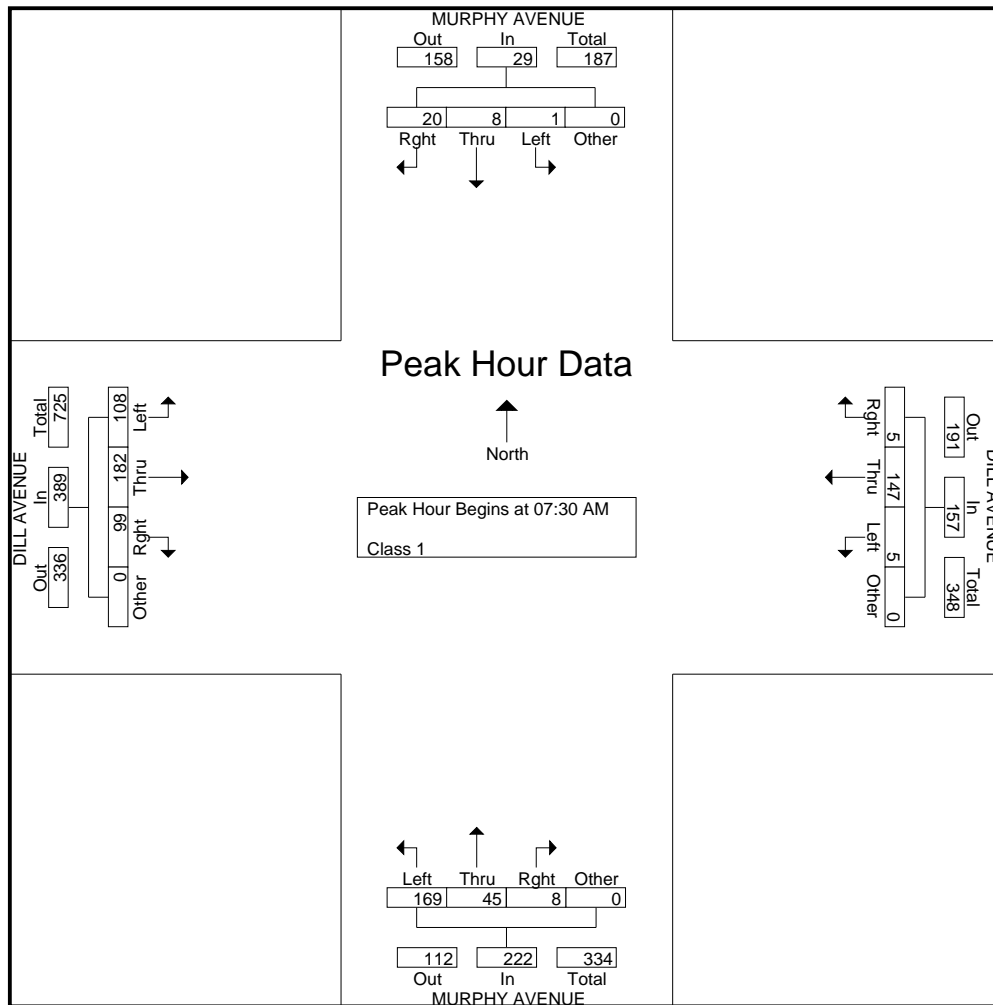


All Traffic Data Services, Inc.

1336 Farmer Road
Conyers, Ga. 30012
Ph. 404-374-1283

File Name : MurphyAve@DillAveAM
Site Code : 19
Start Date : 5/22/2007
Page No : 2

| | MURPHY AVENUE Southbound | | | | | DILL AVENUE Westbound | | | | | MURPHY AVENUE Northbound | | | | | DILL AVENUE Eastbound | | | | | |
|--|-----------------------------|------|-------|-------|------------|--------------------------|------|-------|-------|------------|-----------------------------|------|-------|-------|------------|--------------------------|------|-------|-------|------------|------------|
| Start Time | Left | Thru | Right | Other | App. Total | Left | Thru | Right | Other | App. Total | Left | Thru | Right | Other | App. Total | Left | Thru | Right | Other | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:30 AM | 0 | 1 | 3 | 0 | 4 | 2 | 37 | 2 | 0 | 41 | 50 | 5 | 3 | 0 | 58 | 26 | 46 | 19 | 0 | 91 | 194 |
| 07:45 AM | 0 | 1 | 3 | 0 | 4 | 2 | 46 | 0 | 0 | 48 | 43 | 11 | 2 | 0 | 56 | 33 | 44 | 22 | 0 | 99 | 207 |
| 08:00 AM | 1 | 3 | 12 | 0 | 16 | 1 | 30 | 2 | 0 | 33 | 46 | 18 | 1 | 0 | 65 | 28 | 48 | 28 | 0 | 104 | 218 |
| 08:15 AM | 0 | 3 | 2 | 0 | 5 | 0 | 34 | 1 | 0 | 35 | 30 | 11 | 2 | 0 | 43 | 21 | 44 | 30 | 0 | 95 | 178 |
| Total Volume | 1 | 8 | 20 | 0 | 29 | 5 | 147 | 5 | 0 | 157 | 169 | 45 | 8 | 0 | 222 | 108 | 182 | 99 | 0 | 389 | 797 |
| % App. Total | 3.4 | 27.6 | 69 | 0 | | 3.2 | 93.6 | 3.2 | 0 | | 76.1 | 20.3 | 3.6 | 0 | | 27.8 | 46.8 | 25.4 | 0 | | |
| PHF | .250 | .667 | .417 | .000 | .453 | .625 | .799 | .625 | .000 | .818 | .845 | .625 | .667 | .000 | .854 | .818 | .948 | .825 | .000 | .935 | .914 |



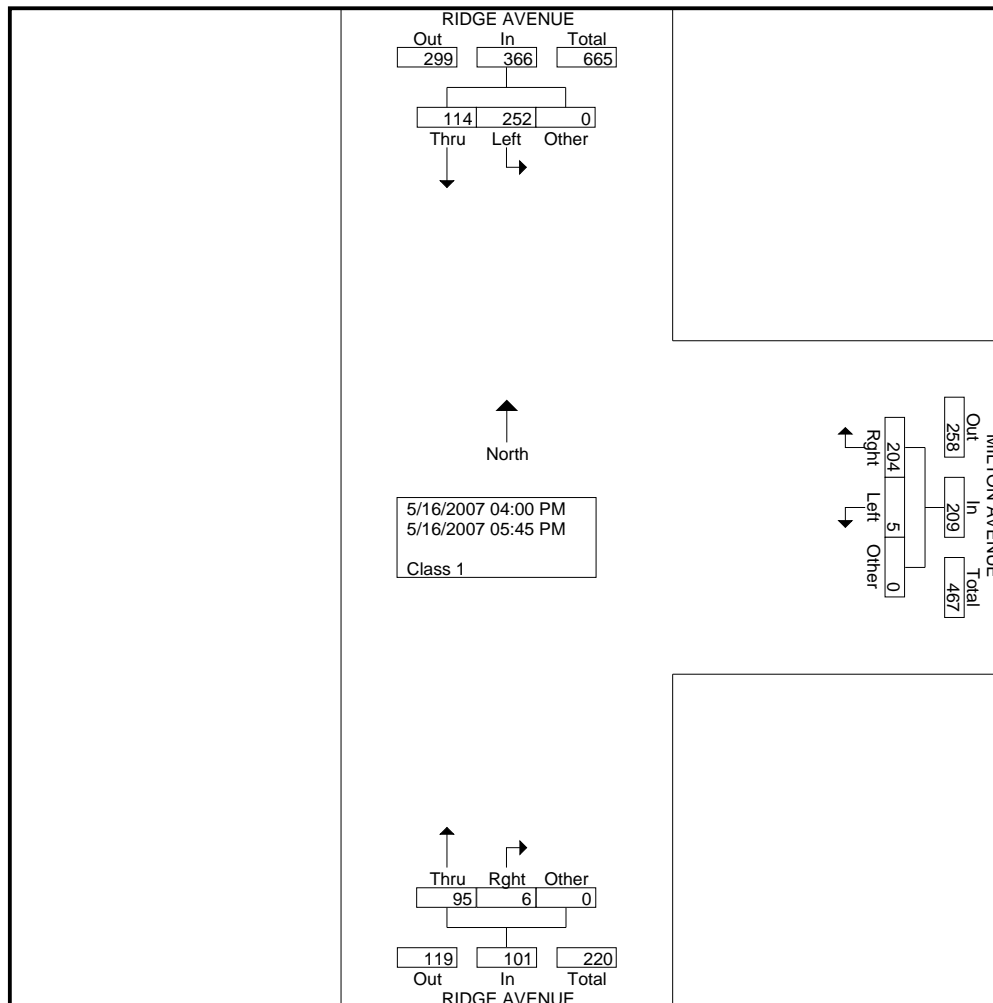
All Traffic Data Services, Inc.

1336 Farmer Road
Conyers, Ga. 30012
Ph. 404-374-1283

File Name : MiltonAve@RidgeAvePM
Site Code : 5
Start Date : 5/16/2007
Page No : 1

Groups Printed- Class 1

| | RIDGE AVENUE Southbound | | | | MILTON AVENUE Westbound | | | | RIDGE AVENUE Northbound | | | | |
|-------------|----------------------------|------|-------|------------|----------------------------|-------|-------|------------|----------------------------|-------|-------|------------|------------|
| Start Time | Left | Thru | Other | App. Total | Left | Right | Other | App. Total | Thru | Right | Other | App. Total | Int. Total |
| 04:00 PM | 27 | 18 | 0 | 45 | 0 | 18 | 0 | 18 | 13 | 1 | 0 | 14 | 77 |
| 04:15 PM | 29 | 14 | 0 | 43 | 2 | 21 | 0 | 23 | 8 | 0 | 0 | 8 | 74 |
| 04:30 PM | 31 | 19 | 0 | 50 | 1 | 26 | 0 | 27 | 12 | 0 | 0 | 12 | 89 |
| 04:45 PM | 31 | 15 | 0 | 46 | 0 | 19 | 0 | 19 | 13 | 1 | 0 | 14 | 79 |
| Total | 118 | 66 | 0 | 184 | 3 | 84 | 0 | 87 | 46 | 2 | 0 | 48 | 319 |
| 05:00 PM | 29 | 11 | 0 | 40 | 1 | 24 | 0 | 25 | 15 | 1 | 0 | 16 | 81 |
| 05:15 PM | 38 | 13 | 0 | 51 | 0 | 37 | 0 | 37 | 13 | 1 | 0 | 14 | 102 |
| 05:30 PM | 45 | 12 | 0 | 57 | 1 | 31 | 0 | 32 | 9 | 1 | 0 | 10 | 99 |
| 05:45 PM | 22 | 12 | 0 | 34 | 0 | 28 | 0 | 28 | 12 | 1 | 0 | 13 | 75 |
| Total | 134 | 48 | 0 | 182 | 2 | 120 | 0 | 122 | 49 | 4 | 0 | 53 | 357 |
| Grand Total | 252 | 114 | 0 | 366 | 5 | 204 | 0 | 209 | 95 | 6 | 0 | 101 | 676 |
| Apprch % | 68.9 | 31.1 | 0 | | 2.4 | 97.6 | 0 | | 94.1 | 5.9 | 0 | | |
| Total % | 37.3 | 16.9 | 0 | 54.1 | 0.7 | 30.2 | 0 | 30.9 | 14.1 | 0.9 | 0 | 14.9 | |

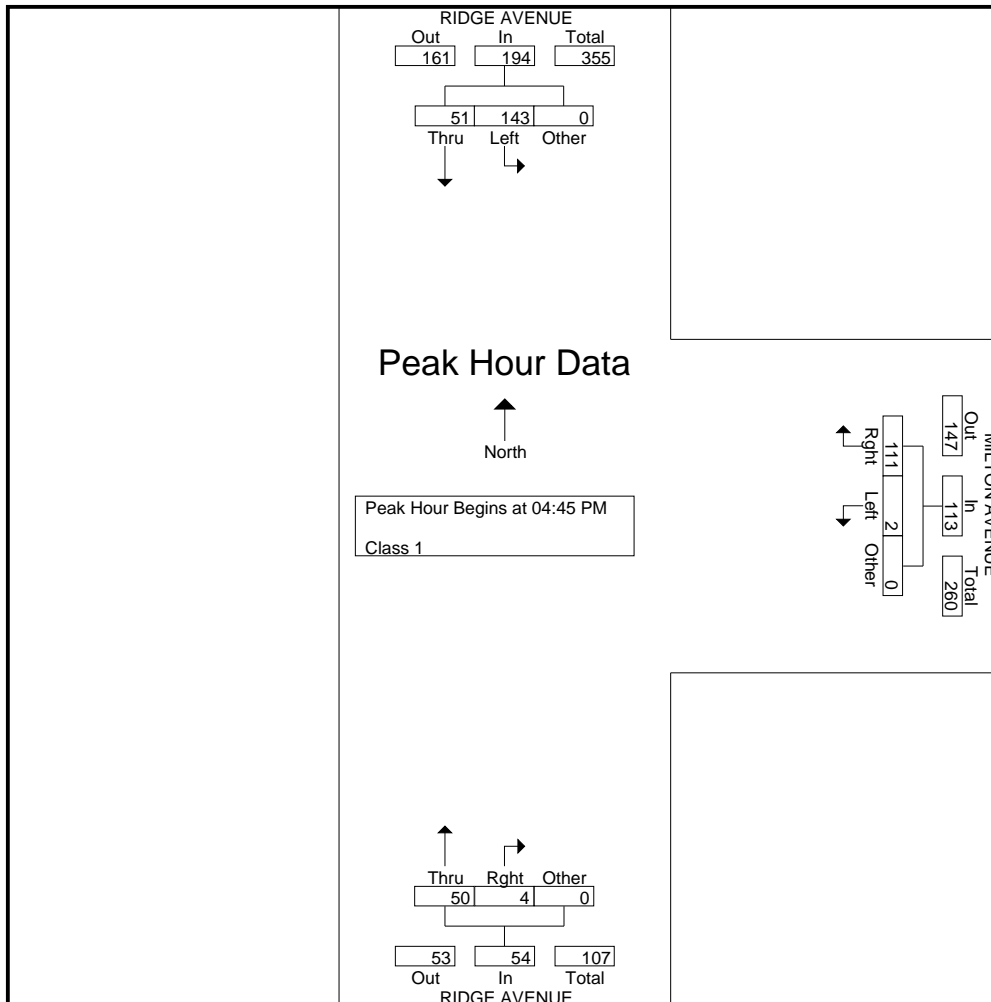


All Traffic Data Services, Inc.

1336 Farmer Road
Conyers, Ga. 30012
Ph. 404-374-1283

File Name : MiltonAve@RidgeAvePM
Site Code : 5
Start Date : 5/16/2007
Page No : 2

| | RIDGE AVENUE Southbound | | | | MILTON AVENUE Westbound | | | | RIDGE AVENUE Northbound | | | | |
|--|----------------------------|------|-------|------------|----------------------------|-------|-------|------------|----------------------------|-------|-------|------------|------------|
| Start Time | Left | Thru | Other | App. Total | Left | Right | Other | App. Total | Thru | Right | Other | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:45 PM | | | | | | | | | | | | | |
| 04:45 PM | 31 | 15 | 0 | 46 | 0 | 19 | 0 | 19 | 13 | 1 | 0 | 14 | 79 |
| 05:00 PM | 29 | 11 | 0 | 40 | 1 | 24 | 0 | 25 | 15 | 1 | 0 | 16 | 81 |
| 05:15 PM | 38 | 13 | 0 | 51 | 0 | 37 | 0 | 37 | 13 | 1 | 0 | 14 | 102 |
| 05:30 PM | 45 | 12 | 0 | 57 | 1 | 31 | 0 | 32 | 9 | 1 | 0 | 10 | 99 |
| Total Volume | 143 | 51 | 0 | 194 | 2 | 111 | 0 | 113 | 50 | 4 | 0 | 54 | 361 |
| % App. Total | 73.7 | 26.3 | 0 | | 1.8 | 98.2 | 0 | | 92.6 | 7.4 | 0 | | |
| PHF | .794 | .850 | .000 | .851 | .500 | .750 | .000 | .764 | .833 | 1.000 | .000 | .844 | .885 |



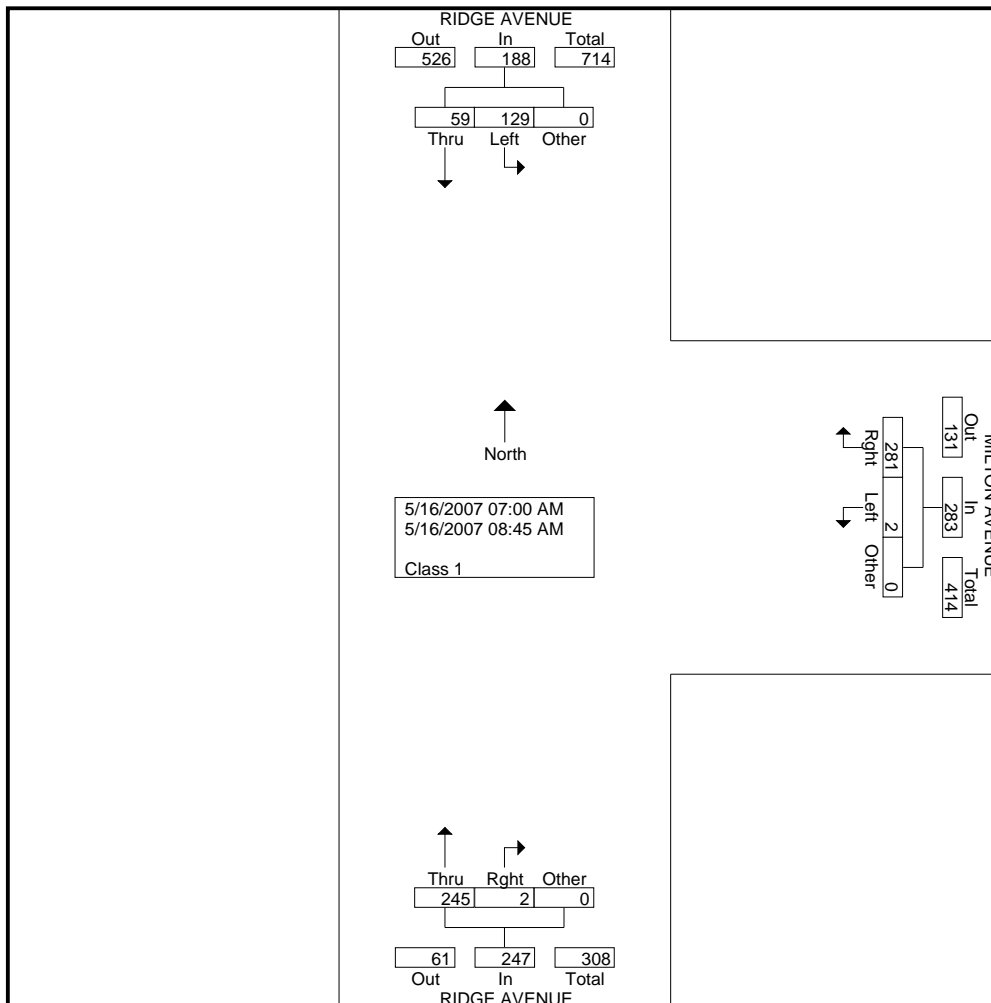
All Traffic Data Services, Inc.

1336 Farmer Road
Conyers, Ga. 30012
Ph. 404-374-1283

File Name : MiltonAve@RidgeAveAM
Site Code : 5
Start Date : 5/16/2007
Page No : 1

Groups Printed- Class 1

| | RIDGE AVENUE Southbound | | | | MILTON AVENUE Westbound | | | | RIDGE AVENUE Northbound | | | | |
|-------------|----------------------------|------|-------|------------|----------------------------|-------|-------|------------|----------------------------|-------|-------|------------|------------|
| Start Time | Left | Thru | Other | App. Total | Left | Right | Other | App. Total | Thru | Right | Other | App. Total | Int. Total |
| 07:00 AM | 12 | 7 | 0 | 19 | 0 | 28 | 0 | 28 | 21 | 0 | 0 | 21 | 68 |
| 07:15 AM | 15 | 7 | 0 | 22 | 0 | 38 | 0 | 38 | 12 | 0 | 0 | 12 | 72 |
| 07:30 AM | 19 | 6 | 0 | 25 | 0 | 33 | 0 | 33 | 38 | 0 | 0 | 38 | 96 |
| 07:45 AM | 15 | 6 | 0 | 21 | 2 | 37 | 0 | 39 | 47 | 0 | 0 | 47 | 107 |
| Total | 61 | 26 | 0 | 87 | 2 | 136 | 0 | 138 | 118 | 0 | 0 | 118 | 343 |
| 08:00 AM | 14 | 12 | 0 | 26 | 0 | 47 | 0 | 47 | 43 | 1 | 0 | 44 | 117 |
| 08:15 AM | 19 | 8 | 0 | 27 | 0 | 41 | 0 | 41 | 38 | 0 | 0 | 38 | 106 |
| 08:30 AM | 20 | 9 | 0 | 29 | 0 | 29 | 0 | 29 | 23 | 1 | 0 | 24 | 82 |
| 08:45 AM | 15 | 4 | 0 | 19 | 0 | 28 | 0 | 28 | 23 | 0 | 0 | 23 | 70 |
| Total | 68 | 33 | 0 | 101 | 0 | 145 | 0 | 145 | 127 | 2 | 0 | 129 | 375 |
| Grand Total | 129 | 59 | 0 | 188 | 2 | 281 | 0 | 283 | 245 | 2 | 0 | 247 | 718 |
| Apprch % | 68.6 | 31.4 | 0 | | 0.7 | 99.3 | 0 | | 99.2 | 0.8 | 0 | | |
| Total % | 18 | 8.2 | 0 | 26.2 | 0.3 | 39.1 | 0 | 39.4 | 34.1 | 0.3 | 0 | 34.4 | |

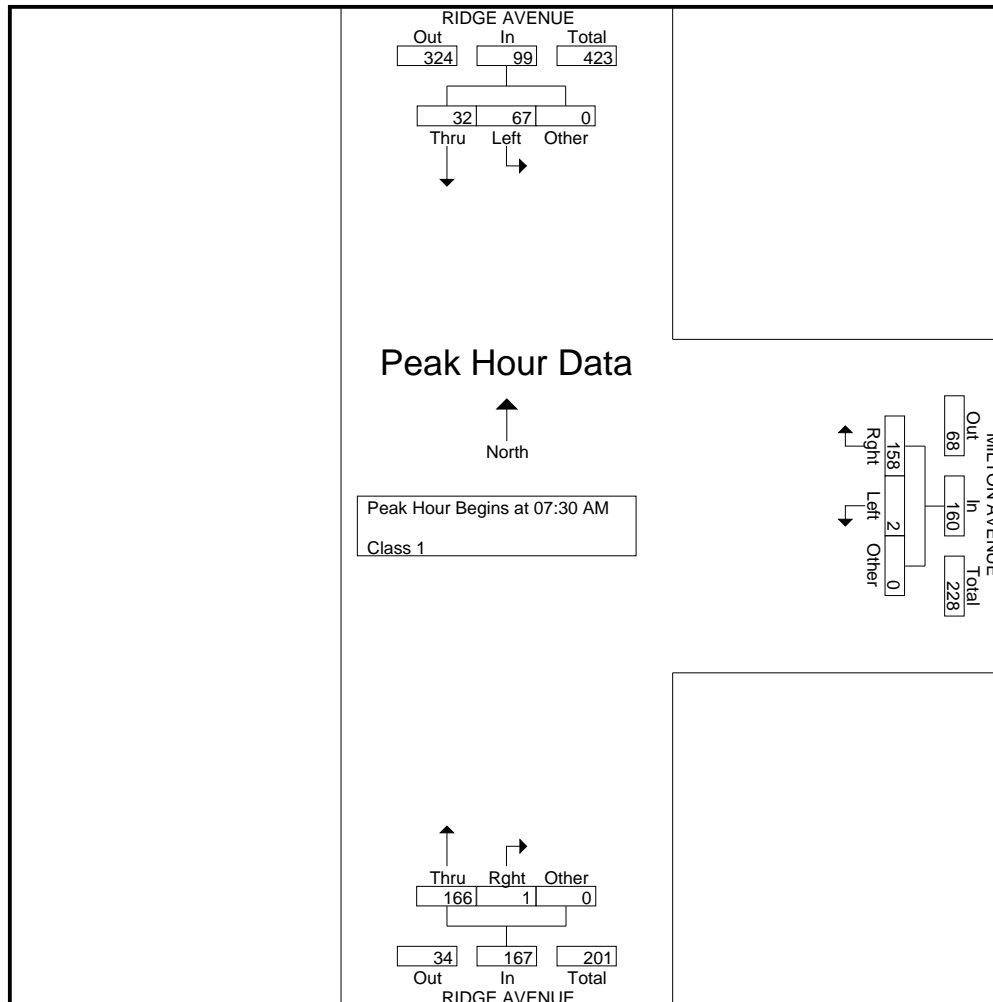


All Traffic Data Services, Inc.

1336 Farmer Road
Conyers, Ga. 30012
Ph. 404-374-1283

File Name : MiltonAve@RidgeAveAM
Site Code : 5
Start Date : 5/16/2007
Page No : 2

| | RIDGE AVENUE Southbound | | | | MILTON AVENUE Westbound | | | | RIDGE AVENUE Northbound | | | | |
|--|----------------------------|-----------|-------|------------|----------------------------|-----------|-------|------------|----------------------------|----------|-------|------------|------------|
| Start Time | Left | Thru | Other | App. Total | Left | Right | Other | App. Total | Thru | Right | Other | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | |
| 07:30 AM | 19 | 6 | 0 | 25 | 0 | 33 | 0 | 33 | 38 | 0 | 0 | 38 | 96 |
| 07:45 AM | 15 | 6 | 0 | 21 | 2 | 37 | 0 | 39 | 47 | 0 | 0 | 47 | 107 |
| 08:00 AM | 14 | 12 | 0 | 26 | 0 | 47 | 0 | 47 | 43 | 1 | 0 | 44 | 117 |
| 08:15 AM | 19 | 8 | 0 | 27 | 0 | 41 | 0 | 41 | 38 | 0 | 0 | 38 | 106 |
| Total Volume | 67 | 32 | 0 | 99 | 2 | 158 | 0 | 160 | 166 | 1 | 0 | 167 | 426 |
| % App. Total | 67.7 | 32.3 | 0 | | 1.2 | 98.8 | 0 | | 99.4 | 0.6 | 0 | | |
| PHF | .882 | .667 | .000 | .917 | .250 | .840 | .000 | .851 | .883 | .250 | .000 | .888 | .910 |



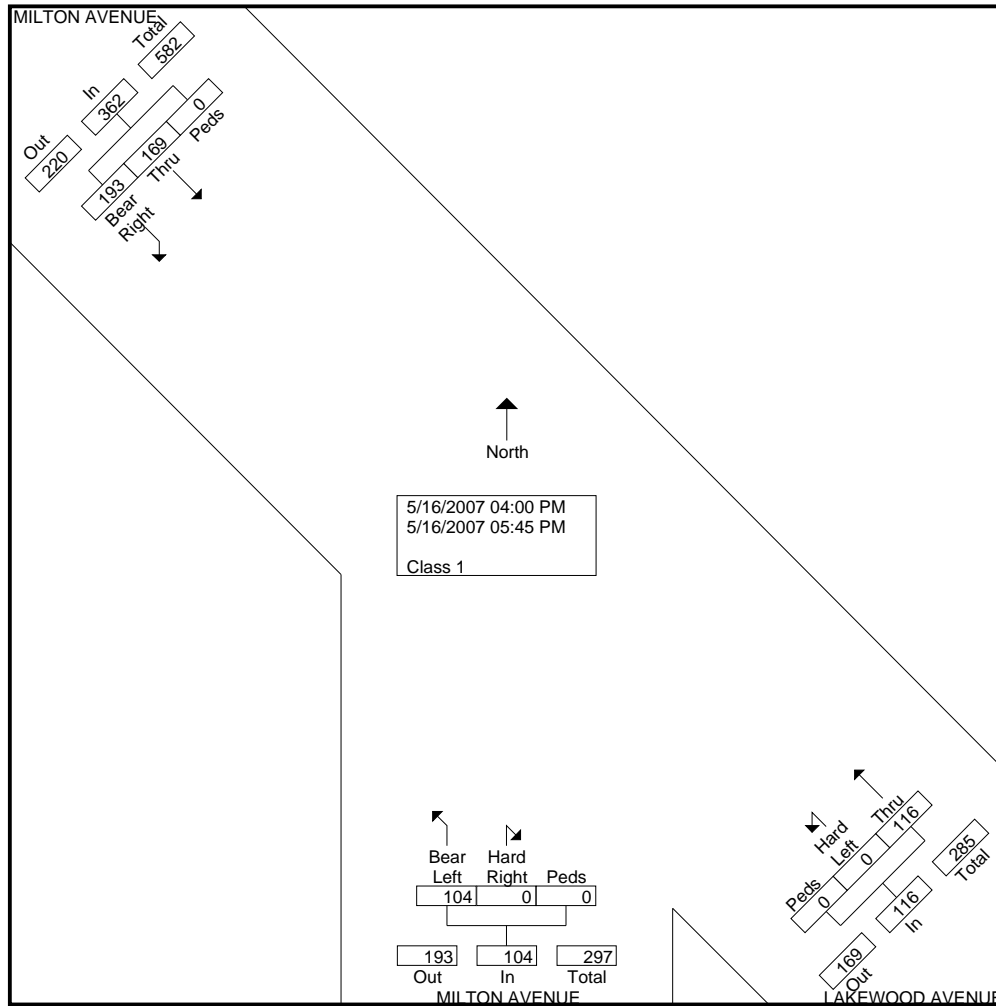
All Traffic Data Services, Inc.

1336 Farmer Road
Conyers, Ga. 30012
Ph. 404-374-1283

File Name : MiltonAve&LakewoodPM
Site Code : 2
Start Date : 5/16/2007
Page No : 1

Groups Printed- Class 1

| | MILTON AVENUE Southeastbound | | | | LAKEWOOD AVENUE Northwestbound | | | | MILTON AVENUE Northbound | | | | |
|-------------|---------------------------------|------------|------|------------|-----------------------------------|------|------|------------|-----------------------------|------------|------|------------|------------|
| Start Time | Thru | Bear Right | Peds | App. Total | Hard Left | Thru | Peds | App. Total | Bear Left | Hard Right | Peds | App. Total | Int. Total |
| 04:00 PM | 13 | 16 | 0 | 29 | 0 | 21 | 0 | 21 | 17 | 0 | 0 | 17 | 67 |
| 04:15 PM | 20 | 17 | 0 | 37 | 0 | 12 | 0 | 12 | 15 | 0 | 0 | 15 | 64 |
| 04:30 PM | 16 | 19 | 0 | 35 | 0 | 15 | 0 | 15 | 11 | 0 | 0 | 11 | 61 |
| 04:45 PM | 34 | 33 | 0 | 67 | 0 | 12 | 0 | 12 | 10 | 0 | 0 | 10 | 89 |
| Total | 83 | 85 | 0 | 168 | 0 | 60 | 0 | 60 | 53 | 0 | 0 | 53 | 281 |
| 05:00 PM | 20 | 28 | 0 | 48 | 0 | 14 | 0 | 14 | 16 | 0 | 0 | 16 | 78 |
| 05:15 PM | 33 | 36 | 0 | 69 | 0 | 17 | 0 | 17 | 12 | 0 | 0 | 12 | 98 |
| 05:30 PM | 19 | 24 | 0 | 43 | 0 | 12 | 0 | 12 | 10 | 0 | 0 | 10 | 65 |
| 05:45 PM | 14 | 20 | 0 | 34 | 0 | 13 | 0 | 13 | 13 | 0 | 0 | 13 | 60 |
| Total | 86 | 108 | 0 | 194 | 0 | 56 | 0 | 56 | 51 | 0 | 0 | 51 | 301 |
| Grand Total | 169 | 193 | 0 | 362 | 0 | 116 | 0 | 116 | 104 | 0 | 0 | 104 | 582 |
| Apprch % | 46.7 | 53.3 | 0 | | 0 | 100 | 0 | | 100 | 0 | 0 | | |
| Total % | 29 | 33.2 | 0 | 62.2 | 0 | 19.9 | 0 | 19.9 | 17.9 | 0 | 0 | 17.9 | |

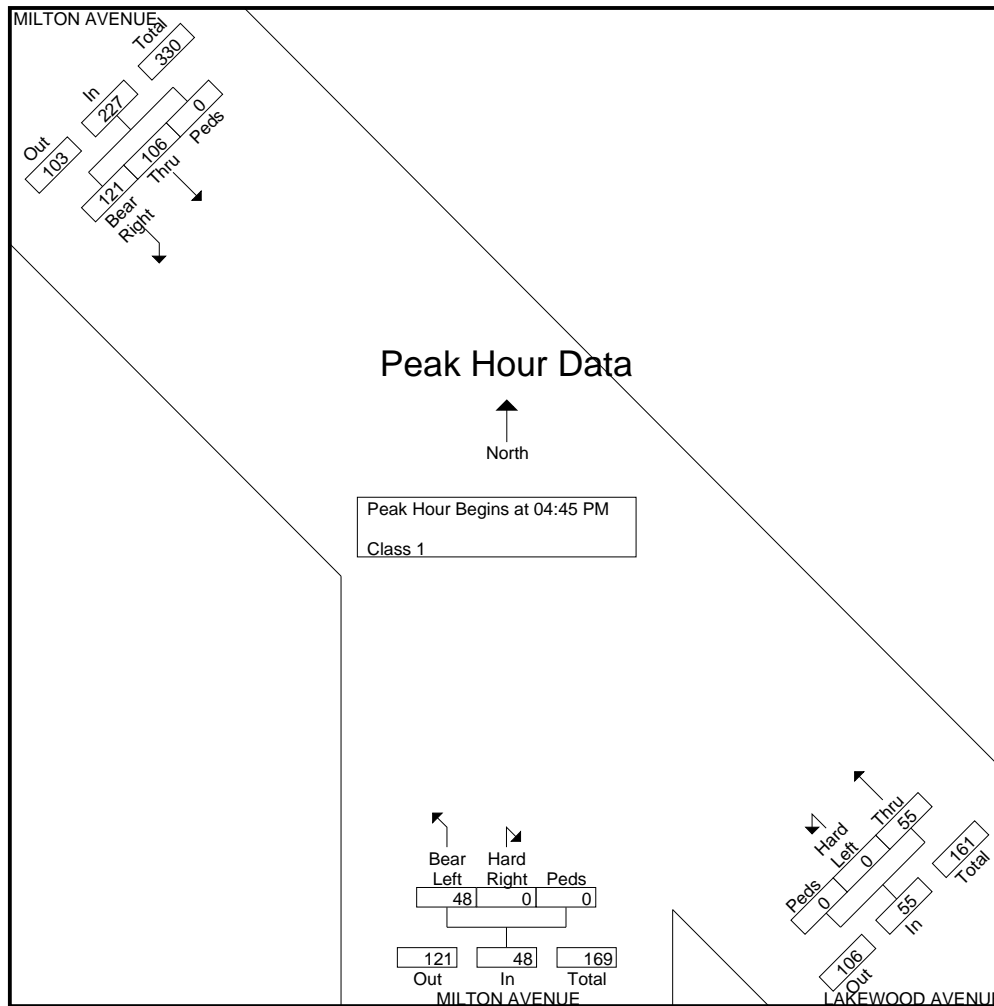


All Traffic Data Services, Inc.

1336 Farmer Road
Conyers, Ga. 30012
Ph. 404-374-1283

File Name : MiltonAve&LakewoodPM
Site Code : 2
Start Date : 5/16/2007
Page No : 2

| | MILTON AVENUE Southeastbound | | | | LAKEWOOD AVENUE Northwestbound | | | | MILTON AVENUE Northbound | | | | |
|--|---------------------------------|------------|------|------------|-----------------------------------|------|------|------------|-----------------------------|------------|------|------------|------------|
| Start Time | Thru | Bear Right | Peds | App. Total | Hard Left | Thru | Peds | App. Total | Bear Left | Hard Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:45 PM | | | | | | | | | | | | | |
| 04:45 PM | 34 | 33 | 0 | 67 | 0 | 12 | 0 | 12 | 10 | 0 | 0 | 10 | 89 |
| 05:00 PM | 20 | 28 | 0 | 48 | 0 | 14 | 0 | 14 | 16 | 0 | 0 | 16 | 78 |
| 05:15 PM | 33 | 36 | 0 | 69 | 0 | 17 | 0 | 17 | 12 | 0 | 0 | 12 | 98 |
| 05:30 PM | 19 | 24 | 0 | 43 | 0 | 12 | 0 | 12 | 10 | 0 | 0 | 10 | 65 |
| Total Volume | 106 | 121 | 0 | 227 | 0 | 55 | 0 | 55 | 48 | 0 | 0 | 48 | 330 |
| % App. Total | 46.7 | 53.3 | 0 | | 0 | 100 | 0 | | 100 | 0 | 0 | | |
| PHF | .779 | .840 | .000 | .822 | .000 | .809 | .000 | .809 | .750 | .000 | .000 | .750 | .842 |



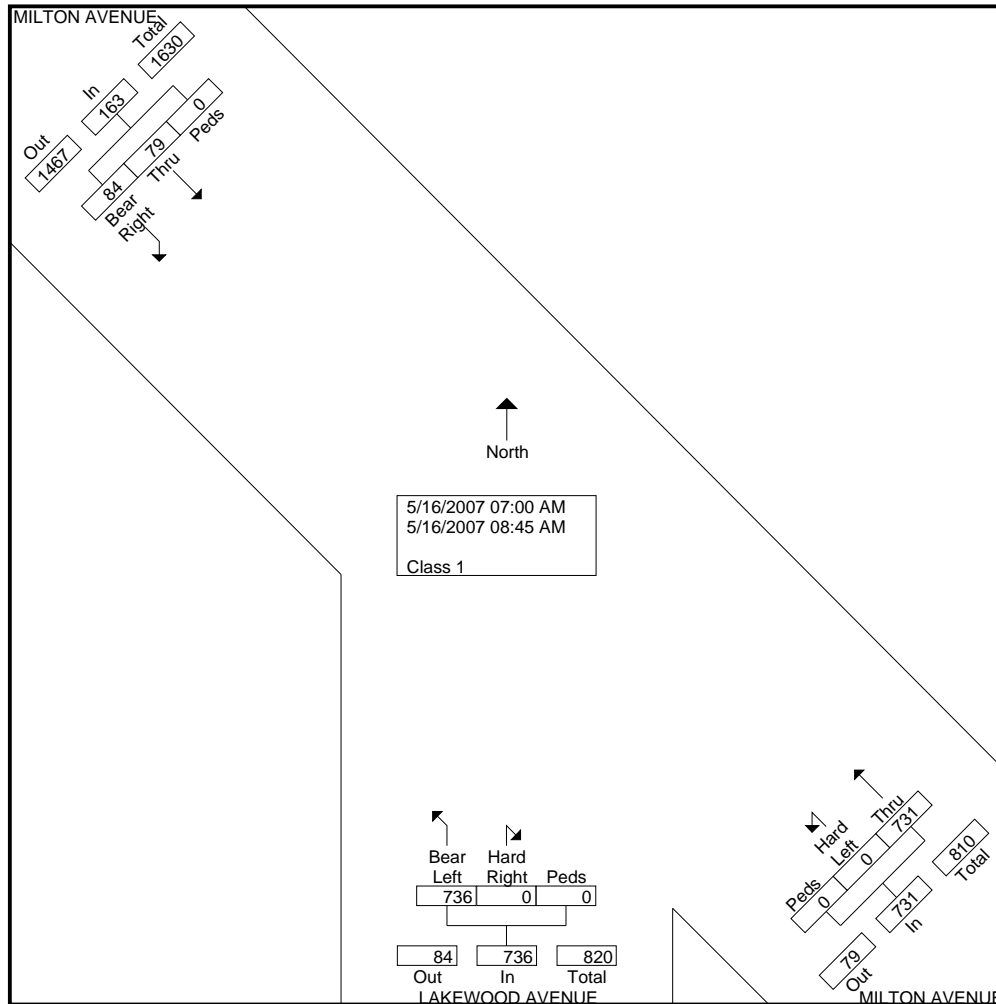
All Traffic Data Services, Inc.

1336 Farmer Road
Conyers, Ga. 30012
Ph. 404-374-1283

File Name : MiltonAve&LakewoodAM
Site Code : 2
Start Date : 5/16/2007
Page No : 1

Groups Printed- Class 1

| Start Time | MILTON AVENUE Southeastbound | | | | MILTON AVENUE Northwestbound | | | | LAKEWOOD AVENUE Northbound | | | | Int. Total |
|-------------|---------------------------------|------------|------|------------|---------------------------------|------|------|------------|-------------------------------|------------|------|------------|------------|
| | Thru | Bear Right | Peds | App. Total | Hard Left | Thru | Peds | App. Total | Bear Left | Hard Right | Peds | App. Total | |
| 07:00 AM | 5 | 6 | 0 | 11 | 0 | 39 | 0 | 39 | 44 | 0 | 0 | 44 | 94 |
| 07:15 AM | 11 | 10 | 0 | 21 | 0 | 87 | 0 | 87 | 83 | 0 | 0 | 83 | 191 |
| 07:30 AM | 10 | 11 | 0 | 21 | 0 | 129 | 0 | 129 | 115 | 0 | 0 | 115 | 265 |
| 07:45 AM | 4 | 8 | 0 | 12 | 0 | 104 | 0 | 104 | 110 | 0 | 0 | 110 | 226 |
| Total | 30 | 35 | 0 | 65 | 0 | 359 | 0 | 359 | 352 | 0 | 0 | 352 | 776 |
| 08:00 AM | 12 | 10 | 0 | 22 | 0 | 116 | 0 | 116 | 121 | 0 | 0 | 121 | 259 |
| 08:15 AM | 11 | 15 | 0 | 26 | 0 | 108 | 0 | 108 | 119 | 0 | 0 | 119 | 253 |
| 08:30 AM | 16 | 11 | 0 | 27 | 0 | 89 | 0 | 89 | 92 | 0 | 0 | 92 | 208 |
| 08:45 AM | 10 | 13 | 0 | 23 | 0 | 59 | 0 | 59 | 52 | 0 | 0 | 52 | 134 |
| Total | 49 | 49 | 0 | 98 | 0 | 372 | 0 | 372 | 384 | 0 | 0 | 384 | 854 |
| Grand Total | 79 | 84 | 0 | 163 | 0 | 731 | 0 | 731 | 736 | 0 | 0 | 736 | 1630 |
| Apprch % | 48.5 | 51.5 | 0 | | 0 | 100 | 0 | | 100 | 0 | 0 | | |
| Total % | 4.8 | 5.2 | 0 | 10 | 0 | 44.8 | 0 | 44.8 | 45.2 | 0 | 0 | 45.2 | |

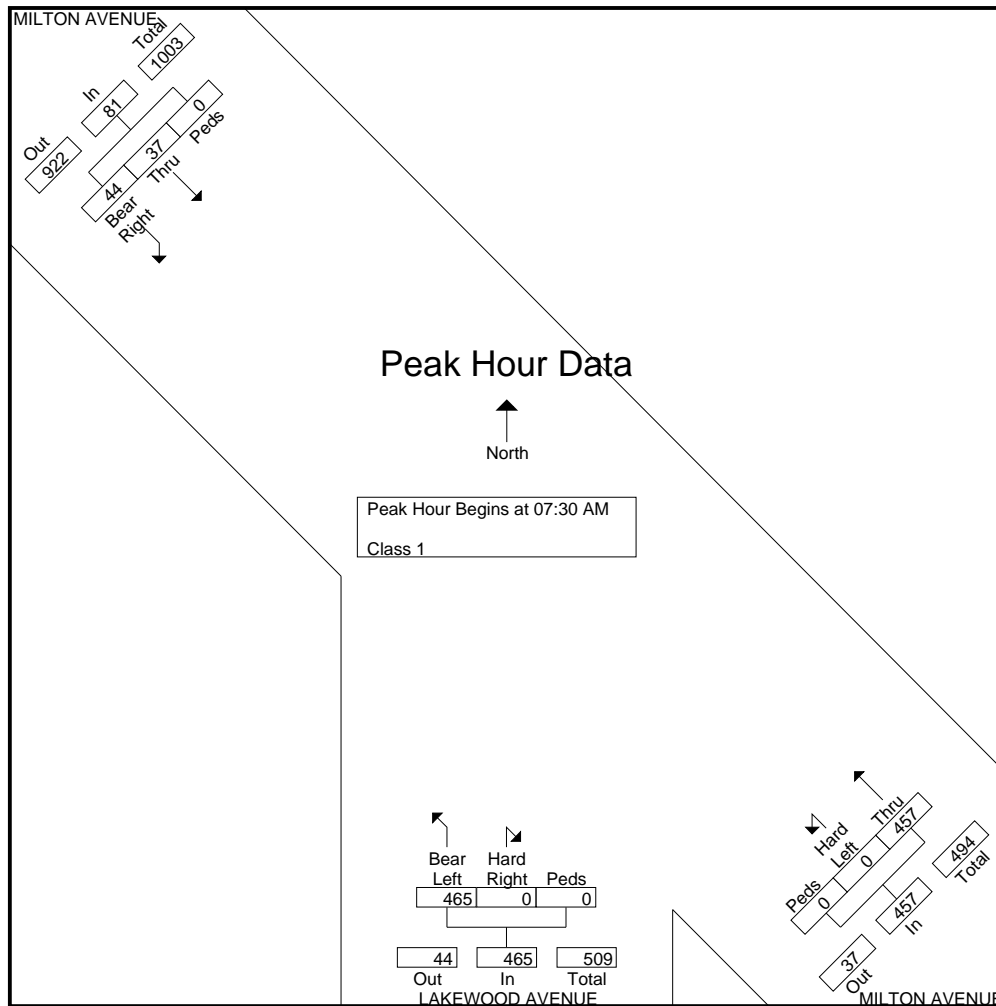


All Traffic Data Services, Inc.

1336 Farmer Road
Conyers, Ga. 30012
Ph. 404-374-1283

File Name : MiltonAve&LakewoodAM
Site Code : 2
Start Date : 5/16/2007
Page No : 2

| | MILTON AVENUE Southeastbound | | | | MILTON AVENUE Northwestbound | | | | LAKEWOOD AVENUE Northbound | | | | |
|--|---------------------------------|------------|------|------------|---------------------------------|------|------|------------|-------------------------------|------------|------|------------|------------|
| Start Time | Thru | Bear Right | Peds | App. Total | Hard Left | Thru | Peds | App. Total | Bear Left | Hard Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | |
| 07:30 AM | 10 | 11 | 0 | 21 | 0 | 129 | 0 | 129 | 115 | 0 | 0 | 115 | 265 |
| 07:45 AM | 4 | 8 | 0 | 12 | 0 | 104 | 0 | 104 | 110 | 0 | 0 | 110 | 226 |
| 08:00 AM | 12 | 10 | 0 | 22 | 0 | 116 | 0 | 116 | 121 | 0 | 0 | 121 | 259 |
| 08:15 AM | 11 | 15 | 0 | 26 | 0 | 108 | 0 | 108 | 119 | 0 | 0 | 119 | 253 |
| Total Volume | 37 | 44 | 0 | 81 | 0 | 457 | 0 | 457 | 465 | 0 | 0 | 465 | 1003 |
| % App. Total | 45.7 | 54.3 | 0 | | 0 | 100 | 0 | | 100 | 0 | 0 | | |
| PHF | .771 | .733 | .000 | .779 | .000 | .886 | .000 | .886 | .961 | .000 | .000 | .961 | .946 |



All Traffic Data Services, Inc.

1336 Farmer Road

Conyers, Ga. 30012

Ph. 404-374-1283 File Name : Metropolitan@UniversityAvePM

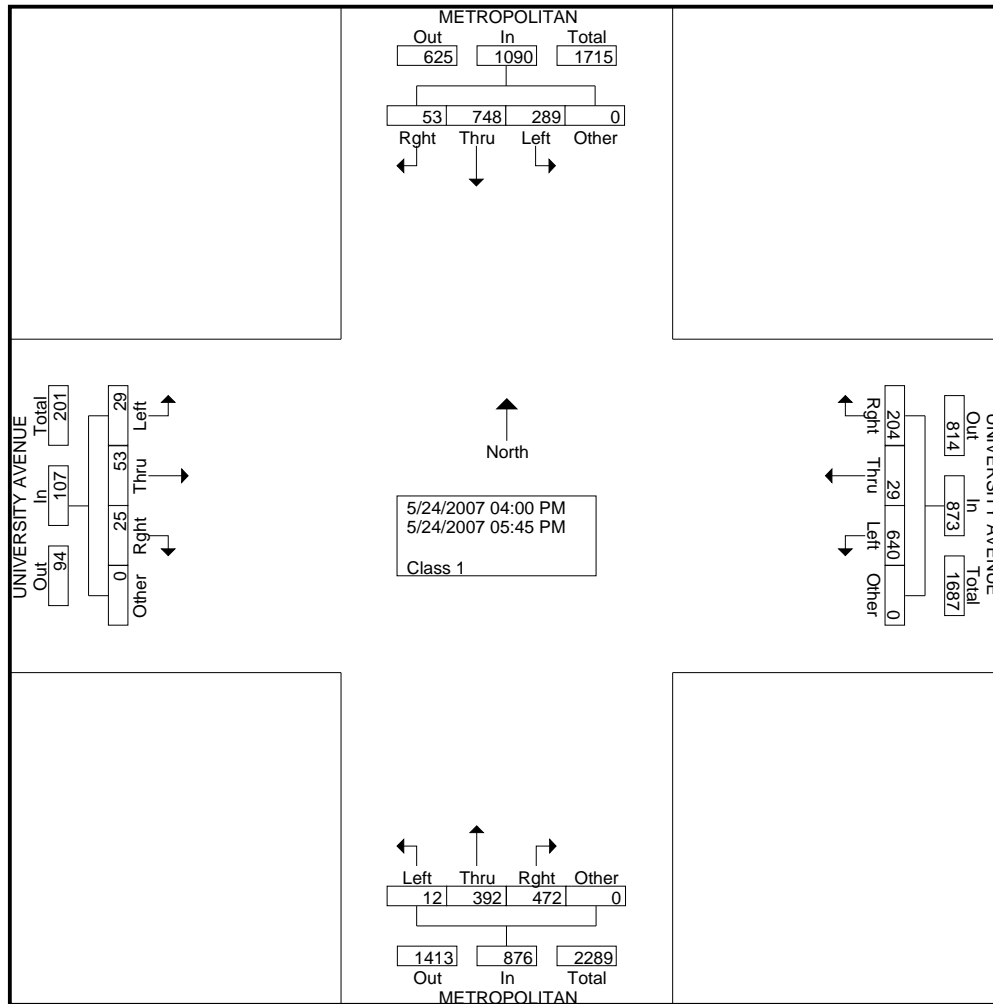
Site Code : 9

Start Date : 5/24/2007

Page No : 1

Groups Printed- Class 1

| | METROPOLITAN Southbound | | | | | UNIVERSITY AVENUE Westbound | | | | | METROPOLITAN Northbound | | | | | UNIVERSITY AVENUE Eastbound | | | | | |
|-------------|----------------------------|------|------|-------|------------|--------------------------------|------|------|-------|------------|----------------------------|------|------|-------|------------|--------------------------------|------|------|-------|------------|------------|
| Start Time | Left | Thru | Rght | Other | App. Total | Left | Thru | Rght | Other | App. Total | Left | Thru | Rght | Other | App. Total | Left | Thru | Rght | Other | App. Total | Int. Total |
| 04:00 PM | 54 | 77 | 7 | 0 | 138 | 63 | 4 | 21 | 0 | 88 | 2 | 36 | 48 | 0 | 86 | 3 | 6 | 3 | 0 | 12 | 324 |
| 04:15 PM | 46 | 89 | 6 | 0 | 141 | 77 | 3 | 27 | 0 | 107 | 3 | 39 | 53 | 0 | 95 | 2 | 4 | 4 | 0 | 10 | 353 |
| 04:30 PM | 43 | 90 | 7 | 0 | 140 | 78 | 6 | 24 | 0 | 108 | 2 | 46 | 57 | 0 | 105 | 5 | 6 | 2 | 0 | 13 | 366 |
| 04:45 PM | 31 | 103 | 9 | 0 | 143 | 85 | 4 | 25 | 0 | 114 | 1 | 54 | 69 | 0 | 124 | 4 | 12 | 5 | 0 | 21 | 402 |
| Total | 174 | 359 | 29 | 0 | 562 | 303 | 17 | 97 | 0 | 417 | 8 | 175 | 227 | 0 | 410 | 14 | 28 | 14 | 0 | 56 | 1445 |
| 05:00 PM | 26 | 111 | 7 | 0 | 144 | 88 | 2 | 22 | 0 | 112 | 1 | 55 | 60 | 0 | 116 | 3 | 6 | 3 | 0 | 12 | 384 |
| 05:15 PM | 33 | 104 | 6 | 0 | 143 | 83 | 5 | 26 | 0 | 114 | 2 | 53 | 55 | 0 | 110 | 4 | 4 | 2 | 0 | 10 | 377 |
| 05:30 PM | 31 | 94 | 4 | 0 | 129 | 76 | 3 | 32 | 0 | 111 | 0 | 47 | 68 | 0 | 115 | 5 | 8 | 3 | 0 | 16 | 371 |
| 05:45 PM | 25 | 80 | 7 | 0 | 112 | 90 | 2 | 27 | 0 | 119 | 1 | 62 | 62 | 0 | 125 | 3 | 7 | 3 | 0 | 13 | 369 |
| Total | 115 | 389 | 24 | 0 | 528 | 337 | 12 | 107 | 0 | 456 | 4 | 217 | 245 | 0 | 466 | 15 | 25 | 11 | 0 | 51 | 1501 |
| Grand Total | 289 | 748 | 53 | 0 | 1090 | 640 | 29 | 204 | 0 | 873 | 12 | 392 | 472 | 0 | 876 | 29 | 53 | 25 | 0 | 107 | 2946 |
| Apprch % | 26.5 | 68.6 | 4.9 | 0 | | 73.3 | 3.3 | 23.4 | 0 | | 1.4 | 44.7 | 53.9 | 0 | | 27.1 | 49.5 | 23.4 | 0 | | |
| Total % | 9.8 | 25.4 | 1.8 | 0 | 37 | 21.7 | 1 | 6.9 | 0 | 29.6 | 0.4 | 13.3 | 16 | 0 | 29.7 | 1 | 1.8 | 0.8 | 0 | 3.6 | |



All Traffic Data Services, Inc.

1336 Farmer Road
Conyers, Ga. 30012

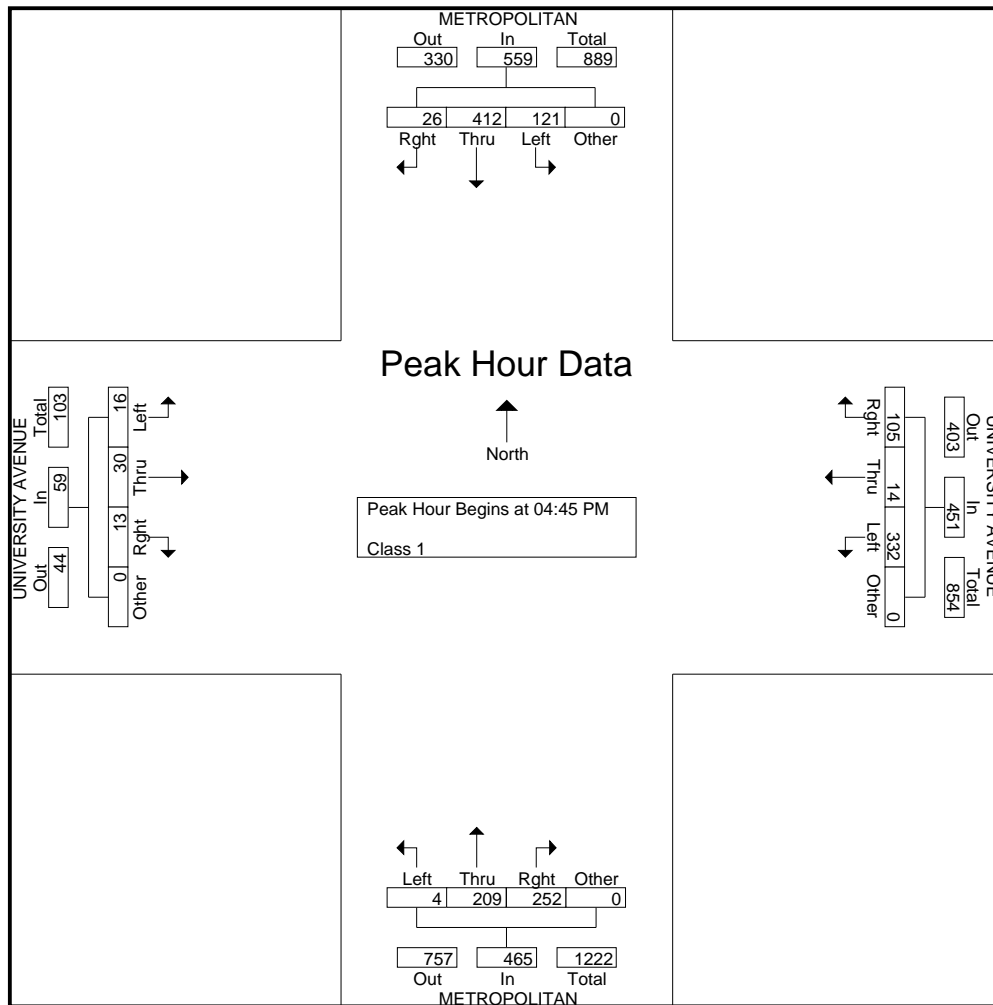
Ph. 404-374-1283 File Name : Metropolitan@UniversityAvePM

Site Code : 9

Start Date : 5/24/2007

Page No : 2

| | METROPOLITAN Southbound | | | | | UNIVERSITY AVENUE Westbound | | | | | METROPOLITAN Northbound | | | | | UNIVERSITY AVENUE Eastbound | | | | | |
|--|----------------------------|------|-------|-------|------------|--------------------------------|------|-------|-------|------------|----------------------------|------|-------|-------|------------|--------------------------------|------|-------|-------|------------|------------|
| Start Time | Left | Thru | Right | Other | App. Total | Left | Thru | Right | Other | App. Total | Left | Thru | Right | Other | App. Total | Left | Thru | Right | Other | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:45 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:45 PM | 31 | 103 | 9 | 0 | 143 | 85 | 4 | 25 | 0 | 114 | 1 | 54 | 69 | 0 | 124 | 4 | 12 | 5 | 0 | 21 | 402 |
| 05:00 PM | 26 | 111 | 7 | 0 | 144 | 88 | 2 | 22 | 0 | 112 | 1 | 55 | 60 | 0 | 116 | 3 | 6 | 3 | 0 | 12 | 384 |
| 05:15 PM | 33 | 104 | 6 | 0 | 143 | 83 | 5 | 26 | 0 | 114 | 2 | 53 | 55 | 0 | 110 | 4 | 4 | 2 | 0 | 10 | 377 |
| 05:30 PM | 31 | 94 | 4 | 0 | 129 | 76 | 3 | 32 | 0 | 111 | 0 | 47 | 68 | 0 | 115 | 5 | 8 | 3 | 0 | 16 | 371 |
| Total Volume | 121 | 412 | 26 | 0 | 559 | 332 | 14 | 105 | 0 | 451 | 4 | 209 | 252 | 0 | 465 | 16 | 30 | 13 | 0 | 59 | 1534 |
| % App. Total | 21.6 | 73.7 | 4.7 | 0 | | 73.6 | 3.1 | 23.3 | 0 | | 0.9 | 44.9 | 54.2 | 0 | | 27.1 | 50.8 | 22 | 0 | | |
| PHF | .917 | .928 | .722 | .000 | .970 | .943 | .700 | .820 | .000 | .989 | .500 | .950 | .913 | .000 | .938 | .800 | .625 | .650 | .000 | .702 | .954 |



All Traffic Data Services, Inc.

1336 Farmer Road
Conyers, Ga. 30012

Ph. 404-374-1283 File Name : Metropolitan@UniversityAveAM

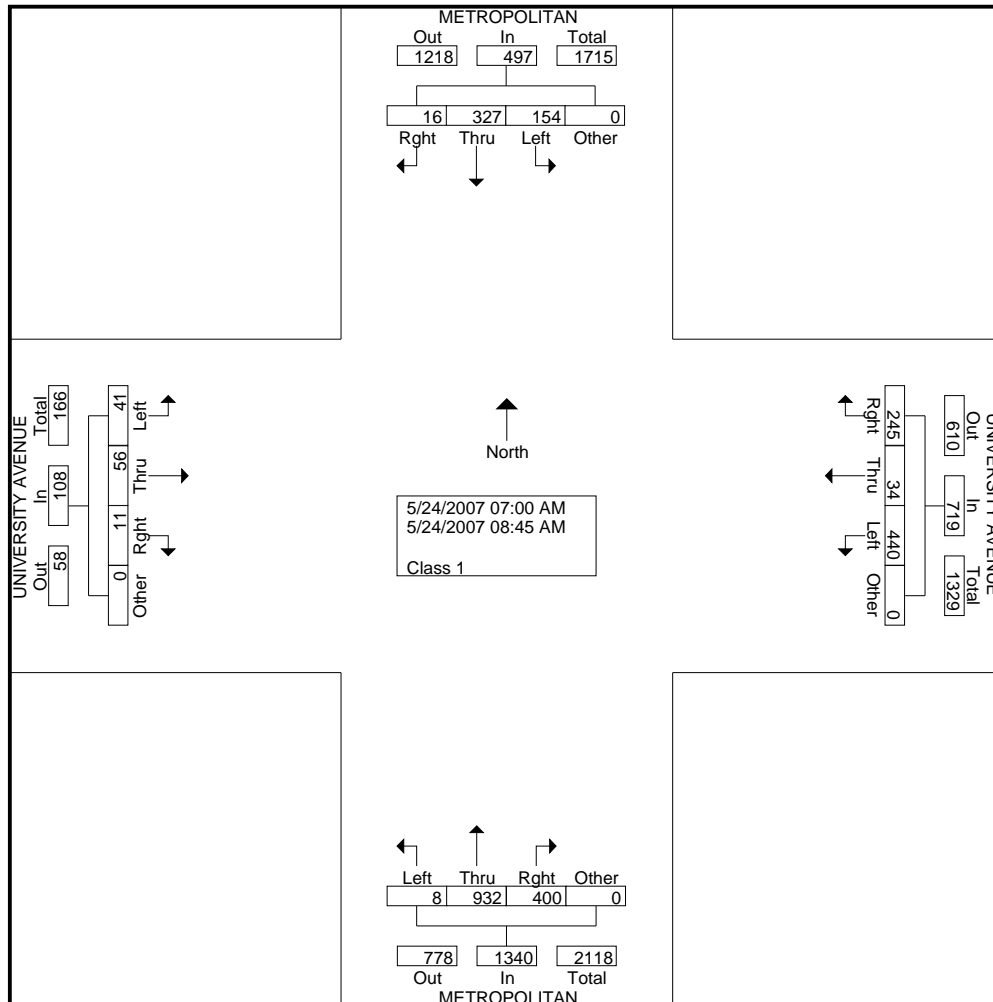
Site Code : 9

Start Date : 5/24/2007

Page No : 1

Groups Printed- Class 1

| | METROPOLITAN Southbound | | | | | UNIVERSITY AVENUE Westbound | | | | | METROPOLITAN Northbound | | | | | UNIVERSITY AVENUE Eastbound | | | | | |
|-------------|----------------------------|------|------|-------|------------|--------------------------------|------|------|-------|------------|----------------------------|------|------|-------|------------|--------------------------------|------|------|-------|------------|------------|
| Start Time | Left | Thru | Rght | Other | App. Total | Left | Thru | Rght | Other | App. Total | Left | Thru | Rght | Other | App. Total | Left | Thru | Rght | Other | App. Total | Int. Total |
| 07:00 AM | 19 | 17 | 2 | 0 | 38 | 36 | 0 | 18 | 0 | 54 | 2 | 98 | 39 | 0 | 139 | 4 | 5 | 2 | 0 | 11 | 242 |
| 07:15 AM | 22 | 28 | 2 | 0 | 52 | 46 | 9 | 28 | 0 | 83 | 0 | 113 | 52 | 0 | 165 | 2 | 6 | 3 | 0 | 11 | 311 |
| 07:30 AM | 20 | 33 | 3 | 0 | 56 | 52 | 3 | 23 | 0 | 78 | 1 | 145 | 53 | 0 | 199 | 3 | 4 | 0 | 0 | 7 | 340 |
| 07:45 AM | 14 | 46 | 1 | 0 | 61 | 57 | 3 | 36 | 0 | 96 | 2 | 128 | 49 | 0 | 179 | 6 | 2 | 2 | 0 | 10 | 346 |
| Total | 75 | 124 | 8 | 0 | 207 | 191 | 15 | 105 | 0 | 311 | 5 | 484 | 193 | 0 | 682 | 15 | 17 | 7 | 0 | 39 | 1239 |
| 08:00 AM | 19 | 50 | 0 | 0 | 69 | 56 | 9 | 27 | 0 | 92 | 0 | 127 | 64 | 0 | 191 | 5 | 10 | 1 | 0 | 16 | 368 |
| 08:15 AM | 20 | 53 | 2 | 0 | 75 | 71 | 7 | 25 | 0 | 103 | 1 | 117 | 41 | 0 | 159 | 7 | 9 | 0 | 0 | 16 | 353 |
| 08:30 AM | 25 | 64 | 1 | 0 | 90 | 58 | 2 | 37 | 0 | 97 | 2 | 102 | 38 | 0 | 142 | 6 | 13 | 0 | 0 | 19 | 348 |
| 08:45 AM | 15 | 36 | 5 | 0 | 56 | 64 | 1 | 51 | 0 | 116 | 0 | 102 | 64 | 0 | 166 | 8 | 7 | 3 | 0 | 18 | 356 |
| Total | 79 | 203 | 8 | 0 | 290 | 249 | 19 | 140 | 0 | 408 | 3 | 448 | 207 | 0 | 658 | 26 | 39 | 4 | 0 | 69 | 1425 |
| Grand Total | 154 | 327 | 16 | 0 | 497 | 440 | 34 | 245 | 0 | 719 | 8 | 932 | 400 | 0 | 1340 | 41 | 56 | 11 | 0 | 108 | 2664 |
| Apprch % | 31 | 65.8 | 3.2 | 0 | | 61.2 | 4.7 | 34.1 | 0 | | 0.6 | 69.6 | 29.9 | 0 | | 38 | 51.9 | 10.2 | 0 | | |
| Total % | 5.8 | 12.3 | 0.6 | 0 | 18.7 | 16.5 | 1.3 | 9.2 | 0 | 27 | 0.3 | 35 | 15 | 0 | 50.3 | 1.5 | 2.1 | 0.4 | 0 | 4.1 | |



All Traffic Data Services, Inc.

1336 Farmer Road
Conyers, Ga. 30012

Ph. 404-374-1283

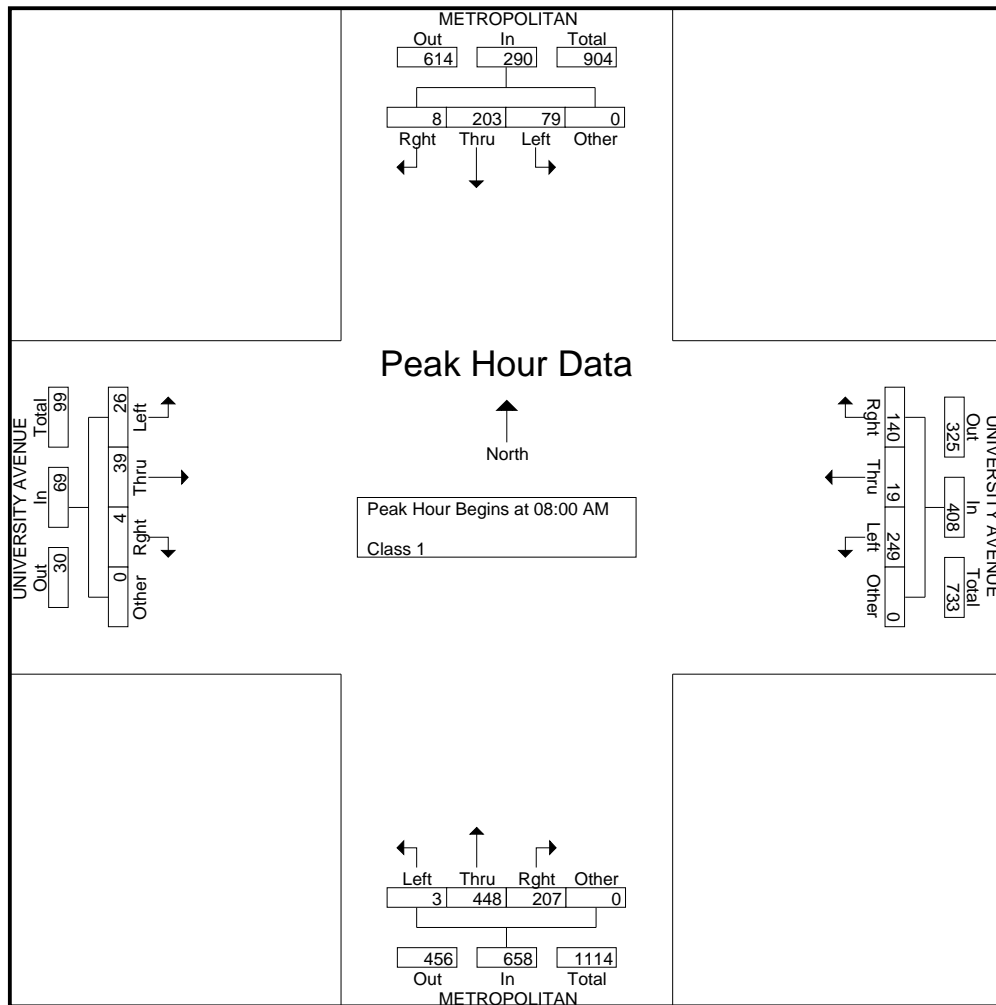
File Name : Metropolitan@UniversityAveAM

Site Code : 9

Start Date : 5/24/2007

Page No : 2

| | METROPOLITAN Southbound | | | | | UNIVERSITY AVENUE Westbound | | | | | METROPOLITAN Northbound | | | | | UNIVERSITY AVENUE Eastbound | | | | | |
|--|----------------------------|------|-------|-------|------------|--------------------------------|------|-------|-------|------------|----------------------------|------|-------|-------|------------|--------------------------------|------|-------|-------|------------|------------|
| Start Time | Left | Thru | Right | Other | App. Total | Left | Thru | Right | Other | App. Total | Left | Thru | Right | Other | App. Total | Left | Thru | Right | Other | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:00 AM | | | | | | | | | | | | | | | | | | | | | |
| 08:00 AM | 19 | 50 | 0 | 0 | 69 | 56 | 9 | 27 | 0 | 92 | 0 | 127 | 64 | 0 | 191 | 5 | 10 | 1 | 0 | 16 | 368 |
| 08:15 AM | 20 | 53 | 2 | 0 | 75 | 71 | 7 | 25 | 0 | 103 | 1 | 117 | 41 | 0 | 159 | 7 | 9 | 0 | 0 | 16 | 353 |
| 08:30 AM | 25 | 64 | 1 | 0 | 90 | 58 | 2 | 37 | 0 | 97 | 2 | 102 | 38 | 0 | 142 | 6 | 13 | 0 | 0 | 19 | 348 |
| 08:45 AM | 15 | 36 | 5 | 0 | 56 | 64 | 1 | 51 | 0 | 116 | 0 | 102 | 64 | 0 | 166 | 8 | 7 | 3 | 0 | 18 | 356 |
| Total Volume | 79 | 203 | 8 | 0 | 290 | 249 | 19 | 140 | 0 | 408 | 3 | 448 | 207 | 0 | 658 | 26 | 39 | 4 | 0 | 69 | 1425 |
| % App. Total | 27.2 | 70 | 2.8 | 0 | | 61 | 4.7 | 34.3 | 0 | | 0.5 | 68.1 | 31.5 | 0 | | 37.7 | 56.5 | 5.8 | 0 | | |
| PHF | .790 | .793 | .400 | .000 | .806 | .877 | .528 | .686 | .000 | .879 | .375 | .882 | .809 | .000 | .861 | .813 | .750 | .333 | .000 | .908 | .968 |



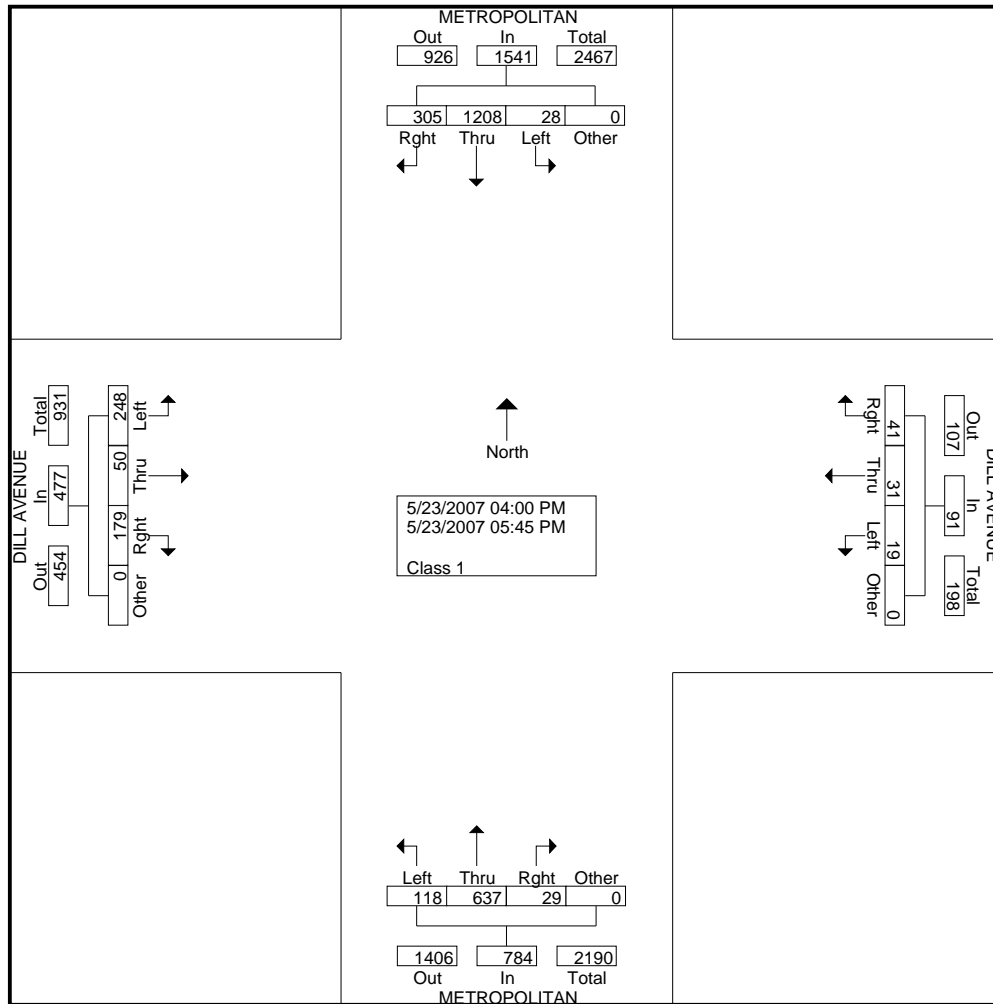
All Traffic Data Services, Inc.

1336 Farmer Road
Conyers, Ga. 30012
Ph. 404-374-1283

File Name : Metropolitan@DillAvePM
Site Code : 10
Start Date : 5/23/2007
Page No : 1

Groups Printed- Class 1

| | METROPOLITAN Southbound | | | | | DILL AVENUE Westbound | | | | | METROPOLITAN Northbound | | | | | DILL AVENUE Eastbound | | | | | |
|-------------|----------------------------|------|------|-------|------------|--------------------------|------|------|-------|------------|----------------------------|------|------|-------|------------|--------------------------|------|------|-------|------------|------------|
| Start Time | Left | Thru | Rght | Other | App. Total | Left | Thru | Rght | Other | App. Total | Left | Thru | Rght | Other | App. Total | Left | Thru | Rght | Other | App. Total | Int. Total |
| 04:00 PM | 4 | 119 | 26 | 0 | 149 | 4 | 2 | 3 | 0 | 9 | 11 | 78 | 5 | 0 | 94 | 35 | 6 | 26 | 0 | 67 | 319 |
| 04:15 PM | 2 | 148 | 39 | 0 | 189 | 3 | 3 | 5 | 0 | 11 | 13 | 82 | 5 | 0 | 100 | 32 | 9 | 20 | 0 | 61 | 361 |
| 04:30 PM | 4 | 157 | 46 | 0 | 207 | 4 | 6 | 7 | 0 | 17 | 16 | 78 | 3 | 0 | 97 | 33 | 7 | 25 | 0 | 65 | 386 |
| 04:45 PM | 3 | 166 | 45 | 0 | 214 | 3 | 3 | 3 | 0 | 9 | 12 | 68 | 1 | 0 | 81 | 30 | 5 | 23 | 0 | 58 | 362 |
| Total | 13 | 590 | 156 | 0 | 759 | 14 | 14 | 18 | 0 | 46 | 52 | 306 | 14 | 0 | 372 | 130 | 27 | 94 | 0 | 251 | 1428 |
| 05:00 PM | 6 | 154 | 37 | 0 | 197 | 0 | 3 | 6 | 0 | 9 | 12 | 99 | 4 | 0 | 115 | 28 | 5 | 23 | 0 | 56 | 377 |
| 05:15 PM | 1 | 177 | 34 | 0 | 212 | 1 | 5 | 6 | 0 | 12 | 21 | 78 | 5 | 0 | 104 | 29 | 12 | 26 | 0 | 67 | 395 |
| 05:30 PM | 5 | 156 | 39 | 0 | 200 | 2 | 4 | 4 | 0 | 10 | 17 | 72 | 2 | 0 | 91 | 27 | 2 | 18 | 0 | 47 | 348 |
| 05:45 PM | 3 | 131 | 39 | 0 | 173 | 2 | 5 | 7 | 0 | 14 | 16 | 82 | 4 | 0 | 102 | 34 | 4 | 18 | 0 | 56 | 345 |
| Total | 15 | 618 | 149 | 0 | 782 | 5 | 17 | 23 | 0 | 45 | 66 | 331 | 15 | 0 | 412 | 118 | 23 | 85 | 0 | 226 | 1465 |
| Grand Total | 28 | 1208 | 305 | 0 | 1541 | 19 | 31 | 41 | 0 | 91 | 118 | 637 | 29 | 0 | 784 | 248 | 50 | 179 | 0 | 477 | 2893 |
| Apprch % | 1.8 | 78.4 | 19.8 | 0 | | 20.9 | 34.1 | 45.1 | 0 | | 15.1 | 81.2 | 3.7 | 0 | | 52 | 10.5 | 37.5 | 0 | | |
| Total % | 1 | 41.8 | 10.5 | 0 | 53.3 | 0.7 | 1.1 | 1.4 | 0 | 3.1 | 4.1 | 22 | 1 | 0 | 27.1 | 8.6 | 1.7 | 6.2 | 0 | 16.5 | |

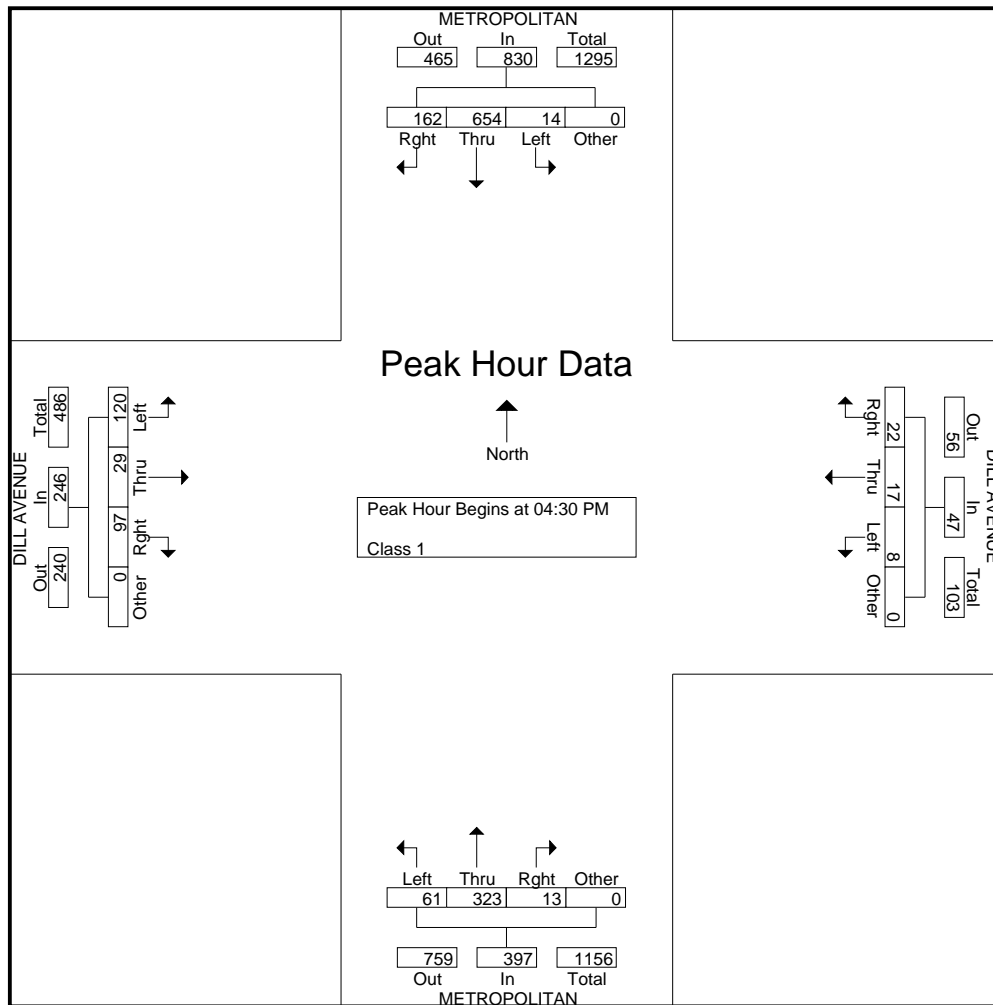


All Traffic Data Services, Inc.

1336 Farmer Road
Conyers, Ga. 30012
Ph. 404-374-1283

File Name : Metropolitan@DillAvePM
Site Code : 10
Start Date : 5/23/2007
Page No : 2

| | METROPOLITAN Southbound | | | | | DILL AVENUE Westbound | | | | | METROPOLITAN Northbound | | | | | DILL AVENUE Eastbound | | | | | |
|--|----------------------------|------|-------|-------|------------|--------------------------|------|-------|-------|------------|----------------------------|------|-------|-------|------------|--------------------------|------|-------|-------|------------|------------|
| Start Time | Left | Thru | Right | Other | App. Total | Left | Thru | Right | Other | App. Total | Left | Thru | Right | Other | App. Total | Left | Thru | Right | Other | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:30 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:30 PM | 4 | 157 | 46 | 0 | 207 | 4 | 6 | 7 | 0 | 17 | 16 | 78 | 3 | 0 | 97 | 33 | 7 | 25 | 0 | 65 | 386 |
| 04:45 PM | 3 | 166 | 45 | 0 | 214 | 3 | 3 | 3 | 0 | 9 | 12 | 68 | 1 | 0 | 81 | 30 | 5 | 23 | 0 | 58 | 362 |
| 05:00 PM | 6 | 154 | 37 | 0 | 197 | 0 | 3 | 6 | 0 | 9 | 12 | 99 | 4 | 0 | 115 | 28 | 5 | 23 | 0 | 56 | 377 |
| 05:15 PM | 1 | 177 | 34 | 0 | 212 | 1 | 5 | 6 | 0 | 12 | 21 | 78 | 5 | 0 | 104 | 29 | 12 | 26 | 0 | 67 | 395 |
| Total Volume | 14 | 654 | 162 | 0 | 830 | 8 | 17 | 22 | 0 | 47 | 61 | 323 | 13 | 0 | 397 | 120 | 29 | 97 | 0 | 246 | 1520 |
| % App. Total | 1.7 | 78.8 | 19.5 | 0 | | 17 | 36.2 | 46.8 | 0 | | 15.4 | 81.4 | 3.3 | 0 | | 48.8 | 11.8 | 39.4 | 0 | | |
| PHF | .583 | .924 | .880 | .000 | .970 | .500 | .708 | .786 | .000 | .691 | .726 | .816 | .650 | .000 | .863 | .909 | .604 | .933 | .000 | .918 | .962 |



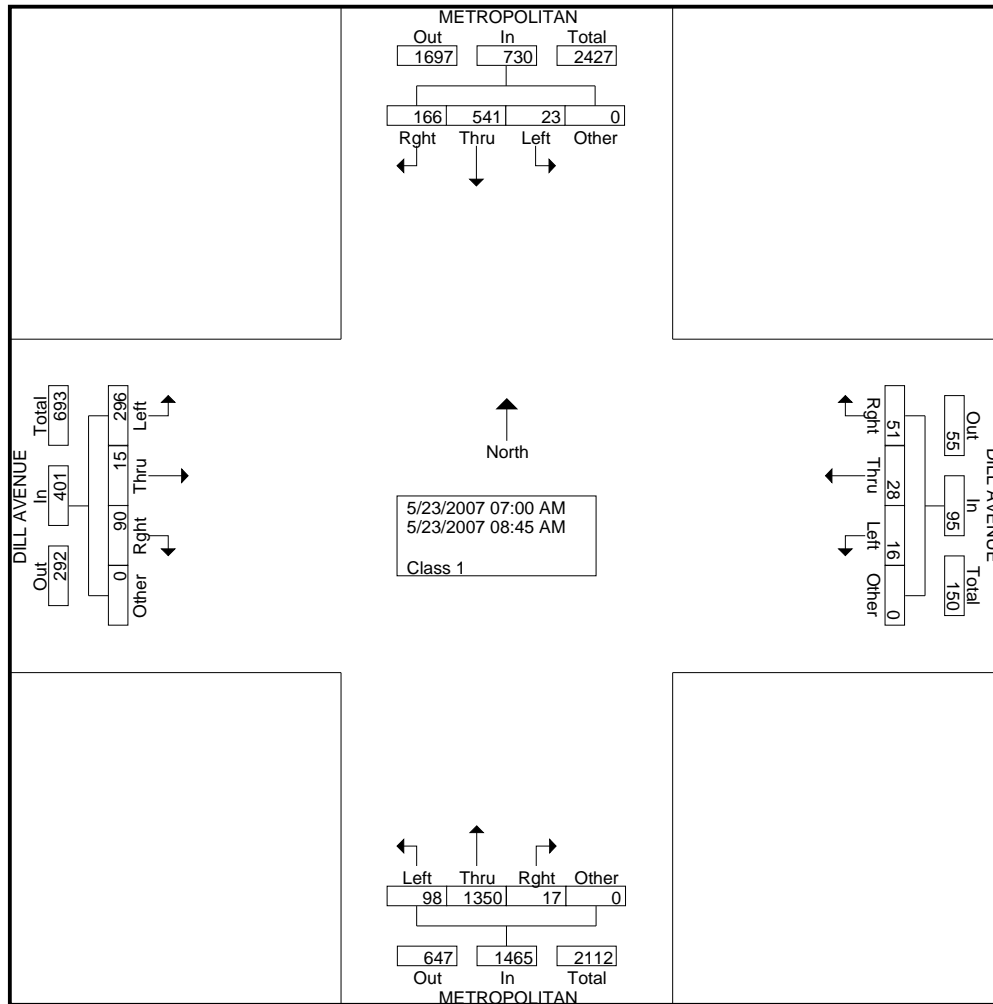
All Traffic Data Services, Inc.

1336 Farmer Road
Conyers, Ga. 30012
Ph. 404-374-1283

File Name : Metropolitan@DillAveAM
Site Code : 10
Start Date : 5/23/2007
Page No : 1

Groups Printed- Class 1

| | METROPOLITAN Southbound | | | | | DILL AVENUE Westbound | | | | | METROPOLITAN Northbound | | | | | DILL AVENUE Eastbound | | | | | |
|-------------|----------------------------|------|------|-------|------------|--------------------------|------|------|-------|------------|----------------------------|------|------|-------|------------|--------------------------|------|------|-------|------------|------------|
| Start Time | Left | Thru | Rght | Other | App. Total | Left | Thru | Rght | Other | App. Total | Left | Thru | Rght | Other | App. Total | Left | Thru | Rght | Other | App. Total | Int. Total |
| 07:00 AM | 5 | 32 | 19 | 0 | 56 | 4 | 2 | 5 | 0 | 11 | 12 | 129 | 2 | 0 | 143 | 25 | 1 | 4 | 0 | 30 | 240 |
| 07:15 AM | 0 | 38 | 29 | 0 | 67 | 1 | 4 | 8 | 0 | 13 | 14 | 150 | 3 | 0 | 167 | 47 | 2 | 10 | 0 | 59 | 306 |
| 07:30 AM | 2 | 58 | 19 | 0 | 79 | 1 | 6 | 10 | 0 | 17 | 8 | 200 | 2 | 0 | 210 | 31 | 0 | 8 | 0 | 39 | 345 |
| 07:45 AM | 2 | 74 | 21 | 0 | 97 | 0 | 2 | 4 | 0 | 6 | 6 | 187 | 2 | 0 | 195 | 44 | 0 | 9 | 0 | 53 | 351 |
| Total | 9 | 202 | 88 | 0 | 299 | 6 | 14 | 27 | 0 | 47 | 40 | 666 | 9 | 0 | 715 | 147 | 3 | 31 | 0 | 181 | 1242 |
| 08:00 AM | 5 | 80 | 20 | 0 | 105 | 3 | 2 | 7 | 0 | 12 | 15 | 189 | 2 | 0 | 206 | 47 | 2 | 10 | 0 | 59 | 382 |
| 08:15 AM | 7 | 82 | 24 | 0 | 113 | 2 | 3 | 6 | 0 | 11 | 7 | 197 | 1 | 0 | 205 | 35 | 3 | 17 | 0 | 55 | 384 |
| 08:30 AM | 1 | 97 | 17 | 0 | 115 | 4 | 6 | 7 | 0 | 17 | 22 | 177 | 4 | 0 | 203 | 36 | 4 | 17 | 0 | 57 | 392 |
| 08:45 AM | 1 | 80 | 17 | 0 | 98 | 1 | 3 | 4 | 0 | 8 | 14 | 121 | 1 | 0 | 136 | 31 | 3 | 15 | 0 | 49 | 291 |
| Total | 14 | 339 | 78 | 0 | 431 | 10 | 14 | 24 | 0 | 48 | 58 | 684 | 8 | 0 | 750 | 149 | 12 | 59 | 0 | 220 | 1449 |
| Grand Total | 23 | 541 | 166 | 0 | 730 | 16 | 28 | 51 | 0 | 95 | 98 | 1350 | 17 | 0 | 1465 | 296 | 15 | 90 | 0 | 401 | 2691 |
| Apprch % | 3.2 | 74.1 | 22.7 | 0 | | 16.8 | 29.5 | 53.7 | 0 | | 6.7 | 92.2 | 1.2 | 0 | | 73.8 | 3.7 | 22.4 | 0 | | |
| Total % | 0.9 | 20.1 | 6.2 | 0 | 27.1 | 0.6 | 1 | 1.9 | 0 | 3.5 | 3.6 | 50.2 | 0.6 | 0 | 54.4 | 11 | 0.6 | 3.3 | 0 | 14.9 | |

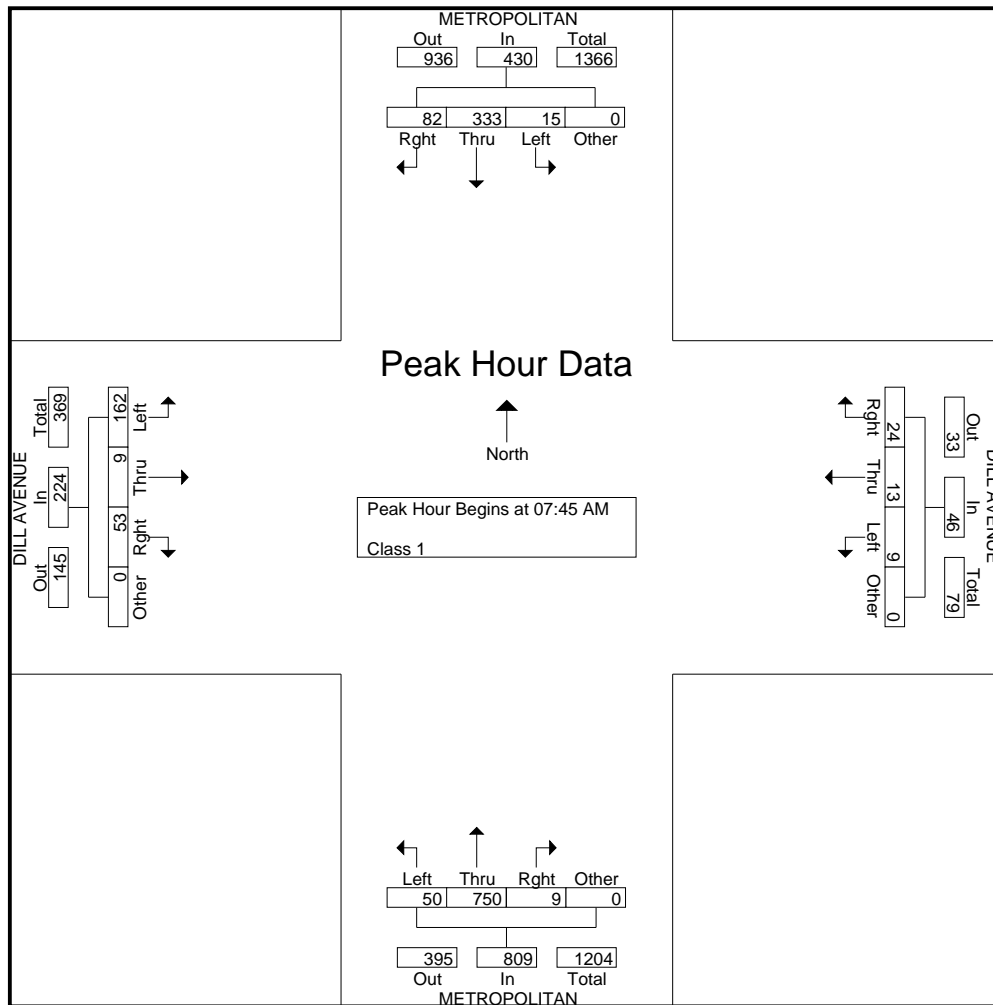


All Traffic Data Services, Inc.

1336 Farmer Road
Conyers, Ga. 30012
Ph. 404-374-1283

File Name : Metropolitan@DillAveAM
Site Code : 10
Start Date : 5/23/2007
Page No : 2

| | METROPOLITAN Southbound | | | | | DILL AVENUE Westbound | | | | | METROPOLITAN Northbound | | | | | DILL AVENUE Eastbound | | | | | |
|--|----------------------------|------|-------|-------|------------|--------------------------|------|-------|-------|------------|----------------------------|------|-------|-------|------------|--------------------------|------|-------|-------|------------|------------|
| Start Time | Left | Thru | Right | Other | App. Total | Left | Thru | Right | Other | App. Total | Left | Thru | Right | Other | App. Total | Left | Thru | Right | Other | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:45 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:45 AM | 2 | 74 | 21 | 0 | 97 | 0 | 2 | 4 | 0 | 6 | 6 | 187 | 2 | 0 | 195 | 44 | 0 | 9 | 0 | 53 | 351 |
| 08:00 AM | 5 | 80 | 20 | 0 | 105 | 3 | 2 | 7 | 0 | 12 | 15 | 189 | 2 | 0 | 206 | 47 | 2 | 10 | 0 | 59 | 382 |
| 08:15 AM | 7 | 82 | 24 | 0 | 113 | 2 | 3 | 6 | 0 | 11 | 7 | 197 | 1 | 0 | 205 | 35 | 3 | 17 | 0 | 55 | 384 |
| 08:30 AM | 1 | 97 | 17 | 0 | 115 | 4 | 6 | 7 | 0 | 17 | 22 | 177 | 4 | 0 | 203 | 36 | 4 | 17 | 0 | 57 | 392 |
| Total Volume | 15 | 333 | 82 | 0 | 430 | 9 | 13 | 24 | 0 | 46 | 50 | 750 | 9 | 0 | 809 | 162 | 9 | 53 | 0 | 224 | 1509 |
| % App. Total | 3.5 | 77.4 | 19.1 | 0 | | 19.6 | 28.3 | 52.2 | 0 | | 6.2 | 92.7 | 1.1 | 0 | | 72.3 | 4 | 23.7 | 0 | | |
| PHF | .536 | .858 | .854 | .000 | .935 | .563 | .542 | .857 | .000 | .676 | .568 | .952 | .563 | .000 | .982 | .862 | .563 | .779 | .000 | .949 | .962 |



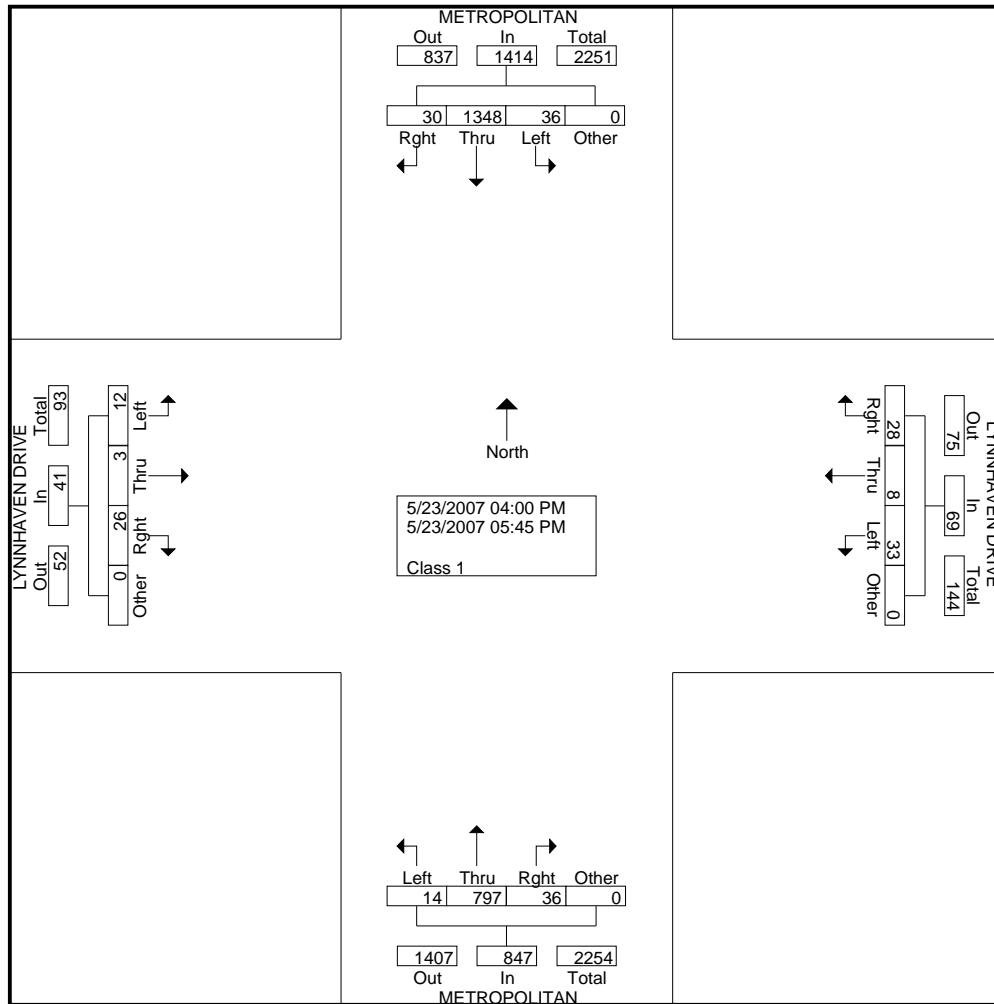
All Traffic Data Services, Inc.

1336 Farmer Road
Conyers, Ga. 30012
Ph. 404-374-1283

File Name : Metropolitan&LynnhavenPM
Site Code : 11
Start Date : 5/23/2007
Page No : 1

Groups Printed- Class 1

| | METROPOLITAN Southbound | | | | | LYNNHAVEN DRIVE Westbound | | | | | METROPOLITAN Northbound | | | | | LYNNHAVEN DRIVE Eastbound | | | | | |
|-------------|----------------------------|------|------|-------|------------|------------------------------|------|------|-------|------------|----------------------------|------|------|-------|------------|------------------------------|------|------|-------|------------|------------|
| Start Time | Left | Thru | Rght | Other | App. Total | Left | Thru | Rght | Other | App. Total | Left | Thru | Rght | Other | App. Total | Left | Thru | Rght | Other | App. Total | Int. Total |
| 04:00 PM | 2 | 143 | 2 | 0 | 147 | 4 | 1 | 5 | 0 | 10 | 1 | 90 | 7 | 0 | 98 | 2 | 0 | 3 | 0 | 5 | 260 |
| 04:15 PM | 3 | 165 | 3 | 0 | 171 | 5 | 0 | 4 | 0 | 9 | 2 | 110 | 3 | 0 | 115 | 0 | 0 | 4 | 0 | 4 | 299 |
| 04:30 PM | 5 | 173 | 5 | 0 | 183 | 4 | 0 | 1 | 0 | 5 | 5 | 99 | 1 | 0 | 105 | 2 | 0 | 5 | 0 | 7 | 300 |
| 04:45 PM | 3 | 197 | 4 | 0 | 204 | 3 | 4 | 3 | 0 | 10 | 1 | 91 | 3 | 0 | 95 | 2 | 0 | 3 | 0 | 5 | 314 |
| Total | 13 | 678 | 14 | 0 | 705 | 16 | 5 | 13 | 0 | 34 | 9 | 390 | 14 | 0 | 413 | 6 | 0 | 15 | 0 | 21 | 1173 |
| 05:00 PM | 2 | 174 | 3 | 0 | 179 | 6 | 1 | 4 | 0 | 11 | 2 | 105 | 11 | 0 | 118 | 1 | 1 | 5 | 0 | 7 | 315 |
| 05:15 PM | 6 | 203 | 4 | 0 | 213 | 4 | 0 | 2 | 0 | 6 | 0 | 105 | 3 | 0 | 108 | 1 | 0 | 0 | 0 | 1 | 328 |
| 05:30 PM | 8 | 150 | 5 | 0 | 163 | 4 | 1 | 4 | 0 | 9 | 2 | 89 | 5 | 0 | 96 | 3 | 1 | 3 | 0 | 7 | 275 |
| 05:45 PM | 7 | 143 | 4 | 0 | 154 | 3 | 1 | 5 | 0 | 9 | 1 | 108 | 3 | 0 | 112 | 1 | 1 | 3 | 0 | 5 | 280 |
| Total | 23 | 670 | 16 | 0 | 709 | 17 | 3 | 15 | 0 | 35 | 5 | 407 | 22 | 0 | 434 | 6 | 3 | 11 | 0 | 20 | 1198 |
| Grand Total | 36 | 1348 | 30 | 0 | 1414 | 33 | 8 | 28 | 0 | 69 | 14 | 797 | 36 | 0 | 847 | 12 | 3 | 26 | 0 | 41 | 2371 |
| Apprch % | 2.5 | 95.3 | 2.1 | 0 | | 47.8 | 11.6 | 40.6 | 0 | | 1.7 | 94.1 | 4.3 | 0 | | 29.3 | 7.3 | 63.4 | 0 | | |
| Total % | 1.5 | 56.9 | 1.3 | 0 | 59.6 | 1.4 | 0.3 | 1.2 | 0 | 2.9 | 0.6 | 33.6 | 1.5 | 0 | 35.7 | 0.5 | 0.1 | 1.1 | 0 | 1.7 | |

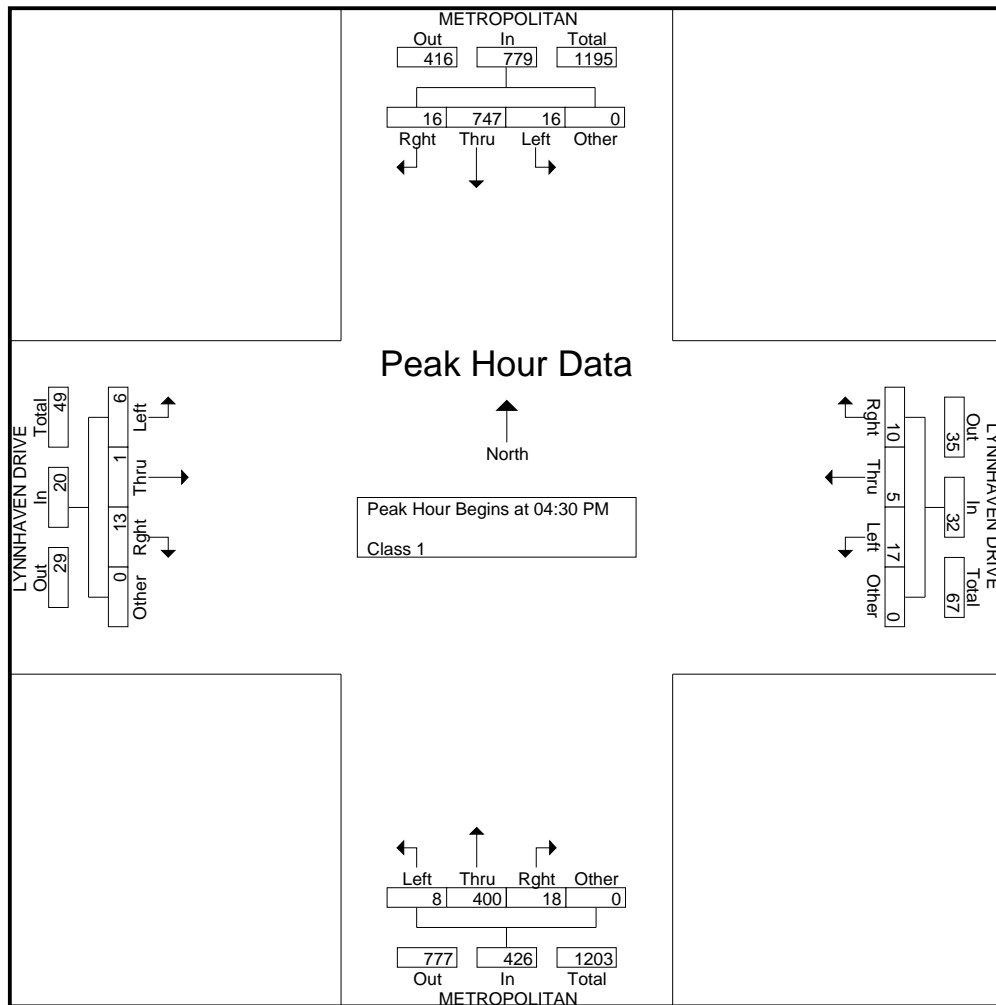


All Traffic Data Services, Inc.

1336 Farmer Road
Conyers, Ga. 30012
Ph. 404-374-1283

File Name : Metropolitan&LynnhavenPM
Site Code : 11
Start Date : 5/23/2007
Page No : 2

| | METROPOLITAN Southbound | | | | | LYNNHAVEN DRIVE Westbound | | | | | METROPOLITAN Northbound | | | | | LYNNHAVEN DRIVE Eastbound | | | | | |
|--|----------------------------|------|-------|-------|------------|------------------------------|------|-------|-------|------------|----------------------------|------|-------|-------|------------|------------------------------|------|-------|-------|------------|------------|
| Start Time | Left | Thru | Right | Other | App. Total | Left | Thru | Right | Other | App. Total | Left | Thru | Right | Other | App. Total | Left | Thru | Right | Other | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:30 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:30 PM | 5 | 173 | 5 | 0 | 183 | 4 | 0 | 1 | 0 | 5 | 5 | 99 | 1 | 0 | 105 | 2 | 0 | 5 | 0 | 7 | 300 |
| 04:45 PM | 3 | 197 | 4 | 0 | 204 | 3 | 4 | 3 | 0 | 10 | 1 | 91 | 3 | 0 | 95 | 2 | 0 | 3 | 0 | 5 | 314 |
| 05:00 PM | 2 | 174 | 3 | 0 | 179 | 6 | 1 | 4 | 0 | 11 | 2 | 105 | 11 | 0 | 118 | 1 | 1 | 5 | 0 | 7 | 315 |
| 05:15 PM | 6 | 203 | 4 | 0 | 213 | 4 | 0 | 2 | 0 | 6 | 0 | 105 | 3 | 0 | 108 | 1 | 0 | 0 | 0 | 1 | 328 |
| Total Volume | 16 | 747 | 16 | 0 | 779 | 17 | 5 | 10 | 0 | 32 | 8 | 400 | 18 | 0 | 426 | 6 | 1 | 13 | 0 | 20 | 1257 |
| % App. Total | 2.1 | 95.9 | 2.1 | 0 | | 53.1 | 15.6 | 31.2 | 0 | | 1.9 | 93.9 | 4.2 | 0 | | 30 | 5 | 65 | 0 | | |
| PHF | .667 | .920 | .800 | .000 | .914 | .708 | .313 | .625 | .000 | .727 | .400 | .952 | .409 | .000 | .903 | .750 | .250 | .650 | .000 | .714 | .958 |



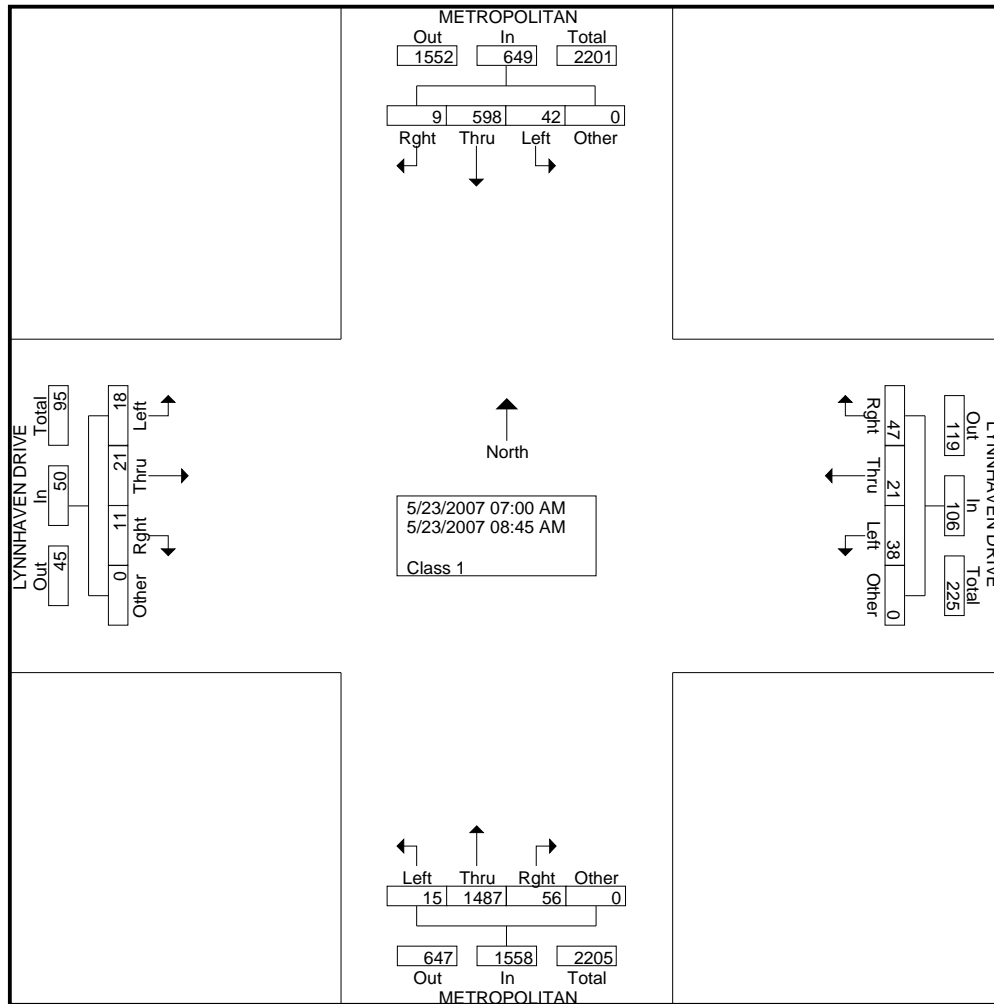
All Traffic Data Services, Inc.

1336 Farmer Road
Conyers, Ga. 30012
Ph. 404-374-1283

File Name : Metropolitan&LynnhavenAM
Site Code : 11
Start Date : 5/23/2007
Page No : 1

Groups Printed- Class 1

| | METROPOLITAN Southbound | | | | | LYNNHAVEN DRIVE Westbound | | | | | METROPOLITAN Northbound | | | | | LYNNHAVEN DRIVE Eastbound | | | | | |
|-------------|----------------------------|------|------|-------|------------|------------------------------|------|------|-------|------------|----------------------------|------|------|-------|------------|------------------------------|------|------|-------|------------|------------|
| Start Time | Left | Thru | Rght | Other | App. Total | Left | Thru | Rght | Other | App. Total | Left | Thru | Rght | Other | App. Total | Left | Thru | Rght | Other | App. Total | Int. Total |
| 07:00 AM | 3 | 31 | 0 | 0 | 34 | 0 | 1 | 5 | 0 | 6 | 0 | 144 | 7 | 0 | 151 | 1 | 0 | 0 | 0 | 1 | 192 |
| 07:15 AM | 8 | 43 | 0 | 0 | 51 | 10 | 0 | 7 | 0 | 17 | 3 | 148 | 10 | 0 | 161 | 5 | 3 | 3 | 0 | 11 | 240 |
| 07:30 AM | 8 | 58 | 2 | 0 | 68 | 7 | 9 | 7 | 0 | 23 | 3 | 205 | 13 | 0 | 221 | 2 | 7 | 1 | 0 | 10 | 322 |
| 07:45 AM | 5 | 68 | 4 | 0 | 77 | 7 | 4 | 7 | 0 | 18 | 2 | 188 | 7 | 0 | 197 | 2 | 5 | 1 | 0 | 8 | 300 |
| Total | 24 | 200 | 6 | 0 | 230 | 24 | 14 | 26 | 0 | 64 | 8 | 685 | 37 | 0 | 730 | 10 | 15 | 5 | 0 | 30 | 1054 |
| 08:00 AM | 4 | 84 | 1 | 0 | 89 | 2 | 4 | 7 | 0 | 13 | 3 | 211 | 3 | 0 | 217 | 6 | 2 | 2 | 0 | 10 | 329 |
| 08:15 AM | 7 | 104 | 1 | 0 | 112 | 5 | 2 | 3 | 0 | 10 | 2 | 244 | 8 | 0 | 254 | 1 | 2 | 0 | 0 | 3 | 379 |
| 08:30 AM | 4 | 119 | 1 | 0 | 124 | 6 | 1 | 5 | 0 | 12 | 2 | 201 | 2 | 0 | 205 | 1 | 1 | 3 | 0 | 5 | 346 |
| 08:45 AM | 3 | 91 | 0 | 0 | 94 | 1 | 0 | 6 | 0 | 7 | 0 | 146 | 6 | 0 | 152 | 0 | 1 | 1 | 0 | 2 | 255 |
| Total | 18 | 398 | 3 | 0 | 419 | 14 | 7 | 21 | 0 | 42 | 7 | 802 | 19 | 0 | 828 | 8 | 6 | 6 | 0 | 20 | 1309 |
| Grand Total | 42 | 598 | 9 | 0 | 649 | 38 | 21 | 47 | 0 | 106 | 15 | 1487 | 56 | 0 | 1558 | 18 | 21 | 11 | 0 | 50 | 2363 |
| Apprch % | 6.5 | 92.1 | 1.4 | 0 | | 35.8 | 19.8 | 44.3 | 0 | | 1 | 95.4 | 3.6 | 0 | | 36 | 42 | 22 | 0 | | |
| Total % | 1.8 | 25.3 | 0.4 | 0 | 27.5 | 1.6 | 0.9 | 2 | 0 | 4.5 | 0.6 | 62.9 | 2.4 | 0 | 65.9 | 0.8 | 0.9 | 0.5 | 0 | 2.1 | |

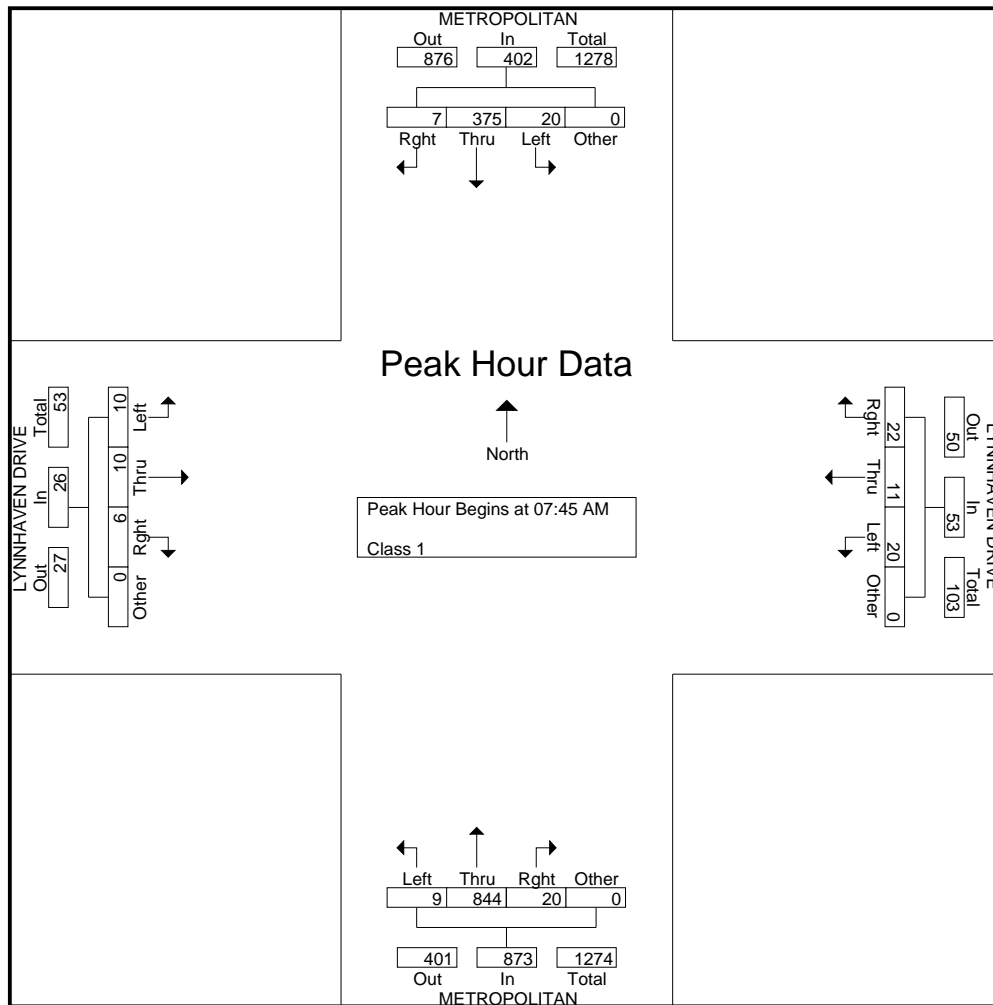


All Traffic Data Services, Inc.

1336 Farmer Road
Conyers, Ga. 30012
Ph. 404-374-1283

File Name : Metropolitan&LynnhavenAM
Site Code : 11
Start Date : 5/23/2007
Page No : 2

| | METROPOLITAN Southbound | | | | | LYNNHAVEN DRIVE Westbound | | | | | METROPOLITAN Northbound | | | | | LYNNHAVEN DRIVE Eastbound | | | | | |
|--|----------------------------|------|-------|-------|------------|------------------------------|------|-------|-------|------------|----------------------------|------|-------|-------|------------|------------------------------|------|-------|-------|------------|------------|
| Start Time | Left | Thru | Right | Other | App. Total | Left | Thru | Right | Other | App. Total | Left | Thru | Right | Other | App. Total | Left | Thru | Right | Other | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:45 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:45 AM | 5 | 68 | 4 | 0 | 77 | 7 | 4 | 7 | 0 | 18 | 2 | 188 | 7 | 0 | 197 | 2 | 5 | 1 | 0 | 8 | 300 |
| 08:00 AM | 4 | 84 | 1 | 0 | 89 | 2 | 4 | 7 | 0 | 13 | 3 | 211 | 3 | 0 | 217 | 6 | 2 | 2 | 0 | 10 | 329 |
| 08:15 AM | 7 | 104 | 1 | 0 | 112 | 5 | 2 | 3 | 0 | 10 | 2 | 244 | 8 | 0 | 254 | 1 | 2 | 0 | 0 | 3 | 379 |
| 08:30 AM | 4 | 119 | 1 | 0 | 124 | 6 | 1 | 5 | 0 | 12 | 2 | 201 | 2 | 0 | 205 | 1 | 1 | 3 | 0 | 5 | 346 |
| Total Volume | 20 | 375 | 7 | 0 | 402 | 20 | 11 | 22 | 0 | 53 | 9 | 844 | 20 | 0 | 873 | 10 | 10 | 6 | 0 | 26 | 1354 |
| % App. Total | 5 | 93.3 | 1.7 | 0 | | 37.7 | 20.8 | 41.5 | 0 | | 1 | 96.7 | 2.3 | 0 | | 38.5 | 38.5 | 23.1 | 0 | | |
| PHF | .714 | .788 | .438 | .000 | .810 | .714 | .688 | .786 | .000 | .736 | .750 | .865 | .625 | .000 | .859 | .417 | .500 | .500 | .000 | .650 | .893 |



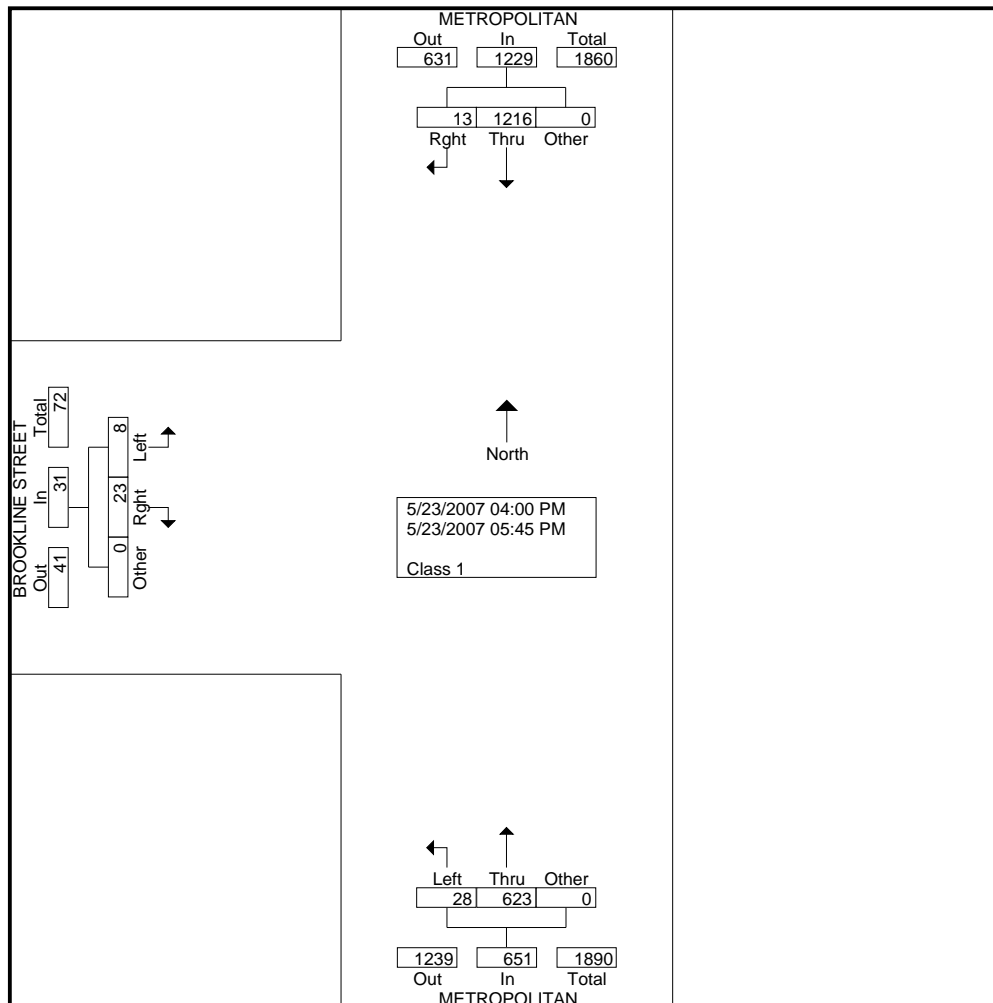
All Traffic Data Services, Inc.

1336 Farmer Road
Conyers, Ga. 30012
Ph. 404-374-1283

File Name : Metropolitan&BrooklinePM
Site Code : 12
Start Date : 5/23/2007
Page No : 1

Groups Printed- Class 1

| | METROPOLITAN Southbound | | | | METROPOLITAN Northbound | | | | BROOKLINE STREET Eastbound | | | | |
|-------------|----------------------------|------|-------|------------|----------------------------|------|-------|------------|-------------------------------|------|-------|------------|------------|
| Start Time | Thru | Rght | Other | App. Total | Left | Thru | Other | App. Total | Left | Rght | Other | App. Total | Int. Total |
| 04:00 PM | 129 | 2 | 0 | 131 | 2 | 84 | 0 | 86 | 3 | 0 | 0 | 3 | 220 |
| 04:15 PM | 128 | 1 | 0 | 129 | 4 | 61 | 0 | 65 | 1 | 0 | 0 | 1 | 195 |
| 04:30 PM | 137 | 1 | 0 | 138 | 5 | 87 | 0 | 92 | 0 | 3 | 0 | 3 | 233 |
| 04:45 PM | 149 | 2 | 0 | 151 | 3 | 73 | 0 | 76 | 1 | 4 | 0 | 5 | 232 |
| Total | 543 | 6 | 0 | 549 | 14 | 305 | 0 | 319 | 5 | 7 | 0 | 12 | 880 |
| 05:00 PM | 142 | 1 | 0 | 143 | 5 | 90 | 0 | 95 | 3 | 5 | 0 | 8 | 246 |
| 05:15 PM | 184 | 2 | 0 | 186 | 3 | 84 | 0 | 87 | 0 | 4 | 0 | 4 | 277 |
| 05:30 PM | 171 | 0 | 0 | 171 | 4 | 75 | 0 | 79 | 0 | 4 | 0 | 4 | 254 |
| 05:45 PM | 176 | 4 | 0 | 180 | 2 | 69 | 0 | 71 | 0 | 3 | 0 | 3 | 254 |
| Total | 673 | 7 | 0 | 680 | 14 | 318 | 0 | 332 | 3 | 16 | 0 | 19 | 1031 |
| Grand Total | 1216 | 13 | 0 | 1229 | 28 | 623 | 0 | 651 | 8 | 23 | 0 | 31 | 1911 |
| Apprch % | 98.9 | 1.1 | 0 | | 4.3 | 95.7 | 0 | | 25.8 | 74.2 | 0 | | |
| Total % | 63.6 | 0.7 | 0 | 64.3 | 1.5 | 32.6 | 0 | 34.1 | 0.4 | 1.2 | 0 | 1.6 | |

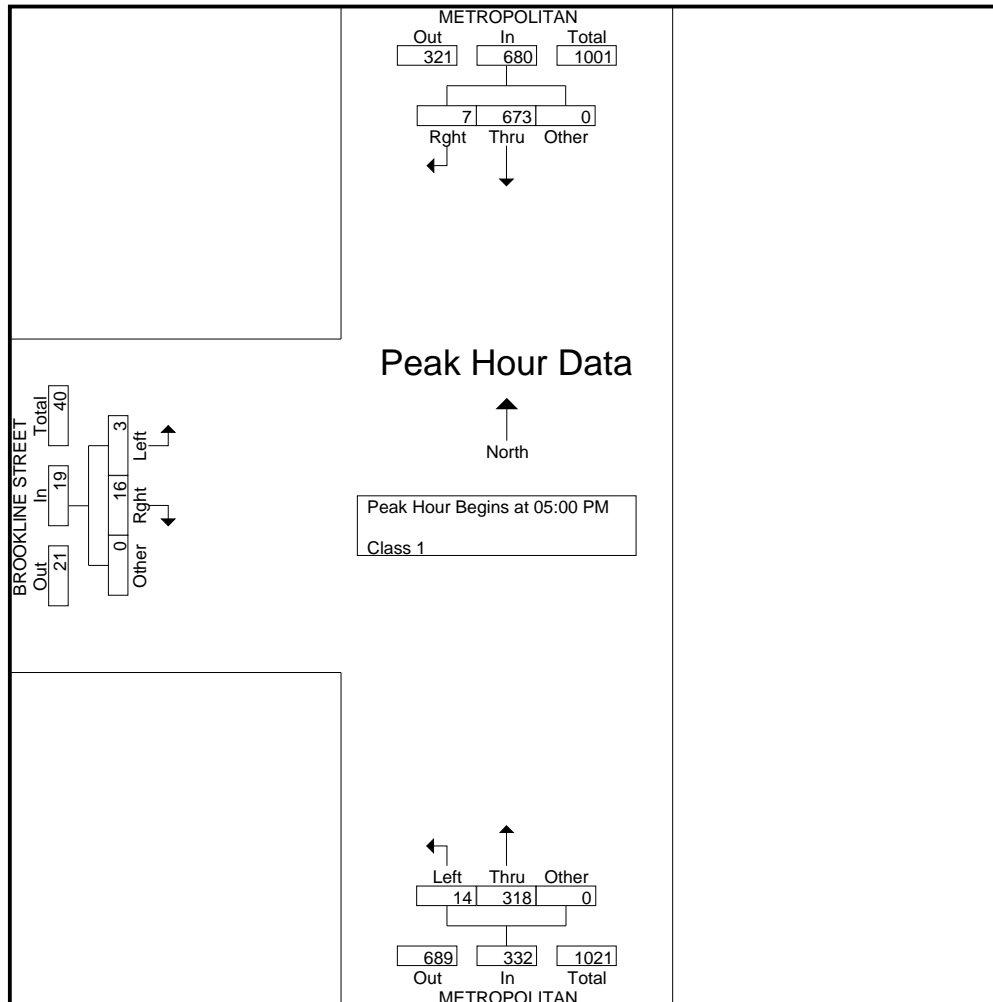


All Traffic Data Services, Inc.

1336 Farmer Road
Conyers, Ga. 30012
Ph. 404-374-1283

File Name : Metropolitan&BrooklinePM
Site Code : 12
Start Date : 5/23/2007
Page No : 2

| | METROPOLITAN Southbound | | | | METROPOLITAN Northbound | | | | BROOKLINE STREET Eastbound | | | | |
|--|----------------------------|-------|-------|------------|----------------------------|------|-------|------------|-------------------------------|-------|-------|------------|------------|
| Start Time | Thru | Right | Other | App. Total | Left | Thru | Other | App. Total | Left | Right | Other | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 05:00 PM | | | | | | | | | | | | | |
| 05:00 PM | 142 | 1 | 0 | 143 | 5 | 90 | 0 | 95 | 3 | 5 | 0 | 8 | 246 |
| 05:15 PM | 184 | 2 | 0 | 186 | 3 | 84 | 0 | 87 | 0 | 4 | 0 | 4 | 277 |
| 05:30 PM | 171 | 0 | 0 | 171 | 4 | 75 | 0 | 79 | 0 | 4 | 0 | 4 | 254 |
| 05:45 PM | 176 | 4 | 0 | 180 | 2 | 69 | 0 | 71 | 0 | 3 | 0 | 3 | 254 |
| Total Volume | 673 | 7 | 0 | 680 | 14 | 318 | 0 | 332 | 3 | 16 | 0 | 19 | 1031 |
| % App. Total | 99 | 1 | 0 | | 4.2 | 95.8 | 0 | | 15.8 | 84.2 | 0 | | |
| PHF | .914 | .438 | .000 | .914 | .700 | .883 | .000 | .874 | .250 | .800 | .000 | .594 | .931 |



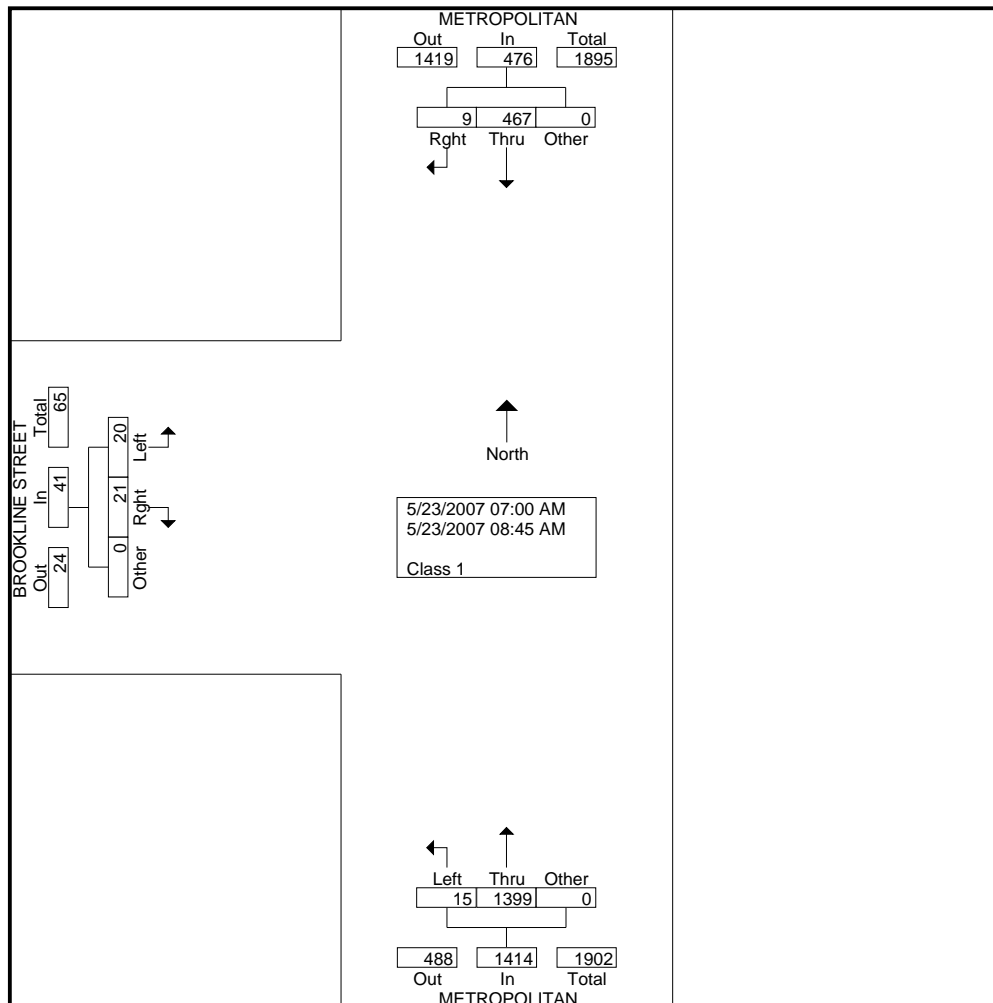
All Traffic Data Services, Inc.

1336 Farmer Road
Conyers, Ga. 30012
Ph. 404-374-1283

File Name : Metropolitan&BrooklineAM
Site Code : 12
Start Date : 5/23/2007
Page No : 1

Groups Printed- Class 1

| | METROPOLITAN Southbound | | | | METROPOLITAN Northbound | | | | BROOKLINE STREET Eastbound | | | | |
|-------------|----------------------------|------|-------|------------|----------------------------|------|-------|------------|-------------------------------|------|-------|------------|------------|
| Start Time | Thru | Rght | Other | App. Total | Left | Thru | Other | App. Total | Left | Rght | Other | App. Total | Int. Total |
| 07:00 AM | 32 | 0 | 0 | 32 | 1 | 146 | 0 | 147 | 5 | 0 | 0 | 5 | 184 |
| 07:15 AM | 42 | 1 | 0 | 43 | 1 | 149 | 0 | 150 | 0 | 3 | 0 | 3 | 196 |
| 07:30 AM | 60 | 3 | 0 | 63 | 0 | 181 | 0 | 181 | 3 | 3 | 0 | 6 | 250 |
| 07:45 AM | 74 | 2 | 0 | 76 | 4 | 218 | 0 | 222 | 3 | 7 | 0 | 10 | 308 |
| Total | 208 | 6 | 0 | 214 | 6 | 694 | 0 | 700 | 11 | 13 | 0 | 24 | 938 |
| 08:00 AM | 58 | 0 | 0 | 58 | 1 | 168 | 0 | 169 | 2 | 2 | 0 | 4 | 231 |
| 08:15 AM | 57 | 1 | 0 | 58 | 5 | 193 | 0 | 198 | 2 | 4 | 0 | 6 | 262 |
| 08:30 AM | 65 | 2 | 0 | 67 | 2 | 191 | 0 | 193 | 4 | 1 | 0 | 5 | 265 |
| 08:45 AM | 79 | 0 | 0 | 79 | 1 | 153 | 0 | 154 | 1 | 1 | 0 | 2 | 235 |
| Total | 259 | 3 | 0 | 262 | 9 | 705 | 0 | 714 | 9 | 8 | 0 | 17 | 993 |
| Grand Total | 467 | 9 | 0 | 476 | 15 | 1399 | 0 | 1414 | 20 | 21 | 0 | 41 | 1931 |
| Apprch % | 98.1 | 1.9 | 0 | | 1.1 | 98.9 | 0 | | 48.8 | 51.2 | 0 | | |
| Total % | 24.2 | 0.5 | 0 | 24.7 | 0.8 | 72.4 | 0 | 73.2 | 1 | 1.1 | 0 | 2.1 | |

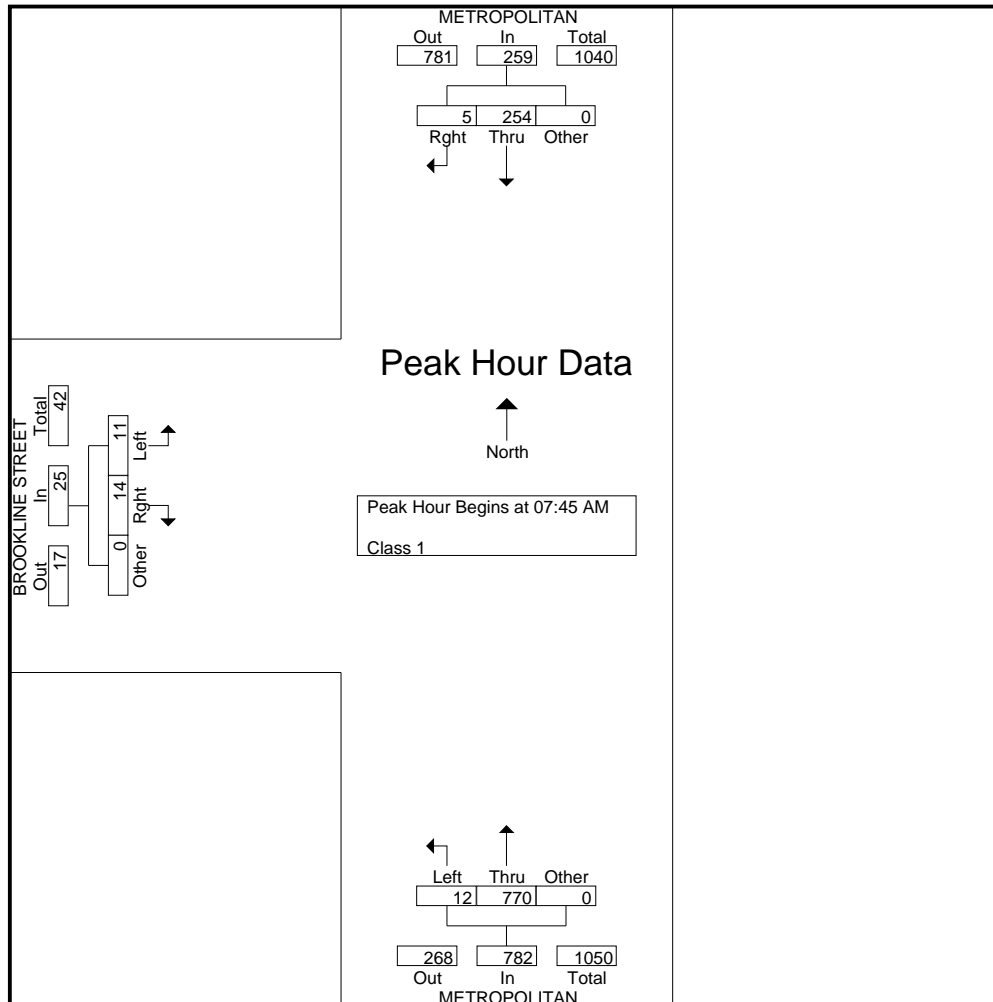


All Traffic Data Services, Inc.

1336 Farmer Road
Conyers, Ga. 30012
Ph. 404-374-1283

File Name : Metropolitan&BrooklineAM
Site Code : 12
Start Date : 5/23/2007
Page No : 2

| | METROPOLITAN Southbound | | | | METROPOLITAN Northbound | | | | BROOKLINE STREET Eastbound | | | | |
|--|----------------------------|-------|-------|------------|----------------------------|------|-------|------------|-------------------------------|-------|-------|------------|------------|
| Start Time | Thru | Right | Other | App. Total | Left | Thru | Other | App. Total | Left | Right | Other | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:45 AM | | | | | | | | | | | | | |
| 07:45 AM | 74 | 2 | 0 | 76 | 4 | 218 | 0 | 222 | 3 | 7 | 0 | 10 | 308 |
| 08:00 AM | 58 | 0 | 0 | 58 | 1 | 168 | 0 | 169 | 2 | 2 | 0 | 4 | 231 |
| 08:15 AM | 57 | 1 | 0 | 58 | 5 | 193 | 0 | 198 | 2 | 4 | 0 | 6 | 262 |
| 08:30 AM | 65 | 2 | 0 | 67 | 2 | 191 | 0 | 193 | 4 | 1 | 0 | 5 | 265 |
| Total Volume | 254 | 5 | 0 | 259 | 12 | 770 | 0 | 782 | 11 | 14 | 0 | 25 | 1066 |
| % App. Total | 98.1 | 1.9 | 0 | | 1.5 | 98.5 | 0 | | 44 | 56 | 0 | | |
| PHF | .858 | .625 | .000 | .852 | .600 | .883 | .000 | .881 | .688 | .500 | .000 | .625 | .865 |



All Traffic Data Services, Inc.

1336 Farmer Road
Conyers, Ga. 30012

Ph. 404-374-1283

File Name : Lee@DonnellyPM

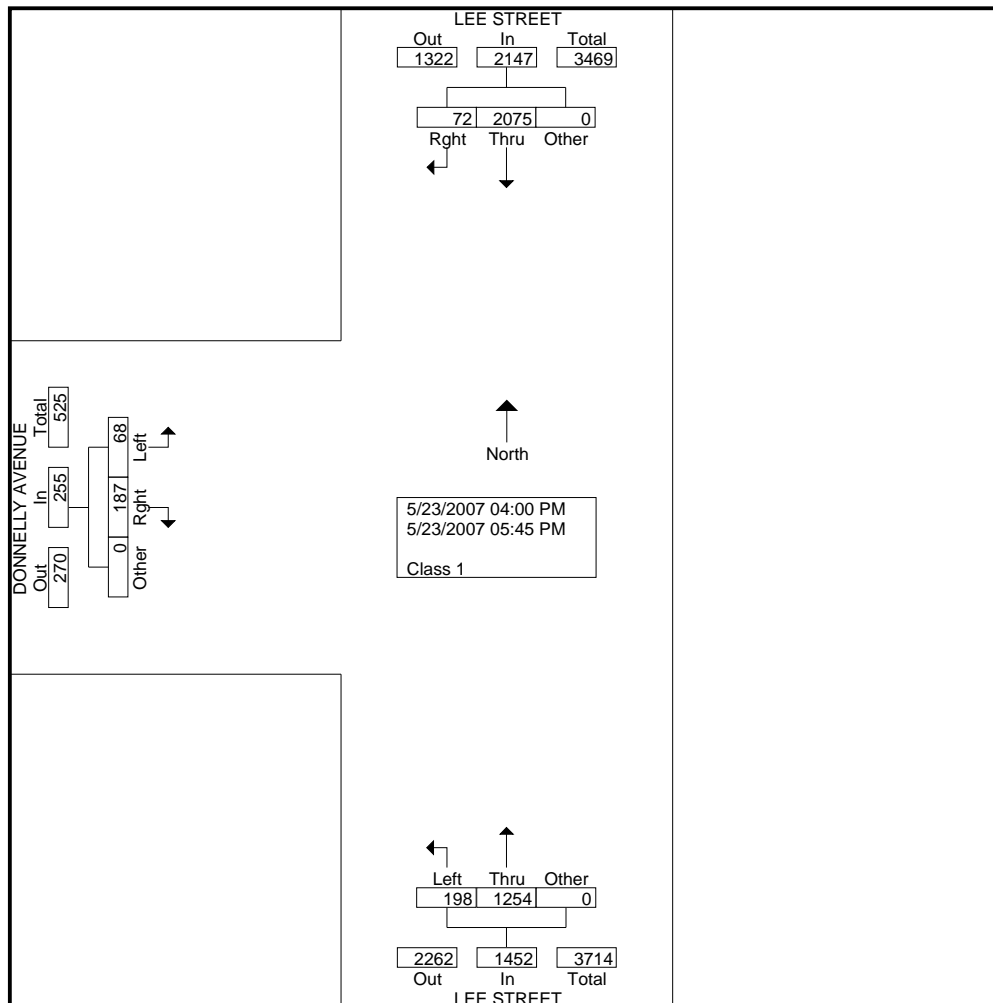
Site Code : 21

Start Date : 5/23/2007

Page No : 1

Groups Printed- Class 1

| Start Time | LEE STREET Southbound | | | | LEE STREET Northbound | | | | DONNELLY AVENUE Eastbound | | | | Int. Total |
|-------------|--------------------------|------|-------|------------|--------------------------|------|-------|------------|------------------------------|------|-------|------------|------------|
| | Thru | Rght | Other | App. Total | Left | Thru | Other | App. Total | Left | Rght | Other | App. Total | |
| 04:00 PM | 236 | 8 | 0 | 244 | 31 | 152 | 0 | 183 | 14 | 18 | 0 | 32 | 459 |
| 04:15 PM | 271 | 9 | 0 | 280 | 18 | 196 | 0 | 214 | 8 | 27 | 0 | 35 | 529 |
| 04:30 PM | 253 | 12 | 0 | 265 | 20 | 148 | 0 | 168 | 11 | 15 | 0 | 26 | 459 |
| 04:45 PM | 242 | 4 | 0 | 246 | 22 | 166 | 0 | 188 | 9 | 22 | 0 | 31 | 465 |
| Total | 1002 | 33 | 0 | 1035 | 91 | 662 | 0 | 753 | 42 | 82 | 0 | 124 | 1912 |
| 05:00 PM | 239 | 8 | 0 | 247 | 35 | 150 | 0 | 185 | 7 | 29 | 0 | 36 | 468 |
| 05:15 PM | 275 | 8 | 0 | 283 | 20 | 153 | 0 | 173 | 4 | 19 | 0 | 23 | 479 |
| 05:30 PM | 316 | 11 | 0 | 327 | 28 | 156 | 0 | 184 | 11 | 21 | 0 | 32 | 543 |
| 05:45 PM | 243 | 12 | 0 | 255 | 24 | 133 | 0 | 157 | 4 | 36 | 0 | 40 | 452 |
| Total | 1073 | 39 | 0 | 1112 | 107 | 592 | 0 | 699 | 26 | 105 | 0 | 131 | 1942 |
| Grand Total | 2075 | 72 | 0 | 2147 | 198 | 1254 | 0 | 1452 | 68 | 187 | 0 | 255 | 3854 |
| Apprch % | 96.6 | 3.4 | 0 | | 13.6 | 86.4 | 0 | | 26.7 | 73.3 | 0 | | |
| Total % | 53.8 | 1.9 | 0 | 55.7 | 5.1 | 32.5 | 0 | 37.7 | 1.8 | 4.9 | 0 | 6.6 | |

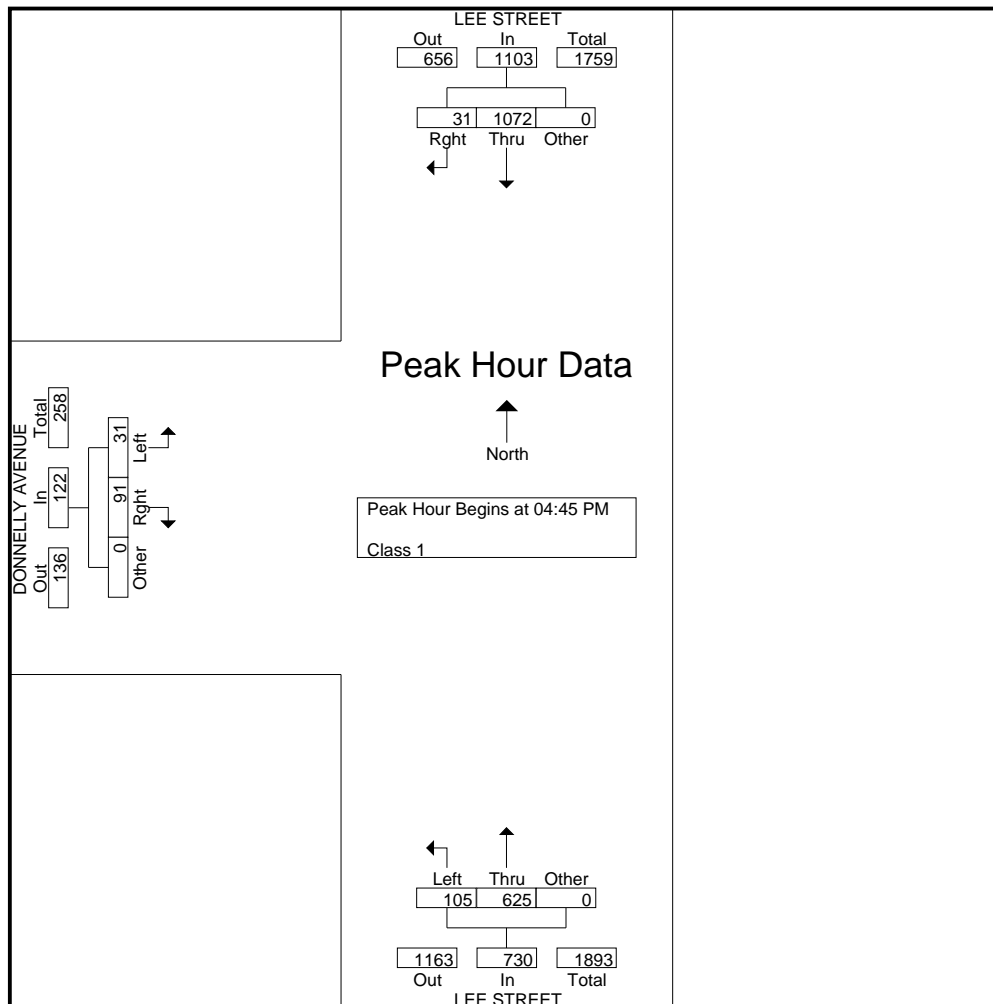


All Traffic Data Services, Inc.

1336 Farmer Road
Conyers, Ga. 30012
Ph. 404-374-1283

File Name : Lee@DonnellyPM
Site Code : 21
Start Date : 5/23/2007
Page No : 2

| | LEE STREET Southbound | | | | LEE STREET Northbound | | | | DONNELLY AVENUE Eastbound | | | | |
|--|--------------------------|-------|-------|------------|--------------------------|------|-------|------------|------------------------------|-------|-------|------------|------------|
| Start Time | Thru | Right | Other | App. Total | Left | Thru | Other | App. Total | Left | Right | Other | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:45 PM | | | | | | | | | | | | | |
| 04:45 PM | 242 | 4 | 0 | 246 | 22 | 166 | 0 | 188 | 9 | 22 | 0 | 31 | 465 |
| 05:00 PM | 239 | 8 | 0 | 247 | 35 | 150 | 0 | 185 | 7 | 29 | 0 | 36 | 468 |
| 05:15 PM | 275 | 8 | 0 | 283 | 20 | 153 | 0 | 173 | 4 | 19 | 0 | 23 | 479 |
| 05:30 PM | 316 | 11 | 0 | 327 | 28 | 156 | 0 | 184 | 11 | 21 | 0 | 32 | 543 |
| Total Volume | 1072 | 31 | 0 | 1103 | 105 | 625 | 0 | 730 | 31 | 91 | 0 | 122 | 1955 |
| % App. Total | 97.2 | 2.8 | 0 | | 14.4 | 85.6 | 0 | | 25.4 | 74.6 | 0 | | |
| PHF | .848 | .705 | .000 | .843 | .750 | .941 | .000 | .971 | .705 | .784 | .000 | .847 | .900 |



All Traffic Data Services, Inc.

1336 Farmer Road
Conyers, Ga. 30012

Ph. 404-374-1283

File Name : Lee@DonnellyAM

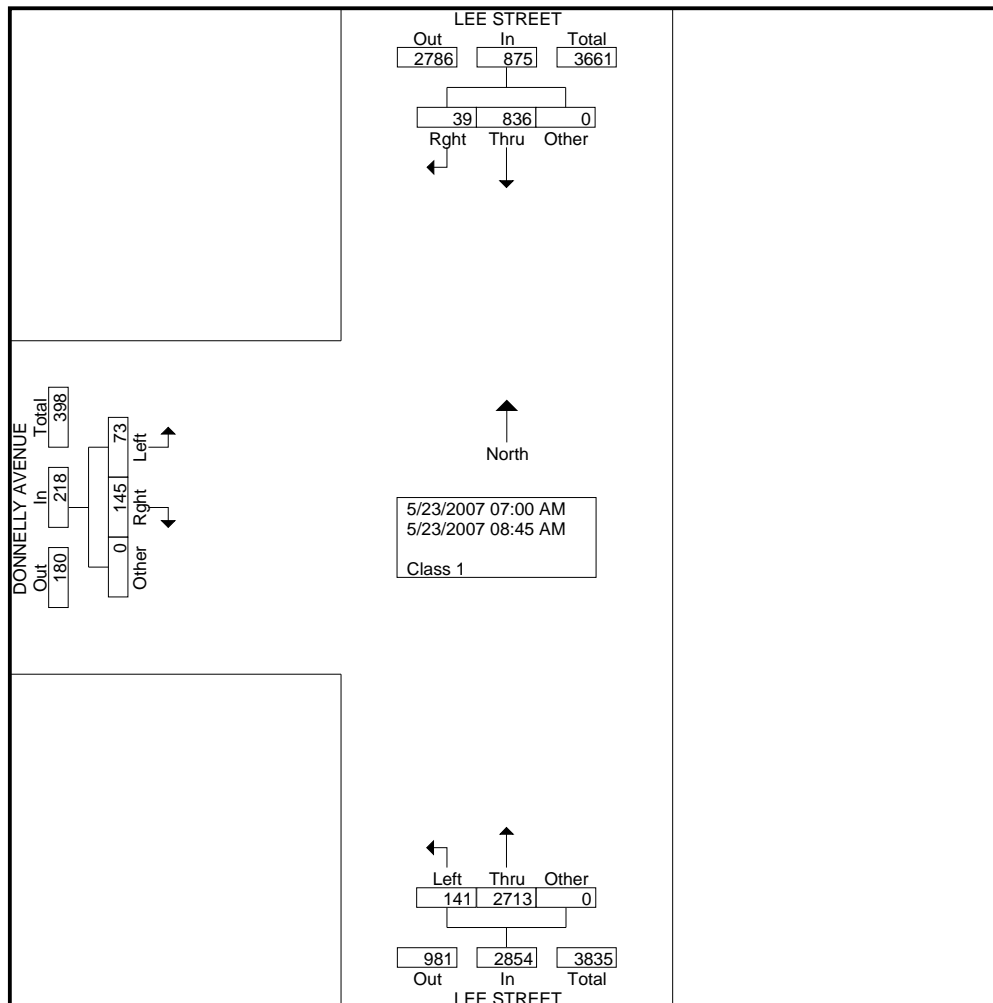
Site Code : 21

Start Date : 5/23/2007

Page No : 1

Groups Printed- Class 1

| | LEE STREET Southbound | | | | LEE STREET Northbound | | | | DONNELLY AVENUE Eastbound | | | | |
|-------------|--------------------------|------|-------|------------|--------------------------|------|-------|------------|------------------------------|------|-------|------------|------------|
| Start Time | Thru | Rght | Other | App. Total | Left | Thru | Other | App. Total | Left | Rght | Other | App. Total | Int. Total |
| 07:00 AM | 84 | 5 | 0 | 89 | 12 | 204 | 0 | 216 | 4 | 12 | 0 | 16 | 321 |
| 07:15 AM | 78 | 3 | 0 | 81 | 12 | 314 | 0 | 326 | 8 | 14 | 0 | 22 | 429 |
| 07:30 AM | 127 | 7 | 0 | 134 | 27 | 354 | 0 | 381 | 16 | 23 | 0 | 39 | 554 |
| 07:45 AM | 117 | 5 | 0 | 122 | 16 | 340 | 0 | 356 | 7 | 16 | 0 | 23 | 501 |
| Total | 406 | 20 | 0 | 426 | 67 | 1212 | 0 | 1279 | 35 | 65 | 0 | 100 | 1805 |
| 08:00 AM | 122 | 3 | 0 | 125 | 24 | 378 | 0 | 402 | 7 | 13 | 0 | 20 | 547 |
| 08:15 AM | 99 | 3 | 0 | 102 | 16 | 385 | 0 | 401 | 7 | 23 | 0 | 30 | 533 |
| 08:30 AM | 98 | 7 | 0 | 105 | 16 | 412 | 0 | 428 | 11 | 20 | 0 | 31 | 564 |
| 08:45 AM | 111 | 6 | 0 | 117 | 18 | 326 | 0 | 344 | 13 | 24 | 0 | 37 | 498 |
| Total | 430 | 19 | 0 | 449 | 74 | 1501 | 0 | 1575 | 38 | 80 | 0 | 118 | 2142 |
| Grand Total | 836 | 39 | 0 | 875 | 141 | 2713 | 0 | 2854 | 73 | 145 | 0 | 218 | 3947 |
| Apprch % | 95.5 | 4.5 | 0 | | 4.9 | 95.1 | 0 | | 33.5 | 66.5 | 0 | | |
| Total % | 21.2 | 1 | 0 | 22.2 | 3.6 | 68.7 | 0 | 72.3 | 1.8 | 3.7 | 0 | 5.5 | |

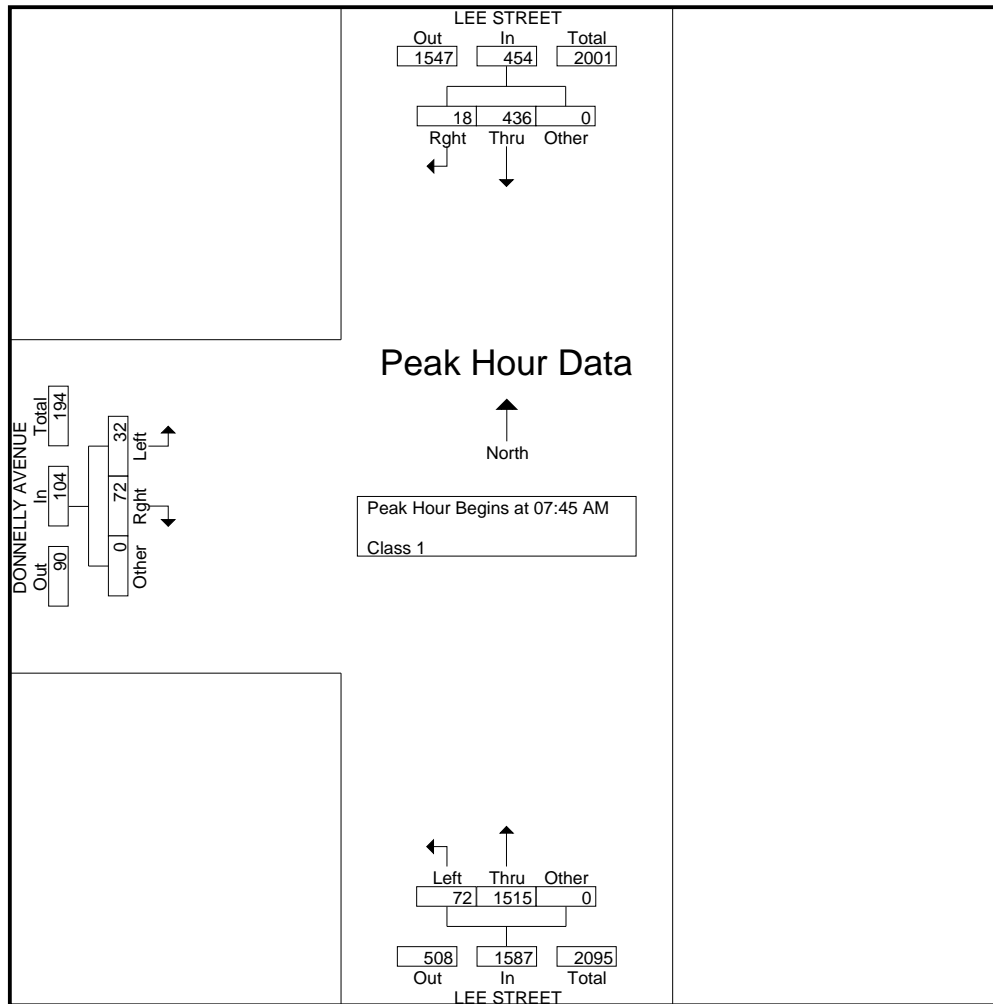


All Traffic Data Services, Inc.

1336 Farmer Road
Conyers, Ga. 30012
Ph. 404-374-1283

File Name : Lee@DonnellyAM
Site Code : 21
Start Date : 5/23/2007
Page No : 2

| | LEE STREET Southbound | | | | LEE STREET Northbound | | | | DONNELLY AVENUE Eastbound | | | | |
|--|--------------------------|----------|-------|------------|--------------------------|------------|-------|------------|------------------------------|-----------|-------|------------|------------|
| Start Time | Thru | Right | Other | App. Total | Left | Thru | Other | App. Total | Left | Right | Other | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:45 AM | | | | | | | | | | | | | |
| 07:45 AM | 117 | 5 | 0 | 122 | 16 | 340 | 0 | 356 | 7 | 16 | 0 | 23 | 501 |
| 08:00 AM | 122 | 3 | 0 | 125 | 24 | 378 | 0 | 402 | 7 | 13 | 0 | 20 | 547 |
| 08:15 AM | 99 | 3 | 0 | 102 | 16 | 385 | 0 | 401 | 7 | 23 | 0 | 30 | 533 |
| 08:30 AM | 98 | 7 | 0 | 105 | 16 | 412 | 0 | 428 | 11 | 20 | 0 | 31 | 564 |
| Total Volume | 436 | 18 | 0 | 454 | 72 | 1515 | 0 | 1587 | 32 | 72 | 0 | 104 | 2145 |
| % App. Total | 96 | 4 | 0 | | 4.5 | 95.5 | 0 | | 30.8 | 69.2 | 0 | | |
| PHF | .893 | .643 | .000 | .908 | .750 | .919 | .000 | .927 | .727 | .783 | .000 | .839 | .951 |



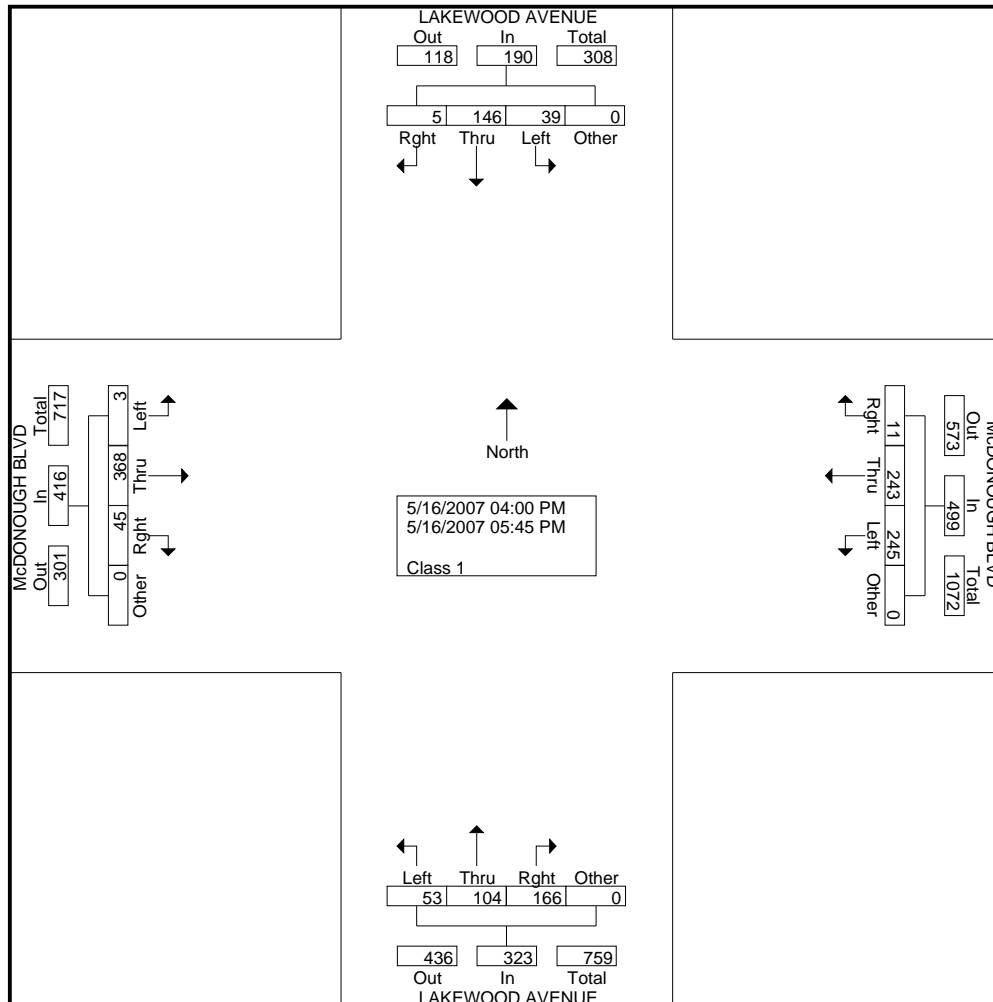
All Traffic Data Services, Inc.

1336 Farmer Road
Conyers, Ga. 30012
Ph. 404-374-1283

File Name : Lakewood&McDonoughPM
Site Code : 1
Start Date : 5/16/2007
Page No : 1

Groups Printed- Class 1

| | LAKEWOOD AVENUE Southbound | | | | | McDONOUGH BLVD Westbound | | | | | LAKEWOOD AVENUE Northbound | | | | | McDONOUGH BLVD Eastbound | | | | | |
|-------------|-------------------------------|------|------|-------|------------|-----------------------------|------|------|-------|------------|-------------------------------|------|------|-------|------------|-----------------------------|------|------|-------|------------|------------|
| Start Time | Left | Thru | Rght | Other | App. Total | Left | Thru | Rght | Other | App. Total | Left | Thru | Rght | Other | App. Total | Left | Thru | Rght | Other | App. Total | Int. Total |
| 04:00 PM | 3 | 11 | 1 | 0 | 15 | 27 | 30 | 2 | 0 | 59 | 6 | 16 | 27 | 0 | 49 | 1 | 49 | 5 | 0 | 55 | 178 |
| 04:15 PM | 4 | 12 | 0 | 0 | 16 | 25 | 32 | 1 | 0 | 58 | 8 | 15 | 19 | 0 | 42 | 0 | 44 | 4 | 0 | 48 | 164 |
| 04:30 PM | 5 | 13 | 1 | 0 | 19 | 48 | 34 | 2 | 0 | 84 | 8 | 11 | 20 | 0 | 39 | 0 | 44 | 8 | 0 | 52 | 194 |
| 04:45 PM | 5 | 28 | 0 | 0 | 33 | 28 | 31 | 2 | 0 | 61 | 10 | 10 | 19 | 0 | 39 | 0 | 51 | 8 | 0 | 59 | 192 |
| Total | 17 | 64 | 2 | 0 | 83 | 128 | 127 | 7 | 0 | 262 | 32 | 52 | 85 | 0 | 169 | 1 | 188 | 25 | 0 | 214 | 728 |
| 05:00 PM | 8 | 18 | 2 | 0 | 28 | 29 | 34 | 1 | 0 | 64 | 6 | 15 | 27 | 0 | 48 | 0 | 51 | 4 | 0 | 55 | 195 |
| 05:15 PM | 3 | 33 | 0 | 0 | 36 | 25 | 30 | 2 | 0 | 57 | 7 | 12 | 17 | 0 | 36 | 0 | 32 | 8 | 0 | 40 | 169 |
| 05:30 PM | 5 | 19 | 0 | 0 | 24 | 34 | 22 | 0 | 0 | 56 | 7 | 12 | 16 | 0 | 35 | 2 | 48 | 2 | 0 | 52 | 167 |
| 05:45 PM | 6 | 12 | 1 | 0 | 19 | 29 | 30 | 1 | 0 | 60 | 1 | 13 | 21 | 0 | 35 | 0 | 49 | 6 | 0 | 55 | 169 |
| Total | 22 | 82 | 3 | 0 | 107 | 117 | 116 | 4 | 0 | 237 | 21 | 52 | 81 | 0 | 154 | 2 | 180 | 20 | 0 | 202 | 700 |
| Grand Total | 39 | 146 | 5 | 0 | 190 | 245 | 243 | 11 | 0 | 499 | 53 | 104 | 166 | 0 | 323 | 3 | 368 | 45 | 0 | 416 | 1428 |
| Apprch % | 20.5 | 76.8 | 2.6 | 0 | | 49.1 | 48.7 | 2.2 | 0 | | 16.4 | 32.2 | 51.4 | 0 | | 0.7 | 88.5 | 10.8 | 0 | | |
| Total % | 2.7 | 10.2 | 0.4 | 0 | 13.3 | 17.2 | 17 | 0.8 | 0 | 34.9 | 3.7 | 7.3 | 11.6 | 0 | 22.6 | 0.2 | 25.8 | 3.2 | 0 | 29.1 | |

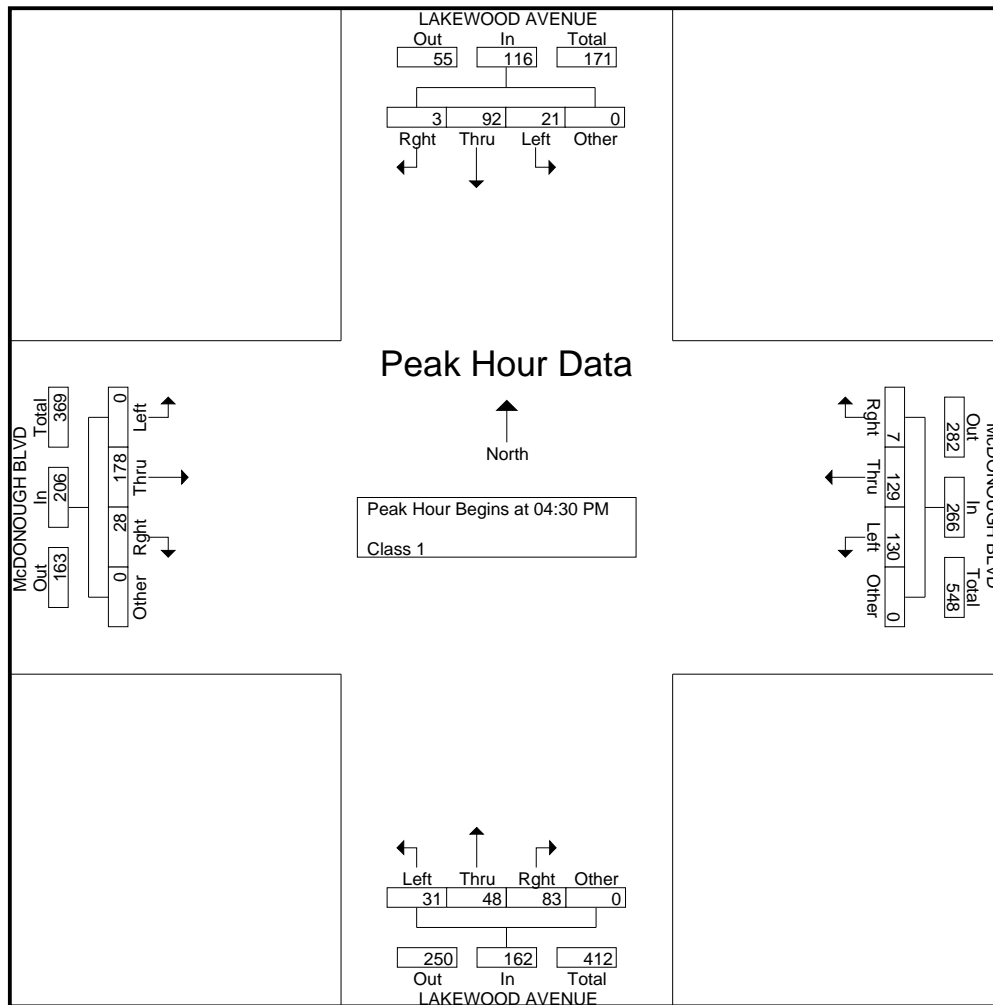


All Traffic Data Services, Inc.

