

*Operational Analysis*

# **Peachtree Streetscape Atlanta, Georgia**

*Prepared for:*

Central Atlanta Progress

*Prepared by:*

Kimley-Horn and Associates, Inc.

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## EXECUTIVE SUMMARY

The proposed project is an upgrade of roadway and pedestrian facilities along Peachtree Street in Downtown and Midtown Atlanta. Plans prepared by Kimley-Horn and Associates, Inc., Urban Resources Group (a division of Kimley-Horn and Associates, Inc.), and EDAW propose that vehicular capacity reductions occur in two major segments of the corridor (Forsyth Street to Baker Street and Ralph McGill Boulevard to North Avenue), and that medians, on-street parking, and wider sidewalks be constructed with the existing right-of-way. Other roadway and traffic operations recommendations are proposed at isolated intersections and segments throughout the corridor in order to improve operations and/or safety for both vehicles and pedestrians. **Figure 1** shows the location of the project network.

Kimley-Horn and Associates, Inc. has been retained to perform an operational analysis of the existing 2006 network as well as the modified network which includes vehicular capacity reductions and intersection improvements.

Based on the operational analyses throughout the modified network, it was concluded that the corridor will experience minimal reductions in Level of Service due to vehicular capacity reductions and vehicular and pedestrian intersection improvements.

The roadway modifications proposed include the following (from south to north):

- WALL STREET
  - Construct a signal at the intersection with Peachtree Street
    - Approved and to be constructed in 2007 as part of the GDOT Peachtree Viaduct project
- POPLAR STREET
  - Construct a signal at the intersection with Peachtree Street
    - Approved and to be constructed in 2007 as part of the ADID Peachtree Crossings project
- WALTON STREET
  - Construct a signal at the intersection with Peachtree Street
    - Approved and to be constructed in 2007 as part of the ADID Peachtree Crossings project
- FORSYTH STREET TO ELLIS STREET
  - Reduce the southbound direction to two lanes and install a median
  - Convert the southbound shared through / right-turn and right-turn only lanes at Forsyth Street to a shared through / right-turn lane; the existing southbound inside through lane will remain
  - Modify signal control to remove the southbound right-turn overlap phase
- ELLIS STREET TO ANDREW YOUNG INTERNATIONAL BOULEVARD
  - Reduce the southbound direction to two lanes and install a median
- ANDREW YOUNG INTERNATIONAL BOULEVARD TO HARRIS STREET
  - Reduce the southbound direction to two lanes and install a median

- HARRIS STREET TO BAKER STREET
  - Reduce the southbound direction to two lanes and install a median
  - Provide a median break at the Hyatt Regency Hotel entrance driveway
  
- RALPH MCGILL BOULEVARD
  - Convert the existing northbound shared through / right-turn lane to a right-turn only lane and adjacent northbound through lane to a through / right-turn lane
  - Provide barrier separation for the right-turn only lane with advance signage to restrict use of the lane to vehicles coming from Peachtree Center Avenue
  - Restripe the gore at the intersection of Peachtree Street and Peachtree Center Avenue to provide more distance for vehicles to merge into the shared lane
  
- RALPH MCGILL BOULEVARD TO PINE STREET
  - Reduce the northbound direction to two lanes and remove the two-way left-turn lane
  - Maintain the existing southbound left-turn lane at Ralph McGill Boulevard
  - Install a median and wider sidewalks on both sides of the bridge
  - Install a median from the northern limits of the bridge to the intersection at Pine Street including median breaks as necessary for St. Luke's Church and parking lot
  
- PINE STREET TO RENAISSANCE PARKWAY
  - Reduce the northbound direction to two lanes and extend existing on-street parking on the east side of the road to the entire block
  
- RENAISSANCE PARKWAY TO LINDEN AVENUE
  - Add a northbound left-turn lane at Linden Avenue
  - Reduce the northbound direction to two lanes and install on-street parking on the east side of the road until the beginning of the northbound left-turn lane at Linden Avenue (approximately 225' before the intersection at Linden Avenue)
  
- LINDEN AVENUE TO NORTH AVENUE
  - Restripe the inside northbound receiving lane to provide a southbound left-turn lane at Linden Avenue. To the north of the turn lane, taper back to three northbound lanes at North Avenue
  
- NORTH AVENUE
  - Prohibit southbound left turns from Peachtree Street to North Avenue
  
- PONCE DE LEON AVENUE (Recommended modifications from Midtown Alliance's North / Ponce Intersections project completed by URS Corporation)
  - Remove northbound right-turn channelization
  - Improve advance signage for the dedicated right-turn lane (additional recommendation from the Peachtree Streetscape analysis)
  - Modify the westbound direction to consist of one through lane and one right turn-lane with one receiving lane
  - Convert the west leg to two-way including one eastbound shared through / right-turn lane with one receiving lane on the east leg

## 1.0 INTRODUCTION

A primary focus of the Peachtree Streetscape Project is to improve the quality and safety of the pedestrian environment through use of wider sidewalks, planting strips and landscaping, medians, and lighting while providing additional on-street parking and maintaining acceptable Levels of Service for vehicular traffic. Opportunities to reduce vehicular capacity along segments of Peachtree Street between Martin Luther King, Jr. Drive in Downtown and 3rd Street in Midtown provide right-of-way for wider sidewalks, medians, and on-street parking. Traffic analyses of these roadway improvements are included in this report.

The Peachtree Streetscape project consists of roadway and pedestrian facility upgrades along the corridor of Peachtree Street from Martin Luther King, Jr. Drive to 3rd Street, including the intersections of Peachtree Street with the following roadways (listed from south to north):

- Martin Luther King, Jr. Drive
- Alabama Street
- Wall Street
- Five Points (Marietta Street / Decatur Street and Edgewood Avenue)\*
- Walton Street
- Poplar Street (pedestrian crossing)
- Luckie Street / Auburn Avenue / Broad Street
- Williams Street
- John Wesley Dobbs Avenue
- Forsyth Street / Carnegie Way
- Ellis Street
- Andrew Young International Boulevard
- Harris Street
- Baker Street
- West Peachtree Street
- Ralph McGill Boulevard
- Pine Street
- Renaissance Parkway
- Linden Avenue
- North Avenue
- Ponce de Leon Avenue
- 3<sup>rd</sup> Street

\* The Five Points intersection consists of two signalized intersections and one unsignalized intersection: 1) Peachtree Street (north and south) at Marietta Street (west) and Decatur Street (east); 2) Peachtree Street (north and south) at Edgewood Avenue (west and east); and 3) Marietta Street (west and east) at Edgewood Avenue (north).

**Figure 1** displays the locations and the limits of the project.

Operational analyses were performed for the above listed intersections within the project limits for weekday AM and PM peak hour existing conditions. Operational analyses were also performed for the modified roadway and traffic operations conditions for the weekday AM and PM peak hours.