1336 Farmer Road
Conyers, Ga. 30012
Ph. 404-374-1283

File Name : Lakewood&McDonoughPM
Site Code : 1
Start Date : 5/16/2007
Page No : 2

| | LAKEWOOD AVENUE Southbound | | | | | McDONOUGH BLVD Westbound | | | | | LAKEWOOD AVENUE Northbound | | | | | McDONOUGH BLVD Eastbound | | | | | |
|--|-------------------------------|------|-------|-------|------------|-----------------------------|------|-------|-------|------------|-------------------------------|------|-------|-------|------------|-----------------------------|------|-------|-------|------------|------------|
| Start Time | Left | Thru | Right | Other | App. Total | Left | Thru | Right | Other | App. Total | Left | Thru | Right | Other | App. Total | Left | Thru | Right | Other | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:30 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:30 PM | 5 | 13 | 1 | 0 | 19 | 48 | 34 | 2 | 0 | 84 | 8 | 11 | 20 | 0 | 39 | 0 | 44 | 8 | 0 | 52 | 194 |
| 04:45 PM | 5 | 28 | 0 | 0 | 33 | 28 | 31 | 2 | 0 | 61 | 10 | 10 | 19 | 0 | 39 | 0 | 51 | 8 | 0 | 59 | 192 |
| 05:00 PM | 8 | 18 | 2 | 0 | 28 | 29 | 34 | 1 | 0 | 64 | 6 | 15 | 27 | 0 | 48 | 0 | 51 | 4 | 0 | 55 | 195 |
| 05:15 PM | 3 | 33 | 0 | 0 | 36 | 25 | 30 | 2 | 0 | 57 | 7 | 12 | 17 | 0 | 36 | 0 | 32 | 8 | 0 | 40 | 169 |
| Total Volume | 21 | 92 | 3 | 0 | 116 | 130 | 129 | 7 | 0 | 266 | 31 | 48 | 83 | 0 | 162 | 0 | 178 | 28 | 0 | 206 | 750 |
| % App. Total | 18.1 | 79.3 | 2.6 | 0 | | 48.9 | 48.5 | 2.6 | 0 | | 19.1 | 29.6 | 51.2 | 0 | | 0 | 86.4 | 13.6 | 0 | | |
| PHF | .656 | .697 | .375 | .000 | .806 | .677 | .949 | .875 | .000 | .792 | .775 | .800 | .769 | .000 | .844 | .000 | .873 | .875 | .000 | .873 | .962 |



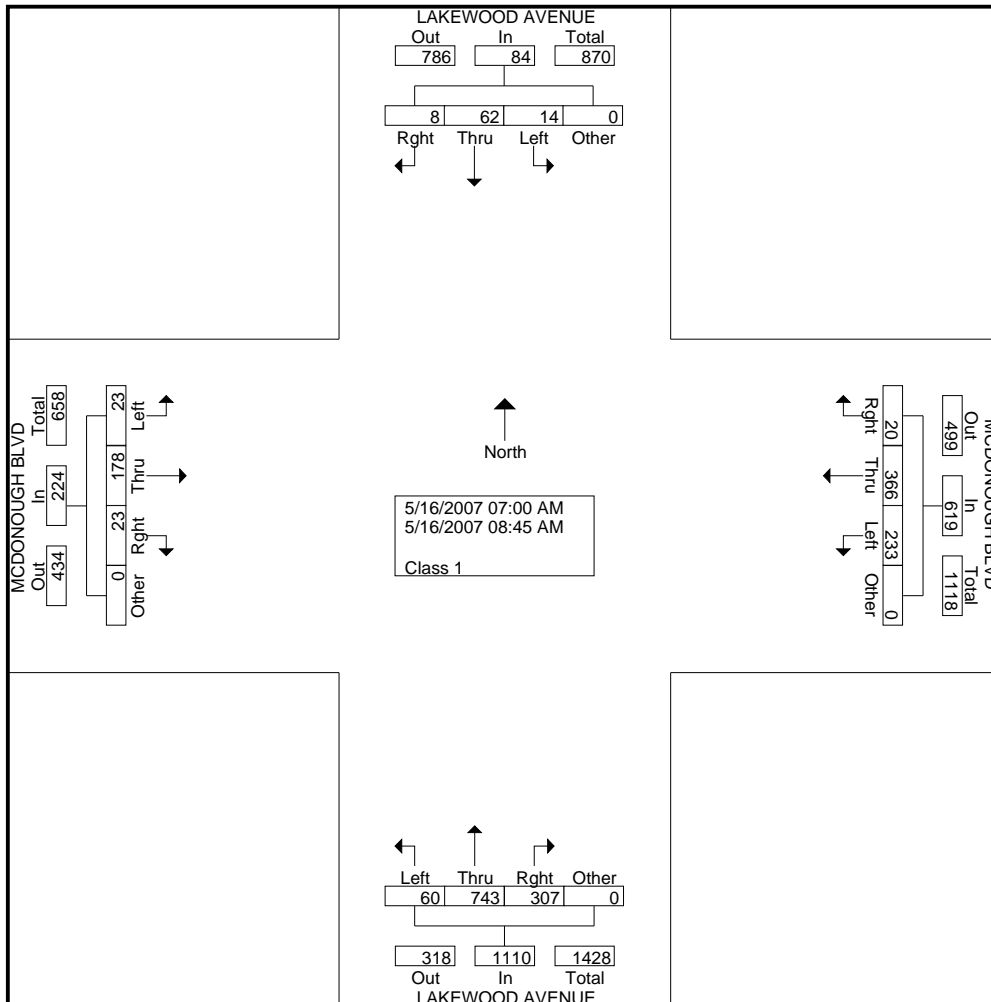
All Traffic Data Services, Inc.

1336 Farmer Road
Conyers, Ga. 30012
Ph. 404-374-1283

File Name : Lakewood&McDonoughAM
Site Code : 1
Start Date : 5/16/2007
Page No : 1

Groups Printed- Class 1

| | LAKEWOOD AVENUE Southbound | | | | | MCDONOUGH BLVD Westbound | | | | | LAKEWOOD AVENUE Northbound | | | | | MCDONOUGH BLVD Eastbound | | | | | |
|-------------|-------------------------------|------|------|-------|------------|-----------------------------|------|------|-------|------------|-------------------------------|------|------|-------|------------|-----------------------------|------|------|-------|------------|------------|
| Start Time | Left | Thru | Rght | Other | App. Total | Left | Thru | Rght | Other | App. Total | Left | Thru | Rght | Other | App. Total | Left | Thru | Rght | Other | App. Total | Int. Total |
| 07:00 AM | 1 | 5 | 0 | 0 | 6 | 39 | 23 | 0 | 0 | 62 | 4 | 39 | 59 | 0 | 102 | 3 | 12 | 1 | 0 | 16 | 186 |
| 07:15 AM | 0 | 8 | 1 | 0 | 9 | 28 | 50 | 6 | 0 | 84 | 7 | 79 | 49 | 0 | 135 | 2 | 24 | 1 | 0 | 27 | 255 |
| 07:30 AM | 1 | 9 | 1 | 0 | 11 | 27 | 55 | 5 | 0 | 87 | 8 | 118 | 29 | 0 | 155 | 2 | 20 | 2 | 0 | 24 | 277 |
| 07:45 AM | 3 | 3 | 1 | 0 | 7 | 16 | 43 | 2 | 0 | 61 | 10 | 112 | 49 | 0 | 171 | 2 | 33 | 3 | 0 | 38 | 277 |
| Total | 5 | 25 | 3 | 0 | 33 | 110 | 171 | 13 | 0 | 294 | 29 | 348 | 186 | 0 | 563 | 9 | 89 | 7 | 0 | 105 | 995 |
| 08:00 AM | 3 | 6 | 0 | 0 | 9 | 33 | 66 | 3 | 0 | 102 | 12 | 128 | 32 | 0 | 172 | 2 | 29 | 4 | 0 | 35 | 318 |
| 08:15 AM | 1 | 12 | 1 | 0 | 14 | 25 | 44 | 3 | 0 | 72 | 10 | 118 | 25 | 0 | 153 | 1 | 21 | 4 | 0 | 26 | 265 |
| 08:30 AM | 2 | 10 | 3 | 0 | 15 | 30 | 47 | 0 | 0 | 77 | 3 | 93 | 30 | 0 | 126 | 8 | 18 | 4 | 0 | 30 | 248 |
| 08:45 AM | 3 | 9 | 1 | 0 | 13 | 35 | 38 | 1 | 0 | 74 | 6 | 56 | 34 | 0 | 96 | 3 | 21 | 4 | 0 | 28 | 211 |
| Total | 9 | 37 | 5 | 0 | 51 | 123 | 195 | 7 | 0 | 325 | 31 | 395 | 121 | 0 | 547 | 14 | 89 | 16 | 0 | 119 | 1042 |
| Grand Total | 14 | 62 | 8 | 0 | 84 | 233 | 366 | 20 | 0 | 619 | 60 | 743 | 307 | 0 | 1110 | 23 | 178 | 23 | 0 | 224 | 2037 |
| Apprch % | 16.7 | 73.8 | 9.5 | 0 | | 37.6 | 59.1 | 3.2 | 0 | | 5.4 | 66.9 | 27.7 | 0 | | 10.3 | 79.5 | 10.3 | 0 | | |
| Total % | 0.7 | 3 | 0.4 | 0 | 4.1 | 11.4 | 18 | 1 | 0 | 30.4 | 2.9 | 36.5 | 15.1 | 0 | 54.5 | 1.1 | 8.7 | 1.1 | 0 | 11 | |

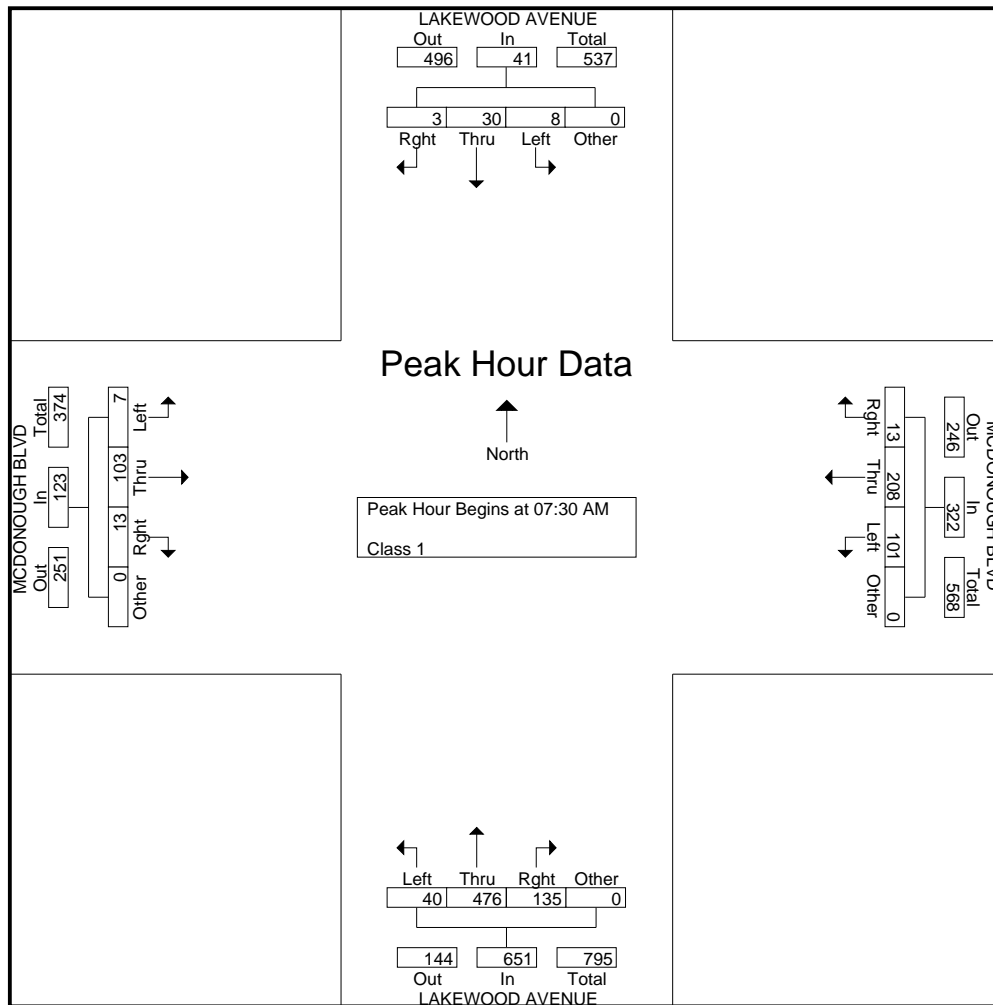


All Traffic Data Services, Inc.

1336 Farmer Road
Conyers, Ga. 30012
Ph. 404-374-1283

File Name : Lakewood&McDonoughAM
Site Code : 1
Start Date : 5/16/2007
Page No : 2

| | LAKEWOOD AVENUE Southbound | | | | | MCDONOUGH BLVD Westbound | | | | | LAKEWOOD AVENUE Northbound | | | | | MCDONOUGH BLVD Eastbound | | | | | |
|--|-------------------------------|------|-------|-------|------------|-----------------------------|------|-------|-------|------------|-------------------------------|------|-------|-------|------------|-----------------------------|------|-------|-------|------------|------------|
| Start Time | Left | Thru | Right | Other | App. Total | Left | Thru | Right | Other | App. Total | Left | Thru | Right | Other | App. Total | Left | Thru | Right | Other | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:30 AM | 1 | 9 | 1 | 0 | 11 | 27 | 55 | 5 | 0 | 87 | 8 | 118 | 29 | 0 | 155 | 2 | 20 | 2 | 0 | 24 | 277 |
| 07:45 AM | 3 | 3 | 1 | 0 | 7 | 16 | 43 | 2 | 0 | 61 | 10 | 112 | 49 | 0 | 171 | 2 | 33 | 3 | 0 | 38 | 277 |
| 08:00 AM | 3 | 6 | 0 | 0 | 9 | 33 | 66 | 3 | 0 | 102 | 12 | 128 | 32 | 0 | 172 | 2 | 29 | 4 | 0 | 35 | 318 |
| 08:15 AM | 1 | 12 | 1 | 0 | 14 | 25 | 44 | 3 | 0 | 72 | 10 | 118 | 25 | 0 | 153 | 1 | 21 | 4 | 0 | 26 | 265 |
| Total Volume | 8 | 30 | 3 | 0 | 41 | 101 | 208 | 13 | 0 | 322 | 40 | 476 | 135 | 0 | 651 | 7 | 103 | 13 | 0 | 123 | 1137 |
| % App. Total | 19.5 | 73.2 | 7.3 | 0 | | 31.4 | 64.6 | 4 | 0 | | 6.1 | 73.1 | 20.7 | 0 | | 5.7 | 83.7 | 10.6 | 0 | | |
| PHF | .667 | .625 | .750 | .000 | .732 | .765 | .788 | .650 | .000 | .789 | .833 | .930 | .689 | .000 | .946 | .875 | .780 | .813 | .000 | .809 | .894 |



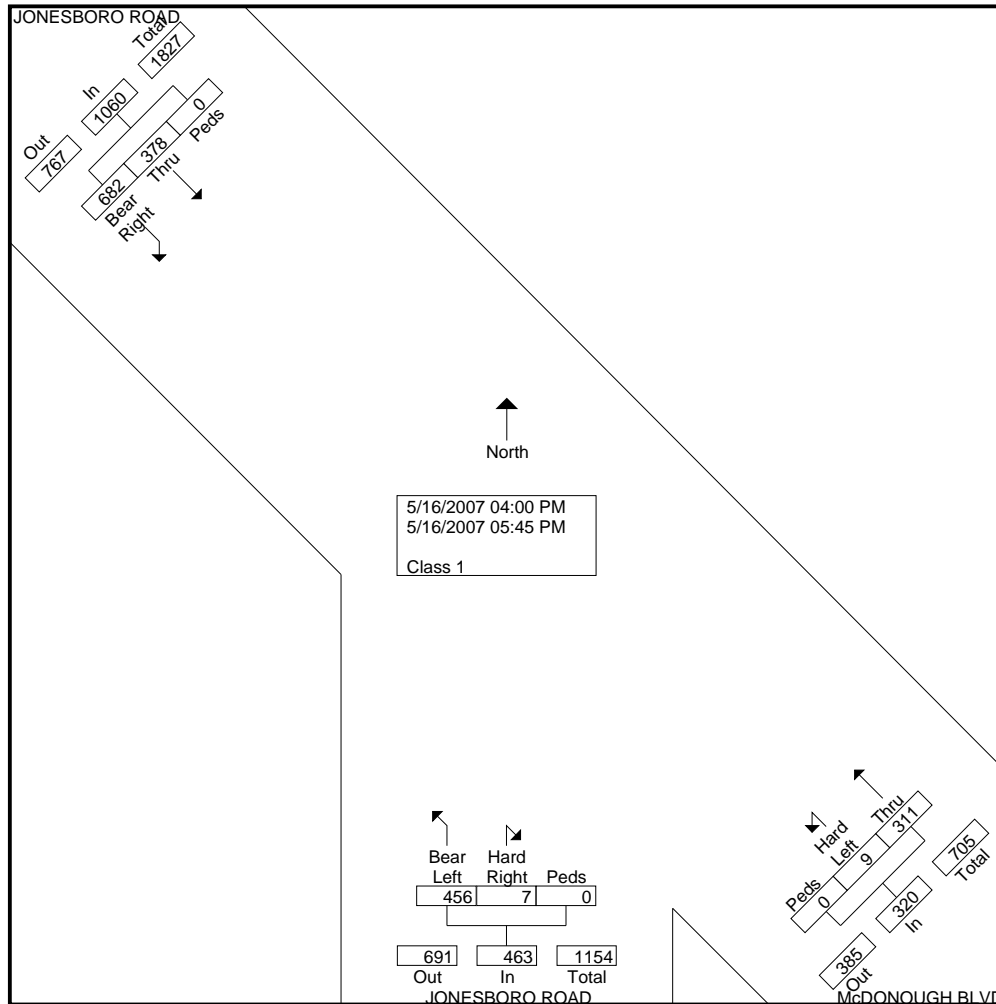
All Traffic Data Services, Inc.

1336 Farmer Road
Conyers, Ga. 30012
Ph. 404-374-1283

File Name : Jonesboro&McDonoughPM
Site Code : 3
Start Date : 5/16/2007
Page No : 1

Groups Printed- Class 1

| | JONESBORO ROAD Southeastbound | | | | McDONOUGH BLVD Northwestbound | | | | JONESBORO ROAD Northbound | | | | |
|-------------|----------------------------------|------------|------|------------|----------------------------------|------|------|------------|------------------------------|------------|------|------------|------------|
| Start Time | Thru | Bear Right | Peds | App. Total | Hard Left | Thru | Peds | App. Total | Bear Left | Hard Right | Peds | App. Total | Int. Total |
| 04:00 PM | 44 | 90 | 0 | 134 | 0 | 37 | 0 | 37 | 49 | 0 | 0 | 49 | 220 |
| 04:15 PM | 45 | 107 | 0 | 152 | 0 | 41 | 0 | 41 | 54 | 1 | 0 | 55 | 248 |
| 04:30 PM | 43 | 77 | 0 | 120 | 3 | 43 | 0 | 46 | 69 | 1 | 0 | 70 | 236 |
| 04:45 PM | 52 | 94 | 0 | 146 | 3 | 41 | 0 | 44 | 59 | 1 | 0 | 60 | 250 |
| Total | 184 | 368 | 0 | 552 | 6 | 162 | 0 | 168 | 231 | 3 | 0 | 234 | 954 |
| 05:00 PM | 47 | 84 | 0 | 131 | 1 | 39 | 0 | 40 | 75 | 2 | 0 | 77 | 248 |
| 05:15 PM | 37 | 68 | 0 | 105 | 0 | 39 | 0 | 39 | 59 | 1 | 0 | 60 | 204 |
| 05:30 PM | 44 | 86 | 0 | 130 | 1 | 32 | 0 | 33 | 47 | 1 | 0 | 48 | 211 |
| 05:45 PM | 66 | 76 | 0 | 142 | 1 | 39 | 0 | 40 | 44 | 0 | 0 | 44 | 226 |
| Total | 194 | 314 | 0 | 508 | 3 | 149 | 0 | 152 | 225 | 4 | 0 | 229 | 889 |
| Grand Total | 378 | 682 | 0 | 1060 | 9 | 311 | 0 | 320 | 456 | 7 | 0 | 463 | 1843 |
| Apprch % | 35.7 | 64.3 | 0 | | 2.8 | 97.2 | 0 | | 98.5 | 1.5 | 0 | | |
| Total % | 20.5 | 37 | 0 | 57.5 | 0.5 | 16.9 | 0 | 17.4 | 24.7 | 0.4 | 0 | 25.1 | |

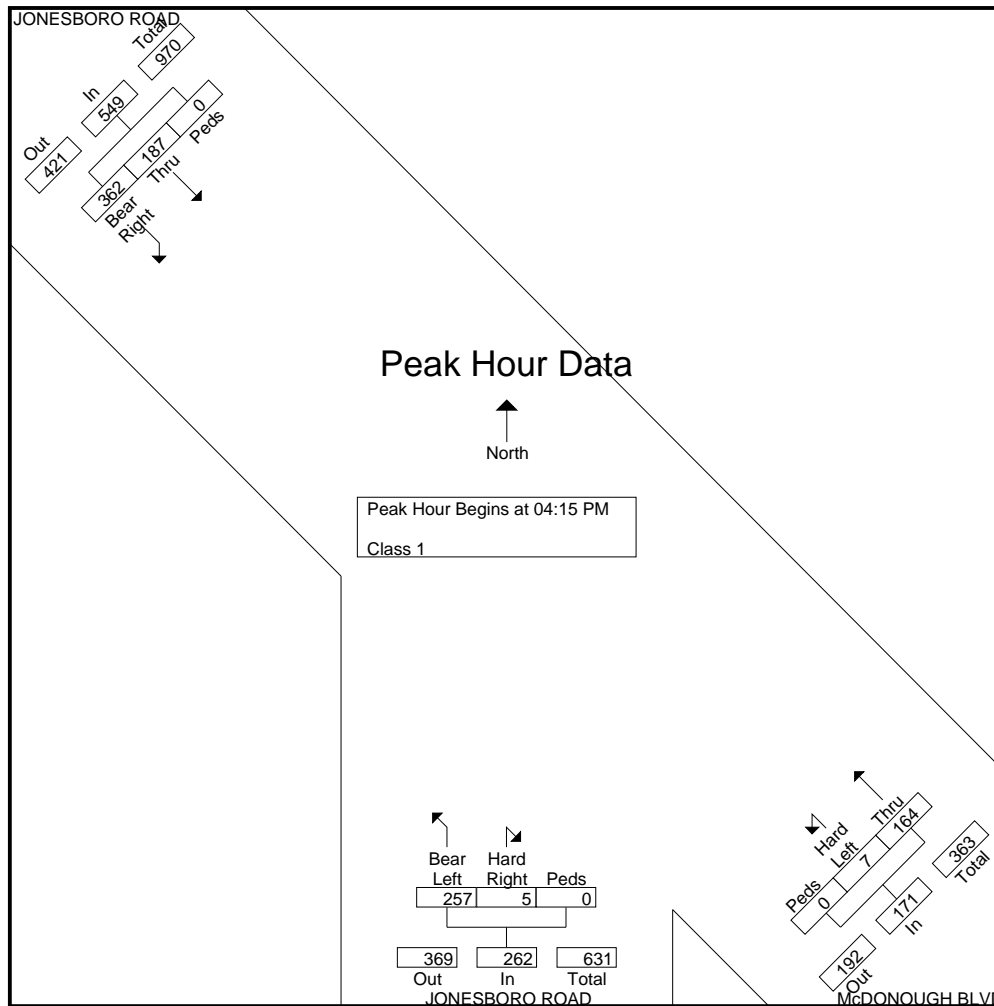


All Traffic Data Services, Inc.

1336 Farmer Road
Conyers, Ga. 30012
Ph. 404-374-1283

File Name : Jonesboro&McDonoughPM
Site Code : 3
Start Date : 5/16/2007
Page No : 2

| | JONESBORO ROAD Southeastbound | | | | McDONOUGH BLVD Northwestbound | | | | JONESBORO ROAD Northbound | | | | |
|--|----------------------------------|------------|------|------------|----------------------------------|------|------|------------|------------------------------|------------|------|------------|------------|
| Start Time | Thru | Bear Right | Peds | App. Total | Hard Left | Thru | Peds | App. Total | Bear Left | Hard Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:15 PM | | | | | | | | | | | | | |
| 04:15 PM | 45 | 107 | 0 | 152 | 0 | 41 | 0 | 41 | 54 | 1 | 0 | 55 | 248 |
| 04:30 PM | 43 | 77 | 0 | 120 | 3 | 43 | 0 | 46 | 69 | 1 | 0 | 70 | 236 |
| 04:45 PM | 52 | 94 | 0 | 146 | 3 | 41 | 0 | 44 | 59 | 1 | 0 | 60 | 250 |
| 05:00 PM | 47 | 84 | 0 | 131 | 1 | 39 | 0 | 40 | 75 | 2 | 0 | 77 | 248 |
| Total Volume | 187 | 362 | 0 | 549 | 7 | 164 | 0 | 171 | 257 | 5 | 0 | 262 | 982 |
| % App. Total | 34.1 | 65.9 | 0 | | 4.1 | 95.9 | 0 | | 98.1 | 1.9 | 0 | | |
| PHF | .899 | .846 | .000 | .903 | .583 | .953 | .000 | .929 | .857 | .625 | .000 | .851 | .982 |



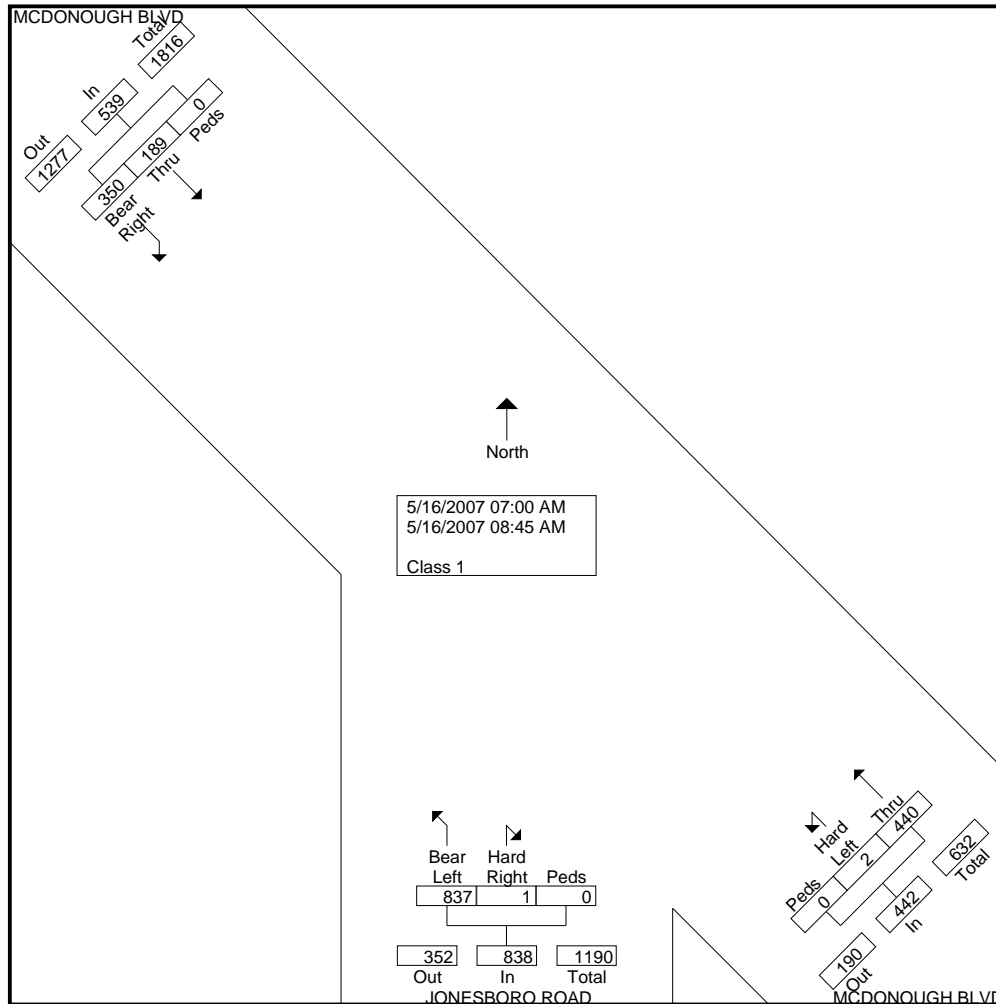
All Traffic Data Services, Inc.

1336 Farmer Road
Conyers, Ga. 30012
Ph. 404-374-1283

File Name : Jonesboro&McDonoughAM
Site Code : 3
Start Date : 5/16/2007
Page No : 1

Groups Printed- Class 1

| | MCDONOUGH BLVD Southeastbound | | | | MCDONOUGH BLVD Northwestbound | | | | JONESBORO ROAD Northbound | | | | |
|-------------|----------------------------------|------------|------|------------|----------------------------------|------|------|------------|------------------------------|------------|------|------------|------------|
| Start Time | Thru | Bear Right | Peds | App. Total | Hard Left | Thru | Peds | App. Total | Bear Left | Hard Right | Peds | App. Total | Int. Total |
| 07:00 AM | 16 | 36 | 0 | 52 | 0 | 27 | 0 | 27 | 88 | 0 | 0 | 88 | 167 |
| 07:15 AM | 22 | 33 | 0 | 55 | 1 | 55 | 0 | 56 | 100 | 0 | 0 | 100 | 211 |
| 07:30 AM | 22 | 44 | 0 | 66 | 0 | 64 | 0 | 64 | 126 | 0 | 0 | 126 | 256 |
| 07:45 AM | 35 | 49 | 0 | 84 | 0 | 64 | 0 | 64 | 113 | 0 | 0 | 113 | 261 |
| Total | 95 | 162 | 0 | 257 | 1 | 210 | 0 | 211 | 427 | 0 | 0 | 427 | 895 |
| 08:00 AM | 26 | 50 | 0 | 76 | 1 | 74 | 0 | 75 | 121 | 1 | 0 | 122 | 273 |
| 08:15 AM | 24 | 44 | 0 | 68 | 0 | 57 | 0 | 57 | 108 | 0 | 0 | 108 | 233 |
| 08:30 AM | 21 | 54 | 0 | 75 | 0 | 52 | 0 | 52 | 104 | 0 | 0 | 104 | 231 |
| 08:45 AM | 23 | 40 | 0 | 63 | 0 | 47 | 0 | 47 | 77 | 0 | 0 | 77 | 187 |
| Total | 94 | 188 | 0 | 282 | 1 | 230 | 0 | 231 | 410 | 1 | 0 | 411 | 924 |
| Grand Total | 189 | 350 | 0 | 539 | 2 | 440 | 0 | 442 | 837 | 1 | 0 | 838 | 1819 |
| Apprch % | 35.1 | 64.9 | 0 | | 0.5 | 99.5 | 0 | | 99.9 | 0.1 | 0 | | |
| Total % | 10.4 | 19.2 | 0 | 29.6 | 0.1 | 24.2 | 0 | 24.3 | 46 | 0.1 | 0 | 46.1 | |

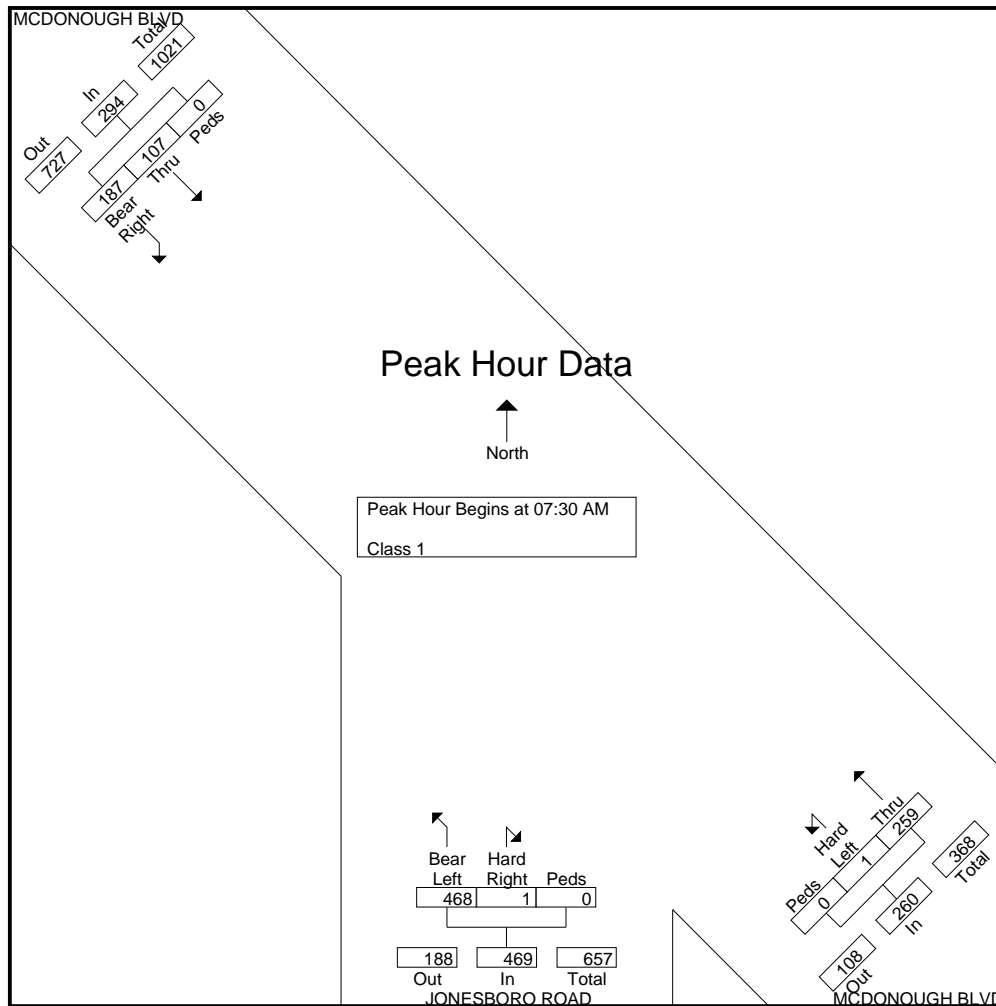


All Traffic Data Services, Inc.

1336 Farmer Road
Conyers, Ga. 30012
Ph. 404-374-1283

File Name : Jonesboro&McDonoughAM
Site Code : 3
Start Date : 5/16/2007
Page No : 2

| | MCDONOUGH BLVD Southeastbound | | | | MCDONOUGH BLVD Northwestbound | | | | JONESBORO ROAD Northbound | | | | |
|--|----------------------------------|------------|------|------------|----------------------------------|------|------|------------|------------------------------|------------|------|------------|------------|
| Start Time | Thru | Bear Right | Peds | App. Total | Hard Left | Thru | Peds | App. Total | Bear Left | Hard Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | |
| 07:30 AM | 22 | 44 | 0 | 66 | 0 | 64 | 0 | 64 | 126 | 0 | 0 | 126 | 256 |
| 07:45 AM | 35 | 49 | 0 | 84 | 0 | 64 | 0 | 64 | 113 | 0 | 0 | 113 | 261 |
| 08:00 AM | 26 | 50 | 0 | 76 | 1 | 74 | 0 | 75 | 121 | 1 | 0 | 122 | 273 |
| 08:15 AM | 24 | 44 | 0 | 68 | 0 | 57 | 0 | 57 | 108 | 0 | 0 | 108 | 233 |
| Total Volume | 107 | 187 | 0 | 294 | 1 | 259 | 0 | 260 | 468 | 1 | 0 | 469 | 1023 |
| % App. Total | 36.4 | 63.6 | 0 | | 0.4 | 99.6 | 0 | | 99.8 | 0.2 | 0 | | |
| PHF | .764 | .935 | .000 | .875 | .250 | .875 | .000 | .867 | .929 | .250 | .000 | .931 | .937 |



All Traffic Data Services, Inc.

1336 Farmer Road
Conyers, Ga. 30012

Ph. 404-374-1281

Site Name : I-75-85SBRamp@UniversityAvePM

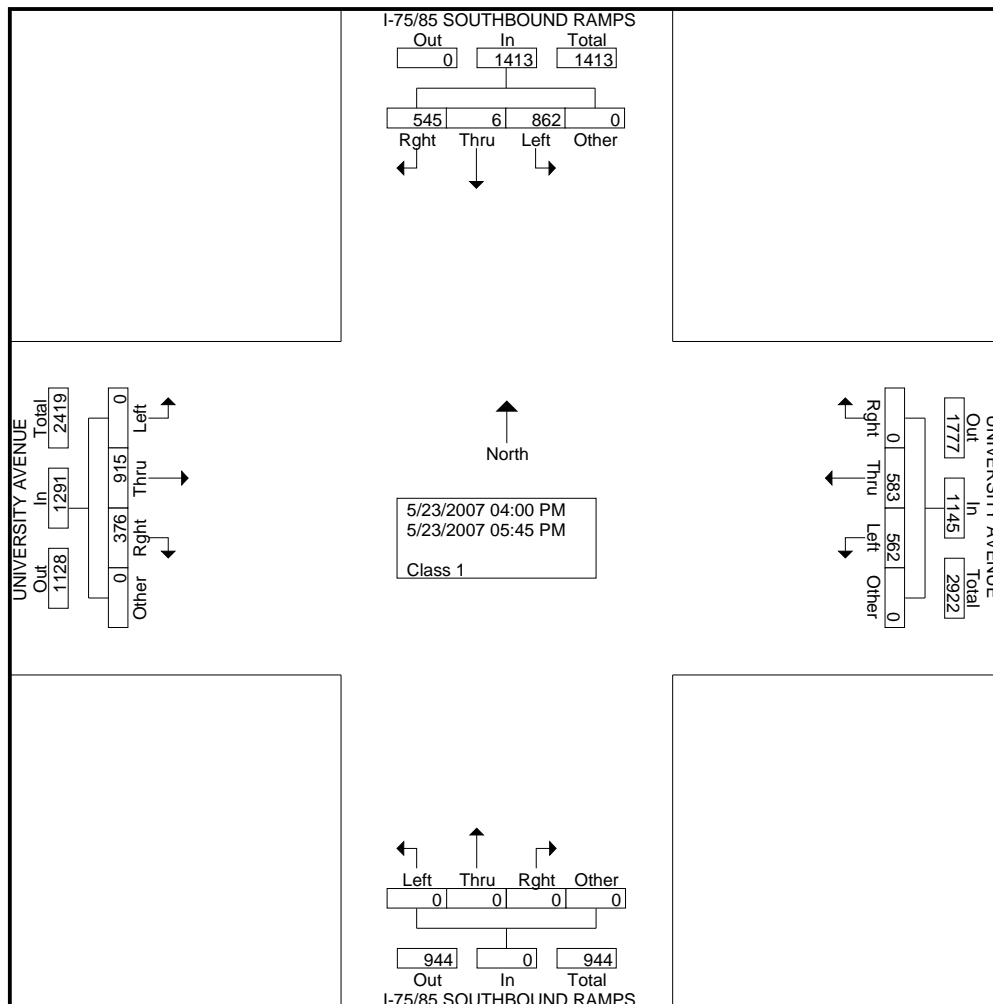
Site Code : 8

Start Date : 5/23/2007

Page No : 1

Groups Printed- Class 1

| | I-75/85 SOUTHBOUND RAMPS Southbound | | | | | UNIVERSITY AVENUE Westbound | | | | | I-75/85 SOUTHBOUND RAMPS Northbound | | | | | UNIVERSITY AVENUE Eastbound | | | | | |
|-------------|---|------|-------|-------|------------|--------------------------------|------|-------|-------|------------|---|------|-------|-------|------------|--------------------------------|------|-------|-------|------------|------------|
| Start Time | Left | Thru | Right | Other | App. Total | Left | Thru | Right | Other | App. Total | Left | Thru | Right | Other | App. Total | Left | Thru | Right | Other | App. Total | Int. Total |
| 04:00 PM | 112 | 0 | 73 | 0 | 185 | 80 | 68 | 0 | 0 | 148 | 0 | 0 | 0 | 0 | 0 | 0 | 117 | 29 | 0 | 146 | 479 |
| 04:15 PM | 110 | 0 | 72 | 0 | 182 | 74 | 79 | 0 | 0 | 153 | 0 | 0 | 0 | 0 | 0 | 0 | 141 | 37 | 0 | 178 | 513 |
| 04:30 PM | 100 | 0 | 86 | 0 | 186 | 68 | 69 | 0 | 0 | 137 | 0 | 0 | 0 | 0 | 0 | 0 | 119 | 56 | 0 | 175 | 498 |
| 04:45 PM | 135 | 1 | 66 | 0 | 202 | 78 | 79 | 0 | 0 | 157 | 0 | 0 | 0 | 0 | 0 | 0 | 112 | 48 | 0 | 160 | 519 |
| Total | 457 | 1 | 297 | 0 | 755 | 300 | 295 | 0 | 0 | 595 | 0 | 0 | 0 | 0 | 0 | 0 | 489 | 170 | 0 | 659 | 2009 |
| 05:00 PM | 92 | 1 | 61 | 0 | 154 | 68 | 73 | 0 | 0 | 141 | 0 | 0 | 0 | 0 | 0 | 0 | 114 | 64 | 0 | 178 | 473 |
| 05:15 PM | 102 | 1 | 63 | 0 | 166 | 69 | 81 | 0 | 0 | 150 | 0 | 0 | 0 | 0 | 0 | 0 | 117 | 47 | 0 | 164 | 480 |
| 05:30 PM | 99 | 3 | 65 | 0 | 167 | 64 | 69 | 0 | 0 | 133 | 0 | 0 | 0 | 0 | 0 | 0 | 97 | 50 | 0 | 147 | 447 |
| 05:45 PM | 112 | 0 | 59 | 0 | 171 | 61 | 65 | 0 | 0 | 126 | 0 | 0 | 0 | 0 | 0 | 0 | 98 | 45 | 0 | 143 | 440 |
| Total | 405 | 5 | 248 | 0 | 658 | 262 | 288 | 0 | 0 | 550 | 0 | 0 | 0 | 0 | 0 | 0 | 426 | 206 | 0 | 632 | 1840 |
| Grand Total | 862 | 6 | 545 | 0 | 1413 | 562 | 583 | 0 | 0 | 1145 | 0 | 0 | 0 | 0 | 0 | 0 | 915 | 376 | 0 | 1291 | 3849 |
| Apprch % | 61 | 0.4 | 38.6 | 0 | | 49.1 | 50.9 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 70.9 | 29.1 | 0 | | |
| Total % | 22.4 | 0.2 | 14.2 | 0 | 36.7 | 14.6 | 15.1 | 0 | 0 | 29.7 | 0 | 0 | 0 | 0 | 0 | 0 | 23.8 | 9.8 | 0 | 33.5 | |



All Traffic Data Services, Inc.

1336 Farmer Road
Conyers, Ga. 30012

Ph. 404-374-1281

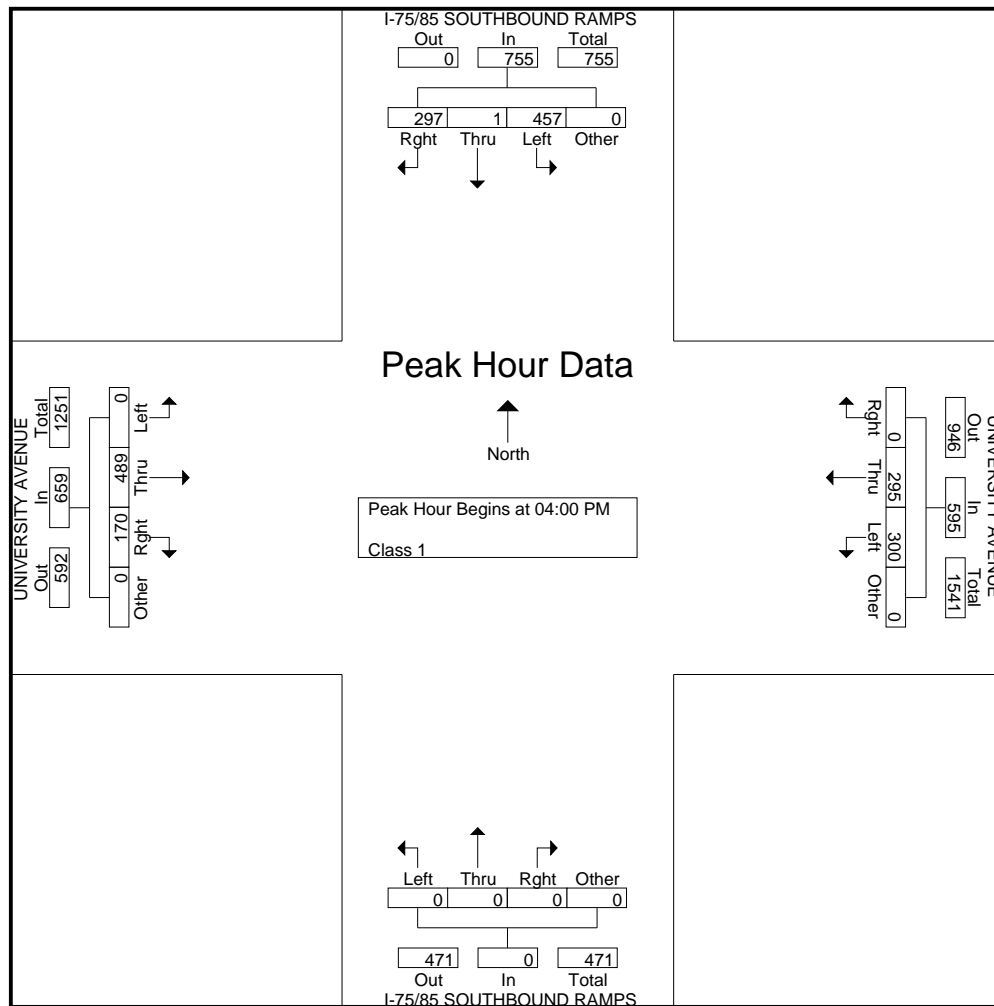
Site Name : I-75-85SBRamp@UniversityAvePM

Site Code : 8

Start Date : 5/23/2007

Page No : 2

| | I-75/85 SOUTHBOUND RAMPSSouthbound | | | | | UNIVERSITY AVENUEWestbound | | | | | I-75/85 SOUTHBOUND RAMPSSouthbound | | | | | UNIVERSITY AVENUEEastbound | | | | | |
|--|------------------------------------|------|------|-------|------------|----------------------------|------|------|-------|------------|------------------------------------|------|------|-------|------------|----------------------------|------|------|-------|------------|------------|
| Start Time | Left | Thru | Rght | Other | App. Total | Left | Thru | Rght | Other | App. Total | Left | Thru | Rght | Other | App. Total | Left | Thru | Rght | Other | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 112 | 0 | 73 | 0 | 185 | 80 | 68 | 0 | 0 | 148 | 0 | 0 | 0 | 0 | 0 | 0 | 117 | 29 | 0 | 146 | 479 |
| 04:15 PM | 110 | 0 | 72 | 0 | 182 | 74 | 79 | 0 | 0 | 153 | 0 | 0 | 0 | 0 | 0 | 0 | 141 | 37 | 0 | 178 | 513 |
| 04:30 PM | 100 | 0 | 86 | 0 | 186 | 68 | 69 | 0 | 0 | 137 | 0 | 0 | 0 | 0 | 0 | 0 | 119 | 56 | 0 | 175 | 498 |
| 04:45 PM | 135 | 1 | 66 | 0 | 202 | 78 | 79 | 0 | 0 | 157 | 0 | 0 | 0 | 0 | 0 | 0 | 112 | 48 | 0 | 160 | 519 |
| Total Volume | 457 | 1 | 297 | 0 | 755 | 300 | 295 | 0 | 0 | 595 | 0 | 0 | 0 | 0 | 0 | 0 | 489 | 170 | 0 | 659 | 2009 |
| % App. Total | 60.5 | 0.1 | 39.3 | 0 | | 50.4 | 49.6 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 74.2 | 25.8 | 0 | | |
| PHF | .846 | .250 | .863 | .000 | .934 | .938 | .934 | .000 | .000 | .947 | .000 | .000 | .000 | .000 | .000 | .000 | .867 | .759 | .000 | .926 | .968 |



All Traffic Data Services, Inc.

1336 Farmer Road
Conyers, Ga. 30012

File Name : I-75-85SBRamp@UniversityAveAM

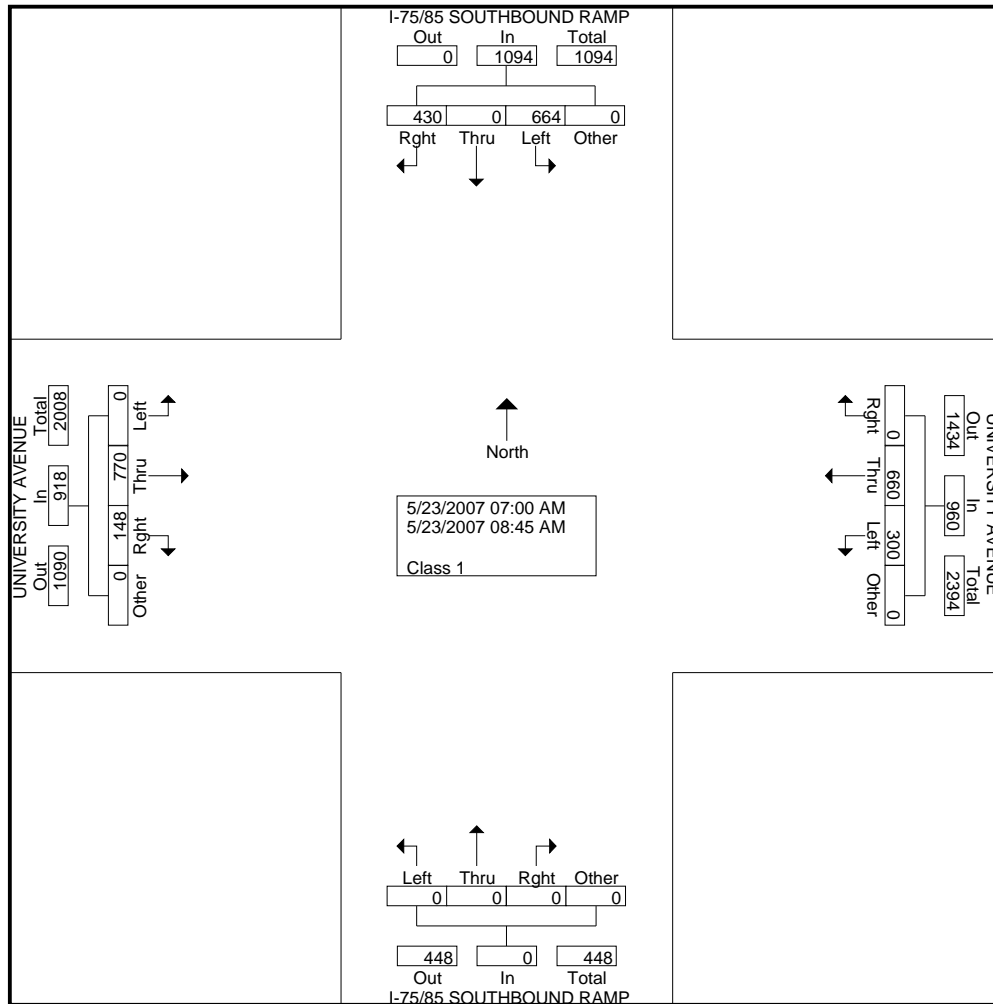
Site Code : 8

Start Date : 5/23/2007

Page No : 1

Groups Printed- Class 1

| | I-75/85 SOUTHBOUND RAMP Southbound | | | | | UNIVERSITY AVENUE Westbound | | | | | I-75/85 SOUTHBOUND RAMP Northbound | | | | | UNIVERSITY AVENUE Eastbound | | | | | |
|-------------|---------------------------------------|------|------|-------|------------|--------------------------------|------|------|-------|------------|---------------------------------------|------|------|-------|------------|--------------------------------|------|------|-------|------------|------------|
| Start Time | Left | Thru | Rght | Other | App. Total | Left | Thru | Rght | Other | App. Total | Left | Thru | Rght | Other | App. Total | Left | Thru | Rght | Other | App. Total | Int. Total |
| 07:00 AM | 76 | 0 | 40 | 0 | 116 | 34 | 45 | 0 | 0 | 79 | 0 | 0 | 0 | 0 | 0 | 0 | 73 | 16 | 0 | 89 | 284 |
| 07:15 AM | 91 | 0 | 42 | 0 | 133 | 35 | 69 | 0 | 0 | 104 | 0 | 0 | 0 | 0 | 0 | 0 | 98 | 15 | 0 | 113 | 350 |
| 07:30 AM | 95 | 0 | 51 | 0 | 146 | 33 | 72 | 0 | 0 | 105 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 18 | 0 | 118 | 369 |
| 07:45 AM | 90 | 0 | 55 | 0 | 145 | 46 | 85 | 0 | 0 | 131 | 0 | 0 | 0 | 0 | 0 | 0 | 95 | 20 | 0 | 115 | 391 |
| Total | 352 | 0 | 188 | 0 | 540 | 148 | 271 | 0 | 0 | 419 | 0 | 0 | 0 | 0 | 0 | 0 | 366 | 69 | 0 | 435 | 1394 |
| 08:00 AM | 64 | 0 | 58 | 0 | 122 | 37 | 93 | 0 | 0 | 130 | 0 | 0 | 0 | 0 | 0 | 0 | 123 | 14 | 0 | 137 | 389 |
| 08:15 AM | 68 | 0 | 72 | 0 | 140 | 45 | 106 | 0 | 0 | 151 | 0 | 0 | 0 | 0 | 0 | 0 | 105 | 23 | 0 | 128 | 419 |
| 08:30 AM | 92 | 0 | 51 | 0 | 143 | 38 | 93 | 0 | 0 | 131 | 0 | 0 | 0 | 0 | 0 | 0 | 90 | 20 | 0 | 110 | 384 |
| 08:45 AM | 88 | 0 | 61 | 0 | 149 | 32 | 97 | 0 | 0 | 129 | 0 | 0 | 0 | 0 | 0 | 0 | 86 | 22 | 0 | 108 | 386 |
| Total | 312 | 0 | 242 | 0 | 554 | 152 | 389 | 0 | 0 | 541 | 0 | 0 | 0 | 0 | 0 | 0 | 404 | 79 | 0 | 483 | 1578 |
| Grand Total | 664 | 0 | 430 | 0 | 1094 | 300 | 660 | 0 | 0 | 960 | 0 | 0 | 0 | 0 | 0 | 0 | 770 | 148 | 0 | 918 | 2972 |
| Apprch % | 60.7 | 0 | 39.3 | 0 | | 31.2 | 68.8 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 83.9 | 16.1 | 0 | | |
| Total % | 22.3 | 0 | 14.5 | 0 | 36.8 | 10.1 | 22.2 | 0 | 0 | 32.3 | 0 | 0 | 0 | 0 | 0 | 0 | 25.9 | 5 | 0 | 30.9 | |



All Traffic Data Services, Inc.

1336 Farmer Road
Conyers, Ga. 30012

Ph. 404-374-1281

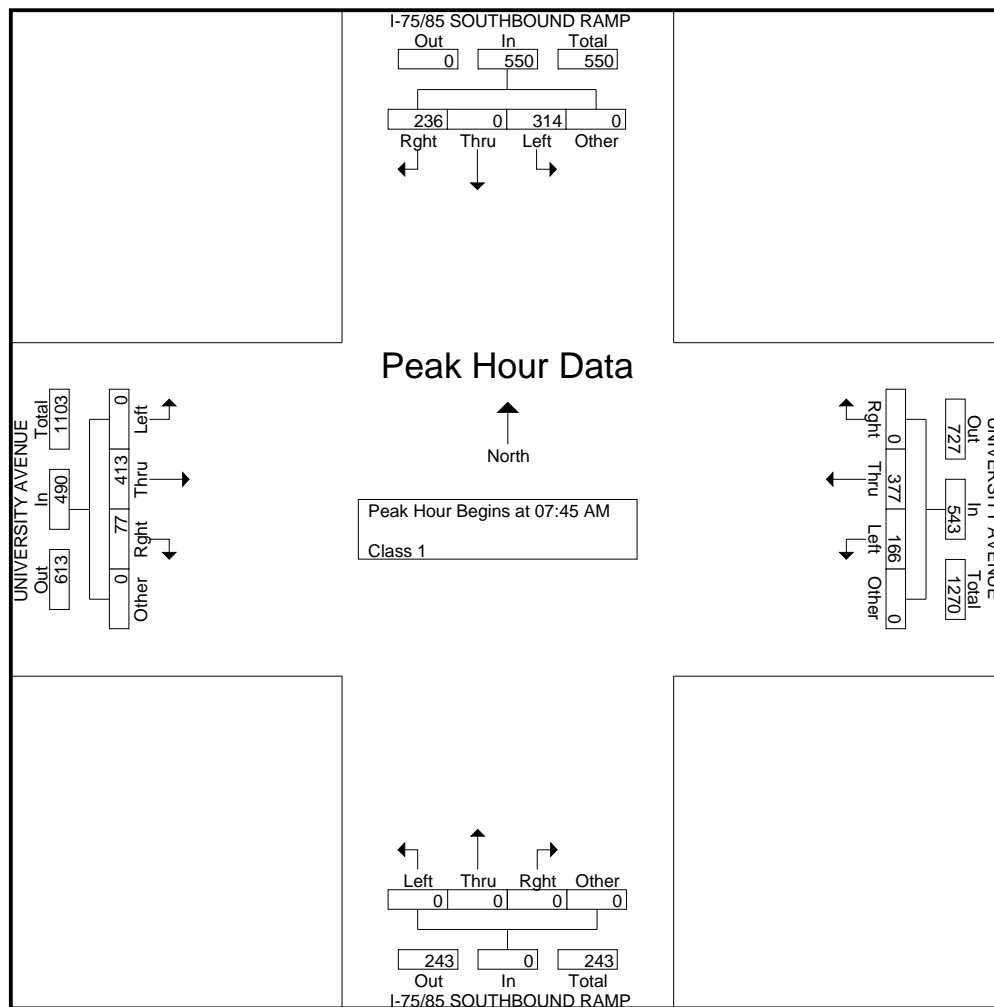
File Name : I-75-85SBRamp@UniversityAveAM

Site Code : 8

Start Date : 5/23/2007

Page No : 2

| | I-75/85 SOUTHBOUND RAMP Southbound | | | | | UNIVERSITY AVENUE Westbound | | | | | I-75/85 SOUTHBOUND RAMP Northbound | | | | | UNIVERSITY AVENUE Eastbound | | | | | |
|--|---------------------------------------|------|-------|-------|------------|--------------------------------|------|-------|-------|------------|---------------------------------------|------|-------|-------|------------|--------------------------------|------|-------|-------|------------|------------|
| Start Time | Left | Thru | Right | Other | App. Total | Left | Thru | Right | Other | App. Total | Left | Thru | Right | Other | App. Total | Left | Thru | Right | Other | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:45 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:45 AM | 90 | 0 | 55 | 0 | 145 | 46 | 85 | 0 | 0 | 131 | 0 | 0 | 0 | 0 | 0 | 0 | 95 | 20 | 0 | 115 | 391 |
| 08:00 AM | 64 | 0 | 58 | 0 | 122 | 37 | 93 | 0 | 0 | 130 | 0 | 0 | 0 | 0 | 0 | 0 | 123 | 14 | 0 | 137 | 389 |
| 08:15 AM | 68 | 0 | 72 | 0 | 140 | 45 | 106 | 0 | 0 | 151 | 0 | 0 | 0 | 0 | 0 | 0 | 105 | 23 | 0 | 128 | 419 |
| 08:30 AM | 92 | 0 | 51 | 0 | 143 | 38 | 93 | 0 | 0 | 131 | 0 | 0 | 0 | 0 | 0 | 0 | 90 | 20 | 0 | 110 | 384 |
| Total Volume | 314 | 0 | 236 | 0 | 550 | 166 | 377 | 0 | 0 | 543 | 0 | 0 | 0 | 0 | 0 | 0 | 413 | 77 | 0 | 490 | 1583 |
| % App. Total | 57.1 | 0 | 42.9 | 0 | | 30.6 | 69.4 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 84.3 | 15.7 | 0 | | |
| PHF | .853 | .000 | .819 | .000 | .948 | .902 | .889 | .000 | .000 | .899 | .000 | .000 | .000 | .000 | .000 | .000 | .839 | .837 | .000 | .894 | .945 |



All Traffic Data Services, Inc.

1336 Farmer Road
Conyers, Ga. 30012

File Name : I-75-85NBRamp@UniversityAvePM

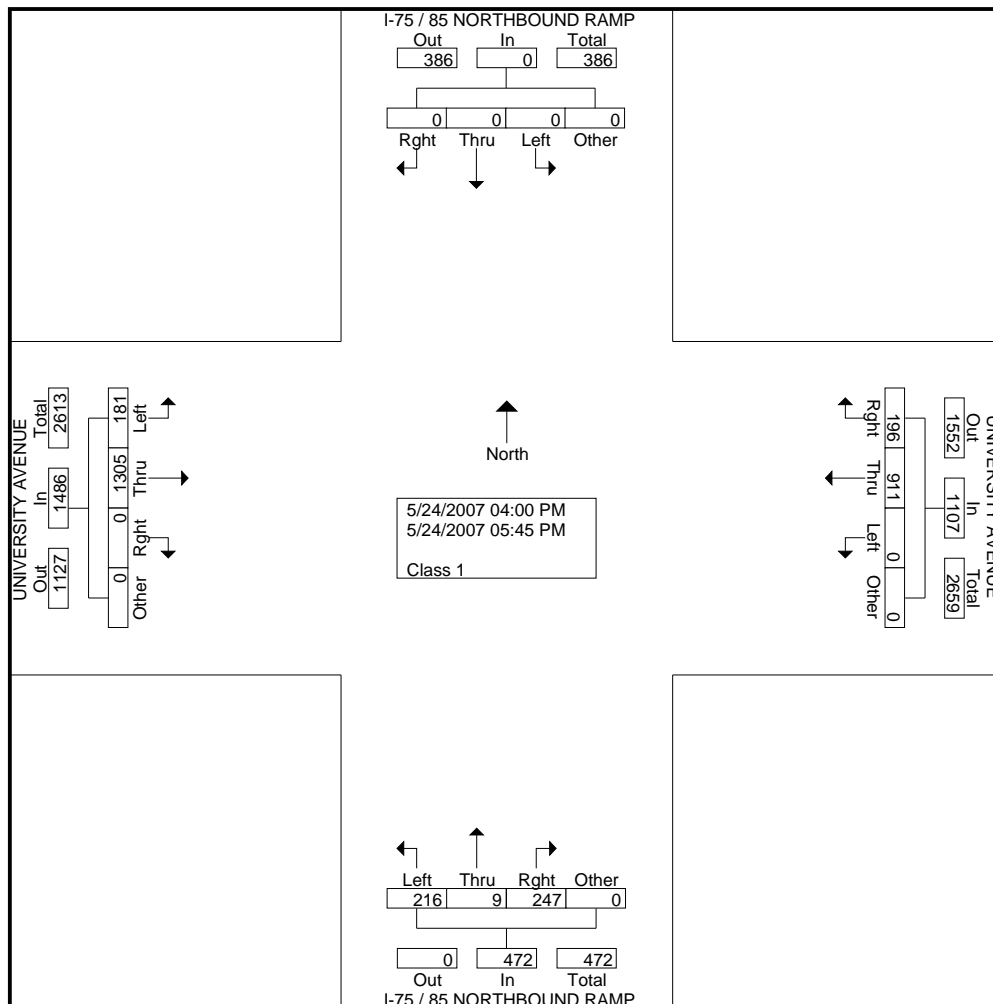
Site Code : 7

Start Date : 5/24/2007

Page No : 1

Groups Printed- Class 1

| | I-75 / 85 NORTHBOUND RAMP Southbound | | | | | UNIVERSITY AVENUE Westbound | | | | | I-75 / 85 NORTHBOUND RAMP Northbound | | | | | UNIVERSITY AVENUE Eastbound | | | | | |
|-------------|--|------|-------|-------|------------|--------------------------------|------|-------|-------|------------|--|------|-------|-------|------------|--------------------------------|------|-------|-------|------------|------------|
| Start Time | Left | Thru | Right | Other | App. Total | Left | Thru | Right | Other | App. Total | Left | Thru | Right | Other | App. Total | Left | Thru | Right | Other | App. Total | Int. Total |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 111 | 16 | 0 | 127 | 27 | 2 | 23 | 0 | 52 | 16 | 176 | 0 | 0 | 192 | 371 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 132 | 21 | 0 | 153 | 21 | 0 | 26 | 0 | 47 | 21 | 200 | 0 | 0 | 221 | 421 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 109 | 24 | 0 | 133 | 29 | 0 | 33 | 0 | 62 | 17 | 185 | 0 | 0 | 202 | 397 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 121 | 39 | 0 | 160 | 31 | 3 | 27 | 0 | 61 | 19 | 165 | 0 | 0 | 184 | 405 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 473 | 100 | 0 | 573 | 108 | 5 | 109 | 0 | 222 | 73 | 726 | 0 | 0 | 799 | 1594 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 111 | 28 | 0 | 139 | 28 | 2 | 31 | 0 | 61 | 22 | 153 | 0 | 0 | 175 | 375 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 118 | 22 | 0 | 140 | 33 | 0 | 39 | 0 | 72 | 27 | 167 | 0 | 0 | 194 | 406 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 103 | 25 | 0 | 128 | 27 | 2 | 32 | 0 | 61 | 32 | 132 | 0 | 0 | 164 | 353 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 106 | 21 | 0 | 127 | 20 | 0 | 36 | 0 | 56 | 27 | 127 | 0 | 0 | 154 | 337 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 438 | 96 | 0 | 534 | 108 | 4 | 138 | 0 | 250 | 108 | 579 | 0 | 0 | 687 | 1471 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 0 | 911 | 196 | 0 | 1107 | 216 | 9 | 247 | 0 | 472 | 181 | 1305 | 0 | 0 | 1486 | 3065 |
| Apprch % | 0 | 0 | 0 | 0 | 0 | 0 | 82.3 | 17.7 | 0 | | 45.8 | 1.9 | 52.3 | 0 | | 12.2 | 87.8 | 0 | 0 | | |
| Total % | 0 | 0 | 0 | 0 | 0 | 0 | 29.7 | 6.4 | 0 | 36.1 | 7 | 0.3 | 8.1 | 0 | 15.4 | 5.9 | 42.6 | 0 | 0 | 48.5 | |



All Traffic Data Services, Inc.

1336 Farmer Road
Conyers, Ga. 30012

Ph. 404-374-1280

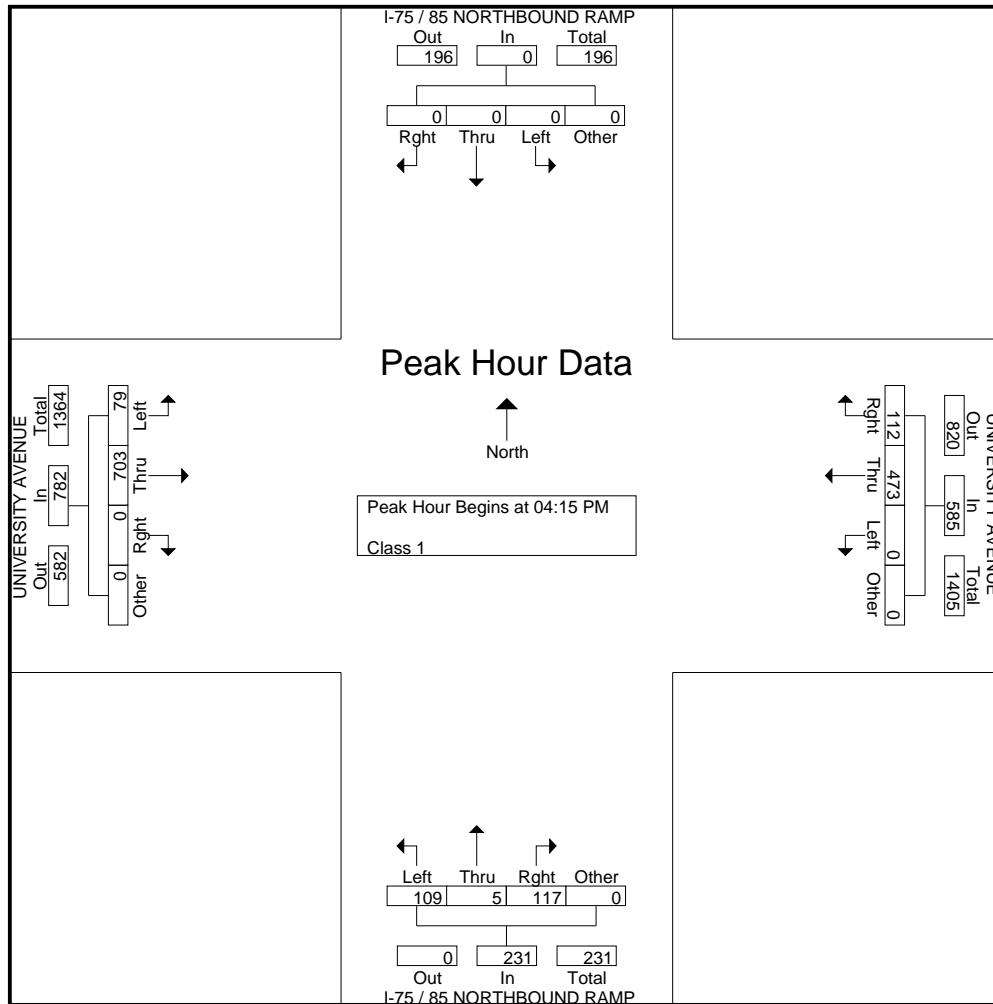
File Name : I-75-85NBRamp@UniversityAvePM

Site Code : 7

Start Date : 5/24/2007

Page No : 2

| | I-75 / 85 NORTHBOUND RAMP Southbound | | | | | UNIVERSITY AVENUE Westbound | | | | | I-75 / 85 NORTHBOUND RAMP Northbound | | | | | UNIVERSITY AVENUE Eastbound | | | | | |
|--|--|------|------|-------|------------|--------------------------------|------|------|-------|------------|--|------|------|-------|------------|--------------------------------|------|------|-------|------------|------------|
| Start Time | Left | Thru | Rght | Other | App. Total | Left | Thru | Rght | Other | App. Total | Left | Thru | Rght | Other | App. Total | Left | Thru | Rght | Other | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:15 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 132 | 21 | 0 | 153 | 21 | 0 | 26 | 0 | 47 | 21 | 200 | 0 | 0 | 221 | 421 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 109 | 24 | 0 | 133 | 29 | 0 | 33 | 0 | 62 | 17 | 185 | 0 | 0 | 202 | 397 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 121 | 39 | 0 | 160 | 31 | 3 | 27 | 0 | 61 | 19 | 165 | 0 | 0 | 184 | 405 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 111 | 28 | 0 | 139 | 28 | 2 | 31 | 0 | 61 | 22 | 153 | 0 | 0 | 175 | 375 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 473 | 112 | 0 | 585 | 109 | 5 | 117 | 0 | 231 | 79 | 703 | 0 | 0 | 782 | 1598 |
| % App. Total | 0 | 0 | 0 | 0 | 0 | 0 | 80.9 | 19.1 | 0 | | 47.2 | 2.2 | 50.6 | 0 | | 10.1 | 89.9 | 0 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .896 | .718 | .000 | .914 | .879 | .417 | .886 | .000 | .931 | .898 | .879 | .000 | .000 | .885 | .949 |



All Traffic Data Services, Inc.

1336 Farmer Road
Conyers, Ga. 30012

File Name : I-75-85NBRamp@UniversityAveAM

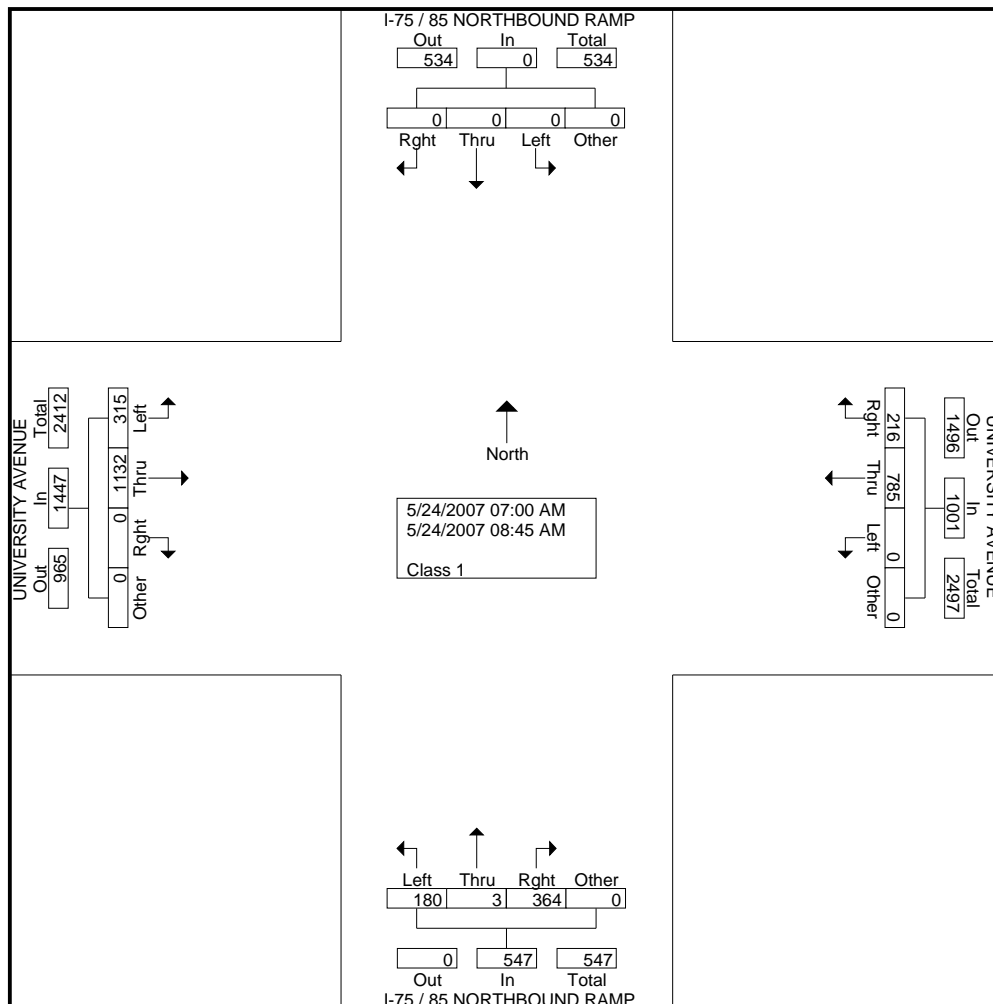
Site Code : 00000000

Start Date : 5/24/2007

Page No : 1

Groups Printed- Class 1

| | I-75 / 85 NORTHBOUND RAMP Southbound | | | | | | UNIVERSITY AVENUE Westbound | | | | | I-75 / 85 NORTHBOUND RAMP Northbound | | | | | | UNIVERSITY AVENUE Eastbound | | | | | | | |
|-------------|--|------|-------|-------|------------|--|--------------------------------|------|-------|-------|------------|--|------|------|-------|-------|------------|--------------------------------|------|------|-------|-------|------------|------------|--|
| Start Time | Left | Thru | Right | Other | App. Total | | Left | Thru | Right | Other | App. Total | | Left | Thru | Right | Other | App. Total | | Left | Thru | Right | Other | App. Total | Int. Total | |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | | 0 | 67 | 33 | 0 | 100 | | 12 | 1 | 32 | 0 | 45 | | 43 | 100 | 0 | 0 | 143 | 288 | |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | | 0 | 90 | 23 | 0 | 113 | | 16 | 0 | 43 | 0 | 59 | | 33 | 165 | 0 | 0 | 198 | 370 | |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | | 0 | 80 | 26 | 0 | 106 | | 22 | 0 | 33 | 0 | 55 | | 37 | 160 | 0 | 0 | 197 | 358 | |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | | 0 | 111 | 31 | 0 | 142 | | 24 | 1 | 36 | 0 | 61 | | 45 | 140 | 0 | 0 | 185 | 388 | |
| Total | 0 | 0 | 0 | 0 | 0 | | 0 | 348 | 113 | 0 | 461 | | 74 | 2 | 144 | 0 | 220 | | 158 | 565 | 0 | 0 | 723 | 1404 | |
| | | | | | | | | | | | | | | | | | | | | | | | | | |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | | 0 | 107 | 27 | 0 | 134 | | 26 | 0 | 43 | 0 | 69 | | 42 | 153 | 0 | 0 | 195 | 398 | |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | | 0 | 120 | 24 | 0 | 144 | | 31 | 0 | 57 | 0 | 88 | | 40 | 132 | 0 | 0 | 172 | 404 | |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | | 0 | 103 | 30 | 0 | 133 | | 27 | 1 | 54 | 0 | 82 | | 44 | 140 | 0 | 0 | 184 | 399 | |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | | 0 | 107 | 22 | 0 | 129 | | 22 | 0 | 66 | 0 | 88 | | 31 | 142 | 0 | 0 | 173 | 390 | |
| Total | 0 | 0 | 0 | 0 | 0 | | 0 | 437 | 103 | 0 | 540 | | 106 | 1 | 220 | 0 | 327 | | 157 | 567 | 0 | 0 | 724 | 1591 | |
| | | | | | | | | | | | | | | | | | | | | | | | | | |
| Grand Total | 0 | 0 | 0 | 0 | 0 | | 0 | 785 | 216 | 0 | 1001 | | 180 | 3 | 364 | 0 | 547 | | 315 | 1132 | 0 | 0 | 1447 | 2995 | |
| Apprch % | 0 | 0 | 0 | 0 | | | 0 | 78.4 | 21.6 | 0 | | | 32.9 | 0.5 | 66.5 | 0 | | | 21.8 | 78.2 | 0 | 0 | | | |
| Total % | 0 | 0 | 0 | 0 | 0 | | 0 | 26.2 | 7.2 | 0 | 33.4 | | 6 | 0.1 | 12.2 | 0 | 18.3 | | 10.5 | 37.8 | 0 | 0 | 48.3 | | |



All Traffic Data Services, Inc.

1336 Farmer Road
Conyers, Ga. 30012

Ph. 404-374-1280

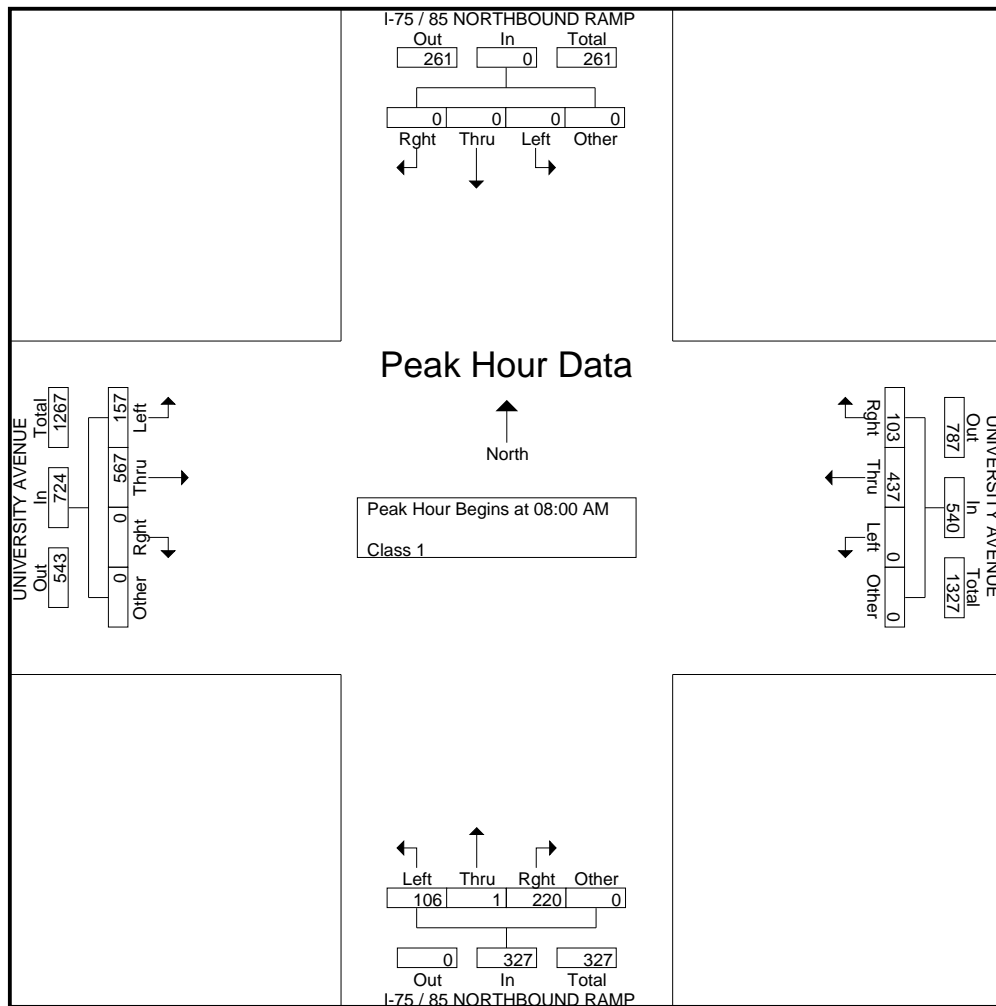
File Name : I-75-85NBRamp@UniversityAveAM

Site Code : 00000000

Start Date : 5/24/2007

Page No : 2

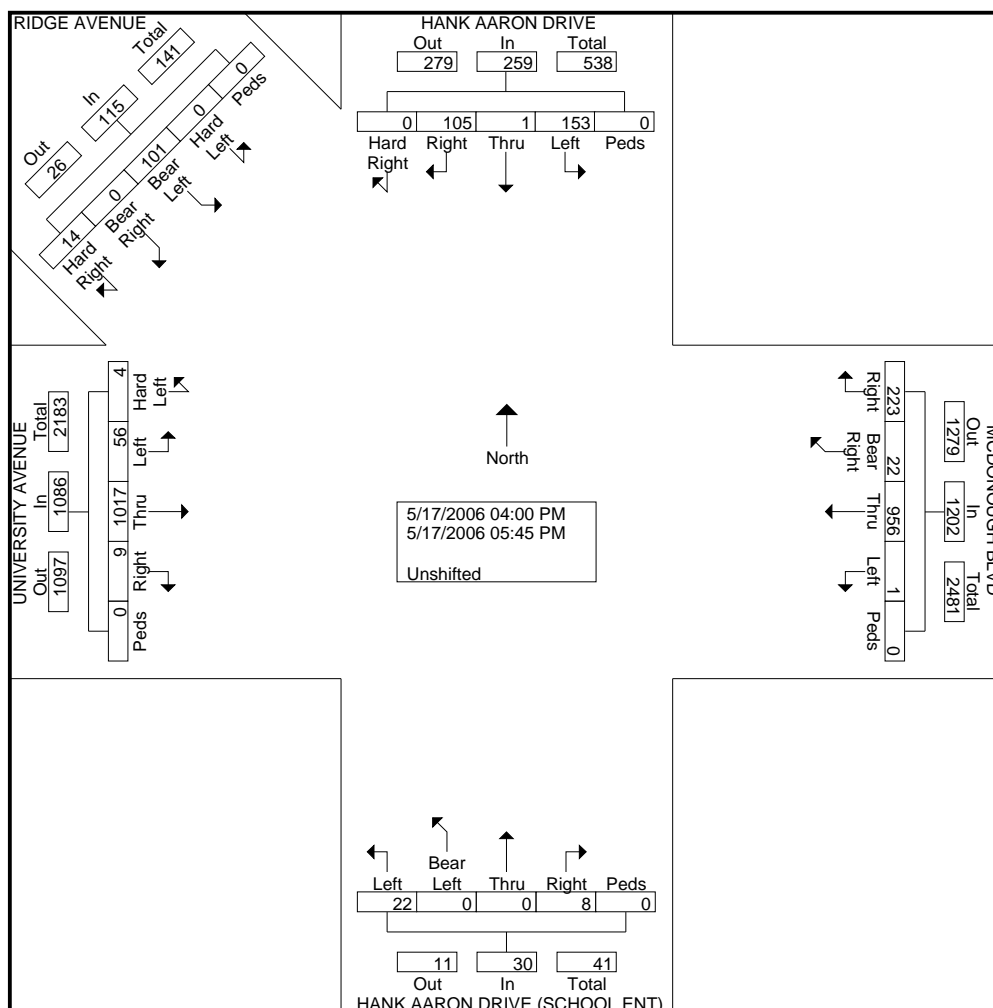
| | I-75 / 85 NORTHBOUND RAMP Southbound | | | | | UNIVERSITY AVENUE Westbound | | | | | I-75 / 85 NORTHBOUND RAMP Northbound | | | | | UNIVERSITY AVENUE Eastbound | | | | | |
|--|--------------------------------------|------|------|-------|------------|-----------------------------|------|------|-------|------------|--------------------------------------|------|------|-------|------------|-----------------------------|------|------|-------|------------|------------|
| Start Time | Left | Thru | Rght | Other | App. Total | Left | Thru | Rght | Other | App. Total | Left | Thru | Rght | Other | App. Total | Left | Thru | Rght | Other | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:00 AM | | | | | | | | | | | | | | | | | | | | | |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 107 | 27 | 0 | 134 | 26 | 0 | 43 | 0 | 69 | 42 | 153 | 0 | 0 | 195 | 398 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 120 | 24 | 0 | 144 | 31 | 0 | 57 | 0 | 88 | 40 | 132 | 0 | 0 | 172 | 404 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 103 | 30 | 0 | 133 | 27 | 1 | 54 | 0 | 82 | 44 | 140 | 0 | 0 | 184 | 399 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 107 | 22 | 0 | 129 | 22 | 0 | 66 | 0 | 88 | 31 | 142 | 0 | 0 | 173 | 390 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 437 | 103 | 0 | 540 | 106 | 1 | 220 | 0 | 327 | 157 | 567 | 0 | 0 | 724 | 1591 |
| % App. Total | 0 | 0 | 0 | 0 | 0 | 0 | 80.9 | 19.1 | 0 | | 32.4 | 0.3 | 67.3 | 0 | | 21.7 | 78.3 | 0 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .910 | .858 | .000 | .938 | .855 | .250 | .833 | .000 | .929 | .892 | .926 | .000 | .000 | .928 | .985 |



1336 Farmer Road
Conyers, Ga. 30012
Ph. 404-374-1283

Page No : 1

| | | Groups Limited- Unlimited | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|-------------|--------------------------------|---------------------------|-------|---------------|------|---------------|-----------------------------|------|---------------|-------|------|---------------|--|--------------|------|-------|------|---------------|--------------------------------|------|------|-------|------|---------------|--------------------------------|--------------|---------------|---------------|------|---------------|---------------|
| | HANK AARON DRIVE Southbound | | | | | | MCDONOUGH BLVD Westbound | | | | | | HANK AARON DRIVE (SCHOOL ENT) Northbound | | | | | | UNIVERSITY AVENUE Eastbound | | | | | | RIDGE AVENUE Southeastbound | | | | | | |
| Start Time | Left | Thru | Right | Hard Right | Peds | App. Total | Left | Thru | Bear Right | Right | Peds | App. Total | Left | Bear Left | Thru | Right | Peds | App. Total | Hard Left | Left | Thru | Right | Peds | App. Total | Hard Left | Bear Left | Bear Right | Hard Right | Peds | App. Total | Int. Total |
| 04:00 PM | 19 | 0 | 16 | 0 | 0 | 35 | 0 | 106 | 3 | 21 | 0 | 130 | 2 | 0 | 0 | 0 | 0 | 2 | 1 | 7 | 129 | 1 | 0 | 138 | 0 | 15 | 0 | 3 | 0 | 18 | 323 |
| 04:15 PM | 22 | 0 | 12 | 0 | 0 | 34 | 0 | 102 | 2 | 37 | 0 | 141 | 4 | 0 | 0 | 1 | 0 | 5 | 1 | 9 | 130 | 2 | 0 | 142 | 0 | 16 | 0 | 2 | 0 | 18 | 340 |
| 04:30 PM | 22 | 0 | 13 | 0 | 0 | 35 | 0 | 100 | 1 | 28 | 0 | 129 | 1 | 0 | 0 | 2 | 0 | 3 | 0 | 8 | 137 | 0 | 0 | 145 | 0 | 12 | 0 | 4 | 0 | 16 | 328 |
| 04:45 PM | 15 | 0 | 15 | 0 | 0 | 30 | 1 | 116 | 2 | 25 | 0 | 144 | 3 | 0 | 0 | 1 | 0 | 4 | 0 | 6 | 130 | 1 | 0 | 137 | 0 | 11 | 0 | 2 | 0 | 13 | 328 |
| Total | 78 | 0 | 56 | 0 | 0 | 134 | 1 | 424 | 8 | 111 | 0 | 544 | 10 | 0 | 0 | 4 | 0 | 14 | 2 | 30 | 526 | 4 | 0 | 562 | 0 | 54 | 0 | 11 | 0 | 65 | 1319 |
| 05:00 PM | 17 | 1 | 12 | 0 | 0 | 30 | 0 | 122 | 6 | 30 | 0 | 158 | 6 | 0 | 0 | 2 | 0 | 8 | 0 | 7 | 133 | 2 | 0 | 142 | 0 | 11 | 0 | 1 | 0 | 12 | 350 |
| 05:15 PM | 19 | 0 | 12 | 0 | 0 | 31 | 0 | 133 | 2 | 27 | 0 | 162 | 3 | 0 | 0 | 1 | 0 | 4 | 1 | 9 | 126 | 0 | 0 | 136 | 0 | 13 | 0 | 1 | 0 | 14 | 347 |
| 05:30 PM | 21 | 0 | 13 | 0 | 0 | 34 | 0 | 147 | 2 | 29 | 0 | 178 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 6 | 113 | 1 | 0 | 120 | 0 | 11 | 0 | 0 | 0 | 11 | 345 |
| 05:45 PM | 18 | 0 | 12 | 0 | 0 | 30 | 0 | 130 | 4 | 26 | 0 | 160 | 1 | 0 | 0 | 1 | 0 | 2 | 1 | 4 | 119 | 2 | 0 | 126 | 0 | 12 | 0 | 1 | 0 | 13 | 331 |
| Total | 75 | 1 | 49 | 0 | 0 | 125 | 0 | 532 | 14 | 112 | 0 | 658 | 12 | 0 | 0 | 4 | 0 | 16 | 2 | 26 | 491 | 5 | 0 | 524 | 0 | 47 | 0 | 3 | 0 | 50 | 1373 |
| Grand Total | 153 | 1 | 105 | 0 | 0 | 259 | 1 | 956 | 22 | 223 | 0 | 1202 | 22 | 0 | 0 | 8 | 0 | 30 | 4 | 56 | 1017 | 9 | 0 | 1086 | 0 | 101 | 0 | 14 | 0 | 115 | 2692 |
| Apprch % | 59.1 | 0.4 | 40.5 | 0 | 0 | | 0.1 | 79.5 | 1.8 | 18.6 | 0 | | 73.3 | 0 | 0 | 26.7 | 0 | | 0.4 | 5.2 | 93.6 | 0.8 | 0 | | 0 | 87.8 | 0 | 12.2 | 0 | | |
| Total % | 5.7 | 0 | 3.9 | 0 | 0 | 9.6 | 0 | 35.5 | 0.8 | 8.3 | 0 | 44.7 | 0.8 | 0 | 0 | 0.3 | 0 | 1.1 | 0.1 | 2.1 | 37.8 | 0.3 | 0 | 40.3 | 0 | 3.8 | 0 | 0.5 | 0 | 4.3 | |



All Traffic Data Services, Inc.

1336 Farmer Road
Conyers, Ga. 30012
Ph. 404-374-1283

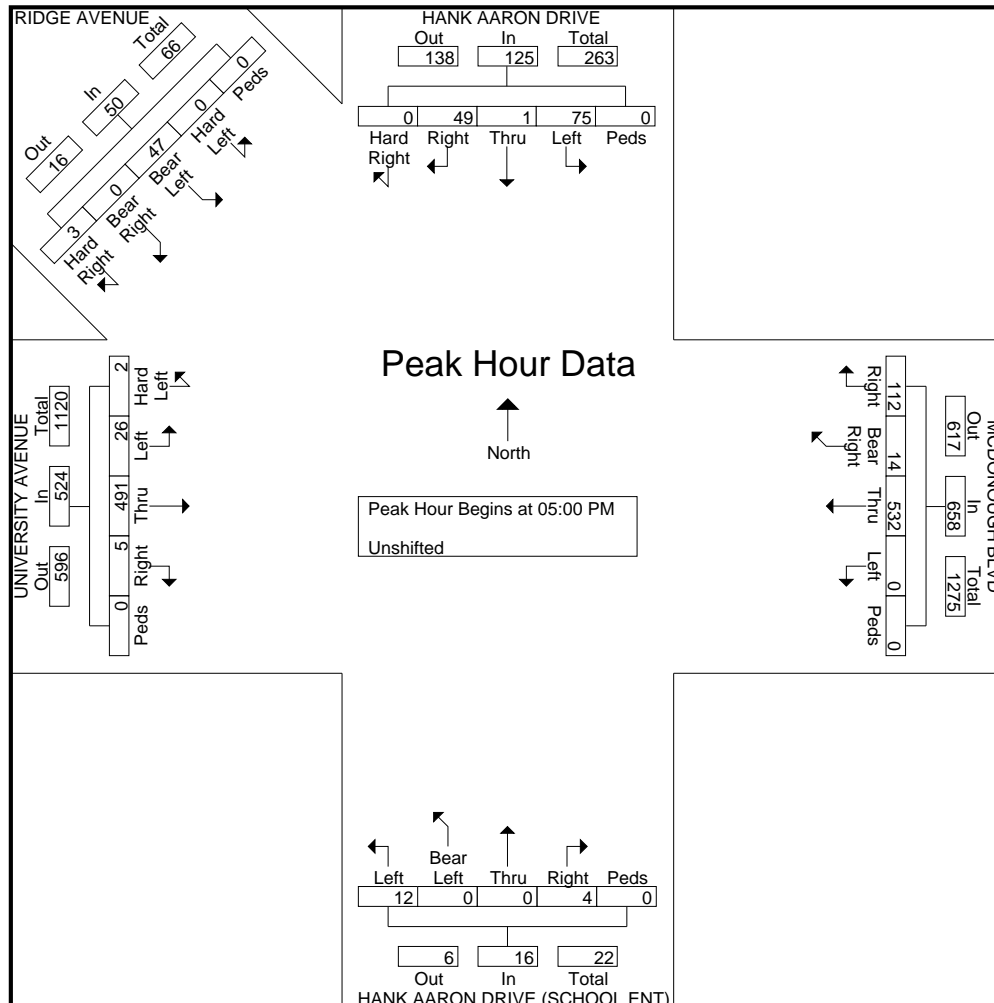
File Name : HankAaron&McDonBlvdPM

Site Code : 4

Start Date : 5/17/2006

Page No : 2

| | HANK AARON DRIVE Southbound | | | | | | MCDONOUGH BLVD Westbound | | | | | | HANK AARON DRIVE (SCHOOL ENT) Northbound | | | | | | UNIVERSITY AVENUE Eastbound | | | | | | RIDGE AVENUE Southeastbound | | | | | | | |
|--|--------------------------------|------|-------|---------------|------|---------------|-----------------------------|------|---------------|-------|------|---------------|--|--------------|------|-------|------|---------------|--------------------------------|------|------|-------|------|---------------|--------------------------------|--------------|---------------|---------------|------|---------------|---------------|--|
| Start Time | Left | Thru | Right | Hard Right | Peds | App. Total | Left | Thru | Bear Right | Right | Peds | App. Total | Left | Bear Left | Thru | Right | Peds | App. Total | Hard Left | Left | Thru | Right | Peds | App. Total | Hard Left | Bear Left | Bear Right | Hard Right | Peds | App. Total | Int. Total | |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 05:00 PM | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 05:00 PM | 17 | 1 | 12 | 0 | 0 | 30 | 0 | 122 | 6 | 30 | 0 | 158 | 6 | 0 | 0 | 2 | 0 | 8 | 0 | 7 | 133 | 2 | 0 | 142 | 0 | 11 | 0 | 1 | 0 | 12 | 350 | |
| 05:15 PM | 19 | 0 | 12 | 0 | 0 | 31 | 0 | 133 | 2 | 27 | 0 | 162 | 3 | 0 | 0 | 1 | 0 | 4 | 1 | 9 | 126 | 0 | 0 | 136 | 0 | 13 | 0 | 1 | 0 | 14 | 347 | |
| 05:30 PM | 21 | 0 | 13 | 0 | 0 | 34 | 0 | 147 | 2 | 29 | 0 | 178 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 6 | 113 | 1 | 0 | 120 | 0 | 11 | 0 | 0 | 0 | 11 | 345 | |
| 05:45 PM | 18 | 0 | 12 | 0 | 0 | 30 | 0 | 130 | 4 | 26 | 0 | 160 | 1 | 0 | 0 | 1 | 0 | 2 | 1 | 4 | 119 | 2 | 0 | 126 | 0 | 12 | 0 | 1 | 0 | 13 | 331 | |
| Total Volume | 75 | 1 | 49 | 0 | 0 | 125 | 0 | 532 | 14 | 112 | 0 | 658 | 12 | 0 | 0 | 4 | 0 | 16 | 2 | 26 | 491 | 5 | 0 | 524 | 0 | 47 | 0 | 3 | 0 | 50 | 1373 | |
| % App. Total | 60 | 0.8 | 39.2 | 0 | 0 | | 0 | 80.9 | 2.1 | 17 | 0 | | 75 | 0 | 0 | 25 | 0 | | 0.4 | 5 | 93.7 | 1 | 0 | | 0 | 94 | 0 | 6 | 0 | | | |
| PHF | .893 | .250 | .942 | .000 | .000 | .919 | .000 | .905 | .583 | .933 | .000 | .924 | .500 | .000 | .000 | .500 | .000 | .500 | .500 | .722 | .923 | .625 | .000 | .923 | .000 | .904 | .000 | .750 | .000 | .893 | .981 | |



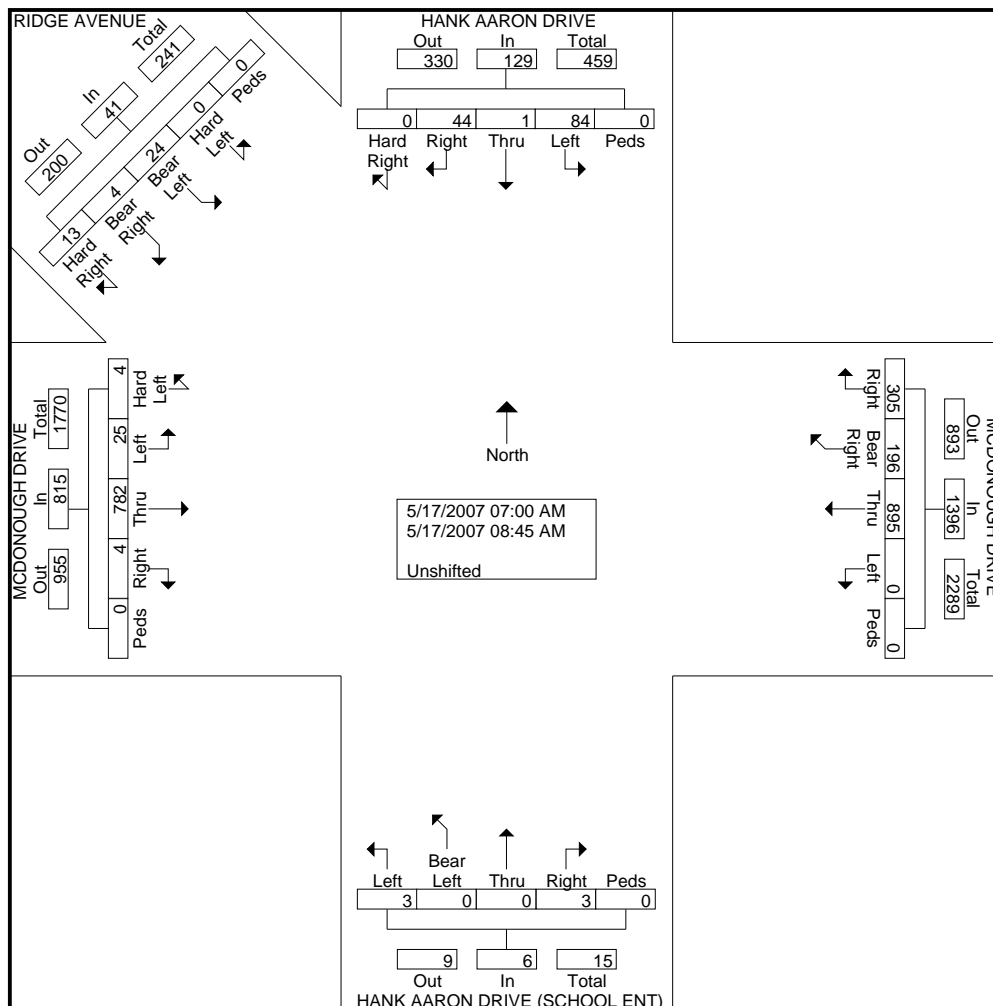
All Traffic Data Services, Inc.

1336 Farmer Road
Conyers, Ga. 30012
Ph. 404-374-1283

File Name : HankAaron&McDonBlvdAM
Site Code : 4
Start Date : 5/17/2007
Page No : 1

Groups Printed- Unshifted

| | HANK AARON DRIVE Southbound | | | | | | MCDONOUGH DRIVE Westbound | | | | | | HANK AARON DRIVE (SCHOOL ENT) Northbound | | | | | | MCDONOUGH DRIVE Eastbound | | | | | | RIDGE AVENUE Southeastbound | | | | | | |
|-------------|--------------------------------|------|-------|---------------|------|---------------|------------------------------|------|---------------|-------|------|---------------|--|--------------|------|-------|------|---------------|------------------------------|------|------|-------|------|---------------|--------------------------------|--------------|---------------|---------------|------|---------------|---------------|
| Start Time | Left | Thru | Right | Hard Right | Peds | App. Total | Left | Thru | Bear Right | Right | Peds | App. Total | Left | Bear Left | Thru | Right | Peds | App. Total | Hard Left | Left | Thru | Right | Peds | App. Total | Hard Left | Bear Left | Bear Right | Hard Right | Peds | App. Total | Int. Total |
| 07:00 AM | 5 | 0 | 3 | 0 | 0 | 8 | 0 | 92 | 16 | 15 | 0 | 123 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 64 | 1 | 0 | 68 | 0 | 4 | 0 | 2 | 0 | 6 | 205 |
| 07:15 AM | 3 | 0 | 4 | 0 | 0 | 7 | 0 | 119 | | | | | | | | | | | | | | | | | | | | | | | |
| 07:30 AM | 5 | 0 | 6 | 0 | 0 | 11 | 0 | 107 | 37 | 62 | 0 | 206 | 1 | 0 | 0 | 1 | 0 | 2 | 1 | 2 | 81 | 0 | 0 | 84 | 0 | 2 | 1 | 1 | 0 | 4 | 307 |
| 07:45 AM | 12 | 0 | 7 | 0 | 0 | 19 | 0 | 129 | 25 | 50 | 0 | 204 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 100 | 1 | 0 | 106 | 0 | 3 | 0 | 0 | 0 | 3 | 332 |
| Total | 25 | 0 | 20 | 0 | 0 | 45 | 0 | 447 | 103 | 148 | 0 | 698 | 1 | 0 | 0 | 2 | 0 | 3 | 1 | 14 | 341 | 2 | 0 | 358 | 0 | 12 | 1 | 4 | 0 | 17 | 1121 |
| 08:00 AM | 17 | 1 | 6 | 0 | 0 | 24 | 0 | 122 | 35 | 57 | 0 | 214 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 128 | 0 | 0 | 130 | 0 | 4 | 1 | 4 | 0 | 9 | 378 |
| 08:15 AM | 13 | 0 | 8 | 0 | 0 | 21 | 0 | 119 | 29 | 38 | 0 | 186 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 3 | 112 | 0 | 0 | 116 | 0 | 3 | 1 | 0 | 0 | 4 | 328 |
| 08:30 AM | 11 | 0 | 4 | 0 | 0 | 15 | 0 | 101 | 17 | 35 | 0 | 153 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 101 | 1 | 0 | 105 | 0 | 2 | 0 | 4 | 0 | 6 | 279 |
| 08:45 AM | 18 | 0 | 6 | 0 | 0 | 24 | 0 | 106 | 12 | 27 | 0 | 145 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 4 | 100 | 1 | 0 | 106 | 0 | 3 | 1 | 1 | 0 | 5 | 281 |
| Total | 59 | 1 | 24 | 0 | 0 | 84 | 0 | 448 | 93 | 157 | 0 | 698 | 2 | 0 | 0 | 1 | 0 | 3 | 3 | 11 | 441 | 2 | 0 | 457 | 0 | 12 | 3 | 9 | 0 | 24 | 1266 |
| Grand Total | 84 | 1 | 44 | 0 | 0 | 129 | 0 | 895 | 196 | 305 | 0 | 1396 | 3 | 0 | 0 | 3 | 0 | 6 | 4 | 25 | 782 | 4 | 0 | 815 | 0 | 24 | 4 | 13 | 0 | 41 | 2387 |
| Apprch % | 65.1 | 0.8 | 34.1 | 0 | 0 | | 0 | 64.1 | 14 | 21.8 | 0 | | 50 | 0 | 0 | 50 | 0 | | 0.5 | 3.1 | 96 | 0.5 | 0 | | 0 | 58.5 | 9.8 | 31.7 | 0 | | |
| Total % | 3.5 | 0 | 1.8 | 0 | 0 | 5.4 | 0 | 37.5 | 8.2 | 12.8 | 0 | 58.5 | 0.1 | 0 | 0 | 0.1 | 0 | 0.3 | 0.2 | 1 | 32.8 | 0.2 | 0 | 34.1 | 0 | 1 | 0.2 | 0.5 | 0 | 1.7 | |

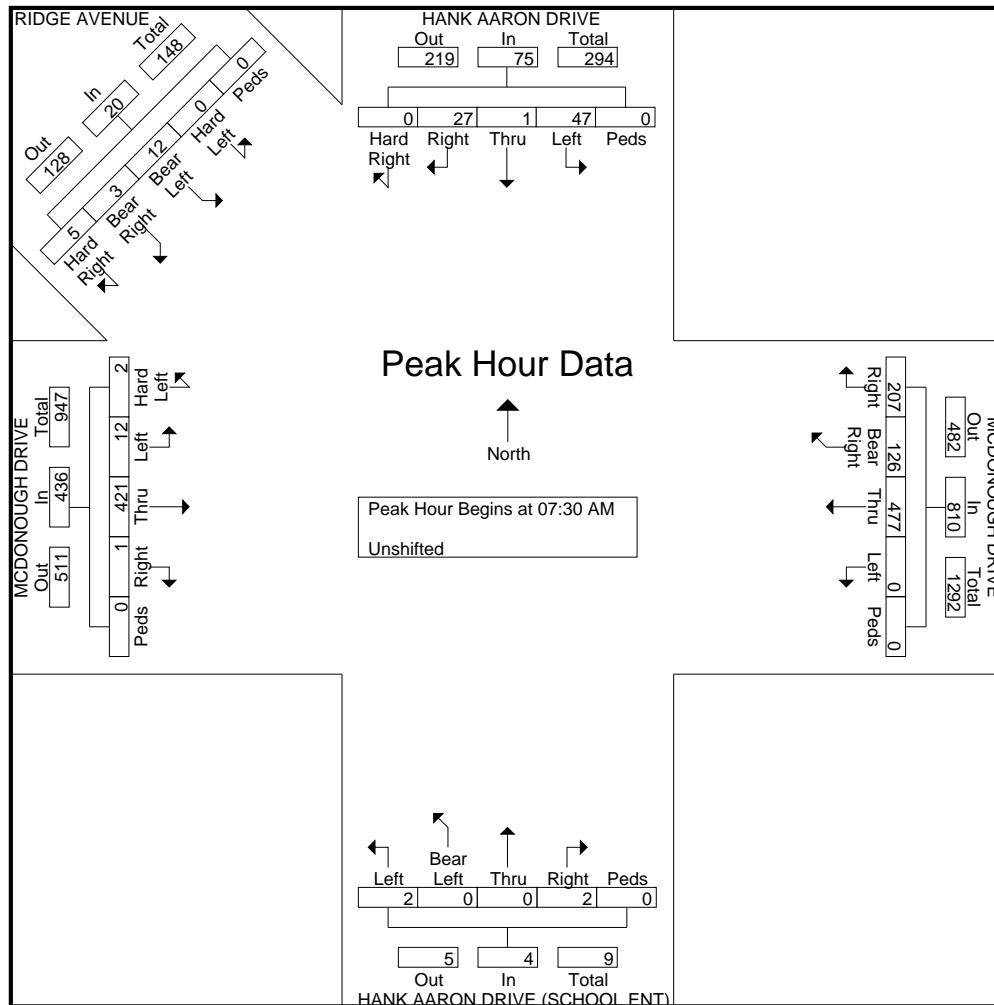


All Traffic Data Services, Inc.

1336 Farmer Road
Conyers, Ga. 30012
Ph. 404-374-1283

File Name : HankAaron&McDonBlvdAM
Site Code : 4
Start Date : 5/17/2007
Page No : 2

| | HANK AARON DRIVE Southbound | | | | | | MCDONOUGH DRIVE Westbound | | | | | | HANK AARON DRIVE (SCHOOL ENT) Northbound | | | | | | MCDONOUGH DRIVE Eastbound | | | | | | RIDGE AVENUE Southeastbound | | | | | | |
|--|--------------------------------|------|-------|---------------|------|---------------|------------------------------|------|---------------|-------|------|---------------|--|--------------|------|-------|------|---------------|------------------------------|------|------|-------|------|---------------|--------------------------------|--------------|---------------|---------------|------|---------------|---------------|
| Start Time | Left | Thru | Right | Hard Right | Peds | App. Total | Left | Thru | Bear Right | Right | Peds | App. Total | Left | Bear Left | Thru | Right | Peds | App. Total | Hard Left | Left | Thru | Right | Peds | App. Total | Hard Left | Bear Left | Bear Right | Hard Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 07:30 AM | 5 | 0 | 6 | 0 | 0 | 11 | 0 | 107 | 37 | 62 | 0 | 206 | 1 | 0 | 0 | 1 | 0 | 2 | 1 | 2 | 81 | 0 | 0 | 84 | 0 | 2 | 1 | 1 | 0 | 4 | 307 |
| 07:45 AM | 12 | 0 | 7 | 0 | 0 | 19 | 0 | 129 | 25 | 50 | 0 | 204 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 100 | 1 | 0 | 106 | 0 | 3 | 0 | 0 | 0 | 3 | 332 |
| 08:00 AM | 17 | 1 | 6 | 0 | 0 | 24 | 0 | 122 | 35 | 57 | 0 | 214 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 128 | 0 | 0 | 130 | 0 | 4 | 1 | 4 | 0 | 9 | 378 |
| 08:15 AM | 13 | 0 | 8 | 0 | 0 | 21 | 0 | 119 | 29 | 38 | 0 | 186 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 3 | 112 | 0 | 0 | 116 | 0 | 3 | 1 | 0 | 0 | 4 | 328 |
| Total Volume | 47 | 1 | 27 | 0 | 0 | 75 | 0 | 477 | 126 | 207 | 0 | 810 | 2 | 0 | 0 | 2 | 0 | 4 | 2 | 12 | 421 | 1 | 0 | 436 | 0 | 12 | 3 | 5 | 0 | 20 | 1345 |
| % App. Total | 62.7 | 1.3 | 36 | 0 | 0 | | 0 | 58.9 | 15.6 | 25.6 | 0 | | 50 | 0 | 0 | 50 | 0 | | 0.5 | 2.8 | 96.6 | 0.2 | 0 | | 0 | 60 | 15 | 25 | 0 | | |
| PHF | .691 | .250 | .844 | .000 | .000 | .781 | .000 | .924 | .851 | .835 | .000 | .946 | .500 | .000 | .000 | .500 | .000 | .500 | .500 | .600 | .822 | .250 | .000 | .838 | .000 | .750 | .750 | .313 | .000 | .556 | .890 |



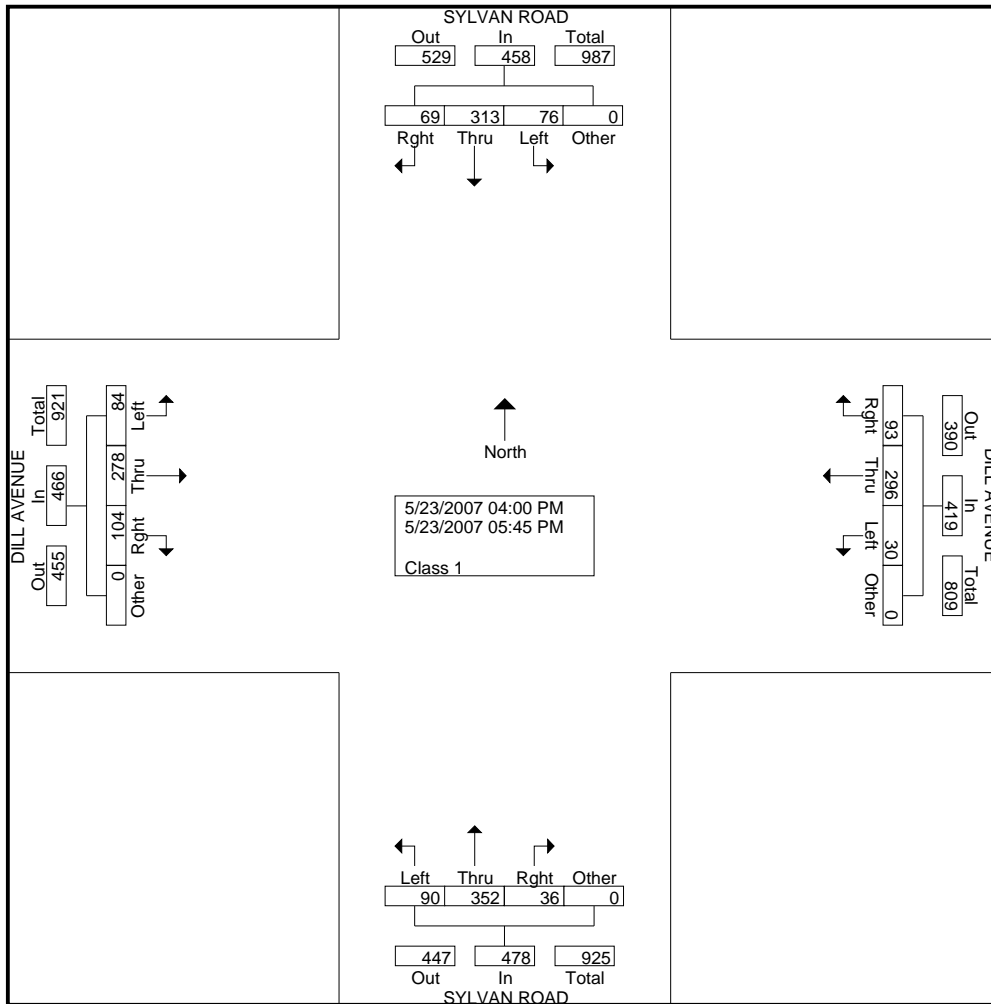
All Traffic Data Services, Inc.

1336 Farmer Road
Conyers, Ga. 30012
Ph. 404-374-1283

File Name : DillAve&SylvanRdPM
Site Code : 14
Start Date : 5/23/2007
Page No : 1

Groups Printed- Class 1

| | SYLVAN ROAD Southbound | | | | | DILL AVENUE Westbound | | | | | SYLVAN ROAD Northbound | | | | | DILL AVENUE Eastbound | | | | | |
|-------------|---------------------------|------|------|-------|------------|--------------------------|------|------|-------|------------|---------------------------|------|------|-------|------------|--------------------------|------|------|-------|------------|------------|
| Start Time | Left | Thru | Rght | Other | App. Total | Left | Thru | Rght | Other | App. Total | Left | Thru | Rght | Other | App. Total | Left | Thru | Rght | Other | App. Total | Int. Total |
| 04:00 PM | 5 | 34 | 7 | 0 | 46 | 7 | 41 | 14 | 0 | 62 | 10 | 40 | 6 | 0 | 56 | 8 | 36 | 15 | 0 | 59 | 223 |
| 04:15 PM | 6 | 41 | 8 | 0 | 55 | 3 | 34 | 14 | 0 | 51 | 11 | 49 | 5 | 0 | 65 | 8 | 28 | 7 | 0 | 43 | 214 |
| 04:30 PM | 15 | 45 | 7 | 0 | 67 | 7 | 49 | 11 | 0 | 67 | 7 | 34 | 5 | 0 | 46 | 14 | 38 | 18 | 0 | 70 | 250 |
| 04:45 PM | 12 | 30 | 6 | 0 | 48 | 3 | 38 | 8 | 0 | 49 | 13 | 39 | 4 | 0 | 56 | 10 | 31 | 10 | 0 | 51 | 204 |
| Total | 38 | 150 | 28 | 0 | 216 | 20 | 162 | 47 | 0 | 229 | 41 | 162 | 20 | 0 | 223 | 40 | 133 | 50 | 0 | 223 | 891 |
| 05:00 PM | 4 | 37 | 12 | 0 | 53 | 2 | 35 | 10 | 0 | 47 | 10 | 45 | 5 | 0 | 60 | 9 | 35 | 12 | 0 | 56 | 216 |
| 05:15 PM | 16 | 41 | 15 | 0 | 72 | 0 | 37 | 12 | 0 | 49 | 15 | 44 | 2 | 0 | 61 | 13 | 52 | 8 | 0 | 73 | 255 |
| 05:30 PM | 9 | 42 | 8 | 0 | 59 | 3 | 32 | 9 | 0 | 44 | 15 | 62 | 6 | 0 | 83 | 16 | 27 | 23 | 0 | 66 | 252 |
| 05:45 PM | 9 | 43 | 6 | 0 | 58 | 5 | 30 | 15 | 0 | 50 | 9 | 39 | 3 | 0 | 51 | 6 | 31 | 11 | 0 | 48 | 207 |
| Total | 38 | 163 | 41 | 0 | 242 | 10 | 134 | 46 | 0 | 190 | 49 | 190 | 16 | 0 | 255 | 44 | 145 | 54 | 0 | 243 | 930 |
| Grand Total | 76 | 313 | 69 | 0 | 458 | 30 | 296 | 93 | 0 | 419 | 90 | 352 | 36 | 0 | 478 | 84 | 278 | 104 | 0 | 466 | 1821 |
| Apprch % | 16.6 | 68.3 | 15.1 | 0 | | 7.2 | 70.6 | 22.2 | 0 | | 18.8 | 73.6 | 7.5 | 0 | | 18 | 59.7 | 22.3 | 0 | | |
| Total % | 4.2 | 17.2 | 3.8 | 0 | 25.2 | 1.6 | 16.3 | 5.1 | 0 | 23 | 4.9 | 19.3 | 2 | 0 | 26.2 | 4.6 | 15.3 | 5.7 | 0 | 25.6 | |

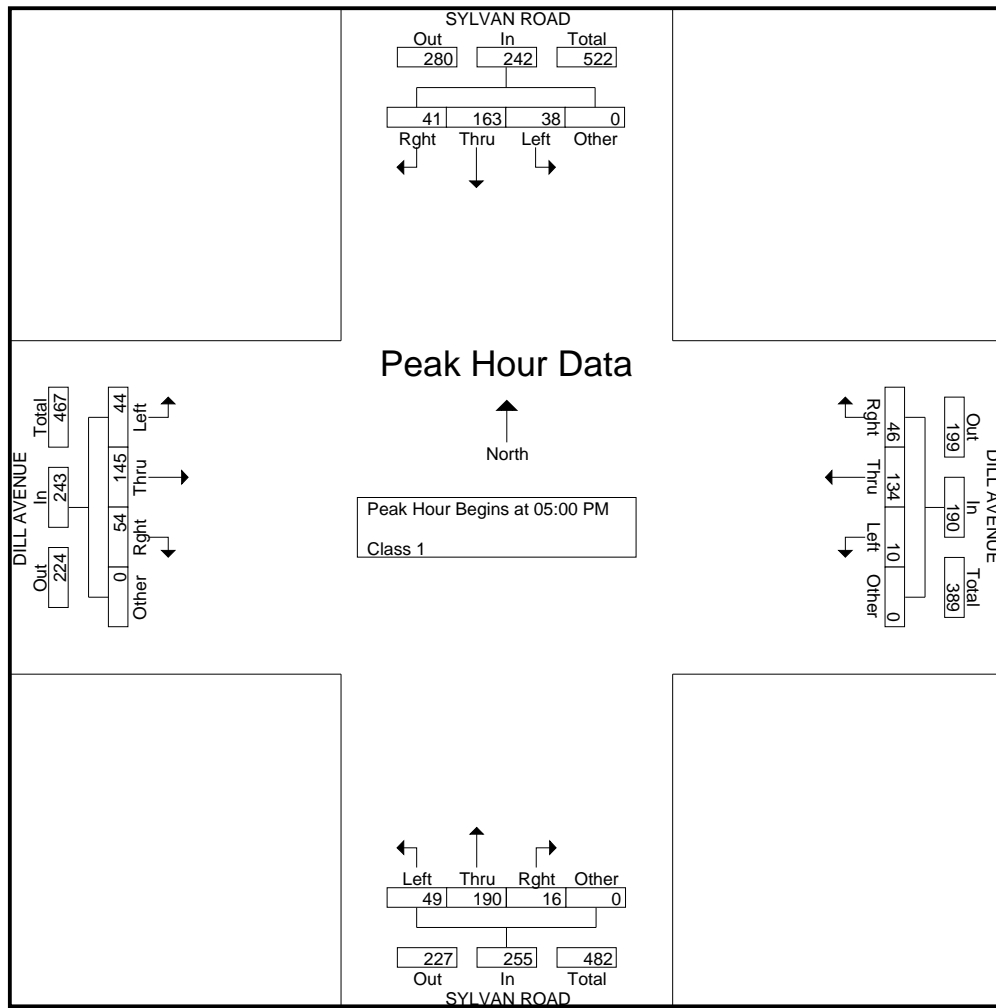


All Traffic Data Services, Inc.

1336 Farmer Road
Conyers, Ga. 30012
Ph. 404-374-1283

File Name : DillAve&SylvanRdPM
Site Code : 14
Start Date : 5/23/2007
Page No : 2

| | SYLVAN ROAD Southbound | | | | | DILL AVENUE Westbound | | | | | SYLVAN ROAD Northbound | | | | | DILL AVENUE Eastbound | | | | | |
|--|---------------------------|-----------|-----------|-------|------------|--------------------------|-----------|-----------|-------|------------|---------------------------|-----------|----------|-------|------------|--------------------------|-----------|-----------|-------|------------|------------|
| Start Time | Left | Thru | Right | Other | App. Total | Left | Thru | Right | Other | App. Total | Left | Thru | Right | Other | App. Total | Left | Thru | Right | Other | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 05:00 PM | | | | | | | | | | | | | | | | | | | | | |
| 05:00 PM | 4 | 37 | 12 | 0 | 53 | 2 | 35 | 10 | 0 | 47 | 10 | 45 | 5 | 0 | 60 | 9 | 35 | 12 | 0 | 56 | 216 |
| 05:15 PM | 16 | 41 | 15 | 0 | 72 | 0 | 37 | 12 | 0 | 49 | 15 | 44 | 2 | 0 | 61 | 13 | 52 | 8 | 0 | 73 | 255 |
| 05:30 PM | 9 | 42 | 8 | 0 | 59 | 3 | 32 | 9 | 0 | 44 | 15 | 62 | 6 | 0 | 83 | 16 | 27 | 23 | 0 | 66 | 252 |
| 05:45 PM | 9 | 43 | 6 | 0 | 58 | 5 | 30 | 15 | 0 | 50 | 9 | 39 | 3 | 0 | 51 | 6 | 31 | 11 | 0 | 48 | 207 |
| Total Volume | 38 | 163 | 41 | 0 | 242 | 10 | 134 | 46 | 0 | 190 | 49 | 190 | 16 | 0 | 255 | 44 | 145 | 54 | 0 | 243 | 930 |
| % App. Total | 15.7 | 67.4 | 16.9 | 0 | | 5.3 | 70.5 | 24.2 | 0 | | 19.2 | 74.5 | 6.3 | 0 | | 18.1 | 59.7 | 22.2 | 0 | | |
| PHF | .594 | .948 | .683 | .000 | .840 | .500 | .905 | .767 | .000 | .950 | .817 | .766 | .667 | .000 | .768 | .688 | .697 | .587 | .000 | .832 | .912 |



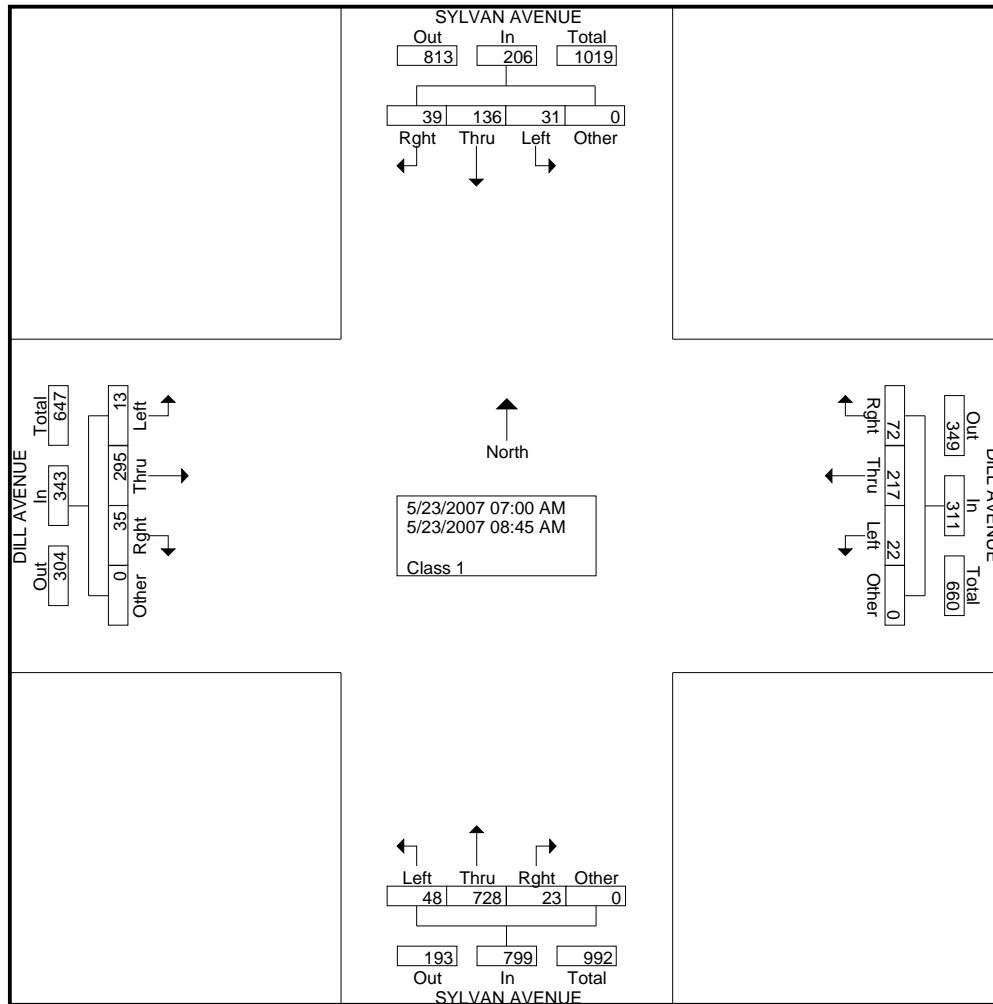
All Traffic Data Services, Inc.

1336 Farmer Road
Conyers, Ga. 30012
Ph. 404-374-1283

File Name : DillAve&SylvanRdAM
Site Code : 14
Start Date : 5/23/2007
Page No : 1

Groups Printed- Class 1

| | SYLVAN AVENUE Southbound | | | | | DILL AVENUE Westbound | | | | | SYLVAN AVENUE Northbound | | | | | DILL AVENUE Eastbound | | | | | |
|-------------|-----------------------------|------|------|-------|------------|--------------------------|------|------|-------|------------|-----------------------------|------|------|-------|------------|--------------------------|------|------|-------|------------|------------|
| Start Time | Left | Thru | Rght | Other | App. Total | Left | Thru | Rght | Other | App. Total | Left | Thru | Rght | Other | App. Total | Left | Thru | Rght | Other | App. Total | Int. Total |
| 07:00 AM | 1 | 11 | 3 | 0 | 15 | 2 | 30 | 8 | 0 | 40 | 8 | 40 | 1 | 0 | 49 | 3 | 20 | 3 | 0 | 26 | 130 |
| 07:15 AM | 2 | 16 | 2 | 0 | 20 | 2 | 24 | 5 | 0 | 31 | 5 | 78 | 2 | 0 | 85 | 2 | 27 | 6 | 0 | 35 | 171 |
| 07:30 AM | 5 | 16 | 5 | 0 | 26 | 3 | 30 | 8 | 0 | 41 | 6 | 106 | 3 | 0 | 115 | 1 | 40 | 4 | 0 | 45 | 227 |
| 07:45 AM | 6 | 18 | 3 | 0 | 27 | 2 | 37 | 10 | 0 | 49 | 8 | 115 | 2 | 0 | 125 | 2 | 41 | 4 | 0 | 47 | 248 |
| Total | 14 | 61 | 13 | 0 | 88 | 9 | 121 | 31 | 0 | 161 | 27 | 339 | 8 | 0 | 374 | 8 | 128 | 17 | 0 | 153 | 776 |
| 08:00 AM | 6 | 12 | 8 | 0 | 26 | 4 | 25 | 16 | 0 | 45 | 6 | 125 | 4 | 0 | 135 | 1 | 40 | 7 | 0 | 48 | 254 |
| 08:15 AM | 4 | 21 | 6 | 0 | 31 | 2 | 24 | 11 | 0 | 37 | 5 | 97 | 5 | 0 | 107 | 1 | 37 | 2 | 0 | 40 | 215 |
| 08:30 AM | 4 | 22 | 7 | 0 | 33 | 5 | 27 | 7 | 0 | 39 | 4 | 90 | 5 | 0 | 99 | 2 | 52 | 4 | 0 | 58 | 229 |
| 08:45 AM | 3 | 20 | 5 | 0 | 28 | 2 | 20 | 7 | 0 | 29 | 6 | 77 | 1 | 0 | 84 | 1 | 38 | 5 | 0 | 44 | 185 |
| Total | 17 | 75 | 26 | 0 | 118 | 13 | 96 | 41 | 0 | 150 | 21 | 389 | 15 | 0 | 425 | 5 | 167 | 18 | 0 | 190 | 883 |
| Grand Total | 31 | 136 | 39 | 0 | 206 | 22 | 217 | 72 | 0 | 311 | 48 | 728 | 23 | 0 | 799 | 13 | 295 | 35 | 0 | 343 | 1659 |
| Apprch % | 15 | 66 | 18.9 | 0 | | 7.1 | 69.8 | 23.2 | 0 | | 6 | 91.1 | 2.9 | 0 | | 3.8 | 86 | 10.2 | 0 | | |
| Total % | 1.9 | 8.2 | 2.4 | 0 | 12.4 | 1.3 | 13.1 | 4.3 | 0 | 18.7 | 2.9 | 43.9 | 1.4 | 0 | 48.2 | 0.8 | 17.8 | 2.1 | 0 | 20.7 | |

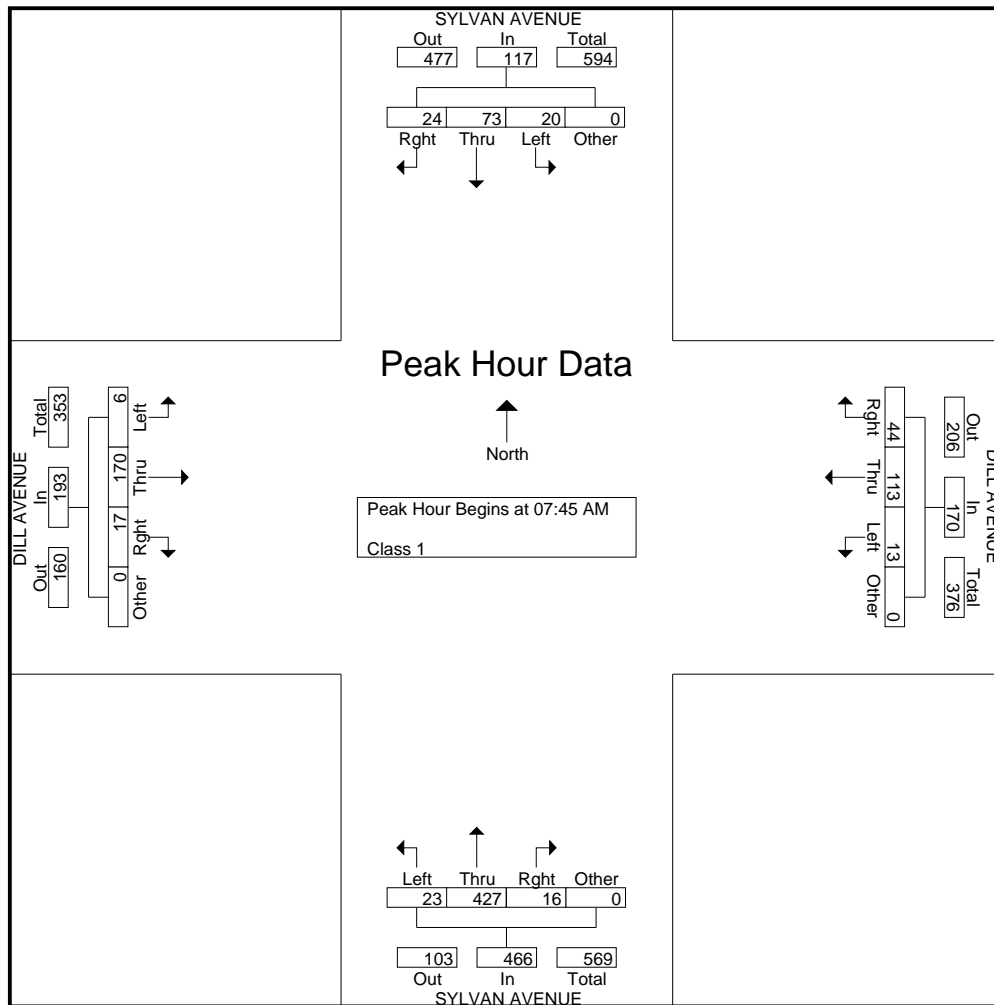


All Traffic Data Services, Inc.

1336 Farmer Road
Conyers, Ga. 30012
Ph. 404-374-1283

File Name : DillAve&SylvanRdAM
Site Code : 14
Start Date : 5/23/2007
Page No : 2

| | SYLVAN AVENUE Southbound | | | | | DILL AVENUE Westbound | | | | | SYLVAN AVENUE Northbound | | | | | DILL AVENUE Eastbound | | | | | |
|--|-----------------------------|------|-------|-------|------------|--------------------------|------|-------|-------|------------|-----------------------------|------|-------|-------|------------|--------------------------|------|-------|-------|------------|------------|
| Start Time | Left | Thru | Right | Other | App. Total | Left | Thru | Right | Other | App. Total | Left | Thru | Right | Other | App. Total | Left | Thru | Right | Other | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:45 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:45 AM | 6 | 18 | 3 | 0 | 27 | 2 | 37 | 10 | 0 | 49 | 8 | 115 | 2 | 0 | 125 | 2 | 41 | 4 | 0 | 47 | 248 |
| 08:00 AM | 6 | 12 | 8 | 0 | 26 | 4 | 25 | 16 | 0 | 45 | 6 | 125 | 4 | 0 | 135 | 1 | 40 | 7 | 0 | 48 | 254 |
| 08:15 AM | 4 | 21 | 6 | 0 | 31 | 2 | 24 | 11 | 0 | 37 | 5 | 97 | 5 | 0 | 107 | 1 | 37 | 2 | 0 | 40 | 215 |
| 08:30 AM | 4 | 22 | 7 | 0 | 33 | 5 | 27 | 7 | 0 | 39 | 4 | 90 | 5 | 0 | 99 | 2 | 52 | 4 | 0 | 58 | 229 |
| Total Volume | 20 | 73 | 24 | 0 | 117 | 13 | 113 | 44 | 0 | 170 | 23 | 427 | 16 | 0 | 466 | 6 | 170 | 17 | 0 | 193 | 946 |
| % App. Total | 17.1 | 62.4 | 20.5 | 0 | | 7.6 | 66.5 | 25.9 | 0 | | 4.9 | 91.6 | 3.4 | 0 | | 3.1 | 88.1 | 8.8 | 0 | | |
| PHF | .833 | .830 | .750 | .000 | .886 | .650 | .764 | .688 | .000 | .867 | .719 | .854 | .800 | .000 | .863 | .750 | .817 | .607 | .000 | .832 | .931 |



All Traffic Data Services, Inc.

1336 Farmer Road
Conyers, Ga. 30012

Ph. 404-374-1283

File Name : DillAve&AllenePM

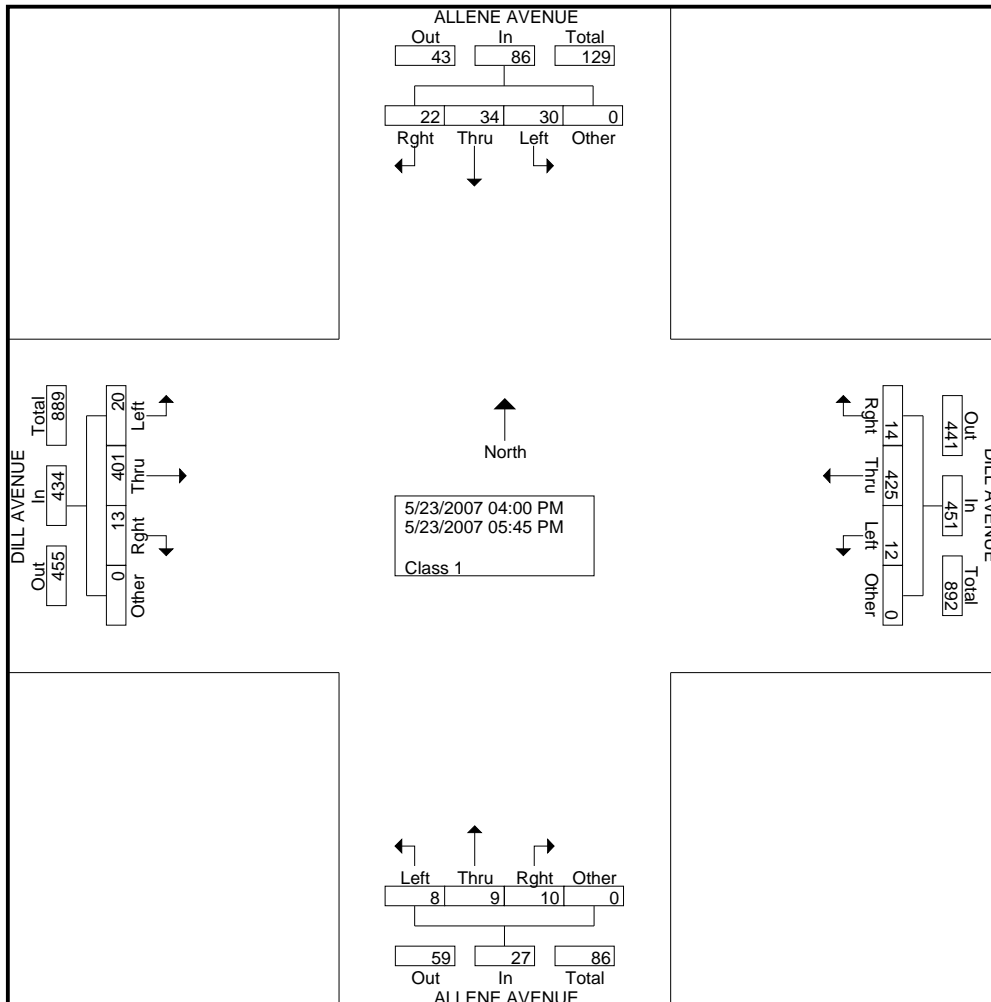
Site Code : 13

Start Date : 5/23/2007

Page No : 1

Groups Printed- Class 1

| | ALLENE AVENUE Southbound | | | | | DILL AVENUE Westbound | | | | | ALLENE AVENUE Northbound | | | | | DILL AVENUE Eastbound | | | | | |
|-------------|-----------------------------|------|------|-------|------------|--------------------------|------|------|-------|------------|-----------------------------|------|------|-------|------------|--------------------------|------|------|-------|------------|------------|
| Start Time | Left | Thru | Rght | Other | App. Total | Left | Thru | Rght | Other | App. Total | Left | Thru | Rght | Other | App. Total | Left | Thru | Rght | Other | App. Total | Int. Total |
| 04:00 PM | 5 | 5 | 2 | 0 | 12 | 1 | 57 | 2 | 0 | 60 | 4 | 1 | 0 | 0 | 5 | 0 | 50 | 2 | 0 | 52 | 129 |
| 04:15 PM | 0 | 4 | 1 | 0 | 5 | 1 | 41 | 3 | 0 | 45 | 1 | 0 | 2 | 0 | 3 | 1 | 50 | 0 | 0 | 51 | 104 |
| 04:30 PM | 2 | 8 | 2 | 0 | 12 | 1 | 60 | 1 | 0 | 62 | 0 | 1 | 1 | 0 | 2 | 2 | 52 | 2 | 0 | 56 | 132 |
| 04:45 PM | 4 | 0 | 3 | 0 | 7 | 1 | 43 | 1 | 0 | 45 | 0 | 1 | 0 | 0 | 1 | 4 | 52 | 1 | 0 | 57 | 110 |
| Total | 11 | 17 | 8 | 0 | 36 | 4 | 201 | 7 | 0 | 212 | 5 | 3 | 3 | 0 | 11 | 7 | 204 | 5 | 0 | 216 | 475 |
| 05:00 PM | 2 | 4 | 3 | 0 | 9 | 2 | 54 | 0 | 0 | 56 | 1 | 1 | 0 | 0 | 2 | 3 | 47 | 2 | 0 | 52 | 119 |
| 05:15 PM | 3 | 2 | 2 | 0 | 7 | 3 | 61 | 1 | 0 | 65 | 1 | 4 | 3 | 0 | 8 | 3 | 62 | 5 | 0 | 70 | 150 |
| 05:30 PM | 3 | 5 | 7 | 0 | 15 | 2 | 58 | 4 | 0 | 64 | 0 | 1 | 0 | 0 | 1 | 2 | 45 | 1 | 0 | 48 | 128 |
| 05:45 PM | 11 | 6 | 2 | 0 | 19 | 1 | 51 | 2 | 0 | 54 | 1 | 0 | 4 | 0 | 5 | 5 | 43 | 0 | 0 | 48 | 126 |
| Total | 19 | 17 | 14 | 0 | 50 | 8 | 224 | 7 | 0 | 239 | 3 | 6 | 7 | 0 | 16 | 13 | 197 | 8 | 0 | 218 | 523 |
| Grand Total | 30 | 34 | 22 | 0 | 86 | 12 | 425 | 14 | 0 | 451 | 8 | 9 | 10 | 0 | 27 | 20 | 401 | 13 | 0 | 434 | 998 |
| Apprch % | 34.9 | 39.5 | 25.6 | 0 | | 2.7 | 94.2 | 3.1 | 0 | | 29.6 | 33.3 | 37 | 0 | | 4.6 | 92.4 | 3 | 0 | | |
| Total % | 3 | 3.4 | 2.2 | 0 | 8.6 | 1.2 | 42.6 | 1.4 | 0 | 45.2 | 0.8 | 0.9 | 1 | 0 | 2.7 | 2 | 40.2 | 1.3 | 0 | 43.5 | |

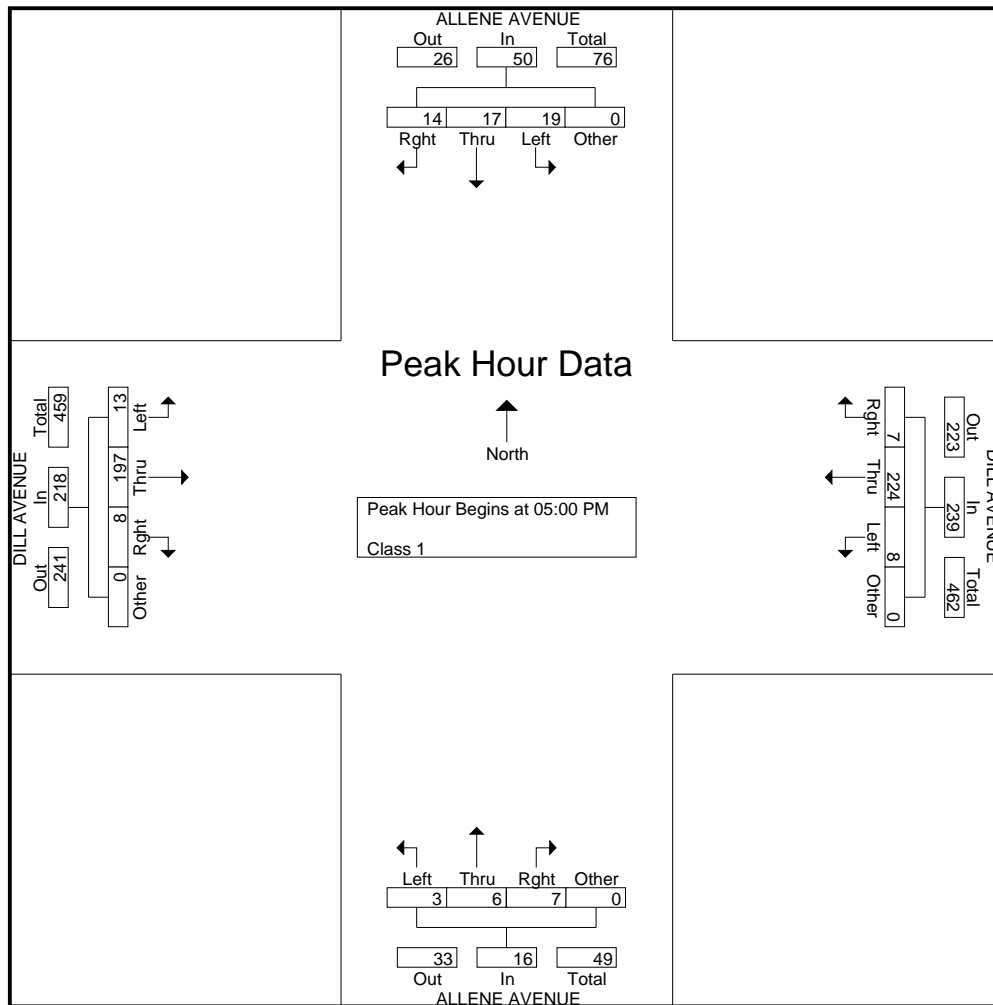


All Traffic Data Services, Inc.

1336 Farmer Road
Conyers, Ga. 30012
Ph. 404-374-1283

File Name : DillAve&AllenePM
Site Code : 13
Start Date : 5/23/2007
Page No : 2

| | ALLENE AVENUE Southbound | | | | | DILL AVENUE Westbound | | | | | ALLENE AVENUE Northbound | | | | | DILL AVENUE Eastbound | | | | | |
|--|-----------------------------|------|-------|-------|------------|--------------------------|------|-------|-------|------------|-----------------------------|------|-------|-------|------------|--------------------------|------|-------|-------|------------|------------|
| Start Time | Left | Thru | Right | Other | App. Total | Left | Thru | Right | Other | App. Total | Left | Thru | Right | Other | App. Total | Left | Thru | Right | Other | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 05:00 PM | | | | | | | | | | | | | | | | | | | | | |
| 05:00 PM | 2 | 4 | 3 | 0 | 9 | 2 | 54 | 0 | 0 | 56 | 1 | 1 | 0 | 0 | 2 | 3 | 47 | 2 | 0 | 52 | 119 |
| 05:15 PM | 3 | 2 | 2 | 0 | 7 | 3 | 61 | 1 | 0 | 65 | 1 | 4 | 3 | 0 | 8 | 3 | 62 | 5 | 0 | 70 | 150 |
| 05:30 PM | 3 | 5 | 7 | 0 | 15 | 2 | 58 | 4 | 0 | 64 | 0 | 1 | 0 | 0 | 1 | 2 | 45 | 1 | 0 | 48 | 128 |
| 05:45 PM | 11 | 6 | 2 | 0 | 19 | 1 | 51 | 2 | 0 | 54 | 1 | 0 | 4 | 0 | 5 | 5 | 43 | 0 | 0 | 48 | 126 |
| Total Volume | 19 | 17 | 14 | 0 | 50 | 8 | 224 | 7 | 0 | 239 | 3 | 6 | 7 | 0 | 16 | 13 | 197 | 8 | 0 | 218 | 523 |
| % App. Total | 38 | 34 | 28 | 0 | | 3.3 | 93.7 | 2.9 | 0 | | 18.8 | 37.5 | 43.8 | 0 | | 6 | 90.4 | 3.7 | 0 | | |
| PHF | .432 | .708 | .500 | .000 | .658 | .667 | .918 | .438 | .000 | .919 | .750 | .375 | .438 | .000 | .500 | .650 | .794 | .400 | .000 | .779 | .872 |



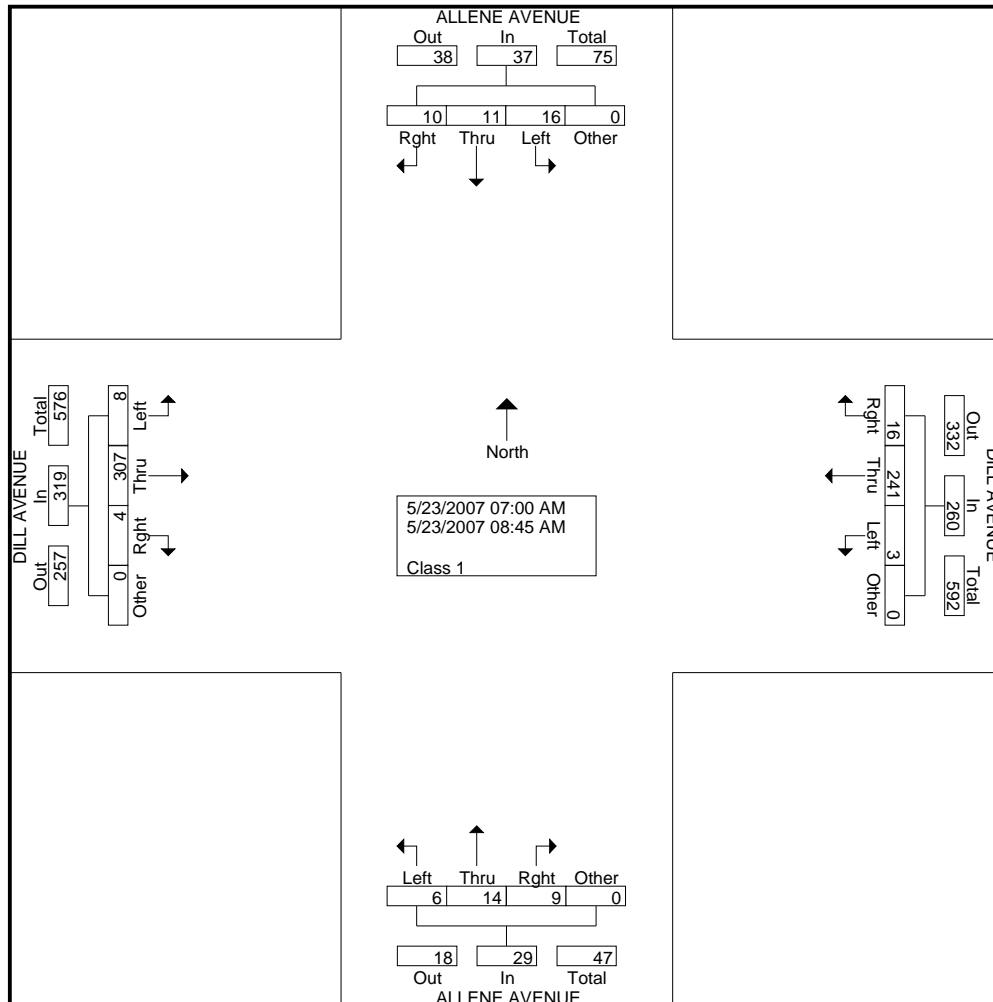
All Traffic Data Services, Inc.

1336 Farmer Road
Conyers, Ga. 30012
Ph. 404-374-1283

File Name : DillAve&AlleneAM
Site Code : 13
Start Date : 5/23/2007
Page No : 1

Groups Printed- Class 1

| | ALLENE AVENUE Southbound | | | | | DILL AVENUE Westbound | | | | | ALLENE AVENUE Northbound | | | | | DILL AVENUE Eastbound | | | | | |
|-------------|-----------------------------|------|------|-------|------------|--------------------------|------|------|-------|------------|-----------------------------|------|------|-------|------------|--------------------------|------|------|-------|------------|------------|
| Start Time | Left | Thru | Rght | Other | App. Total | Left | Thru | Rght | Other | App. Total | Left | Thru | Rght | Other | App. Total | Left | Thru | Rght | Other | App. Total | Int. Total |
| 07:00 AM | 1 | 0 | 1 | 0 | 2 | 1 | 23 | 1 | 0 | 25 | 2 | 1 | 3 | 0 | 6 | 1 | 32 | 1 | 0 | 34 | 67 |
| 07:15 AM | 1 | 1 | 0 | 0 | 2 | 0 | 26 | 3 | 0 | 29 | 0 | 3 | 1 | 0 | 4 | 4 | 32 | 1 | 0 | 37 | 72 |
| 07:30 AM | 3 | 1 | 2 | 0 | 6 | 1 | 23 | 2 | 0 | 26 | 1 | 0 | 0 | 0 | 1 | 2 | 46 | 1 | 0 | 49 | 82 |
| 07:45 AM | 2 | 1 | 2 | 0 | 5 | 1 | 38 | 3 | 0 | 42 | 1 | 5 | 2 | 0 | 8 | 1 | 50 | 0 | 0 | 51 | 106 |
| Total | 7 | 3 | 5 | 0 | 15 | 3 | 110 | 9 | 0 | 122 | 4 | 9 | 6 | 0 | 19 | 8 | 160 | 3 | 0 | 171 | 327 |
| 08:00 AM | 2 | 2 | 1 | 0 | 5 | 0 | 34 | 3 | 0 | 37 | 2 | 2 | 0 | 0 | 4 | 0 | 31 | 1 | 0 | 32 | 78 |
| 08:15 AM | 4 | 3 | 1 | 0 | 8 | 0 | 33 | 0 | 0 | 33 | 0 | 1 | 2 | 0 | 3 | 0 | 41 | 0 | 0 | 41 | 85 |
| 08:30 AM | 0 | 2 | 2 | 0 | 4 | 0 | 26 | 0 | 0 | 26 | 0 | 0 | 1 | 0 | 1 | 0 | 31 | 0 | 0 | 31 | 62 |
| 08:45 AM | 3 | 1 | 1 | 0 | 5 | 0 | 38 | 4 | 0 | 42 | 0 | 2 | 0 | 0 | 2 | 0 | 44 | 0 | 0 | 44 | 93 |
| Total | 9 | 8 | 5 | 0 | 22 | 0 | 131 | 7 | 0 | 138 | 2 | 5 | 3 | 0 | 10 | 0 | 147 | 1 | 0 | 148 | 318 |
| Grand Total | 16 | 11 | 10 | 0 | 37 | 3 | 241 | 16 | 0 | 260 | 6 | 14 | 9 | 0 | 29 | 8 | 307 | 4 | 0 | 319 | 645 |
| Apprch % | 43.2 | 29.7 | 27 | 0 | | 1.2 | 92.7 | 6.2 | 0 | | 20.7 | 48.3 | 31 | 0 | | 2.5 | 96.2 | 1.3 | 0 | | |
| Total % | 2.5 | 1.7 | 1.6 | 0 | 5.7 | 0.5 | 37.4 | 2.5 | 0 | 40.3 | 0.9 | 2.2 | 1.4 | 0 | 4.5 | 1.2 | 47.6 | 0.6 | 0 | 49.5 | |

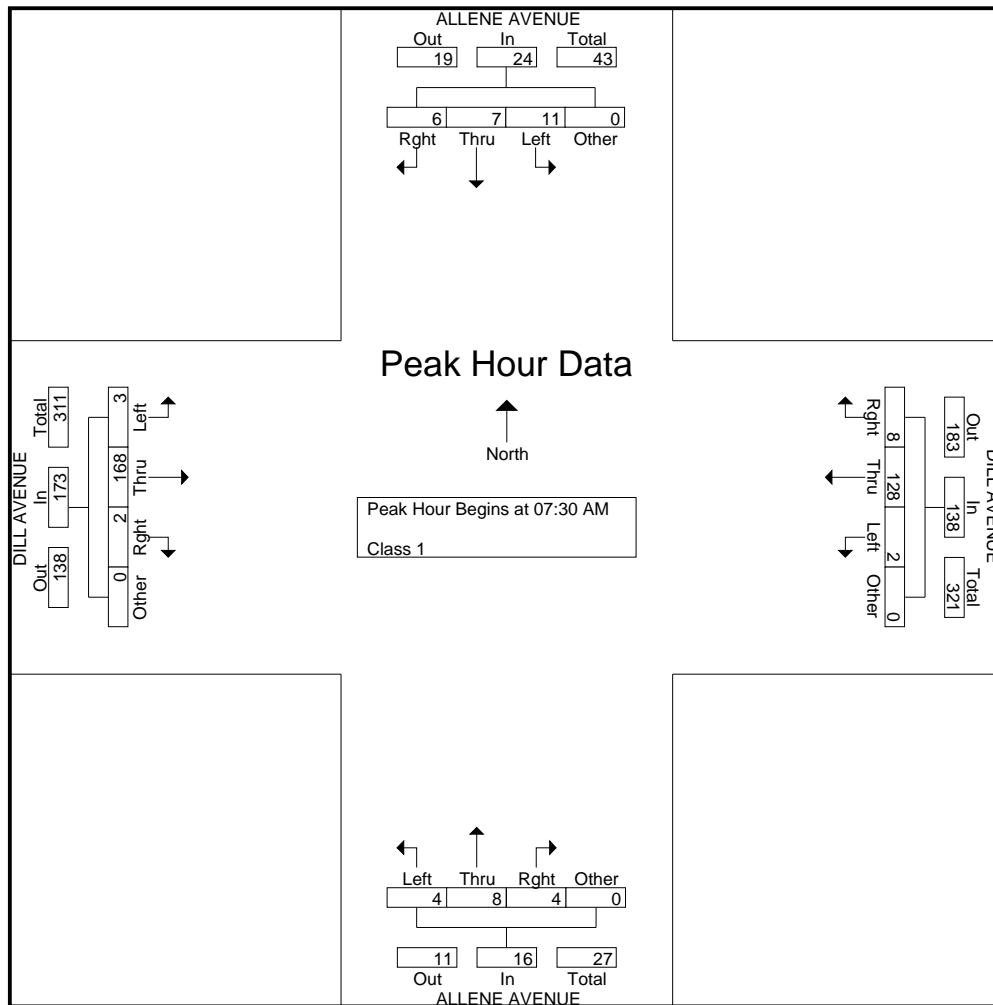


All Traffic Data Services, Inc.

1336 Farmer Road
Conyers, Ga. 30012
Ph. 404-374-1283

File Name : DillAve&AlleneAM
Site Code : 13
Start Date : 5/23/2007
Page No : 2

| | ALLENE AVENUE Southbound | | | | | DILL AVENUE Westbound | | | | | ALLENE AVENUE Northbound | | | | | DILL AVENUE Eastbound | | | | | |
|--|-----------------------------|------|-------|-------|------------|--------------------------|------|-------|-------|------------|-----------------------------|------|-------|-------|------------|--------------------------|------|-------|-------|------------|------------|
| Start Time | Left | Thru | Right | Other | App. Total | Left | Thru | Right | Other | App. Total | Left | Thru | Right | Other | App. Total | Left | Thru | Right | Other | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:30 AM | 3 | 1 | 2 | 0 | 6 | 1 | 23 | 2 | 0 | 26 | 1 | 0 | 0 | 0 | 1 | 2 | 46 | 1 | 0 | 49 | 82 |
| 07:45 AM | 2 | 1 | 2 | 0 | 5 | 1 | 38 | 3 | 0 | 42 | 1 | 5 | 2 | 0 | 8 | 1 | 50 | 0 | 0 | 51 | 106 |
| 08:00 AM | 2 | 2 | 1 | 0 | 5 | 0 | 34 | 3 | 0 | 37 | 2 | 2 | 0 | 0 | 4 | 0 | 31 | 1 | 0 | 32 | 78 |
| 08:15 AM | 4 | 3 | 1 | 0 | 8 | 0 | 33 | 0 | 0 | 33 | 0 | 1 | 2 | 0 | 3 | 0 | 41 | 0 | 0 | 41 | 85 |
| Total Volume | 11 | 7 | 6 | 0 | 24 | 2 | 128 | 8 | 0 | 138 | 4 | 8 | 4 | 0 | 16 | 3 | 168 | 2 | 0 | 173 | 351 |
| % App. Total | 45.8 | 29.2 | 25 | 0 | | 1.4 | 92.8 | 5.8 | 0 | | 25 | 50 | 25 | 0 | | 1.7 | 97.1 | 1.2 | 0 | | |
| PHF | .688 | .583 | .750 | .000 | .750 | .500 | .842 | .667 | .000 | .821 | .500 | .400 | .500 | .000 | .500 | .375 | .840 | .500 | .000 | .848 | .828 |



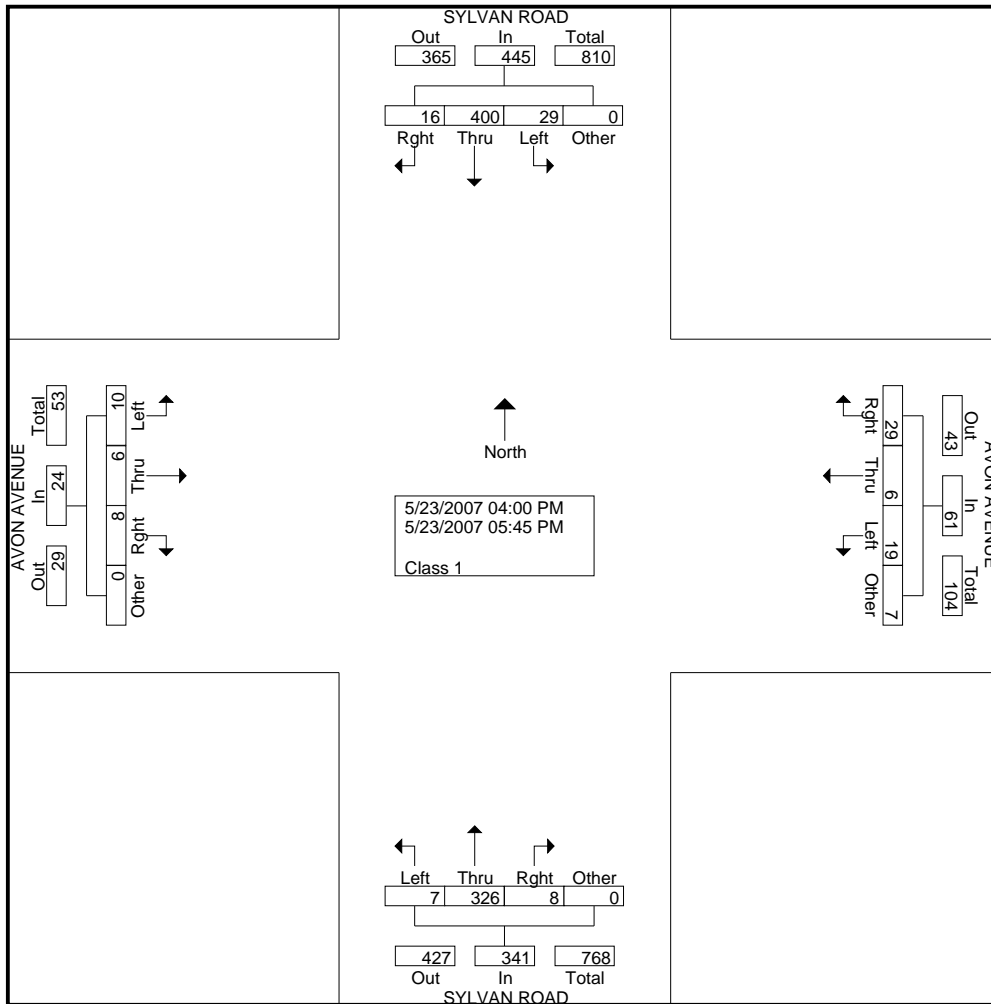
All Traffic Data Services, Inc.

1336 Farmer Road
Conyers, Ga. 30012
Ph. 404-374-1283

File Name : AvonAve@SylvanRdPM
Site Code : 16
Start Date : 5/23/2007
Page No : 1

Groups Printed- Class 1

| | SYLVAN ROAD Southbound | | | | | AVON AVENUE Westbound | | | | | SYLVAN ROAD Northbound | | | | | AVON AVENUE Eastbound | | | | | |
|-------------|---------------------------|------|------|-------|------------|--------------------------|------|------|-------|------------|---------------------------|------|------|-------|------------|--------------------------|------|------|-------|------------|------------|
| Start Time | Left | Thru | Rght | Other | App. Total | Left | Thru | Rght | Other | App. Total | Left | Thru | Rght | Other | App. Total | Left | Thru | Rght | Other | App. Total | Int. Total |
| 04:00 PM | 1 | 44 | 0 | 0 | 45 | 3 | 0 | 5 | 0 | 8 | 2 | 48 | 0 | 0 | 50 | 2 | 0 | 3 | 0 | 5 | 108 |
| 04:15 PM | 6 | 29 | 3 | 0 | 38 | 0 | 1 | 3 | 7 | 11 | 2 | 39 | 0 | 0 | 41 | 3 | 1 | 2 | 0 | 6 | 96 |
| 04:30 PM | 6 | 39 | 1 | 0 | 46 | 3 | 0 | 3 | 0 | 6 | 2 | 34 | 1 | 0 | 37 | 1 | 0 | 2 | 0 | 3 | 92 |
| 04:45 PM | 5 | 67 | 2 | 0 | 74 | 2 | 1 | 4 | 0 | 7 | 0 | 42 | 2 | 0 | 44 | 1 | 0 | 0 | 0 | 1 | 126 |
| Total | 18 | 179 | 6 | 0 | 203 | 8 | 2 | 15 | 7 | 32 | 6 | 163 | 3 | 0 | 172 | 7 | 1 | 7 | 0 | 15 | 422 |
| 05:00 PM | 4 | 63 | 1 | 0 | 68 | 6 | 3 | 4 | 0 | 13 | 1 | 31 | 1 | 0 | 33 | 1 | 1 | 0 | 0 | 2 | 116 |
| 05:15 PM | 3 | 49 | 2 | 0 | 54 | 1 | 0 | 3 | 0 | 4 | 0 | 39 | 1 | 0 | 40 | 1 | 3 | 0 | 0 | 4 | 102 |
| 05:30 PM | 3 | 53 | 4 | 0 | 60 | 3 | 1 | 3 | 0 | 7 | 0 | 55 | 2 | 0 | 57 | 1 | 1 | 1 | 0 | 3 | 127 |
| 05:45 PM | 1 | 56 | 3 | 0 | 60 | 1 | 0 | 4 | 0 | 5 | 0 | 38 | 1 | 0 | 39 | 0 | 0 | 0 | 0 | 0 | 104 |
| Total | 11 | 221 | 10 | 0 | 242 | 11 | 4 | 14 | 0 | 29 | 1 | 163 | 5 | 0 | 169 | 3 | 5 | 1 | 0 | 9 | 449 |
| Grand Total | 29 | 400 | 16 | 0 | 445 | 19 | 6 | 29 | 7 | 61 | 7 | 326 | 8 | 0 | 341 | 10 | 6 | 8 | 0 | 24 | 871 |
| Apprch % | 6.5 | 89.9 | 3.6 | 0 | | 31.1 | 9.8 | 47.5 | 11.5 | | 2.1 | 95.6 | 2.3 | 0 | | 41.7 | 25 | 33.3 | 0 | | |
| Total % | 3.3 | 45.9 | 1.8 | 0 | 51.1 | 2.2 | 0.7 | 3.3 | 0.8 | 7 | 0.8 | 37.4 | 0.9 | 0 | 39.2 | 1.1 | 0.7 | 0.9 | 0 | 2.8 | |

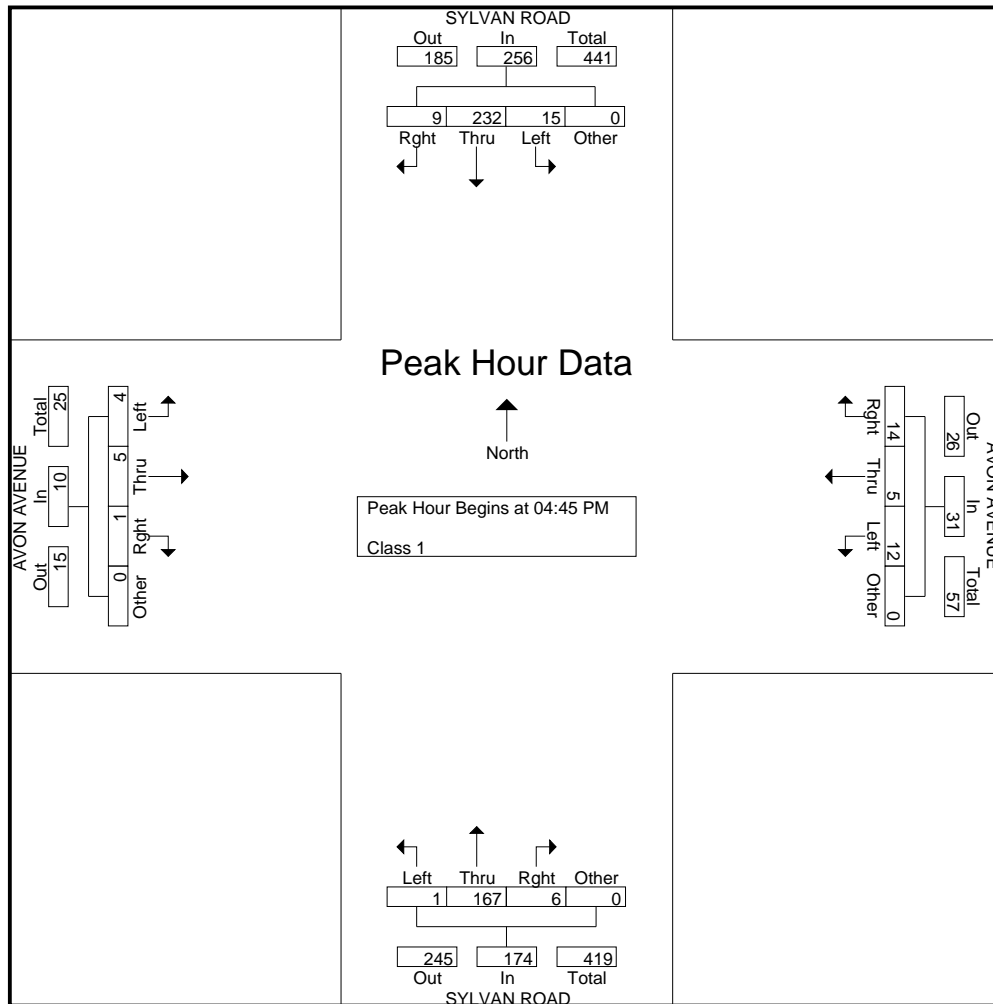


All Traffic Data Services, Inc.

1336 Farmer Road
Conyers, Ga. 30012
Ph. 404-374-1283

File Name : AvonAve@SylvanRdPM
Site Code : 16
Start Date : 5/23/2007
Page No : 2

| | SYLVAN ROAD Southbound | | | | | AVON AVENUE Westbound | | | | | SYLVAN ROAD Northbound | | | | | AVON AVENUE Eastbound | | | | | |
|--|---------------------------|------|-------|-------|------------|--------------------------|------|-------|-------|------------|---------------------------|------|-------|-------|------------|--------------------------|------|-------|-------|------------|------------|
| Start Time | Left | Thru | Right | Other | App. Total | Left | Thru | Right | Other | App. Total | Left | Thru | Right | Other | App. Total | Left | Thru | Right | Other | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:45 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:45 PM | 5 | 67 | 2 | 0 | 74 | 2 | 1 | 4 | 0 | 7 | 0 | 42 | 2 | 0 | 44 | 1 | 0 | 0 | 0 | 1 | 126 |
| 05:00 PM | 4 | 63 | 1 | 0 | 68 | 6 | 3 | 4 | 0 | 13 | 1 | 31 | 1 | 0 | 33 | 1 | 1 | 0 | 0 | 2 | 116 |
| 05:15 PM | 3 | 49 | 2 | 0 | 54 | 1 | 0 | 3 | 0 | 4 | 0 | 39 | 1 | 0 | 40 | 1 | 3 | 0 | 0 | 4 | 102 |
| 05:30 PM | 3 | 53 | 4 | 0 | 60 | 3 | 1 | 3 | 0 | 7 | 0 | 55 | 2 | 0 | 57 | 1 | 1 | 1 | 0 | 3 | 127 |
| Total Volume | 15 | 232 | 9 | 0 | 256 | 12 | 5 | 14 | 0 | 31 | 1 | 167 | 6 | 0 | 174 | 4 | 5 | 1 | 0 | 10 | 471 |
| % App. Total | 5.9 | 90.6 | 3.5 | 0 | | 38.7 | 16.1 | 45.2 | 0 | | 0.6 | 96 | 3.4 | 0 | | 40 | 50 | 10 | 0 | | |
| PHF | .750 | .866 | .563 | .000 | .865 | .500 | .417 | .875 | .000 | .596 | .250 | .759 | .750 | .000 | .763 | 1.000 | | | | | |



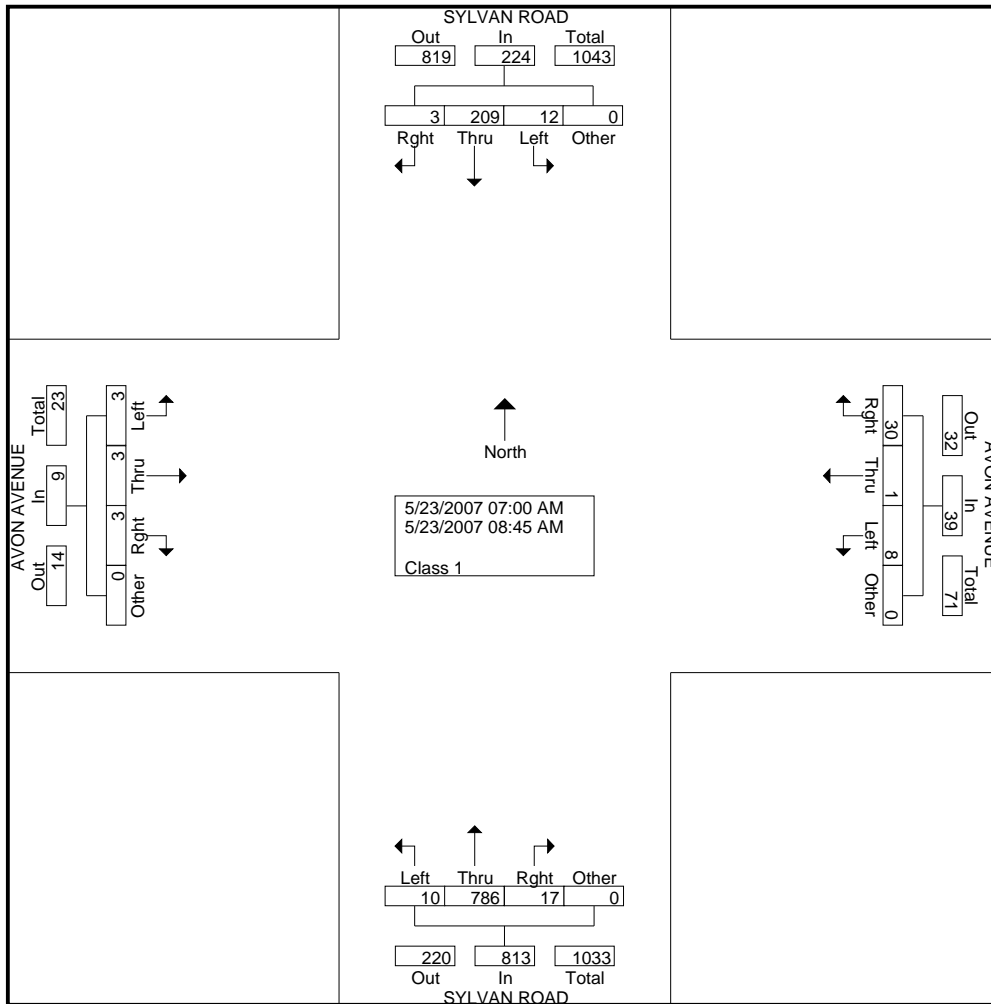
All Traffic Data Services, Inc.

1336 Farmer Road
Conyers, Ga. 30012
Ph. 404-374-1283

File Name : AvonAve@SylvanRdAM
Site Code : 16
Start Date : 5/23/2007
Page No : 1

Groups Printed- Class 1

| | SYLVAN ROAD Southbound | | | | | AVON AVENUE Westbound | | | | | SYLVAN ROAD Northbound | | | | | AVON AVENUE Eastbound | | | | | |
|-------------|---------------------------|------|------|-------|------------|--------------------------|------|------|-------|------------|---------------------------|------|------|-------|------------|--------------------------|------|------|-------|------------|------------|
| Start Time | Left | Thru | Rght | Other | App. Total | Left | Thru | Rght | Other | App. Total | Left | Thru | Rght | Other | App. Total | Left | Thru | Rght | Other | App. Total | Int. Total |
| 07:00 AM | 1 | 18 | 0 | 0 | 19 | 0 | 1 | 2 | 0 | 3 | 1 | 50 | 0 | 0 | 51 | 0 | 0 | 0 | 0 | 0 | 73 |
| 07:15 AM | 3 | 20 | 0 | 0 | 23 | 1 | 0 | 4 | 0 | 5 | 0 | 82 | 1 | 0 | 83 | 1 | 0 | 0 | 0 | 1 | 112 |
| 07:30 AM | 2 | 26 | 0 | 0 | 28 | 1 | 0 | 5 | 0 | 6 | 1 | 111 | 3 | 0 | 115 | 1 | 0 | 0 | 0 | 1 | 150 |
| 07:45 AM | 1 | 28 | 0 | 0 | 29 | 1 | 0 | 5 | 0 | 6 | 1 | 125 | 2 | 0 | 128 | 0 | 1 | 0 | 0 | 1 | 164 |
| Total | 7 | 92 | 0 | 0 | 99 | 3 | 1 | 16 | 0 | 20 | 3 | 368 | 6 | 0 | 377 | 2 | 1 | 0 | 0 | 3 | 499 |
| 08:00 AM | 1 | 26 | 1 | 0 | 28 | 1 | 0 | 5 | 0 | 6 | 2 | 137 | 3 | 0 | 142 | 1 | 1 | 1 | 0 | 3 | 179 |
| 08:15 AM | 2 | 31 | 1 | 0 | 34 | 1 | 0 | 1 | 0 | 2 | 1 | 108 | 1 | 0 | 110 | 0 | 0 | 2 | 0 | 2 | 148 |
| 08:30 AM | 1 | 32 | 1 | 0 | 34 | 1 | 0 | 6 | 0 | 7 | 0 | 78 | 3 | 0 | 81 | 0 | 0 | 0 | 0 | 0 | 122 |
| 08:45 AM | 1 | 28 | 0 | 0 | 29 | 2 | 0 | 2 | 0 | 4 | 4 | 95 | 4 | 0 | 103 | 0 | 1 | 0 | 0 | 1 | 137 |
| Total | 5 | 117 | 3 | 0 | 125 | 5 | 0 | 14 | 0 | 19 | 7 | 418 | 11 | 0 | 436 | 1 | 2 | 3 | 0 | 6 | 586 |
| Grand Total | 12 | 209 | 3 | 0 | 224 | 8 | 1 | 30 | 0 | 39 | 10 | 786 | 17 | 0 | 813 | 3 | 3 | 3 | 0 | 9 | 1085 |
| Apprch % | 5.4 | 93.3 | 1.3 | 0 | | 20.5 | 2.6 | 76.9 | 0 | | 1.2 | 96.7 | 2.1 | 0 | | 33.3 | 33.3 | 33.3 | 0 | | |
| Total % | 1.1 | 19.3 | 0.3 | 0 | 20.6 | 0.7 | 0.1 | 2.8 | 0 | 3.6 | 0.9 | 72.4 | 1.6 | 0 | 74.9 | 0.3 | 0.3 | 0.3 | 0 | 0.8 | |

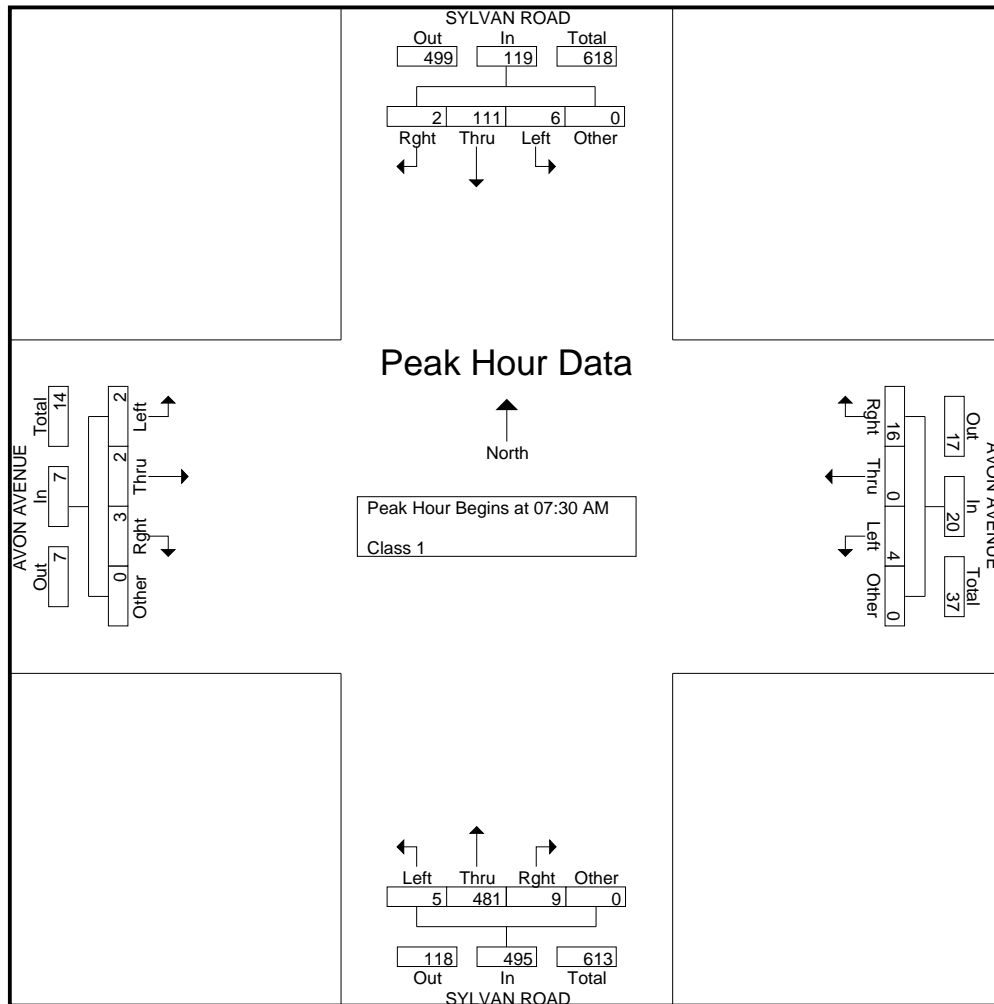


All Traffic Data Services, Inc.

1336 Farmer Road
Conyers, Ga. 30012
Ph. 404-374-1283

File Name : AvonAve@SylvanRdAM
Site Code : 16
Start Date : 5/23/2007
Page No : 2

| | SYLVAN ROAD Southbound | | | | | AVON AVENUE Westbound | | | | | SYLVAN ROAD Northbound | | | | | AVON AVENUE Eastbound | | | | | |
|--|---------------------------|------|-------|-------|------------|--------------------------|------|-------|-------|------------|---------------------------|------|-------|-------|------------|--------------------------|------|-------|-------|------------|------------|
| Start Time | Left | Thru | Right | Other | App. Total | Left | Thru | Right | Other | App. Total | Left | Thru | Right | Other | App. Total | Left | Thru | Right | Other | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:30 AM | 2 | 26 | 0 | 0 | 28 | 1 | 0 | 5 | 0 | 6 | 1 | 111 | 3 | 0 | 115 | 1 | 0 | 0 | 0 | 1 | 150 |
| 07:45 AM | 1 | 28 | 0 | 0 | 29 | 1 | 0 | 5 | 0 | 6 | 1 | 125 | 2 | 0 | 128 | 0 | 1 | 0 | 0 | 1 | 164 |
| 08:00 AM | 1 | 26 | 1 | 0 | 28 | 1 | 0 | 5 | 0 | 6 | 2 | 137 | 3 | 0 | 142 | 1 | 1 | 1 | 0 | 3 | 179 |
| 08:15 AM | 2 | 31 | 1 | 0 | 34 | 1 | 0 | 1 | 0 | 2 | 1 | 108 | 1 | 0 | 110 | 0 | 0 | 2 | 0 | 2 | 148 |
| Total Volume | 6 | 111 | 2 | 0 | 119 | 4 | 0 | 16 | 0 | 20 | 5 | 481 | 9 | 0 | 495 | 2 | 2 | 3 | 0 | 7 | 641 |
| % App. Total | 5 | 93.3 | 1.7 | 0 | | 20 | 0 | 80 | 0 | | 1 | 97.2 | 1.8 | 0 | | 28.6 | 28.6 | 42.9 | 0 | | |
| PHF | .750 | .895 | .500 | .000 | .875 | 1.000 | | | | | | | | | | | | | | | |



All Traffic Data Services, Inc.

1336 Farmer Road
Conyers, Ga. 30012

Ph. 404-374-1283

File Name : AvonAve@MurphyAvenuePM

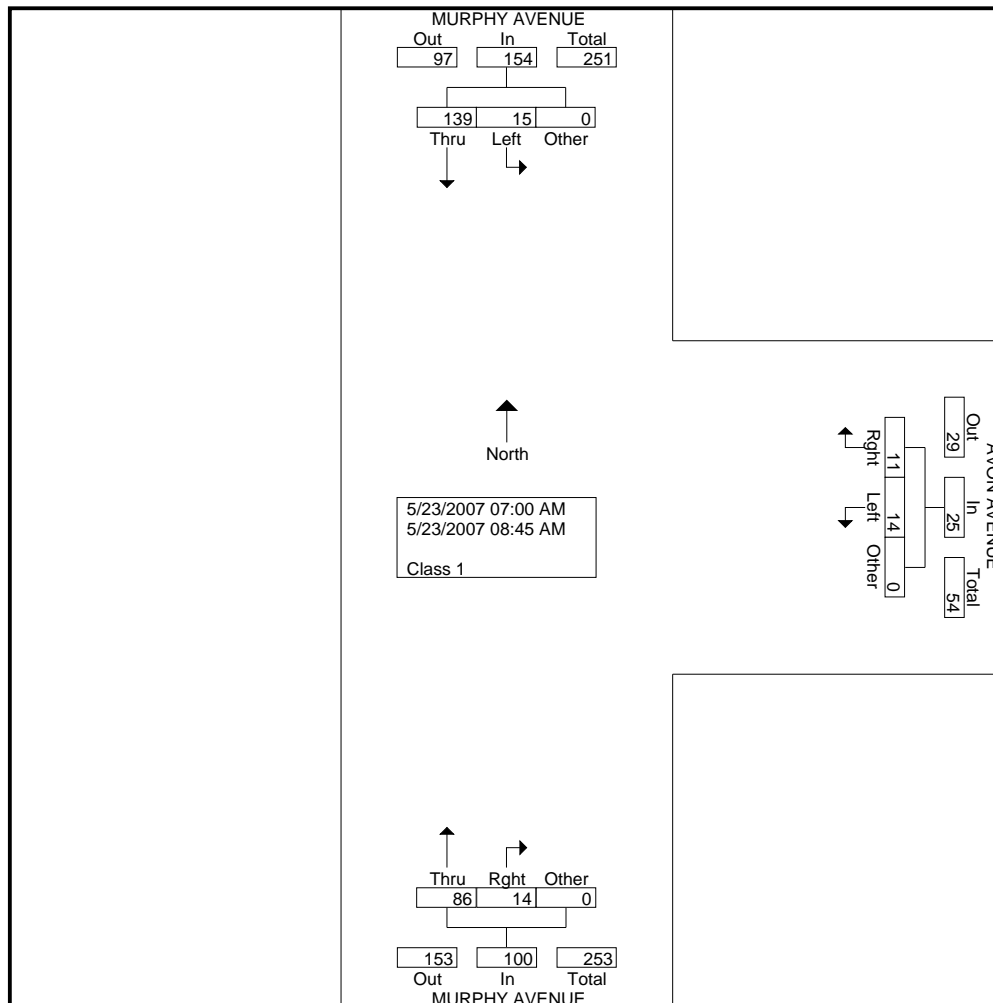
Site Code : 17

Start Date : 5/23/2007

Page No : 1

Groups Printed- Class 1

| | MURPHY AVENUE Southbound | | | | AVON AVENUE Westbound | | | | MURPHY AVENUE Northbound | | | | |
|-------------|-----------------------------|------|-------|------------|--------------------------|-------|-------|------------|-----------------------------|-------|-------|------------|------------|
| Start Time | Left | Thru | Other | App. Total | Left | Right | Other | App. Total | Thru | Right | Other | App. Total | Int. Total |
| 07:00 AM | 2 | 13 | 0 | 15 | 3 | 1 | 0 | 4 | 7 | 2 | 0 | 9 | 28 |
| 07:15 AM | 3 | 17 | 0 | 20 | 1 | 1 | 0 | 2 | 12 | 2 | 0 | 14 | 36 |
| 07:30 AM | 1 | 22 | 0 | 23 | 3 | 2 | 0 | 5 | 13 | 3 | 0 | 16 | 44 |
| 07:45 AM | 4 | 15 | 0 | 19 | 1 | 2 | 0 | 3 | 5 | 3 | 0 | 8 | 30 |
| Total | 10 | 67 | 0 | 77 | 8 | 6 | 0 | 14 | 37 | 10 | 0 | 47 | 138 |
| 08:00 AM | 1 | 21 | 0 | 22 | 2 | 2 | 0 | 4 | 14 | 0 | 0 | 14 | 40 |
| 08:15 AM | 0 | 18 | 0 | 18 | 0 | 2 | 0 | 2 | 14 | 0 | 0 | 14 | 34 |
| 08:30 AM | 3 | 22 | 0 | 25 | 2 | 1 | 0 | 3 | 11 | 2 | 0 | 13 | 41 |
| 08:45 AM | 1 | 11 | 0 | 12 | 2 | 0 | 0 | 2 | 10 | 2 | 0 | 12 | 26 |
| Total | 5 | 72 | 0 | 77 | 6 | 5 | 0 | 11 | 49 | 4 | 0 | 53 | 141 |
| Grand Total | 15 | 139 | 0 | 154 | 14 | 11 | 0 | 25 | 86 | 14 | 0 | 100 | 279 |
| Apprch % | 9.7 | 90.3 | 0 | | 56 | 44 | 0 | | 86 | 14 | 0 | | |
| Total % | 5.4 | 49.8 | 0 | 55.2 | 5 | 3.9 | 0 | 9 | 30.8 | 5 | 0 | 35.8 | |

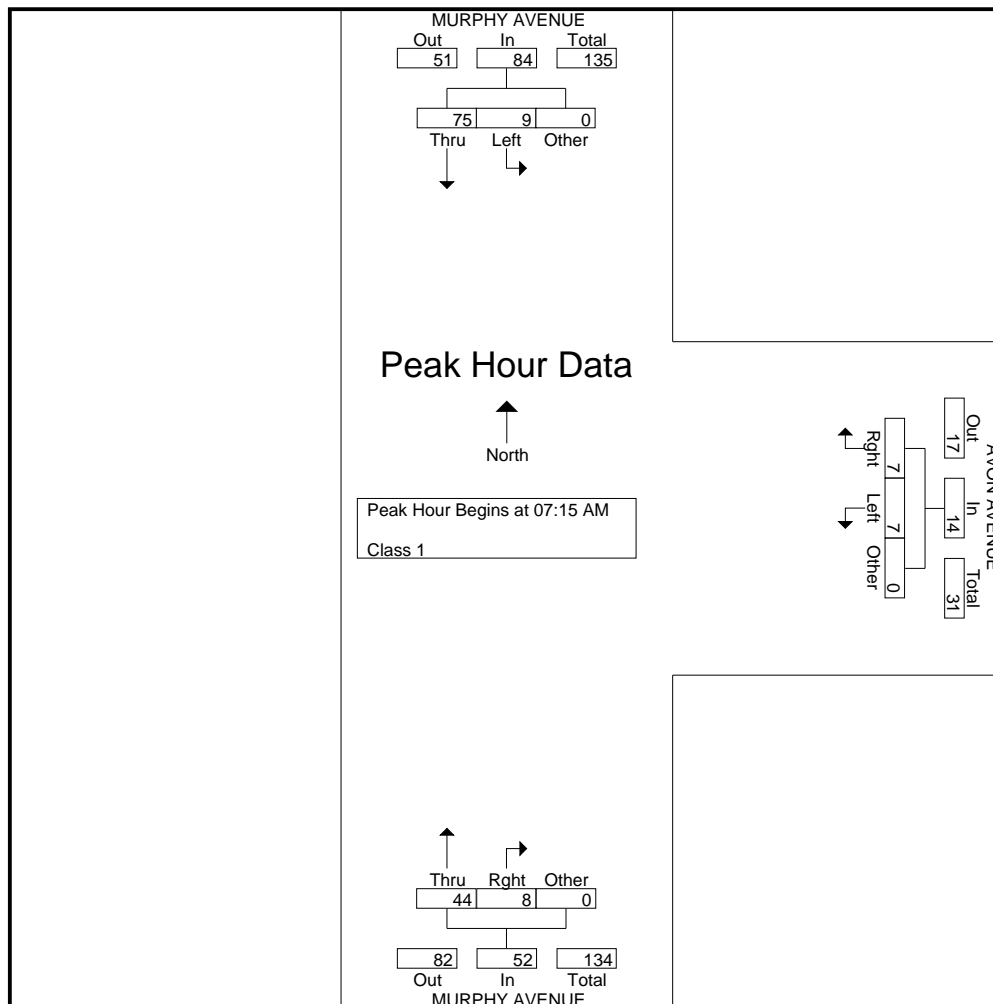


All Traffic Data Services, Inc.

1336 Farmer Road
Conyers, Ga. 30012
Ph. 404-374-1283

File Name : AvonAve@MurphyAvenuePM
Site Code : 17
Start Date : 5/23/2007
Page No : 2

| | MURPHY AVENUE Southbound | | | | AVON AVENUE Westbound | | | | MURPHY AVENUE Northbound | | | | |
|--|-----------------------------|-----------|-------|------------|--------------------------|----------|-------|------------|-----------------------------|----------|-------|------------|------------|
| Start Time | Left | Thru | Other | App. Total | Left | Right | Other | App. Total | Thru | Right | Other | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:15 AM | | | | | | | | | | | | | |
| 07:15 AM | 3 | 17 | 0 | 20 | 1 | 1 | 0 | 2 | 12 | 2 | 0 | 14 | 36 |
| 07:30 AM | 1 | 22 | 0 | 23 | 3 | 2 | 0 | 5 | 13 | 3 | 0 | 16 | 44 |
| 07:45 AM | 4 | 15 | 0 | 19 | 1 | 2 | 0 | 3 | 5 | 3 | 0 | 8 | 30 |
| 08:00 AM | 1 | 21 | 0 | 22 | 2 | 2 | 0 | 4 | 14 | 0 | 0 | 14 | 40 |
| Total Volume | 9 | 75 | 0 | 84 | 7 | 7 | 0 | 14 | 44 | 8 | 0 | 52 | 150 |
| % App. Total | 10.7 | 89.3 | 0 | | 50 | 50 | 0 | | 84.6 | 15.4 | 0 | | |
| PHF | .563 | .852 | .000 | .913 | .583 | .875 | .000 | .700 | .786 | .667 | .000 | .813 | .852 |



All Traffic Data Services, Inc.

1336 Farmer Road
Conyers, Ga. 30012

Ph. 404-374-1283

File Name : AvonAve@MurphyAvenueAM

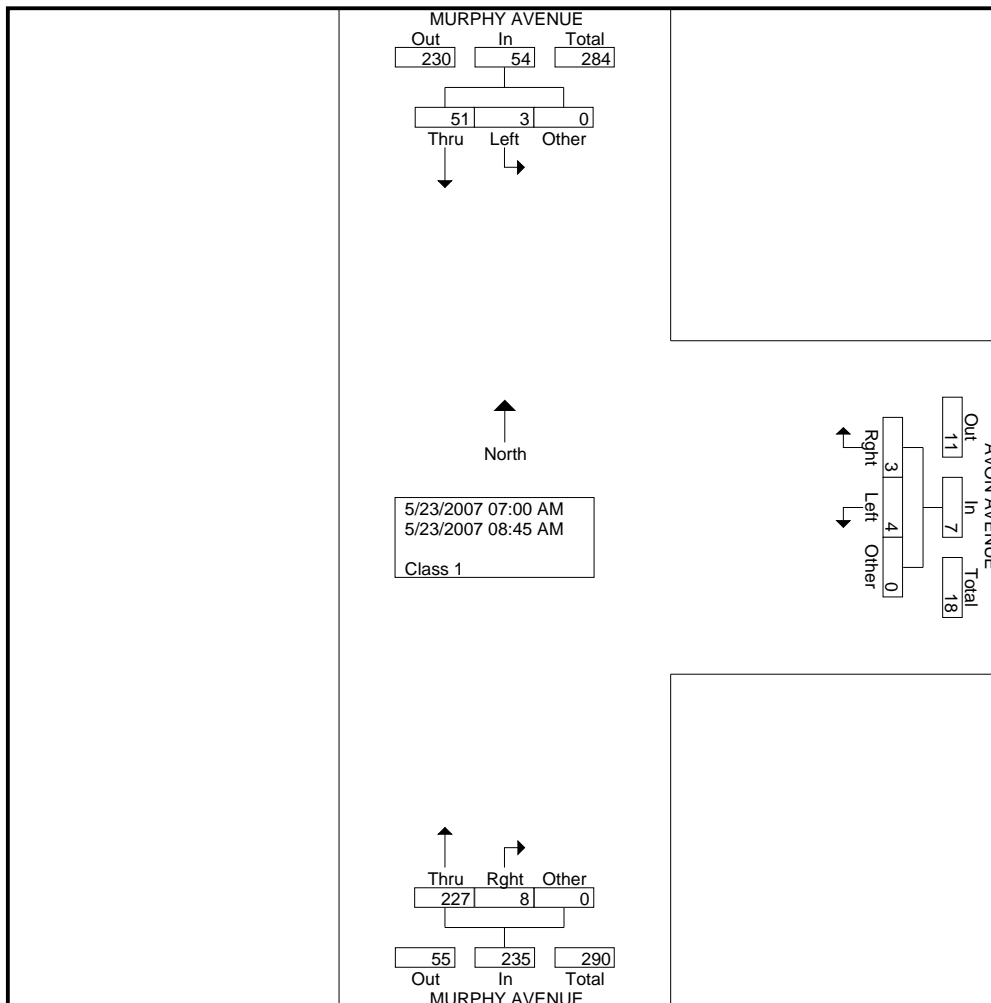
Site Code : 17

Start Date : 5/23/2007

Page No : 1

Groups Printed- Class 1

| | MURPHY AVENUE Southbound | | | | AVON AVENUE Westbound | | | | MURPHY AVENUE Northbound | | | | |
|-------------|-----------------------------|------|-------|------------|--------------------------|-------|-------|------------|-----------------------------|-------|-------|------------|------------|
| Start Time | Left | Thru | Other | App. Total | Left | Right | Other | App. Total | Thru | Right | Other | App. Total | Int. Total |
| 07:00 AM | 0 | 5 | 0 | 5 | 1 | 0 | 0 | 1 | 17 | 1 | 0 | 18 | 24 |
| 07:15 AM | 1 | 3 | 0 | 4 | 0 | 0 | 0 | 0 | 21 | 2 | 0 | 23 | 27 |
| 07:30 AM | 2 | 5 | 0 | 7 | 0 | 1 | 0 | 1 | 28 | 0 | 0 | 28 | 36 |
| 07:45 AM | 0 | 7 | 0 | 7 | 0 | 0 | 0 | 0 | 36 | 1 | 0 | 37 | 44 |
| Total | 3 | 20 | 0 | 23 | 1 | 1 | 0 | 2 | 102 | 4 | 0 | 106 | 131 |
| 08:00 AM | 0 | 9 | 0 | 9 | 0 | 2 | 0 | 2 | 45 | 2 | 0 | 47 | 58 |
| 08:15 AM | 0 | 7 | 0 | 7 | 1 | 0 | 0 | 1 | 33 | 0 | 0 | 33 | 41 |
| 08:30 AM | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 25 | 1 | 0 | 26 | 29 |
| 08:45 AM | 0 | 12 | 0 | 12 | 2 | 0 | 0 | 2 | 22 | 1 | 0 | 23 | 37 |
| Total | 0 | 31 | 0 | 31 | 3 | 2 | 0 | 5 | 125 | 4 | 0 | 129 | 165 |
| Grand Total | 3 | 51 | 0 | 54 | 4 | 3 | 0 | 7 | 227 | 8 | 0 | 235 | 296 |
| Apprch % | 5.6 | 94.4 | 0 | | 57.1 | 42.9 | 0 | | 96.6 | 3.4 | 0 | | |
| Total % | 1 | 17.2 | 0 | 18.2 | 1.4 | 1 | 0 | 2.4 | 76.7 | 2.7 | 0 | 79.4 | |



All Traffic Data Services, Inc.

1336 Farmer Road
Conyers, Ga. 30012

Ph. 404-374-1283

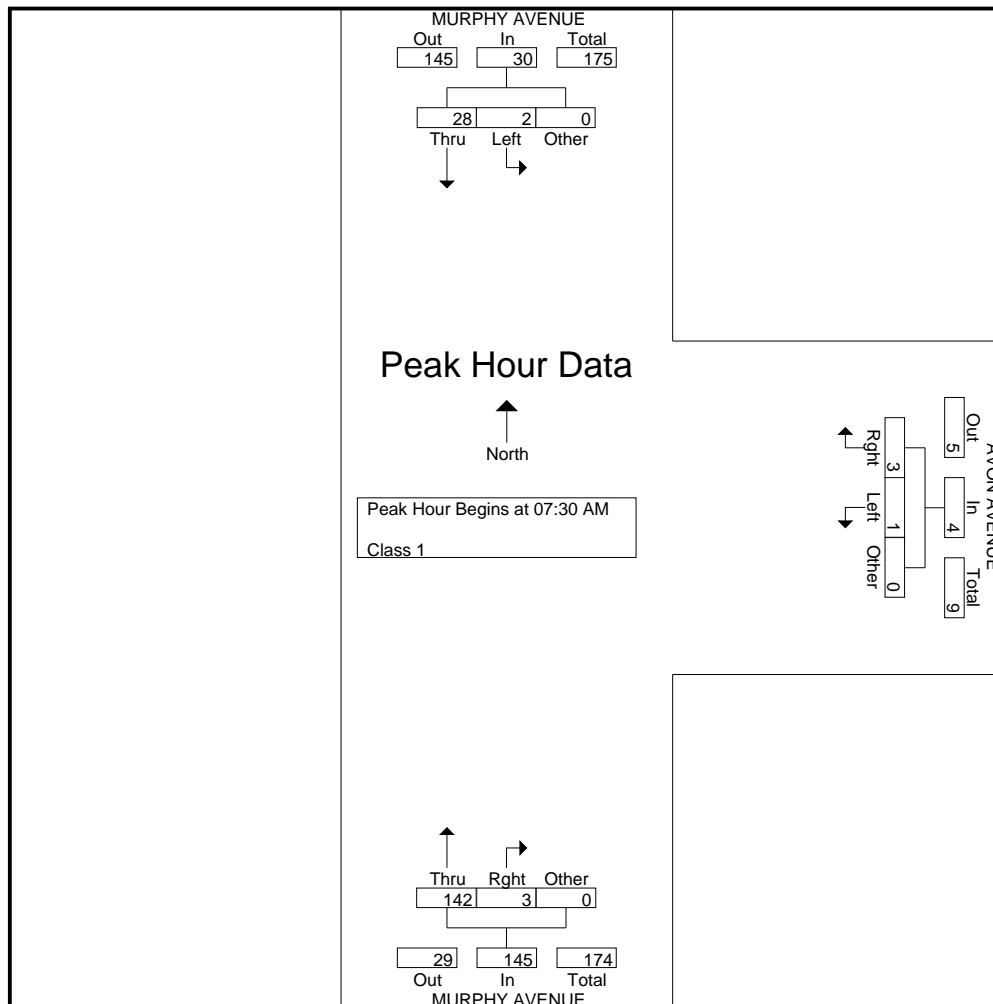
File Name : AvonAve@MurphyAvenueAM

Site Code : 17

Start Date : 5/23/2007

Page No : 2

| | MURPHY AVENUE Southbound | | | | AVON AVENUE Westbound | | | | MURPHY AVENUE Northbound | | | | |
|--|-----------------------------|------|-------|------------|--------------------------|-------|-------|------------|-----------------------------|-------|-------|------------|------------|
| Start Time | Left | Thru | Other | App. Total | Left | Right | Other | App. Total | Thru | Right | Other | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | |
| 07:30 AM | 2 | 5 | 0 | 7 | 0 | 1 | 0 | 1 | 28 | 0 | 0 | 28 | 36 |
| 07:45 AM | 0 | 7 | 0 | 7 | 0 | 0 | 0 | 0 | 36 | 1 | 0 | 37 | 44 |
| 08:00 AM | 0 | 9 | 0 | 9 | 0 | 2 | 0 | 2 | 45 | 2 | 0 | 47 | 58 |
| 08:15 AM | 0 | 7 | 0 | 7 | 1 | 0 | 0 | 1 | 33 | 0 | 0 | 33 | 41 |
| Total Volume | 2 | 28 | 0 | 30 | 1 | 3 | 0 | 4 | 142 | 3 | 0 | 145 | 179 |
| % App. Total | 6.7 | 93.3 | 0 | | 25 | 75 | 0 | | 97.9 | 2.1 | 0 | | |
| PHF | .250 | .778 | .000 | .833 | .250 | .375 | .000 | .500 | .789 | .375 | .000 | .771 | .772 |



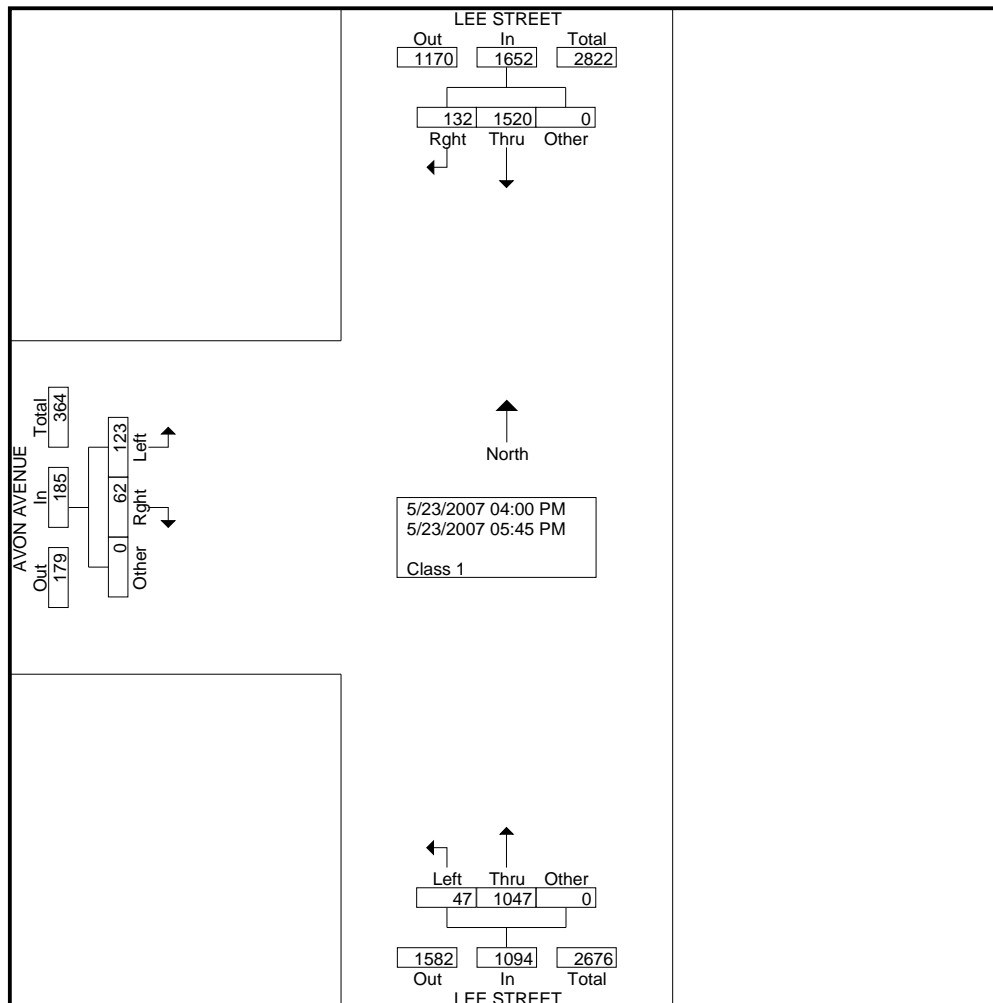
All Traffic Data Services, Inc.

1336 Farmer Road
Conyers, Ga. 30012
Ph. 404-374-1283

File Name : AvonAve@LeeAvePM
Site Code : 20
Start Date : 5/23/2007
Page No : 1

Groups Printed- Class 1

| | LEE STREET Southbound | | | | LEE STREET Northbound | | | | AVON AVENUE Eastbound | | | | |
|-------------|--------------------------|------|-------|------------|--------------------------|------|-------|------------|--------------------------|------|-------|------------|------------|
| Start Time | Thru | Rght | Other | App. Total | Left | Thru | Other | App. Total | Left | Rght | Other | App. Total | Int. Total |
| 04:00 PM | 159 | 16 | 0 | 175 | 8 | 118 | 0 | 126 | 12 | 6 | 0 | 18 | 319 |
| 04:15 PM | 182 | 20 | 0 | 202 | 6 | 143 | 0 | 149 | 20 | 6 | 0 | 26 | 377 |
| 04:30 PM | 178 | 20 | 0 | 198 | 7 | 127 | 0 | 134 | 9 | 8 | 0 | 17 | 349 |
| 04:45 PM | 185 | 16 | 0 | 201 | 6 | 147 | 0 | 153 | 16 | 6 | 0 | 22 | 376 |
| Total | 704 | 72 | 0 | 776 | 27 | 535 | 0 | 562 | 57 | 26 | 0 | 83 | 1421 |
| 05:00 PM | 185 | 15 | 0 | 200 | 7 | 132 | 0 | 139 | 19 | 14 | 0 | 33 | 372 |
| 05:15 PM | 199 | 17 | 0 | 216 | 7 | 137 | 0 | 144 | 14 | 5 | 0 | 19 | 379 |
| 05:30 PM | 227 | 15 | 0 | 242 | 2 | 131 | 0 | 133 | 18 | 6 | 0 | 24 | 399 |
| 05:45 PM | 205 | 13 | 0 | 218 | 4 | 112 | 0 | 116 | 15 | 11 | 0 | 26 | 360 |
| Total | 816 | 60 | 0 | 876 | 20 | 512 | 0 | 532 | 66 | 36 | 0 | 102 | 1510 |
| Grand Total | 1520 | 132 | 0 | 1652 | 47 | 1047 | 0 | 1094 | 123 | 62 | 0 | 185 | 2931 |
| Apprch % | 92 | 8 | 0 | | 4.3 | 95.7 | 0 | | 66.5 | 33.5 | 0 | | |
| Total % | 51.9 | 4.5 | 0 | 56.4 | 1.6 | 35.7 | 0 | 37.3 | 4.2 | 2.1 | 0 | 6.3 | |

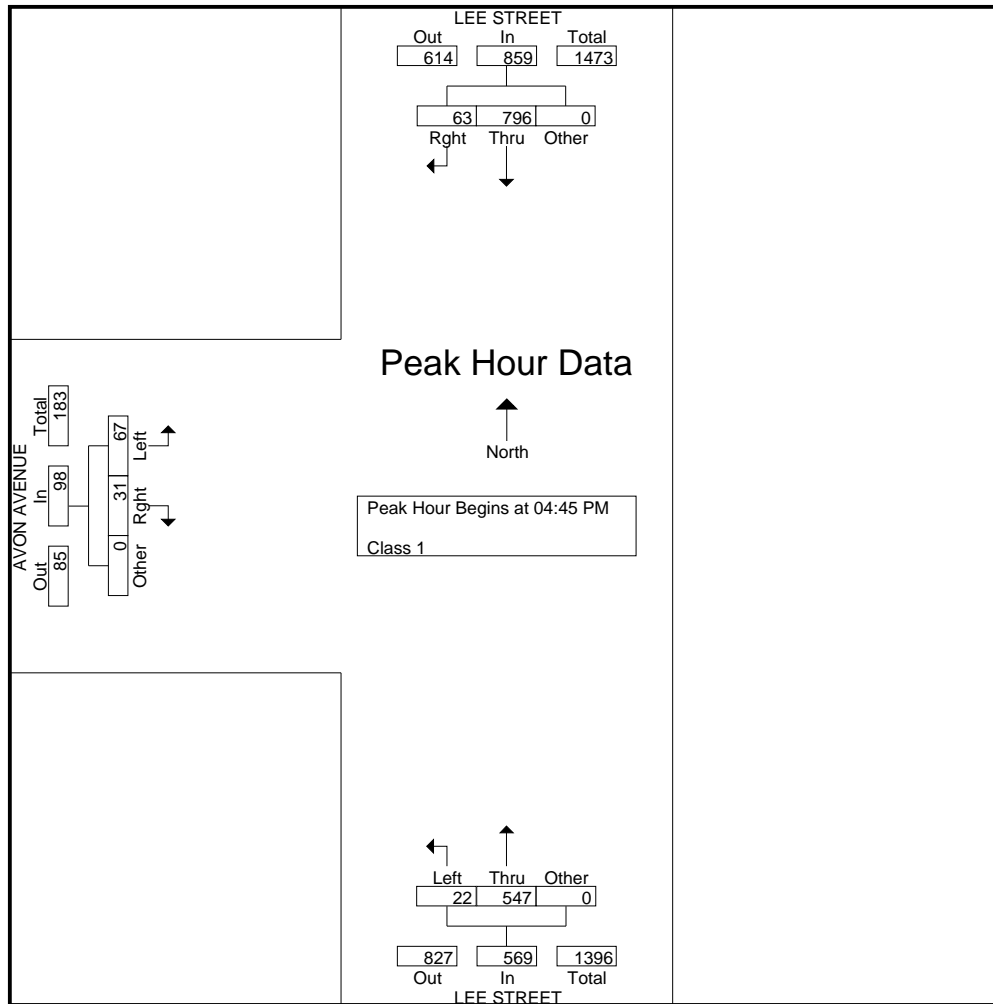


All Traffic Data Services, Inc.

1336 Farmer Road
Conyers, Ga. 30012
Ph. 404-374-1283

File Name : AvonAve@LeeAvePM
Site Code : 20
Start Date : 5/23/2007
Page No : 2

| | LEE STREET Southbound | | | | LEE STREET Northbound | | | | AVON AVENUE Eastbound | | | | |
|--|--------------------------|-------|-------|------------|--------------------------|------|-------|------------|--------------------------|-------|-------|------------|------------|
| Start Time | Thru | Right | Other | App. Total | Left | Thru | Other | App. Total | Left | Right | Other | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:45 PM | | | | | | | | | | | | | |
| 04:45 PM | 185 | 16 | 0 | 201 | 6 | 147 | 0 | 153 | 16 | 6 | 0 | 22 | 376 |
| 05:00 PM | 185 | 15 | 0 | 200 | 7 | 132 | 0 | 139 | 19 | 14 | 0 | 33 | 372 |
| 05:15 PM | 199 | 17 | 0 | 216 | 7 | 137 | 0 | 144 | 14 | 5 | 0 | 19 | 379 |
| 05:30 PM | 227 | 15 | 0 | 242 | 2 | 131 | 0 | 133 | 18 | 6 | 0 | 24 | 399 |
| Total Volume | 796 | 63 | 0 | 859 | 22 | 547 | 0 | 569 | 67 | 31 | 0 | 98 | 1526 |
| % App. Total | 92.7 | 7.3 | 0 | | 3.9 | 96.1 | 0 | | 68.4 | 31.6 | 0 | | |
| PHF | .877 | .926 | .000 | .887 | .786 | .930 | .000 | .930 | .882 | .554 | .000 | .742 | .956 |



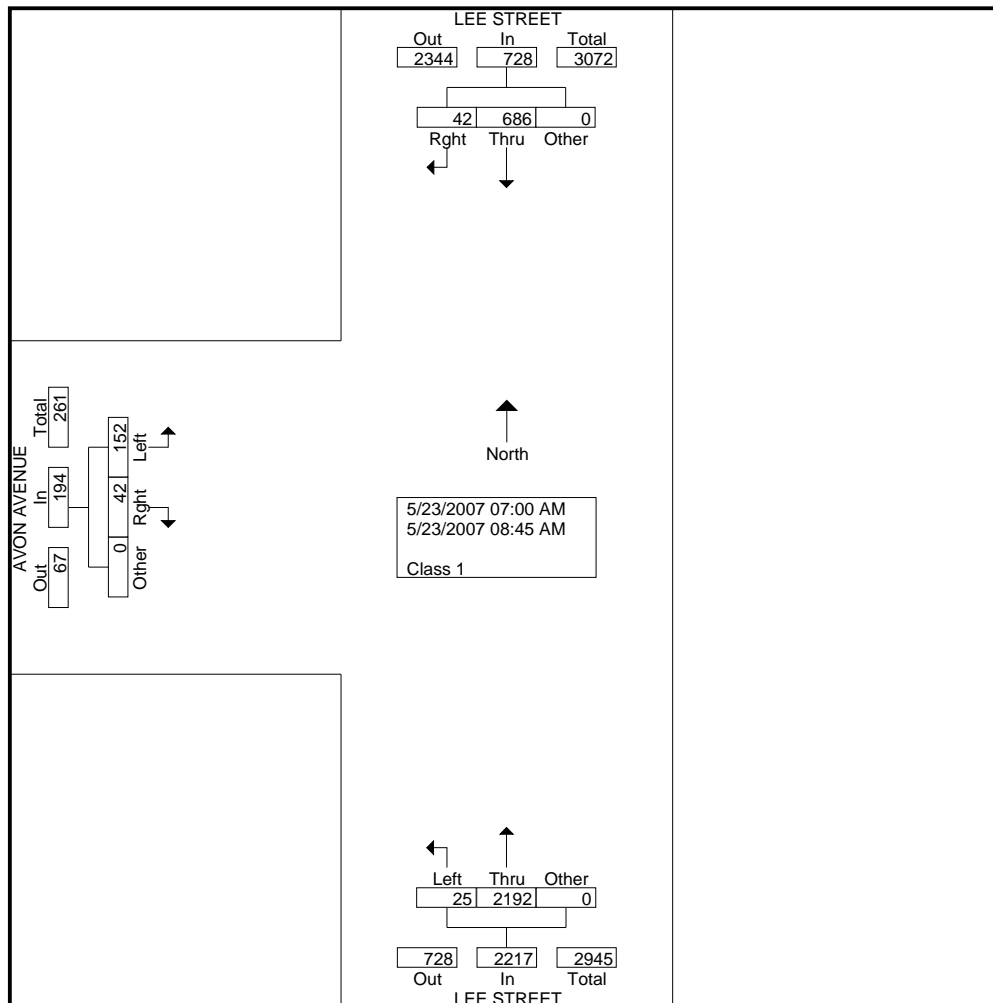
All Traffic Data Services, Inc.

1336 Farmer Road
Conyers, Ga. 30012
Ph. 404-374-1283

File Name : AvonAve@LeeAveAM
Site Code : 20
Start Date : 5/23/2007
Page No : 1

Groups Printed- Class 1

| | LEE STREET Southbound | | | | LEE STREET Northbound | | | | AVON AVENUE Eastbound | | | | |
|-------------|--------------------------|------|-------|------------|--------------------------|------|-------|------------|--------------------------|------|-------|------------|------------|
| Start Time | Thru | Rght | Other | App. Total | Left | Thru | Other | App. Total | Left | Rght | Other | App. Total | Int. Total |
| 07:00 AM | 77 | 1 | 0 | 78 | 3 | 173 | 0 | 176 | 17 | 9 | 0 | 26 | 280 |
| 07:15 AM | 73 | 3 | 0 | 76 | 3 | 257 | 0 | 260 | 19 | 8 | 0 | 27 | 363 |
| 07:30 AM | 92 | 2 | 0 | 94 | 3 | 333 | 0 | 336 | 18 | 4 | 0 | 22 | 452 |
| 07:45 AM | 92 | 7 | 0 | 99 | 5 | 318 | 0 | 323 | 22 | 1 | 0 | 23 | 445 |
| Total | 334 | 13 | 0 | 347 | 14 | 1081 | 0 | 1095 | 76 | 22 | 0 | 98 | 1540 |
| 08:00 AM | 98 | 8 | 0 | 106 | 3 | 283 | 0 | 286 | 10 | 8 | 0 | 18 | 410 |
| 08:15 AM | 68 | 9 | 0 | 77 | 2 | 277 | 0 | 279 | 31 | 5 | 0 | 36 | 392 |
| 08:30 AM | 85 | 6 | 0 | 91 | 4 | 323 | 0 | 327 | 18 | 5 | 0 | 23 | 441 |
| 08:45 AM | 101 | 6 | 0 | 107 | 2 | 228 | 0 | 230 | 17 | 2 | 0 | 19 | 356 |
| Total | 352 | 29 | 0 | 381 | 11 | 1111 | 0 | 1122 | 76 | 20 | 0 | 96 | 1599 |
| Grand Total | 686 | 42 | 0 | 728 | 25 | 2192 | 0 | 2217 | 152 | 42 | 0 | 194 | 3139 |
| Apprch % | 94.2 | 5.8 | 0 | | 1.1 | 98.9 | 0 | | 78.4 | 21.6 | 0 | | |
| Total % | 21.9 | 1.3 | 0 | 23.2 | 0.8 | 69.8 | 0 | 70.6 | 4.8 | 1.3 | 0 | 6.2 | |

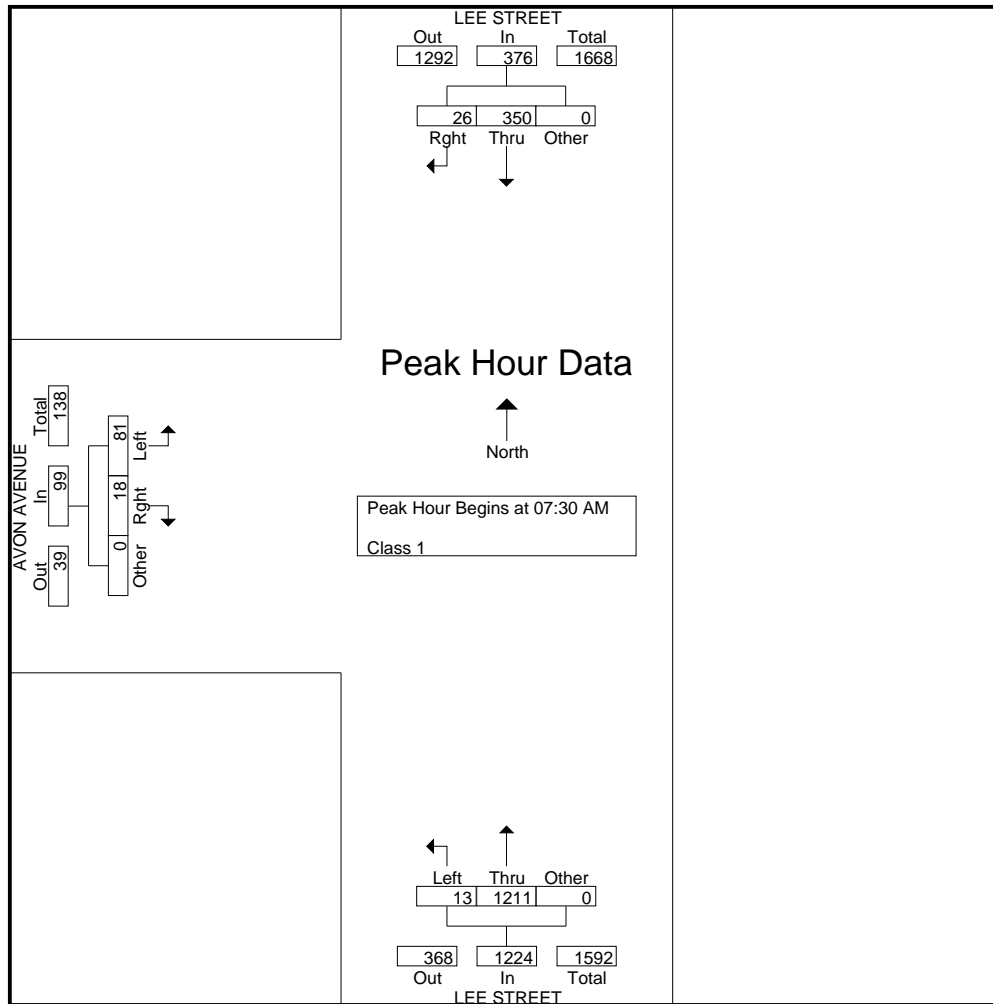


All Traffic Data Services, Inc.

1336 Farmer Road
Conyers, Ga. 30012
Ph. 404-374-1283

File Name : AvonAve@LeeAveAM
Site Code : 20
Start Date : 5/23/2007
Page No : 2

| | LEE STREET Southbound | | | | LEE STREET Northbound | | | | AVON AVENUE Eastbound | | | | |
|--|--------------------------|-------|-------|------------|--------------------------|------|-------|------------|--------------------------|-------|-------|------------|------------|
| Start Time | Thru | Right | Other | App. Total | Left | Thru | Other | App. Total | Left | Right | Other | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | |
| 07:30 AM | 92 | 2 | 0 | 94 | 3 | 333 | 0 | 336 | 18 | 4 | 0 | 22 | 452 |
| 07:45 AM | 92 | 7 | 0 | 99 | 5 | 318 | 0 | 323 | 22 | 1 | 0 | 23 | 445 |
| 08:00 AM | 98 | 8 | 0 | 106 | 3 | 283 | 0 | 286 | 10 | 8 | 0 | 18 | 410 |
| 08:15 AM | 68 | 9 | 0 | 77 | 2 | 277 | 0 | 279 | 31 | 5 | 0 | 36 | 392 |
| Total Volume | 350 | 26 | 0 | 376 | 13 | 1211 | 0 | 1224 | 81 | 18 | 0 | 99 | 1699 |
| % App. Total | 93.1 | 6.9 | 0 | | 1.1 | 98.9 | 0 | | 81.8 | 18.2 | 0 | | |
| PHF | .893 | .722 | .000 | .887 | .650 | .909 | .000 | .911 | .653 | .563 | .000 | .688 | .940 |



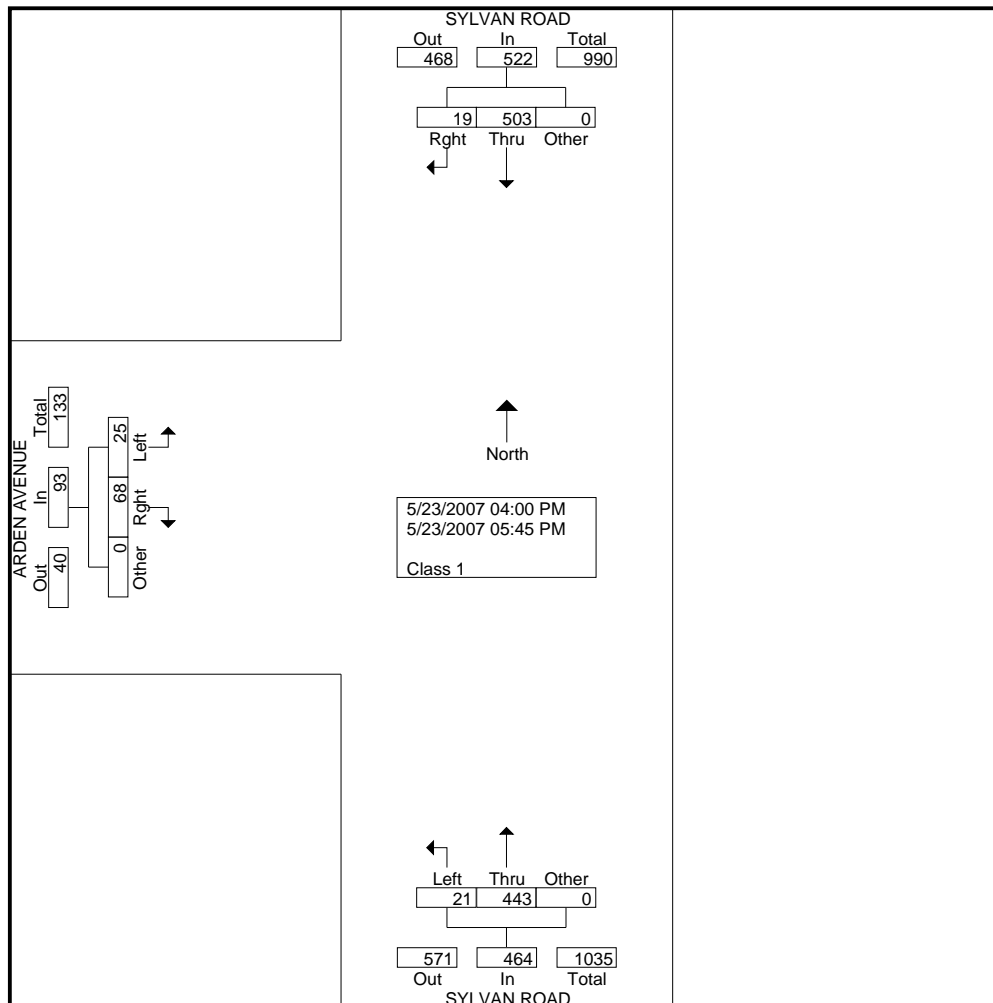
All Traffic Data Services, Inc.

1336 Farmer Road
Conyers, Ga. 30012
Ph. 404-374-1283

File Name : ArdenAve@SylvanRdPM
Site Code : 15
Start Date : 5/23/2007
Page No : 1

Groups Printed- Class 1

| | SYLVAN ROAD Southbound | | | | SYLVAN ROAD Northbound | | | | ARDEN AVENUE Eastbound | | | | |
|-------------|---------------------------|------|-------|------------|---------------------------|------|-------|------------|---------------------------|------|-------|------------|------------|
| Start Time | Thru | Rght | Other | App. Total | Left | Thru | Other | App. Total | Left | Rght | Other | App. Total | Int. Total |
| 04:00 PM | 62 | 2 | 0 | 64 | 3 | 63 | 0 | 66 | 4 | 6 | 0 | 10 | 140 |
| 04:15 PM | 69 | 3 | 0 | 72 | 3 | 49 | 0 | 52 | 0 | 5 | 0 | 5 | 129 |
| 04:30 PM | 51 | 1 | 0 | 52 | 2 | 56 | 0 | 58 | 0 | 7 | 0 | 7 | 117 |
| 04:45 PM | 59 | 2 | 0 | 61 | 4 | 49 | 0 | 53 | 5 | 12 | 0 | 17 | 131 |
| Total | 241 | 8 | 0 | 249 | 12 | 217 | 0 | 229 | 9 | 30 | 0 | 39 | 517 |
| 05:00 PM | 58 | 3 | 0 | 61 | 2 | 63 | 0 | 65 | 6 | 16 | 0 | 22 | 148 |
| 05:15 PM | 69 | 2 | 0 | 71 | 2 | 52 | 0 | 54 | 4 | 8 | 0 | 12 | 137 |
| 05:30 PM | 80 | 1 | 0 | 81 | 1 | 54 | 0 | 55 | 5 | 4 | 0 | 9 | 145 |
| 05:45 PM | 55 | 5 | 0 | 60 | 4 | 57 | 0 | 61 | 1 | 10 | 0 | 11 | 132 |
| Total | 262 | 11 | 0 | 273 | 9 | 226 | 0 | 235 | 16 | 38 | 0 | 54 | 562 |
| Grand Total | 503 | 19 | 0 | 522 | 21 | 443 | 0 | 464 | 25 | 68 | 0 | 93 | 1079 |
| Apprch % | 96.4 | 3.6 | 0 | | 4.5 | 95.5 | 0 | | 26.9 | 73.1 | 0 | | |
| Total % | 46.6 | 1.8 | 0 | 48.4 | 1.9 | 41.1 | 0 | 43 | 2.3 | 6.3 | 0 | 8.6 | |

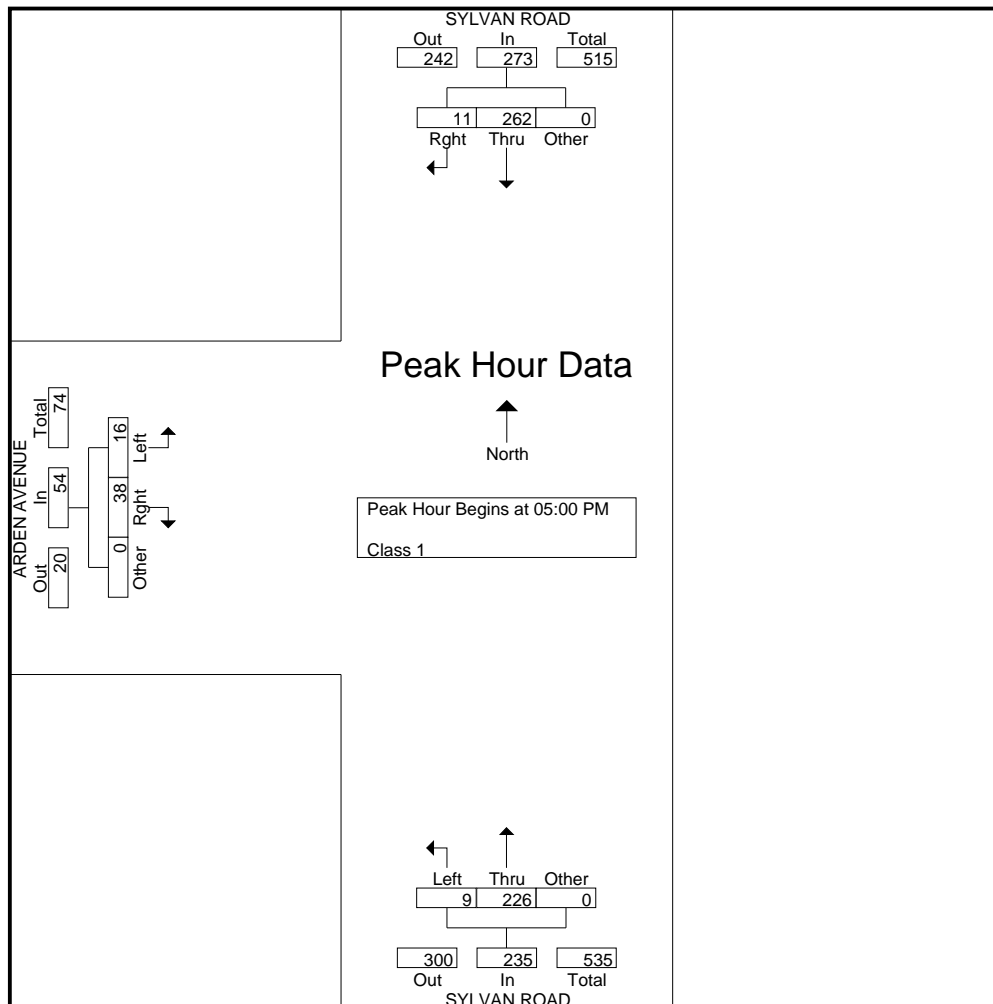


All Traffic Data Services, Inc.

1336 Farmer Road
Conyers, Ga. 30012
Ph. 404-374-1283

File Name : ArdenAve@SylvanRdPM
Site Code : 15
Start Date : 5/23/2007
Page No : 2

| | SYLVAN ROAD Southbound | | | | SYLVAN ROAD Northbound | | | | ARDEN AVENUE Eastbound | | | | |
|--|---------------------------|-------|-------|------------|---------------------------|------|-------|------------|---------------------------|-------|-------|------------|------------|
| Start Time | Thru | Right | Other | App. Total | Left | Thru | Other | App. Total | Left | Right | Other | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 05:00 PM | | | | | | | | | | | | | |
| 05:00 PM | 58 | 3 | 0 | 61 | 2 | 63 | 0 | 65 | 6 | 16 | 0 | 22 | 148 |
| 05:15 PM | 69 | 2 | 0 | 71 | 2 | 52 | 0 | 54 | 4 | 8 | 0 | 12 | 137 |
| 05:30 PM | 80 | 1 | 0 | 81 | 1 | 54 | 0 | 55 | 5 | 4 | 0 | 9 | 145 |
| 05:45 PM | 55 | 5 | 0 | 60 | 4 | 57 | 0 | 61 | 1 | 10 | 0 | 11 | 132 |
| Total Volume | 262 | 11 | 0 | 273 | 9 | 226 | 0 | 235 | 16 | 38 | 0 | 54 | 562 |
| % App. Total | 96 | 4 | 0 | | 3.8 | 96.2 | 0 | | 29.6 | 70.4 | 0 | | |
| PHF | .819 | .550 | .000 | .843 | .563 | .897 | .000 | .904 | .667 | .594 | .000 | .614 | .949 |



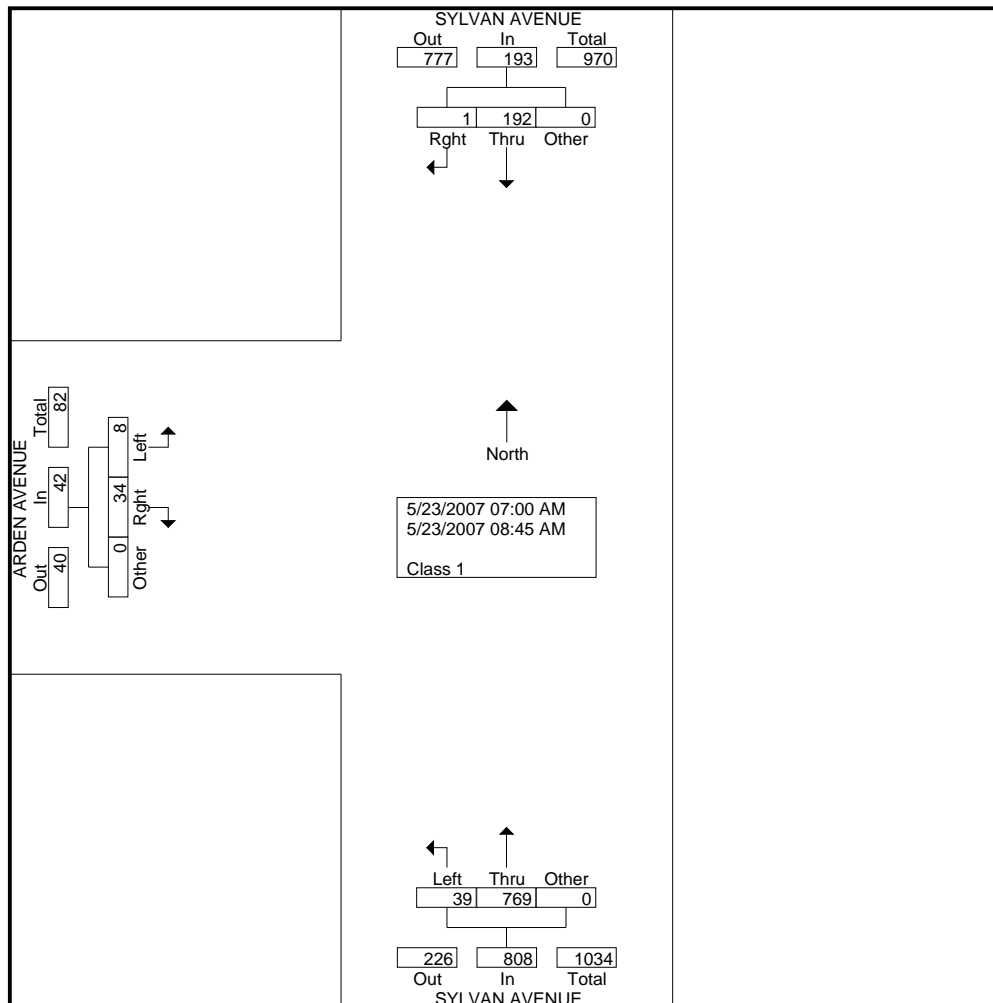
All Traffic Data Services, Inc.

1336 Farmer Road
Conyers, Ga. 30012
Ph. 404-374-1283

File Name : ArdenAve@SylvanRdAM
Site Code : 15
Start Date : 5/23/2007
Page No : 1

Groups Printed- Class 1

| | SYLVAN AVENUE Southbound | | | | SYLVAN AVENUE Northbound | | | | ARDEN AVENUE Eastbound | | | | |
|-------------|-----------------------------|------|-------|------------|-----------------------------|------|-------|------------|---------------------------|------|-------|------------|------------|
| Start Time | Thru | Rght | Other | App. Total | Left | Thru | Other | App. Total | Left | Rght | Other | App. Total | Int. Total |
| 07:00 AM | 15 | 1 | 0 | 16 | 7 | 48 | 0 | 55 | 0 | 2 | 0 | 2 | 73 |
| 07:15 AM | 21 | 0 | 0 | 21 | 3 | 83 | 0 | 86 | 0 | 2 | 0 | 2 | 109 |
| 07:30 AM | 31 | 0 | 0 | 31 | 5 | 113 | 0 | 118 | 3 | 8 | 0 | 11 | 160 |
| 07:45 AM | 27 | 0 | 0 | 27 | 4 | 122 | 0 | 126 | 0 | 8 | 0 | 8 | 161 |
| Total | 94 | 1 | 0 | 95 | 19 | 366 | 0 | 385 | 3 | 20 | 0 | 23 | 503 |
| 08:00 AM | 23 | 0 | 0 | 23 | 4 | 134 | 0 | 138 | 0 | 3 | 0 | 3 | 164 |
| 08:15 AM | 26 | 0 | 0 | 26 | 5 | 107 | 0 | 112 | 1 | 4 | 0 | 5 | 143 |
| 08:30 AM | 23 | 0 | 0 | 23 | 9 | 96 | 0 | 105 | 4 | 3 | 0 | 7 | 135 |
| 08:45 AM | 26 | 0 | 0 | 26 | 2 | 66 | 0 | 68 | 0 | 4 | 0 | 4 | 98 |
| Total | 98 | 0 | 0 | 98 | 20 | 403 | 0 | 423 | 5 | 14 | 0 | 19 | 540 |
| Grand Total | 192 | 1 | 0 | 193 | 39 | 769 | 0 | 808 | 8 | 34 | 0 | 42 | 1043 |
| Apprch % | 99.5 | 0.5 | 0 | | 4.8 | 95.2 | 0 | | 19 | 81 | 0 | | |
| Total % | 18.4 | 0.1 | 0 | 18.5 | 3.7 | 73.7 | 0 | 77.5 | 0.8 | 3.3 | 0 | 4 | |

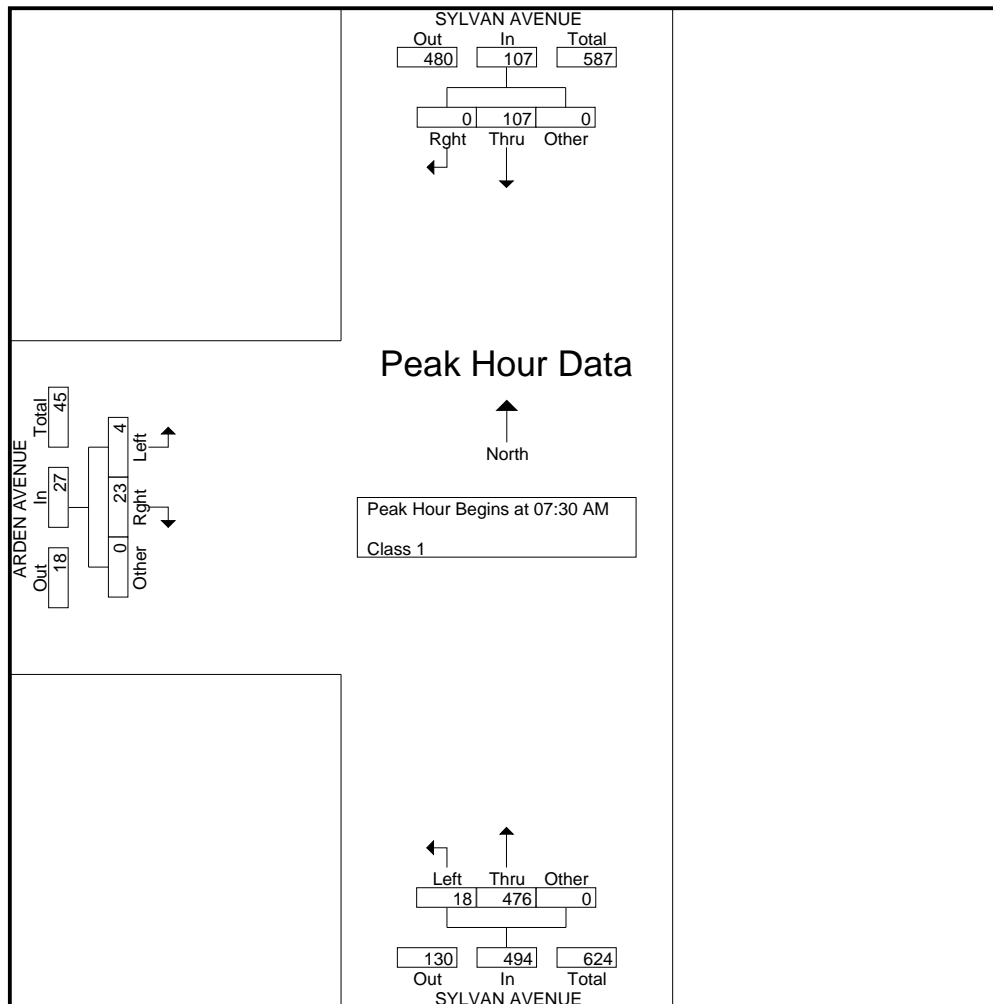


All Traffic Data Services, Inc.

1336 Farmer Road
Conyers, Ga. 30012
Ph. 404-374-1283

File Name : ArdenAve@SylvanRdAM
Site Code : 15
Start Date : 5/23/2007
Page No : 2

| | SYLVAN AVENUE Southbound | | | | SYLVAN AVENUE Northbound | | | | ARDEN AVENUE Eastbound | | | | |
|--|-----------------------------|-------|-------|------------|-----------------------------|------|-------|------------|---------------------------|-------|-------|------------|------------|
| Start Time | Thru | Right | Other | App. Total | Left | Thru | Other | App. Total | Left | Right | Other | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | |
| 07:30 AM | 31 | 0 | 0 | 31 | 5 | 113 | 0 | 118 | 3 | 8 | 0 | 11 | 160 |
| 07:45 AM | 27 | 0 | 0 | 27 | 4 | 122 | 0 | 126 | 0 | 8 | 0 | 8 | 161 |
| 08:00 AM | 23 | 0 | 0 | 23 | 4 | 134 | 0 | 138 | 0 | 3 | 0 | 3 | 164 |
| 08:15 AM | 26 | 0 | 0 | 26 | 5 | 107 | 0 | 112 | 1 | 4 | 0 | 5 | 143 |
| Total Volume | 107 | 0 | 0 | 107 | 18 | 476 | 0 | 494 | 4 | 23 | 0 | 27 | 628 |
| % App. Total | 100 | 0 | 0 | | 3.6 | 96.4 | 0 | | 14.8 | 85.2 | 0 | | |
| PHF | .863 | .000 | .000 | .863 | .900 | .888 | .000 | .895 | .333 | .719 | .000 | .614 | .957 |



| Start Time | 15-May-0 Tue | NB | | Hour Totals | | SB | | Hour Totals | | Combined Totals | |
|-------------|--------------|---------|-----------|-------------|-----------|---------|-----------|-------------|-----------|-----------------|-----------|
| | | Morning | Afternoon | Morning | Afternoon | Morning | Afternoon | Morning | Afternoon | Morning | Afternoon |
| 12:00 | | 2 | 17 | | | 1 | 13 | | | | |
| 12:15 | | 1 | 20 | | | 0 | 13 | | | | |
| 12:30 | | 1 | 17 | | | 2 | 14 | | | | |
| 12:45 | | 1 | 15 | 5 | 69 | 1 | 11 | 4 | 51 | 9 | 120 |
| 01:00 | | 3 | 12 | | | 1 | 13 | | | | |
| 01:15 | | 1 | 9 | | | 2 | 11 | | | | |
| 01:30 | | 2 | 15 | | | 1 | 9 | | | | |
| 01:45 | | 0 | 22 | 6 | 58 | 0 | 11 | 4 | 44 | 10 | 102 |
| 02:00 | | 2 | 14 | | | 1 | 8 | | | | |
| 02:15 | | 1 | 15 | | | 0 | 13 | | | | |
| 02:30 | | 2 | 12 | | | 3 | 14 | | | | |
| 02:45 | | 0 | 13 | 5 | 54 | 1 | 9 | 5 | 44 | 10 | 98 |
| 03:00 | | 0 | 19 | | | 0 | 11 | | | | |
| 03:15 | | 1 | 17 | | | 0 | 8 | | | | |
| 03:30 | | 1 | 7 | | | 3 | 12 | | | | |
| 03:45 | | 0 | 21 | 2 | 64 | 0 | 20 | 3 | 51 | 5 | 115 |
| 04:00 | | 0 | 16 | | | 1 | 14 | | | | |
| 04:15 | | 0 | 17 | | | 2 | 16 | | | | |
| 04:30 | | 2 | 7 | | | 1 | 14 | | | | |
| 04:45 | | 2 | 15 | 4 | 55 | 3 | 15 | 7 | 59 | 11 | 114 |
| 05:00 | | 0 | 13 | | | 1 | 18 | | | | |
| 05:15 | | 2 | 12 | | | 1 | 18 | | | | |
| 05:30 | | 4 | 21 | | | 1 | 14 | | | | |
| 05:45 | | 3 | 11 | 9 | 57 | 2 | 16 | 5 | 66 | 14 | 123 |
| 06:00 | | 8 | 22 | | | 2 | 23 | | | | |
| 06:15 | | 5 | 23 | | | 1 | 16 | | | | |
| 06:30 | | 5 | 25 | | | 5 | 16 | | | | |
| 06:45 | | 18 | 20 | 36 | 90 | 4 | 20 | 12 | 75 | 48 | 165 |
| 07:00 | | 25 | 11 | | | 4 | 10 | | | | |
| 07:15 | | 28 | 11 | | | 4 | 13 | | | | |
| 07:30 | | 41 | 14 | | | 6 | 18 | | | | |
| 07:45 | | 41 | 13 | 135 | 49 | 12 | 14 | 26 | 55 | 161 | 104 |
| 08:00 | | 34 | 8 | | | 7 | 8 | | | | |
| 08:15 | | 41 | 8 | | | 9 | 13 | | | | |
| 08:30 | | 28 | 7 | | | 2 | 9 | | | | |
| 08:45 | | 13 | 7 | 116 | 30 | 7 | 9 | 25 | 39 | 141 | 69 |
| 09:00 | | 21 | 12 | | | 5 | 10 | | | | |
| 09:15 | | 26 | 9 | | | 14 | 7 | | | | |
| 09:30 | | 5 | 4 | | | 14 | 15 | | | | |
| 09:45 | | 14 | 5 | 66 | 30 | 13 | 5 | 46 | 37 | 112 | 67 |
| 10:00 | | 13 | 10 | | | 10 | 4 | | | | |
| 10:15 | | 8 | 7 | | | 7 | 6 | | | | |
| 10:30 | | 14 | 7 | | | 12 | 3 | | | | |
| 10:45 | | 12 | 2 | 47 | 26 | 16 | 10 | 45 | 23 | 92 | 49 |
| 11:00 | | 13 | 10 | | | 17 | 10 | | | | |
| 11:15 | | 12 | 6 | | | 7 | 8 | | | | |
| 11:30 | | 15 | 2 | | | 10 | 5 | | | | |
| 11:45 | | 10 | 3 | 50 | 21 | 14 | 8 | 48 | 31 | 98 | 52 |
| Total | | 481 | 603 | | | 230 | 575 | | | 711 | 1178 |
| Percent | | 44.4% | 55.6% | | | 28.6% | 71.4% | | | 37.6% | 62.4% |
| Grand Total | | 481 | 603 | | | 230 | 575 | | | 711 | 1178 |
| Percent | | 44.4% | 55.6% | | | 28.6% | 71.4% | | | 37.6% | 62.4% |

ADT Not Calculated

| Start Time | 15-May-0 Tue | NB | | Hour Totals | | SB | | Hour Totals | | Combined Totals | |
|-------------|--------------|---------|-----------|-------------|-----------|---------|-----------|-------------|-----------|-----------------|-----------|
| | | Morning | Afternoon | Morning | Afternoon | Morning | Afternoon | Morning | Afternoon | Morning | Afternoon |
| 12:00 | | 14 | 62 | | | 14 | 74 | | | | |
| 12:15 | | 20 | 64 | | | 7 | 76 | | | | |
| 12:30 | | 10 | 56 | | | 16 | 64 | | | | |
| 12:45 | | 7 | 56 | 51 | 238 | 7 | 74 | 44 | 288 | 95 | 526 |
| 01:00 | | 14 | 54 | | | 15 | 59 | | | | |
| 01:15 | | 8 | 74 | | | 12 | 59 | | | | |
| 01:30 | | 9 | 75 | | | 7 | 59 | | | | |
| 01:45 | | 4 | 59 | 35 | 262 | 11 | 66 | 45 | 243 | 80 | 505 |
| 02:00 | | 7 | 71 | | | 5 | 73 | | | | |
| 02:15 | | 5 | 67 | | | 3 | 73 | | | | |
| 02:30 | | 2 | 67 | | | 5 | 59 | | | | |
| 02:45 | | 6 | 77 | 20 | 282 | 8 | 62 | 21 | 267 | 41 | 549 |
| 03:00 | | 9 | 64 | | | 13 | 76 | | | | |
| 03:15 | | 6 | 78 | | | 5 | 83 | | | | |
| 03:30 | | 11 | 69 | | | 5 | 87 | | | | |
| 03:45 | | 4 | 87 | 30 | 298 | 7 | 86 | 30 | 332 | 60 | 630 |
| 04:00 | | 6 | 79 | | | 4 | 96 | | | | |
| 04:15 | | 8 | 82 | | | 2 | 89 | | | | |
| 04:30 | | 7 | 79 | | | 9 | 96 | | | | |
| 04:45 | | 9 | 90 | 30 | 330 | 9 | 78 | 24 | 359 | 54 | 689 |
| 05:00 | | 5 | 74 | | | 12 | 134 | | | | |
| 05:15 | | 14 | 66 | | | 14 | 137 | | | | |
| 05:30 | | 10 | 89 | | | 15 | 113 | | | | |
| 05:45 | | 16 | 92 | 45 | 321 | 17 | 116 | 58 | 500 | 103 | 821 |
| 06:00 | | 21 | 100 | | | 24 | 138 | | | | |
| 06:15 | | 40 | 99 | | | 19 | 139 | | | | |
| 06:30 | | 49 | 119 | | | 21 | 123 | | | | |
| 06:45 | | 78 | 120 | 188 | 438 | 26 | 127 | 90 | 527 | 278 | 965 |
| 07:00 | | 107 | 124 | | | 31 | 95 | | | | |
| 07:15 | | 148 | 81 | | | 39 | 95 | | | | |
| 07:30 | | 211 | 79 | | | 41 | 84 | | | | |
| 07:45 | | 239 | 70 | 705 | 354 | 45 | 79 | 156 | 353 | 861 | 707 |
| 08:00 | | 223 | 62 | | | 50 | 67 | | | | |
| 08:15 | | 220 | 49 | | | 55 | 49 | | | | |
| 08:30 | | 197 | 39 | | | 59 | 72 | | | | |
| 08:45 | | 182 | 52 | 822 | 202 | 43 | 53 | 207 | 241 | 1029 | 443 |
| 09:00 | | 110 | 43 | | | 57 | 75 | | | | |
| 09:15 | | 91 | 54 | | | 57 | 56 | | | | |
| 09:30 | | 105 | 53 | | | 41 | 92 | | | | |
| 09:45 | | 71 | 45 | 377 | 195 | 49 | 82 | 204 | 305 | 581 | 500 |
| 10:00 | | 66 | 42 | | | 64 | 100 | | | | |
| 10:15 | | 53 | 42 | | | 51 | 150 | | | | |
| 10:30 | | 71 | 42 | | | 59 | 164 | | | | |
| 10:45 | | 75 | 31 | 265 | 157 | 65 | 120 | 239 | 534 | 504 | 691 |
| 11:00 | | 66 | 37 | | | 57 | 69 | | | | |
| 11:15 | | 74 | 21 | | | 61 | 34 | | | | |
| 11:30 | | 62 | 21 | | | 66 | 30 | | | | |
| 11:45 | | 68 | 20 | 270 | 99 | 59 | 32 | 243 | 165 | 513 | 264 |
| Total | | 2838 | 3176 | | | 1361 | 4114 | | | 4199 | 7290 |
| Percent | | 47.2% | 52.8% | | | 24.9% | 75.1% | | | 36.5% | 63.5% |
| Grand Total | | 2838 | 3176 | | | 1361 | 4114 | | | 4199 | 7290 |
| Percent | | 47.2% | 52.8% | | | 24.9% | 75.1% | | | 36.5% | 63.5% |

ADT Not Calculated

| Start Time | 15-May-0 Tue | EB | | Hour Totals | | WB | | Hour Totals | | Combined Totals | |
|----------------|-----------------|---------|-----------|-------------|-----------|---------|-----------|-------------|-----------|-----------------|-----------|
| | | Morning | Afternoon | Morning | Afternoon | Morning | Afternoon | Morning | Afternoon | Morning | Afternoon |
| 12:00 | | 24 | 102 | | | 46 | 81 | | | | |
| 12:15 | | 34 | 82 | | | 33 | 84 | | | | |
| 12:30 | | 27 | 107 | | | 27 | 102 | | | | |
| 12:45 | | 27 | 107 | 112 | 398 | 19 | 78 | 125 | 345 | 237 | 743 |
| 01:00 | | 18 | 86 | | | 27 | 88 | | | | |
| 01:15 | | 19 | 101 | | | 17 | 107 | | | | |
| 01:30 | | 9 | 83 | | | 15 | 107 | | | | |
| 01:45 | | 10 | 103 | 56 | 373 | 14 | 110 | 73 | 412 | 129 | 785 |
| 02:00 | | 17 | 98 | | | 11 | 109 | | | | |
| 02:15 | | 13 | 104 | | | 14 | 102 | | | | |
| 02:30 | | 13 | 90 | | | 13 | 94 | | | | |
| 02:45 | | 10 | 121 | 53 | 413 | 11 | 85 | 49 | 390 | 102 | 803 |
| 03:00 | | 15 | 109 | | | 11 | 81 | | | | |
| 03:15 | | 14 | 120 | | | 9 | 103 | | | | |
| 03:30 | | 14 | 96 | | | 19 | 123 | | | | |
| 03:45 | | 16 | 104 | 59 | 429 | 12 | 106 | 51 | 413 | 110 | 842 |
| 04:00 | | 11 | 102 | | | 10 | 88 | | | | |
| 04:15 | | 17 | 125 | | | 22 | 99 | | | | |
| 04:30 | | 9 | 101 | | | 21 | 118 | | | | |
| 04:45 | | 16 | 119 | 53 | 447 | 19 | 92 | 72 | 397 | 125 | 844 |
| 05:00 | | 14 | 107 | | | 27 | 103 | | | | |
| 05:15 | | 26 | 101 | | | 18 | 110 | | | | |
| 05:30 | | 20 | 108 | | | 25 | 94 | | | | |
| 05:45 | | 32 | 115 | 92 | 431 | 41 | 90 | 111 | 397 | 203 | 828 |
| 06:00 | | 41 | 113 | | | 43 | 115 | | | | |
| 06:15 | | 45 | 111 | | | 57 | 102 | | | | |
| 06:30 | | 44 | 145 | | | 76 | 94 | | | | |
| 06:45 | | 61 | 131 | 191 | 500 | 64 | 118 | 240 | 429 | 431 | 929 |
| 07:00 | | 54 | 101 | | | 64 | 87 | | | | |
| 07:15 | | 82 | 103 | | | 72 | 103 | | | | |
| 07:30 | | 94 | 108 | | | 100 | 91 | | | | |
| 07:45 | | 98 | 99 | 328 | 411 | 90 | 89 | 326 | 370 | 654 | 781 |
| 08:00 | | 100 | 58 | | | 91 | 69 | | | | |
| 08:15 | | 90 | 76 | | | 106 | 60 | | | | |
| 08:30 | | 88 | 71 | | | 82 | 72 | | | | |
| 08:45 | | 81 | 72 | 359 | 277 | 95 | 71 | 374 | 272 | 733 | 549 |
| 09:00 | | 70 | 76 | | | 89 | 70 | | | | |
| 09:15 | | 78 | 63 | | | 103 | 90 | | | | |
| 09:30 | | 76 | 68 | | | 80 | 58 | | | | |
| 09:45 | | 69 | 71 | 293 | 278 | 81 | 68 | 353 | 286 | 646 | 564 |
| 10:00 | | 96 | 81 | | | 85 | 69 | | | | |
| 10:15 | | 92 | 51 | | | 67 | 96 | | | | |
| 10:30 | | 79 | 66 | | | 83 | 125 | | | | |
| 10:45 | | 70 | 58 | 337 | 256 | 107 | 94 | 342 | 384 | 679 | 640 |
| 11:00 | | 83 | 37 | | | 97 | 57 | | | | |
| 11:15 | | 94 | 47 | | | 86 | 60 | | | | |
| 11:30 | | 91 | 46 | | | 101 | 36 | | | | |
| 11:45 | | 98 | 47 | 366 | 177 | 112 | 32 | 396 | 185 | 762 | 362 |
| Total | | 2299 | 4390 | | | 2512 | 4280 | | | 4811 | 8670 |
| Percent | | 34.4% | 65.6% | | | 37.0% | 63.0% | | | 35.7% | 64.3% |
| Grand Total | | 2299 | 4390 | | | 2512 | 4280 | | | 4811 | 8670 |
| Percent | | 34.4% | 65.6% | | | 37.0% | 63.0% | | | 35.7% | 64.3% |

ADT Not Calculated

| Start Time | 15-May-0 Tue | EB | | Hour Totals | | WB | | Hour Totals | | Combined Totals | |
|-------------|--------------|---------|-----------|-------------|-----------|---------|-----------|-------------|-----------|-----------------|-----------|
| | | Morning | Afternoon | Morning | Afternoon | Morning | Afternoon | Morning | Afternoon | Morning | Afternoon |
| 12:00 | | 39 | 119 | | | 37 | 126 | | | | |
| 12:15 | | 32 | 117 | | | 38 | 114 | | | | |
| 12:30 | | 30 | 120 | | | 32 | 146 | | | | |
| 12:45 | | 34 | 123 | 135 | 479 | 17 | 128 | 124 | 514 | 259 | 993 |
| 01:00 | | 16 | 127 | | | 24 | 106 | | | | |
| 01:15 | | 25 | 121 | | | 22 | 112 | | | | |
| 01:30 | | 26 | 138 | | | 26 | 115 | | | | |
| 01:45 | | 16 | 146 | 83 | 532 | 17 | 117 | 89 | 450 | 172 | 982 |
| 02:00 | | 23 | 133 | | | 18 | 119 | | | | |
| 02:15 | | 18 | 143 | | | 16 | 116 | | | | |
| 02:30 | | 17 | 138 | | | 23 | 116 | | | | |
| 02:45 | | 13 | 136 | 71 | 550 | 19 | 102 | 76 | 453 | 147 | 1003 |
| 03:00 | | 15 | 135 | | | 17 | 111 | | | | |
| 03:15 | | 16 | 146 | | | 19 | 128 | | | | |
| 03:30 | | 17 | 123 | | | 13 | 117 | | | | |
| 03:45 | | 17 | 124 | 65 | 528 | 14 | 127 | 63 | 483 | 128 | 1011 |
| 04:00 | | 16 | 152 | | | 10 | 133 | | | | |
| 04:15 | | 11 | 125 | | | 20 | 135 | | | | |
| 04:30 | | 16 | 143 | | | 16 | 118 | | | | |
| 04:45 | | 14 | 154 | 57 | 574 | 15 | 149 | 61 | 535 | 118 | 1109 |
| 05:00 | | 18 | 173 | | | 25 | 130 | | | | |
| 05:15 | | 29 | 149 | | | 22 | 141 | | | | |
| 05:30 | | 37 | 140 | | | 36 | 133 | | | | |
| 05:45 | | 36 | 139 | 120 | 601 | 34 | 128 | 117 | 532 | 237 | 1133 |
| 06:00 | | 53 | 155 | | | 50 | 115 | | | | |
| 06:15 | | 56 | 136 | | | 75 | 134 | | | | |
| 06:30 | | 55 | 147 | | | 77 | 122 | | | | |
| 06:45 | | 79 | 141 | 243 | 579 | 100 | 110 | 302 | 481 | 545 | 1060 |
| 07:00 | | 85 | 124 | | | 97 | 133 | | | | |
| 07:15 | | 101 | 133 | | | 102 | 121 | | | | |
| 07:30 | | 106 | 124 | | | 118 | 126 | | | | |
| 07:45 | | 123 | 122 | 415 | 503 | 110 | 107 | 427 | 487 | 842 | 990 |
| 08:00 | | 110 | 92 | | | 141 | 84 | | | | |
| 08:15 | | 101 | 126 | | | 147 | 95 | | | | |
| 08:30 | | 116 | 93 | | | 142 | 79 | | | | |
| 08:45 | | 97 | 122 | 424 | 433 | 130 | 94 | 560 | 352 | 984 | 785 |
| 09:00 | | 95 | 130 | | | 107 | 77 | | | | |
| 09:15 | | 93 | 101 | | | 76 | 78 | | | | |
| 09:30 | | 71 | 94 | | | 106 | 98 | | | | |
| 09:45 | | 84 | 84 | 343 | 409 | 114 | 77 | 403 | 330 | 746 | 739 |
| 10:00 | | 98 | 65 | | | 111 | 81 | | | | |
| 10:15 | | 83 | 93 | | | 96 | 77 | | | | |
| 10:30 | | 103 | 69 | | | 115 | 64 | | | | |
| 10:45 | | 115 | 64 | 399 | 291 | 104 | 88 | 426 | 310 | 825 | 601 |
| 11:00 | | 109 | 46 | | | 103 | 71 | | | | |
| 11:15 | | 108 | 46 | | | 109 | 63 | | | | |
| 11:30 | | 118 | 55 | | | 111 | 52 | | | | |
| 11:45 | | 130 | 40 | 465 | 187 | 106 | 40 | 429 | 226 | 894 | 413 |
| Total | | 2820 | 5666 | | | 3077 | 5153 | | | 5897 | 10819 |
| Percent | | 33.2% | 66.8% | | | 37.4% | 62.6% | | | 35.3% | 64.7% |
| Grand Total | | 2820 | 5666 | | | 3077 | 5153 | | | 5897 | 10819 |
| Percent | | 33.2% | 66.8% | | | 37.4% | 62.6% | | | 35.3% | 64.7% |

ADT Not Calculated

| Start Time | 15-May-0 Tue | EB | | Hour Totals | | WB | | Hour Totals | | Combined Totals | |
|-------------|--------------|---------|-----------|-------------|-----------|---------|-----------|-------------|-----------|-----------------|-----------|
| | | Morning | Afternoon | Morning | Afternoon | Morning | Afternoon | Morning | Afternoon | Morning | Afternoon |
| 12:00 | | 34 | 99 | | | 33 | 103 | | | | |
| 12:15 | | 24 | 114 | | | 28 | 87 | | | | |
| 12:30 | | 23 | 98 | | | 20 | 100 | | | | |
| 12:45 | | 25 | 105 | 106 | 416 | 14 | 113 | 95 | 403 | 201 | 819 |
| 01:00 | | 14 | 111 | | | 23 | 83 | | | | |
| 01:15 | | 25 | 103 | | | 17 | 91 | | | | |
| 01:30 | | 15 | 111 | | | 25 | 89 | | | | |
| 01:45 | | 17 | 118 | 71 | 443 | 16 | 82 | 81 | 345 | 152 | 788 |
| 02:00 | | 15 | 93 | | | 18 | 96 | | | | |
| 02:15 | | 12 | 127 | | | 13 | 90 | | | | |
| 02:30 | | 17 | 107 | | | 22 | 104 | | | | |
| 02:45 | | 12 | 104 | 56 | 431 | 19 | 83 | 72 | 373 | 128 | 804 |
| 03:00 | | 11 | 131 | | | 11 | 87 | | | | |
| 03:15 | | 12 | 81 | | | 17 | 91 | | | | |
| 03:30 | | 16 | 93 | | | 12 | 106 | | | | |
| 03:45 | | 18 | 106 | 57 | 411 | 13 | 100 | 53 | 384 | 110 | 795 |
| 04:00 | | 12 | 124 | | | 6 | 96 | | | | |
| 04:15 | | 9 | 101 | | | 16 | 111 | | | | |
| 04:30 | | 15 | 119 | | | 16 | 94 | | | | |
| 04:45 | | 14 | 111 | 50 | 455 | 14 | 110 | 52 | 411 | 102 | 866 |
| 05:00 | | 21 | 122 | | | 23 | 114 | | | | |
| 05:15 | | 26 | 108 | | | 17 | 101 | | | | |
| 05:30 | | 20 | 116 | | | 28 | 96 | | | | |
| 05:45 | | 30 | 103 | 97 | 449 | 29 | 93 | 97 | 404 | 194 | 853 |
| 06:00 | | 42 | 105 | | | 36 | 93 | | | | |
| 06:15 | | 51 | 106 | | | 51 | 116 | | | | |
| 06:30 | | 67 | 115 | | | 53 | 93 | | | | |
| 06:45 | | 63 | 113 | 223 | 439 | 75 | 83 | 215 | 385 | 438 | 824 |
| 07:00 | | 79 | 96 | | | 82 | 94 | | | | |
| 07:15 | | 84 | 106 | | | 78 | 84 | | | | |
| 07:30 | | 98 | 98 | | | 97 | 90 | | | | |
| 07:45 | | 116 | 88 | 377 | 388 | 93 | 84 | 350 | 352 | 727 | 740 |
| 08:00 | | 96 | 80 | | | 115 | 62 | | | | |
| 08:15 | | 118 | 85 | | | 110 | 65 | | | | |
| 08:30 | | 89 | 79 | | | 111 | 67 | | | | |
| 08:45 | | 90 | 81 | 393 | 325 | 107 | 73 | 443 | 267 | 836 | 592 |
| 09:00 | | 81 | 84 | | | 99 | 69 | | | | |
| 09:15 | | 80 | 66 | | | 70 | 66 | | | | |
| 09:30 | | 77 | 64 | | | 91 | 67 | | | | |
| 09:45 | | 71 | 59 | 309 | 273 | 95 | 62 | 355 | 264 | 664 | 537 |
| 10:00 | | 81 | 50 | | | 87 | 60 | | | | |
| 10:15 | | 83 | 59 | | | 85 | 61 | | | | |
| 10:30 | | 81 | 48 | | | 96 | 60 | | | | |
| 10:45 | | 95 | 53 | 340 | 210 | 92 | 67 | 360 | 248 | 700 | 458 |
| 11:00 | | 93 | 40 | | | 90 | 59 | | | | |
| 11:15 | | 94 | 31 | | | 85 | 54 | | | | |
| 11:30 | | 113 | 40 | | | 86 | 38 | | | | |
| 11:45 | | 101 | 33 | 401 | 144 | 87 | 38 | 348 | 189 | 749 | 333 |
| Total | | 2480 | 4384 | | | 2521 | 4025 | | | 5001 | 8409 |
| Percent | | 36.1% | 63.9% | | | 38.5% | 61.5% | | | 37.3% | 62.7% |
| Grand Total | | 2480 | 4384 | | | 2521 | 4025 | | | 5001 | 8409 |
| Percent | | 36.1% | 63.9% | | | 38.5% | 61.5% | | | 37.3% | 62.7% |

ADT Not Calculated

| Start Time | 15-May-0 Tue | NB | | Hour Totals | | SB | | Hour Totals | | Combined Totals | |
|-------------|--------------|---------|-----------|-------------|-----------|---------|-----------|-------------|-----------|-----------------|-----------|
| | | Morning | Afternoon | Morning | Afternoon | Morning | Afternoon | Morning | Afternoon | Morning | Afternoon |
| 12:00 | | 27 | 102 | | | 36 | 96 | | | | |
| 12:15 | | 18 | 89 | | | 24 | 76 | | | | |
| 12:30 | | 21 | 98 | | | 21 | 101 | | | | |
| 12:45 | | 26 | 112 | 92 | 401 | 29 | 105 | 110 | 378 | 202 | 779 |
| 01:00 | | 17 | 108 | | | 14 | 100 | | | | |
| 01:15 | | 23 | 74 | | | 18 | 100 | | | | |
| 01:30 | | 14 | 104 | | | 19 | 94 | | | | |
| 01:45 | | 21 | 100 | 75 | 386 | 23 | 100 | 74 | 394 | 149 | 780 |
| 02:00 | | 16 | 119 | | | 14 | 93 | | | | |
| 02:15 | | 12 | 113 | | | 18 | 84 | | | | |
| 02:30 | | 15 | 117 | | | 16 | 106 | | | | |
| 02:45 | | 12 | 106 | 55 | 455 | 14 | 101 | 62 | 384 | 117 | 839 |
| 03:00 | | 11 | 109 | | | 15 | 95 | | | | |
| 03:15 | | 11 | 83 | | | 12 | 104 | | | | |
| 03:30 | | 12 | 110 | | | 16 | 125 | | | | |
| 03:45 | | 10 | 88 | 44 | 390 | 11 | 102 | 54 | 426 | 98 | 816 |
| 04:00 | | 10 | 80 | | | 11 | 128 | | | | |
| 04:15 | | 12 | 106 | | | 11 | 167 | | | | |
| 04:30 | | 10 | 78 | | | 6 | 151 | | | | |
| 04:45 | | 13 | 108 | 45 | 372 | 12 | 154 | 40 | 600 | 85 | 972 |
| 05:00 | | 19 | 94 | | | 17 | 153 | | | | |
| 05:15 | | 18 | 90 | | | 18 | 174 | | | | |
| 05:30 | | 31 | 94 | | | 17 | 144 | | | | |
| 05:45 | | 39 | 85 | 107 | 363 | 32 | 138 | 84 | 609 | 191 | 972 |
| 06:00 | | 53 | 85 | | | 23 | 148 | | | | |
| 06:15 | | 62 | 94 | | | 36 | 143 | | | | |
| 06:30 | | 76 | 84 | | | 30 | 106 | | | | |
| 06:45 | | 110 | 85 | 301 | 348 | 38 | 97 | 127 | 494 | 428 | 842 |
| 07:00 | | 132 | 93 | | | 32 | 105 | | | | |
| 07:15 | | 136 | 85 | | | 57 | 108 | | | | |
| 07:30 | | 141 | 81 | | | 71 | 90 | | | | |
| 07:45 | | 113 | 93 | 522 | 352 | 64 | 69 | 224 | 372 | 746 | 724 |
| 08:00 | | 135 | 72 | | | 66 | 84 | | | | |
| 08:15 | | 156 | 75 | | | 67 | 52 | | | | |
| 08:30 | | 128 | 79 | | | 93 | 68 | | | | |
| 08:45 | | 96 | 76 | 515 | 302 | 107 | 68 | 333 | 272 | 848 | 574 |
| 09:00 | | 99 | 63 | | | 100 | 67 | | | | |
| 09:15 | | 93 | 69 | | | 79 | 62 | | | | |
| 09:30 | | 69 | 65 | | | 79 | 41 | | | | |
| 09:45 | | 82 | 53 | 343 | 250 | 95 | 56 | 353 | 226 | 696 | 476 |
| 10:00 | | 91 | 52 | | | 86 | 49 | | | | |
| 10:15 | | 78 | 56 | | | 84 | 47 | | | | |
| 10:30 | | 80 | 43 | | | 77 | 60 | | | | |
| 10:45 | | 75 | 52 | 324 | 203 | 77 | 52 | 324 | 208 | 648 | 411 |
| 11:00 | | 86 | 36 | | | 83 | 43 | | | | |
| 11:15 | | 100 | 33 | | | 80 | 42 | | | | |
| 11:30 | | 100 | 35 | | | 97 | 43 | | | | |
| 11:45 | | 109 | 29 | 395 | 133 | 93 | 35 | 353 | 163 | 748 | 296 |
| Total | | 2818 | 3955 | | | 2138 | 4526 | | | 4956 | 8481 |
| Percent | | 41.6% | 58.4% | | | 32.1% | 67.9% | | | 36.9% | 63.1% |
| Grand Total | | 2818 | 3955 | | | 2138 | 4526 | | | 4956 | 8481 |
| Percent | | 41.6% | 58.4% | | | 32.1% | 67.9% | | | 36.9% | 63.1% |

ADT Not Calculated

| Start Time | 15-May-0 Tue | NB | | Hour Totals | | SB | | Hour Totals | | Combined Totals | |
|----------------|-----------------|---------|-----------|-------------|-----------|---------|-----------|-------------|-----------|-----------------|-----------|
| | | Morning | Afternoon | Morning | Afternoon | Morning | Afternoon | Morning | Afternoon | Morning | Afternoon |
| 12:00 | | 27 | 77 | | | 36 | 80 | | | | |
| 12:15 | | 29 | 108 | | | 35 | 75 | | | | |
| 12:30 | | 22 | 53 | | | 28 | 74 | | | | |
| 12:45 | | 30 | 88 | 108 | 326 | 32 | 83 | 131 | 312 | 239 | 638 |
| 01:00 | | 22 | 71 | | | 24 | 92 | | | | |
| 01:15 | | 30 | 76 | | | 29 | 90 | | | | |
| 01:30 | | 28 | 90 | | | 33 | 85 | | | | |
| 01:45 | | 29 | 98 | 109 | 335 | 27 | 88 | 113 | 355 | 222 | 690 |
| 02:00 | | 24 | 95 | | | 26 | 75 | | | | |
| 02:15 | | 22 | 81 | | | 21 | 87 | | | | |
| 02:30 | | 21 | 97 | | | 30 | 106 | | | | |
| 02:45 | | 31 | 77 | 98 | 350 | 26 | 76 | 103 | 344 | 201 | 694 |
| 03:00 | | 19 | 77 | | | 28 | 94 | | | | |
| 03:15 | | 22 | 74 | | | 27 | 102 | | | | |
| 03:30 | | 16 | 86 | | | 27 | 99 | | | | |
| 03:45 | | 17 | 74 | 74 | 311 | 19 | 122 | 101 | 417 | 175 | 728 |
| 04:00 | | 21 | 85 | | | 30 | 157 | | | | |
| 04:15 | | 24 | 89 | | | 19 | 153 | | | | |
| 04:30 | | 27 | 74 | | | 21 | 161 | | | | |
| 04:45 | | 21 | 77 | 93 | 325 | 21 | 138 | 91 | 609 | 184 | 934 |
| 05:00 | | 30 | 97 | | | 19 | 144 | | | | |
| 05:15 | | 27 | 70 | | | 27 | 159 | | | | |
| 05:30 | | 37 | 86 | | | 27 | 163 | | | | |
| 05:45 | | 37 | 85 | 131 | 338 | 25 | 144 | 98 | 610 | 229 | 948 |
| 06:00 | | 69 | 71 | | | 34 | 171 | | | | |
| 06:15 | | 59 | 82 | | | 40 | 120 | | | | |
| 06:30 | | 72 | 74 | | | 42 | 110 | | | | |
| 06:45 | | 98 | 54 | 298 | 281 | 37 | 112 | 153 | 513 | 451 | 794 |
| 07:00 | | 143 | 79 | | | 32 | 98 | | | | |
| 07:15 | | 139 | 61 | | | 50 | 80 | | | | |
| 07:30 | | 179 | 68 | | | 62 | 80 | | | | |
| 07:45 | | 192 | 54 | 653 | 262 | 74 | 65 | 218 | 323 | 871 | 585 |
| 08:00 | | 163 | 50 | | | 58 | 51 | | | | |
| 08:15 | | 181 | 64 | | | 60 | 54 | | | | |
| 08:30 | | 193 | 52 | | | 69 | 57 | | | | |
| 08:45 | | 140 | 49 | 677 | 215 | 80 | 55 | 267 | 217 | 944 | 432 |
| 09:00 | | 102 | 40 | | | 51 | 63 | | | | |
| 09:15 | | 85 | 56 | | | 63 | 55 | | | | |
| 09:30 | | 94 | 58 | | | 66 | 42 | | | | |
| 09:45 | | 87 | 39 | 368 | 193 | 65 | 41 | 245 | 201 | 613 | 394 |
| 10:00 | | 81 | 50 | | | 57 | 56 | | | | |
| 10:15 | | 74 | 45 | | | 60 | 55 | | | | |
| 10:30 | | 72 | 49 | | | 73 | 46 | | | | |
| 10:45 | | 66 | 56 | 293 | 200 | 59 | 41 | 249 | 198 | 542 | 398 |
| 11:00 | | 66 | 36 | | | 85 | 45 | | | | |
| 11:15 | | 82 | 43 | | | 77 | 47 | | | | |
| 11:30 | | 70 | 36 | | | 86 | 37 | | | | |
| 11:45 | | 78 | 26 | 296 | 141 | 74 | 37 | 322 | 166 | 618 | 307 |
| Total | | 3198 | 3277 | | | 2091 | 4265 | | | 5289 | 7542 |
| Percent | | 49.4% | 50.6% | | | 32.9% | 67.1% | | | 41.2% | 58.8% |
| Grand Total | | 3198 | 3277 | | | 2091 | 4265 | | | 5289 | 7542 |
| Percent | | 49.4% | 50.6% | | | 32.9% | 67.1% | | | 41.2% | 58.8% |

ADT Not Calculated

| Start Time | 15-May-0 Tue | EB | | Hour Totals | | WB | | Hour Totals | | Combined Totals | |
|-------------|--------------|---------|-----------|-------------|-----------|---------|-----------|-------------|-----------|-----------------|-----------|
| | | Morning | Afternoon | Morning | Afternoon | Morning | Afternoon | Morning | Afternoon | Morning | Afternoon |
| 12:00 | | 0 | 2 | | | 0 | 4 | | | | |
| 12:15 | | 1 | 2 | | | 0 | 2 | | | | |
| 12:30 | | 0 | 5 | | | 0 | 3 | | | | |
| 12:45 | | 0 | 5 | 1 | 14 | 0 | 6 | 0 | 15 | 1 | 29 |
| 01:00 | | 0 | 2 | | | 0 | 7 | | | | |
| 01:15 | | 0 | 6 | | | 0 | 3 | | | | |
| 01:30 | | 0 | 2 | | | 0 | 4 | | | | |
| 01:45 | | 0 | 6 | 0 | 16 | 1 | 6 | 1 | 20 | 1 | 36 |
| 02:00 | | 0 | 3 | | | 0 | 8 | | | | |
| 02:15 | | 0 | 3 | | | 0 | 4 | | | | |
| 02:30 | | 0 | 5 | | | 0 | 3 | | | | |
| 02:45 | | 0 | 1 | 0 | 12 | 0 | 1 | 0 | 16 | 0 | 28 |
| 03:00 | | 0 | 4 | | | 0 | 7 | | | | |
| 03:15 | | 0 | 4 | | | 0 | 6 | | | | |
| 03:30 | | 1 | 4 | | | 1 | 1 | | | | |
| 03:45 | | 0 | 1 | 1 | 13 | 1 | 4 | 2 | 18 | 3 | 31 |
| 04:00 | | 0 | 6 | | | 0 | 3 | | | | |
| 04:15 | | 0 | 1 | | | 0 | 1 | | | | |
| 04:30 | | 0 | 2 | | | 0 | 2 | | | | |
| 04:45 | | 0 | 2 | 0 | 11 | 0 | 5 | 0 | 11 | 0 | 22 |
| 05:00 | | 0 | 3 | | | 0 | 3 | | | | |
| 05:15 | | 0 | 3 | | | 0 | 5 | | | | |
| 05:30 | | 1 | 2 | | | 1 | 2 | | | | |
| 05:45 | | 1 | 1 | 2 | 9 | 2 | 4 | 3 | 14 | 5 | 23 |
| 06:00 | | 0 | 2 | | | 1 | 1 | | | | |
| 06:15 | | 4 | 3 | | | 0 | 3 | | | | |
| 06:30 | | 1 | 2 | | | 1 | 4 | | | | |
| 06:45 | | 1 | 1 | 6 | 8 | 0 | 3 | 2 | 11 | 8 | 19 |
| 07:00 | | 3 | 1 | | | 1 | 2 | | | | |
| 07:15 | | 1 | 1 | | | 2 | 3 | | | | |
| 07:30 | | 0 | 0 | | | 0 | 4 | | | | |
| 07:45 | | 1 | 0 | 5 | 2 | 2 | 2 | 5 | 11 | 10 | 13 |
| 08:00 | | 1 | 1 | | | 2 | 0 | | | | |
| 08:15 | | 1 | 0 | | | 3 | 0 | | | | |
| 08:30 | | 2 | 1 | | | 1 | 0 | | | | |
| 08:45 | | 3 | 0 | 7 | 2 | 0 | 0 | 6 | 0 | 13 | 2 |
| 09:00 | | 6 | 0 | | | 5 | 0 | | | | |
| 09:15 | | 3 | 0 | | | 5 | 0 | | | | |
| 09:30 | | 6 | 0 | | | 5 | 0 | | | | |
| 09:45 | | 2 | 1 | 17 | 1 | 2 | 2 | 17 | 2 | 34 | 3 |
| 10:00 | | 6 | 1 | | | 2 | 1 | | | | |
| 10:15 | | 4 | 0 | | | 3 | 0 | | | | |
| 10:30 | | 3 | 0 | | | 2 | 0 | | | | |
| 10:45 | | 5 | 0 | 18 | 1 | 5 | 0 | 12 | 1 | 30 | 2 |
| 11:00 | | 5 | 0 | | | 2 | 0 | | | | |
| 11:15 | | 2 | 0 | | | 5 | 0 | | | | |
| 11:30 | | 6 | 0 | | | 2 | 0 | | | | |
| 11:45 | | 5 | 0 | 18 | 0 | 6 | 1 | 15 | 1 | 33 | 1 |
| Total | | 75 | 89 | | | 63 | 120 | | | 138 | 209 |
| Percent | | 45.7% | 54.3% | | | 34.4% | 65.6% | | | 39.8% | 60.2% |
| Grand Total | | 75 | 89 | | | 63 | 120 | | | 138 | 209 |
| Percent | | 45.7% | 54.3% | | | 34.4% | 65.6% | | | 39.8% | 60.2% |

ADT Not Calculated

| Start Time | 15-May-0 Tue | EB | | Hour Totals | | WB | | Hour Totals | | Combined Totals | |
|-------------|--------------|---------|-----------|-------------|-----------|---------|-----------|-------------|-----------|-----------------|-----------|
| | | Morning | Afternoon | Morning | Afternoon | Morning | Afternoon | Morning | Afternoon | Morning | Afternoon |
| 12:00 | | 17 | 56 | | | 32 | 68 | | | | |
| 12:15 | | 16 | 47 | | | 21 | 57 | | | | |
| 12:30 | | 18 | 57 | | | 26 | 79 | | | | |
| 12:45 | | 13 | 54 | 64 | 214 | 15 | 72 | 94 | 276 | 158 | 490 |
| 01:00 | | 11 | 44 | | | 24 | 67 | | | | |
| 01:15 | | 9 | 56 | | | 25 | 74 | | | | |
| 01:30 | | 9 | 52 | | | 14 | 67 | | | | |
| 01:45 | | 19 | 49 | 48 | 201 | 18 | 69 | 81 | 277 | 129 | 478 |
| 02:00 | | 14 | 48 | | | 12 | 71 | | | | |
| 02:15 | | 6 | 53 | | | 11 | 72 | | | | |
| 02:30 | | 8 | 49 | | | 9 | 65 | | | | |
| 02:45 | | 9 | 53 | 37 | 203 | 9 | 60 | 41 | 268 | 78 | 471 |
| 03:00 | | 9 | 60 | | | 11 | 90 | | | | |
| 03:15 | | 5 | 58 | | | 14 | 59 | | | | |
| 03:30 | | 9 | 61 | | | 15 | 104 | | | | |
| 03:45 | | 6 | 60 | 29 | 239 | 10 | 69 | 50 | 322 | 79 | 561 |
| 04:00 | | 5 | 55 | | | 10 | 59 | | | | |
| 04:15 | | 7 | 64 | | | 10 | 78 | | | | |
| 04:30 | | 7 | 79 | | | 7 | 94 | | | | |
| 04:45 | | 6 | 58 | 25 | 256 | 6 | 78 | 33 | 309 | 58 | 565 |
| 05:00 | | 8 | 46 | | | 7 | 97 | | | | |
| 05:15 | | 20 | 76 | | | 18 | 91 | | | | |
| 05:30 | | 15 | 46 | | | 23 | 106 | | | | |
| 05:45 | | 21 | 50 | 64 | 218 | 14 | 72 | 62 | 366 | 126 | 584 |
| 06:00 | | 21 | 64 | | | 24 | 75 | | | | |
| 06:15 | | 15 | 61 | | | 41 | 59 | | | | |
| 06:30 | | 24 | 58 | | | 31 | 65 | | | | |
| 06:45 | | 26 | 75 | 86 | 258 | 38 | 56 | 134 | 255 | 220 | 513 |
| 07:00 | | 40 | 55 | | | 61 | 55 | | | | |
| 07:15 | | 44 | 58 | | | 43 | 52 | | | | |
| 07:30 | | 63 | 45 | | | 61 | 52 | | | | |
| 07:45 | | 54 | 33 | 201 | 191 | 50 | 54 | 215 | 213 | 416 | 404 |
| 08:00 | | 60 | 42 | | | 57 | 38 | | | | |
| 08:15 | | 57 | 40 | | | 61 | 50 | | | | |
| 08:30 | | 65 | 46 | | | 65 | 49 | | | | |
| 08:45 | | 65 | 39 | 247 | 167 | 56 | 64 | 239 | 201 | 486 | 368 |
| 09:00 | | 49 | 54 | | | 57 | 44 | | | | |
| 09:15 | | 42 | 40 | | | 44 | 43 | | | | |
| 09:30 | | 45 | 43 | | | 38 | 48 | | | | |
| 09:45 | | 43 | 40 | 179 | 177 | 41 | 48 | 180 | 183 | 359 | 360 |
| 10:00 | | 38 | 27 | | | 36 | 30 | | | | |
| 10:15 | | 56 | 17 | | | 46 | 25 | | | | |
| 10:30 | | 42 | 35 | | | 56 | 34 | | | | |
| 10:45 | | 42 | 25 | 178 | 104 | 69 | 48 | 207 | 137 | 385 | 241 |
| 11:00 | | 48 | 26 | | | 52 | 51 | | | | |
| 11:15 | | 44 | 19 | | | 50 | 35 | | | | |
| 11:30 | | 47 | 21 | | | 70 | 23 | | | | |
| 11:45 | | 48 | 17 | 187 | 83 | 60 | 21 | 232 | 130 | 419 | 213 |
| Total | | 1345 | 2311 | | | 1568 | 2937 | | | 2913 | 5248 |
| Percent | | 36.8% | 63.2% | | | 34.8% | 65.2% | | | 35.7% | 64.3% |
| Grand Total | | 1345 | 2311 | | | 1568 | 2937 | | | 2913 | 5248 |
| Percent | | 36.8% | 63.2% | | | 34.8% | 65.2% | | | 35.7% | 64.3% |

ADT Not Calculated

| Start Time | 15-May-0 Tue | NB | | Hour Totals | | SB | | Hour Totals | | Combined Totals | |
|----------------|-----------------|---------|-----------|-------------|-----------|---------|-----------|-------------|-----------|-----------------|-----------|
| | | Morning | Afternoon | Morning | Afternoon | Morning | Afternoon | Morning | Afternoon | Morning | Afternoon |
| 12:00 | | 13 | 51 | | | 13 | 25 | | | | |
| 12:15 | | 8 | 52 | | | 7 | 39 | | | | |
| 12:30 | | 5 | 45 | | | 6 | 38 | | | | |
| 12:45 | | 4 | 50 | 30 | 198 | 7 | 50 | 33 | 152 | 63 | 350 |
| 01:00 | | 11 | 46 | | | 7 | 39 | | | | |
| 01:15 | | 6 | 42 | | | 8 | 39 | | | | |
| 01:30 | | 5 | 56 | | | 7 | 42 | | | | |
| 01:45 | | 6 | 45 | 28 | 189 | 4 | 49 | 26 | 169 | 54 | 358 |
| 02:00 | | 7 | 60 | | | 4 | 33 | | | | |
| 02:15 | | 9 | 43 | | | 2 | 34 | | | | |
| 02:30 | | 5 | 53 | | | 4 | 50 | | | | |
| 02:45 | | 5 | 42 | 26 | 198 | 5 | 57 | 15 | 174 | 41 | 372 |
| 03:00 | | 6 | 43 | | | 4 | 25 | | | | |
| 03:15 | | 8 | 48 | | | 3 | 43 | | | | |
| 03:30 | | 4 | 45 | | | 3 | 42 | | | | |
| 03:45 | | 2 | 54 | 20 | 190 | 1 | 40 | 11 | 150 | 31 | 340 |
| 04:00 | | 5 | 54 | | | 2 | 48 | | | | |
| 04:15 | | 11 | 54 | | | 7 | 43 | | | | |
| 04:30 | | 8 | 46 | | | 3 | 44 | | | | |
| 04:45 | | 7 | 43 | 31 | 197 | 0 | 69 | 12 | 204 | 43 | 401 |
| 05:00 | | 4 | 47 | | | 3 | 74 | | | | |
| 05:15 | | 5 | 44 | | | 8 | 57 | | | | |
| 05:30 | | 8 | 63 | | | 12 | 57 | | | | |
| 05:45 | | 7 | 49 | 24 | 203 | 5 | 69 | 28 | 257 | 52 | 460 |
| 06:00 | | 18 | 58 | | | 10 | 48 | | | | |
| 06:15 | | 13 | 51 | | | 9 | 63 | | | | |
| 06:30 | | 31 | 42 | | | 12 | 49 | | | | |
| 06:45 | | 27 | 39 | 89 | 190 | 19 | 51 | 50 | 211 | 139 | 401 |
| 07:00 | | 42 | 48 | | | 17 | 36 | | | | |
| 07:15 | | 71 | 43 | | | 15 | 44 | | | | |
| 07:30 | | 108 | 43 | | | 24 | 34 | | | | |
| 07:45 | | 118 | 30 | 339 | 164 | 23 | 37 | 79 | 151 | 418 | 315 |
| 08:00 | | 135 | 34 | | | 17 | 12 | | | | |
| 08:15 | | 111 | 29 | | | 32 | 31 | | | | |
| 08:30 | | 93 | 39 | | | 22 | 37 | | | | |
| 08:45 | | 77 | 34 | 416 | 136 | 32 | 28 | 103 | 108 | 519 | 244 |
| 09:00 | | 71 | 38 | | | 36 | 24 | | | | |
| 09:15 | | 45 | 29 | | | 24 | 40 | | | | |
| 09:30 | | 53 | 27 | | | 39 | 28 | | | | |
| 09:45 | | 45 | 35 | 214 | 129 | 32 | 23 | 131 | 115 | 345 | 244 |
| 10:00 | | 51 | 18 | | | 43 | 15 | | | | |
| 10:15 | | 37 | 29 | | | 41 | 15 | | | | |
| 10:30 | | 46 | 11 | | | 42 | 22 | | | | |
| 10:45 | | 43 | 12 | 177 | 70 | 35 | 8 | 161 | 60 | 338 | 130 |
| 11:00 | | 39 | 20 | | | 40 | 21 | | | | |
| 11:15 | | 44 | 16 | | | 42 | 10 | | | | |
| 11:30 | | 47 | 9 | | | 35 | 8 | | | | |
| 11:45 | | 48 | 11 | 178 | 56 | 40 | 10 | 157 | 49 | 335 | 105 |
| Total | | 1572 | 1920 | | | 806 | 1800 | | | 2378 | 3720 |
| Percent | | 45.0% | 55.0% | | | 30.9% | 69.1% | | | 39.0% | 61.0% |
| Grand Total | | 1572 | 1920 | | | 806 | 1800 | | | 2378 | 3720 |
| Percent | | 45.0% | 55.0% | | | 30.9% | 69.1% | | | 39.0% | 61.0% |

ADT Not Calculated

| Start Time | 15-May-0 Tue | NB | | Hour Totals | | SB | | Hour Totals | | Combined Totals | |
|-------------|--------------|---------|-----------|-------------|-----------|---------|-----------|-------------|-----------|-----------------|-----------|
| | | Morning | Afternoon | Morning | Afternoon | Morning | Afternoon | Morning | Afternoon | Morning | Afternoon |
| 12:00 | | 6 | 16 | | | 9 | 17 | | | | |
| 12:15 | | 4 | 24 | | | 4 | 18 | | | | |
| 12:30 | | 4 | 52 | | | 0 | 13 | | | | |
| 12:45 | | 0 | 31 | 14 | 123 | 1 | 20 | 14 | 68 | 28 | 191 |
| 01:00 | | 3 | 33 | | | 1 | 17 | | | | |
| 01:15 | | 4 | 25 | | | 5 | 19 | | | | |
| 01:30 | | 1 | 25 | | | 1 | 17 | | | | |
| 01:45 | | 3 | 24 | 11 | 107 | 3 | 26 | 10 | 79 | 21 | 186 |
| 02:00 | | 2 | 31 | | | 1 | 24 | | | | |
| 02:15 | | 1 | 23 | | | 0 | 24 | | | | |
| 02:30 | | 0 | 20 | | | 0 | 20 | | | | |
| 02:45 | | 2 | 27 | 5 | 101 | 2 | 21 | 3 | 89 | 8 | 190 |
| 03:00 | | 1 | 24 | | | 0 | 27 | | | | |
| 03:15 | | 0 | 26 | | | 0 | 18 | | | | |
| 03:30 | | 2 | 27 | | | 1 | 23 | | | | |
| 03:45 | | 1 | 51 | 4 | 128 | 0 | 34 | 1 | 102 | 5 | 230 |
| 04:00 | | 0 | 26 | | | 0 | 25 | | | | |
| 04:15 | | 2 | 42 | | | 0 | 33 | | | | |
| 04:30 | | 4 | 22 | | | 1 | 36 | | | | |
| 04:45 | | 2 | 29 | 8 | 119 | 1 | 22 | 2 | 116 | 10 | 235 |
| 05:00 | | 3 | 40 | | | 0 | 31 | | | | |
| 05:15 | | 3 | 40 | | | 3 | 41 | | | | |
| 05:30 | | 8 | 26 | | | 2 | 28 | | | | |
| 05:45 | | 10 | 31 | 24 | 137 | 6 | 37 | 11 | 137 | 35 | 274 |
| 06:00 | | 8 | 23 | | | 3 | 24 | | | | |
| 06:15 | | 12 | 20 | | | 3 | 35 | | | | |
| 06:30 | | 18 | 22 | | | 3 | 26 | | | | |
| 06:45 | | 24 | 19 | 62 | 84 | 6 | 21 | 15 | 106 | 77 | 190 |
| 07:00 | | 39 | 17 | | | 5 | 17 | | | | |
| 07:15 | | 69 | 17 | | | 9 | 12 | | | | |
| 07:30 | | 109 | 18 | | | 14 | 16 | | | | |
| 07:45 | | 136 | 12 | 353 | 64 | 14 | 10 | 42 | 55 | 395 | 119 |
| 08:00 | | 132 | 10 | | | 18 | 11 | | | | |
| 08:15 | | 105 | 21 | | | 14 | 14 | | | | |
| 08:30 | | 83 | 24 | | | 11 | 13 | | | | |
| 08:45 | | 77 | 19 | 397 | 74 | 14 | 12 | 57 | 50 | 454 | 124 |
| 09:00 | | 47 | 13 | | | 13 | 14 | | | | |
| 09:15 | | 36 | 14 | | | 15 | 9 | | | | |
| 09:30 | | 29 | 6 | | | 9 | 8 | | | | |
| 09:45 | | 24 | 11 | 136 | 44 | 20 | 11 | 57 | 42 | 193 | 86 |
| 10:00 | | 23 | 7 | | | 15 | 9 | | | | |
| 10:15 | | 21 | 7 | | | 14 | 6 | | | | |
| 10:30 | | 18 | 6 | | | 18 | 5 | | | | |
| 10:45 | | 18 | 7 | 80 | 27 | 10 | 4 | 57 | 24 | 137 | 51 |
| 11:00 | | 18 | 3 | | | 10 | 9 | | | | |
| 11:15 | | 22 | 4 | | | 20 | 8 | | | | |
| 11:30 | | 23 | 2 | | | 19 | 4 | | | | |
| 11:45 | | 21 | 5 | 84 | 14 | 11 | 6 | 60 | 27 | 144 | 41 |
| Total | | 1178 | 1022 | | | 329 | 895 | | | 1507 | 1917 |
| Percent | | 53.5% | 46.5% | | | 26.9% | 73.1% | | | 44.0% | 56.0% |
| Grand Total | | 1178 | 1022 | | | 329 | 895 | | | 1507 | 1917 |
| Percent | | 53.5% | 46.5% | | | 26.9% | 73.1% | | | 44.0% | 56.0% |

ADT Not Calculated

| Start Time | 15-May-07 Tue | SB | | Hour Totals | |
|-------------|------------------|----------------|-----------|-------------|-----------|
| | | Morning | Afternoon | Morning | Afternoon |
| 12:00 | | 28 | 95 | | |
| 12:15 | | 26 | 88 | | |
| 12:30 | | 14 | 96 | | |
| 12:45 | | 10 | 104 | 78 | 383 |
| 01:00 | | 4 | 96 | | |
| 01:15 | | 10 | 102 | | |
| 01:30 | | 12 | 100 | | |
| 01:45 | | 7 | 94 | 33 | 392 |
| 02:00 | | 10 | 104 | | |
| 02:15 | | 5 | 104 | | |
| 02:30 | | 12 | 102 | | |
| 02:45 | | 6 | 116 | 33 | 426 |
| 03:00 | | 4 | 132 | | |
| 03:15 | | 7 | 95 | | |
| 03:30 | | 20 | 124 | | |
| 03:45 | | 10 | 110 | 41 | 461 |
| 04:00 | | 9 | 134 | | |
| 04:15 | | 7 | 138 | | |
| 04:30 | | 12 | 153 | | |
| 04:45 | | 15 | 136 | 43 | 561 |
| 05:00 | | 9 | 158 | | |
| 05:15 | | 11 | 142 | | |
| 05:30 | | 13 | 187 | | |
| 05:45 | | 20 | 159 | 53 | 646 |
| 06:00 | | 34 | 187 | | |
| 06:15 | | 50 | 127 | | |
| 06:30 | | 41 | 146 | | |
| 06:45 | | 72 | 86 | 197 | 546 |
| 07:00 | | 61 | 106 | | |
| 07:15 | | 74 | 93 | | |
| 07:30 | | 86 | 106 | | |
| 07:45 | | 76 | 70 | 297 | 375 |
| 08:00 | | 78 | 46 | | |
| 08:15 | | 66 | 74 | | |
| 08:30 | | 68 | 84 | | |
| 08:45 | | 74 | 84 | 286 | 288 |
| 09:00 | | 68 | 73 | | |
| 09:15 | | 64 | 64 | | |
| 09:30 | | 58 | 52 | | |
| 09:45 | | 57 | 49 | 247 | 238 |
| 10:00 | | 61 | 37 | | |
| 10:15 | | 70 | 36 | | |
| 10:30 | | 62 | 26 | | |
| 10:45 | | 66 | 26 | 259 | 125 |
| 11:00 | | 68 | 51 | | |
| 11:15 | | 63 | 37 | | |
| 11:30 | | 68 | 31 | | |
| 11:45 | | 85 | 34 | 284 | 153 |
| Total | | 1851 | 4594 | | |
| Percent | | 28.7% | 71.3% | | |
| Grand Total | | 1851 | 4594 | | |
| Percent | | 28.7% | 71.3% | | |
| ADT | | Not Calculated | | | |

| Start Time | 15-May-07 Tue | NB | | Hour Totals | |
|-------------|------------------|----------------|-----------|-------------|-----------|
| | | Morning | Afternoon | Morning | Afternoon |
| 12:00 | | 21 | 105 | | |
| 12:15 | | 16 | 109 | | |
| 12:30 | | 19 | 102 | | |
| 12:45 | | 12 | 94 | 68 | 410 |
| 01:00 | | 14 | 90 | | |
| 01:15 | | 7 | 102 | | |
| 01:30 | | 11 | 94 | | |
| 01:45 | | 12 | 88 | 44 | 374 |
| 02:00 | | 12 | 108 | | |
| 02:15 | | 13 | 142 | | |
| 02:30 | | 6 | 108 | | |
| 02:45 | | 16 | 64 | 47 | 422 |
| 03:00 | | 4 | 86 | | |
| 03:15 | | 4 | 123 | | |
| 03:30 | | 12 | 94 | | |
| 03:45 | | 5 | 115 | 25 | 418 |
| 04:00 | | 6 | 104 | | |
| 04:15 | | 7 | 115 | | |
| 04:30 | | 10 | 102 | | |
| 04:45 | | 12 | 124 | 35 | 445 |
| 05:00 | | 15 | 106 | | |
| 05:15 | | 13 | 126 | | |
| 05:30 | | 36 | 105 | | |
| 05:45 | | 36 | 100 | 100 | 437 |
| 06:00 | | 44 | 99 | | |
| 06:15 | | 54 | 83 | | |
| 06:30 | | 102 | 96 | | |
| 06:45 | | 104 | 94 | 304 | 372 |
| 07:00 | | 132 | 68 | | |
| 07:15 | | 214 | 80 | | |
| 07:30 | | 296 | 64 | | |
| 07:45 | | 284 | 45 | 926 | 257 |
| 08:00 | | 277 | 62 | | |
| 08:15 | | 235 | 55 | | |
| 08:30 | | 290 | 56 | | |
| 08:45 | | 192 | 60 | 994 | 233 |
| 09:00 | | 180 | 49 | | |
| 09:15 | | 150 | 42 | | |
| 09:30 | | 117 | 43 | | |
| 09:45 | | 86 | 38 | 533 | 172 |
| 10:00 | | 78 | 32 | | |
| 10:15 | | 88 | 48 | | |
| 10:30 | | 79 | 34 | | |
| 10:45 | | 91 | 32 | 336 | 146 |
| 11:00 | | 95 | 29 | | |
| 11:15 | | 89 | 44 | | |
| 11:30 | | 101 | 28 | | |
| 11:45 | | 96 | 30 | 381 | 131 |
| Total | | 3793 | 3817 | | |
| Percent | | 49.8% | 50.2% | | |
| Grand Total | | 3793 | 3817 | | |
| Percent | | 49.8% | 50.2% | | |
| ADT | | Not Calculated | | | |

All Traffic Data Services, Inc.

1336 Farmer Road
Conyers, Ga. 30012

Ph. 404-374-1283

File Name : WhiteSt@LeePM

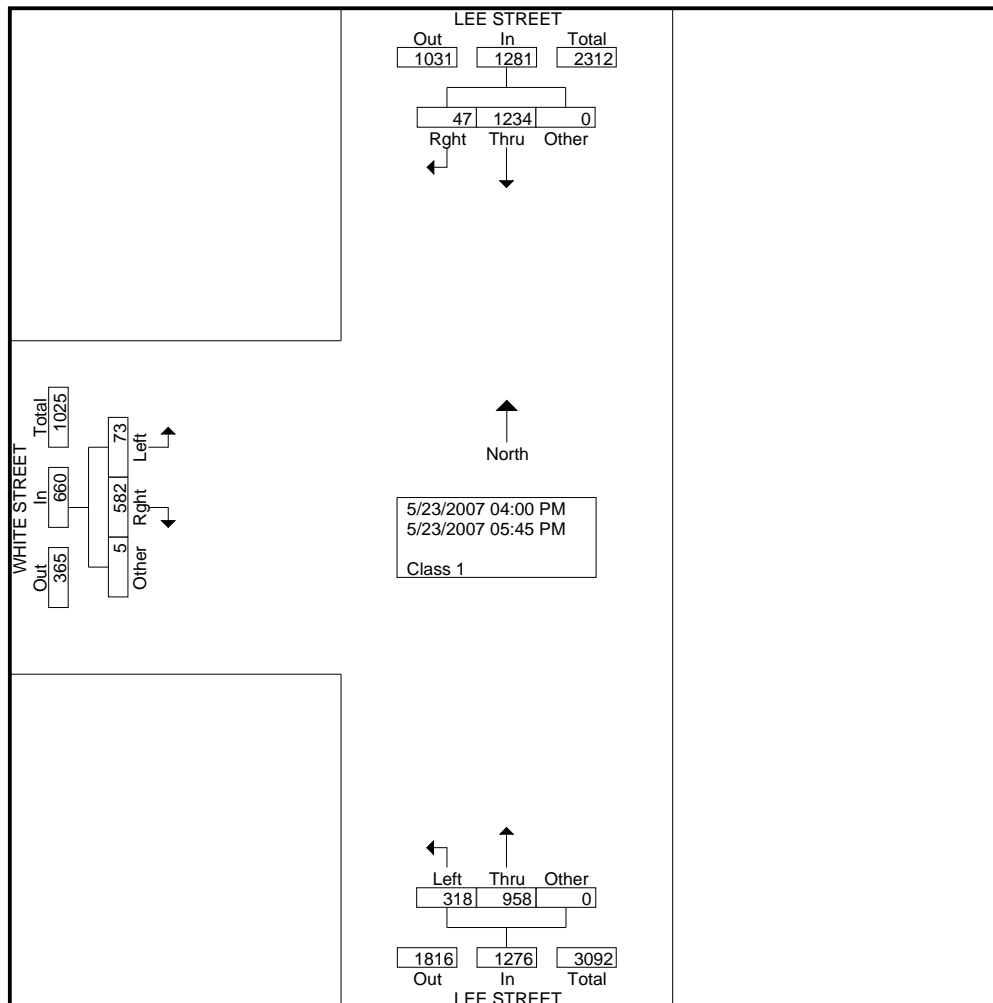
Site Code : 22

Start Date : 5/23/2007

Page No : 1

Groups Printed- Class 1

| | LEE STREET Southbound | | | | LEE STREET Northbound | | | | WHITE STREET Eastbound | | | | |
|-------------|--------------------------|------|-------|------------|--------------------------|------|-------|------------|---------------------------|------|-------|------------|------------|
| Start Time | Thru | Rght | Other | App. Total | Left | Thru | Other | App. Total | Left | Rght | Other | App. Total | Int. Total |
| 04:00 PM | 124 | 8 | 0 | 132 | 38 | 101 | 0 | 139 | 17 | 65 | 0 | 82 | 353 |
| 04:15 PM | 158 | 6 | 0 | 164 | 43 | 130 | 0 | 173 | 5 | 56 | 5 | 66 | 403 |
| 04:30 PM | 139 | 5 | 0 | 144 | 28 | 124 | 0 | 152 | 18 | 73 | 0 | 91 | 387 |
| 04:45 PM | 143 | 6 | 0 | 149 | 43 | 124 | 0 | 167 | 6 | 87 | 0 | 93 | 409 |
| Total | 564 | 25 | 0 | 589 | 152 | 479 | 0 | 631 | 46 | 281 | 5 | 332 | 1552 |
| 05:00 PM | 161 | 9 | 0 | 170 | 43 | 112 | 0 | 155 | 11 | 78 | 0 | 89 | 414 |
| 05:15 PM | 156 | 5 | 0 | 161 | 35 | 133 | 0 | 168 | 8 | 77 | 0 | 85 | 414 |
| 05:30 PM | 179 | 3 | 0 | 182 | 52 | 131 | 0 | 183 | 5 | 88 | 0 | 93 | 458 |
| 05:45 PM | 174 | 5 | 0 | 179 | 36 | 103 | 0 | 139 | 3 | 58 | 0 | 61 | 379 |
| Total | 670 | 22 | 0 | 692 | 166 | 479 | 0 | 645 | 27 | 301 | 0 | 328 | 1665 |
| Grand Total | 1234 | 47 | 0 | 1281 | 318 | 958 | 0 | 1276 | 73 | 582 | 5 | 660 | 3217 |
| Apprch % | 96.3 | 3.7 | 0 | | 24.9 | 75.1 | 0 | | 11.1 | 88.2 | 0.8 | | |
| Total % | 38.4 | 1.5 | 0 | 39.8 | 9.9 | 29.8 | 0 | 39.7 | 2.3 | 18.1 | 0.2 | 20.5 | |

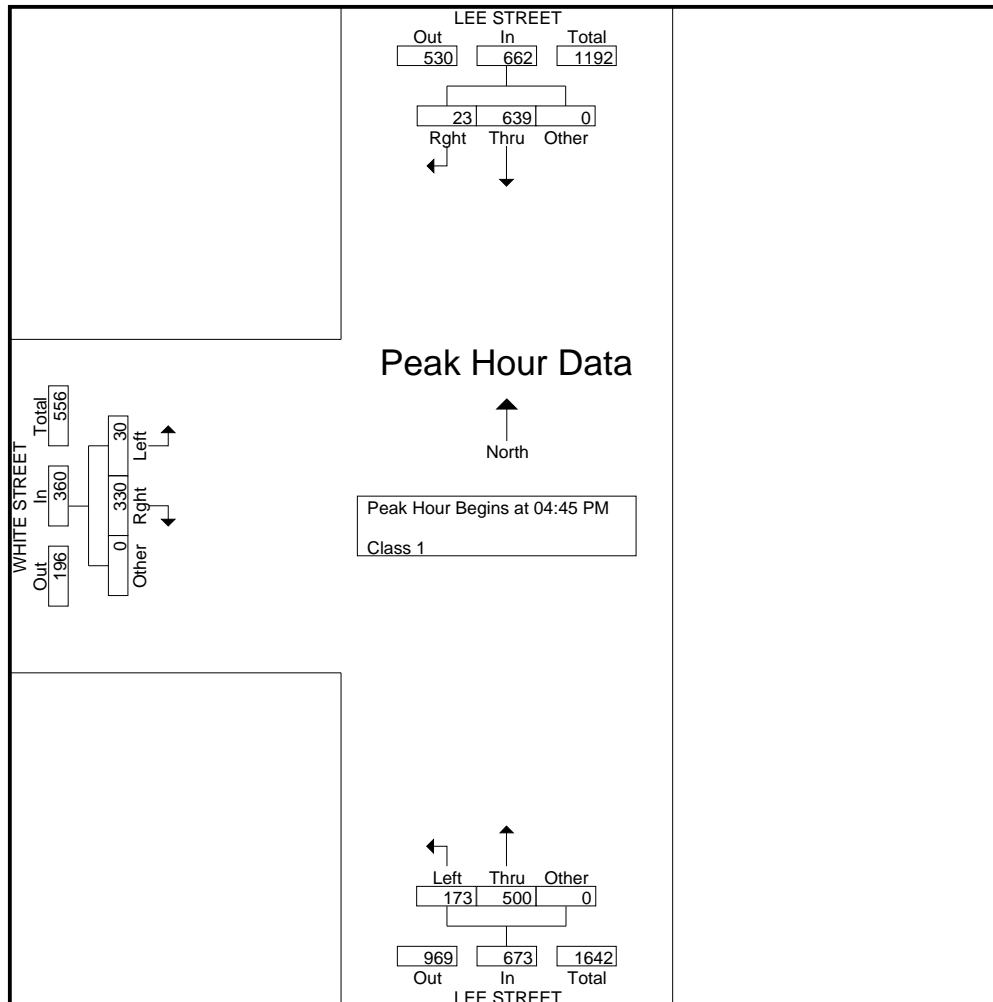


All Traffic Data Services, Inc.

1336 Farmer Road
Conyers, Ga. 30012
Ph. 404-374-1283

File Name : WhiteSt@LeePM
Site Code : 22
Start Date : 5/23/2007
Page No : 2

| | LEE STREET Southbound | | | | LEE STREET Northbound | | | | WHITE STREET Eastbound | | | | |
|--|--------------------------|-------|-------|------------|--------------------------|------|-------|------------|---------------------------|-------|-------|------------|------------|
| Start Time | Thru | Right | Other | App. Total | Left | Thru | Other | App. Total | Left | Right | Other | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:45 PM | | | | | | | | | | | | | |
| 04:45 PM | 143 | 6 | 0 | 149 | 43 | 124 | 0 | 167 | 6 | 87 | 0 | 93 | 409 |
| 05:00 PM | 161 | 9 | 0 | 170 | 43 | 112 | 0 | 155 | 11 | 78 | 0 | 89 | 414 |
| 05:15 PM | 156 | 5 | 0 | 161 | 35 | 133 | 0 | 168 | 8 | 77 | 0 | 85 | 414 |
| 05:30 PM | 179 | 3 | 0 | 182 | 52 | 131 | 0 | 183 | 5 | 88 | 0 | 93 | 458 |
| Total Volume | 639 | 23 | 0 | 662 | 173 | 500 | 0 | 673 | 30 | 330 | 0 | 360 | 1695 |
| % App. Total | 96.5 | 3.5 | 0 | | 25.7 | 74.3 | 0 | | 8.3 | 91.7 | 0 | | |
| PHF | .892 | .639 | .000 | .909 | .832 | .940 | .000 | .919 | .682 | .938 | .000 | .968 | .925 |



Appendix D - Capacity Analysis

Atlanta BeltLine
Subarea 2

BASE 2008

SYNCHRO REPORT
(October 2008)



| Lane Group | EBL | EBR | NEL | NET | SWT | SWR |
|------------------------|------------|-------|-------|-------|-------|------|
| Lane Configurations | | | | | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | 0% | | | 0% | 0% | |
| Storage Length (ft) | 0 | 0 | 0 | | | 0 |
| Storage Lanes | 1 | 1 | 0 | | | 0 |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Leading Detector (ft) | 50 | 50 | 50 | 50 | 50 | |
| Trailing Detector (ft) | 0 | 0 | 0 | 0 | 0 | |
| Turning Speed (mph) | 15 | 9 | 15 | | | 9 |
| Satd. Flow (prot) | 1770 | 1583 | 0 | 5034 | 3511 | 0 |
| Flt Permitted | 0.950 | | | 0.742 | | |
| Satd. Flow (perm) | 1770 | 1583 | 0 | 3773 | 3511 | 0 |
| Right Turn on Red | | Yes | | | | Yes |
| Satd. Flow (RTOR) | | 162 | | | 6 | |
| Link Speed (mph) | 30 | | | 40 | 40 | |
| Link Distance (ft) | 802 | | | 951 | 666 | |
| Travel Time (s) | 18.2 | | | 16.2 | 11.4 | |
| Volume (vph) | 12 | 146 | 293 | 1111 | 273 | 15 |
| Confl. Peds. (#/hr) | | | | | | |
| Confl. Bikes (#/hr) | | | | | | |
| Peak Hour Factor | 0.90 | 0.90 | 0.92 | 0.92 | 0.88 | 0.88 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | |
| Mid-Block Traffic (%) | 0% | | | 0% | 0% | |
| Lane Group Flow (vph) | 13 | 162 | 0 | 1526 | 327 | 0 |
| Turn Type | Perm pm+pt | | | | | |
| Protected Phases | 4 | | 5 | 2 | 6 | |
| Permitted Phases | | 4 | 2 | | | |
| Detector Phases | 4 | 4 | 5 | 2 | 6 | |
| Minimum Initial (s) | 9.0 | 9.0 | 4.0 | 15.0 | 15.0 | |
| Minimum Split (s) | 26.1 | 26.1 | 8.7 | 21.1 | 20.1 | |
| Total Split (s) | 46.0 | 46.0 | 12.0 | 44.0 | 32.0 | 0.0 |
| Total Split (%) | 51.1% | 51.1% | 13.3% | 48.9% | 35.6% | 0.0% |
| Yellow Time (s) | 3.2 | 3.2 | 3.2 | 3.6 | 3.6 | |
| All-Red Time (s) | 1.9 | 1.9 | 1.5 | 1.5 | 1.5 | |
| Lead/Lag | | | Lead | | Lag | |
| Lead-Lag Optimize? | | | | | | |
| Recall Mode | None | None | None | C-Max | C-Max | |
| Act Effct Green (s) | 10.4 | 10.4 | | 71.6 | 71.6 | |
| Actuated g/C Ratio | 0.12 | 0.12 | | 0.80 | 0.80 | |
| v/c Ratio | 0.06 | 0.50 | | 0.51 | 0.12 | |
| Control Delay | 35.9 | 11.9 | | 2.6 | 2.2 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 35.9 | 11.9 | | 2.6 | 2.2 | |
| LOS | D | B | | A | A | |
| Approach Delay | 13.6 | | | 2.6 | 2.2 | |



| Lane Group | EBL | EBR | NEL | NET | SWT | SWR |
|--------------|-----|-----|-----|-----|-----|-----|
| Approach LOS | B | | | A | A | |

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 50 (56%), Referenced to phase 2:NETL and 6:SWT, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.51

Intersection Signal Delay: 3.5

Intersection LOS: A

Intersection Capacity Utilization 57.4%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 80: White St. & Lee St.

| | | | |
|----------|----------|----------|--|
| 44 s | | 46 s | |
| 12 s | 32 s | | |



| Lane Group | SEL | SER | NEL | NET | SWT | SWR |
|------------------------|------------|-------|-------|-------|-------|------|
| Lane Configurations | | | | | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 10 | 11 | 12 | 12 | 12 | 12 |
| Grade (%) | 0% | | | 0% | 0% | |
| Storage Length (ft) | 0 | 0 | 90 | | | 0 |
| Storage Lanes | 1 | 1 | 1 | | | 0 |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Leading Detector (ft) | 50 | 50 | 50 | 50 | 50 | |
| Trailing Detector (ft) | 0 | 0 | 0 | 0 | 0 | |
| Turning Speed (mph) | 15 | 9 | 15 | | | 9 |
| Satd. Flow (prot) | 1652 | 1531 | 1770 | 3539 | 3518 | 0 |
| Flt Permitted | 0.950 | | 0.314 | | | |
| Satd. Flow (perm) | 1652 | 1531 | 585 | 3539 | 3518 | 0 |
| Right Turn on Red | | Yes | | | | Yes |
| Satd. Flow (RTOR) | | 86 | | | 5 | |
| Link Speed (mph) | 35 | | | 40 | 40 | |
| Link Distance (ft) | 730 | | | 308 | 951 | |
| Travel Time (s) | 14.2 | | | 5.3 | 16.2 | |
| Volume (vph) | 32 | 72 | 72 | 1515 | 436 | 18 |
| Confl. Peds. (#/hr) | | | | | | |
| Confl. Bikes (#/hr) | | | | | | |
| Peak Hour Factor | 0.84 | 0.84 | 0.93 | 0.93 | 0.91 | 0.91 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | |
| Mid-Block Traffic (%) | 0% | | | 0% | 0% | |
| Lane Group Flow (vph) | 38 | 86 | 77 | 1629 | 499 | 0 |
| Turn Type | Perm pm+pt | | | | | |
| Protected Phases | 4 | | 5 | 2 | 6 | |
| Permitted Phases | | 4 | 2 | | | |
| Detector Phases | 4 | 4 | 5 | 2 | 6 | |
| Minimum Initial (s) | 9.0 | 9.0 | 4.0 | 15.0 | 15.0 | |
| Minimum Split (s) | 26.1 | 26.1 | 8.7 | 21.1 | 20.1 | |
| Total Split (s) | 46.0 | 46.0 | 12.0 | 44.0 | 32.0 | 0.0 |
| Total Split (%) | 51.1% | 51.1% | 13.3% | 48.9% | 35.6% | 0.0% |
| Yellow Time (s) | 3.2 | 3.2 | 3.2 | 3.6 | 3.6 | |
| All-Red Time (s) | 1.9 | 1.9 | 1.5 | 1.5 | 1.5 | |
| Lead/Lag | | | Lead | | Lag | |
| Lead-Lag Optimize? | | | | | | |
| Recall Mode | None | None | None | C-Max | C-Max | |
| Act Effct Green (s) | 10.2 | 10.2 | 74.7 | 75.5 | 66.5 | |
| Actuated g/C Ratio | 0.11 | 0.11 | 0.83 | 0.84 | 0.74 | |
| v/c Ratio | 0.20 | 0.35 | 0.13 | 0.55 | 0.19 | |
| Control Delay | 39.2 | 12.8 | 2.4 | 3.8 | 4.6 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 1.5 | 0.0 | |
| Total Delay | 39.2 | 12.8 | 2.4 | 5.3 | 4.6 | |
| LOS | D | B | A | A | A | |
| Approach Delay | 20.9 | | | 5.1 | 4.6 | |



| Lane Group | SEL | SER | NEL | NET | SWT | SWR |
|--------------|-----|-----|-----|-----|-----|-----|
| Approach LOS | C | | | A | A | |

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 45 (50%), Referenced to phase 2:NETL and 6:SWT, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.55

Intersection Signal Delay: 5.9

Intersection LOS: A

Intersection Capacity Utilization 56.0%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 81: Donnelly Ave. & Lee St.

| | |
|------|------|
| ø2 | ø4 |
| 44 s | 46 s |
| ø5 | ø6 |
| 12 s | 32 s |



| Lane Group | EBL | EBR | NEL | NET | SWT | SWR |
|------------------------|-------|------|-------|-------|-------|------|
| Lane Configurations | | | | | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | 0% | | | 0% | 0% | |
| Storage Length (ft) | 0 | 0 | 0 | | | 0 |
| Storage Lanes | 1 | 0 | 0 | | | 0 |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Leading Detector (ft) | 50 | | 50 | 50 | 50 | |
| Trailing Detector (ft) | 0 | | 0 | 0 | 0 | |
| Turning Speed (mph) | 15 | 9 | 15 | | | 9 |
| Satd. Flow (prot) | 1745 | 0 | 0 | 3536 | 5034 | 0 |
| Flt Permitted | 0.961 | | | 0.949 | | |
| Satd. Flow (perm) | 1745 | 0 | 0 | 3359 | 5034 | 0 |
| Right Turn on Red | | Yes | | | | Yes |
| Satd. Flow (RTOR) | 16 | | | | 17 | |
| Link Speed (mph) | 30 | | | 40 | 40 | |
| Link Distance (ft) | 724 | | | 691 | 2169 | |
| Travel Time (s) | 16.5 | | | 11.8 | 37.0 | |
| Volume (vph) | 81 | 18 | 13 | 1211 | 350 | 26 |
| Confl. Peds. (#/hr) | | | | | | |
| Confl. Bikes (#/hr) | | | | | | |
| Peak Hour Factor | 0.69 | 0.69 | 0.91 | 0.91 | 0.89 | 0.89 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | |
| Mid-Block Traffic (%) | 0% | | | 0% | 0% | |
| Lane Group Flow (vph) | 143 | 0 | 0 | 1345 | 422 | 0 |
| Turn Type | | Perm | | | | |
| Protected Phases | 8 | | | 6 | 2 | |
| Permitted Phases | | | 6 | | | |
| Detector Phases | 8 | | 6 | 6 | 2 | |
| Minimum Initial (s) | 9.0 | | 15.0 | 15.0 | 15.0 | |
| Minimum Split (s) | 24.2 | | 22.0 | 22.0 | 22.0 | |
| Total Split (s) | 45.0 | 0.0 | 45.0 | 45.0 | 45.0 | 0.0 |
| Total Split (%) | 50.0% | 0.0% | 50.0% | 50.0% | 50.0% | 0.0% |
| Yellow Time (s) | 3.2 | | 4.3 | 4.3 | 4.3 | |
| All-Red Time (s) | 2.0 | | 1.7 | 1.7 | 1.7 | |
| Lead/Lag | | | | | | |
| Lead-Lag Optimize? | | | | | | |
| Recall Mode | None | | C-Max | C-Max | C-Max | |
| Act Effct Green (s) | 12.6 | | | 73.1 | 73.1 | |
| Actuated g/C Ratio | 0.14 | | | 0.81 | 0.81 | |
| v/c Ratio | 0.56 | | | 0.49 | 0.10 | |
| Control Delay | 40.0 | | | 4.5 | 2.5 | |
| Queue Delay | 0.0 | | | 0.0 | 0.0 | |
| Total Delay | 40.0 | | | 4.5 | 2.5 | |
| LOS | D | | | A | A | |
| Approach Delay | 40.0 | | | 4.5 | 2.5 | |



| Lane Group | EBL | EBR | NEL | NET | SWT | SWR |
|--------------|-----|-----|-----|-----|-----|-----|
| Approach LOS | D | | | A | A | |

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 35 (39%), Referenced to phase 2:SWT and 6:NETL, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.56

Intersection Signal Delay: 6.7

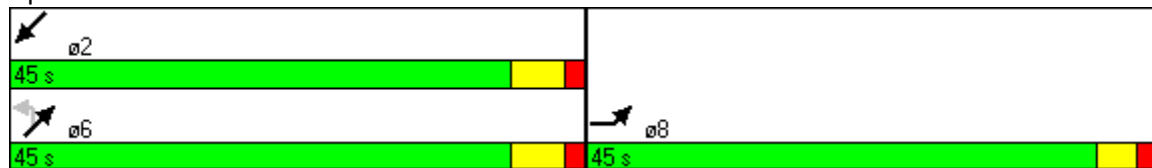
Intersection LOS: A

















Intersection Capacity Utilization 56.8%













ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 83: Avon St. & Lee St.



| |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |  | | |  | | |  | | |  | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Leading Detector (ft) | 50 | 50 | | 50 | 50 | | 50 | 50 | | 50 | 50 | |
| Trailing Detector (ft) | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Satd. Flow (prot) | 0 | 1837 | 0 | 0 | 1790 | 0 | 0 | 1850 | 0 | 0 | 1796 | 0 |
| Flt Permitted | | 0.993 | | | 0.976 | | | 0.980 | | | 0.735 | |
| Satd. Flow (perm) | 0 | 1828 | 0 | 0 | 1754 | 0 | 0 | 1816 | 0 | 0 | 1331 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 15 | | | 51 | | | 3 | | | 21 | |
| Link Speed (mph) | | 30 | | | 30 | | | 35 | | | 35 | |
| Link Distance (ft) | | 1923 | | | 1571 | | | 436 | | | 1474 | |
| Travel Time (s) | | 43.7 | | | 35.7 | | | 8.5 | | | 28.7 | |
| Volume (vph) | 6 | 170 | 17 | 13 | 113 | 44 | 23 | 427 | 16 | 20 | 73 | 24 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.83 | 0.83 | 0.83 | 0.87 | 0.87 | 0.87 | 0.86 | 0.86 | 0.86 | 0.89 | 0.89 | 0.89 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Lane Group Flow (vph) | 0 | 232 | 0 | 0 | 196 | 0 | 0 | 543 | 0 | 0 | 131 | 0 |
| Turn Type | Perm | | | Perm | | | Perm | | | Perm | | |
| Protected Phases | | 4 | | | 8 | | | 6 | | | 2 | |
| Permitted Phases | 4 | | | 8 | | | 6 | | | 2 | | |
| Detector Phases | 4 | 4 | | 8 | 8 | | 6 | 6 | | 2 | 2 | |
| Minimum Initial (s) | 15.0 | 15.0 | | 15.0 | 15.0 | | 15.0 | 15.0 | | 15.0 | 15.0 | |
| Minimum Split (s) | 20.4 | 20.4 | | 20.4 | 20.4 | | 21.4 | 21.4 | | 21.4 | 21.4 | |
| Total Split (s) | 41.0 | 41.0 | 0.0 | 41.0 | 41.0 | 0.0 | 19.0 | 19.0 | 0.0 | 19.0 | 19.0 | 0.0 |
| Total Split (%) | 68.3% | 68.3% | 0.0% | 68.3% | 68.3% | 0.0% | 31.7% | 31.7% | 0.0% | 31.7% | 31.7% | 0.0% |
| Yellow Time (s) | 3.8 | 3.8 | | 3.8 | 3.8 | | 3.8 | 3.8 | | 3.8 | 3.8 | |
| All-Red Time (s) | 1.6 | 1.6 | | 1.6 | 1.6 | | 1.6 | 1.6 | | 1.6 | 1.6 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | Max | Max | | Max | Max | | C-Max | C-Max | | C-Max | C-Max | |
| Act Effct Green (s) | | 37.0 | | | 37.0 | | | 15.0 | | | 15.0 | |
| Actuated g/C Ratio | | 0.62 | | | 0.62 | | | 0.25 | | | 0.25 | |
| v/c Ratio | | 0.20 | | | 0.18 | | | 1.19 | | | 0.38 | |
| Control Delay | | 5.2 | | | 4.1 | | | 131.2 | | | 19.4 | |
| Queue Delay | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Total Delay | | 5.2 | | | 4.1 | | | 131.2 | | | 19.4 | |
| LOS | | A | | | A | | | F | | | B | |
| Approach Delay | | 5.2 | | | 4.1 | | | 131.2 | | | 19.4 | |

| |  |  |  |  |  |  |  |  |  |  |  |  |
|--------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Approach LOS | A | | | A | | | F | | | B | | |

Intersection Summary

Area Type: Other

Cycle Length: 60

Actuated Cycle Length: 60

Offset: 2 (3%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green

Natural Cycle: 45

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.19

Intersection Signal Delay: 68.8





Intersection LOS: E

















Intersection Capacity Utilization 48.0%













ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 87: Dill Ave. & Sylvan Rd.

| | | | |
|---|----|---|----|
|  | ø2 |  | ø4 |
| 19 s | | 41 s | |
|  | ø6 |  | ø8 |
| 19 s | | 41 s | |

| |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |  | | |  | | |  | | |  | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Leading Detector (ft) | 50 | 50 | | 50 | 50 | | 50 | 50 | | 50 | 50 | |
| Trailing Detector (ft) | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Satd. Flow (prot) | 0 | 1740 | 0 | 0 | 1713 | 0 | 0 | 3522 | 0 | 0 | 3430 | 0 |
| Flt Permitted | | 0.746 | | | 0.940 | | | 0.891 | | | 0.929 | |
| Satd. Flow (perm) | 0 | 1345 | 0 | 0 | 1627 | 0 | 0 | 3147 | 0 | 0 | 3193 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 22 | | | 35 | | | 1 | | | 43 | |
| Link Speed (mph) | | 30 | | | 30 | | | 35 | | | 35 | |
| Link Distance (ft) | | 1510 | | | 514 | | | 743 | | | 1418 | |
| Travel Time (s) | | 34.3 | | | 11.7 | | | 14.5 | | | 27.6 | |
| Volume (vph) | 162 | 9 | 53 | 9 | 13 | 24 | 50 | 750 | 9 | 15 | 333 | 82 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.68 | 0.68 | 0.68 | 0.98 | 0.98 | 0.98 | 0.93 | 0.93 | 0.93 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Lane Group Flow (vph) | 0 | 236 | 0 | 0 | 67 | 0 | 0 | 825 | 0 | 0 | 462 | 0 |
| Turn Type | Perm | | | Perm | | | Perm | | | pm+pt | | |
| Protected Phases | | 4 | | | 8 | | | 6 | | 5 | 2 | |
| Permitted Phases | 4 | | | 8 | | | 6 | | | 2 | | |
| Detector Phases | 4 | 4 | | 8 | 8 | | 6 | 6 | | 5 | 2 | |
| Minimum Initial (s) | 9.0 | 9.0 | | 9.0 | 9.0 | | 15.0 | 15.0 | | 5.0 | 15.0 | |
| Minimum Split (s) | 23.3 | 23.3 | | 23.3 | 23.3 | | 20.3 | 20.3 | | 10.0 | 20.3 | |
| Total Split (s) | 44.0 | 44.0 | 0.0 | 44.0 | 44.0 | 0.0 | 34.0 | 34.0 | 0.0 | 12.0 | 46.0 | 0.0 |
| Total Split (%) | 48.9% | 48.9% | 0.0% | 48.9% | 48.9% | 0.0% | 37.8% | 37.8% | 0.0% | 13.3% | 51.1% | 0.0% |
| Yellow Time (s) | 3.3 | 3.3 | | 3.3 | 3.3 | | 3.7 | 3.7 | | 3.5 | 3.7 | |
| All-Red Time (s) | 2.0 | 2.0 | | 2.0 | 2.0 | | 1.6 | 1.6 | | 1.5 | 1.6 | |
| Lead/Lag | | | | | | | Lag | Lag | | Lead | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | | None | None | | C-Max | C-Max | | None | C-Max | |
| Act Effct Green (s) | | 19.5 | | | 19.5 | | | 62.5 | | | 62.5 | |
| Actuated g/C Ratio | | 0.22 | | | 0.22 | | | 0.69 | | | 0.69 | |
| v/c Ratio | | 0.76 | | | 0.18 | | | 0.38 | | | 0.21 | |
| Control Delay | | 45.1 | | | 15.5 | | | 6.4 | | | 3.0 | |
| Queue Delay | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Total Delay | | 45.1 | | | 15.5 | | | 6.4 | | | 3.0 | |
| LOS | | D | | | B | | | A | | | A | |
| Approach Delay | | 45.1 | | | 15.5 | | | 6.4 | | | 3.0 | |

| |  |  |  |  |  |  |  |  |  |  |  |  |
|--------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Approach LOS | D | | | B | | | A | | | A | | |

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 47 (52%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.76

Intersection Signal Delay: 11.5

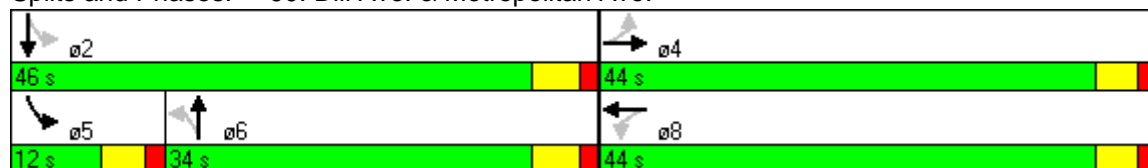
Intersection LOS: B

















Intersection Capacity Utilization 64.3%













ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 90: Dill Ave. & Metropolitan Ave.



| |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |  | | |  | | |  | | |  | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Leading Detector (ft) | 50 | 50 | | 50 | 50 | | 50 | 50 | | 50 | 50 | |
| Trailing Detector (ft) | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Satd. Flow (prot) | 0 | 1771 | 0 | 0 | 1727 | 0 | 0 | 3529 | 0 | 0 | 3518 | 0 |
| Flt Permitted | | 0.920 | | | 0.913 | | | 0.950 | | | 0.878 | |
| Satd. Flow (perm) | 0 | 1661 | 0 | 0 | 1605 | 0 | 0 | 3352 | 0 | 0 | 3098 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 9 | | | 30 | | | 4 | | | 3 | |
| Link Speed (mph) | | 30 | | | 30 | | | 35 | | | 35 | |
| Link Distance (ft) | | 1228 | | | 476 | | | 702 | | | 743 | |
| Travel Time (s) | | 27.9 | | | 10.8 | | | 13.7 | | | 14.5 | |
| Volume (vph) | 10 | 10 | 6 | 20 | 11 | 22 | 9 | 844 | 20 | 20 | 375 | 7 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.65 | 0.65 | 0.65 | 0.74 | 0.74 | 0.74 | 0.86 | 0.86 | 0.86 | 0.81 | 0.81 | 0.81 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Lane Group Flow (vph) | 0 | 39 | 0 | 0 | 72 | 0 | 0 | 1014 | 0 | 0 | 497 | 0 |
| Turn Type | Perm | | | Perm | | | Perm | | | Perm | | |
| Protected Phases | | 8 | | | 4 | | | 6 | | | 2 | |
| Permitted Phases | 8 | | | 4 | | | 6 | | | 2 | | |
| Detector Phases | 8 | 8 | | 4 | 4 | | 6 | 6 | | 2 | 2 | |
| Minimum Initial (s) | 9.0 | 9.0 | | 9.0 | 9.0 | | 15.0 | 15.0 | | 15.0 | 15.0 | |
| Minimum Split (s) | 25.4 | 25.4 | | 14.4 | 14.4 | | 20.1 | 20.1 | | 20.1 | 20.1 | |
| Total Split (s) | 39.0 | 39.0 | 0.0 | 39.0 | 39.0 | 0.0 | 51.0 | 51.0 | 0.0 | 51.0 | 51.0 | 0.0 |
| Total Split (%) | 43.3% | 43.3% | 0.0% | 43.3% | 43.3% | 0.0% | 56.7% | 56.7% | 0.0% | 56.7% | 56.7% | 0.0% |
| Yellow Time (s) | 3.2 | 3.2 | | 3.2 | 3.2 | | 3.6 | 3.6 | | 3.6 | 3.6 | |
| All-Red Time (s) | 2.2 | 2.2 | | 2.2 | 2.2 | | 1.5 | 1.5 | | 1.5 | 1.5 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | Min | Min | | Min | Min | | C-Max | C-Max | | C-Max | C-Max | |
| Act Effct Green (s) | | 10.8 | | | 10.8 | | | 71.2 | | | 71.2 | |
| Actuated g/C Ratio | | 0.12 | | | 0.12 | | | 0.79 | | | 0.79 | |
| v/c Ratio | | 0.19 | | | 0.33 | | | 0.38 | | | 0.20 | |
| Control Delay | | 31.5 | | | 27.9 | | | 3.3 | | | 2.1 | |
| Queue Delay | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Total Delay | | 31.5 | | | 27.9 | | | 3.3 | | | 2.1 | |
| LOS | | C | | | C | | | A | | | A | |
| Approach Delay | | 31.5 | | | 27.9 | | | 3.3 | | | 2.1 | |

| |  |  |  |  |  |  |  |  |  |  |  |  |
|--------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Approach LOS | C | | | C | | | A | | | A | | |

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 48 (53%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green

Natural Cycle: 50

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.38

Intersection Signal Delay: 4.7

Intersection LOS: A

















Intersection Capacity Utilization 44.5%













ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 91: Lynnhaven Ave. & Metropolitan Ave.



| |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |  | | |  | | |  | | |  | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 10 | 10 | 10 | 10 | 10 | 10 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Leading Detector (ft) | 50 | 50 | | 50 | 50 | | 50 | 50 | | 50 | 50 | |
| Trailing Detector (ft) | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Satd. Flow (prot) | 0 | 1815 | 0 | 0 | 3258 | 0 | 0 | 3148 | 0 | 0 | 3247 | 0 |
| Flt Permitted | | 0.796 | | | 0.718 | | | 0.954 | | | 0.583 | |
| Satd. Flow (perm) | 0 | 1472 | 0 | 0 | 2412 | 0 | 0 | 3003 | 0 | 0 | 1918 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 4 | | | 135 | | | 86 | | | 4 | |
| Link Speed (mph) | | 30 | | | 30 | | | 35 | | | 35 | |
| Link Distance (ft) | | 820 | | | 3704 | | | 1418 | | | 1848 | |
| Travel Time (s) | | 18.6 | | | 84.2 | | | 27.6 | | | 36.0 | |
| Volume (vph) | 26 | 39 | 4 | 249 | 19 | 140 | 3 | 448 | 207 | 79 | 203 | 8 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.88 | 0.88 | 0.88 | 0.86 | 0.86 | 0.86 | 0.81 | 0.81 | 0.81 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Lane Group Flow (vph) | 0 | 76 | 0 | 0 | 464 | 0 | 0 | 765 | 0 | 0 | 359 | 0 |
| Turn Type | Perm | | | Perm | | | Perm | | | pm+pt | | |
| Protected Phases | | 4 | | | 8 | | | 6 | | | 5 | 2 |
| Permitted Phases | 4 | | | 8 | | | 6 | | | 2 | | |
| Detector Phases | 4 | 4 | | 8 | 8 | | 6 | 6 | | 5 | 2 | |
| Minimum Initial (s) | 14.0 | 14.0 | | 14.0 | 14.0 | | 15.0 | 15.0 | | 7.0 | 15.0 | |
| Minimum Split (s) | 24.5 | 24.5 | | 24.5 | 24.5 | | 23.6 | 23.6 | | 12.2 | 23.6 | |
| Total Split (s) | 44.0 | 44.0 | 0.0 | 44.0 | 44.0 | 0.0 | 32.0 | 32.0 | 0.0 | 14.0 | 46.0 | 0.0 |
| Total Split (%) | 48.9% | 48.9% | 0.0% | 48.9% | 48.9% | 0.0% | 35.6% | 35.6% | 0.0% | 15.6% | 51.1% | 0.0% |
| Yellow Time (s) | 3.6 | 3.6 | | 3.6 | 3.6 | | 3.8 | 3.8 | | 3.6 | 3.8 | |
| All-Red Time (s) | 1.9 | 1.9 | | 1.9 | 1.9 | | 1.8 | 1.8 | | 1.6 | 1.8 | |
| Lead/Lag | | | | | | | Lag | Lag | | Lead | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | Min | Min | | Min | Min | | C-Max | C-Max | | Max | C-Max | |
| Act Effct Green (s) | | 19.1 | | | 19.1 | | | 28.0 | | | 62.9 | |
| Actuated g/C Ratio | | 0.21 | | | 0.21 | | | 0.31 | | | 0.70 | |
| v/c Ratio | | 0.24 | | | 0.75 | | | 0.77 | | | 0.20 | |
| Control Delay | | 28.3 | | | 30.9 | | | 26.2 | | | 5.4 | |
| Queue Delay | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Total Delay | | 28.3 | | | 30.9 | | | 26.2 | | | 5.4 | |
| LOS | | C | | | C | | | C | | | A | |
| Approach Delay | | 28.3 | | | 30.9 | | | 26.2 | | | 5.4 | |

| |  |  |  |  |  |  |  |  |  |  |  |  |
|--------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Approach LOS | C | | | C | | | C | | | A | | |

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 60 (67%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green

Natural Cycle: 65

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.77

Intersection Signal Delay: 23.1

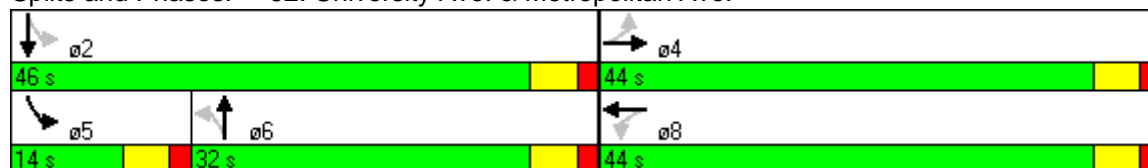
Intersection LOS: C

Intersection Capacity Utilization 67.2%

ICU Level of Service C























Analysis Period (min) 15

Splits and Phases: 92: University Ave. & Metropolitan Ave.