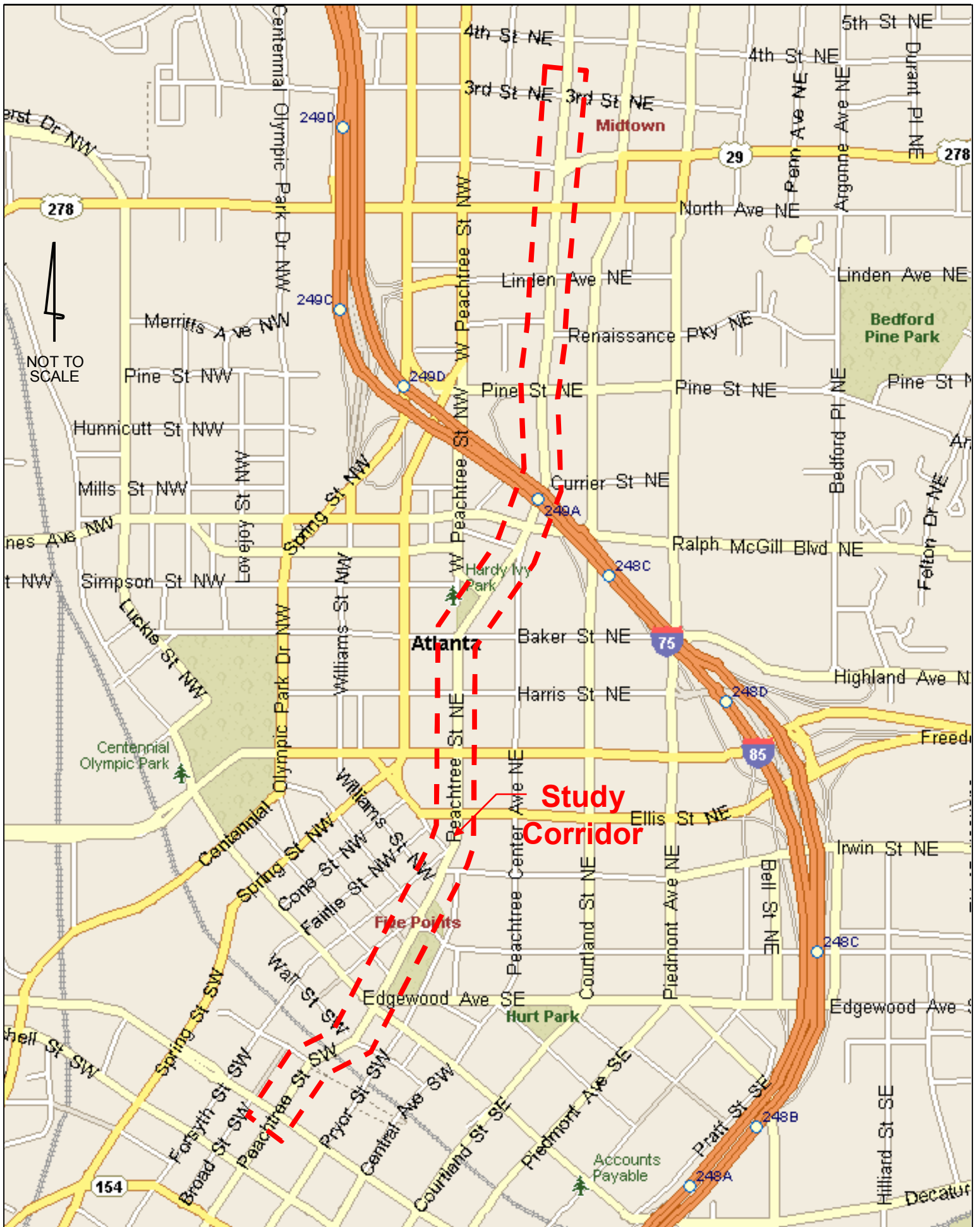
## 2.0 EXISTING CONDITIONS

### 2.1 Existing Laneage

One major corridor, Peachtree Street, was included in the traffic analysis. Peachtree Street is primarily a four-lane roadway that runs north and south. The segment from Forsyth Street to Baker Street consists of two lanes northbound and three lanes southbound, and the segment from Ralph McGill Boulevard to North Avenue consists of three lanes northbound and two lanes southbound. The intersecting roadways are comprised of both one-way and two-way streets. The westbound one-way streets include Martin Luther King, Jr. Drive, Luckie Street, Andrew Young International Boulevard, Baker Street, and the western leg of Ponce de Leon Avenue. The eastbound one-way streets include Walton Street, Williams Street, Ellis Street, Harris Street, and Pine Street. The final one-way street, Broad Street, runs northeast to southwest. Poplar Street (at its intersection with Peachtree Street) is a pedestrian-only crossing. All other roadways included in this analysis are two-way facilities including the following: Alabama Street (buses only), Wall Street, Marietta Street / Decatur Street, Edgewood Avenue, Auburn Avenue, John Wesley Dobbs Avenue, Forsyth Street, Carnegie Way, West Peachtree Street, Ralph McGill Boulevard, Renaissance Parkway, Linden Avenue, North Avenue, the eastern leg of Ponce de Leon Avenue, and 3<sup>rd</sup> Street.

### 2.2 Traffic Data Collection

Fourteen signalized intersections, five unsignalized intersections, and one pedestrian crossing were counted during the weekday AM peak period (7:00 to 9:00 AM) and weekday PM peak period (4:00 to 6:00 PM) between June 6 and July 6, 2006. Counts at the signalized intersections of Peachtree Street with North Avenue and Ponce de Leon Avenue were utilized from Midtown Alliance's North / Ponce Intersections project. These counts were conducted during the weekday AM peak period (6:30 to 9:30 AM) and weekday PM peak period (3:00 to 6:30 PM) in November, 2005. Refer to 3.0 *Operational Analysis (Existing Conditions)* for intersection details. **Figure 2** displays the existing network including roadway laneages and turning movement counts. Right- and left-turn movements which are prohibited or restricted to only buses at the intersections of Peachtree Street with Marietta Street / Decatur Street and Edgewood Avenue are displayed as such in the figure. However, if illegal turning movements occurred eight or more times during any peak hour, those counts were input into Synchro for analysis.



**Peachtree Streetscape  
Operational Analysis**

**Project  
Location**

**Figure  
1**



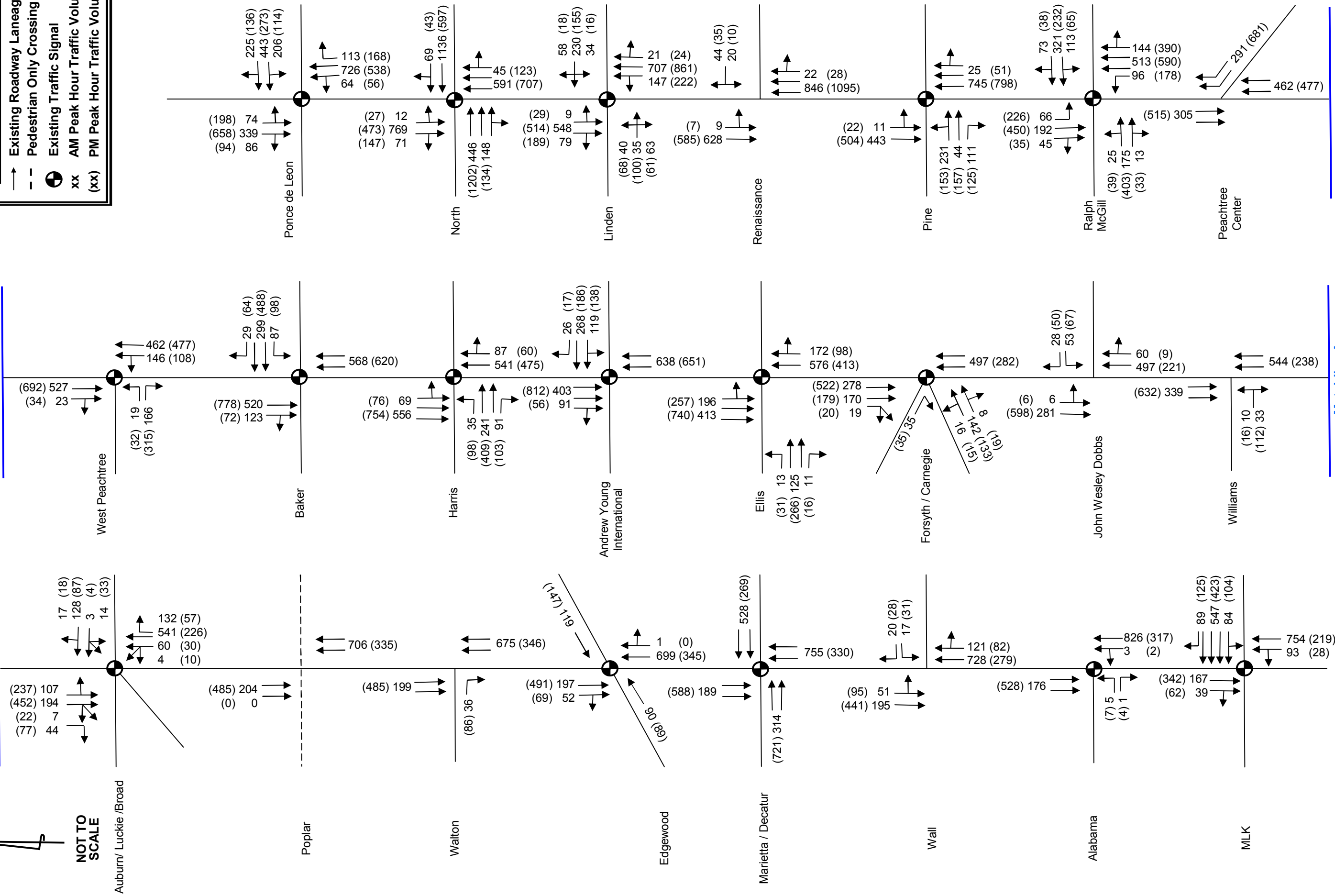
NOT TO SCALE

Matchline A

Matchline B

LEGEND

- Existing Roadway Laneage
- - Pedestrian Only Crossing
- Existing Traffic Signal
- xx AM Peak Hour Traffic Volumes
- (xx) PM Peak Hour Traffic Volumes



### Peachtree Streetscape Operational Analysis

### Existing 2006 Conditions

### Figure 2

### 3.0 OPERATIONAL ANALYSIS (Existing Conditions)

Level of Service determinations were made using *Synchro Professional, Version 6.0* for the weekday AM and PM peak hours for the following intersections:

- Martin Luther King, Jr. Drive (signalized)
- Alabama Street (signalized)
- Wall Street (unsignalized)
- Five Points - Marietta Street / Decatur Street (signalized)
- Five Points - Edgewood Avenue (signalized)
- Walton Street (unsignalized)
- Poplar Street (pedestrian crossing, unsignalized)
- Luckie Street / Auburn Avenue / Broad Street (signalized)
- Williams Street (unsignalized)
- John Wesley Dobbs Avenue (unsignalized)
- Forsyth Street / Carnegie Way (signalized)
- Ellis Street (signalized)
- Andrew Young International Boulevard (signalized)
- Harris Street (signalized)
- Baker Street (signalized)
- West Peachtree Street (signalized)
- Ralph McGill Boulevard (signalized)
- Pine Street (signalized)
- Renaissance Parkway (unsignalized)
- Linden Avenue (signalized)
- North Avenue (signalized, from previous study)
- Ponce de Leon Avenue (signalized, from previous study)

*Synchro* uses methodologies contained in the *2000 Highway Capacity Manual* to determine the operating characteristics of the study intersections. Capacity is defined as the maximum number of vehicles that can pass over a particular road segment or through a particular intersection within a specified period under prevailing roadway, traffic, and control conditions.

Level of Service (LOS) is used to describe the operating characteristics of a road segment or intersection in relation to its capacity. LOS is a qualitative measure that describes operational conditions and motorists perceptions with a traffic stream. The *Highway Capacity Manual* defines six Levels of Service, LOS A through LOS F, with A being the best and F the worst. Copies of the signalized and unsignalized intersection capacity analyses are included in the Appendix.

### 3.1 Existing Intersection Analysis

**Table 1** displays the Levels of Service during the AM peak and PM peak periods for the sixteen signalized intersections, five unsignalized intersections, and one pedestrian crossing. All signalized intersections operate at LOS C or better, and all minor approaches of unsignalized intersections operate at LOS D or better for both peak periods. The intersection Levels of Service indicate that capacity reductions along some segments of the corridor may be acceptable. According to the analysis, a reduction in laneage will not have a significant effect on intersection LOS on segments that currently operate under capacity.