Atlanta BeltLine Master Plan Subarea 2
94: University Ave. & I 75 Southbound Ramp

Base 2008 AM Peak
MG

| |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |   | |   |   | | | | |   | |   |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 11 | 11 | 11 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 15 | 11 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 160 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 0 | | 0 | 1 | | 0 | 0 | | 0 | 2 | | 1 |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Leading Detector (ft) | | 50 | | 50 | 50 | | | | | 50 | | 50 |
| Trailing Detector (ft) | | 0 | | 0 | 0 | | | | | 0 | | 0 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Satd. Flow (prot) | 0 | 3339 | 0 | 1770 | 3539 | 0 | 0 | 0 | 0 | 3433 | 0 | 1531 |
| Flt Permitted | | | | 0.338 | | | | | | 0.950 | | |
| Satd. Flow (perm) | 0 | 3339 | 0 | 630 | 3539 | 0 | 0 | 0 | 0 | 3433 | 0 | 1531 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 35 | | | | | | | | | | 248 |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 3704 | | | 472 | | | 664 | | | 1127 | |
| Travel Time (s) | | 84.2 | | | 10.7 | | | 15.1 | | | 25.6 | |
| Volume (vph) | 0 | 413 | 77 | 166 | 377 | 0 | 0 | 0 | 0 | 314 | 0 | 236 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.89 | 0.89 | 0.89 | 0.90 | 0.90 | 0.90 | 0.92 | 0.92 | 0.92 | 0.95 | 0.95 | 0.95 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Lane Group Flow (vph) | 0 | 551 | 0 | 184 | 419 | 0 | 0 | 0 | 0 | 331 | 0 | 248 |
| Turn Type | | | | pm+pt | | | | | | Prot | | custom |
| Protected Phases | | 6 | | 5 | 2 | | | | | 8 | | |
| Permitted Phases | | | | 2 | | | | | | | | 8 |
| Detector Phases | | 6 | | 5 | 2 | | | | | 8 | | 8 |
| Minimum Initial (s) | | 32.0 | | 10.0 | 32.0 | | | | | 24.0 | | 24.0 |
| Minimum Split (s) | | 37.4 | | 15.0 | 37.4 | | | | | 30.3 | | 30.3 |
| Total Split (s) | 0.0 | 35.0 | 0.0 | 15.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25.0 | 0.0 | 25.0 |
| Total Split (%) | 0.0% | 46.7% | 0.0% | 20.0% | 66.7% | 0.0% | 0.0% | 0.0% | 0.0% | 33.3% | 0.0% | 33.3% |
| Yellow Time (s) | | 3.6 | | 3.6 | 3.6 | | | | | 3.9 | | 3.9 |
| All-Red Time (s) | | 1.8 | | 1.4 | 1.8 | | | | | 2.4 | | 2.4 |
| Lead/Lag | | Lag | | Lead | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | | Min | | Min | Min | | | | | Min | | Min |
| Act Effct Green (s) | | 31.0 | | 46.0 | 46.0 | | | | | 21.0 | | 21.0 |
| Actuated g/C Ratio | | 0.41 | | 0.61 | 0.61 | | | | | 0.28 | | 0.28 |
| v/c Ratio | | 0.39 | | 0.33 | 0.19 | | | | | 0.34 | | 0.41 |
| Control Delay | | 15.4 | | 8.0 | 6.6 | | | | | 22.8 | | 5.4 |
| Queue Delay | | 0.0 | | 0.0 | 0.0 | | | | | 0.0 | | 0.0 |
| Total Delay | | 15.4 | | 8.0 | 6.6 | | | | | 22.8 | | 5.4 |
| LOS | | B | | A | A | | | | | C | | A |
| Approach Delay | | 15.4 | | | 7.1 | | | | | | | |

Atlanta BeltLine Master Plan Subarea 2
 94: University Ave. & I 75 Southbound Ramp

Base 2008 AM Peak
 MG

| |  |  |  |  |  |  |  |  |  |  |  |  |
|--------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Approach LOS | B | | | | | | A | | | | | |

Intersection Summary

Area Type: Other

Cycle Length: 75

Actuated Cycle Length: 75

Natural Cycle: 85

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.41

Intersection Signal Delay: 12.5

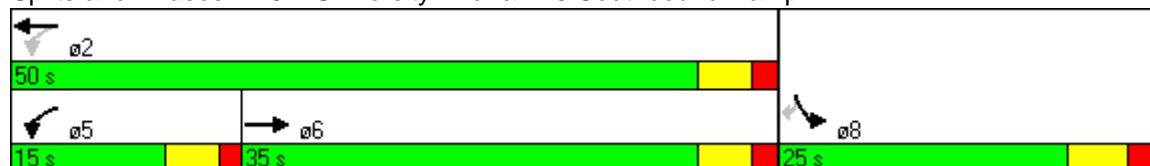
Intersection LOS: B




















Intersection Capacity Utilization 65.9%

ICU Level of Service C

Analysis Period (min) 15













Splits and Phases: 94: University Ave. & I 75 Southbound Ramp



| |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | NBL2 | NBT | NBR | SBL | SBT | SBR | SET | SER | SER2 | NWL | NWT | NWR |
| Lane Configurations | |  | | |  |  |  | | |  |  |  |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 10 | 10 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | 0% | | | | 0% | |
| Storage Length (ft) | | | 0 | 0 | | 0 | | 90 | | 350 | | 0 |
| Storage Lanes | | | 0 | 0 | | 1 | | 1 | | 1 | | 0 |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Leading Detector (ft) | 50 | 50 | | 50 | 50 | 50 | 50 | | 50 | 50 | 50 | |
| Trailing Detector (ft) | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | | 9 | 9 | 15 | | 9 |
| Satd. Flow (prot) | 0 | 1694 | 0 | 0 | 1657 | 1478 | 1718 | 0 | 1504 | 1770 | 1690 | 0 |
| Flt Permitted | | 0.976 | | | 0.953 | | | | | 0.950 | | |
| Satd. Flow (perm) | 0 | 1694 | 0 | 0 | 1657 | 1478 | 1718 | 0 | 1504 | 1770 | 1690 | 0 |
| Right Turn on Red | | | Yes | | | | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 4 | | | | | | | 9 | | 62 | |
| Link Speed (mph) | | 30 | | | 30 | | 30 | | | | 30 | |
| Link Distance (ft) | | 840 | | | 980 | | 1390 | | | | 1416 | |
| Travel Time (s) | | 19.1 | | | 22.3 | | 31.6 | | | | 32.2 | |
| Volume (vph) | 2 | 0 | 2 | 47 | 1 | 27 | 12 | 3 | 5 | 477 | 126 | 207 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.50 | 0.50 | 0.50 | 0.78 | 0.78 | 0.78 | 0.56 | 0.56 | 0.56 | 0.95 | 0.95 | 0.95 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | 0% | | | | 0% | |
| Lane Group Flow (vph) | 0 | 8 | 0 | 0 | 61 | 35 | 26 | 0 | 9 | 502 | 351 | 0 |
| Turn Type | Split | | | Split | | Prot | | | pt+ov | Prot | | |
| Protected Phases | 4 | 4 | | 8 | 8 | 8 | 3 | | 3 7 | 1 | 2 | |
| Permitted Phases | | | | | | | | | | | | |
| Detector Phases | 4 | 4 | | 8 | 8 | 8 | 3 | | 3 7 | 1 | 2 | |
| Minimum Initial (s) | 14.7 | 14.7 | | 23.3 | 23.3 | 23.3 | 18.3 | | | 32.6 | 32.6 | |
| Minimum Split (s) | 21.0 | 21.0 | | 30.0 | 30.0 | 30.0 | 25.0 | | | 40.0 | 40.0 | |
| Total Split (s) | 21.0 | 21.0 | 0.0 | 30.0 | 30.0 | 30.0 | 25.0 | 0.0 | 65.0 | 44.0 | 69.0 | 0.0 |
| Total Split (%) | 13.1% | 13.1% | 0.0% | 18.8% | 18.8% | 18.8% | 15.6% | 0.0% | 40.6% | 27.5% | 43.1% | 0.0% |
| Yellow Time (s) | 3.6 | 3.6 | | 3.6 | 3.6 | 3.6 | 3.6 | | | 3.6 | 3.6 | |
| All-Red Time (s) | 2.7 | 2.7 | | 3.1 | 3.1 | 3.1 | 3.1 | | | 3.8 | 3.8 | |
| Lead/Lag | Lead | Lead | | Lag | Lag | Lag | Lag | | | Lead | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | | None | None | None | None | | | None | Min | |
| Act Effct Green (s) | | 17.5 | | | 26.4 | 26.4 | 21.3 | | 61.4 | 42.0 | 55.2 | |
| Actuated g/C Ratio | | 0.12 | | | 0.20 | 0.20 | 0.16 | | 0.42 | 0.33 | 0.43 | |
| v/c Ratio | | 0.04 | | | 0.19 | 0.12 | 0.10 | | 0.01 | 0.86 | 0.46 | |
| Control Delay | | 48.8 | | | 51.7 | 51.5 | 56.5 | | 13.4 | 59.8 | 24.6 | |
| Queue Delay | | 0.0 | | | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | |
| Total Delay | | 48.8 | | | 51.7 | 51.5 | 56.5 | | 13.4 | 59.8 | 24.6 | |
| LOS | | D | | | D | D | E | | B | E | C | |
| Approach Delay | | 48.8 | | | 51.6 | | 45.4 | | | | 45.3 | |



| Lane Group | NEL2 | NEL | NER | NER2 | ø6 |
|------------------------|-------|-------|--------|------|------|
| Lane Configurations | | | | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | |
| Lane Width (ft) | 11 | 11 | 11 | 12 | |
| Grade (%) | | 0% | | | |
| Storage Length (ft) | | 0 | 0 | | |
| Storage Lanes | | 1 | 1 | | |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | |
| Leading Detector (ft) | 50 | 50 | 50 | | |
| Trailing Detector (ft) | 0 | 0 | 0 | | |
| Turning Speed (mph) | 15 | 15 | 9 | 9 | |
| Satd. Flow (prot) | 0 | 1711 | 1531 | 0 | |
| Flt Permitted | | 0.950 | | | |
| Satd. Flow (perm) | 0 | 1711 | 1531 | 0 | |
| Right Turn on Red | | | | Yes | |
| Satd. Flow (RTOR) | | | | | |
| Link Speed (mph) | | 30 | | | |
| Link Distance (ft) | | 1991 | | | |
| Travel Time (s) | | 45.3 | | | |
| Volume (vph) | 2 | 12 | 421 | 1 | |
| Confl. Peds. (#/hr) | | | | | |
| Confl. Bikes (#/hr) | | | | | |
| Peak Hour Factor | 0.84 | 0.84 | 0.84 | 0.84 | |
| Growth Factor | 100% | 100% | 100% | 100% | |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | |
| Parking (#/hr) | | | | | |
| Mid-Block Traffic (%) | | 0% | | | |
| Lane Group Flow (vph) | 0 | 16 | 502 | 0 | |
| Turn Type | Split | | custom | | |
| Protected Phases | 7 | 7 | 1 6 | | 6 |
| Permitted Phases | | | | | |
| Detector Phases | 7 | 7 | 1 6 | | |
| Minimum Initial (s) | 14.7 | 14.7 | | | 32.6 |
| Minimum Split (s) | 21.0 | 21.0 | | | 40.0 |
| Total Split (s) | 40.0 | 40.0 | 84.0 | 0.0 | 40.0 |
| Total Split (%) | 25.0% | 25.0% | 52.5% | 0.0% | 25% |
| Yellow Time (s) | 3.6 | 3.6 | | | 3.6 |
| All-Red Time (s) | 2.7 | 2.7 | | | 3.8 |
| Lead/Lag | | | | | |
| Lead-Lag Optimize? | | | | | |
| Recall Mode | None | None | | | Min |
| Act Effct Green (s) | | 37.8 | 83.2 | | |
| Actuated g/C Ratio | | 0.30 | 0.65 | | |
| v/c Ratio | | 0.03 | 0.50 | | |
| Control Delay | | 43.1 | 13.2 | | |
| Queue Delay | | 0.0 | 0.0 | | |
| Total Delay | | 43.1 | 13.2 | | |
| LOS | | D | B | | |
| Approach Delay | | 14.1 | | | |

| |  |  |  |  |  |  |  |  |  |  |  |  |
|--------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | NBL2 | NBT | NBR | SBL | SBT | SBR | SET | SER | SER2 | NWL | NWT | NWR |
| Approach LOS | D | | | D | | | D | | | D | | |

Intersection Summary

Area Type: Other

Cycle Length: 160

Actuated Cycle Length: 127.2

Natural Cycle: 160

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.86

Intersection Signal Delay: 35.0








Intersection LOS: D

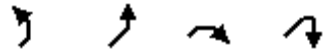
Intersection Capacity Utilization 87.4%

ICU Level of Service E

Analysis Period (min) 15

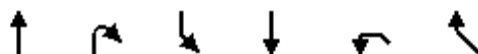
Splits and Phases: 96: Capitol Ave. & Ridge Ave.

| | | | | |
|--|--|--|--|--|
|  ø1 |  ø3 |  ø7 |  ø4 |  ø8 |
| 44 s | 25 s | 40 s | 21 s | 30 s |
|  ø2 |  ø6 | | | |
| 69 s | 40 s | | | |



| | | | | | |
|----------------------|------|-----|-----|------|----|
| Lane Group | NEL2 | NEL | NER | NER2 | ø6 |
| Approach LOS | B | | | | |
| Intersection Summary | | | | | |

| Lane Group | NBT | NBR | SBL | SBT | NWL | NWR |
|------------------------|-------|-------|-------|-------|-------|-------|
| Lane Configurations | ↑↑ | | ↘ | ↑↑ | ↘ | ↗ |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | 0% | | | 0% | 0% | |
| Storage Length (ft) | | 0 | 225 | | 125 | 0 |
| Storage Lanes | | 0 | 1 | | 1 | 1 |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Leading Detector (ft) | 50 | | 50 | 50 | 50 | 50 |
| Trailing Detector (ft) | 0 | | 0 | 0 | 0 | 0 |
| Turning Speed (mph) | | 9 | 15 | | 15 | 9 |
| Satd. Flow (prot) | 3493 | 0 | 1770 | 3539 | 1770 | 1583 |
| Flt Permitted | | | 0.133 | | 0.950 | |
| Satd. Flow (perm) | 3493 | 0 | 248 | 3539 | 1770 | 1583 |
| Right Turn on Red | | Yes | | | | Yes |
| Satd. Flow (RTOR) | 15 | | | | | 223 |
| Link Speed (mph) | 30 | | | 30 | 30 | |
| Link Distance (ft) | 599 | | | 628 | 1038 | |
| Travel Time (s) | 13.6 | | | 14.3 | 23.6 | |
| Volume (vph) | 1142 | 110 | 9 | 167 | 100 | 187 |
| Confl. Peds. (#/hr) | | | | | | |
| Confl. Bikes (#/hr) | | | | | | |
| Peak Hour Factor | 0.97 | 0.97 | 0.90 | 0.90 | 0.84 | 0.84 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | |
| Mid-Block Traffic (%) | 0% | | | 0% | 0% | |
| Lane Group Flow (vph) | 1290 | 0 | 10 | 186 | 119 | 223 |
| Turn Type | | pm+pt | | | Perm | |
| Protected Phases | 6 | | 5 | 2 | 4 | |
| Permitted Phases | | | 2 | | | 4 |
| Detector Phases | 6 | | 5 | 2 | 4 | 4 |
| Minimum Initial (s) | 7.0 | | 4.0 | 7.0 | 4.0 | 4.0 |
| Minimum Split (s) | 27.0 | | 8.0 | 27.0 | 26.0 | 26.0 |
| Total Split (s) | 30.0 | 0.0 | 20.0 | 50.0 | 25.0 | 25.0 |
| Total Split (%) | 40.0% | 0.0% | 26.7% | 66.7% | 33.3% | 33.3% |
| Yellow Time (s) | 4.0 | | 3.0 | 4.0 | 3.0 | 3.0 |
| All-Red Time (s) | 1.0 | | 1.0 | 1.0 | 1.0 | 1.0 |
| Lead/Lag | Lag | | Lead | | | |
| Lead-Lag Optimize? | Yes | | Yes | | | |
| Recall Mode | Min | | None | Min | None | None |
| Act Effct Green (s) | 31.4 | | 33.0 | 33.1 | 8.3 | 8.3 |
| Actuated g/C Ratio | 0.63 | | 0.58 | 0.67 | 0.17 | 0.17 |
| v/c Ratio | 0.58 | | 0.04 | 0.08 | 0.40 | 0.50 |
| Control Delay | 8.0 | | 5.1 | 3.4 | 20.8 | 7.4 |
| Queue Delay | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 8.0 | | 5.1 | 3.4 | 20.8 | 7.4 |
| LOS | A | | A | A | C | A |
| Approach Delay | 8.0 | | | 3.5 | 12.1 | |



| Lane Group | NBT | NBR | SBL | SBT | NWL | NWR |
|--------------|-----|-----|-----|-----|-----|-----|
| Approach LOS | A | | A | | B | |

Intersection Summary

Area Type: Other

Cycle Length: 75

Actuated Cycle Length: 49.7

Natural Cycle: 65

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.58

Intersection Signal Delay: 8.3

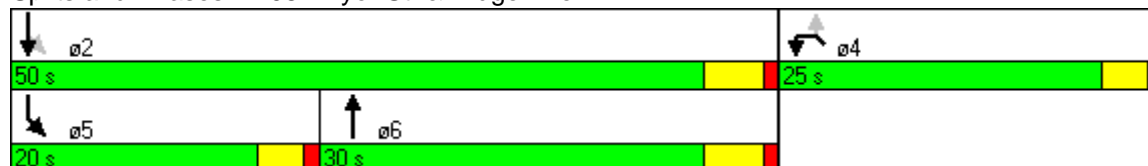
Intersection LOS: A

Intersection Capacity Utilization 53.3%







ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 98: Pryor St. & Ridge Ave.

































| | → | ↘ | ↙ | ← | ↖ | ↗ | |
|------------------------|-------|-------|-------|-------|-------|------|------|
| Lane Group | EBT | EBR | WBL | WBT | NBL | NBR | ø4 |
| Lane Configurations | ↑ | ↑ | | ↑ | ↑ | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | |
| Lane Width (ft) | 12 | 11 | 16 | 16 | 11 | 11 | |
| Grade (%) | 0% | | | 0% | 0% | | |
| Storage Length (ft) | | 280 | 0 | | 0 | 0 | |
| Storage Lanes | | 1 | 0 | | 1 | 0 | |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | |
| Leading Detector (ft) | 50 | 50 | 50 | 50 | 50 | | |
| Trailing Detector (ft) | 0 | 0 | 0 | 0 | 0 | | |
| Turning Speed (mph) | | 9 | 15 | | 15 | 9 | |
| Satd. Flow (prot) | 1863 | 1531 | 0 | 2111 | 1714 | 0 | |
| Flt Permitted | | | | | 0.952 | | |
| Satd. Flow (perm) | 1863 | 1531 | 0 | 2111 | 1714 | 0 | |
| Right Turn on Red | | Yes | | | | Yes | |
| Satd. Flow (RTOR) | | 215 | | | | | |
| Link Speed (mph) | 30 | | | 30 | 30 | | |
| Link Distance (ft) | 1416 | | | 1086 | 894 | | |
| Travel Time (s) | 32.2 | | | 24.7 | 20.3 | | |
| Volume (vph) | 107 | 187 | 1 | 259 | 468 | 1 | |
| Confl. Peds. (#/hr) | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | |
| Peak Hour Factor | 0.87 | 0.87 | 0.87 | 0.87 | 0.93 | 0.93 | |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | |
| Parking (#/hr) | | | | | | | |
| Mid-Block Traffic (%) | 0% | | | 0% | 0% | | |
| Lane Group Flow (vph) | 123 | 215 | 0 | 299 | 504 | 0 | |
| Turn Type | | Perm | Perm | | | | |
| Protected Phases | 2 | | | 2 | 3 | | 4 |
| Permitted Phases | | 2 | 2 | | | | |
| Detector Phases | 2 | 2 | 2 | 2 | 3 | | |
| Minimum Initial (s) | 30.0 | 30.0 | 30.0 | 30.0 | 26.0 | | 16.0 |
| Minimum Split (s) | 35.9 | 35.9 | 35.9 | 35.9 | 32.0 | | 20.0 |
| Total Split (s) | 40.0 | 40.0 | 40.0 | 40.0 | 35.0 | 0.0 | 20.0 |
| Total Split (%) | 42.1% | 42.1% | 42.1% | 42.1% | 36.8% | 0.0% | 21% |
| Yellow Time (s) | 3.4 | 3.4 | 3.4 | 3.4 | 3.8 | | 3.0 |
| All-Red Time (s) | 2.5 | 2.5 | 2.5 | 2.5 | 2.2 | | 1.0 |
| Lead/Lag | | | | | Lead | | Lag |
| Lead-Lag Optimize? | | | | | | | |
| Recall Mode | Min | Min | Min | Min | None | | None |
| Act Effct Green (s) | 31.9 | 31.9 | | 31.9 | 29.5 | | |
| Actuated g/C Ratio | 0.46 | 0.46 | | 0.46 | 0.43 | | |
| v/c Ratio | 0.14 | 0.26 | | 0.31 | 0.69 | | |
| Control Delay | 11.8 | 2.8 | | 13.2 | 22.2 | | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | |
| Total Delay | 11.8 | 2.8 | | 13.2 | 22.2 | | |
| LOS | B | A | | B | C | | |
| Approach Delay | 6.1 | | | 13.2 | 22.2 | | |

| | | | | | | | |
|---|---|---|---|---|---|---|----|
| |  |  |  |  |  |  | |
| Lane Group | EBT | EBR | WBL | WBT | NBL | NBR | ø4 |
| Approach LOS | A | | B | | C | | |
| Intersection Summary | | | | | | | |
| Area Type: | Other | | | | | | |
| Cycle Length: 95 | | | | | | | |
| Actuated Cycle Length: 69.4 | | | | | | | |
| Natural Cycle: 90 | | | | | | | |
| Control Type: Actuated-Uncoordinated | | | | | | | |
| Maximum v/c Ratio: 0.69 | | | | | | | |
| Intersection Signal Delay: 15.1 | | | | Intersection LOS: B | | | |
| Intersection Capacity Utilization 57.7% | | | | ICU Level of Service B | | | |
| Analysis Period (min) 15 | | | | | | | |

Splits and Phases: 99: McDonough Blvd. & Jonesboro Road

| | | |
|------|------|------|
| ← ø2 | ↖ ø3 | ↗ ø4 |
| 40 s | 35 s | 20 s |

| |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |  | |  |  | |  |  | | |  | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 10 | 10 | 10 | 12 | 13 | 13 | 13 | 13 | 13 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 70 | | 0 | 120 | | 0 | 0 | | 0 |
| Storage Lanes | 0 | | 0 | 1 | | 0 | 1 | | 0 | 0 | | 0 |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Leading Detector (ft) | 50 | 50 | | 50 | 50 | | 50 | 50 | | 50 | 50 | |
| Trailing Detector (ft) | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Satd. Flow (prot) | 0 | 1831 | 0 | 1652 | 1723 | 0 | 1770 | 1861 | 0 | 0 | 1887 | 0 |
| Flt Permitted | | 0.981 | | 0.695 | | | 0.720 | | | | 0.778 | |
| Satd. Flow (perm) | 0 | 1802 | 0 | 1208 | 1723 | 0 | 1341 | 1861 | 0 | 0 | 1483 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 12 | | | 6 | | | 26 | | | 4 | |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 1086 | | | 919 | | | 696 | | | 1361 | |
| Travel Time (s) | | 24.7 | | | 20.9 | | | 15.8 | | | 30.9 | |
| Volume (vph) | 7 | 103 | 13 | 101 | 208 | 13 | 40 | 476 | 135 | 8 | 30 | 3 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.81 | 0.81 | 0.81 | 0.79 | 0.79 | 0.79 | 0.95 | 0.95 | 0.95 | 0.73 | 0.73 | 0.73 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Lane Group Flow (vph) | 0 | 152 | 0 | 128 | 279 | 0 | 42 | 643 | 0 | 0 | 56 | 0 |
| Turn Type | Perm | | | Perm | | | Perm | | | Perm | | |
| Protected Phases | | 2 | | | 6 | | | 4 | | | 8 | |
| Permitted Phases | 2 | | | 6 | | | 4 | | | 8 | | |
| Detector Phases | 2 | 2 | | 6 | 6 | | 4 | 4 | | 8 | 8 | |
| Minimum Initial (s) | 29.3 | 29.3 | | 29.3 | 29.3 | | 24.5 | 24.5 | | 24.5 | 24.5 | |
| Minimum Split (s) | 35.0 | 35.0 | | 35.0 | 35.0 | | 30.0 | 30.0 | | 30.0 | 30.0 | |
| Total Split (s) | 35.0 | 35.0 | 0.0 | 35.0 | 35.0 | 0.0 | 30.0 | 30.0 | 0.0 | 30.0 | 30.0 | 0.0 |
| Total Split (%) | 53.8% | 53.8% | 0.0% | 53.8% | 53.8% | 0.0% | 46.2% | 46.2% | 0.0% | 46.2% | 46.2% | 0.0% |
| Yellow Time (s) | 3.8 | 3.8 | | 3.8 | 3.8 | | 3.7 | 3.7 | | 3.7 | 3.7 | |
| All-Red Time (s) | 1.9 | 1.9 | | 1.9 | 1.9 | | 1.8 | 1.8 | | 1.8 | 1.8 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | Min | Min | | Min | Min | | Min | Min | | Min | Min | |
| Act Effct Green (s) | | 31.0 | | 31.0 | 31.0 | | 26.0 | 26.0 | | | 26.0 | |
| Actuated g/C Ratio | | 0.48 | | 0.48 | 0.48 | | 0.40 | 0.40 | | | 0.40 | |
| v/c Ratio | | 0.18 | | 0.22 | 0.34 | | 0.08 | 0.85 | | | 0.09 | |
| Control Delay | | 9.6 | | 11.3 | 11.8 | | 12.7 | 30.0 | | | 12.1 | |
| Queue Delay | | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | | 0.0 | |
| Total Delay | | 9.6 | | 11.3 | 11.8 | | 12.7 | 30.0 | | | 12.1 | |
| LOS | | A | | B | B | | B | C | | | B | |
| Approach Delay | | 9.6 | | | 11.6 | | | 28.9 | | | 12.1 | |

| |  |  |  |  |  |  |  |  |  |  |  |  |
|--------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Approach LOS | A | | | B | | | C | | | B | | |

Intersection Summary

Area Type: Other

Cycle Length: 65

Actuated Cycle Length: 65

Natural Cycle: 65

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.85

Intersection Signal Delay: 20.5

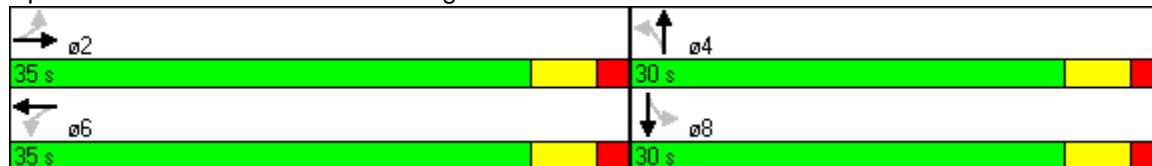
Intersection LOS: C











Intersection Capacity Utilization 64.3%

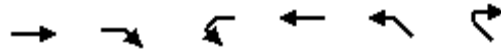
ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 100: McDonough Blvd. & Lakewood Ave.



| |  |  |  |  |  |  | |
|------------------------|---|---|---|---|---|---|------|
| Lane Group | EBT | EBR | WBL | WBT | NWL | NWR | ø4 |
| Lane Configurations |  |  | |  |  | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | |
| Grade (%) | 0% | | | 0% | 0% | | |
| Storage Length (ft) | | 0 | 0 | | 0 | 0 | |
| Storage Lanes | | 1 | 0 | | 1 | 0 | |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | |
| Leading Detector (ft) | 50 | 50 | | 50 | 50 | | |
| Trailing Detector (ft) | 0 | 0 | | 0 | 0 | | |
| Turning Speed (mph) | | 9 | 15 | | 15 | 9 | |
| Satd. Flow (prot) | 1863 | 1583 | 0 | 1863 | 1770 | 0 | |
| Flt Permitted | | | | | 0.950 | | |
| Satd. Flow (perm) | 1863 | 1583 | 0 | 1863 | 1770 | 0 | |
| Right Turn on Red | | Yes | | | | Yes | |
| Satd. Flow (RTOR) | | 56 | | | | | |
| Link Speed (mph) | 30 | | | 30 | 30 | | |
| Link Distance (ft) | 904 | | | 611 | 1361 | | |
| Travel Time (s) | 20.5 | | | 13.9 | 30.9 | | |
| Volume (vph) | 37 | 44 | 0 | 457 | 465 | 0 | |
| Confl. Peds. (#/hr) | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | |
| Peak Hour Factor | 0.78 | 0.78 | 0.89 | 0.89 | 0.96 | 0.96 | |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | |
| Parking (#/hr) | | | | | | | |
| Mid-Block Traffic (%) | 0% | | | 0% | 0% | | |
| Lane Group Flow (vph) | 47 | 56 | 0 | 513 | 484 | 0 | |
| Turn Type | Perm | | | | | | |
| Protected Phases | 2 | | | 6 | 1 | | 4 |
| Permitted Phases | | 2 | | | | | |
| Detector Phases | 2 | 2 | | 6 | 1 | | |
| Minimum Initial (s) | 21.9 | 21.9 | | 21.9 | 10.0 | | 16.0 |
| Minimum Split (s) | 28.0 | 28.0 | | 28.0 | 15.7 | | 20.0 |
| Total Split (s) | 28.0 | 28.0 | 0.0 | 28.0 | 32.0 | 0.0 | 20.0 |
| Total Split (%) | 35.0% | 35.0% | 0.0% | 35.0% | 40.0% | 0.0% | 25% |
| Yellow Time (s) | 3.9 | 3.9 | | 3.9 | 3.6 | | 3.0 |
| All-Red Time (s) | 2.2 | 2.2 | | 2.2 | 2.1 | | 1.0 |
| Lead/Lag | | | | | | | |
| Lead-Lag Optimize? | | | | | | | |
| Recall Mode | Min | Min | | Min | None | | None |
| Act Effct Green (s) | 24.2 | 24.2 | | 24.2 | 21.6 | | |
| Actuated g/C Ratio | 0.45 | 0.45 | | 0.45 | 0.40 | | |
| v/c Ratio | 0.06 | 0.08 | | 0.61 | 0.68 | | |
| Control Delay | 10.6 | 4.1 | | 16.6 | 18.6 | | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | |
| Total Delay | 10.6 | 4.1 | | 16.6 | 18.6 | | |
| LOS | B | A | | B | B | | |
| Approach Delay | 7.1 | | | 16.6 | 18.6 | | |



| Lane Group | EBT | EBR | WBL | WBT | NWL | NWR | ø4 |
|--------------|-----|-----|-----|-----|-----|-----|----|
| Approach LOS | A | | | B | | B | |

Intersection Summary

Area Type: Other

Cycle Length: 80

Actuated Cycle Length: 53.9

Natural Cycle: 80

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.68

Intersection Signal Delay: 16.6

Intersection LOS: B




















Intersection Capacity Utilization 56.5%

















ICU Level of Service B










Analysis Period (min) 15























Splits and Phases: 101: Milton Ave. & Lakewood Ave.

| | | |
|------|------|------|
| ø1 | ø2 | ø4 |
| 32 s | 28 s | 20 s |
| | ø6 | |
| | 28 s | |

| | | | | | | | | | | | | |
|-----------------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| |  |  |  |  |  |  |  |  |  |  |  |  |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NEL | NET | NER | SWL | SWT | SWR |
| Lane Configurations |  |  | | |  |  | |  | | |  |  |
| Sign Control | Free | | | | Free | | | Stop | | | Stop | |
| Grade | 0% | | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 50 | 135 | 23 | 5 | 200 | 176 | 5 | 139 | 11 | 10 | 30 | 11 |
| Peak Hour Factor | 0.82 | 0.82 | 0.82 | 0.90 | 0.90 | 0.90 | 0.77 | 0.77 | 0.77 | 0.85 | 0.85 | 0.85 |
| Hourly flow rate (vph) | 61 | 165 | 28 | 6 | 222 | 196 | 6 | 181 | 14 | 12 | 35 | 13 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | 14 |
| Median type | | | | | | | None | | None | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | 255 | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 418 | | | 193 | | | 440 | 729 | 179 | 722 | 646 | 209 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 418 | | | 193 | | | 440 | 729 | 179 | 722 | 646 | 209 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 95 | | | 100 | | | 99 | 45 | 98 | 93 | 90 | 98 |
| cM capacity (veh/h) | 1138 | | | 1378 | | | 436 | 328 | 833 | 167 | 367 | 797 |
| Direction, Lane # | EB 1 | EB 2 | WB 1 | WB 2 | NE 1 | SW 1 | | | | | | |
| Volume Total | 61 | 193 | 117 | 307 | 201 | 60 | | | | | | |
| Volume Left | 61 | 0 | 6 | 0 | 6 | 12 | | | | | | |
| Volume Right | 0 | 28 | 0 | 196 | 14 | 13 | | | | | | |
| cSH | 1138 | 1700 | 1378 | 1700 | 346 | 404 | | | | | | |
| Volume to Capacity | 0.05 | 0.11 | 0.00 | 0.18 | 0.58 | 0.15 | | | | | | |
| Queue Length 95th (ft) | 4 | 0 | 0 | 0 | 88 | 13 | | | | | | |
| Control Delay (s) | 8.3 | 0.0 | 0.4 | 0.0 | 29.0 | 16.5 | | | | | | |
| Lane LOS | A | | A | | D | C | | | | | | |
| Approach Delay (s) | 2.0 | | 0.1 | | 29.0 | 16.5 | | | | | | |
| Approach LOS | | | | | D | C | | | | | | |
| Intersection Summary | | | | | | | | | | | | |
| Average Delay | | | 7.9 | | | | | | | | | |
| Intersection Capacity Utilization | | | 41.9% | | ICU Level of Service | | | A | | | | |
| Analysis Period (min) | | | 15 | | | | | | | | | |
| | | | | | | | | | | | | |

















| | | | | | | | | | | | | |
|-----------------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| |  |  |  |  |  |  |  |  |  |  |  |  |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |  | | |  | | |  | | |  | |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 2 | 2 | 3 | 4 | 0 | 16 | 5 | 481 | 9 | 6 | 111 | 2 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.87 | 0.87 | 0.87 |
| Hourly flow rate (vph) | 2 | 2 | 3 | 4 | 0 | 17 | 5 | 523 | 10 | 7 | 128 | 2 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 699 | 686 | 129 | 685 | 682 | 528 | 130 | | | 533 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 699 | 686 | 129 | 685 | 682 | 528 | 130 | | | 533 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 99 | 99 | 100 | 99 | 100 | 97 | 100 | | | 99 | | |
| cM capacity (veh/h) | 341 | 366 | 921 | 356 | 368 | 551 | 1456 | | | 1035 | | |
| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 | | | | | | | | |
| Volume Total | 8 | 22 | 538 | 137 | | | | | | | | |
| Volume Left | 2 | 4 | 5 | 7 | | | | | | | | |
| Volume Right | 3 | 17 | 10 | 2 | | | | | | | | |
| cSH | 480 | 496 | 1456 | 1035 | | | | | | | | |
| Volume to Capacity | 0.02 | 0.04 | 0.00 | 0.01 | | | | | | | | |
| Queue Length 95th (ft) | 1 | 3 | 0 | 1 | | | | | | | | |
| Control Delay (s) | 12.6 | 12.6 | 0.1 | 0.5 | | | | | | | | |
| Lane LOS | B | B | A | A | | | | | | | | |
| Approach Delay (s) | 12.6 | 12.6 | 0.1 | 0.5 | | | | | | | | |
| Approach LOS | B | B | | | | | | | | | | |
| Intersection Summary | | | | | | | | | | | | |
| Average Delay | | | 0.7 | | | | | | | | | |
| Intersection Capacity Utilization | | | 37.5% | | | | ICU Level of Service | | | A | | |
| Analysis Period (min) | | | 15 | | | | | | | | | |
| | | | | | | | | | | | | |

| |  |  |  |  |  |  |
|-----------------------------------|---|---|---|---|---|---|
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations |  | |  | | |  |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Volume (veh/h) | 1 | 3 | 142 | 3 | 2 | 28 |
| Peak Hour Factor | 0.50 | 0.50 | 0.77 | 0.77 | 0.83 | 0.83 |
| Hourly flow rate (vph) | 2 | 6 | 184 | 4 | 2 | 34 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage (veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 225 | 186 | | | 188 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 225 | 186 | | | 188 | |
| tC, single (s) | 6.4 | 6.2 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.2 | |
| p0 queue free % | 100 | 99 | | | 100 | |
| cM capacity (veh/h) | 762 | 856 | | | 1386 | |
| Direction, Lane # | WB 1 | NB 1 | SB 1 | | | |
| Volume Total | 8 | 188 | 36 | | | |
| Volume Left | 2 | 0 | 2 | | | |
| Volume Right | 6 | 4 | 0 | | | |
| cSH | 830 | 1700 | 1386 | | | |
| Volume to Capacity | 0.01 | 0.11 | 0.00 | | | |
| Queue Length 95th (ft) | 1 | 0 | 0 | | | |
| Control Delay (s) | 9.4 | 0.0 | 0.5 | | | |
| Lane LOS | A | | A | | | |
| Approach Delay (s) | 9.4 | 0.0 | 0.5 | | | |
| Approach LOS | A | | | | | |
| Intersection Summary | | | | | | |
| Average Delay | | 0.4 | | | | |
| Intersection Capacity Utilization | | 17.7% | | ICU Level of Service | | A |
| Analysis Period (min) | | 15 | | | | |

| | | | | | | | | | | | | |
|-----------------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| |  |  |  |  |  |  |  |  |  |  |  |  |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  |  |  |  | |  |  | |  |  |  |
| Sign Control | Free | | | Free | | | Stop | | | Stop | | |
| Grade | 0% | | | 0% | | | 0% | | | 0% | | |
| Volume (veh/h) | 108 | 182 | 99 | 5 | 147 | 5 | 169 | 45 | 8 | 1 | 8 | 20 |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.82 | 0.82 | 0.82 | 0.85 | 0.85 | 0.85 | 0.45 | 0.45 | 0.45 |
| Hourly flow rate (vph) | 116 | 196 | 106 | 6 | 179 | 6 | 199 | 53 | 9 | 2 | 18 | 44 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | None | | | | | | None | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 185 | | | 302 | | | 673 | 626 | 196 | 658 | 729 | 182 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 185 | | | 302 | | | 673 | 626 | 196 | 658 | 729 | 182 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 92 | | | 100 | | | 36 | 86 | 99 | 99 | 94 | 95 |
| cM capacity (veh/h) | 1389 | | | 1259 | | | 313 | 366 | 846 | 310 | 319 | 860 |
| Direction, Lane # | EB 1 | EB 2 | EB 3 | WB 1 | WB 2 | NB 1 | NB 2 | SB 1 | SB 2 | | | |
| Volume Total | 116 | 196 | 106 | 6 | 185 | 199 | 62 | 2 | 62 | | | |
| Volume Left | 116 | 0 | 0 | 6 | 0 | 199 | 0 | 2 | 0 | | | |
| Volume Right | 0 | 0 | 106 | 0 | 6 | 0 | 9 | 0 | 44 | | | |
| cSH | 1389 | 1700 | 1700 | 1259 | 1700 | 313 | 400 | 310 | 579 | | | |
| Volume to Capacity | 0.08 | 0.12 | 0.06 | 0.00 | 0.11 | 0.64 | 0.16 | 0.01 | 0.11 | | | |
| Queue Length 95th (ft) | 7 | 0 | 0 | 0 | 0 | 102 | 14 | 1 | 9 | | | |
| Control Delay (s) | 7.8 | 0.0 | 0.0 | 7.9 | 0.0 | 34.6 | 15.7 | 16.7 | 12.0 | | | |
| Lane LOS | A | | | A | | D | C | C | B | | | |
| Approach Delay (s) | 2.2 | | | 0.3 | | 30.1 | | 12.1 | | | | |
| Approach LOS | | | | | | D | | B | | | | |
| Intersection Summary | | | | | | | | | | | | |
| Average Delay | 10.3 | | | | | | | | | | | |
| Intersection Capacity Utilization | 40.1% | | | ICU Level of Service | | | | | A | | | |
| Analysis Period (min) | 15 | | | | | | | | | | | |
| | | | | | | | | | | | | |





















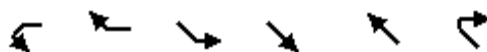
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|-----------------------------------|------|-------|------|----------------------|------|------|
| Lane Configurations | W | | | W | W | |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 4 | 23 | 18 | 476 | 107 | 0 |
| Peak Hour Factor | 0.61 | 0.61 | 0.89 | 0.89 | 0.86 | 0.86 |
| Hourly flow rate (vph) | 7 | 38 | 20 | 535 | 124 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage (veh) | | | | | | |
| Upstream signal (ft) | | | | | 436 | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 700 | 124 | 124 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 700 | 124 | 124 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 98 | 96 | 99 | | | |
| cM capacity (veh/h) | 400 | 926 | 1462 | | | |
| Direction, Lane # | EB 1 | NB 1 | SB 1 | | | |
| Volume Total | 44 | 555 | 124 | | | |
| Volume Left | 7 | 20 | 0 | | | |
| Volume Right | 38 | 0 | 0 | | | |
| cSH | 775 | 1462 | 1700 | | | |
| Volume to Capacity | 0.06 | 0.01 | 0.07 | | | |
| Queue Length 95th (ft) | 5 | 1 | 0 | | | |
| Control Delay (s) | 9.9 | 0.4 | 0.0 | | | |
| Lane LOS | A | A | | | | |
| Approach Delay (s) | 9.9 | 0.4 | 0.0 | | | |
| Approach LOS | A | | | | | |
| Intersection Summary | | | | | | |
| Average Delay | | | 0.9 | | | |
| Intersection Capacity Utilization | | 42.7% | | ICU Level of Service | | A |
| Analysis Period (min) | | 15 | | | | |

| | | | | | | | | | | | | |
|-----------------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| |  |  |  |  |  |  |  |  |  |  |  |  |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |  | | |  | | |  | | |  | |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 3 | 168 | 2 | 2 | 128 | 8 | 4 | 8 | 4 | 11 | 7 | 6 |
| Peak Hour Factor | 0.85 | 0.85 | 0.85 | 0.82 | 0.82 | 0.82 | 0.50 | 0.50 | 0.50 | 0.75 | 0.75 | 0.75 |
| Hourly flow rate (vph) | 4 | 198 | 2 | 2 | 156 | 10 | 8 | 16 | 8 | 15 | 9 | 8 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | None | | | | | | | | None | | | |
| Median storage veh | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 166 | | | 200 | | | 384 | 377 | 199 | 388 | 373 | 161 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 166 | | | 200 | | | 384 | 377 | 199 | 388 | 373 | 161 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 100 | | | 99 | 97 | 99 | 97 | 98 | 99 |
| cM capacity (veh/h) | 1412 | | | 1372 | | | 560 | 552 | 842 | 551 | 555 | 884 |
| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 | | | | | | | | |
| Volume Total | 204 | 168 | 32 | 32 | | | | | | | | |
| Volume Left | 4 | 2 | 8 | 15 | | | | | | | | |
| Volume Right | 2 | 10 | 8 | 8 | | | | | | | | |
| cSH | 1412 | 1372 | 607 | 610 | | | | | | | | |
| Volume to Capacity | 0.00 | 0.00 | 0.05 | 0.05 | | | | | | | | |
| Queue Length 95th (ft) | 0 | 0 | 4 | 4 | | | | | | | | |
| Control Delay (s) | 0.2 | 0.1 | 11.3 | 11.2 | | | | | | | | |
| Lane LOS | A | A | B | B | | | | | | | | |
| Approach Delay (s) | 0.2 | 0.1 | 11.3 | 11.2 | | | | | | | | |
| Approach LOS | | | B | B | | | | | | | | |
| Intersection Summary | | | | | | | | | | | | |
| Average Delay | | | 1.8 | | | | | | | | | |
| Intersection Capacity Utilization | | 20.7% | | | ICU Level of Service | | | | A | | | |
| Analysis Period (min) | | | 15 | | | | | | | | | |
| | | | | | | | | | | | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|-----------------------------------|------|------|-------|------|----------------------|------|
| Lane Configurations | W | | | ↑↑ | ↑↑ | |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 11 | 14 | 12 | 770 | 254 | 5 |
| Peak Hour Factor | 0.62 | 0.62 | 0.88 | 0.88 | 0.85 | 0.85 |
| Hourly flow rate (vph) | 18 | 23 | 14 | 875 | 299 | 6 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage (veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 767 | 152 | 305 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 767 | 152 | 305 | | | |
| tC, single (s) | 6.8 | 6.9 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 95 | 97 | 99 | | | |
| cM capacity (veh/h) | 335 | 866 | 1253 | | | |
| Direction, Lane # | EB 1 | NB 1 | NB 2 | SB 1 | SB 2 | |
| Volume Total | 40 | 305 | 583 | 199 | 105 | |
| Volume Left | 18 | 14 | 0 | 0 | 0 | |
| Volume Right | 23 | 0 | 0 | 0 | 6 | |
| cSH | 510 | 1253 | 1700 | 1700 | 1700 | |
| Volume to Capacity | 0.08 | 0.01 | 0.34 | 0.12 | 0.06 | |
| Queue Length 95th (ft) | 6 | 1 | 0 | 0 | 0 | |
| Control Delay (s) | 12.7 | 0.5 | 0.0 | 0.0 | 0.0 | |
| Lane LOS | B | A | | | | |
| Approach Delay (s) | 12.7 | 0.2 | | 0.0 | | |
| Approach LOS | B | | | | | |
| Intersection Summary | | | | | | |
| Average Delay | | | 0.5 | | | |
| Intersection Capacity Utilization | | | 39.8% | | ICU Level of Service | A |
| Analysis Period (min) | | | 15 | | | |

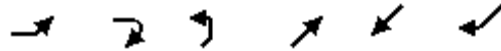
| | | | | | | | | | | | | |
|-----------------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| |  |  |  |  |  |  |  |  |  |  |  | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |   | | |   | |  | |  | | | |
| Sign Control | Free | | | Free | | | Stop | | | Stop | | |
| Grade | 0% | | | 0% | | | 0% | | | 0% | | |
| Volume (veh/h) | 157 | 567 | 0 | 0 | 437 | 103 | 107 | 0 | 220 | 0 | 0 | 0 |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.94 | 0.94 | 0.94 | 0.93 | 0.93 | 0.93 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 169 | 610 | 0 | 0 | 465 | 110 | 115 | 0 | 237 | 0 | 0 | 0 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | None | | | | | | None | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | 472 | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 574 | | | 610 | | | 1180 | 1522 | 305 | 1162 | 1467 | 287 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 574 | | | 610 | | | 1180 | 1522 | 305 | 1162 | 1467 | 287 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 83 | | | 100 | | | 9 | 100 | 66 | 100 | 100 | 100 |
| cM capacity (veh/h) | 995 | | | 965 | | | 127 | 97 | 691 | 86 | 105 | 709 |
| Direction, Lane # | EB 1 | EB 2 | EB 3 | WB 1 | WB 2 | NB 1 | NB 2 | | | | | |
| Volume Total | 169 | 305 | 305 | 310 | 265 | 115 | 237 | | | | | |
| Volume Left | 169 | 0 | 0 | 0 | 0 | 115 | 0 | | | | | |
| Volume Right | 0 | 0 | 0 | 0 | 110 | 0 | 237 | | | | | |
| cSH | 995 | 1700 | 1700 | 1700 | 1700 | 127 | 691 | | | | | |
| Volume to Capacity | 0.17 | 0.18 | 0.18 | 0.18 | 0.16 | 0.91 | 0.34 | | | | | |
| Queue Length 95th (ft) | 15 | 0 | 0 | 0 | 0 | 147 | 38 | | | | | |
| Control Delay (s) | 9.4 | 0.0 | 0.0 | 0.0 | 0.0 | 122.5 | 12.9 | | | | | |
| Lane LOS | A | | | | | F | B | | | | | |
| Approach Delay (s) | 2.0 | | | 0.0 | | 48.8 | | | | | | |
| Approach LOS | | | | | | E | | | | | | |
| Intersection Summary | | | | | | | | | | | | |
| Average Delay | 11.0 | | | | | | | | | | | |
| Intersection Capacity Utilization | 65.9% | | | ICU Level of Service | | | | C | | | | |
| Analysis Period (min) | 15 | | | | | | | | | | | |
| | | | | | | | | | | | | |



| Movement | WBL | WBR | SEL | SET | NWT | NWR |
|-----------------------------------|------|-------|------|----------------------|------|------|
| Lane Configurations | W | | | T | T | |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 2 | 158 | 67 | 32 | 166 | 1 |
| Peak Hour Factor | 0.85 | 0.85 | 0.92 | 0.92 | 0.89 | 0.89 |
| Hourly flow rate (vph) | 2 | 186 | 73 | 35 | 187 | 1 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage (veh) | | | | | | |
| Upstream signal (ft) | | | | 1038 | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 368 | 187 | 188 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 368 | 187 | 188 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 100 | 78 | 95 | | | |
| cM capacity (veh/h) | 599 | 855 | 1387 | | | |
| Direction, Lane # | WB 1 | SE 1 | NW 1 | | | |
| Volume Total | 188 | 108 | 188 | | | |
| Volume Left | 2 | 73 | 0 | | | |
| Volume Right | 186 | 0 | 1 | | | |
| cSH | 850 | 1387 | 1700 | | | |
| Volume to Capacity | 0.22 | 0.05 | 0.11 | | | |
| Queue Length 95th (ft) | 21 | 4 | 0 | | | |
| Control Delay (s) | 10.4 | 5.4 | 0.0 | | | |
| Lane LOS | B | A | | | | |
| Approach Delay (s) | 10.4 | 5.4 | 0.0 | | | |
| Approach LOS | B | | | | | |
| Intersection Summary | | | | | | |
| Average Delay | | | 5.3 | | | |
| Intersection Capacity Utilization | | 34.1% | | ICU Level of Service | | A |
| Analysis Period (min) | | | 15 | | | |



| Lane Group | EBL | EBR | NEL | NET | SWT | SWR |
|------------------------|------------|-------|-------|-------|-------|------|
| Lane Configurations | | | | | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | 0% | | | 0% | 0% | |
| Storage Length (ft) | 0 | 0 | 0 | | | 0 |
| Storage Lanes | 1 | 1 | 0 | | | 0 |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Leading Detector (ft) | 50 | 50 | 50 | 50 | 50 | |
| Trailing Detector (ft) | 0 | 0 | 0 | 0 | 0 | |
| Turning Speed (mph) | 15 | 9 | 15 | | | 9 |
| Satd. Flow (prot) | 1770 | 1583 | 0 | 5019 | 3522 | 0 |
| Flt Permitted | 0.950 | | | 0.669 | | |
| Satd. Flow (perm) | 1770 | 1583 | 0 | 3402 | 3522 | 0 |
| Right Turn on Red | | Yes | | | | Yes |
| Satd. Flow (RTOR) | | 275 | | | 4 | |
| Link Speed (mph) | 30 | | | 40 | 40 | |
| Link Distance (ft) | 802 | | | 951 | 666 | |
| Travel Time (s) | 18.2 | | | 16.2 | 11.4 | |
| Volume (vph) | 30 | 330 | 173 | 500 | 639 | 23 |
| Confl. Peds. (#/hr) | | | | | | |
| Confl. Bikes (#/hr) | | | | | | |
| Peak Hour Factor | 0.97 | 0.97 | 0.92 | 0.92 | 0.91 | 0.91 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | |
| Mid-Block Traffic (%) | 0% | | | 0% | 0% | |
| Lane Group Flow (vph) | 31 | 340 | 0 | 731 | 727 | 0 |
| Turn Type | Perm pm+pt | | | | | |
| Protected Phases | 4 | | 5 | 2 | 6 | |
| Permitted Phases | | 4 | 2 | | | |
| Detector Phases | 4 | 4 | 5 | 2 | 6 | |
| Minimum Initial (s) | 9.0 | 9.0 | 4.0 | 15.0 | 15.0 | |
| Minimum Split (s) | 26.1 | 26.1 | 8.7 | 21.1 | 20.1 | |
| Total Split (s) | 46.0 | 46.0 | 12.0 | 44.0 | 32.0 | 0.0 |
| Total Split (%) | 51.1% | 51.1% | 13.3% | 48.9% | 35.6% | 0.0% |
| Yellow Time (s) | 3.2 | 3.2 | 3.2 | 3.6 | 3.6 | |
| All-Red Time (s) | 1.9 | 1.9 | 1.5 | 1.5 | 1.5 | |
| Lead/Lag | | | Lead | | Lag | |
| Lead-Lag Optimize? | | | | | | |
| Recall Mode | None | None | None | C-Max | C-Max | |
| Act Effct Green (s) | 12.6 | 12.6 | | 69.4 | 69.4 | |
| Actuated g/C Ratio | 0.14 | 0.14 | | 0.77 | 0.77 | |
| v/c Ratio | 0.12 | 0.74 | | 0.28 | 0.27 | |
| Control Delay | 33.1 | 18.7 | | 2.9 | 3.6 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 33.1 | 18.7 | | 2.9 | 3.6 | |
| LOS | C | B | | A | A | |
| Approach Delay | 19.9 | | | 2.9 | 3.6 | |



| Lane Group | EBL | EBR | NEL | NET | SWT | SWR |
|--------------|-----|-----|-----|-----|-----|-----|
| Approach LOS | B | | A | | A | |

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 40 (44%), Referenced to phase 2:NETL and 6:SWT, Start of Green

Natural Cycle: 55

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.74

Intersection Signal Delay: 6.6

Intersection LOS: A

Intersection Capacity Utilization 49.1%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 80: White St. & Lee St.

| | | | |
|----------|----------|----------|--|
| 44 s | | 46 s | |
| 12 s | 32 s | | |



| Lane Group | SEL | SER | NEL | NET | SWT | SWR |
|------------------------|------------|-------|-------|-------|-------|------|
| Lane Configurations | | | | | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 10 | 11 | 12 | 12 | 12 | 12 |
| Grade (%) | 0% | | | 0% | 0% | |
| Storage Length (ft) | 0 | 0 | 90 | | | 0 |
| Storage Lanes | 1 | 1 | 1 | | | 0 |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Leading Detector (ft) | 50 | 50 | 50 | 50 | 50 | |
| Trailing Detector (ft) | 0 | 0 | 0 | 0 | 0 | |
| Turning Speed (mph) | 15 | 9 | 15 | | | 9 |
| Satd. Flow (prot) | 1652 | 1531 | 1770 | 3539 | 3525 | 0 |
| Flt Permitted | 0.950 | | 0.125 | | | |
| Satd. Flow (perm) | 1652 | 1531 | 233 | 3539 | 3525 | 0 |
| Right Turn on Red | | Yes | | | | Yes |
| Satd. Flow (RTOR) | | 107 | | | 3 | |
| Link Speed (mph) | 35 | | | 40 | 40 | |
| Link Distance (ft) | 730 | | | 308 | 951 | |
| Travel Time (s) | 14.2 | | | 5.3 | 16.2 | |
| Volume (vph) | 31 | 91 | 105 | 625 | 1072 | 31 |
| Confl. Peds. (#/hr) | | | | | | |
| Confl. Bikes (#/hr) | | | | | | |
| Peak Hour Factor | 0.85 | 0.85 | 0.97 | 0.97 | 0.84 | 0.84 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | |
| Mid-Block Traffic (%) | 0% | | | 0% | 0% | |
| Lane Group Flow (vph) | 36 | 107 | 108 | 644 | 1313 | 0 |
| Turn Type | Perm pm+pt | | | | | |
| Protected Phases | 4 | | 5 | 2 | 6 | |
| Permitted Phases | | 4 | 2 | | | |
| Detector Phases | 4 | 4 | 5 | 2 | 6 | |
| Minimum Initial (s) | 9.0 | 9.0 | 4.0 | 15.0 | 15.0 | |
| Minimum Split (s) | 26.1 | 26.1 | 8.7 | 21.1 | 20.1 | |
| Total Split (s) | 46.0 | 46.0 | 12.0 | 44.0 | 32.0 | 0.0 |
| Total Split (%) | 51.1% | 51.1% | 13.3% | 48.9% | 35.6% | 0.0% |
| Yellow Time (s) | 3.2 | 3.2 | 3.2 | 3.6 | 3.6 | |
| All-Red Time (s) | 1.9 | 1.9 | 1.5 | 1.5 | 1.5 | |
| Lead/Lag | | | Lead | | Lag | |
| Lead-Lag Optimize? | | | | | | |
| Recall Mode | None | None | None | C-Max | C-Max | |
| Act Effct Green (s) | 10.2 | 10.2 | 74.6 | 75.4 | 66.1 | |
| Actuated g/C Ratio | 0.11 | 0.11 | 0.83 | 0.84 | 0.73 | |
| v/c Ratio | 0.19 | 0.40 | 0.34 | 0.22 | 0.51 | |
| Control Delay | 38.8 | 12.5 | 4.8 | 2.2 | 6.6 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.4 | 0.0 | |
| Total Delay | 38.8 | 12.5 | 4.8 | 2.6 | 6.6 | |
| LOS | D | B | A | A | A | |
| Approach Delay | 19.1 | | | 2.9 | 6.6 | |



| Lane Group | SEL | SER | NEL | NET | SWT | SWR |
|--------------|-----|-----|-----|-----|-----|-----|
| Approach LOS | B | | A | | A | |

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 35 (39%), Referenced to phase 2:NETL and 6:SWT, Start of Green

Natural Cycle: 65

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.51

Intersection Signal Delay: 6.1

Intersection LOS: A

Intersection Capacity Utilization 53.9%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 81: Donnelly Ave. & Lee St.

| | | | |
|----------|----------|----------|--|
| 44 s | | 46 s | |
| 12 s | 32 s | | |



| Lane Group | EBL | EBR | NEL | NET | SWT | SWR |
|------------------------|-------|------|-------|-------|-------|------|
| Lane Configurations | | | | | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | 0% | | | 0% | 0% | |
| Storage Length (ft) | 0 | 0 | 0 | | | 0 |
| Storage Lanes | 1 | 0 | 0 | | | 0 |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Leading Detector (ft) | 50 | | 50 | 50 | 50 | |
| Trailing Detector (ft) | 0 | | 0 | 0 | 0 | |
| Turning Speed (mph) | 15 | 9 | 15 | | | 9 |
| Satd. Flow (prot) | 1724 | 0 | 0 | 3532 | 5029 | 0 |
| Flt Permitted | 0.967 | | | 0.891 | | |
| Satd. Flow (perm) | 1724 | 0 | 0 | 3153 | 5029 | 0 |
| Right Turn on Red | | Yes | | | | Yes |
| Satd. Flow (RTOR) | 32 | | | | 20 | |
| Link Speed (mph) | 30 | | | 40 | 40 | |
| Link Distance (ft) | 724 | | | 691 | 2169 | |
| Travel Time (s) | 16.5 | | | 11.8 | 37.0 | |
| Volume (vph) | 67 | 31 | 22 | 547 | 796 | 63 |
| Confl. Peds. (#/hr) | | | | | | |
| Confl. Bikes (#/hr) | | | | | | |
| Peak Hour Factor | 0.74 | 0.74 | 0.93 | 0.93 | 0.89 | 0.89 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | |
| Mid-Block Traffic (%) | 0% | | | 0% | 0% | |
| Lane Group Flow (vph) | 133 | 0 | 0 | 612 | 965 | 0 |
| Turn Type | | | Perm | | | |
| Protected Phases | 8 | | | 6 | 2 | |
| Permitted Phases | | | 6 | | | |
| Detector Phases | 8 | | 6 | 6 | 2 | |
| Minimum Initial (s) | 9.0 | | 15.0 | 15.0 | 15.0 | |
| Minimum Split (s) | 24.2 | | 22.0 | 22.0 | 22.0 | |
| Total Split (s) | 42.0 | 0.0 | 48.0 | 48.0 | 48.0 | 0.0 |
| Total Split (%) | 46.7% | 0.0% | 53.3% | 53.3% | 53.3% | 0.0% |
| Yellow Time (s) | 3.2 | | 4.3 | 4.3 | 4.3 | |
| All-Red Time (s) | 2.0 | | 1.7 | 1.7 | 1.7 | |
| Lead/Lag | | | | | | |
| Lead-Lag Optimize? | | | | | | |
| Recall Mode | None | | C-Max | C-Max | C-Max | |
| Act Effct Green (s) | 12.0 | | | 73.7 | 73.7 | |
| Actuated g/C Ratio | 0.13 | | | 0.82 | 0.82 | |
| v/c Ratio | 0.52 | | | 0.24 | 0.23 | |
| Control Delay | 34.5 | | | 2.9 | 2.7 | |
| Queue Delay | 0.0 | | | 0.0 | 0.0 | |
| Total Delay | 34.5 | | | 2.9 | 2.7 | |
| LOS | C | | | A | A | |
| Approach Delay | 34.5 | | | 2.9 | 2.7 | |



| Lane Group | EBL | EBR | NEL | NET | SWT | SWR |
|--------------|-----|-----|-----|-----|-----|-----|
| Approach LOS | C | | | A | A | |

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 60 (67%), Referenced to phase 2:SWT and 6:NETL, Start of Green

Natural Cycle: 50

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.52

Intersection Signal Delay: 5.2

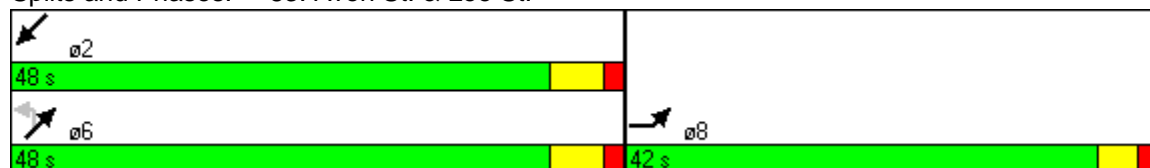
Intersection LOS: A

















Intersection Capacity Utilization 45.4%













ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 83: Avon St. & Lee St.



| |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |  | | |  | | |  | | |  | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Leading Detector (ft) | 50 | 50 | | 50 | 50 | | 50 | 50 | | 50 | 50 | |
| Trailing Detector (ft) | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Satd. Flow (prot) | 0 | 1791 | 0 | 0 | 1798 | 0 | 0 | 1828 | 0 | 0 | 1805 | 0 |
| Flt Permitted | | 0.923 | | | 0.982 | | | 0.840 | | | 0.872 | |
| Satd. Flow (perm) | 0 | 1668 | 0 | 0 | 1771 | 0 | 0 | 1551 | 0 | 0 | 1587 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 38 | | | 42 | | | 5 | | | 14 | |
| Link Speed (mph) | | 30 | | | 30 | | | 35 | | | 35 | |
| Link Distance (ft) | | 1923 | | | 1571 | | | 436 | | | 1474 | |
| Travel Time (s) | | 43.7 | | | 35.7 | | | 8.5 | | | 28.7 | |
| Volume (vph) | 44 | 145 | 54 | 10 | 134 | 46 | 49 | 190 | 16 | 38 | 163 | 41 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.83 | 0.83 | 0.83 | 0.95 | 0.95 | 0.95 | 0.77 | 0.77 | 0.77 | 0.84 | 0.84 | 0.84 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Lane Group Flow (vph) | 0 | 293 | 0 | 0 | 200 | 0 | 0 | 332 | 0 | 0 | 288 | 0 |
| Turn Type | Perm | | | Perm | | | Perm | | | Perm | | |
| Protected Phases | | 4 | | | 8 | | | 6 | | | 2 | |
| Permitted Phases | 4 | | | 8 | | | 6 | | | 2 | | |
| Detector Phases | 4 | 4 | | 8 | 8 | | 6 | 6 | | 2 | 2 | |
| Minimum Initial (s) | 15.0 | 15.0 | | 15.0 | 15.0 | | 15.0 | 15.0 | | 15.0 | 15.0 | |
| Minimum Split (s) | 20.4 | 20.4 | | 20.4 | 20.4 | | 21.4 | 21.4 | | 21.4 | 21.4 | |
| Total Split (s) | 47.0 | 47.0 | 0.0 | 47.0 | 47.0 | 0.0 | 23.0 | 23.0 | 0.0 | 23.0 | 23.0 | 0.0 |
| Total Split (%) | 67.1% | 67.1% | 0.0% | 67.1% | 67.1% | 0.0% | 32.9% | 32.9% | 0.0% | 32.9% | 32.9% | 0.0% |
| Yellow Time (s) | 3.8 | 3.8 | | 3.8 | 3.8 | | 3.8 | 3.8 | | 3.8 | 3.8 | |
| All-Red Time (s) | 1.6 | 1.6 | | 1.6 | 1.6 | | 1.6 | 1.6 | | 1.6 | 1.6 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | Max | Max | | Max | Max | | C-Max | C-Max | | C-Max | C-Max | |
| Act Effct Green (s) | | 43.0 | | | 43.0 | | | 19.0 | | | 19.0 | |
| Actuated g/C Ratio | | 0.61 | | | 0.61 | | | 0.27 | | | 0.27 | |
| v/c Ratio | | 0.28 | | | 0.18 | | | 0.78 | | | 0.65 | |
| Control Delay | | 6.3 | | | 5.0 | | | 38.5 | | | 29.6 | |
| Queue Delay | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Total Delay | | 6.3 | | | 5.0 | | | 38.5 | | | 29.6 | |
| LOS | | A | | | A | | | D | | | C | |
| Approach Delay | | 6.3 | | | 5.0 | | | 38.5 | | | 29.6 | |

| |  |  |  |  |  |  |  |  |  |  |  |  |
|--------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Approach LOS | A | | | A | | | D | | | C | | |

Intersection Summary

Area Type: Other

Cycle Length: 70

Actuated Cycle Length: 70

Offset: 3 (4%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green

Natural Cycle: 45

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.78

Intersection Signal Delay: 21.7





Intersection LOS: C

















Intersection Capacity Utilization 53.9%













ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 87: Dill Ave. & Sylvan Rd.

| | | | |
|---|----|---|----|
|  | ø2 |  | ø4 |
| 23 s | | 47 s | |
|  | ø6 |  | ø8 |
| 23 s | | 47 s | |

| |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |  | | |  | | |  | | |  | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Leading Detector (ft) | 50 | 50 | | 50 | 50 | | 50 | 50 | | 50 | 50 | |
| Trailing Detector (ft) | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Satd. Flow (prot) | 0 | 1722 | 0 | 0 | 1730 | 0 | 0 | 3493 | 0 | 0 | 3433 | 0 |
| Flt Permitted | | 0.819 | | | 0.942 | | | 0.725 | | | 0.948 | |
| Satd. Flow (perm) | 0 | 1445 | 0 | 0 | 1644 | 0 | 0 | 2553 | 0 | 0 | 3258 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 40 | | | 32 | | | 4 | | | 42 | |
| Link Speed (mph) | | 30 | | | 30 | | | 35 | | | 35 | |
| Link Distance (ft) | | 1510 | | | 514 | | | 743 | | | 1418 | |
| Travel Time (s) | | 34.3 | | | 11.7 | | | 14.5 | | | 27.6 | |
| Volume (vph) | 120 | 29 | 97 | 8 | 17 | 22 | 61 | 323 | 13 | 14 | 654 | 162 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.69 | 0.69 | 0.69 | 0.86 | 0.86 | 0.86 | 0.97 | 0.97 | 0.97 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Lane Group Flow (vph) | 0 | 267 | 0 | 0 | 69 | 0 | 0 | 462 | 0 | 0 | 855 | 0 |
| Turn Type | Perm | | | Perm | | | Perm | | | pm+pt | | |
| Protected Phases | | 4 | | | 8 | | | 6 | | 5 | 2 | |
| Permitted Phases | 4 | | | 8 | | | 6 | | | 2 | | |
| Detector Phases | 4 | 4 | | 8 | 8 | | 6 | 6 | | 5 | 2 | |
| Minimum Initial (s) | 9.0 | 9.0 | | 9.0 | 9.0 | | 15.0 | 15.0 | | 5.0 | 15.0 | |
| Minimum Split (s) | 23.3 | 23.3 | | 23.3 | 23.3 | | 20.3 | 20.3 | | 10.0 | 20.3 | |
| Total Split (s) | 46.0 | 46.0 | 0.0 | 46.0 | 46.0 | 0.0 | 42.0 | 42.0 | 0.0 | 12.0 | 54.0 | 0.0 |
| Total Split (%) | 46.0% | 46.0% | 0.0% | 46.0% | 46.0% | 0.0% | 42.0% | 42.0% | 0.0% | 12.0% | 54.0% | 0.0% |
| Yellow Time (s) | 3.3 | 3.3 | | 3.3 | 3.3 | | 3.7 | 3.7 | | 3.5 | 3.7 | |
| All-Red Time (s) | 2.0 | 2.0 | | 2.0 | 2.0 | | 1.6 | 1.6 | | 1.5 | 1.6 | |
| Lead/Lag | | | | | | | Lag | Lag | | Lead | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | | None | None | | C-Max | C-Max | | None | C-Max | |
| Act Effct Green (s) | | 21.1 | | | 21.1 | | | 70.9 | | | 70.9 | |
| Actuated g/C Ratio | | 0.21 | | | 0.21 | | | 0.71 | | | 0.71 | |
| v/c Ratio | | 0.79 | | | 0.19 | | | 0.26 | | | 0.37 | |
| Control Delay | | 48.0 | | | 18.7 | | | 6.1 | | | 9.8 | |
| Queue Delay | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Total Delay | | 48.0 | | | 18.7 | | | 6.1 | | | 9.8 | |
| LOS | | D | | | B | | | A | | | A | |
| Approach Delay | | 48.0 | | | 18.7 | | | 6.1 | | | 9.8 | |

| |  |  |  |  |  |  |  |  |  |  |  |  |
|--------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Approach LOS | D | | | B | | | A | | | A | | |

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 50 (50%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green

Natural Cycle: 55

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.79

Intersection Signal Delay: 15.3

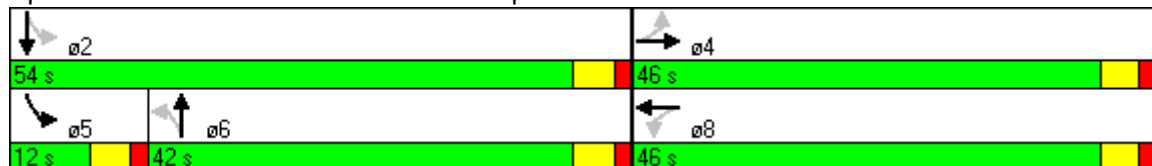
Intersection LOS: B

















Intersection Capacity Utilization 66.9%













ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 90: Dill Ave. & Metropolitan Ave.



| |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |  | | |  | | |  | | |  | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Leading Detector (ft) | 50 | 50 | | 50 | 50 | | 50 | 50 | | 50 | 50 | |
| Trailing Detector (ft) | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Satd. Flow (prot) | 0 | 1670 | 0 | 0 | 1738 | 0 | 0 | 3514 | 0 | 0 | 3525 | 0 |
| Flt Permitted | | 0.953 | | | 0.894 | | | 0.938 | | | 0.940 | |
| Satd. Flow (perm) | 0 | 1615 | 0 | 0 | 1594 | 0 | 0 | 3300 | 0 | 0 | 3317 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 18 | | | 14 | | | 7 | | | 3 | |
| Link Speed (mph) | | 30 | | | 30 | | | 35 | | | 35 | |
| Link Distance (ft) | | 1228 | | | 476 | | | 702 | | | 743 | |
| Travel Time (s) | | 27.9 | | | 10.8 | | | 13.7 | | | 14.5 | |
| Volume (vph) | 6 | 1 | 13 | 17 | 5 | 10 | 8 | 400 | 18 | 16 | 747 | 16 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.71 | 0.71 | 0.71 | 0.73 | 0.73 | 0.73 | 0.90 | 0.90 | 0.90 | 0.91 | 0.91 | 0.91 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Lane Group Flow (vph) | 0 | 27 | 0 | 0 | 44 | 0 | 0 | 473 | 0 | 0 | 857 | 0 |
| Turn Type | Perm | | | Perm | | | Perm | | | Perm | | |
| Protected Phases | | 8 | | | 4 | | | 6 | | | 2 | |
| Permitted Phases | 8 | | | 4 | | | 6 | | | 2 | | |
| Detector Phases | 8 | 8 | | 4 | 4 | | 6 | 6 | | 2 | 2 | |
| Minimum Initial (s) | 9.0 | 9.0 | | 9.0 | 9.0 | | 15.0 | 15.0 | | 15.0 | 15.0 | |
| Minimum Split (s) | 25.4 | 25.4 | | 14.4 | 14.4 | | 20.1 | 20.1 | | 20.1 | 20.1 | |
| Total Split (s) | 44.0 | 44.0 | 0.0 | 44.0 | 44.0 | 0.0 | 56.0 | 56.0 | 0.0 | 56.0 | 56.0 | 0.0 |
| Total Split (%) | 44.0% | 44.0% | 0.0% | 44.0% | 44.0% | 0.0% | 56.0% | 56.0% | 0.0% | 56.0% | 56.0% | 0.0% |
| Yellow Time (s) | 3.2 | 3.2 | | 3.2 | 3.2 | | 3.6 | 3.6 | | 3.6 | 3.6 | |
| All-Red Time (s) | 2.2 | 2.2 | | 2.2 | 2.2 | | 1.5 | 1.5 | | 1.5 | 1.5 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | Min | Min | | Min | Min | | C-Max | C-Max | | C-Max | C-Max | |
| Act Effct Green (s) | | 10.5 | | | 10.5 | | | 81.5 | | | 81.5 | |
| Actuated g/C Ratio | | 0.10 | | | 0.10 | | | 0.82 | | | 0.82 | |
| v/c Ratio | | 0.15 | | | 0.24 | | | 0.18 | | | 0.32 | |
| Control Delay | | 24.5 | | | 34.4 | | | 2.1 | | | 2.1 | |
| Queue Delay | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Total Delay | | 24.5 | | | 34.4 | | | 2.1 | | | 2.1 | |
| LOS | | C | | | C | | | A | | | A | |
| Approach Delay | | 24.5 | | | 34.4 | | | 2.1 | | | 2.1 | |

| |  |  |  |  |  |  |  |  |  |  |  |  |
|--------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Approach LOS | C | | | C | | | A | | | A | | |

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 60 (60%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green

Natural Cycle: 50

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.32

Intersection Signal Delay: 3.6

Intersection LOS: A

















Intersection Capacity Utilization 46.8%













ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 91: Lynnhaven Ave. & Metropolitan Ave.

| | |
|--|--|
|  ø2 |  ø4 |
| 56 s | 44 s |
|  ø6 |  ø8 |
| 56 s | 44 s |

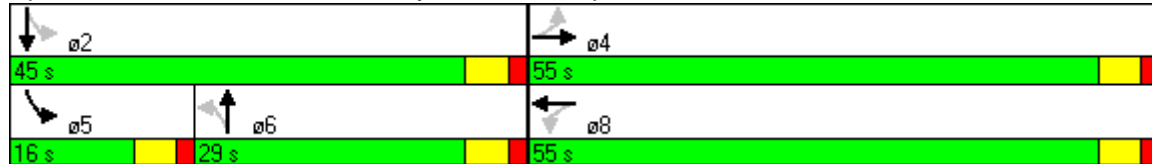
| |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |  | | |  | | |  | | |  | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 10 | 10 | 10 | 10 | 10 | 10 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Leading Detector (ft) | 50 | 50 | | 50 | 50 | | 50 | 50 | | 50 | 50 | |
| Trailing Detector (ft) | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Satd. Flow (prot) | 0 | 1783 | 0 | 0 | 3292 | 0 | 0 | 3036 | 0 | 0 | 3244 | 0 |
| Flt Permitted | | 0.855 | | | 0.703 | | | 0.950 | | | 0.605 | |
| Satd. Flow (perm) | 0 | 1545 | 0 | 0 | 2401 | 0 | 0 | 2884 | 0 | 0 | 1984 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 19 | | | 59 | | | 268 | | | 6 | |
| Link Speed (mph) | | 30 | | | 30 | | | 35 | | | 35 | |
| Link Distance (ft) | | 820 | | | 3704 | | | 1418 | | | 1848 | |
| Travel Time (s) | | 18.6 | | | 84.2 | | | 27.6 | | | 36.0 | |
| Volume (vph) | 16 | 30 | 13 | 332 | 14 | 105 | 4 | 209 | 252 | 121 | 412 | 26 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.70 | 0.70 | 0.70 | 0.99 | 0.99 | 0.99 | 0.94 | 0.94 | 0.94 | 0.97 | 0.97 | 0.97 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Lane Group Flow (vph) | 0 | 85 | 0 | 0 | 455 | 0 | 0 | 494 | 0 | 0 | 577 | 0 |
| Turn Type | Perm | | | Perm | | | Perm | | | pm+pt | | |
| Protected Phases | | 4 | | | 8 | | | 6 | | | 5 | 2 |
| Permitted Phases | 4 | | | 8 | | | 6 | | | 2 | | |
| Detector Phases | 4 | 4 | | 8 | 8 | | 6 | 6 | | 5 | 2 | |
| Minimum Initial (s) | 14.0 | 14.0 | | 14.0 | 14.0 | | 15.0 | 15.0 | | 7.0 | 15.0 | |
| Minimum Split (s) | 24.5 | 24.5 | | 24.5 | 24.5 | | 23.6 | 23.6 | | 12.2 | 23.6 | |
| Total Split (s) | 55.0 | 55.0 | 0.0 | 55.0 | 55.0 | 0.0 | 29.0 | 29.0 | 0.0 | 16.0 | 45.0 | 0.0 |
| Total Split (%) | 55.0% | 55.0% | 0.0% | 55.0% | 55.0% | 0.0% | 29.0% | 29.0% | 0.0% | 16.0% | 45.0% | 0.0% |
| Yellow Time (s) | 3.6 | 3.6 | | 3.6 | 3.6 | | 3.8 | 3.8 | | 3.6 | 3.8 | |
| All-Red Time (s) | 1.9 | 1.9 | | 1.9 | 1.9 | | 1.8 | 1.8 | | 1.6 | 1.8 | |
| Lead/Lag | | | | | | | Lag | Lag | | Lead | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | Min | Min | | Min | Min | | C-Max | C-Max | | Max | C-Max | |
| Act Effct Green (s) | | 21.5 | | | 21.5 | | | 25.0 | | | 70.5 | |
| Actuated g/C Ratio | | 0.22 | | | 0.22 | | | 0.25 | | | 0.70 | |
| v/c Ratio | | 0.24 | | | 0.99dl | | | 0.54 | | | 0.30 | |
| Control Delay | | 25.6 | | | 43.5 | | | 16.8 | | | 6.3 | |
| Queue Delay | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Total Delay | | 25.6 | | | 43.5 | | | 16.8 | | | 6.3 | |
| LOS | | C | | | D | | | B | | | A | |
| Approach Delay | | 25.6 | | | 43.5 | | | 16.8 | | | 6.3 | |

| |  |  |  |  |  |  |  |  |  |  |  |  |
|--------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Approach LOS | C | | | D | | | B | | | A | | |

Intersection Summary


















Area Type: Other
 Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 40 (40%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
 Natural Cycle: 65
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.81
 Intersection Signal Delay: 21.0 Intersection LOS: C
 Intersection Capacity Utilization 64.8% ICU Level of Service C
 Analysis Period (min) 15
 dl Defacto Left Lane. Recode with 1 though lane as a left lane.













Splits and Phases: 92: University Ave. & Metropolitan Ave.



Atlanta BeltLine Master Plan Subarea 2
94: University Ave. & I 75 Southbound Ramp

Base 2008 PM Peak
MG

| |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |  | |  |  | | | | |  | |  |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 11 | 11 | 11 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 15 | 11 |
| Grade (%) | 0% | | | 0% | | | 0% | | | 0% | | |
| Storage Length (ft) | 0 | | 0 | 160 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 0 | | 0 | 1 | | 0 | 0 | | 0 | 2 | | 1 |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Leading Detector (ft) | | 50 | | 50 | 50 | | | | | 50 | | 50 |
| Trailing Detector (ft) | | 0 | | 0 | 0 | | | | | 0 | | 0 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Satd. Flow (prot) | 0 | 3288 | 0 | 1770 | 3539 | 0 | 0 | 0 | 0 | 3433 | 0 | 1531 |
| Flt Permitted | | | | 0.242 | | | | | | 0.950 | | |
| Satd. Flow (perm) | 0 | 3288 | 0 | 451 | 3539 | 0 | 0 | 0 | 0 | 3433 | 0 | 1531 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 71 | | | | | | | | | | 319 |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 3704 | | | 472 | | | 664 | | | 1127 | |
| Travel Time (s) | | 84.2 | | | 10.7 | | | 15.1 | | | 25.6 | |
| Volume (vph) | 0 | 489 | 170 | 300 | 295 | 0 | 0 | 0 | 0 | 458 | 0 | 297 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.95 | 0.95 | 0.95 | 0.92 | 0.92 | 0.92 | 0.93 | 0.93 | 0.93 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Lane Group Flow (vph) | 0 | 709 | 0 | 316 | 311 | 0 | 0 | 0 | 0 | 492 | 0 | 319 |
| Turn Type | | | | pm+pt | | | | | | Prot | | custom |
| Protected Phases | | 6 | | 5 | 2 | | | | | 8 | | |
| Permitted Phases | | | | 2 | | | | | | | | 8 |
| Detector Phases | | 6 | | 5 | 2 | | | | | 8 | | 8 |
| Minimum Initial (s) | | 32.0 | | 10.0 | 32.0 | | | | | 24.0 | | 24.0 |
| Minimum Split (s) | | 37.4 | | 15.0 | 37.4 | | | | | 30.3 | | 30.3 |
| Total Split (s) | 0.0 | 35.0 | 0.0 | 15.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 30.0 | 0.0 | 30.0 |
| Total Split (%) | 0.0% | 43.8% | 0.0% | 18.8% | 62.5% | 0.0% | 0.0% | 0.0% | 0.0% | 37.5% | 0.0% | 37.5% |
| Yellow Time (s) | | 3.6 | | 3.6 | 3.6 | | | | | 3.9 | | 3.9 |
| All-Red Time (s) | | 1.8 | | 1.4 | 1.8 | | | | | 2.4 | | 2.4 |
| Lead/Lag | | Lag | | Lead | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | | Min | | Min | Min | | | | | Min | | Min |
| Act Effct Green (s) | | 31.0 | | 46.0 | 46.0 | | | | | 26.0 | | 26.0 |
| Actuated g/C Ratio | | 0.39 | | 0.58 | 0.58 | | | | | 0.32 | | 0.32 |
| v/c Ratio | | 0.54 | | 0.72 | 0.15 | | | | | 0.44 | | 0.45 |
| Control Delay | | 18.7 | | 19.5 | 8.2 | | | | | 22.8 | | 4.8 |
| Queue Delay | | 0.0 | | 0.0 | 0.0 | | | | | 0.0 | | 0.0 |
| Total Delay | | 18.7 | | 19.5 | 8.2 | | | | | 22.8 | | 4.8 |
| LOS | | B | | B | A | | | | | C | | A |
| Approach Delay | | 18.7 | | | 13.9 | | | | | | | |

| |  |  |  |  |  |  |  |  |  |  |  |  |
|--------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Approach LOS | B | | | B | | | | | | | | |

Intersection Summary

Area Type: Other

Cycle Length: 80

Actuated Cycle Length: 80

Natural Cycle: 85

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.72

Intersection Signal Delay: 16.2

Intersection LOS: B




















Intersection Capacity Utilization 73.3%

ICU Level of Service D

Analysis Period (min) 15













Splits and Phases: 94: University Ave. & I 75 Southbound Ramp



| |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | NBL2 | NBT | NBR | SBL | SBT | SBR | SET | SER2 | NWL | NWT | NWR | NEL2 |
| Lane Configurations | |  | | |  |  |  |  |  |  | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 10 | 10 | 12 | 12 | 12 | 12 | 12 | 11 |
| Grade (%) | | 0% | | | 0% | | 0% | | | 0% | | |
| Storage Length (ft) | | | 0 | 0 | | 0 | | | 350 | | 0 | |
| Storage Lanes | | | 0 | 0 | | 1 | | | 1 | | 0 | |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Leading Detector (ft) | 50 | 50 | | 50 | 50 | 50 | 50 | 50 | 50 | 50 | | 50 |
| Trailing Detector (ft) | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | | 9 | 15 | | 9 | 15 |
| Satd. Flow (prot) | 0 | 1735 | 0 | 0 | 1657 | 1478 | 1770 | 1504 | 1770 | 1613 | 0 | 0 |
| Flt Permitted | | 0.964 | | | 0.953 | | | | 0.950 | | | |
| Satd. Flow (perm) | 0 | 1735 | 0 | 0 | 1657 | 1478 | 1770 | 1504 | 1770 | 1613 | 0 | 0 |
| Right Turn on Red | | | Yes | | | | | Yes | | | Yes | |
| Satd. Flow (RTOR) | | 8 | | | | | | 3 | | 122 | | |
| Link Speed (mph) | | 30 | | | 30 | | 30 | | | 30 | | |
| Link Distance (ft) | | 840 | | | 980 | | 1390 | | | 1416 | | |
| Travel Time (s) | | 19.1 | | | 22.3 | | 31.6 | | | 32.2 | | |
| Volume (vph) | 12 | 0 | 4 | 75 | 1 | 49 | 47 | 3 | 532 | 14 | 112 | 2 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.50 | 0.50 | 0.50 | 0.92 | 0.92 | 0.92 | 0.89 | 0.89 | 0.92 | 0.92 | 0.92 | 0.92 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | 0% | | | 0% | | |
| Lane Group Flow (vph) | 0 | 32 | 0 | 0 | 83 | 53 | 53 | 3 | 578 | 137 | 0 | 0 |
| Turn Type | Split | | | Split | | Prot | | pt+ov | Prot | | | Split |
| Protected Phases | 4 | 4 | | 8 | 8 | 8 | 3 | 3 7 | 1 | 2 | | 7 |
| Permitted Phases | | | | | | | | | | | | |
| Detector Phases | 4 | 4 | | 8 | 8 | 8 | 3 | 3 7 | 1 | 2 | | 7 |
| Minimum Initial (s) | 14.7 | 14.7 | | 23.3 | 23.3 | 23.3 | 18.3 | | 32.6 | 32.6 | | 14.7 |
| Minimum Split (s) | 21.0 | 21.0 | | 30.0 | 30.0 | 30.0 | 25.0 | | 40.0 | 40.0 | | 21.0 |
| Total Split (s) | 21.0 | 21.0 | 0.0 | 30.0 | 30.0 | 30.0 | 25.0 | 65.0 | 44.0 | 69.0 | 0.0 | 40.0 |
| Total Split (%) | 13.1% | 13.1% | 0.0% | 18.8% | 18.8% | 18.8% | 15.6% | 40.6% | 27.5% | 43.1% | 0.0% | 25.0% |
| Yellow Time (s) | 3.6 | 3.6 | | 3.6 | 3.6 | 3.6 | 3.6 | | 3.6 | 3.6 | | 3.6 |
| All-Red Time (s) | 2.7 | 2.7 | | 3.1 | 3.1 | 3.1 | 3.1 | | 3.8 | 3.8 | | 2.7 |
| Lead/Lag | Lead | Lead | | Lag | Lag | Lag | Lag | | Lead | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | | None | None | None | None | | None | Min | | None |
| Act Effct Green (s) | | 17.5 | | | 26.5 | 26.5 | 21.5 | 61.3 | 42.8 | 60.9 | | |
| Actuated g/C Ratio | | 0.12 | | | 0.18 | 0.18 | 0.14 | 0.40 | 0.30 | 0.42 | | |
| v/c Ratio | | 0.15 | | | 0.29 | 0.20 | 0.21 | 0.01 | 1.11 | 0.18 | | |
| Control Delay | | 54.1 | | | 61.3 | 60.7 | 64.8 | 19.3 | 120.2 | 7.0 | | |
| Queue Delay | | 0.0 | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | |
| Total Delay | | 54.1 | | | 61.3 | 60.7 | 64.8 | 19.3 | 120.2 | 7.0 | | |
| LOS | | D | | | E | E | E | B | F | A | | |
| Approach Delay | | 54.1 | | | 61.0 | | 62.4 | | | 98.5 | | |



| Lane Group | NEL | NER | NER2 | ø6 |
|------------------------|--------|-------|------|------|
| Lane Configurations | | | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | |
| Lane Width (ft) | 11 | 11 | 12 | |
| Grade (%) | 0% | | | |
| Storage Length (ft) | 0 | 0 | | |
| Storage Lanes | 1 | 1 | | |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | |
| Leading Detector (ft) | 50 | 50 | | |
| Trailing Detector (ft) | 0 | 0 | | |
| Turning Speed (mph) | 15 | 9 | 9 | |
| Satd. Flow (prot) | 1711 | 1531 | 0 | |
| Flt Permitted | 0.950 | | | |
| Satd. Flow (perm) | 1711 | 1531 | 0 | |
| Right Turn on Red | | | Yes | |
| Satd. Flow (RTOR) | | | | |
| Link Speed (mph) | 30 | | | |
| Link Distance (ft) | 1991 | | | |
| Travel Time (s) | 45.3 | | | |
| Volume (vph) | 26 | 491 | 5 | |
| Confl. Peds. (#/hr) | | | | |
| Confl. Bikes (#/hr) | | | | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | |
| Growth Factor | 100% | 100% | 100% | |
| Heavy Vehicles (%) | 2% | 2% | 2% | |
| Bus Blockages (#/hr) | 0 | 0 | 0 | |
| Parking (#/hr) | | | | |
| Mid-Block Traffic (%) | 0% | | | |
| Lane Group Flow (vph) | 30 | 539 | 0 | |
| Turn Type | custom | | | |
| Protected Phases | 7 | 1 6 | | 6 |
| Permitted Phases | | | | |
| Detector Phases | 7 | 1 6 | | |
| Minimum Initial (s) | 14.7 | | | 32.6 |
| Minimum Split (s) | 21.0 | | | 40.0 |
| Total Split (s) | 40.0 | 84.0 | 0.0 | 40.0 |
| Total Split (%) | 25.0% | 52.5% | 0.0% | 25% |
| Yellow Time (s) | 3.6 | | | 3.6 |
| All-Red Time (s) | 2.7 | | | 3.8 |
| Lead/Lag | | | | |
| Lead-Lag Optimize? | | | | |
| Recall Mode | None | | | Min |
| Act Effct Green (s) | 38.5 | 84.0 | | |
| Actuated g/C Ratio | 0.27 | 0.58 | | |
| v/c Ratio | 0.07 | 0.61 | | |
| Control Delay | 49.6 | 20.6 | | |
| Queue Delay | 0.0 | 0.0 | | |
| Total Delay | 49.6 | 20.6 | | |
| LOS | D | C | | |
| Approach Delay | 22.1 | | | |

| |  |  |  |  |  |  |  |  |  |  |  |  |
|--------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | NBL2 | NBT | NBR | SBL | SBT | SBR | SET | SER2 | NWL | NWT | NWR | NEL2 |
| Approach LOS | D | | | E | | | E | | | F | | |

Intersection Summary

Area Type: Other

Cycle Length: 160

Actuated Cycle Length: 144.8

Natural Cycle: 160

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.11

Intersection Signal Delay: 64.0








Intersection LOS: E

Intersection Capacity Utilization 89.7%

ICU Level of Service E












Analysis Period (min) 15

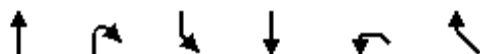
Splits and Phases: 96: Capitol Ave. & Ridge Ave.

| | | | | |
|--|--|--|--|--|
|  ø1 |  ø3 |  ø7 |  ø4 |  ø8 |
| 44 s | 25 s | 40 s | 21 s | 30 s |
|  ø2 |  ø6 | | | |
| 69 s | 40 s | | | |



| | | | | |
|----------------------|-----|-----|------|----|
| Lane Group | NEL | NER | NER2 | ø6 |
| Approach LOS | C | | | |
| Intersection Summary | | | | |

| |  |  |  |  |  |  |
|------------------------|---|---|---|---|---|---|
| Lane Group | NBT | NBR | SBL | SBT | NWL | NWR |
| Lane Configurations |  | |  |  |  |  |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | 0% | | | 0% | 0% | |
| Storage Length (ft) | | 0 | 225 | | 125 | 0 |
| Storage Lanes | | 0 | 1 | | 1 | 1 |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Leading Detector (ft) | 50 | | 50 | 50 | 50 | 50 |
| Trailing Detector (ft) | 0 | | 0 | 0 | 0 | 0 |
| Turning Speed (mph) | | 9 | 15 | | 15 | 9 |
| Satd. Flow (prot) | 3263 | 0 | 1770 | 3539 | 1770 | 1583 |
| Flt Permitted | | | 0.496 | | 0.950 | |
| Satd. Flow (perm) | 3263 | 0 | 924 | 3539 | 1770 | 1583 |
| Right Turn on Red | | Yes | | | | Yes |
| Satd. Flow (RTOR) | 150 | | | | | 92 |
| Link Speed (mph) | 30 | | | 30 | 30 | |
| Link Distance (ft) | 599 | | | 628 | 1038 | |
| Travel Time (s) | 13.6 | | | 14.3 | 23.6 | |
| Volume (vph) | 128 | 138 | 134 | 222 | 189 | 77 |
| Confl. Peds. (#/hr) | | | | | | |
| Confl. Bikes (#/hr) | | | | | | |
| Peak Hour Factor | 0.92 | 0.92 | 0.86 | 0.86 | 0.84 | 0.84 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | |
| Mid-Block Traffic (%) | 0% | | | 0% | 0% | |
| Lane Group Flow (vph) | 289 | 0 | 156 | 258 | 225 | 92 |
| Turn Type | | pm+pt | | | Perm | |
| Protected Phases | 6 | | 5 | 2 | 4 | |
| Permitted Phases | | | 2 | | | 4 |
| Detector Phases | 6 | | 5 | 2 | 4 | 4 |
| Minimum Initial (s) | 7.0 | | 4.0 | 7.0 | 4.0 | 4.0 |
| Minimum Split (s) | 27.0 | | 8.0 | 27.0 | 26.0 | 26.0 |
| Total Split (s) | 50.0 | 0.0 | 30.0 | 80.0 | 40.0 | 40.0 |
| Total Split (%) | 41.7% | 0.0% | 25.0% | 66.7% | 33.3% | 33.3% |
| Yellow Time (s) | 4.0 | | 3.0 | 4.0 | 3.0 | 3.0 |
| All-Red Time (s) | 1.0 | | 1.0 | 1.0 | 1.0 | 1.0 |
| Lead/Lag | Lag | | Lead | | | |
| Lead-Lag Optimize? | Yes | | Yes | | | |
| Recall Mode | Min | | None | Min | None | None |
| Act Effct Green (s) | 17.5 | | 27.7 | 28.4 | 10.7 | 10.7 |
| Actuated g/C Ratio | 0.39 | | 0.59 | 0.63 | 0.23 | 0.23 |
| v/c Ratio | 0.21 | | 0.22 | 0.12 | 0.56 | 0.21 |
| Control Delay | 7.7 | | 5.9 | 4.8 | 19.0 | 5.3 |
| Queue Delay | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 7.7 | | 5.9 | 4.8 | 19.0 | 5.3 |
| LOS | A | | A | A | B | A |
| Approach Delay | 7.7 | | | 5.2 | 15.0 | |



| Lane Group | NBT | NBR | SBL | SBT | NWL | NWR |
|--------------|-----|-----|-----|-----|-----|-----|
| Approach LOS | A | | A | | B | |

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 44.9

Natural Cycle: 65

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.56

Intersection Signal Delay: 9.0

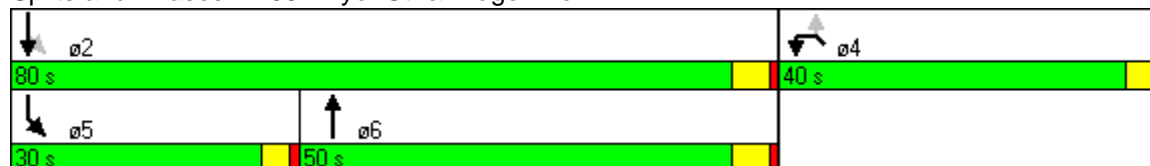
Intersection LOS: A

Intersection Capacity Utilization 35.9%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 98: Pryor St. & Ridge Ave.



| | → | ↘ | ↙ | ← | ↖ | ↗ | |
|------------------------|-------|-------|-------|-------|-------|------|------|
| Lane Group | EBT | EBR | WBL | WBT | NBL | NBR | ø4 |
| Lane Configurations | ↑ | ↗ | | ↖ | ↘ | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | |
| Lane Width (ft) | 12 | 11 | 16 | 16 | 11 | 11 | |
| Grade (%) | 0% | | | 0% | 0% | | |
| Storage Length (ft) | | 280 | 0 | | 0 | 0 | |
| Storage Lanes | | 1 | 0 | | 1 | 0 | |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | |
| Leading Detector (ft) | 50 | 50 | 50 | 50 | 50 | | |
| Trailing Detector (ft) | 0 | 0 | 0 | 0 | 0 | | |
| Turning Speed (mph) | | 9 | 15 | | 15 | 9 | |
| Satd. Flow (prot) | 1863 | 1531 | 0 | 2107 | 1711 | 0 | |
| Flt Permitted | | | | 0.987 | 0.953 | | |
| Satd. Flow (perm) | 1863 | 1531 | 0 | 2084 | 1711 | 0 | |
| Right Turn on Red | | Yes | | | | Yes | |
| Satd. Flow (RTOR) | | 402 | | | 1 | | |
| Link Speed (mph) | 30 | | | 30 | 30 | | |
| Link Distance (ft) | 1416 | | | 1086 | 894 | | |
| Travel Time (s) | 32.2 | | | 24.7 | 20.3 | | |
| Volume (vph) | 187 | 362 | 7 | 164 | 257 | 5 | |
| Confl. Peds. (#/hr) | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | |
| Peak Hour Factor | 0.90 | 0.90 | 0.93 | 0.93 | 0.85 | 0.85 | |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | |
| Parking (#/hr) | | | | | | | |
| Mid-Block Traffic (%) | 0% | | | 0% | 0% | | |
| Lane Group Flow (vph) | 208 | 402 | 0 | 184 | 308 | 0 | |
| Turn Type | | Perm | Perm | | | | |
| Protected Phases | 2 | | | 2 | 3 | | 4 |
| Permitted Phases | | 2 | 2 | | | | |
| Detector Phases | 2 | 2 | 2 | 2 | 3 | | |
| Minimum Initial (s) | 30.0 | 30.0 | 30.0 | 30.0 | 26.0 | | 16.0 |
| Minimum Split (s) | 35.9 | 35.9 | 35.9 | 35.9 | 32.0 | | 20.0 |
| Total Split (s) | 40.0 | 40.0 | 40.0 | 40.0 | 35.0 | 0.0 | 20.0 |
| Total Split (%) | 42.1% | 42.1% | 42.1% | 42.1% | 36.8% | 0.0% | 21% |
| Yellow Time (s) | 3.4 | 3.4 | 3.4 | 3.4 | 3.8 | | 3.0 |
| All-Red Time (s) | 2.5 | 2.5 | 2.5 | 2.5 | 2.2 | | 1.0 |
| Lead/Lag | | | | | Lead | | Lag |
| Lead-Lag Optimize? | | | | | | | |
| Recall Mode | Min | Min | Min | Min | None | | None |
| Act Effct Green (s) | 31.9 | 31.9 | | 31.9 | 28.0 | | |
| Actuated g/C Ratio | 0.47 | 0.47 | | 0.47 | 0.41 | | |
| v/c Ratio | 0.24 | 0.43 | | 0.19 | 0.44 | | |
| Control Delay | 11.7 | 2.9 | | 11.1 | 16.7 | | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | |
| Total Delay | 11.7 | 2.9 | | 11.1 | 16.7 | | |
| LOS | B | A | | B | B | | |
| Approach Delay | 5.9 | | | 11.1 | 16.7 | | |



| Lane Group | EBT | EBR | WBL | WBT | NBL | NBR | ø4 |
|--------------|-----|-----|-----|-----|-----|-----|----|
| Approach LOS | A | | B | | B | | |

Intersection Summary

Area Type: Other

Cycle Length: 95

Actuated Cycle Length: 67.9

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.44

Intersection Signal Delay: 9.8

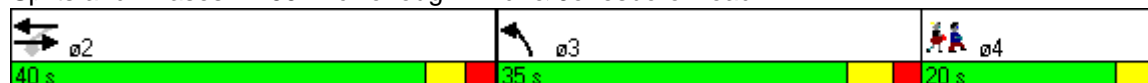
Intersection LOS: A



















Intersection Capacity Utilization 56.7%













ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 99: McDonough Blvd. & Jonesboro Road



| |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |  | |  |  | |  |  | | |  | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 10 | 10 | 10 | 12 | 13 | 13 | 13 | 13 | 13 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 70 | | 0 | 120 | | 0 | 0 | | 0 |
| Storage Lanes | 0 | | 0 | 1 | | 0 | 1 | | 0 | 0 | | 0 |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Leading Detector (ft) | 50 | 50 | | 50 | 50 | | 50 | 50 | | 50 | 50 | |
| Trailing Detector (ft) | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Satd. Flow (prot) | 0 | 1829 | 0 | 1652 | 1725 | 0 | 1770 | 1742 | 0 | 0 | 1900 | 0 |
| Flt Permitted | | | | 0.588 | | | 0.692 | | | | 0.939 | |
| Satd. Flow (perm) | 0 | 1829 | 0 | 1022 | 1725 | 0 | 1289 | 1742 | 0 | 0 | 1800 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 17 | | | 6 | | | 99 | | | 3 | |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 1086 | | | 919 | | | 696 | | | 1361 | |
| Travel Time (s) | | 24.7 | | | 20.9 | | | 15.8 | | | 30.9 | |
| Volume (vph) | 0 | 178 | 28 | 130 | 129 | 7 | 31 | 48 | 83 | 21 | 92 | 3 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.87 | 0.87 | 0.87 | 0.79 | 0.79 | 0.79 | 0.84 | 0.84 | 0.84 | 0.81 | 0.81 | 0.81 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Lane Group Flow (vph) | 0 | 237 | 0 | 165 | 172 | 0 | 37 | 156 | 0 | 0 | 144 | 0 |
| Turn Type | Perm | | | Perm | | | Perm | | | Perm | | |
| Protected Phases | | 2 | | | 6 | | | 4 | | | 8 | |
| Permitted Phases | 2 | | | 6 | | | 4 | | | 8 | | |
| Detector Phases | 2 | 2 | | 6 | 6 | | 4 | 4 | | 8 | 8 | |
| Minimum Initial (s) | 29.3 | 29.3 | | 29.3 | 29.3 | | 24.5 | 24.5 | | 24.5 | 24.5 | |
| Minimum Split (s) | 35.0 | 35.0 | | 35.0 | 35.0 | | 30.0 | 30.0 | | 30.0 | 30.0 | |
| Total Split (s) | 35.0 | 35.0 | 0.0 | 35.0 | 35.0 | 0.0 | 30.0 | 30.0 | 0.0 | 30.0 | 30.0 | 0.0 |
| Total Split (%) | 53.8% | 53.8% | 0.0% | 53.8% | 53.8% | 0.0% | 46.2% | 46.2% | 0.0% | 46.2% | 46.2% | 0.0% |
| Yellow Time (s) | 3.8 | 3.8 | | 3.8 | 3.8 | | 3.7 | 3.7 | | 3.7 | 3.7 | |
| All-Red Time (s) | 1.9 | 1.9 | | 1.9 | 1.9 | | 1.8 | 1.8 | | 1.8 | 1.8 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | Min | Min | | Min | Min | | Min | Min | | Min | Min | |
| Act Effct Green (s) | | 31.0 | | 31.0 | 31.0 | | 26.0 | 26.0 | | | 26.0 | |
| Actuated g/C Ratio | | 0.48 | | 0.48 | 0.48 | | 0.40 | 0.40 | | | 0.40 | |
| v/c Ratio | | 0.27 | | 0.34 | 0.21 | | 0.07 | 0.21 | | | 0.20 | |
| Control Delay | | 10.4 | | 13.1 | 10.4 | | 12.6 | 6.3 | | | 13.4 | |
| Queue Delay | | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | | 0.0 | |
| Total Delay | | 10.4 | | 13.1 | 10.4 | | 12.6 | 6.3 | | | 13.4 | |
| LOS | | B | | B | B | | B | A | | | B | |
| Approach Delay | | 10.4 | | | 11.7 | | | 7.5 | | | 13.4 | |

| |  |  |  |  |  |  |  |  |  |  |  |  |
|--------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Approach LOS | B | | | B | | | A | | | B | | |

Intersection Summary

Area Type: Other

Cycle Length: 65

Actuated Cycle Length: 65

Natural Cycle: 65

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.34

Intersection Signal Delay: 10.8

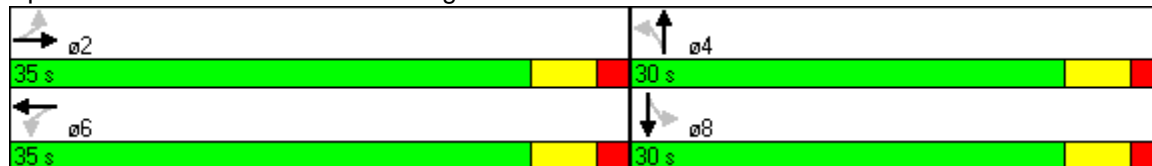
Intersection LOS: B











Intersection Capacity Utilization 82.0%

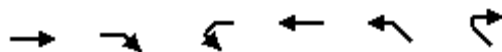
ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 100: McDonough Blvd. & Lakewood Ave.



| |  |  |  |  |  |  | |
|------------------------|---|---|---|---|---|---|------|
| Lane Group | EBT | EBR | WBL | WBT | NWL | NWR | ø4 |
| Lane Configurations |  |  | |  |  | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | |
| Grade (%) | 0% | | | 0% | 0% | | |
| Storage Length (ft) | | 0 | 0 | | 0 | 0 | |
| Storage Lanes | | 1 | 0 | | 1 | 0 | |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | |
| Leading Detector (ft) | 50 | 50 | | 50 | 50 | | |
| Trailing Detector (ft) | 0 | 0 | | 0 | 0 | | |
| Turning Speed (mph) | | 9 | 15 | | 15 | 9 | |
| Satd. Flow (prot) | 1863 | 1583 | 0 | 1863 | 1770 | 0 | |
| Flt Permitted | | | | | 0.950 | | |
| Satd. Flow (perm) | 1863 | 1583 | 0 | 1863 | 1770 | 0 | |
| Right Turn on Red | | Yes | | | | Yes | |
| Satd. Flow (RTOR) | | 148 | | | | | |
| Link Speed (mph) | 30 | | | 30 | 30 | | |
| Link Distance (ft) | 904 | | | 611 | 1361 | | |
| Travel Time (s) | 20.5 | | | 13.9 | 30.9 | | |
| Volume (vph) | 106 | 121 | 0 | 55 | 48 | 0 | |
| Confl. Peds. (#/hr) | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | |
| Peak Hour Factor | 0.82 | 0.82 | 0.81 | 0.81 | 0.75 | 0.75 | |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | |
| Parking (#/hr) | | | | | | | |
| Mid-Block Traffic (%) | 0% | | | 0% | 0% | | |
| Lane Group Flow (vph) | 129 | 148 | 0 | 68 | 64 | 0 | |
| Turn Type | Perm | | | | | | |
| Protected Phases | 2 | | | 6 | 1 | | 4 |
| Permitted Phases | | 2 | | | | | |
| Detector Phases | 2 | 2 | | 6 | 1 | | |
| Minimum Initial (s) | 21.9 | 21.9 | | 21.9 | 10.0 | | 16.0 |
| Minimum Split (s) | 28.0 | 28.0 | | 28.0 | 15.7 | | 20.0 |
| Total Split (s) | 28.0 | 28.0 | 0.0 | 28.0 | 32.0 | 0.0 | 20.0 |
| Total Split (%) | 35.0% | 35.0% | 0.0% | 35.0% | 40.0% | 0.0% | 25% |
| Yellow Time (s) | 3.9 | 3.9 | | 3.9 | 3.6 | | 3.0 |
| All-Red Time (s) | 2.2 | 2.2 | | 2.2 | 2.1 | | 1.0 |
| Lead/Lag | | | | | | | |
| Lead-Lag Optimize? | | | | | | | |
| Recall Mode | Min | Min | | Min | None | | None |
| Act Effct Green (s) | 50.3 | 50.3 | | 50.3 | 14.3 | | |
| Actuated g/C Ratio | 0.75 | 0.75 | | 0.75 | 0.19 | | |
| v/c Ratio | 0.09 | 0.12 | | 0.05 | 0.19 | | |
| Control Delay | 4.0 | 1.4 | | 4.1 | 13.7 | | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | |
| Total Delay | 4.0 | 1.4 | | 4.1 | 13.7 | | |
| LOS | A | A | | A | B | | |
| Approach Delay | 2.6 | | | 4.1 | 13.7 | | |



| Lane Group | EBT | EBR | WBL | WBT | NWL | NWR | ø4 |
|--------------|-----|-----|-----|-----|-----|-----|----|
| Approach LOS | A | | | A | B | | |

Intersection Summary

Area Type: Other

Cycle Length: 80

Actuated Cycle Length: 67.4

Natural Cycle: 65

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.19

Intersection Signal Delay: 4.6

Intersection LOS: A



















Intersection Capacity Utilization 33.2%

















ICU Level of Service A










Analysis Period (min) 15





















Splits and Phases: 101: Milton Ave. & Lakewood Ave.

| | | |
|------|------|------|
| ø1 | ø2 | ø4 |
| 32 s | 28 s | 20 s |
| | ø6 | |
| | 28 s | |

| | | | | | | | | | | | | |
|-----------------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| |  |  |  |  |  |  |  |  |  |  |  | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NEL | NET | NER | SWL | SWT | SWR |
| Lane Configurations |  |  | | |  |  | |  | | |  |  |
| Sign Control | Free | | | | Free | | | Stop | | | Stop | |
| Grade | 0% | | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 19 | 218 | 15 | 7 | 160 | 36 | 17 | 61 | 6 | 38 | 77 | 18 |
| Peak Hour Factor | 0.83 | 0.83 | 0.83 | 0.87 | 0.87 | 0.87 | 0.84 | 0.84 | 0.84 | 0.81 | 0.81 | 0.81 |
| Hourly flow rate (vph) | 23 | 263 | 18 | 8 | 184 | 41 | 20 | 73 | 7 | 47 | 95 | 22 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | 14 |
| Median type | | | | | | | None | | None | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | 255 | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 225 | | | 281 | | | 473 | 559 | 272 | 573 | 547 | 113 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 225 | | | 281 | | | 473 | 559 | 272 | 573 | 547 | 113 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 98 | | | 99 | | | 95 | 83 | 99 | 86 | 78 | 98 |
| cM capacity (veh/h) | 1340 | | | 1279 | | | 378 | 426 | 726 | 340 | 433 | 919 |
| Direction, Lane # | EB 1 | EB 2 | WB 1 | WB 2 | NE 1 | SW 1 | | | | | | |
| Volume Total | 23 | 281 | 100 | 133 | 100 | 164 | | | | | | |
| Volume Left | 23 | 0 | 8 | 0 | 20 | 47 | | | | | | |
| Volume Right | 0 | 18 | 0 | 41 | 7 | 22 | | | | | | |
| cSH | 1340 | 1700 | 1279 | 1700 | 428 | 465 | | | | | | |
| Volume to Capacity | 0.02 | 0.17 | 0.01 | 0.08 | 0.23 | 0.35 | | | | | | |
| Queue Length 95th (ft) | 1 | 0 | 0 | 0 | 22 | 39 | | | | | | |
| Control Delay (s) | 7.7 | 0.0 | 0.7 | 0.0 | 16.0 | 17.4 | | | | | | |
| Lane LOS | A | | A | | C | C | | | | | | |
| Approach Delay (s) | 0.6 | | 0.3 | | 16.0 | 17.4 | | | | | | |
| Approach LOS | | | | | C | C | | | | | | |
| Intersection Summary | | | | | | | | | | | | |
| Average Delay | | | 5.9 | | | | | | | | | |
| Intersection Capacity Utilization | | | 33.6% | | ICU Level of Service | | | A | | | | |
| Analysis Period (min) | | | 15 | | | | | | | | | |
| | | | | | | | | | | | | |

















| | | | | | | | | | | | | |
|-----------------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| |  |  |  |  |  |  |  |  |  |  |  |  |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |  | | |  | | |  | | |  | |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 4 | 5 | 1 | 12 | 5 | 14 | 1 | 167 | 6 | 15 | 232 | 9 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.60 | 0.60 | 0.60 | 0.76 | 0.76 | 0.76 | 0.86 | 0.86 | 0.86 |
| Hourly flow rate (vph) | 4 | 5 | 1 | 20 | 8 | 23 | 1 | 220 | 8 | 17 | 270 | 10 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 564 | 540 | 275 | 540 | 541 | 224 | 280 | | | 228 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 564 | 540 | 275 | 540 | 541 | 224 | 280 | | | 228 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 99 | 99 | 100 | 95 | 98 | 97 | 100 | | | 99 | | |
| cM capacity (veh/h) | 413 | 442 | 764 | 443 | 441 | 816 | 1282 | | | 1341 | | |
| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 | | | | | | | | |
| Volume Total | 11 | 52 | 229 | 298 | | | | | | | | |
| Volume Left | 4 | 20 | 1 | 17 | | | | | | | | |
| Volume Right | 1 | 23 | 8 | 10 | | | | | | | | |
| cSH | 449 | 558 | 1282 | 1341 | | | | | | | | |
| Volume to Capacity | 0.02 | 0.09 | 0.00 | 0.01 | | | | | | | | |
| Queue Length 95th (ft) | 2 | 8 | 0 | 1 | | | | | | | | |
| Control Delay (s) | 13.2 | 12.1 | 0.1 | 0.6 | | | | | | | | |
| Lane LOS | B | B | A | A | | | | | | | | |
| Approach Delay (s) | 13.2 | 12.1 | 0.1 | 0.6 | | | | | | | | |
| Approach LOS | B | B | | | | | | | | | | |
| Intersection Summary | | | | | | | | | | | | |
| Average Delay | | | 1.6 | | | | | | | | | |
| Intersection Capacity Utilization | | | 33.4% | | ICU Level of Service | | | | | A | | |
| Analysis Period (min) | | | 15 | | | | | | | | | |
| | | | | | | | | | | | | |

| |  |  |  |  |  |  |
|-----------------------------------|---|---|---|---|---|---|
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations |  | |  | | |  |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Volume (veh/h) | 7 | 7 | 44 | 8 | 9 | 75 |
| Peak Hour Factor | 0.70 | 0.70 | 0.81 | 0.81 | 0.91 | 0.91 |
| Hourly flow rate (vph) | 10 | 10 | 54 | 10 | 10 | 82 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage (veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 161 | 59 | | | 64 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 161 | 59 | | | 64 | |
| tC, single (s) | 6.4 | 6.2 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.2 | |
| p0 queue free % | 99 | 99 | | | 99 | |
| cM capacity (veh/h) | 824 | 1006 | | | 1538 | |
| Direction, Lane # | WB 1 | NB 1 | SB 1 | | | |
| Volume Total | 20 | 64 | 92 | | | |
| Volume Left | 10 | 0 | 10 | | | |
| Volume Right | 10 | 10 | 0 | | | |
| cSH | 906 | 1700 | 1538 | | | |
| Volume to Capacity | 0.02 | 0.04 | 0.01 | | | |
| Queue Length 95th (ft) | 2 | 0 | 0 | | | |
| Control Delay (s) | 9.1 | 0.0 | 0.8 | | | |
| Lane LOS | A | | A | | | |
| Approach Delay (s) | 9.1 | 0.0 | 0.8 | | | |
| Approach LOS | A | | | | | |
| Intersection Summary | | | | | | |
| Average Delay | | 1.5 | | | | |
| Intersection Capacity Utilization | | 21.1% | | ICU Level of Service | | A |
| Analysis Period (min) | | 15 | | | | |

| | | | | | | | | | | | | |
|-----------------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| |  |  |  |  |  |  |  |  |  |  |  | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  |  |  |  | |  |  | |  |  | |
| Sign Control | Free | | | Free | | | Stop | | | Stop | | |
| Grade | 0% | | | 0% | | | 0% | | | 0% | | |
| Volume (veh/h) | 35 | 183 | 110 | 7 | 186 | 6 | 89 | 5 | 9 | 2 | 14 | 72 |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.76 | 0.76 | 0.76 | 0.71 | 0.71 | 0.71 | 0.85 | 0.85 | 0.85 |
| Hourly flow rate (vph) | 40 | 208 | 125 | 9 | 245 | 8 | 125 | 7 | 13 | 2 | 16 | 85 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | None | | | | | | None | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 253 | | | 333 | | | 644 | 559 | 208 | 571 | 680 | 249 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 253 | | | 333 | | | 644 | 559 | 208 | 571 | 680 | 249 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 97 | | | 99 | | | 61 | 98 | 98 | 99 | 95 | 89 |
| cM capacity (veh/h) | 1313 | | | 1226 | | | 323 | 421 | 832 | 408 | 359 | 790 |
| Direction, Lane # | EB 1 | EB 2 | EB 3 | WB 1 | WB 2 | NB 1 | NB 2 | SB 1 | SB 2 | | | |
| Volume Total | 40 | 208 | 125 | 9 | 253 | 125 | 20 | 2 | 101 | | | |
| Volume Left | 40 | 0 | 0 | 9 | 0 | 125 | 0 | 2 | 0 | | | |
| Volume Right | 0 | 0 | 125 | 0 | 8 | 0 | 13 | 0 | 85 | | | |
| cSH | 1313 | 1700 | 1700 | 1226 | 1700 | 323 | 617 | 408 | 661 | | | |
| Volume to Capacity | 0.03 | 0.12 | 0.07 | 0.01 | 0.15 | 0.39 | 0.03 | 0.01 | 0.15 | | | |
| Queue Length 95th (ft) | 2 | 0 | 0 | 1 | 0 | 44 | 2 | 0 | 13 | | | |
| Control Delay (s) | 7.8 | 0.0 | 0.0 | 8.0 | 0.0 | 23.0 | 11.0 | 13.9 | 11.4 | | | |
| Lane LOS | A | | | A | | C | B | B | B | | | |
| Approach Delay (s) | 0.8 | | | 0.3 | | 21.4 | | 11.5 | | | | |
| Approach LOS | | | | | | C | | B | | | | |
| Intersection Summary | | | | | | | | | | | | |
| Average Delay | 5.3 | | | | | | | | | | | |
| Intersection Capacity Utilization | 35.1% | | | ICU Level of Service | | | | | A | | | |
| Analysis Period (min) | 15 | | | | | | | | | | | |
| | | | | | | | | | | | | |





















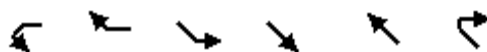
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|-----------------------------------|------|-------|------|----------------------|------|------|
| Lane Configurations | W | | | W | W | |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 16 | 38 | 9 | 226 | 262 | 11 |
| Peak Hour Factor | 0.61 | 0.61 | 0.90 | 0.90 | 0.84 | 0.84 |
| Hourly flow rate (vph) | 26 | 62 | 10 | 251 | 312 | 13 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage (veh) | | | | | | |
| Upstream signal (ft) | | | | | 436 | |
| pX, platoon unblocked | 0.94 | 0.94 | 0.94 | | | |
| vC, conflicting volume | 590 | 318 | 325 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 563 | 275 | 282 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 94 | 91 | 99 | | | |
| cM capacity (veh/h) | 454 | 718 | 1204 | | | |
| Direction, Lane # | EB 1 | NB 1 | SB 1 | | | |
| Volume Total | 89 | 261 | 325 | | | |
| Volume Left | 26 | 10 | 0 | | | |
| Volume Right | 62 | 0 | 13 | | | |
| cSH | 613 | 1204 | 1700 | | | |
| Volume to Capacity | 0.14 | 0.01 | 0.19 | | | |
| Queue Length 95th (ft) | 13 | 1 | 0 | | | |
| Control Delay (s) | 11.9 | 0.4 | 0.0 | | | |
| Lane LOS | B | A | | | | |
| Approach Delay (s) | 11.9 | 0.4 | 0.0 | | | |
| Approach LOS | B | | | | | |
| Intersection Summary | | | | | | |
| Average Delay | | 1.7 | | | | |
| Intersection Capacity Utilization | | 29.2% | | ICU Level of Service | | A |
| Analysis Period (min) | | 15 | | | | |

| | | | | | | | | | | | | |
|-----------------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| |  |  |  |  |  |  |  |  |  |  |  |  |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |  | | |  | | |  | | |  | |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 13 | 197 | 8 | 8 | 224 | 7 | 3 | 6 | 7 | 19 | 17 | 14 |
| Peak Hour Factor | 0.78 | 0.78 | 0.78 | 0.92 | 0.92 | 0.92 | 0.50 | 0.50 | 0.50 | 0.66 | 0.66 | 0.66 |
| Hourly flow rate (vph) | 17 | 253 | 10 | 9 | 243 | 8 | 6 | 12 | 14 | 29 | 26 | 21 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 251 | | | 263 | | | 590 | 560 | 258 | 576 | 561 | 247 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 251 | | | 263 | | | 590 | 560 | 258 | 576 | 561 | 247 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 99 | | | 99 | | | 98 | 97 | 98 | 93 | 94 | 97 |
| cM capacity (veh/h) | 1314 | | | 1301 | | | 384 | 429 | 781 | 406 | 428 | 791 |
| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 | | | | | | | | |
| Volume Total | 279 | 260 | 32 | 76 | | | | | | | | |
| Volume Left | 17 | 9 | 6 | 29 | | | | | | | | |
| Volume Right | 10 | 8 | 14 | 21 | | | | | | | | |
| cSH | 1314 | 1301 | 520 | 480 | | | | | | | | |
| Volume to Capacity | 0.01 | 0.01 | 0.06 | 0.16 | | | | | | | | |
| Queue Length 95th (ft) | 1 | 1 | 5 | 14 | | | | | | | | |
| Control Delay (s) | 0.6 | 0.3 | 12.4 | 13.9 | | | | | | | | |
| Lane LOS | A | A | B | B | | | | | | | | |
| Approach Delay (s) | 0.6 | 0.3 | 12.4 | 13.9 | | | | | | | | |
| Approach LOS | | | B | B | | | | | | | | |
| Intersection Summary | | | | | | | | | | | | |
| Average Delay | | | 2.6 | | | | | | | | | |
| Intersection Capacity Utilization | | | 28.2% | | ICU Level of Service | | | | A | | | |
| Analysis Period (min) | | | 15 | | | | | | | | | |
| | | | | | | | | | | | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|-----------------------------------|------|-------|------|----------------------|------|------|
| Lane Configurations | W | | | ↑↑ | ↑↑ | |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 3 | 16 | 14 | 318 | 673 | 7 |
| Peak Hour Factor | 0.59 | 0.59 | 0.87 | 0.87 | 0.91 | 0.91 |
| Hourly flow rate (vph) | 5 | 27 | 16 | 366 | 740 | 8 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage (veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 958 | 374 | 747 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 958 | 374 | 747 | | | |
| tC, single (s) | 6.8 | 6.9 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 98 | 96 | 98 | | | |
| cM capacity (veh/h) | 250 | 624 | 857 | | | |
| Direction, Lane # | EB 1 | NB 1 | NB 2 | SB 1 | SB 2 | |
| Volume Total | 32 | 138 | 244 | 493 | 254 | |
| Volume Left | 5 | 16 | 0 | 0 | 0 | |
| Volume Right | 27 | 0 | 0 | 0 | 8 | |
| cSH | 505 | 857 | 1700 | 1700 | 1700 | |
| Volume to Capacity | 0.06 | 0.02 | 0.14 | 0.29 | 0.15 | |
| Queue Length 95th (ft) | 5 | 1 | 0 | 0 | 0 | |
| Control Delay (s) | 12.6 | 1.2 | 0.0 | 0.0 | 0.0 | |
| Lane LOS | B | A | | | | |
| Approach Delay (s) | 12.6 | 0.5 | | 0.0 | | |
| Approach LOS | B | | | | | |
| Intersection Summary | | | | | | |
| Average Delay | | | 0.5 | | | |
| Intersection Capacity Utilization | | 29.1% | | ICU Level of Service | | A |
| Analysis Period (min) | | 15 | | | | |

| | | | | | | | | | | | | |
|-----------------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| |  |  |  |  |  |  |  |  |  |  |  | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |   | | |   | |  | |  | | | |
| Sign Control | Free | | | Free | | | Stop | | | Stop | | |
| Grade | 0% | | | 0% | | | 0% | | | 0% | | |
| Volume (veh/h) | 79 | 703 | 0 | 0 | 473 | 112 | 114 | 0 | 117 | 0 | 0 | 0 |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.91 | 0.91 | 0.91 | 0.93 | 0.93 | 0.93 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 90 | 799 | 0 | 0 | 520 | 123 | 123 | 0 | 126 | 0 | 0 | 0 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | None | | | | | | None | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | 472 | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 643 | | | 799 | | | 1238 | 1621 | 399 | 1160 | 1560 | 321 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 643 | | | 799 | | | 1238 | 1621 | 399 | 1160 | 1560 | 321 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 90 | | | 100 | | | 0 | 100 | 79 | 100 | 100 | 100 |
| cM capacity (veh/h) | 938 | | | 820 | | | 122 | 92 | 600 | 110 | 101 | 674 |
| Direction, Lane # | EB 1 | EB 2 | EB 3 | WB 1 | WB 2 | NB 1 | NB 2 | | | | | |
| Volume Total | 90 | 399 | 399 | 347 | 296 | 123 | 126 | | | | | |
| Volume Left | 90 | 0 | 0 | 0 | 0 | 123 | 0 | | | | | |
| Volume Right | 0 | 0 | 0 | 0 | 123 | 0 | 126 | | | | | |
| cSH | 938 | 1700 | 1700 | 1700 | 1700 | 122 | 600 | | | | | |
| Volume to Capacity | 0.10 | 0.23 | 0.23 | 0.20 | 0.17 | 1.00 | 0.21 | | | | | |
| Queue Length 95th (ft) | 8 | 0 | 0 | 0 | 0 | 170 | 20 | | | | | |
| Control Delay (s) | 9.2 | 0.0 | 0.0 | 0.0 | 0.0 | 150.5 | 12.6 | | | | | |
| Lane LOS | A | | | | | F | B | | | | | |
| Approach Delay (s) | 0.9 | | | 0.0 | | 80.6 | | | | | | |
| Approach LOS | | | | | | F | | | | | | |
| Intersection Summary | | | | | | | | | | | | |
| Average Delay | 11.7 | | | | | | | | | | | |
| Intersection Capacity Utilization | 73.3% | | | ICU Level of Service | | | | D | | | | |
| Analysis Period (min) | 15 | | | | | | | | | | | |
| | | | | | | | | | | | | |



| Movement | WBL | WBR | SEL | SET | NWT | NWR |
|-----------------------------------|------|-------|------|----------------------|------|------|
| Lane Configurations | W | | | W | W | |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 2 | 111 | 143 | 51 | 50 | 4 |
| Peak Hour Factor | 0.76 | 0.76 | 0.85 | 0.85 | 0.84 | 0.84 |
| Hourly flow rate (vph) | 3 | 146 | 168 | 60 | 60 | 5 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage (veh) | | | | | | |
| Upstream signal (ft) | | | | 1038 | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 458 | 62 | 64 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 458 | 62 | 64 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 99 | 85 | 89 | | | |
| cM capacity (veh/h) | 499 | 1003 | 1538 | | | |
| Direction, Lane # | WB 1 | SE 1 | NW 1 | | | |
| Volume Total | 149 | 228 | 64 | | | |
| Volume Left | 3 | 168 | 0 | | | |
| Volume Right | 146 | 0 | 5 | | | |
| cSH | 985 | 1538 | 1700 | | | |
| Volume to Capacity | 0.15 | 0.11 | 0.04 | | | |
| Queue Length 95th (ft) | 13 | 9 | 0 | | | |
| Control Delay (s) | 9.3 | 5.9 | 0.0 | | | |
| Lane LOS | A | A | | | | |
| Approach Delay (s) | 9.3 | 5.9 | 0.0 | | | |
| Approach LOS | A | | | | | |
| Intersection Summary | | | | | | |
| Average Delay | | 6.2 | | | | |
| Intersection Capacity Utilization | | 30.9% | | ICU Level of Service | | A |
| Analysis Period (min) | | 15 | | | | |

Atlanta BeltLine
Subarea 2

BASELINE 2020

SYNCHRO REPORT
(October 2008)



| Lane Group | EBL | EBR | NEL | NET | SWT | SWR |
|------------------------|------------|-------|------|-------|-------|------|
| Lane Configurations | | | | | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | 0% | | | 0% | 0% | |
| Storage Length (ft) | 0 | 0 | 0 | | | 0 |
| Storage Lanes | 1 | 1 | 0 | | | 0 |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Leading Detector (ft) | 50 | 50 | 50 | 50 | 50 | |
| Trailing Detector (ft) | 0 | 0 | 0 | 0 | 0 | |
| Turning Speed (mph) | 15 | 9 | 15 | | | 9 |
| Satd. Flow (prot) | 1770 | 1583 | 0 | 5034 | 3511 | 0 |
| Flt Permitted | 0.950 | | | 0.737 | | |
| Satd. Flow (perm) | 1770 | 1583 | 0 | 3748 | 3511 | 0 |
| Right Turn on Red | | Yes | | | | Yes |
| Satd. Flow (RTOR) | | 216 | | | 10 | |
| Link Speed (mph) | 30 | | | 40 | 40 | |
| Link Distance (ft) | 802 | | | 951 | 666 | |
| Travel Time (s) | 18.2 | | | 16.2 | 11.4 | |
| Volume (vph) | 16 | 194 | 389 | 1474 | 362 | 20 |
| Confl. Peds. (#/hr) | | | | | | |
| Confl. Bikes (#/hr) | | | | | | |
| Peak Hour Factor | 0.90 | 0.90 | 0.92 | 0.92 | 0.88 | 0.88 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | |
| Mid-Block Traffic (%) | 0% | | | 0% | 0% | |
| Lane Group Flow (vph) | 18 | 216 | 0 | 2025 | 434 | 0 |
| Turn Type | Perm pm+pt | | | | | |
| Protected Phases | 4 | | 5 | 2 | 6 | |
| Permitted Phases | | 4 | 2 | | | |
| Detector Phases | 4 | 4 | 5 | 2 | 6 | |
| Minimum Initial (s) | 9.0 | 9.0 | 4.0 | 15.0 | 15.0 | |
| Minimum Split (s) | 26.1 | 26.1 | 8.7 | 21.1 | 20.1 | |
| Total Split (s) | 26.1 | 26.1 | 8.7 | 63.9 | 55.2 | 0.0 |
| Total Split (%) | 29.0% | 29.0% | 9.7% | 71.0% | 61.3% | 0.0% |
| Yellow Time (s) | 3.2 | 3.2 | 3.2 | 3.6 | 3.6 | |
| All-Red Time (s) | 1.9 | 1.9 | 1.5 | 1.5 | 1.5 | |
| Lead/Lag | | | Lead | | Lag | |
| Lead-Lag Optimize? | | | | | | |
| Recall Mode | None | None | None | C-Max | C-Max | |
| Act Effct Green (s) | 10.8 | 10.8 | | 71.2 | 71.2 | |
| Actuated g/C Ratio | 0.12 | 0.12 | | 0.79 | 0.79 | |
| v/c Ratio | 0.08 | 0.57 | | 0.68 | 0.16 | |
| Control Delay | 35.4 | 11.6 | | 1.9 | 2.4 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 35.4 | 11.6 | | 1.9 | 2.4 | |
| LOS | D | B | | A | A | |
| Approach Delay | 13.4 | | | 1.9 | 2.4 | |



| Lane Group | EBL | EBR | NEL | NET | SWT | SWR |
|--------------|-----|-----|-----|-----|-----|-----|
| Approach LOS | B | | | A | A | |

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 55 (61%), Referenced to phase 2:NETL and 6:SWT, Start of Green
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.68
 Intersection Signal Delay: 3.0 Intersection LOS: A
 Intersection Capacity Utilization 66.4% ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 80: White St. & Lee St.

| | | | |
|--------------|--------------|--------------|--|
| ø2 63.9 s | | ø4 26.1 s | |
| ø5 8.7 s | ø6 55.2 s | | |



| Lane Group | SEL | SER | NEL | NET | SWT | SWR |
|------------------------|------------|-------|-------|-------|-------|------|
| Lane Configurations | | | | | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 10 | 11 | 12 | 12 | 12 | 12 |
| Grade (%) | 0% | | | 0% | 0% | |
| Storage Length (ft) | 0 | 0 | 90 | | | 0 |
| Storage Lanes | 1 | 1 | 1 | | | 0 |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Leading Detector (ft) | 50 | 50 | 50 | 50 | 50 | |
| Trailing Detector (ft) | 0 | 0 | 0 | 0 | 0 | |
| Turning Speed (mph) | 15 | 9 | 15 | | | 9 |
| Satd. Flow (prot) | 1652 | 1531 | 1770 | 3539 | 3518 | 0 |
| Flt Permitted | 0.950 | | 0.330 | | | |
| Satd. Flow (perm) | 1652 | 1531 | 615 | 3539 | 3518 | 0 |
| Right Turn on Red | | Yes | | | | Yes |
| Satd. Flow (RTOR) | | 114 | | | 7 | |
| Link Speed (mph) | 35 | | | 40 | 40 | |
| Link Distance (ft) | 730 | | | 308 | 951 | |
| Travel Time (s) | 14.2 | | | 5.3 | 16.2 | |
| Volume (vph) | 42 | 96 | 96 | 2010 | 579 | 24 |
| Confl. Peds. (#/hr) | | | | | | |
| Confl. Bikes (#/hr) | | | | | | |
| Peak Hour Factor | 0.84 | 0.84 | 0.93 | 0.93 | 0.91 | 0.91 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | |
| Mid-Block Traffic (%) | 0% | | | 0% | 0% | |
| Lane Group Flow (vph) | 50 | 114 | 103 | 2161 | 662 | 0 |
| Turn Type | Perm pm+pt | | | | | |
| Protected Phases | 4 | | 5 | 2 | 6 | |
| Permitted Phases | | 4 | 2 | | | |
| Detector Phases | 4 | 4 | 5 | 2 | 6 | |
| Minimum Initial (s) | 9.0 | 9.0 | 4.0 | 15.0 | 15.0 | |
| Minimum Split (s) | 26.1 | 26.1 | 8.7 | 21.1 | 20.1 | |
| Total Split (s) | 26.1 | 26.1 | 9.4 | 63.9 | 54.5 | 0.0 |
| Total Split (%) | 29.0% | 29.0% | 10.4% | 71.0% | 60.6% | 0.0% |
| Yellow Time (s) | 3.2 | 3.2 | 3.2 | 3.6 | 3.6 | |
| All-Red Time (s) | 1.9 | 1.9 | 1.5 | 1.5 | 1.5 | |
| Lead/Lag | | | Lead | | Lag | |
| Lead-Lag Optimize? | | | | | | |
| Recall Mode | None | None | None | C-Max | C-Max | |
| Act Effct Green (s) | 10.5 | 10.5 | 74.4 | 75.2 | 65.9 | |
| Actuated g/C Ratio | 0.12 | 0.12 | 0.83 | 0.84 | 0.73 | |
| v/c Ratio | 0.26 | 0.41 | 0.17 | 0.73 | 0.26 | |
| Control Delay | 39.8 | 12.1 | 2.7 | 6.3 | 5.3 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 5.7 | 0.0 | |
| Total Delay | 39.8 | 12.1 | 2.7 | 12.0 | 5.3 | |
| LOS | D | B | A | B | A | |
| Approach Delay | 20.6 | | | 11.6 | 5.3 | |



| Lane Group | SEL | SER | NEL | NET | SWT | SWR |
|--------------|-----|-----|-----|-----|-----|-----|
| Approach LOS | C | | B | | A | |

Intersection Summary

| | |
|-----------------------------------|--|
| Area Type: | Other |
| Cycle Length: | 90 |
| Actuated Cycle Length: | 90 |
| Offset: | 40 (44%), Referenced to phase 2:NETL and 6:SWT, Start of Green |
| Natural Cycle: | 90 |
| Control Type: | Actuated-Coordinated |
| Maximum v/c Ratio: | 0.73 |
| Intersection Signal Delay: | 10.7 |
| Intersection LOS: | B |
| Intersection Capacity Utilization | 69.7% |
| ICU Level of Service | C |
| Analysis Period (min) | 15 |

Splits and Phases: 81: Donnelly Ave. & Lee St.

| | | | |
|--------------|--------------|--------------|--|
| ø2 63.9 s | | ø4 26.1 s | |
| ø5 9.4 s | ø6 54.5 s | | |



| Lane Group | EBL | EBR | NEL | NET | SWT | SWR |
|------------------------|-------|------|-------|-------|-------|------|
| Lane Configurations | | | | | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | 0% | | | 0% | 0% | |
| Storage Length (ft) | 0 | 0 | 0 | | | 0 |
| Storage Lanes | 1 | 0 | 0 | | | 0 |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Leading Detector (ft) | 50 | | 50 | 50 | 50 | |
| Trailing Detector (ft) | 0 | | 0 | 0 | 0 | |
| Turning Speed (mph) | 15 | 9 | 15 | | | 9 |
| Satd. Flow (prot) | 1745 | 0 | 0 | 3536 | 5034 | 0 |
| Flt Permitted | 0.961 | | | 0.946 | | |
| Satd. Flow (perm) | 1745 | 0 | 0 | 3348 | 5034 | 0 |
| Right Turn on Red | | Yes | | | | Yes |
| Satd. Flow (RTOR) | 12 | | | | 30 | |
| Link Speed (mph) | 30 | | | 40 | 40 | |
| Link Distance (ft) | 724 | | | 691 | 2169 | |
| Travel Time (s) | 16.5 | | | 11.8 | 37.0 | |
| Volume (vph) | 107 | 24 | 17 | 1607 | 464 | 35 |
| Confl. Peds. (#/hr) | | | | | | |
| Confl. Bikes (#/hr) | | | | | | |
| Peak Hour Factor | 0.69 | 0.69 | 0.91 | 0.91 | 0.89 | 0.89 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | |
| Mid-Block Traffic (%) | 0% | | | 0% | 0% | |
| Lane Group Flow (vph) | 190 | 0 | 0 | 1785 | 560 | 0 |
| Turn Type | | | Perm | | | |
| Protected Phases | 8 | | | 6 | 2 | |
| Permitted Phases | | | 6 | | | |
| Detector Phases | 8 | | 6 | 6 | 2 | |
| Minimum Initial (s) | 9.0 | | 15.0 | 15.0 | 15.0 | |
| Minimum Split (s) | 24.2 | | 22.0 | 22.0 | 22.0 | |
| Total Split (s) | 24.2 | 0.0 | 65.8 | 65.8 | 65.8 | 0.0 |
| Total Split (%) | 26.9% | 0.0% | 73.1% | 73.1% | 73.1% | 0.0% |
| Yellow Time (s) | 3.2 | | 4.3 | 4.3 | 4.3 | |
| All-Red Time (s) | 2.0 | | 1.7 | 1.7 | 1.7 | |
| Lead/Lag | | | | | | |
| Lead-Lag Optimize? | | | | | | |
| Recall Mode | None | | C-Max | C-Max | C-Max | |
| Act Effct Green (s) | 15.3 | | | 66.7 | 66.7 | |
| Actuated g/C Ratio | 0.17 | | | 0.74 | 0.74 | |
| v/c Ratio | 0.62 | | | 0.72 | 0.15 | |
| Control Delay | 40.9 | | | 9.3 | 3.6 | |
| Queue Delay | 0.0 | | | 0.0 | 0.0 | |
| Total Delay | 40.9 | | | 9.3 | 3.6 | |
| LOS | D | | | A | A | |
| Approach Delay | 40.9 | | | 9.3 | 3.6 | |



| Lane Group | EBL | EBR | NEL | NET | SWT | SWR |
|--------------|-----|-----|-----|-----|-----|-----|
| Approach LOS | D | | | A | A | |

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:SWT and 6:NETL, Start of Green

Natural Cycle: 70

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.72

Intersection Signal Delay: 10.4

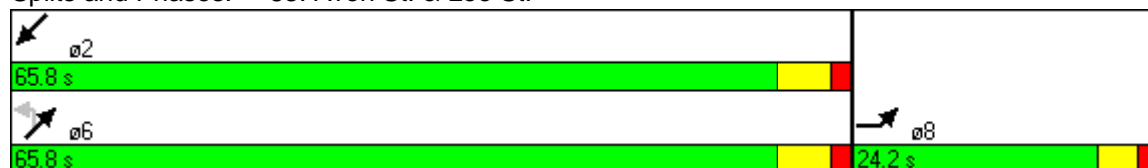
Intersection LOS: B

















Intersection Capacity Utilization 70.5%













ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 83: Avon St. & Lee St.



| |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |  | | |  | | |  | | |  | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Leading Detector (ft) | 50 | 50 | | 50 | 50 | | 50 | 50 | | 50 | 50 | |
| Trailing Detector (ft) | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Satd. Flow (prot) | 0 | 1837 | 0 | 0 | 1790 | 0 | 0 | 1850 | 0 | 0 | 1796 | 0 |
| Flt Permitted | | 0.986 | | | 0.966 | | | 0.981 | | | 0.864 | |
| Satd. Flow (perm) | 0 | 1815 | 0 | 0 | 1736 | 0 | 0 | 1818 | 0 | 0 | 1564 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 9 | | | 33 | | | 5 | | | 36 | |
| Link Speed (mph) | | 30 | | | 30 | | | 35 | | | 35 | |
| Link Distance (ft) | | 1923 | | | 1571 | | | 436 | | | 1474 | |
| Travel Time (s) | | 43.7 | | | 35.7 | | | 8.5 | | | 28.7 | |
| Volume (vph) | 8 | 226 | 23 | 17 | 150 | 58 | 31 | 567 | 21 | 27 | 97 | 32 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.83 | 0.83 | 0.83 | 0.87 | 0.87 | 0.87 | 0.86 | 0.86 | 0.86 | 0.89 | 0.89 | 0.89 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Lane Group Flow (vph) | 0 | 310 | 0 | 0 | 259 | 0 | 0 | 719 | 0 | 0 | 175 | 0 |
| Turn Type | Perm | | | Perm | | | Perm | | | Perm | | |
| Protected Phases | | 4 | | | 8 | | | 6 | | | 2 | |
| Permitted Phases | 4 | | | 8 | | | 6 | | | 2 | | |
| Detector Phases | 4 | 4 | | 8 | 8 | | 6 | 6 | | 2 | 2 | |
| Minimum Initial (s) | 15.0 | 15.0 | | 15.0 | 15.0 | | 15.0 | 15.0 | | 15.0 | 15.0 | |
| Minimum Split (s) | 20.4 | 20.4 | | 20.4 | 20.4 | | 21.4 | 21.4 | | 21.4 | 21.4 | |
| Total Split (s) | 20.4 | 20.4 | 0.0 | 20.4 | 20.4 | 0.0 | 34.6 | 34.6 | 0.0 | 34.6 | 34.6 | 0.0 |
| Total Split (%) | 37.1% | 37.1% | 0.0% | 37.1% | 37.1% | 0.0% | 62.9% | 62.9% | 0.0% | 62.9% | 62.9% | 0.0% |
| Yellow Time (s) | 3.8 | 3.8 | | 3.8 | 3.8 | | 3.8 | 3.8 | | 3.8 | 3.8 | |
| All-Red Time (s) | 1.6 | 1.6 | | 1.6 | 1.6 | | 1.6 | 1.6 | | 1.6 | 1.6 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | Max | Max | | Max | Max | | C-Max | C-Max | | C-Max | C-Max | |
| Act Effct Green (s) | | 16.4 | | | 16.4 | | | 30.6 | | | 30.6 | |
| Actuated g/C Ratio | | 0.30 | | | 0.30 | | | 0.56 | | | 0.56 | |
| v/c Ratio | | 0.57 | | | 0.48 | | | 0.71 | | | 0.20 | |
| Control Delay | | 20.6 | | | 17.2 | | | 13.8 | | | 5.5 | |
| Queue Delay | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Total Delay | | 20.6 | | | 17.2 | | | 13.8 | | | 5.5 | |
| LOS | | C | | | B | | | B | | | A | |
| Approach Delay | | 20.6 | | | 17.2 | | | 13.8 | | | 5.5 | |

| |  |  |  |  |  |  |  |  |  |  |  |  |
|--------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Approach LOS | C | | | B | | | B | | | A | | |

Intersection Summary

Area Type: Other

Cycle Length: 55

Actuated Cycle Length: 55

Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green

Natural Cycle: 55

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.71

Intersection Signal Delay: 14.8





Intersection LOS: B

















Intersection Capacity Utilization 61.3%













ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 87: Dill Ave. & Sylvan Rd.

| | | | | |
|---|----|--|---|----|
|  | ø2 | |  | ø4 |
| 34.6 s | | | 20.4 s | |
|  | ø6 | |  | ø8 |
| 34.6 s | | | 20.4 s | |

| |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |  | | |  | | |  | | |  | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Leading Detector (ft) | 50 | 50 | | 50 | 50 | | 50 | 50 | | 50 | 50 | |
| Trailing Detector (ft) | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Satd. Flow (prot) | 0 | 1740 | 0 | 0 | 1713 | 0 | 0 | 3522 | 0 | 0 | 3430 | 0 |
| Flt Permitted | | 0.756 | | | 0.913 | | | 0.869 | | | 0.908 | |
| Satd. Flow (perm) | 0 | 1363 | 0 | 0 | 1580 | 0 | 0 | 3069 | 0 | 0 | 3120 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 21 | | | 47 | | | 2 | | | 60 | |
| Link Speed (mph) | | 30 | | | 30 | | | 35 | | | 35 | |
| Link Distance (ft) | | 1510 | | | 514 | | | 743 | | | 1418 | |
| Travel Time (s) | | 34.3 | | | 11.7 | | | 14.5 | | | 27.6 | |
| Volume (vph) | 215 | 12 | 70 | 12 | 17 | 32 | 66 | 995 | 12 | 20 | 442 | 109 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.68 | 0.68 | 0.68 | 0.98 | 0.98 | 0.98 | 0.93 | 0.93 | 0.93 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Lane Group Flow (vph) | 0 | 313 | 0 | 0 | 90 | 0 | 0 | 1094 | 0 | 0 | 614 | 0 |
| Turn Type | Perm | | | Perm | | | Perm | | | pm+pt | | |
| Protected Phases | | 4 | | | 8 | | | 6 | | 5 | 2 | |
| Permitted Phases | 4 | | | 8 | | | 6 | | | 2 | | |
| Detector Phases | 4 | 4 | | 8 | 8 | | 6 | 6 | | 5 | 2 | |
| Minimum Initial (s) | 9.0 | 9.0 | | 9.0 | 9.0 | | 15.0 | 15.0 | | 5.0 | 15.0 | |
| Minimum Split (s) | 23.3 | 23.3 | | 23.3 | 23.3 | | 20.3 | 20.3 | | 10.0 | 20.3 | |
| Total Split (s) | 30.0 | 30.0 | 0.0 | 30.0 | 30.0 | 0.0 | 40.0 | 40.0 | 0.0 | 10.0 | 50.0 | 0.0 |
| Total Split (%) | 37.5% | 37.5% | 0.0% | 37.5% | 37.5% | 0.0% | 50.0% | 50.0% | 0.0% | 12.5% | 62.5% | 0.0% |
| Yellow Time (s) | 3.3 | 3.3 | | 3.3 | 3.3 | | 3.7 | 3.7 | | 3.5 | 3.7 | |
| All-Red Time (s) | 2.0 | 2.0 | | 2.0 | 2.0 | | 1.6 | 1.6 | | 1.5 | 1.6 | |
| Lead/Lag | | | | | | | Lag | Lag | | Lead | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | | None | None | | C-Max | C-Max | | None | C-Max | |
| Act Effct Green (s) | | 21.8 | | | 21.8 | | | 50.2 | | | 50.2 | |
| Actuated g/C Ratio | | 0.27 | | | 0.27 | | | 0.63 | | | 0.63 | |
| v/c Ratio | | 0.81 | | | 0.19 | | | 0.57 | | | 0.31 | |
| Control Delay | | 41.6 | | | 12.2 | | | 7.5 | | | 3.5 | |
| Queue Delay | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Total Delay | | 41.6 | | | 12.2 | | | 7.5 | | | 3.5 | |
| LOS | | D | | | B | | | A | | | A | |
| Approach Delay | | 41.6 | | | 12.2 | | | 7.5 | | | 3.5 | |

| |  |  |  |  |  |  |  |  |  |  |  |  |
|--------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Approach LOS | D | | | B | | | A | | | A | | |

Intersection Summary

Area Type: Other

Cycle Length: 80

Actuated Cycle Length: 80

Offset: 77 (96%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.81

Intersection Signal Delay: 11.6

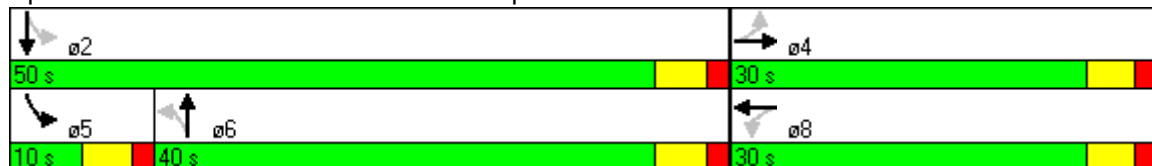
Intersection LOS: B

















Intersection Capacity Utilization 79.6%













ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 90: Dill Ave. & Metropolitan Ave.



| |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |  | | |  | | |  | | |  | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Leading Detector (ft) | 50 | 50 | | 50 | 50 | | 50 | 50 | | 50 | 50 | |
| Trailing Detector (ft) | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Satd. Flow (prot) | 0 | 1771 | 0 | 0 | 1727 | 0 | 0 | 3525 | 0 | 0 | 3522 | 0 |
| Flt Permitted | | 0.901 | | | 0.896 | | | 0.947 | | | 0.841 | |
| Satd. Flow (perm) | 0 | 1626 | 0 | 0 | 1577 | 0 | 0 | 3342 | 0 | 0 | 2968 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 12 | | | 39 | | | 5 | | | 4 | |
| Link Speed (mph) | | 30 | | | 30 | | | 35 | | | 35 | |
| Link Distance (ft) | | 1228 | | | 476 | | | 702 | | | 743 | |
| Travel Time (s) | | 27.9 | | | 10.8 | | | 13.7 | | | 14.5 | |
| Volume (vph) | 13 | 13 | 8 | 27 | 15 | 29 | 12 | 1120 | 27 | 27 | 498 | 9 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.65 | 0.65 | 0.65 | 0.74 | 0.74 | 0.74 | 0.86 | 0.86 | 0.86 | 0.81 | 0.81 | 0.81 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Lane Group Flow (vph) | 0 | 52 | 0 | 0 | 95 | 0 | 0 | 1347 | 0 | 0 | 659 | 0 |
| Turn Type | Perm | | | Perm | | | Perm | | | Perm | | |
| Protected Phases | | 8 | | | 4 | | | 6 | | | 2 | |
| Permitted Phases | 8 | | | 4 | | | 6 | | | 2 | | |
| Detector Phases | 8 | 8 | | 4 | 4 | | 6 | 6 | | 2 | 2 | |
| Minimum Initial (s) | 9.0 | 9.0 | | 9.0 | 9.0 | | 15.0 | 15.0 | | 15.0 | 15.0 | |
| Minimum Split (s) | 25.4 | 25.4 | | 14.4 | 14.4 | | 20.1 | 20.1 | | 20.1 | 20.1 | |
| Total Split (s) | 29.4 | 29.4 | 0.0 | 29.4 | 29.4 | 0.0 | 50.6 | 50.6 | 0.0 | 50.6 | 50.6 | 0.0 |
| Total Split (%) | 36.8% | 36.8% | 0.0% | 36.8% | 36.8% | 0.0% | 63.3% | 63.3% | 0.0% | 63.3% | 63.3% | 0.0% |
| Yellow Time (s) | 3.2 | 3.2 | | 3.2 | 3.2 | | 3.6 | 3.6 | | 3.6 | 3.6 | |
| All-Red Time (s) | 2.2 | 2.2 | | 2.2 | 2.2 | | 1.5 | 1.5 | | 1.5 | 1.5 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | Min | Min | | Min | Min | | C-Max | C-Max | | C-Max | C-Max | |
| Act Effct Green (s) | | 11.1 | | | 11.1 | | | 60.9 | | | 60.9 | |
| Actuated g/C Ratio | | 0.14 | | | 0.14 | | | 0.76 | | | 0.76 | |
| v/c Ratio | | 0.22 | | | 0.38 | | | 0.53 | | | 0.29 | |
| Control Delay | | 27.1 | | | 24.4 | | | 4.8 | | | 3.3 | |
| Queue Delay | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Total Delay | | 27.1 | | | 24.4 | | | 4.8 | | | 3.3 | |
| LOS | | C | | | C | | | A | | | A | |
| Approach Delay | | 27.1 | | | 24.4 | | | 4.8 | | | 3.3 | |

| |  |  |  |  |  |  |  |  |  |  |  |  |
|--------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Approach LOS | C | | | C | | | A | | | A | | |

Intersection Summary

Area Type: Other

Cycle Length: 80

Actuated Cycle Length: 80

Offset: 65 (81%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.53

Intersection Signal Delay: 5.8





Intersection LOS: A

















Intersection Capacity Utilization 54.5%













ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 91: Lynnhaven Ave. & Metropolitan Ave.

| | |
|--|--|
|  ø2 |  ø4 |
| 50.6 s | 29.4 s |
|  ø6 |  ø8 |
| 50.6 s | 29.4 s |

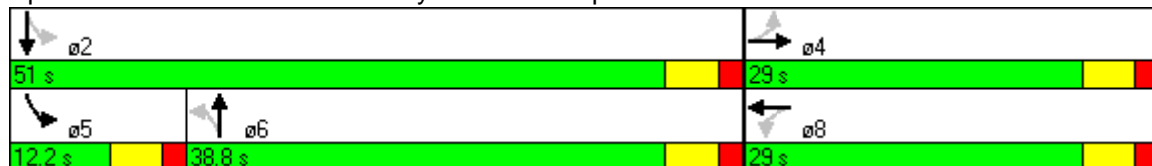
| |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |  | | |  | | |  | | |  | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 10 | 10 | 10 | 10 | 10 | 10 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Leading Detector (ft) | 50 | 50 | | 50 | 50 | | 50 | 50 | | 50 | 50 | |
| Trailing Detector (ft) | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Satd. Flow (prot) | 0 | 1815 | 0 | 0 | 3255 | 0 | 0 | 3148 | 0 | 0 | 3247 | 0 |
| Flt Permitted | | 0.690 | | | 0.757 | | | 0.953 | | | 0.549 | |
| Satd. Flow (perm) | 0 | 1276 | 0 | 0 | 2540 | 0 | 0 | 3000 | 0 | 0 | 1806 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 3 | | | 123 | | | 119 | | | 6 | |
| Link Speed (mph) | | 30 | | | 30 | | | 35 | | | 35 | |
| Link Distance (ft) | | 820 | | | 3704 | | | 1418 | | | 1848 | |
| Travel Time (s) | | 18.6 | | | 84.2 | | | 27.6 | | | 36.0 | |
| Volume (vph) | 35 | 52 | 5 | 330 | 25 | 186 | 4 | 594 | 275 | 105 | 269 | 11 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.88 | 0.88 | 0.88 | 0.86 | 0.86 | 0.86 | 0.81 | 0.81 | 0.81 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Lane Group Flow (vph) | 0 | 100 | 0 | 0 | 614 | 0 | 0 | 1016 | 0 | 0 | 476 | 0 |
| Turn Type | Perm | | | Perm | | | Perm | | | pm+pt | | |
| Protected Phases | | 4 | | | 8 | | | 6 | | 5 | 2 | |
| Permitted Phases | 4 | | | 8 | | | 6 | | | 2 | | |
| Detector Phases | 4 | 4 | | 8 | 8 | | 6 | 6 | | 5 | 2 | |
| Minimum Initial (s) | 14.0 | 14.0 | | 14.0 | 14.0 | | 15.0 | 15.0 | | 7.0 | 15.0 | |
| Minimum Split (s) | 24.5 | 24.5 | | 24.5 | 24.5 | | 23.6 | 23.6 | | 12.2 | 23.6 | |
| Total Split (s) | 29.0 | 29.0 | 0.0 | 29.0 | 29.0 | 0.0 | 38.8 | 38.8 | 0.0 | 12.2 | 51.0 | 0.0 |
| Total Split (%) | 36.3% | 36.3% | 0.0% | 36.3% | 36.3% | 0.0% | 48.5% | 48.5% | 0.0% | 15.3% | 63.8% | 0.0% |
| Yellow Time (s) | 3.6 | 3.6 | | 3.6 | 3.6 | | 3.8 | 3.8 | | 3.6 | 3.8 | |
| All-Red Time (s) | 1.9 | 1.9 | | 1.9 | 1.9 | | 1.8 | 1.8 | | 1.6 | 1.8 | |
| Lead/Lag | | | | | | | Lag | Lag | | Lead | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | Min | Min | | Min | Min | | C-Max | C-Max | | Max | C-Max | |
| Act Effct Green (s) | | 21.6 | | | 21.6 | | | 34.8 | | | 50.4 | |
| Actuated g/C Ratio | | 0.27 | | | 0.27 | | | 0.44 | | | 0.63 | |
| v/c Ratio | | 0.29 | | | 0.79 | | | 0.74 | | | 0.35 | |
| Control Delay | | 23.6 | | | 29.3 | | | 13.3 | | | 7.7 | |
| Queue Delay | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Total Delay | | 23.6 | | | 29.3 | | | 13.3 | | | 7.7 | |
| LOS | | C | | | C | | | B | | | A | |
| Approach Delay | | 23.6 | | | 29.3 | | | 13.3 | | | 7.7 | |

| |  |  |  |  |  |  |  |  |  |  |  |  |
|--------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Approach LOS | C | | | C | | | B | | | A | | |

Intersection Summary


















Area Type: Other
 Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 8 (10%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
 Natural Cycle: 65
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.79
 Intersection Signal Delay: 17.0 Intersection LOS: B
 Intersection Capacity Utilization 81.1% ICU Level of Service D
 Analysis Period (min) 15













Splits and Phases: 92: University Ave. & Metropolitan Ave.