<b>Table 1</b> <b>Peachtree Streetscape</b> <b>Existing 2006 Conditions Intersection Levels of Service</b> <b>LOS (delay in seconds)</b>				
Intersection		Control	AM Peak Hour	PM Peak Hour
1	Peachtree Street @ Martin Luther King, Jr. Drive	Signal	B (16.1)	B (15.7)
2	Peachtree Street @ Alabama Street	Signal	A (3.9)	A (8.7)
3	Peachtree Street @ Wall Street	Stop Sign Side Street	C	B
4A	Peachtree Street @ Five Points (Marietta Street / Decatur Street)	Signal	B (16.0)	B (14.2)
4B	Peachtree Street @ Five Points (Edgewood Avenue)	Signal	A (6.9)	B (12.2)
5	Peachtree Street @ Walton Street	Stop Sign Side Street	A	B
6	Peachtree Street @ Poplar Street	Pedestrian Crosswalk	-	-
7	Peachtree Street @ Luckie Street / Auburn Avenue / Broad Street	Signal	A (5.7)	A (8.4)
8	Peachtree Street @ Williams Street	Stop Sign Side Street	B	B
9	Peachtree Street @ John Wesley Dobbs Avenue	Stop Sign Side Street	C	C
10	Peachtree Street @ Forsyth Street / Carnegie Way	Signal	B (14.8)	B (18.0)
11	Peachtree Street @ Ellis Street	Signal	A (6.9)	A (8.5)
12	Peachtree Street @ Andrew Young International Boulevard	Signal	B (12.8)	B (14.1)
13	Peachtree Street @ Harris Street	Signal	A (7.4)	B (11.8)
14	Peachtree Street @ Baker Street	Signal	B (13.3)	B (14.6)
15	Peachtree Street @ West Peachtree Street	Signal	B (10.6)	B (12.3)
16	Peachtree Street @ Ralph McGill Boulevard	Signal	C (22.1)	C (27.9)
17	Peachtree Street @ Pine Street	Signal	B (11.5)	B (10.1)
18	Peachtree Street @ Renaissance Parkway	Stop Sign Side Street	C	D
19	Peachtree Street @ Linden Avenue	Signal	B (16.2)	B (14.0)
20	Peachtree Street @ North Avenue	Signal	C (23.8)	B (18.8)
21	Peachtree Street @ Ponce de Leon Avenue	Signal	B (15.5)	B (15.2)

#### 4.0 REVIEW OF ACCIDENT HISTORY

In addition to analyzing existing Levels of Service, it is also important to review accident history along the corridor and its included intersections. Information on accidents between the years of 2002 and 2004 were obtained from GDOT for all of the intersections in the study network. Complete records from 2005 were not yet available.

Accidents were grouped at each intersection by the type of collision as well as the direction in which the vehicle or vehicles were moving. **Table 2** below shows the intersections that had ten or more incidents of similar type and direction of travel over the three-year period. Information provided in the cells indicates the direction that the vehicles were traveling. All directional combinations listed had at least ten incidents in the three-year period. Directional combinations with bold red text had fifteen or more incidents. Refer to the Appendix for a complete table of all collisions at each of the intersections along the Peachtree Street corridor.

<b>Table 2 Peachtree Streetscape Accident History along Peachtree Street (2002 – 2004) Highest Accidents by Type and Direction of Travel</b>			
<b>Intersecting Roadway</b>	<b>Accident Type</b>		
	<b>Angle</b>	<b>Rear End</b>	<b>Sideswipe - Same Direction</b>
Martin Luther King, Jr. Drive			WW
Alabama Street			<b>SS</b>
Wall Street			<b>SS</b>
Five Points (Marietta Street / Edgewood Street)			<b>EE</b>
Ellis Street		SS	
Andrew Young International Boulevard			SS
Ralph McGill Boulevard		NN	NN
Pine Street		NN	
Linden Avenue	<b>SN</b>	NN	NN
North Avenue	EW NW <b>SN</b>	<b>EE</b> <b>NN</b> SS WW	EE WW
Ponce de Leon Avenue	NN <b>NS</b> <b>SN</b>	<b>NN</b> <b>SS</b>	

Rear-ends and sideswipes (same direction) were the most common collisions, followed by angle collisions. No significant numbers of head-on or sideswipe (opposite direction) collisions occurred throughout the corridor. The majority of sideswipe collisions occur as a result of lane changing. The Peachtree corridor lacks dedicated turn lanes in many locations due to restricted right-of-way.

Therefore, drivers often change lanes to avoid waiting behind a turning vehicle. This is potentially a cause of many of the sideswipe collisions along Peachtree Street as well as along many of the intersecting streets. Other causes are likely at play at the intersections of Peachtree Street with Alabama Street and Ralph McGill Boulevard. Buses and vehicles idle and drop off passengers in the outside lane of Peachtree Street southbound at Alabama Street. Drivers need to change lanes and proceed with caution around the buses. Sideswipes at the intersection of Peachtree Street and Ralph McGill Boulevard are likely due to the merging of Peachtree Center Avenue with Peachtree Street, just south of the intersection. The left lane of Peachtree Center Avenue merges with the right lane of Peachtree Street. Additionally, a considerable amount of weaving occurs from vehicles trying to cross multiple lanes in order to turn left or right onto Ralph McGill Boulevard.

Rear-end collisions were also prevalent throughout the study network, in particular at the intersection of Peachtree Street with North Avenue. These types of collisions can have many causes including limited sight distance, shorter or longer than average yellow (caution) intervals, tailgating by drivers, or simply anxiety at a high-volume intersection. Another possibility for rear-end collisions is drivers having to brake quickly due to a conflicting vehicle making a left turn without an adequate gap. A combination of these causes may have resulted in the collisions listed in Table 2.

Angle collisions are most prevalent at the intersections of Peachtree Street with Linden Avenue, North Avenue, and Ponce de Leon Avenue. The collisions at Linden Avenue are primarily between southbound left-turning vehicles and northbound through vehicles. While northbound left-turn vehicles have a protected phase, the southbound left-turn vehicles do not. Therefore, they must find adequate gaps in the northbound through movement in which to turn. These types of angle collisions also occur at North Avenue and Ponce de Leon Avenue in which left-turn vehicles are not able to find adequate gaps in conflicting through vehicles. At North Avenue, the southbound left-turn movement conflicts with the northbound through movement, and the eastbound left-turn movement conflicts with the westbound through movement. At Ponce de Leon Avenue, the northbound left-turn movement conflicts with the southbound through movement, and the southbound left-turn movement conflicts with the northbound through movement. Two other types of angle collisions are present. At North Avenue, there are conflicts between the northbound and westbound movements. These are likely a result of vehicles either utilizing all-red intervals and/or anticipating green intervals. The other type of angle collision occurs at Ponce de Leon Avenue. A northbound through lane turns into a channelized right-turn lane. Drivers who do not intend to be in this lane are potentially maneuvering out of the lane into the nearby through lane thus colliding with adjacent northbound traffic at an angle.

In addition to looking at vehicular collisions, it is important to look at collisions involving pedestrians and bicycles both at intersections and along roadway segments. **Table 3** displays the collisions involving pedestrians and bicycles throughout the study corridor. The majority of collisions with pedestrians and bicycles recorded in the accident data occurred at signalized intersections. A large portion of the collisions occurred while a vehicle was making a right or left turn which could result from pedestrians or cyclists proceeding during a protected turn phase or from drivers not yielding the right-of-way to pedestrians and bicycles on permitted turns. The other large percentage of accidents occurred when a vehicle was driving straight. In this case, it is likely that the pedestrians were crossing the street while the conflicting direction was green. It is also possible that the vehicles could be still have been traveling after their signal turned red and pedestrians had begun to cross with the opposing direction. Eight collisions occurred at unsignalized intersections; four midblock collisions also occurred throughout the corridor; three of which were at locations with no midblock crosswalks. While pedestrian midblock control may not be a severe issue according to the accident data, it is important to prevent pedestrians from crossing Peachtree Street in unsafe manners wherever possible.

<b>Table 3 Peachtree Streetscape Accident History along Peachtree Street (2002 - 2004) Collisions Involving Pedestrians / Bicycles</b>					
Intersecting Road	Vehicle Direction				Total
	N	S	E	W	
Martin Luther King, Jr. Drive	1	2		4	7
<i>Midblock</i>	1				1
Alabama Street	1	1			2
Wall Street	2	1			3
Five Points (Marietta Street / Edgewood Avenue)	1	2		2	5
<i>Midblock</i>		1			1
Luckie Street / Auburn Avenue / Broad Street		1			1
Williams Street				1	1
John Wesley Dobbs Avenue		1			1
Ellis Street	3	1			4
<i>Midblock</i>	1				1
Andrew Young International Boulevard	1	1			2
Harris Street	1	1			2
Baker Street		3		1	4
Ralph McGill Boulevard		1			1
Peachtree Center Avenue				1	1
Porter Place		1			1
Pine Street	2	2	2		6
Renaissance Parkway		1			1
Linden Avenue		2			2
North Avenue	2	2	1		5
Ponce de Leon Avenue	3	2			5
<i>Midblock</i>		1			1
3 <sup>rd</sup> Street	1	1	1		3
<b>Total</b>	<b>20</b>	<b>28</b>	<b>4</b>	<b>9</b>	<b>61</b>

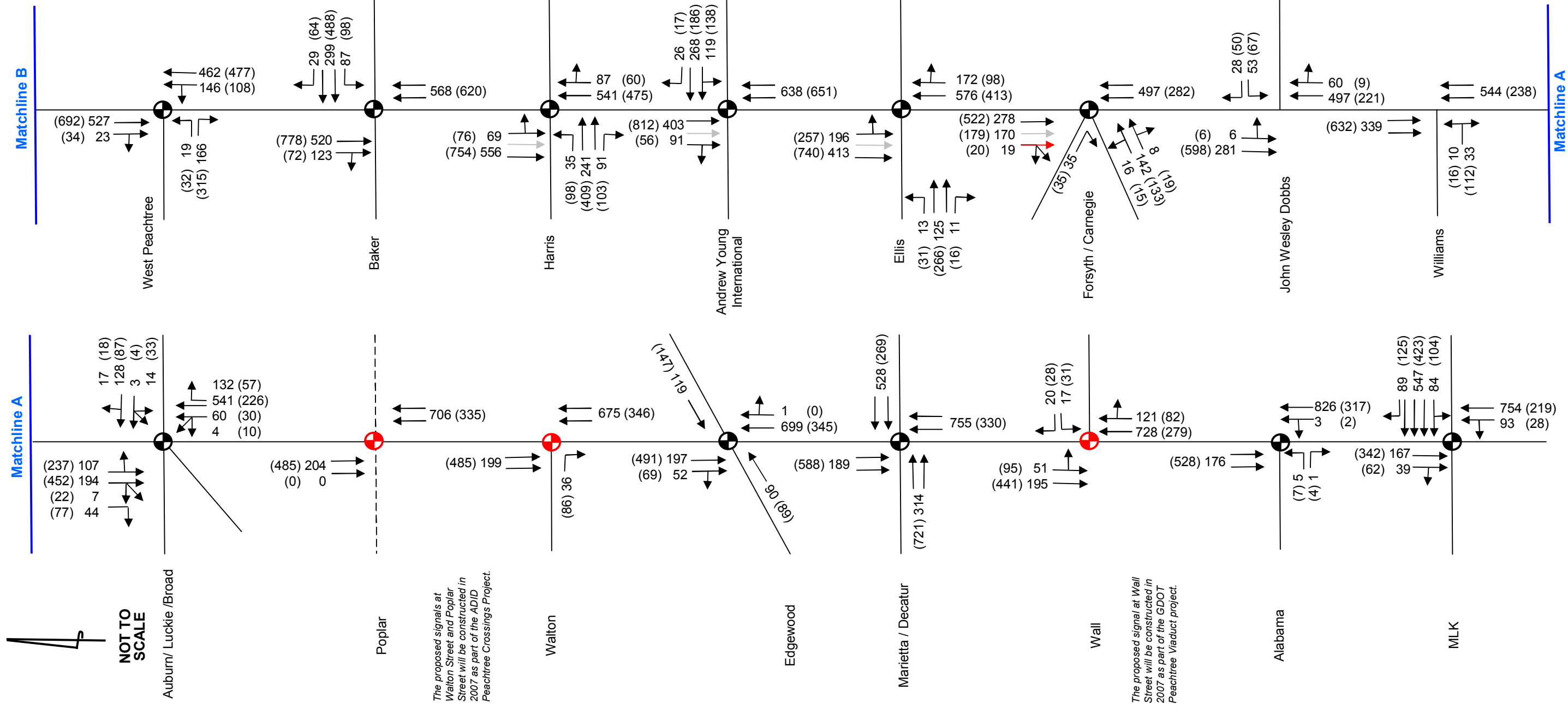
The review of accident data over the three-year period showed patterns in collisions that may indicate deficiencies in the operation of intersections throughout the study network. Consideration of the accident data in conjunction with the Level of Service analysis provides insight into the types of modifications that could occur along the corridor and at isolated intersections.

## 5.0 OPERATIONAL ANALYSIS (Modified Conditions)

An objective of the streetscaping process for Peachtree Street is to provide enhanced pedestrian, landscaped, and on-street parking facilities by reducing capacity on select roadways where acceptable. Two primary segments are proposed for capacity reduction: Forsyth Street to Baker Street and Ralph McGill Boulevard to North Avenue. Other additional modifications are proposed at intersections or short roadway segments throughout the corridor. All capacity modifications are displayed in **Figure 3**.

**LEGEND**

- Existing Roadway Laneage
- Proposed Roadway Laneage
- Removed Roadway Laneage
- Pedestrian Only Crossing
- Existing Traffic Signal
- Proposed Traffic Signal
- AM Peak Hour Traffic Volumes
- PM Peak Hour Traffic Volumes



**NOT TO SCALE**

Auburn/ Luckie /Broad

The proposed signals at Walton Street and Poplar Street will be constructed in 2007 as part of the ADID Peachtree Crossings Project.

The proposed signal at Wall Street will be constructed in 2007 as part of the GDOT Peachtree Viaduct project.



Kimley-Horn and Associates, Inc.

**Peachtree Streetscape Operational Analysis**

**Modified 2006 Conditions**

**Figure 3**

### 5.1 *Capacity Reduction: Forsyth Street to Baker Street*

The segment of Peachtree Street from Forsyth Street to Baker Street has two northbound lanes and three southbound lanes. As Level of Service analyses show, excess capacity exists in the southbound direction. Additionally, current lanes vary in width from nine to eleven feet. Standard ten-foot lanes will be proposed throughout all segments in which modifications are being anticipated. With four ten-foot lanes, approximately seven feet remain in the narrowest cross-section of this segment. Pedestrian traffic within this segment is quite high due to offices, hotels, MARTA stations, and tourist and convention sites. In order to restrict pedestrian crossings to intersections while enhancing the aesthetics of the corridor, it is proposed that the seven or more additional feet of right-of-way be converted to a median. This median would include planter boxes the entire length of the median with dimensions that would both be safe to motorists and obstacles to pedestrians. Median breaks would occur only at major intersections, with the exception of one location. An additional median break is proposed at the south entrance driveway of the Hyatt Regency Hotel to facilitate southbound left-turn movements into the drop-off area. No median break will be constructed at the exit driveway of the hotel; therefore all exiting traffic must turn right onto Peachtree Street northbound. No other driveways exist along this segment of Peachtree Street.

In order to accommodate the standardization of lane width and the addition of the median, it is necessary to alter the laneage and signal operations of the intersection of Peachtree Street at Forsyth Street. Currently, the three lanes southbound include two through lanes and one right-turn lane which utilizes an overlap phase. With the reconstruction of the segment, the laneage will include one through lane and one through / right-turn lane. Additionally, the right-turn overlap phase will be removed due to the lack of a dedicated turn lane.

### 5.2 *Capacity Reductions: Ralph McGill Boulevard to North Avenue*

The second location for roadway capacity reduction is between Ralph McGill Boulevard and North Avenue, which currently has three northbound lanes and two southbound lanes as well as a two-way left-turn lane between Ralph McGill Boulevard and Pine Street. In this segment, it is proposed that one of the three northbound lanes and the two-way left-turn lane be converted to a combination of alternate uses. Ten-foot lanes are proposed throughout this portion of the corridor as well.

It is proposed that one northbound lane as well as the two-way left-turn lane be removed between Ralph McGill Boulevard and Pine Street. The right-of-way gained by the elimination of one northbound travel lane and the two-way left-turn lane can be converted to wider sidewalks (on one or both sides of the road) and/or a planted median. The median to the north of the bridge would include breaks as necessary to provide access for St. Luke's Church and the parking lot.

From Pine Street north to Linden Avenue, an extension of the existing parallel on-street parking is proposed on the east side of the road. This parking would terminate approximately 225' south of Linden Avenue where a northbound left-turn lane is proposed to separate high volumes of northbound left-turning traffic from the through lanes.

In response to a high number of angle collisions between southbound left-turning vehicles and northbound through vehicles at Linden Avenue, it is also recommended that the northbound inside receiving lane be restriped to provide a southbound left-turn lane. At the north side of the turn lane, the lane would taper back into the third northbound lane at North Avenue. A southbound left-turn protected phase should also be added in conjunction with the turn lane.

In addition to capacity modifications in this section, roadway laneage changes are recommended at the intersection of Peachtree Street and Ralph McGill Boulevard to facilitate redesign of the bridge and to reduce weaving as much as possible. The first modification is to convert the existing northbound shared through / right-turn lane to a right-turn only lane and the adjacent northbound through lane to a through / right-turn lane. As part of this modification, barrier separation should be provided for the right-turn-only lane with advance signage to restrict use of the lane to vehicles coming from Peachtree Center Avenue. Those vehicles wishing to turn right from Peachtree Street onto Ralph McGill Boulevard would do so from the through / right-turn lane which would reduce their necessary lane-change maneuvers by one. Additionally, restriping the gore at the intersection of Peachtree Street and Peachtree Center Avenue can provide more distance for vehicles to merge into the shared lane. The proposed modifications can potentially decrease the number of sideswipe collisions at this intersection.

Other intersection improvements were considered; however the impacts on surrounding developments would be significant. One design considered was the realignment of Peachtree Center Avenue to terminate at Peachtree Street to the south of Ralph McGill Boulevard. By removing the merge of Peachtree Center Avenue with Peachtree Street at Ralph McGill Boulevard, there would be less weaving and consequently, less sideswipe collisions. The caveats of this design, however, include significant grade differences between the two roads (which would entail raising the existing alignment of Peachtree Center Avenue), destruction of a large portion of the Sun Trust park, and the addition of a signal at Peachtree Street and Peachtree Center Avenue to permit left turns only a short distance from the signal at Ralph McGill Boulevard. Another design included the redesign of Peachtree Center Avenue to a two-way facility. This would entail the addition of a separate phase for Peachtree Center Avenue since it could no longer operate with Peachtree Street. The additional phase would decrease the effective green time for other movements which would make the intersection operate at a lower Level of Service. Beginning the two-way travel of vehicles on Peachtree Center Avenue may be more appropriate at other intersections.

### 5.3 *Intersection Improvements*

Central Atlanta Progress and Midtown Alliance provided information from previous studies and other proposed changes along the corridor which have been included in the modified traffic analysis. Three currently unsignalized intersections have been approved for signalization, including Peachtree Street at Wall Street, Walton Street, and the pedestrian crossing at Poplar Street. Signals at these three intersections are scheduled for installation in early 2007 and will aid in the safe travel of pedestrians and the efficient movement of vehicles.