Atlanta BeltLine Master Plan Subarea 2
94: University Ave. & I 75 Southbound Ramp

Baseline 2020 AM Peak
MG

| |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |  | |  |  | | | | |  | |  |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 11 | 11 | 11 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 15 | 11 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 160 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 0 | | 0 | 1 | | 0 | 0 | | 0 | 2 | | 1 |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Leading Detector (ft) | | 50 | | 50 | 50 | | | | | 50 | | 50 |
| Trailing Detector (ft) | | 0 | | 0 | 0 | | | | | 0 | | 0 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Satd. Flow (prot) | 0 | 3339 | 0 | 1770 | 3539 | 0 | 0 | 0 | 0 | 3433 | 0 | 1531 |
| Flt Permitted | | | | 0.242 | | | | | | 0.950 | | |
| Satd. Flow (perm) | 0 | 3339 | 0 | 451 | 3539 | 0 | 0 | 0 | 0 | 3433 | 0 | 1531 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 30 | | | | | | | | | | 326 |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 3704 | | | 472 | | | 664 | | | 1127 | |
| Travel Time (s) | | 84.2 | | | 10.7 | | | 15.1 | | | 25.6 | |
| Volume (vph) | 0 | 548 | 102 | 220 | 500 | 0 | 0 | 0 | 0 | 417 | 0 | 313 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.89 | 0.89 | 0.89 | 0.90 | 0.90 | 0.90 | 0.92 | 0.92 | 0.92 | 0.95 | 0.95 | 0.95 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Lane Group Flow (vph) | 0 | 731 | 0 | 244 | 556 | 0 | 0 | 0 | 0 | 439 | 0 | 329 |
| Turn Type | | | | pm+pt | | | | | | Prot | | custom |
| Protected Phases | | 6 | | 5 | 2 | | | | | 8 | | |
| Permitted Phases | | | | 2 | | | | | | | | 8 |
| Detector Phases | | 6 | | 5 | 2 | | | | | 8 | | 8 |
| Minimum Initial (s) | | 32.0 | | 10.0 | 32.0 | | | | | 24.0 | | 24.0 |
| Minimum Split (s) | | 37.4 | | 15.0 | 37.4 | | | | | 30.3 | | 30.3 |
| Total Split (s) | 0.0 | 38.7 | 0.0 | 16.0 | 54.7 | 0.0 | 0.0 | 0.0 | 0.0 | 30.3 | 0.0 | 30.3 |
| Total Split (%) | 0.0% | 45.5% | 0.0% | 18.8% | 64.4% | 0.0% | 0.0% | 0.0% | 0.0% | 35.6% | 0.0% | 35.6% |
| Yellow Time (s) | | 3.6 | | 3.6 | 3.6 | | | | | 3.9 | | 3.9 |
| All-Red Time (s) | | 1.8 | | 1.4 | 1.8 | | | | | 2.4 | | 2.4 |
| Lead/Lag | | Lag | | Lead | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | | Min | | Min | Min | | | | | Min | | Min |
| Act Effct Green (s) | | 33.7 | | 49.4 | 49.4 | | | | | 26.3 | | 26.3 |
| Actuated g/C Ratio | | 0.40 | | 0.59 | 0.59 | | | | | 0.31 | | 0.31 |
| v/c Ratio | | 0.54 | | 0.54 | 0.27 | | | | | 0.41 | | 0.47 |
| Control Delay | | 20.0 | | 12.9 | 8.7 | | | | | 24.1 | | 5.3 |
| Queue Delay | | 0.0 | | 0.0 | 0.0 | | | | | 0.0 | | 0.0 |
| Total Delay | | 20.0 | | 12.9 | 8.7 | | | | | 24.1 | | 5.3 |
| LOS | | C | | B | A | | | | | C | | A |
| Approach Delay | | 20.0 | | | 10.0 | | | | | | | |

| |  |  |  |  |  |  |  |  |  |  |  |  |
|--------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Approach LOS | C | | | | | B | | | | | | |

Intersection Summary

Area Type: Other

Cycle Length: 85

Actuated Cycle Length: 83.7

Natural Cycle: 85

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.54

Intersection Signal Delay: 15.2

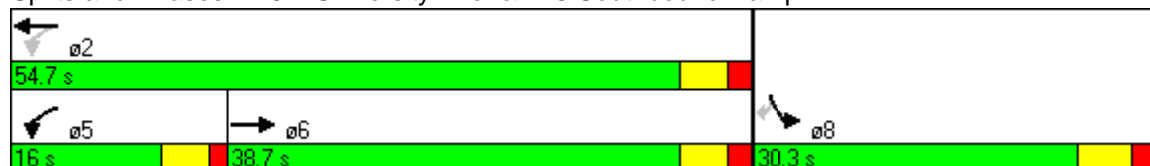
Intersection LOS: B





















Intersection Capacity Utilization 68.9%

ICU Level of Service C

Analysis Period (min) 15













Splits and Phases: 94: University Ave. & I 75 Southbound Ramp



| |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | NBL2 | NBT | NBR | SBL | SBT | SBR | SET | SER | SER2 | NWL | NWT | NWR |
| Lane Configurations | |  | | |  |  |  | |  |  |  |  |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 10 | 10 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | 0% | | | | 0% | |
| Storage Length (ft) | | | 0 | 0 | | 0 | | 90 | | 350 | | 0 |
| Storage Lanes | | | 0 | 0 | | 1 | | 1 | | 1 | | 0 |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Leading Detector (ft) | 50 | 50 | | 50 | 50 | 50 | 50 | | 50 | 50 | 50 | |
| Trailing Detector (ft) | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | | 9 | 9 | 15 | | 9 |
| Satd. Flow (prot) | 0 | 1694 | 0 | 0 | 1657 | 1478 | 1718 | 0 | 1504 | 1770 | 1690 | 0 |
| Flt Permitted | | 0.976 | | | 0.953 | | | | | 0.950 | | |
| Satd. Flow (perm) | 0 | 1694 | 0 | 0 | 1657 | 1478 | 1718 | 0 | 1504 | 1770 | 1690 | 0 |
| Right Turn on Red | | | Yes | | | | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 6 | | | | | | | 12 | | 65 | |
| Link Speed (mph) | | 30 | | | 30 | | 30 | | | | 30 | |
| Link Distance (ft) | | 840 | | | 980 | | 1390 | | | | 1416 | |
| Travel Time (s) | | 19.1 | | | 22.3 | | 31.6 | | | | 32.2 | |
| Volume (vph) | 3 | 0 | 3 | 62 | 1 | 36 | 16 | 4 | 7 | 633 | 167 | 275 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.50 | 0.50 | 0.50 | 0.78 | 0.78 | 0.78 | 0.56 | 0.56 | 0.56 | 0.95 | 0.95 | 0.95 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | 0% | | | | 0% | |
| Lane Group Flow (vph) | 0 | 12 | 0 | 0 | 80 | 46 | 36 | 0 | 12 | 666 | 465 | 0 |
| Turn Type | Split | | | Split | | Prot | | | pt+ov | Prot | | |
| Protected Phases | 4 | 4 | | 8 | 8 | 8 | 3 | | 3 7 | 1 | 2 | |
| Permitted Phases | | | | | | | | | | | | |
| Detector Phases | 4 | 4 | | 8 | 8 | 8 | 3 | | 3 7 | 1 | 2 | |
| Minimum Initial (s) | 14.7 | 14.7 | | 23.3 | 23.3 | 23.3 | 18.3 | | | 32.6 | 32.6 | |
| Minimum Split (s) | 21.0 | 21.0 | | 30.0 | 30.0 | 30.0 | 25.0 | | | 40.0 | 40.0 | |
| Total Split (s) | 21.0 | 21.0 | 0.0 | 30.0 | 30.0 | 30.0 | 18.0 | 0.0 | 54.0 | 55.0 | 73.0 | 0.0 |
| Total Split (%) | 13.1% | 13.1% | 0.0% | 18.8% | 18.8% | 18.8% | 11.3% | 0.0% | 33.8% | 34.4% | 45.6% | 0.0% |
| Yellow Time (s) | 3.6 | 3.6 | | 3.6 | 3.6 | 3.6 | 3.6 | | | 3.6 | 3.6 | |
| All-Red Time (s) | 2.7 | 2.7 | | 3.1 | 3.1 | 3.1 | 3.1 | | | 3.8 | 3.8 | |
| Lead/Lag | Lead | Lead | | Lag | Lag | Lag | Lag | | | Lead | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | | None | None | None | None | | | None | Min | |
| Act Effct Green (s) | | 17.3 | | | 26.3 | 26.3 | 14.3 | | 50.4 | 53.2 | 66.6 | |
| Actuated g/C Ratio | | 0.12 | | | 0.18 | 0.18 | 0.10 | | 0.35 | 0.39 | 0.48 | |
| v/c Ratio | | 0.06 | | | 0.26 | 0.17 | 0.21 | | 0.02 | 0.97 | 0.55 | |
| Control Delay | | 45.5 | | | 57.2 | 56.6 | 68.1 | | 16.7 | 73.6 | 27.1 | |
| Queue Delay | | 0.0 | | | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | |
| Total Delay | | 45.5 | | | 57.2 | 56.6 | 68.1 | | 16.7 | 73.6 | 27.1 | |
| LOS | | D | | | E | E | E | | B | E | C | |
| Approach Delay | | 45.5 | | | 57.0 | | 55.3 | | | | 54.5 | |



| Lane Group | NEL2 | NEL | NER | NER2 | ø6 |
|------------------------|-------|-------|--------|------|------|
| Lane Configurations | | | | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | |
| Lane Width (ft) | 11 | 11 | 11 | 12 | |
| Grade (%) | | 0% | | | |
| Storage Length (ft) | | 0 | 0 | | |
| Storage Lanes | | 1 | 1 | | |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | |
| Leading Detector (ft) | 50 | 50 | 50 | | |
| Trailing Detector (ft) | 0 | 0 | 0 | | |
| Turning Speed (mph) | 15 | 15 | 9 | 9 | |
| Satd. Flow (prot) | 0 | 1711 | 1531 | 0 | |
| Flt Permitted | | 0.950 | | | |
| Satd. Flow (perm) | 0 | 1711 | 1531 | 0 | |
| Right Turn on Red | | | | Yes | |
| Satd. Flow (RTOR) | | | | | |
| Link Speed (mph) | | 30 | | | |
| Link Distance (ft) | | 1991 | | | |
| Travel Time (s) | | 45.3 | | | |
| Volume (vph) | 3 | 16 | 559 | 1 | |
| Confl. Peds. (#/hr) | | | | | |
| Confl. Bikes (#/hr) | | | | | |
| Peak Hour Factor | 0.84 | 0.84 | 0.84 | 0.84 | |
| Growth Factor | 100% | 100% | 100% | 100% | |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | |
| Parking (#/hr) | | | | | |
| Mid-Block Traffic (%) | | 0% | | | |
| Lane Group Flow (vph) | 0 | 23 | 666 | 0 | |
| Turn Type | Split | | custom | | |
| Protected Phases | 7 | 7 | 1 6 | | 6 |
| Permitted Phases | | | | | |
| Detector Phases | 7 | 7 | 1 6 | | |
| Minimum Initial (s) | 14.7 | 14.7 | | | 32.6 |
| Minimum Split (s) | 21.0 | 21.0 | | | 40.0 |
| Total Split (s) | 36.0 | 36.0 | 91.0 | 0.0 | 36.0 |
| Total Split (%) | 22.5% | 22.5% | 56.9% | 0.0% | 23% |
| Yellow Time (s) | 3.6 | 3.6 | | | 3.6 |
| All-Red Time (s) | 2.7 | 2.7 | | | 3.8 |
| Lead/Lag | | | | | |
| Lead-Lag Optimize? | | | | | |
| Recall Mode | None | None | | | Min |
| Act Effct Green (s) | | 33.4 | 89.1 | | |
| Actuated g/C Ratio | | 0.24 | 0.65 | | |
| v/c Ratio | | 0.06 | 0.67 | | |
| Control Delay | | 49.8 | 18.8 | | |
| Queue Delay | | 0.0 | 0.0 | | |
| Total Delay | | 49.8 | 18.8 | | |
| LOS | | D | B | | |
| Approach Delay | | 19.8 | | | |

| |  |  |  |  |  |  |  |  |  |  |  |  |
|--------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | NBL2 | NBT | NBR | SBL | SBT | SBR | SET | SER | SER2 | NWL | NWT | NWR |
| Approach LOS | D | | | E | | | E | | | D | | |

Intersection Summary

Area Type: Other

Cycle Length: 160

Actuated Cycle Length: 137.8

Natural Cycle: 160

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.97

Intersection Signal Delay: 42.7








Intersection LOS: D

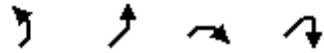
Intersection Capacity Utilization 95.3%

ICU Level of Service F

Analysis Period (min) 15

Splits and Phases: 96: Capitol Ave. & Ridge Ave.

| | | | | |
|--|--|--|--|--|
|  ø1 |  ø3 |  ø7 |  ø4 |  ø8 |
| 55 s | 18 s | 36 s | 21 s | 30 s |
|  ø2 |  ø6 | | | |
| 73 s | 36 s | | | |



| Lane Group | NEL2 | NEL | NER | NER2 | ø6 |
|----------------------|------|-----|-----|------|----|
| Approach LOS | B | | | | |
| Intersection Summary | | | | | |







| Lane Group | NBT | NBR | SBL | SBT | NWL | NWR |
|------------------------|-------|-------|-------|-------|-------|-------|
| Lane Configurations | ↑↑ | | ↘ | ↑↑ | ↘ | ↗ |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | 0% | | | 0% | 0% | |
| Storage Length (ft) | | 0 | 225 | | 125 | 0 |
| Storage Lanes | | 0 | 1 | | 1 | 1 |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Leading Detector (ft) | 50 | | 50 | 50 | 50 | 50 |
| Trailing Detector (ft) | 0 | | 0 | 0 | 0 | 0 |
| Turning Speed (mph) | | 9 | 15 | | 15 | 9 |
| Satd. Flow (prot) | 3493 | 0 | 1770 | 3539 | 1770 | 1583 |
| Flt Permitted | | | 0.087 | | 0.950 | |
| Satd. Flow (perm) | 3493 | 0 | 162 | 3539 | 1770 | 1583 |
| Right Turn on Red | | Yes | | | | Yes |
| Satd. Flow (RTOR) | 19 | | | | | 114 |
| Link Speed (mph) | 30 | | | 30 | 30 | |
| Link Distance (ft) | 599 | | | 628 | 1038 | |
| Travel Time (s) | 13.6 | | | 14.3 | 23.6 | |
| Volume (vph) | 1515 | 146 | 12 | 222 | 133 | 248 |
| Confl. Peds. (#/hr) | | | | | | |
| Confl. Bikes (#/hr) | | | | | | |
| Peak Hour Factor | 0.97 | 0.97 | 0.90 | 0.90 | 0.84 | 0.84 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | |
| Mid-Block Traffic (%) | 0% | | | 0% | 0% | |
| Lane Group Flow (vph) | 1713 | 0 | 13 | 247 | 158 | 295 |
| Turn Type | | pm+pt | | | Perm | |
| Protected Phases | 6 | | 5 | 2 | 4 | |
| Permitted Phases | | | 2 | | | 4 |
| Detector Phases | 6 | | 5 | 2 | 4 | 4 |
| Minimum Initial (s) | 7.0 | | 4.0 | 7.0 | 4.0 | 4.0 |
| Minimum Split (s) | 27.0 | | 8.0 | 27.0 | 26.0 | 26.0 |
| Total Split (s) | 46.0 | 0.0 | 8.0 | 54.0 | 26.0 | 26.0 |
| Total Split (%) | 57.5% | 0.0% | 10.0% | 67.5% | 32.5% | 32.5% |
| Yellow Time (s) | 4.0 | | 3.0 | 4.0 | 3.0 | 3.0 |
| All-Red Time (s) | 1.0 | | 1.0 | 1.0 | 1.0 | 1.0 |
| Lead/Lag | Lag | | Lead | | | |
| Lead-Lag Optimize? | Yes | | Yes | | | |
| Recall Mode | Min | | None | Min | None | None |
| Act Effct Green (s) | 40.8 | | 41.7 | 42.1 | 12.2 | 12.2 |
| Actuated g/C Ratio | 0.65 | | 0.61 | 0.67 | 0.20 | 0.20 |
| v/c Ratio | 0.75 | | 0.07 | 0.10 | 0.46 | 0.74 |
| Control Delay | 12.5 | | 6.8 | 4.6 | 26.8 | 26.1 |
| Queue Delay | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 12.5 | | 6.8 | 4.6 | 26.8 | 26.1 |
| LOS | B | | A | A | C | C |
| Approach Delay | 12.5 | | | 4.7 | 26.3 | |

| | | | | | | |
|---|-------|-----|-----|------------------------|-----|-----|
| | ↑ | ↶ | ↷ | ↓ | ↶ | ↷ |
| Lane Group | NBT | NBR | SBL | SBT | NWL | NWR |
| Approach LOS | B | | A | | C | |
| Intersection Summary | | | | | | |
| Area Type: | Other | | | | | |
| Cycle Length: 80 | | | | | | |
| Actuated Cycle Length: 62.5 | | | | | | |
| Natural Cycle: 80 | | | | | | |
| Control Type: Actuated-Uncoordinated | | | | | | |
| Maximum v/c Ratio: 0.75 | | | | | | |
| Intersection Signal Delay: 14.3 | | | | Intersection LOS: B | | |
| Intersection Capacity Utilization 68.6% | | | | ICU Level of Service C | | |
| Analysis Period (min) 15 | | | | | | |

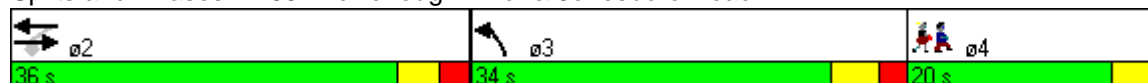
Splits and Phases: 98: Pryor St. & Ridge Ave.



















| | |
|------|------|
| ↓ ø2 | ↶ ø4 |
| 54 s | 26 s |
| ↷ ø5 | ↑ ø6 |
| 8 s | 46 s |













| | → | ↘ | ↙ | ← | ↖ | ↗ | |
|------------------------|-------|-------|-------|-------|-------|------|------|
| Lane Group | EBT | EBR | WBL | WBT | NBL | NBR | ø4 |
| Lane Configurations | ↑ | ↗ | | ↖ | ↘ | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | |
| Lane Width (ft) | 12 | 11 | 16 | 16 | 11 | 11 | |
| Grade (%) | 0% | | | 0% | 0% | | |
| Storage Length (ft) | | 280 | 0 | | 0 | 0 | |
| Storage Lanes | | 1 | 0 | | 1 | 0 | |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | |
| Leading Detector (ft) | 50 | 50 | 50 | 50 | 50 | | |
| Trailing Detector (ft) | 0 | 0 | 0 | 0 | 0 | | |
| Turning Speed (mph) | | 9 | 15 | | 15 | 9 | |
| Satd. Flow (prot) | 1863 | 1531 | 0 | 2111 | 1714 | 0 | |
| Flt Permitted | | | | | 0.952 | | |
| Satd. Flow (perm) | 1863 | 1531 | 0 | 2111 | 1714 | 0 | |
| Right Turn on Red | | Yes | | | | Yes | |
| Satd. Flow (RTOR) | | 285 | | | | | |
| Link Speed (mph) | 30 | | | 30 | 30 | | |
| Link Distance (ft) | 1416 | | | 1086 | 894 | | |
| Travel Time (s) | 32.2 | | | 24.7 | 20.3 | | |
| Volume (vph) | 142 | 248 | 1 | 344 | 621 | 1 | |
| Confl. Peds. (#/hr) | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | |
| Peak Hour Factor | 0.87 | 0.87 | 0.87 | 0.87 | 0.93 | 0.93 | |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | |
| Parking (#/hr) | | | | | | | |
| Mid-Block Traffic (%) | 0% | | | 0% | 0% | | |
| Lane Group Flow (vph) | 163 | 285 | 0 | 396 | 669 | 0 | |
| Turn Type | | Perm | Perm | | | | |
| Protected Phases | 2 | | | 2 | 3 | | 4 |
| Permitted Phases | | 2 | 2 | | | | |
| Detector Phases | 2 | 2 | 2 | 2 | 3 | | |
| Minimum Initial (s) | 30.0 | 30.0 | 30.0 | 30.0 | 26.0 | | 16.0 |
| Minimum Split (s) | 35.9 | 35.9 | 35.9 | 35.9 | 32.0 | | 20.0 |
| Total Split (s) | 36.0 | 36.0 | 36.0 | 36.0 | 34.0 | 0.0 | 20.0 |
| Total Split (%) | 40.0% | 40.0% | 40.0% | 40.0% | 37.8% | 0.0% | 22% |
| Yellow Time (s) | 3.4 | 3.4 | 3.4 | 3.4 | 3.8 | | 3.0 |
| All-Red Time (s) | 2.5 | 2.5 | 2.5 | 2.5 | 2.2 | | 1.0 |
| Lead/Lag | | | | | Lead | | Lag |
| Lead-Lag Optimize? | | | | | | | |
| Recall Mode | Min | Min | Min | Min | None | | None |
| Act Effct Green (s) | 31.9 | 31.9 | | 31.9 | 30.0 | | |
| Actuated g/C Ratio | 0.46 | 0.46 | | 0.46 | 0.43 | | |
| v/c Ratio | 0.19 | 0.33 | | 0.41 | 0.91 | | |
| Control Delay | 12.1 | 2.8 | | 14.4 | 38.2 | | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | |
| Total Delay | 12.1 | 2.8 | | 14.4 | 38.2 | | |
| LOS | B | A | | B | D | | |
| Approach Delay | 6.2 | | | 14.4 | 38.2 | | |

| | | | | | | | |
|---|---|---|---|---|---|---|----|
| |  |  |  |  |  |  | |
| Lane Group | EBT | EBR | WBL | WBT | NBL | NBR | ø4 |
| Approach LOS | A | | B | | D | | |
| Intersection Summary | | | | | | | |
| Area Type: | Other | | | | | | |
| Cycle Length: 90 | | | | | | | |
| Actuated Cycle Length: 69.9 | | | | | | | |
| Natural Cycle: 90 | | | | | | | |
| Control Type: Actuated-Uncoordinated | | | | | | | |
| Maximum v/c Ratio: 0.91 | | | | | | | |
| Intersection Signal Delay: 22.5 | | | | Intersection LOS: C | | | |
| Intersection Capacity Utilization 66.1% | | | | ICU Level of Service C | | | |
| Analysis Period (min) 15 | | | | | | | |

Splits and Phases: 99: McDonough Blvd. & Jonesboro Road



| |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |  | |  |  | |  |  | | |  | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 10 | 10 | 10 | 12 | 13 | 13 | 13 | 13 | 13 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 70 | | 0 | 120 | | 0 | 0 | | 0 |
| Storage Lanes | 0 | | 0 | 1 | | 0 | 1 | | 0 | 0 | | 0 |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Leading Detector (ft) | 50 | 50 | | 50 | 50 | | 50 | 50 | | 50 | 50 | |
| Trailing Detector (ft) | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Satd. Flow (prot) | 0 | 1831 | 0 | 1652 | 1723 | 0 | 1770 | 1861 | 0 | 0 | 1888 | 0 |
| Flt Permitted | | 0.975 | | 0.593 | | | 0.708 | | | | 0.695 | |
| Satd. Flow (perm) | 0 | 1791 | 0 | 1031 | 1723 | 0 | 1319 | 1861 | 0 | 0 | 1326 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 9 | | | 5 | | | 26 | | | 5 | |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 1086 | | | 919 | | | 696 | | | 1361 | |
| Travel Time (s) | | 24.7 | | | 20.9 | | | 15.8 | | | 30.9 | |
| Volume (vph) | 9 | 137 | 17 | 134 | 276 | 17 | 53 | 632 | 179 | 11 | 40 | 4 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.81 | 0.81 | 0.81 | 0.79 | 0.79 | 0.79 | 0.95 | 0.95 | 0.95 | 0.73 | 0.73 | 0.73 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Lane Group Flow (vph) | 0 | 201 | 0 | 170 | 371 | 0 | 56 | 853 | 0 | 0 | 75 | 0 |
| Turn Type | Perm | | | Perm | | | Perm | | | Perm | | |
| Protected Phases | | 2 | | | 6 | | | 4 | | | 8 | |
| Permitted Phases | 2 | | | 6 | | | 4 | | | 8 | | |
| Detector Phases | 2 | 2 | | 6 | 6 | | 4 | 4 | | 8 | 8 | |
| Minimum Initial (s) | 29.3 | 29.3 | | 29.3 | 29.3 | | 24.5 | 24.5 | | 24.5 | 24.5 | |
| Minimum Split (s) | 35.0 | 35.0 | | 35.0 | 35.0 | | 30.0 | 30.0 | | 30.0 | 30.0 | |
| Total Split (s) | 35.0 | 35.0 | 0.0 | 35.0 | 35.0 | 0.0 | 45.0 | 45.0 | 0.0 | 45.0 | 45.0 | 0.0 |
| Total Split (%) | 43.8% | 43.8% | 0.0% | 43.8% | 43.8% | 0.0% | 56.3% | 56.3% | 0.0% | 56.3% | 56.3% | 0.0% |
| Yellow Time (s) | 3.8 | 3.8 | | 3.8 | 3.8 | | 3.7 | 3.7 | | 3.7 | 3.7 | |
| All-Red Time (s) | 1.9 | 1.9 | | 1.9 | 1.9 | | 1.8 | 1.8 | | 1.8 | 1.8 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | Min | Min | | Min | Min | | Min | Min | | Min | Min | |
| Act Effct Green (s) | | 31.2 | | 31.2 | 31.2 | | 37.9 | 37.9 | | | 37.9 | |
| Actuated g/C Ratio | | 0.40 | | 0.40 | 0.40 | | 0.49 | 0.49 | | | 0.49 | |
| v/c Ratio | | 0.28 | | 0.41 | 0.53 | | 0.09 | 0.92 | | | 0.11 | |
| Control Delay | | 17.0 | | 21.3 | 21.5 | | 10.5 | 34.2 | | | 10.1 | |
| Queue Delay | | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | | 0.0 | |
| Total Delay | | 17.0 | | 21.3 | 21.5 | | 10.5 | 34.2 | | | 10.1 | |
| LOS | | B | | C | C | | B | C | | | B | |
| Approach Delay | | 17.0 | | | 21.5 | | | 32.7 | | | 10.1 | |

| |  |  |  |  |  |  |  |  |  |  |  |  |
|--------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Approach LOS | B | | | C | | | C | | | B | | |

Intersection Summary

Area Type: Other

Cycle Length: 80

Actuated Cycle Length: 77.1

Natural Cycle: 80

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.92

Intersection Signal Delay: 26.4

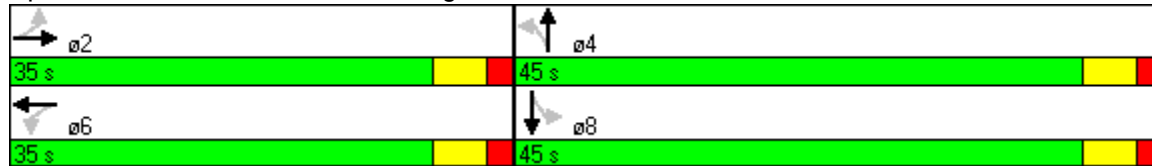
Intersection LOS: C

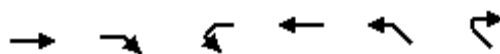
Intersection Capacity Utilization 103.0%

ICU Level of Service G

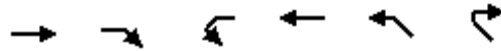
Analysis Period (min) 15

Splits and Phases: 100: McDonough Blvd. & Lakewood Ave.





| Lane Group | EBT | EBR | WBL | WBT | NWL | NWR | ø4 |
|------------------------|-------|-------|------|-------|-------|------|------|
| Lane Configurations | ↑ | ↑ | | ↑ | ↑ | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | |
| Grade (%) | 0% | | | 0% | 0% | | |
| Storage Length (ft) | | 0 | 0 | | 0 | 0 | |
| Storage Lanes | | 1 | 0 | | 1 | 0 | |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | |
| Leading Detector (ft) | 50 | 50 | | 50 | 50 | | |
| Trailing Detector (ft) | 0 | 0 | | 0 | 0 | | |
| Turning Speed (mph) | | 9 | 15 | | 15 | 9 | |
| Satd. Flow (prot) | 1863 | 1583 | 0 | 1863 | 1770 | 0 | |
| Flt Permitted | | | | | 0.950 | | |
| Satd. Flow (perm) | 1863 | 1583 | 0 | 1863 | 1770 | 0 | |
| Right Turn on Red | | Yes | | | | Yes | |
| Satd. Flow (RTOR) | | 74 | | | | | |
| Link Speed (mph) | 30 | | | 30 | 30 | | |
| Link Distance (ft) | 904 | | | 611 | 1361 | | |
| Travel Time (s) | 20.5 | | | 13.9 | 30.9 | | |
| Volume (vph) | 49 | 58 | 0 | 606 | 617 | 0 | |
| Confl. Peds. (#/hr) | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | |
| Peak Hour Factor | 0.78 | 0.78 | 0.89 | 0.89 | 0.96 | 0.96 | |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | |
| Parking (#/hr) | | | | | | | |
| Mid-Block Traffic (%) | 0% | | | 0% | 0% | | |
| Lane Group Flow (vph) | 63 | 74 | 0 | 681 | 643 | 0 | |
| Turn Type | Perm | | | | | | |
| Protected Phases | 2 | | | 6 | 1 | | 4 |
| Permitted Phases | | 2 | | | | | |
| Detector Phases | 2 | 2 | | 6 | 1 | | |
| Minimum Initial (s) | 21.9 | 21.9 | | 21.9 | 10.0 | | 16.0 |
| Minimum Split (s) | 28.0 | 28.0 | | 28.0 | 15.7 | | 20.0 |
| Total Split (s) | 40.0 | 40.0 | 0.0 | 40.0 | 40.0 | 0.0 | 20.0 |
| Total Split (%) | 40.0% | 40.0% | 0.0% | 40.0% | 40.0% | 0.0% | 20% |
| Yellow Time (s) | 3.9 | 3.9 | | 3.9 | 3.6 | | 3.0 |
| All-Red Time (s) | 2.2 | 2.2 | | 2.2 | 2.1 | | 1.0 |
| Lead/Lag | | | | | | | |
| Lead-Lag Optimize? | | | | | | | |
| Recall Mode | Min | Min | | Min | None | | None |
| Act Effct Green (s) | 36.0 | 36.0 | | 36.0 | 36.0 | | |
| Actuated g/C Ratio | 0.45 | 0.45 | | 0.45 | 0.45 | | |
| v/c Ratio | 0.08 | 0.10 | | 0.81 | 0.81 | | |
| Control Delay | 12.9 | 3.8 | | 28.8 | 28.9 | | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | |
| Total Delay | 12.9 | 3.8 | | 28.8 | 28.9 | | |
| LOS | B | A | | C | C | | |
| Approach Delay | 8.0 | | | 28.8 | 28.9 | | |



| Lane Group | EBT | EBR | WBL | WBT | NWL | NWR | ø4 |
|--------------|-----|-----|-----|-----|-----|-----|----|
| Approach LOS | A | | | C | | C | |

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 80

Natural Cycle: 100

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.81

Intersection Signal Delay: 26.9





Intersection LOS: C




















Intersection Capacity Utilization 72.7%

















ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 101: Milton Ave. & Lakewood Ave.





















| | | |
|--|--|--|
|  ø1 |  ø2 |  ø4 |
| 40 s | 40 s | 20 s |
| |  ø6 | |
| | 40 s | |

| | | | | | | | | | | | | |
|-----------------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| |  |  |  |  |  |  |  |  |  |  |  |  |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NEL | NET | NER | SWL | SWT | SWR |
| Lane Configurations |  |  | | |  |  | |  | | |  |  |
| Sign Control | Free | | | | Free | | | Stop | | | Stop | |
| Grade | 0% | | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 66 | 179 | 31 | 7 | 265 | 234 | 7 | 184 | 15 | 13 | 40 | 15 |
| Peak Hour Factor | 0.82 | 0.82 | 0.82 | 0.90 | 0.90 | 0.90 | 0.77 | 0.77 | 0.77 | 0.85 | 0.85 | 0.85 |
| Hourly flow rate (vph) | 80 | 218 | 38 | 8 | 294 | 260 | 9 | 239 | 19 | 15 | 47 | 18 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | 14 |
| Median type | | | | | | | None | | None | | | |
| Median storage veh | | | | | | | | | | | | |
| Upstream signal (ft) | 255 | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 554 | | | 256 | | | 584 | 968 | 237 | 958 | 857 | 277 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 554 | | | 256 | | | 584 | 968 | 237 | 958 | 857 | 277 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 92 | | | 99 | | | 97 | 0 | 97 | 0 | 82 | 98 |
| cM capacity (veh/h) | 1012 | | | 1306 | | | 312 | 231 | 764 | 0 | 268 | 720 |
| Direction, Lane # | EB 1 | EB 2 | WB 1 | WB 2 | NE 1 | SW 1 | | | | | | |
| Volume Total | 80 | 256 | 155 | 407 | 268 | 80 | | | | | | |
| Volume Left | 80 | 0 | 8 | 0 | 9 | 15 | | | | | | |
| Volume Right | 0 | 38 | 0 | 260 | 19 | 18 | | | | | | |
| cSH | 1012 | 1700 | 1306 | 1700 | 246 | 260 | | | | | | |
| Volume to Capacity | 0.08 | 0.15 | 0.01 | 0.24 | 1.09 | 0.31 | | | | | | |
| Queue Length 95th (ft) | 6 | 0 | 0 | 0 | 287 | 32 | | | | | | |
| Control Delay (s) | 8.9 | 0.0 | 0.4 | 0.0 | 126.9 | 26.0 | | | | | | |
| Lane LOS | A | | A | | F | D | | | | | | |
| Approach Delay (s) | 2.1 | | 0.1 | | 126.9 | 26.0 | | | | | | |
| Approach LOS | | | | | F | D | | | | | | |
| Intersection Summary | | | | | | | | | | | | |
| Average Delay | 29.5 | | | | | | | | | | | |
| Intersection Capacity Utilization | 52.7% | | ICU Level of Service | | | | A | | | | | |
| Analysis Period (min) | 15 | | | | | | | | | | | |
| | | | | | | | | | | | | |

| | | | | | | | | | | | | | | | | | | | | |
|-----------------------------------|---|---|---|---|---|---|---|---|---|---|---|---|--|--|--|--|--|--|--|--|
| |  |  |  |  |  |  |  |  |  |  |  |  | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR | | | | | | | | |
| Lane Configurations | |  | | |  | | |  | | |  | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | | | | | | | | | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | | | | | | | | | |
| Volume (veh/h) | 3 | 3 | 4 | 5 | 0 | 21 | 7 | 638 | 12 | 8 | 147 | 3 | | | | | | | | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.87 | 0.87 | 0.87 | | | | | | | | |
| Hourly flow rate (vph) | 3 | 3 | 4 | 5 | 0 | 23 | 8 | 693 | 13 | 9 | 169 | 3 | | | | | | | | |
| Pedestrians | | | | | | | | | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | | | | | | | | | |
| Median storage veh | | | | | | | | | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | | | | | | | | | |
| vC, conflicting volume | 927 | 911 | 171 | 910 | 906 | 700 | 172 | | | 707 | | | | | | | | | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | | | | | | | | | |
| vCu, unblocked vol | 927 | 911 | 171 | 910 | 906 | 700 | 172 | | | 707 | | | | | | | | | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | | | | | | | | | |
| tC, 2 stage (s) | | | | | | | | | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | | | | | | | | | |
| p0 queue free % | 99 | 99 | 100 | 98 | 100 | 95 | 99 | | | 99 | | | | | | | | | | |
| cM capacity (veh/h) | 233 | 270 | 873 | 249 | 272 | 439 | 1404 | | | 892 | | | | | | | | | | |
| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 | | | | | | | | | | | | | | | | |
| Volume Total | 11 | 28 | 714 | 182 | | | | | | | | | | | | | | | | |
| Volume Left | 3 | 5 | 8 | 9 | | | | | | | | | | | | | | | | |
| Volume Right | 4 | 23 | 13 | 3 | | | | | | | | | | | | | | | | |
| cSH | 350 | 383 | 1404 | 892 | | | | | | | | | | | | | | | | |
| Volume to Capacity | 0.03 | 0.07 | 0.01 | 0.01 | | | | | | | | | | | | | | | | |
| Queue Length 95th (ft) | 2 | 6 | 0 | 1 | | | | | | | | | | | | | | | | |
| Control Delay (s) | 15.6 | 15.2 | 0.2 | 0.6 | | | | | | | | | | | | | | | | |
| Lane LOS | C | C | A | A | | | | | | | | | | | | | | | | |
| Approach Delay (s) | 15.6 | 15.2 | 0.2 | 0.6 | | | | | | | | | | | | | | | | |
| Approach LOS | C | C | | | | | | | | | | | | | | | | | | |
| Intersection Summary | | | | | | | | | | | | | | | | | | | | |
| Average Delay | | | 0.9 | | | | | | | | | | | | | | | | | |
| Intersection Capacity Utilization | | | 46.6% | ICU Level of Service | | | | | | A | | | | | | | | | | |
| Analysis Period (min) | | | 15 | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | |



















| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|-----------------------------------|------|-------|------|----------------------|------|------|
| Lane Configurations | W | R | T | R | L | T |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Volume (veh/h) | 1 | 4 | 188 | 4 | 3 | 37 |
| Peak Hour Factor | 0.50 | 0.50 | 0.77 | 0.77 | 0.83 | 0.83 |
| Hourly flow rate (vph) | 2 | 8 | 244 | 5 | 4 | 45 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage (veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 299 | 247 | | | 249 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 299 | 247 | | | 249 | |
| tC, single (s) | 6.4 | 6.2 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.2 | |
| p0 queue free % | 100 | 99 | | | 100 | |
| cM capacity (veh/h) | 691 | 792 | | | 1316 | |
| Direction, Lane # | WB 1 | NB 1 | SB 1 | | | |
| Volume Total | 10 | 249 | 48 | | | |
| Volume Left | 2 | 0 | 4 | | | |
| Volume Right | 8 | 5 | 0 | | | |
| cSH | 769 | 1700 | 1316 | | | |
| Volume to Capacity | 0.01 | 0.15 | 0.00 | | | |
| Queue Length 95th (ft) | 1 | 0 | 0 | | | |
| Control Delay (s) | 9.7 | 0.0 | 0.6 | | | |
| Lane LOS | A | | A | | | |
| Approach Delay (s) | 9.7 | 0.0 | 0.6 | | | |
| Approach LOS | A | | | | | |
| Intersection Summary | | | | | | |
| Average Delay | | | 0.4 | | | |
| Intersection Capacity Utilization | | 20.1% | | ICU Level of Service | | A |
| Analysis Period (min) | | | 15 | | | |

| | | | | | | | | | | | | |
|-----------------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| |  |  |  |  |  |  |  |  |  |  |  | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  |  |  |  | |  |  | |  |  | |
| Sign Control | Free | | | Free | | | Stop | | | Stop | | |
| Grade | 0% | | | 0% | | | 0% | | | 0% | | |
| Volume (veh/h) | 143 | 242 | 131 | 7 | 195 | 7 | 224 | 60 | 11 | 1 | 11 | 27 |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.82 | 0.82 | 0.82 | 0.85 | 0.85 | 0.85 | 0.45 | 0.45 | 0.45 |
| Hourly flow rate (vph) | 154 | 260 | 141 | 9 | 238 | 9 | 264 | 71 | 13 | 2 | 24 | 60 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | None | | | | | | None | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 246 | | | 401 | | | 895 | 831 | 260 | 875 | 968 | 242 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 246 | | | 401 | | | 895 | 831 | 260 | 875 | 968 | 242 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 88 | | | 99 | | | 0 | 74 | 98 | 99 | 89 | 92 |
| cM capacity (veh/h) | 1320 | | | 1158 | | | 201 | 268 | 778 | 192 | 223 | 797 |
| Direction, Lane # | EB 1 | EB 2 | EB 3 | WB 1 | WB 2 | NB 1 | NB 2 | SB 1 | SB 2 | | | |
| Volume Total | 154 | 260 | 141 | 9 | 246 | 264 | 84 | 2 | 84 | | | |
| Volume Left | 154 | 0 | 0 | 9 | 0 | 264 | 0 | 2 | 0 | | | |
| Volume Right | 0 | 0 | 141 | 0 | 9 | 0 | 13 | 0 | 60 | | | |
| cSH | 1320 | 1700 | 1700 | 1158 | 1700 | 201 | 298 | 192 | 456 | | | |
| Volume to Capacity | 0.12 | 0.15 | 0.08 | 0.01 | 0.14 | 1.31 | 0.28 | 0.01 | 0.19 | | | |
| Queue Length 95th (ft) | 10 | 0 | 0 | 1 | 0 | 365 | 28 | 1 | 17 | | | |
| Control Delay (s) | 8.1 | 0.0 | 0.0 | 8.1 | 0.0 | 217.3 | 21.7 | 23.9 | 14.7 | | | |
| Lane LOS | A | | | A | | F | C | C | B | | | |
| Approach Delay (s) | 2.2 | | | 0.3 | | 170.2 | | 14.9 | | | | |
| Approach LOS | | | | | | F | | B | | | | |
| Intersection Summary | | | | | | | | | | | | |
| Average Delay | | | 49.6 | | | | | | | | | |
| Intersection Capacity Utilization | | | 47.7% | ICU Level of Service | | | | | A | | | |
| Analysis Period (min) | | | 15 | | | | | | | | | |
| | | | | | | | | | | | | |





















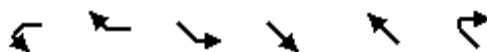
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|-----------------------------------|------|-------|------|----------------------|------|------|
| Lane Configurations | W | | | W | W | |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 5 | 31 | 24 | 632 | 142 | 0 |
| Peak Hour Factor | 0.61 | 0.61 | 0.89 | 0.89 | 0.86 | 0.86 |
| Hourly flow rate (vph) | 8 | 51 | 27 | 710 | 165 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh | | | | | | |
| Upstream signal (ft) | | | | | 436 | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 929 | 165 | 165 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 929 | 165 | 165 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 97 | 94 | 98 | | | |
| cM capacity (veh/h) | 291 | 879 | 1413 | | | |
| Direction, Lane # | EB 1 | NB 1 | SB 1 | | | |
| Volume Total | 59 | 737 | 165 | | | |
| Volume Left | 8 | 27 | 0 | | | |
| Volume Right | 51 | 0 | 0 | | | |
| cSH | 687 | 1413 | 1700 | | | |
| Volume to Capacity | 0.09 | 0.02 | 0.10 | | | |
| Queue Length 95th (ft) | 7 | 1 | 0 | | | |
| Control Delay (s) | 10.7 | 0.5 | 0.0 | | | |
| Lane LOS | B | A | | | | |
| Approach Delay (s) | 10.7 | 0.5 | 0.0 | | | |
| Approach LOS | B | | | | | |
| Intersection Summary | | | | | | |
| Average Delay | | | 1.1 | | | |
| Intersection Capacity Utilization | | 55.4% | | ICU Level of Service | | B |
| Analysis Period (min) | | 15 | | | | |

| | | | | | | | | | | | | |
|-----------------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| |  |  |  |  |  |  |  |  |  |  |  |  |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |  | | |  | | |  | | |  | |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 4 | 223 | 3 | 3 | 170 | 11 | 5 | 11 | 5 | 15 | 9 | 8 |
| Peak Hour Factor | 0.85 | 0.85 | 0.85 | 0.82 | 0.82 | 0.82 | 0.50 | 0.50 | 0.50 | 0.75 | 0.75 | 0.75 |
| Hourly flow rate (vph) | 5 | 262 | 4 | 4 | 207 | 13 | 10 | 22 | 10 | 20 | 12 | 11 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | None | | | | | | | | None | | | |
| Median storage veh | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 221 | | | 266 | | | 512 | 502 | 264 | 516 | 497 | 214 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 221 | | | 266 | | | 512 | 502 | 264 | 516 | 497 | 214 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 100 | | | 98 | 95 | 99 | 96 | 97 | 99 |
| cM capacity (veh/h) | 1348 | | | 1298 | | | 455 | 469 | 775 | 445 | 472 | 826 |
| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 | | | | | | | | |
| Volume Total | 271 | 224 | 42 | 43 | | | | | | | | |
| Volume Left | 5 | 4 | 10 | 20 | | | | | | | | |
| Volume Right | 4 | 13 | 10 | 11 | | | | | | | | |
| cSH | 1348 | 1298 | 513 | 512 | | | | | | | | |
| Volume to Capacity | 0.00 | 0.00 | 0.08 | 0.08 | | | | | | | | |
| Queue Length 95th (ft) | 0 | 0 | 7 | 7 | | | | | | | | |
| Control Delay (s) | 0.2 | 0.2 | 12.6 | 12.7 | | | | | | | | |
| Lane LOS | A | A | B | B | | | | | | | | |
| Approach Delay (s) | 0.2 | 0.2 | 12.6 | 12.7 | | | | | | | | |
| Approach LOS | | | B | B | | | | | | | | |
| Intersection Summary | | | | | | | | | | | | |
| Average Delay | | | 2.0 | | | | | | | | | |
| Intersection Capacity Utilization | | | 24.1% | ICU Level of Service | | | | | | A | | |
| Analysis Period (min) | | | 15 | | | | | | | | | |
| | | | | | | | | | | | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|-----------------------------------|------|------|-------|----------------------|------|------|
| Lane Configurations | W | | | ↑↑ | ↑↑ | |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 15 | 19 | 16 | 1022 | 337 | 7 |
| Peak Hour Factor | 0.62 | 0.62 | 0.88 | 0.88 | 0.85 | 0.85 |
| Hourly flow rate (vph) | 24 | 31 | 18 | 1161 | 396 | 8 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage (veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 1018 | 202 | 405 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 1018 | 202 | 405 | | | |
| tC, single (s) | 6.8 | 6.9 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 89 | 96 | 98 | | | |
| cM capacity (veh/h) | 230 | 805 | 1151 | | | |
| Direction, Lane # | EB 1 | NB 1 | NB 2 | SB 1 | SB 2 | |
| Volume Total | 55 | 405 | 774 | 264 | 140 | |
| Volume Left | 24 | 18 | 0 | 0 | 0 | |
| Volume Right | 31 | 0 | 0 | 0 | 8 | |
| cSH | 383 | 1151 | 1700 | 1700 | 1700 | |
| Volume to Capacity | 0.14 | 0.02 | 0.46 | 0.16 | 0.08 | |
| Queue Length 95th (ft) | 12 | 1 | 0 | 0 | 0 | |
| Control Delay (s) | 16.0 | 0.5 | 0.0 | 0.0 | 0.0 | |
| Lane LOS | C | A | | | | |
| Approach Delay (s) | 16.0 | 0.2 | | 0.0 | | |
| Approach LOS | C | | | | | |
| Intersection Summary | | | | | | |
| Average Delay | | | 0.7 | | | |
| Intersection Capacity Utilization | | | 49.6% | ICU Level of Service | | A |
| Analysis Period (min) | | | 15 | | | |

| |  |  |  |  |  |  |  |  |  |  |  | | | | | | | | | | |
|-----------------------------------|---|---|---|---|---|---|---|---|---|---|---|---|------|-----|--|--|--|--|--|--|--|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR | | | | | | | | | |
| Lane Configurations |  |   | | |   | |  | |  | | | | | | | | | | | | |
| Sign Control | Free | | | Free | | | Stop | | | Stop | | | | | | | | | | | |
| Grade | 0% | | | 0% | | | 0% | | | 0% | | | | | | | | | | | |
| Volume (veh/h) | 208 | 752 | 0 | 0 | 580 | 137 | 142 | 0 | 292 | 0 | 0 | 0 | | | | | | | | | |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.94 | 0.94 | 0.94 | 0.93 | 0.93 | 0.93 | 0.92 | 0.92 | 0.92 | | | | | | | | | |
| Hourly flow rate (vph) | 224 | 809 | 0 | 0 | 617 | 146 | 153 | 0 | 314 | 0 | 0 | 0 | | | | | | | | | |
| Pedestrians | | | | | | | | | | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | | | | | | | | | | |
| Median type | None | | | | | | None | | | | | | | | | | | | | | |
| Median storage veh) | | | | | | | | | | | | | | | | | | | | | |
| Upstream signal (ft) | 472 | | | | | | | | | | | | | | | | | | | | |
| pX, platoon unblocked | | | | 0.96 | | | 0.96 | | | 0.96 | 0.96 | 0.96 | 0.96 | | | | | | | | |
| vC, conflicting volume | 763 | | | | 809 | | | | 1564 | 2019 | 404 | 1542 | 1946 | 381 | | | | | | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | | | | | | | | | | |
| vCu, unblocked vol | 763 | | | | 754 | | | | 1545 | 2020 | 331 | 1521 | 1943 | 381 | | | | | | | |
| tC, single (s) | 4.1 | | | | 4.1 | | | | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 | | | | | | | |
| tC, 2 stage (s) | | | | | | | | | | | | | | | | | | | | | |
| tF (s) | 2.2 | | | | 2.2 | | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | | | | | | | |
| p0 queue free % | 74 | | | | 100 | | | | 0 | 100 | 51 | 100 | 100 | 100 | | | | | | | |
| cM capacity (veh/h) | 846 | | | | 815 | | | | 59 | 40 | 635 | 31 | 45 | 617 | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |
| Direction, Lane # | EB 1 | EB 2 | EB 3 | WB 1 | WB 2 | NB 1 | NB 2 | | | | | | | | | | | | | | |
| Volume Total | 224 | 404 | 404 | 411 | 351 | 153 | 314 | | | | | | | | | | | | | | |
| Volume Left | 224 | 0 | 0 | 0 | 0 | 153 | 0 | | | | | | | | | | | | | | |
| Volume Right | 0 | 0 | 0 | 0 | 146 | 0 | 314 | | | | | | | | | | | | | | |
| cSH | 846 | 1700 | 1700 | 1700 | 1700 | 59 | 635 | | | | | | | | | | | | | | |
| Volume to Capacity | 0.26 | 0.24 | 0.24 | 0.24 | 0.21 | 2.57 | 0.49 | | | | | | | | | | | | | | |
| Queue Length 95th (ft) | 27 | 0 | 0 | 0 | 0 | 385 | 69 | | | | | | | | | | | | | | |
| Control Delay (s) | 10.8 | 0.0 | 0.0 | 0.0 | 0.0 | 861.0 | 16.1 | | | | | | | | | | | | | | |
| Lane LOS | B | | | | | | | F | C | | | | | | | | | | | | |
| Approach Delay (s) | 2.3 | | | | 0.0 | | | | 292.5 | | | | | | | | | | | | |
| Approach LOS | F | | | | | | | | | | | | | | | | | | | | |
| Intersection Summary | | | | | | | | | | | | | | | | | | | | | |
| Average Delay | 61.4 | | | | | | | | | | | | | | | | | | | | |
| Intersection Capacity Utilization | 68.9% | | | | ICU Level of Service | | | | C | | | | | | | | | | | | |
| Analysis Period (min) | 15 | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |



| Movement | WBL | WBR | SEL | SET | NWT | NWR |
|-----------------------------------|------|-------|------|----------------------|------|------|
| Lane Configurations | W | | | T | T | |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 3 | 210 | 89 | 42 | 220 | 1 |
| Peak Hour Factor | 0.85 | 0.85 | 0.92 | 0.92 | 0.89 | 0.89 |
| Hourly flow rate (vph) | 4 | 247 | 97 | 46 | 247 | 1 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage (veh) | | | | | | |
| Upstream signal (ft) | | | | 1038 | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 487 | 248 | 248 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 487 | 248 | 248 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 99 | 69 | 93 | | | |
| cM capacity (veh/h) | 500 | 791 | 1317 | | | |
| Direction, Lane # | WB 1 | SE 1 | NW 1 | | | |
| Volume Total | 251 | 142 | 248 | | | |
| Volume Left | 4 | 97 | 0 | | | |
| Volume Right | 247 | 0 | 1 | | | |
| cSH | 785 | 1317 | 1700 | | | |
| Volume to Capacity | 0.32 | 0.07 | 0.15 | | | |
| Queue Length 95th (ft) | 34 | 6 | 0 | | | |
| Control Delay (s) | 11.7 | 5.6 | 0.0 | | | |
| Lane LOS | B | A | | | | |
| Approach Delay (s) | 11.7 | 5.6 | 0.0 | | | |
| Approach LOS | B | | | | | |
| Intersection Summary | | | | | | |
| Average Delay | | | 5.8 | | | |
| Intersection Capacity Utilization | | 41.9% | | ICU Level of Service | | A |
| Analysis Period (min) | | | 15 | | | |



| Lane Group | EBL | EBR | NEL | NET | SWT | SWR |
|------------------------|------------|-------|-------|--------|-------|------|
| Lane Configurations | | | | | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | 0% | | | 0% | 0% | |
| Storage Length (ft) | 0 | 0 | 0 | | | 0 |
| Storage Lanes | 1 | 1 | 0 | | | 0 |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Leading Detector (ft) | 50 | 50 | 50 | 50 | 50 | |
| Trailing Detector (ft) | 0 | 0 | 0 | 0 | 0 | |
| Turning Speed (mph) | 15 | 9 | 15 | | | 9 |
| Satd. Flow (prot) | 1770 | 1583 | 0 | 5019 | 3522 | 0 |
| Flt Permitted | 0.950 | | | 0.665 | | |
| Satd. Flow (perm) | 1770 | 1583 | 0 | 3382 | 3522 | 0 |
| Right Turn on Red | | Yes | | | | Yes |
| Satd. Flow (RTOR) | | 201 | | | 5 | |
| Link Speed (mph) | 30 | | | 40 | 40 | |
| Link Distance (ft) | 802 | | | 951 | 666 | |
| Travel Time (s) | 18.2 | | | 16.2 | 11.4 | |
| Volume (vph) | 40 | 438 | 230 | 663 | 848 | 31 |
| Confl. Peds. (#/hr) | | | | | | |
| Confl. Bikes (#/hr) | | | | | | |
| Peak Hour Factor | 0.97 | 0.97 | 0.92 | 0.92 | 0.91 | 0.91 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | |
| Mid-Block Traffic (%) | 0% | | | 0% | 0% | |
| Lane Group Flow (vph) | 41 | 452 | 0 | 971 | 966 | 0 |
| Turn Type | Perm pm+pt | | | | | |
| Protected Phases | 4 | | 5 | 2 | 6 | |
| Permitted Phases | | 4 | 2 | | | |
| Detector Phases | 4 | 4 | 5 | 2 | 6 | |
| Minimum Initial (s) | 9.0 | 9.0 | 4.0 | 15.0 | 15.0 | |
| Minimum Split (s) | 26.1 | 26.1 | 8.7 | 21.1 | 20.1 | |
| Total Split (s) | 39.3 | 39.3 | 10.7 | 50.7 | 40.0 | 0.0 |
| Total Split (%) | 43.7% | 43.7% | 11.9% | 56.3% | 44.4% | 0.0% |
| Yellow Time (s) | 3.2 | 3.2 | 3.2 | 3.6 | 3.6 | |
| All-Red Time (s) | 1.9 | 1.9 | 1.5 | 1.5 | 1.5 | |
| Lead/Lag | | | Lead | | Lag | |
| Lead-Lag Optimize? | | | | | | |
| Recall Mode | None | None | None | C-Max | C-Max | |
| Act Effct Green (s) | 21.6 | 21.6 | | 60.4 | 60.4 | |
| Actuated g/C Ratio | 0.24 | 0.24 | | 0.67 | 0.67 | |
| v/c Ratio | 0.10 | 0.85 | | 1.44dl | 0.41 | |
| Control Delay | 23.2 | 32.1 | | 7.6 | 8.6 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 23.2 | 32.1 | | 7.6 | 8.6 | |
| LOS | C | C | | A | A | |
| Approach Delay | 31.3 | | | 7.6 | 8.6 | |



| Lane Group | EBL | EBR | NEL | NET | SWT | SWR |
|--------------|-----|-----|-----|-----|-----|-----|
| Approach LOS | C | | | A | A | |

Intersection Summary

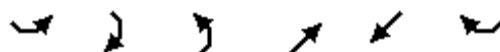
Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 61 (68%), Referenced to phase 2:NETL and 6:SWT, Start of Green
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.85
 Intersection Signal Delay: 12.8 Intersection LOS: B
 Intersection Capacity Utilization 59.4% ICU Level of Service B
 Analysis Period (min) 15
 dl Defacto Left Lane. Recode with 1 though lane as a left lane.

Splits and Phases: 80: White St. & Lee St.

| | | | |
|--------------|------------|--------------|--|
| ø2 50.7 s | | ø4 39.3 s | |
| ø5 10.7 s | ø6 40 s | | |



| Lane Group | SEL | SER | NEL | NET | SWT | SWR |
|------------------------|------------|-------|-------|-------|-------|------|
| Lane Configurations | | | | | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 10 | 11 | 12 | 12 | 12 | 12 |
| Grade (%) | 0% | | | 0% | 0% | |
| Storage Length (ft) | 0 | 0 | 90 | | | 0 |
| Storage Lanes | 1 | 1 | 1 | | | 0 |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Leading Detector (ft) | 50 | 50 | 50 | 50 | 50 | |
| Trailing Detector (ft) | 0 | 0 | 0 | 0 | 0 | |
| Turning Speed (mph) | 15 | 9 | 15 | | | 9 |
| Satd. Flow (prot) | 1652 | 1531 | 1770 | 3539 | 3525 | 0 |
| Flt Permitted | 0.950 | | 0.076 | | | |
| Satd. Flow (perm) | 1652 | 1531 | 142 | 3539 | 3525 | 0 |
| Right Turn on Red | | Yes | | | | Yes |
| Satd. Flow (RTOR) | | 141 | | | 5 | |
| Link Speed (mph) | 35 | | | 40 | 40 | |
| Link Distance (ft) | 730 | | | 308 | 951 | |
| Travel Time (s) | 14.2 | | | 5.3 | 16.2 | |
| Volume (vph) | 41 | 121 | 139 | 829 | 1423 | 41 |
| Confl. Peds. (#/hr) | | | | | | |
| Confl. Bikes (#/hr) | | | | | | |
| Peak Hour Factor | 0.85 | 0.85 | 0.97 | 0.97 | 0.84 | 0.84 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | |
| Mid-Block Traffic (%) | 0% | | | 0% | 0% | |
| Lane Group Flow (vph) | 48 | 142 | 143 | 855 | 1743 | 0 |
| Turn Type | Perm pm+pt | | | | | |
| Protected Phases | 4 | | 5 | 2 | 6 | |
| Permitted Phases | | 4 | 2 | | | |
| Detector Phases | 4 | 4 | 5 | 2 | 6 | |
| Minimum Initial (s) | 9.0 | 9.0 | 4.0 | 15.0 | 15.0 | |
| Minimum Split (s) | 26.1 | 26.1 | 8.7 | 21.1 | 20.1 | |
| Total Split (s) | 26.1 | 26.1 | 11.0 | 63.9 | 52.9 | 0.0 |
| Total Split (%) | 29.0% | 29.0% | 12.2% | 71.0% | 58.8% | 0.0% |
| Yellow Time (s) | 3.2 | 3.2 | 3.2 | 3.6 | 3.6 | |
| All-Red Time (s) | 1.9 | 1.9 | 1.5 | 1.5 | 1.5 | |
| Lead/Lag | | | Lead | | Lag | |
| Lead-Lag Optimize? | | | | | | |
| Recall Mode | None | None | None | C-Max | C-Max | |
| Act Effct Green (s) | 10.6 | 10.6 | 71.4 | 71.4 | 58.2 | |
| Actuated g/C Ratio | 0.12 | 0.12 | 0.79 | 0.79 | 0.65 | |
| v/c Ratio | 0.25 | 0.47 | 0.51 | 0.30 | 0.76 | |
| Control Delay | 39.3 | 12.2 | 15.3 | 2.9 | 11.2 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.8 | 0.0 | |
| Total Delay | 39.3 | 12.2 | 15.3 | 3.7 | 11.2 | |
| LOS | D | B | B | A | B | |
| Approach Delay | 19.0 | | | 5.3 | 11.2 | |



| Lane Group | SEL | SER | NEL | NET | SWT | SWR |
|--------------|-----|-----|-----|-----|-----|-----|
| Approach LOS | B | | A | | B | |

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 40 (44%), Referenced to phase 2:NETL and 6:SWT, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.76

Intersection Signal Delay: 9.7

Intersection LOS: A

Intersection Capacity Utilization 65.8%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 81: Donnelly Ave. & Lee St.

| | | | |
|--------|--------|--------|--|
| | | | |
| 63.9 s | | 26.1 s | |
| 11 s | 52.9 s | | |



| Lane Group | EBL | EBR | NEL | NET | SWT | SWR |
|------------------------|-------|------|-------|-------|-------|------|
| Lane Configurations | | | | | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | 0% | | | 0% | 0% | |
| Storage Length (ft) | 0 | 0 | 0 | | | 0 |
| Storage Lanes | 1 | 0 | 0 | | | 0 |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Leading Detector (ft) | 50 | | 50 | 50 | 50 | |
| Trailing Detector (ft) | 0 | | 0 | 0 | 0 | |
| Turning Speed (mph) | 15 | 9 | 15 | | | 9 |
| Satd. Flow (prot) | 1726 | 0 | 0 | 3532 | 5029 | 0 |
| Flt Permitted | 0.967 | | | 0.855 | | |
| Satd. Flow (perm) | 1726 | 0 | 0 | 3026 | 5029 | 0 |
| Right Turn on Red | | Yes | | | | Yes |
| Satd. Flow (RTOR) | 30 | | | | 21 | |
| Link Speed (mph) | 30 | | | 40 | 40 | |
| Link Distance (ft) | 724 | | | 691 | 2169 | |
| Travel Time (s) | 16.5 | | | 11.8 | 37.0 | |
| Volume (vph) | 89 | 41 | 29 | 726 | 1056 | 84 |
| Confl. Peds. (#/hr) | | | | | | |
| Confl. Bikes (#/hr) | | | | | | |
| Peak Hour Factor | 0.74 | 0.74 | 0.93 | 0.93 | 0.89 | 0.89 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | |
| Mid-Block Traffic (%) | 0% | | | 0% | 0% | |
| Lane Group Flow (vph) | 175 | 0 | 0 | 812 | 1281 | 0 |
| Turn Type | | | Perm | | | |
| Protected Phases | 8 | | | 6 | 2 | |
| Permitted Phases | | | 6 | | | |
| Detector Phases | 8 | | 6 | 6 | 2 | |
| Minimum Initial (s) | 9.0 | | 15.0 | 15.0 | 15.0 | |
| Minimum Split (s) | 24.2 | | 22.0 | 22.0 | 22.0 | |
| Total Split (s) | 39.2 | 0.0 | 50.8 | 50.8 | 50.8 | 0.0 |
| Total Split (%) | 43.6% | 0.0% | 56.4% | 56.4% | 56.4% | 0.0% |
| Yellow Time (s) | 3.2 | | 4.3 | 4.3 | 4.3 | |
| All-Red Time (s) | 2.0 | | 1.7 | 1.7 | 1.7 | |
| Lead/Lag | | | | | | |
| Lead-Lag Optimize? | | | | | | |
| Recall Mode | None | | C-Max | C-Max | C-Max | |
| Act Effct Green (s) | 13.7 | | | 68.3 | 68.3 | |
| Actuated g/C Ratio | 0.15 | | | 0.76 | 0.76 | |
| v/c Ratio | 0.61 | | | 0.35 | 0.34 | |
| Control Delay | 38.1 | | | 4.4 | 4.0 | |
| Queue Delay | 0.0 | | | 0.0 | 0.0 | |
| Total Delay | 38.1 | | | 4.4 | 4.0 | |
| LOS | D | | | A | A | |
| Approach Delay | 38.1 | | | 4.4 | 4.0 | |



| Lane Group | EBL | EBR | NEL | NET | SWT | SWR |
|--------------|-----|-----|-----|-----|-----|-----|
| Approach LOS | D | | | A | A | |

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:SWT and 6:NETL, Start of Green

Natural Cycle: 50

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.61

Intersection Signal Delay: 6.8

Intersection LOS: A

















Intersection Capacity Utilization 55.4%













ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 83: Avon St. & Lee St.



| |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |  | | |  | | |  | | |  | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Leading Detector (ft) | 50 | 50 | | 50 | 50 | | 50 | 50 | | 50 | 50 | |
| Trailing Detector (ft) | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Satd. Flow (prot) | 0 | 1791 | 0 | 0 | 1796 | 0 | 0 | 1831 | 0 | 0 | 1805 | 0 |
| Flt Permitted | | 0.898 | | | 0.974 | | | 0.876 | | | 0.892 | |
| Satd. Flow (perm) | 0 | 1623 | 0 | 0 | 1754 | 0 | 0 | 1619 | 0 | 0 | 1623 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 29 | | | 32 | | | 7 | | | 22 | |
| Link Speed (mph) | | 30 | | | 30 | | | 35 | | | 35 | |
| Link Distance (ft) | | 1923 | | | 1571 | | | 436 | | | 1474 | |
| Travel Time (s) | | 43.7 | | | 35.7 | | | 8.5 | | | 28.7 | |
| Volume (vph) | 58 | 192 | 72 | 13 | 178 | 61 | 65 | 252 | 21 | 50 | 216 | 54 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.83 | 0.83 | 0.83 | 0.95 | 0.95 | 0.95 | 0.77 | 0.77 | 0.77 | 0.84 | 0.84 | 0.84 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Lane Group Flow (vph) | 0 | 388 | 0 | 0 | 265 | 0 | 0 | 438 | 0 | 0 | 381 | 0 |
| Turn Type | Perm | | | Perm | | | Perm | | | Perm | | |
| Protected Phases | | 4 | | | 8 | | | 6 | | | 2 | |
| Permitted Phases | 4 | | | 8 | | | 6 | | | 2 | | |
| Detector Phases | 4 | 4 | | 8 | 8 | | 6 | 6 | | 2 | 2 | |
| Minimum Initial (s) | 15.0 | 15.0 | | 15.0 | 15.0 | | 15.0 | 15.0 | | 15.0 | 15.0 | |
| Minimum Split (s) | 20.4 | 20.4 | | 20.4 | 20.4 | | 21.4 | 21.4 | | 21.4 | 21.4 | |
| Total Split (s) | 28.5 | 28.5 | 0.0 | 28.5 | 28.5 | 0.0 | 31.5 | 31.5 | 0.0 | 31.5 | 31.5 | 0.0 |
| Total Split (%) | 47.5% | 47.5% | 0.0% | 47.5% | 47.5% | 0.0% | 52.5% | 52.5% | 0.0% | 52.5% | 52.5% | 0.0% |
| Yellow Time (s) | 3.8 | 3.8 | | 3.8 | 3.8 | | 3.8 | 3.8 | | 3.8 | 3.8 | |
| All-Red Time (s) | 1.6 | 1.6 | | 1.6 | 1.6 | | 1.6 | 1.6 | | 1.6 | 1.6 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | Max | Max | | Max | Max | | C-Max | C-Max | | C-Max | C-Max | |
| Act Effct Green (s) | | 24.5 | | | 24.5 | | | 27.5 | | | 27.5 | |
| Actuated g/C Ratio | | 0.41 | | | 0.41 | | | 0.46 | | | 0.46 | |
| v/c Ratio | | 0.57 | | | 0.36 | | | 0.59 | | | 0.50 | |
| Control Delay | | 16.7 | | | 12.5 | | | 15.8 | | | 13.6 | |
| Queue Delay | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Total Delay | | 16.7 | | | 12.5 | | | 15.8 | | | 13.6 | |
| LOS | | B | | | B | | | B | | | B | |
| Approach Delay | | 16.7 | | | 12.5 | | | 15.8 | | | 13.6 | |

| |  |  |  |  |  |  |  |  |  |  |  |  |
|--------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Approach LOS | B | | | B | | | B | | | B | | |

Intersection Summary

Area Type: Other

Cycle Length: 60

Actuated Cycle Length: 60

Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green

Natural Cycle: 45

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.59

Intersection Signal Delay: 14.9





Intersection LOS: B

















Intersection Capacity Utilization 67.6%













ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 87: Dill Ave. & Sylvan Rd.

| | |
|--|--|
|  ø2 |  ø4 |
| 31.5 s | 28.5 s |
|  ø6 |  ø8 |
| 31.5 s | 28.5 s |

| |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |  | | |  | | |  | | |  | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Leading Detector (ft) | 50 | 50 | | 50 | 50 | | 50 | 50 | | 50 | 50 | |
| Trailing Detector (ft) | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Satd. Flow (prot) | 0 | 1722 | 0 | 0 | 1732 | 0 | 0 | 3493 | 0 | 0 | 3433 | 0 |
| Flt Permitted | | 0.809 | | | 0.922 | | | 0.625 | | | 0.941 | |
| Satd. Flow (perm) | 0 | 1427 | 0 | 0 | 1611 | 0 | 0 | 2201 | 0 | 0 | 3234 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 38 | | | 42 | | | 4 | | | 45 | |
| Link Speed (mph) | | 30 | | | 30 | | | 35 | | | 35 | |
| Link Distance (ft) | | 1510 | | | 514 | | | 743 | | | 1418 | |
| Travel Time (s) | | 34.3 | | | 11.7 | | | 14.5 | | | 27.6 | |
| Volume (vph) | 159 | 38 | 129 | 11 | 23 | 29 | 81 | 429 | 17 | 19 | 868 | 215 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.69 | 0.69 | 0.69 | 0.86 | 0.86 | 0.86 | 0.97 | 0.97 | 0.97 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Lane Group Flow (vph) | 0 | 354 | 0 | 0 | 91 | 0 | 0 | 613 | 0 | 0 | 1137 | 0 |
| Turn Type | Perm | | | Perm | | | Perm | | | pm+pt | | |
| Protected Phases | | 4 | | | 8 | | | 6 | | 5 | 2 | |
| Permitted Phases | 4 | | | 8 | | | 6 | | | 2 | | |
| Detector Phases | 4 | 4 | | 8 | 8 | | 6 | 6 | | 5 | 2 | |
| Minimum Initial (s) | 9.0 | 9.0 | | 9.0 | 9.0 | | 15.0 | 15.0 | | 5.0 | 15.0 | |
| Minimum Split (s) | 23.3 | 23.3 | | 23.3 | 23.3 | | 20.3 | 20.3 | | 10.0 | 20.3 | |
| Total Split (s) | 42.8 | 42.8 | 0.0 | 42.8 | 42.8 | 0.0 | 45.2 | 45.2 | 0.0 | 12.0 | 57.2 | 0.0 |
| Total Split (%) | 42.8% | 42.8% | 0.0% | 42.8% | 42.8% | 0.0% | 45.2% | 45.2% | 0.0% | 12.0% | 57.2% | 0.0% |
| Yellow Time (s) | 3.3 | 3.3 | | 3.3 | 3.3 | | 3.7 | 3.7 | | 3.5 | 3.7 | |
| All-Red Time (s) | 2.0 | 2.0 | | 2.0 | 2.0 | | 1.6 | 1.6 | | 1.5 | 1.6 | |
| Lead/Lag | | | | | | | Lag | Lag | | Lead | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | | None | None | | C-Max | C-Max | | None | C-Max | |
| Act Effct Green (s) | | 28.0 | | | 28.0 | | | 64.0 | | | 64.0 | |
| Actuated g/C Ratio | | 0.28 | | | 0.28 | | | 0.64 | | | 0.64 | |
| v/c Ratio | | 0.83 | | | 0.19 | | | 0.43 | | | 0.54 | |
| Control Delay | | 45.8 | | | 14.6 | | | 10.2 | | | 8.2 | |
| Queue Delay | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Total Delay | | 45.8 | | | 14.6 | | | 10.2 | | | 8.2 | |
| LOS | | D | | | B | | | B | | | A | |
| Approach Delay | | 45.8 | | | 14.6 | | | 10.2 | | | 8.2 | |

| |  |  |  |  |  |  |  |  |  |  |  |  |
|--------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Approach LOS | D | | | B | | | B | | | A | | |

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 40 (40%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.83

Intersection Signal Delay: 15.1

Intersection LOS: B

Intersection Capacity Utilization 81.5%

ICU Level of Service D

















Analysis Period (min) 15

Splits and Phases: 90: Dill Ave. & Metropolitan Ave.















Atlanta BeltLine Master Plan Subarea 2
91: Lynnhaven Ave. & Metropolitan Ave.

Baseline 2020 PM Peak
MG

| |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |  | | |  | | |  | | |  | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Leading Detector (ft) | 50 | 50 | | 50 | 50 | | 50 | 50 | | 50 | 50 | |
| Trailing Detector (ft) | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Satd. Flow (prot) | 0 | 1670 | 0 | 0 | 1742 | 0 | 0 | 3514 | 0 | 0 | 3525 | 0 |
| Flt Permitted | | 0.940 | | | 0.872 | | | 0.927 | | | 0.934 | |
| Satd. Flow (perm) | 0 | 1593 | 0 | 0 | 1559 | 0 | 0 | 3261 | 0 | 0 | 3296 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 24 | | | 18 | | | 8 | | | 3 | |
| Link Speed (mph) | | 30 | | | 30 | | | 35 | | | 35 | |
| Link Distance (ft) | | 1228 | | | 476 | | | 702 | | | 743 | |
| Travel Time (s) | | 27.9 | | | 10.8 | | | 13.7 | | | 14.5 | |
| Volume (vph) | 8 | 1 | 17 | 23 | 7 | 13 | 11 | 531 | 24 | 21 | 991 | 21 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.71 | 0.71 | 0.71 | 0.73 | 0.73 | 0.73 | 0.90 | 0.90 | 0.90 | 0.91 | 0.91 | 0.91 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Lane Group Flow (vph) | 0 | 36 | 0 | 0 | 60 | 0 | 0 | 629 | 0 | 0 | 1135 | 0 |
| Turn Type | Perm | | | Perm | | | Perm | | | Perm | | |
| Protected Phases | | 8 | | | 4 | | | 6 | | | 2 | |
| Permitted Phases | 8 | | | 4 | | | 6 | | | 2 | | |
| Detector Phases | 8 | 8 | | 4 | 4 | | 6 | 6 | | 2 | 2 | |
| Minimum Initial (s) | 9.0 | 9.0 | | 9.0 | 9.0 | | 15.0 | 15.0 | | 15.0 | 15.0 | |
| Minimum Split (s) | 25.4 | 25.4 | | 14.4 | 14.4 | | 20.1 | 20.1 | | 20.1 | 20.1 | |
| Total Split (s) | 38.4 | 38.4 | 0.0 | 38.4 | 38.4 | 0.0 | 61.6 | 61.6 | 0.0 | 61.6 | 61.6 | 0.0 |
| Total Split (%) | 38.4% | 38.4% | 0.0% | 38.4% | 38.4% | 0.0% | 61.6% | 61.6% | 0.0% | 61.6% | 61.6% | 0.0% |
| Yellow Time (s) | 3.2 | 3.2 | | 3.2 | 3.2 | | 3.6 | 3.6 | | 3.6 | 3.6 | |
| All-Red Time (s) | 2.2 | 2.2 | | 2.2 | 2.2 | | 1.5 | 1.5 | | 1.5 | 1.5 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | Min | Min | | Min | Min | | C-Max | C-Max | | C-Max | C-Max | |
| Act Effct Green (s) | | 10.9 | | | 10.9 | | | 81.1 | | | 81.1 | |
| Actuated g/C Ratio | | 0.11 | | | 0.11 | | | 0.81 | | | 0.81 | |
| v/c Ratio | | 0.19 | | | 0.32 | | | 0.24 | | | 0.42 | |
| Control Delay | | 23.4 | | | 35.9 | | | 2.5 | | | 1.5 | |
| Queue Delay | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Total Delay | | 23.4 | | | 35.9 | | | 2.5 | | | 1.5 | |
| LOS | | C | | | D | | | A | | | A | |
| Approach Delay | | 23.4 | | | 35.9 | | | 2.5 | | | 1.5 | |

Atlanta BeltLine Master Plan Subarea 2
 91: Lynnhaven Ave. & Metropolitan Ave.

Baseline 2020 PM Peak
 MG

| |  |  |  |  |  |  |  |  |  |  |  |  |
|--------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Approach LOS | C | | | D | | | A | | | A | | |

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 38 (38%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green

Natural Cycle: 55

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.42

Intersection Signal Delay: 3.3


Intersection LOS: A

















Intersection Capacity Utilization 57.3%













ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 91: Lynnhaven Ave. & Metropolitan Ave.

| | |
|--|--|
|  ø2 |  ø4 |
| 61.6 s | 38.4 s |
|  ø6 |  ø8 |
| 61.6 s | 38.4 s |

| |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |  | | |  | | |  | | |  | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 10 | 10 | 10 | 10 | 10 | 10 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Leading Detector (ft) | 50 | 50 | | 50 | 50 | | 50 | 50 | | 50 | 50 | |
| Trailing Detector (ft) | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Satd. Flow (prot) | 0 | 1785 | 0 | 0 | 3292 | 0 | 0 | 3036 | 0 | 0 | 3244 | 0 |
| Flt Permitted | | 0.798 | | | 0.711 | | | 0.950 | | | 0.588 | |
| Satd. Flow (perm) | 0 | 1443 | 0 | 0 | 2428 | 0 | 0 | 2884 | 0 | 0 | 1929 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 16 | | | 45 | | | 350 | | | 8 | |
| Link Speed (mph) | | 30 | | | 30 | | | 35 | | | 35 | |
| Link Distance (ft) | | 820 | | | 3704 | | | 1418 | | | 1848 | |
| Travel Time (s) | | 18.6 | | | 84.2 | | | 27.6 | | | 36.0 | |
| Volume (vph) | 21 | 40 | 17 | 441 | 19 | 139 | 5 | 277 | 334 | 161 | 547 | 35 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.70 | 0.70 | 0.70 | 0.99 | 0.99 | 0.99 | 0.94 | 0.94 | 0.94 | 0.97 | 0.97 | 0.97 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Lane Group Flow (vph) | 0 | 111 | 0 | 0 | 604 | 0 | 0 | 655 | 0 | 0 | 766 | 0 |
| Turn Type | Perm | | | Perm | | | Perm | | | pm+pt | | |
| Protected Phases | | 4 | | | 8 | | | 6 | | | 5 | 2 |
| Permitted Phases | 4 | | | 8 | | | 6 | | | 2 | | |
| Detector Phases | 4 | 4 | | 8 | 8 | | 6 | 6 | | 5 | 2 | |
| Minimum Initial (s) | 14.0 | 14.0 | | 14.0 | 14.0 | | 15.0 | 15.0 | | 7.0 | 15.0 | |
| Minimum Split (s) | 24.5 | 24.5 | | 24.5 | 24.5 | | 23.6 | 23.6 | | 12.2 | 23.6 | |
| Total Split (s) | 41.6 | 41.6 | 0.0 | 41.6 | 41.6 | 0.0 | 43.2 | 43.2 | 0.0 | 15.2 | 58.4 | 0.0 |
| Total Split (%) | 41.6% | 41.6% | 0.0% | 41.6% | 41.6% | 0.0% | 43.2% | 43.2% | 0.0% | 15.2% | 58.4% | 0.0% |
| Yellow Time (s) | 3.6 | 3.6 | | 3.6 | 3.6 | | 3.8 | 3.8 | | 3.6 | 3.8 | |
| All-Red Time (s) | 1.9 | 1.9 | | 1.9 | 1.9 | | 1.8 | 1.8 | | 1.6 | 1.8 | |
| Lead/Lag | | | | | | | Lag | Lag | | Lead | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | Min | Min | | Min | Min | | C-Max | C-Max | | Max | C-Max | |
| Act Effct Green (s) | | 29.2 | | | 29.2 | | | 39.2 | | | 62.8 | |
| Actuated g/C Ratio | | 0.29 | | | 0.29 | | | 0.39 | | | 0.63 | |
| v/c Ratio | | 0.26 | | | 1.10dl | | | 0.49 | | | 0.52 | |
| Control Delay | | 22.8 | | | 39.3 | | | 6.5 | | | 11.6 | |
| Queue Delay | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Total Delay | | 22.8 | | | 39.3 | | | 6.5 | | | 11.6 | |
| LOS | | C | | | D | | | A | | | B | |
| Approach Delay | | 22.8 | | | 39.3 | | | 6.5 | | | 11.6 | |

| |  |  |  |  |  |  |  |  |  |  |  |  |
|--------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Approach LOS | C | | | D | | | A | | | B | | |

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 47 (47%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green

Natural Cycle: 65

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.82

Intersection Signal Delay: 18.4

Intersection LOS: B






Intersection Capacity Utilization 80.6%

ICU Level of Service D

Analysis Period (min) 15


















dl Defacto Left Lane. Recode with 1 though lane as a left lane.













Splits and Phases: 92: University Ave. & Metropolitan Ave.

| | | | | |
|---|----|---|---|---|
|  | ø2 | |  | ø4 |
| 58.4 s | | | 41.6 s | |
|  | ø5 |  | ø6 |  |
| 15.2 s | | 43.2 s | | 41.6 s |

Atlanta BeltLine Master Plan Subarea 2
94: University Ave. & I 75 Southbound Ramp

Baseline 2020 PM Peak
MG

| |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |  | |  |  | | | | |  | |  |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 11 | 11 | 11 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 15 | 11 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 160 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 0 | | 0 | 1 | | 0 | 0 | | 0 | 2 | | 1 |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Leading Detector (ft) | | 50 | | 50 | 50 | | | | | 50 | | 50 |
| Trailing Detector (ft) | | 0 | | 0 | 0 | | | | | 0 | | 0 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Satd. Flow (prot) | 0 | 3288 | 0 | 1770 | 3539 | 0 | 0 | 0 | 0 | 3433 | 0 | 1531 |
| Flt Permitted | | | | 0.119 | | | | | | 0.950 | | |
| Satd. Flow (perm) | 0 | 3288 | 0 | 222 | 3539 | 0 | 0 | 0 | 0 | 3433 | 0 | 1531 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 63 | | | | | | | | | | 424 |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 3704 | | | 472 | | | 664 | | | 1127 | |
| Travel Time (s) | | 84.2 | | | 10.7 | | | 15.1 | | | 25.6 | |
| Volume (vph) | 0 | 649 | 226 | 398 | 391 | 0 | 0 | 0 | 0 | 608 | 0 | 394 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.95 | 0.95 | 0.95 | 0.92 | 0.92 | 0.92 | 0.93 | 0.93 | 0.93 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Lane Group Flow (vph) | 0 | 941 | 0 | 419 | 412 | 0 | 0 | 0 | 0 | 654 | 0 | 424 |
| Turn Type | | | | pm+pt | | | | | | Prot | | custom |
| Protected Phases | | 6 | | 5 | 2 | | | | | 8 | | |
| Permitted Phases | | | | 2 | | | | | | | | 8 |
| Detector Phases | | 6 | | 5 | 2 | | | | | 8 | | 8 |
| Minimum Initial (s) | | 32.0 | | 10.0 | 32.0 | | | | | 24.0 | | 24.0 |
| Minimum Split (s) | | 37.4 | | 15.0 | 37.4 | | | | | 30.3 | | 30.3 |
| Total Split (s) | 0.0 | 33.7 | 0.0 | 21.0 | 54.7 | 0.0 | 0.0 | 0.0 | 0.0 | 30.3 | 0.0 | 30.3 |
| Total Split (%) | 0.0% | 39.6% | 0.0% | 24.7% | 64.4% | 0.0% | 0.0% | 0.0% | 0.0% | 35.6% | 0.0% | 35.6% |
| Yellow Time (s) | | 3.6 | | 3.6 | 3.6 | | | | | 3.9 | | 3.9 |
| All-Red Time (s) | | 1.8 | | 1.4 | 1.8 | | | | | 2.4 | | 2.4 |
| Lead/Lag | | Lag | | Lead | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | | Min | | Min | Min | | | | | Min | | Min |
| Act Effct Green (s) | | 29.7 | | 50.7 | 50.7 | | | | | 26.3 | | 26.3 |
| Actuated g/C Ratio | | 0.35 | | 0.60 | 0.60 | | | | | 0.31 | | 0.31 |
| v/c Ratio | | 0.79 | | 0.95 | 0.20 | | | | | 0.62 | | 0.55 |
| Control Delay | | 29.0 | | 54.8 | 8.1 | | | | | 28.1 | | 5.5 |
| Queue Delay | | 0.0 | | 0.0 | 0.0 | | | | | 0.0 | | 0.0 |
| Total Delay | | 29.0 | | 54.8 | 8.1 | | | | | 28.1 | | 5.5 |
| LOS | | C | | D | A | | | | | C | | A |
| Approach Delay | | 29.0 | | | 31.7 | | | | | | | |

| |  |  |  |  |  |  |  |  |  |  |  |  |
|--------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Approach LOS | C | | | | | C | | | | | | |

Intersection Summary

Area Type: Other

Cycle Length: 85

Actuated Cycle Length: 85

Natural Cycle: 85

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.95

Intersection Signal Delay: 26.1

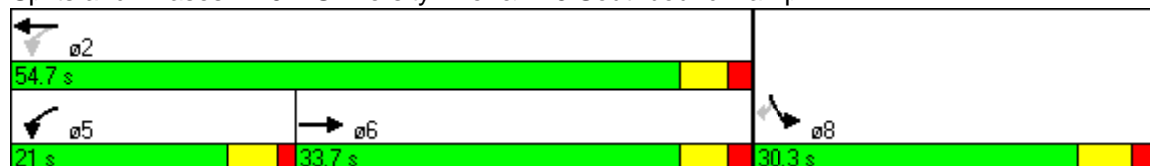
Intersection LOS: C




















Intersection Capacity Utilization 78.7%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 94: University Ave. & I 75 Southbound Ramp



| |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | NBL2 | NBT | NBR | SBL | SBT | SBR | SET | SER2 | NWL | NWT | NWR | NEL2 |
| Lane Configurations | |  | | |  |  |  |  |  |  | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 10 | 10 | 12 | 12 | 12 | 12 | 12 | 11 |
| Grade (%) | | 0% | | | 0% | | 0% | | | 0% | | |
| Storage Length (ft) | | | 0 | 0 | | 0 | | | 350 | | 0 | |
| Storage Lanes | | | 0 | 0 | | 1 | | | 1 | | 0 | |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Leading Detector (ft) | 50 | 50 | | 50 | 50 | 50 | 50 | 50 | 50 | 50 | | 50 |
| Trailing Detector (ft) | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | | 9 | 15 | | 9 | 15 |
| Satd. Flow (prot) | 0 | 1736 | 0 | 0 | 1657 | 1478 | 1770 | 1504 | 1770 | 1615 | 0 | 0 |
| Flt Permitted | | 0.963 | | | 0.953 | | | | 0.950 | | | |
| Satd. Flow (perm) | 0 | 1736 | 0 | 0 | 1657 | 1478 | 1770 | 1504 | 1770 | 1615 | 0 | 0 |
| Right Turn on Red | | | Yes | | | | | Yes | | | Yes | |
| Satd. Flow (RTOR) | | 8 | | | | | | 4 | | 162 | | |
| Link Speed (mph) | | 30 | | | 30 | | 30 | | | 30 | | |
| Link Distance (ft) | | 840 | | | 980 | | 1390 | | | 1416 | | |
| Travel Time (s) | | 19.1 | | | 22.3 | | 31.6 | | | 32.2 | | |
| Volume (vph) | 16 | 0 | 5 | 100 | 1 | 65 | 62 | 4 | 706 | 19 | 149 | 3 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.50 | 0.50 | 0.50 | 0.92 | 0.92 | 0.92 | 0.89 | 0.89 | 0.92 | 0.92 | 0.92 | 0.92 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | 0% | | | 0% | | |
| Lane Group Flow (vph) | 0 | 42 | 0 | 0 | 110 | 71 | 70 | 4 | 767 | 183 | 0 | 0 |
| Turn Type | Split | | | Split | | Prot | | pt+ov | Prot | | | Split |
| Protected Phases | 4 | 4 | | 8 | 8 | 8 | 3 | 3 7 | 1 | 2 | | 7 |
| Permitted Phases | | | | | | | | | | | | |
| Detector Phases | 4 | 4 | | 8 | 8 | 8 | 3 | 3 7 | 1 | 2 | | 7 |
| Minimum Initial (s) | 14.7 | 14.7 | | 23.3 | 23.3 | 23.3 | 18.3 | | 32.6 | 32.6 | | 14.7 |
| Minimum Split (s) | 21.0 | 21.0 | | 30.0 | 30.0 | 30.0 | 25.0 | | 40.0 | 40.0 | | 21.0 |
| Total Split (s) | 22.0 | 22.0 | 0.0 | 24.0 | 24.0 | 24.0 | 18.0 | 46.0 | 68.0 | 86.0 | 0.0 | 28.0 |
| Total Split (%) | 13.8% | 13.8% | 0.0% | 15.0% | 15.0% | 15.0% | 11.3% | 28.8% | 42.5% | 53.8% | 0.0% | 17.5% |
| Yellow Time (s) | 3.6 | 3.6 | | 3.6 | 3.6 | 3.6 | 3.6 | | 3.6 | 3.6 | | 3.6 |
| All-Red Time (s) | 2.7 | 2.7 | | 3.1 | 3.1 | 3.1 | 3.1 | | 3.8 | 3.8 | | 2.7 |
| Lead/Lag | Lead | Lead | | Lag | Lag | Lag | Lag | | Lead | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | | None | None | None | None | | None | Min | | None |
| Act Effct Green (s) | | 17.0 | | | 20.3 | 20.3 | 14.0 | 42.0 | 64.8 | 78.5 | | |
| Actuated g/C Ratio | | 0.11 | | | 0.13 | 0.13 | 0.09 | 0.27 | 0.43 | 0.52 | | |
| v/c Ratio | | 0.21 | | | 0.50 | 0.36 | 0.43 | 0.01 | 1.01 | 0.20 | | |
| Control Delay | | 57.8 | | | 72.3 | 69.0 | 77.5 | 25.5 | 79.5 | 4.4 | | |
| Queue Delay | | 0.0 | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | |
| Total Delay | | 57.8 | | | 72.3 | 69.0 | 77.5 | 25.5 | 79.5 | 4.4 | | |
| LOS | | E | | | E | E | E | C | E | A | | |
| Approach Delay | | 57.8 | | | 71.0 | | 74.7 | | | 65.0 | | |



| Lane Group | NEL | NER | NER2 | ø6 |
|------------------------|--------|-------|------|------|
| Lane Configurations | | | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | |
| Lane Width (ft) | 11 | 11 | 12 | |
| Grade (%) | 0% | | | |
| Storage Length (ft) | 0 | 0 | | |
| Storage Lanes | 1 | 1 | | |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | |
| Leading Detector (ft) | 50 | 50 | | |
| Trailing Detector (ft) | 0 | 0 | | |
| Turning Speed (mph) | 15 | 9 | 9 | |
| Satd. Flow (prot) | 1711 | 1531 | 0 | |
| Flt Permitted | 0.950 | | | |
| Satd. Flow (perm) | 1711 | 1531 | 0 | |
| Right Turn on Red | | | Yes | |
| Satd. Flow (RTOR) | | 1 | | |
| Link Speed (mph) | 30 | | | |
| Link Distance (ft) | 1991 | | | |
| Travel Time (s) | 45.3 | | | |
| Volume (vph) | 35 | 652 | 7 | |
| Confl. Peds. (#/hr) | | | | |
| Confl. Bikes (#/hr) | | | | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | |
| Growth Factor | 100% | 100% | 100% | |
| Heavy Vehicles (%) | 2% | 2% | 2% | |
| Bus Blockages (#/hr) | 0 | 0 | 0 | |
| Parking (#/hr) | | | | |
| Mid-Block Traffic (%) | 0% | | | |
| Lane Group Flow (vph) | 41 | 717 | 0 | |
| Turn Type | custom | | | |
| Protected Phases | 7 | 1 6 | | 6 |
| Permitted Phases | | | | |
| Detector Phases | 7 | 1 6 | | |
| Minimum Initial (s) | 14.7 | | | 32.6 |
| Minimum Split (s) | 21.0 | | | 40.0 |
| Total Split (s) | 28.0 | 96.0 | 0.0 | 28.0 |
| Total Split (%) | 17.5% | 60.0% | 0.0% | 18% |
| Yellow Time (s) | 3.6 | | | 3.6 |
| All-Red Time (s) | 2.7 | | | 3.8 |
| Lead/Lag | | | | |
| Lead-Lag Optimize? | | | | |
| Recall Mode | None | | | Min |
| Act Effct Green (s) | 24.3 | 90.1 | | |
| Actuated g/C Ratio | 0.16 | 0.60 | | |
| v/c Ratio | 0.15 | 0.79 | | |
| Control Delay | 60.5 | 23.7 | | |
| Queue Delay | 0.0 | 0.0 | | |
| Total Delay | 60.5 | 23.7 | | |
| LOS | E | C | | |
| Approach Delay | 25.7 | | | |



| Lane Group | NBL2 | NBT | NBR | SBL | SBT | SBR | SET | SER2 | NWL | NWT | NWR | NEL2 |
|--------------|------|-----|-----|-----|-----|-----|-----|------|-----|-----|-----|------|
| Approach LOS | E | | | E | | | E | | | E | | |

Intersection Summary

Area Type: Other

Cycle Length: 160

Actuated Cycle Length: 151.2

Natural Cycle: 160

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.01

Intersection Signal Delay: 50.9

Intersection LOS: D

Intersection Capacity Utilization 99.4%

ICU Level of Service F


Analysis Period (min) 15

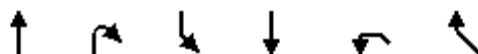
Splits and Phases: 96: Capitol Ave. & Ridge Ave.

| | | | | |
|------|------|------|------|------|
| ø1 | ø3 | ø7 | ø4 | ø8 |
| 68 s | 18 s | 28 s | 22 s | 24 s |
| ø2 | ø6 | | | |
| 86 s | 28 s | | | |



| | | | | |
|----------------------|-----|-----|------|----|
| Lane Group | NEL | NER | NER2 | ø6 |
| Approach LOS | C | | | |
| Intersection Summary | | | | |

| |  | | | | | |
|------------------------|---|-------|-------|-------|-------|-------|
| Lane Group | NBT | NBR | SBL | SBT | NWL | NWR |
| Lane Configurations | ↑↑ | | ↘ | ↑↑ | ↘ | ↗ |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | 0% | | | 0% | 0% | |
| Storage Length (ft) | | 0 | 225 | | 125 | 0 |
| Storage Lanes | | 0 | 1 | | 1 | 1 |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Leading Detector (ft) | 50 | | 50 | 50 | 50 | 50 |
| Trailing Detector (ft) | 0 | | 0 | 0 | 0 | 0 |
| Turning Speed (mph) | | 9 | 15 | | 15 | 9 |
| Satd. Flow (prot) | 3263 | 0 | 1770 | 3539 | 1770 | 1583 |
| Flt Permitted | | | 0.427 | | 0.950 | |
| Satd. Flow (perm) | 3263 | 0 | 795 | 3539 | 1770 | 1583 |
| Right Turn on Red | | Yes | | | | Yes |
| Satd. Flow (RTOR) | 199 | | | | | 121 |
| Link Speed (mph) | 30 | | | 30 | 30 | |
| Link Distance (ft) | 599 | | | 628 | 1038 | |
| Travel Time (s) | 13.6 | | | 14.3 | 23.6 | |
| Volume (vph) | 170 | 183 | 178 | 295 | 251 | 102 |
| Confl. Peds. (#/hr) | | | | | | |
| Confl. Bikes (#/hr) | | | | | | |
| Peak Hour Factor | 0.92 | 0.92 | 0.86 | 0.86 | 0.84 | 0.84 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | |
| Mid-Block Traffic (%) | 0% | | | 0% | 0% | |
| Lane Group Flow (vph) | 384 | 0 | 207 | 343 | 299 | 121 |
| Turn Type | | pm+pt | | | Perm | |
| Protected Phases | 6 | | 5 | 2 | 4 | |
| Permitted Phases | | | 2 | | | 4 |
| Detector Phases | 6 | | 5 | 2 | 4 | 4 |
| Minimum Initial (s) | 7.0 | | 4.0 | 7.0 | 4.0 | 4.0 |
| Minimum Split (s) | 27.0 | | 8.0 | 27.0 | 26.0 | 26.0 |
| Total Split (s) | 28.0 | 0.0 | 11.0 | 39.0 | 26.0 | 26.0 |
| Total Split (%) | 43.1% | 0.0% | 16.9% | 60.0% | 40.0% | 40.0% |
| Yellow Time (s) | 4.0 | | 3.0 | 4.0 | 3.0 | 3.0 |
| All-Red Time (s) | 1.0 | | 1.0 | 1.0 | 1.0 | 1.0 |
| Lead/Lag | Lag | | Lead | | | |
| Lead-Lag Optimize? | Yes | | Yes | | | |
| Recall Mode | Min | | None | Min | None | None |
| Act Effct Green (s) | 15.8 | | 21.8 | 23.9 | 11.6 | 11.6 |
| Actuated g/C Ratio | 0.40 | | 0.53 | 0.61 | 0.28 | 0.28 |
| v/c Ratio | 0.27 | | 0.36 | 0.16 | 0.61 | 0.23 |
| Control Delay | 7.5 | | 8.4 | 6.1 | 18.2 | 4.2 |
| Queue Delay | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 7.5 | | 8.4 | 6.1 | 18.2 | 4.2 |
| LOS | A | | A | A | B | A |
| Approach Delay | 7.5 | | | 7.0 | 14.2 | |



| Lane Group | NBT | NBR | SBL | SBT | NWL | NWR |
|--------------|-----|-----|-----|-----|-----|-----|
| Approach LOS | A | | A | | B | |

Intersection Summary

Area Type: Other

Cycle Length: 65

Actuated Cycle Length: 39.5

Natural Cycle: 65

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.61

Intersection Signal Delay: 9.4

Intersection LOS: A











Intersection Capacity Utilization 44.3%







ICU Level of Service A

Analysis Period (min) 15

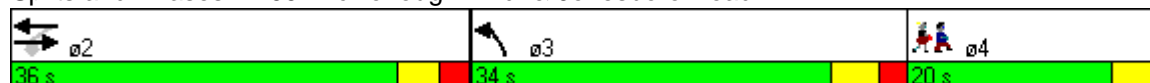
Splits and Phases: 98: Pryor St. & Ridge Ave.

































| |  |  |  |  |  |  | |
|------------------------|---|---|---|---|---|---|------|
| Lane Group | EBT | EBR | WBL | WBT | NBL | NBR | ø4 |
| Lane Configurations |  |  | |  |  | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | |
| Lane Width (ft) | 12 | 11 | 16 | 16 | 11 | 11 | |
| Grade (%) | 0% | | | 0% | 0% | | |
| Storage Length (ft) | | 280 | 0 | | 0 | 0 | |
| Storage Lanes | | 1 | 0 | | 1 | 0 | |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | |
| Leading Detector (ft) | 50 | 50 | 50 | 50 | 50 | | |
| Trailing Detector (ft) | 0 | 0 | 0 | 0 | 0 | | |
| Turning Speed (mph) | | 9 | 15 | | 15 | 9 | |
| Satd. Flow (prot) | 1863 | 1531 | 0 | 2107 | 1711 | 0 | |
| Flt Permitted | | | | 0.984 | 0.953 | | |
| Satd. Flow (perm) | 1863 | 1531 | 0 | 2077 | 1711 | 0 | |
| Right Turn on Red | | Yes | | | | Yes | |
| Satd. Flow (RTOR) | | 533 | | | 1 | | |
| Link Speed (mph) | 30 | | | 30 | 30 | | |
| Link Distance (ft) | 1416 | | | 1086 | 894 | | |
| Travel Time (s) | 32.2 | | | 24.7 | 20.3 | | |
| Volume (vph) | 248 | 480 | 9 | 218 | 341 | 7 | |
| Confl. Peds. (#/hr) | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | |
| Peak Hour Factor | 0.90 | 0.90 | 0.93 | 0.93 | 0.85 | 0.85 | |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | |
| Parking (#/hr) | | | | | | | |
| Mid-Block Traffic (%) | 0% | | | 0% | 0% | | |
| Lane Group Flow (vph) | 276 | 533 | 0 | 244 | 409 | 0 | |
| Turn Type | | Perm | Perm | | | | |
| Protected Phases | 2 | | | 2 | 3 | | 4 |
| Permitted Phases | | 2 | 2 | | | | |
| Detector Phases | 2 | 2 | 2 | 2 | 3 | | |
| Minimum Initial (s) | 30.0 | 30.0 | 30.0 | 30.0 | 26.0 | | 16.0 |
| Minimum Split (s) | 35.9 | 35.9 | 35.9 | 35.9 | 32.0 | | 20.0 |
| Total Split (s) | 36.0 | 36.0 | 36.0 | 36.0 | 34.0 | 0.0 | 20.0 |
| Total Split (%) | 40.0% | 40.0% | 40.0% | 40.0% | 37.8% | 0.0% | 22% |
| Yellow Time (s) | 3.4 | 3.4 | 3.4 | 3.4 | 3.8 | | 3.0 |
| All-Red Time (s) | 2.5 | 2.5 | 2.5 | 2.5 | 2.2 | | 1.0 |
| Lead/Lag | | | | | Lead | | Lag |
| Lead-Lag Optimize? | | | | | | | |
| Recall Mode | Min | Min | Min | Min | None | | None |
| Act Effct Green (s) | 31.9 | 31.9 | | 31.9 | 28.4 | | |
| Actuated g/C Ratio | 0.47 | 0.47 | | 0.47 | 0.42 | | |
| v/c Ratio | 0.32 | 0.53 | | 0.25 | 0.57 | | |
| Control Delay | 12.8 | 3.4 | | 12.0 | 19.2 | | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | |
| Total Delay | 12.8 | 3.4 | | 12.0 | 19.2 | | |
| LOS | B | A | | B | B | | |
| Approach Delay | 6.6 | | | 12.0 | 19.2 | | |

| | | | | | | | |
|---|---|---|---|---|---|---|----|
| |  |  |  |  |  |  | |
| Lane Group | EBT | EBR | WBL | WBT | NBL | NBR | ø4 |
| Approach LOS | A | | B | | B | | |
| Intersection Summary | | | | | | | |
| Area Type: | Other | | | | | | |
| Cycle Length: 90 | | | | | | | |
| Actuated Cycle Length: 68.3 | | | | | | | |
| Natural Cycle: 90 | | | | | | | |
| Control Type: Actuated-Uncoordinated | | | | | | | |
| Maximum v/c Ratio: 0.57 | | | | | | | |
| Intersection Signal Delay: 11.0 | | | | Intersection LOS: B | | | |
| Intersection Capacity Utilization 61.4% | | | | ICU Level of Service B | | | |
| Analysis Period (min) 15 | | | | | | | |

Splits and Phases: 99: McDonough Blvd. & Jonesboro Road



| |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |  | |  |  | |  |  | | |  | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 10 | 10 | 10 | 12 | 13 | 13 | 13 | 13 | 13 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 70 | | 0 | 120 | | 0 | 0 | | 0 |
| Storage Lanes | 0 | | 0 | 1 | | 0 | 1 | | 0 | 0 | | 0 |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Leading Detector (ft) | 50 | 50 | | 50 | 50 | | 50 | 50 | | 50 | 50 | |
| Trailing Detector (ft) | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Satd. Flow (prot) | 0 | 1829 | 0 | 1652 | 1726 | 0 | 1770 | 1742 | 0 | 0 | 1900 | 0 |
| Flt Permitted | | | | 0.511 | | | 0.637 | | | | 0.924 | |
| Satd. Flow (perm) | 0 | 1829 | 0 | 888 | 1726 | 0 | 1187 | 1742 | 0 | 0 | 1771 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 17 | | | 5 | | | 131 | | | 2 | |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 1086 | | | 919 | | | 696 | | | 1361 | |
| Travel Time (s) | | 24.7 | | | 20.9 | | | 15.8 | | | 30.9 | |
| Volume (vph) | 0 | 236 | 37 | 173 | 171 | 9 | 41 | 64 | 110 | 28 | 122 | 4 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.87 | 0.87 | 0.87 | 0.79 | 0.79 | 0.79 | 0.84 | 0.84 | 0.84 | 0.81 | 0.81 | 0.81 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Lane Group Flow (vph) | 0 | 314 | 0 | 219 | 227 | 0 | 49 | 207 | 0 | 0 | 191 | 0 |
| Turn Type | Perm | | | Perm | | | Perm | | | Perm | | |
| Protected Phases | | 2 | | | 6 | | | 4 | | | 8 | |
| Permitted Phases | 2 | | | 6 | | | 4 | | | 8 | | |
| Detector Phases | 2 | 2 | | 6 | 6 | | 4 | 4 | | 8 | 8 | |
| Minimum Initial (s) | 29.3 | 29.3 | | 29.3 | 29.3 | | 24.5 | 24.5 | | 24.5 | 24.5 | |
| Minimum Split (s) | 35.0 | 35.0 | | 35.0 | 35.0 | | 30.0 | 30.0 | | 30.0 | 30.0 | |
| Total Split (s) | 35.0 | 35.0 | 0.0 | 35.0 | 35.0 | 0.0 | 30.0 | 30.0 | 0.0 | 30.0 | 30.0 | 0.0 |
| Total Split (%) | 53.8% | 53.8% | 0.0% | 53.8% | 53.8% | 0.0% | 46.2% | 46.2% | 0.0% | 46.2% | 46.2% | 0.0% |
| Yellow Time (s) | 3.8 | 3.8 | | 3.8 | 3.8 | | 3.7 | 3.7 | | 3.7 | 3.7 | |
| All-Red Time (s) | 1.9 | 1.9 | | 1.9 | 1.9 | | 1.8 | 1.8 | | 1.8 | 1.8 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | Min | Min | | Min | Min | | Min | Min | | Min | Min | |
| Act Effct Green (s) | | 31.0 | | 31.0 | 31.0 | | 26.0 | 26.0 | | | 26.0 | |
| Actuated g/C Ratio | | 0.48 | | 0.48 | 0.48 | | 0.40 | 0.40 | | | 0.40 | |
| v/c Ratio | | 0.36 | | 0.52 | 0.27 | | 0.10 | 0.27 | | | 0.27 | |
| Control Delay | | 11.5 | | 17.3 | 11.1 | | 13.0 | 6.4 | | | 14.3 | |
| Queue Delay | | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | | 0.0 | |
| Total Delay | | 11.5 | | 17.3 | 11.1 | | 13.0 | 6.4 | | | 14.3 | |
| LOS | | B | | B | B | | B | A | | | B | |
| Approach Delay | | 11.5 | | | 14.1 | | | 7.6 | | | 14.3 | |

| |  |  |  |  |  |  |  |  |  |  |  |  |
|--------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Approach LOS | B | | | B | | | A | | | B | | |

Intersection Summary

Area Type: Other

Cycle Length: 65

Actuated Cycle Length: 65

Natural Cycle: 65

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.52

Intersection Signal Delay: 12.1





Intersection LOS: B

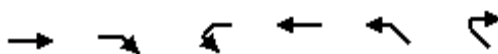
Intersection Capacity Utilization 89.6%

ICU Level of Service E

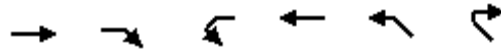
Analysis Period (min) 15

Splits and Phases: 100: McDonough Blvd. & Lakewood Ave.

| | | | | |
|---|----|--|---|----|
|  | ø2 | |  | ø4 |
| 35 s | | | 30 s | |
|  | ø6 | |  | ø8 |
| 35 s | | | 30 s | |



| Lane Group | EBT | EBR | WBL | WBT | NWL | NWR | ø4 |
|------------------------|-------|-------|------|-------|-------|------|------|
| Lane Configurations | ↑ | ↑ | | ↑ | ↑ | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | |
| Grade (%) | 0% | | | 0% | 0% | | |
| Storage Length (ft) | | 0 | 0 | | 0 | 0 | |
| Storage Lanes | | 1 | 0 | | 1 | 0 | |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | |
| Leading Detector (ft) | 50 | 50 | | 50 | 50 | | |
| Trailing Detector (ft) | 0 | 0 | | 0 | 0 | | |
| Turning Speed (mph) | | 9 | 15 | | 15 | 9 | |
| Satd. Flow (prot) | 1863 | 1583 | 0 | 1863 | 1770 | 0 | |
| Flt Permitted | | | | | 0.950 | | |
| Satd. Flow (perm) | 1863 | 1583 | 0 | 1863 | 1770 | 0 | |
| Right Turn on Red | | Yes | | | | Yes | |
| Satd. Flow (RTOR) | | 196 | | | | | |
| Link Speed (mph) | 30 | | | 30 | 30 | | |
| Link Distance (ft) | 904 | | | 611 | 1361 | | |
| Travel Time (s) | 20.5 | | | 13.9 | 30.9 | | |
| Volume (vph) | 141 | 161 | 0 | 73 | 64 | 0 | |
| Confl. Peds. (#/hr) | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | |
| Peak Hour Factor | 0.82 | 0.82 | 0.81 | 0.81 | 0.75 | 0.75 | |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | |
| Parking (#/hr) | | | | | | | |
| Mid-Block Traffic (%) | 0% | | | 0% | 0% | | |
| Lane Group Flow (vph) | 172 | 196 | 0 | 90 | 85 | 0 | |
| Turn Type | Perm | | | | | | |
| Protected Phases | 2 | | | 6 | 1 | | 4 |
| Permitted Phases | | 2 | | | | | |
| Detector Phases | 2 | 2 | | 6 | 1 | | |
| Minimum Initial (s) | 21.9 | 21.9 | | 21.9 | 10.0 | | 16.0 |
| Minimum Split (s) | 28.0 | 28.0 | | 28.0 | 15.7 | | 20.0 |
| Total Split (s) | 29.3 | 29.3 | 0.0 | 29.3 | 15.7 | 0.0 | 20.0 |
| Total Split (%) | 45.1% | 45.1% | 0.0% | 45.1% | 24.2% | 0.0% | 31% |
| Yellow Time (s) | 3.9 | 3.9 | | 3.9 | 3.6 | | 3.0 |
| All-Red Time (s) | 2.2 | 2.2 | | 2.2 | 2.1 | | 1.0 |
| Lead/Lag | | | | | | | |
| Lead-Lag Optimize? | | | | | | | |
| Recall Mode | Min | Min | | Min | None | | None |
| Act Effct Green (s) | 42.5 | 42.5 | | 42.5 | 14.2 | | |
| Actuated g/C Ratio | 0.67 | 0.67 | | 0.67 | 0.21 | | |
| v/c Ratio | 0.14 | 0.17 | | 0.07 | 0.23 | | |
| Control Delay | 4.7 | 1.4 | | 4.5 | 14.0 | | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | |
| Total Delay | 4.7 | 1.4 | | 4.5 | 14.0 | | |
| LOS | A | A | | A | B | | |
| Approach Delay | 2.9 | | | 4.5 | 14.0 | | |



| Lane Group | EBT | EBR | WBL | WBT | NWL | NWR | ø4 |
|--------------|-----|-----|-----|-----|-----|-----|----|
| Approach LOS | A | | | A | B | | |

Intersection Summary

Area Type: Other

Cycle Length: 65

Actuated Cycle Length: 63.4

Natural Cycle: 65

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.23

Intersection Signal Delay: 4.9

Intersection LOS: A




















Intersection Capacity Utilization 33.2%

















ICU Level of Service A










Analysis Period (min) 15























Splits and Phases: 101: Milton Ave. & Lakewood Ave.

| | | |
|--------------|--------------|------------|
| ø1 15.7 s | ø2 29.3 s | ø4 20 s |
| | ø6 29.3 s | |

| | | | | | | | | | | | | |
|-----------------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| |  |  |  |  |  |  |  |  |  |  |  |  |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NEL | NET | NER | SWL | SWT | SWR |
| Lane Configurations |  |  | | |  |  | |  | | |  |  |
| Sign Control | Free | | | | Free | | | Stop | | | Stop | |
| Grade | 0% | | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 25 | 289 | 20 | 9 | 212 | 48 | 23 | 81 | 8 | 50 | 102 | 24 |
| Peak Hour Factor | 0.83 | 0.83 | 0.83 | 0.87 | 0.87 | 0.87 | 0.84 | 0.84 | 0.84 | 0.81 | 0.81 | 0.81 |
| Hourly flow rate (vph) | 30 | 348 | 24 | 10 | 244 | 55 | 27 | 96 | 10 | 62 | 126 | 30 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | 14 |
| Median type | | | | | | | None | | None | | | |
| Median storage veh | | | | | | | | | | | | |
| Upstream signal (ft) | 255 | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 299 | | | 372 | | | 626 | 740 | 360 | 758 | 724 | 149 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 299 | | | 372 | | | 626 | 740 | 360 | 758 | 724 | 149 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 98 | | | 99 | | | 89 | 71 | 99 | 72 | 63 | 97 |
| cM capacity (veh/h) | 1259 | | | 1183 | | | 247 | 332 | 636 | 221 | 339 | 870 |
| Direction, Lane # | EB 1 | EB 2 | WB 1 | WB 2 | NE 1 | SW 1 | | | | | | |
| Volume Total | 30 | 372 | 132 | 177 | 133 | 217 | | | | | | |
| Volume Left | 30 | 0 | 10 | 0 | 27 | 62 | | | | | | |
| Volume Right | 0 | 24 | 0 | 55 | 10 | 30 | | | | | | |
| cSH | 1259 | 1700 | 1183 | 1700 | 320 | 347 | | | | | | |
| Volume to Capacity | 0.02 | 0.22 | 0.01 | 0.10 | 0.42 | 0.63 | | | | | | |
| Queue Length 95th (ft) | 2 | 0 | 1 | 0 | 49 | 100 | | | | | | |
| Control Delay (s) | 7.9 | 0.0 | 0.7 | 0.0 | 24.0 | 31.6 | | | | | | |
| Lane LOS | A | | A | | C | D | | | | | | |
| Approach Delay (s) | 0.6 | | 0.3 | | 24.0 | 31.6 | | | | | | |
| Approach LOS | | | | | C | D | | | | | | |
| Intersection Summary | | | | | | | | | | | | |
| Average Delay | | | 9.8 | | | | | | | | | |
| Intersection Capacity Utilization | | | 40.7% | | ICU Level of Service | | | | A | | | |
| Analysis Period (min) | | | 15 | | | | | | | | | |
| | | | | | | | | | | | | |

















| | | | | | | | | | | | | |
|-----------------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| |  |  |  |  |  |  |  |  |  |  |  |  |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |  | | |  | | |  | | |  | |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 5 | 7 | 1 | 16 | 7 | 19 | 1 | 222 | 8 | 20 | 308 | 12 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.60 | 0.60 | 0.60 | 0.76 | 0.76 | 0.76 | 0.86 | 0.86 | 0.86 |
| Hourly flow rate (vph) | 5 | 8 | 1 | 27 | 12 | 32 | 1 | 292 | 11 | 23 | 358 | 14 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | None | | | None | | | | | | | | |
| Median storage veh | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 749 | 717 | 365 | 717 | 719 | 297 | 372 | | | | 303 | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 749 | 717 | 365 | 717 | 719 | 297 | 372 | | | | 303 | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | | 4.1 | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | | 2.2 | |
| p0 queue free % | 98 | 98 | 100 | 92 | 97 | 96 | 100 | | | | 98 | |
| cM capacity (veh/h) | 301 | 348 | 680 | 334 | 348 | 742 | 1186 | | | | 1258 | |
| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 | | | | | | | | |
| Volume Total | 14 | 70 | 304 | 395 | | | | | | | | |
| Volume Left | 5 | 27 | 1 | 23 | | | | | | | | |
| Volume Right | 1 | 32 | 11 | 14 | | | | | | | | |
| cSH | 341 | 448 | 1186 | 1258 | | | | | | | | |
| Volume to Capacity | 0.04 | 0.16 | 0.00 | 0.02 | | | | | | | | |
| Queue Length 95th (ft) | 3 | 14 | 0 | 1 | | | | | | | | |
| Control Delay (s) | 16.0 | 14.5 | 0.0 | 0.6 | | | | | | | | |
| Lane LOS | C | B | A | A | | | | | | | | |
| Approach Delay (s) | 16.0 | 14.5 | 0.0 | 0.6 | | | | | | | | |
| Approach LOS | C | B | | | | | | | | | | |
| Intersection Summary | | | | | | | | | | | | |
| Average Delay | | | 1.9 | | | | | | | | | |
| Intersection Capacity Utilization | 41.6% | | ICU Level of Service | | | | | A | | | | |
| Analysis Period (min) | 15 | | | | | | | | | | | |
| | | | | | | | | | | | | |


| |  |  |  |  |  |  |
|-----------------------------------|---|---|---|---|---|---|
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations |  | |  | | |  |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Volume (veh/h) | 9 | 9 | 58 | 11 | 12 | 100 |
| Peak Hour Factor | 0.70 | 0.70 | 0.81 | 0.81 | 0.91 | 0.91 |
| Hourly flow rate (vph) | 13 | 13 | 72 | 14 | 13 | 110 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage (veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 215 | 78 | | | 85 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 215 | 78 | | | 85 | |
| tC, single (s) | 6.4 | 6.2 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.2 | |
| p0 queue free % | 98 | 99 | | | 99 | |
| cM capacity (veh/h) | 767 | 982 | | | 1511 | |
| Direction, Lane # | WB 1 | NB 1 | SB 1 | | | |
| Volume Total | 26 | 85 | 123 | | | |
| Volume Left | 13 | 0 | 13 | | | |
| Volume Right | 13 | 14 | 0 | | | |
| cSH | 861 | 1700 | 1511 | | | |
| Volume to Capacity | 0.03 | 0.05 | 0.01 | | | |
| Queue Length 95th (ft) | 2 | 0 | 1 | | | |
| Control Delay (s) | 9.3 | 0.0 | 0.9 | | | |
| Lane LOS | A | | A | | | |
| Approach Delay (s) | 9.3 | 0.0 | 0.9 | | | |
| Approach LOS | A | | | | | |
| Intersection Summary | | | | | | |
| Average Delay | | 1.5 | | | | |
| Intersection Capacity Utilization | | 22.6% | | ICU Level of Service | | A |
| Analysis Period (min) | | 15 | | | | |


















| | | | | | | | | | | | | |
|-----------------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| |  |  |  |  |  |  |  |  |  |  |  |  |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  |  |  |  | |  |  | |  |  |  |
| Sign Control | Free | | | Free | | | Stop | | | Stop | | |
| Grade | 0% | | | 0% | | | 0% | | | 0% | | |
| Volume (veh/h) | 46 | 243 | 146 | 9 | 247 | 8 | 118 | 7 | 12 | 3 | 19 | 96 |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.76 | 0.76 | 0.76 | 0.71 | 0.71 | 0.71 | 0.85 | 0.85 | 0.85 |
| Hourly flow rate (vph) | 52 | 276 | 166 | 12 | 325 | 11 | 166 | 10 | 17 | 4 | 22 | 113 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | None | | | | | | None | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 336 | | | 442 | | | 853 | 740 | 276 | 756 | 901 | 330 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 336 | | | 442 | | | 853 | 740 | 276 | 756 | 901 | 330 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 96 | | | 99 | | | 21 | 97 | 98 | 99 | 92 | 84 |
| cM capacity (veh/h) | 1224 | | | 1118 | | | 211 | 326 | 763 | 297 | 263 | 711 |
| Direction, Lane # | EB 1 | EB 2 | EB 3 | WB 1 | WB 2 | NB 1 | NB 2 | SB 1 | SB 2 | | | |
| Volume Total | 52 | 276 | 166 | 12 | 336 | 166 | 27 | 4 | 135 | | | |
| Volume Left | 52 | 0 | 0 | 12 | 0 | 166 | 0 | 4 | 0 | | | |
| Volume Right | 0 | 0 | 166 | 0 | 11 | 0 | 17 | 0 | 113 | | | |
| cSH | 1224 | 1700 | 1700 | 1118 | 1700 | 211 | 511 | 297 | 555 | | | |
| Volume to Capacity | 0.04 | 0.16 | 0.10 | 0.01 | 0.20 | 0.79 | 0.05 | 0.01 | 0.24 | | | |
| Queue Length 95th (ft) | 3 | 0 | 0 | 1 | 0 | 140 | 4 | 1 | 24 | | | |
| Control Delay (s) | 8.1 | 0.0 | 0.0 | 8.3 | 0.0 | 65.8 | 12.4 | 17.3 | 13.6 | | | |
| Lane LOS | A | | | A | | F | B | C | B | | | |
| Approach Delay (s) | 0.9 | | | 0.3 | | 58.4 | | 13.7 | | | | |
| Approach LOS | | | | | | F | | B | | | | |
| Intersection Summary | | | | | | | | | | | | |
| Average Delay | 11.7 | | | | | | | | | | | |
| Intersection Capacity Utilization | 40.0% | | | ICU Level of Service | | | | A | | | | |
| Analysis Period (min) | 15 | | | | | | | | | | | |
| | | | | | | | | | | | | |

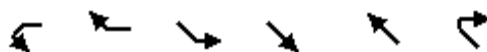


| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|-----------------------------------|------|-------|------|----------------------|------|------|
| Lane Configurations | W | | | W | W | |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 21 | 50 | 12 | 300 | 348 | 15 |
| Peak Hour Factor | 0.61 | 0.61 | 0.90 | 0.90 | 0.84 | 0.84 |
| Hourly flow rate (vph) | 34 | 82 | 13 | 333 | 414 | 18 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage (veh) | | | | | | |
| Upstream signal (ft) | | | | | 436 | |
| pX, platoon unblocked | 0.95 | 0.95 | 0.95 | | | |
| vC, conflicting volume | 783 | 423 | 432 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 771 | 391 | 400 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 90 | 87 | 99 | | | |
| cM capacity (veh/h) | 345 | 623 | 1097 | | | |
| Direction, Lane # | EB 1 | NB 1 | SB 1 | | | |
| Volume Total | 116 | 347 | 432 | | | |
| Volume Left | 34 | 13 | 0 | | | |
| Volume Right | 82 | 0 | 18 | | | |
| cSH | 503 | 1097 | 1700 | | | |
| Volume to Capacity | 0.23 | 0.01 | 0.25 | | | |
| Queue Length 95th (ft) | 22 | 1 | 0 | | | |
| Control Delay (s) | 14.3 | 0.4 | 0.0 | | | |
| Lane LOS | B | A | | | | |
| Approach Delay (s) | 14.3 | 0.4 | 0.0 | | | |
| Approach LOS | B | | | | | |
| Intersection Summary | | | | | | |
| Average Delay | | | 2.0 | | | |
| Intersection Capacity Utilization | | 36.4% | | ICU Level of Service | | A |
| Analysis Period (min) | | 15 | | | | |

| | | | | | | | | | | | | |
|-----------------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| |  |  |  |  |  |  |  |  |  |  |  |  |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |  | | |  | | |  | | |  | |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 17 | 261 | 11 | 11 | 297 | 9 | 4 | 8 | 9 | 25 | 23 | 19 |
| Peak Hour Factor | 0.78 | 0.78 | 0.78 | 0.92 | 0.92 | 0.92 | 0.50 | 0.50 | 0.50 | 0.66 | 0.66 | 0.66 |
| Hourly flow rate (vph) | 22 | 335 | 14 | 12 | 323 | 10 | 8 | 16 | 18 | 38 | 35 | 29 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 333 | | | 349 | | | 783 | 742 | 342 | 763 | 744 | 328 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 333 | | | 349 | | | 783 | 742 | 342 | 763 | 744 | 328 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 98 | | | 99 | | | 97 | 95 | 97 | 87 | 90 | 96 |
| cM capacity (veh/h) | 1227 | | | 1210 | | | 269 | 334 | 701 | 295 | 333 | 714 |
| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 | | | | | | | | |
| Volume Total | 371 | 345 | 42 | 102 | | | | | | | | |
| Volume Left | 22 | 12 | 8 | 38 | | | | | | | | |
| Volume Right | 14 | 10 | 18 | 29 | | | | | | | | |
| cSH | 1227 | 1210 | 407 | 372 | | | | | | | | |
| Volume to Capacity | 0.02 | 0.01 | 0.10 | 0.27 | | | | | | | | |
| Queue Length 95th (ft) | 1 | 1 | 9 | 27 | | | | | | | | |
| Control Delay (s) | 0.6 | 0.4 | 14.9 | 18.3 | | | | | | | | |
| Lane LOS | A | A | B | C | | | | | | | | |
| Approach Delay (s) | 0.6 | 0.4 | 14.9 | 18.3 | | | | | | | | |
| Approach LOS | | | B | C | | | | | | | | |
| Intersection Summary | | | | | | | | | | | | |
| Average Delay | | | 3.3 | | | | | | | | | |
| Intersection Capacity Utilization | | 35.0% | | ICU Level of Service | | A | | | | | | |
| Analysis Period (min) | | 15 | | | | | | | | | | |
| | | | | | | | | | | | | |

| |  | | | | | |
|-----------------------------------|---|-------|------|----------------------|------|------|
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | W | | | ↑↑ | ↑↑ | |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 4 | 21 | 19 | 422 | 893 | 9 |
| Peak Hour Factor | 0.59 | 0.59 | 0.87 | 0.87 | 0.91 | 0.91 |
| Hourly flow rate (vph) | 7 | 36 | 22 | 485 | 981 | 10 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage (veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 1272 | 496 | 991 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 1272 | 496 | 991 | | | |
| tC, single (s) | 6.8 | 6.9 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 96 | 93 | 97 | | | |
| cM capacity (veh/h) | 154 | 520 | 693 | | | |
| Direction, Lane # | EB 1 | NB 1 | NB 2 | SB 1 | SB 2 | |
| Volume Total | 42 | 184 | 323 | 654 | 337 | |
| Volume Left | 7 | 22 | 0 | 0 | 0 | |
| Volume Right | 36 | 0 | 0 | 0 | 10 | |
| cSH | 377 | 693 | 1700 | 1700 | 1700 | |
| Volume to Capacity | 0.11 | 0.03 | 0.19 | 0.38 | 0.20 | |
| Queue Length 95th (ft) | 9 | 2 | 0 | 0 | 0 | |
| Control Delay (s) | 15.8 | 1.6 | 0.0 | 0.0 | 0.0 | |
| Lane LOS | C | A | | | | |
| Approach Delay (s) | 15.8 | 0.6 | | 0.0 | | |
| Approach LOS | C | | | | | |
| Intersection Summary | | | | | | |
| Average Delay | | | 0.6 | | | |
| Intersection Capacity Utilization | | 35.6% | | ICU Level of Service | A | |
| Analysis Period (min) | | 15 | | | | |

| | | | | | | | | | | | | |
|-----------------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| |  |  |  |  |  |  |  |  |  |  |  |  |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  | | |  | |  | |  | | | |
| Sign Control | Free | | | | Free | | | | Stop | | Stop | |
| Grade | 0% | | | | 0% | | | | 0% | | 0% | |
| Volume (veh/h) | 105 | 933 | 0 | 0 | 628 | 149 | 151 | 0 | 155 | 0 | 0 | 0 |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.91 | 0.91 | 0.91 | 0.93 | 0.93 | 0.93 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 119 | 1060 | 0 | 0 | 690 | 164 | 162 | 0 | 167 | 0 | 0 | 0 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | None | | | | | | None | | | | | |
| Median storage veh | | | | | | | | | | | | |
| Upstream signal (ft) | 472 | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 854 | | | 1060 | | | 1644 | 2153 | 530 | 1541 | 2071 | 427 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 854 | | | 1060 | | | 1644 | 2153 | 530 | 1541 | 2071 | 427 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 85 | | | 100 | | | 0 | 100 | 66 | 100 | 100 | 100 |
| cM capacity (veh/h) | 781 | | | 653 | | | 58 | 40 | 493 | 46 | 45 | 576 |
| Direction, Lane # | EB 1 | EB 2 | EB 3 | WB 1 | WB 2 | NB 1 | NB 2 | | | | | |
| Volume Total | 119 | 530 | 530 | 460 | 394 | 162 | 167 | | | | | |
| Volume Left | 119 | 0 | 0 | 0 | 0 | 162 | 0 | | | | | |
| Volume Right | 0 | 0 | 0 | 0 | 164 | 0 | 167 | | | | | |
| cSH | 781 | 1700 | 1700 | 1700 | 1700 | 58 | 493 | | | | | |
| Volume to Capacity | 0.15 | 0.31 | 0.31 | 0.27 | 0.23 | 2.80 | 0.34 | | | | | |
| Queue Length 95th (ft) | 13 | 0 | 0 | 0 | 0 | 417 | 37 | | | | | |
| Control Delay (s) | 10.4 | 0.0 | 0.0 | 0.0 | 0.0 | 963.6 | 16.0 | | | | | |
| Lane LOS | B | | | | | F | C | | | | | |
| Approach Delay (s) | 1.1 | | | 0.0 | | | 483.6 | | | | | |
| Approach LOS | | | | | | | F | | | | | |
| Intersection Summary | | | | | | | | | | | | |
| Average Delay | | | 67.9 | | | | | | | | | |
| Intersection Capacity Utilization | | | 78.7% | ICU Level of Service | | | | D | | | | |
| Analysis Period (min) | | | 15 | | | | | | | | | |
| | | | | | | | | | | | | |



| Movement | WBL | WBR | SEL | SET | NWT | NWR |
|-----------------------------------|------|------|-------|----------------------|------|------|
| Lane Configurations | W | | | T | T | |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 3 | 147 | 190 | 68 | 66 | 5 |
| Peak Hour Factor | 0.76 | 0.76 | 0.85 | 0.85 | 0.84 | 0.84 |
| Hourly flow rate (vph) | 4 | 193 | 224 | 80 | 79 | 6 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage (veh) | | | | | | |
| Upstream signal (ft) | | | | 1038 | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 609 | 82 | 85 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 609 | 82 | 85 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 99 | 80 | 85 | | | |
| cM capacity (veh/h) | 391 | 978 | 1512 | | | |
| Direction, Lane # | WB 1 | SE 1 | NW 1 | | | |
| Volume Total | 197 | 304 | 85 | | | |
| Volume Left | 4 | 224 | 0 | | | |
| Volume Right | 193 | 0 | 6 | | | |
| cSH | 950 | 1512 | 1700 | | | |
| Volume to Capacity | 0.21 | 0.15 | 0.05 | | | |
| Queue Length 95th (ft) | 20 | 13 | 0 | | | |
| Control Delay (s) | 9.8 | 6.1 | 0.0 | | | |
| Lane LOS | A | A | | | | |
| Approach Delay (s) | 9.8 | 6.1 | 0.0 | | | |
| Approach LOS | A | | | | | |
| Intersection Summary | | | | | | |
| Average Delay | | | 6.4 | | | |
| Intersection Capacity Utilization | | | 36.7% | ICU Level of Service | | A |
| Analysis Period (min) | | | 15 | | | |

Atlanta BeltLine
Subarea 2

BASELINE 2030

SYNCHRO REPORT
(October 2008)



| Lane Group | EBL | EBR | NEL | NET | SWT | SWR |
|------------------------|------------|-------|------|-------|-------|------|
| Lane Configurations | | | | | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | 0% | | | 0% | 0% | |
| Storage Length (ft) | 0 | 0 | 0 | | | 0 |
| Storage Lanes | 1 | 1 | 0 | | | 0 |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Leading Detector (ft) | 50 | 50 | 50 | 50 | 50 | |
| Trailing Detector (ft) | 0 | 0 | 0 | 0 | 0 | |
| Turning Speed (mph) | 15 | 9 | 15 | | | 9 |
| Satd. Flow (prot) | 1770 | 1583 | 0 | 5034 | 3511 | 0 |
| Flt Permitted | 0.950 | | | 0.718 | | |
| Satd. Flow (perm) | 1770 | 1583 | 0 | 3651 | 3511 | 0 |
| Right Turn on Red | | Yes | | | | Yes |
| Satd. Flow (RTOR) | | 268 | | | 10 | |
| Link Speed (mph) | 30 | | | 40 | 40 | |
| Link Distance (ft) | 802 | | | 951 | 666 | |
| Travel Time (s) | 18.2 | | | 16.2 | 11.4 | |
| Volume (vph) | 20 | 241 | 483 | 1833 | 450 | 25 |
| Confl. Peds. (#/hr) | | | | | | |
| Confl. Bikes (#/hr) | | | | | | |
| Peak Hour Factor | 0.90 | 0.90 | 0.92 | 0.92 | 0.88 | 0.88 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | |
| Mid-Block Traffic (%) | 0% | | | 0% | 0% | |
| Lane Group Flow (vph) | 22 | 268 | 0 | 2517 | 539 | 0 |
| Turn Type | Perm pm+pt | | | | | |
| Protected Phases | 4 | | 5 | 2 | 6 | |
| Permitted Phases | | 4 | 2 | | | |
| Detector Phases | 4 | 4 | 5 | 2 | 6 | |
| Minimum Initial (s) | 9.0 | 9.0 | 4.0 | 15.0 | 15.0 | |
| Minimum Split (s) | 26.1 | 26.1 | 8.7 | 21.1 | 20.1 | |
| Total Split (s) | 26.1 | 26.1 | 8.7 | 93.9 | 85.2 | 0.0 |
| Total Split (%) | 21.8% | 21.8% | 7.3% | 78.3% | 71.0% | 0.0% |
| Yellow Time (s) | 3.2 | 3.2 | 3.2 | 3.6 | 3.6 | |
| All-Red Time (s) | 1.9 | 1.9 | 1.5 | 1.5 | 1.5 | |
| Lead/Lag | | | Lead | | Lag | |
| Lead-Lag Optimize? | | | | | | |
| Recall Mode | None | None | None | C-Max | C-Max | |
| Act Effct Green (s) | 11.5 | 11.5 | | 100.5 | 100.5 | |
| Actuated g/C Ratio | 0.10 | 0.10 | | 0.84 | 0.84 | |
| v/c Ratio | 0.13 | 0.68 | | 0.82 | 0.18 | |
| Control Delay | 50.2 | 15.1 | | 1.9 | 2.1 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 50.2 | 15.1 | | 1.9 | 2.1 | |
| LOS | D | B | | A | A | |
| Approach Delay | 17.8 | | | 1.9 | 2.1 | |



| Lane Group | EBL | EBR | NEL | NET | SWT | SWR |
|--------------|-----|-----|-----|-----|-----|-----|
| Approach LOS | B | | | A | A | |

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 15 (13%), Referenced to phase 2:NETL and 6:SWT, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.82

Intersection Signal Delay: 3.3

Intersection LOS: A

Intersection Capacity Utilization 76.0%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 80: White St. & Lee St.

| | | | |
|------------|------------|------------|--|
| 93.9 s | | 26.1 s | |
| 8.7 s | 85.2 s | | |



| Lane Group | SEL | SER | NEL | NET | SWT | SWR |
|------------------------|------------|-------|-------|-------|-------|------|
| Lane Configurations | | | | | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 10 | 11 | 12 | 12 | 12 | 12 |
| Grade (%) | 0% | | | 0% | 0% | |
| Storage Length (ft) | 0 | 0 | 90 | | | 0 |
| Storage Lanes | 1 | 1 | 1 | | | 0 |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Leading Detector (ft) | 50 | 50 | 50 | 50 | 50 | |
| Trailing Detector (ft) | 0 | 0 | 0 | 0 | 0 | |
| Turning Speed (mph) | 15 | 9 | 15 | | | 9 |
| Satd. Flow (prot) | 1652 | 1531 | 1770 | 3539 | 3518 | 0 |
| Flt Permitted | 0.950 | | 0.290 | | | |
| Satd. Flow (perm) | 1652 | 1531 | 540 | 3539 | 3518 | 0 |
| Right Turn on Red | | Yes | | | | Yes |
| Satd. Flow (RTOR) | | 142 | | | 7 | |
| Link Speed (mph) | 35 | | | 40 | 40 | |
| Link Distance (ft) | 730 | | | 308 | 951 | |
| Travel Time (s) | 14.2 | | | 5.3 | 16.2 | |
| Volume (vph) | 53 | 119 | 119 | 2499 | 719 | 30 |
| Confl. Peds. (#/hr) | | | | | | |
| Confl. Bikes (#/hr) | | | | | | |
| Peak Hour Factor | 0.84 | 0.84 | 0.93 | 0.93 | 0.91 | 0.91 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | |
| Mid-Block Traffic (%) | 0% | | | 0% | 0% | |
| Lane Group Flow (vph) | 63 | 142 | 128 | 2687 | 823 | 0 |
| Turn Type | Perm pm+pt | | | | | |
| Protected Phases | 4 | | 5 | 2 | 6 | |
| Permitted Phases | | 4 | 2 | | | |
| Detector Phases | 4 | 4 | 5 | 2 | 6 | |
| Minimum Initial (s) | 9.0 | 9.0 | 4.0 | 15.0 | 15.0 | |
| Minimum Split (s) | 26.1 | 26.1 | 8.7 | 21.1 | 20.1 | |
| Total Split (s) | 26.1 | 26.1 | 9.8 | 93.9 | 84.1 | 0.0 |
| Total Split (%) | 21.8% | 21.8% | 8.2% | 78.3% | 70.1% | 0.0% |
| Yellow Time (s) | 3.2 | 3.2 | 3.2 | 3.6 | 3.6 | |
| All-Red Time (s) | 1.9 | 1.9 | 1.5 | 1.5 | 1.5 | |
| Lead/Lag | | | Lead | | Lag | |
| Lead-Lag Optimize? | | | | | | |
| Recall Mode | None | None | None | C-Max | C-Max | |
| Act Effct Green (s) | 11.6 | 11.6 | 100.4 | 100.4 | 88.6 | |
| Actuated g/C Ratio | 0.10 | 0.10 | 0.84 | 0.84 | 0.74 | |
| v/c Ratio | 0.39 | 0.51 | 0.24 | 0.91 | 0.32 | |
| Control Delay | 57.8 | 14.8 | 3.0 | 13.2 | 5.5 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 42.1 | 0.0 | |
| Total Delay | 57.8 | 14.8 | 3.0 | 55.3 | 5.5 | |
| LOS | E | B | A | E | A | |
| Approach Delay | 28.0 | | | 52.9 | 5.5 | |



| Lane Group | SEL | SER | NEL | NET | SWT | SWR |
|--------------|-----|-----|-----|-----|-----|-----|
| Approach LOS | C | | | D | A | |

Intersection Summary

| | |
|-----------------------------------|--|
| Area Type: | Other |
| Cycle Length: | 120 |
| Actuated Cycle Length: | 120 |
| Offset: | 0 (0%), Referenced to phase 2:NETL and 6:SWT, Start of Green |
| Natural Cycle: | 120 |
| Control Type: | Actuated-Coordinated |
| Maximum v/c Ratio: | 0.91 |
| Intersection Signal Delay: | 41.4 |
| Intersection LOS: | D |
| Intersection Capacity Utilization | 83.2% |
| ICU Level of Service | E |
| Analysis Period (min) | 15 |

Splits and Phases: 81: Donnelly Ave. & Lee St.

| | |
|--------------|--------|
| ø2 | ø4 |
| 93.9 s | 26.1 s |
| ø5 ø6 | |
| 9.8 s 84.1 s | |



| Lane Group | EBL | EBR | NEL | NET | SWT | SWR |
|------------------------|-------|------|-------|-------|-------|------|
| Lane Configurations | | | | | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | 0% | | | 0% | 0% | |
| Storage Length (ft) | 0 | 0 | 0 | | | 0 |
| Storage Lanes | 1 | 0 | 0 | | | 0 |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Leading Detector (ft) | 50 | | 50 | 50 | 50 | |
| Trailing Detector (ft) | 0 | | 0 | 0 | 0 | |
| Turning Speed (mph) | 15 | 9 | 15 | | | 9 |
| Satd. Flow (prot) | 1747 | 0 | 0 | 3536 | 5034 | 0 |
| Flt Permitted | 0.961 | | | 0.941 | | |
| Satd. Flow (perm) | 1747 | 0 | 0 | 3330 | 5034 | 0 |
| Right Turn on Red | | Yes | | | | Yes |
| Satd. Flow (RTOR) | 8 | | | | 28 | |
| Link Speed (mph) | 30 | | | 40 | 40 | |
| Link Distance (ft) | 724 | | | 691 | 2169 | |
| Travel Time (s) | 16.5 | | | 11.8 | 37.0 | |
| Volume (vph) | 134 | 30 | 21 | 1998 | 577 | 43 |
| Confl. Peds. (#/hr) | | | | | | |
| Confl. Bikes (#/hr) | | | | | | |
| Peak Hour Factor | 0.69 | 0.69 | 0.91 | 0.91 | 0.89 | 0.89 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | |
| Mid-Block Traffic (%) | 0% | | | 0% | 0% | |
| Lane Group Flow (vph) | 237 | 0 | 0 | 2219 | 696 | 0 |
| Turn Type | | | Perm | | | |
| Protected Phases | 8 | | | 6 | 2 | |
| Permitted Phases | | | 6 | | | |
| Detector Phases | 8 | | 6 | 6 | 2 | |
| Minimum Initial (s) | 9.0 | | 15.0 | 15.0 | 15.0 | |
| Minimum Split (s) | 24.2 | | 22.0 | 22.0 | 22.0 | |
| Total Split (s) | 26.0 | 0.0 | 94.0 | 94.0 | 94.0 | 0.0 |
| Total Split (%) | 21.7% | 0.0% | 78.3% | 78.3% | 78.3% | 0.0% |
| Yellow Time (s) | 3.2 | | 4.3 | 4.3 | 4.3 | |
| All-Red Time (s) | 2.0 | | 1.7 | 1.7 | 1.7 | |
| Lead/Lag | | | | | | |
| Lead-Lag Optimize? | | | | | | |
| Recall Mode | None | | C-Max | C-Max | C-Max | |
| Act Effct Green (s) | 20.0 | | | 92.0 | 92.0 | |
| Actuated g/C Ratio | 0.17 | | | 0.77 | 0.77 | |
| v/c Ratio | 0.80 | | | 0.87 | 0.18 | |
| Control Delay | 65.8 | | | 15.4 | 3.9 | |
| Queue Delay | 0.0 | | | 0.0 | 0.0 | |
| Total Delay | 65.8 | | | 15.4 | 3.9 | |
| LOS | E | | | B | A | |
| Approach Delay | 65.8 | | | 15.4 | 3.9 | |



| Lane Group | EBL | EBR | NEL | NET | SWT | SWR |
|--------------|-----|-----|-----|-----|-----|-----|
| Approach LOS | E | | | B | A | |

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 2:SWT and 6:NETL, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.87

Intersection Signal Delay: 16.6

Intersection LOS: B

















Intersection Capacity Utilization 85.9%













ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 83: Avon St. & Lee St.



| |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |  | | |  | | |  | | |  | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Leading Detector (ft) | 50 | 50 | | 50 | 50 | | 50 | 50 | | 50 | 50 | |
| Trailing Detector (ft) | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Satd. Flow (prot) | 0 | 1837 | 0 | 0 | 1790 | 0 | 0 | 1850 | 0 | 0 | 1796 | 0 |
| Flt Permitted | | 0.987 | | | 0.941 | | | 0.978 | | | 0.827 | |
| Satd. Flow (perm) | 0 | 1816 | 0 | 0 | 1691 | 0 | 0 | 1813 | 0 | 0 | 1497 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 8 | | | 29 | | | 5 | | | 39 | |
| Link Speed (mph) | | 30 | | | 30 | | | 35 | | | 35 | |
| Link Distance (ft) | | 1923 | | | 1571 | | | 436 | | | 1474 | |
| Travel Time (s) | | 43.7 | | | 35.7 | | | 8.5 | | | 28.7 | |
| Volume (vph) | 10 | 280 | 28 | 21 | 186 | 73 | 38 | 704 | 26 | 33 | 120 | 40 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.83 | 0.83 | 0.83 | 0.87 | 0.87 | 0.87 | 0.86 | 0.86 | 0.86 | 0.89 | 0.89 | 0.89 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Lane Group Flow (vph) | 0 | 383 | 0 | 0 | 322 | 0 | 0 | 893 | 0 | 0 | 217 | 0 |
| Turn Type | Perm | | | Perm | | | Perm | | | Perm | | |
| Protected Phases | | 4 | | | 8 | | | 6 | | | 2 | |
| Permitted Phases | 4 | | | 8 | | | 6 | | | 2 | | |
| Detector Phases | 4 | 4 | | 8 | 8 | | 6 | 6 | | 2 | 2 | |
| Minimum Initial (s) | 15.0 | 15.0 | | 15.0 | 15.0 | | 15.0 | 15.0 | | 15.0 | 15.0 | |
| Minimum Split (s) | 20.4 | 20.4 | | 20.4 | 20.4 | | 21.4 | 21.4 | | 21.4 | 21.4 | |
| Total Split (s) | 20.4 | 20.4 | 0.0 | 20.4 | 20.4 | 0.0 | 39.6 | 39.6 | 0.0 | 39.6 | 39.6 | 0.0 |
| Total Split (%) | 34.0% | 34.0% | 0.0% | 34.0% | 34.0% | 0.0% | 66.0% | 66.0% | 0.0% | 66.0% | 66.0% | 0.0% |
| Yellow Time (s) | 3.8 | 3.8 | | 3.8 | 3.8 | | 3.8 | 3.8 | | 3.8 | 3.8 | |
| All-Red Time (s) | 1.6 | 1.6 | | 1.6 | 1.6 | | 1.6 | 1.6 | | 1.6 | 1.6 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | Max | Max | | Max | Max | | C-Max | C-Max | | C-Max | C-Max | |
| Act Effct Green (s) | | 16.4 | | | 16.4 | | | 35.6 | | | 35.6 | |
| Actuated g/C Ratio | | 0.27 | | | 0.27 | | | 0.59 | | | 0.59 | |
| v/c Ratio | | 0.76 | | | 0.67 | | | 0.83 | | | 0.24 | |
| Control Delay | | 32.0 | | | 25.7 | | | 18.7 | | | 5.5 | |
| Queue Delay | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Total Delay | | 32.0 | | | 25.7 | | | 18.7 | | | 5.5 | |
| LOS | | C | | | C | | | B | | | A | |
| Approach Delay | | 32.0 | | | 25.7 | | | 18.7 | | | 5.5 | |

| |  |  |  |  |  |  |  |  |  |  |  |  |
|--------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Approach LOS | C | | | C | | | B | | | A | | |

Intersection Summary

Area Type: Other

Cycle Length: 60

Actuated Cycle Length: 60

Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.83

Intersection Signal Delay: 21.2





Intersection LOS: C

















Intersection Capacity Utilization 74.5%













ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 87: Dill Ave. & Sylvan Rd.

| | |
|---|---|
|  |  |
| ø2 | ø4 |
| 39.6 s | 20.4 s |
|  |  |
| ø6 | ø8 |
| 39.6 s | 20.4 s |

| |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |  | | |  | | |  | | |  | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Leading Detector (ft) | 50 | 50 | | 50 | 50 | | 50 | 50 | | 50 | 50 | |
| Trailing Detector (ft) | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Satd. Flow (prot) | 0 | 1740 | 0 | 0 | 1713 | 0 | 0 | 3522 | 0 | 0 | 3430 | 0 |
| Flt Permitted | | 0.718 | | | 0.898 | | | 0.829 | | | 0.771 | |
| Satd. Flow (perm) | 0 | 1295 | 0 | 0 | 1554 | 0 | 0 | 2928 | 0 | 0 | 2650 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 18 | | | 59 | | | 1 | | | 45 | |
| Link Speed (mph) | | 30 | | | 30 | | | 35 | | | 35 | |
| Link Distance (ft) | | 1510 | | | 514 | | | 743 | | | 1418 | |
| Travel Time (s) | | 34.3 | | | 11.7 | | | 14.5 | | | 27.6 | |
| Volume (vph) | 267 | 15 | 87 | 15 | 21 | 40 | 82 | 1237 | 15 | 25 | 549 | 135 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.68 | 0.68 | 0.68 | 0.98 | 0.98 | 0.98 | 0.93 | 0.93 | 0.93 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Lane Group Flow (vph) | 0 | 389 | 0 | 0 | 112 | 0 | 0 | 1361 | 0 | 0 | 762 | 0 |
| Turn Type | Perm | | | Perm | | | Perm | | | pm+pt | | |
| Protected Phases | | 4 | | | 8 | | | 6 | | | 5 | 2 |
| Permitted Phases | 4 | | | 8 | | | 6 | | | 2 | | |
| Detector Phases | 4 | 4 | | 8 | 8 | | 6 | 6 | | 5 | 2 | |
| Minimum Initial (s) | 9.0 | 9.0 | | 9.0 | 9.0 | | 15.0 | 15.0 | | 5.0 | 15.0 | |
| Minimum Split (s) | 23.3 | 23.3 | | 23.3 | 23.3 | | 20.3 | 20.3 | | 10.0 | 20.3 | |
| Total Split (s) | 41.0 | 41.0 | 0.0 | 41.0 | 41.0 | 0.0 | 49.0 | 49.0 | 0.0 | 10.0 | 59.0 | 0.0 |
| Total Split (%) | 41.0% | 41.0% | 0.0% | 41.0% | 41.0% | 0.0% | 49.0% | 49.0% | 0.0% | 10.0% | 59.0% | 0.0% |
| Yellow Time (s) | 3.3 | 3.3 | | 3.3 | 3.3 | | 3.7 | 3.7 | | 3.5 | 3.7 | |
| All-Red Time (s) | 2.0 | 2.0 | | 2.0 | 2.0 | | 1.6 | 1.6 | | 1.5 | 1.6 | |
| Lead/Lag | | | | | | | Lag | Lag | | Lead | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | | None | None | | C-Max | C-Max | | None | C-Max | |
| Act Effct Green (s) | | 32.7 | | | 32.7 | | | 59.3 | | | 59.3 | |
| Actuated g/C Ratio | | 0.33 | | | 0.33 | | | 0.59 | | | 0.59 | |
| v/c Ratio | | 0.89 | | | 0.20 | | | 0.78 | | | 0.48 | |
| Control Delay | | 53.8 | | | 12.2 | | | 15.9 | | | 6.3 | |
| Queue Delay | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Total Delay | | 53.8 | | | 12.2 | | | 15.9 | | | 6.3 | |
| LOS | | D | | | B | | | B | | | A | |
| Approach Delay | | 53.8 | | | 12.2 | | | 15.9 | | | 6.3 | |

| |  |  |  |  |  |  |  |  |  |  |  |  |
|--------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Approach LOS | D | | | B | | | B | | | A | | |

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 98 (98%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.89

Intersection Signal Delay: 18.6

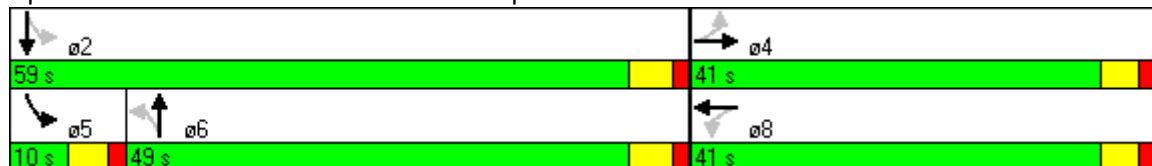
Intersection LOS: B

Intersection Capacity Utilization 94.8%

ICU Level of Service F

















Analysis Period (min) 15













Splits and Phases: 90: Dill Ave. & Metropolitan Ave.



Atlanta BeltLine Master Plan Subarea 2
91: Lynnhaven Ave. & Metropolitan Ave.

Baseline 2030 AM Peak
MG

| |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |  | | |  | | |  | | |  | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Leading Detector (ft) | 50 | 50 | | 50 | 50 | | 50 | 50 | | 50 | 50 | |
| Trailing Detector (ft) | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Satd. Flow (prot) | 0 | 1771 | 0 | 0 | 1725 | 0 | 0 | 3525 | 0 | 0 | 3522 | 0 |
| Flt Permitted | | 0.880 | | | 0.877 | | | 0.943 | | | 0.752 | |
| Satd. Flow (perm) | 0 | 1588 | 0 | 0 | 1542 | 0 | 0 | 3327 | 0 | 0 | 2654 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 14 | | | 34 | | | 5 | | | 4 | |
| Link Speed (mph) | | 30 | | | 30 | | | 35 | | | 35 | |
| Link Distance (ft) | | 1228 | | | 476 | | | 702 | | | 743 | |
| Travel Time (s) | | 27.9 | | | 10.8 | | | 13.7 | | | 14.5 | |
| Volume (vph) | 16 | 16 | 10 | 33 | 18 | 36 | 15 | 1392 | 33 | 33 | 619 | 12 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.65 | 0.65 | 0.65 | 0.74 | 0.74 | 0.74 | 0.86 | 0.86 | 0.86 | 0.81 | 0.81 | 0.81 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Lane Group Flow (vph) | 0 | 65 | 0 | 0 | 118 | 0 | 0 | 1674 | 0 | 0 | 820 | 0 |
| Turn Type | Perm | | | Perm | | | Perm | | | Perm | | |
| Protected Phases | | 8 | | | 4 | | | 6 | | | 2 | |
| Permitted Phases | 8 | | | 4 | | | 6 | | | 2 | | |
| Detector Phases | 8 | 8 | | 4 | 4 | | 6 | 6 | | 2 | 2 | |
| Minimum Initial (s) | 9.0 | 9.0 | | 9.0 | 9.0 | | 15.0 | 15.0 | | 15.0 | 15.0 | |
| Minimum Split (s) | 25.4 | 25.4 | | 14.4 | 14.4 | | 20.1 | 20.1 | | 20.1 | 20.1 | |
| Total Split (s) | 29.4 | 29.4 | 0.0 | 29.4 | 29.4 | 0.0 | 70.6 | 70.6 | 0.0 | 70.6 | 70.6 | 0.0 |
| Total Split (%) | 29.4% | 29.4% | 0.0% | 29.4% | 29.4% | 0.0% | 70.6% | 70.6% | 0.0% | 70.6% | 70.6% | 0.0% |
| Yellow Time (s) | 3.2 | 3.2 | | 3.2 | 3.2 | | 3.6 | 3.6 | | 3.6 | 3.6 | |
| All-Red Time (s) | 2.2 | 2.2 | | 2.2 | 2.2 | | 1.5 | 1.5 | | 1.5 | 1.5 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | Min | Min | | Min | Min | | C-Max | C-Max | | C-Max | C-Max | |
| Act Effct Green (s) | | 12.8 | | | 12.8 | | | 79.2 | | | 79.2 | |
| Actuated g/C Ratio | | 0.13 | | | 0.13 | | | 0.79 | | | 0.79 | |
| v/c Ratio | | 0.30 | | | 0.52 | | | 0.63 | | | 0.39 | |
| Control Delay | | 35.0 | | | 36.7 | | | 6.0 | | | 2.2 | |
| Queue Delay | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Total Delay | | 35.0 | | | 36.7 | | | 6.0 | | | 2.2 | |
| LOS | | D | | | D | | | A | | | A | |
| Approach Delay | | 35.0 | | | 36.7 | | | 6.0 | | | 2.2 | |

| |  |  |  |  |  |  |  |  |  |  |  |  |
|--------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Approach LOS | D | | | D | | | A | | | A | | |

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 96 (96%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green

Natural Cycle: 65

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.63

Intersection Signal Delay: 6.9





Intersection LOS: A

















Intersection Capacity Utilization 64.3%













ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 91: Lynnhaven Ave. & Metropolitan Ave.

| | |
|--|--|
|  ø2 |  ø4 |
| 70.6 s | 29.4 s |
|  ø6 |  ø8 |
| 70.6 s | 29.4 s |

| |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |  | | |  | | |  | | |  | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 10 | 10 | 10 | 10 | 10 | 10 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Leading Detector (ft) | 50 | 50 | | 50 | 50 | | 50 | 50 | | 50 | 50 | |
| Trailing Detector (ft) | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Satd. Flow (prot) | 0 | 1813 | 0 | 0 | 3258 | 0 | 0 | 3148 | 0 | 0 | 3247 | 0 |
| Flt Permitted | | 0.541 | | | 0.721 | | | 0.952 | | | 0.514 | |
| Satd. Flow (perm) | 0 | 999 | 0 | 0 | 2422 | 0 | 0 | 2997 | 0 | 0 | 1691 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 4 | | | 102 | | | 99 | | | 5 | |
| Link Speed (mph) | | 30 | | | 30 | | | 35 | | | 35 | |
| Link Distance (ft) | | 820 | | | 3704 | | | 1418 | | | 1848 | |
| Travel Time (s) | | 18.6 | | | 84.2 | | | 27.6 | | | 36.0 | |
| Volume (vph) | 43 | 64 | 7 | 411 | 31 | 231 | 5 | 739 | 341 | 130 | 335 | 13 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.88 | 0.88 | 0.88 | 0.86 | 0.86 | 0.86 | 0.81 | 0.81 | 0.81 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Lane Group Flow (vph) | 0 | 125 | 0 | 0 | 764 | 0 | 0 | 1262 | 0 | 0 | 590 | 0 |
| Turn Type | Perm | | | Perm | | | Perm | | | pm+pt | | |
| Protected Phases | | 4 | | | 8 | | | 6 | | 5 | 2 | |
| Permitted Phases | 4 | | | 8 | | | 6 | | | 2 | | |
| Detector Phases | 4 | 4 | | 8 | 8 | | 6 | 6 | | 5 | 2 | |
| Minimum Initial (s) | 14.0 | 14.0 | | 14.0 | 14.0 | | 15.0 | 15.0 | | 7.0 | 15.0 | |
| Minimum Split (s) | 24.5 | 24.5 | | 24.5 | 24.5 | | 23.6 | 23.6 | | 12.2 | 23.6 | |
| Total Split (s) | 38.0 | 38.0 | 0.0 | 38.0 | 38.0 | 0.0 | 49.8 | 49.8 | 0.0 | 12.2 | 62.0 | 0.0 |
| Total Split (%) | 38.0% | 38.0% | 0.0% | 38.0% | 38.0% | 0.0% | 49.8% | 49.8% | 0.0% | 12.2% | 62.0% | 0.0% |
| Yellow Time (s) | 3.6 | 3.6 | | 3.6 | 3.6 | | 3.8 | 3.8 | | 3.6 | 3.8 | |
| All-Red Time (s) | 1.9 | 1.9 | | 1.9 | 1.9 | | 1.8 | 1.8 | | 1.6 | 1.8 | |
| Lead/Lag | | | | | | | Lag | Lag | | Lead | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | Min | Min | | Min | Min | | C-Max | C-Max | | Max | C-Max | |
| Act Effct Green (s) | | 32.0 | | | 32.0 | | | 45.8 | | | 60.0 | |
| Actuated g/C Ratio | | 0.32 | | | 0.32 | | | 0.46 | | | 0.60 | |
| v/c Ratio | | 0.39 | | | 1.00dl | | | 0.88 | | | 0.50 | |
| Control Delay | | 28.9 | | | 43.2 | | | 21.0 | | | 11.9 | |
| Queue Delay | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Total Delay | | 28.9 | | | 43.2 | | | 21.0 | | | 11.9 | |
| LOS | | C | | | D | | | C | | | B | |
| Approach Delay | | 28.9 | | | 43.2 | | | 21.0 | | | 11.9 | |

| |  |  |  |  |  |  |  |  |  |  |  |  |
|--------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Approach LOS | C | | | D | | | C | | | B | | |

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 12 (12%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.90

Intersection Signal Delay: 25.6

Intersection LOS: C

Intersection Capacity Utilization 92.7%

ICU Level of Service F

Analysis Period (min) 15


















dl Defacto Left Lane. Recode with 1 though lane as a left lane.













Splits and Phases: 92: University Ave. & Metropolitan Ave.



Atlanta BeltLine Master Plan Subarea 2
94: University Ave. & I 75 Southbound Ramp

Baseline 2030 AM Peak
MG

| |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |  | |  |  | | | | |  | |  |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 11 | 11 | 11 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 15 | 11 |
| Grade (%) | 0% | | | 0% | | | 0% | | | 0% | | |
| Storage Length (ft) | 0 | | 0 | 160 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 0 | | 0 | 1 | | 0 | 0 | | 0 | 2 | | 1 |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Leading Detector (ft) | | 50 | | 50 | 50 | | | | | 50 | | 50 |
| Trailing Detector (ft) | | 0 | | 0 | 0 | | | | | 0 | | 0 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Satd. Flow (prot) | 0 | 3339 | 0 | 1770 | 3539 | 0 | 0 | 0 | 0 | 3433 | 0 | 1531 |
| Flt Permitted | | | | 0.160 | | | | | | 0.950 | | |
| Satd. Flow (perm) | 0 | 3339 | 0 | 298 | 3539 | 0 | 0 | 0 | 0 | 3433 | 0 | 1531 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 30 | | | | | | | | | | 241 |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 3704 | | | 472 | | | 664 | | | 1127 | |
| Travel Time (s) | | 84.2 | | | 10.7 | | | 15.1 | | | 25.6 | |
| Volume (vph) | 0 | 681 | 127 | 274 | 622 | 0 | 0 | 0 | 0 | 518 | 0 | 389 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.89 | 0.89 | 0.89 | 0.90 | 0.90 | 0.90 | 0.92 | 0.92 | 0.92 | 0.95 | 0.95 | 0.95 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Lane Group Flow (vph) | 0 | 908 | 0 | 304 | 691 | 0 | 0 | 0 | 0 | 545 | 0 | 409 |
| Turn Type | | | | pm+pt | | | | | | Prot | | custom |
| Protected Phases | | 6 | | 5 | 2 | | | | | 8 | | |
| Permitted Phases | | | | 2 | | | | | | | | 8 |
| Detector Phases | | 6 | | 5 | 2 | | | | | 8 | | 8 |
| Minimum Initial (s) | | 32.0 | | 10.0 | 32.0 | | | | | 24.0 | | 24.0 |
| Minimum Split (s) | | 37.4 | | 15.0 | 37.4 | | | | | 30.3 | | 30.3 |
| Total Split (s) | 0.0 | 37.7 | 0.0 | 17.0 | 54.7 | 0.0 | 0.0 | 0.0 | 0.0 | 30.3 | 0.0 | 30.3 |
| Total Split (%) | 0.0% | 44.4% | 0.0% | 20.0% | 64.4% | 0.0% | 0.0% | 0.0% | 0.0% | 35.6% | 0.0% | 35.6% |
| Yellow Time (s) | | 3.6 | | 3.6 | 3.6 | | | | | 3.9 | | 3.9 |
| All-Red Time (s) | | 1.8 | | 1.4 | 1.8 | | | | | 2.4 | | 2.4 |
| Lead/Lag | | Lag | | Lead | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | | Min | | Min | Min | | | | | Min | | Min |
| Act Effct Green (s) | | 33.6 | | 50.2 | 50.2 | | | | | 26.3 | | 26.3 |
| Actuated g/C Ratio | | 0.40 | | 0.59 | 0.59 | | | | | 0.31 | | 0.31 |
| v/c Ratio | | 0.68 | | 0.77 | 0.33 | | | | | 0.51 | | 0.64 |
| Control Delay | | 23.4 | | 26.6 | 9.2 | | | | | 26.0 | | 15.1 |
| Queue Delay | | 0.0 | | 0.0 | 0.0 | | | | | 0.0 | | 0.0 |
| Total Delay | | 23.4 | | 26.6 | 9.2 | | | | | 26.0 | | 15.1 |
| LOS | | C | | C | A | | | | | C | | B |
| Approach Delay | | 23.4 | | | 14.5 | | | | | | | |





















| |  |  |  |  |  |  |  |  |  |  |  |  |
|--------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Approach LOS | C | | | B | | | | | | | | |

Intersection Summary

| | |
|---|------------------------|
| Area Type: | Other |
| Cycle Length: 85 | |
| Actuated Cycle Length: 84.5 | |
| Natural Cycle: 85 | |
| Control Type: Actuated-Uncoordinated | |
| Maximum v/c Ratio: 0.77 | |
| Intersection Signal Delay: 19.6 | Intersection LOS: B |
| Intersection Capacity Utilization 71.8% | ICU Level of Service C |
| Analysis Period (min) 15 | |













Splits and Phases: 94: University Ave. & I 75 Southbound Ramp



| |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | NBL2 | NBT | NBR | SBL | SBT | SBR | SET | SER | SER2 | NWL | NWT | NWR |
| Lane Configurations | |  | | |  |  |  | |  |  |  |  |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 10 | 10 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | 0% | | | | 0% | |
| Storage Length (ft) | | | 0 | 0 | | 0 | | 90 | | 350 | | 0 |
| Storage Lanes | | | 0 | 0 | | 1 | | 1 | | 1 | | 0 |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Leading Detector (ft) | 50 | 50 | | 50 | 50 | 50 | 50 | | 50 | 50 | 50 | |
| Trailing Detector (ft) | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | | 9 | 9 | 15 | | 9 |
| Satd. Flow (prot) | 0 | 1694 | 0 | 0 | 1659 | 1478 | 1717 | 0 | 1504 | 1770 | 1690 | 0 |
| Flt Permitted | | 0.976 | | | 0.954 | | | | | 0.950 | | |
| Satd. Flow (perm) | 0 | 1694 | 0 | 0 | 1659 | 1478 | 1717 | 0 | 1504 | 1770 | 1690 | 0 |
| Right Turn on Red | | | Yes | | | | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 6 | | | | | | | 14 | | 74 | |
| Link Speed (mph) | | 30 | | | 30 | | 30 | | | | 30 | |
| Link Distance (ft) | | 840 | | | 980 | | 1390 | | | | 1416 | |
| Travel Time (s) | | 19.1 | | | 22.3 | | 31.6 | | | | 32.2 | |
| Volume (vph) | 3 | 0 | 3 | 78 | 2 | 45 | 20 | 5 | 8 | 787 | 208 | 341 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.50 | 0.50 | 0.50 | 0.78 | 0.78 | 0.78 | 0.56 | 0.56 | 0.56 | 0.95 | 0.95 | 0.95 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | 0% | | | | 0% | |
| Lane Group Flow (vph) | 0 | 12 | 0 | 0 | 103 | 58 | 45 | 0 | 14 | 828 | 578 | 0 |
| Turn Type | Split | | | Split | | Prot | | | pt+ov | Prot | | |
| Protected Phases | 4 | 4 | | 8 | 8 | 8 | 3 | | 3 7 | 1 | 2 | |
| Permitted Phases | | | | | | | | | | | | |
| Detector Phases | 4 | 4 | | 8 | 8 | 8 | 3 | | 3 7 | 1 | 2 | |
| Minimum Initial (s) | 14.7 | 14.7 | | 23.3 | 23.3 | 23.3 | 18.3 | | | 32.6 | 32.6 | |
| Minimum Split (s) | 21.0 | 21.0 | | 30.0 | 30.0 | 30.0 | 25.0 | | | 40.0 | 40.0 | |
| Total Split (s) | 22.0 | 22.0 | 0.0 | 22.0 | 22.0 | 22.0 | 20.0 | 0.0 | 52.0 | 64.0 | 84.0 | 0.0 |
| Total Split (%) | 13.8% | 13.8% | 0.0% | 13.8% | 13.8% | 13.8% | 12.5% | 0.0% | 32.5% | 40.0% | 52.5% | 0.0% |
| Yellow Time (s) | 3.6 | 3.6 | | 3.6 | 3.6 | 3.6 | 3.6 | | | 3.6 | 3.6 | |
| All-Red Time (s) | 2.7 | 2.7 | | 3.1 | 3.1 | 3.1 | 3.1 | | | 3.8 | 3.8 | |
| Lead/Lag | Lead | Lead | | Lag | Lag | Lag | Lag | | | Lead | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | | None | None | None | None | | | None | Min | |
| Act Effct Green (s) | | 17.0 | | | 18.2 | 18.2 | 16.1 | | 48.2 | 60.7 | 76.2 | |
| Actuated g/C Ratio | | 0.11 | | | 0.13 | 0.13 | 0.11 | | 0.32 | 0.43 | 0.54 | |
| v/c Ratio | | 0.06 | | | 0.49 | 0.31 | 0.24 | | 0.03 | 1.10 | 0.62 | |
| Control Delay | | 45.3 | | | 70.0 | 66.2 | 66.2 | | 16.2 | 101.4 | 24.2 | |
| Queue Delay | | 0.0 | | | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | |
| Total Delay | | 45.3 | | | 70.0 | 66.2 | 66.2 | | 16.2 | 101.4 | 24.2 | |
| LOS | | D | | | E | E | E | | B | F | C | |
| Approach Delay | | 45.3 | | | 68.6 | | 54.3 | | | | 69.7 | |



| Lane Group | NEL2 | NEL | NER | NER2 | ø6 |
|------------------------|-------|-------|--------|------|------|
| Lane Configurations | | | | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | |
| Lane Width (ft) | 11 | 11 | 11 | 12 | |
| Grade (%) | | 0% | | | |
| Storage Length (ft) | | 0 | 0 | | |
| Storage Lanes | | 1 | 1 | | |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | |
| Leading Detector (ft) | 50 | 50 | 50 | | |
| Trailing Detector (ft) | 0 | 0 | 0 | | |
| Turning Speed (mph) | 15 | 15 | 9 | 9 | |
| Satd. Flow (prot) | 0 | 1711 | 1531 | 0 | |
| Flt Permitted | | 0.950 | | | |
| Satd. Flow (perm) | 0 | 1711 | 1531 | 0 | |
| Right Turn on Red | | | | Yes | |
| Satd. Flow (RTOR) | | | | | |
| Link Speed (mph) | | 30 | | | |
| Link Distance (ft) | | 1991 | | | |
| Travel Time (s) | | 45.3 | | | |
| Volume (vph) | 3 | 20 | 694 | 2 | |
| Confl. Peds. (#/hr) | | | | | |
| Confl. Bikes (#/hr) | | | | | |
| Peak Hour Factor | 0.84 | 0.84 | 0.84 | 0.84 | |
| Growth Factor | 100% | 100% | 100% | 100% | |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | |
| Parking (#/hr) | | | | | |
| Mid-Block Traffic (%) | | 0% | | | |
| Lane Group Flow (vph) | 0 | 28 | 828 | 0 | |
| Turn Type | Split | | custom | | |
| Protected Phases | 7 | 7 | 1 6 | | 6 |
| Permitted Phases | | | | | |
| Detector Phases | 7 | 7 | 1 6 | | |
| Minimum Initial (s) | 14.7 | 14.7 | | | 32.6 |
| Minimum Split (s) | 21.0 | 21.0 | | | 40.0 |
| Total Split (s) | 32.0 | 32.0 | 96.0 | 0.0 | 32.0 |
| Total Split (%) | 20.0% | 20.0% | 60.0% | 0.0% | 20% |
| Yellow Time (s) | 3.6 | 3.6 | | | 3.6 |
| All-Red Time (s) | 2.7 | 2.7 | | | 3.8 |
| Lead/Lag | | | | | |
| Lead-Lag Optimize? | | | | | |
| Recall Mode | None | None | | | Min |
| Act Effct Green (s) | | 28.3 | 90.1 | | |
| Actuated g/C Ratio | | 0.20 | 0.63 | | |
| v/c Ratio | | 0.08 | 0.86 | | |
| Control Delay | | 52.8 | 25.5 | | |
| Queue Delay | | 0.0 | 0.0 | | |
| Total Delay | | 52.8 | 25.5 | | |
| LOS | | D | C | | |
| Approach Delay | | 26.4 | | | |

| |  |  |  |  |  |  |  |  |  |  |  |  |
|--------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | NBL2 | NBT | NBR | SBL | SBT | SBR | SET | SER | SER2 | NWL | NWT | NWR |
| Approach LOS | D | | | E | | | D | | | E | | |

Intersection Summary

Area Type: Other

Cycle Length: 160

Actuated Cycle Length: 142.4

Natural Cycle: 160

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.10

Intersection Signal Delay: 54.3








Intersection LOS: D

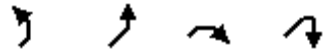
Intersection Capacity Utilization 103.9%

ICU Level of Service G












Analysis Period (min) 15

Splits and Phases: 96: Capitol Ave. & Ridge Ave.

| | | | | |
|--|--|--|---|--|
|  ø1 |  ø3 |  ø7 |  ø4 |  ø8 |
| 64 s | 20 s | 32 s | 22 s | 22 s |
|  ø2 |  ø6 | | | |
| 84 s | 32 s | | | |



| | | | | | |
|----------------------|------|-----|-----|------|----|
| Lane Group | NEL2 | NEL | NER | NER2 | ø6 |
| Approach LOS | C | | | | |
| Intersection Summary | | | | | |

| |  |  |  |  |  |  |
|------------------------|---|---|---|---|---|---|
| Lane Group | NBT | NBR | SBL | SBT | NWL | NWR |
| Lane Configurations |  | |  |  |  |  |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | 0% | | | 0% | 0% | |
| Storage Length (ft) | | 0 | 225 | | 125 | 0 |
| Storage Lanes | | 0 | 1 | | 1 | 1 |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Leading Detector (ft) | 50 | | 50 | 50 | 50 | 50 |
| Trailing Detector (ft) | 0 | | 0 | 0 | 0 | 0 |
| Turning Speed (mph) | | 9 | 15 | | 15 | 9 |
| Satd. Flow (prot) | 3493 | 0 | 1770 | 3539 | 1770 | 1583 |
| Flt Permitted | | | 0.071 | | 0.950 | |
| Satd. Flow (perm) | 3493 | 0 | 132 | 3539 | 1770 | 1583 |
| Right Turn on Red | | Yes | | | | Yes |
| Satd. Flow (RTOR) | 19 | | | | | 89 |
| Link Speed (mph) | 30 | | | 30 | 30 | |
| Link Distance (ft) | 599 | | | 628 | 1038 | |
| Travel Time (s) | 13.6 | | | 14.3 | 23.6 | |
| Volume (vph) | 1884 | 181 | 15 | 275 | 165 | 308 |
| Confl. Peds. (#/hr) | | | | | | |
| Confl. Bikes (#/hr) | | | | | | |
| Peak Hour Factor | 0.97 | 0.97 | 0.90 | 0.90 | 0.84 | 0.84 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | |
| Mid-Block Traffic (%) | 0% | | | 0% | 0% | |
| Lane Group Flow (vph) | 2129 | 0 | 17 | 306 | 196 | 367 |
| Turn Type | | pm+pt | | | Perm | |
| Protected Phases | 6 | | 5 | 2 | 4 | |
| Permitted Phases | | | 2 | | | 4 |
| Detector Phases | 6 | | 5 | 2 | 4 | 4 |
| Minimum Initial (s) | 7.0 | | 4.0 | 7.0 | 4.0 | 4.0 |
| Minimum Split (s) | 27.0 | | 8.0 | 27.0 | 26.0 | 26.0 |
| Total Split (s) | 56.0 | 0.0 | 8.0 | 64.0 | 26.0 | 26.0 |
| Total Split (%) | 62.2% | 0.0% | 8.9% | 71.1% | 28.9% | 28.9% |
| Yellow Time (s) | 4.0 | | 3.0 | 4.0 | 3.0 | 3.0 |
| All-Red Time (s) | 1.0 | | 1.0 | 1.0 | 1.0 | 1.0 |
| Lead/Lag | Lag | | Lead | | | |
| Lead-Lag Optimize? | Yes | | Yes | | | |
| Recall Mode | Min | | None | Min | None | None |
| Act Effct Green (s) | 52.5 | | 55.2 | 55.4 | 18.1 | 18.1 |
| Actuated g/C Ratio | 0.64 | | 0.64 | 0.68 | 0.22 | 0.22 |
| v/c Ratio | 0.94 | | 0.11 | 0.13 | 0.50 | 0.87 |
| Control Delay | 26.0 | | 6.9 | 5.2 | 32.9 | 45.9 |
| Queue Delay | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 26.0 | | 6.9 | 5.2 | 32.9 | 45.9 |
| LOS | C | | A | A | C | D |
| Approach Delay | 26.0 | | | 5.3 | 41.3 | |



| Lane Group | NBT | NBR | SBL | SBT | NWL | NWR |
|--------------|-----|-----|-----|-----|-----|-----|
| Approach LOS | C | | A | | D | |

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 81.5

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.94

Intersection Signal Delay: 26.6

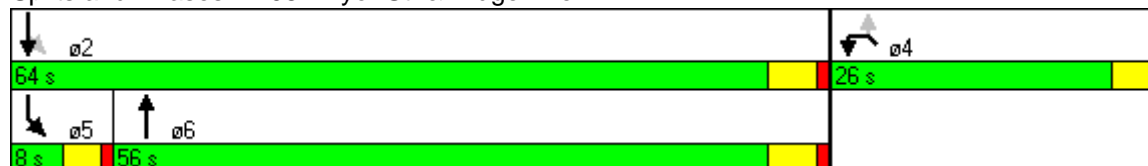
Intersection LOS: C

Intersection Capacity Utilization 83.6%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 98: Pryor St. & Ridge Ave.



| | → | ↘ | ↙ | ← | ↖ | ↗ | |
|------------------------|-------|-------|-------|-------|-------|------|------|
| Lane Group | EBT | EBR | WBL | WBT | NBL | NBR | ø4 |
| Lane Configurations | ↑ | ↗ | | ↖ | ↗ | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | |
| Lane Width (ft) | 12 | 11 | 16 | 16 | 11 | 11 | |
| Grade (%) | 0% | | | 0% | 0% | | |
| Storage Length (ft) | | 280 | 0 | | 0 | 0 | |
| Storage Lanes | | 1 | 0 | | 1 | 0 | |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | |
| Leading Detector (ft) | 50 | 50 | 50 | 50 | 50 | | |
| Trailing Detector (ft) | 0 | 0 | 0 | 0 | 0 | | |
| Turning Speed (mph) | | 9 | 15 | | 15 | 9 | |
| Satd. Flow (prot) | 1863 | 1531 | 0 | 2111 | 1714 | 0 | |
| Flt Permitted | | | | 0.999 | 0.952 | | |
| Satd. Flow (perm) | 1863 | 1531 | 0 | 2109 | 1714 | 0 | |
| Right Turn on Red | | Yes | | | | Yes | |
| Satd. Flow (RTOR) | | 354 | | | | | |
| Link Speed (mph) | 30 | | | 30 | 30 | | |
| Link Distance (ft) | 1416 | | | 1086 | 894 | | |
| Travel Time (s) | 32.2 | | | 24.7 | 20.3 | | |
| Volume (vph) | 177 | 308 | 2 | 427 | 772 | 2 | |
| Confl. Peds. (#/hr) | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | |
| Peak Hour Factor | 0.87 | 0.87 | 0.87 | 0.87 | 0.93 | 0.93 | |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | |
| Parking (#/hr) | | | | | | | |
| Mid-Block Traffic (%) | 0% | | | 0% | 0% | | |
| Lane Group Flow (vph) | 203 | 354 | 0 | 493 | 832 | 0 | |
| Turn Type | | Perm | Perm | | | | |
| Protected Phases | 2 | | | 2 | 3 | | 4 |
| Permitted Phases | | 2 | 2 | | | | |
| Detector Phases | 2 | 2 | 2 | 2 | 3 | | |
| Minimum Initial (s) | 30.0 | 30.0 | 30.0 | 30.0 | 26.0 | | 16.0 |
| Minimum Split (s) | 35.9 | 35.9 | 35.9 | 35.9 | 32.0 | | 20.0 |
| Total Split (s) | 36.0 | 36.0 | 36.0 | 36.0 | 54.0 | 0.0 | 20.0 |
| Total Split (%) | 32.7% | 32.7% | 32.7% | 32.7% | 49.1% | 0.0% | 18% |
| Yellow Time (s) | 3.4 | 3.4 | 3.4 | 3.4 | 3.8 | | 3.0 |
| All-Red Time (s) | 2.5 | 2.5 | 2.5 | 2.5 | 2.2 | | 1.0 |
| Lead/Lag | | | | | Lead | | Lag |
| Lead-Lag Optimize? | | | | | | | |
| Recall Mode | Min | Min | Min | Min | None | | None |
| Act Effct Green (s) | 31.9 | 31.9 | | 31.9 | 50.0 | | |
| Actuated g/C Ratio | 0.35 | 0.35 | | 0.35 | 0.56 | | |
| v/c Ratio | 0.31 | 0.46 | | 0.66 | 0.87 | | |
| Control Delay | 22.6 | 4.5 | | 29.5 | 29.6 | | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | |
| Total Delay | 22.6 | 4.5 | | 29.5 | 29.6 | | |
| LOS | C | A | | C | C | | |
| Approach Delay | 11.1 | | | 29.5 | 29.6 | | |



| Lane Group | EBT | EBR | WBL | WBT | NBL | NBR | ø4 |
|--------------|-----|-----|-----|-----|-----|-----|----|
| Approach LOS | B | | C | | C | | |

Intersection Summary

Area Type: Other

Cycle Length: 110

Actuated Cycle Length: 89.9

Natural Cycle: 110

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.87

Intersection Signal Delay: 24.1

Intersection LOS: C



















Intersection Capacity Utilization 74.6%













ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 99: McDonough Blvd. & Jonesboro Road



| |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |  | |  |  | |  |  | | |  | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 10 | 10 | 10 | 12 | 13 | 13 | 13 | 13 | 13 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 70 | | 0 | 120 | | 0 | 0 | | 0 |
| Storage Lanes | 0 | | 0 | 1 | | 0 | 1 | | 0 | 0 | | 0 |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Leading Detector (ft) | 50 | 50 | | 50 | 50 | | 50 | 50 | | 50 | 50 | |
| Trailing Detector (ft) | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Satd. Flow (prot) | 0 | 1831 | 0 | 1652 | 1723 | 0 | 1770 | 1861 | 0 | 0 | 1887 | 0 |
| Flt Permitted | | 0.907 | | 0.504 | | | 0.697 | | | | 0.498 | |
| Satd. Flow (perm) | 0 | 1666 | 0 | 876 | 1723 | 0 | 1298 | 1861 | 0 | 0 | 949 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 7 | | | 4 | | | 26 | | | 7 | |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 1086 | | | 919 | | | 696 | | | 1361 | |
| Travel Time (s) | | 24.7 | | | 20.9 | | | 15.8 | | | 30.9 | |
| Volume (vph) | 12 | 170 | 21 | 167 | 343 | 21 | 66 | 785 | 223 | 13 | 49 | 5 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.81 | 0.81 | 0.81 | 0.79 | 0.79 | 0.79 | 0.95 | 0.95 | 0.95 | 0.73 | 0.73 | 0.73 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Lane Group Flow (vph) | 0 | 251 | 0 | 211 | 461 | 0 | 69 | 1061 | 0 | 0 | 92 | 0 |
| Turn Type | Perm | | | Perm | | | Perm | | | Perm | | |
| Protected Phases | | 2 | | | 6 | | | 4 | | | 8 | |
| Permitted Phases | 2 | | | 6 | | | 4 | | | 8 | | |
| Detector Phases | 2 | 2 | | 6 | 6 | | 4 | 4 | | 8 | 8 | |
| Minimum Initial (s) | 29.3 | 29.3 | | 29.3 | 29.3 | | 24.5 | 24.5 | | 24.5 | 24.5 | |
| Minimum Split (s) | 35.0 | 35.0 | | 35.0 | 35.0 | | 30.0 | 30.0 | | 30.0 | 30.0 | |
| Total Split (s) | 35.0 | 35.0 | 0.0 | 35.0 | 35.0 | 0.0 | 55.0 | 55.0 | 0.0 | 55.0 | 55.0 | 0.0 |
| Total Split (%) | 38.9% | 38.9% | 0.0% | 38.9% | 38.9% | 0.0% | 61.1% | 61.1% | 0.0% | 61.1% | 61.1% | 0.0% |
| Yellow Time (s) | 3.8 | 3.8 | | 3.8 | 3.8 | | 3.7 | 3.7 | | 3.7 | 3.7 | |
| All-Red Time (s) | 1.9 | 1.9 | | 1.9 | 1.9 | | 1.8 | 1.8 | | 1.8 | 1.8 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | Min | Min | | Min | Min | | Min | Min | | Min | Min | |
| Act Effct Green (s) | | 31.0 | | 31.0 | 31.0 | | 51.0 | 51.0 | | | 51.0 | |
| Actuated g/C Ratio | | 0.34 | | 0.34 | 0.34 | | 0.57 | 0.57 | | | 0.57 | |
| v/c Ratio | | 0.43 | | 0.70 | 0.77 | | 0.09 | 1.00 | | | 0.17 | |
| Control Delay | | 25.0 | | 40.0 | 36.6 | | 9.4 | 47.1 | | | 9.6 | |
| Queue Delay | | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | | 0.0 | |
| Total Delay | | 25.0 | | 40.0 | 36.6 | | 9.4 | 47.1 | | | 9.6 | |
| LOS | | C | | D | D | | A | D | | | A | |
| Approach Delay | | 25.0 | | | 37.7 | | | 44.8 | | | 9.6 | |

| |  |  |  |  |  |  |  |  |  |  |  |  |
|--------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Approach LOS | C | | | D | | | D | | | A | | |

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.00

Intersection Signal Delay: 38.7

Intersection LOS: D

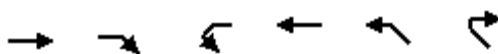
Intersection Capacity Utilization 113.7%

ICU Level of Service H

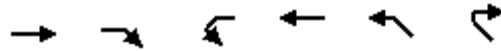
Analysis Period (min) 15

Splits and Phases: 100: McDonough Blvd. & Lakewood Ave.

| | | | |
|---|----|---|----|
|  | ø2 |  | ø4 |
| 35 s | | 55 s | |
|  | ø6 |  | ø8 |
| 35 s | | 55 s | |



| Lane Group | EBT | EBR | WBL | WBT | NWL | NWR | ø4 |
|------------------------|-------|-------|------|-------|-------|------|------|
| Lane Configurations | ↑ | ↑ | | ↑ | ↑ | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | |
| Grade (%) | 0% | | | 0% | 0% | | |
| Storage Length (ft) | | 0 | 0 | | 0 | 0 | |
| Storage Lanes | | 1 | 0 | | 1 | 0 | |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | |
| Leading Detector (ft) | 50 | 50 | | 50 | 50 | | |
| Trailing Detector (ft) | 0 | 0 | | 0 | 0 | | |
| Turning Speed (mph) | | 9 | 15 | | 15 | 9 | |
| Satd. Flow (prot) | 1863 | 1583 | 0 | 1863 | 1770 | 0 | |
| Flt Permitted | | | | | 0.950 | | |
| Satd. Flow (perm) | 1863 | 1583 | 0 | 1863 | 1770 | 0 | |
| Right Turn on Red | | Yes | | | | Yes | |
| Satd. Flow (RTOR) | | 94 | | | | | |
| Link Speed (mph) | 30 | | | 30 | 30 | | |
| Link Distance (ft) | 904 | | | 611 | 1361 | | |
| Travel Time (s) | 20.5 | | | 13.9 | 30.9 | | |
| Volume (vph) | 61 | 73 | 0 | 606 | 767 | 0 | |
| Confl. Peds. (#/hr) | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | |
| Peak Hour Factor | 0.78 | 0.78 | 0.89 | 0.89 | 0.96 | 0.96 | |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | |
| Parking (#/hr) | | | | | | | |
| Mid-Block Traffic (%) | 0% | | | 0% | 0% | | |
| Lane Group Flow (vph) | 78 | 94 | 0 | 681 | 799 | 0 | |
| Turn Type | Perm | | | | | | |
| Protected Phases | 2 | | | 6 | 1 | | 4 |
| Permitted Phases | | 2 | | | | | |
| Detector Phases | 2 | 2 | | 6 | 1 | | |
| Minimum Initial (s) | 21.9 | 21.9 | | 21.9 | 10.0 | | 16.0 |
| Minimum Split (s) | 28.0 | 28.0 | | 28.0 | 15.7 | | 20.0 |
| Total Split (s) | 59.0 | 59.0 | 0.0 | 59.0 | 71.0 | 0.0 | 20.0 |
| Total Split (%) | 39.3% | 39.3% | 0.0% | 39.3% | 47.3% | 0.0% | 13% |
| Yellow Time (s) | 3.9 | 3.9 | | 3.9 | 3.6 | | 3.0 |
| All-Red Time (s) | 2.2 | 2.2 | | 2.2 | 2.1 | | 1.0 |
| Lead/Lag | | | | | | | |
| Lead-Lag Optimize? | | | | | | | |
| Recall Mode | Min | Min | | Min | None | | None |
| Act Effct Green (s) | 55.0 | 55.0 | | 55.0 | 67.0 | | |
| Actuated g/C Ratio | 0.42 | 0.42 | | 0.42 | 0.52 | | |
| v/c Ratio | 0.10 | 0.13 | | 0.86 | 0.88 | | |
| Control Delay | 23.1 | 4.8 | | 47.0 | 40.3 | | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | |
| Total Delay | 23.1 | 4.8 | | 47.0 | 40.3 | | |
| LOS | C | A | | D | D | | |
| Approach Delay | 13.1 | | | 47.0 | 40.3 | | |



| Lane Group | EBT | EBR | WBL | WBT | NWL | NWR | ø4 |
|--------------|-----|-----|-----|-----|-----|-----|----|
| Approach LOS | B | | | D | | D | |

Intersection Summary

Area Type: Other

Cycle Length: 150

Actuated Cycle Length: 130

Natural Cycle: 150

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.88

Intersection Signal Delay: 40.2





Intersection LOS: D

Intersection Capacity Utilization 81.1%







ICU Level of Service D

















Analysis Period (min) 15

Splits and Phases: 101: Milton Ave. & Lakewood Ave.






















| | | |
|--|--|--|
|  ø1 |  ø2 |  ø4 |
| 71 s | 59 s | 20 s |
| |  ø6 | |
| | 59 s | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NEL | NET | NER | SWL | SWT | SWR |
|-----------------------------------|---|---|-------|------|---|------|------|---|------|------|---|---|
| Lane Configurations |  |  | | |  | | |  | | |  |  |
| Sign Control | Free | | | | Free | | | Stop | | | Stop | |
| Grade | 0% | | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 82 | 223 | 38 | 8 | 330 | 290 | 8 | 229 | 18 | 16 | 49 | 18 |
| Peak Hour Factor | 0.82 | 0.82 | 0.82 | 0.90 | 0.90 | 0.90 | 0.77 | 0.77 | 0.77 | 0.85 | 0.85 | 0.85 |
| Hourly flow rate (vph) | 100 | 272 | 46 | 9 | 367 | 322 | 10 | 297 | 23 | 19 | 58 | 21 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | 14 |
| Median type | None | | | | | | | None | | | | |
| Median storage veh | | | | | | | | | | | | |
| Upstream signal (ft) | 255 | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 689 | | | 318 | | | 725 | 1202 | 295 | 1190 | 1064 | 344 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 689 | | | 318 | | | 725 | 1202 | 295 | 1190 | 1064 | 344 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 89 | | | 99 | | | 95 | 0 | 97 | 0 | 71 | 97 |
| cM capacity (veh/h) | 901 | | | 1239 | | | 214 | 162 | 701 | 0 | 196 | 652 |
| Direction, Lane # | EB 1 | EB 2 | WB 1 | WB 2 | NE 1 | SW 1 | | | | | | |
| Volume Total | 100 | 318 | 192 | 506 | 331 | 98 | | | | | | |
| Volume Left | 100 | 0 | 9 | 0 | 10 | 19 | | | | | | |
| Volume Right | 0 | 46 | 0 | 322 | 23 | 21 | | | | | | |
| cSH | 901 | 1700 | 1239 | 1700 | 172 | 188 | | | | | | |
| Volume to Capacity | 0.11 | 0.19 | 0.01 | 0.30 | 1.92 | 0.52 | | | | | | |
| Queue Length 95th (ft) | 9 | 0 | 1 | 0 | 621 | 66 | | | | | | |
| Control Delay (s) | 9.5 | 0.0 | 0.4 | 0.0 | 479.6 | 43.9 | | | | | | |
| Lane LOS | A | | A | | F | E | | | | | | |
| Approach Delay (s) | 2.3 | | 0.1 | | 479.6 | 43.9 | | | | | | |
| Approach LOS | | | | | F | E | | | | | | |
| Intersection Summary | | | | | | | | | | | | |
| Average Delay | | | 106.3 | | | | | | | | | |
| Intersection Capacity Utilization | | | 62.4% | | ICU Level of Service | | | | B | | | |
| Analysis Period (min) | | | 15 | | | | | | | | | |
| | | | | | | | | | | | | |

















| | | | | | | | | | | | | |
|-----------------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| |  |  |  |  |  |  |  |  |  |  |  |  |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |  | | |  | | |  | | |  | |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 3 | 3 | 5 | 7 | 0 | 26 | 8 | 793 | 15 | 10 | 183 | 3 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.87 | 0.87 | 0.87 |
| Hourly flow rate (vph) | 3 | 3 | 5 | 8 | 0 | 28 | 9 | 862 | 16 | 11 | 210 | 3 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | None | | | | None | | | | | | | |
| Median storage veh | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 1151 | 1131 | 212 | 1130 | 1124 | 870 | 214 | | | 878 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 1151 | 1131 | 212 | 1130 | 1124 | 870 | 214 | | | 878 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 98 | 98 | 99 | 96 | 100 | 92 | 99 | | | 99 | | |
| cM capacity (veh/h) | 158 | 199 | 828 | 175 | 201 | 351 | 1356 | | | 769 | | |
| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 | | | | | | | | |
| Volume Total | 12 | 36 | 887 | 225 | | | | | | | | |
| Volume Left | 3 | 8 | 9 | 11 | | | | | | | | |
| Volume Right | 5 | 28 | 16 | 3 | | | | | | | | |
| cSH | 275 | 289 | 1356 | 769 | | | | | | | | |
| Volume to Capacity | 0.04 | 0.12 | 0.01 | 0.01 | | | | | | | | |
| Queue Length 95th (ft) | 3 | 10 | 0 | 1 | | | | | | | | |
| Control Delay (s) | 18.7 | 19.2 | 0.2 | 0.7 | | | | | | | | |
| Lane LOS | C | C | A | A | | | | | | | | |
| Approach Delay (s) | 18.7 | 19.2 | 0.2 | 0.7 | | | | | | | | |
| Approach LOS | C | C | | | | | | | | | | |
| Intersection Summary | | | | | | | | | | | | |
| Average Delay | | | 1.0 | | | | | | | | | |
| Intersection Capacity Utilization | | | 55.2% | ICU Level of Service | | | | B | | | | |
| Analysis Period (min) | | | 15 | | | | | | | | | |
| | | | | | | | | | | | | |


| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|-----------------------------------|------|-------|------|----------------------|------|------|
| Lane Configurations | W | R | T | R | L | R |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Volume (veh/h) | 2 | 5 | 234 | 5 | 3 | 46 |
| Peak Hour Factor | 0.50 | 0.50 | 0.77 | 0.77 | 0.83 | 0.83 |
| Hourly flow rate (vph) | 4 | 10 | 304 | 6 | 4 | 55 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage (veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 370 | 307 | | | 310 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 370 | 307 | | | 310 | |
| tC, single (s) | 6.4 | 6.2 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.2 | |
| p0 queue free % | 99 | 99 | | | 100 | |
| cM capacity (veh/h) | 629 | 733 | | | 1250 | |
| Direction, Lane # | WB 1 | NB 1 | SB 1 | | | |
| Volume Total | 14 | 310 | 59 | | | |
| Volume Left | 4 | 0 | 4 | | | |
| Volume Right | 10 | 6 | 0 | | | |
| cSH | 700 | 1700 | 1250 | | | |
| Volume to Capacity | 0.02 | 0.18 | 0.00 | | | |
| Queue Length 95th (ft) | 2 | 0 | 0 | | | |
| Control Delay (s) | 10.3 | 0.0 | 0.5 | | | |
| Lane LOS | B | | A | | | |
| Approach Delay (s) | 10.3 | 0.0 | 0.5 | | | |
| Approach LOS | B | | | | | |
| Intersection Summary | | | | | | |
| Average Delay | | 0.5 | | | | |
| Intersection Capacity Utilization | | 22.6% | | ICU Level of Service | | A |
| Analysis Period (min) | | 15 | | | | |


















| | | | | | | | | | | | | |
|-----------------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| |  |  |  |  |  |  |  |  |  |  |  | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  |  |  |  | |  |  | |  |  |  |
| Sign Control | Free | | | Free | | | Stop | | | Stop | | |
| Grade | 0% | | | 0% | | | 0% | | | 0% | | |
| Volume (veh/h) | 178 | 300 | 163 | 8 | 242 | 8 | 279 | 74 | 13 | 2 | 13 | 33 |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.82 | 0.82 | 0.82 | 0.85 | 0.85 | 0.85 | 0.45 | 0.45 | 0.45 |
| Hourly flow rate (vph) | 191 | 323 | 175 | 10 | 295 | 10 | 328 | 87 | 15 | 4 | 29 | 73 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | None | | | | | | None | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 305 | | | 498 | | | 1108 | 1030 | 323 | 1084 | 1200 | 300 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 305 | | | 498 | | | 1108 | 1030 | 323 | 1084 | 1200 | 300 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 85 | | | 99 | | | 0 | 56 | 98 | 96 | 81 | 90 |
| cM capacity (veh/h) | 1256 | | | 1066 | | | 127 | 196 | 718 | 110 | 155 | 740 |
| Direction, Lane # | EB 1 | EB 2 | EB 3 | WB 1 | WB 2 | NB 1 | NB 2 | SB 1 | SB 2 | | | |
| Volume Total | 191 | 323 | 175 | 10 | 305 | 328 | 102 | 4 | 102 | | | |
| Volume Left | 191 | 0 | 0 | 10 | 0 | 328 | 0 | 4 | 0 | | | |
| Volume Right | 0 | 0 | 175 | 0 | 10 | 0 | 15 | 0 | 73 | | | |
| cSH | 1256 | 1700 | 1700 | 1066 | 1700 | 127 | 220 | 110 | 359 | | | |
| Volume to Capacity | 0.15 | 0.19 | 0.10 | 0.01 | 0.18 | 2.58 | 0.47 | 0.04 | 0.29 | | | |
| Queue Length 95th (ft) | 13 | 0 | 0 | 1 | 0 | 733 | 57 | 3 | 29 | | | |
| Control Delay (s) | 8.4 | 0.0 | 0.0 | 8.4 | 0.0 | 786.3 | 34.8 | 39.0 | 19.0 | | | |
| Lane LOS | A | | | A | | F | D | E | C | | | |
| Approach Delay (s) | 2.3 | | | 0.3 | | 607.7 | | 19.8 | | | | |
| Approach LOS | | | | | | F | | C | | | | |
| Intersection Summary | | | | | | | | | | | | |
| Average Delay | | | 172.3 | | | | | | | | | |
| Intersection Capacity Utilization | | | 55.2% | ICU Level of Service | | | | | B | | | |
| Analysis Period (min) | | | 15 | | | | | | | | | |
| | | | | | | | | | | | | |

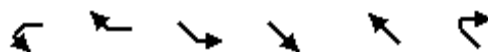


| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|-----------------------------------|------|-------|------|----------------------|------|------|
| Lane Configurations | W | | | W | W | |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 7 | 38 | 30 | 785 | 177 | 0 |
| Peak Hour Factor | 0.61 | 0.61 | 0.89 | 0.89 | 0.86 | 0.86 |
| Hourly flow rate (vph) | 11 | 62 | 34 | 882 | 206 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh | | | | | | |
| Upstream signal (ft) | | | | | 436 | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 1155 | 206 | 206 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 1155 | 206 | 206 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 95 | 93 | 98 | | | |
| cM capacity (veh/h) | 212 | 835 | 1365 | | | |
| Direction, Lane # | EB 1 | NB 1 | SB 1 | | | |
| Volume Total | 74 | 916 | 206 | | | |
| Volume Left | 11 | 34 | 0 | | | |
| Volume Right | 62 | 0 | 0 | | | |
| cSH | 573 | 1365 | 1700 | | | |
| Volume to Capacity | 0.13 | 0.02 | 0.12 | | | |
| Queue Length 95th (ft) | 11 | 2 | 0 | | | |
| Control Delay (s) | 12.2 | 0.7 | 0.0 | | | |
| Lane LOS | B | A | | | | |
| Approach Delay (s) | 12.2 | 0.7 | 0.0 | | | |
| Approach LOS | B | | | | | |
| Intersection Summary | | | | | | |
| Average Delay | | | 1.3 | | | |
| Intersection Capacity Utilization | | 65.6% | | ICU Level of Service | | C |
| Analysis Period (min) | | 15 | | | | |

| | | | | | | | | | | | | |
|-----------------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| |  |  |  |  |  |  |  |  |  |  |  |  |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |  | | |  | | |  | | |  | |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 5 | 277 | 3 | 3 | 211 | 13 | 7 | 13 | 7 | 18 | 12 | 10 |
| Peak Hour Factor | 0.85 | 0.85 | 0.85 | 0.82 | 0.82 | 0.82 | 0.50 | 0.50 | 0.50 | 0.75 | 0.75 | 0.75 |
| Hourly flow rate (vph) | 6 | 326 | 4 | 4 | 257 | 16 | 14 | 26 | 14 | 24 | 16 | 13 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 273 | | | 329 | | | 633 | 620 | 328 | 639 | 614 | 265 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 273 | | | 329 | | | 633 | 620 | 328 | 639 | 614 | 265 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 100 | | | 96 | 94 | 98 | 93 | 96 | 98 |
| cM capacity (veh/h) | 1290 | | | 1230 | | | 372 | 401 | 714 | 360 | 404 | 773 |
| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 | | | | | | | | |
| Volume Total | 335 | 277 | 54 | 53 | | | | | | | | |
| Volume Left | 6 | 4 | 14 | 24 | | | | | | | | |
| Volume Right | 4 | 16 | 14 | 13 | | | | | | | | |
| cSH | 1290 | 1230 | 442 | 432 | | | | | | | | |
| Volume to Capacity | 0.00 | 0.00 | 0.12 | 0.12 | | | | | | | | |
| Queue Length 95th (ft) | 0 | 0 | 10 | 10 | | | | | | | | |
| Control Delay (s) | 0.2 | 0.1 | 14.3 | 14.5 | | | | | | | | |
| Lane LOS | A | A | B | B | | | | | | | | |
| Approach Delay (s) | 0.2 | 0.1 | 14.3 | 14.5 | | | | | | | | |
| Approach LOS | | | B | B | | | | | | | | |
| Intersection Summary | | | | | | | | | | | | |
| Average Delay | | | 2.3 | | | | | | | | | |
| Intersection Capacity Utilization | | 28.2% | | ICU Level of Service | | A | | | | | | |
| Analysis Period (min) | | 15 | | | | | | | | | | |
| | | | | | | | | | | | | |

| |  | | | | | |
|-----------------------------------|---|------|-------|------|----------------------|------|
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | W | | | ↑↑ | ↑↑ | |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 18 | 23 | 20 | 1270 | 419 | 8 |
| Peak Hour Factor | 0.62 | 0.62 | 0.88 | 0.88 | 0.85 | 0.85 |
| Hourly flow rate (vph) | 29 | 37 | 23 | 1443 | 493 | 9 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage (veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 1265 | 251 | 502 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 1265 | 251 | 502 | | | |
| tC, single (s) | 6.8 | 6.9 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 82 | 95 | 98 | | | |
| cM capacity (veh/h) | 158 | 749 | 1058 | | | |
| Direction, Lane # | EB 1 | NB 1 | NB 2 | SB 1 | SB 2 | |
| Volume Total | 66 | 504 | 962 | 329 | 174 | |
| Volume Left | 29 | 23 | 0 | 0 | 0 | |
| Volume Right | 37 | 0 | 0 | 0 | 9 | |
| cSH | 283 | 1058 | 1700 | 1700 | 1700 | |
| Volume to Capacity | 0.23 | 0.02 | 0.57 | 0.19 | 0.10 | |
| Queue Length 95th (ft) | 22 | 2 | 0 | 0 | 0 | |
| Control Delay (s) | 21.6 | 0.6 | 0.0 | 0.0 | 0.0 | |
| Lane LOS | C | A | | | | |
| Approach Delay (s) | 21.6 | 0.2 | | 0.0 | | |
| Approach LOS | C | | | | | |
| Intersection Summary | | | | | | |
| Average Delay | | | 0.9 | | | |
| Intersection Capacity Utilization | | | 59.3% | | ICU Level of Service | B |
| Analysis Period (min) | | | 15 | | | |

| | | | | | | | | | | | | | |
|-----------------------------------|---|---|---|---|---|---|---|---|---|---|---|---|-----|
| |  |  |  |  |  |  |  |  |  |  |  |  | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR | |
| Lane Configurations |  |  | | |  | |  | |  | | | | |
| Sign Control | Free | | | Free | | | Stop | | | Stop | | | |
| Grade | 0% | | | 0% | | | 0% | | | 0% | | | |
| Volume (veh/h) | 259 | 935 | 0 | 0 | 721 | 170 | 177 | 0 | 363 | 0 | 0 | 0 | |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.94 | 0.94 | 0.94 | 0.93 | 0.93 | 0.93 | 0.92 | 0.92 | 0.92 | |
| Hourly flow rate (vph) | 278 | 1005 | 0 | 0 | 767 | 181 | 190 | 0 | 390 | 0 | 0 | 0 | |
| Pedestrians | | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | | |
| Median type | None | | | | | | None | | | | | | |
| Median storage veh | | | | | | | | | | | | | |
| Upstream signal (ft) | 472 | | | | | | | | | | | | |
| pX, platoon unblocked | | | | 0.90 | | | 0.90 | | | 0.90 | 0.90 | 0.90 | |
| vC, conflicting volume | 948 | | | | 1005 | | 1946 | | 2510 | 503 | 1917 | 2420 | 474 |
| vC1, stage 1 conf vol | | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | | |
| vCu, unblocked vol | 948 | | | | 889 | | 1940 | | 2570 | 328 | 1907 | 2469 | 474 |
| tC, single (s) | 4.1 | | | | 4.1 | | 7.5 | | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 |
| tC, 2 stage (s) | | | | | | | | | | | | | |
| tF (s) | 2.2 | | | | 2.2 | | 3.5 | | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 61 | | | | 100 | | 0 | | 100 | 35 | 100 | 100 | 100 |
| cM capacity (veh/h) | 720 | | | | 678 | | 25 | | 14 | 598 | 9 | 16 | 537 |
| Direction, Lane # | EB 1 | EB 2 | EB 3 | WB 1 | WB 2 | NB 1 | NB 2 | | | | | | |
| Volume Total | 278 | 503 | 503 | 511 | 437 | 190 | 390 | | | | | | |
| Volume Left | 278 | 0 | 0 | 0 | 0 | 190 | 0 | | | | | | |
| Volume Right | 0 | 0 | 0 | 0 | 181 | 0 | 390 | | | | | | |
| cSH | 720 | 1700 | 1700 | 1700 | 1700 | 25 | 598 | | | | | | |
| Volume to Capacity | 0.39 | 0.30 | 0.30 | 0.30 | 0.26 | 7.74 | 0.65 | | | | | | |
| Queue Length 95th (ft) | 46 | 0 | 0 | 0 | 0 | Err | 119 | | | | | | |
| Control Delay (s) | 13.1 | 0.0 | 0.0 | 0.0 | 0.0 | Err | 21.6 | | | | | | |
| Lane LOS | B | | | | | | | F | C | | | | |
| Approach Delay (s) | 2.8 | | | | 0.0 | | 3292.0 | | | | | | |
| Approach LOS | F | | | | | | | | | | | | |
| Intersection Summary | | | | | | | | | | | | | |
| Average Delay | 681.0 | | | | | | | | | | | | |
| Intersection Capacity Utilization | 71.8% | | | ICU Level of Service | | | C | | | | | | |
| Analysis Period (min) | 15 | | | | | | | | | | | | |
| | | | | | | | | | | | | | |



| Movement | WBL | WBR | SEL | SET | NWT | NWR |
|-----------------------------------|------|------|-------|----------------------|------|------|
| Lane Configurations | W | | | W | W | |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 3 | 261 | 111 | 53 | 274 | 2 |
| Peak Hour Factor | 0.85 | 0.85 | 0.92 | 0.92 | 0.89 | 0.89 |
| Hourly flow rate (vph) | 4 | 307 | 121 | 58 | 308 | 2 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage (veh) | | | | | | |
| Upstream signal (ft) | | | | 1038 | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 608 | 309 | 310 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 608 | 309 | 310 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 99 | 58 | 90 | | | |
| cM capacity (veh/h) | 415 | 731 | 1250 | | | |
| Direction, Lane # | WB 1 | SE 1 | NW 1 | | | |
| Volume Total | 311 | 178 | 310 | | | |
| Volume Left | 4 | 121 | 0 | | | |
| Volume Right | 307 | 0 | 2 | | | |
| cSH | 725 | 1250 | 1700 | | | |
| Volume to Capacity | 0.43 | 0.10 | 0.18 | | | |
| Queue Length 95th (ft) | 54 | 8 | 0 | | | |
| Control Delay (s) | 13.6 | 5.8 | 0.0 | | | |
| Lane LOS | B | A | | | | |
| Approach Delay (s) | 13.6 | 5.8 | 0.0 | | | |
| Approach LOS | B | | | | | |
| Intersection Summary | | | | | | |
| Average Delay | | | 6.6 | | | |
| Intersection Capacity Utilization | | | 49.8% | ICU Level of Service | | A |
| Analysis Period (min) | | | 15 | | | |



| Lane Group | EBL | EBR | NEL | NET | SWT | SWR |
|------------------------|------------|-------|------|--------|-------|------|
| Lane Configurations | | | | | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | 0% | | | 0% | 0% | |
| Storage Length (ft) | 0 | 0 | 0 | | | 0 |
| Storage Lanes | 1 | 1 | 0 | | | 0 |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Leading Detector (ft) | 50 | 50 | 50 | 50 | 50 | |
| Trailing Detector (ft) | 0 | 0 | 0 | 0 | 0 | |
| Turning Speed (mph) | 15 | 9 | 15 | | | 9 |
| Satd. Flow (prot) | 1770 | 1583 | 0 | 5019 | 3522 | 0 |
| Flt Permitted | 0.950 | | | 0.669 | | |
| Satd. Flow (perm) | 1770 | 1583 | 0 | 3402 | 3522 | 0 |
| Right Turn on Red | | Yes | | | | Yes |
| Satd. Flow (RTOR) | | 113 | | | 4 | |
| Link Speed (mph) | 30 | | | 40 | 40 | |
| Link Distance (ft) | 802 | | | 951 | 666 | |
| Travel Time (s) | 18.2 | | | 16.2 | 11.4 | |
| Volume (vph) | 49 | 544 | 285 | 825 | 1054 | 38 |
| Confl. Peds. (#/hr) | | | | | | |
| Confl. Bikes (#/hr) | | | | | | |
| Peak Hour Factor | 0.97 | 0.97 | 0.92 | 0.92 | 0.91 | 0.91 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | |
| Mid-Block Traffic (%) | 0% | | | 0% | 0% | |
| Lane Group Flow (vph) | 51 | 561 | 0 | 1207 | 1200 | 0 |
| Turn Type | Perm pm+pt | | | | | |
| Protected Phases | 4 | | 5 | 2 | 6 | |
| Permitted Phases | | 4 | 2 | | | |
| Detector Phases | 4 | 4 | 5 | 2 | 6 | |
| Minimum Initial (s) | 9.0 | 9.0 | 4.0 | 15.0 | 15.0 | |
| Minimum Split (s) | 26.1 | 26.1 | 8.7 | 21.1 | 20.1 | |
| Total Split (s) | 51.0 | 51.0 | 8.7 | 59.0 | 50.3 | 0.0 |
| Total Split (%) | 46.4% | 46.4% | 7.9% | 53.6% | 45.7% | 0.0% |
| Yellow Time (s) | 3.2 | 3.2 | 3.2 | 3.6 | 3.6 | |
| All-Red Time (s) | 1.9 | 1.9 | 1.5 | 1.5 | 1.5 | |
| Lead/Lag | | | Lead | | Lag | |
| Lead-Lag Optimize? | | | | | | |
| Recall Mode | None | None | None | C-Max | C-Max | |
| Act Effct Green (s) | 37.4 | 37.4 | | 64.6 | 64.6 | |
| Actuated g/C Ratio | 0.34 | 0.34 | | 0.59 | 0.59 | |
| v/c Ratio | 0.08 | 0.92 | | 3.52dl | 0.58 | |
| Control Delay | 21.7 | 47.3 | | 16.3 | 17.1 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 21.7 | 47.3 | | 16.3 | 17.1 | |
| LOS | C | D | | B | B | |
| Approach Delay | 45.1 | | | 16.3 | 17.1 | |



| Lane Group | EBL | EBR | NEL | NET | SWT | SWR |
|--------------|-----|-----|-----|-----|-----|-----|
| Approach LOS | D | | B | | B | |

Intersection Summary

Area Type: Other

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 22 (20%), Referenced to phase 2:NETL and 6:SWT, Start of Green

Natural Cycle: 70

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.92

Intersection Signal Delay: 22.4

Intersection LOS: C

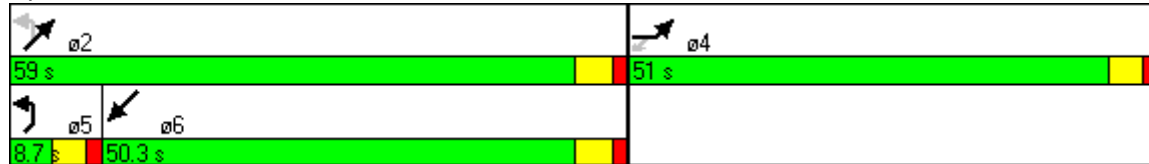
Intersection Capacity Utilization 70.7%

ICU Level of Service C

Analysis Period (min) 15

dl Defacto Left Lane. Recode with 1 though lane as a left lane.

Splits and Phases: 80: White St. & Lee St.





| Lane Group | SEL | SER | NEL | NET | SWT | SWR |
|------------------------|------------|-------|-------|-------|-------|------|
| Lane Configurations | | | | | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 10 | 11 | 12 | 12 | 12 | 12 |
| Grade (%) | 0% | | | 0% | 0% | |
| Storage Length (ft) | 0 | 0 | 90 | | | 0 |
| Storage Lanes | 1 | 1 | 1 | | | 0 |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Leading Detector (ft) | 50 | 50 | 50 | 50 | 50 | |
| Trailing Detector (ft) | 0 | 0 | 0 | 0 | 0 | |
| Turning Speed (mph) | 15 | 9 | 15 | | | 9 |
| Satd. Flow (prot) | 1652 | 1531 | 1770 | 3539 | 3525 | 0 |
| Flt Permitted | 0.950 | | 0.056 | | | |
| Satd. Flow (perm) | 1652 | 1531 | 104 | 3539 | 3525 | 0 |
| Right Turn on Red | | Yes | | | | Yes |
| Satd. Flow (RTOR) | | 117 | | | 5 | |
| Link Speed (mph) | 35 | | | 40 | 40 | |
| Link Distance (ft) | 730 | | | 308 | 951 | |
| Travel Time (s) | 14.2 | | | 5.3 | 16.2 | |
| Volume (vph) | 51 | 150 | 173 | 1031 | 1768 | 51 |
| Confl. Peds. (#/hr) | | | | | | |
| Confl. Bikes (#/hr) | | | | | | |
| Peak Hour Factor | 0.85 | 0.85 | 0.97 | 0.97 | 0.84 | 0.84 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | |
| Mid-Block Traffic (%) | 0% | | | 0% | 0% | |
| Lane Group Flow (vph) | 60 | 176 | 178 | 1063 | 2166 | 0 |
| Turn Type | Perm pm+pt | | | | | |
| Protected Phases | 4 | | 5 | 2 | 6 | |
| Permitted Phases | | 4 | 2 | | | |
| Detector Phases | 4 | 4 | 5 | 2 | 6 | |
| Minimum Initial (s) | 9.0 | 9.0 | 4.0 | 15.0 | 15.0 | |
| Minimum Split (s) | 26.1 | 26.1 | 8.7 | 21.1 | 20.1 | |
| Total Split (s) | 26.1 | 26.1 | 12.0 | 83.9 | 71.9 | 0.0 |
| Total Split (%) | 23.7% | 23.7% | 10.9% | 76.3% | 65.4% | 0.0% |
| Yellow Time (s) | 3.2 | 3.2 | 3.2 | 3.6 | 3.6 | |
| All-Red Time (s) | 1.9 | 1.9 | 1.5 | 1.5 | 1.5 | |
| Lead/Lag | | | Lead | | Lag | |
| Lead-Lag Optimize? | | | | | | |
| Recall Mode | None | None | None | C-Max | C-Max | |
| Act Effct Green (s) | 12.6 | 12.6 | 89.4 | 89.4 | 72.5 | |
| Actuated g/C Ratio | 0.11 | 0.11 | 0.81 | 0.81 | 0.66 | |
| v/c Ratio | 0.32 | 0.63 | 0.64 | 0.37 | 0.93 | |
| Control Delay | 48.1 | 27.2 | 32.6 | 3.4 | 20.5 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 1.4 | 0.0 | |
| Total Delay | 48.1 | 27.2 | 32.6 | 4.8 | 20.5 | |
| LOS | D | C | C | A | C | |
| Approach Delay | 32.5 | | | 8.8 | 20.5 | |



| Lane Group | SEL | SER | NEL | NET | SWT | SWR |
|--------------|-----|-----|-----|-----|-----|-----|
| Approach LOS | C | | | A | C | |

Intersection Summary

Area Type: Other

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 0 (0%), Referenced to phase 2:NETL and 6:SWT, Start of Green

Natural Cycle: 110

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.93

Intersection Signal Delay: 17.3

Intersection LOS: B

Intersection Capacity Utilization 77.6%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 81: Donnelly Ave. & Lee St.

| | | | |
|-------------------------|-------------------------|-------------------------|--|
| <p>ø2</p> <p>83.9 s</p> | | <p>ø4</p> <p>26.1 s</p> | |
| <p>ø5</p> <p>12 s</p> | <p>ø6</p> <p>71.9 s</p> | | |



| Lane Group | EBL | EBR | NEL | NET | SWT | SWR |
|------------------------|-------|------|-------|-------|-------|------|
| Lane Configurations | | | | | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | 0% | | | 0% | 0% | |
| Storage Length (ft) | 0 | 0 | 0 | | | 0 |
| Storage Lanes | 1 | 0 | 0 | | | 0 |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Leading Detector (ft) | 50 | | 50 | 50 | 50 | |
| Trailing Detector (ft) | 0 | | 0 | 0 | 0 | |
| Turning Speed (mph) | 15 | 9 | 15 | | | 9 |
| Satd. Flow (prot) | 1724 | 0 | 0 | 3532 | 5029 | 0 |
| Flt Permitted | 0.967 | | | 0.796 | | |
| Satd. Flow (perm) | 1724 | 0 | 0 | 2817 | 5029 | 0 |
| Right Turn on Red | | Yes | | | | Yes |
| Satd. Flow (RTOR) | 23 | | | | 20 | |
| Link Speed (mph) | 30 | | | 40 | 40 | |
| Link Distance (ft) | 724 | | | 691 | 2169 | |
| Travel Time (s) | 16.5 | | | 11.8 | 37.0 | |
| Volume (vph) | 111 | 51 | 36 | 902 | 1313 | 104 |
| Confl. Peds. (#/hr) | | | | | | |
| Confl. Bikes (#/hr) | | | | | | |
| Peak Hour Factor | 0.74 | 0.74 | 0.93 | 0.93 | 0.89 | 0.89 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | |
| Mid-Block Traffic (%) | 0% | | | 0% | 0% | |
| Lane Group Flow (vph) | 219 | 0 | 0 | 1009 | 1592 | 0 |
| Turn Type | | | Perm | | | |
| Protected Phases | 8 | | | 6 | 2 | |
| Permitted Phases | | | 6 | | | |
| Detector Phases | 8 | | 6 | 6 | 2 | |
| Minimum Initial (s) | 9.0 | | 15.0 | 15.0 | 15.0 | |
| Minimum Split (s) | 24.2 | | 22.0 | 22.0 | 22.0 | |
| Total Split (s) | 41.3 | 0.0 | 68.7 | 68.7 | 68.7 | 0.0 |
| Total Split (%) | 37.5% | 0.0% | 62.5% | 62.5% | 62.5% | 0.0% |
| Yellow Time (s) | 3.2 | | 4.3 | 4.3 | 4.3 | |
| All-Red Time (s) | 2.0 | | 1.7 | 1.7 | 1.7 | |
| Lead/Lag | | | | | | |
| Lead-Lag Optimize? | | | | | | |
| Recall Mode | None | | C-Max | C-Max | C-Max | |
| Act Effct Green (s) | 18.1 | | | 83.9 | 83.9 | |
| Actuated g/C Ratio | 0.16 | | | 0.76 | 0.76 | |
| v/c Ratio | 0.72 | | | 0.47 | 0.41 | |
| Control Delay | 52.1 | | | 6.2 | 5.3 | |
| Queue Delay | 0.0 | | | 0.0 | 0.0 | |
| Total Delay | 52.1 | | | 6.2 | 5.3 | |
| LOS | D | | | A | A | |
| Approach Delay | 52.1 | | | 6.2 | 5.3 | |



| Lane Group | EBL | EBR | NEL | NET | SWT | SWR |
|--------------|-----|-----|-----|-----|-----|-----|
| Approach LOS | D | | | A | A | |

Intersection Summary

Area Type: Other

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 0 (0%), Referenced to phase 2:SWT and 6:NETL, Start of Green

Natural Cycle: 55

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.72

Intersection Signal Delay: 9.2

Intersection LOS: A

















Intersection Capacity Utilization 67.2%













ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 83: Avon St. & Lee St.



| |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |  | | |  | | |  | | |  | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Leading Detector (ft) | 50 | 50 | | 50 | 50 | | 50 | 50 | | 50 | 50 | |
| Trailing Detector (ft) | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Satd. Flow (prot) | 0 | 1791 | 0 | 0 | 1796 | 0 | 0 | 1829 | 0 | 0 | 1805 | 0 |
| Flt Permitted | | 0.884 | | | 0.968 | | | 0.838 | | | 0.868 | |
| Satd. Flow (perm) | 0 | 1597 | 0 | 0 | 1744 | 0 | 0 | 1548 | 0 | 0 | 1580 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 28 | | | 32 | | | 7 | | | 23 | |
| Link Speed (mph) | | 30 | | | 30 | | | 35 | | | 35 | |
| Link Distance (ft) | | 1923 | | | 1571 | | | 436 | | | 1474 | |
| Travel Time (s) | | 43.7 | | | 35.7 | | | 8.5 | | | 28.7 | |
| Volume (vph) | 73 | 239 | 89 | 16 | 221 | 76 | 81 | 313 | 26 | 63 | 269 | 68 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.83 | 0.83 | 0.83 | 0.95 | 0.95 | 0.95 | 0.77 | 0.77 | 0.77 | 0.84 | 0.84 | 0.84 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Lane Group Flow (vph) | 0 | 483 | 0 | 0 | 330 | 0 | 0 | 545 | 0 | 0 | 476 | 0 |
| Turn Type | Perm | | | Perm | | | Perm | | | Perm | | |
| Protected Phases | | 4 | | | 8 | | | 6 | | | 2 | |
| Permitted Phases | 4 | | | 8 | | | 6 | | | 2 | | |
| Detector Phases | 4 | 4 | | 8 | 8 | | 6 | 6 | | 2 | 2 | |
| Minimum Initial (s) | 15.0 | 15.0 | | 15.0 | 15.0 | | 15.0 | 15.0 | | 15.0 | 15.0 | |
| Minimum Split (s) | 20.4 | 20.4 | | 20.4 | 20.4 | | 21.4 | 21.4 | | 21.4 | 21.4 | |
| Total Split (s) | 28.0 | 28.0 | 0.0 | 28.0 | 28.0 | 0.0 | 32.0 | 32.0 | 0.0 | 32.0 | 32.0 | 0.0 |
| Total Split (%) | 46.7% | 46.7% | 0.0% | 46.7% | 46.7% | 0.0% | 53.3% | 53.3% | 0.0% | 53.3% | 53.3% | 0.0% |
| Yellow Time (s) | 3.8 | 3.8 | | 3.8 | 3.8 | | 3.8 | 3.8 | | 3.8 | 3.8 | |
| All-Red Time (s) | 1.6 | 1.6 | | 1.6 | 1.6 | | 1.6 | 1.6 | | 1.6 | 1.6 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | Max | Max | | Max | Max | | C-Max | C-Max | | C-Max | C-Max | |
| Act Effct Green (s) | | 24.0 | | | 24.0 | | | 28.0 | | | 28.0 | |
| Actuated g/C Ratio | | 0.40 | | | 0.40 | | | 0.47 | | | 0.47 | |
| v/c Ratio | | 0.74 | | | 0.46 | | | 0.75 | | | 0.63 | |
| Control Delay | | 23.0 | | | 14.4 | | | 21.5 | | | 16.2 | |
| Queue Delay | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Total Delay | | 23.0 | | | 14.4 | | | 21.5 | | | 16.2 | |
| LOS | | C | | | B | | | C | | | B | |
| Approach Delay | | 23.0 | | | 14.4 | | | 21.5 | | | 16.2 | |

| |  |  |  |  |  |  |  |  |  |  |  |  |
|--------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Approach LOS | C | | | B | | | C | | | B | | |

Intersection Summary

Area Type: Other

Cycle Length: 60

Actuated Cycle Length: 60

Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green

Natural Cycle: 45

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.75

Intersection Signal Delay: 19.2





Intersection LOS: B

















Intersection Capacity Utilization 81.5%













ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 87: Dill Ave. & Sylvan Rd.

| | |
|--|--|
|  ø2 |  ø4 |
| 32 s | 28 s |
|  ø6 |  ø8 |
| 32 s | 28 s |

| |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |  | | |  | | |  | | |  | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Leading Detector (ft) | 50 | 50 | | 50 | 50 | | 50 | 50 | | 50 | 50 | |
| Trailing Detector (ft) | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Satd. Flow (prot) | 0 | 1722 | 0 | 0 | 1731 | 0 | 0 | 3493 | 0 | 0 | 3433 | 0 |
| Flt Permitted | | 0.788 | | | 0.914 | | | 0.538 | | | 0.935 | |
| Satd. Flow (perm) | 0 | 1390 | 0 | 0 | 1595 | 0 | 0 | 1895 | 0 | 0 | 3213 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 37 | | | 49 | | | 4 | | | 48 | |
| Link Speed (mph) | | 30 | | | 30 | | | 35 | | | 35 | |
| Link Distance (ft) | | 1510 | | | 514 | | | 743 | | | 1418 | |
| Travel Time (s) | | 34.3 | | | 11.7 | | | 14.5 | | | 27.6 | |
| Volume (vph) | 198 | 48 | 160 | 13 | 28 | 36 | 101 | 533 | 21 | 23 | 1079 | 267 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.69 | 0.69 | 0.69 | 0.86 | 0.86 | 0.86 | 0.97 | 0.97 | 0.97 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Lane Group Flow (vph) | 0 | 441 | 0 | 0 | 112 | 0 | 0 | 761 | 0 | 0 | 1411 | 0 |
| Turn Type | Perm | | | Perm | | | Perm | | | pm+pt | | |
| Protected Phases | | 4 | | | 8 | | | 6 | | | 5 | 2 |
| Permitted Phases | 4 | | | 8 | | | 6 | | | 2 | | |
| Detector Phases | 4 | 4 | | 8 | 8 | | 6 | 6 | | 5 | 2 | |
| Minimum Initial (s) | 9.0 | 9.0 | | 9.0 | 9.0 | | 15.0 | 15.0 | | 5.0 | 15.0 | |
| Minimum Split (s) | 23.3 | 23.3 | | 23.3 | 23.3 | | 20.3 | 20.3 | | 10.0 | 20.3 | |
| Total Split (s) | 40.0 | 40.0 | 0.0 | 40.0 | 40.0 | 0.0 | 50.0 | 50.0 | 0.0 | 10.0 | 60.0 | 0.0 |
| Total Split (%) | 40.0% | 40.0% | 0.0% | 40.0% | 40.0% | 0.0% | 50.0% | 50.0% | 0.0% | 10.0% | 60.0% | 0.0% |
| Yellow Time (s) | 3.3 | 3.3 | | 3.3 | 3.3 | | 3.7 | 3.7 | | 3.5 | 3.7 | |
| All-Red Time (s) | 2.0 | 2.0 | | 2.0 | 2.0 | | 1.6 | 1.6 | | 1.5 | 1.6 | |
| Lead/Lag | | | | | | | Lag | Lag | | Lead | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | | None | None | | C-Max | C-Max | | None | C-Max | |
| Act Effct Green (s) | | 33.0 | | | 33.0 | | | 59.0 | | | 59.0 | |
| Actuated g/C Ratio | | 0.33 | | | 0.33 | | | 0.59 | | | 0.59 | |
| v/c Ratio | | 0.91 | | | 0.20 | | | 0.87dl | | | 0.74 | |
| Control Delay | | 53.8 | | | 14.0 | | | 16.7 | | | 14.2 | |
| Queue Delay | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Total Delay | | 53.8 | | | 14.0 | | | 16.7 | | | 14.2 | |
| LOS | | D | | | B | | | B | | | B | |
| Approach Delay | | 53.8 | | | 14.0 | | | 16.7 | | | 14.2 | |

| |  |  |  |  |  |  |  |  |  |  |  |  |
|--------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Approach LOS | D | | | B | | | B | | | B | | |

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 23 (23%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green

Natural Cycle: 65

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.91

Intersection Signal Delay: 21.3

Intersection LOS: C

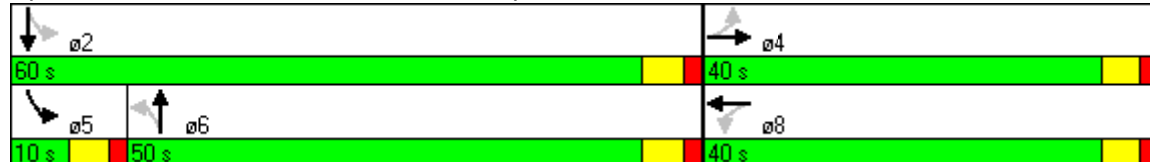
Intersection Capacity Utilization 97.3%

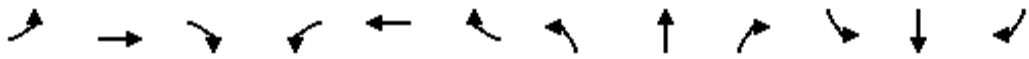
ICU Level of Service F













Analysis Period (min) 15

dl Defacto Left Lane. Recode with 1 though lane as a left lane.

Splits and Phases: 90: Dill Ave. & Metropolitan Ave.



| |  | | | | | | | | | | | |
|------------------------|--|-------|------|-------|-------|------|-------|-------|------|-------|-------|------|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Leading Detector (ft) | 50 | 50 | | 50 | 50 | | 50 | 50 | | 50 | 50 | |
| Trailing Detector (ft) | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Satd. Flow (prot) | 0 | 1677 | 0 | 0 | 1738 | 0 | 0 | 3514 | 0 | 0 | 3525 | 0 |
| Flt Permitted | | 0.932 | | | 0.856 | | | 0.917 | | | 0.925 | |
| Satd. Flow (perm) | 0 | 1587 | 0 | 0 | 1528 | 0 | 0 | 3226 | 0 | 0 | 3264 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 30 | | | 22 | | | 8 | | | 4 | |
| Link Speed (mph) | | 30 | | | 30 | | | 35 | | | 35 | |
| Link Distance (ft) | | 1228 | | | 476 | | | 702 | | | 743 | |
| Travel Time (s) | | 27.9 | | | 10.8 | | | 13.7 | | | 14.5 | |
| Volume (vph) | 10 | 2 | 21 | 28 | 8 | 16 | 13 | 660 | 30 | 26 | 1232 | 26 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.71 | 0.71 | 0.71 | 0.73 | 0.73 | 0.73 | 0.90 | 0.90 | 0.90 | 0.91 | 0.91 | 0.91 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Lane Group Flow (vph) | 0 | 47 | 0 | 0 | 71 | 0 | 0 | 780 | 0 | 0 | 1412 | 0 |
| Turn Type | Perm | | | Perm | | | Perm | | | Perm | | |
| Protected Phases | | 8 | | | 4 | | | 6 | | | 2 | |
| Permitted Phases | 8 | | | 4 | | | 6 | | | 2 | | |
| Detector Phases | 8 | 8 | | 4 | 4 | | 6 | 6 | | 2 | 2 | |
| Minimum Initial (s) | 9.0 | 9.0 | | 9.0 | 9.0 | | 15.0 | 15.0 | | 15.0 | 15.0 | |
| Minimum Split (s) | 25.4 | 25.4 | | 14.4 | 14.4 | | 20.1 | 20.1 | | 20.1 | 20.1 | |
| Total Split (s) | 33.4 | 33.4 | 0.0 | 33.4 | 33.4 | 0.0 | 66.6 | 66.6 | 0.0 | 66.6 | 66.6 | 0.0 |
| Total Split (%) | 33.4% | 33.4% | 0.0% | 33.4% | 33.4% | 0.0% | 66.6% | 66.6% | 0.0% | 66.6% | 66.6% | 0.0% |
| Yellow Time (s) | 3.2 | 3.2 | | 3.2 | 3.2 | | 3.6 | 3.6 | | 3.6 | 3.6 | |
| All-Red Time (s) | 2.2 | 2.2 | | 2.2 | 2.2 | | 1.5 | 1.5 | | 1.5 | 1.5 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | Min | Min | | Min | Min | | C-Max | C-Max | | C-Max | C-Max | |
| Act Effct Green (s) | | 11.2 | | | 11.2 | | | 80.8 | | | 80.8 | |
| Actuated g/C Ratio | | 0.11 | | | 0.11 | | | 0.81 | | | 0.81 | |
| v/c Ratio | | 0.23 | | | 0.37 | | | 0.30 | | | 0.54 | |
| Control Delay | | 23.3 | | | 35.5 | | | 2.8 | | | 1.7 | |
| Queue Delay | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Total Delay | | 23.3 | | | 35.5 | | | 2.8 | | | 1.7 | |
| LOS | | C | | | D | | | A | | | A | |
| Approach Delay | | 23.3 | | | 35.5 | | | 2.8 | | | 1.7 | |

| |  |  |  |  |  |  |  |  |  |  |  |  |
|--------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Approach LOS | C | | | D | | | A | | | A | | |

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 36 (36%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.54

Intersection Signal Delay: 3.6





Intersection LOS: A

















Intersection Capacity Utilization 67.6%













ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 91: Lynnhaven Ave. & Metropolitan Ave.

| | |
|--|--|
|  ø2 |  ø4 |
| 66.6 s | 33.4 s |
|  ø6 |  ø8 |
| 66.6 s | 33.4 s |

| |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |  | | |  | | |  | | |  | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 10 | 10 | 10 | 10 | 10 | 10 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Leading Detector (ft) | 50 | 50 | | 50 | 50 | | 50 | 50 | | 50 | 50 | |
| Trailing Detector (ft) | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Satd. Flow (prot) | 0 | 1783 | 0 | 0 | 3292 | 0 | 0 | 3036 | 0 | 0 | 3244 | 0 |
| Flt Permitted | | 0.681 | | | 0.688 | | | 0.946 | | | 0.553 | |
| Satd. Flow (perm) | 0 | 1230 | 0 | 0 | 2350 | 0 | 0 | 2872 | 0 | 0 | 1814 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 16 | | | 45 | | | 383 | | | 8 | |
| Link Speed (mph) | | 30 | | | 30 | | | 35 | | | 35 | |
| Link Distance (ft) | | 820 | | | 3704 | | | 1418 | | | 1848 | |
| Travel Time (s) | | 18.6 | | | 84.2 | | | 27.6 | | | 36.0 | |
| Volume (vph) | 26 | 49 | 21 | 548 | 23 | 173 | 7 | 345 | 416 | 200 | 680 | 43 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.70 | 0.70 | 0.70 | 0.99 | 0.99 | 0.99 | 0.94 | 0.94 | 0.94 | 0.97 | 0.97 | 0.97 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Lane Group Flow (vph) | 0 | 137 | 0 | 0 | 752 | 0 | 0 | 817 | 0 | 0 | 951 | 0 |
| Turn Type | Perm | | | Perm | | | Perm | | | pm+pt | | |
| Protected Phases | | 4 | | | 8 | | | 6 | | 5 | 2 | |
| Permitted Phases | 4 | | | 8 | | | 6 | | | 2 | | |
| Detector Phases | 4 | 4 | | 8 | 8 | | 6 | 6 | | 5 | 2 | |
| Minimum Initial (s) | 14.0 | 14.0 | | 14.0 | 14.0 | | 15.0 | 15.0 | | 7.0 | 15.0 | |
| Minimum Split (s) | 24.5 | 24.5 | | 24.5 | 24.5 | | 23.6 | 23.6 | | 12.2 | 23.6 | |
| Total Split (s) | 40.0 | 40.0 | 0.0 | 40.0 | 40.0 | 0.0 | 47.8 | 47.8 | 0.0 | 12.2 | 60.0 | 0.0 |
| Total Split (%) | 40.0% | 40.0% | 0.0% | 40.0% | 40.0% | 0.0% | 47.8% | 47.8% | 0.0% | 12.2% | 60.0% | 0.0% |
| Yellow Time (s) | 3.6 | 3.6 | | 3.6 | 3.6 | | 3.8 | 3.8 | | 3.6 | 3.8 | |
| All-Red Time (s) | 1.9 | 1.9 | | 1.9 | 1.9 | | 1.8 | 1.8 | | 1.6 | 1.8 | |
| Lead/Lag | | | | | | | Lag | Lag | | Lead | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | Min | Min | | Min | Min | | C-Max | C-Max | | Max | C-Max | |
| Act Effct Green (s) | | 34.1 | | | 34.1 | | | 43.8 | | | 57.9 | |
| Actuated g/C Ratio | | 0.34 | | | 0.34 | | | 0.44 | | | 0.58 | |
| v/c Ratio | | 0.32 | | | 1.25dl | | | 0.55 | | | 0.79 | |
| Control Delay | | 23.1 | | | 45.1 | | | 6.3 | | | 21.1 | |
| Queue Delay | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Total Delay | | 23.1 | | | 45.1 | | | 6.3 | | | 21.1 | |
| LOS | | C | | | D | | | A | | | C | |
| Approach Delay | | 23.1 | | | 45.1 | | | 6.3 | | | 21.1 | |

| |  |  |  |  |  |  |  |  |  |  |  |  |
|--------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Approach LOS | C | | | D | | | A | | | C | | |

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 43 (43%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green

Natural Cycle: 65

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.90

Intersection Signal Delay: 23.4

Intersection LOS: C

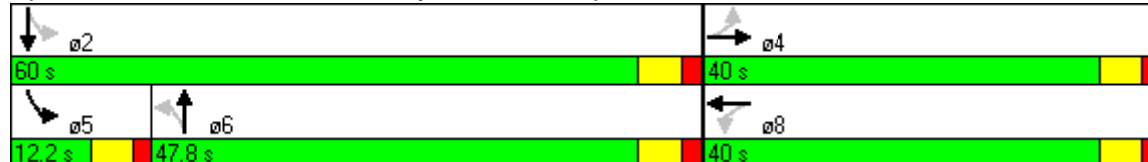
Intersection Capacity Utilization 96.1%

ICU Level of Service F

Analysis Period (min) 15


















dl Defacto Left Lane. Recode with 1 though lane as a left lane.













Splits and Phases: 92: University Ave. & Metropolitan Ave.



Atlanta BeltLine Master Plan Subarea 2
94: University Ave. & I 75 Southbound Ramp

Baseline 2030 PM Peak
MG

| |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |  | |  |  | | | | |  | |  |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 11 | 11 | 11 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 15 | 11 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 160 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 0 | | 0 | 1 | | 0 | 0 | | 0 | 2 | | 1 |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Leading Detector (ft) | | 50 | | 50 | 50 | | | | | 50 | | 50 |
| Trailing Detector (ft) | | 0 | | 0 | 0 | | | | | 0 | | 0 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Satd. Flow (prot) | 0 | 3288 | 0 | 1770 | 3539 | 0 | 0 | 0 | 0 | 3433 | 0 | 1531 |
| Flt Permitted | | | | 0.106 | | | | | | 0.950 | | |
| Satd. Flow (perm) | 0 | 3288 | 0 | 197 | 3539 | 0 | 0 | 0 | 0 | 3433 | 0 | 1531 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 56 | | | | | | | | | | 387 |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 3704 | | | 472 | | | 664 | | | 1127 | |
| Travel Time (s) | | 84.2 | | | 10.7 | | | 15.1 | | | 25.6 | |
| Volume (vph) | 0 | 807 | 280 | 495 | 487 | 0 | 0 | 0 | 0 | 756 | 0 | 490 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.95 | 0.95 | 0.95 | 0.92 | 0.92 | 0.92 | 0.93 | 0.93 | 0.93 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Lane Group Flow (vph) | 0 | 1169 | 0 | 521 | 513 | 0 | 0 | 0 | 0 | 813 | 0 | 527 |
| Turn Type | | | | pm+pt | | | | | | Prot | | custom |
| Protected Phases | | 6 | | 5 | 2 | | | | | 8 | | |
| Permitted Phases | | | | 2 | | | | | | | | 8 |
| Detector Phases | | 6 | | 5 | 2 | | | | | 8 | | 8 |
| Minimum Initial (s) | | 32.0 | | 10.0 | 32.0 | | | | | 24.0 | | 24.0 |
| Minimum Split (s) | | 37.4 | | 15.0 | 37.4 | | | | | 30.3 | | 30.3 |
| Total Split (s) | 0.0 | 37.7 | 0.0 | 27.0 | 64.7 | 0.0 | 0.0 | 0.0 | 0.0 | 30.3 | 0.0 | 30.3 |
| Total Split (%) | 0.0% | 39.7% | 0.0% | 28.4% | 68.1% | 0.0% | 0.0% | 0.0% | 0.0% | 31.9% | 0.0% | 31.9% |
| Yellow Time (s) | | 3.6 | | 3.6 | 3.6 | | | | | 3.9 | | 3.9 |
| All-Red Time (s) | | 1.8 | | 1.4 | 1.8 | | | | | 2.4 | | 2.4 |
| Lead/Lag | | Lag | | Lead | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | | Min | | Min | Min | | | | | Min | | Min |
| Act Effct Green (s) | | 33.7 | | 60.7 | 60.7 | | | | | 26.3 | | 26.3 |
| Actuated g/C Ratio | | 0.35 | | 0.64 | 0.64 | | | | | 0.28 | | 0.28 |
| v/c Ratio | | 0.97 | | 1.03 | 0.23 | | | | | 0.86 | | 0.75 |
| Control Delay | | 49.7 | | 74.9 | 7.6 | | | | | 43.0 | | 16.0 |
| Queue Delay | | 0.0 | | 0.0 | 0.0 | | | | | 0.0 | | 0.0 |
| Total Delay | | 49.7 | | 74.9 | 7.6 | | | | | 43.0 | | 16.0 |
| LOS | | D | | E | A | | | | | D | | B |
| Approach Delay | | 49.7 | | | 41.5 | | | | | | | |

| |  |  |  |  |  |  |  |  |  |  |  |  |
|--------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Approach LOS | D | | | D | | | | | | | | |

Intersection Summary

Area Type: Other

Cycle Length: 95

Actuated Cycle Length: 95

Natural Cycle: 95

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.03

Intersection Signal Delay: 40.8

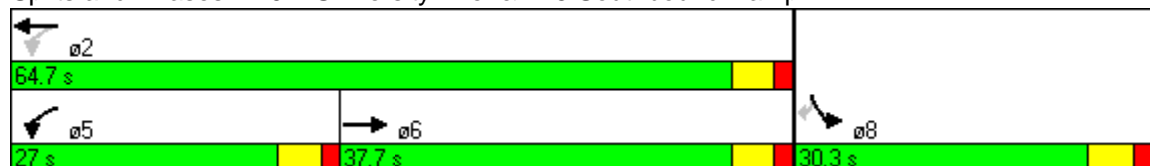
Intersection LOS: D




















Intersection Capacity Utilization 99.1%

ICU Level of Service F

Analysis Period (min) 15

Splits and Phases: 94: University Ave. & I 75 Southbound Ramp



| |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | NBL2 | NBT | NBR | SBL | SBT | SBR | SET | SER2 | NWL | NWT | NWR | NEL2 |
| Lane Configurations | |  | | |  |  |  |  |  |  | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 10 | 10 | 12 | 12 | 12 | 12 | 12 | 11 |
| Grade (%) | | 0% | | | 0% | | 0% | | | 0% | | |
| Storage Length (ft) | | | 0 | 0 | | 0 | | | 350 | | 0 | |
| Storage Lanes | | | 0 | 0 | | 1 | | | 1 | | 0 | |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Leading Detector (ft) | 50 | 50 | | 50 | 50 | 50 | 50 | 50 | 50 | 50 | | 50 |
| Trailing Detector (ft) | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | | 9 | 15 | | 9 | 15 |
| Satd. Flow (prot) | 0 | 1733 | 0 | 0 | 1657 | 1478 | 1770 | 1504 | 1770 | 1615 | 0 | 0 |
| Flt Permitted | | 0.964 | | | 0.953 | | | | 0.950 | | | |
| Satd. Flow (perm) | 0 | 1733 | 0 | 0 | 1657 | 1478 | 1770 | 1504 | 1770 | 1615 | 0 | 0 |
| Right Turn on Red | | | Yes | | | | | Yes | | | Yes | |
| Satd. Flow (RTOR) | | 9 | | | | | | 6 | | 201 | | |
| Link Speed (mph) | | 30 | | | 30 | | 30 | | | 30 | | |
| Link Distance (ft) | | 840 | | | 980 | | 1390 | | | 1416 | | |
| Travel Time (s) | | 19.1 | | | 22.3 | | 31.6 | | | 32.2 | | |
| Volume (vph) | 20 | 0 | 7 | 124 | 2 | 81 | 78 | 5 | 878 | 23 | 185 | 3 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.50 | 0.50 | 0.50 | 0.92 | 0.92 | 0.92 | 0.89 | 0.89 | 0.92 | 0.92 | 0.92 | 0.92 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | 0% | | | 0% | | |
| Lane Group Flow (vph) | 0 | 54 | 0 | 0 | 137 | 88 | 88 | 6 | 954 | 226 | 0 | 0 |
| Turn Type | Split | | | Split | | Prot | | pt+ov | Prot | | | Split |
| Protected Phases | 4 | 4 | | 8 | 8 | 8 | 3 | 3 7 | 1 | 2 | | 7 |
| Permitted Phases | | | | | | | | | | | | |
| Detector Phases | 4 | 4 | | 8 | 8 | 8 | 3 | 3 7 | 1 | 2 | | 7 |
| Minimum Initial (s) | 14.7 | 14.7 | | 23.3 | 23.3 | 23.3 | 18.3 | | 32.6 | 32.6 | | 14.7 |
| Minimum Split (s) | 21.0 | 21.0 | | 30.0 | 30.0 | 30.0 | 25.0 | | 40.0 | 40.0 | | 21.0 |
| Total Split (s) | 18.0 | 18.0 | 0.0 | 24.0 | 24.0 | 24.0 | 18.0 | 37.0 | 81.0 | 99.0 | 0.0 | 19.0 |
| Total Split (%) | 11.3% | 11.3% | 0.0% | 15.0% | 15.0% | 15.0% | 11.3% | 23.1% | 50.6% | 61.9% | 0.0% | 11.9% |
| Yellow Time (s) | 3.6 | 3.6 | | 3.6 | 3.6 | 3.6 | 3.6 | | 3.6 | 3.6 | | 3.6 |
| All-Red Time (s) | 2.7 | 2.7 | | 3.1 | 3.1 | 3.1 | 3.1 | | 3.8 | 3.8 | | 2.7 |
| Lead/Lag | Lead | Lead | | Lag | Lag | Lag | Lag | | Lead | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | | None | None | None | None | | None | Min | | None |
| Act Effct Green (s) | | 14.0 | | | 20.0 | 20.0 | 14.0 | 33.1 | 77.2 | 95.2 | | |
| Actuated g/C Ratio | | 0.09 | | | 0.13 | 0.13 | 0.09 | 0.21 | 0.49 | 0.61 | | |
| v/c Ratio | | 0.34 | | | 0.65 | 0.46 | 0.55 | 0.02 | 1.09 | 0.21 | | |
| Control Delay | | 63.3 | | | 80.9 | 73.4 | 83.4 | 27.4 | 96.5 | 3.0 | | |
| Queue Delay | | 0.0 | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | |
| Total Delay | | 63.3 | | | 80.9 | 73.4 | 83.4 | 27.4 | 96.5 | 3.0 | | |
| LOS | | E | | | F | E | F | C | F | A | | |
| Approach Delay | | 63.3 | | | 78.0 | | 79.9 | | | 78.6 | | |



| Lane Group | NEL | NER | NER2 | ø6 |
|------------------------|--------|-------|------|------|
| Lane Configurations | | | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | |
| Lane Width (ft) | 11 | 11 | 12 | |
| Grade (%) | 0% | | | |
| Storage Length (ft) | 0 | 0 | | |
| Storage Lanes | 1 | 1 | | |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | |
| Leading Detector (ft) | 50 | 50 | | |
| Trailing Detector (ft) | 0 | 0 | | |
| Turning Speed (mph) | 15 | 9 | 9 | |
| Satd. Flow (prot) | 1711 | 1531 | 0 | |
| Flt Permitted | 0.950 | | | |
| Satd. Flow (perm) | 1711 | 1531 | 0 | |
| Right Turn on Red | | | Yes | |
| Satd. Flow (RTOR) | | 1 | | |
| Link Speed (mph) | 30 | | | |
| Link Distance (ft) | 1991 | | | |
| Travel Time (s) | 45.3 | | | |
| Volume (vph) | 43 | 810 | 8 | |
| Confl. Peds. (#/hr) | | | | |
| Confl. Bikes (#/hr) | | | | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | |
| Growth Factor | 100% | 100% | 100% | |
| Heavy Vehicles (%) | 2% | 2% | 2% | |
| Bus Blockages (#/hr) | 0 | 0 | 0 | |
| Parking (#/hr) | | | | |
| Mid-Block Traffic (%) | 0% | | | |
| Lane Group Flow (vph) | 50 | 889 | 0 | |
| Turn Type | custom | | | |
| Protected Phases | 7 | 1 6 | | 6 |
| Permitted Phases | | | | |
| Detector Phases | 7 | 1 6 | | |
| Minimum Initial (s) | 14.7 | | | 32.6 |
| Minimum Split (s) | 21.0 | | | 40.0 |
| Total Split (s) | 19.0 | 100.0 | 0.0 | 19.0 |
| Total Split (%) | 11.9% | 62.5% | 0.0% | 12% |
| Yellow Time (s) | 3.6 | | | 3.6 |
| All-Red Time (s) | 2.7 | | | 3.8 |
| Lead/Lag | | | | |
| Lead-Lag Optimize? | | | | |
| Recall Mode | None | | | Min |
| Act Effct Green (s) | 15.0 | 92.2 | | |
| Actuated g/C Ratio | 0.10 | 0.59 | | |
| v/c Ratio | 0.30 | 0.98 | | |
| Control Delay | 73.0 | 51.6 | | |
| Queue Delay | 0.0 | 0.0 | | |
| Total Delay | 73.0 | 51.6 | | |
| LOS | E | D | | |
| Approach Delay | 52.8 | | | |



| Lane Group | NBL2 | NBT | NBR | SBL | SBT | SBR | SET | SER2 | NWL | NWT | NWR | NEL2 |
|--------------|------|-----|-----|-----|-----|-----|-----|------|-----|-----|-----|------|
| Approach LOS | E | | | E | | | E | | | E | | |

Intersection Summary

Area Type: Other

Cycle Length: 160

Actuated Cycle Length: 156.4

Natural Cycle: 160

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.09

Intersection Signal Delay: 68.5

Intersection LOS: E

Intersection Capacity Utilization 108.9%

ICU Level of Service G

Analysis Period (min) 15

Splits and Phases: 96: Capitol Ave. & Ridge Ave.

| | | | | |
|------|------|------|------|------|
| ø1 | ø3 | ø7 | ø4 | ø8 |
| 81 s | 18 s | 19 s | 18 s | 24 s |
| ø2 | ø6 | | | |
| 99 s | 19 s | | | |



| | | | | |
|----------------------|-----|-----|------|----|
| Lane Group | NEL | NER | NER2 | ø6 |
| Approach LOS | D | | | |
| Intersection Summary | | | | |

| Lane Group | NBT | NBR | SBL | SBT | NWL | NWR |
|------------------------|-------|-------|-------|-------|-------|-------|
| Lane Configurations | ↑↑ | | ↘ | ↑↑ | ↘ | ↗ |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | 0% | | | 0% | 0% | |
| Storage Length (ft) | | 0 | 225 | | 125 | 0 |
| Storage Lanes | | 0 | 1 | | 1 | 1 |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Leading Detector (ft) | 50 | | 50 | 50 | 50 | 50 |
| Trailing Detector (ft) | 0 | | 0 | 0 | 0 | 0 |
| Turning Speed (mph) | | 9 | 15 | | 15 | 9 |
| Satd. Flow (prot) | 3263 | 0 | 1770 | 3539 | 1770 | 1583 |
| Flt Permitted | | | 0.365 | | 0.950 | |
| Satd. Flow (perm) | 3263 | 0 | 680 | 3539 | 1770 | 1583 |
| Right Turn on Red | | Yes | | | | Yes |
| Satd. Flow (RTOR) | 248 | | | | | 151 |
| Link Speed (mph) | 30 | | | 30 | 30 | |
| Link Distance (ft) | 599 | | | 628 | 1038 | |
| Travel Time (s) | 13.6 | | | 14.3 | 23.6 | |
| Volume (vph) | 211 | 228 | 221 | 366 | 312 | 127 |
| Confl. Peds. (#/hr) | | | | | | |
| Confl. Bikes (#/hr) | | | | | | |
| Peak Hour Factor | 0.92 | 0.92 | 0.86 | 0.86 | 0.84 | 0.84 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | |
| Mid-Block Traffic (%) | 0% | | | 0% | 0% | |
| Lane Group Flow (vph) | 477 | 0 | 257 | 426 | 371 | 151 |
| Turn Type | | pm+pt | | | Perm | |
| Protected Phases | 6 | | 5 | 2 | 4 | |
| Permitted Phases | | | 2 | | | 4 |
| Detector Phases | 6 | | 5 | 2 | 4 | 4 |
| Minimum Initial (s) | 7.0 | | 4.0 | 7.0 | 4.0 | 4.0 |
| Minimum Split (s) | 27.0 | | 8.0 | 27.0 | 26.0 | 26.0 |
| Total Split (s) | 28.0 | 0.0 | 11.0 | 39.0 | 26.0 | 26.0 |
| Total Split (%) | 43.1% | 0.0% | 16.9% | 60.0% | 40.0% | 40.0% |
| Yellow Time (s) | 4.0 | | 3.0 | 4.0 | 3.0 | 3.0 |
| All-Red Time (s) | 1.0 | | 1.0 | 1.0 | 1.0 | 1.0 |
| Lead/Lag | Lag | | Lead | | | |
| Lead-Lag Optimize? | Yes | | Yes | | | |
| Recall Mode | Min | | None | Min | None | None |
| Act Effct Green (s) | 12.3 | | 20.3 | 20.4 | 13.6 | 13.6 |
| Actuated g/C Ratio | 0.29 | | 0.46 | 0.48 | 0.32 | 0.32 |
| v/c Ratio | 0.43 | | 0.54 | 0.25 | 0.66 | 0.25 |
| Control Delay | 8.5 | | 12.5 | 7.5 | 19.7 | 3.9 |
| Queue Delay | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 8.5 | | 12.5 | 7.5 | 19.7 | 3.9 |
| LOS | A | | B | A | B | A |
| Approach Delay | 8.5 | | | 9.4 | 15.1 | |



| Lane Group | NBT | NBR | SBL | SBT | NWL | NWR |
|--------------|-----|-----|-----|-----|-----|-----|
| Approach LOS | A | | A | | B | |

Intersection Summary

Area Type: Other

Cycle Length: 65

Actuated Cycle Length: 42.7

Natural Cycle: 65

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.66

Intersection Signal Delay: 10.9

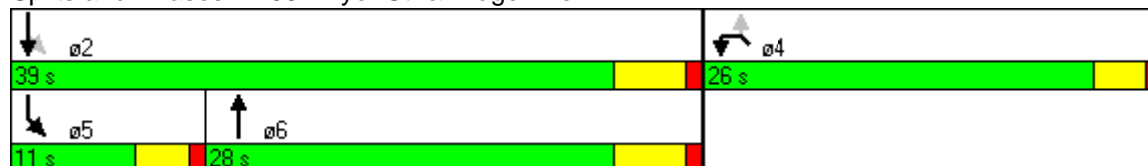
Intersection LOS: B

Intersection Capacity Utilization 52.7%







ICU Level of Service A

Analysis Period (min) 15

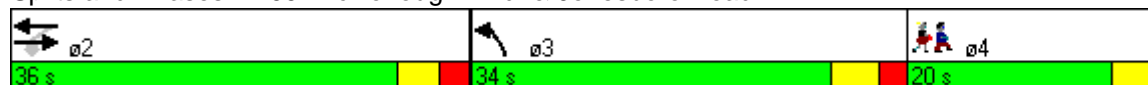
Splits and Phases: 98: Pryor St. & Ridge Ave.

































| | → | ↘ | ↙ | ← | ↖ | ↗ | |
|------------------------|-------|-------|-------|-------|-------|------|------|
| Lane Group | EBT | EBR | WBL | WBT | NBL | NBR | ø4 |
| Lane Configurations | ↑ | ↗ | | ↖ | ↘ | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | |
| Lane Width (ft) | 12 | 11 | 16 | 16 | 11 | 11 | |
| Grade (%) | 0% | | | 0% | 0% | | |
| Storage Length (ft) | | 280 | 0 | | 0 | 0 | |
| Storage Lanes | | 1 | 0 | | 1 | 0 | |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | |
| Leading Detector (ft) | 50 | 50 | 50 | 50 | 50 | | |
| Trailing Detector (ft) | 0 | 0 | 0 | 0 | 0 | | |
| Turning Speed (mph) | | 9 | 15 | | 15 | 9 | |
| Satd. Flow (prot) | 1863 | 1531 | 0 | 2107 | 1713 | 0 | |
| Flt Permitted | | | | 0.980 | 0.953 | | |
| Satd. Flow (perm) | 1863 | 1531 | 0 | 2069 | 1713 | 0 | |
| Right Turn on Red | | Yes | | | | Yes | |
| Satd. Flow (RTOR) | | 663 | | | 1 | | |
| Link Speed (mph) | 30 | | | 30 | 30 | | |
| Link Distance (ft) | 1416 | | | 1086 | 894 | | |
| Travel Time (s) | 32.2 | | | 24.7 | 20.3 | | |
| Volume (vph) | 308 | 597 | 12 | 271 | 424 | 8 | |
| Confl. Peds. (#/hr) | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | |
| Peak Hour Factor | 0.90 | 0.90 | 0.93 | 0.93 | 0.85 | 0.85 | |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | |
| Parking (#/hr) | | | | | | | |
| Mid-Block Traffic (%) | 0% | | | 0% | 0% | | |
| Lane Group Flow (vph) | 342 | 663 | 0 | 304 | 508 | 0 | |
| Turn Type | | Perm | Perm | | | | |
| Protected Phases | 2 | | | 2 | 3 | | 4 |
| Permitted Phases | | 2 | 2 | | | | |
| Detector Phases | 2 | 2 | 2 | 2 | 3 | | |
| Minimum Initial (s) | 30.0 | 30.0 | 30.0 | 30.0 | 26.0 | | 16.0 |
| Minimum Split (s) | 35.9 | 35.9 | 35.9 | 35.9 | 32.0 | | 20.0 |
| Total Split (s) | 36.0 | 36.0 | 36.0 | 36.0 | 34.0 | 0.0 | 20.0 |
| Total Split (%) | 40.0% | 40.0% | 40.0% | 40.0% | 37.8% | 0.0% | 22% |
| Yellow Time (s) | 3.4 | 3.4 | 3.4 | 3.4 | 3.8 | | 3.0 |
| All-Red Time (s) | 2.5 | 2.5 | 2.5 | 2.5 | 2.2 | | 1.0 |
| Lead/Lag | | | | | Lead | | Lag |
| Lead-Lag Optimize? | | | | | | | |
| Recall Mode | Min | Min | Min | Min | None | | None |
| Act Effct Green (s) | 31.9 | 31.9 | | 31.9 | 29.1 | | |
| Actuated g/C Ratio | 0.46 | 0.46 | | 0.46 | 0.42 | | |
| v/c Ratio | 0.40 | 0.62 | | 0.32 | 0.70 | | |
| Control Delay | 14.1 | 4.1 | | 13.0 | 22.7 | | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | |
| Total Delay | 14.1 | 4.1 | | 13.0 | 22.7 | | |
| LOS | B | A | | B | C | | |
| Approach Delay | 7.5 | | | 13.0 | 22.7 | | |

| | | | | | | | |
|---|---|---|---|---|---|---|----|
| |  |  |  |  |  |  | |
| Lane Group | EBT | EBR | WBL | WBT | NBL | NBR | ø4 |
| Approach LOS | A | | B | | C | | |
| Intersection Summary | | | | | | | |
| Area Type: | Other | | | | | | |
| Cycle Length: 90 | | | | | | | |
| Actuated Cycle Length: 69 | | | | | | | |
| Natural Cycle: 90 | | | | | | | |
| Control Type: Actuated-Uncoordinated | | | | | | | |
| Maximum v/c Ratio: 0.70 | | | | | | | |
| Intersection Signal Delay: 12.7 | | | | Intersection LOS: B | | | |
| Intersection Capacity Utilization 68.6% | | | | ICU Level of Service C | | | |
| Analysis Period (min) 15 | | | | | | | |

Splits and Phases: 99: McDonough Blvd. & Jonesboro Road



| |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |  | |  |  | |  |  | | |  | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 10 | 10 | 10 | 12 | 13 | 13 | 13 | 13 | 13 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 70 | | 0 | 120 | | 0 | 0 | | 0 |
| Storage Lanes | 0 | | 0 | 1 | | 0 | 1 | | 0 | 0 | | 0 |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Leading Detector (ft) | 50 | 50 | | 50 | 50 | | 50 | 50 | | 50 | 50 | |
| Trailing Detector (ft) | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Satd. Flow (prot) | 0 | 1829 | 0 | 1652 | 1725 | 0 | 1770 | 1742 | 0 | 0 | 1902 | 0 |
| Flt Permitted | | | | 0.438 | | | 0.588 | | | | 0.911 | |
| Satd. Flow (perm) | 0 | 1829 | 0 | 761 | 1725 | 0 | 1095 | 1742 | 0 | 0 | 1748 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 17 | | | 6 | | | 160 | | | 2 | |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 1086 | | | 919 | | | 696 | | | 1361 | |
| Travel Time (s) | | 24.7 | | | 20.9 | | | 15.8 | | | 30.9 | |
| Volume (vph) | 0 | 294 | 46 | 214 | 213 | 12 | 51 | 79 | 137 | 35 | 152 | 5 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.87 | 0.87 | 0.87 | 0.79 | 0.79 | 0.79 | 0.84 | 0.84 | 0.84 | 0.81 | 0.81 | 0.81 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Lane Group Flow (vph) | 0 | 391 | 0 | 271 | 285 | 0 | 61 | 257 | 0 | 0 | 237 | 0 |
| Turn Type | Perm | | | Perm | | | Perm | | | Perm | | |
| Protected Phases | | 2 | | | 6 | | | 4 | | | 8 | |
| Permitted Phases | 2 | | | 6 | | | 4 | | | 8 | | |
| Detector Phases | 2 | 2 | | 6 | 6 | | 4 | 4 | | 8 | 8 | |
| Minimum Initial (s) | 29.3 | 29.3 | | 29.3 | 29.3 | | 24.5 | 24.5 | | 24.5 | 24.5 | |
| Minimum Split (s) | 35.0 | 35.0 | | 35.0 | 35.0 | | 30.0 | 30.0 | | 30.0 | 30.0 | |
| Total Split (s) | 35.0 | 35.0 | 0.0 | 35.0 | 35.0 | 0.0 | 30.0 | 30.0 | 0.0 | 30.0 | 30.0 | 0.0 |
| Total Split (%) | 53.8% | 53.8% | 0.0% | 53.8% | 53.8% | 0.0% | 46.2% | 46.2% | 0.0% | 46.2% | 46.2% | 0.0% |
| Yellow Time (s) | 3.8 | 3.8 | | 3.8 | 3.8 | | 3.7 | 3.7 | | 3.7 | 3.7 | |
| All-Red Time (s) | 1.9 | 1.9 | | 1.9 | 1.9 | | 1.8 | 1.8 | | 1.8 | 1.8 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | Min | Min | | Min | Min | | Min | Min | | Min | Min | |
| Act Effct Green (s) | | 31.0 | | 31.0 | 31.0 | | 26.0 | 26.0 | | | 26.0 | |
| Actuated g/C Ratio | | 0.48 | | 0.48 | 0.48 | | 0.40 | 0.40 | | | 0.40 | |
| v/c Ratio | | 0.44 | | 0.75 | 0.35 | | 0.14 | 0.32 | | | 0.34 | |
| Control Delay | | 12.8 | | 30.0 | 11.9 | | 13.5 | 6.7 | | | 15.1 | |
| Queue Delay | | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | | 0.0 | |
| Total Delay | | 12.8 | | 30.0 | 11.9 | | 13.5 | 6.7 | | | 15.1 | |
| LOS | | B | | C | B | | B | A | | | B | |
| Approach Delay | | 12.8 | | | 20.7 | | | 8.0 | | | 15.1 | |

| |  |  |  |  |  |  |  |  |  |  |  |  |
|--------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Approach LOS | B | | | C | | | A | | | B | | |

Intersection Summary

Area Type: Other

Cycle Length: 65

Actuated Cycle Length: 65

Natural Cycle: 65

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.75

Intersection Signal Delay: 15.1

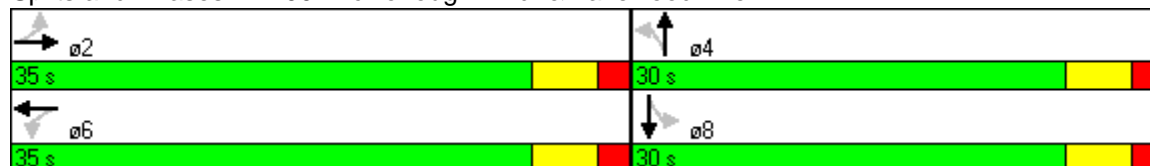
Intersection LOS: B

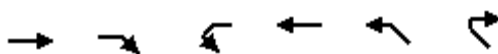
Intersection Capacity Utilization 97.3%

ICU Level of Service F

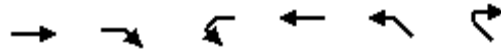
Analysis Period (min) 15

Splits and Phases: 100: McDonough Blvd. & Lakewood Ave.





| Lane Group | EBT | EBR | WBL | WBT | NWL | NWR | ø4 |
|------------------------|-------|-------|------|-------|-------|------|------|
| Lane Configurations | ↑ | ↑ | | ↑ | ↑ | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | |
| Grade (%) | 0% | | | 0% | 0% | | |
| Storage Length (ft) | | 0 | 0 | | 0 | 0 | |
| Storage Lanes | | 1 | 0 | | 1 | 0 | |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | |
| Leading Detector (ft) | 50 | 50 | | 50 | 50 | | |
| Trailing Detector (ft) | 0 | 0 | | 0 | 0 | | |
| Turning Speed (mph) | | 9 | 15 | | 15 | 9 | |
| Satd. Flow (prot) | 1863 | 1583 | 0 | 1863 | 1770 | 0 | |
| Flt Permitted | | | | | 0.950 | | |
| Satd. Flow (perm) | 1863 | 1583 | 0 | 1863 | 1770 | 0 | |
| Right Turn on Red | | Yes | | | | Yes | |
| Satd. Flow (RTOR) | | 244 | | | | | |
| Link Speed (mph) | 30 | | | 30 | 30 | | |
| Link Distance (ft) | 904 | | | 611 | 1361 | | |
| Travel Time (s) | 20.5 | | | 13.9 | 30.9 | | |
| Volume (vph) | 175 | 200 | 0 | 91 | 79 | 0 | |
| Confl. Peds. (#/hr) | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | |
| Peak Hour Factor | 0.82 | 0.82 | 0.81 | 0.81 | 0.75 | 0.75 | |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | |
| Parking (#/hr) | | | | | | | |
| Mid-Block Traffic (%) | 0% | | | 0% | 0% | | |
| Lane Group Flow (vph) | 213 | 244 | 0 | 112 | 105 | 0 | |
| Turn Type | Perm | | | | | | |
| Protected Phases | 2 | | | 6 | 1 | | 4 |
| Permitted Phases | | 2 | | | | | |
| Detector Phases | 2 | 2 | | 6 | 1 | | |
| Minimum Initial (s) | 21.9 | 21.9 | | 21.9 | 10.0 | | 16.0 |
| Minimum Split (s) | 28.0 | 28.0 | | 28.0 | 15.7 | | 20.0 |
| Total Split (s) | 29.3 | 29.3 | 0.0 | 29.3 | 15.7 | 0.0 | 20.0 |
| Total Split (%) | 45.1% | 45.1% | 0.0% | 45.1% | 24.2% | 0.0% | 31% |
| Yellow Time (s) | 3.9 | 3.9 | | 3.9 | 3.6 | | 3.0 |
| All-Red Time (s) | 2.2 | 2.2 | | 2.2 | 2.1 | | 1.0 |
| Lead/Lag | | | | | | | |
| Lead-Lag Optimize? | | | | | | | |
| Recall Mode | Min | Min | | Min | None | | None |
| Act Effct Green (s) | 40.4 | 40.4 | | 40.4 | 14.2 | | |
| Actuated g/C Ratio | 0.66 | 0.66 | | 0.66 | 0.22 | | |
| v/c Ratio | 0.17 | 0.22 | | 0.09 | 0.27 | | |
| Control Delay | 4.9 | 1.4 | | 4.6 | 14.5 | | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | |
| Total Delay | 4.9 | 1.4 | | 4.6 | 14.5 | | |
| LOS | A | A | | A | B | | |
| Approach Delay | 3.0 | | | 4.6 | 14.5 | | |



| Lane Group | EBT | EBR | WBL | WBT | NWL | NWR | ø4 |
|--------------|-----|-----|-----|-----|-----|-----|----|
| Approach LOS | A | | | A | B | | |

Intersection Summary

Area Type: Other

Cycle Length: 65

Actuated Cycle Length: 61.4

Natural Cycle: 65

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.27

Intersection Signal Delay: 5.1

Intersection LOS: A

Intersection Capacity Utilization 33.2%







ICU Level of Service A

















Analysis Period (min) 15










Splits and Phases: 101: Milton Ave. & Lakewood Ave.























| | | |
|--------------|--------------|------------|
| ø1 15.7 s | ø2 29.3 s | ø4 20 s |
| | ø6 29.3 s | |






| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NEL | NET | NER | SWL | SWT | SWR |
|-----------------------------------|---|---|-------|------|---|-------|------|---|------|------|---|---|
| Lane Configurations |  |  | | |  | | |  | | |  |  |
| Sign Control | Free | | | | Free | | | | Stop | | | |
| Grade | 0% | | | | 0% | | | | 0% | | | |
| Volume (veh/h) | 31 | 360 | 25 | 12 | 264 | 59 | 28 | 101 | 10 | 63 | 127 | 30 |
| Peak Hour Factor | 0.83 | 0.83 | 0.83 | 0.87 | 0.87 | 0.87 | 0.84 | 0.84 | 0.84 | 0.81 | 0.81 | 0.81 |
| Hourly flow rate (vph) | 37 | 434 | 30 | 14 | 303 | 68 | 33 | 120 | 12 | 78 | 157 | 37 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | 14 |
| Median type | None | | | | | | | None | | | | |
| Median storage veh | | | | | | | | | | | | |
| Upstream signal (ft) | 255 | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 371 | | | 464 | | | 781 | 922 | 449 | 945 | 903 | 186 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 371 | | | 464 | | | 781 | 922 | 449 | 945 | 903 | 186 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 97 | | | 99 | | | 76 | 53 | 98 | 40 | 40 | 96 |
| cM capacity (veh/h) | 1184 | | | 1094 | | | 139 | 257 | 557 | 130 | 263 | 825 |
| Direction, Lane # | EB 1 | EB 2 | WB 1 | WB 2 | NE 1 | SW 1 | | | | | | |
| Volume Total | 37 | 464 | 166 | 220 | 165 | 272 | | | | | | |
| Volume Left | 37 | 0 | 14 | 0 | 33 | 78 | | | | | | |
| Volume Right | 0 | 30 | 0 | 68 | 12 | 37 | | | | | | |
| cSH | 1184 | 1700 | 1094 | 1700 | 227 | 254 | | | | | | |
| Volume to Capacity | 0.03 | 0.27 | 0.01 | 0.13 | 0.73 | 1.07 | | | | | | |
| Queue Length 95th (ft) | 2 | 0 | 1 | 0 | 123 | 282 | | | | | | |
| Control Delay (s) | 8.1 | 0.0 | 0.8 | 0.0 | 54.4 | 111.5 | | | | | | |
| Lane LOS | A | | A | | F | F | | | | | | |
| Approach Delay (s) | 0.6 | | 0.3 | | 54.4 | 111.5 | | | | | | |
| Approach LOS | | | | | F | F | | | | | | |
| Intersection Summary | | | | | | | | | | | | |
| Average Delay | | | 30.0 | | | | | | | | | |
| Intersection Capacity Utilization | | | 53.4% | | ICU Level of Service | | | | A | | | |
| Analysis Period (min) | | | 15 | | | | | | | | | |
| | | | | | | | | | | | | |

















| | | | | | | | | | | | | |
|-----------------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| |  |  |  |  |  |  |  |  |  |  |  |  |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |  | | |  | | |  | | |  | |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 7 | 8 | 2 | 20 | 8 | 23 | 2 | 275 | 10 | 25 | 383 | 15 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.60 | 0.60 | 0.60 | 0.76 | 0.76 | 0.76 | 0.86 | 0.86 | 0.86 |
| Hourly flow rate (vph) | 8 | 9 | 2 | 33 | 13 | 38 | 3 | 362 | 13 | 29 | 445 | 17 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 931 | 892 | 454 | 892 | 895 | 368 | 463 | | | 375 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 931 | 892 | 454 | 892 | 895 | 368 | 463 | | | 375 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 97 | 97 | 100 | 87 | 95 | 94 | 100 | | | 98 | | |
| cM capacity (veh/h) | 220 | 274 | 606 | 250 | 273 | 677 | 1098 | | | 1183 | | |
| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 | | | | | | | | |
| Volume Total | 18 | 85 | 378 | 492 | | | | | | | | |
| Volume Left | 8 | 33 | 3 | 29 | | | | | | | | |
| Volume Right | 2 | 38 | 13 | 17 | | | | | | | | |
| cSH | 264 | 356 | 1098 | 1183 | | | | | | | | |
| Volume to Capacity | 0.07 | 0.24 | 0.00 | 0.02 | | | | | | | | |
| Queue Length 95th (ft) | 6 | 23 | 0 | 2 | | | | | | | | |
| Control Delay (s) | 19.7 | 18.3 | 0.1 | 0.7 | | | | | | | | |
| Lane LOS | C | C | A | A | | | | | | | | |
| Approach Delay (s) | 19.7 | 18.3 | 0.1 | 0.7 | | | | | | | | |
| Approach LOS | C | C | | | | | | | | | | |
| Intersection Summary | | | | | | | | | | | | |
| Average Delay | | | 2.4 | | | | | | | | | |
| Intersection Capacity Utilization | | | 48.6% | ICU Level of Service | | | | | | A | | |
| Analysis Period (min) | | | 15 | | | | | | | | | |
| | | | | | | | | | | | | |

| |  |  |  |  |  |  |
|-----------------------------------|---|---|---|---|---|---|
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations |  | |  | | |  |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Volume (veh/h) | 12 | 12 | 73 | 13 | 15 | 124 |
| Peak Hour Factor | 0.70 | 0.70 | 0.81 | 0.81 | 0.91 | 0.91 |
| Hourly flow rate (vph) | 17 | 17 | 90 | 16 | 16 | 136 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage (veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 267 | 98 | | | 106 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 267 | 98 | | | 106 | |
| tC, single (s) | 6.4 | 6.2 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.2 | |
| p0 queue free % | 98 | 98 | | | 99 | |
| cM capacity (veh/h) | 714 | 958 | | | 1485 | |
| Direction, Lane # | WB 1 | NB 1 | SB 1 | | | |
| Volume Total | 34 | 106 | 153 | | | |
| Volume Left | 17 | 0 | 16 | | | |
| Volume Right | 17 | 16 | 0 | | | |
| cSH | 818 | 1700 | 1485 | | | |
| Volume to Capacity | 0.04 | 0.06 | 0.01 | | | |
| Queue Length 95th (ft) | 3 | 0 | 1 | | | |
| Control Delay (s) | 9.6 | 0.0 | 0.9 | | | |
| Lane LOS | A | | A | | | |
| Approach Delay (s) | 9.6 | 0.0 | 0.9 | | | |
| Approach LOS | A | | | | | |
| Intersection Summary | | | | | | |
| Average Delay | | 1.6 | | | | |
| Intersection Capacity Utilization | | 24.0% | | ICU Level of Service | | A |
| Analysis Period (min) | | 15 | | | | |

| | | | | | | | | | | | | |
|-----------------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| |  |  |  |  |  |  |  |  |  |  |  |  |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  |  |  |  | |  |  | |  |  |  |
| Sign Control | Free | | | Free | | | Stop | | | Stop | | |
| Grade | 0% | | | 0% | | | 0% | | | 0% | | |
| Volume (veh/h) | 58 | 302 | 181 | 12 | 307 | 10 | 147 | 8 | 15 | 3 | 23 | 119 |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.76 | 0.76 | 0.76 | 0.71 | 0.71 | 0.71 | 0.85 | 0.85 | 0.85 |
| Hourly flow rate (vph) | 66 | 343 | 206 | 16 | 404 | 13 | 207 | 11 | 21 | 4 | 27 | 140 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | None | | | | | | None | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 417 | | | 549 | | | 1064 | 924 | 343 | 944 | 1123 | 411 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 417 | | | 549 | | | 1064 | 924 | 343 | 944 | 1123 | 411 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 94 | | | 98 | | | 0 | 95 | 97 | 98 | 86 | 78 |
| cM capacity (veh/h) | 1142 | | | 1021 | | | 132 | 250 | 700 | 214 | 191 | 641 |
| Direction, Lane # | EB 1 | EB 2 | EB 3 | WB 1 | WB 2 | NB 1 | NB 2 | SB 1 | SB 2 | | | |
| Volume Total | 66 | 343 | 206 | 16 | 417 | 207 | 32 | 4 | 167 | | | |
| Volume Left | 66 | 0 | 0 | 16 | 0 | 207 | 0 | 4 | 0 | | | |
| Volume Right | 0 | 0 | 206 | 0 | 13 | 0 | 21 | 0 | 140 | | | |
| cSH | 1142 | 1700 | 1700 | 1021 | 1700 | 132 | 430 | 214 | 464 | | | |
| Volume to Capacity | 0.06 | 0.20 | 0.12 | 0.02 | 0.25 | 1.57 | 0.08 | 0.02 | 0.36 | | | |
| Queue Length 95th (ft) | 5 | 0 | 0 | 1 | 0 | 366 | 6 | 1 | 40 | | | |
| Control Delay (s) | 8.3 | 0.0 | 0.0 | 8.6 | 0.0 | 347.6 | 14.0 | 22.1 | 17.1 | | | |
| Lane LOS | A | | | A | | F | B | C | C | | | |
| Approach Delay (s) | 0.9 | | | 0.3 | | 302.5 | | 17.2 | | | | |
| Approach LOS | | | | | | F | | C | | | | |
| Intersection Summary | | | | | | | | | | | | |
| Average Delay | 52.2 | | | | | | | | | | | |
| Intersection Capacity Utilization | 50.1% | | | ICU Level of Service | | | | | A | | | |
| Analysis Period (min) | 15 | | | | | | | | | | | |
| | | | | | | | | | | | | |




















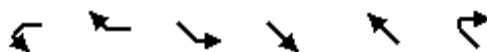
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|-----------------------------------|---|------|------|---|------|---|
| Lane Configurations |  | | |  | |  |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 26 | 63 | 15 | 373 | 432 | 18 |
| Peak Hour Factor | 0.61 | 0.61 | 0.90 | 0.90 | 0.84 | 0.84 |
| Hourly flow rate (vph) | 43 | 103 | 17 | 414 | 514 | 21 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | 436 | |
| pX, platoon unblocked | 0.90 | 0.90 | 0.90 | | | |
| vC, conflicting volume | 973 | 525 | 536 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 970 | 471 | 483 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 83 | 81 | 98 | | | |
| cM capacity (veh/h) | 248 | 532 | 969 | | | |
| Direction, Lane # | EB 1 | NB 1 | SB 1 | | | |
| Volume Total | 146 | 431 | 536 | | | |
| Volume Left | 43 | 17 | 0 | | | |
| Volume Right | 103 | 0 | 21 | | | |
| cSH | 399 | 969 | 1700 | | | |
| Volume to Capacity | 0.37 | 0.02 | 0.32 | | | |
| Queue Length 95th (ft) | 41 | 1 | 0 | | | |
| Control Delay (s) | 19.2 | 0.5 | 0.0 | | | |
| Lane LOS | C | A | | | | |
| Approach Delay (s) | 19.2 | 0.5 | 0.0 | | | |
| Approach LOS | C | | | | | |
| Intersection Summary | | | | | | |
| Average Delay | | | 2.7 | | | |
| Intersection Capacity Utilization | 43.8% | | | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | | | |
| | | | | | | |

| | | | | | | | | | | | | |
|-----------------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| |  |  |  |  |  |  |  |  |  |  |  |  |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |  | | |  | | |  | | |  | |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 21 | 325 | 13 | 13 | 370 | 12 | 5 | 10 | 12 | 31 | 28 | 23 |
| Peak Hour Factor | 0.78 | 0.78 | 0.78 | 0.92 | 0.92 | 0.92 | 0.50 | 0.50 | 0.50 | 0.66 | 0.66 | 0.66 |
| Hourly flow rate (vph) | 27 | 417 | 17 | 14 | 402 | 13 | 10 | 20 | 24 | 47 | 42 | 35 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | None | | | | | | | | None | | | |
| Median storage veh | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 415 | | | 433 | | | 972 | 922 | 425 | 950 | 924 | 409 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 415 | | | 433 | | | 972 | 922 | 425 | 950 | 924 | 409 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 98 | | | 99 | | | 95 | 92 | 96 | 78 | 84 | 95 |
| cM capacity (veh/h) | 1144 | | | 1126 | | | 187 | 260 | 629 | 211 | 260 | 643 |
| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 | | | | | | | | |
| Volume Total | 460 | 429 | 54 | 124 | | | | | | | | |
| Volume Left | 27 | 14 | 10 | 47 | | | | | | | | |
| Volume Right | 17 | 13 | 24 | 35 | | | | | | | | |
| cSH | 1144 | 1126 | 320 | 283 | | | | | | | | |
| Volume to Capacity | 0.02 | 0.01 | 0.17 | 0.44 | | | | | | | | |
| Queue Length 95th (ft) | 2 | 1 | 15 | 53 | | | | | | | | |
| Control Delay (s) | 0.7 | 0.4 | 18.5 | 27.4 | | | | | | | | |
| Lane LOS | A | A | C | D | | | | | | | | |
| Approach Delay (s) | 0.7 | 0.4 | 18.5 | 27.4 | | | | | | | | |
| Approach LOS | | | C | D | | | | | | | | |
| Intersection Summary | | | | | | | | | | | | |
| Average Delay | | | 4.6 | | | | | | | | | |
| Intersection Capacity Utilization | | | 42.1% | ICU Level of Service | | | | | A | | | |
| Analysis Period (min) | | | 15 | | | | | | | | | |
| | | | | | | | | | | | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|-----------------------------------|------|------|-------|------|----------------------|------|
| Lane Configurations | W | | | ↑↑ | ↑↑ | |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 5 | 26 | 23 | 525 | 1110 | 12 |
| Peak Hour Factor | 0.59 | 0.59 | 0.87 | 0.87 | 0.91 | 0.91 |
| Hourly flow rate (vph) | 8 | 44 | 26 | 603 | 1220 | 13 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage (veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 1581 | 616 | 1233 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 1581 | 616 | 1233 | | | |
| tC, single (s) | 6.8 | 6.9 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 91 | 90 | 95 | | | |
| cM capacity (veh/h) | 95 | 433 | 561 | | | |
| Direction, Lane # | EB 1 | NB 1 | NB 2 | SB 1 | SB 2 | |
| Volume Total | 53 | 228 | 402 | 813 | 420 | |
| Volume Left | 8 | 26 | 0 | 0 | 0 | |
| Volume Right | 44 | 0 | 0 | 0 | 13 | |
| cSH | 275 | 561 | 1700 | 1700 | 1700 | |
| Volume to Capacity | 0.19 | 0.05 | 0.24 | 0.48 | 0.25 | |
| Queue Length 95th (ft) | 17 | 4 | 0 | 0 | 0 | |
| Control Delay (s) | 21.1 | 1.9 | 0.0 | 0.0 | 0.0 | |
| Lane LOS | C | A | | | | |
| Approach Delay (s) | 21.1 | 0.7 | | 0.0 | | |
| Approach LOS | C | | | | | |
| Intersection Summary | | | | | | |
| Average Delay | | | 0.8 | | | |
| Intersection Capacity Utilization | | | 41.4% | | ICU Level of Service | A |
| Analysis Period (min) | | | 15 | | | |

| | | | | | | | | | | | | |
|-----------------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| |  |  |  |  |  |  |  |  |  |  |  |  |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  | | |  | |  | |  | | | |
| Sign Control | Free | | | Free | | | Stop | | | Stop | | |
| Grade | 0% | | | 0% | | | 0% | | | 0% | | |
| Volume (veh/h) | 130 | 1160 | 0 | 0 | 780 | 185 | 188 | 0 | 193 | 0 | 0 | 0 |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.91 | 0.91 | 0.91 | 0.93 | 0.93 | 0.93 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 148 | 1318 | 0 | 0 | 857 | 203 | 202 | 0 | 208 | 0 | 0 | 0 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | None | | | | | | None | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | 472 | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 1060 | | | 1318 | | | 2042 | 2674 | 659 | 1913 | 2572 | 530 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 1060 | | | 1318 | | | 2042 | 2674 | 659 | 1913 | 2572 | 530 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 77 | | | 100 | | | 0 | 100 | 49 | 100 | 100 | 100 |
| cM capacity (veh/h) | 653 | | | 520 | | | 27 | 17 | 406 | 17 | 20 | 493 |
| Direction, Lane # | EB 1 | EB 2 | EB 3 | WB 1 | WB 2 | NB 1 | NB 2 | | | | | |
| Volume Total | 148 | 659 | 659 | 571 | 489 | 202 | 208 | | | | | |
| Volume Left | 148 | 0 | 0 | 0 | 0 | 202 | 0 | | | | | |
| Volume Right | 0 | 0 | 0 | 0 | 203 | 0 | 208 | | | | | |
| cSH | 653 | 1700 | 1700 | 1700 | 1700 | 27 | 406 | | | | | |
| Volume to Capacity | 0.23 | 0.39 | 0.39 | 0.34 | 0.29 | 7.47 | 0.51 | | | | | |
| Queue Length 95th (ft) | 22 | 0 | 0 | 0 | 0 | Err | 70 | | | | | |
| Control Delay (s) | 12.1 | 0.0 | 0.0 | 0.0 | 0.0 | Err | 22.8 | | | | | |
| Lane LOS | B | | | | | F | C | | | | | |
| Approach Delay (s) | 1.2 | | | 0.0 | | 4945.4 | | | | | | |
| Approach LOS | | | | | | F | | | | | | |
| Intersection Summary | | | | | | | | | | | | |
| Average Delay | | | 690.7 | | | | | | | | | |
| Intersection Capacity Utilization | | | 99.1% | ICU Level of Service | | | | F | | | | |
| Analysis Period (min) | | | 15 | | | | | | | | | |
| | | | | | | | | | | | | |



| Movement | WBL | WBR | SEL | SET | NWT | NWR |
|-----------------------------------|------|-------|------|----------------------|------|------|
| Lane Configurations | W | | | W | W | |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 3 | 183 | 236 | 84 | 82 | 7 |
| Peak Hour Factor | 0.76 | 0.76 | 0.85 | 0.85 | 0.84 | 0.84 |
| Hourly flow rate (vph) | 4 | 241 | 278 | 99 | 98 | 8 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage (veh) | | | | | | |
| Upstream signal (ft) | | | | 1038 | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 756 | 102 | 106 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 756 | 102 | 106 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 99 | 75 | 81 | | | |
| cM capacity (veh/h) | 306 | 953 | 1485 | | | |
| Direction, Lane # | WB 1 | SE 1 | NW 1 | | | |
| Volume Total | 245 | 376 | 106 | | | |
| Volume Left | 4 | 278 | 0 | | | |
| Volume Right | 241 | 0 | 8 | | | |
| cSH | 922 | 1485 | 1700 | | | |
| Volume to Capacity | 0.27 | 0.19 | 0.06 | | | |
| Queue Length 95th (ft) | 27 | 17 | 0 | | | |
| Control Delay (s) | 10.3 | 6.3 | 0.0 | | | |
| Lane LOS | B | A | | | | |
| Approach Delay (s) | 10.3 | 6.3 | 0.0 | | | |
| Approach LOS | B | | | | | |
| Intersection Summary | | | | | | |
| Average Delay | | 6.7 | | | | |
| Intersection Capacity Utilization | | 42.3% | | ICU Level of Service | | A |
| Analysis Period (min) | | 15 | | | | |

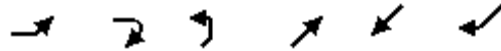
Atlanta BeltLine
Subarea 2

BELTLINE 2020

SYNCHRO REPORT
(October 2008)



| Lane Group | EBL | EBR | NEL | NET | SWT | SWR |
|------------------------|------------|-------|-------|-------|-------|------|
| Lane Configurations | | | | | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | 0% | | | 0% | 0% | |
| Storage Length (ft) | 0 | 0 | 0 | | | 0 |
| Storage Lanes | 1 | 1 | 0 | | | 0 |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Leading Detector (ft) | 50 | 50 | 50 | 50 | 50 | |
| Trailing Detector (ft) | 0 | 0 | 0 | 0 | 0 | |
| Turning Speed (mph) | 15 | 9 | 15 | | | 9 |
| Satd. Flow (prot) | 1770 | 1583 | 0 | 5034 | 3511 | 0 |
| Flt Permitted | 0.950 | | | 0.736 | | |
| Satd. Flow (perm) | 1770 | 1583 | 0 | 3743 | 3511 | 0 |
| Right Turn on Red | | Yes | | | | Yes |
| Satd. Flow (RTOR) | | 211 | | | 9 | |
| Link Speed (mph) | 30 | | | 40 | 40 | |
| Link Distance (ft) | 802 | | | 951 | 666 | |
| Travel Time (s) | 18.2 | | | 16.2 | 11.4 | |
| Volume (vph) | 16 | 190 | 380 | 1455 | 366 | 19 |
| Confl. Peds. (#/hr) | | | | | | |
| Confl. Bikes (#/hr) | | | | | | |
| Peak Hour Factor | 0.90 | 0.90 | 0.92 | 0.92 | 0.88 | 0.88 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | |
| Mid-Block Traffic (%) | 0% | | | 0% | 0% | |
| Lane Group Flow (vph) | 18 | 211 | 0 | 1995 | 438 | 0 |
| Turn Type | Perm pm+pt | | | | | |
| Protected Phases | 4 | | 5 | 2 | 6 | |
| Permitted Phases | | 4 | 2 | | | |
| Detector Phases | 4 | 4 | 5 | 2 | 6 | |
| Minimum Initial (s) | 9.0 | 9.0 | 4.0 | 15.0 | 15.0 | |
| Minimum Split (s) | 26.1 | 26.1 | 8.7 | 21.1 | 20.1 | |
| Total Split (s) | 28.1 | 28.1 | 10.7 | 71.9 | 61.2 | 0.0 |
| Total Split (%) | 28.1% | 28.1% | 10.7% | 71.9% | 61.2% | 0.0% |
| Yellow Time (s) | 3.2 | 3.2 | 3.2 | 3.6 | 3.6 | |
| All-Red Time (s) | 1.9 | 1.9 | 1.5 | 1.5 | 1.5 | |
| Lead/Lag | | | Lead | | Lag | |
| Lead-Lag Optimize? | | | | | | |
| Recall Mode | None | None | None | C-Max | C-Max | |
| Act Effct Green (s) | 10.9 | 10.9 | | 81.1 | 81.1 | |
| Actuated g/C Ratio | 0.11 | 0.11 | | 0.81 | 0.81 | |
| v/c Ratio | 0.09 | 0.58 | | 0.66 | 0.15 | |
| Control Delay | 40.4 | 12.9 | | 1.7 | 2.2 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 40.4 | 12.9 | | 1.7 | 2.2 | |
| LOS | D | B | | A | A | |
| Approach Delay | 15.0 | | | 1.7 | 2.2 | |



| Lane Group | EBL | EBR | NEL | NET | SWT | SWR |
|--------------|-----|-----|-----|-----|-----|-----|
| Approach LOS | B | | | A | A | |

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 15 (15%), Referenced to phase 2:NETL and 6:SWT, Start of Green

Natural Cycle: 70

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.66

Intersection Signal Delay: 3.0

Intersection LOS: A

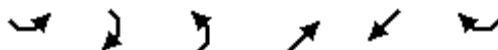
Intersection Capacity Utilization 65.8%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 80: White St. & Lee St.

| | | | |
|--------------|--------------|--------------|--|
| Ø2 71.9 s | | Ø4 28.1 s | |
| Ø5 10.7 s | Ø6 61.2 s | | |



| Lane Group | SEL | SER | NEL | NET | SWT | SWR |
|------------------------|------------|-------|-------|-------|-------|------|
| Lane Configurations | | | | | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 10 | 11 | 12 | 12 | 12 | 12 |
| Grade (%) | 0% | | | 0% | 0% | |
| Storage Length (ft) | 0 | 0 | 90 | | | 0 |
| Storage Lanes | 1 | 1 | 1 | | | 0 |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Leading Detector (ft) | 50 | 50 | 50 | 50 | 50 | |
| Trailing Detector (ft) | 0 | 0 | 0 | 0 | 0 | |
| Turning Speed (mph) | 15 | 9 | 15 | | | 9 |
| Satd. Flow (prot) | 1652 | 1531 | 1770 | 3539 | 3518 | 0 |
| Flt Permitted | 0.950 | | 0.342 | | | |
| Satd. Flow (perm) | 1652 | 1531 | 637 | 3539 | 3518 | 0 |
| Right Turn on Red | | Yes | | | | Yes |
| Satd. Flow (RTOR) | | 112 | | | 7 | |
| Link Speed (mph) | 35 | | | 40 | 40 | |
| Link Distance (ft) | 730 | | | 308 | 951 | |
| Travel Time (s) | 14.2 | | | 5.3 | 16.2 | |
| Volume (vph) | 41 | 94 | 95 | 1979 | 578 | 23 |
| Confl. Peds. (#/hr) | | | | | | |
| Confl. Bikes (#/hr) | | | | | | |
| Peak Hour Factor | 0.84 | 0.84 | 0.93 | 0.93 | 0.91 | 0.91 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | |
| Mid-Block Traffic (%) | 0% | | | 0% | 0% | |
| Lane Group Flow (vph) | 49 | 112 | 102 | 2128 | 660 | 0 |
| Turn Type | Perm pm+pt | | | | | |
| Protected Phases | 4 | | 5 | 2 | 6 | |
| Permitted Phases | | 4 | 2 | | | |
| Detector Phases | 4 | 4 | 5 | 2 | 6 | |
| Minimum Initial (s) | 9.0 | 9.0 | 4.0 | 15.0 | 15.0 | |
| Minimum Split (s) | 26.1 | 26.1 | 8.7 | 21.1 | 20.1 | |
| Total Split (s) | 26.1 | 26.1 | 9.4 | 73.9 | 64.5 | 0.0 |
| Total Split (%) | 26.1% | 26.1% | 9.4% | 73.9% | 64.5% | 0.0% |
| Yellow Time (s) | 3.2 | 3.2 | 3.2 | 3.6 | 3.6 | |
| All-Red Time (s) | 1.9 | 1.9 | 1.5 | 1.5 | 1.5 | |
| Lead/Lag | | | Lead | | Lag | |
| Lead-Lag Optimize? | | | | | | |
| Recall Mode | None | None | None | C-Max | C-Max | |
| Act Effct Green (s) | 10.6 | 10.6 | 84.2 | 85.0 | 75.7 | |
| Actuated g/C Ratio | 0.11 | 0.11 | 0.84 | 0.85 | 0.76 | |
| v/c Ratio | 0.28 | 0.43 | 0.16 | 0.71 | 0.25 | |
| Control Delay | 45.3 | 13.3 | 2.5 | 5.6 | 4.9 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 5.2 | 0.0 | |
| Total Delay | 45.3 | 13.3 | 2.5 | 10.8 | 4.9 | |
| LOS | D | B | A | B | A | |
| Approach Delay | 23.1 | | | 10.4 | 4.9 | |



| Lane Group | SEL | SER | NEL | NET | SWT | SWR |
|--------------|-----|-----|-----|-----|-----|-----|
| Approach LOS | C | | B | | A | |

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 96 (96%), Referenced to phase 2:NETL and 6:SWT, Start of Green

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.71

Intersection Signal Delay: 9.9

Intersection LOS: A

Intersection Capacity Utilization 68.9%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 81: Donnelly Ave. & Lee St.

| | | | |
|--------------|--------------|--------------|--|
| ø2 73.9 s | | ø4 26.1 s | |
| ø5 9.4 s | ø6 64.5 s | | |



| Lane Group | EBL | EBR | NEL | NET | SWT | SWR |
|------------------------|-------|------|-------|-------|-------|------|
| Lane Configurations | | | | | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | 0% | | | 0% | 0% | |
| Storage Length (ft) | 0 | 0 | 0 | | | 0 |
| Storage Lanes | 1 | 0 | 0 | | | 0 |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Leading Detector (ft) | 50 | | 50 | 50 | 50 | |
| Trailing Detector (ft) | 0 | | 0 | 0 | 0 | |
| Turning Speed (mph) | 15 | 9 | 15 | | | 9 |
| Satd. Flow (prot) | 1744 | 0 | 0 | 3536 | 5029 | 0 |
| Flt Permitted | 0.961 | | | 0.944 | | |
| Satd. Flow (perm) | 1744 | 0 | 0 | 3341 | 5029 | 0 |
| Right Turn on Red | | Yes | | | | Yes |
| Satd. Flow (RTOR) | 11 | | | | 27 | |
| Link Speed (mph) | 30 | | | 40 | 40 | |
| Link Distance (ft) | 724 | | | 691 | 2169 | |
| Travel Time (s) | 16.5 | | | 11.8 | 37.0 | |
| Volume (vph) | 106 | 25 | 19 | 1570 | 457 | 36 |
| Confl. Peds. (#/hr) | | | | | | |
| Confl. Bikes (#/hr) | | | | | | |
| Peak Hour Factor | 0.69 | 0.69 | 0.91 | 0.91 | 0.89 | 0.89 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | |
| Mid-Block Traffic (%) | 0% | | | 0% | 0% | |
| Lane Group Flow (vph) | 190 | 0 | 0 | 1746 | 553 | 0 |
| Turn Type | | | Perm | | | |
| Protected Phases | 8 | | | 6 | 2 | |
| Permitted Phases | | | 6 | | | |
| Detector Phases | 8 | | 6 | 6 | 2 | |
| Minimum Initial (s) | 9.0 | | 15.0 | 15.0 | 15.0 | |
| Minimum Split (s) | 24.2 | | 22.0 | 22.0 | 22.0 | |
| Total Split (s) | 28.2 | 0.0 | 71.8 | 71.8 | 71.8 | 0.0 |
| Total Split (%) | 28.2% | 0.0% | 71.8% | 71.8% | 71.8% | 0.0% |
| Yellow Time (s) | 3.2 | | 4.3 | 4.3 | 4.3 | |
| All-Red Time (s) | 2.0 | | 1.7 | 1.7 | 1.7 | |
| Lead/Lag | | | | | | |
| Lead-Lag Optimize? | | | | | | |
| Recall Mode | None | | C-Max | C-Max | C-Max | |
| Act Effct Green (s) | 16.4 | | | 75.6 | 75.6 | |
| Actuated g/C Ratio | 0.16 | | | 0.76 | 0.76 | |
| v/c Ratio | 0.65 | | | 0.69 | 0.15 | |
| Control Delay | 46.4 | | | 8.8 | 3.6 | |
| Queue Delay | 0.0 | | | 0.0 | 0.0 | |
| Total Delay | 46.4 | | | 8.8 | 3.6 | |
| LOS | D | | | A | A | |
| Approach Delay | 46.4 | | | 8.8 | 3.6 | |



| Lane Group | EBL | EBR | NEL | NET | SWT | SWR |
|--------------|-----|-----|-----|-----|-----|-----|
| Approach LOS | D | | | A | A | |

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 0 (0%), Referenced to phase 2:SWT and 6:NETL, Start of Green

Natural Cycle: 65

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.69

Intersection Signal Delay: 10.5

Intersection LOS: B

















Intersection Capacity Utilization 71.0%













ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 83: Avon St. & Lee St.



| |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |  | | |  | | |  | | |  | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Leading Detector (ft) | 50 | 50 | | 50 | 50 | | 50 | 50 | | 50 | 50 | |
| Trailing Detector (ft) | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Satd. Flow (prot) | 0 | 1835 | 0 | 0 | 1792 | 0 | 0 | 1848 | 0 | 0 | 1796 | 0 |
| Flt Permitted | | 0.983 | | | 0.961 | | | 0.980 | | | 0.870 | |
| Satd. Flow (perm) | 0 | 1807 | 0 | 0 | 1729 | 0 | 0 | 1816 | 0 | 0 | 1575 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 9 | | | 28 | | | 5 | | | 38 | |
| Link Speed (mph) | | 30 | | | 30 | | | 35 | | | 35 | |
| Link Distance (ft) | | 1923 | | | 1571 | | | 436 | | | 1474 | |
| Travel Time (s) | | 43.7 | | | 35.7 | | | 8.5 | | | 28.7 | |
| Volume (vph) | 10 | 226 | 24 | 19 | 150 | 57 | 32 | 556 | 22 | 27 | 102 | 34 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.83 | 0.83 | 0.83 | 0.87 | 0.87 | 0.87 | 0.86 | 0.86 | 0.86 | 0.89 | 0.89 | 0.89 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Lane Group Flow (vph) | 0 | 313 | 0 | 0 | 260 | 0 | 0 | 710 | 0 | 0 | 183 | 0 |
| Turn Type | Perm | | | Perm | | | Perm | | | Perm | | |
| Protected Phases | | 4 | | | 8 | | | 6 | | | 2 | |
| Permitted Phases | 4 | | | 8 | | | 6 | | | 2 | | |
| Detector Phases | 4 | 4 | | 8 | 8 | | 6 | 6 | | 2 | 2 | |
| Minimum Initial (s) | 15.0 | 15.0 | | 15.0 | 15.0 | | 15.0 | 15.0 | | 15.0 | 15.0 | |
| Minimum Split (s) | 20.4 | 20.4 | | 20.4 | 20.4 | | 21.4 | 21.4 | | 21.4 | 21.4 | |
| Total Split (s) | 21.0 | 21.0 | 0.0 | 21.0 | 21.0 | 0.0 | 39.0 | 39.0 | 0.0 | 39.0 | 39.0 | 0.0 |
| Total Split (%) | 35.0% | 35.0% | 0.0% | 35.0% | 35.0% | 0.0% | 65.0% | 65.0% | 0.0% | 65.0% | 65.0% | 0.0% |
| Yellow Time (s) | 3.8 | 3.8 | | 3.8 | 3.8 | | 3.8 | 3.8 | | 3.8 | 3.8 | |
| All-Red Time (s) | 1.6 | 1.6 | | 1.6 | 1.6 | | 1.6 | 1.6 | | 1.6 | 1.6 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | Max | Max | | Max | Max | | C-Max | C-Max | | C-Max | C-Max | |
| Act Effct Green (s) | | 17.0 | | | 17.0 | | | 35.0 | | | 35.0 | |
| Actuated g/C Ratio | | 0.28 | | | 0.28 | | | 0.58 | | | 0.58 | |
| v/c Ratio | | 0.60 | | | 0.51 | | | 0.67 | | | 0.20 | |
| Control Delay | | 23.8 | | | 20.2 | | | 12.4 | | | 5.2 | |
| Queue Delay | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Total Delay | | 23.8 | | | 20.2 | | | 12.4 | | | 5.2 | |
| LOS | | C | | | C | | | B | | | A | |
| Approach Delay | | 23.8 | | | 20.2 | | | 12.4 | | | 5.2 | |

| |  |  |  |  |  |  |  |  |  |  |  |  |
|--------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Approach LOS | C | | | C | | | B | | | A | | |

Intersection Summary

Area Type: Other

Cycle Length: 60

Actuated Cycle Length: 60

Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green

Natural Cycle: 55

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.67

Intersection Signal Delay: 15.3





Intersection LOS: B

















Intersection Capacity Utilization 61.2%













ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 87: Dill Ave. & Sylvan Rd.

| | |
|--|--|
|  ø2 |  ø4 |
| 39 s | 21 s |
|  ø6 |  ø8 |
| 39 s | 21 s |

| |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |  | | |  | | |  | | |  | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Leading Detector (ft) | 50 | 50 | | 50 | 50 | | 50 | 50 | | 50 | 50 | |
| Trailing Detector (ft) | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Satd. Flow (prot) | 0 | 1740 | 0 | 0 | 1715 | 0 | 0 | 3522 | 0 | 0 | 3433 | 0 |
| Flt Permitted | | 0.736 | | | 0.887 | | | 0.860 | | | 0.908 | |
| Satd. Flow (perm) | 0 | 1326 | 0 | 0 | 1540 | 0 | 0 | 3038 | 0 | 0 | 3124 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 18 | | | 49 | | | 2 | | | 46 | |
| Link Speed (mph) | | 30 | | | 30 | | | 35 | | | 35 | |
| Link Distance (ft) | | 1510 | | | 514 | | | 743 | | | 1418 | |
| Travel Time (s) | | 34.3 | | | 11.7 | | | 14.5 | | | 27.6 | |
| Volume (vph) | 212 | 13 | 74 | 16 | 17 | 33 | 68 | 978 | 16 | 19 | 441 | 106 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.68 | 0.68 | 0.68 | 0.98 | 0.98 | 0.98 | 0.93 | 0.93 | 0.93 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Lane Group Flow (vph) | 0 | 315 | 0 | 0 | 98 | 0 | 0 | 1083 | 0 | 0 | 608 | 0 |
| Turn Type | Perm | | | Perm | | | Perm | | | pm+pt | | |
| Protected Phases | | 4 | | | 8 | | | 6 | | 5 | 2 | |
| Permitted Phases | 4 | | | 8 | | | 6 | | | 2 | | |
| Detector Phases | 4 | 4 | | 8 | 8 | | 6 | 6 | | 5 | 2 | |
| Minimum Initial (s) | 9.0 | 9.0 | | 9.0 | 9.0 | | 15.0 | 15.0 | | 5.0 | 15.0 | |
| Minimum Split (s) | 23.3 | 23.3 | | 23.3 | 23.3 | | 20.3 | 20.3 | | 10.0 | 20.3 | |
| Total Split (s) | 39.0 | 39.0 | 0.0 | 39.0 | 39.0 | 0.0 | 51.0 | 51.0 | 0.0 | 10.0 | 61.0 | 0.0 |
| Total Split (%) | 39.0% | 39.0% | 0.0% | 39.0% | 39.0% | 0.0% | 51.0% | 51.0% | 0.0% | 10.0% | 61.0% | 0.0% |
| Yellow Time (s) | 3.3 | 3.3 | | 3.3 | 3.3 | | 3.7 | 3.7 | | 3.5 | 3.7 | |
| All-Red Time (s) | 2.0 | 2.0 | | 2.0 | 2.0 | | 1.6 | 1.6 | | 1.5 | 1.6 | |
| Lead/Lag | | | | | | | Lag | Lag | | Lead | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | | None | None | | C-Max | C-Max | | None | C-Max | |
| Act Effct Green (s) | | 27.3 | | | 27.3 | | | 64.7 | | | 64.7 | |
| Actuated g/C Ratio | | 0.27 | | | 0.27 | | | 0.65 | | | 0.65 | |
| v/c Ratio | | 0.84 | | | 0.21 | | | 0.55 | | | 0.30 | |
| Control Delay | | 51.1 | | | 14.7 | | | 9.5 | | | 4.3 | |
| Queue Delay | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Total Delay | | 51.1 | | | 14.7 | | | 9.5 | | | 4.3 | |
| LOS | | D | | | B | | | A | | | A | |
| Approach Delay | | 51.1 | | | 14.7 | | | 9.5 | | | 4.3 | |

| |  |  |  |  |  |  |  |  |  |  |  |  |
|--------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Approach LOS | D | | | B | | | A | | | A | | |

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 2 (2%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.84

Intersection Signal Delay: 14.5

Intersection LOS: B

Intersection Capacity Utilization 79.3%

ICU Level of Service D

















Analysis Period (min) 15













Splits and Phases: 90: Dill Ave. & Metropolitan Ave.



Atlanta BeltLine Master Plan Subarea 2
91: Lynnhaven Ave. & Metropolitan Ave.

BeltLine 2020 AM Peak
MG

| |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |  | | |  | | |  | | |  | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Leading Detector (ft) | 50 | 50 | | 50 | 50 | | 50 | 50 | | 50 | 50 | |
| Trailing Detector (ft) | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Satd. Flow (prot) | 0 | 1758 | 0 | 0 | 1729 | 0 | 0 | 3525 | 0 | 0 | 3525 | 0 |
| Flt Permitted | | 0.907 | | | 0.883 | | | 0.944 | | | 0.837 | |
| Satd. Flow (perm) | 0 | 1622 | 0 | 0 | 1558 | 0 | 0 | 3331 | 0 | 0 | 2956 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 17 | | | 34 | | | 4 | | | 3 | |
| Link Speed (mph) | | 30 | | | 30 | | | 35 | | | 35 | |
| Link Distance (ft) | | 1228 | | | 476 | | | 702 | | | 743 | |
| Travel Time (s) | | 27.9 | | | 10.8 | | | 13.7 | | | 14.5 | |
| Volume (vph) | 13 | 13 | 11 | 29 | 14 | 28 | 14 | 1107 | 27 | 26 | 507 | 9 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.65 | 0.65 | 0.65 | 0.74 | 0.74 | 0.74 | 0.86 | 0.86 | 0.86 | 0.81 | 0.81 | 0.81 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Lane Group Flow (vph) | 0 | 57 | 0 | 0 | 96 | 0 | 0 | 1334 | 0 | 0 | 669 | 0 |
| Turn Type | Perm | | | Perm | | | Perm | | | Perm | | |
| Protected Phases | | 8 | | | 4 | | | 6 | | | 2 | |
| Permitted Phases | 8 | | | 4 | | | 6 | | | 2 | | |
| Detector Phases | 8 | 8 | | 4 | 4 | | 6 | 6 | | 2 | 2 | |
| Minimum Initial (s) | 9.0 | 9.0 | | 9.0 | 9.0 | | 15.0 | 15.0 | | 15.0 | 15.0 | |
| Minimum Split (s) | 25.4 | 25.4 | | 14.4 | 14.4 | | 20.1 | 20.1 | | 20.1 | 20.1 | |
| Total Split (s) | 35.4 | 35.4 | 0.0 | 35.4 | 35.4 | 0.0 | 64.6 | 64.6 | 0.0 | 64.6 | 64.6 | 0.0 |
| Total Split (%) | 35.4% | 35.4% | 0.0% | 35.4% | 35.4% | 0.0% | 64.6% | 64.6% | 0.0% | 64.6% | 64.6% | 0.0% |
| Yellow Time (s) | 3.2 | 3.2 | | 3.2 | 3.2 | | 3.6 | 3.6 | | 3.6 | 3.6 | |
| All-Red Time (s) | 2.2 | 2.2 | | 2.2 | 2.2 | | 1.5 | 1.5 | | 1.5 | 1.5 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | Min | Min | | Min | Min | | C-Max | C-Max | | C-Max | C-Max | |
| Act Effct Green (s) | | 11.7 | | | 11.7 | | | 80.3 | | | 80.3 | |
| Actuated g/C Ratio | | 0.12 | | | 0.12 | | | 0.80 | | | 0.80 | |
| v/c Ratio | | 0.28 | | | 0.45 | | | 0.50 | | | 0.28 | |
| Control Delay | | 33.6 | | | 34.2 | | | 4.1 | | | 1.7 | |
| Queue Delay | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Total Delay | | 33.6 | | | 34.2 | | | 4.1 | | | 1.7 | |
| LOS | | C | | | C | | | A | | | A | |
| Approach Delay | | 33.6 | | | 34.2 | | | 4.1 | | | 1.7 | |

| |  |  |  |  |  |  |  |  |  |  |  |  |
|--------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Approach LOS | C | | | C | | | A | | | A | | |

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 1 (1%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.50

Intersection Signal Delay: 5.5

Intersection LOS: A

















Intersection Capacity Utilization 55.5%













ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 91: Lynnhaven Ave. & Metropolitan Ave.

| | |
|--|--|
|  ø2 |  ø4 |
| 64.6 s | 35.4 s |
|  ø6 |  ø8 |
| 64.6 s | 35.4 s |

| |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |  | | |  | | |  | | |  | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 10 | 10 | 10 | 10 | 10 | 10 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Leading Detector (ft) | 50 | 50 | | 50 | 50 | | 50 | 50 | | 50 | 50 | |
| Trailing Detector (ft) | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Satd. Flow (prot) | 0 | 1811 | 0 | 0 | 3258 | 0 | 0 | 3148 | 0 | 0 | 3241 | 0 |
| Flt Permitted | | 0.670 | | | 0.729 | | | 0.952 | | | 0.533 | |
| Satd. Flow (perm) | 0 | 1236 | 0 | 0 | 2446 | 0 | 0 | 2997 | 0 | 0 | 1752 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 5 | | | 107 | | | 99 | | | 5 | |
| Link Speed (mph) | | 30 | | | 30 | | | 35 | | | 35 | |
| Link Distance (ft) | | 820 | | | 3704 | | | 1418 | | | 1848 | |
| Travel Time (s) | | 18.6 | | | 84.2 | | | 27.6 | | | 36.0 | |
| Volume (vph) | 39 | 59 | 8 | 327 | 28 | 190 | 5 | 587 | 272 | 106 | 267 | 12 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.88 | 0.88 | 0.88 | 0.86 | 0.86 | 0.86 | 0.81 | 0.81 | 0.81 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Lane Group Flow (vph) | 0 | 117 | 0 | 0 | 620 | 0 | 0 | 1005 | 0 | 0 | 476 | 0 |
| Turn Type | Perm | | | Perm | | | Perm | | | pm+pt | | |
| Protected Phases | | 4 | | | 8 | | | 6 | | 5 | 2 | |
| Permitted Phases | 4 | | | 8 | | | 6 | | | 2 | | |
| Detector Phases | 4 | 4 | | 8 | 8 | | 6 | 6 | | 5 | 2 | |
| Minimum Initial (s) | 14.0 | 14.0 | | 14.0 | 14.0 | | 15.0 | 15.0 | | 7.0 | 15.0 | |
| Minimum Split (s) | 24.5 | 24.5 | | 24.5 | 24.5 | | 23.6 | 23.6 | | 12.2 | 23.6 | |
| Total Split (s) | 37.7 | 37.7 | 0.0 | 37.7 | 37.7 | 0.0 | 50.1 | 50.1 | 0.0 | 12.2 | 62.3 | 0.0 |
| Total Split (%) | 37.7% | 37.7% | 0.0% | 37.7% | 37.7% | 0.0% | 50.1% | 50.1% | 0.0% | 12.2% | 62.3% | 0.0% |
| Yellow Time (s) | 3.6 | 3.6 | | 3.6 | 3.6 | | 3.8 | 3.8 | | 3.6 | 3.8 | |
| All-Red Time (s) | 1.9 | 1.9 | | 1.9 | 1.9 | | 1.8 | 1.8 | | 1.6 | 1.8 | |
| Lead/Lag | | | | | | | Lag | Lag | | Lead | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | Min | Min | | Min | Min | | C-Max | C-Max | | Max | C-Max | |
| Act Effct Green (s) | | 27.5 | | | 27.5 | | | 46.1 | | | 64.5 | |
| Actuated g/C Ratio | | 0.28 | | | 0.28 | | | 0.46 | | | 0.64 | |
| v/c Ratio | | 0.34 | | | 0.88dl | | | 0.70 | | | 0.35 | |
| Control Delay | | 29.1 | | | 37.5 | | | 14.7 | | | 8.9 | |
| Queue Delay | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Total Delay | | 29.1 | | | 37.5 | | | 14.7 | | | 8.9 | |
| LOS | | C | | | D | | | B | | | A | |
| Approach Delay | | 29.1 | | | 37.5 | | | 14.7 | | | 8.9 | |

| |  |  |  |  |  |  |  |  |  |  |  |  |
|--------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Approach LOS | C | | | D | | | B | | | A | | |

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 8 (8%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green

Natural Cycle: 65

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.83

Intersection Signal Delay: 20.6

Intersection LOS: C

Intersection Capacity Utilization 80.7%

ICU Level of Service D

Analysis Period (min) 15























dl Defacto Left Lane. Recode with 1 though lane as a left lane.













Splits and Phases: 92: University Ave. & Metropolitan Ave.

| | | | | |
|---|----|---|---|---|
|  | ø2 | |  | ø4 |
| 62.3 s | | | 37.7 s | |
|  | ø5 |  | ø6 |  |
| 12.2 s | | 50.1 s | | 37.7 s |

Atlanta BeltLine Master Plan Subarea 2
94: University Ave. & I 75 Southbound Ramp

BeltLine 2020 AM Peak
MG

| |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |   | |   |   | | | | |   | |   |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 11 | 11 | 11 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 15 | 11 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 160 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 0 | | 0 | 1 | | 0 | 0 | | 0 | 2 | | 1 |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Leading Detector (ft) | | 50 | | 50 | 50 | | | | | 50 | | 50 |
| Trailing Detector (ft) | | 0 | | 0 | 0 | | | | | 0 | | 0 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Satd. Flow (prot) | 0 | 3322 | 0 | 1770 | 3539 | 0 | 0 | 0 | 0 | 3433 | 0 | 1531 |
| Flt Permitted | | | | 0.207 | | | | | | 0.950 | | |
| Satd. Flow (perm) | 0 | 3322 | 0 | 386 | 3539 | 0 | 0 | 0 | 0 | 3433 | 0 | 1531 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 41 | | | | | | | | | | 322 |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 3704 | | | 472 | | | 664 | | | 1127 | |
| Travel Time (s) | | 84.2 | | | 10.7 | | | 15.1 | | | 25.6 | |
| Volume (vph) | 0 | 569 | 138 | 241 | 506 | 0 | 0 | 0 | 0 | 429 | 0 | 322 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.89 | 0.89 | 0.89 | 0.90 | 0.90 | 0.90 | 0.92 | 0.92 | 0.92 | 0.95 | 0.95 | 0.95 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Lane Group Flow (vph) | 0 | 794 | 0 | 268 | 562 | 0 | 0 | 0 | 0 | 452 | 0 | 339 |
| Turn Type | | | | pm+pt | | | | | | Prot | | custom |
| Protected Phases | | 6 | | 5 | 2 | | | | | 8 | | |
| Permitted Phases | | | | 2 | | | | | | | | 8 |
| Detector Phases | | 6 | | 5 | 2 | | | | | 8 | | 8 |
| Minimum Initial (s) | | 32.0 | | 10.0 | 32.0 | | | | | 24.0 | | 24.0 |
| Minimum Split (s) | | 37.4 | | 15.0 | 37.4 | | | | | 30.3 | | 30.3 |
| Total Split (s) | 0.0 | 37.7 | 0.0 | 17.0 | 54.7 | 0.0 | 0.0 | 0.0 | 0.0 | 30.3 | 0.0 | 30.3 |
| Total Split (%) | 0.0% | 44.4% | 0.0% | 20.0% | 64.4% | 0.0% | 0.0% | 0.0% | 0.0% | 35.6% | 0.0% | 35.6% |
| Yellow Time (s) | | 3.6 | | 3.6 | 3.6 | | | | | 3.9 | | 3.9 |
| All-Red Time (s) | | 1.8 | | 1.4 | 1.8 | | | | | 2.4 | | 2.4 |
| Lead/Lag | | Lag | | Lead | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | | Min | | Min | Min | | | | | Min | | Min |
| Act Effct Green (s) | | 33.5 | | 50.0 | 50.0 | | | | | 26.3 | | 26.3 |
| Actuated g/C Ratio | | 0.40 | | 0.59 | 0.59 | | | | | 0.31 | | 0.31 |
| v/c Ratio | | 0.59 | | 0.62 | 0.27 | | | | | 0.42 | | 0.48 |
| Control Delay | | 21.2 | | 15.3 | 8.7 | | | | | 24.6 | | 6.0 |
| Queue Delay | | 0.0 | | 0.0 | 0.0 | | | | | 0.0 | | 0.0 |
| Total Delay | | 21.2 | | 15.3 | 8.7 | | | | | 24.6 | | 6.0 |
| LOS | | C | | B | A | | | | | C | | A |
| Approach Delay | | 21.2 | | | 10.8 | | | | | | | |

| |  |  |  |  |  |  |  |  |  |  |  |  |
|--------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Approach LOS | C | | | B | | | | | | | | |

Intersection Summary

Area Type: Other

Cycle Length: 85

Actuated Cycle Length: 84.3

Natural Cycle: 85

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.62

Intersection Signal Delay: 16.1

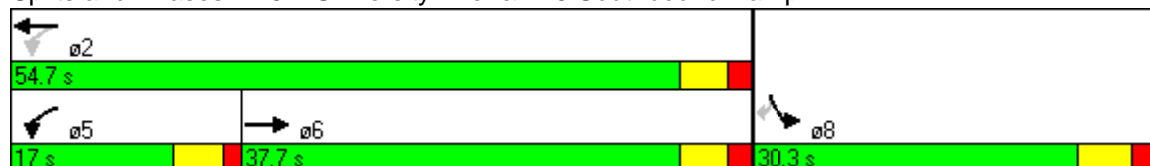
Intersection LOS: B






















Intersection Capacity Utilization 70.0%













ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 94: University Ave. & I 75 Southbound Ramp



| |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  |  |  |  |  | |  | |  |  | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 11 | 11 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 10 | 10 |
| Grade (%) | 0% | | 0% | | 0% | | 0% | | 0% | | 0% | |
| Storage Length (ft) | 0 | | 0 | 350 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 1 | 0 | | 0 | 1 | | 0 |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Leading Detector (ft) | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | | 50 | 50 | |
| Trailing Detector (ft) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Satd. Flow (prot) | 1711 | 3421 | 1583 | 1863 | 3539 | 1583 | 0 | 1694 | 0 | 1770 | 1500 | 0 |
| Flt Permitted | 0.950 | | | | | | | 0.914 | | 0.950 | | |
| Satd. Flow (perm) | 1711 | 3421 | 1583 | 1863 | 3539 | 1583 | 0 | 1587 | 0 | 1770 | 1500 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 2 | | | 462 | | 6 | | | 62 | |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 1896 | | | 1415 | | | 840 | | | 980 | |
| Travel Time (s) | | 43.1 | | | 32.2 | | | 19.1 | | | 22.3 | |
| Volume (vph) | 27 | 558 | 2 | 0 | 632 | 439 | 3 | 0 | 3 | 83 | 5 | 48 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.84 | 0.84 | 0.84 | 0.95 | 0.95 | 0.95 | 0.50 | 0.50 | 0.50 | 0.78 | 0.78 | 0.78 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Lane Group Flow (vph) | 32 | 664 | 2 | 0 | 665 | 462 | 0 | 12 | 0 | 106 | 68 | 0 |
| Turn Type | Prot | | Perm | Prot | | pm+ov | Perm | | | Prot | | |
| Protected Phases | 1 | 6 | | 5 | 2 | 3 | | 4 | | 3 | 8 | |
| Permitted Phases | | | 6 | | | 2 | 4 | | | | | |
| Detector Phases | 1 | 6 | 6 | 5 | 2 | 3 | 4 | 4 | | 3 | 8 | |
| Minimum Initial (s) | 10.0 | 30.0 | 30.0 | 10.0 | 30.0 | 10.0 | 20.0 | 20.0 | | 10.0 | 20.0 | |
| Minimum Split (s) | 16.0 | 36.0 | 36.0 | 16.0 | 36.0 | 16.0 | 31.0 | 31.0 | | 16.0 | 31.0 | |
| Total Split (s) | 16.0 | 36.0 | 36.0 | 16.0 | 36.0 | 17.0 | 31.0 | 31.0 | 0.0 | 17.0 | 48.0 | 0.0 |
| Total Split (%) | 16.0% | 36.0% | 36.0% | 16.0% | 36.0% | 17.0% | 31.0% | 31.0% | 0.0% | 17.0% | 48.0% | 0.0% |
| Yellow Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | 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 | |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | Lead | Lag | Lag | | Lead | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | Min | Min | None | None | None | None | None | | None | None | |
| Act Effct Green (s) | 12.2 | 38.9 | 38.9 | | 33.8 | 57.8 | | 22.3 | | 16.8 | 25.2 | |
| Actuated g/C Ratio | 0.16 | 0.57 | 0.57 | | 0.50 | 0.85 | | 0.25 | | 0.25 | 0.32 | |
| v/c Ratio | 0.12 | 0.34 | 0.00 | | 0.38 | 0.33 | | 0.03 | | 0.24 | 0.13 | |
| Control Delay | 33.4 | 9.5 | 7.0 | | 15.2 | 1.7 | | 22.5 | | 27.4 | 6.5 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 33.4 | 9.5 | 7.0 | | 15.2 | 1.7 | | 22.5 | | 27.4 | 6.5 | |
| LOS | C | A | A | | B | A | | C | | C | A | |
| Approach Delay | | 10.6 | | | 9.7 | | | 22.5 | | | 19.2 | |

| |  |  |  |  |  |  |  |  |  |  |  |  |
|--------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Approach LOS | B | | | A | | | C | | | B | | |

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 67.8

Natural Cycle: 100

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.38

Intersection Signal Delay: 10.9








Intersection LOS: B












Intersection Capacity Utilization 62.2%

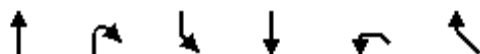
ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 96: University Ave. & Hank Aaron Dr.

| | | | |
|--|--|--|--|
|  ø1 |  ø2 |  ø3 |  ø4 |
| 16 s | 36 s | 17 s | 31 s |
|  ø5 |  ø6 |  ø8 | |
| 16 s | 36 s | 48 s | |

| |  |  |  |  |  |  |
|------------------------|---|---|---|---|---|---|
| Lane Group | NBT | NBR | SBL | SBT | NWL | NWR |
| Lane Configurations |  | |  |  |  |  |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | 0% | | | 0% | 0% | |
| Storage Length (ft) | | 0 | 225 | | 125 | 0 |
| Storage Lanes | | 0 | 1 | | 1 | 1 |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Leading Detector (ft) | 50 | | 50 | 50 | 50 | 50 |
| Trailing Detector (ft) | 0 | | 0 | 0 | 0 | 0 |
| Turning Speed (mph) | | 9 | 15 | | 15 | 9 |
| Satd. Flow (prot) | 3493 | 0 | 1770 | 3539 | 1770 | 1583 |
| Flt Permitted | | | 0.087 | | 0.950 | |
| Satd. Flow (perm) | 3493 | 0 | 162 | 3539 | 1770 | 1583 |
| Right Turn on Red | | Yes | | | | Yes |
| Satd. Flow (RTOR) | 19 | | | | | 116 |
| Link Speed (mph) | 30 | | | 30 | 30 | |
| Link Distance (ft) | 599 | | | 628 | 1038 | |
| Travel Time (s) | 13.6 | | | 14.3 | 23.6 | |
| Volume (vph) | 1489 | 142 | 18 | 223 | 129 | 250 |
| Confl. Peds. (#/hr) | | | | | | |
| Confl. Bikes (#/hr) | | | | | | |
| Peak Hour Factor | 0.97 | 0.97 | 0.90 | 0.90 | 0.84 | 0.84 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | |
| Mid-Block Traffic (%) | 0% | | | 0% | 0% | |
| Lane Group Flow (vph) | 1681 | 0 | 20 | 248 | 154 | 298 |
| Turn Type | | pm+pt | | | Perm | |
| Protected Phases | 6 | | 5 | 2 | 4 | |
| Permitted Phases | | | 2 | | | 4 |
| Detector Phases | 6 | | 5 | 2 | 4 | 4 |
| Minimum Initial (s) | 7.0 | | 4.0 | 7.0 | 4.0 | 4.0 |
| Minimum Split (s) | 27.0 | | 8.0 | 27.0 | 26.0 | 26.0 |
| Total Split (s) | 46.0 | 0.0 | 8.0 | 54.0 | 26.0 | 26.0 |
| Total Split (%) | 57.5% | 0.0% | 10.0% | 67.5% | 32.5% | 32.5% |
| Yellow Time (s) | 4.0 | | 3.0 | 4.0 | 3.0 | 3.0 |
| All-Red Time (s) | 1.0 | | 1.0 | 1.0 | 1.0 | 1.0 |
| Lead/Lag | Lag | | Lead | | | |
| Lead-Lag Optimize? | Yes | | Yes | | | |
| Recall Mode | Min | | None | Min | None | None |
| Act Effct Green (s) | 40.3 | | 42.4 | 42.9 | 12.4 | 12.4 |
| Actuated g/C Ratio | 0.63 | | 0.62 | 0.67 | 0.19 | 0.19 |
| v/c Ratio | 0.76 | | 0.10 | 0.10 | 0.45 | 0.74 |
| Control Delay | 13.9 | | 6.3 | 4.6 | 27.4 | 26.9 |
| Queue Delay | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 13.9 | | 6.3 | 4.6 | 27.4 | 26.9 |
| LOS | B | | A | A | C | C |
| Approach Delay | 13.9 | | | 4.7 | 27.1 | |



| Lane Group | NBT | NBR | SBL | SBT | NWL | NWR |
|--------------|-----|-----|-----|-----|-----|-----|
| Approach LOS | B | | A | | C | |

Intersection Summary

Area Type: Other

Cycle Length: 80

Actuated Cycle Length: 63.6

Natural Cycle: 80

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.76

Intersection Signal Delay: 15.4

Intersection LOS: B

Intersection Capacity Utilization 67.8%

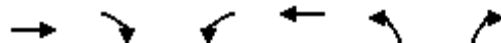
ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 98: Pryor St. & Ridge Ave.

| | | | |
|------|--|------|--|
| | | | |
| ø2 | | ø4 | |
| ø5 | | ø6 | |

| | → | ↘ | ↙ | ← | ↖ | ↗ | |
|------------------------|-------|-------|-------|-------|-------|------|------|
| Lane Group | EBT | EBR | WBL | WBT | NBL | NBR | ø4 |
| Lane Configurations | ↑ | ↗ | | ↖ | ↗ | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | |
| Lane Width (ft) | 12 | 11 | 16 | 16 | 11 | 11 | |
| Grade (%) | 0% | | | 0% | 0% | | |
| Storage Length (ft) | | 280 | 0 | | 0 | 0 | |
| Storage Lanes | | 1 | 0 | | 1 | 0 | |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | |
| Leading Detector (ft) | 50 | 50 | 50 | 50 | 50 | | |
| Trailing Detector (ft) | 0 | 0 | 0 | 0 | 0 | | |
| Turning Speed (mph) | | 9 | 15 | | 15 | 9 | |
| Satd. Flow (prot) | 1863 | 1531 | 0 | 2111 | 1714 | 0 | |
| Flt Permitted | | | | 0.999 | 0.952 | | |
| Satd. Flow (perm) | 1863 | 1531 | 0 | 2109 | 1714 | 0 | |
| Right Turn on Red | | Yes | | | | Yes | |
| Satd. Flow (RTOR) | | 303 | | | | | |
| Link Speed (mph) | 30 | | | 30 | 30 | | |
| Link Distance (ft) | 1415 | | | 1086 | 894 | | |
| Travel Time (s) | 32.2 | | | 24.7 | 20.3 | | |
| Volume (vph) | 141 | 264 | 2 | 342 | 621 | 1 | |
| Confl. Peds. (#/hr) | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | |
| Peak Hour Factor | 0.87 | 0.87 | 0.87 | 0.87 | 0.93 | 0.93 | |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | |
| Parking (#/hr) | | | | | | | |
| Mid-Block Traffic (%) | 0% | | | 0% | 0% | | |
| Lane Group Flow (vph) | 162 | 303 | 0 | 395 | 669 | 0 | |
| Turn Type | | Perm | Perm | | | | |
| Protected Phases | 2 | | | 2 | 3 | | 4 |
| Permitted Phases | | 2 | 2 | | | | |
| Detector Phases | 2 | 2 | 2 | 2 | 3 | | |
| Minimum Initial (s) | 30.0 | 30.0 | 30.0 | 30.0 | 26.0 | | 16.0 |
| Minimum Split (s) | 35.9 | 35.9 | 35.9 | 35.9 | 32.0 | | 20.0 |
| Total Split (s) | 36.0 | 36.0 | 36.0 | 36.0 | 34.0 | 0.0 | 20.0 |
| Total Split (%) | 40.0% | 40.0% | 40.0% | 40.0% | 37.8% | 0.0% | 22% |
| Yellow Time (s) | 3.4 | 3.4 | 3.4 | 3.4 | 3.8 | | 3.0 |
| All-Red Time (s) | 2.5 | 2.5 | 2.5 | 2.5 | 2.2 | | 1.0 |
| Lead/Lag | | | | | Lead | | Lag |
| Lead-Lag Optimize? | | | | | | | |
| Recall Mode | Min | Min | Min | Min | None | | None |
| Act Effct Green (s) | 31.9 | 31.9 | | 31.9 | 30.0 | | |
| Actuated g/C Ratio | 0.46 | 0.46 | | 0.46 | 0.43 | | |
| v/c Ratio | 0.19 | 0.35 | | 0.41 | 0.91 | | |
| Control Delay | 12.1 | 2.8 | | 14.4 | 38.2 | | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | |
| Total Delay | 12.1 | 2.8 | | 14.4 | 38.2 | | |
| LOS | B | A | | B | D | | |
| Approach Delay | 6.1 | | | 14.4 | 38.2 | | |

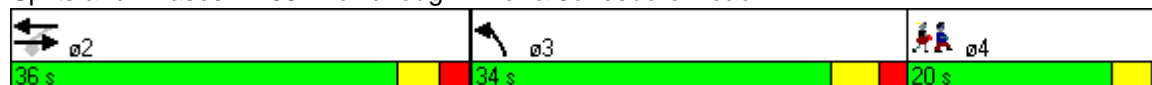




















| Lane Group | EBT | EBR | WBL | WBT | NBL | NBR | ø4 |
|--------------|-----|-----|-----|-----|-----|-----|----|
| Approach LOS | A | | B | | D | | |













Intersection Summary

| | |
|-----------------------------------|------------------------|
| Area Type: | Other |
| Cycle Length: | 90 |
| Actuated Cycle Length: | 69.9 |
| Natural Cycle: | 90 |
| Control Type: | Actuated-Uncoordinated |
| Maximum v/c Ratio: | 0.91 |
| Intersection Signal Delay: | 22.3 |
| Intersection LOS: | C |
| Intersection Capacity Utilization | 66.1% |
| ICU Level of Service | C |
| Analysis Period (min) | 15 |

Splits and Phases: 99: McDonough Blvd. & Jonesboro Road



| |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |  | |  |  | |  |  | | |  | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 10 | 10 | 10 | 12 | 13 | 13 | 13 | 13 | 13 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 70 | | 0 | 120 | | 0 | 0 | | 0 |
| Storage Lanes | 0 | | 0 | 1 | | 0 | 1 | | 0 | 0 | | 0 |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Leading Detector (ft) | 50 | 50 | | 50 | 50 | | 50 | 50 | | 50 | 50 | |
| Trailing Detector (ft) | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Satd. Flow (prot) | 0 | 1831 | 0 | 1652 | 1721 | 0 | 1770 | 1861 | 0 | 0 | 1887 | 0 |
| Flt Permitted | | 0.976 | | 0.605 | | | 0.706 | | | | 0.610 | |
| Satd. Flow (perm) | 0 | 1793 | 0 | 1052 | 1721 | 0 | 1315 | 1861 | 0 | 0 | 1164 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 10 | | | 6 | | | 26 | | | 5 | |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 1086 | | | 919 | | | 696 | | | 1361 | |
| Travel Time (s) | | 24.7 | | | 20.9 | | | 15.8 | | | 30.9 | |
| Volume (vph) | 9 | 139 | 18 | 131 | 275 | 19 | 53 | 617 | 175 | 13 | 41 | 4 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.81 | 0.81 | 0.81 | 0.79 | 0.79 | 0.79 | 0.95 | 0.95 | 0.95 | 0.73 | 0.73 | 0.73 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Lane Group Flow (vph) | 0 | 205 | 0 | 166 | 372 | 0 | 56 | 833 | 0 | 0 | 79 | 0 |
| Turn Type | Perm | | | Perm | | | Perm | | | Perm | | |
| Protected Phases | | 2 | | | 6 | | | 4 | | | 8 | |
| Permitted Phases | 2 | | | 6 | | | 4 | | | 8 | | |
| Detector Phases | 2 | 2 | | 6 | 6 | | 4 | 4 | | 8 | 8 | |
| Minimum Initial (s) | 29.3 | 29.3 | | 29.3 | 29.3 | | 24.5 | 24.5 | | 24.5 | 24.5 | |
| Minimum Split (s) | 35.0 | 35.0 | | 35.0 | 35.0 | | 30.0 | 30.0 | | 30.0 | 30.0 | |
| Total Split (s) | 35.0 | 35.0 | 0.0 | 35.0 | 35.0 | 0.0 | 40.0 | 40.0 | 0.0 | 40.0 | 40.0 | 0.0 |
| Total Split (%) | 46.7% | 46.7% | 0.0% | 46.7% | 46.7% | 0.0% | 53.3% | 53.3% | 0.0% | 53.3% | 53.3% | 0.0% |
| Yellow Time (s) | 3.8 | 3.8 | | 3.8 | 3.8 | | 3.7 | 3.7 | | 3.7 | 3.7 | |
| All-Red Time (s) | 1.9 | 1.9 | | 1.9 | 1.9 | | 1.8 | 1.8 | | 1.8 | 1.8 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | Min | Min | | Min | Min | | Min | Min | | Min | Min | |
| Act Effct Green (s) | | 31.1 | | 31.1 | 31.1 | | 34.5 | 34.5 | | | 34.5 | |
| Actuated g/C Ratio | | 0.42 | | 0.42 | 0.42 | | 0.47 | 0.47 | | | 0.47 | |
| v/c Ratio | | 0.27 | | 0.37 | 0.51 | | 0.09 | 0.94 | | | 0.14 | |
| Control Delay | | 14.8 | | 18.3 | 18.9 | | 11.2 | 38.3 | | | 11.2 | |
| Queue Delay | | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | | 0.0 | |
| Total Delay | | 14.8 | | 18.3 | 18.9 | | 11.2 | 38.3 | | | 11.2 | |
| LOS | | B | | B | B | | B | D | | | B | |
| Approach Delay | | 14.8 | | | 18.7 | | | 36.6 | | | 11.2 | |

| |  |  |  |  |  |  |  |  |  |  |  |  |
|--------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Approach LOS | B | | | B | | | D | | | B | | |

Intersection Summary

Area Type: Other

Cycle Length: 75

Actuated Cycle Length: 73.6

Natural Cycle: 75

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.94

Intersection Signal Delay: 27.2





Intersection LOS: C

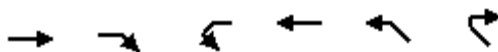
Intersection Capacity Utilization 101.9%

ICU Level of Service G

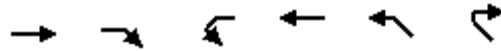
Analysis Period (min) 15

Splits and Phases: 100: McDonough Blvd. & Lakewood Ave.

| | |
|--|--|
|  ø2 |  ø4 |
| 35 s | 40 s |
|  ø6 |  ø8 |
| 35 s | 40 s |



| Lane Group | EBT | EBR | WBL | WBT | NWL | NWR | ø4 |
|------------------------|-------|-------|------|-------|-------|------|------|
| Lane Configurations | ↑ | ↑ | | ↑ | ↑ | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | |
| Grade (%) | 0% | | | 0% | 0% | | |
| Storage Length (ft) | | 0 | 0 | | 0 | 0 | |
| Storage Lanes | | 1 | 0 | | 1 | 0 | |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | |
| Leading Detector (ft) | 50 | 50 | | 50 | 50 | | |
| Trailing Detector (ft) | 0 | 0 | | 0 | 0 | | |
| Turning Speed (mph) | | 9 | 15 | | 15 | 9 | |
| Satd. Flow (prot) | 1863 | 1583 | 0 | 1863 | 1770 | 0 | |
| Flt Permitted | | | | | 0.950 | | |
| Satd. Flow (perm) | 1863 | 1583 | 0 | 1863 | 1770 | 0 | |
| Right Turn on Red | | Yes | | | | Yes | |
| Satd. Flow (RTOR) | | 76 | | | | | |
| Link Speed (mph) | 30 | | | 30 | 30 | | |
| Link Distance (ft) | 904 | | | 611 | 1361 | | |
| Travel Time (s) | 20.5 | | | 13.9 | 30.9 | | |
| Volume (vph) | 57 | 59 | 0 | 597 | 603 | 0 | |
| Confl. Peds. (#/hr) | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | |
| Peak Hour Factor | 0.78 | 0.78 | 0.89 | 0.89 | 0.96 | 0.96 | |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | |
| Parking (#/hr) | | | | | | | |
| Mid-Block Traffic (%) | 0% | | | 0% | 0% | | |
| Lane Group Flow (vph) | 73 | 76 | 0 | 671 | 628 | 0 | |
| Turn Type | Perm | | | | | | |
| Protected Phases | 2 | | | 6 | 1 | | 4 |
| Permitted Phases | | 2 | | | | | |
| Detector Phases | 2 | 2 | | 6 | 1 | | |
| Minimum Initial (s) | 21.9 | 21.9 | | 21.9 | 10.0 | | 16.0 |
| Minimum Split (s) | 28.0 | 28.0 | | 28.0 | 15.7 | | 20.0 |
| Total Split (s) | 41.0 | 41.0 | 0.0 | 41.0 | 39.0 | 0.0 | 20.0 |
| Total Split (%) | 41.0% | 41.0% | 0.0% | 41.0% | 39.0% | 0.0% | 20% |
| Yellow Time (s) | 3.9 | 3.9 | | 3.9 | 3.6 | | 3.0 |
| All-Red Time (s) | 2.2 | 2.2 | | 2.2 | 2.1 | | 1.0 |
| Lead/Lag | | | | | | | |
| Lead-Lag Optimize? | | | | | | | |
| Recall Mode | Min | Min | | Min | None | | None |
| Act Effct Green (s) | 36.5 | 36.5 | | 36.5 | 35.0 | | |
| Actuated g/C Ratio | 0.46 | 0.46 | | 0.46 | 0.44 | | |
| v/c Ratio | 0.09 | 0.10 | | 0.78 | 0.81 | | |
| Control Delay | 12.5 | 3.6 | | 26.3 | 29.5 | | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | |
| Total Delay | 12.5 | 3.6 | | 26.3 | 29.5 | | |
| LOS | B | A | | C | C | | |
| Approach Delay | 8.0 | | | 26.3 | 29.5 | | |



| Lane Group | EBT | EBR | WBL | WBT | NWL | NWR | ø4 |
|--------------|-----|-----|-----|-----|-----|-----|----|
| Approach LOS | A | | | C | | C | |

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 79.5

Natural Cycle: 100

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.81

Intersection Signal Delay: 25.8





Intersection LOS: C




















Intersection Capacity Utilization 71.5%
















ICU Level of Service C










Analysis Period (min) 15





















Splits and Phases: 101: Milton Ave. & Lakewood Ave.

| | | |
|--|--|--|
|  ø1 |  ø2 |  ø4 |
| 39 s | 41 s | 20 s |
| |  ø6 | |
| | 41 s | |

| | | | | | | | | | | | | |
|-----------------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| |  |  |  |  |  |  |  |  |  |  |  |  |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NEL | NET | NER | SWL | SWT | SWR |
| Lane Configurations |  |  | | |  |  | |  | | |  |  |
| Sign Control | Free | | | | Free | | | Stop | | | Stop | |
| Grade | 0% | | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 71 | 182 | 35 | 6 | 267 | 234 | 9 | 186 | 14 | 14 | 40 | 29 |
| Peak Hour Factor | 0.82 | 0.82 | 0.82 | 0.90 | 0.90 | 0.90 | 0.77 | 0.77 | 0.77 | 0.85 | 0.85 | 0.85 |
| Hourly flow rate (vph) | 87 | 222 | 43 | 7 | 297 | 260 | 12 | 242 | 18 | 16 | 47 | 34 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | 14 |
| Median type | | | | | | | None | | None | | | |
| Median storage veh | | | | | | | | | | | | |
| Upstream signal (ft) | 255 | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 557 | | | 265 | | | 602 | 986 | 243 | 974 | 878 | 278 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 557 | | | 265 | | | 602 | 986 | 243 | 974 | 878 | 278 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 91 | | | 99 | | | 96 | 0 | 98 | 0 | 82 | 95 |
| cM capacity (veh/h) | 1010 | | | 1296 | | | 293 | 224 | 757 | 0 | 259 | 719 |
| Direction, Lane # | EB 1 | EB 2 | WB 1 | WB 2 | NE 1 | SW 1 | | | | | | |
| Volume Total | 87 | 265 | 155 | 408 | 271 | 98 | | | | | | |
| Volume Left | 87 | 0 | 7 | 0 | 12 | 16 | | | | | | |
| Volume Right | 0 | 43 | 0 | 260 | 18 | 34 | | | | | | |
| cSH | 1010 | 1700 | 1296 | 1700 | 238 | 295 | | | | | | |
| Volume to Capacity | 0.09 | 0.16 | 0.01 | 0.24 | 1.14 | 0.33 | | | | | | |
| Queue Length 95th (ft) | 7 | 0 | 0 | 0 | 311 | 35 | | | | | | |
| Control Delay (s) | 8.9 | 0.0 | 0.4 | 0.0 | 146.2 | 24.9 | | | | | | |
| Lane LOS | A | | A | | F | C | | | | | | |
| Approach Delay (s) | 2.2 | | 0.1 | | 146.2 | 24.9 | | | | | | |
| Approach LOS | | | | | F | C | | | | | | |
| Intersection Summary | | | | | | | | | | | | |
| Average Delay | | | 33.4 | | | | | | | | | |
| Intersection Capacity Utilization | | | 54.6% | | ICU Level of Service | | | | A | | | |
| Analysis Period (min) | | | 15 | | | | | | | | | |
| | | | | | | | | | | | | |

















| | | | | | | | | | | | | |
|-----------------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| |  |  |  |  |  |  |  |  |  |  |  | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |  | | |  | | |  | | |  | |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 4 | 5 | 4 | 7 | 3 | 23 | 7 | 627 | 13 | 9 | 148 | 3 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.87 | 0.87 | 0.87 |
| Hourly flow rate (vph) | 4 | 5 | 4 | 8 | 3 | 25 | 8 | 682 | 14 | 10 | 170 | 3 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 923 | 903 | 172 | 903 | 898 | 689 | 174 | | | 696 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 923 | 903 | 172 | 903 | 898 | 689 | 174 | | | 696 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 98 | 98 | 100 | 97 | 99 | 94 | 99 | | | 99 | | |
| cM capacity (veh/h) | 231 | 272 | 872 | 250 | 274 | 446 | 1403 | | | 900 | | |
| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 | | | | | | | | |
| Volume Total | 14 | 36 | 703 | 184 | | | | | | | | |
| Volume Left | 4 | 8 | 8 | 10 | | | | | | | | |
| Volume Right | 4 | 25 | 14 | 3 | | | | | | | | |
| cSH | 323 | 364 | 1403 | 900 | | | | | | | | |
| Volume to Capacity | 0.04 | 0.10 | 0.01 | 0.01 | | | | | | | | |
| Queue Length 95th (ft) | 3 | 8 | 0 | 1 | | | | | | | | |
| Control Delay (s) | 16.7 | 16.0 | 0.2 | 0.6 | | | | | | | | |
| Lane LOS | C | C | A | A | | | | | | | | |
| Approach Delay (s) | 16.7 | 16.0 | 0.2 | 0.6 | | | | | | | | |
| Approach LOS | C | C | | | | | | | | | | |
| Intersection Summary | | | | | | | | | | | | |
| Average Delay | | | 1.1 | | | | | | | | | |
| Intersection Capacity Utilization | | | 45.9% | ICU Level of Service | | | | | | A | | |
| Analysis Period (min) | | | 15 | | | | | | | | | |
| | | | | | | | | | | | | |

| |  |  |  |  |  |  |
|-----------------------------------|---|---|---|---|---|---|
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations |  | |  | | |  |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Volume (veh/h) | 3 | 4 | 187 | 6 | 4 | 40 |
| Peak Hour Factor | 0.50 | 0.50 | 0.77 | 0.77 | 0.83 | 0.83 |
| Hourly flow rate (vph) | 6 | 8 | 243 | 8 | 5 | 48 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage (veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 305 | 247 | | | 251 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 305 | 247 | | | 251 | |
| tC, single (s) | 6.4 | 6.2 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.2 | |
| p0 queue free % | 99 | 99 | | | 100 | |
| cM capacity (veh/h) | 685 | 792 | | | 1315 | |
| Direction, Lane # | WB 1 | NB 1 | SB 1 | | | |
| Volume Total | 14 | 251 | 53 | | | |
| Volume Left | 6 | 0 | 5 | | | |
| Volume Right | 8 | 8 | 0 | | | |
| cSH | 742 | 1700 | 1315 | | | |
| Volume to Capacity | 0.02 | 0.15 | 0.00 | | | |
| Queue Length 95th (ft) | 1 | 0 | 0 | | | |
| Control Delay (s) | 9.9 | 0.0 | 0.7 | | | |
| Lane LOS | A | | A | | | |
| Approach Delay (s) | 9.9 | 0.0 | 0.7 | | | |
| Approach LOS | A | | | | | |
| Intersection Summary | | | | | | |
| Average Delay | | 0.6 | | | | |
| Intersection Capacity Utilization | | 20.2% | | ICU Level of Service | | A |
| Analysis Period (min) | | 15 | | | | |

| | | | | | | | | | | | | |
|-----------------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| |  |  |  |  |  |  |  |  |  |  |  | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  |  |  |  | |  |  | |  |  | |
| Sign Control | Free | | | Free | | | Stop | | | Stop | | |
| Grade | 0% | | | 0% | | | 0% | | | 0% | | |
| Volume (veh/h) | 148 | 245 | 133 | 6 | 206 | 6 | 226 | 58 | 11 | 1 | 10 | 39 |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.82 | 0.82 | 0.82 | 0.85 | 0.85 | 0.85 | 0.45 | 0.45 | 0.45 |
| Hourly flow rate (vph) | 159 | 263 | 143 | 7 | 251 | 7 | 266 | 68 | 13 | 2 | 22 | 87 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | None | | | | | | None | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 259 | | | 406 | | | 945 | 855 | 263 | 898 | 994 | 255 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 259 | | | 406 | | | 945 | 855 | 263 | 898 | 994 | 255 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 88 | | | 99 | | | 0 | 74 | 98 | 99 | 90 | 89 |
| cM capacity (veh/h) | 1306 | | | 1152 | | | 179 | 258 | 775 | 185 | 214 | 784 |
| Direction, Lane # | EB 1 | EB 2 | EB 3 | WB 1 | WB 2 | NB 1 | NB 2 | SB 1 | SB 2 | | | |
| Volume Total | 159 | 263 | 143 | 7 | 259 | 266 | 81 | 2 | 109 | | | |
| Volume Left | 159 | 0 | 0 | 7 | 0 | 266 | 0 | 2 | 0 | | | |
| Volume Right | 0 | 0 | 143 | 0 | 7 | 0 | 13 | 0 | 87 | | | |
| cSH | 1306 | 1700 | 1700 | 1152 | 1700 | 179 | 289 | 185 | 508 | | | |
| Volume to Capacity | 0.12 | 0.15 | 0.08 | 0.01 | 0.15 | 1.49 | 0.28 | 0.01 | 0.21 | | | |
| Queue Length 95th (ft) | 10 | 0 | 0 | 0 | 0 | 420 | 28 | 1 | 20 | | | |
| Control Delay (s) | 8.1 | 0.0 | 0.0 | 8.1 | 0.0 | 294.1 | 22.3 | 24.7 | 14.0 | | | |
| Lane LOS | A | | | A | | F | C | C | B | | | |
| Approach Delay (s) | 2.3 | | | 0.2 | | 230.5 | | 14.2 | | | | |
| Approach LOS | | | | | | F | | B | | | | |
| Intersection Summary | | | | | | | | | | | | |
| Average Delay | 64.3 | | | | | | | | | | | |
| Intersection Capacity Utilization | 48.6% | | | ICU Level of Service | | | | | A | | | |
| Analysis Period (min) | 15 | | | | | | | | | | | |
| | | | | | | | | | | | | |





















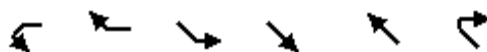
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|-----------------------------------|------|-------|------|----------------------|------|------|
| Lane Configurations | W | | | W | W | |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 5 | 33 | 26 | 623 | 151 | 0 |
| Peak Hour Factor | 0.61 | 0.61 | 0.89 | 0.89 | 0.86 | 0.86 |
| Hourly flow rate (vph) | 8 | 54 | 29 | 700 | 176 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage (veh) | | | | | | |
| Upstream signal (ft) | | | | | 436 | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 934 | 176 | 176 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 934 | 176 | 176 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 97 | 94 | 98 | | | |
| cM capacity (veh/h) | 289 | 868 | 1401 | | | |
| Direction, Lane # | EB 1 | NB 1 | SB 1 | | | |
| Volume Total | 62 | 729 | 176 | | | |
| Volume Left | 8 | 29 | 0 | | | |
| Volume Right | 54 | 0 | 0 | | | |
| cSH | 687 | 1401 | 1700 | | | |
| Volume to Capacity | 0.09 | 0.02 | 0.10 | | | |
| Queue Length 95th (ft) | 7 | 2 | 0 | | | |
| Control Delay (s) | 10.8 | 0.6 | 0.0 | | | |
| Lane LOS | B | A | | | | |
| Approach Delay (s) | 10.8 | 0.6 | 0.0 | | | |
| Approach LOS | B | | | | | |
| Intersection Summary | | | | | | |
| Average Delay | | | 1.1 | | | |
| Intersection Capacity Utilization | | 55.5% | | ICU Level of Service | | B |
| Analysis Period (min) | | 15 | | | | |

| | | | | | | | | | | | | |
|-----------------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| |  |  |  |  |  |  |  |  |  |  |  |  |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |  | | |  | | |  | | |  | |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 5 | 223 | 3 | 3 | 169 | 10 | 6 | 11 | 6 | 18 | 9 | 8 |
| Peak Hour Factor | 0.85 | 0.85 | 0.85 | 0.82 | 0.82 | 0.82 | 0.50 | 0.50 | 0.50 | 0.75 | 0.75 | 0.75 |
| Hourly flow rate (vph) | 6 | 262 | 4 | 4 | 206 | 12 | 12 | 22 | 12 | 24 | 12 | 11 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 218 | | | 266 | | | 512 | 501 | 264 | 518 | 497 | 212 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 218 | | | 266 | | | 512 | 501 | 264 | 518 | 497 | 212 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 100 | | | 97 | 95 | 98 | 95 | 97 | 99 |
| cM capacity (veh/h) | 1351 | | | 1298 | | | 455 | 468 | 775 | 442 | 471 | 828 |
| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 | | | | | | | | |
| Volume Total | 272 | 222 | 46 | 47 | | | | | | | | |
| Volume Left | 6 | 4 | 12 | 24 | | | | | | | | |
| Volume Right | 4 | 12 | 12 | 11 | | | | | | | | |
| cSH | 1351 | 1298 | 518 | 503 | | | | | | | | |
| Volume to Capacity | 0.00 | 0.00 | 0.09 | 0.09 | | | | | | | | |
| Queue Length 95th (ft) | 0 | 0 | 7 | 8 | | | | | | | | |
| Control Delay (s) | 0.2 | 0.2 | 12.6 | 12.9 | | | | | | | | |
| Lane LOS | A | A | B | B | | | | | | | | |
| Approach Delay (s) | 0.2 | 0.2 | 12.6 | 12.9 | | | | | | | | |
| Approach LOS | | | B | B | | | | | | | | |
| Intersection Summary | | | | | | | | | | | | |
| Average Delay | | | 2.2 | | | | | | | | | |
| Intersection Capacity Utilization | | | 24.9% | ICU Level of Service | | | | | A | | | |
| Analysis Period (min) | | | 15 | | | | | | | | | |
| | | | | | | | | | | | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|-----------------------------------|------|------|-------|------|----------------------|------|
| Lane Configurations | W | | | ↑↑ | ↑↑ | |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 20 | 18 | 16 | 1022 | 340 | 11 |
| Peak Hour Factor | 0.62 | 0.62 | 0.88 | 0.88 | 0.85 | 0.85 |
| Hourly flow rate (vph) | 32 | 29 | 18 | 1161 | 400 | 13 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage (veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 1024 | 206 | 413 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 1024 | 206 | 413 | | | |
| tC, single (s) | 6.8 | 6.9 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 86 | 96 | 98 | | | |
| cM capacity (veh/h) | 228 | 800 | 1142 | | | |
| Direction, Lane # | EB 1 | NB 1 | NB 2 | SB 1 | SB 2 | |
| Volume Total | 61 | 405 | 774 | 267 | 146 | |
| Volume Left | 32 | 18 | 0 | 0 | 0 | |
| Volume Right | 29 | 0 | 0 | 0 | 13 | |
| cSH | 345 | 1142 | 1700 | 1700 | 1700 | |
| Volume to Capacity | 0.18 | 0.02 | 0.46 | 0.16 | 0.09 | |
| Queue Length 95th (ft) | 16 | 1 | 0 | 0 | 0 | |
| Control Delay (s) | 17.7 | 0.5 | 0.0 | 0.0 | 0.0 | |
| Lane LOS | C | A | | | | |
| Approach Delay (s) | 17.7 | 0.2 | | 0.0 | | |
| Approach LOS | C | | | | | |
| Intersection Summary | | | | | | |
| Average Delay | | | 0.8 | | | |
| Intersection Capacity Utilization | | | 49.6% | | ICU Level of Service | A |
| Analysis Period (min) | | | 15 | | | |

| | | | | | | | | | | | | |
|-----------------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| |  |  |  |  |  |  |  |  |  |  |  | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |   | | |   | |  | |  | | | |
| Sign Control | Free | | | Free | | | Stop | | | Stop | | |
| Grade | 0% | | | 0% | | | 0% | | | 0% | | |
| Volume (veh/h) | 238 | 756 | 0 | 0 | 591 | 162 | 156 | 0 | 307 | 0 | 0 | 0 |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.94 | 0.94 | 0.94 | 0.93 | 0.93 | 0.93 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 256 | 813 | 0 | 0 | 629 | 172 | 168 | 0 | 330 | 0 | 0 | 0 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | None | | | | | | None | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | 472 | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 801 | | | 813 | | | 1639 | 2126 | 406 | 1633 | 2040 | 401 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 801 | | | 813 | | | 1639 | 2126 | 406 | 1633 | 2040 | 401 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 69 | | | 100 | | | 0 | 100 | 44 | 100 | 100 | 100 |
| cM capacity (veh/h) | 818 | | | 810 | | | 50 | 34 | 594 | 23 | 38 | 599 |
| Direction, Lane # | EB 1 | EB 2 | EB 3 | WB 1 | WB 2 | NB 1 | NB 2 | | | | | |
| Volume Total | 256 | 406 | 406 | 419 | 382 | 168 | 330 | | | | | |
| Volume Left | 256 | 0 | 0 | 0 | 0 | 168 | 0 | | | | | |
| Volume Right | 0 | 0 | 0 | 0 | 172 | 0 | 330 | | | | | |
| cSH | 818 | 1700 | 1700 | 1700 | 1700 | 50 | 594 | | | | | |
| Volume to Capacity | 0.31 | 0.24 | 0.24 | 0.25 | 0.22 | 3.34 | 0.56 | | | | | |
| Queue Length 95th (ft) | 34 | 0 | 0 | 0 | 0 | Err | 85 | | | | | |
| Control Delay (s) | 11.4 | 0.0 | 0.0 | 0.0 | 0.0 | Err | 18.4 | | | | | |
| Lane LOS | B | | | | | F | C | | | | | |
| Approach Delay (s) | 2.7 | | | 0.0 | | | 3381.2 | | | | | |
| Approach LOS | F | | | | | | | | | | | |
| Intersection Summary | | | | | | | | | | | | |
| Average Delay | 712.2 | | | | | | | | | | | |
| Intersection Capacity Utilization | 70.0% | | | ICU Level of Service | | | | C | | | | |
| Analysis Period (min) | 15 | | | | | | | | | | | |
| | | | | | | | | | | | | |



| Movement | WBL | WBR | SEL | SET | NWT | NWR |
|-----------------------------------|------|-------|------|----------------------|------|------|
| Lane Configurations | W | R | | | | |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 3 | 207 | 89 | 42 | 216 | 1 |
| Peak Hour Factor | 0.85 | 0.85 | 0.92 | 0.92 | 0.89 | 0.89 |
| Hourly flow rate (vph) | 4 | 244 | 97 | 46 | 243 | 1 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage (veh) | | | | | | |
| Upstream signal (ft) | | | | 1038 | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 482 | 243 | 244 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 482 | 243 | 244 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 99 | 69 | 93 | | | |
| cM capacity (veh/h) | 503 | 796 | 1322 | | | |
| Direction, Lane # | WB 1 | SE 1 | NW 1 | | | |
| Volume Total | 247 | 142 | 244 | | | |
| Volume Left | 4 | 97 | 0 | | | |
| Volume Right | 244 | 0 | 1 | | | |
| cSH | 789 | 1322 | 1700 | | | |
| Volume to Capacity | 0.31 | 0.07 | 0.14 | | | |
| Queue Length 95th (ft) | 34 | 6 | 0 | | | |
| Control Delay (s) | 11.6 | 5.6 | 0.0 | | | |
| Lane LOS | B | A | | | | |
| Approach Delay (s) | 11.6 | 5.6 | 0.0 | | | |
| Approach LOS | B | | | | | |
| Intersection Summary | | | | | | |
| Average Delay | | | 5.8 | | | |
| Intersection Capacity Utilization | | 41.5% | | ICU Level of Service | | A |
| Analysis Period (min) | | | 15 | | | |



| Lane Group | EBL | EBR | NEL | NET | SWT | SWR |
|------------------------|------------|-------|-------|--------|-------|------|
| Lane Configurations | | | | | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | 0% | | | 0% | 0% | |
| Storage Length (ft) | 0 | 0 | 0 | | | 0 |
| Storage Lanes | 1 | 1 | 0 | | | 0 |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Leading Detector (ft) | 50 | 50 | 50 | 50 | 50 | |
| Trailing Detector (ft) | 0 | 0 | 0 | 0 | 0 | |
| Turning Speed (mph) | 15 | 9 | 15 | | | 9 |
| Satd. Flow (prot) | 1770 | 1583 | 0 | 5019 | 3522 | 0 |
| Flt Permitted | 0.950 | | | 0.661 | | |
| Satd. Flow (perm) | 1770 | 1583 | 0 | 3361 | 3522 | 0 |
| Right Turn on Red | | Yes | | | | Yes |
| Satd. Flow (RTOR) | | 183 | | | 4 | |
| Link Speed (mph) | 30 | | | 40 | 40 | |
| Link Distance (ft) | 802 | | | 951 | 666 | |
| Travel Time (s) | 18.2 | | | 16.2 | 11.4 | |
| Volume (vph) | 39 | 429 | 225 | 661 | 849 | 30 |
| Confl. Peds. (#/hr) | | | | | | |
| Confl. Bikes (#/hr) | | | | | | |
| Peak Hour Factor | 0.90 | 0.90 | 0.92 | 0.92 | 0.88 | 0.88 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | |
| Mid-Block Traffic (%) | 0% | | | 0% | 0% | |
| Lane Group Flow (vph) | 43 | 477 | 0 | 963 | 999 | 0 |
| Turn Type | Perm pm+pt | | | | | |
| Protected Phases | 4 | | 5 | 2 | 6 | |
| Permitted Phases | | 4 | 2 | | | |
| Detector Phases | 4 | 4 | 5 | 2 | 6 | |
| Minimum Initial (s) | 9.0 | 9.0 | 4.0 | 15.0 | 15.0 | |
| Minimum Split (s) | 26.1 | 26.1 | 8.7 | 21.1 | 20.1 | |
| Total Split (s) | 44.5 | 44.5 | 10.7 | 55.5 | 44.8 | 0.0 |
| Total Split (%) | 44.5% | 44.5% | 10.7% | 55.5% | 44.8% | 0.0% |
| Yellow Time (s) | 3.2 | 3.2 | 3.2 | 3.6 | 3.6 | |
| All-Red Time (s) | 1.9 | 1.9 | 1.5 | 1.5 | 1.5 | |
| Lead/Lag | | | Lead | | Lag | |
| Lead-Lag Optimize? | | | | | | |
| Recall Mode | None | None | None | C-Max | C-Max | |
| Act Effct Green (s) | 26.1 | 26.1 | | 65.9 | 65.9 | |
| Actuated g/C Ratio | 0.26 | 0.26 | | 0.66 | 0.66 | |
| v/c Ratio | 0.09 | 0.87 | | 1.54dl | 0.43 | |
| Control Delay | 24.4 | 37.2 | | 9.1 | 10.3 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 24.4 | 37.2 | | 9.1 | 10.3 | |
| LOS | C | D | | A | B | |
| Approach Delay | 36.1 | | | 9.1 | 10.3 | |



| Lane Group | EBL | EBR | NEL | NET | SWT | SWR |
|--------------|-----|-----|-----|-----|-----|-----|
| Approach LOS | D | | A | | B | |

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 9 (9%), Referenced to phase 2:NETL and 6:SWT, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.87

Intersection Signal Delay: 15.2

Intersection LOS: B

Intersection Capacity Utilization 59.3%

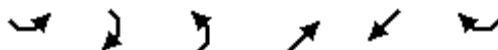
ICU Level of Service B

Analysis Period (min) 15

dl Defacto Left Lane. Recode with 1 though lane as a left lane.