Based on recommendations from Midtown Alliance's North / Ponce Intersections project (completed by URS Corporation) the following changes have been proposed at the intersection of Peachtree Street and Ponce de Leon Avenue:

- Remove northbound right-turn channelization
- Improve advance signage for the dedicated right-turn lane (additional recommendation from the Peachtree Streetscape analysis)
- The westbound direction will consist of one through and one shared through / right turn-lane with one receiving lane
- Convert the west leg to two-way including one eastbound shared through / right-turn lane with one receiving lane on the east leg

In conjunction with the restriping of the northbound right-turn lane, it is important to have advance signage informing drivers that those in the right lane must turn right. The removal of the channelization as well as the additional signage has potential to alleviate some of the angle collisions.

Finally, in response to the high number of angle collisions between southbound left-turn vehicles and northbound through vehicles at North Avenue, it is recommended that southbound left turns be prohibited. Because southbound left turns can be made at both Ponce de Leon Avenue and Linden Avenue, restricting turns at North Avenue should not be detrimental to vehicle circulation.

#### 5.4 *Modified Intersection Analysis*

All roadway and traffic operations modifications listed above were applied to the existing conditions model and analyzed. The results are displayed in **Table 4**. The intersections of Peachtree Street at Wall Street, Walton Street, and Poplar Street are projected to operate at LOS A for both the AM and PM peak periods with signalization. While the Levels of Service of an unsignalized approach and a signalized intersection are not comparable, these three intersections do improve from an overall mobility perspective for both vehicles and pedestrians.

The intersections of Peachtree Street and Ellis Street (PM peak period only) and Linden Avenue (AM and PM peak periods) deteriorate by one Level of Service in the modified scenario. The intersection at Ellis Street changes from LOS A to LOS B. With the standardization of lane widths (ten-foot lanes) and a need to maintain the existing distance from the face of one curb to the face of the other curb, one lane width must be eliminated at the Ellis Street intersection. However, the continuation of the median through this intersection is an aesthetically pleasing alternative use of right-of-way which will also help to prevent random pedestrian crossings thus improving pedestrian safety. The reduction of LOS from A to B is still acceptable, particularly within a built-out downtown environment.

The removal of one northbound lane on Peachtree Street at Linden Avenue results in a minor deterioration in the intersection Level of Service, from LOS B to LOS C. The creation of dedicated left-turn bays (both north and south), however, assists in separating turning vehicles from the through movement traffic. While the addition of a southbound protected left-turn phase does draw time from other movements, it more importantly provides adequate and safe gaps for those turning left onto Linden Avenue, and the intersection will continue to operate at an acceptable Level of Service.

No other intersections are affected by a Level of Service change due to the modifications proposed in this document.

<b>Table 4</b> <b>Peachtree Streetscape</b> <b>Modified Conditions Intersection Levels of Service</b> <b>LOS (delay in seconds)</b>				
Intersection		Control	AM Peak Hour	PM Peak Hour
1	Peachtree Street @ Martin Luther King, Jr. Drive	Signal	B (16.1)	B (15.5)
2	Peachtree Street @ Alabama Street	Signal	A (3.9)	A (7.9)
3	Peachtree Street @ Wall Street	Signal	<b>A (6.4)</b>	<b>A (6.8)</b>
4A	Peachtree Street @ Five Points (Marietta Street / Decatur Street)	Signal	B (13.7)	B (13.6)
4B	Peachtree Street @ Five Points (Edgewood Avenue)	Signal	A (6.4)	B (10.1)
5	Peachtree Street @ Walton Street	Signal	A (2.8)	<b>A (5.5)</b>
6	Peachtree Street @ Poplar Street	Signal	A (2.0)	A (3.7)
7	Peachtree Street @ Luckie Street / Auburn Avenue / Broad Street	Signal	A (5.9)	A (7.4)
8	Peachtree Street @ Williams Street	Signal	B	B
9	Peachtree Street @ John Wesley Dobbs Avenue	Stop Sign Side Street	C	C
10	Peachtree Street @ Forsyth Street / Carnegie Way	Signal	B (15.0)	B (17.3)
11	Peachtree Street @ Ellis Street	Signal	A (7.8)	<b>B (19.0)</b>
12	Peachtree Street @ Andrew Young International Boulevard	Signal	B (13.1)	B (14.6)
13	Peachtree Street @ Harris Street	Signal	A (8.0)	B (13.7)
14	Peachtree Street @ Baker Street	Signal	B (13.3)	B (14.9)
15	Peachtree Street @ West Peachtree Street	Signal	B (10.8)	B (12.6)
16	Peachtree Street @ Ralph McGill Boulevard	Signal	C (24.3)	C (25.4)
17	Peachtree Street @ Pine Street	Signal	B (12.2)	B (11.8)
18	Peachtree Street @ Renaissance Parkway	Stop Sign Side Street	C	D
19	Peachtree Street @ Linden Avenue	Signal	<b>C (20.6)</b>	<b>C (22.5)</b>
20	Peachtree Street @ North Avenue	Signal	C (21.8)	B (17.9)
21	Peachtree Street @ Ponce de Leon Avenue	Signal	B (15.5)	B (16.3)

\* Cells with bold text improve in LOS by one level from existing. Shaded cells deteriorate in LOS by one level from existing.  
 \*\* LOS and delay results at the intersections of Peachtree Street with Wall Street, Walton Street, and Poplar Street reflect signal additions as part of the GDOT Peachtree Viaduct project and the ADID Peachtree Crossings project.

## 6.0 CONCLUSIONS

Operational analyses at intersections along Peachtree Street indicate that capacity reductions from Forsyth Street to Baker Street and Ralph McGill Boulevard to North Avenue will operate at acceptable Levels of Service. Additional roadway improvements will facilitate the safe and efficient movement of vehicles and pedestrians throughout the Peachtree Street corridor.

# APPENDIX

PEAK HOUR TURNING MOVEMENT COUNTS /  
24-HOUR TUBE COUNTS

Start Time	21-Apr-05 Thu	NB		Hour Totals	
		Morning	Afternoon	Morning	Afternoon
12:00		24	64		
12:15		15	102		
12:30		10	89		
12:45		8	80	57	335
01:00		9	82		
01:15		5	106		
01:30		7	92		
01:45		5	116	26	396
02:00		4	110		
02:15		12	98		
02:30		10	86		
02:45		16	99	42	393
03:00		8	78		
03:15		6	94		
03:30		2	88		
03:45		3	81	19	341
04:00		5	85		
04:15		16	110		
04:30		24	95		
04:45		30	90	75	380
05:00		32	81		
05:15		22	99		
05:30		15	71		
05:45		24	81	93	332
06:00		26	61		
06:15		34	51		
06:30		46	50		
06:45		80	67	186	229
07:00		94	48		
07:15		96	44		
07:30		138	59		
07:45		164	34	492	185
08:00		182	52		
08:15		186	41		
08:30		178	27		
08:45		194	33	740	153
09:00		180	45		
09:15		118	31		
09:30		91	24		
09:45		95	15	484	115
10:00		72	26		
10:15		73	22		
10:30		84	34		
10:45		68	30	297	112
11:00		69	21		
11:15		61	27		
11:30		70	26		
11:45		57	24	257	98
Total		2768	3069		
Percent		47.4%	52.6%		

Start Time	21-Apr-05 Thu	SB		Hour Totals	
		Morning	Afternoon	Morning	Afternoon
12:00			38	84	
12:15			95	84	
12:30			55	86	
12:45			38	87	226
01:00			50	83	
01:15			39	90	
01:30			27	94	
01:45			28	97	144
02:00			19	86	
02:15			35	82	
02:30			24	114	
02:45			20	97	98
03:00			20	102	
03:15			13	88	
03:30			15	110	
03:45			10	102	58
04:00			16	96	
04:15			15	127	
04:30			14	102	
04:45			13	110	58
05:00			12	112	
05:15			9	131	
05:30			10	121	
05:45			16	114	47
06:00			14	104	
06:15			16	90	
06:30			26	87	
06:45			28	110	84
07:00			32	78	
07:15			42	76	
07:30			37	80	
07:45			48	65	159
08:00			60	72	
08:15			51	66	
08:30			66	82	
08:45			64	72	241
09:00			68	67	
09:15			48	57	
09:30			52	78	
09:45			66	77	234
10:00			69	65	
10:15			60	51	
10:30			69	86	
10:45			70	66	268
11:00			76	66	
11:15			66	66	
11:30			76	62	
11:45			92	72	310
Total			1927	4194	
Percent			31.5%	68.5%	

Start Time	21-Apr-05 Thu	NB		Hour Totals	
		Morning	Afternoon	Morning	Afternoon
12:00		49	90		
12:15		30	104		
12:30		45	109		
12:45		31	91	155	394
01:00		25	84		
01:15		18	114		
01:30		20	108		
01:45		24	121	87	427
02:00		19	132		
02:15		16	99		
02:30		15	112		
02:45		10	112	60	455
03:00		24	120		
03:15		10	94		
03:30		8	102		
03:45		6	96	48	412
04:00		8	99		
04:15		10	120		
04:30		10	124		
04:45		10	102	38	445
05:00		9	85		
05:15		17	96		
05:30		13	98		
05:45		24	81	63	360
06:00		30	94		
06:15		38	98		
06:30		44	88		
06:45		84	88	196	368
07:00		104	84		
07:15		106	77		
07:30		138	80		
07:45		170	100	518	341
08:00		189	83		
08:15		195	70		
08:30		189	66		
08:45		216	66	789	285
09:00		174	57		
09:15		126	64		
09:30		90	52		
09:45		104	60	494	233
10:00		85	73		
10:15		84	48		
10:30		104	56		
10:45		76	64	349	241
11:00		97	56		
11:15		78	53		
11:30		92	50		
11:45		73	54	340	213
Total		3137	4174		
Percent		42.9%	57.1%		