Splits and Phases: 80: White St. & Lee St.

| | | | |
|--------------|--------------|--------------|--|
| ø2 55.5 s | | ø4 44.5 s | |
| ø5 10.7 s | ø6 44.8 s | | |



| Lane Group | SEL | SER | NEL | NET | SWT | SWR |
|------------------------|------------|-------|-------|-------|-------|------|
| Lane Configurations | | | | | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 10 | 11 | 12 | 12 | 12 | 12 |
| Grade (%) | 0% | | | 0% | 0% | |
| Storage Length (ft) | 0 | 0 | 90 | | | 0 |
| Storage Lanes | 1 | 1 | 1 | | | 0 |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Leading Detector (ft) | 50 | 50 | 50 | 50 | 50 | |
| Trailing Detector (ft) | 0 | 0 | 0 | 0 | 0 | |
| Turning Speed (mph) | 15 | 9 | 15 | | | 9 |
| Satd. Flow (prot) | 1652 | 1531 | 1770 | 3539 | 3525 | 0 |
| Flt Permitted | 0.950 | | 0.068 | | | |
| Satd. Flow (perm) | 1652 | 1531 | 127 | 3539 | 3525 | 0 |
| Right Turn on Red | | Yes | | | | Yes |
| Satd. Flow (RTOR) | | 142 | | | 4 | |
| Link Speed (mph) | 35 | | | 40 | 40 | |
| Link Distance (ft) | 730 | | | 308 | 951 | |
| Travel Time (s) | 14.2 | | | 5.3 | 16.2 | |
| Volume (vph) | 40 | 119 | 138 | 824 | 1411 | 40 |
| Confl. Peds. (#/hr) | | | | | | |
| Confl. Bikes (#/hr) | | | | | | |
| Peak Hour Factor | 0.84 | 0.84 | 0.93 | 0.93 | 0.91 | 0.91 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | |
| Mid-Block Traffic (%) | 0% | | | 0% | 0% | |
| Lane Group Flow (vph) | 48 | 142 | 148 | 886 | 1595 | 0 |
| Turn Type | Perm pm+pt | | | | | |
| Protected Phases | 4 | | 5 | 2 | 6 | |
| Permitted Phases | | 4 | 2 | | | |
| Detector Phases | 4 | 4 | 5 | 2 | 6 | |
| Minimum Initial (s) | 9.0 | 9.0 | 4.0 | 15.0 | 15.0 | |
| Minimum Split (s) | 26.1 | 26.1 | 8.7 | 21.1 | 20.1 | |
| Total Split (s) | 26.1 | 26.1 | 15.0 | 73.9 | 58.9 | 0.0 |
| Total Split (%) | 26.1% | 26.1% | 15.0% | 73.9% | 58.9% | 0.0% |
| Yellow Time (s) | 3.2 | 3.2 | 3.2 | 3.6 | 3.6 | |
| All-Red Time (s) | 1.9 | 1.9 | 1.5 | 1.5 | 1.5 | |
| Lead/Lag | | | Lead | | Lag | |
| Lead-Lag Optimize? | | | | | | |
| Recall Mode | None | None | None | C-Max | C-Max | |
| Act Effct Green (s) | 10.7 | 10.7 | 81.3 | 81.3 | 67.6 | |
| Actuated g/C Ratio | 0.11 | 0.11 | 0.81 | 0.81 | 0.68 | |
| v/c Ratio | 0.27 | 0.49 | 0.56 | 0.31 | 0.67 | |
| Control Delay | 45.0 | 13.3 | 20.7 | 2.7 | 8.5 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.9 | 0.0 | |
| Total Delay | 45.0 | 13.3 | 20.7 | 3.6 | 8.5 | |
| LOS | D | B | C | A | A | |
| Approach Delay | 21.3 | | | 6.1 | 8.5 | |



| Lane Group | SEL | SER | NEL | NET | SWT | SWR |
|--------------|-----|-----|-----|-----|-----|-----|
| Approach LOS | C | | | A | A | |

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 96 (96%), Referenced to phase 2:NETL and 6:SWT, Start of Green

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.67

Intersection Signal Delay: 8.5

Intersection LOS: A

Intersection Capacity Utilization 65.4%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 81: Donnelly Ave. & Lee St.

| | | | |
|--------------|--------------|--------------|--|
| ø2 73.9 s | | ø4 26.1 s | |
| ø5 15 s | ø6 58.9 s | | |



| Lane Group | EBL | EBR | NEL | NET | SWT | SWR |
|------------------------|-------|------|-------|-------|-------|------|
| Lane Configurations | | | | | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | 0% | | | 0% | 0% | |
| Storage Length (ft) | 0 | 0 | 0 | | | 0 |
| Storage Lanes | 1 | 0 | 0 | | | 0 |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Leading Detector (ft) | 50 | | 50 | 50 | 50 | |
| Trailing Detector (ft) | 0 | | 0 | 0 | 0 | |
| Turning Speed (mph) | 15 | 9 | 15 | | | 9 |
| Satd. Flow (prot) | 1722 | 0 | 0 | 3532 | 5029 | 0 |
| Flt Permitted | 0.967 | | | 0.847 | | |
| Satd. Flow (perm) | 1722 | 0 | 0 | 2998 | 5029 | 0 |
| Right Turn on Red | | Yes | | | | Yes |
| Satd. Flow (RTOR) | 28 | | | | 20 | |
| Link Speed (mph) | 30 | | | 40 | 40 | |
| Link Distance (ft) | 724 | | | 691 | 2169 | |
| Travel Time (s) | 16.5 | | | 11.8 | 37.0 | |
| Volume (vph) | 88 | 43 | 30 | 712 | 1033 | 82 |
| Confl. Peds. (#/hr) | | | | | | |
| Confl. Bikes (#/hr) | | | | | | |
| Peak Hour Factor | 0.69 | 0.69 | 0.91 | 0.91 | 0.89 | 0.89 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | |
| Mid-Block Traffic (%) | 0% | | | 0% | 0% | |
| Lane Group Flow (vph) | 190 | 0 | 0 | 815 | 1253 | 0 |
| Turn Type | | | Perm | | | |
| Protected Phases | 8 | | | 6 | 2 | |
| Permitted Phases | | | 6 | | | |
| Detector Phases | 8 | | 6 | 6 | 2 | |
| Minimum Initial (s) | 9.0 | | 15.0 | 15.0 | 15.0 | |
| Minimum Split (s) | 24.2 | | 22.0 | 22.0 | 22.0 | |
| Total Split (s) | 42.2 | 0.0 | 57.8 | 57.8 | 57.8 | 0.0 |
| Total Split (%) | 42.2% | 0.0% | 57.8% | 57.8% | 57.8% | 0.0% |
| Yellow Time (s) | 3.2 | | 4.3 | 4.3 | 4.3 | |
| All-Red Time (s) | 2.0 | | 1.7 | 1.7 | 1.7 | |
| Lead/Lag | | | | | | |
| Lead-Lag Optimize? | | | | | | |
| Recall Mode | None | | C-Max | C-Max | C-Max | |
| Act Effct Green (s) | 15.1 | | | 76.9 | 76.9 | |
| Actuated g/C Ratio | 0.15 | | | 0.77 | 0.77 | |
| v/c Ratio | 0.67 | | | 0.35 | 0.32 | |
| Control Delay | 45.2 | | | 4.6 | 4.1 | |
| Queue Delay | 0.0 | | | 0.0 | 0.0 | |
| Total Delay | 45.2 | | | 4.6 | 4.1 | |
| LOS | D | | | A | A | |
| Approach Delay | 45.2 | | | 4.6 | 4.1 | |



| Lane Group | EBL | EBR | NEL | NET | SWT | SWR |
|--------------|-----|-----|-----|-----|-----|-----|
| Approach LOS | D | | | A | A | |

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 0 (0%), Referenced to phase 2:SWT and 6:NETL, Start of Green

Natural Cycle: 50

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.67

Intersection Signal Delay: 7.7

Intersection LOS: A

















Intersection Capacity Utilization 55.9%













ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 83: Avon St. & Lee St.



| |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |  | | |  | | |  | | |  | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Leading Detector (ft) | 50 | 50 | | 50 | 50 | | 50 | 50 | | 50 | 50 | |
| Trailing Detector (ft) | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Satd. Flow (prot) | 0 | 1791 | 0 | 0 | 1798 | 0 | 0 | 1828 | 0 | 0 | 1805 | 0 |
| Flt Permitted | | 0.891 | | | 0.969 | | | 0.880 | | | 0.900 | |
| Satd. Flow (perm) | 0 | 1610 | 0 | 0 | 1747 | 0 | 0 | 1624 | 0 | 0 | 1638 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 30 | | | 33 | | | 7 | | | 22 | |
| Link Speed (mph) | | 30 | | | 30 | | | 35 | | | 35 | |
| Link Distance (ft) | | 1923 | | | 1571 | | | 436 | | | 1474 | |
| Travel Time (s) | | 43.7 | | | 35.7 | | | 8.5 | | | 28.7 | |
| Volume (vph) | 61 | 195 | 73 | 15 | 176 | 60 | 66 | 253 | 22 | 51 | 218 | 55 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.83 | 0.83 | 0.83 | 0.87 | 0.87 | 0.87 | 0.86 | 0.86 | 0.86 | 0.89 | 0.89 | 0.89 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Lane Group Flow (vph) | 0 | 396 | 0 | 0 | 288 | 0 | 0 | 397 | 0 | 0 | 364 | 0 |
| Turn Type | Perm | | | Perm | | | Perm | | | Perm | | |
| Protected Phases | | 4 | | | 8 | | | 6 | | | 2 | |
| Permitted Phases | 4 | | | 8 | | | 6 | | | 2 | | |
| Detector Phases | 4 | 4 | | 8 | 8 | | 6 | 6 | | 2 | 2 | |
| Minimum Initial (s) | 15.0 | 15.0 | | 15.0 | 15.0 | | 15.0 | 15.0 | | 15.0 | 15.0 | |
| Minimum Split (s) | 20.4 | 20.4 | | 20.4 | 20.4 | | 21.4 | 21.4 | | 21.4 | 21.4 | |
| Total Split (s) | 30.0 | 30.0 | 0.0 | 30.0 | 30.0 | 0.0 | 30.0 | 30.0 | 0.0 | 30.0 | 30.0 | 0.0 |
| Total Split (%) | 50.0% | 50.0% | 0.0% | 50.0% | 50.0% | 0.0% | 50.0% | 50.0% | 0.0% | 50.0% | 50.0% | 0.0% |
| Yellow Time (s) | 3.8 | 3.8 | | 3.8 | 3.8 | | 3.8 | 3.8 | | 3.8 | 3.8 | |
| All-Red Time (s) | 1.6 | 1.6 | | 1.6 | 1.6 | | 1.6 | 1.6 | | 1.6 | 1.6 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | Max | Max | | Max | Max | | C-Max | C-Max | | C-Max | C-Max | |
| Act Effct Green (s) | | 26.0 | | | 26.0 | | | 26.0 | | | 26.0 | |
| Actuated g/C Ratio | | 0.43 | | | 0.43 | | | 0.43 | | | 0.43 | |
| v/c Ratio | | 0.55 | | | 0.37 | | | 0.56 | | | 0.50 | |
| Control Delay | | 15.3 | | | 11.8 | | | 16.3 | | | 14.5 | |
| Queue Delay | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Total Delay | | 15.3 | | | 11.8 | | | 16.3 | | | 14.5 | |
| LOS | | B | | | B | | | B | | | B | |
| Approach Delay | | 15.3 | | | 11.8 | | | 16.3 | | | 14.5 | |

| |  |  |  |  |  |  |  |  |  |  |  |  |
|--------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Approach LOS | B | | | B | | | B | | | B | | |

Intersection Summary

Area Type: Other

Cycle Length: 60

Actuated Cycle Length: 60

Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green

Natural Cycle: 45

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.56

Intersection Signal Delay: 14.7





Intersection LOS: B

















Intersection Capacity Utilization 68.1%













ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 87: Dill Ave. & Sylvan Rd.

| | |
|---|---|
|  |  |
| ø2 | ø4 |
| 30 s | 30 s |
|  |  |
| ø6 | ø8 |
| 30 s | 30 s |

| |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |  | | |  | | |  | | |  | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Leading Detector (ft) | 50 | 50 | | 50 | 50 | | 50 | 50 | | 50 | 50 | |
| Trailing Detector (ft) | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Satd. Flow (prot) | 0 | 1722 | 0 | 0 | 1730 | 0 | 0 | 3486 | 0 | 0 | 3433 | 0 |
| Flt Permitted | | 0.811 | | | 0.909 | | | 0.629 | | | 0.945 | |
| Satd. Flow (perm) | 0 | 1429 | 0 | 0 | 1588 | 0 | 0 | 2211 | 0 | 0 | 3248 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 39 | | | 43 | | | 5 | | | 45 | |
| Link Speed (mph) | | 30 | | | 30 | | | 35 | | | 35 | |
| Link Distance (ft) | | 1510 | | | 514 | | | 743 | | | 1418 | |
| Travel Time (s) | | 34.3 | | | 11.7 | | | 14.5 | | | 27.6 | |
| Volume (vph) | 157 | 40 | 130 | 13 | 22 | 29 | 84 | 429 | 24 | 18 | 854 | 210 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.68 | 0.68 | 0.68 | 0.98 | 0.98 | 0.98 | 0.93 | 0.93 | 0.93 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Lane Group Flow (vph) | 0 | 344 | 0 | 0 | 94 | 0 | 0 | 548 | 0 | 0 | 1163 | 0 |
| Turn Type | Perm | | | Perm | | | Perm | | | pm+pt | | |
| Protected Phases | | 4 | | | 8 | | | 6 | | | 5 | 2 |
| Permitted Phases | 4 | | | 8 | | | 6 | | | 2 | | |
| Detector Phases | 4 | 4 | | 8 | 8 | | 6 | 6 | | 5 | 2 | |
| Minimum Initial (s) | 9.0 | 9.0 | | 9.0 | 9.0 | | 15.0 | 15.0 | | 5.0 | 15.0 | |
| Minimum Split (s) | 23.3 | 23.3 | | 23.3 | 23.3 | | 20.3 | 20.3 | | 10.0 | 20.3 | |
| Total Split (s) | 43.2 | 43.2 | 0.0 | 43.2 | 43.2 | 0.0 | 43.8 | 43.8 | 0.0 | 13.0 | 56.8 | 0.0 |
| Total Split (%) | 43.2% | 43.2% | 0.0% | 43.2% | 43.2% | 0.0% | 43.8% | 43.8% | 0.0% | 13.0% | 56.8% | 0.0% |
| Yellow Time (s) | 3.3 | 3.3 | | 3.3 | 3.3 | | 3.7 | 3.7 | | 3.5 | 3.7 | |
| All-Red Time (s) | 2.0 | 2.0 | | 2.0 | 2.0 | | 1.6 | 1.6 | | 1.5 | 1.6 | |
| Lead/Lag | | | | | | | Lag | Lag | | Lead | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | | None | None | | C-Max | C-Max | | None | C-Max | |
| Act Effct Green (s) | | 27.1 | | | 27.1 | | | 64.9 | | | 64.9 | |
| Actuated g/C Ratio | | 0.27 | | | 0.27 | | | 0.65 | | | 0.65 | |
| v/c Ratio | | 0.83 | | | 0.20 | | | 0.38 | | | 0.55 | |
| Control Delay | | 46.3 | | | 15.3 | | | 9.0 | | | 8.3 | |
| Queue Delay | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Total Delay | | 46.3 | | | 15.3 | | | 9.0 | | | 8.3 | |
| LOS | | D | | | B | | | A | | | A | |
| Approach Delay | | 46.3 | | | 15.3 | | | 9.0 | | | 8.3 | |

| |  |  |  |  |  |  |  |  |  |  |  |  |
|--------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Approach LOS | D | | | B | | | A | | | A | | |

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 16 (16%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.83

Intersection Signal Delay: 14.9





Intersection LOS: B

















Intersection Capacity Utilization 81.3%













ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 90: Dill Ave. & Metropolitan Ave.

| | |
|--|--|
|  ø2 |  ø4 |
| 56.8 s | 43.2 s |
|  ø5 |  ø8 |
| 13 s | 43.2 s |

| |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |  | | |  | | |  | | |  | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Leading Detector (ft) | 50 | 50 | | 50 | 50 | | 50 | 50 | | 50 | 50 | |
| Trailing Detector (ft) | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Satd. Flow (prot) | 0 | 1670 | 0 | 0 | 1738 | 0 | 0 | 3514 | 0 | 0 | 3525 | 0 |
| Flt Permitted | | 0.942 | | | 0.859 | | | 0.910 | | | 0.931 | |
| Satd. Flow (perm) | 0 | 1595 | 0 | 0 | 1536 | 0 | 0 | 3201 | 0 | 0 | 3285 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 29 | | | 18 | | | 8 | | | 4 | |
| Link Speed (mph) | | 30 | | | 30 | | | 35 | | | 35 | |
| Link Distance (ft) | | 1228 | | | 476 | | | 702 | | | 743 | |
| Travel Time (s) | | 27.9 | | | 10.8 | | | 13.7 | | | 14.5 | |
| Volume (vph) | 8 | 1 | 19 | 25 | 6 | 13 | 14 | 543 | 25 | 21 | 984 | 21 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.65 | 0.65 | 0.65 | 0.74 | 0.74 | 0.74 | 0.86 | 0.86 | 0.86 | 0.81 | 0.81 | 0.81 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Lane Group Flow (vph) | 0 | 43 | 0 | 0 | 60 | 0 | 0 | 676 | 0 | 0 | 1267 | 0 |
| Turn Type | Perm | | | Perm | | | Perm | | | Perm | | |
| Protected Phases | | 8 | | | 4 | | | 6 | | | 2 | |
| Permitted Phases | 8 | | | 4 | | | 6 | | | 2 | | |
| Detector Phases | 8 | 8 | | 4 | 4 | | 6 | 6 | | 2 | 2 | |
| Minimum Initial (s) | 9.0 | 9.0 | | 9.0 | 9.0 | | 15.0 | 15.0 | | 15.0 | 15.0 | |
| Minimum Split (s) | 25.4 | 25.4 | | 14.4 | 14.4 | | 20.1 | 20.1 | | 20.1 | 20.1 | |
| Total Split (s) | 36.4 | 36.4 | 0.0 | 36.4 | 36.4 | 0.0 | 63.6 | 63.6 | 0.0 | 63.6 | 63.6 | 0.0 |
| Total Split (%) | 36.4% | 36.4% | 0.0% | 36.4% | 36.4% | 0.0% | 63.6% | 63.6% | 0.0% | 63.6% | 63.6% | 0.0% |
| Yellow Time (s) | 3.2 | 3.2 | | 3.2 | 3.2 | | 3.6 | 3.6 | | 3.6 | 3.6 | |
| All-Red Time (s) | 2.2 | 2.2 | | 2.2 | 2.2 | | 1.5 | 1.5 | | 1.5 | 1.5 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | Min | Min | | Min | Min | | C-Max | C-Max | | C-Max | C-Max | |
| Act Effct Green (s) | | 10.9 | | | 10.9 | | | 81.1 | | | 81.1 | |
| Actuated g/C Ratio | | 0.11 | | | 0.11 | | | 0.81 | | | 0.81 | |
| v/c Ratio | | 0.22 | | | 0.33 | | | 0.26 | | | 0.48 | |
| Control Delay | | 22.9 | | | 36.0 | | | 2.6 | | | 1.8 | |
| Queue Delay | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Total Delay | | 22.9 | | | 36.0 | | | 2.6 | | | 1.8 | |
| LOS | | C | | | D | | | A | | | A | |
| Approach Delay | | 22.9 | | | 36.0 | | | 2.6 | | | 1.8 | |

| |  |  |  |  |  |  |  |  |  |  |  |  |
|--------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Approach LOS | C | | | D | | | A | | | A | | |

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 10 (10%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.48

Intersection Signal Delay: 3.5





Intersection LOS: A

















Intersection Capacity Utilization 57.1%













ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 91: Lynnhaven Ave. & Metropolitan Ave.

| | |
|--|--|
|  ø2 |  ø4 |
| 63.6 s | 36.4 s |
|  ø6 |  ø8 |
| 63.6 s | 36.4 s |

| |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |  | | |  | | |  | | |  | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 10 | 10 | 10 | 10 | 10 | 10 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Leading Detector (ft) | 50 | 50 | | 50 | 50 | | 50 | 50 | | 50 | 50 | |
| Trailing Detector (ft) | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Satd. Flow (prot) | 0 | 1785 | 0 | 0 | 3292 | 0 | 0 | 3033 | 0 | 0 | 3241 | 0 |
| Flt Permitted | | 0.786 | | | 0.720 | | | 0.944 | | | 0.583 | |
| Satd. Flow (perm) | 0 | 1422 | 0 | 0 | 2456 | 0 | 0 | 2866 | 0 | 0 | 1910 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 15 | | | 46 | | | 385 | | | 9 | |
| Link Speed (mph) | | 30 | | | 30 | | | 35 | | | 35 | |
| Link Distance (ft) | | 820 | | | 3704 | | | 1418 | | | 1848 | |
| Travel Time (s) | | 18.6 | | | 84.2 | | | 27.6 | | | 36.0 | |
| Volume (vph) | 25 | 47 | 20 | 434 | 23 | 143 | 7 | 276 | 331 | 164 | 538 | 37 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.88 | 0.88 | 0.88 | 0.86 | 0.86 | 0.86 | 0.81 | 0.81 | 0.81 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Lane Group Flow (vph) | 0 | 101 | 0 | 0 | 681 | 0 | 0 | 714 | 0 | 0 | 912 | 0 |
| Turn Type | Perm | | | Perm | | | Perm | | | pm+pt | | |
| Protected Phases | | 4 | | | 8 | | | 6 | | | 5 | 2 |
| Permitted Phases | 4 | | | 8 | | | 6 | | | 2 | | |
| Detector Phases | 4 | 4 | | 8 | 8 | | 6 | 6 | | 5 | 2 | |
| Minimum Initial (s) | 14.0 | 14.0 | | 14.0 | 14.0 | | 15.0 | 15.0 | | 7.0 | 15.0 | |
| Minimum Split (s) | 24.5 | 24.5 | | 24.5 | 24.5 | | 23.6 | 23.6 | | 12.2 | 23.6 | |
| Total Split (s) | 39.0 | 39.0 | 0.0 | 39.0 | 39.0 | 0.0 | 48.8 | 48.8 | 0.0 | 12.2 | 61.0 | 0.0 |
| Total Split (%) | 39.0% | 39.0% | 0.0% | 39.0% | 39.0% | 0.0% | 48.8% | 48.8% | 0.0% | 12.2% | 61.0% | 0.0% |
| Yellow Time (s) | 3.6 | 3.6 | | 3.6 | 3.6 | | 3.8 | 3.8 | | 3.6 | 3.8 | |
| All-Red Time (s) | 1.9 | 1.9 | | 1.9 | 1.9 | | 1.8 | 1.8 | | 1.6 | 1.8 | |
| Lead/Lag | | | | | | | Lag | Lag | | Lead | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | Min | Min | | Min | Min | | C-Max | C-Max | | Max | C-Max | |
| Act Effct Green (s) | | 30.9 | | | 30.9 | | | 44.8 | | | 61.1 | |
| Actuated g/C Ratio | | 0.31 | | | 0.31 | | | 0.45 | | | 0.61 | |
| v/c Ratio | | 0.22 | | | 1.14dl | | | 0.48 | | | 0.68 | |
| Control Delay | | 21.7 | | | 41.7 | | | 6.0 | | | 15.5 | |
| Queue Delay | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Total Delay | | 21.7 | | | 41.7 | | | 6.0 | | | 15.5 | |
| LOS | | C | | | D | | | A | | | B | |
| Approach Delay | | 21.7 | | | 41.7 | | | 6.0 | | | 15.5 | |

| |  |  |  |  |  |  |  |  |  |  |  |  |
|--------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Approach LOS | C | | | D | | | A | | | B | | |

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 16 (16%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green

Natural Cycle: 65

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.86

Intersection Signal Delay: 20.4

Intersection LOS: C






Intersection Capacity Utilization 80.0%

ICU Level of Service D

Analysis Period (min) 15


















dl Defacto Left Lane. Recode with 1 though lane as a left lane.

Splits and Phases: 92: University Ave. & Metropolitan Ave.

| | |
|--|--|
|  ø2 |  ø4 |
| 61 s | 39 s |
|  ø5 |  ø8 |
| 12.2 s | 39 s |
|  ø6 | |
| 48.8 s | |













Atlanta BeltLine Master Plan Subarea 2
94: University Ave. & I 75 Southbound Ramp

BeltLine 2020 PM Peak
MG

| |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |  | |  |  | | | | |  | |  |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 11 | 11 | 11 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 15 | 11 |
| Grade (%) | 0% | | | 0% | | | 0% | | | 0% | | |
| Storage Length (ft) | 0 | | 0 | 160 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 0 | | 0 | 1 | | 0 | 0 | | 0 | 2 | | 1 |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Leading Detector (ft) | | 50 | | 50 | 50 | | | | | 50 | | 50 |
| Trailing Detector (ft) | | 0 | | 0 | 0 | | | | | 0 | | 0 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Satd. Flow (prot) | 0 | 3281 | 0 | 1770 | 3539 | 0 | 0 | 0 | 0 | 3433 | 0 | 1531 |
| Flt Permitted | | | | 0.103 | | | | | | 0.950 | | |
| Satd. Flow (perm) | 0 | 3281 | 0 | 192 | 3539 | 0 | 0 | 0 | 0 | 3433 | 0 | 1531 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 60 | | | | | | | | | | 435 |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 3704 | | | 472 | | | 664 | | | 1127 | |
| Travel Time (s) | | 84.2 | | | 10.7 | | | 15.1 | | | 25.6 | |
| Volume (vph) | 0 | 661 | 251 | 408 | 414 | 0 | 0 | 0 | 0 | 633 | 0 | 413 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.89 | 0.89 | 0.89 | 0.90 | 0.90 | 0.90 | 0.92 | 0.92 | 0.92 | 0.95 | 0.95 | 0.95 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Lane Group Flow (vph) | 0 | 1025 | 0 | 453 | 460 | 0 | 0 | 0 | 0 | 666 | 0 | 435 |
| Turn Type | | | | pm+pt | | | | | | Prot | | custom |
| Protected Phases | | 6 | | 5 | 2 | | | | | 8 | | |
| Permitted Phases | | | | 2 | | | | | | | | 8 |
| Detector Phases | | 6 | | 5 | 2 | | | | | 8 | | 8 |
| Minimum Initial (s) | | 32.0 | | 10.0 | 32.0 | | | | | 24.0 | | 24.0 |
| Minimum Split (s) | | 37.4 | | 15.0 | 37.4 | | | | | 30.3 | | 30.3 |
| Total Split (s) | 0.0 | 38.7 | 0.0 | 31.0 | 69.7 | 0.0 | 0.0 | 0.0 | 0.0 | 30.3 | 0.0 | 30.3 |
| Total Split (%) | 0.0% | 38.7% | 0.0% | 31.0% | 69.7% | 0.0% | 0.0% | 0.0% | 0.0% | 30.3% | 0.0% | 30.3% |
| Yellow Time (s) | | 3.6 | | 3.6 | 3.6 | | | | | 3.9 | | 3.9 |
| All-Red Time (s) | | 1.8 | | 1.4 | 1.8 | | | | | 2.4 | | 2.4 |
| Lead/Lag | | Lag | | Lead | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | | Min | | Min | Min | | | | | Min | | Min |
| Act Effct Green (s) | | 34.5 | | 63.6 | 63.6 | | | | | 26.3 | | 26.3 |
| Actuated g/C Ratio | | 0.35 | | 0.65 | 0.65 | | | | | 0.27 | | 0.27 |
| v/c Ratio | | 0.86 | | 0.86 | 0.20 | | | | | 0.72 | | 0.60 |
| Control Delay | | 36.8 | | 40.8 | 7.1 | | | | | 38.2 | | 6.8 |
| Queue Delay | | 0.0 | | 0.0 | 0.0 | | | | | 0.0 | | 0.0 |
| Total Delay | | 36.8 | | 40.8 | 7.1 | | | | | 38.2 | | 6.8 |
| LOS | | D | | D | A | | | | | D | | A |
| Approach Delay | | 36.8 | | | 23.8 | | | | | | | |

Atlanta BeltLine Master Plan Subarea 2
 94: University Ave. & I 75 Southbound Ramp

BeltLine 2020 PM Peak
 MG






















| |  |  |  |  |  |  |  |  |  |  |  |  |
|--------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Approach LOS | D | | | C | | | | | | | | |













Intersection Summary

| | |
|---|------------------------|
| Area Type: | Other |
| Cycle Length: 100 | |
| Actuated Cycle Length: 97.9 | |
| Natural Cycle: 85 | |
| Control Type: Actuated-Uncoordinated | |
| Maximum v/c Ratio: 0.86 | |
| Intersection Signal Delay: 28.9 | Intersection LOS: C |
| Intersection Capacity Utilization 79.3% | ICU Level of Service D |
| Analysis Period (min) 15 | |

Splits and Phases: 94: University Ave. & I 75 Southbound Ramp



| |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  |  |  |  |  | |  | |  |  | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 11 | 11 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 10 | 10 |
| Grade (%) | 0% | | 0% | | 0% | | 0% | | 0% | | 0% | |
| Storage Length (ft) | 0 | | 0 | 350 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 1 | 0 | | 0 | 1 | | 0 |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Leading Detector (ft) | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | | 50 | 50 | |
| Trailing Detector (ft) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Satd. Flow (prot) | 1711 | 3421 | 1583 | 1770 | 3539 | 1583 | 0 | 1736 | 0 | 1770 | 1481 | 0 |
| Flt Permitted | 0.950 | | | 0.950 | | | | 0.791 | | 0.950 | | |
| Satd. Flow (perm) | 1711 | 3421 | 1583 | 1770 | 3539 | 1583 | 0 | 1426 | 0 | 1770 | 1481 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 8 | | | 180 | | 10 | | | 95 | |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 1896 | | | 1415 | | | 840 | | | 980 | |
| Travel Time (s) | | 43.1 | | | 32.2 | | | 19.1 | | | 22.3 | |
| Volume (vph) | 49 | 653 | 7 | 1 | 704 | 171 | 16 | 0 | 5 | 166 | 1 | 74 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.84 | 0.84 | 0.84 | 0.95 | 0.95 | 0.95 | 0.50 | 0.50 | 0.50 | 0.78 | 0.78 | 0.78 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Lane Group Flow (vph) | 58 | 777 | 8 | 1 | 741 | 180 | 0 | 42 | 0 | 213 | 96 | 0 |
| Turn Type | Prot | | Perm | Prot | | pm+ov | Perm | | | Prot | | |
| Protected Phases | 1 | 6 | | 5 | 2 | 3 | | 4 | | 3 | 8 | |
| Permitted Phases | | | 6 | | | 2 | 4 | | | | | |
| Detector Phases | 1 | 6 | 6 | 5 | 2 | 3 | 4 | 4 | | 3 | 8 | |
| Minimum Initial (s) | 10.0 | 30.0 | 30.0 | 10.0 | 30.0 | 10.0 | 20.0 | 20.0 | | 10.0 | 20.0 | |
| Minimum Split (s) | 16.0 | 36.0 | 36.0 | 16.0 | 36.0 | 16.0 | 31.0 | 31.0 | | 16.0 | 31.0 | |
| Total Split (s) | 16.0 | 36.0 | 36.0 | 16.0 | 36.0 | 17.0 | 31.0 | 31.0 | 0.0 | 17.0 | 48.0 | 0.0 |
| Total Split (%) | 16.0% | 36.0% | 36.0% | 16.0% | 36.0% | 17.0% | 31.0% | 31.0% | 0.0% | 17.0% | 48.0% | 0.0% |
| Yellow Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | 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 | |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | Lead | Lag | Lag | | Lead | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | Min | Min | None | None | None | None | None | | None | None | |
| Act Effct Green (s) | 12.3 | 40.0 | 40.0 | 12.6 | 34.7 | 55.4 | | 22.2 | | 14.0 | 31.7 | |
| Actuated g/C Ratio | 0.15 | 0.51 | 0.51 | 0.14 | 0.44 | 0.71 | | 0.25 | | 0.18 | 0.36 | |
| v/c Ratio | 0.23 | 0.44 | 0.01 | 0.00 | 0.47 | 0.15 | | 0.12 | | 0.67 | 0.16 | |
| Control Delay | 39.1 | 16.7 | 10.4 | 39.0 | 21.8 | 2.4 | | 24.2 | | 48.5 | 4.7 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 39.1 | 16.7 | 10.4 | 39.0 | 21.8 | 2.4 | | 24.2 | | 48.5 | 4.7 | |
| LOS | D | B | B | D | C | A | | C | | D | A | |
| Approach Delay | | 18.2 | | | 18.0 | | | 24.2 | | | 34.9 | |

| |  |  |  |  |  |  |  |  |  |  |  |  |
|--------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Approach LOS | B | | | B | | | C | | | C | | |

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 78.1

Natural Cycle: 100

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.67

Intersection Signal Delay: 20.7








Intersection LOS: C












Intersection Capacity Utilization 60.0%

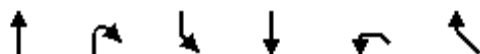
ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 96: University Ave. & Hank Aaron Dr.

| | | | |
|--|--|--|--|
|  ø1 |  ø2 |  ø3 |  ø4 |
| 16 s | 36 s | 17 s | 31 s |
|  ø5 |  ø6 |  ø8 | |
| 16 s | 36 s | 48 s | |

| |  |  |  |  |  |  |
|------------------------|---|---|---|---|---|---|
| Lane Group | NBT | NBR | SBL | SBT | NWL | NWR |
| Lane Configurations |  | |  |  |  |  |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | 0% | | | 0% | 0% | |
| Storage Length (ft) | | 0 | 225 | | 125 | 0 |
| Storage Lanes | | 0 | 1 | | 1 | 1 |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Leading Detector (ft) | 50 | | 50 | 50 | 50 | 50 |
| Trailing Detector (ft) | 0 | | 0 | 0 | 0 | 0 |
| Turning Speed (mph) | | 9 | 15 | | 15 | 9 |
| Satd. Flow (prot) | 3270 | 0 | 1770 | 3539 | 1770 | 1583 |
| Flt Permitted | | | 0.445 | | 0.950 | |
| Satd. Flow (perm) | 3270 | 0 | 829 | 3539 | 1770 | 1583 |
| Right Turn on Red | | Yes | | | | Yes |
| Satd. Flow (RTOR) | 185 | | | | | 126 |
| Link Speed (mph) | 30 | | | 30 | 30 | |
| Link Distance (ft) | 599 | | | 628 | 1038 | |
| Travel Time (s) | 13.6 | | | 14.3 | 23.6 | |
| Volume (vph) | 176 | 179 | 183 | 299 | 244 | 106 |
| Confl. Peds. (#/hr) | | | | | | |
| Confl. Bikes (#/hr) | | | | | | |
| Peak Hour Factor | 0.97 | 0.97 | 0.90 | 0.90 | 0.84 | 0.84 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | |
| Mid-Block Traffic (%) | 0% | | | 0% | 0% | |
| Lane Group Flow (vph) | 366 | 0 | 203 | 332 | 290 | 126 |
| Turn Type | | pm+pt | | | Perm | |
| Protected Phases | 6 | | 5 | 2 | 4 | |
| Permitted Phases | | | 2 | | | 4 |
| Detector Phases | 6 | | 5 | 2 | 4 | 4 |
| Minimum Initial (s) | 7.0 | | 4.0 | 7.0 | 4.0 | 4.0 |
| Minimum Split (s) | 27.0 | | 8.0 | 27.0 | 26.0 | 26.0 |
| Total Split (s) | 29.0 | 0.0 | 10.0 | 39.0 | 26.0 | 26.0 |
| Total Split (%) | 44.6% | 0.0% | 15.4% | 60.0% | 40.0% | 40.0% |
| Yellow Time (s) | 4.0 | | 3.0 | 4.0 | 3.0 | 3.0 |
| All-Red Time (s) | 1.0 | | 1.0 | 1.0 | 1.0 | 1.0 |
| Lead/Lag | Lag | | Lead | | | |
| Lead-Lag Optimize? | Yes | | Yes | | | |
| Recall Mode | Min | | None | Min | None | None |
| Act Effct Green (s) | 15.5 | | 21.1 | 23.1 | 11.2 | 11.2 |
| Actuated g/C Ratio | 0.40 | | 0.52 | 0.60 | 0.28 | 0.28 |
| v/c Ratio | 0.26 | | 0.35 | 0.16 | 0.59 | 0.24 |
| Control Delay | 7.3 | | 8.3 | 6.1 | 17.4 | 4.1 |
| Queue Delay | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 7.3 | | 8.3 | 6.1 | 17.4 | 4.1 |
| LOS | A | | A | A | B | A |
| Approach Delay | 7.3 | | | 6.9 | 13.4 | |



| Lane Group | NBT | NBR | SBL | SBT | NWL | NWR |
|--------------|-----|-----|-----|-----|-----|-----|
| Approach LOS | A | | A | | B | |

Intersection Summary

Area Type: Other

Cycle Length: 65

Actuated Cycle Length: 38.5

Natural Cycle: 65

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.59

Intersection Signal Delay: 9.1

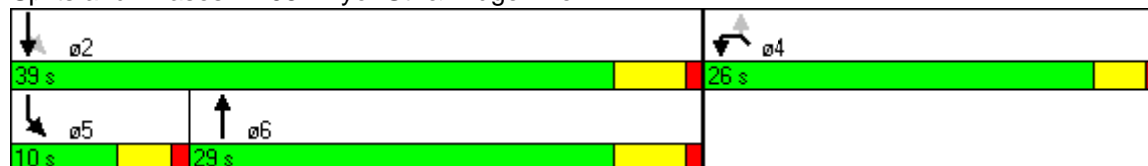
Intersection LOS: A

Intersection Capacity Utilization 44.3%

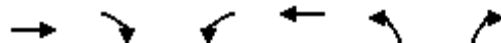
ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 98: Pryor St. & Ridge Ave.



| | → | ↘ | ↙ | ← | ↖ | ↗ | |
|------------------------|-------|-------|-------|-------|-------|------|------|
| Lane Group | EBT | EBR | WBL | WBT | NBL | NBR | ø4 |
| Lane Configurations | ↑ | ↗ | | ↖ | ↘ | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | |
| Lane Width (ft) | 12 | 11 | 16 | 16 | 11 | 11 | |
| Grade (%) | 0% | | | 0% | 0% | | |
| Storage Length (ft) | | 280 | 0 | | 0 | 0 | |
| Storage Lanes | | 1 | 0 | | 1 | 0 | |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | |
| Leading Detector (ft) | 50 | 50 | 50 | 50 | 50 | | |
| Trailing Detector (ft) | 0 | 0 | 0 | 0 | 0 | | |
| Turning Speed (mph) | | 9 | 15 | | 15 | 9 | |
| Satd. Flow (prot) | 1863 | 1531 | 0 | 2107 | 1713 | 0 | |
| Flt Permitted | | | | 0.984 | 0.953 | | |
| Satd. Flow (perm) | 1863 | 1531 | 0 | 2077 | 1713 | 0 | |
| Right Turn on Red | | Yes | | | | Yes | |
| Satd. Flow (RTOR) | | 560 | | | 1 | | |
| Link Speed (mph) | 30 | | | 30 | 30 | | |
| Link Distance (ft) | 1415 | | | 1086 | 894 | | |
| Travel Time (s) | 32.2 | | | 24.7 | 20.3 | | |
| Volume (vph) | 246 | 487 | 10 | 218 | 359 | 6 | |
| Confl. Peds. (#/hr) | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | |
| Peak Hour Factor | 0.87 | 0.87 | 0.87 | 0.87 | 0.93 | 0.93 | |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | |
| Parking (#/hr) | | | | | | | |
| Mid-Block Traffic (%) | 0% | | | 0% | 0% | | |
| Lane Group Flow (vph) | 283 | 560 | 0 | 262 | 392 | 0 | |
| Turn Type | | Perm | Perm | | | | |
| Protected Phases | 2 | | | 2 | 3 | | 4 |
| Permitted Phases | | 2 | 2 | | | | |
| Detector Phases | 2 | 2 | 2 | 2 | 3 | | |
| Minimum Initial (s) | 30.0 | 30.0 | 30.0 | 30.0 | 26.0 | | 16.0 |
| Minimum Split (s) | 35.9 | 35.9 | 35.9 | 35.9 | 32.0 | | 20.0 |
| Total Split (s) | 37.0 | 37.0 | 37.0 | 37.0 | 33.0 | 0.0 | 20.0 |
| Total Split (%) | 41.1% | 41.1% | 41.1% | 41.1% | 36.7% | 0.0% | 22% |
| Yellow Time (s) | 3.4 | 3.4 | 3.4 | 3.4 | 3.8 | | 3.0 |
| All-Red Time (s) | 2.5 | 2.5 | 2.5 | 2.5 | 2.2 | | 1.0 |
| Lead/Lag | | | | | Lead | | Lag |
| Lead-Lag Optimize? | | | | | | | |
| Recall Mode | Min | Min | Min | Min | None | | None |
| Act Effct Green (s) | 31.9 | 31.9 | | 31.9 | 28.2 | | |
| Actuated g/C Ratio | 0.47 | 0.47 | | 0.47 | 0.41 | | |
| v/c Ratio | 0.32 | 0.55 | | 0.27 | 0.55 | | |
| Control Delay | 12.7 | 3.5 | | 12.0 | 18.8 | | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | |
| Total Delay | 12.7 | 3.5 | | 12.0 | 18.8 | | |
| LOS | B | A | | B | B | | |
| Approach Delay | 6.6 | | | 12.0 | 18.8 | | |



| Lane Group | EBT | EBR | WBL | WBT | NBL | NBR | ø4 |
|--------------|-----|-----|-----|-----|-----|-----|----|
| Approach LOS | A | | B | | B | | |

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 68.1

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.55

Intersection Signal Delay: 10.7

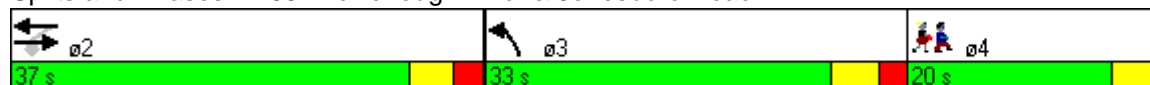
Intersection LOS: B



















Intersection Capacity Utilization 61.8%













ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 99: McDonough Blvd. & Jonesboro Road



| |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |  | |  |  | |  |  | | |  | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 10 | 10 | 10 | 12 | 13 | 13 | 13 | 13 | 13 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 70 | | 0 | 120 | | 0 | 0 | | 0 |
| Storage Lanes | 0 | | 0 | 1 | | 0 | 1 | | 0 | 0 | | 0 |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Leading Detector (ft) | 50 | 50 | | 50 | 50 | | 50 | 50 | | 50 | 50 | |
| Trailing Detector (ft) | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Satd. Flow (prot) | 0 | 1829 | 0 | 1652 | 1723 | 0 | 1770 | 1742 | 0 | 0 | 1902 | 0 |
| Flt Permitted | | 0.999 | | 0.517 | | | 0.617 | | | | 0.923 | |
| Satd. Flow (perm) | 0 | 1827 | 0 | 899 | 1723 | 0 | 1149 | 1742 | 0 | 0 | 1771 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 17 | | | 7 | | | 113 | | | 2 | |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 1086 | | | 919 | | | 696 | | | 1361 | |
| Travel Time (s) | | 24.7 | | | 20.9 | | | 15.8 | | | 30.9 | |
| Volume (vph) | 1 | 235 | 37 | 168 | 177 | 12 | 41 | 62 | 107 | 29 | 120 | 4 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.81 | 0.81 | 0.81 | 0.79 | 0.79 | 0.79 | 0.95 | 0.95 | 0.95 | 0.73 | 0.73 | 0.73 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Lane Group Flow (vph) | 0 | 337 | 0 | 213 | 239 | 0 | 43 | 178 | 0 | 0 | 209 | 0 |
| Turn Type | Perm | | | Perm | | | Perm | | | Perm | | |
| Protected Phases | | 2 | | | 6 | | | 4 | | | 8 | |
| Permitted Phases | 2 | | | 6 | | | 4 | | | 8 | | |
| Detector Phases | 2 | 2 | | 6 | 6 | | 4 | 4 | | 8 | 8 | |
| Minimum Initial (s) | 29.3 | 29.3 | | 29.3 | 29.3 | | 24.5 | 24.5 | | 24.5 | 24.5 | |
| Minimum Split (s) | 35.0 | 35.0 | | 35.0 | 35.0 | | 30.0 | 30.0 | | 30.0 | 30.0 | |
| Total Split (s) | 35.0 | 35.0 | 0.0 | 35.0 | 35.0 | 0.0 | 30.0 | 30.0 | 0.0 | 30.0 | 30.0 | 0.0 |
| Total Split (%) | 53.8% | 53.8% | 0.0% | 53.8% | 53.8% | 0.0% | 46.2% | 46.2% | 0.0% | 46.2% | 46.2% | 0.0% |
| Yellow Time (s) | 3.8 | 3.8 | | 3.8 | 3.8 | | 3.7 | 3.7 | | 3.7 | 3.7 | |
| All-Red Time (s) | 1.9 | 1.9 | | 1.9 | 1.9 | | 1.8 | 1.8 | | 1.8 | 1.8 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | Min | Min | | Min | Min | | Min | Min | | Min | Min | |
| Act Effct Green (s) | | 31.0 | | 31.0 | 31.0 | | 26.0 | 26.0 | | | 26.0 | |
| Actuated g/C Ratio | | 0.48 | | 0.48 | 0.48 | | 0.40 | 0.40 | | | 0.40 | |
| v/c Ratio | | 0.38 | | 0.50 | 0.29 | | 0.09 | 0.23 | | | 0.29 | |
| Control Delay | | 11.9 | | 16.7 | 11.2 | | 12.9 | 6.3 | | | 14.6 | |
| Queue Delay | | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | | 0.0 | |
| Total Delay | | 11.9 | | 16.7 | 11.2 | | 12.9 | 6.3 | | | 14.6 | |
| LOS | | B | | B | B | | B | A | | | B | |
| Approach Delay | | 11.9 | | | 13.8 | | | 7.6 | | | 14.6 | |

| |  |  |  |  |  |  |  |  |  |  |  |  |
|--------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Approach LOS | B | | | B | | | A | | | B | | |

Intersection Summary

Area Type: Other

Cycle Length: 65

Actuated Cycle Length: 65

Natural Cycle: 65

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.50

Intersection Signal Delay: 12.3

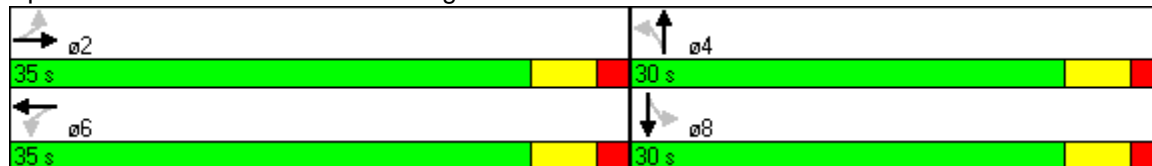
Intersection LOS: B

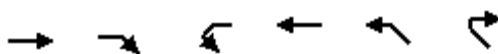
Intersection Capacity Utilization 90.5%

ICU Level of Service E

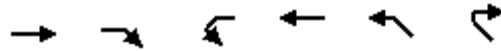
Analysis Period (min) 15

Splits and Phases: 100: McDonough Blvd. & Lakewood Ave.





| Lane Group | EBT | EBR | WBL | WBT | NWL | NWR | ø4 |
|------------------------|-------|-------|------|-------|-------|------|------|
| Lane Configurations | ↑ | ↑ | | ↑ | ↑ | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | |
| Grade (%) | 0% | | | 0% | 0% | | |
| Storage Length (ft) | | 0 | 0 | | 0 | 0 | |
| Storage Lanes | | 1 | 0 | | 1 | 0 | |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | |
| Leading Detector (ft) | 50 | 50 | | 50 | 50 | | |
| Trailing Detector (ft) | 0 | 0 | | 0 | 0 | | |
| Turning Speed (mph) | | 9 | 15 | | 15 | 9 | |
| Satd. Flow (prot) | 1863 | 1583 | 0 | 1863 | 1770 | 0 | |
| Flt Permitted | | | | | 0.950 | | |
| Satd. Flow (perm) | 1863 | 1583 | 0 | 1863 | 1770 | 0 | |
| Right Turn on Red | | Yes | | | | Yes | |
| Satd. Flow (RTOR) | | 204 | | | | | |
| Link Speed (mph) | 30 | | | 30 | 30 | | |
| Link Distance (ft) | 904 | | | 611 | 1361 | | |
| Travel Time (s) | 20.5 | | | 13.9 | 30.9 | | |
| Volume (vph) | 145 | 159 | 0 | 81 | 63 | 0 | |
| Confl. Peds. (#/hr) | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | |
| Peak Hour Factor | 0.78 | 0.78 | 0.89 | 0.89 | 0.96 | 0.96 | |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | |
| Parking (#/hr) | | | | | | | |
| Mid-Block Traffic (%) | 0% | | | 0% | 0% | | |
| Lane Group Flow (vph) | 186 | 204 | 0 | 91 | 66 | 0 | |
| Turn Type | Perm | | | | | | |
| Protected Phases | 2 | | | 6 | 1 | | 4 |
| Permitted Phases | | 2 | | | | | |
| Detector Phases | 2 | 2 | | 6 | 1 | | |
| Minimum Initial (s) | 21.9 | 21.9 | | 21.9 | 10.0 | | 16.0 |
| Minimum Split (s) | 28.0 | 28.0 | | 28.0 | 15.7 | | 20.0 |
| Total Split (s) | 29.3 | 29.3 | 0.0 | 29.3 | 15.7 | 0.0 | 20.0 |
| Total Split (%) | 45.1% | 45.1% | 0.0% | 45.1% | 24.2% | 0.0% | 31% |
| Yellow Time (s) | 3.9 | 3.9 | | 3.9 | 3.6 | | 3.0 |
| All-Red Time (s) | 2.2 | 2.2 | | 2.2 | 2.1 | | 1.0 |
| Lead/Lag | | | | | | | |
| Lead-Lag Optimize? | | | | | | | |
| Recall Mode | Min | Min | | Min | None | | None |
| Act Effct Green (s) | 50.3 | 50.3 | | 50.3 | 14.3 | | |
| Actuated g/C Ratio | 0.74 | 0.74 | | 0.74 | 0.19 | | |
| v/c Ratio | 0.13 | 0.17 | | 0.07 | 0.19 | | |
| Control Delay | 4.1 | 1.3 | | 4.0 | 13.8 | | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | |
| Total Delay | 4.1 | 1.3 | | 4.0 | 13.8 | | |
| LOS | A | A | | A | B | | |
| Approach Delay | 2.6 | | | 4.0 | 13.8 | | |






















| Lane Group | EBT | EBR | WBL | WBT | NWL | NWR | ø4 |
|--------------|-----|-----|-----|-----|-----|-----|----|
| Approach LOS | A | | | A | B | | |

Intersection Summary

| | |
|-----------------------------------|------------------------|
| Area Type: | Other |
| Cycle Length: | 65 |
| Actuated Cycle Length: | 67.6 |
| Natural Cycle: | 65 |
| Control Type: | Actuated-Uncoordinated |
| Maximum v/c Ratio: | 0.19 |
| Intersection Signal Delay: | 4.2 |
| Intersection LOS: | A |
| Intersection Capacity Utilization | 33.2% |
| ICU Level of Service | A |
| Analysis Period (min) | 15 |










Splits and Phases: 101: Milton Ave. & Lakewood Ave.





















| | | |
|--------------|--------------|------------|
| ø1 15.7 s | ø2 29.3 s | ø4 20 s |
| | ø6 29.3 s | |

| | | | | | | | | | | | | |
|-----------------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| |  |  |  |  |  |  |  |  |  |  |  |  |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NEL | NET | NER | SWL | SWT | SWR |
| Lane Configurations |  |  | | |  |  | |  | | |  |  |
| Sign Control | Free | | | | Free | | | Stop | | | Stop | |
| Grade | 0% | | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 36 | 294 | 27 | 9 | 213 | 51 | 25 | 84 | 8 | 51 | 100 | 35 |
| Peak Hour Factor | 0.82 | 0.82 | 0.82 | 0.90 | 0.90 | 0.90 | 0.77 | 0.77 | 0.77 | 0.85 | 0.85 | 0.85 |
| Hourly flow rate (vph) | 44 | 359 | 33 | 10 | 237 | 57 | 32 | 109 | 10 | 60 | 118 | 41 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | 14 |
| Median type | None | | | | | | None | | | | | |
| Median storage veh | | | | | | | | | | | | |
| Upstream signal (ft) | 255 | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 293 | | | 391 | | | 660 | 776 | 375 | 796 | 764 | 147 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 293 | | | 391 | | | 660 | 776 | 375 | 796 | 764 | 147 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 97 | | | 99 | | | 86 | 65 | 98 | 69 | 63 | 95 |
| cM capacity (veh/h) | 1265 | | | 1164 | | | 229 | 313 | 623 | 193 | 318 | 874 |
| Direction, Lane # | EB 1 | EB 2 | WB 1 | WB 2 | NE 1 | SW 1 | | | | | | |
| Volume Total | 44 | 391 | 128 | 175 | 152 | 219 | | | | | | |
| Volume Left | 44 | 0 | 10 | 0 | 32 | 60 | | | | | | |
| Volume Right | 0 | 33 | 0 | 57 | 10 | 41 | | | | | | |
| cSH | 1265 | 1700 | 1164 | 1700 | 300 | 340 | | | | | | |
| Volume to Capacity | 0.03 | 0.23 | 0.01 | 0.10 | 0.51 | 0.64 | | | | | | |
| Queue Length 95th (ft) | 3 | 0 | 1 | 0 | 67 | 106 | | | | | | |
| Control Delay (s) | 7.9 | 0.0 | 0.7 | 0.0 | 28.8 | 33.4 | | | | | | |
| Lane LOS | A | | A | | D | D | | | | | | |
| Approach Delay (s) | 0.8 | | 0.3 | | 28.8 | 33.4 | | | | | | |
| Approach LOS | | | | | D | D | | | | | | |
| Intersection Summary | | | | | | | | | | | | |
| Average Delay | 10.9 | | | | | | | | | | | |
| Intersection Capacity Utilization | 48.0% | | ICU Level of Service | | | | A | | | | | |
| Analysis Period (min) | 15 | | | | | | | | | | | |
| | | | | | | | | | | | | |


















| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-----------------------------------|------|------|-------|------|------|----------------------|------|------|------|------|------|------|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 6 | 9 | 1 | 19 | 11 | 19 | 3 | 221 | 10 | 20 | 304 | 13 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.87 | 0.87 | 0.87 |
| Hourly flow rate (vph) | 7 | 10 | 1 | 21 | 12 | 21 | 3 | 240 | 11 | 23 | 349 | 15 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 682 | 660 | 357 | 661 | 663 | 246 | 364 | | | 251 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 682 | 660 | 357 | 661 | 663 | 246 | 364 | | | 251 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 98 | 97 | 100 | 94 | 97 | 97 | 100 | | | 98 | | |
| cM capacity (veh/h) | 341 | 375 | 687 | 362 | 374 | 793 | 1194 | | | 1314 | | |
| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 | | | | | | | | |
| Volume Total | 17 | 53 | 254 | 387 | | | | | | | | |
| Volume Left | 7 | 21 | 3 | 23 | | | | | | | | |
| Volume Right | 1 | 21 | 11 | 15 | | | | | | | | |
| cSH | 372 | 463 | 1194 | 1314 | | | | | | | | |
| Volume to Capacity | 0.05 | 0.12 | 0.00 | 0.02 | | | | | | | | |
| Queue Length 95th (ft) | 4 | 10 | 0 | 1 | | | | | | | | |
| Control Delay (s) | 15.2 | 13.8 | 0.1 | 0.6 | | | | | | | | |
| Lane LOS | C | B | A | A | | | | | | | | |
| Approach Delay (s) | 15.2 | 13.8 | 0.1 | 0.6 | | | | | | | | |
| Approach LOS | C | B | | | | | | | | | | |
| Intersection Summary | | | | | | | | | | | | |
| Average Delay | | | 1.8 | | | | | | | | | |
| Intersection Capacity Utilization | | | 39.2% | | | ICU Level of Service | | | | A | | |
| Analysis Period (min) | | | 15 | | | | | | | | | |


| |  |  |  |  |  |  |
|-----------------------------------|---|---|---|---|---|---|
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations |  | |  | | |  |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Volume (veh/h) | 11 | 9 | 62 | 13 | 13 | 101 |
| Peak Hour Factor | 0.50 | 0.50 | 0.77 | 0.77 | 0.83 | 0.83 |
| Hourly flow rate (vph) | 22 | 18 | 81 | 17 | 16 | 122 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage (veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 242 | 89 | | | 97 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 242 | 89 | | | 97 | |
| tC, single (s) | 6.4 | 6.2 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.2 | |
| p0 queue free % | 97 | 98 | | | 99 | |
| cM capacity (veh/h) | 739 | 969 | | | 1496 | |
| Direction, Lane # | WB 1 | NB 1 | SB 1 | | | |
| Volume Total | 40 | 97 | 137 | | | |
| Volume Left | 22 | 0 | 16 | | | |
| Volume Right | 18 | 17 | 0 | | | |
| cSH | 827 | 1700 | 1496 | | | |
| Volume to Capacity | 0.05 | 0.06 | 0.01 | | | |
| Queue Length 95th (ft) | 4 | 0 | 1 | | | |
| Control Delay (s) | 9.6 | 0.0 | 0.9 | | | |
| Lane LOS | A | | A | | | |
| Approach Delay (s) | 9.6 | 0.0 | 0.9 | | | |
| Approach LOS | A | | | | | |
| Intersection Summary | | | | | | |
| Average Delay | | 1.9 | | | | |
| Intersection Capacity Utilization | | 22.7% | | ICU Level of Service | | A |
| Analysis Period (min) | | 15 | | | | |


















| | | | | | | | | | | | | |
|-----------------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| |  |  |  |  |  |  |  |  |  |  |  | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  |  |  |  | |  |  | |  |  | |
| Sign Control | Free | | | | Free | | | | Stop | | | |
| Grade | 0% | | | | 0% | | | | 0% | | | |
| Volume (veh/h) | 59 | 255 | 150 | 9 | 254 | 8 | 121 | 6 | 13 | 3 | 19 | 103 |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.82 | 0.82 | 0.82 | 0.85 | 0.85 | 0.85 | 0.45 | 0.45 | 0.45 |
| Hourly flow rate (vph) | 63 | 274 | 161 | 11 | 310 | 10 | 142 | 7 | 15 | 7 | 42 | 229 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | None | | | | | | None | | | | | |
| Median storage veh | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 320 | | | 435 | | | 983 | 743 | 274 | 756 | 899 | 315 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 320 | | | 435 | | | 983 | 743 | 274 | 756 | 899 | 315 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 95 | | | 99 | | | 0 | 98 | 98 | 98 | 84 | 68 |
| cM capacity (veh/h) | 1240 | | | 1124 | | | 131 | 323 | 765 | 298 | 262 | 726 |
| Direction, Lane # | EB 1 | EB 2 | EB 3 | WB 1 | WB 2 | NB 1 | NB 2 | SB 1 | SB 2 | | | |
| Volume Total | 63 | 274 | 161 | 11 | 320 | 142 | 22 | 7 | 271 | | | |
| Volume Left | 63 | 0 | 0 | 11 | 0 | 142 | 0 | 7 | 0 | | | |
| Volume Right | 0 | 0 | 161 | 0 | 10 | 0 | 15 | 0 | 229 | | | |
| cSH | 1240 | 1700 | 1700 | 1124 | 1700 | 131 | 534 | 298 | 569 | | | |
| Volume to Capacity | 0.05 | 0.16 | 0.09 | 0.01 | 0.19 | 1.09 | 0.04 | 0.02 | 0.48 | | | |
| Queue Length 95th (ft) | 4 | 0 | 0 | 1 | 0 | 202 | 3 | 2 | 64 | | | |
| Control Delay (s) | 8.1 | 0.0 | 0.0 | 8.2 | 0.0 | 170.9 | 12.0 | 17.4 | 17.0 | | | |
| Lane LOS | A | | | A | | | F | B | C | C | | |
| Approach Delay (s) | 1.0 | | | 0.3 | | | 149.3 | 17.0 | | | | |
| Approach LOS | | | | | | | F | C | | | | |
| Intersection Summary | | | | | | | | | | | | |
| Average Delay | | | 23.5 | | | | | | | | | |
| Intersection Capacity Utilization | | | 44.6% | | ICU Level of Service | | | | A | | | |
| Analysis Period (min) | | | 15 | | | | | | | | | |
| | | | | | | | | | | | | |

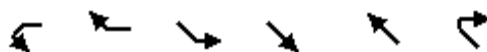


| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|-----------------------------------|------|-------|------|----------------------|------|------|
| Lane Configurations | W | | | W | W | |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 21 | 51 | 16 | 303 | 350 | 14 |
| Peak Hour Factor | 0.61 | 0.61 | 0.89 | 0.89 | 0.86 | 0.86 |
| Hourly flow rate (vph) | 34 | 84 | 18 | 340 | 407 | 16 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage (veh) | | | | | | |
| Upstream signal (ft) | | | | | 436 | |
| pX, platoon unblocked | 0.95 | 0.95 | 0.95 | | | |
| vC, conflicting volume | 792 | 415 | 423 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 780 | 384 | 393 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 90 | 87 | 98 | | | |
| cM capacity (veh/h) | 340 | 630 | 1107 | | | |
| Direction, Lane # | EB 1 | NB 1 | SB 1 | | | |
| Volume Total | 118 | 358 | 423 | | | |
| Volume Left | 34 | 18 | 0 | | | |
| Volume Right | 84 | 0 | 16 | | | |
| cSH | 504 | 1107 | 1700 | | | |
| Volume to Capacity | 0.23 | 0.02 | 0.25 | | | |
| Queue Length 95th (ft) | 22 | 1 | 0 | | | |
| Control Delay (s) | 14.3 | 0.6 | 0.0 | | | |
| Lane LOS | B | A | | | | |
| Approach Delay (s) | 14.3 | 0.6 | 0.0 | | | |
| Approach LOS | B | | | | | |
| Intersection Summary | | | | | | |
| Average Delay | | | 2.1 | | | |
| Intersection Capacity Utilization | | 40.0% | | ICU Level of Service | | A |
| Analysis Period (min) | | | 15 | | | |

| | | | | | | | | | | | | |
|-----------------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| |  |  |  |  |  |  |  |  |  |  |  | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |  | | |  | | |  | | |  | |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 19 | 262 | 10 | 10 | 292 | 9 | 5 | 10 | 11 | 28 | 23 | 18 |
| Peak Hour Factor | 0.85 | 0.85 | 0.85 | 0.82 | 0.82 | 0.82 | 0.50 | 0.50 | 0.50 | 0.75 | 0.75 | 0.75 |
| Hourly flow rate (vph) | 22 | 308 | 12 | 12 | 356 | 11 | 10 | 20 | 22 | 37 | 31 | 24 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 367 | | | 320 | | | 784 | 750 | 314 | 777 | 751 | 362 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 367 | | | 320 | | | 784 | 750 | 314 | 777 | 751 | 362 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 98 | | | 99 | | | 96 | 94 | 97 | 87 | 91 | 96 |
| cM capacity (veh/h) | 1191 | | | 1240 | | | 273 | 330 | 726 | 284 | 330 | 683 |
| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 | | | | | | | | |
| Volume Total | 342 | 379 | 52 | 92 | | | | | | | | |
| Volume Left | 22 | 12 | 10 | 37 | | | | | | | | |
| Volume Right | 12 | 11 | 22 | 24 | | | | | | | | |
| cSH | 1191 | 1240 | 408 | 355 | | | | | | | | |
| Volume to Capacity | 0.02 | 0.01 | 0.13 | 0.26 | | | | | | | | |
| Queue Length 95th (ft) | 1 | 1 | 11 | 25 | | | | | | | | |
| Control Delay (s) | 0.7 | 0.4 | 15.1 | 18.7 | | | | | | | | |
| Lane LOS | A | A | C | C | | | | | | | | |
| Approach Delay (s) | 0.7 | 0.4 | 15.1 | 18.7 | | | | | | | | |
| Approach LOS | | | C | C | | | | | | | | |
| Intersection Summary | | | | | | | | | | | | |
| Average Delay | | | 3.3 | | | | | | | | | |
| Intersection Capacity Utilization | | | 36.7% | | ICU Level of Service | | | | A | | | |
| Analysis Period (min) | | | 15 | | | | | | | | | |
| | | | | | | | | | | | | |

| |  | | | | | |
|-----------------------------------|---|-------|------|----------------------|------|------|
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | W | | | ↑↑ | ↑↑ | |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 9 | 21 | 18 | 431 | 890 | 18 |
| Peak Hour Factor | 0.62 | 0.62 | 0.88 | 0.88 | 0.85 | 0.85 |
| Hourly flow rate (vph) | 15 | 34 | 20 | 490 | 1047 | 21 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage (veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 1343 | 534 | 1068 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 1343 | 534 | 1068 | | | |
| tC, single (s) | 6.8 | 6.9 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 90 | 93 | 97 | | | |
| cM capacity (veh/h) | 139 | 490 | 648 | | | |
| Direction, Lane # | EB 1 | NB 1 | NB 2 | SB 1 | SB 2 | |
| Volume Total | 48 | 184 | 327 | 698 | 370 | |
| Volume Left | 15 | 20 | 0 | 0 | 0 | |
| Volume Right | 34 | 0 | 0 | 0 | 21 | |
| cSH | 278 | 648 | 1700 | 1700 | 1700 | |
| Volume to Capacity | 0.17 | 0.03 | 0.19 | 0.41 | 0.22 | |
| Queue Length 95th (ft) | 15 | 2 | 0 | 0 | 0 | |
| Control Delay (s) | 20.6 | 1.5 | 0.0 | 0.0 | 0.0 | |
| Lane LOS | C | A | | | | |
| Approach Delay (s) | 20.6 | 0.6 | | 0.0 | | |
| Approach LOS | C | | | | | |
| Intersection Summary | | | | | | |
| Average Delay | | | 0.8 | | | |
| Intersection Capacity Utilization | | 35.2% | | ICU Level of Service | | A |
| Analysis Period (min) | | 15 | | | | |

| | | | | | | | | | | | | |
|-----------------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| |  |  |  |  |  |  |  |  |  |  |  |  |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  | | |  | |  | |  | | | |
| Sign Control | Free | | | Free | | | Stop | | | Stop | | |
| Grade | 0% | | | 0% | | | 0% | | | 0% | | |
| Volume (veh/h) | 130 | 950 | 0 | 0 | 632 | 168 | 179 | 0 | 190 | 0 | 0 | 0 |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.94 | 0.94 | 0.94 | 0.93 | 0.93 | 0.93 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 140 | 1022 | 0 | 0 | 672 | 179 | 192 | 0 | 204 | 0 | 0 | 0 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | None | | | | | | None | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | 472 | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 851 | | | 1022 | | | 1637 | 2152 | 511 | 1552 | 2063 | 426 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 851 | | | 1022 | | | 1637 | 2152 | 511 | 1552 | 2063 | 426 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 82 | | | 100 | | | 0 | 100 | 60 | 100 | 100 | 100 |
| cM capacity (veh/h) | 783 | | | 675 | | | 57 | 39 | 508 | 40 | 44 | 577 |
| Direction, Lane # | EB 1 | EB 2 | EB 3 | WB 1 | WB 2 | NB 1 | NB 2 | | | | | |
| Volume Total | 140 | 511 | 511 | 448 | 403 | 192 | 204 | | | | | |
| Volume Left | 140 | 0 | 0 | 0 | 0 | 192 | 0 | | | | | |
| Volume Right | 0 | 0 | 0 | 0 | 179 | 0 | 204 | | | | | |
| cSH | 783 | 1700 | 1700 | 1700 | 1700 | 57 | 508 | | | | | |
| Volume to Capacity | 0.18 | 0.30 | 0.30 | 0.26 | 0.24 | 3.36 | 0.40 | | | | | |
| Queue Length 95th (ft) | 16 | 0 | 0 | 0 | 0 | Err | 48 | | | | | |
| Control Delay (s) | 10.6 | 0.0 | 0.0 | 0.0 | 0.0 | Err | 16.8 | | | | | |
| Lane LOS | B | | | | | F | C | | | | | |
| Approach Delay (s) | 1.3 | | | 0.0 | | 4859.1 | | | | | | |
| Approach LOS | | | | | | F | | | | | | |
| Intersection Summary | | | | | | | | | | | | |
| Average Delay | 800.9 | | | | | | | | | | | |
| Intersection Capacity Utilization | 79.3% | | | ICU Level of Service | | | | D | | | | |
| Analysis Period (min) | 15 | | | | | | | | | | | |
| | | | | | | | | | | | | |



| Movement | WBL | WBR | SEL | SET | NWT | NWR |
|-----------------------------------|------|-------|------|----------------------|------|------|
| Lane Configurations | W | | | W | W | |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 3 | 147 | 189 | 68 | 66 | 5 |
| Peak Hour Factor | 0.85 | 0.85 | 0.92 | 0.92 | 0.89 | 0.89 |
| Hourly flow rate (vph) | 4 | 173 | 205 | 74 | 74 | 6 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage (veh) | | | | | | |
| Upstream signal (ft) | | | | 1038 | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 562 | 77 | 80 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 562 | 77 | 80 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 99 | 82 | 86 | | | |
| cM capacity (veh/h) | 422 | 984 | 1518 | | | |
| Direction, Lane # | WB 1 | SE 1 | NW 1 | | | |
| Volume Total | 176 | 279 | 80 | | | |
| Volume Left | 4 | 205 | 0 | | | |
| Volume Right | 173 | 0 | 6 | | | |
| cSH | 958 | 1518 | 1700 | | | |
| Volume to Capacity | 0.18 | 0.14 | 0.05 | | | |
| Queue Length 95th (ft) | 17 | 12 | 0 | | | |
| Control Delay (s) | 9.6 | 6.0 | 0.0 | | | |
| Lane LOS | A | A | | | | |
| Approach Delay (s) | 9.6 | 6.0 | 0.0 | | | |
| Approach LOS | A | | | | | |
| Intersection Summary | | | | | | |
| Average Delay | | 6.3 | | | | |
| Intersection Capacity Utilization | | 36.6% | | ICU Level of Service | | A |
| Analysis Period (min) | | 15 | | | | |

Atlanta BeltLine
Subarea 2

BELTLINE 2030

SYNCHRO REPORT
(October 2008)



| Lane Group | EBL | EBR | NEL | NET | SWT | SWR |
|------------------------|------------|-------|------|-------|-------|------|
| Lane Configurations | | | | | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | 0% | | | 0% | 0% | |
| Storage Length (ft) | 0 | 0 | 0 | | | 0 |
| Storage Lanes | 1 | 1 | 0 | | | 0 |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Leading Detector (ft) | 50 | 50 | 50 | 50 | 50 | |
| Trailing Detector (ft) | 0 | 0 | 0 | 0 | 0 | |
| Turning Speed (mph) | 15 | 9 | 15 | | | 9 |
| Satd. Flow (prot) | 1770 | 1583 | 0 | 5034 | 3514 | 0 |
| Flt Permitted | 0.950 | | | 0.709 | | |
| Satd. Flow (perm) | 1770 | 1583 | 0 | 3605 | 3514 | 0 |
| Right Turn on Red | | Yes | | | | Yes |
| Satd. Flow (RTOR) | | 263 | | | 9 | |
| Link Speed (mph) | 30 | | | 40 | 40 | |
| Link Distance (ft) | 802 | | | 951 | 666 | |
| Travel Time (s) | 18.2 | | | 16.2 | 11.4 | |
| Volume (vph) | 19 | 237 | 465 | 1821 | 496 | 24 |
| Confl. Peds. (#/hr) | | | | | | |
| Confl. Bikes (#/hr) | | | | | | |
| Peak Hour Factor | 0.90 | 0.90 | 0.92 | 0.92 | 0.88 | 0.88 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | |
| Mid-Block Traffic (%) | 0% | | | 0% | 0% | |
| Lane Group Flow (vph) | 21 | 263 | 0 | 2484 | 591 | 0 |
| Turn Type | Perm pm+pt | | | | | |
| Protected Phases | 4 | | 5 | 2 | 6 | |
| Permitted Phases | | 4 | 2 | | | |
| Detector Phases | 4 | 4 | 5 | 2 | 6 | |
| Minimum Initial (s) | 9.0 | 9.0 | 4.0 | 15.0 | 15.0 | |
| Minimum Split (s) | 26.1 | 26.1 | 8.7 | 21.1 | 20.1 | |
| Total Split (s) | 26.1 | 26.1 | 8.7 | 93.9 | 85.2 | 0.0 |
| Total Split (%) | 21.8% | 21.8% | 7.3% | 78.3% | 71.0% | 0.0% |
| Yellow Time (s) | 3.2 | 3.2 | 3.2 | 3.6 | 3.6 | |
| All-Red Time (s) | 1.9 | 1.9 | 1.5 | 1.5 | 1.5 | |
| Lead/Lag | | | Lead | | Lag | |
| Lead-Lag Optimize? | | | | | | |
| Recall Mode | None | None | None | C-Max | C-Max | |
| Act Effct Green (s) | 11.4 | 11.4 | | 100.6 | 100.6 | |
| Actuated g/C Ratio | 0.10 | 0.10 | | 0.84 | 0.84 | |
| v/c Ratio | 0.12 | 0.68 | | 0.82 | 0.20 | |
| Control Delay | 50.2 | 15.2 | | 2.0 | 2.2 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 50.2 | 15.2 | | 2.0 | 2.2 | |
| LOS | D | B | | A | A | |
| Approach Delay | 17.8 | | | 2.0 | 2.2 | |



| Lane Group | EBL | EBR | NEL | NET | SWT | SWR |
|--------------|-----|-----|-----|-----|-----|-----|
| Approach LOS | B | | | A | A | |

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 15 (13%), Referenced to phase 2:NETL and 6:SWT, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.82

Intersection Signal Delay: 3.3

Intersection LOS: A

Intersection Capacity Utilization 76.6%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 80: White St. & Lee St.

| | | | |
|------------|------------|------------|--|
| 93.9 s | | 26.1 s | |
| 8.7 s | 85.2 s | | |



| Lane Group | SEL | SER | NEL | NET | SWT | SWR |
|------------------------|------------|-------|-------|-------|-------|------|
| Lane Configurations | | | | | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 10 | 11 | 12 | 12 | 12 | 12 |
| Grade (%) | 0% | | | 0% | 0% | |
| Storage Length (ft) | 0 | 0 | 90 | | | 0 |
| Storage Lanes | 1 | 1 | 1 | | | 0 |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Leading Detector (ft) | 50 | 50 | 50 | 50 | 50 | |
| Trailing Detector (ft) | 0 | 0 | 0 | 0 | 0 | |
| Turning Speed (mph) | 15 | 9 | 15 | | | 9 |
| Satd. Flow (prot) | 1652 | 1531 | 1770 | 3539 | 3522 | 0 |
| Flt Permitted | 0.950 | | 0.274 | | | |
| Satd. Flow (perm) | 1652 | 1531 | 510 | 3539 | 3522 | 0 |
| Right Turn on Red | | Yes | | | | Yes |
| Satd. Flow (RTOR) | | 140 | | | 7 | |
| Link Speed (mph) | 35 | | | 40 | 40 | |
| Link Distance (ft) | 730 | | | 308 | 951 | |
| Travel Time (s) | 14.2 | | | 5.3 | 16.2 | |
| Volume (vph) | 50 | 118 | 123 | 2461 | 761 | 28 |
| Confl. Peds. (#/hr) | | | | | | |
| Confl. Bikes (#/hr) | | | | | | |
| Peak Hour Factor | 0.84 | 0.84 | 0.93 | 0.93 | 0.91 | 0.91 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | |
| Mid-Block Traffic (%) | 0% | | | 0% | 0% | |
| Lane Group Flow (vph) | 60 | 140 | 132 | 2646 | 867 | 0 |
| Turn Type | Perm pm+pt | | | | | |
| Protected Phases | 4 | | 5 | 2 | 6 | |
| Permitted Phases | | 4 | 2 | | | |
| Detector Phases | 4 | 4 | 5 | 2 | 6 | |
| Minimum Initial (s) | 9.0 | 9.0 | 4.0 | 15.0 | 15.0 | |
| Minimum Split (s) | 26.1 | 26.1 | 8.7 | 21.1 | 20.1 | |
| Total Split (s) | 26.1 | 26.1 | 10.0 | 93.9 | 83.9 | 0.0 |
| Total Split (%) | 21.8% | 21.8% | 8.3% | 78.3% | 69.9% | 0.0% |
| Yellow Time (s) | 3.2 | 3.2 | 3.2 | 3.6 | 3.6 | |
| All-Red Time (s) | 1.9 | 1.9 | 1.5 | 1.5 | 1.5 | |
| Lead/Lag | | | Lead | | Lag | |
| Lead-Lag Optimize? | | | | | | |
| Recall Mode | None | None | None | C-Max | C-Max | |
| Act Effct Green (s) | 11.5 | 11.5 | 100.5 | 100.5 | 88.8 | |
| Actuated g/C Ratio | 0.10 | 0.10 | 0.84 | 0.84 | 0.74 | |
| v/c Ratio | 0.38 | 0.51 | 0.26 | 0.89 | 0.33 | |
| Control Delay | 57.6 | 15.0 | 3.1 | 12.0 | 5.6 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 40.1 | 0.0 | |
| Total Delay | 57.6 | 15.0 | 3.1 | 52.1 | 5.6 | |
| LOS | E | B | A | D | A | |
| Approach Delay | 27.8 | | | 49.8 | 5.6 | |



| Lane Group | SEL | SER | NEL | NET | SWT | SWR |
|--------------|-----|-----|-----|-----|-----|-----|
| Approach LOS | C | | | D | A | |

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 2:NETL and 6:SWT, Start of Green

Natural Cycle: 120

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.89

Intersection Signal Delay: 38.7





Intersection LOS: D

Intersection Capacity Utilization 82.2%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 81: Donnelly Ave. & Lee St.

| | |
|--|--|
|  ø2 |  ø4 |
| 93.9 s | 26.1 s |
|  ø5 |  ø6 |
| 10 s | 83.9 s |



| Lane Group | EBL | EBR | NEL | NET | SWT | SWR |
|------------------------|-------|------|-------|-------|-------|------|
| Lane Configurations | | | | | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | 0% | | | 0% | 0% | |
| Storage Length (ft) | 0 | 0 | 0 | | | 0 |
| Storage Lanes | 1 | 0 | 0 | | | 0 |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Leading Detector (ft) | 50 | | 50 | 50 | 50 | |
| Trailing Detector (ft) | 0 | | 0 | 0 | 0 | |
| Turning Speed (mph) | 15 | 9 | 15 | | | 9 |
| Satd. Flow (prot) | 1740 | 0 | 0 | 3536 | 5024 | 0 |
| Flt Permitted | 0.962 | | | 0.932 | | |
| Satd. Flow (perm) | 1740 | 0 | 0 | 3299 | 5024 | 0 |
| Right Turn on Red | | Yes | | | | Yes |
| Satd. Flow (RTOR) | 10 | | | | 31 | |
| Link Speed (mph) | 30 | | | 40 | 40 | |
| Link Distance (ft) | 724 | | | 691 | 2169 | |
| Travel Time (s) | 16.5 | | | 11.8 | 37.0 | |
| Volume (vph) | 131 | 36 | 29 | 1923 | 567 | 47 |
| Confl. Peds. (#/hr) | | | | | | |
| Confl. Bikes (#/hr) | | | | | | |
| Peak Hour Factor | 0.69 | 0.69 | 0.91 | 0.91 | 0.89 | 0.89 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | |
| Mid-Block Traffic (%) | 0% | | | 0% | 0% | |
| Lane Group Flow (vph) | 242 | 0 | 0 | 2145 | 690 | 0 |
| Turn Type | | | Perm | | | |
| Protected Phases | 8 | | | 6 | 2 | |
| Permitted Phases | | | 6 | | | |
| Detector Phases | 8 | | 6 | 6 | 2 | |
| Minimum Initial (s) | 9.0 | | 15.0 | 15.0 | 15.0 | |
| Minimum Split (s) | 24.2 | | 22.0 | 22.0 | 22.0 | |
| Total Split (s) | 27.0 | 0.0 | 93.0 | 93.0 | 93.0 | 0.0 |
| Total Split (%) | 22.5% | 0.0% | 77.5% | 77.5% | 77.5% | 0.0% |
| Yellow Time (s) | 3.2 | | 4.3 | 4.3 | 4.3 | |
| All-Red Time (s) | 2.0 | | 1.7 | 1.7 | 1.7 | |
| Lead/Lag | | | | | | |
| Lead-Lag Optimize? | | | | | | |
| Recall Mode | None | | C-Max | C-Max | C-Max | |
| Act Effct Green (s) | 20.5 | | | 91.5 | 91.5 | |
| Actuated g/C Ratio | 0.17 | | | 0.76 | 0.76 | |
| v/c Ratio | 0.79 | | | 0.85 | 0.18 | |
| Control Delay | 64.4 | | | 14.8 | 4.0 | |
| Queue Delay | 0.0 | | | 0.0 | 0.0 | |
| Total Delay | 64.4 | | | 14.8 | 4.0 | |
| LOS | E | | | B | A | |
| Approach Delay | 64.4 | | | 14.8 | 4.0 | |



| Lane Group | EBL | EBR | NEL | NET | SWT | SWR |
|--------------|-----|-----|-----|-----|-----|-----|
| Approach LOS | E | | | B | A | |

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 2:SWT and 6:NETL, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.85

Intersection Signal Delay: 16.3

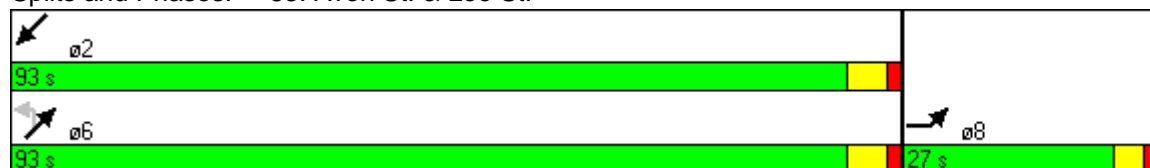
Intersection LOS: B

Intersection Capacity Utilization 86.0%

ICU Level of Service E













Analysis Period (min) 15

Splits and Phases: 83: Avon St. & Lee St.





| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------|-------|-------|------|-------|-------|------|-------|-------|------|-------|-------|------|
| Lane Configurations | | ↔ | | | ↔ | | | ↔ | | | ↔ | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Leading Detector (ft) | 50 | 50 | | 50 | 50 | | 50 | 50 | | 50 | 50 | |
| Trailing Detector (ft) | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Satd. Flow (prot) | 0 | 1831 | 0 | 0 | 1794 | 0 | 0 | 1848 | 0 | 0 | 1796 | 0 |
| Flt Permitted | | 0.964 | | | 0.897 | | | 0.969 | | | 0.826 | |
| Satd. Flow (perm) | 0 | 1771 | 0 | 0 | 1617 | 0 | 0 | 1796 | 0 | 0 | 1496 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 10 | | | 26 | | | 6 | | | 38 | |
| Link Speed (mph) | | 30 | | | 30 | | | 35 | | | 35 | |
| Link Distance (ft) | | 1923 | | | 1571 | | | 436 | | | 1474 | |
| Travel Time (s) | | 43.7 | | | 35.7 | | | 8.5 | | | 28.7 | |
| Volume (vph) | 22 | 294 | 37 | 29 | 193 | 69 | 46 | 693 | 28 | 37 | 147 | 48 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.83 | 0.83 | 0.83 | 0.87 | 0.87 | 0.87 | 0.86 | 0.86 | 0.86 | 0.89 | 0.89 | 0.89 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Lane Group Flow (vph) | 0 | 426 | 0 | 0 | 334 | 0 | 0 | 892 | 0 | 0 | 261 | 0 |
| Turn Type | Perm | | | Perm | | | Perm | | | Perm | | |
| Protected Phases | | 4 | | | 8 | | | 6 | | | 2 | |
| Permitted Phases | 4 | | | 8 | | | 6 | | | 2 | | |
| Detector Phases | 4 | 4 | | 8 | 8 | | 6 | 6 | | 2 | 2 | |
| Minimum Initial (s) | 15.0 | 15.0 | | 15.0 | 15.0 | | 15.0 | 15.0 | | 15.0 | 15.0 | |
| Minimum Split (s) | 20.4 | 20.4 | | 20.4 | 20.4 | | 21.4 | 21.4 | | 21.4 | 21.4 | |
| Total Split (s) | 21.0 | 21.0 | 0.0 | 21.0 | 21.0 | 0.0 | 39.0 | 39.0 | 0.0 | 39.0 | 39.0 | 0.0 |
| Total Split (%) | 35.0% | 35.0% | 0.0% | 35.0% | 35.0% | 0.0% | 65.0% | 65.0% | 0.0% | 65.0% | 65.0% | 0.0% |
| Yellow Time (s) | 3.8 | 3.8 | | 3.8 | 3.8 | | 3.8 | 3.8 | | 3.8 | 3.8 | |
| All-Red Time (s) | 1.6 | 1.6 | | 1.6 | 1.6 | | 1.6 | 1.6 | | 1.6 | 1.6 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | Max | Max | | Max | Max | | C-Max | C-Max | | C-Max | C-Max | |
| Act Effct Green (s) | | 17.0 | | | 17.0 | | | 35.0 | | | 35.0 | |
| Actuated g/C Ratio | | 0.28 | | | 0.28 | | | 0.58 | | | 0.58 | |
| v/c Ratio | | 0.84 | | | 0.70 | | | 0.85 | | | 0.29 | |
| Control Delay | | 37.2 | | | 27.4 | | | 20.7 | | | 6.4 | |
| Queue Delay | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Total Delay | | 37.2 | | | 27.4 | | | 20.7 | | | 6.4 | |
| LOS | | D | | | C | | | C | | | A | |
| Approach Delay | | 37.2 | | | 27.4 | | | 20.7 | | | 6.4 | |

| |  |  |  |  |  |  |  |  |  |  |  |  |
|--------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Approach LOS | D | | | C | | | C | | | A | | |

Intersection Summary

Area Type: Other

Cycle Length: 60

Actuated Cycle Length: 60

Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green

Natural Cycle: 55

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.85

Intersection Signal Delay: 23.6





Intersection LOS: C

















Intersection Capacity Utilization 75.4%













ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 87: Dill Ave. & Sylvan Rd.

| | | | | |
|---|----|--|---|----|
|  | ø2 | |  | ø4 |
| 39 s | | | 21 s | |
|  | ø6 | |  | ø8 |
| 39 s | | | 21 s | |

| |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |  | | |  | | |  | | |  | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Leading Detector (ft) | 50 | 50 | | 50 | 50 | | 50 | 50 | | 50 | 50 | |
| Trailing Detector (ft) | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Satd. Flow (prot) | 0 | 1735 | 0 | 0 | 1714 | 0 | 0 | 3511 | 0 | 0 | 3437 | 0 |
| Flt Permitted | | 0.698 | | | 0.847 | | | 0.808 | | | 0.816 | |
| Satd. Flow (perm) | 0 | 1252 | 0 | 0 | 1474 | 0 | 0 | 2848 | 0 | 0 | 2810 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 20 | | | 50 | | | 4 | | | 47 | |
| Link Speed (mph) | | 30 | | | 30 | | | 35 | | | 35 | |
| Link Distance (ft) | | 1510 | | | 514 | | | 743 | | | 1418 | |
| Travel Time (s) | | 34.3 | | | 11.7 | | | 14.5 | | | 27.6 | |
| Volume (vph) | 263 | 19 | 106 | 28 | 20 | 45 | 95 | 1222 | 34 | 24 | 562 | 130 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.68 | 0.68 | 0.68 | 0.98 | 0.98 | 0.98 | 0.93 | 0.93 | 0.93 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Lane Group Flow (vph) | 0 | 409 | 0 | 0 | 136 | 0 | 0 | 1379 | 0 | 0 | 770 | 0 |
| Turn Type | Perm | | | Perm | | | Perm | | | pm+pt | | |
| Protected Phases | | 4 | | | 8 | | | 6 | | 5 | 2 | |
| Permitted Phases | 4 | | | 8 | | | 6 | | | 2 | | |
| Detector Phases | 4 | 4 | | 8 | 8 | | 6 | 6 | | 5 | 2 | |
| Minimum Initial (s) | 9.0 | 9.0 | | 9.0 | 9.0 | | 15.0 | 15.0 | | 5.0 | 15.0 | |
| Minimum Split (s) | 23.3 | 23.3 | | 23.3 | 23.3 | | 20.3 | 20.3 | | 10.0 | 20.3 | |
| Total Split (s) | 36.5 | 36.5 | 0.0 | 36.5 | 36.5 | 0.0 | 53.5 | 53.5 | 0.0 | 10.0 | 63.5 | 0.0 |
| Total Split (%) | 36.5% | 36.5% | 0.0% | 36.5% | 36.5% | 0.0% | 53.5% | 53.5% | 0.0% | 10.0% | 63.5% | 0.0% |
| Yellow Time (s) | 3.3 | 3.3 | | 3.3 | 3.3 | | 3.7 | 3.7 | | 3.5 | 3.7 | |
| All-Red Time (s) | 2.0 | 2.0 | | 2.0 | 2.0 | | 1.6 | 1.6 | | 1.5 | 1.6 | |
| Lead/Lag | | | | | | | Lag | Lag | | Lead | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | | None | None | | C-Max | C-Max | | None | C-Max | |
| Act Effct Green (s) | | 32.5 | | | 32.5 | | | 59.5 | | | 59.5 | |
| Actuated g/C Ratio | | 0.32 | | | 0.32 | | | 0.60 | | | 0.60 | |
| v/c Ratio | | 0.97 | | | 0.27 | | | 0.81 | | | 0.46 | |
| Control Delay | | 71.3 | | | 17.3 | | | 14.6 | | | 5.5 | |
| Queue Delay | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Total Delay | | 71.3 | | | 17.3 | | | 14.6 | | | 5.5 | |
| LOS | | E | | | B | | | B | | | A | |
| Approach Delay | | 71.3 | | | 17.3 | | | 14.6 | | | 5.5 | |

| |  |  |  |  |  |  |  |  |  |  |  |  |
|--------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Approach LOS | E | | | B | | | B | | | A | | |

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 92 (92%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.97

Intersection Signal Delay: 20.7







Intersection LOS: C

Intersection Capacity Utilization 96.7%

ICU Level of Service F

















Analysis Period (min) 15













Splits and Phases: 90: Dill Ave. & Metropolitan Ave.

| | | | | | |
|---|--|--|---|--|--|
|  | | |  | | |
| ø2 | | | ø4 | | |
| 63.5 s | | | 36.5 s | | |
|  | | |  | | |
| ø5 | | | ø6 | | |
| 10 s | | | 53.5 s | | |
|  | | |  | | |
| ø8 | | | ø8 | | |
| 36.5 s | | | 36.5 s | | |

Atlanta BeltLine Master Plan Subarea 2
91: Lynnhaven Ave. & Metropolitan Ave.

BeltLine 2030 AM Peak
MG

| |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |  | | |  | | |  | | |  | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Leading Detector (ft) | 50 | 50 | | 50 | 50 | | 50 | 50 | | 50 | 50 | |
| Trailing Detector (ft) | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Satd. Flow (prot) | 0 | 1741 | 0 | 0 | 1732 | 0 | 0 | 3522 | 0 | 0 | 3525 | 0 |
| Flt Permitted | | 0.894 | | | 0.839 | | | 0.926 | | | 0.760 | |
| Satd. Flow (perm) | 0 | 1582 | 0 | 0 | 1486 | 0 | 0 | 3264 | 0 | 0 | 2684 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 28 | | | 27 | | | 6 | | | 3 | |
| Link Speed (mph) | | 30 | | | 30 | | | 35 | | | 35 | |
| Link Distance (ft) | | 1228 | | | 476 | | | 702 | | | 743 | |
| Travel Time (s) | | 27.9 | | | 10.8 | | | 13.7 | | | 14.5 | |
| Volume (vph) | 16 | 16 | 19 | 44 | 17 | 35 | 25 | 1410 | 37 | 32 | 676 | 11 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.65 | 0.65 | 0.65 | 0.74 | 0.74 | 0.74 | 0.86 | 0.86 | 0.86 | 0.81 | 0.81 | 0.81 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Lane Group Flow (vph) | 0 | 79 | 0 | 0 | 129 | 0 | 0 | 1712 | 0 | 0 | 889 | 0 |
| Turn Type | Perm | | | Perm | | | Perm | | | Perm | | |
| Protected Phases | | 8 | | | 4 | | | 6 | | | 2 | |
| Permitted Phases | 8 | | | 4 | | | 6 | | | 2 | | |
| Detector Phases | 8 | 8 | | 4 | 4 | | 6 | 6 | | 2 | 2 | |
| Minimum Initial (s) | 9.0 | 9.0 | | 9.0 | 9.0 | | 15.0 | 15.0 | | 15.0 | 15.0 | |
| Minimum Split (s) | 25.4 | 25.4 | | 14.4 | 14.4 | | 20.1 | 20.1 | | 20.1 | 20.1 | |
| Total Split (s) | 28.4 | 28.4 | 0.0 | 28.4 | 28.4 | 0.0 | 71.6 | 71.6 | 0.0 | 71.6 | 71.6 | 0.0 |
| Total Split (%) | 28.4% | 28.4% | 0.0% | 28.4% | 28.4% | 0.0% | 71.6% | 71.6% | 0.0% | 71.6% | 71.6% | 0.0% |
| Yellow Time (s) | 3.2 | 3.2 | | 3.2 | 3.2 | | 3.6 | 3.6 | | 3.6 | 3.6 | |
| All-Red Time (s) | 2.2 | 2.2 | | 2.2 | 2.2 | | 1.5 | 1.5 | | 1.5 | 1.5 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | Min | Min | | Min | Min | | C-Max | C-Max | | C-Max | C-Max | |
| Act Effct Green (s) | | 13.9 | | | 13.9 | | | 78.1 | | | 78.1 | |
| Actuated g/C Ratio | | 0.14 | | | 0.14 | | | 0.78 | | | 0.78 | |
| v/c Ratio | | 0.33 | | | 0.56 | | | 0.67 | | | 0.42 | |
| Control Delay | | 29.1 | | | 40.6 | | | 7.1 | | | 2.6 | |
| Queue Delay | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Total Delay | | 29.1 | | | 40.6 | | | 7.1 | | | 2.6 | |
| LOS | | C | | | D | | | A | | | A | |
| Approach Delay | | 29.1 | | | 40.6 | | | 7.1 | | | 2.6 | |

| |  |  |  |  |  |  |  |  |  |  |  |  |
|--------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Approach LOS | C | | | D | | | A | | | A | | |

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 88 (88%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green

Natural Cycle: 70

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.67

Intersection Signal Delay: 7.9





Intersection LOS: A

















Intersection Capacity Utilization 73.2%













ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 91: Lynnhaven Ave. & Metropolitan Ave.

| | |
|--|---|
|  ø2 |  ø4 |
| 71.6 s | 28.4 s |
|  ø6 |  ø8 |
| 71.6 s | 28.4 s |

| |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |  | | |  | | |  | | |  | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 10 | 10 | 10 | 10 | 10 | 10 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Leading Detector (ft) | 50 | 50 | | 50 | 50 | | 50 | 50 | | 50 | 50 | |
| Trailing Detector (ft) | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Satd. Flow (prot) | 0 | 1807 | 0 | 0 | 3254 | 0 | 0 | 3145 | 0 | 0 | 3234 | 0 |
| Flt Permitted | | 0.452 | | | 0.681 | | | 0.945 | | | 0.520 | |
| Satd. Flow (perm) | 0 | 831 | 0 | 0 | 2280 | 0 | 0 | 2975 | 0 | 0 | 1706 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 6 | | | 118 | | | 97 | | | 8 | |
| Link Speed (mph) | | 30 | | | 30 | | | 35 | | | 35 | |
| Link Distance (ft) | | 820 | | | 3704 | | | 1418 | | | 1848 | |
| Travel Time (s) | | 18.6 | | | 84.2 | | | 27.6 | | | 36.0 | |
| Volume (vph) | 62 | 97 | 17 | 413 | 45 | 255 | 12 | 734 | 343 | 146 | 336 | 23 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.88 | 0.88 | 0.88 | 0.86 | 0.86 | 0.86 | 0.81 | 0.81 | 0.81 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Lane Group Flow (vph) | 0 | 194 | 0 | 0 | 810 | 0 | 0 | 1266 | 0 | 0 | 623 | 0 |
| Turn Type | Perm | | | Perm | | | Perm | | | pm+pt | | |
| Protected Phases | | 4 | | | 8 | | | 6 | | | 5 | 2 |
| Permitted Phases | 4 | | | 8 | | | 6 | | | 2 | | |
| Detector Phases | 4 | 4 | | 8 | 8 | | 6 | 6 | | 5 | 2 | |
| Minimum Initial (s) | 14.0 | 14.0 | | 14.0 | 14.0 | | 15.0 | 15.0 | | 7.0 | 15.0 | |
| Minimum Split (s) | 24.5 | 24.5 | | 24.5 | 24.5 | | 23.6 | 23.6 | | 12.2 | 23.6 | |
| Total Split (s) | 39.0 | 39.0 | 0.0 | 39.0 | 39.0 | 0.0 | 48.8 | 48.8 | 0.0 | 12.2 | 61.0 | 0.0 |
| Total Split (%) | 39.0% | 39.0% | 0.0% | 39.0% | 39.0% | 0.0% | 48.8% | 48.8% | 0.0% | 12.2% | 61.0% | 0.0% |
| Yellow Time (s) | 3.6 | 3.6 | | 3.6 | 3.6 | | 3.8 | 3.8 | | 3.6 | 3.8 | |
| All-Red Time (s) | 1.9 | 1.9 | | 1.9 | 1.9 | | 1.8 | 1.8 | | 1.6 | 1.8 | |
| Lead/Lag | | | | | | | Lag | Lag | | Lead | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | Min | Min | | Min | Min | | C-Max | C-Max | | Max | C-Max | |
| Act Effct Green (s) | | 34.1 | | | 34.1 | | | 44.8 | | | 57.9 | |
| Actuated g/C Ratio | | 0.34 | | | 0.34 | | | 0.45 | | | 0.58 | |
| v/c Ratio | | 0.67 | | | 1.03dl | | | 0.91 | | | 0.55 | |
| Control Delay | | 40.4 | | | 48.4 | | | 23.1 | | | 13.4 | |
| Queue Delay | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Total Delay | | 40.4 | | | 48.4 | | | 23.1 | | | 13.4 | |
| LOS | | D | | | D | | | C | | | B | |
| Approach Delay | | 40.4 | | | 48.4 | | | 23.1 | | | 13.4 | |

| |  |  |  |  |  |  |  |  |  |  |  |  |
|--------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Approach LOS | D | | | D | | | C | | | B | | |

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 7 (7%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.95

Intersection Signal Delay: 29.3

Intersection LOS: C






Intersection Capacity Utilization 93.8%

ICU Level of Service F

Analysis Period (min) 15


















dl Defacto Left Lane. Recode with 1 though lane as a left lane.













Splits and Phases: 92: University Ave. & Metropolitan Ave.

| | | | |
|--|--|--|--|
|  ø2 | |  ø4 | |
| 61 s | | 39 s | |
|  ø5 |  ø6 |  ø8 | |
| 12.2 s | 48.8 s | 39 s | |

Atlanta BeltLine Master Plan Subarea 2
94: University Ave. & I 75 Southbound Ramp

BeltLine 2030 AM Peak
MG

| |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |  | |  |  | | | | |  | |  |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 11 | 11 | 11 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 15 | 11 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 160 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 0 | | 0 | 1 | | 0 | 0 | | 0 | 2 | | 1 |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Leading Detector (ft) | | 50 | | 50 | 50 | | | | | 50 | | 50 |
| Trailing Detector (ft) | | 0 | | 0 | 0 | | | | | 0 | | 0 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Satd. Flow (prot) | 0 | 3291 | 0 | 1770 | 3539 | 0 | 0 | 0 | 0 | 3433 | 0 | 1531 |
| Flt Permitted | | | | 0.091 | | | | | | 0.950 | | |
| Satd. Flow (perm) | 0 | 3291 | 0 | 170 | 3539 | 0 | 0 | 0 | 0 | 3433 | 0 | 1531 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 56 | | | | | | | | | | 234 |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 3704 | | | 472 | | | 664 | | | 1127 | |
| Travel Time (s) | | 84.2 | | | 10.7 | | | 15.1 | | | 25.6 | |
| Volume (vph) | 0 | 785 | 267 | 360 | 689 | 0 | 0 | 0 | 0 | 617 | 0 | 461 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.89 | 0.89 | 0.89 | 0.90 | 0.90 | 0.90 | 0.92 | 0.92 | 0.92 | 0.95 | 0.95 | 0.95 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Lane Group Flow (vph) | 0 | 1182 | 0 | 400 | 766 | 0 | 0 | 0 | 0 | 649 | 0 | 485 |
| Turn Type | | | | pm+pt | | | | | | Prot | | custom |
| Protected Phases | | 6 | | 5 | 2 | | | | | 8 | | |
| Permitted Phases | | | | 2 | | | | | | | | 8 |
| Detector Phases | | 6 | | 5 | 2 | | | | | 8 | | 8 |
| Minimum Initial (s) | | 32.0 | | 10.0 | 32.0 | | | | | 24.0 | | 24.0 |
| Minimum Split (s) | | 37.4 | | 15.0 | 37.4 | | | | | 30.3 | | 30.3 |
| Total Split (s) | 0.0 | 44.0 | 0.0 | 25.0 | 69.0 | 0.0 | 0.0 | 0.0 | 0.0 | 31.0 | 0.0 | 31.0 |
| Total Split (%) | 0.0% | 44.0% | 0.0% | 25.0% | 69.0% | 0.0% | 0.0% | 0.0% | 0.0% | 31.0% | 0.0% | 31.0% |
| Yellow Time (s) | | 3.6 | | 3.6 | 3.6 | | | | | 3.9 | | 3.9 |
| All-Red Time (s) | | 1.8 | | 1.4 | 1.8 | | | | | 2.4 | | 2.4 |
| Lead/Lag | | Lag | | Lead | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | | Min | | Min | Min | | | | | Min | | Min |
| Act Effct Green (s) | | 39.4 | | 63.9 | 63.9 | | | | | 26.8 | | 26.8 |
| Actuated g/C Ratio | | 0.40 | | 0.65 | 0.65 | | | | | 0.27 | | 0.27 |
| v/c Ratio | | 0.88 | | 0.90 | 0.33 | | | | | 0.70 | | 0.83 |
| Control Delay | | 35.1 | | 51.5 | 8.3 | | | | | 37.2 | | 30.9 |
| Queue Delay | | 0.0 | | 0.0 | 0.0 | | | | | 0.0 | | 0.0 |
| Total Delay | | 35.1 | | 51.5 | 8.3 | | | | | 37.2 | | 30.9 |
| LOS | | D | | D | A | | | | | D | | C |
| Approach Delay | | 35.1 | | | 23.1 | | | | | | | |

| |  |  |  |  |  |  |  |  |  |  |  |  |
|--------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Approach LOS | D | | | C | | | | | | | | |

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 98.7

Natural Cycle: 85

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.90

Intersection Signal Delay: 30.9

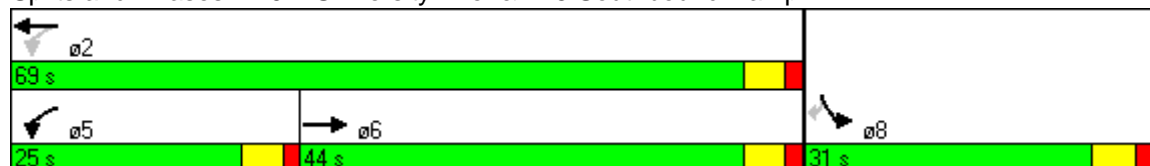
Intersection LOS: C






















Intersection Capacity Utilization 80.2%













ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 94: University Ave. & I 75 Southbound Ramp



| |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  |  |  |  |  | |  | |  |  | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 11 | 11 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 10 | 10 |
| Grade (%) | 0% | | 0% | | 0% | | 0% | | 0% | | 0% | |
| Storage Length (ft) | 0 | | 0 | 350 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 1 | 0 | | 0 | 1 | | 0 |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Leading Detector (ft) | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | | 50 | 50 | |
| Trailing Detector (ft) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Satd. Flow (prot) | 1711 | 3421 | 1583 | 1770 | 3539 | 1583 | 0 | 1712 | 0 | 1770 | 1499 | 0 |
| Flt Permitted | 0.950 | | | 0.950 | | | | 0.905 | | 0.950 | | |
| Satd. Flow (perm) | 1711 | 3421 | 1583 | 1770 | 3539 | 1583 | 0 | 1585 | 0 | 1770 | 1499 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 7 | | | 588 | | 8 | | | 101 | |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 1896 | | | 1415 | | | 840 | | | 980 | |
| Travel Time (s) | | 43.1 | | | 32.2 | | | 19.1 | | | 22.3 | |
| Volume (vph) | 67 | 727 | 6 | 2 | 816 | 559 | 4 | 1 | 4 | 122 | 7 | 79 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.84 | 0.84 | 0.84 | 0.95 | 0.95 | 0.95 | 0.50 | 0.50 | 0.50 | 0.78 | 0.78 | 0.78 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Lane Group Flow (vph) | 80 | 865 | 7 | 2 | 859 | 588 | 0 | 18 | 0 | 156 | 110 | 0 |
| Turn Type | Prot | | Perm | Prot | | pm+ov | Perm | | | Prot | | |
| Protected Phases | 1 | 6 | | 5 | 2 | 3 | | 4 | | 3 | 8 | |
| Permitted Phases | | | 6 | | | 2 | 4 | | | | | |
| Detector Phases | 1 | 6 | 6 | 5 | 2 | 3 | 4 | 4 | | 3 | 8 | |
| Minimum Initial (s) | 10.0 | 30.0 | 30.0 | 10.0 | 30.0 | 10.0 | 20.0 | 20.0 | | 10.0 | 20.0 | |
| Minimum Split (s) | 16.0 | 36.0 | 36.0 | 16.0 | 36.0 | 16.0 | 31.0 | 31.0 | | 16.0 | 31.0 | |
| Total Split (s) | 16.0 | 37.0 | 37.0 | 16.0 | 37.0 | 16.0 | 31.0 | 31.0 | 0.0 | 16.0 | 47.0 | 0.0 |
| Total Split (%) | 16.0% | 37.0% | 37.0% | 16.0% | 37.0% | 16.0% | 31.0% | 31.0% | 0.0% | 16.0% | 47.0% | 0.0% |
| Yellow Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | 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 | |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | Lead | Lag | Lag | | Lead | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | Min | Min | None | None | None | None | None | | None | None | |
| Act Effct Green (s) | 12.1 | 42.8 | 42.8 | 12.2 | 33.4 | 57.1 | | 22.3 | | 18.3 | 24.9 | |
| Actuated g/C Ratio | 0.15 | 0.56 | 0.56 | 0.14 | 0.44 | 0.75 | | 0.23 | | 0.24 | 0.31 | |
| v/c Ratio | 0.31 | 0.45 | 0.01 | 0.01 | 0.55 | 0.44 | | 0.05 | | 0.37 | 0.21 | |
| Control Delay | 36.4 | 13.8 | 9.5 | 36.5 | 20.6 | 2.1 | | 22.3 | | 31.8 | 6.1 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 36.4 | 13.8 | 9.5 | 36.5 | 20.6 | 2.1 | | 22.3 | | 31.8 | 6.1 | |
| LOS | D | B | A | D | C | A | | C | | C | A | |
| Approach Delay | | 15.7 | | | 13.1 | | | 22.3 | | | 21.2 | |

| |  |  |  |  |  |  |  |  |  |  |  |  |
|--------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Approach LOS | B | | | B | | | C | | | C | | |

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 76.2

Natural Cycle: 100

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.55

Intersection Signal Delay: 14.9









Intersection LOS: B












Intersection Capacity Utilization 69.6%

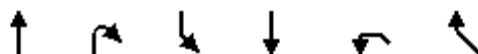
ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 96: University Ave. & Hank Aaron Dr.

| | | | |
|--|--|--|--|
|  ø1 |  ø2 |  ø3 |  ø4 |
| 16 s | 37 s | 16 s | 31 s |
|  ø5 |  ø6 |  ø7 |  ø8 |
| 16 s | 37 s | 47 s | |

| |  |  |  |  |  |  |
|------------------------|---|---|---|---|---|---|
| Lane Group | NBT | NBR | SBL | SBT | NWL | NWR |
| Lane Configurations |  | |  |  |  |  |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | 0% | | | 0% | 0% | |
| Storage Length (ft) | | 0 | 225 | | 125 | 0 |
| Storage Lanes | | 0 | 1 | | 1 | 1 |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Leading Detector (ft) | 50 | | 50 | 50 | 50 | 50 |
| Trailing Detector (ft) | 0 | | 0 | 0 | 0 | 0 |
| Turning Speed (mph) | | 9 | 15 | | 15 | 9 |
| Satd. Flow (prot) | 3493 | 0 | 1770 | 3539 | 1770 | 1583 |
| Flt Permitted | | | 0.071 | | 0.950 | |
| Satd. Flow (perm) | 3493 | 0 | 132 | 3539 | 1770 | 1583 |
| Right Turn on Red | | Yes | | | | Yes |
| Satd. Flow (RTOR) | 18 | | | | | 90 |
| Link Speed (mph) | 30 | | | 30 | 30 | |
| Link Distance (ft) | 599 | | | 628 | 1038 | |
| Travel Time (s) | 13.6 | | | 14.3 | 23.6 | |
| Volume (vph) | 1847 | 173 | 44 | 299 | 158 | 325 |
| Confl. Peds. (#/hr) | | | | | | |
| Confl. Bikes (#/hr) | | | | | | |
| Peak Hour Factor | 0.97 | 0.97 | 0.90 | 0.90 | 0.84 | 0.84 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | |
| Mid-Block Traffic (%) | 0% | | | 0% | 0% | |
| Lane Group Flow (vph) | 2082 | 0 | 49 | 332 | 188 | 387 |
| Turn Type | | pm+pt | | | Perm | |
| Protected Phases | 6 | | 5 | 2 | 4 | |
| Permitted Phases | | | 2 | | | 4 |
| Detector Phases | 6 | | 5 | 2 | 4 | 4 |
| Minimum Initial (s) | 7.0 | | 4.0 | 7.0 | 4.0 | 4.0 |
| Minimum Split (s) | 27.0 | | 8.0 | 27.0 | 26.0 | 26.0 |
| Total Split (s) | 56.0 | 0.0 | 8.0 | 64.0 | 26.0 | 26.0 |
| Total Split (%) | 62.2% | 0.0% | 8.9% | 71.1% | 28.9% | 28.9% |
| Yellow Time (s) | 4.0 | | 3.0 | 4.0 | 3.0 | 3.0 |
| All-Red Time (s) | 1.0 | | 1.0 | 1.0 | 1.0 | 1.0 |
| Lead/Lag | Lag | | Lead | | | |
| Lead-Lag Optimize? | Yes | | Yes | | | |
| Recall Mode | Min | | None | Min | None | None |
| Act Effct Green (s) | 52.4 | | 56.7 | 56.9 | 19.1 | 19.1 |
| Actuated g/C Ratio | 0.62 | | 0.65 | 0.68 | 0.23 | 0.23 |
| v/c Ratio | 0.95 | | 0.30 | 0.14 | 0.47 | 0.90 |
| Control Delay | 28.7 | | 10.2 | 5.4 | 32.7 | 50.2 |
| Queue Delay | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 28.7 | | 10.2 | 5.4 | 32.7 | 50.2 |
| LOS | C | | B | A | C | D |
| Approach Delay | 28.7 | | | 6.0 | 44.5 | |



| Lane Group | NBT | NBR | SBL | SBT | NWL | NWR |
|--------------|-----|-----|-----|-----|-----|-----|
| Approach LOS | C | | | A | D | |

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 84.1

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.95

Intersection Signal Delay: 28.9

Intersection LOS: C











Intersection Capacity Utilization 83.4%

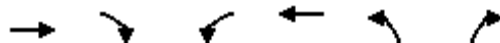
ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 98: Pryor St. & Ridge Ave.

| | | | |
|----------------|----------------|----------------|--|
| ø2 64 s | | ø4 26 s | |
| ø5 8 s | ø6 56 s | | |

| |  |  |  |  |  |  | |
|------------------------|---|---|---|---|---|---|------|
| Lane Group | EBT | EBR | WBL | WBT | NBL | NBR | ø4 |
| Lane Configurations |  |  | |  |  | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | |
| Lane Width (ft) | 12 | 11 | 16 | 16 | 11 | 11 | |
| Grade (%) | 0% | | | 0% | 0% | | |
| Storage Length (ft) | | 280 | 0 | | 0 | 0 | |
| Storage Lanes | | 1 | 0 | | 1 | 0 | |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | |
| Leading Detector (ft) | 50 | 50 | 50 | 50 | 50 | | |
| Trailing Detector (ft) | 0 | 0 | 0 | 0 | 0 | | |
| Turning Speed (mph) | | 9 | 15 | | 15 | 9 | |
| Satd. Flow (prot) | 1863 | 1531 | 0 | 2109 | 1714 | 0 | |
| Flt Permitted | | | | 0.996 | 0.952 | | |
| Satd. Flow (perm) | 1863 | 1531 | 0 | 2103 | 1714 | 0 | |
| Right Turn on Red | | Yes | | | | Yes | |
| Satd. Flow (RTOR) | | 439 | | | | | |
| Link Speed (mph) | 30 | | | 30 | 30 | | |
| Link Distance (ft) | 1415 | | | 1086 | 894 | | |
| Travel Time (s) | 32.2 | | | 24.7 | 20.3 | | |
| Volume (vph) | 183 | 382 | 6 | 436 | 822 | 2 | |
| Confl. Peds. (#/hr) | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | |
| Peak Hour Factor | 0.87 | 0.87 | 0.87 | 0.87 | 0.93 | 0.93 | |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | |
| Parking (#/hr) | | | | | | | |
| Mid-Block Traffic (%) | 0% | | | 0% | 0% | | |
| Lane Group Flow (vph) | 210 | 439 | 0 | 508 | 886 | 0 | |
| Turn Type | | Perm | Perm | | | | |
| Protected Phases | 2 | | | 2 | 3 | | 4 |
| Permitted Phases | | 2 | 2 | | | | |
| Detector Phases | 2 | 2 | 2 | 2 | 3 | | |
| Minimum Initial (s) | 30.0 | 30.0 | 30.0 | 30.0 | 26.0 | | 16.0 |
| Minimum Split (s) | 35.9 | 35.9 | 35.9 | 35.9 | 32.0 | | 20.0 |
| Total Split (s) | 36.0 | 36.0 | 36.0 | 36.0 | 64.0 | 0.0 | 20.0 |
| Total Split (%) | 30.0% | 30.0% | 30.0% | 30.0% | 53.3% | 0.0% | 17% |
| Yellow Time (s) | 3.4 | 3.4 | 3.4 | 3.4 | 3.8 | | 3.0 |
| All-Red Time (s) | 2.5 | 2.5 | 2.5 | 2.5 | 2.2 | | 1.0 |
| Lead/Lag | | | | | Lead | | Lag |
| Lead-Lag Optimize? | | | | | | | |
| Recall Mode | Min | Min | Min | Min | None | | None |
| Act Effct Green (s) | 32.0 | 32.0 | | 32.0 | 60.0 | | |
| Actuated g/C Ratio | 0.32 | 0.32 | | 0.32 | 0.60 | | |
| v/c Ratio | 0.35 | 0.56 | | 0.75 | 0.86 | | |
| Control Delay | 28.2 | 5.6 | | 38.9 | 27.3 | | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | |
| Total Delay | 28.2 | 5.6 | | 38.9 | 27.3 | | |
| LOS | C | A | | D | C | | |
| Approach Delay | 12.9 | | | 38.9 | 27.3 | | |





















| Lane Group | EBT | EBR | WBL | WBT | NBL | NBR | ø4 |
|--------------|-----|-----|-----|-----|-----|-----|----|
| Approach LOS | B | | D | | C | | |













Intersection Summary

| | |
|-----------------------------------|------------------------|
| Area Type: | Other |
| Cycle Length: | 120 |
| Actuated Cycle Length: | 100 |
| Natural Cycle: | 120 |
| Control Type: | Actuated-Uncoordinated |
| Maximum v/c Ratio: | 0.86 |
| Intersection Signal Delay: | 25.6 |
| Intersection LOS: | C |
| Intersection Capacity Utilization | 80.1% |
| ICU Level of Service | D |
| Analysis Period (min) | 15 |

Splits and Phases: 99: McDonough Blvd. & Jonesboro Road

| | | |
|--|--|--|
|  ø2 |  ø3 |  ø4 |
| 36 s | 64 s | 20 s |

| |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |  | |  |  | |  |  | | |  | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 10 | 10 | 10 | 12 | 13 | 13 | 13 | 13 | 13 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 70 | | 0 | 120 | | 0 | 0 | | 0 |
| Storage Lanes | 0 | | 0 | 1 | | 0 | 1 | | 0 | 0 | | 0 |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Leading Detector (ft) | 50 | 50 | | 50 | 50 | | 50 | 50 | | 50 | 50 | |
| Trailing Detector (ft) | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Satd. Flow (prot) | 0 | 1829 | 0 | 1652 | 1719 | 0 | 1770 | 1861 | 0 | 0 | 1883 | 0 |
| Flt Permitted | | 0.840 | | 0.476 | | | 0.713 | | | | 0.429 | |
| Satd. Flow (perm) | 0 | 1541 | 0 | 828 | 1719 | 0 | 1328 | 1861 | 0 | 0 | 819 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 7 | | | 5 | | | 26 | | | 6 | |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 1086 | | | 919 | | | 696 | | | 1361 | |
| Travel Time (s) | | 24.7 | | | 20.9 | | | 15.8 | | | 30.9 | |
| Volume (vph) | 13 | 186 | 24 | 159 | 359 | 29 | 67 | 753 | 213 | 23 | 53 | 5 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.81 | 0.81 | 0.81 | 0.79 | 0.79 | 0.79 | 0.95 | 0.95 | 0.95 | 0.73 | 0.73 | 0.73 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Lane Group Flow (vph) | 0 | 276 | 0 | 201 | 491 | 0 | 71 | 1017 | 0 | 0 | 112 | 0 |
| Turn Type | Perm | | | Perm | | | Perm | | | Perm | | |
| Protected Phases | | 2 | | | 6 | | | 4 | | | 8 | |
| Permitted Phases | 2 | | | 6 | | | 4 | | | 8 | | |
| Detector Phases | 2 | 2 | | 6 | 6 | | 4 | 4 | | 8 | 8 | |
| Minimum Initial (s) | 29.3 | 29.3 | | 29.3 | 29.3 | | 24.5 | 24.5 | | 24.5 | 24.5 | |
| Minimum Split (s) | 35.0 | 35.0 | | 35.0 | 35.0 | | 30.0 | 30.0 | | 30.0 | 30.0 | |
| Total Split (s) | 35.0 | 35.0 | 0.0 | 35.0 | 35.0 | 0.0 | 55.0 | 55.0 | 0.0 | 55.0 | 55.0 | 0.0 |
| Total Split (%) | 38.9% | 38.9% | 0.0% | 38.9% | 38.9% | 0.0% | 61.1% | 61.1% | 0.0% | 61.1% | 61.1% | 0.0% |
| Yellow Time (s) | 3.8 | 3.8 | | 3.8 | 3.8 | | 3.7 | 3.7 | | 3.7 | 3.7 | |
| All-Red Time (s) | 1.9 | 1.9 | | 1.9 | 1.9 | | 1.8 | 1.8 | | 1.8 | 1.8 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | Min | Min | | Min | Min | | Min | Min | | Min | Min | |
| Act Effct Green (s) | | 31.0 | | 31.0 | 31.0 | | 49.8 | 49.8 | | | 49.8 | |
| Actuated g/C Ratio | | 0.35 | | 0.35 | 0.35 | | 0.56 | 0.56 | | | 0.56 | |
| v/c Ratio | | 0.51 | | 0.70 | 0.81 | | 0.10 | 0.96 | | | 0.24 | |
| Control Delay | | 26.6 | | 40.3 | 39.1 | | 9.4 | 40.1 | | | 11.0 | |
| Queue Delay | | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | | 0.0 | |
| Total Delay | | 26.6 | | 40.3 | 39.1 | | 9.4 | 40.1 | | | 11.0 | |
| LOS | | C | | D | D | | A | D | | | B | |
| Approach Delay | | 26.6 | | | 39.4 | | | 38.1 | | | 11.0 | |

| |  |  |  |  |  |  |  |  |  |  |  |  |
|--------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Approach LOS | C | | | D | | | D | | | B | | |

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 88.8

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.96

Intersection Signal Delay: 35.7

Intersection LOS: D

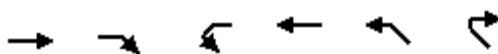
Intersection Capacity Utilization 111.4%

ICU Level of Service H

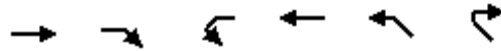
Analysis Period (min) 15

Splits and Phases: 100: McDonough Blvd. & Lakewood Ave.

| | | | |
|---|----|---|----|
|  | ø2 |  | ø4 |
| 35 s | | 55 s | |
|  | ø6 |  | ø8 |
| 35 s | | 55 s | |



| Lane Group | EBT | EBR | WBL | WBT | NWL | NWR | ø4 |
|------------------------|-------|-------|------|-------|-------|------|------|
| Lane Configurations | ↑ | ↑ | | ↑ | ↑ | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | |
| Grade (%) | 0% | | | 0% | 0% | | |
| Storage Length (ft) | | 0 | 0 | | 0 | 0 | |
| Storage Lanes | | 1 | 0 | | 1 | 0 | |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | |
| Leading Detector (ft) | 50 | 50 | | 50 | 50 | | |
| Trailing Detector (ft) | 0 | 0 | | 0 | 0 | | |
| Turning Speed (mph) | | 9 | 15 | | 15 | 9 | |
| Satd. Flow (prot) | 1863 | 1583 | 0 | 1863 | 1770 | 0 | |
| Flt Permitted | | | | | 0.950 | | |
| Satd. Flow (perm) | 1863 | 1583 | 0 | 1863 | 1770 | 0 | |
| Right Turn on Red | | Yes | | | | Yes | |
| Satd. Flow (RTOR) | | 97 | | | | | |
| Link Speed (mph) | 30 | | | 30 | 30 | | |
| Link Distance (ft) | 904 | | | 611 | 1361 | | |
| Travel Time (s) | 20.5 | | | 13.9 | 30.9 | | |
| Volume (vph) | 93 | 76 | 0 | 752 | 737 | 0 | |
| Confl. Peds. (#/hr) | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | |
| Peak Hour Factor | 0.78 | 0.78 | 0.89 | 0.89 | 0.96 | 0.96 | |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | |
| Parking (#/hr) | | | | | | | |
| Mid-Block Traffic (%) | 0% | | | 0% | 0% | | |
| Lane Group Flow (vph) | 119 | 97 | 0 | 845 | 768 | 0 | |
| Turn Type | Perm | | | | | | |
| Protected Phases | 2 | | | 6 | 1 | | 4 |
| Permitted Phases | | 2 | | | | | |
| Detector Phases | 2 | 2 | | 6 | 1 | | |
| Minimum Initial (s) | 21.9 | 21.9 | | 21.9 | 10.0 | | 16.0 |
| Minimum Split (s) | 28.0 | 28.0 | | 28.0 | 15.7 | | 20.0 |
| Total Split (s) | 66.0 | 66.0 | 0.0 | 66.0 | 64.0 | 0.0 | 20.0 |
| Total Split (%) | 44.0% | 44.0% | 0.0% | 44.0% | 42.7% | 0.0% | 13% |
| Yellow Time (s) | 3.9 | 3.9 | | 3.9 | 3.6 | | 3.0 |
| All-Red Time (s) | 2.2 | 2.2 | | 2.2 | 2.1 | | 1.0 |
| Lead/Lag | | | | | | | |
| Lead-Lag Optimize? | | | | | | | |
| Recall Mode | Min | Min | | Min | None | | None |
| Act Effct Green (s) | 62.0 | 62.0 | | 62.0 | 60.0 | | |
| Actuated g/C Ratio | 0.48 | 0.48 | | 0.48 | 0.46 | | |
| v/c Ratio | 0.13 | 0.12 | | 0.95 | 0.94 | | |
| Control Delay | 19.5 | 3.8 | | 53.5 | 53.8 | | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | |
| Total Delay | 19.5 | 3.8 | | 53.5 | 53.8 | | |
| LOS | B | A | | D | D | | |
| Approach Delay | 12.5 | | | 53.5 | 53.8 | | |






















| Lane Group | EBT | EBR | WBL | WBT | NWL | NWR | ø4 |
|--------------|-----|-----|-----|-----|-----|-----|----|
| Approach LOS | B | | | D | | D | |

















Intersection Summary










| | |
|-----------------------------------|------------------------|
| Area Type: | Other |
| Cycle Length: | 150 |
| Actuated Cycle Length: | 130 |
| Natural Cycle: | 150 |
| Control Type: | Actuated-Uncoordinated |
| Maximum v/c Ratio: | 0.95 |
| Intersection Signal Delay: | 48.8 |
| Intersection LOS: | D |
| Intersection Capacity Utilization | 87.1% |
| ICU Level of Service | E |
| Analysis Period (min) | 15 |























Splits and Phases: 101: Milton Ave. & Lakewood Ave.

| | | |
|------|------|------|
| ø1 | ø2 | ø4 |
| 64 s | 66 s | 20 s |
| | ø6 | |
| | 66 s | |

| | | | | | | | | | | | | |
|-----------------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| |  |  |  |  |  |  |  |  |  |  |  |  |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NEL | NET | NER | SWL | SWT | SWR |
| Lane Configurations |  |  | | |  |  | |  | | |  |  |
| Sign Control | Free | | | | Free | | | Stop | | | Stop | |
| Grade | 0% | | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 111 | 249 | 61 | 8 | 346 | 299 | 21 | 243 | 17 | 23 | 49 | 76 |
| Peak Hour Factor | 0.82 | 0.82 | 0.82 | 0.90 | 0.90 | 0.90 | 0.77 | 0.77 | 0.77 | 0.85 | 0.85 | 0.85 |
| Hourly flow rate (vph) | 135 | 304 | 74 | 9 | 384 | 332 | 27 | 316 | 22 | 27 | 58 | 89 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | 14 |
| Median type | | | | | | | None | | None | | | |
| Median storage veh | | | | | | | | | | | | |
| Upstream signal (ft) | 255 | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 717 | | | 378 | | | 850 | 1346 | 341 | 1323 | 1217 | 358 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 717 | | | 378 | | | 850 | 1346 | 341 | 1323 | 1217 | 358 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 85 | | | 99 | | | 80 | 0 | 97 | 0 | 62 | 86 |
| cM capacity (veh/h) | 880 | | | 1177 | | | 136 | 126 | 655 | 0 | 151 | 638 |
| Direction, Lane # | EB 1 | EB 2 | WB 1 | WB 2 | NE 1 | SW 1 | | | | | | |
| Volume Total | 135 | 378 | 201 | 524 | 365 | 174 | | | | | | |
| Volume Left | 135 | 0 | 9 | 0 | 27 | 27 | | | | | | |
| Volume Right | 0 | 74 | 0 | 332 | 22 | 89 | | | | | | |
| cSH | 880 | 1700 | 1177 | 1700 | 133 | 211 | | | | | | |
| Volume to Capacity | 0.15 | 0.22 | 0.01 | 0.31 | 2.74 | 0.83 | | | | | | |
| Queue Length 95th (ft) | 14 | 0 | 1 | 0 | 827 | 153 | | | | | | |
| Control Delay (s) | 9.8 | 0.0 | 0.4 | 0.0 | 854.8 | 65.1 | | | | | | |
| Lane LOS | A | | A | | F | F | | | | | | |
| Approach Delay (s) | 2.6 | | 0.1 | | 854.8 | 65.1 | | | | | | |
| Approach LOS | | | | | F | F | | | | | | |
| Intersection Summary | | | | | | | | | | | | |
| Average Delay | | | 182.6 | | | | | | | | | |
| Intersection Capacity Utilization | | | 67.9% | | ICU Level of Service | | | | C | | | |
| Analysis Period (min) | | | 15 | | | | | | | | | |
| | | | | | | | | | | | | |

















| | | | | | | | | | | | | |
|-----------------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| |  |  |  |  |  |  |  |  |  |  |  |  |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |  | | |  | | |  | | |  | |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 7 | 11 | 5 | 15 | 16 | 31 | 13 | 777 | 20 | 13 | 191 | 6 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.87 | 0.87 | 0.87 |
| Hourly flow rate (vph) | 8 | 12 | 5 | 16 | 17 | 34 | 14 | 845 | 22 | 15 | 220 | 7 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 1179 | 1147 | 223 | 1148 | 1140 | 855 | 226 | | | 866 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 1179 | 1147 | 223 | 1148 | 1140 | 855 | 226 | | | 866 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 94 | 94 | 99 | 90 | 91 | 91 | 99 | | | 98 | | |
| cM capacity (veh/h) | 138 | 193 | 817 | 163 | 195 | 358 | 1342 | | | 777 | | |
| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 | | | | | | | | |
| Volume Total | 25 | 67 | 880 | 241 | | | | | | | | |
| Volume Left | 8 | 16 | 14 | 15 | | | | | | | | |
| Volume Right | 5 | 34 | 22 | 7 | | | | | | | | |
| cSH | 202 | 238 | 1342 | 777 | | | | | | | | |
| Volume to Capacity | 0.12 | 0.28 | 0.01 | 0.02 | | | | | | | | |
| Queue Length 95th (ft) | 10 | 28 | 1 | 1 | | | | | | | | |
| Control Delay (s) | 25.3 | 26.0 | 0.3 | 0.8 | | | | | | | | |
| Lane LOS | D | D | A | A | | | | | | | | |
| Approach Delay (s) | 25.3 | 26.0 | 0.3 | 0.8 | | | | | | | | |
| Approach LOS | D | D | | | | | | | | | | |
| Intersection Summary | | | | | | | | | | | | |
| Average Delay | | | 2.3 | | | | | | | | | |
| Intersection Capacity Utilization | | | 56.9% | ICU Level of Service | B | | | | | | | |
| Analysis Period (min) | | | 15 | | | | | | | | | |
| | | | | | | | | | | | | |


| |  |  |  |  |  |  |
|-----------------------------------|---|---|---|---|---|---|
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations |  | |  | | |  |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Volume (veh/h) | 11 | 5 | 239 | 15 | 7 | 61 |
| Peak Hour Factor | 0.50 | 0.50 | 0.77 | 0.77 | 0.83 | 0.83 |
| Hourly flow rate (vph) | 22 | 10 | 310 | 19 | 8 | 73 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage (veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 410 | 320 | | | 330 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 410 | 320 | | | 330 | |
| tC, single (s) | 6.4 | 6.2 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.2 | |
| p0 queue free % | 96 | 99 | | | 99 | |
| cM capacity (veh/h) | 593 | 721 | | | 1230 | |
| Direction, Lane # | WB 1 | NB 1 | SB 1 | | | |
| Volume Total | 32 | 330 | 82 | | | |
| Volume Left | 22 | 0 | 8 | | | |
| Volume Right | 10 | 19 | 0 | | | |
| cSH | 628 | 1700 | 1230 | | | |
| Volume to Capacity | 0.05 | 0.19 | 0.01 | | | |
| Queue Length 95th (ft) | 4 | 0 | 1 | | | |
| Control Delay (s) | 11.0 | 0.0 | 0.9 | | | |
| Lane LOS | B | | A | | | |
| Approach Delay (s) | 11.0 | 0.0 | 0.9 | | | |
| Approach LOS | B | | | | | |
| Intersection Summary | | | | | | |
| Average Delay | | 1.0 | | | | |
| Intersection Capacity Utilization | | 23.5% | | ICU Level of Service | | A |
| Analysis Period (min) | | 15 | | | | |



















| | | | | | | | | | | | | |
|-----------------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| |  |  |  |  |  |  |  |  |  |  |  |  |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  |  |  |  | |  |  | |  |  |  |
| Sign Control | Free | | | Free | | | Stop | | | Stop | | |
| Grade | 0% | | | 0% | | | 0% | | | 0% | | |
| Volume (veh/h) | 212 | 340 | 180 | 8 | 294 | 8 | 294 | 71 | 17 | 2 | 15 | 80 |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.82 | 0.82 | 0.82 | 0.85 | 0.85 | 0.85 | 0.45 | 0.45 | 0.45 |
| Hourly flow rate (vph) | 228 | 366 | 194 | 10 | 359 | 10 | 346 | 84 | 20 | 4 | 33 | 178 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | None | | | | | | None | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 368 | | | 559 | | | 1394 | 1209 | 366 | 1266 | 1398 | 363 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 368 | | | 559 | | | 1394 | 1209 | 366 | 1266 | 1398 | 363 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 81 | | | 99 | | | 0 | 43 | 97 | 93 | 70 | 74 |
| cM capacity (veh/h) | 1190 | | | 1012 | | | 58 | 146 | 680 | 67 | 113 | 681 |
| Direction, Lane # | EB 1 | EB 2 | EB 3 | WB 1 | WB 2 | NB 1 | NB 2 | SB 1 | SB 2 | | | |
| Volume Total | 228 | 366 | 194 | 10 | 368 | 346 | 104 | 4 | 211 | | | |
| Volume Left | 228 | 0 | 0 | 10 | 0 | 346 | 0 | 4 | 0 | | | |
| Volume Right | 0 | 0 | 194 | 0 | 10 | 0 | 20 | 0 | 178 | | | |
| cSH | 1190 | 1700 | 1700 | 1012 | 1700 | 58 | 172 | 67 | 379 | | | |
| Volume to Capacity | 0.19 | 0.22 | 0.11 | 0.01 | 0.22 | 5.97 | 0.60 | 0.07 | 0.56 | | | |
| Queue Length 95th (ft) | 18 | 0 | 0 | 1 | 0 | Err | 82 | 5 | 82 | | | |
| Control Delay (s) | 8.7 | 0.0 | 0.0 | 8.6 | 0.0 | Err | 53.1 | 62.7 | 25.8 | | | |
| Lane LOS | A | | | A | | F | F | F | D | | | |
| Approach Delay (s) | 2.5 | | | 0.2 | | 7707.8 | | 26.5 | | | | |
| Approach LOS | | | | | | F | | D | | | | |
| Intersection Summary | | | | | | | | | | | | |
| Average Delay | 1897.0 | | | | | | | | | | | |
| Intersection Capacity Utilization | 60.7% | | | ICU Level of Service | | | | B | | | | |
| Analysis Period (min) | 15 | | | | | | | | | | | |
| | | | | | | | | | | | | |

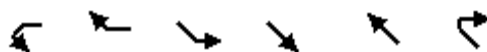


| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|-----------------------------------|------|-------|------|----------------------|------|------|
| Lane Configurations | W | | | W | W | |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 6 | 47 | 41 | 784 | 218 | 1 |
| Peak Hour Factor | 0.61 | 0.61 | 0.89 | 0.89 | 0.86 | 0.86 |
| Hourly flow rate (vph) | 10 | 77 | 46 | 881 | 253 | 1 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage (veh) | | | | | | |
| Upstream signal (ft) | | | | | 436 | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 1227 | 254 | 255 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 1227 | 254 | 255 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 95 | 90 | 96 | | | |
| cM capacity (veh/h) | 190 | 785 | 1310 | | | |
| Direction, Lane # | EB 1 | NB 1 | SB 1 | | | |
| Volume Total | 87 | 927 | 255 | | | |
| Volume Left | 10 | 46 | 0 | | | |
| Volume Right | 77 | 0 | 1 | | | |
| cSH | 579 | 1310 | 1700 | | | |
| Volume to Capacity | 0.15 | 0.04 | 0.15 | | | |
| Queue Length 95th (ft) | 13 | 3 | 0 | | | |
| Control Delay (s) | 12.3 | 0.9 | 0.0 | | | |
| Lane LOS | B | A | | | | |
| Approach Delay (s) | 12.3 | 0.9 | 0.0 | | | |
| Approach LOS | B | | | | | |
| Intersection Summary | | | | | | |
| Average Delay | | | 1.5 | | | |
| Intersection Capacity Utilization | | 68.4% | | ICU Level of Service | | C |
| Analysis Period (min) | | 15 | | | | |

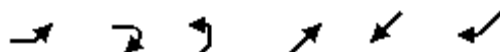
| | | | | | | | | | | | | |
|-----------------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| |  |  |  |  |  |  |  |  |  |  |  |  |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |  | | |  | | |  | | |  | |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 12 | 291 | 3 | 3 | 214 | 13 | 9 | 18 | 13 | 30 | 13 | 9 |
| Peak Hour Factor | 0.85 | 0.85 | 0.85 | 0.82 | 0.82 | 0.82 | 0.50 | 0.50 | 0.50 | 0.75 | 0.75 | 0.75 |
| Hourly flow rate (vph) | 14 | 342 | 4 | 4 | 261 | 16 | 18 | 36 | 26 | 40 | 17 | 12 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | None | | | | | | | | None | | | |
| Median storage veh | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 277 | | | 346 | | | 669 | 656 | 344 | 693 | 650 | 269 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 277 | | | 346 | | | 669 | 656 | 344 | 693 | 650 | 269 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 99 | | | 100 | | | 95 | 91 | 96 | 87 | 95 | 98 |
| cM capacity (veh/h) | 1286 | | | 1213 | | | 349 | 380 | 699 | 316 | 383 | 770 |
| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 | | | | | | | | |
| Volume Total | 360 | 280 | 80 | 69 | | | | | | | | |
| Volume Left | 14 | 4 | 18 | 40 | | | | | | | | |
| Volume Right | 4 | 16 | 26 | 12 | | | | | | | | |
| cSH | 1286 | 1213 | 436 | 370 | | | | | | | | |
| Volume to Capacity | 0.01 | 0.00 | 0.18 | 0.19 | | | | | | | | |
| Queue Length 95th (ft) | 1 | 0 | 17 | 17 | | | | | | | | |
| Control Delay (s) | 0.4 | 0.1 | 15.1 | 17.0 | | | | | | | | |
| Lane LOS | A | A | C | C | | | | | | | | |
| Approach Delay (s) | 0.4 | 0.1 | 15.1 | 17.0 | | | | | | | | |
| Approach LOS | | | C | C | | | | | | | | |
| Intersection Summary | | | | | | | | | | | | |
| Average Delay | | | 3.3 | | | | | | | | | |
| Intersection Capacity Utilization | | | 35.7% | ICU Level of Service | | A | | | | | | |
| Analysis Period (min) | | | 15 | | | | | | | | | |
| | | | | | | | | | | | | |

| |  | | | | | |
|-----------------------------------|---|------|-------|------|----------------------|------|
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | W | | | ↑↑ | ↑↑ | |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 41 | 22 | 19 | 1312 | 459 | 34 |
| Peak Hour Factor | 0.62 | 0.62 | 0.88 | 0.88 | 0.85 | 0.85 |
| Hourly flow rate (vph) | 66 | 35 | 22 | 1491 | 540 | 40 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage (veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 1349 | 290 | 580 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 1349 | 290 | 580 | | | |
| tC, single (s) | 6.8 | 6.9 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 52 | 95 | 98 | | | |
| cM capacity (veh/h) | 139 | 707 | 990 | | | |
| Direction, Lane # | EB 1 | NB 1 | NB 2 | SB 1 | SB 2 | |
| Volume Total | 102 | 519 | 994 | 360 | 220 | |
| Volume Left | 66 | 22 | 0 | 0 | 0 | |
| Volume Right | 35 | 0 | 0 | 0 | 40 | |
| cSH | 193 | 990 | 1700 | 1700 | 1700 | |
| Volume to Capacity | 0.53 | 0.02 | 0.58 | 0.21 | 0.13 | |
| Queue Length 95th (ft) | 67 | 2 | 0 | 0 | 0 | |
| Control Delay (s) | 42.7 | 0.6 | 0.0 | 0.0 | 0.0 | |
| Lane LOS | E | A | | | | |
| Approach Delay (s) | 42.7 | 0.2 | | 0.0 | | |
| Approach LOS | E | | | | | |
| Intersection Summary | | | | | | |
| Average Delay | | | 2.1 | | | |
| Intersection Capacity Utilization | | | 60.0% | | ICU Level of Service | B |
| Analysis Period (min) | | | 15 | | | |

| | | | | | | | | | | | | |
|-----------------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| |  |  |  |  |  |  |  |  |  |  |  |  |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  | | |  |  |  | |  | | | |
| Sign Control | Free | | | Free | | | Stop | | | Stop | | |
| Grade | 0% | | | 0% | | | 0% | | | 0% | | |
| Volume (veh/h) | 382 | 1016 | 0 | 0 | 787 | 272 | 264 | 0 | 463 | 0 | 0 | 0 |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.94 | 0.94 | 0.94 | 0.93 | 0.93 | 0.93 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 411 | 1092 | 0 | 0 | 837 | 289 | 284 | 0 | 498 | 0 | 0 | 0 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | None | | | | | | None | | | | | |
| Median storage veh | | | | | | | | | | | | |
| Upstream signal (ft) | 472 | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 1127 | | | 1092 | | | 2333 | 3041 | 546 | 2350 | 2896 | 563 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 1127 | | | 1092 | | | 2333 | 3041 | 546 | 2350 | 2896 | 563 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 33 | | | 100 | | | 0 | 100 | 0 | 0 | 100 | 100 |
| cM capacity (veh/h) | 616 | | | 635 | | | 9 | 4 | 482 | 0 | 5 | 469 |
| Direction, Lane # | EB 1 | EB 2 | EB 3 | WB 1 | WB 2 | NB 1 | NB 2 | | | | | |
| Volume Total | 411 | 546 | 546 | 558 | 568 | 284 | 498 | | | | | |
| Volume Left | 411 | 0 | 0 | 0 | 0 | 284 | 0 | | | | | |
| Volume Right | 0 | 0 | 0 | 0 | 289 | 0 | 498 | | | | | |
| cSH | 616 | 1700 | 1700 | 1700 | 1700 | 9 | 482 | | | | | |
| Volume to Capacity | 0.67 | 0.32 | 0.32 | 0.33 | 0.33 | 31.25 | 1.03 | | | | | |
| Queue Length 95th (ft) | 126 | 0 | 0 | 0 | 0 | Err | 368 | | | | | |
| Control Delay (s) | 21.8 | 0.0 | 0.0 | 0.0 | 0.0 | Err | 79.6 | | | | | |
| Lane LOS | C | | | | | F | F | | | | | |
| Approach Delay (s) | 5.9 | | | 0.0 | | 3681.7 | | | | | | |
| Approach LOS | | | | | | F | | | | | | |
| Intersection Summary | | | | | | | | | | | | |
| Average Delay | 846.2 | | | | | | | | | | | |
| Intersection Capacity Utilization | 80.2% | | | ICU Level of Service | | | | D | | | | |
| Analysis Period (min) | 15 | | | | | | | | | | | |
| | | | | | | | | | | | | |



| Movement | WBL | WBR | SEL | SET | NWT | NWR |
|-----------------------------------|------|-------|------|----------------------|------|------|
| Lane Configurations | W | | | W | W | |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 3 | 262 | 118 | 55 | 267 | 2 |
| Peak Hour Factor | 0.85 | 0.85 | 0.92 | 0.92 | 0.89 | 0.89 |
| Hourly flow rate (vph) | 4 | 308 | 128 | 60 | 300 | 2 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage (veh) | | | | | | |
| Upstream signal (ft) | | | | 1038 | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 617 | 301 | 302 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 617 | 301 | 302 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 99 | 58 | 90 | | | |
| cM capacity (veh/h) | 407 | 738 | 1259 | | | |
| Direction, Lane # | WB 1 | SE 1 | NW 1 | | | |
| Volume Total | 312 | 188 | 302 | | | |
| Volume Left | 4 | 128 | 0 | | | |
| Volume Right | 308 | 0 | 2 | | | |
| cSH | 732 | 1259 | 1700 | | | |
| Volume to Capacity | 0.43 | 0.10 | 0.18 | | | |
| Queue Length 95th (ft) | 53 | 8 | 0 | | | |
| Control Delay (s) | 13.5 | 5.9 | 0.0 | | | |
| Lane LOS | B | A | | | | |
| Approach Delay (s) | 13.5 | 5.9 | 0.0 | | | |
| Approach LOS | B | | | | | |
| Intersection Summary | | | | | | |
| Average Delay | | | 6.6 | | | |
| Intersection Capacity Utilization | | 50.0% | | ICU Level of Service | | A |
| Analysis Period (min) | | | 15 | | | |



| Lane Group | EBL | EBR | NEL | NET | SWT | SWR |
|------------------------|------------|-------|------|--------|-------|------|
| Lane Configurations | | | | | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | 0% | | | 0% | 0% | |
| Storage Length (ft) | 0 | 0 | 0 | | | 0 |
| Storage Lanes | 1 | 1 | 0 | | | 0 |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Leading Detector (ft) | 50 | 50 | 50 | 50 | 50 | |
| Trailing Detector (ft) | 0 | 0 | 0 | 0 | 0 | |
| Turning Speed (mph) | 15 | 9 | 15 | | | 9 |
| Satd. Flow (prot) | 1770 | 1583 | 0 | 5024 | 3522 | 0 |
| Flt Permitted | 0.950 | | | 0.671 | | |
| Satd. Flow (perm) | 1770 | 1583 | 0 | 3412 | 3522 | 0 |
| Right Turn on Red | | Yes | | | | Yes |
| Satd. Flow (RTOR) | | 106 | | | 4 | |
| Link Speed (mph) | 30 | | | 40 | 40 | |
| Link Distance (ft) | 802 | | | 951 | 666 | |
| Travel Time (s) | 18.2 | | | 16.2 | 11.4 | |
| Volume (vph) | 47 | 529 | 276 | 850 | 1096 | 36 |
| Confl. Peds. (#/hr) | | | | | | |
| Confl. Bikes (#/hr) | | | | | | |
| Peak Hour Factor | 0.90 | 0.90 | 0.92 | 0.92 | 0.88 | 0.88 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | |
| Mid-Block Traffic (%) | 0% | | | 0% | 0% | |
| Lane Group Flow (vph) | 52 | 588 | 0 | 1224 | 1286 | 0 |
| Turn Type | Perm pm+pt | | | | | |
| Protected Phases | 4 | | 5 | 2 | 6 | |
| Permitted Phases | | 4 | 2 | | | |
| Detector Phases | 4 | 4 | 5 | 2 | 6 | |
| Minimum Initial (s) | 9.0 | 9.0 | 4.0 | 15.0 | 15.0 | |
| Minimum Split (s) | 26.1 | 26.1 | 8.7 | 21.1 | 20.1 | |
| Total Split (s) | 50.0 | 50.0 | 8.7 | 60.0 | 51.3 | 0.0 |
| Total Split (%) | 45.5% | 45.5% | 7.9% | 54.5% | 46.6% | 0.0% |
| Yellow Time (s) | 3.2 | 3.2 | 3.2 | 3.6 | 3.6 | |
| All-Red Time (s) | 1.9 | 1.9 | 1.5 | 1.5 | 1.5 | |
| Lead/Lag | | | Lead | | Lag | |
| Lead-Lag Optimize? | | | | | | |
| Recall Mode | None | None | None | C-Max | C-Max | |
| Act Effct Green (s) | 39.7 | 39.7 | | 62.3 | 62.3 | |
| Actuated g/C Ratio | 0.36 | 0.36 | | 0.57 | 0.57 | |
| v/c Ratio | 0.08 | 0.92 | | 3.66dl | 0.64 | |
| Control Delay | 20.9 | 47.8 | | 17.8 | 19.4 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 20.9 | 47.8 | | 17.8 | 19.4 | |
| LOS | C | D | | B | B | |
| Approach Delay | 45.6 | | | 17.8 | 19.4 | |



| Lane Group | EBL | EBR | NEL | NET | SWT | SWR |
|--------------|-----|-----|-----|-----|-----|-----|
| Approach LOS | D | | B | | B | |

Intersection Summary

| | |
|-----------------------------------|--|
| Area Type: | Other |
| Cycle Length: | 110 |
| Actuated Cycle Length: | 110 |
| Offset: | 16 (15%), Referenced to phase 2:NETL and 6:SWT, Start of Green |
| Natural Cycle: | 65 |
| Control Type: | Actuated-Coordinated |
| Maximum v/c Ratio: | 0.92 |
| Intersection Signal Delay: | 24.1 |
| Intersection LOS: | C |
| Intersection Capacity Utilization | 71.0% |
| ICU Level of Service | C |
| Analysis Period (min) | 15 |
| dl | Defacto Left Lane. Recode with 1 though lane as a left lane. |

Splits and Phases: 80: White St. & Lee St.

| | |
|-------------|--------------|
| ø2 60 s | ø4 50 s |
| ø5 8.7 s | ø6 51.3 s |



| Lane Group | SEL | SER | NEL | NET | SWT | SWR |
|------------------------|------------|-------|-------|-------|-------|------|
| Lane Configurations | | | | | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 10 | 11 | 12 | 12 | 12 | 12 |
| Grade (%) | 0% | | | 0% | 0% | |
| Storage Length (ft) | 0 | 0 | 90 | | | 0 |
| Storage Lanes | 1 | 1 | 1 | | | 0 |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Leading Detector (ft) | 50 | 50 | 50 | 50 | 50 | |
| Trailing Detector (ft) | 0 | 0 | 0 | 0 | 0 | |
| Turning Speed (mph) | 15 | 9 | 15 | | | 9 |
| Satd. Flow (prot) | 1652 | 1531 | 1770 | 3539 | 3525 | 0 |
| Flt Permitted | 0.950 | | 0.057 | | | |
| Satd. Flow (perm) | 1652 | 1531 | 106 | 3539 | 3525 | 0 |
| Right Turn on Red | | Yes | | | | Yes |
| Satd. Flow (RTOR) | | 148 | | | 4 | |
| Link Speed (mph) | 35 | | | 40 | 40 | |
| Link Distance (ft) | 730 | | | 308 | 951 | |
| Travel Time (s) | 14.2 | | | 5.3 | 16.2 | |
| Volume (vph) | 49 | 148 | 174 | 1051 | 1786 | 49 |
| Confl. Peds. (#/hr) | | | | | | |
| Confl. Bikes (#/hr) | | | | | | |
| Peak Hour Factor | 0.84 | 0.84 | 0.93 | 0.93 | 0.91 | 0.91 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | |
| Mid-Block Traffic (%) | 0% | | | 0% | 0% | |
| Lane Group Flow (vph) | 58 | 176 | 187 | 1130 | 2017 | 0 |
| Turn Type | Perm pm+pt | | | | | |
| Protected Phases | 4 | | 5 | 2 | 6 | |
| Permitted Phases | | 4 | 2 | | | |
| Detector Phases | 4 | 4 | 5 | 2 | 6 | |
| Minimum Initial (s) | 9.0 | 9.0 | 4.0 | 15.0 | 15.0 | |
| Minimum Split (s) | 26.1 | 26.1 | 8.7 | 21.1 | 20.1 | |
| Total Split (s) | 26.1 | 26.1 | 14.0 | 83.9 | 69.9 | 0.0 |
| Total Split (%) | 23.7% | 23.7% | 12.7% | 76.3% | 63.5% | 0.0% |
| Yellow Time (s) | 3.2 | 3.2 | 3.2 | 3.6 | 3.6 | |
| All-Red Time (s) | 1.9 | 1.9 | 1.5 | 1.5 | 1.5 | |
| Lead/Lag | | | Lead | | Lag | |
| Lead-Lag Optimize? | | | | | | |
| Recall Mode | None | None | None | C-Max | C-Max | |
| Act Effct Green (s) | 11.6 | 11.6 | 90.4 | 90.4 | 73.1 | |
| Actuated g/C Ratio | 0.11 | 0.11 | 0.82 | 0.82 | 0.66 | |
| v/c Ratio | 0.33 | 0.60 | 0.65 | 0.39 | 0.86 | |
| Control Delay | 50.3 | 20.1 | 32.5 | 3.1 | 13.1 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 1.5 | 0.0 | |
| Total Delay | 50.3 | 20.1 | 32.5 | 4.7 | 13.1 | |
| LOS | D | C | C | A | B | |
| Approach Delay | 27.6 | | | 8.6 | 13.1 | |



| Lane Group | SEL | SER | NEL | NET | SWT | SWR |
|--------------|-----|-----|-----|-----|-----|-----|
| Approach LOS | C | | | A | B | |

Intersection Summary

| | |
|-----------------------------------|--|
| Area Type: | Other |
| Cycle Length: | 110 |
| Actuated Cycle Length: | 110 |
| Offset: | 0 (0%), Referenced to phase 2:NETL and 6:SWT, Start of Green |
| Natural Cycle: | 90 |
| Control Type: | Actuated-Coordinated |
| Maximum v/c Ratio: | 0.86 |
| Intersection Signal Delay: | 12.4 |
| Intersection LOS: | B |
| Intersection Capacity Utilization | 78.1% |
| ICU Level of Service | D |
| Analysis Period (min) | 15 |

Splits and Phases: 81: Donnelly Ave. & Lee St.

| | |
|--------|--------|
| Ø2 | Ø4 |
| 83.9 s | 26.1 s |
| Ø5 | Ø6 |
| 14 s | 69.9 s |



| Lane Group | EBL | EBR | NEL | NET | SWT | SWR |
|------------------------|-------|------|-------|-------|-------|------|
| Lane Configurations | | | | | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | 0% | | | 0% | 0% | |
| Storage Length (ft) | 0 | 0 | 0 | | | 0 |
| Storage Lanes | 1 | 0 | 0 | | | 0 |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Leading Detector (ft) | 50 | | 50 | 50 | 50 | |
| Trailing Detector (ft) | 0 | | 0 | 0 | 0 | |
| Turning Speed (mph) | 15 | 9 | 15 | | | 9 |
| Satd. Flow (prot) | 1718 | 0 | 0 | 3532 | 5029 | 0 |
| Flt Permitted | 0.969 | | | 0.767 | | |
| Satd. Flow (perm) | 1718 | 0 | 0 | 2715 | 5029 | 0 |
| Right Turn on Red | | Yes | | | | Yes |
| Satd. Flow (RTOR) | 27 | | | | 21 | |
| Link Speed (mph) | 30 | | | 40 | 40 | |
| Link Distance (ft) | 724 | | | 691 | 2169 | |
| Travel Time (s) | 16.5 | | | 11.8 | 37.0 | |
| Volume (vph) | 110 | 60 | 43 | 881 | 1269 | 105 |
| Confl. Peds. (#/hr) | | | | | | |
| Confl. Bikes (#/hr) | | | | | | |
| Peak Hour Factor | 0.69 | 0.69 | 0.91 | 0.91 | 0.89 | 0.89 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | |
| Mid-Block Traffic (%) | 0% | | | 0% | 0% | |
| Lane Group Flow (vph) | 246 | 0 | 0 | 1015 | 1544 | 0 |
| Turn Type | | | Perm | | | |
| Protected Phases | 8 | | | 6 | 2 | |
| Permitted Phases | | | 6 | | | |
| Detector Phases | 8 | | 6 | 6 | 2 | |
| Minimum Initial (s) | 9.0 | | 15.0 | 15.0 | 15.0 | |
| Minimum Split (s) | 24.2 | | 22.0 | 22.0 | 22.0 | |
| Total Split (s) | 40.9 | 0.0 | 69.1 | 69.1 | 69.1 | 0.0 |
| Total Split (%) | 37.2% | 0.0% | 62.8% | 62.8% | 62.8% | 0.0% |
| Yellow Time (s) | 3.2 | | 4.3 | 4.3 | 4.3 | |
| All-Red Time (s) | 2.0 | | 1.7 | 1.7 | 1.7 | |
| Lead/Lag | | | | | | |
| Lead-Lag Optimize? | | | | | | |
| Recall Mode | None | | C-Max | C-Max | C-Max | |
| Act Effct Green (s) | 19.6 | | | 82.4 | 82.4 | |
| Actuated g/C Ratio | 0.18 | | | 0.75 | 0.75 | |
| v/c Ratio | 0.75 | | | 0.50 | 0.41 | |
| Control Delay | 51.7 | | | 7.2 | 5.8 | |
| Queue Delay | 0.0 | | | 0.0 | 0.0 | |
| Total Delay | 51.7 | | | 7.2 | 5.8 | |
| LOS | D | | | A | A | |
| Approach Delay | 51.7 | | | 7.2 | 5.8 | |



| Lane Group | EBL | EBR | NEL | NET | SWT | SWR |
|--------------|-----|-----|-----|-----|-----|-----|
| Approach LOS | D | | | A | A | |

Intersection Summary

Area Type: Other

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 0 (0%), Referenced to phase 2:SWT and 6:NETL, Start of Green

Natural Cycle: 55

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.75

Intersection Signal Delay: 10.3

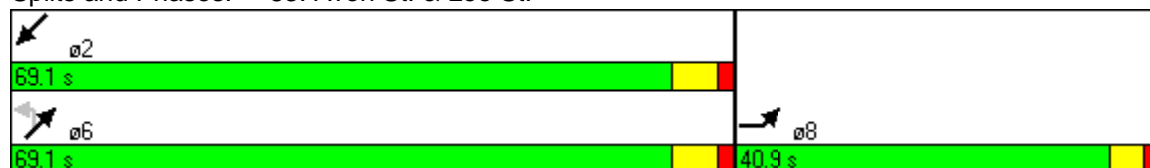
Intersection LOS: B

















Intersection Capacity Utilization 72.2%













ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 83: Avon St. & Lee St.



| |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |  | | |  | | |  | | |  | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Leading Detector (ft) | 50 | 50 | | 50 | 50 | | 50 | 50 | | 50 | 50 | |
| Trailing Detector (ft) | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Satd. Flow (prot) | 0 | 1791 | 0 | 0 | 1798 | 0 | 0 | 1828 | 0 | 0 | 1805 | 0 |
| Flt Permitted | | 0.856 | | | 0.947 | | | 0.822 | | | 0.872 | |
| Satd. Flow (perm) | 0 | 1548 | 0 | 0 | 1709 | 0 | 0 | 1517 | 0 | 0 | 1587 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 28 | | | 30 | | | 8 | | | 23 | |
| Link Speed (mph) | | 30 | | | 30 | | | 35 | | | 35 | |
| Link Distance (ft) | | 1923 | | | 1571 | | | 436 | | | 1474 | |
| Travel Time (s) | | 43.7 | | | 35.7 | | | 8.5 | | | 28.7 | |
| Volume (vph) | 86 | 259 | 95 | 24 | 224 | 73 | 90 | 326 | 29 | 66 | 286 | 74 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.83 | 0.83 | 0.83 | 0.87 | 0.87 | 0.87 | 0.86 | 0.86 | 0.86 | 0.89 | 0.89 | 0.89 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Lane Group Flow (vph) | 0 | 530 | 0 | 0 | 369 | 0 | 0 | 518 | 0 | 0 | 478 | 0 |
| Turn Type | Perm | | | Perm | | | Perm | | | Perm | | |
| Protected Phases | | 4 | | | 8 | | | 6 | | | 2 | |
| Permitted Phases | 4 | | | 8 | | | 6 | | | 2 | | |
| Detector Phases | 4 | 4 | | 8 | 8 | | 6 | 6 | | 2 | 2 | |
| Minimum Initial (s) | 15.0 | 15.0 | | 15.0 | 15.0 | | 15.0 | 15.0 | | 15.0 | 15.0 | |
| Minimum Split (s) | 20.4 | 20.4 | | 20.4 | 20.4 | | 21.4 | 21.4 | | 21.4 | 21.4 | |
| Total Split (s) | 29.2 | 29.2 | 0.0 | 29.2 | 29.2 | 0.0 | 30.8 | 30.8 | 0.0 | 30.8 | 30.8 | 0.0 |
| Total Split (%) | 48.7% | 48.7% | 0.0% | 48.7% | 48.7% | 0.0% | 51.3% | 51.3% | 0.0% | 51.3% | 51.3% | 0.0% |
| Yellow Time (s) | 3.8 | 3.8 | | 3.8 | 3.8 | | 3.8 | 3.8 | | 3.8 | 3.8 | |
| All-Red Time (s) | 1.6 | 1.6 | | 1.6 | 1.6 | | 1.6 | 1.6 | | 1.6 | 1.6 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | Max | Max | | Max | Max | | C-Max | C-Max | | C-Max | C-Max | |
| Act Effct Green (s) | | 25.2 | | | 25.2 | | | 26.8 | | | 26.8 | |
| Actuated g/C Ratio | | 0.42 | | | 0.42 | | | 0.45 | | | 0.45 | |
| v/c Ratio | | 0.80 | | | 0.50 | | | 0.76 | | | 0.66 | |
| Control Delay | | 25.8 | | | 13.2 | | | 23.1 | | | 17.8 | |
| Queue Delay | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Total Delay | | 25.8 | | | 13.2 | | | 23.1 | | | 17.8 | |
| LOS | | C | | | B | | | C | | | B | |
| Approach Delay | | 25.8 | | | 13.2 | | | 23.1 | | | 17.8 | |

| |  |  |  |  |  |  |  |  |  |  |  |  |
|--------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Approach LOS | C | | | B | | | C | | | B | | |

Intersection Summary

Area Type: Other

Cycle Length: 60

Actuated Cycle Length: 60

Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green

Natural Cycle: 45

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.80

Intersection Signal Delay: 20.6









Intersection LOS: C

















Intersection Capacity Utilization 86.9%













ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 87: Dill Ave. & Sylvan Rd.

| | | | | | |
|---|---|----|---|---|----|
|  |  | ø2 |  |  | ø4 |
| 30.8 s | | | 29.2 s | | |
|  |  | ø6 |  |  | ø8 |
| 30.8 s | | | 29.2 s | | |

| |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |  | | |  | | |  | | |  | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Leading Detector (ft) | 50 | 50 | | 50 | 50 | | 50 | 50 | | 50 | 50 | |
| Trailing Detector (ft) | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Satd. Flow (prot) | 0 | 1720 | 0 | 0 | 1730 | 0 | 0 | 3476 | 0 | 0 | 3433 | 0 |
| Flt Permitted | | 0.769 | | | 0.833 | | | 0.508 | | | 0.933 | |
| Satd. Flow (perm) | 0 | 1354 | 0 | 0 | 1460 | 0 | 0 | 1780 | 0 | 0 | 3206 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 34 | | | 38 | | | 8 | | | 38 | |
| Link Speed (mph) | | 30 | | | 30 | | | 35 | | | 35 | |
| Link Distance (ft) | | 1510 | | | 514 | | | 743 | | | 1418 | |
| Travel Time (s) | | 34.3 | | | 11.7 | | | 14.5 | | | 27.6 | |
| Volume (vph) | 198 | 53 | 173 | 25 | 27 | 41 | 117 | 556 | 46 | 23 | 1066 | 256 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.68 | 0.68 | 0.68 | 0.98 | 0.98 | 0.98 | 0.93 | 0.93 | 0.93 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Lane Group Flow (vph) | 0 | 446 | 0 | 0 | 137 | 0 | 0 | 733 | 0 | 0 | 1446 | 0 |
| Turn Type | Perm | | | Perm | | | Perm | | | pm+pt | | |
| Protected Phases | | 4 | | | 8 | | | 6 | | | 5 | 2 |
| Permitted Phases | 4 | | | 8 | | | 6 | | | 2 | | |
| Detector Phases | 4 | 4 | | 8 | 8 | | 6 | 6 | | 5 | 2 | |
| Minimum Initial (s) | 9.0 | 9.0 | | 9.0 | 9.0 | | 15.0 | 15.0 | | 5.0 | 15.0 | |
| Minimum Split (s) | 23.3 | 23.3 | | 23.3 | 23.3 | | 20.3 | 20.3 | | 10.0 | 20.3 | |
| Total Split (s) | 50.0 | 50.0 | 0.0 | 50.0 | 50.0 | 0.0 | 60.0 | 60.0 | 0.0 | 10.0 | 70.0 | 0.0 |
| Total Split (%) | 41.7% | 41.7% | 0.0% | 41.7% | 41.7% | 0.0% | 50.0% | 50.0% | 0.0% | 8.3% | 58.3% | 0.0% |
| Yellow Time (s) | 3.3 | 3.3 | | 3.3 | 3.3 | | 3.7 | 3.7 | | 3.5 | 3.7 | |
| All-Red Time (s) | 2.0 | 2.0 | | 2.0 | 2.0 | | 1.6 | 1.6 | | 1.5 | 1.6 | |
| Lead/Lag | | | | | | | Lag | Lag | | Lead | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | | None | None | | C-Max | C-Max | | None | C-Max | |
| Act Effct Green (s) | | 40.9 | | | 40.9 | | | 71.1 | | | 71.1 | |
| Actuated g/C Ratio | | 0.34 | | | 0.34 | | | 0.59 | | | 0.59 | |
| v/c Ratio | | 0.92 | | | 0.26 | | | 1.05dl | | | 0.76 | |
| Control Delay | | 53.8 | | | 20.3 | | | 19.9 | | | 16.1 | |
| Queue Delay | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Total Delay | | 53.8 | | | 20.3 | | | 19.9 | | | 16.1 | |
| LOS | | D | | | C | | | B | | | B | |
| Approach Delay | | 53.8 | | | 20.3 | | | 19.9 | | | 16.1 | |

| |  |  |  |  |  |  |  |  |  |  |  |  |
|--------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Approach LOS | D | | | C | | | B | | | B | | |

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 88 (73%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green

Natural Cycle: 70

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.92

Intersection Signal Delay: 23.4

Intersection LOS: C

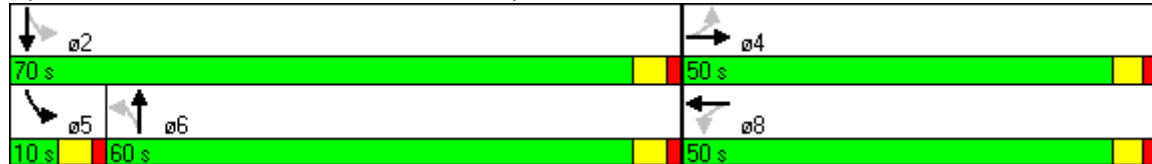
Intersection Capacity Utilization 99.5%

















ICU Level of Service F













Analysis Period (min) 15

dl Defacto Left Lane. Recode with 1 though lane as a left lane.

Splits and Phases: 90: Dill Ave. & Metropolitan Ave.



| |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |  | | |  | | |  | | |  | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Leading Detector (ft) | 50 | 50 | | 50 | 50 | | 50 | 50 | | 50 | 50 | |
| Trailing Detector (ft) | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Satd. Flow (prot) | 0 | 1662 | 0 | 0 | 1745 | 0 | 0 | 3507 | 0 | 0 | 3525 | 0 |
| Flt Permitted | | 0.942 | | | 0.813 | | | 0.824 | | | 0.915 | |
| Satd. Flow (perm) | 0 | 1583 | 0 | 0 | 1461 | 0 | 0 | 2896 | 0 | 0 | 3229 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 45 | | | 14 | | | 9 | | | 4 | |
| Link Speed (mph) | | 30 | | | 30 | | | 35 | | | 35 | |
| Link Distance (ft) | | 1228 | | | 476 | | | 702 | | | 743 | |
| Travel Time (s) | | 27.9 | | | 10.8 | | | 13.7 | | | 14.5 | |
| Volume (vph) | 9 | 2 | 29 | 38 | 8 | 16 | 27 | 736 | 35 | 25 | 1255 | 25 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.65 | 0.65 | 0.65 | 0.74 | 0.74 | 0.74 | 0.86 | 0.86 | 0.86 | 0.81 | 0.81 | 0.81 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Lane Group Flow (vph) | 0 | 62 | 0 | 0 | 84 | 0 | 0 | 928 | 0 | 0 | 1611 | 0 |
| Turn Type | Perm | | | Perm | | | Perm | | | Perm | | |
| Protected Phases | | 8 | | | 4 | | | 6 | | | 2 | |
| Permitted Phases | 8 | | | 4 | | | 6 | | | 2 | | |
| Detector Phases | 8 | 8 | | 4 | 4 | | 6 | 6 | | 2 | 2 | |
| Minimum Initial (s) | 9.0 | 9.0 | | 9.0 | 9.0 | | 15.0 | 15.0 | | 15.0 | 15.0 | |
| Minimum Split (s) | 25.4 | 25.4 | | 14.4 | 14.4 | | 20.1 | 20.1 | | 20.1 | 20.1 | |
| Total Split (s) | 34.4 | 34.4 | 0.0 | 34.4 | 34.4 | 0.0 | 85.6 | 85.6 | 0.0 | 85.6 | 85.6 | 0.0 |
| Total Split (%) | 28.7% | 28.7% | 0.0% | 28.7% | 28.7% | 0.0% | 71.3% | 71.3% | 0.0% | 71.3% | 71.3% | 0.0% |
| Yellow Time (s) | 3.2 | 3.2 | | 3.2 | 3.2 | | 3.6 | 3.6 | | 3.6 | 3.6 | |
| All-Red Time (s) | 2.2 | 2.2 | | 2.2 | 2.2 | | 1.5 | 1.5 | | 1.5 | 1.5 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | Min | Min | | Min | Min | | C-Max | C-Max | | C-Max | C-Max | |
| Act Effct Green (s) | | 12.8 | | | 12.8 | | | 99.2 | | | 99.2 | |
| Actuated g/C Ratio | | 0.11 | | | 0.11 | | | 0.83 | | | 0.83 | |
| v/c Ratio | | 0.30 | | | 0.50 | | | 0.39 | | | 0.60 | |
| Control Delay | | 23.2 | | | 51.7 | | | 3.3 | | | 2.1 | |
| Queue Delay | | 0.0 | | | 0.0 | | | 0.0 | | | 0.3 | |
| Total Delay | | 23.2 | | | 51.7 | | | 3.3 | | | 2.4 | |
| LOS | | C | | | D | | | A | | | A | |
| Approach Delay | | 23.2 | | | 51.7 | | | 3.3 | | | 2.4 | |

| |  |  |  |  |  |  |  |  |  |  |  |  |
|--------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Approach LOS | C | | | D | | | A | | | A | | |

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 93 (78%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green

Natural Cycle: 65

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.60

Intersection Signal Delay: 4.7





Intersection LOS: A

















Intersection Capacity Utilization 68.1%













ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 91: Lynnhaven Ave. & Metropolitan Ave.

| | |
|--|--|
|  ø2 |  ø4 |
| 85.6 s | 34.4 s |
|  ø6 |  ø8 |
| 85.6 s | 34.4 s |






| |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |  | | |  | | |  | | |  | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 10 | 10 | 10 | 10 | 10 | 10 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Leading Detector (ft) | 50 | 50 | | 50 | 50 | | 50 | 50 | | 50 | 50 | |
| Trailing Detector (ft) | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Satd. Flow (prot) | 0 | 1787 | 0 | 0 | 3289 | 0 | 0 | 3039 | 0 | 0 | 3238 | 0 |
| Flt Permitted | | 0.559 | | | 0.671 | | | 0.914 | | | 0.511 | |
| Satd. Flow (perm) | 0 | 1013 | 0 | 0 | 2285 | 0 | 0 | 2781 | 0 | 0 | 1673 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 12 | | | 47 | | | 254 | | | 8 | |
| Link Speed (mph) | | 30 | | | 30 | | | 35 | | | 35 | |
| Link Distance (ft) | | 820 | | | 3704 | | | 1418 | | | 1848 | |
| Travel Time (s) | | 18.6 | | | 84.2 | | | 27.6 | | | 36.0 | |
| Volume (vph) | 44 | 83 | 31 | 546 | 42 | 198 | 15 | 356 | 417 | 218 | 670 | 54 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.88 | 0.88 | 0.88 | 0.86 | 0.86 | 0.86 | 0.81 | 0.81 | 0.81 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Lane Group Flow (vph) | 0 | 173 | 0 | 0 | 893 | 0 | 0 | 916 | 0 | 0 | 1163 | 0 |
| Turn Type | Perm | | | Perm | | | Perm | | | pm+pt | | |
| Protected Phases | | 4 | | | 8 | | | 6 | | 5 | 2 | |
| Permitted Phases | 4 | | | 8 | | | 6 | | | 2 | | |
| Detector Phases | 4 | 4 | | 8 | 8 | | 6 | 6 | | 5 | 2 | |
| Minimum Initial (s) | 14.0 | 14.0 | | 14.0 | 14.0 | | 15.0 | 15.0 | | 7.0 | 15.0 | |
| Minimum Split (s) | 24.5 | 24.5 | | 24.5 | 24.5 | | 23.6 | 23.6 | | 12.2 | 23.6 | |
| Total Split (s) | 53.0 | 53.0 | 0.0 | 53.0 | 53.0 | 0.0 | 44.0 | 44.0 | 0.0 | 23.0 | 67.0 | 0.0 |
| Total Split (%) | 44.2% | 44.2% | 0.0% | 44.2% | 44.2% | 0.0% | 36.7% | 36.7% | 0.0% | 19.2% | 55.8% | 0.0% |
| Yellow Time (s) | 3.6 | 3.6 | | 3.6 | 3.6 | | 3.8 | 3.8 | | 3.6 | 3.8 | |
| All-Red Time (s) | 1.9 | 1.9 | | 1.9 | 1.9 | | 1.8 | 1.8 | | 1.6 | 1.8 | |
| Lead/Lag | | | | | | | Lag | Lag | | Lead | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | Min | Min | | Min | Min | | C-Max | C-Max | | Max | C-Max | |
| Act Effct Green (s) | | 47.8 | | | 47.8 | | | 40.0 | | | 64.2 | |
| Actuated g/C Ratio | | 0.40 | | | 0.40 | | | 0.33 | | | 0.54 | |
| v/c Ratio | | 0.42 | | | 1.28dl | | | 0.84 | | | 1.00 | |
| Control Delay | | 27.6 | | | 53.0 | | | 27.1 | | | 51.3 | |
| Queue Delay | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Total Delay | | 27.6 | | | 53.0 | | | 27.1 | | | 51.3 | |
| LOS | | C | | | D | | | C | | | D | |
| Approach Delay | | 27.6 | | | 53.0 | | | 27.1 | | | 51.3 | |

| |  |  |  |  |  |  |  |  |  |  |  |  |
|--------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Approach LOS | C | | | D | | | C | | | D | | |

Intersection Summary























Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 107 (89%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
 Natural Cycle: 65
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.00
 Intersection Signal Delay: 43.4 Intersection LOS: D
 Intersection Capacity Utilization 105.5% ICU Level of Service G
 Analysis Period (min) 15
 dl Defacto Left Lane. Recode with 1 though lane as a left lane.













Splits and Phases: 92: University Ave. & Metropolitan Ave.

| | |
|--|--|
|  ø2 |  ø4 |
| 67 s | 53 s |
|  ø5 |  ø6 |
| 23 s | 44 s |
|  ø8 | |
| | 53 s |

Atlanta BeltLine Master Plan Subarea 2
94: University Ave. & I 75 Southbound Ramp

BeltLine 2030 PM Peak
MG

| |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |   | |   |   | | | | |   | |   |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 11 | 11 | 11 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 15 | 11 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 160 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 0 | | 0 | 1 | | 0 | 0 | | 0 | 2 | | 1 |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Leading Detector (ft) | | 50 | | 50 | 50 | | | | | 50 | | 50 |
| Trailing Detector (ft) | | 0 | | 0 | 0 | | | | | 0 | | 0 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Satd. Flow (prot) | 0 | 3260 | 0 | 1770 | 3539 | 0 | 0 | 0 | 0 | 3433 | 0 | 1531 |
| Flt Permitted | | | | 0.077 | | | | | | 0.950 | | |
| Satd. Flow (perm) | 0 | 3260 | 0 | 143 | 3539 | 0 | 0 | 0 | 0 | 3433 | 0 | 1531 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 72 | | | | | | | | | | 318 |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 3704 | | | 472 | | | 664 | | | 1127 | |
| Travel Time (s) | | 84.2 | | | 10.7 | | | 15.1 | | | 25.6 | |
| Volume (vph) | 0 | 893 | 401 | 561 | 591 | 0 | 0 | 0 | 0 | 885 | 0 | 586 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.89 | 0.89 | 0.89 | 0.90 | 0.90 | 0.90 | 0.92 | 0.92 | 0.92 | 0.95 | 0.95 | 0.95 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Lane Group Flow (vph) | 0 | 1454 | 0 | 623 | 657 | 0 | 0 | 0 | 0 | 932 | 0 | 617 |
| Turn Type | | | | pm+pt | | | | | | Prot | | custom |
| Protected Phases | | 6 | | 5 | 2 | | | | | 8 | | |
| Permitted Phases | | | | 2 | | | | | | | | 8 |
| Detector Phases | | 6 | | 5 | 2 | | | | | 8 | | 8 |
| Minimum Initial (s) | | 32.0 | | 10.0 | 32.0 | | | | | 24.0 | | 24.0 |
| Minimum Split (s) | | 37.4 | | 15.0 | 37.4 | | | | | 30.3 | | 30.3 |
| Total Split (s) | 0.0 | 52.0 | 0.0 | 35.0 | 87.0 | 0.0 | 0.0 | 0.0 | 0.0 | 33.0 | 0.0 | 33.0 |
| Total Split (%) | 0.0% | 43.3% | 0.0% | 29.2% | 72.5% | 0.0% | 0.0% | 0.0% | 0.0% | 27.5% | 0.0% | 27.5% |
| Yellow Time (s) | | 3.6 | | 3.6 | 3.6 | | | | | 3.9 | | 3.9 |
| All-Red Time (s) | | 1.8 | | 1.4 | 1.8 | | | | | 2.4 | | 2.4 |
| Lead/Lag | | Lag | | Lead | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | | Min | | Min | Min | | | | | Min | | Min |
| Act Effct Green (s) | | 48.0 | | 83.0 | 83.0 | | | | | 29.0 | | 29.0 |
| Actuated g/C Ratio | | 0.40 | | 0.69 | 0.69 | | | | | 0.24 | | 0.24 |
| v/c Ratio | | 1.08 | | 1.20 | 0.27 | | | | | 1.12 | | 1.01 |
| Control Delay | | 82.4 | | 140.4 | 7.3 | | | | | 112.8 | | 61.4 |
| Queue Delay | | 0.0 | | 0.0 | 0.0 | | | | | 0.0 | | 0.0 |
| Total Delay | | 82.4 | | 140.4 | 7.3 | | | | | 112.8 | | 61.4 |
| LOS | | F | | F | A | | | | | F | | E |
| Approach Delay | | 82.4 | | | 72.1 | | | | | | | |

| |  |  |  |  |  |  |  |  |  |  |  |  |
|--------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Approach LOS | F | | | | | | E | | | | | |

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Natural Cycle: 95

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.20

Intersection Signal Delay: 82.9

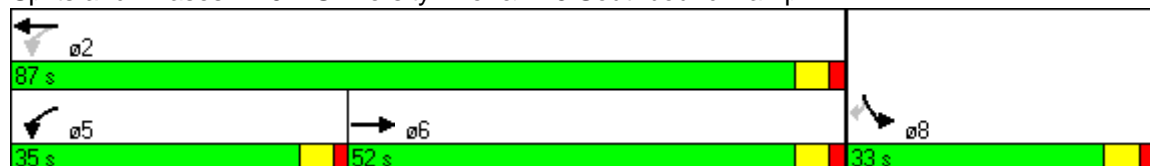
Intersection LOS: F






















Intersection Capacity Utilization 122.2%













ICU Level of Service H

Analysis Period (min) 15

Splits and Phases: 94: University Ave. & I 75 Southbound Ramp



| |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  |  |  |  |  | |  | |  |  | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 11 | 11 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 10 | 10 |
| Grade (%) | 0% | | 0% | | 0% | | 0% | | 0% | | 0% | |
| Storage Length (ft) | 0 | | 0 | 350 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 1 | 0 | | 0 | 1 | | 0 |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Leading Detector (ft) | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | | 50 | 50 | |
| Trailing Detector (ft) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Satd. Flow (prot) | 1711 | 3421 | 1583 | 1770 | 3539 | 1583 | 0 | 1738 | 0 | 1770 | 1486 | 0 |
| Flt Permitted | 0.950 | | | 0.950 | | | | 0.751 | | 0.950 | | |
| Satd. Flow (perm) | 1711 | 3421 | 1583 | 1770 | 3539 | 1583 | 0 | 1351 | 0 | 1770 | 1486 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 14 | | | 247 | | 13 | | | 145 | |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 1896 | | | 1415 | | | 840 | | | 980 | |
| Travel Time (s) | | 43.1 | | | 32.2 | | | 19.1 | | | 22.3 | |
| Volume (vph) | 97 | 848 | 13 | 2 | 907 | 235 | 20 | 1 | 7 | 225 | 4 | 113 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.84 | 0.84 | 0.84 | 0.95 | 0.95 | 0.95 | 0.50 | 0.50 | 0.50 | 0.78 | 0.78 | 0.78 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Lane Group Flow (vph) | 115 | 1010 | 15 | 2 | 955 | 247 | 0 | 56 | 0 | 288 | 150 | 0 |
| Turn Type | Prot | | Perm | Prot | | pm+ov | Perm | | | Prot | | |
| Protected Phases | 1 | 6 | | 5 | 2 | 3 | | 4 | | 3 | 8 | |
| Permitted Phases | | | 6 | | | 2 | 4 | | | | | |
| Detector Phases | 1 | 6 | 6 | 5 | 2 | 3 | 4 | 4 | | 3 | 8 | |
| Minimum Initial (s) | 10.0 | 30.0 | 30.0 | 10.0 | 30.0 | 10.0 | 20.0 | 20.0 | | 10.0 | 20.0 | |
| Minimum Split (s) | 16.0 | 36.0 | 36.0 | 16.0 | 36.0 | 16.0 | 31.0 | 31.0 | | 16.0 | 31.0 | |
| Total Split (s) | 19.0 | 44.0 | 44.0 | 16.0 | 41.0 | 29.0 | 31.0 | 31.0 | 0.0 | 29.0 | 60.0 | 0.0 |
| Total Split (%) | 15.8% | 36.7% | 36.7% | 13.3% | 34.2% | 24.2% | 25.8% | 25.8% | 0.0% | 24.2% | 50.0% | 0.0% |
| Yellow Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | 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 | |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | Lead | Lag | Lag | | Lead | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | Min | Min | None | None | None | None | None | | None | None | |
| Act Effct Green (s) | 14.4 | 49.2 | 49.2 | 12.8 | 38.8 | 66.9 | | 22.5 | | 22.1 | 43.9 | |
| Actuated g/C Ratio | 0.14 | 0.48 | 0.48 | 0.11 | 0.38 | 0.66 | | 0.21 | | 0.22 | 0.41 | |
| v/c Ratio | 0.49 | 0.61 | 0.02 | 0.01 | 0.71 | 0.22 | | 0.19 | | 0.75 | 0.22 | |
| Control Delay | 53.9 | 25.0 | 10.6 | 49.5 | 35.7 | 2.0 | | 33.5 | | 53.5 | 4.3 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 53.9 | 25.0 | 10.6 | 49.5 | 35.7 | 2.0 | | 33.5 | | 53.5 | 4.3 | |
| LOS | D | C | B | D | D | A | | C | | D | A | |
| Approach Delay | | 27.8 | | | 28.8 | | | 33.5 | | | 36.7 | |

| |  |  |  |  |  |  |  |  |  |  |  |  |
|--------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Approach LOS | C | | | C | | | C | | | D | | |

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 101.5

Natural Cycle: 100

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.75

Intersection Signal Delay: 29.7








Intersection LOS: C












Intersection Capacity Utilization 60.1%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 96: University Ave. & Hank Aaron Dr.

| | | | |
|--|--|--|---|
|  ø1 |  ø2 |  ø3 |  ø4 |
| 19 s | 41 s | 29 s | 31 s |
|  ø5 |  ø6 |  ø7 | |
| 16 s | 44 s | 60 s | |

| |  |  |  |  |  |  |
|------------------------|---|---|---|---|---|---|
| Lane Group | NBT | NBR | SBL | SBT | NWL | NWR |
| Lane Configurations |  | |  |  |  |  |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | 0% | | | 0% | 0% | |
| Storage Length (ft) | | 0 | 225 | | 125 | 0 |
| Storage Lanes | | 0 | 1 | | 1 | 1 |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Leading Detector (ft) | 50 | | 50 | 50 | 50 | 50 |
| Trailing Detector (ft) | 0 | | 0 | 0 | 0 | 0 |
| Turning Speed (mph) | | 9 | 15 | | 15 | 9 |
| Satd. Flow (prot) | 3288 | 0 | 1770 | 3539 | 1770 | 1583 |
| Flt Permitted | | | 0.359 | | 0.950 | |
| Satd. Flow (perm) | 3288 | 0 | 669 | 3539 | 1770 | 1583 |
| Right Turn on Red | | Yes | | | | Yes |
| Satd. Flow (RTOR) | 225 | | | | | 177 |
| Link Speed (mph) | 30 | | | 30 | 30 | |
| Link Distance (ft) | 599 | | | 628 | 1038 | |
| Travel Time (s) | 13.6 | | | 14.3 | 23.6 | |
| Volume (vph) | 243 | 218 | 251 | 398 | 298 | 149 |
| Confl. Peds. (#/hr) | | | | | | |
| Confl. Bikes (#/hr) | | | | | | |
| Peak Hour Factor | 0.97 | 0.97 | 0.90 | 0.90 | 0.84 | 0.84 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | |
| Mid-Block Traffic (%) | 0% | | | 0% | 0% | |
| Lane Group Flow (vph) | 476 | 0 | 279 | 442 | 355 | 177 |
| Turn Type | | pm+pt | | | Perm | |
| Protected Phases | 6 | | 5 | 2 | 4 | |
| Permitted Phases | | | 2 | | | 4 |
| Detector Phases | 6 | | 5 | 2 | 4 | 4 |
| Minimum Initial (s) | 7.0 | | 4.0 | 7.0 | 4.0 | 4.0 |
| Minimum Split (s) | 27.0 | | 8.0 | 27.0 | 26.0 | 26.0 |
| Total Split (s) | 27.0 | 0.0 | 12.0 | 39.0 | 26.0 | 26.0 |
| Total Split (%) | 41.5% | 0.0% | 18.5% | 60.0% | 40.0% | 40.0% |
| Yellow Time (s) | 4.0 | | 3.0 | 4.0 | 3.0 | 3.0 |
| All-Red Time (s) | 1.0 | | 1.0 | 1.0 | 1.0 | 1.0 |
| Lead/Lag | Lag | | Lead | | | |
| Lead-Lag Optimize? | Yes | | Yes | | | |
| Recall Mode | Min | | None | Min | None | None |
| Act Effct Green (s) | 12.4 | | 21.2 | 21.2 | 13.4 | 13.4 |
| Actuated g/C Ratio | 0.29 | | 0.47 | 0.49 | 0.31 | 0.31 |
| v/c Ratio | 0.43 | | 0.56 | 0.26 | 0.65 | 0.29 |
| Control Delay | 9.3 | | 12.5 | 7.3 | 20.2 | 4.0 |
| Queue Delay | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 9.3 | | 12.5 | 7.3 | 20.2 | 4.0 |
| LOS | A | | B | A | C | A |
| Approach Delay | 9.3 | | | 9.3 | 14.8 | |



| Lane Group | NBT | NBR | SBL | SBT | NWL | NWR |
|--------------|-----|-----|-----|-----|-----|-----|
| Approach LOS | A | | | A | B | |

Intersection Summary

Area Type: Other

Cycle Length: 65

Actuated Cycle Length: 43.5

Natural Cycle: 65

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.65

Intersection Signal Delay: 11.0

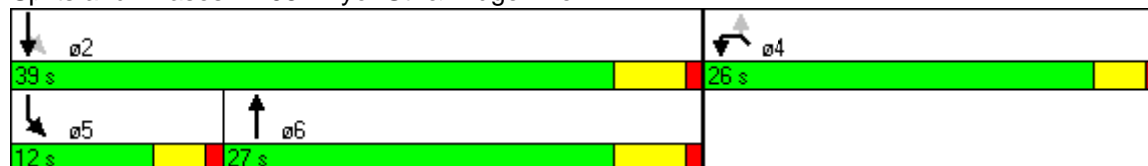
Intersection LOS: B

Intersection Capacity Utilization 54.1%







ICU Level of Service A

Analysis Period (min) 15

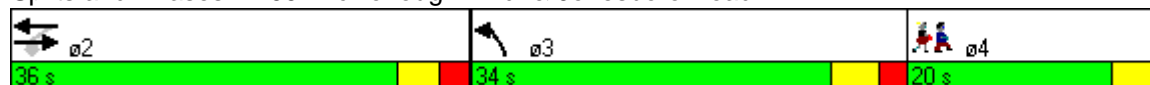
Splits and Phases: 98: Pryor St. & Ridge Ave.

































| | → | ↘ | ↙ | ← | ↖ | ↗ | |
|------------------------|-------|-------|-------|-------|-------|------|------|
| Lane Group | EBT | EBR | WBL | WBT | NBL | NBR | ø4 |
| Lane Configurations | ↑ | ↑ | | ↑ | ↑ | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | |
| Lane Width (ft) | 12 | 11 | 16 | 16 | 11 | 11 | |
| Grade (%) | 0% | | | 0% | 0% | | |
| Storage Length (ft) | | 280 | 0 | | 0 | 0 | |
| Storage Lanes | | 1 | 0 | | 1 | 0 | |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | |
| Leading Detector (ft) | 50 | 50 | 50 | 50 | 50 | | |
| Trailing Detector (ft) | 0 | 0 | 0 | 0 | 0 | | |
| Turning Speed (mph) | | 9 | 15 | | 15 | 9 | |
| Satd. Flow (prot) | 1863 | 1531 | 0 | 2107 | 1713 | 0 | |
| Flt Permitted | | | | 0.974 | 0.953 | | |
| Satd. Flow (perm) | 1863 | 1531 | 0 | 2056 | 1713 | 0 | |
| Right Turn on Red | | Yes | | | | Yes | |
| Satd. Flow (RTOR) | | 751 | | | 1 | | |
| Link Speed (mph) | 30 | | | 30 | 30 | | |
| Link Distance (ft) | 1415 | | | 1086 | 894 | | |
| Travel Time (s) | 32.2 | | | 24.7 | 20.3 | | |
| Volume (vph) | 312 | 653 | 15 | 287 | 515 | 8 | |
| Confl. Peds. (#/hr) | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | |
| Peak Hour Factor | 0.87 | 0.87 | 0.87 | 0.87 | 0.93 | 0.93 | |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | |
| Parking (#/hr) | | | | | | | |
| Mid-Block Traffic (%) | 0% | | | 0% | 0% | | |
| Lane Group Flow (vph) | 359 | 751 | 0 | 347 | 563 | 0 | |
| Turn Type | | Perm | Perm | | | | |
| Protected Phases | 2 | | | 2 | 3 | | 4 |
| Permitted Phases | | 2 | 2 | | | | |
| Detector Phases | 2 | 2 | 2 | 2 | 3 | | |
| Minimum Initial (s) | 30.0 | 30.0 | 30.0 | 30.0 | 26.0 | | 16.0 |
| Minimum Split (s) | 35.9 | 35.9 | 35.9 | 35.9 | 32.0 | | 20.0 |
| Total Split (s) | 36.0 | 36.0 | 36.0 | 36.0 | 34.0 | 0.0 | 20.0 |
| Total Split (%) | 40.0% | 40.0% | 40.0% | 40.0% | 37.8% | 0.0% | 22% |
| Yellow Time (s) | 3.4 | 3.4 | 3.4 | 3.4 | 3.8 | | 3.0 |
| All-Red Time (s) | 2.5 | 2.5 | 2.5 | 2.5 | 2.2 | | 1.0 |
| Lead/Lag | | | | | Lead | | Lag |
| Lead-Lag Optimize? | | | | | | | |
| Recall Mode | Min | Min | Min | Min | None | | None |
| Act Effct Green (s) | 31.9 | 31.9 | | 31.9 | 29.8 | | |
| Actuated g/C Ratio | 0.46 | 0.46 | | 0.46 | 0.43 | | |
| v/c Ratio | 0.42 | 0.68 | | 0.37 | 0.77 | | |
| Control Delay | 14.7 | 4.7 | | 13.8 | 25.8 | | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | |
| Total Delay | 14.7 | 4.7 | | 13.8 | 25.8 | | |
| LOS | B | A | | B | C | | |
| Approach Delay | 7.9 | | | 13.8 | 25.8 | | |

| | | | | | | | |
|---|---|---|---|---|---|---|----|
| |  |  |  |  |  |  | |
| Lane Group | EBT | EBR | WBL | WBT | NBL | NBR | ø4 |
| Approach LOS | A | | B | | C | | |
| Intersection Summary | | | | | | | |
| Area Type: | Other | | | | | | |
| Cycle Length: 90 | | | | | | | |
| Actuated Cycle Length: 69.7 | | | | | | | |
| Natural Cycle: 90 | | | | | | | |
| Control Type: Actuated-Uncoordinated | | | | | | | |
| Maximum v/c Ratio: 0.77 | | | | | | | |
| Intersection Signal Delay: 13.9 | | | | Intersection LOS: B | | | |
| Intersection Capacity Utilization 72.1% | | | | ICU Level of Service C | | | |
| Analysis Period (min) 15 | | | | | | | |

Splits and Phases: 99: McDonough Blvd. & Jonesboro Road



| |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |  | |  |  | |  |  | | |  | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 10 | 10 | 10 | 12 | 13 | 13 | 13 | 13 | 13 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 70 | | 0 | 120 | | 0 | 0 | | 0 |
| Storage Lanes | 0 | | 0 | 1 | | 0 | 1 | | 0 | 0 | | 0 |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Leading Detector (ft) | 50 | 50 | | 50 | 50 | | 50 | 50 | | 50 | 50 | |
| Trailing Detector (ft) | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Satd. Flow (prot) | 0 | 1829 | 0 | 1652 | 1716 | 0 | 1770 | 1744 | 0 | 0 | 1898 | 0 |
| Flt Permitted | | 0.997 | | 0.442 | | | 0.557 | | | | 0.897 | |
| Satd. Flow (perm) | 0 | 1824 | 0 | 768 | 1716 | 0 | 1038 | 1744 | 0 | 0 | 1721 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 16 | | | 10 | | | 138 | | | 2 | |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 1086 | | | 919 | | | 696 | | | 1361 | |
| Travel Time (s) | | 24.7 | | | 20.9 | | | 15.8 | | | 30.9 | |
| Volume (vph) | 3 | 304 | 48 | 205 | 242 | 23 | 54 | 78 | 131 | 42 | 151 | 5 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.81 | 0.81 | 0.81 | 0.79 | 0.79 | 0.79 | 0.95 | 0.95 | 0.95 | 0.73 | 0.73 | 0.73 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Lane Group Flow (vph) | 0 | 438 | 0 | 259 | 335 | 0 | 57 | 220 | 0 | 0 | 272 | 0 |
| Turn Type | Perm | | | Perm | | | Perm | | | Perm | | |
| Protected Phases | | 2 | | | 6 | | | 4 | | | 8 | |
| Permitted Phases | 2 | | | 6 | | | 4 | | | 8 | | |
| Detector Phases | 2 | 2 | | 6 | 6 | | 4 | 4 | | 8 | 8 | |
| Minimum Initial (s) | 29.3 | 29.3 | | 29.3 | 29.3 | | 24.5 | 24.5 | | 24.5 | 24.5 | |
| Minimum Split (s) | 35.0 | 35.0 | | 35.0 | 35.0 | | 30.0 | 30.0 | | 30.0 | 30.0 | |
| Total Split (s) | 35.0 | 35.0 | 0.0 | 35.0 | 35.0 | 0.0 | 30.0 | 30.0 | 0.0 | 30.0 | 30.0 | 0.0 |
| Total Split (%) | 53.8% | 53.8% | 0.0% | 53.8% | 53.8% | 0.0% | 46.2% | 46.2% | 0.0% | 46.2% | 46.2% | 0.0% |
| Yellow Time (s) | 3.8 | 3.8 | | 3.8 | 3.8 | | 3.7 | 3.7 | | 3.7 | 3.7 | |
| All-Red Time (s) | 1.9 | 1.9 | | 1.9 | 1.9 | | 1.8 | 1.8 | | 1.8 | 1.8 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | Min | Min | | Min | Min | | Min | Min | | Min | Min | |
| Act Effct Green (s) | | 31.0 | | 31.0 | 31.0 | | 26.0 | 26.0 | | | 26.0 | |
| Actuated g/C Ratio | | 0.48 | | 0.48 | 0.48 | | 0.40 | 0.40 | | | 0.40 | |
| v/c Ratio | | 0.50 | | 0.71 | 0.41 | | 0.14 | 0.28 | | | 0.39 | |
| Control Delay | | 13.7 | | 27.1 | 12.6 | | 13.6 | 6.5 | | | 15.9 | |
| Queue Delay | | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | | 0.0 | |
| Total Delay | | 13.7 | | 27.1 | 12.6 | | 13.6 | 6.5 | | | 15.9 | |
| LOS | | B | | C | B | | B | A | | | B | |
| Approach Delay | | 13.7 | | | 18.9 | | | 7.9 | | | 15.9 | |

| |  |  |  |  |  |  |  |  |  |  |  |  |
|--------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Approach LOS | B | | | B | | | A | | | B | | |

Intersection Summary

Area Type: Other

Cycle Length: 65

Actuated Cycle Length: 65

Natural Cycle: 65

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.71

Intersection Signal Delay: 15.0

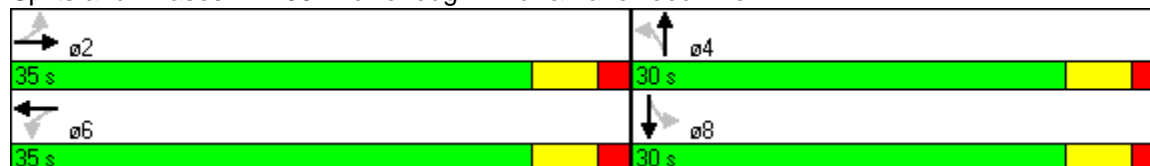
Intersection LOS: B

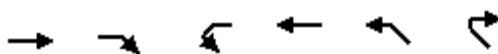
Intersection Capacity Utilization 103.0%

ICU Level of Service G

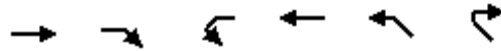
Analysis Period (min) 15

Splits and Phases: 100: McDonough Blvd. & Lakewood Ave.





| Lane Group | EBT | EBR | WBL | WBT | NWL | NWR | ø4 |
|------------------------|-------|-------|------|-------|-------|------|------|
| Lane Configurations | ↑ | ↑ | | ↑ | ↑ | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | |
| Grade (%) | 0% | | | 0% | 0% | | |
| Storage Length (ft) | | 0 | 0 | | 0 | 0 | |
| Storage Lanes | | 1 | 0 | | 1 | 0 | |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | |
| Leading Detector (ft) | 50 | 50 | | 50 | 50 | | |
| Trailing Detector (ft) | 0 | 0 | | 0 | 0 | | |
| Turning Speed (mph) | | 9 | 15 | | 15 | 9 | |
| Satd. Flow (prot) | 1863 | 1583 | 0 | 1863 | 1770 | 0 | |
| Flt Permitted | | | | | 0.950 | | |
| Satd. Flow (perm) | 1863 | 1583 | 0 | 1863 | 1770 | 0 | |
| Right Turn on Red | | Yes | | | | Yes | |
| Satd. Flow (RTOR) | | 256 | | | | | |
| Link Speed (mph) | 30 | | | 30 | 30 | | |
| Link Distance (ft) | 904 | | | 611 | 1361 | | |
| Travel Time (s) | 20.5 | | | 13.9 | 30.9 | | |
| Volume (vph) | 200 | 200 | 0 | 126 | 80 | 0 | |
| Confl. Peds. (#/hr) | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | |
| Peak Hour Factor | 0.78 | 0.78 | 0.89 | 0.89 | 0.96 | 0.96 | |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | |
| Parking (#/hr) | | | | | | | |
| Mid-Block Traffic (%) | 0% | | | 0% | 0% | | |
| Lane Group Flow (vph) | 256 | 256 | 0 | 142 | 83 | 0 | |
| Turn Type | Perm | | | | | | |
| Protected Phases | 2 | | | 6 | 1 | | 4 |
| Permitted Phases | | 2 | | | | | |
| Detector Phases | 2 | 2 | | 6 | 1 | | |
| Minimum Initial (s) | 21.9 | 21.9 | | 21.9 | 10.0 | | 16.0 |
| Minimum Split (s) | 28.0 | 28.0 | | 28.0 | 15.7 | | 20.0 |
| Total Split (s) | 29.3 | 29.3 | 0.0 | 29.3 | 15.7 | 0.0 | 20.0 |
| Total Split (%) | 45.1% | 45.1% | 0.0% | 45.1% | 24.2% | 0.0% | 31% |
| Yellow Time (s) | 3.9 | 3.9 | | 3.9 | 3.6 | | 3.0 |
| All-Red Time (s) | 2.2 | 2.2 | | 2.2 | 2.1 | | 1.0 |
| Lead/Lag | | | | | | | |
| Lead-Lag Optimize? | | | | | | | |
| Recall Mode | Min | Min | | Min | None | | None |
| Act Effct Green (s) | 43.1 | 43.1 | | 43.1 | 14.2 | | |
| Actuated g/C Ratio | 0.67 | 0.67 | | 0.67 | 0.21 | | |
| v/c Ratio | 0.20 | 0.22 | | 0.11 | 0.22 | | |
| Control Delay | 4.9 | 1.4 | | 4.6 | 14.0 | | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | |
| Total Delay | 4.9 | 1.4 | | 4.6 | 14.0 | | |
| LOS | A | A | | A | B | | |
| Approach Delay | 3.2 | | | 4.6 | 14.0 | | |



| Lane Group | EBT | EBR | WBL | WBT | NWL | NWR | ø4 |
|--------------|-----|-----|-----|-----|-----|-----|----|
| Approach LOS | A | | | A | B | | |

Intersection Summary

| | |
|-----------------------------------|------------------------|
| Area Type: | Other |
| Cycle Length: | 65 |
| Actuated Cycle Length: | 64 |
| Natural Cycle: | 65 |
| Control Type: | Actuated-Uncoordinated |
| Maximum v/c Ratio: | 0.22 |
| Intersection Signal Delay: | 4.7 |
| Intersection LOS: | A |
| Intersection Capacity Utilization | 33.2% |
| ICU Level of Service | A |
| Analysis Period (min) | 15 |

Splits and Phases: 101: Milton Ave. & Lakewood Ave.










| | | |
|--------------|--------------|------------|
| ø1 15.7 s | ø2 29.3 s | ø4 20 s |
| | ø6 29.3 s | |























| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NEL | NET | NER | SWL | SWT | SWR |
|-----------------------------------|------|------|-------|------|----------------------|-------|------|------|------|------|------|------|
| Lane Configurations | ↶ | ↷ | | | ↶↷ | | | ↶↷ | | | ↶ | ↷ |
| Sign Control | Free | | | | Free | | | Stop | | | Stop | |
| Grade | 0% | | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 74 | 407 | 58 | 12 | 292 | 78 | 40 | 123 | 10 | 72 | 129 | 83 |
| Peak Hour Factor | 0.82 | 0.82 | 0.82 | 0.90 | 0.90 | 0.90 | 0.77 | 0.77 | 0.77 | 0.85 | 0.85 | 0.85 |
| Hourly flow rate (vph) | 90 | 496 | 71 | 13 | 324 | 87 | 52 | 160 | 13 | 85 | 152 | 98 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | 14 |
| Median type | None | | | | | | | None | | | | |
| Median storage veh | | | | | | | | | | | | |
| Upstream signal (ft) | 255 | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 411 | | | 567 | | | 977 | 1150 | 532 | 1164 | 1142 | 206 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 411 | | | 567 | | | 977 | 1150 | 532 | 1164 | 1142 | 206 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 92 | | | 99 | | | 0 | 11 | 97 | 0 | 16 | 88 |
| cM capacity (veh/h) | 1144 | | | 1001 | | | 50 | 179 | 492 | 32 | 181 | 801 |
| Direction, Lane # | EB 1 | EB 2 | WB 1 | WB 2 | NE 1 | SW 1 | | | | | | |
| Volume Total | 90 | 567 | 176 | 249 | 225 | 334 | | | | | | |
| Volume Left | 90 | 0 | 13 | 0 | 52 | 85 | | | | | | |
| Volume Right | 0 | 71 | 0 | 87 | 13 | 98 | | | | | | |
| cSH | 1144 | 1700 | 1001 | 1700 | 115 | 131 | | | | | | |
| Volume to Capacity | 0.08 | 0.33 | 0.01 | 0.15 | 1.96 | 2.55 | | | | | | |
| Queue Length 95th (ft) | 6 | 0 | 1 | 0 | 458 | 741 | | | | | | |
| Control Delay (s) | 8.4 | 0.0 | 0.8 | 0.0 | 523.0 | 774.3 | | | | | | |
| Lane LOS | A | | A | | F | F | | | | | | |
| Approach Delay (s) | 1.2 | | 0.3 | | 523.0 | 774.3 | | | | | | |
| Approach LOS | | | | | F | F | | | | | | |
| Intersection Summary | | | | | | | | | | | | |
| Average Delay | | | 229.9 | | | | | | | | | |
| Intersection Capacity Utilization | | | 69.2% | | ICU Level of Service | | | | C | | | |
| Analysis Period (min) | | | 15 | | | | | | | | | |
| | | | | | | | | | | | | |



















| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-----------------------------------|------|------|-------|------|----------------------|------|------|------|------|------|------|------|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 10 | 19 | 2 | 31 | 30 | 28 | 9 | 284 | 17 | 30 | 385 | 17 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.87 | 0.87 | 0.87 |
| Hourly flow rate (vph) | 11 | 21 | 2 | 34 | 33 | 30 | 10 | 309 | 18 | 34 | 443 | 20 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage (veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 906 | 868 | 452 | 871 | 869 | 318 | 462 | | | 327 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 906 | 868 | 452 | 871 | 869 | 318 | 462 | | | 327 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 95 | 93 | 100 | 86 | 88 | 96 | 99 | | | 97 | | |
| cM capacity (veh/h) | 218 | 280 | 607 | 248 | 280 | 723 | 1099 | | | 1232 | | |
| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 | | | | | | | | |
| Volume Total | 34 | 97 | 337 | 497 | | | | | | | | |
| Volume Left | 11 | 34 | 10 | 34 | | | | | | | | |
| Volume Right | 2 | 30 | 18 | 20 | | | | | | | | |
| cSH | 265 | 328 | 1099 | 1232 | | | | | | | | |
| Volume to Capacity | 0.13 | 0.29 | 0.01 | 0.03 | | | | | | | | |
| Queue Length 95th (ft) | 11 | 30 | 1 | 2 | | | | | | | | |
| Control Delay (s) | 20.6 | 20.5 | 0.3 | 0.8 | | | | | | | | |
| Lane LOS | C | C | A | A | | | | | | | | |
| Approach Delay (s) | 20.6 | 20.5 | 0.3 | 0.8 | | | | | | | | |
| Approach LOS | C | C | | | | | | | | | | |
| Intersection Summary | | | | | | | | | | | | |
| Average Delay | | | 3.3 | | | | | | | | | |
| Intersection Capacity Utilization | | | 48.5% | | ICU Level of Service | | | | A | | | |
| Analysis Period (min) | | | 15 | | | | | | | | | |

| |  |  |  |  |  |  |
|-----------------------------------|---|---|---|---|---|---|
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations |  | |  | | |  |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Volume (veh/h) | 19 | 11 | 89 | 26 | 19 | 136 |
| Peak Hour Factor | 0.50 | 0.50 | 0.77 | 0.77 | 0.83 | 0.83 |
| Hourly flow rate (vph) | 38 | 22 | 116 | 34 | 23 | 164 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage (veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 342 | 132 | | | 149 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 342 | 132 | | | 149 | |
| tC, single (s) | 6.4 | 6.2 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.2 | |
| p0 queue free % | 94 | 98 | | | 98 | |
| cM capacity (veh/h) | 644 | 917 | | | 1432 | |
| Direction, Lane # | WB 1 | NB 1 | SB 1 | | | |
| Volume Total | 60 | 149 | 187 | | | |
| Volume Left | 38 | 0 | 23 | | | |
| Volume Right | 22 | 34 | 0 | | | |
| cSH | 723 | 1700 | 1432 | | | |
| Volume to Capacity | 0.08 | 0.09 | 0.02 | | | |
| Queue Length 95th (ft) | 7 | 0 | 1 | | | |
| Control Delay (s) | 10.4 | 0.0 | 1.0 | | | |
| Lane LOS | B | | A | | | |
| Approach Delay (s) | 10.4 | 0.0 | 1.0 | | | |
| Approach LOS | B | | | | | |
| Intersection Summary | | | | | | |
| Average Delay | | 2.1 | | | | |
| Intersection Capacity Utilization | | 24.9% | | ICU Level of Service | | A |
| Analysis Period (min) | | 15 | | | | |

| | | | | | | | | | | | | |
|-----------------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| |  |  |  |  |  |  |  |  |  |  |  | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  |  |  |  | |  |  | |  |  | |
| Sign Control | Free | | | Free | | | Stop | | | Stop | | |
| Grade | 0% | | | 0% | | | 0% | | | 0% | | |
| Volume (veh/h) | 110 | 360 | 205 | 11 | 349 | 9 | 165 | 8 | 17 | 3 | 25 | 157 |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.82 | 0.82 | 0.82 | 0.85 | 0.85 | 0.85 | 0.45 | 0.45 | 0.45 |
| Hourly flow rate (vph) | 118 | 387 | 220 | 13 | 426 | 11 | 194 | 9 | 20 | 7 | 56 | 349 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | None | | | | | | None | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 437 | | | 608 | | | 1453 | 1087 | 387 | 1106 | 1302 | 431 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 437 | | | 608 | | | 1453 | 1087 | 387 | 1106 | 1302 | 431 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 89 | | | 99 | | | 0 | 95 | 97 | 96 | 61 | 44 |
| cM capacity (veh/h) | 1123 | | | 971 | | | 30 | 191 | 661 | 160 | 142 | 624 |
| Direction, Lane # | EB 1 | EB 2 | EB 3 | WB 1 | WB 2 | NB 1 | NB 2 | SB 1 | SB 2 | | | |
| Volume Total | 118 | 387 | 220 | 13 | 437 | 194 | 29 | 7 | 404 | | | |
| Volume Left | 118 | 0 | 0 | 13 | 0 | 194 | 0 | 7 | 0 | | | |
| Volume Right | 0 | 0 | 220 | 0 | 11 | 0 | 20 | 0 | 349 | | | |
| cSH | 1123 | 1700 | 1700 | 971 | 1700 | 30 | 369 | 160 | 425 | | | |
| Volume to Capacity | 0.11 | 0.23 | 0.13 | 0.01 | 0.26 | 6.38 | 0.08 | 0.04 | 0.95 | | | |
| Queue Length 95th (ft) | 9 | 0 | 0 | 1 | 0 | Err | 6 | 3 | 277 | | | |
| Control Delay (s) | 8.6 | 0.0 | 0.0 | 8.8 | 0.0 | Err | 15.6 | 28.5 | 63.5 | | | |
| Lane LOS | A | | | A | | F | C | D | F | | | |
| Approach Delay (s) | 1.4 | | | 0.3 | | 8685.4 | | 62.9 | | | | |
| Approach LOS | | | | | | F | | F | | | | |
| Intersection Summary | | | | | | | | | | | | |
| Average Delay | 1087.3 | | | | | | | | | | | |
| Intersection Capacity Utilization | 58.5% | | | ICU Level of Service | | | | | B | | | |
| Analysis Period (min) | 15 | | | | | | | | | | | |
| | | | | | | | | | | | | |





















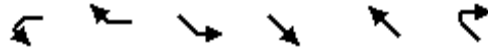
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|-----------------------------------|------|-------|------|----------------------|------|------|
| Lane Configurations | W | | | W | W | |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 25 | 70 | 32 | 400 | 458 | 19 |
| Peak Hour Factor | 0.61 | 0.61 | 0.89 | 0.89 | 0.86 | 0.86 |
| Hourly flow rate (vph) | 41 | 115 | 36 | 449 | 533 | 22 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | 436 | |
| pX, platoon unblocked | 0.89 | 0.89 | 0.89 | | | |
| vC, conflicting volume | 1065 | 544 | 555 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 1073 | 487 | 499 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 80 | 78 | 96 | | | |
| cM capacity (veh/h) | 208 | 516 | 947 | | | |
| Direction, Lane # | EB 1 | NB 1 | SB 1 | | | |
| Volume Total | 156 | 485 | 555 | | | |
| Volume Left | 41 | 36 | 0 | | | |
| Volume Right | 115 | 0 | 22 | | | |
| cSH | 372 | 947 | 1700 | | | |
| Volume to Capacity | 0.42 | 0.04 | 0.33 | | | |
| Queue Length 95th (ft) | 50 | 3 | 0 | | | |
| Control Delay (s) | 21.5 | 1.1 | 0.0 | | | |
| Lane LOS | C | A | | | | |
| Approach Delay (s) | 21.5 | 1.1 | 0.0 | | | |
| Approach LOS | C | | | | | |
| Intersection Summary | | | | | | |
| Average Delay | | | 3.2 | | | |
| Intersection Capacity Utilization | | 59.8% | | ICU Level of Service | B | |
| Analysis Period (min) | | 15 | | | | |
| | | | | | | |

| | | | | | | | | | | | | |
|-----------------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| |  |  |  |  |  |  |  |  |  |  |  |  |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |  | | |  | | |  | | |  | |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 29 | 339 | 13 | 13 | 364 | 11 | 8 | 15 | 20 | 43 | 30 | 22 |
| Peak Hour Factor | 0.85 | 0.85 | 0.85 | 0.82 | 0.82 | 0.82 | 0.50 | 0.50 | 0.50 | 0.75 | 0.75 | 0.75 |
| Hourly flow rate (vph) | 34 | 399 | 15 | 16 | 444 | 13 | 16 | 30 | 40 | 57 | 40 | 29 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 457 | | | 414 | | | 1006 | 964 | 406 | 1012 | 965 | 451 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 457 | | | 414 | | | 1006 | 964 | 406 | 1012 | 965 | 451 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 97 | | | 99 | | | 91 | 88 | 94 | 68 | 84 | 95 |
| cM capacity (veh/h) | 1104 | | | 1145 | | | 177 | 244 | 645 | 179 | 244 | 609 |
| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 | | | | | | | | |
| Volume Total | 448 | 473 | 86 | 127 | | | | | | | | |
| Volume Left | 34 | 16 | 16 | 57 | | | | | | | | |
| Volume Right | 15 | 13 | 40 | 29 | | | | | | | | |
| cSH | 1104 | 1145 | 312 | 238 | | | | | | | | |
| Volume to Capacity | 0.03 | 0.01 | 0.28 | 0.53 | | | | | | | | |
| Queue Length 95th (ft) | 2 | 1 | 27 | 71 | | | | | | | | |
| Control Delay (s) | 1.0 | 0.4 | 20.9 | 36.2 | | | | | | | | |
| Lane LOS | A | A | C | E | | | | | | | | |
| Approach Delay (s) | 1.0 | 0.4 | 20.9 | 36.2 | | | | | | | | |
| Approach LOS | | | C | E | | | | | | | | |
| Intersection Summary | | | | | | | | | | | | |
| Average Delay | | | 6.2 | | | | | | | | | |
| Intersection Capacity Utilization | | | 48.9% | | ICU Level of Service | | | | A | | | |
| Analysis Period (min) | | | 15 | | | | | | | | | |
| | | | | | | | | | | | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|-----------------------------------|------|-------|------|----------------------|------|------|
| Lane Configurations | W | | | ↑↑ | ↑↑ | |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 27 | 25 | 22 | 589 | 1138 | 46 |
| Peak Hour Factor | 0.62 | 0.62 | 0.88 | 0.88 | 0.85 | 0.85 |
| Hourly flow rate (vph) | 44 | 40 | 25 | 669 | 1339 | 54 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage (veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 1751 | 696 | 1393 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 1751 | 696 | 1393 | | | |
| tC, single (s) | 6.8 | 6.9 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 40 | 89 | 95 | | | |
| cM capacity (veh/h) | 73 | 384 | 487 | | | |
| Direction, Lane # | EB 1 | NB 1 | NB 2 | SB 1 | SB 2 | |
| Volume Total | 84 | 248 | 446 | 893 | 500 | |
| Volume Left | 44 | 25 | 0 | 0 | 0 | |
| Volume Right | 40 | 0 | 0 | 0 | 54 | |
| cSH | 119 | 487 | 1700 | 1700 | 1700 | |
| Volume to Capacity | 0.70 | 0.05 | 0.26 | 0.53 | 0.29 | |
| Queue Length 95th (ft) | 95 | 4 | 0 | 0 | 0 | |
| Control Delay (s) | 86.7 | 2.0 | 0.0 | 0.0 | 0.0 | |
| Lane LOS | F | A | | | | |
| Approach Delay (s) | 86.7 | 0.7 | | 0.0 | | |
| Approach LOS | F | | | | | |
| Intersection Summary | | | | | | |
| Average Delay | | | 3.6 | | | |
| Intersection Capacity Utilization | | 42.9% | | ICU Level of Service | A | |
| Analysis Period (min) | | 15 | | | | |

| | | | | | | | | | | | | |
|-----------------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| |  |  |  |  |  |  |  |  |  |  |  |  |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  | | |  |  |  | |  | | | |
| Sign Control | Free | | | Free | | | Stop | | | Stop | | |
| Grade | 0% | | | 0% | | | 0% | | | 0% | | |
| Volume (veh/h) | 247 | 1272 | 0 | 0 | 834 | 276 | 306 | 0 | 339 | 0 | 0 | 0 |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.94 | 0.94 | 0.94 | 0.93 | 0.93 | 0.93 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 266 | 1368 | 0 | 0 | 887 | 294 | 329 | 0 | 365 | 0 | 0 | 0 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | None | | | | | | None | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | 472 | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 1181 | | | 1368 | | | 2343 | 3080 | 684 | 2249 | 2933 | 590 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 1181 | | | 1368 | | | 2343 | 3080 | 684 | 2249 | 2933 | 590 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 55 | | | 100 | | | 0 | 100 | 7 | 100 | 100 | 100 |
| cM capacity (veh/h) | 587 | | | 498 | | | 12 | 6 | 391 | 1 | 8 | 451 |
| Direction, Lane # | EB 1 | EB 2 | EB 3 | WB 1 | WB 2 | NB 1 | NB 2 | | | | | |
| Volume Total | 266 | 684 | 684 | 591 | 589 | 329 | 365 | | | | | |
| Volume Left | 266 | 0 | 0 | 0 | 0 | 329 | 0 | | | | | |
| Volume Right | 0 | 0 | 0 | 0 | 294 | 0 | 365 | | | | | |
| cSH | 587 | 1700 | 1700 | 1700 | 1700 | 12 | 391 | | | | | |
| Volume to Capacity | 0.45 | 0.40 | 0.40 | 0.35 | 0.35 | 26.42 | 0.93 | | | | | |
| Queue Length 95th (ft) | 59 | 0 | 0 | 0 | 0 | Err | 254 | | | | | |
| Control Delay (s) | 16.1 | 0.0 | 0.0 | 0.0 | 0.0 | Err | 62.8 | | | | | |
| Lane LOS | C | | | | | F | F | | | | | |
| Approach Delay (s) | 2.6 | | | 0.0 | | 4776.7 | | | | | | |
| Approach LOS | | | | | | F | | | | | | |
| Intersection Summary | | | | | | | | | | | | |
| Average Delay | 945.7 | | | | | | | | | | | |
| Intersection Capacity Utilization | 122.2% | | | ICU Level of Service | | | | | H | | | |
| Analysis Period (min) | 15 | | | | | | | | | | | |
| | | | | | | | | | | | | |



| Movement | WBL | WBR | SEL | SET | NWT | NWR |
|-----------------------------------|------|------|-------|----------------------|------|------|
| Lane Configurations | W | | | T | T | |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 3 | 187 | 242 | 87 | 84 | 6 |
| Peak Hour Factor | 0.85 | 0.85 | 0.92 | 0.92 | 0.89 | 0.89 |
| Hourly flow rate (vph) | 4 | 220 | 263 | 95 | 94 | 7 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage (veh) | | | | | | |
| Upstream signal (ft) | | | | 1038 | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 718 | 98 | 101 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 718 | 98 | 101 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 99 | 77 | 82 | | | |
| cM capacity (veh/h) | 326 | 958 | 1491 | | | |
| Direction, Lane # | WB 1 | SE 1 | NW 1 | | | |
| Volume Total | 224 | 358 | 101 | | | |
| Volume Left | 4 | 263 | 0 | | | |
| Volume Right | 220 | 0 | 7 | | | |
| cSH | 930 | 1491 | 1700 | | | |
| Volume to Capacity | 0.24 | 0.18 | 0.06 | | | |
| Queue Length 95th (ft) | 23 | 16 | 0 | | | |
| Control Delay (s) | 10.1 | 6.2 | 0.0 | | | |
| Lane LOS | B | A | | | | |
| Approach Delay (s) | 10.1 | 6.2 | 0.0 | | | |
| Approach LOS | B | | | | | |
| Intersection Summary | | | | | | |
| Average Delay | | | 6.6 | | | |
| Intersection Capacity Utilization | | | 43.1% | ICU Level of Service | | A |
| Analysis Period (min) | | | 15 | | | |

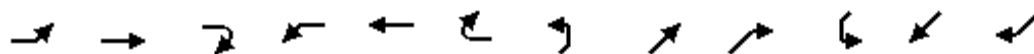
Atlanta BeltLine
Subarea 2

BELTLINE 2030
WITH IMPROVEMENTS

SYNCHRO REPORT
(October 2008)



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NEL | NET | NER | SWL | SWT | SWR |
|------------------------|-------|-------|------|-------|-------|------|-------|-------|------|-------|-------|-------|
| Lane Configurations | | | | | | | | | | | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 340 |
| Storage Lanes | 1 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 1 |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Leading Detector (ft) | 50 | 50 | | 50 | 50 | | 50 | 50 | | 50 | 50 | 50 |
| Trailing Detector (ft) | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Satd. Flow (prot) | 1770 | 1809 | 0 | 0 | 3292 | 0 | 0 | 1840 | 0 | 0 | 1833 | 1583 |
| Flt Permitted | 0.320 | | | | 0.950 | | | 0.978 | | | 0.853 | |
| Satd. Flow (perm) | 596 | 1809 | 0 | 0 | 3130 | 0 | 0 | 1807 | 0 | 0 | 1589 | 1583 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 28 | | | 332 | | | 6 | | | | 89 |
| Link Speed (mph) | | 35 | | | 35 | | | 30 | | | 30 | |
| Link Distance (ft) | | 255 | | | 1596 | | | 354 | | | 467 | |
| Travel Time (s) | | 5.0 | | | 31.1 | | | 8.0 | | | 10.6 | |
| Volume (vph) | 111 | 249 | 61 | 8 | 346 | 299 | 21 | 243 | 17 | 23 | 49 | 76 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.82 | 0.82 | 0.82 | 0.90 | 0.90 | 0.90 | 0.77 | 0.77 | 0.77 | 0.85 | 0.85 | 0.85 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Lane Group Flow (vph) | 135 | 378 | 0 | 0 | 725 | 0 | 0 | 365 | 0 | 0 | 85 | 89 |
| Turn Type | Perm | | | Perm | | | Perm | | | Perm | | Perm |
| Protected Phases | | 6 | | | 2 | | | 4 | | | 8 | |
| Permitted Phases | 6 | | | 2 | | | 4 | | | 8 | | 8 |
| Detector Phases | 6 | 6 | | 2 | 2 | | 4 | 4 | | 8 | 8 | 8 |
| Minimum Initial (s) | 10.0 | 10.0 | | 10.0 | 10.0 | | 10.0 | 10.0 | | 10.0 | 10.0 | 10.0 |
| Minimum Split (s) | 25.0 | 25.0 | | 25.0 | 25.0 | | 25.0 | 25.0 | | 25.0 | 25.0 | 25.0 |
| Total Split (s) | 33.0 | 33.0 | 0.0 | 33.0 | 33.0 | 0.0 | 27.0 | 27.0 | 0.0 | 27.0 | 27.0 | 27.0 |
| Total Split (%) | 55.0% | 55.0% | 0.0% | 55.0% | 55.0% | 0.0% | 45.0% | 45.0% | 0.0% | 45.0% | 45.0% | 45.0% |
| Yellow Time (s) | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | 3.5 |
| All-Red Time (s) | 1.5 | 1.5 | | 1.5 | 1.5 | | 1.5 | 1.5 | | 1.5 | 1.5 | 1.5 |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | | Min | Min | | Min | Min | | None | None | None |
| Act Effct Green (s) | 16.6 | 16.6 | | | 16.6 | | | 14.9 | | | 14.9 | 14.9 |
| Actuated g/C Ratio | 0.41 | 0.41 | | | 0.41 | | | 0.37 | | | 0.37 | 0.37 |
| v/c Ratio | 0.55 | 0.50 | | | 0.49 | | | 0.54 | | | 0.14 | 0.14 |
| Control Delay | 19.3 | 10.7 | | | 5.7 | | | 14.4 | | | 10.7 | 3.9 |
| Queue Delay | 0.0 | 0.1 | | | 0.0 | | | 0.0 | | | 0.0 | 0.0 |
| Total Delay | 19.3 | 10.8 | | | 5.7 | | | 14.4 | | | 10.7 | 3.9 |
| LOS | B | B | | | A | | | B | | | B | A |
| Approach Delay | | 13.0 | | | 5.7 | | | 14.4 | | | 7.2 | |



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NEL | NET | NER | SWL | SWT | SWR |
|--------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Approach LOS | B | | | A | | | B | | | A | | |

Intersection Summary

Area Type: Other

Cycle Length: 60

Actuated Cycle Length: 40.1

Natural Cycle: 50

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.55

Intersection Signal Delay: 9.8

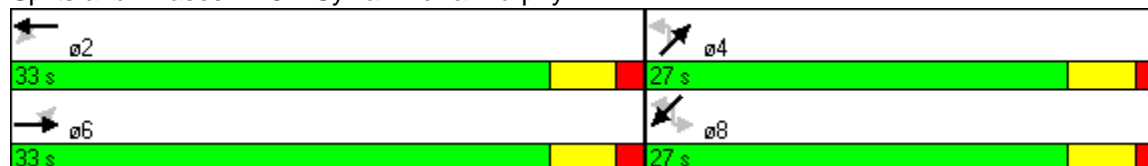
Intersection LOS: A























Intersection Capacity Utilization 67.9%













ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 82: Sylvan Rd. & Murphy



| |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  |  |  |  | |  |  | |  |  |  |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 10 | 10 | 10 | 10 | 11 | 11 | 9 | 12 | 12 | 9 | 11 | 11 |
| Grade (%) | 0% | | 0% | | 0% | | 0% | | 0% | | 0% | |
| Storage Length (ft) | 150 | | 0 | 283 | | 0 | 100 | | 0 | 250 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 0 | 1 | | 0 | 1 | | 0 |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Leading Detector (ft) | 50 | 50 | 50 | 50 | 50 | | 50 | 50 | | 50 | 50 | |
| Trailing Detector (ft) | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Satd. Flow (prot) | 1652 | 1739 | 1478 | 1652 | 1793 | 0 | 1593 | 1809 | 0 | 1593 | 1572 | 0 |
| Flt Permitted | 0.433 | | | 0.436 | | | 0.617 | | | 0.690 | | |
| Satd. Flow (perm) | 753 | 1739 | 1478 | 758 | 1793 | 0 | 1034 | 1809 | 0 | 1157 | 1572 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 194 | | 3 | | | 20 | | | 178 | |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 450 | | | 1923 | | | 327 | | | 339 | |
| Travel Time (s) | | 10.2 | | | 43.7 | | | 7.4 | | | 7.7 | |
| Volume (vph) | 212 | 340 | 180 | 8 | 294 | 8 | 294 | 71 | 17 | 2 | 15 | 80 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.82 | 0.82 | 0.82 | 0.85 | 0.85 | 0.85 | 0.45 | 0.45 | 0.45 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Lane Group Flow (vph) | 228 | 366 | 194 | 10 | 369 | 0 | 346 | 104 | 0 | 4 | 211 | 0 |
| Turn Type | Perm | | Perm | Perm | | | Perm | | | Perm | | |
| Protected Phases | | 4 | | | 8 | | | 2 | | | 6 | |
| Permitted Phases | 4 | | 4 | 8 | | | 2 | | | 6 | | |
| Detector Phases | 4 | 4 | 4 | 8 | 8 | | 2 | 2 | | 6 | 6 | |
| Minimum Initial (s) | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | | 10.0 | 10.0 | | 10.0 | 10.0 | |
| Minimum Split (s) | 25.0 | 25.0 | 25.0 | 25.0 | 25.0 | | 25.0 | 25.0 | | 25.0 | 25.0 | |
| Total Split (s) | 29.0 | 29.0 | 29.0 | 29.0 | 29.0 | 0.0 | 31.0 | 31.0 | 0.0 | 31.0 | 31.0 | 0.0 |
| Total Split (%) | 48.3% | 48.3% | 48.3% | 48.3% | 48.3% | 0.0% | 51.7% | 51.7% | 0.0% | 51.7% | 51.7% | 0.0% |
| Yellow Time (s) | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | |
| All-Red Time (s) | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | | 1.5 | 1.5 | | 1.5 | 1.5 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | None | None | None | | Min | Min | | Min | Min | |
| Act Effct Green (s) | 20.0 | 20.0 | 20.0 | 20.0 | 20.0 | | 21.2 | 21.2 | | 21.2 | 21.2 | |
| Actuated g/C Ratio | 0.40 | 0.40 | 0.40 | 0.40 | 0.40 | | 0.43 | 0.43 | | 0.43 | 0.43 | |
| v/c Ratio | 0.75 | 0.52 | 0.27 | 0.03 | 0.51 | | 0.79 | 0.13 | | 0.01 | 0.27 | |
| Control Delay | 33.5 | 15.4 | 3.3 | 10.8 | 15.0 | | 28.8 | 8.5 | | 9.5 | 3.9 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 33.5 | 15.4 | 3.3 | 10.8 | 15.0 | | 28.8 | 8.5 | | 9.5 | 3.9 | |
| LOS | C | B | A | B | B | | C | A | | A | A | |
| Approach Delay | | 17.6 | | | 14.8 | | | 24.1 | | | 4.0 | |

| |  |  |  |  |  |  |  |  |  |  |  |  |
|--------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Approach LOS | B | | | B | | | C | | | A | | |

Intersection Summary

Area Type: Other

Cycle Length: 60

Actuated Cycle Length: 49.8

Natural Cycle: 50

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.79

Intersection Signal Delay: 17.1





Intersection LOS: B

Intersection Capacity Utilization 60.7%

ICU Level of Service B

Analysis Period (min) 15













Splits and Phases: 86: Dill Ave. & Murphy Ave.













| | |
|--|--|
|  ø2 |  ø4 |
| 31 s | 29 s |
|  ø6 |  ø8 |
| 31 s | 29 s |

Atlanta BeltLine Master Plan Subarea 2
94: University Ave. & I 75 Southbound Ramp

BeltLine 2030 AM Peak With Improvements

MG

| |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↑↑ | ↑ | ↑ | ↑↑ | | | | | ↑↑ | | ↑ |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 11 | 11 | 11 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 15 | 11 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 160 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 0 | | 1 | 1 | | 0 | 0 | | 0 | 2 | | 1 |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Leading Detector (ft) | | 50 | 50 | 50 | 50 | | | | | 50 | | 50 |
| Trailing Detector (ft) | | 0 | 0 | 0 | 0 | | | | | 0 | | 0 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Satd. Flow (prot) | 0 | 3421 | 1531 | 1770 | 3539 | 0 | 0 | 0 | 0 | 3433 | 0 | 1531 |
| Flt Permitted | | | | 0.136 | | | | | | 0.950 | | |
| Satd. Flow (perm) | 0 | 3421 | 1531 | 253 | 3539 | 0 | 0 | 0 | 0 | 3433 | 0 | 1531 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 300 | | | | | | | | | 217 |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 3704 | | | 472 | | | 664 | | | 1127 | |
| Travel Time (s) | | 84.2 | | | 10.7 | | | 15.1 | | | 25.6 | |
| Volume (vph) | 0 | 785 | 267 | 360 | 689 | 0 | 0 | 0 | 0 | 617 | 0 | 461 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.89 | 0.89 | 0.89 | 0.90 | 0.90 | 0.90 | 0.92 | 0.92 | 0.92 | 0.95 | 0.95 | 0.95 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Lane Group Flow (vph) | 0 | 882 | 300 | 400 | 766 | 0 | 0 | 0 | 0 | 649 | 0 | 485 |
| Turn Type | | | Perm | pm+pt | | | | | | Prot | | custom |
| Protected Phases | | 6 | | 5 | 2 | | | | | 8 | | |
| Permitted Phases | | | 6 | 2 | | | | | | | | 8 |
| Detector Phases | | 6 | 6 | 5 | 2 | | | | | 8 | | 8 |
| Minimum Initial (s) | | 32.0 | 32.0 | 10.0 | 32.0 | | | | | 24.0 | | 24.0 |
| Minimum Split (s) | | 37.4 | 37.4 | 15.0 | 37.4 | | | | | 30.3 | | 30.3 |
| Total Split (s) | 0.0 | 39.0 | 39.0 | 27.0 | 66.0 | 0.0 | 0.0 | 0.0 | 0.0 | 34.0 | 0.0 | 34.0 |
| Total Split (%) | 0.0% | 39.0% | 39.0% | 27.0% | 66.0% | 0.0% | 0.0% | 0.0% | 0.0% | 34.0% | 0.0% | 34.0% |
| Yellow Time (s) | | 3.6 | 3.6 | 3.6 | 3.6 | | | | | 3.9 | | 3.9 |
| All-Red Time (s) | | 1.8 | 1.8 | 1.4 | 1.8 | | | | | 2.4 | | 2.4 |
| Lead/Lag | | Lag | Lag | Lead | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | | C-Min | C-Min | Min | C-Min | | | | | Min | | Min |
| Act Effct Green (s) | | 39.4 | 39.4 | 63.5 | 63.5 | | | | | 28.5 | | 28.5 |
| Actuated g/C Ratio | | 0.39 | 0.39 | 0.64 | 0.64 | | | | | 0.28 | | 0.28 |
| v/c Ratio | | 0.65 | 0.38 | 0.86 | 0.34 | | | | | 0.66 | | 0.82 |
| Control Delay | | 34.5 | 8.5 | 24.7 | 5.3 | | | | | 35.1 | | 30.6 |
| Queue Delay | | 0.0 | 0.0 | 0.6 | 0.0 | | | | | 0.0 | | 0.0 |
| Total Delay | | 34.5 | 8.5 | 25.3 | 5.3 | | | | | 35.1 | | 30.6 |
| LOS | | C | A | C | A | | | | | D | | C |
| Approach Delay | | 27.9 | | | 12.2 | | | | | | | |

| |  |  |  |  |  |  |  |  |  |  |  |  |
|--------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Approach LOS | C | | | | | | B | | | | | |

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 52 (52%), Referenced to phase 2:WBTL and 6:EBT, Start of Green

Natural Cycle: 85

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.86

Intersection Signal Delay: 24.4

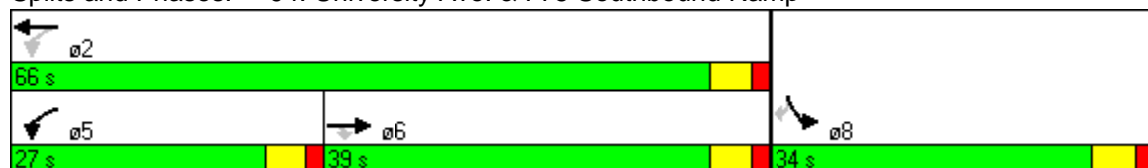
Intersection LOS: C




















Intersection Capacity Utilization 81.6%













ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 94: University Ave. & I 75 Southbound Ramp



| |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------|---|--|---|---|--|---|---|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |   | | |   | |  | |  | | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 13 | 12 | 12 | 12 |
| Grade (%) | 0% | | 0% | | 0% | | 0% | | 0% | | 0% | |
| Storage Length (ft) | 105 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 1 | | 0 | 0 | | 0 | 1 | | 1 | 0 | | 0 |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Leading Detector (ft) | 50 | 50 | | | 50 | | 50 | | 50 | | | |
| Trailing Detector (ft) | 0 | 0 | | | 0 | | 0 | | 0 | | | |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Satd. Flow (prot) | 1770 | 3539 | 0 | 0 | 3405 | 0 | 1770 | 0 | 1636 | 0 | 0 | 0 |
| Flt Permitted | 0.100 | | | | | | 0.950 | | | | | |
| Satd. Flow (perm) | 186 | 3539 | 0 | 0 | 3405 | 0 | 1770 | 0 | 1636 | 0 | 0 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | | | 53 | | | | 106 | | | |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 472 | | | 1896 | | | 767 | | | 945 | |
| Travel Time (s) | | 10.7 | | | 43.1 | | | 17.4 | | | 21.5 | |
| Volume (vph) | 382 | 1016 | 0 | 0 | 787 | 272 | 264 | 0 | 463 | 0 | 0 | 0 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.94 | 0.94 | 0.94 | 0.93 | 0.93 | 0.93 | 0.92 | 0.92 | 0.92 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Lane Group Flow (vph) | 411 | 1092 | 0 | 0 | 1126 | 0 | 284 | 0 | 498 | 0 | 0 | 0 |
| Turn Type | pm+pt | | | | | | Prot | | custom | | | |
| Protected Phases | 1 | 6 | | | 2 | | 4 | | | | | |
| Permitted Phases | 6 | | | | | | | | 4 | | | |
| Detector Phases | 1 | 6 | | | 2 | | 4 | | 4 | | | |
| Minimum Initial (s) | 10.0 | 32.0 | | | 32.0 | | 24.0 | | 24.0 | | | |
| Minimum Split (s) | 15.0 | 37.4 | | | 37.4 | | 30.3 | | 30.3 | | | |
| Total Split (s) | 26.0 | 66.0 | 0.0 | 0.0 | 40.0 | 0.0 | 34.0 | 0.0 | 34.0 | 0.0 | 0.0 | 0.0 |
| Total Split (%) | 26.0% | 66.0% | 0.0% | 0.0% | 40.0% | 0.0% | 34.0% | 0.0% | 34.0% | 0.0% | 0.0% | 0.0% |
| Yellow Time (s) | 3.6 | 3.6 | | | 3.6 | | 3.9 | | 3.9 | | | |
| All-Red Time (s) | 1.4 | 1.8 | | | 1.8 | | 2.4 | | 2.4 | | | |
| Lead/Lag | Lead | | | | Lag | | | | | | | |
| Lead-Lag Optimize? | Yes | | | | Yes | | | | | | | |
| Recall Mode | None | C-Max | | | C-Min | | None | | None | | | |
| Act Effct Green (s) | 62.7 | 62.7 | | | 37.7 | | 29.3 | | 29.3 | | | |
| Actuated g/C Ratio | 0.63 | 0.63 | | | 0.38 | | 0.29 | | 0.29 | | | |
| v/c Ratio | 0.91 | 0.49 | | | 0.85 | | 0.55 | | 0.90 | | | |
| Control Delay | 47.9 | 6.0 | | | 35.6 | | 34.3 | | 47.6 | | | |
| Queue Delay | 0.0 | 0.3 | | | 0.0 | | 0.0 | | 0.0 | | | |
| Total Delay | 47.9 | 6.3 | | | 35.6 | | 34.3 | | 47.6 | | | |
| LOS | D | A | | | D | | C | | D | | | |
| Approach Delay | | 17.6 | | | 35.6 | | | | | | | |

| |  |  |  |  |  |  |  |  |  |  |  |  |
|--------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Approach LOS | B | | | | | D | | | | | | |

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBTL, Start of Green

Natural Cycle: 85

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.91

Intersection Signal Delay: 29.3

Intersection LOS: C

Intersection Capacity Utilization 81.6%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 95: University Ave. & I 75 Northbound Ramp

| | | |
|--|--|--|
|  ø1 |  ø2 |  ø4 |
| 26 s | 40 s | 34 s |
|  ø6 | | |
| 66 s | | |



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NEL | NET | NER | SWL | SWT | SWR |
|------------------------|-------|-------|------|-------|-------|------|-------|-------|------|-------|-------|-------|
| Lane Configurations | | | | | | | | | | | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 340 |
| Storage Lanes | 1 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 1 |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Leading Detector (ft) | 50 | 50 | | 50 | 50 | | 50 | 50 | | 50 | 50 | 50 |
| Trailing Detector (ft) | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Satd. Flow (prot) | 1770 | 1827 | 0 | 0 | 3423 | 0 | 0 | 1828 | 0 | 0 | 1829 | 1583 |
| Flt Permitted | 0.498 | | | | 0.937 | | | 0.889 | | | 0.835 | |
| Satd. Flow (perm) | 928 | 1827 | 0 | 0 | 3213 | 0 | 0 | 1643 | 0 | 0 | 1555 | 1583 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 17 | | | 74 | | | 6 | | | | 98 |
| Link Speed (mph) | | 35 | | | 35 | | | 30 | | | 30 | |
| Link Distance (ft) | | 255 | | | 1596 | | | 354 | | | 467 | |
| Travel Time (s) | | 5.0 | | | 31.1 | | | 8.0 | | | 10.6 | |
| Volume (vph) | 74 | 407 | 58 | 12 | 292 | 78 | 40 | 123 | 10 | 72 | 129 | 83 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.82 | 0.82 | 0.82 | 0.90 | 0.90 | 0.90 | 0.77 | 0.77 | 0.77 | 0.85 | 0.85 | 0.85 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Lane Group Flow (vph) | 90 | 567 | 0 | 0 | 424 | 0 | 0 | 225 | 0 | 0 | 237 | 98 |
| Turn Type | Perm | | | Perm | | | Perm | | | Perm | | Perm |
| Protected Phases | | 6 | | | 2 | | | 4 | | | 8 | |
| Permitted Phases | 6 | | | 2 | | | 4 | | | 8 | | 8 |
| Detector Phases | 6 | 6 | | 2 | 2 | | 4 | 4 | | 8 | 8 | 8 |
| Minimum Initial (s) | 10.0 | 10.0 | | 10.0 | 10.0 | | 10.0 | 10.0 | | 10.0 | 10.0 | 10.0 |
| Minimum Split (s) | 25.0 | 25.0 | | 25.0 | 25.0 | | 25.0 | 25.0 | | 25.0 | 25.0 | 25.0 |
| Total Split (s) | 33.0 | 33.0 | 0.0 | 33.0 | 33.0 | 0.0 | 27.0 | 27.0 | 0.0 | 27.0 | 27.0 | 27.0 |
| Total Split (%) | 55.0% | 55.0% | 0.0% | 55.0% | 55.0% | 0.0% | 45.0% | 45.0% | 0.0% | 45.0% | 45.0% | 45.0% |
| Yellow Time (s) | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | 3.5 |
| All-Red Time (s) | 1.5 | 1.5 | | 1.5 | 1.5 | | 1.5 | 1.5 | | 1.5 | 1.5 | 1.5 |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | Min | Min | | Min | Min | | Min | Min | | None | None | None |
| Act Effct Green (s) | 18.4 | 18.4 | | | 18.4 | | | 13.8 | | | 13.8 | 13.8 |
| Actuated g/C Ratio | 0.45 | 0.45 | | | 0.45 | | | 0.34 | | | 0.34 | 0.34 |
| v/c Ratio | 0.21 | 0.68 | | | 0.28 | | | 0.40 | | | 0.45 | 0.16 |
| Control Delay | 8.4 | 13.4 | | | 6.2 | | | 14.0 | | | 15.2 | 4.2 |
| Queue Delay | 0.0 | 0.5 | | | 0.0 | | | 0.0 | | | 0.0 | 0.0 |
| Total Delay | 8.4 | 13.9 | | | 6.2 | | | 14.0 | | | 15.2 | 4.2 |
| LOS | A | B | | | A | | | B | | | B | A |
| Approach Delay | | 13.1 | | | 6.2 | | | 14.0 | | | 12.0 | |



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NEL | NET | NER | SWL | SWT | SWR |
|--------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Approach LOS | B | | | A | | | B | | | B | | |

Intersection Summary

Area Type: Other

Cycle Length: 60

Actuated Cycle Length: 40.6

Natural Cycle: 55

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.68

Intersection Signal Delay: 11.2

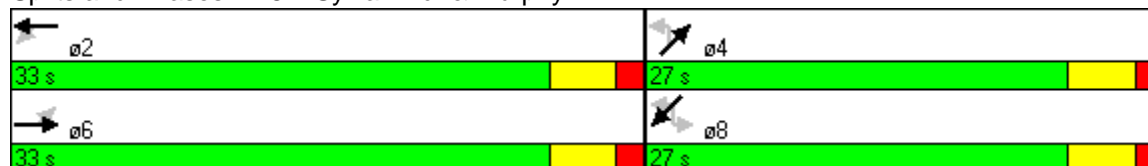
Intersection LOS: B























Intersection Capacity Utilization 69.2%













ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 82: Sylvan Rd. & Murphy



| |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  |  |  |  | |  |  | |  |  |  |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 10 | 10 | 10 | 10 | 11 | 11 | 9 | 12 | 12 | 9 | 11 | 11 |
| Grade (%) | 0% | | 0% | | 0% | | 0% | | 0% | | 0% | |
| Storage Length (ft) | 150 | | 0 | 283 | | 0 | 100 | | 0 | 250 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 0 | 1 | | 0 | 1 | | 0 |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Leading Detector (ft) | 50 | 50 | 50 | 50 | 50 | | 50 | 50 | | 50 | 50 | |
| Trailing Detector (ft) | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Satd. Flow (prot) | 1652 | 1739 | 1478 | 1652 | 1793 | 0 | 1593 | 1671 | 0 | 1593 | 1568 | 0 |
| Flt Permitted | 0.349 | | | 0.403 | | | 0.425 | | | 0.738 | | |
| Satd. Flow (perm) | 607 | 1739 | 1478 | 701 | 1793 | 0 | 713 | 1671 | 0 | 1237 | 1568 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 220 | | 3 | | | 20 | | | 273 | |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 450 | | | 1923 | | | 327 | | | 339 | |
| Travel Time (s) | | 10.2 | | | 43.7 | | | 7.4 | | | 7.7 | |
| Volume (vph) | 110 | 360 | 205 | 11 | 349 | 9 | 165 | 8 | 17 | 3 | 25 | 157 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.82 | 0.82 | 0.82 | 0.85 | 0.85 | 0.85 | 0.45 | 0.45 | 0.45 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Lane Group Flow (vph) | 118 | 387 | 220 | 13 | 437 | 0 | 194 | 29 | 0 | 7 | 405 | 0 |
| Turn Type | Perm | | Perm | Perm | | | Perm | | | Perm | | |
| Protected Phases | | 4 | | | 8 | | | 2 | | | 6 | |
| Permitted Phases | 4 | | 4 | 8 | | | 2 | | | 6 | | |
| Detector Phases | 4 | 4 | 4 | 8 | 8 | | 2 | 2 | | 6 | 6 | |
| Minimum Initial (s) | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | | 10.0 | 10.0 | | 10.0 | 10.0 | |
| Minimum Split (s) | 25.0 | 25.0 | 25.0 | 25.0 | 25.0 | | 25.0 | 25.0 | | 25.0 | 25.0 | |
| Total Split (s) | 28.0 | 28.0 | 28.0 | 28.0 | 28.0 | 0.0 | 32.0 | 32.0 | 0.0 | 32.0 | 32.0 | 0.0 |
| Total Split (%) | 46.7% | 46.7% | 46.7% | 46.7% | 46.7% | 0.0% | 53.3% | 53.3% | 0.0% | 53.3% | 53.3% | 0.0% |
| Yellow Time (s) | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | |
| All-Red Time (s) | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | | 1.5 | 1.5 | | 1.5 | 1.5 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | None | None | None | | Min | Min | | Min | Min | |
| Act Effct Green (s) | 16.7 | 16.7 | 16.7 | 16.7 | 16.7 | | 17.9 | 17.9 | | 17.9 | 17.9 | |
| Actuated g/C Ratio | 0.39 | 0.39 | 0.39 | 0.39 | 0.39 | | 0.41 | 0.41 | | 0.41 | 0.41 | |
| v/c Ratio | 0.50 | 0.58 | 0.31 | 0.05 | 0.63 | | 0.66 | 0.04 | | 0.01 | 0.50 | |
| Control Delay | 20.9 | 15.7 | 3.5 | 11.0 | 16.6 | | 23.3 | 5.4 | | 8.3 | 5.9 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 20.9 | 15.7 | 3.5 | 11.0 | 16.6 | | 23.3 | 5.4 | | 8.3 | 5.9 | |
| LOS | C | B | A | B | B | | C | A | | A | A | |
| Approach Delay | | 12.8 | | | 16.4 | | | 20.9 | | | 5.9 | |

| |  |  |  |  |  |  |  |  |  |  |  |  |
|--------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Approach LOS | B | | | B | | | C | | | A | | |

Intersection Summary

Area Type: Other

Cycle Length: 60

Actuated Cycle Length: 43.3

Natural Cycle: 50

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.66

Intersection Signal Delay: 13.1





Intersection LOS: B

Intersection Capacity Utilization 60.8%

ICU Level of Service B

Analysis Period (min) 15













Splits and Phases: 86: Dill Ave. & Murphy Ave.













| | |
|--|--|
|  ø2 |  ø4 |
| 32 s | 28 s |
|  ø6 |  ø8 |
| 32 s | 28 s |

Atlanta BeltLine Master Plan Subarea 2
94: University Ave. & I 75 Southbound Ramp

BeltLine 2030 PM Peak With Improvements

MG

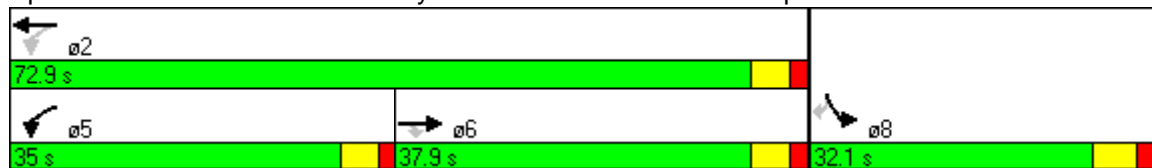
| |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↑↑ | ↑ | ↑ | ↑↑ | | | | | ↑↑ | | ↑ |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 11 | 11 | 11 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 15 | 11 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 160 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 0 | | 1 | 1 | | 0 | 0 | | 0 | 2 | | 1 |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Leading Detector (ft) | | 50 | 50 | 50 | 50 | | | | | 50 | | 50 |
| Trailing Detector (ft) | | 0 | 0 | 0 | 0 | | | | | 0 | | 0 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Satd. Flow (prot) | 0 | 3421 | 1531 | 1770 | 3539 | 0 | 0 | 0 | 0 | 3433 | 0 | 1531 |
| Flt Permitted | | | | 0.106 | | | | | | 0.950 | | |
| Satd. Flow (perm) | 0 | 3421 | 1531 | 197 | 3539 | 0 | 0 | 0 | 0 | 3433 | 0 | 1531 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 451 | | | | | | | | | 297 |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 3704 | | | 472 | | | 664 | | | 1127 | |
| Travel Time (s) | | 84.2 | | | 10.7 | | | 15.1 | | | 25.6 | |
| Volume (vph) | 0 | 893 | 401 | 561 | 591 | 0 | 0 | 0 | 0 | 885 | 0 | 586 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.89 | 0.89 | 0.89 | 0.90 | 0.90 | 0.90 | 0.92 | 0.92 | 0.92 | 0.95 | 0.95 | 0.95 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Lane Group Flow (vph) | 0 | 1003 | 451 | 623 | 657 | 0 | 0 | 0 | 0 | 932 | 0 | 617 |
| Turn Type | | | Perm | pm+pt | | | | | | Prot | | custom |
| Protected Phases | | 6 | | 5 | 2 | | | | | 8 | | |
| Permitted Phases | | | 6 | 2 | | | | | | | | 8 |
| Detector Phases | | 6 | 6 | 5 | 2 | | | | | 8 | | 8 |
| Minimum Initial (s) | | 32.0 | 32.0 | 10.0 | 32.0 | | | | | 24.0 | | 24.0 |
| Minimum Split (s) | | 37.4 | 37.4 | 15.0 | 37.4 | | | | | 30.3 | | 30.3 |
| Total Split (s) | 0.0 | 37.9 | 37.9 | 35.0 | 72.9 | 0.0 | 0.0 | 0.0 | 0.0 | 32.1 | 0.0 | 32.1 |
| Total Split (%) | 0.0% | 36.1% | 36.1% | 33.3% | 69.4% | 0.0% | 0.0% | 0.0% | 0.0% | 30.6% | 0.0% | 30.6% |
| Yellow Time (s) | | 3.6 | 3.6 | 3.6 | 3.6 | | | | | 3.9 | | 3.9 |
| All-Red Time (s) | | 1.8 | 1.8 | 1.4 | 1.8 | | | | | 2.4 | | 2.4 |
| Lead/Lag | | Lag | Lag | Lead | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | | C-Min | C-Min | Min | C-Min | | | | | Min | | Min |
| Act Effct Green (s) | | 33.9 | 33.9 | 68.9 | 68.9 | | | | | 28.1 | | 28.1 |
| Actuated g/C Ratio | | 0.32 | 0.32 | 0.66 | 0.66 | | | | | 0.27 | | 0.27 |
| v/c Ratio | | 0.91 | 0.56 | 1.05 | 0.28 | | | | | 1.01 | | 0.98 |
| Control Delay | | 47.1 | 5.6 | 70.6 | 5.5 | | | | | 72.1 | | 53.3 |
| Queue Delay | | 0.0 | 0.0 | 9.2 | 0.0 | | | | | 0.0 | | 0.0 |
| Total Delay | | 47.1 | 5.6 | 79.8 | 5.5 | | | | | 72.1 | | 53.3 |
| LOS | | D | A | E | A | | | | | E | | D |
| Approach Delay | | 34.2 | | | 41.7 | | | | | | | |


















| |  |  |  |  |  |  |  |  |  |  |  |  |
|--------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Approach LOS | C | | | | | | D | | | | | |













Intersection Summary

Area Type: Other
 Cycle Length: 105
 Actuated Cycle Length: 105
 Offset: 91 (87%), Referenced to phase 2:WBTL and 6:EBT, Start of Green
 Natural Cycle: 105
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.05
 Intersection Signal Delay: 47.5
 Intersection LOS: D
 Intersection Capacity Utilization 111.3%
 ICU Level of Service H
 Analysis Period (min) 15

Splits and Phases: 94: University Ave. & I 75 Southbound Ramp







| |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  | | |  | |  | |  | | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 13 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 105 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 1 | | 0 | 0 | | 0 | 1 | | 1 | 0 | | 0 |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Leading Detector (ft) | 50 | 50 | | | 50 | | 50 | | 50 | | | |
| Trailing Detector (ft) | 0 | 0 | | | 0 | | 0 | | 0 | | | |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Satd. Flow (prot) | 1770 | 3539 | 0 | 0 | 3408 | 0 | 1770 | 0 | 1636 | 0 | 0 | 0 |
| Flt Permitted | 0.085 | | | | | | 0.950 | | | | | |
| Satd. Flow (perm) | 158 | 3539 | 0 | 0 | 3408 | 0 | 1770 | 0 | 1636 | 0 | 0 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | | | 54 | | | | 62 | | | |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 472 | | | 1896 | | | 767 | | | 945 | |
| Travel Time (s) | | 10.7 | | | 43.1 | | | 17.4 | | | 21.5 | |
| Volume (vph) | 247 | 1272 | 0 | 0 | 834 | 276 | 306 | 0 | 339 | 0 | 0 | 0 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.94 | 0.94 | 0.94 | 0.93 | 0.93 | 0.93 | 0.92 | 0.92 | 0.92 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Lane Group Flow (vph) | 266 | 1368 | 0 | 0 | 1181 | 0 | 329 | 0 | 365 | 0 | 0 | 0 |
| Turn Type | pm+pt | | | | | | Prot | | custom | | | |
| Protected Phases | 1 | 6 | | | 2 | | 4 | | | | | |
| Permitted Phases | 6 | | | | | | | | 4 | | | |
| Detector Phases | 1 | 6 | | | 2 | | 4 | | 4 | | | |
| Minimum Initial (s) | 10.0 | 32.0 | | | 32.0 | | 24.0 | | 24.0 | | | |
| Minimum Split (s) | 15.0 | 37.4 | | | 37.4 | | 30.3 | | 30.3 | | | |
| Total Split (s) | 22.0 | 71.0 | 0.0 | 0.0 | 49.0 | 0.0 | 34.0 | 0.0 | 34.0 | 0.0 | 0.0 | 0.0 |
| Total Split (%) | 21.0% | 67.6% | 0.0% | 0.0% | 46.7% | 0.0% | 32.4% | 0.0% | 32.4% | 0.0% | 0.0% | 0.0% |
| Yellow Time (s) | 3.6 | 3.6 | | | 3.6 | | 3.9 | | 3.9 | | | |
| All-Red Time (s) | 1.4 | 1.8 | | | 1.8 | | 2.4 | | 2.4 | | | |
| Lead/Lag | Lead | | | | Lag | | | | | | | |
| Lead-Lag Optimize? | Yes | | | | Yes | | | | | | | |
| Recall Mode | None | C-Max | | | C-Min | | None | | None | | | |
| Act Effct Green (s) | 68.8 | 68.8 | | | 50.0 | | 28.2 | | 28.2 | | | |
| Actuated g/C Ratio | 0.66 | 0.66 | | | 0.48 | | 0.27 | | 0.27 | | | |
| v/c Ratio | 0.80 | 0.59 | | | 0.72 | | 0.69 | | 0.75 | | | |
| Control Delay | 28.9 | 4.0 | | | 24.7 | | 42.9 | | 39.7 | | | |
| Queue Delay | 0.0 | 1.7 | | | 0.1 | | 0.0 | | 0.0 | | | |
| Total Delay | 28.9 | 5.8 | | | 24.8 | | 42.9 | | 39.7 | | | |
| LOS | C | A | | | C | | D | | D | | | |
| Approach Delay | | 9.5 | | | 24.8 | | | | | | | |

| |  |  |  |  |  |  |  |  |  |  |  |  |
|--------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Approach LOS | A | | | C | | | | | | | | |

Intersection Summary

Area Type: Other
 Cycle Length: 105
 Actuated Cycle Length: 105
 Offset: 32 (30%), Referenced to phase 2:WBT and 6:EBTL, Start of Green
 Natural Cycle: 85
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.80
 Intersection Signal Delay: 20.9
 Intersection LOS: C
 Intersection Capacity Utilization 111.3%
 ICU Level of Service H
 Analysis Period (min) 15

Splits and Phases: 95: University Ave. & I 75 Northbound Ramp

| | | |
|--|--|--|
|  ø1 |  ø2 |  ø4 |
| 22 s | 49 s | 34 s |
|  ø6 | | |
| 71 s | | |

Appendix 5

Atlanta BeltLine Master Plan

SUBAREA 2

Heritage Communities of South Atlanta PEOPLESTOWN PARKS MASTER PLAN

Prepared for
Atlanta BeltLine, Inc.
by Tunnell-Spangler-Walsh & Associates
with Smith Dalia Architects

Adopted by the Atlanta City Council on March 16, 2009



BeltLine
Atlanta Connected



ACKNOWLEDGEMENTS

The Honorable Mayor **Shirley Franklin**

ATLANTA CITY COUNCIL

Lisa Borders, President

Carla Smith, District 1

Kwanza Hall, District 2

Ivory Lee Young, Jr., District 3

Cleta Winslow, District 4

Natalyn Mosby Archibong, District 5

Anne Fauver, District 6

Howard Shook, District 7

Clair Muller, District 8

Felicia A. Moore, District 9

C.T. Martin, District 10

Jim Maddox, District 11

Joyce Sheperd, District 12

Ceasar C. Mitchell, Post 1 at Large

Mary Norwood, Post 2 at Large

H. Lamar Willis, Post 3 at Large

ATLANTA BELTLINE, INC. BOARD OF DIRECTORS

Calvin "Cal" Darden, Chair

The Honorable Shirley Franklin, Vice Chair, City of Atlanta Mayor

The Honorable Jim Maddox, Atlanta City Council District 11

Joseph A. Brown, Director of Equity/Structured Finance, Centerline Capital Group

LaChandra Butler, Atlanta Board of Education District 5

The Honorable Emma Darnell, Fulton County Board of Commissioners District 5

Clara Axam, Enterprise Community Partners, Inc.; MARTA Board of Directors

Ray Weeks, Chair of the BeltLine Partnership Board; CEO, Weeks Properties

Elizabeth "Liz" Coyle, Community Representative

SUBAREA 2 STEERING COMMITTEE

George Dusenbury, Park Pride

LaShawn M. Hoffman, NPU V

Shauna Mettee, Capitol View Manor Neighborhood

Mtamanika Youngblood, Annie E. Casey Foundation

Donna Tyler, CAMP CDC

Tiffany Thrasher, Resident

Steve Holland, Capitol View

Helen Jenkins, Pittsburgh Community Improvement Association

John Armour, Peoplestown

Rosa Harden-Green, SW Study Group Coordinator

Jared Bagby, Peoplestown

Mike Wirsching, Adair Park Neighborhood

Greg Burson, Peoplestown

Carl Towns, Pittsburgh Civic League

Chrishette Carter, Chosewood Park Neighborhood Association

Sam Sparlin, Sparlin Clinic

William Teasley, NPU V

Ruben Burney, NPU X



ACKNOWLEDGEMENTS

ATLANTA BELTLINE INC. STAFF

James Alexander, Project Manager

Tina Arbes, Chief Operating Officer

Nathan Conable, Senior Project Manager

Rukiya S. Eaddy, Community Engagement Advocate

Terri Montague, President and CEO

E. Fred Yalouris, Director of Design

CITY OF ATLANTA STAFF

Jonathan Lewis, Senior Planner

Matthew Dickison, Senior Planner

Paul Taylor, Deputy Director of Park Design

CONSULTANT TEAM

Tunnell-Spangler-Walsh and Associates

Caleb Racicot, Principal

Jeff Owen, Community Planner

Woody Giles, Community Planner

Ryan Jenkins, Landscape Architect

Alex Nagel, Landscape Architect

Grice and Associates

John Funny, Principal

Carla Holmes, Principal

William Haynes, Senior Associate

James Cheeks, Senior Transportation Engineer

W.F. He, Senior Traffic Engineer

Dain Pallard, ITS Engineer

Smith Dalia Architects

Markham Smith, Principal

Ed Atkins, Architect

Beth Grashof, Historic Consultant

Long Engineering

Shepherd Long, Vice President

Michael VanBriggle, Associate



| | |
|-----------------------------------|-----------|
| <u>1.0 Preface</u> | <u>1</u> |
| 1.1 Purpose | 1 |
| 1.2 BeltLine Planning Efforts | 1 |
| 1.3 Master Planning Process | 1 |
| <u>2.0 Site Inventory</u> | <u>2</u> |
| 2.1 Overview | 2 |
| 2.2 Peoplestown Parks | 2 |
| 2.3 Neighborhood History | 2 |
| 2.4 Previous Park Plans | 3 |
| 2.5 Four Corners Park | 5 |
| 2.6 DL Stanton Park | 8 |
| 2.7 Boynton Avenue Site | 10 |
| <u>3.0 Needs Analysis</u> | <u>11</u> |
| 3.1 Successful Urban Parks | 11 |
| 3.2 Opportunities and Constraints | 11 |
| 3.3 Summary of Community Input | 12 |
| <u>4.0 Concept Development</u> | <u>13</u> |
| 4.1 Concept Process | 13 |
| 4.2 Four Corners Park Options | 13 |
| 4.3 DL Stanton Park Options | 16 |
| <u>5.0 Master Plan</u> | <u>19</u> |
| 5.1 Overview | 19 |
| 5.2 Four Corners Park Master Plan | 20 |
| 5.3 DL Stanton Park Master Plan | 23 |
| 5.4 Connecting the Parks | 25 |
| <u>6.0 Implementation</u> | <u>28</u> |
| 6.1 Phasing | 28 |

1.0 Preface

1.1 Purpose

The Peoplestown Parks Master Plan is a long-term vision and strategy for enhancing DL Stanton and Four Corners parks in a manner that responds to community desires and capitalizes on proximity to the proposed BeltLine - a multi-decade effort to integrate parks, land use, and mobility along a 22-mile loop of historic railroads that ring Atlanta's core. The plan provides a framework for short and long-term park improvements, and suggests responses to adjacent existing and future land uses.

The Peoplestown Park Master Plan is one of several park planning efforts along the BeltLine. At completion, the BeltLine will connect the two parks to 45 of the city's neighborhoods and the more than 100,000 people that currently live within half a mile of the corridor. By improving existing parks and creating new ones, a seamless system of public open spaces will be created that establishes a high quality of life in Atlanta for centuries to come.

**"There are no world class cities
without world class parks."
- Leon S. Eplan**

1.2 BeltLine Planning Efforts

The Parks Master Plan has been developed concurrent with and integrated into a larger land use and transportation planning effort for BeltLine subarea 2: Heritage Communities of South Atlanta. Subarea 2 consists of the portion of the BeltLine south of Downtown Atlanta, between Hill Street and Murphy Avenue.

A key element of BeltLine area planning is creating a beneficial relationship between parks, transportation, and land use. Parks cannot be properly designed without considering access from surrounding land uses, while land uses and transportation facilities cannot achieve their highest potential without proximity to parks.



Parks can have a long-term positive impact on surrounding neighborhoods. This photo shows Brooklyn, New York's Prospect Park, which was built before the city grew around it. It continues to influence surrounding development.

As a result of these coordinated efforts, this master plan describes and plans for both internal and external factors impacting the parks. It considers surrounding existing land uses and transportation facilities, as well as potential future ones. By doing this, a parks vision is established that can meet the needs of the surrounding neighborhood both today and many years in the future.

1.3 Master Planning Process

The planning process used to develop the Peoplestown Park Master Plan involved several steps. These included a review of previous park planning efforts, an inventory and analysis of existing conditions, stakeholder and community interviews, draft concept creation and testing, and the development of final recommendations and implementation plans.

Guiding this process was a Steering Committee made up of representatives of key area organizations, as well as a Study Group made up of members of the general public. A series of meetings was held throughout the process to allow both groups review and comment opportunities.

2.0 Site Inventory

2.1 Overview

This section contains an inventory and analysis of existing conditions in the Peoplestown Parks as they existed in early 2008. These conditions have been compiled from site visits, previous plans, community comments, and existing data sources and services. They were then analyzed to understand existing conditions and provide a baseline for park improvement efforts.

2.2 Peoplestown Parks

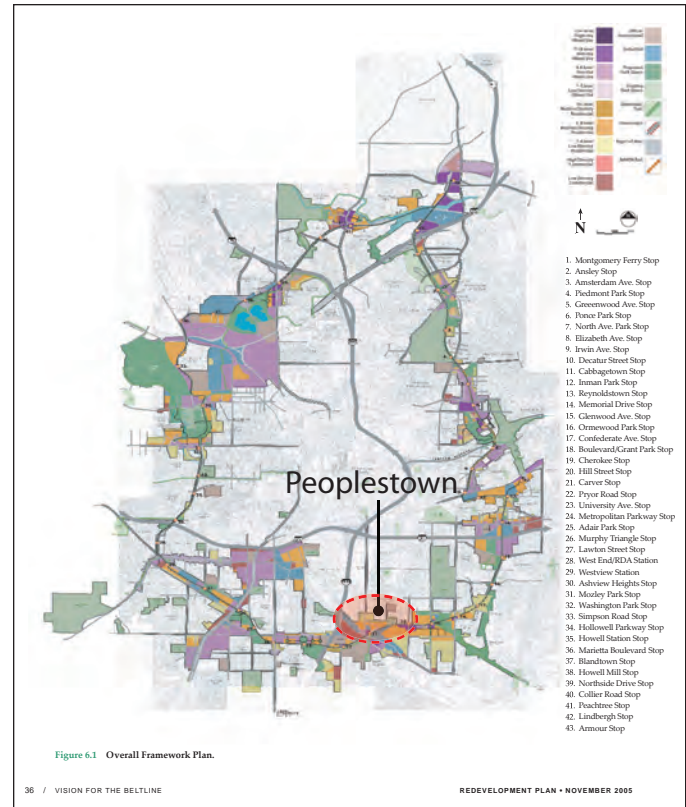
The Peoplestown Parks consist of two existing City of Atlanta Parks: DL Stanton Park and Four Corners Park. Both neighborhood parks are located at the southern end of Atlanta's Peoplestown neighborhood, where they occupy a strategic transition between the existing historic neighborhood and the redevelopment opportunities near the BeltLine. Users of both parks tend to be neighborhood residents.

With just over a quarter-mile of primarily undeveloped land separating them, their proximity offers an opportunity to plan for both parks in a unified manner.

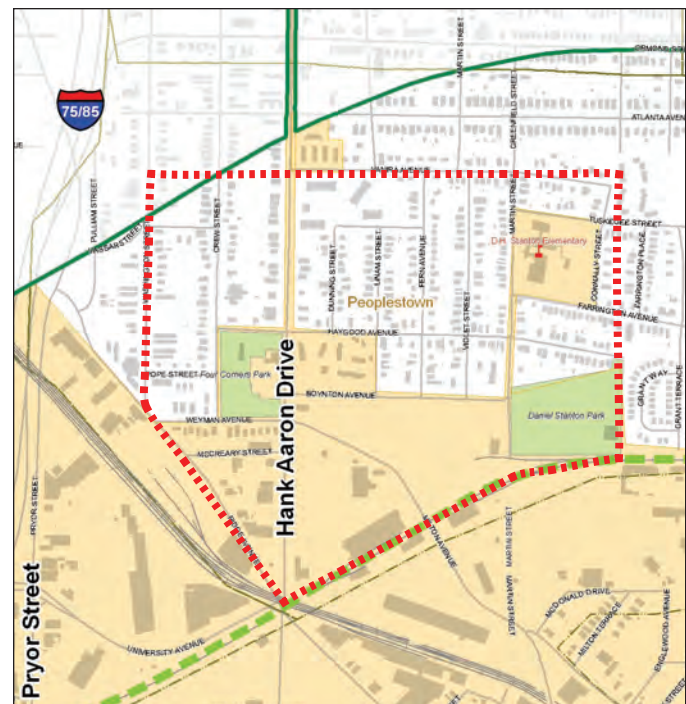
2.3 Neighborhood History

DL Stanton and Four Corners Parks are key focal points of the Peoplestown neighborhood - a historic in-town Atlanta community located one mile south of Downtown. It lies south of I-20, east of I-75/85, and north of the BeltLine.

The diverse neighborhood grew up around a Victorian-era trolley that ran along Capitol Avenue (now Hank Aaron Drive). It was built primarily as housing for lower, middle, and upper income residents. Wealthier families were concentrated along the major paved, tree-lined streets, while poorer ones lived in dwellings at the rear of the lots accessed via alleys. The neighborhood was originally largely white, but there were segregated African American communities within it. These were



This effort builds on the vision of the 2005 Atlanta BeltLine Redevelopment Plan and is produced in conjunction with current BeltLine planning efforts



The Peoplestown neighborhood includes both Four Corners Park and DL Stanton Park, both within the BeltLine Tax Allocation District redevelopment area (shaded in orange)

characterized by smaller lots and houses, unpaved roads and a lack of utilities until around 1930.

Like many Atlanta neighborhoods, Peoplestown has changed over the years. As wealthier residents moved north, they were replaced by a substantial Jewish community, and then a predominately African American one. Peoplestown is significant as the only neighborhood along the Beltline to have had a substantial Jewish community, including Sephardic and Ashkenazi Jews (from Germany and Eastern Europe). It contained a cultural market, Kosher stores, and several synagogues.

Over time, the residents of Peoplestown have become an active, outspoken group devoted to strengthening their community by offering more amenities and by developing their strong neighborhood character. The residents are led by community leaders who are actively engaged and informed, and who are successfully working together toward a common vision of improving and expanding the parks in their community.

2.4 Previous Park Plans

This plan builds upon the work of Friends of Peoplestown Parks (FoPP). In 2006, FoPP was selected by Park Pride to develop a vision and strategy which improved the parks and connected Four Corners and DL Stanton Parks.

Over 80 residents and supporters participated in 7 public meetings, starting in January 2007, to develop the Vision which was completed in the summer of 2007. The Vision improves upon current park amenities and facilities and connects the two parks. The Vision was created to be implemented over a 25 year period with near term goals focusing on expansion and improvements of the current parks and long term goals focused on connecting the parks and placing amenities in the expansion area. The Beltline has utilized the community's Vision as the vision for the Peoplestown Parks Master Plan included in the Sub-Area 2 Master Plan.

From the beginning, the community insisted on incorporating environmentally friendly elements and development principles into the future vision



The urban form of the Peoplestown Neighborhood shows a street grid that has allowed development and change to happen over time



Four Corners Park offers both active and passive uses



Recent land was acquired to expand Four Corners Park to the southwest at Weyman Avenue and Crew Street

of the park, consistent with the City of Atlanta's commitment to have all new facilities meet Leadership in Energy and Environmental Design (LEED) Silver certification standards. The LEED program has been successful in promoting green building principles, and is a widely recognized and nationally accepted benchmark for the design, construction, and operation of high performance green buildings. The program is sponsored by the U.S. Green Building Council and is currently making strides in accrediting neighborhoods and communities as well as individual buildings.

FoPP adopted five goals for the future design and development of the park and its facilities:

- Sustainable design and reduced environmental impact
- Energy and water efficiency, including greywater recycling

- Use of recycled materials in construction whenever possible
- Use of modern technology and construction approaches
- Use of renewable energy technologies
- Continued FoPP involvement in design and development

The resultant plan incorporated these goals into the following vision elements:

- Connecting the two parks by acquiring land south of Boynton Avenue for park expansion that could encourage passive recreation
- Creating a LEED certified aquatic and recreation center
- Establishing new tennis courts, a ball field, and play areas



The recently completed Peoplestown Parks Vision illustrates the community's Vision and full park expansion possibilities

- Connecting the parks to the BeltLine

The conceptual master plan below shows these and other components.

2.5 Four Corners Park

Four Corners Park is a neighborhood park bounded by Hank Aaron Drive, Weyman Avenue, Crew Street, and Haygood Avenue. It lies just north of the BeltLine's intersection with University Avenue, Ridge Avenue, Hank Aaron Drive, and McDonough Boulevard. The park is a small, vibrant facility where neighbors gather in the community center, frequent the basketball courts, and meet under the small pavilion for picnics.

The 3.4 acre park was recently expanded along its southern border. These new acquisitions have allowed the park to begin to fill the block and also suggest possibilities for the entire block.

Rick McDevitt Youth Center

Four Corners Park is home to the Rick McDevitt Youth Center. The center is housed in a formerly abandoned building and park that was prone to illegal activity before it was renovated at the urging of Rick McDevitt and Columbus Ward, founders of Atlanta Help Our Youth and Community Care, Inc.

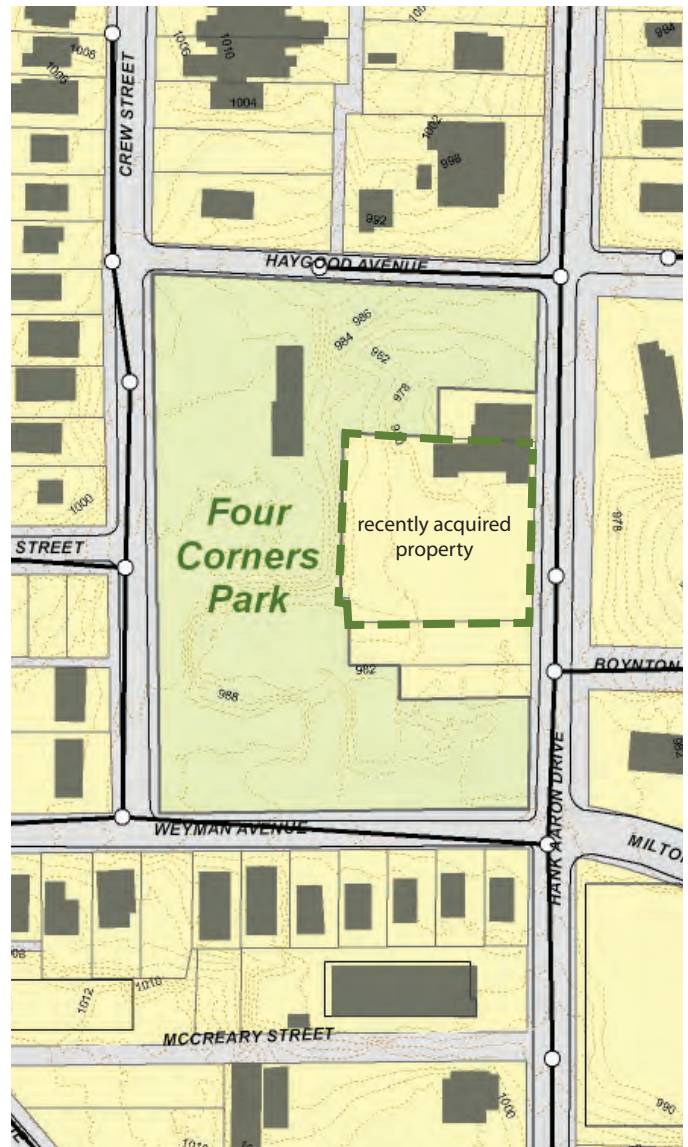
Today the youth center has become a successful example of collaboration between the City of Atlanta and the community, which obtains support from donors and partner organizations. Its use stands as a symbol of community pride. Until the construction of a new recreation center in Stanton Park, the McDevitt Center is the only public space for community and youth activity in the neighborhood.

Park Context

The park's layout is typical of urban parks in Atlanta. It is fronted by streets and sidewalks on most sides, which allows adjacent homes to keep an eye on activity in the park and to define the street. This visibility promotes safety and helps the park feel like a truly public space. With the exception of Hank Aaron Drive, traffic on bordering streets is slow.



Main entrance to Four Corners Park at the northwest corner of the block, facing the Community Center and Playground



Graphic showing contours (brown lines) and utilities (black lines) around Four Corners Park

Adjacent land uses include single-family and multifamily housing to the north, west, and south. To the east are two single-family homes, a church, and vacant land. A large apartment complex lies across Hank Aaron Drive.

Existing Infrastructure

Four Corners Park's bounding streets contain sewer and water facilities. Fortunately, the park does not appear to include easements in its boundaries.

Existing Natural Factors

Four Corners Park is mostly level, with a few key exceptions. Its flat west side provides an ideal site for a playground, basketball courts, and a small grassy area south of the youth center. The steepest part of the park is behind the youth center, where the land falls to a vegetated property line. Another



Several areas of existing vegetation are found in Four Corners Park



Four Corners Park overview, showing park boundaries in yellow, existing amenities, and nearby points of interest

steep area lies at its south end, where holes mark the location of demolished buildings.

The park has both wooded and open areas. Large, mature trees grow along its northern side and are ideal candidates for preservation. The newly acquired properties to the south have sporadic vegetation. There are no streams or floodplains in the park.

Existing Public Art

The park features two public art displays as well as an art wall along the northern portion of the Rick McDevitt Youth Center. The northern art wall has significant community meaning and could be retained and creatively incorporated into a new design.

Existing Facilities

As a small neighborhood park, the facilities in Four Corners Park are limited. In addition to the youth center, the park houses two basketball courts and a picnic area. These facilities serve the needs of the community and young residents. However, the recently acquired southern area presents an opportunity to provide further amenities.

In the Peopletown Parks Vision, the community identified elements to be added to the park. Among them are tennis courts, improved basketball courts, formal lawn gathering areas, an improved playground, an expanded picnic area, and public art.

Safety is also a concern for residents. In light of a troubled past of drug activity, litter, dysfunctional basketball courts, and graffiti covered walls, visibility and safety for the park's users are of primary concern. Design and placement of the amenities focused on accessibility, existing infrastructure, safety, and visibility.



Existing art mural on the north wall of the Rick McDevitt Youth Center



Existing sculptural artwork and playground in the northern portion of the park



Good parks can provide both open space and programmed spaces, such as basketball courts and playgrounds

2.6 DL Stanton Park

DL Stanton Park is a 7.6-acre neighborhood park located mid-block at the corner of Boynton Avenue and Martin Street. Today the park remains a largely under-utilized barren field adjacent to the proposed BeltLine. It has a less than glamorous past as an informal waste disposal site.

Park Context

DL Stanton Park was developed on a reclaimed former dumping ground when the area was a no-man's land between Peoplestown and the rail corridor now known as the BeltLine.

Given this history, the park does not have a strong relationship to adjacent properties. It is largely hidden in the end of the block, with only a small amount of frontage on Martin Street. Surrounding homes back up to it with walls and fences, which precludes any possible security benefits associated with good visibility into the park.

Adjacent land uses include single-family homes to the north and east, vacant land to the west, and the BeltLine to the south. These are a challenge today, but some may provide opportunities for redevelopment that capitalizes on the park.

Existing Infrastructure

DL Stanton Park is impacted by a sewer line running east-west in its north end. To ensure that the City's Department of Watershed Management can access this line for potential maintenance, no buildings or other major permanent structures can be built on top of it. However, facilities such as walking paths, landscaping, and parking are permitted. In fact, the existing playground ring sits atop the line.

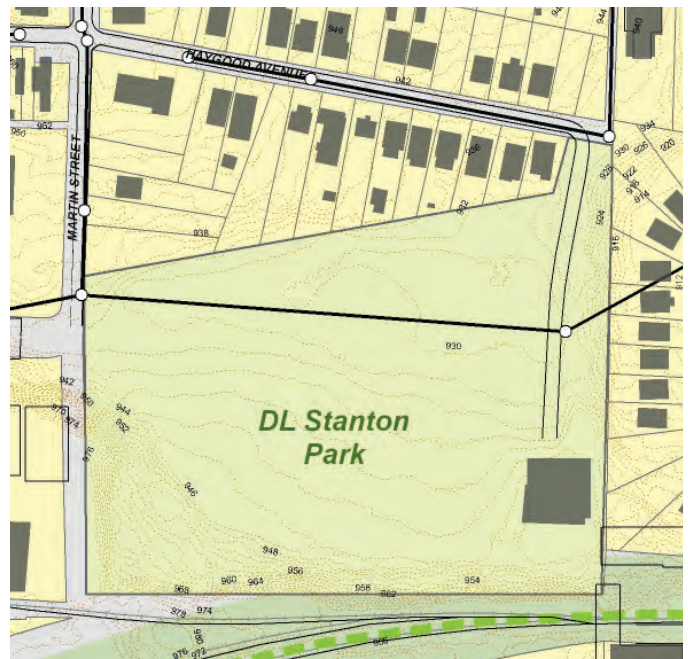
Existing Natural Factors

As noted earlier, DL Stanton Park is a grassy area with a small amount of vegetation at its edges. Trees are found only along the perimeter, abutting fences and defining residential back yards.

There are steep changes in topography along the southern edge of the property, as the vegetated banks rise to meet the BeltLine tracks.



The current entrance to the park is less than ideal, requiring a long path to reach the interior playground



Graphic showing contours (brown lines) and utilities (black lines) around DL Stanton Park

There are no streams or floodplains in or near the park. However, water has a tendency to gather in a low lying area in the northeastern part of the site.

Although the park was once an illegal dump, most of the soil has been remediated. However, contaminated soil may still exist underneath the demolished recreation center.

Existing Public Art

There is no public art in DL Stanton Park. However, the BeltLine subarea 2 master planning effort has

identified an opportunity to create new public art at the park's entry to the BeltLine.

Existing Facilities

DL Stanton Park currently lacks any facilities other than a playground. In the recent past, an oversized play ring was installed in the middle of the site, along with supporting infrastructure below. The ring physically dominates the site, but is located far from the entrance to the park. As such, there is poor visibility to it from public streets.

Recent playground improvements have been completed, replacing damaged equipment with new equipment in the existing playground ring. The old recreation center stood vacant and was recently demolished.

2.7 Boynton Avenue Site

As noted earlier, the Peoplestown Parks Vision



Recent playground improvements at Stanton Park include new equipment in the original central location

identified an opportunity to connect DL Stanton and Four Corners Parks by acquiring an approximately 10 acre tract between the two, along Boynton Avenue.

The expansion area identified in the Vision is a



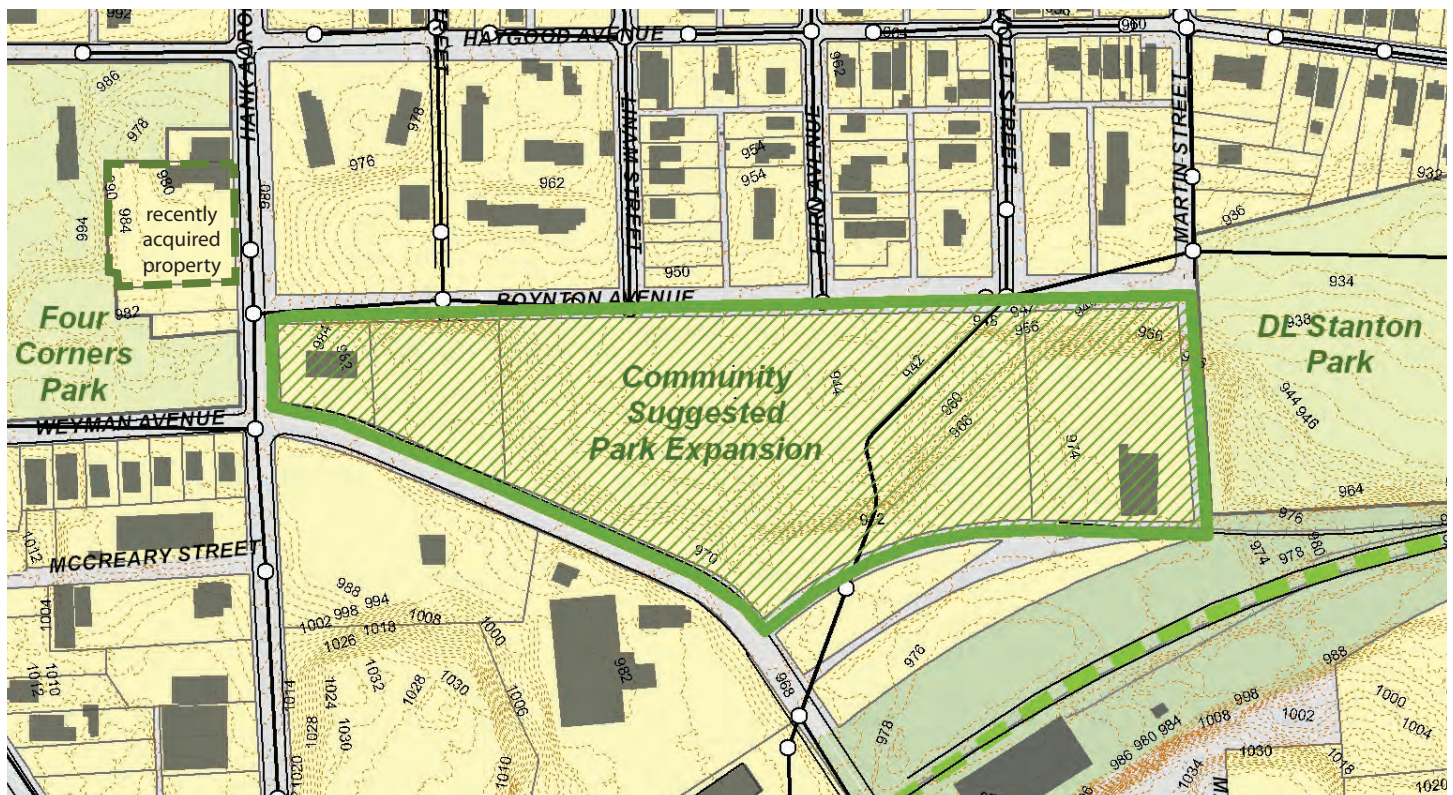
DL Stanton Park overview map, showing park boundaries in yellow, existing amenities, and the BeltLine

partially treed site with significant topographic change. It is divided into higher and lower terraces, with the former following the BeltLine and the latter along Boynton Avenue.

This topography naturally breaks the site into two separate zones. Depending on future funding or development activity, the topography suggests that it may be easy to develop one or both of the zones into parks or development sites. If developed, the site's depth would allow for a linear park to be provided along the south side of Boynton Avenue.



The abandoned recreation center has recently been demolished



Graphic showing the community suggested park expansion area

3.0 Needs Analysis

3.1 Successful Urban Parks

Successful urban parks share the common features of accessibility, visibility, and management. Together, these features activate a park and directly improve safety in and around it.

- **Accessibility:** An ideal park is fronted on all or most sides by streets. These encourage access from multiple points and offer routes in and out of the park. The park entrance should also be welcoming to attract responsible users.
- **Visibility:** Streets and buildings around a park increase visibility into and out of the park, effectively promoting safety through design.
- **Management:** Credible park management ensures long term use and maintenance, promoting a healthy and attractive atmosphere. Management can also deter loiterers.

These are important to consider in planning for the Peoplestown Parks because of their urban setting.

3.2 Opportunities and Constraints

The inventory provides the basis for the analysis of opportunities and issues that drive the conceptual master plan design. This section analyzes those elements to determine park needs.

Opportunities

- Very little of DL Stanton Park has been utilized, providing a blank slate of opportunity.
- The parks are adjacent to the BeltLine, providing direct future access to a large, multi-use trail.
- The surrounding neighborhood faces potential growth, providing potential weekday and weekend park users.
- Several schools are located near the parks and represent potential users.
- The relatively flat terrain of DL Stanton Park allows it to accommodate large fields and multi-use spaces.



Ideally, urban parks of all sizes are surrounded by streets and buildings that face into them
(Photo courtesy of Alex S. MacLean)

- The DL Stanton Park playground and Rick McDevitt Youth Center demonstrate strong community support for their facilities.
- DL Stanton Park can have a pedestrian and emergency entrance at its northeast corner in order to increase safety and visibility into the park.
- Increased public art could benefit both parks.
- Vacant and marginal lands by both parks could be acquired to expand the parks or be redeveloped into park-supportive uses.
- Topography in DL Stanton Park allows buildings to tuck into the hill and offer rooftop gardens.

Constraints

- Both parks have seen incidents of crime and suspicious activity.
- DL Stanton Park has only one entrance from Boynton Avenue and Martin Street, creating a disconnect between the neighborhood and the old recreation center.

3.3 Summary of Community Input

Community members guided the planning process and ensured that neighborhood needs were reflected in it. Major summary points include:

- There is strong desire to build a new recreation center, anticipated to be between 20,000 and

30,000 square feet.

- A baseball field is desired in DL Stanton Park. Funding is currently in place for construction in 2009.
- A linear greenway to connect the two parks along the south side of Boynton Avenue is a desirable option if larger park expansion is not immediately feasible. However, if additional right of way is needed to accommodate the greenway, it would be dependent on future acquisition and development.
- A walking trail is needed within DL Stanton Park. This could connect to the future BeltLine trail.
- Basketball courts are suggested to be relocated to the southeast corner of Four Corners Park for increased visibility along Hank Aaron Drive.
- The William McDevitt Youth Center could be replaced by a new improved recreation center.
- Flexible park spaces are preferred to more specific programmed elements.
- The community would like park improvements to focus on environmental excellence, including striving for LEED certification.
- An aquatic center is also desired, but due to the anticipated cost of \$15 to \$20 million dollars, it is not in the City's funding plans and would need to be funded through other means. The community would bear the responsibility for obtaining resources for construction and operation.



DL Stanton Park will soon house a community-supported baseball field



The community would like to see gardens provided if the community supported park expansion is acquired



Flexible spaces that can serve a variety of uses are desired

4.0 Concept Development

4.1 Concept Process

A range of concepts was developed to assist designers and the community in understanding potential park elements and their physical needs. These concepts were also important in gaining feedback and determining which elements to include in the Master Plan.

Summaries of the various options are presented below. The comments from the most preferred option for each park were carried forward for refinement in the Master Plan phase.

4.2 Four Corners Park Options

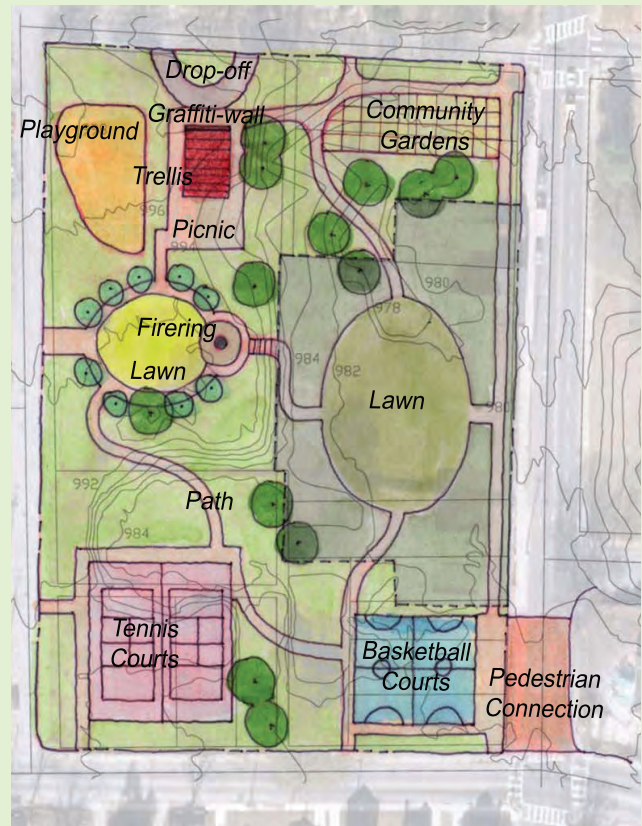
Three options were developed for Four Corners Park. Based on public feedback, Option B was the most preferred option, and also the most closely aligned with the previous park visioning effort.



Community members discuss park planning at a community open house

Four Corners Park Option A

- A wall/trellis/picnic area integrates the graffiti art wall with active uses.
- The playground stays in its current location.
- Basketball courts move to the southeast for visibility.
- Tennis courts are a new amenity.
- A fire ring serves as a community gathering place.
- Community gardens include a corner sculpture.
- A lawn is shown in the potential expansion area.

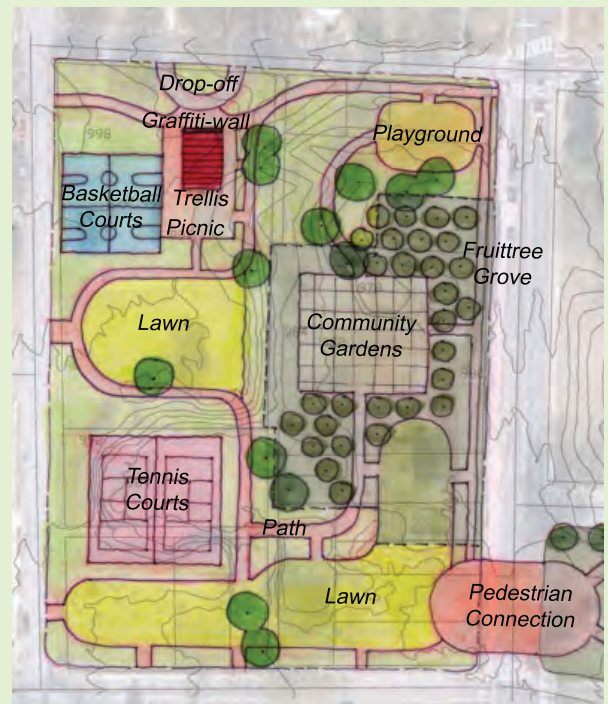


Four Corners Park Option B



- A plaza incorporates a corner sculpture.
- A picnic area with trellis incorporates the graffiti art wall.
- The playground remains in its current location.
- Basketball courts are moved to the southeast corner for visibility.
- Tennis courts are added.
- A lawn area serves as a community gathering place.
- Community gardens are shown in the park expansion area.
- A fruit tree grove is also included in the park expansion area.

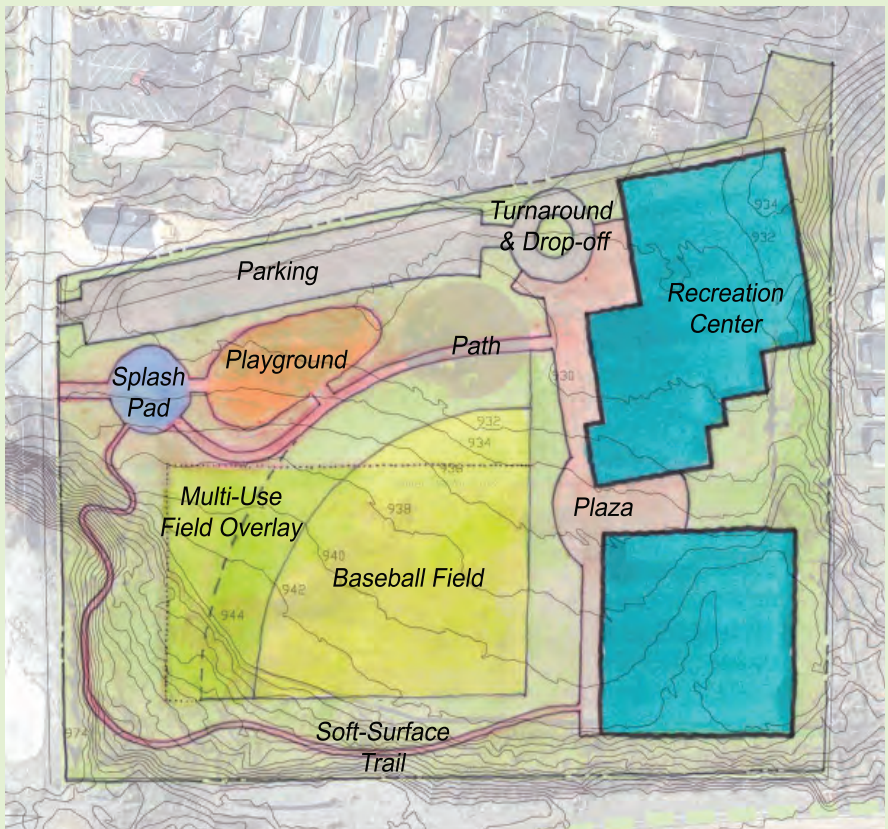
Four Corners Park Option C



- A wall/trellis/picnic area integrates the graffiti art wall with active uses.
- A playground incorporates a corner sculpture in the northeast.
- Basketball courts remain in their current location.
- Tennis courts are added as a new amenity.
- A formal lawn serves as a gathering place.
- Community gardens are located in the park expansion area.
- A fruit tree grove is also included in the park expansion area.
- Parking is located along the southern edge of Boynton Avenue.

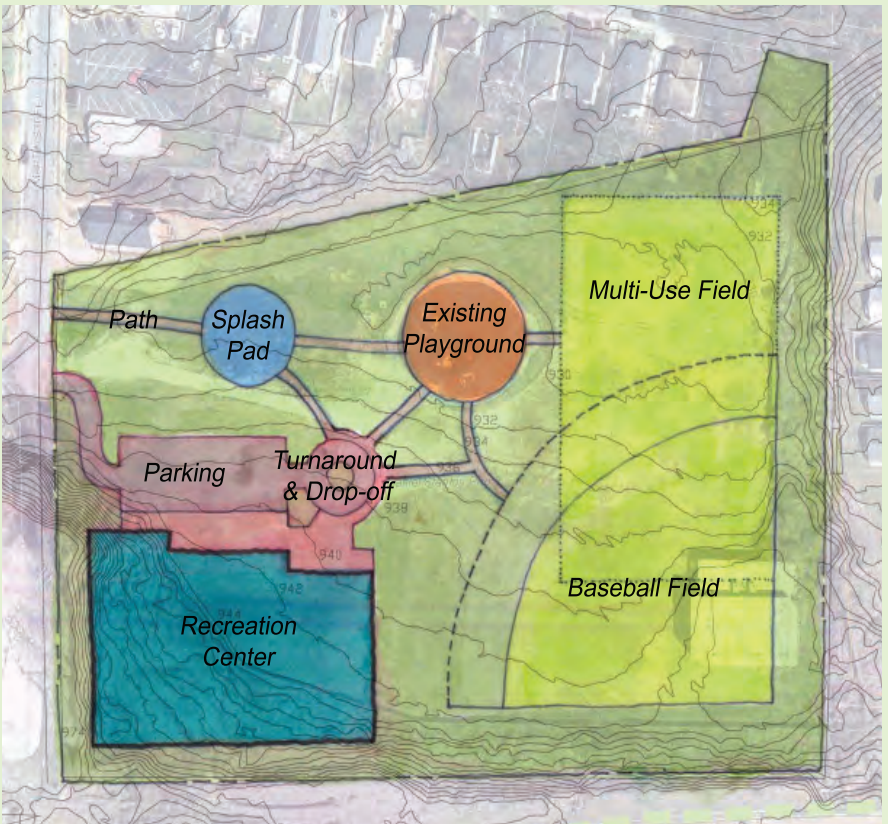
DL Stanton Park Option A

- A baseball field is oriented to the northwest and would require minimal grading.
- A multi-use field is overlaid on the baseball field in order to save space.
- A new recreation center is the focal point from Boynton Avenue and an aquatic center is located where the recreation center now sits.
- A splash pad and playground are located near the entry for ease of use.
- Parking is located inside the park, but is kept at the northern edge. It includes a turnaround and drop-off area.



DL Stanton Park Option B

- A baseball field is oriented to the northwest and would require minimal grading.
- A multi-use field is the focal point from Boynton Avenue, and a new Recreation Center is shown built into the hillside in southwest corner.
- A splash pad and playground are located beyond the baseball trajectory.
- Parking is located inside the park, but is kept at the western edge and includes a turnaround and drop-off area.



4.3 DL Stanton Park Options

Three options were also developed for DL Stanton Park. In each concept the playground was shown oversized, allowing ample room to accommodate earthwork and land sculpting.

The Steering Committee preferred Option B because it tucked the Recreation Center into the southwest hillside and allowed the eastern portion of the park to be used for field sports. This arrangement also allows for the active, programmed space to be located closest to the park entrance, with more open areas located in the eastern portion of the park.

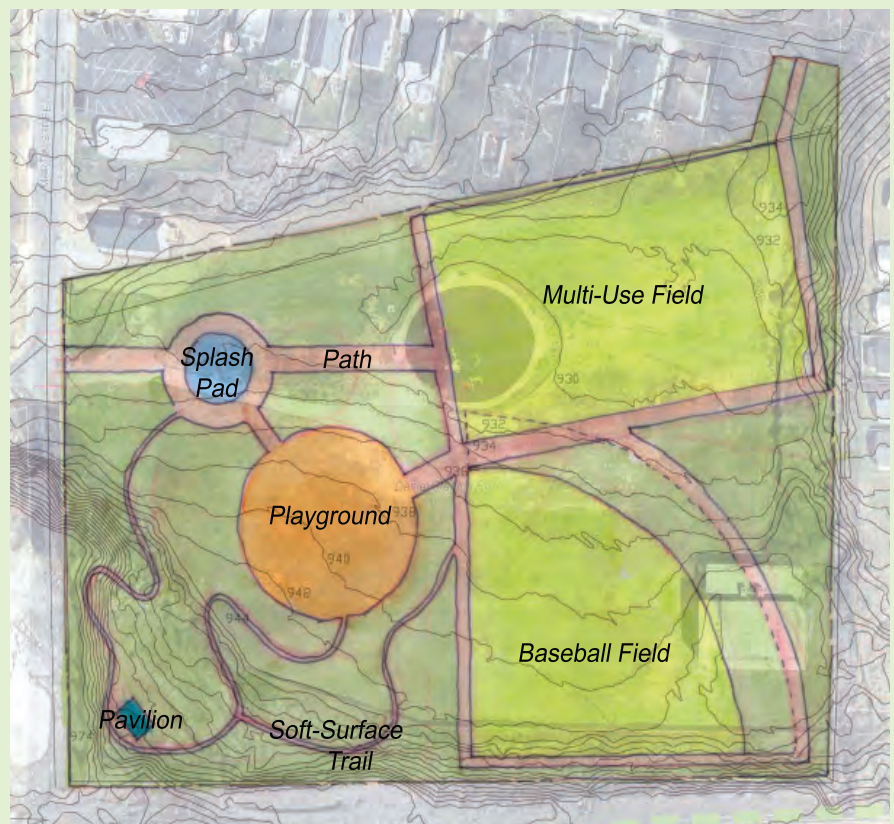


DL Stanton Park awaits a new master plan in order to showcase many new amenities for the community

DL Stanton Park Option C

- A baseball field is oriented to the northeast (this is ideal), but grading is required.
- A multi-use field is the focal point from Boynton Avenue.
- The splash pad and playground arrangement allows ample room for earthwork and interaction.
- A soft-surface trail meanders and encourages exploration into all areas of the park.

Note: In this concept, the Recreation Center is located on future park expansion land, allowing the current park area to be used largely for greenspace.





5.0 Master Plan

5.1 Overview

This master plan is intended to guide the long term development of Peoplestown Parks and to be a catalyst for related projects such as street connections, multi-use trails, and nearby land use planning. The foldout on the previous page illustrates what amenities could be developed and phased into the development of the parks over time. The guidelines and overall principles illustrated within this master plan should be followed to ensure a cohesive, comprehensive result.

The Peoplestown Parks Master Plan creates an improved community park directly adjoining the BeltLine by linking two existing neighborhood parks with a new linear park and multi-use trail. This combined park system creates a model for how adjacent parks can be integrated into the BeltLine corridor. It also serves as a an example for the City of Atlanta by realizing a successful community planning process and locating new and improved recreational amenities in deserving neighborhoods. Environmental responsibility and leadership are fundamental to the new master plan, through site design and location as well as building construction.

This proactive master plan will help define boundaries for new growth that occurs adjacent to the BeltLine and preserve needed park space for all to enjoy. Community support for a park system is crucial to its success and development, and maintains safety and security through active participation. The Peoplestown community has actively participated through the planning and design processes, and the resulting plan is one that the community can be proud of and enjoy for generations to come.



Playgrounds play an important role in the Master Plan



In Valencia Spain the *Jardines del Real* enhance the *Jardín del Turia* - a linear park similar to the Beltline vision; the Peoplestown Parks could do the same (courtesy multimap.com)



This aerial shows the relationship between the *Jardines del Real* (top right) and the *Jardín del Turia* (bottom); both are models for Atlanta (courtesy multimap.com)

5.2 Four Corners Park Master Plan

The improved Four Corners Park incorporates elements originating from public input received during the planning process. It builds upon the park's role as a community gathering space by offering better defined areas for gathering, active uses, and passive uses. The design preserves the existing tree canopy in the north-central portion of the site, as well as a specimen tree in the south-central part of the site. Formal and informal planting areas are introduced.

Park Elements and Amenities

Key elements of the park design include those described below. A small portion of the larger multi-use field and the gazebo/entry feature are located on private rather than city land. These areas would be part of the long-term implementation plan.

Materials throughout the park should be chosen with low maintenance in mind. Concrete paths, standard City of Atlanta park furnishings and fixtures, and native plantings are encouraged. Where present, walls should match the existing granite common in most Atlanta parks.

- **Unified Site Grading.** Because the park was once made up of smaller lots, it contains grade changes corresponding to them. These prevent the park from functioning as a single space, and will be removed by regrading in key areas.
- **Public Art Areas.** Currently there are sculptures in the playground at the northwest corner of the park and in the plaza at the northeast corner. These pieces are preserved and enhanced by introducing artwork sites at the two southern corners as well. This activates all corners of the park and defines its edges. It also improves aesthetics and promotes safety.
- **Expanded Playground Area.** The current playground and equipment is preserved and reconfigured. Creative earthwork and berms for natural, interactive play are added, along with a sandbox, slide, and a water feature.
- **William McDevitt Youth Center.** Prior to the potential construction of a new recreation center

in Stanton Park, the McDevitt Center building currently provides one of the few spaces for youth activity in the neighborhood. With the proposed addition of a state-of-the-art center in Stanton Park, the continuous maintenance of the existing Youth Center will no longer remain ideal from a public cost perspective.

However, it may be possible to obtain city support to retain and convert the building to a community center. The community first would need to raise outside capital and maintenance funds. They would then need to identify a stable entity capable of running the center. Both would need to be secured by the time the Youth Center is scheduled for removal.

- **Restored Woodland.** The area of existing hardwood trees in the north-central area of the park is preserved and restored by removing invasive species and introducing walking paths.
- **Multi-Use Fields.** A small lawn provides an entrance to the park from Crew Street. It serves as a gathering space and, because it is adjacent to the playground, can also be used for play. To the east, a larger lawn is reached by a series of steps or terraces from the smaller multi-use field. It provides a larger area for more significant active uses, such as organized sports.
- **Tennis Courts.** The introduction of tennis courts to the park offers a new amenity to the Peoplestown neighborhood. These are located at the southwestern corner of the park. The courts are framed by an entrance at Crew Street and Weyman Avenue, with a small plaza for viewing artwork or watching tennis matches.
- **Relocation of Basketball Courts.** The new location of the basketball courts is at the southeastern corner of the park. This relocation increases visibility and ensures that active "eyes on the street" and car traffic along Hank Aaron Drive can informally supervise recreational activities at the basketball courts.
- **Gazebo and Entry Feature.** The entrance to the park from Hank Aaron Drive and the proposed Boynton Avenue multi-use trail is highlighted by a row of benches and tree plantings that



Four Corners Park Master Plan

terminate on a new gazebo.

Although outside of the park property, it is also recommended that the abutting sidewalks be widened to incorporate a minimum 2-foot landscape strip adjacent to the street.

Potential Park Expansion Area

Due to the small size of Four Corners Park and the two small parcels of privately-held land remaining on the block, any long-term park planning effort should contemplate inclusion of these properties into the park. They are too small for viable development and would create a superior park experience if incorporated into the whole.

Potential options for the expansion areas include in the master plan are:

- ***Expanded Gazebo and Entry Plaza.*** The southern private property along Hank Aaron Drive could be the site of the main entrance into the park from Boynton Avenue
- ***Expanded Multi-Use Field.*** The multi-use field that constitutes most of the eastern half of the park could be expanded and more cohesively linked with the wooded area if the northern property along Hank Aaron Drive were acquired.

Given the positives and negatives of any expansion alternative, they will need to be carefully considered if and when future lands are acquired.

5.3 DL Stanton Park Master Plan

The master plan for DL Stanton Park calls for leaving behind the site's less-than-ideal past to create an engaging amenity that meets the needs of adjacent neighborhoods and capitalizes on adjacency to the BeltLine. The plan proposes to enhance the park with a variety of new active and passive spaces including a future recreation center. Materials throughout should focus on low maintenance, as discussed above for Four Corners Park.

Key elements of the plan include:

- **Stanton Recreation Center.** As part of the park's long-term development, a new recreation center is envisioned nestled into the hill in the southwest corner of the park. The new center would incorporate best practices in environmental stewardship and sustainability, as requested and envisioned by the Friends of Peoplestown Park. It could boast an external green roof and strive for LEED certification. With an internal space of 20,000 to 30,000 square feet (depending on funding availability and refinement of the building's program), the new recreation center would be sized to accommodate various community venues, potentially including youth activities currently housed in the McDevitt Center.

Given current financial challenges to staffing and operating existing community centers around the city, a new recreation center is a long-term development opportunity. In the near term, the grading and creation of a multi-use field in the southwest corner of the park can prepare the site for a future recreation center.

- **Parking.** A significant amount of on-street parking is available immediately adjacent to the park, and more parallel spaces will be constructed as a part of the Boynton Avenue Linear Park. To further support the proposed Recreation Center, a small pervious parking area to its west is proposed.

The parking lot's location does not separate the street from the park, which is able to extend all the way to Martin Street. This makes green space



Greenroofs offer interactive public space and enhance environmental sustainability

visible from the street and directly accessible for pedestrians without the need to cross any internal streets or parking lots. It also allows a continuous pedestrian flow between sidewalk and park and to integrate the green space with the neighborhood.

- **Baseball Field.** A new baseball field is located in the southeast corner of the park, with northwest orientation. The field's size accommodate Little League play and contains space for dugouts, bleachers, and a concessions, restroom, and storage building. The slope of this area and the adjacent lawn is relatively flat and requires only modest grading.

Due to topographic constraints in the southwest corner of the park and the future recreation center, as well as the existing playground in the northern part of the park, the southeast corner is the best location for the baseball field. Its northwest orientation is most appropriate to allow the best use of the multi-use fields.

- **Lawn/Multi-Use Fields.** Beyond the outfield and north of the proposed Recreation Center, multi-use fields provide flexible space for sports such as football, frisbee, and soccer. The shared field arrangement makes efficient use of park space and maximizes usable space for field sports as well as other more passive uses.
- **Walking/Multi-use Trails.** Walking and multi-use trails connect all major features of the park,

creating a network for internal park users and those passing through it. There are four points of connection to adjacent pedestrian systems, including the BeltLine, Martin Street, the Boynton Avenue connection to Four Corners Park, and Haygood Avenue.

Trails are constructed of concrete and situated to avoid intersecting with vehicular traffic, avoid potential conflicts, and create an enjoyable pedestrian experience. The main pedestrian entryway to the park is at Martin Street via an entry plaza and generous pedestrian boulevard. The greenway from Four Corners Park extends into Stanton Park and skirts the recreation center as it makes its way up the steep grade along the southern edge of the park to connect to the BeltLine.

- **Playground Area.** The existing playground equipment is incorporated into the master plan design, preserving the hard work of community volunteers and the generous contributions of corporate partners. There is space for placement of additional equipment that could even enhance this park feature.
- **Playground gazebo.** The existing playground space is enhanced by a new gazebo structure that lends parents and guardians a shaded place to oversee the activities on the playground. This structure also serves as a focal point from the main park entrance along the extension of Boynton Avenue into the park.

- **Natural Play Area.** Children are increasingly separated from nature, which some refer to as “nature-deficit disorder.” Especially in cities, access to natural areas that are safe for play is limited. The natural play area will provide an opportunity for children to interact with natural features in a playful way. Materials and forms are chosen to be safe and engaging for children. They include turf mounds of variable heights, low-branching trees, sand, rocks, and native plants. This area will complement the playground and splash pad to provide a range of attractive play opportunities for children.
- **Entry Plaza.** A welcoming and flexible plaza space is located near the entrance to the park to serve as a pedestrian gateway to the natural



Water features in parks can be a great generator of activity



The existing Kaboom! playground is incorporated into the DL Stanton Park master plan



The pedestrian way recommended from the natural play area to the recreation center will give priority to pedestrians



DL Stanton Park Master Plan

play and picnic area as well as a gathering place. Its location at the end of Boynton Avenue enhances the park's visibility and symbolically connects it to a similar facility planned at Four Corners Park.

- **Splash Pad.** This formal linear plaza is bordered by the walking trail and serves as an interactive play area during non-drought periods, or as additional active space adjacent to the playground when the fountains are inactive.

5.4 Connecting the Parks

A key recommendation of the Park Pride Master Plan

for Peoplestown Parks was to connect DL Stanton and Four Corners Parks by acquiring approximately 10 acres between the two for a park expansion. This effort envisioned a variety of uses for this area, including an aquatic center.

The long-term acquisition of this strip of land remains an important element of the community's Vision.

Boynton Avenue Linear Park

The spirit of connecting DL Stanton Park and Four Corners Park is central to the master plan. However, because of limited funds, the plan recommends

connecting them by a more modest means in the short-term that do not restrict the long-term vision. To achieve this, a streetscape/linear park is recommended along Boynton Avenue.

Elements of the Boynton Avenue linear park include:

- Fourteen small bulbouts on the north side of Boynton Avenue planted with street trees to create a green streetscape and cool parked cars.
- Relocated curbs and 5 larger bulbouts along the south side of Boynton Avenue.
- Street trees within a new 5 foot wide tree zone on the avenue's south side.
- New on-street parallel parking for cars.
- Highly-visible crosswalks.
- A 15 foot wide multi-use trail on the south side (10-15 feet would be located outside the right-of-way on private land via easement or zoning condition).
- A 5 foot landscaping strip adjacent to the trail (outside the right-of-way; also achievable via easement or zoning condition).

Except as noted, this concept can be accomplished in the existing right-of-way, which varies from 45 to 55 feet.

As a transportation project, this project can also be funded from the city's Capital Improvement Program rather than park-related funding.

Potential Future Park Expansion

The proposed streetscape could be the first component of a larger park along Boynton Avenue. All proposed elements except the trail can be accommodated in the existing right-of-way, yet future park space could be expanded even further, particularly if the neighborhood-desired aquatic center is to become a reality.

The City of Atlanta and the community should continue to explore open space acquisition south of Boynton Avenue, which could be achieved by



View along Boynton Avenue looking towards Stanton Park



Proposed Boynton Avenue Streetscape



The proposed streetscape could resemble the Westside Trail adjacent to Washington Park in Atlanta

the following means:

- **Outside Funding Sources:** Friends of Peopletown Park should continue to explore funding sources for future park expansion, including options for acquiring the approximately 10-acre site as well as more incremental solutions.
- **Zoning-Required Open Space:** City of Atlanta zoning requires many residential developments to provide usable open space and non-residential developments to provide public space. If land south of Boynton Avenue cannot be purchased for park space, it is highly recommended that private developers provide a minimum 30 foot wide (as measured from the existing right-of-way) linear park adjacent to said trail as part of meeting their on-site public and open space requirements. Said space should be fronted by active uses and buildings. Depending on the projects specifics, a greater amount may also be achievable.

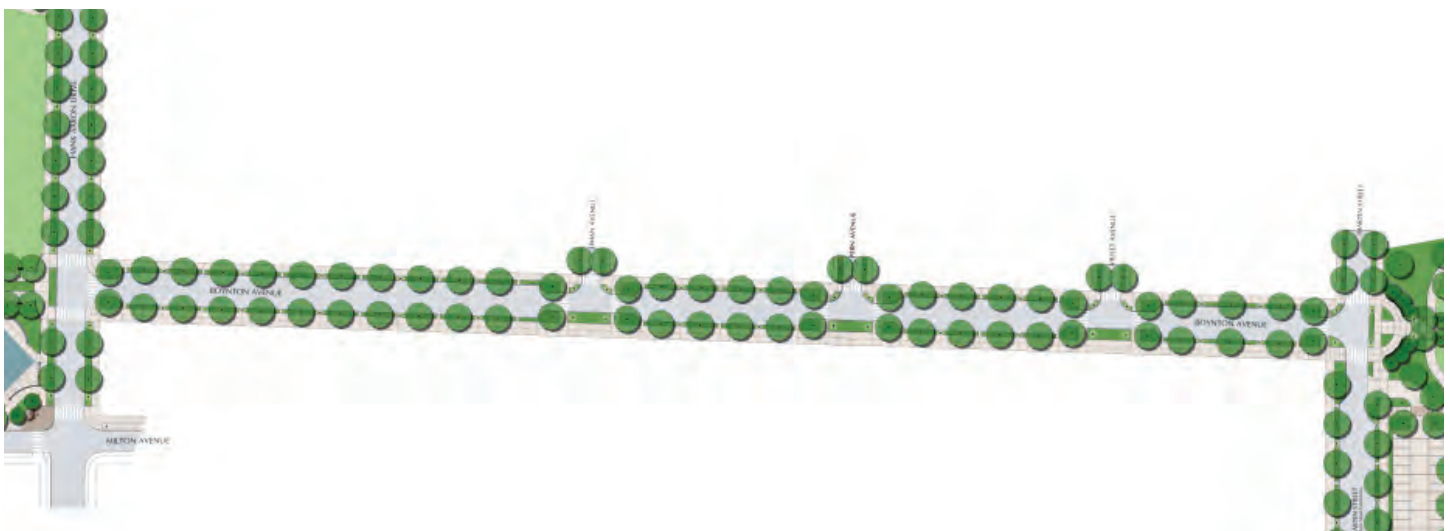
Both options will require diligence on the part of community residents and the City of Atlanta. Outside funding would require grant writing and outreach for donations, while the zoning option would require carefully written conditions negotiated with the a developer through the rezoning review process. It will not be an easy effort, but diligence is necessary in times of high land costs and limited public funds.



It may be possible for private development to provide a linear park along the proposed Boynton Avenue streetscape



Any new linear park, no matter how small, must be fronted by buildings that engage it with stoops, porches, or storefronts



The linear park streetscape connects Four Corners Park to Stanton Park along the southern edge of Boynton Avenue

6.0 Implementation

6.1 Phasing

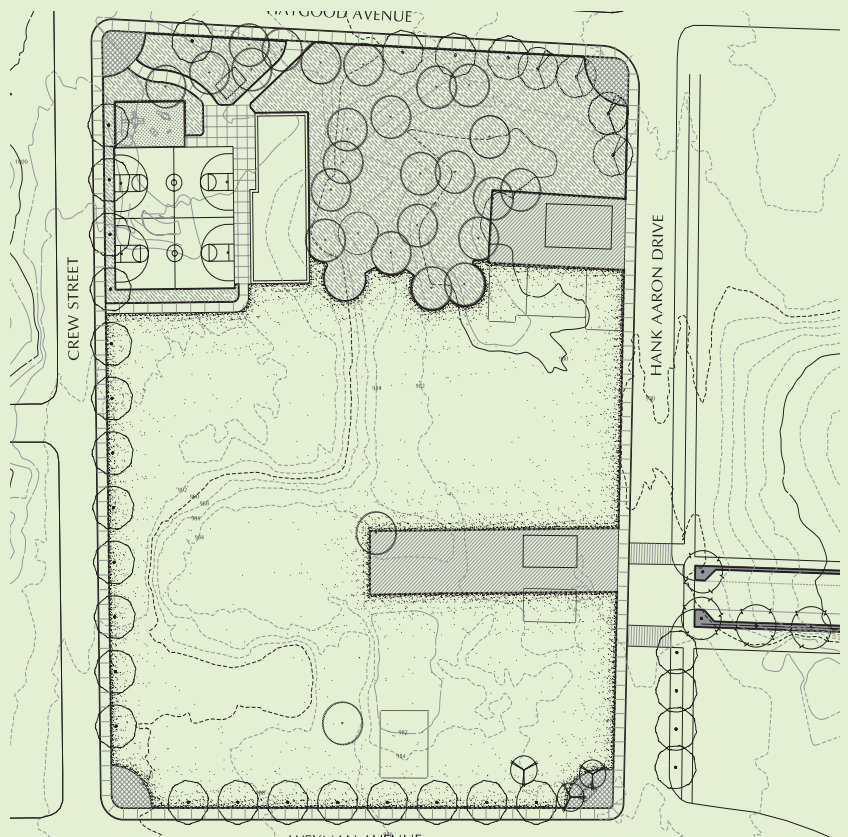
The Master Plan described here is a vision for upgrading and expanding Peoplestown parks to better serve the needs of current and future users. To achieve this vision, recommended improvements in each park have been divided into phases to guide the transformation of the parks as funding is available.

The following pages summarize each project and lay out their proposed phasing.

Four Corners Park - Phase 1:

Clean-Up, Grading, and Planting

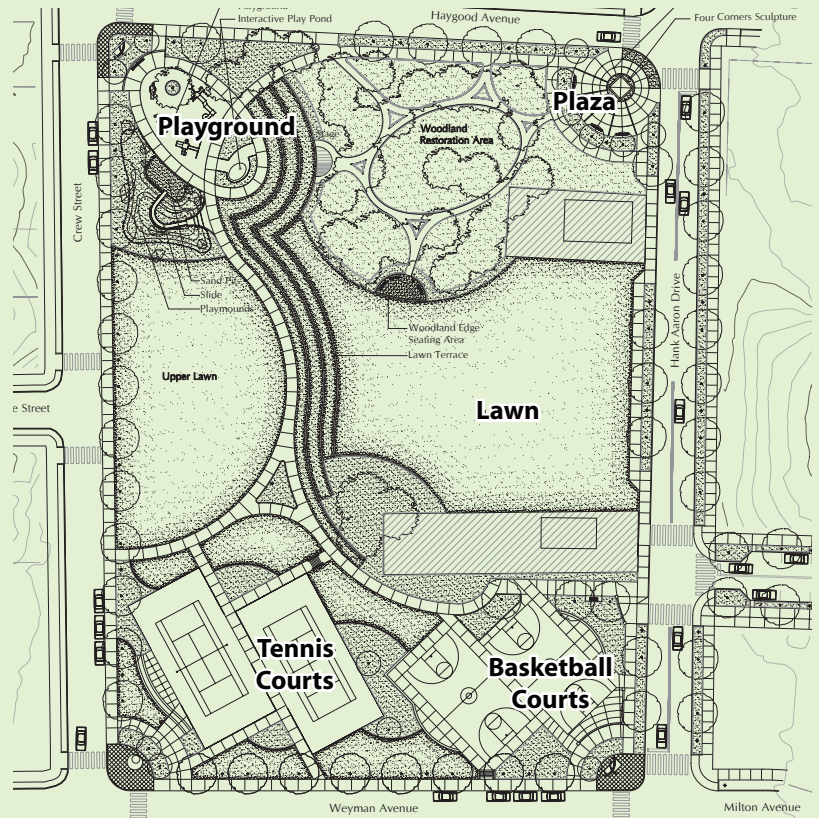
- Site grading to remove old basement holes, retaining walls, etc.
- Remove back-filled soil around existing trees to restore original grade
- Clean up stream bed/drainage area
- Keep basketball courts and McDevitt Youth Center in current location
- Plant new perimeter trees



Four Corners Park - Phase 2:

Tennis Courts, Playground, and Lawns

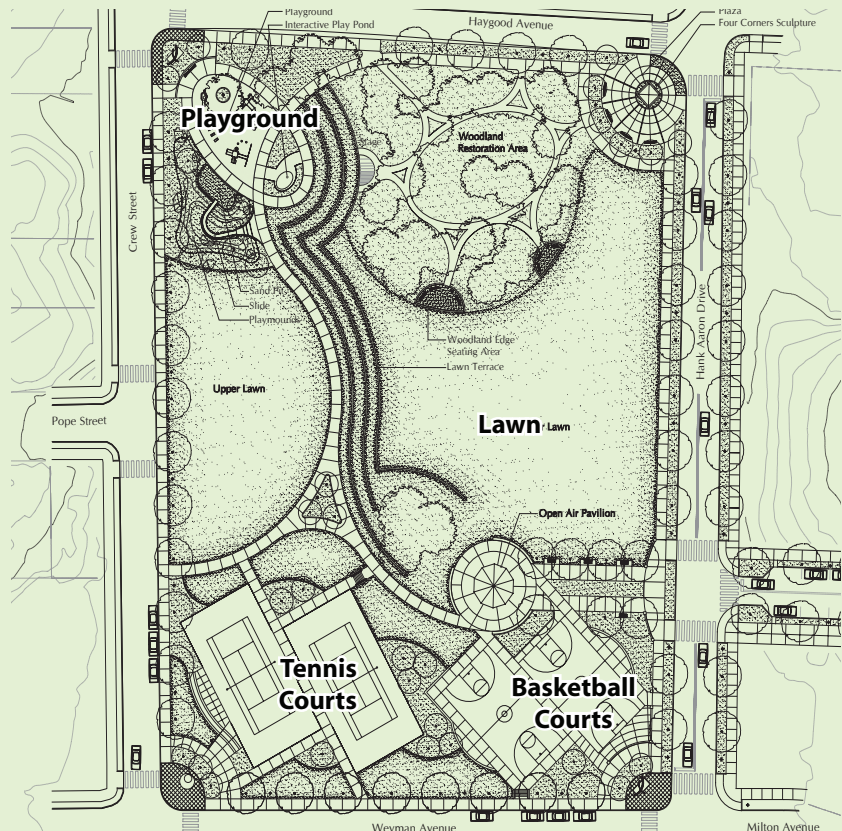
- Add art opportunities to all corners of the park
- Move existing industrial artifact along Crew Street to southwest corner.
- After the construction of the recreation center in DL Stanton Park, examine feasibility of adaptive reuse of the McDevitt Center using community generated funds.
- Construct new tennis courts in the southwest corner of the park to offer a new amenity for the neighborhood
- Expand existing playground



Four Corners Park - Phase 3:

Expansion Area*

- Gazebo, entry plaza, and connection to Boynton Avenue multi-use trail
- Multi-use field expansion to connect with wooded area

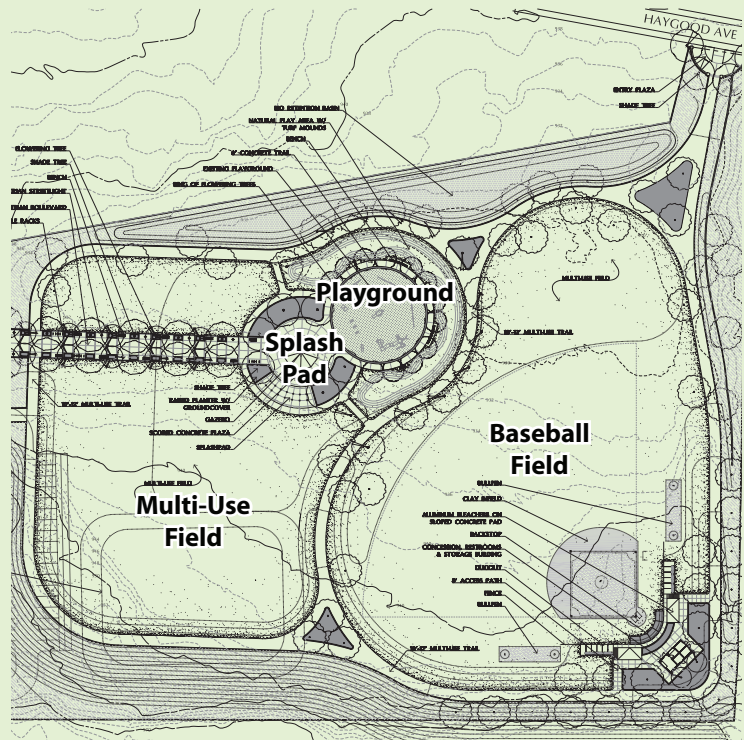


*Requires additional land acquisition.

Stanton Park - Phase 1:

Fields, Playground, Entry, and Trails

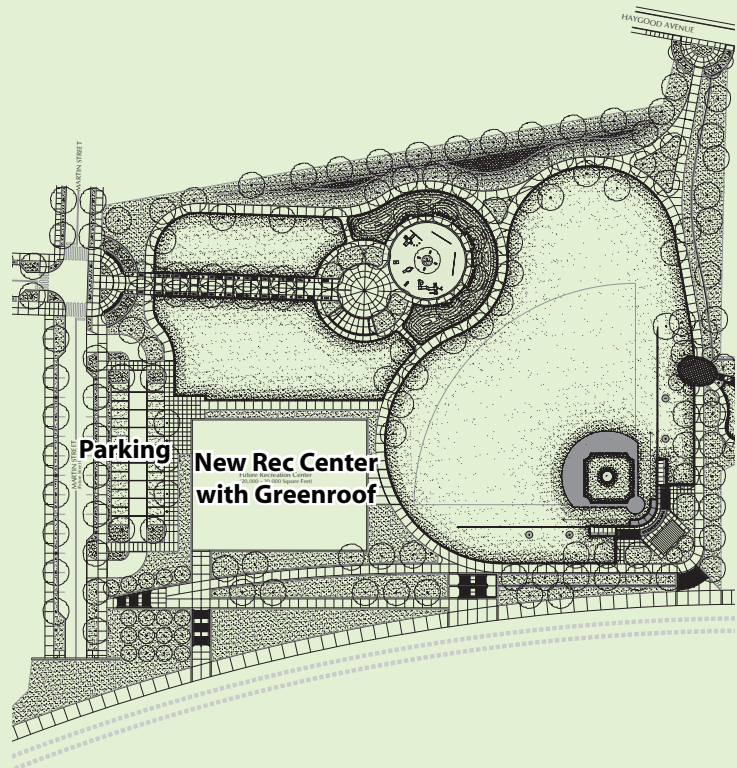
- Retain the existing playground equipment and enhance it with the provision of a natural play area and splash pad
- Construct a gazebo adjacent to the playground to allow adults to supervise play and to provide a terminus to the pedestrian boulevard and Boynton Avenue
- Provide a new baseball field with aluminum stands and a dugout
- Create two multi-use fields
- Remove existing recreation center building
- Implement soft-surface trails, plantings, and bike racks to complete the phase



Stanton Park - Phase 2:

Recreation Center, Parking, & Trail Connection

- The main element of this phase will be a new environmentally-friendly recreation center, adjacent to the BeltLine and accessed by a new entrance at Martin Drive/Boynton Avenue
- A parking area with bioswales will accent the greenroof and new interior trees
- A trail connection to the BeltLine multi-use trail will be included with the construction of the Recreation Center
- A potential eastern connection to Grant Way
- New concession stands, restrooms, and a storage area for the baseball field



Boynton Avenue Streetscape:

- The improved streetscape and multi-use trail will serve as a critical link between Four Corners and Stanton Park
- All proposed elements of the Boynton Avenue Streetscape, except the multi-use trail, can be accommodated within the existing right-of-way. An additional 20' of right-of-way is needed for the multi-use trail
- In the future, a possible expansion area could extend southward



Appendix 6: LCI Supplemental Materials

LCI SUPPLEMENTAL MATERIALS

It is the intention of Atlanta BeltLine, Inc. to submit this document as a grandfathered Livable Centers Initiative (LCI) study. The materials contained within this section are intended to support that effort.

Consistency with LCI Components

This study and the recommendations contained herein are consistent with the ten components of the LCI program as identified below:

1. Efficiency/feasibility of land uses and mix appropriate for future growth including new and/or revised land use regulations needed to complete the development program.

Land use recommendations call for the introduction of increased housing and employment options along the BeltLine. These include above-shop housing in new mixed-use buildings, live/work units, multifamily buildings, senior housing, and townhomes; all types include an affordable component. Single-family homes are provided in the preserved adjacent neighborhoods.

The plan also calls for expanding the offerings of small neighborhood commercial uses, larger community-oriented commercial uses at key nodes, offices, civic space, and preserved industrial uses.

In addition, the plan includes design policies and recommends amendments to the zoning code and future land use plan to achieve the design and land use patterns contained herein. On top of this, the BeltLine is already subject to an existing overlay district which ensures basic elements of urban design.

2. Transportation demand reduction measures.

The plan proposes reducing auto demand by shifting some auto trips to pedestrian and bicycle trips in the short term, and a longer-term mode shift to future transit. Short term efforts are achieved via a multifaceted effort to locate different land uses within walking distance, improve pedestrian facilities, and improve bicycle facilities. Longer-term, the plan creates high-density activity nodes around proposed transit stops.

3. Internal mobility requirements, such as traffic calming, pedestrian circulation, transit circulation, and bicycle circulation.

One of the central tenets of this study is to improve operations of existing roadways through intersection improvements, signal timing, and curb cut reductions. By doing so, while refraining from roadway widenings that could be detrimental to other modes and land use desires, the plan improves mobility for drivers and accessibility for non-drivers.

In the short term accessibility for non-drivers is improved by: building new sidewalks along key streets; creating an off-street multi-use trail system for bicyclists and pedestrians; and improving pedestrian and bicycle connectivity over existing rail lines. Longer-term BeltLine transit will greatly enhance transit options.

4. Mixed-income housing, job/housing match and social issues.

Subarea 2 currently contains a range of housing options from small, inexpensive multifamily units to larger single-family homes. The Plan proposes preserving these existing options and introducing new ones (identified in item 1 above) to the subarea in currently auto-oriented commercial or former industrial sites. Affordable housing is central to this and is supported by other initiatives outside the scope of this plan.

The plan also proposes increasing diverse employment options within walking distance of existing and proposed housing. Murphy Triangle is envisioned as a mixed-use employment center, while the area around Pryor Road at University Avenue is envisioned as a professional node that will concentrate future office development. Strengthened neighborhood commercial uses throughout will support local merchants and keep dollars in the community.

5. Continuity of local streets in the study area and the development of a network of minor roads.

The subarea has a good network of local streets and minor roads within its existing neighborhood, but offers poor connectivity across the BeltLine in many areas. The plan identifies opportunities to improve this, most notably by extending University Avenue to Avon Avenue across the Beltline, and creating an alternative I-75/85 crossing south of University Avenue. The plan also identifies extensive new private streets and alleys that will be mandated by local zoning with development.

6. Need for/identification of future transit circulation systems.

The planning process reviewed existing MARTA bus service, but did not recommend major modifications. As part of the greater BeltLine planning effort, transit is planned along the BeltLine. Bus rapid transit is also being considered along Pryor Road (per the Connect Atlanta Plan) and a future streetcar along Lee Street, at the subarea's western edge.

7. Connectivity of transportation system to other centers.

The closest existing centers are downtown and the airport, but plans are also underway to develop a major center at the former Fort McPherson site. The Plan includes recommendations that would improve connectivity to these centers via enhanced transit service, enhanced bicycle facilities, and improved roadway operations.

8. Center development organization, management, promotion, and economic restructuring.

The plan is intended to provide long-term economic growth to the Heritage Communities of South Atlanta by restructuring the area's economy in a way that benefits existing businesses and promotes new ones. Central to this is the redevelopment of marginal industrial and warehouse sites into shops, offices, and businesses that will take advantage of future transit access and proximity to downtown. Policies are provided to guide the City of Atlanta and developers in supporting local entrepreneurs and creating jobs that serve area residents.

Ongoing efforts by Atlanta BeltLine, Inc. may further refine these recommended policies into specific programs. These programs notwithstanding, the introduction of new housing near existing and proposed commercial or mixed-use nodes will support existing retailers by increasing their customer base.

9. Stakeholder participation and support.

The study process included extensive public involvement in the form of a Steering Committee and Study Group, which met several times between August 2007 and August 2008 to guide the planning process. In addition, the consultants met one-on-one with a variety of groups, including merchants and developers, while Atlanta BeltLine, Inc. hosted a series of open houses and informational meetings.

10. Public and private investment policy.

The plan calls for the City of Atlanta and Atlanta BeltLine, Inc. to continue their efforts to direct investment into the BeltLine area via public improvements. The City has a long history of using public infrastructure to spur private development that will continue into the future. In Subarea 2, these infrastructure investments will focus on parks, multi-use trails, affordable housing, transit and pedestrian facilities, new street connections, and vehicular upgrades.