Start Time	21-Apr-05 Thu	SB		Hour Totals	
		Morning	Afternoon	Morning	Afternoon
12:00		46	92		
12:15		90	88		
12:30		50	92		
12:45		44	109	230	381
01:00		50	106		
01:15		44	108		
01:30		23	106		
01:45		28	118	145	438
02:00		21	92		
02:15		38	98		
02:30		25	76		
02:45		24	102	108	368
03:00		21	97		
03:15		15	106		
03:30		16	110		
03:45		8	102	60	415
04:00		16	122		
04:15		14	134		
04:30		13	122		
04:45		10	113	53	491
05:00		14	109		
05:15		12	134		
05:30		9	130		
05:45		11	121	46	494
06:00		14	114		
06:15		19	98		
06:30		33	89		
06:45		34	108	100	409
07:00		31	87		
07:15		39	92		
07:30		42	84		
07:45		50	60	162	323
08:00		62	76		
08:15		58	76		
08:30		70	82		
08:45		59	72	249	306
09:00		70	79		
09:15		52	64		
09:30		70	84		
09:45		88	71	280	298
10:00		72	71		
10:15		60	66		
10:30		72	97		
10:45		89	62	293	296
11:00		84	82		
11:15		84	66		
11:30		90	61		
11:45		93	75	351	284
Total		2077	4503		
Percent		31.6%	68.4%		



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Weather: Mild  
Other: KHA

File Name : Not Named 7  
Site Code : 00655201  
Start Date : 6/28/2006  
Page No : 1

**Groups Printed- Cars - Trucks & Buses**

Start Time	Peachtree St Northbound					Peachtree St Southbound					MLK Jr Blvd Eastbound					MLK Jr Blvd Westbound					Int. Total
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07:00 AM	6	84	0	4	94	0	23	5	10	38	0	0	0	7	7	10	102	15	3	130	269
07:15 AM	15	106	0	9	130	0	17	8	10	35	0	0	0	13	13	14	102	14	27	157	335
07:30 AM	18	155	0	4	177	0	36	10	15	61	0	0	0	11	11	13	120	24	31	188	437
07:45 AM	27	179	0	11	217	0	25	6	19	50	0	0	0	10	10	23	120	21	37	201	478
Total	66	524	0	28	618	0	101	29	54	184	0	0	0	41	41	60	444	74	98	676	1519
08:00 AM	24	209	0	6	239	0	45	9	4	58	0	0	0	9	9	25	134	19	38	216	522
08:15 AM	24	187	0	12	223	1	36	13	9	59	0	0	0	27	27	23	130	24	32	209	518
08:30 AM	21	203	0	11	235	0	48	7	11	66	0	0	0	21	21	16	144	20	50	230	552
08:45 AM	24	155	0	19	198	0	38	10	8	56	0	0	0	11	11	20	139	26	36	221	486
Total	93	754	0	48	895	1	167	39	32	239	0	0	0	68	68	84	547	89	156	876	2078

**Break**

04:00 PM	12	57	0	14	83	0	80	27	36	143	0	0	0	62	62	20	125	44	32	221	509
04:15 PM	5	51	0	14	70	1	93	21	19	134	0	0	0	60	60	31	76	37	34	178	442
04:30 PM	3	59	0	13	75	0	76	13	42	131	0	0	0	75	75	32	131	52	33	248	529
04:45 PM	17	49	0	24	90	0	101	20	28	149	0	0	0	57	57	29	111	32	57	229	525
Total	37	216	0	65	318	1	350	81	125	557	0	0	0	254	254	112	443	165	156	876	2005
05:00 PM	17	63	0	40	120	0	92	15	31	138	0	0	0	61	61	38	134	41	62	275	594
05:15 PM	14	62	0	10	86	0	101	20	28	149	0	0	0	68	68	32	131	32	37	232	535
05:30 PM	7	46	0	27	80	0	112	12	33	157	0	0	0	48	48	23	121	35	20	199	484
05:45 PM	9	49	0	22	80	0	110	11	33	154	0	0	0	44	44	17	132	43	36	228	506
Total	47	220	0	99	366	0	415	58	125	598	0	0	0	221	221	110	518	151	155	934	2119
Grand Total	243	1714	0	240	2197	2	1033	207	336	1578	0	0	0	584	584	366	1952	479	565	3362	7721
Approch%	11.1	78	0	10.9		0.1	65.5	13.1	21.3		0	0	0	100		10.9	58.1	14.2	16.8		
Total%	3.1	22.2	0	3.1	28.5	0	13.4	2.7	4.4	20.4	0	0	0	7.6	7.6	4.7	25.3	6.2	7.3	43.5	
%	236	1691	0	240	2167	2	976	176	336	1490	0	0	0	584	584	356	1858	452	564	3230	7471
%	97.1	98.7	0	100	98.6	100	94.5	85	100	94.4	0	0	0	100	100	97.3	95.2	94.4	99.8	96.1	96.8
%	7	23	0	0	30	0	57	31	0	88	0	0	0	0	0	10	94	27	1	132	250
%	2.9	1.3	0	0	1.4	0	5.5	15	0	5.6	0	0	0	0	0	2.7	4.8	5.6	0.2	3.9	3.2



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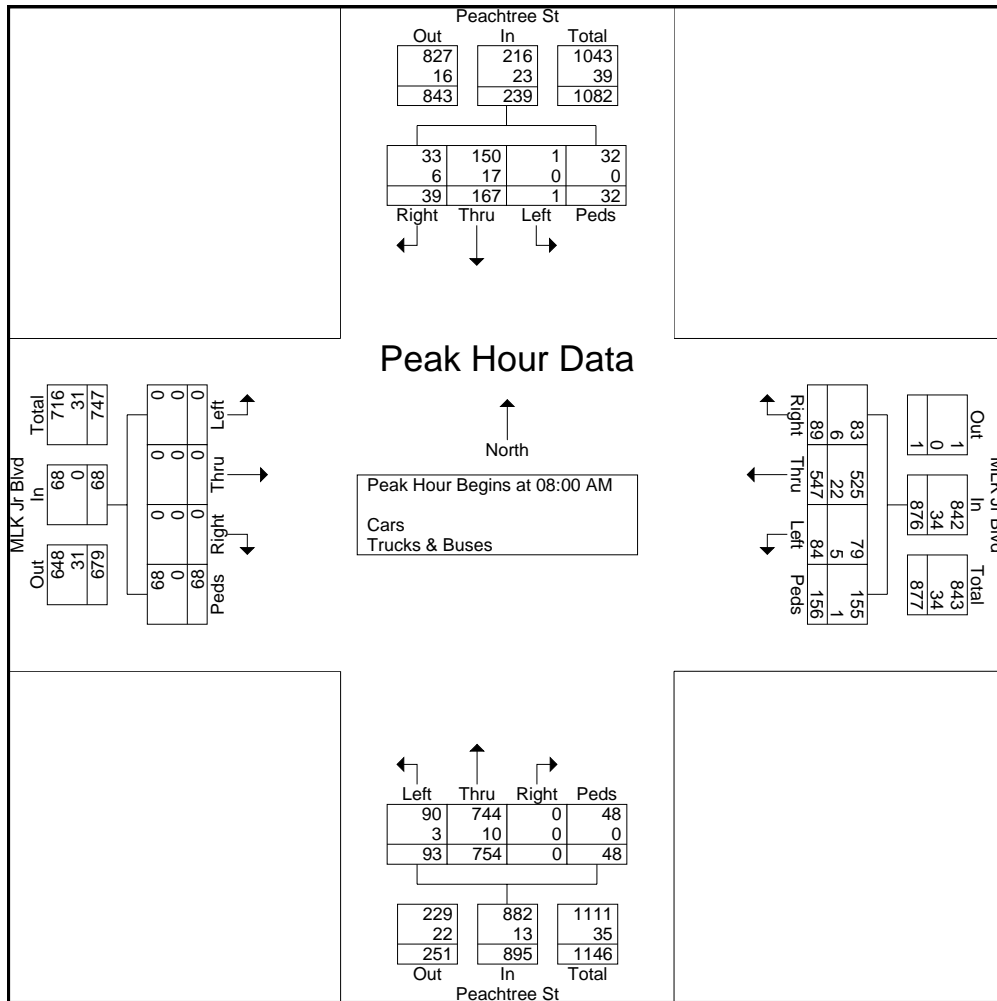
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Page No : 3

Start Time	Peachtree St Northbound					Peachtree St Southbound					MLK Jr Blvd Eastbound					MLK Jr Blvd Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	24	209	0	6	239	0	45	9	4	58	0	0	0	9	9	25	134	19	38	216	522
08:15 AM	24	187	0	12	223	1	36	13	9	59	0	0	0	27	27	23	130	24	32	209	518
08:30 AM	21	203	0	11	235	0	48	7	11	66	0	0	0	21	21	16	144	20	50	230	552
08:45 AM	24	155	0	19	198	0	38	10	8	56	0	0	0	11	11	20	139	26	36	221	486
Total Volume	93	754	0	48	895	1	167	39	32	239	0	0	0	68	68	84	547	89	156	876	2078
% App. Total	10.4	84.2	0	5.4		0.4	69.9	16.3	13.4		0	0	0	100		9.6	62.4	10.2	17.8		
PHF	.969	.902	.000	.632	.936	.250	.870	.750	.727	.905	.000	.000	.000	.630	.630	.840	.950	.856	.780	.952	.941
	90	744	0	48	882	1	150	33	32	216	0	0	0	68	68	79	525	83	155	842	2008
%	96.8	98.7	0	100	98.5	100	89.8	84.6	100	90.4	0	0	0	100	100	94.0	96.0	93.3	99.4	96.1	96.6
	3	10	0	0	13	0	17	6	0	23	0	0	0	0	0	5	22	6	1	34	70
%	3.2	1.3	0	0	1.5	0	10.2	15.4	0	9.6	0	0	0	0	0	6.0	4.0	6.7	0.6	3.9	3.4





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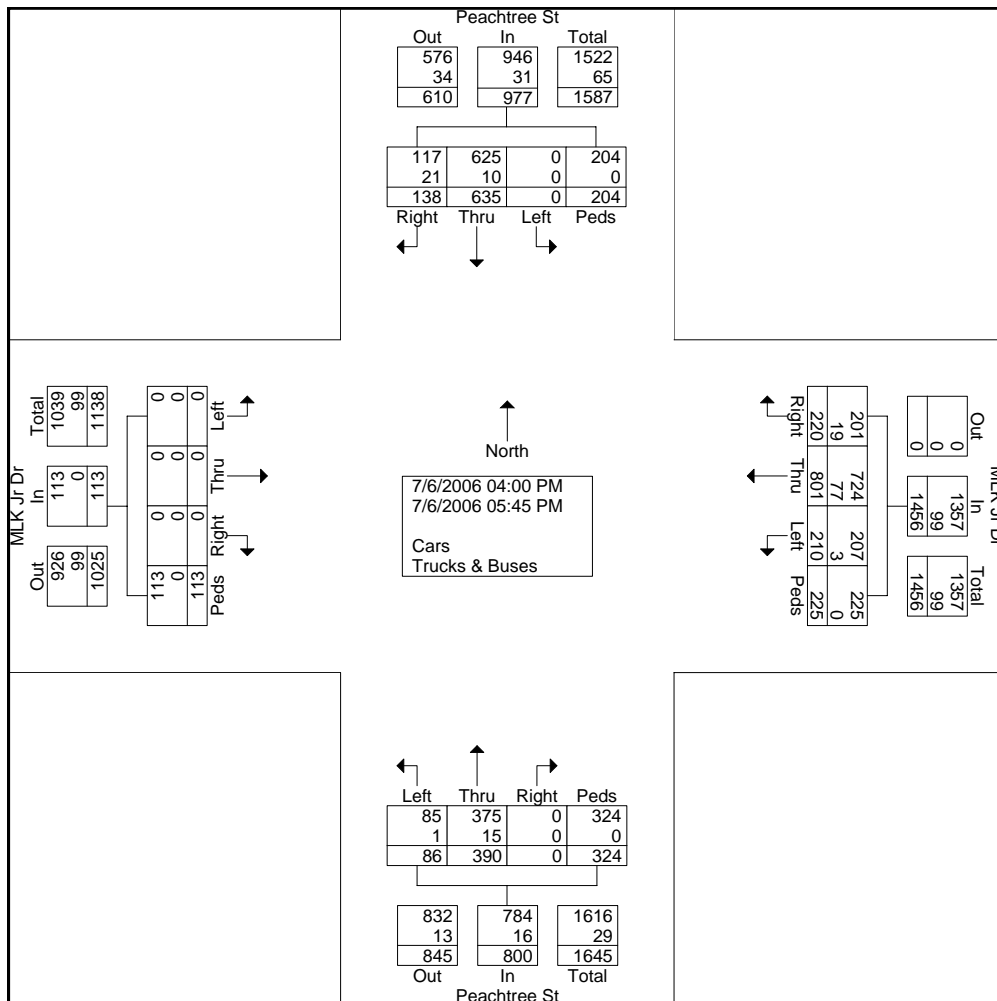
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Counted By: BLE  
Weather: Mild  
Other: KHA

File Name : 06552-01b  
Site Code : 00655201  
Start Date : 7/6/2006  
Page No : 1

#### Groups Printed- Cars - Trucks & Buses

Start Time	Peachtree St Northbound					Peachtree St Southbound					MLK Jr Dr Eastbound					MLK Jr Dr Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
04:00 PM	7	50	0	72	129	0	87	16	50	153	0	0	0	36	36	34	125	33	54	246	564
04:15 PM	10	61	0	63	134	0	110	18	48	176	0	0	0	18	18	23	103	35	19	180	508
04:30 PM	9	60	0	59	128	0	79	18	33	130	0	0	0	24	24	31	131	32	53	247	529
04:45 PM	2	48	0	15	65	0	66	10	3	79	0	0	0	4	4	16	64	25	21	126	274
Total	28	219	0	209	456	0	342	62	134	538	0	0	0	82	82	104	423	125	147	799	1875
05:00 PM	27	32	0	20	79	0	54	9	5	68	0	0	0	2	2	25	97	18	22	162	311
05:15 PM	8	46	0	32	86	0	72	24	22	118	0	0	0	17	17	28	95	23	16	162	383
05:30 PM	15	52	0	35	102	0	88	29	25	142	0	0	0	5	5	25	97	24	22	168	417
05:45 PM	8	41	0	28	77	0	79	14	18	111	0	0	0	7	7	28	89	30	18	165	360
Total	58	171	0	115	344	0	293	76	70	439	0	0	0	31	31	106	378	95	78	657	1471
Grand Total	86	390	0	324	800	0	635	138	204	977	0	0	0	113	113	210	801	220	225	1456	3346
Apprch %	10.8	48.8	0	40.5		0	65	14.1	20.9		0	0	0	100		14.4	55	15.1	15.5		
Total %	2.6	11.7	0	9.7	23.9	0	19	4.1	6.1	29.2	0	0	0	3.4	3.4	6.3	23.9	6.6	6.7	43.5	
	85	375	0	324	784	0	625	117	204	946	0	0	0	113	113	207	724	201	225	1357	3200
%	98.8	96.2	0	100	98	0	98.4	84.8	100	96.8	0	0	0	100	100	98.6	90.4	91.4	100	93.2	95.6
	1	15	0	0	16	0	10	21	0	31	0	0	0	0	0	3	77	19	0	99	146
%	1.2	3.8	0	0	2	0	1.6	15.2	0	3.2	0	0	0	0	0	1.4	9.6	8.6	0	6.8	4.4





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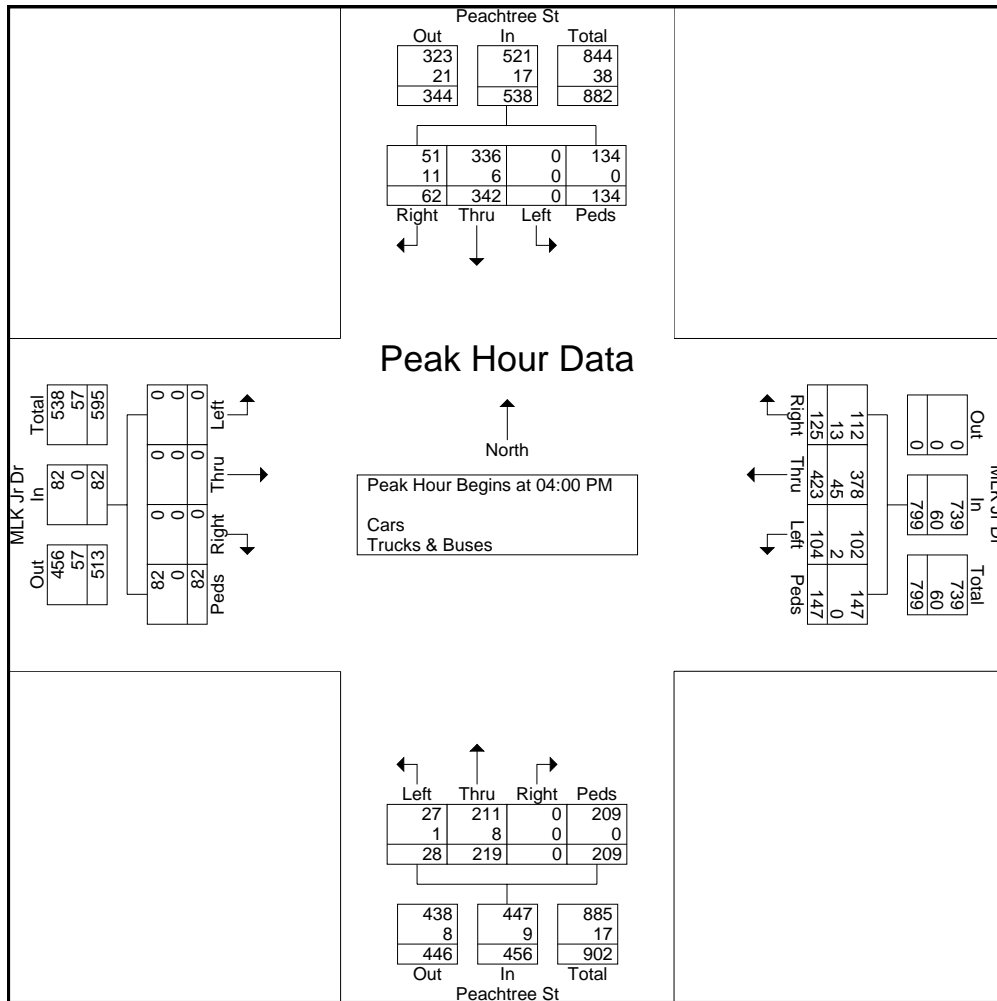
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Page No : 2

Start Time	Peachtree St Northbound					Peachtree St Southbound					MLK Jr Dr Eastbound					MLK Jr Dr Westbound					Int. Total	
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. 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	7	50	0	72	129	0	87	16	50	153	0	0	0	36	36	34	125	33	54	246	564	
04:15 PM	10	61	0	63	134	0	110	18	48	176	0	0	0	18	18	23	103	35	19	180	508	
04:30 PM	9	60	0	59	128	0	79	18	33	130	0	0	0	24	24	31	131	32	53	247	529	
04:45 PM	2	48	0	15	65	0	66	10	3	79	0	0	0	4	4	16	64	25	21	126	274	
Total Volume	28	219	0	209	456	0	342	62	134	538	0	0	0	82	82	104	423	125	147	799	1875	
% App. Total	6.1	48	0	45.8		0	63.6	11.5	24.9		0	0	0	100		13	52.9	15.6	18.4			
PHF	.700	.898	.000	.726	.851	.000	.777	.861	.670	.764	.000	.000	.000	.569	.569	.765	.807	.893	.681	.809	.831	
	27	211	0	209	447	0	336	51	134	521	0	0	0	82	82	102	378	112	147	739	1789	
%	96.4	96.3	0	100	98.0	0	98.2	82.3	100	96.8	0	0	0	100	100	98.1	89.4	89.6	100	92.5	95.4	95.4
	1	8	0	0	9	0	6	11	0	17	0	0	0	0	0	2	45	13	0	60	86	
%	3.6	3.7	0	0	2.0	0	1.8	17.7	0	3.2	0	0	0	0	0	1.9	10.6	10.4	0	7.5	4.6	





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Counter: 1174  
Counted By: ST  
Weather: Mild  
Other: KHA

File Name : 06552-02  
Site Code : 00655202  
Start Date : 6/6/2006  
Page No : 1

**Groups Printed- Cars - Trucks & Buses**

Start Time	Peachtree St Northbound					Peachtree St Southbound					Alabama St Eastbound					Alabama St Westbound					Int. Total	
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total		
07:00 AM	2	110	2	0	114	0	32	1	0	33	4	0	1	0	5	0	0	2	0	2	2	154
07:15 AM	3	117	2	0	122	0	42	2	0	44	3	0	1	0	4	0	0	0	0	0	0	170
07:30 AM	3	164	1	0	168	0	37	0	0	37	2	0	0	0	2	0	0	0	0	0	0	207
07:45 AM	2	197	0	0	199	0	38	0	0	38	2	0	4	0	6	0	0	0	0	0	0	243
<b>Total</b>	<b>10</b>	<b>588</b>	<b>5</b>	<b>0</b>	<b>603</b>	<b>0</b>	<b>149</b>	<b>3</b>	<b>0</b>	<b>152</b>	<b>11</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>774</b>
08:00 AM	2	215	0	0	217	0	50	1	0	51	6	0	0	0	6	0	0	0	0	0	0	274
08:15 AM	2	202	3	0	207	0	39	2	0	41	4	0	2	0	6	0	0	1	0	1	1	255
08:30 AM	7	204	1	0	212	0	40	0	0	40	1	0	0	0	1	0	0	0	0	0	0	253
08:45 AM	3	205	1	0	209	0	47	1	0	48	3	0	0	0	3	0	0	0	0	0	0	260
<b>Total</b>	<b>14</b>	<b>826</b>	<b>5</b>	<b>0</b>	<b>845</b>	<b>0</b>	<b>176</b>	<b>4</b>	<b>0</b>	<b>180</b>	<b>14</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>1042</b>
Break																						
04:00 PM	4	106	0	0	110	0	120	4	0	124	4	0	3	0	7	0	0	0	0	0	0	241
04:15 PM	4	93	0	0	97	0	105	1	0	106	1	0	2	0	3	0	0	0	0	0	0	206
04:30 PM	3	77	0	0	80	0	95	1	0	96	5	0	2	0	7	0	0	1	0	1	1	184
04:45 PM	3	84	0	0	87	0	100	1	0	101	1	0	2	0	3	1	0	2	0	3	3	194
<b>Total</b>	<b>14</b>	<b>360</b>	<b>0</b>	<b>0</b>	<b>374</b>	<b>0</b>	<b>420</b>	<b>7</b>	<b>0</b>	<b>427</b>	<b>11</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>20</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>4</b>	<b>4</b>	<b>825</b>
05:00 PM	2	78	0	0	80	0	124	1	0	125	4	0	1	0	5	1	0	4	0	5	5	215
05:15 PM	5	75	0	0	80	0	159	2	0	161	6	0	0	0	6	0	0	0	0	0	0	247
05:30 PM	2	78	0	0	80	2	131	3	0	136	3	0	3	0	6	0	0	0	0	0	0	222
05:45 PM	2	86	1	0	89	0	114	0	0	114	3	0	1	0	4	0	0	1	0	1	1	208
<b>Total</b>	<b>11</b>	<b>317</b>	<b>1</b>	<b>0</b>	<b>329</b>	<b>2</b>	<b>528</b>	<b>6</b>	<b>0</b>	<b>536</b>	<b>16</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>21</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>6</b>	<b>6</b>	<b>892</b>
<b>Grand Total</b>	<b>49</b>	<b>2091</b>	<b>11</b>	<b>0</b>	<b>2151</b>	<b>2</b>	<b>1273</b>	<b>20</b>	<b>0</b>	<b>1295</b>	<b>52</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>74</b>	<b>2</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>13</b>	<b>13</b>	<b>3533</b>
<b>Apprch %</b>	<b>2.3</b>	<b>97.2</b>	<b>0.5</b>	<b>0</b>		<b>0.2</b>	<b>98.3</b>	<b>1.5</b>	<b>0</b>		<b>70.3</b>	<b>0</b>	<b>29.7</b>	<b>0</b>		<b>15.4</b>	<b>0</b>	<b>84.6</b>	<b>0</b>			
<b>Total %</b>	<b>1.4</b>	<b>59.2</b>	<b>0.3</b>	<b>0</b>	<b>60.9</b>	<b>0.1</b>	<b>36</b>	<b>0.6</b>	<b>0</b>	<b>36.7</b>	<b>1.5</b>	<b>0</b>	<b>0.6</b>	<b>0</b>	<b>2.1</b>	<b>0.1</b>	<b>0</b>	<b>0.3</b>	<b>0</b>	<b>0.4</b>		
	37	2083	11	0	2131	2	1177	17	0	1196	28	0	13	0	41	2	0	9	0	11	11	3379
<b>%</b>	<b>75.5</b>	<b>99.6</b>	<b>100</b>	<b>0</b>	<b>99.1</b>	<b>100</b>	<b>92.5</b>	<b>85</b>	<b>0</b>	<b>92.4</b>	<b>53.8</b>	<b>0</b>	<b>59.1</b>	<b>0</b>	<b>55.4</b>	<b>100</b>	<b>0</b>	<b>81.8</b>	<b>0</b>	<b>84.6</b>		<b>95.6</b>
	12	8	0	0	20	0	96	3	0	99	24	0	9	0	33	0	0	2	0	2	2	154
<b>%</b>	<b>24.5</b>	<b>0.4</b>	<b>0</b>	<b>0</b>	<b>0.9</b>	<b>0</b>	<b>7.5</b>	<b>15</b>	<b>0</b>	<b>7.6</b>	<b>46.2</b>	<b>0</b>	<b>40.9</b>	<b>0</b>	<b>44.6</b>	<b>0</b>	<b>0</b>	<b>18.2</b>	<b>0</b>	<b>15.4</b>		<b>4.4</b>



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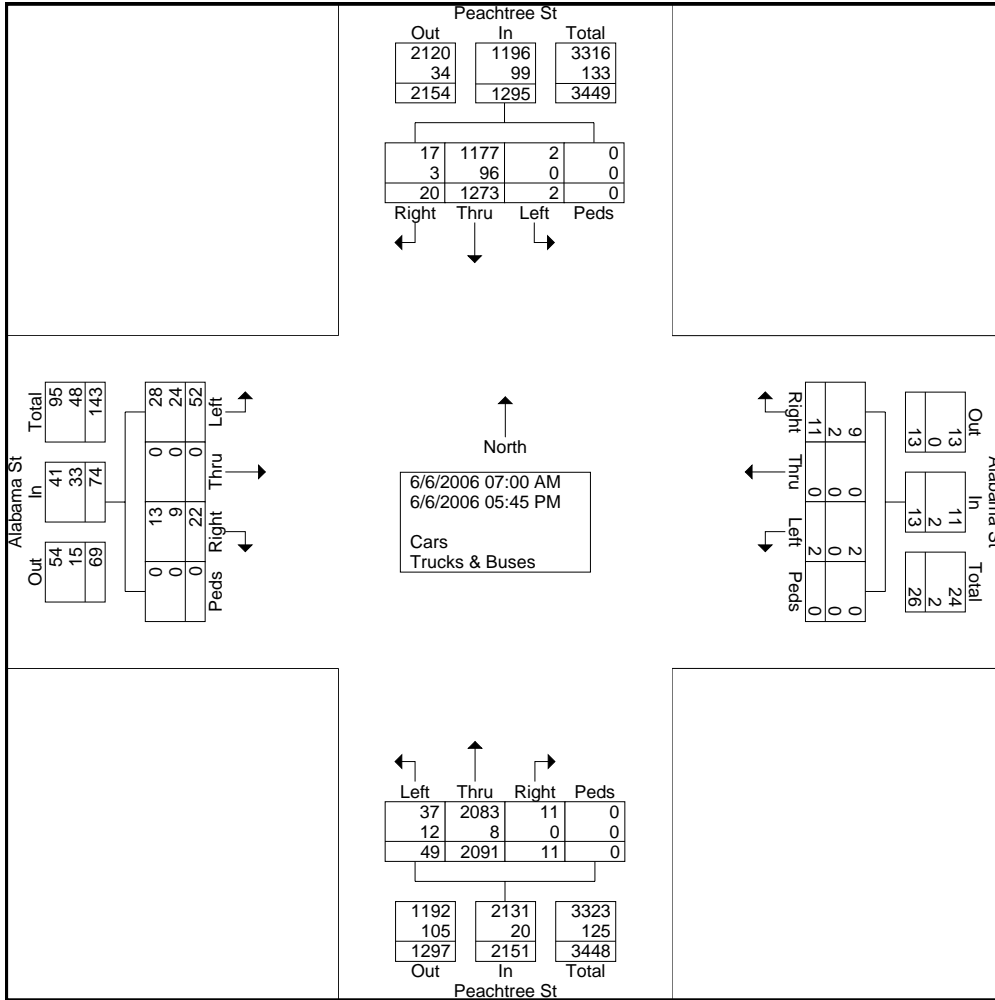
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File Name : 06552-02

Site Code : 00655202

Start Date : 6/6/2006

Page No : 2





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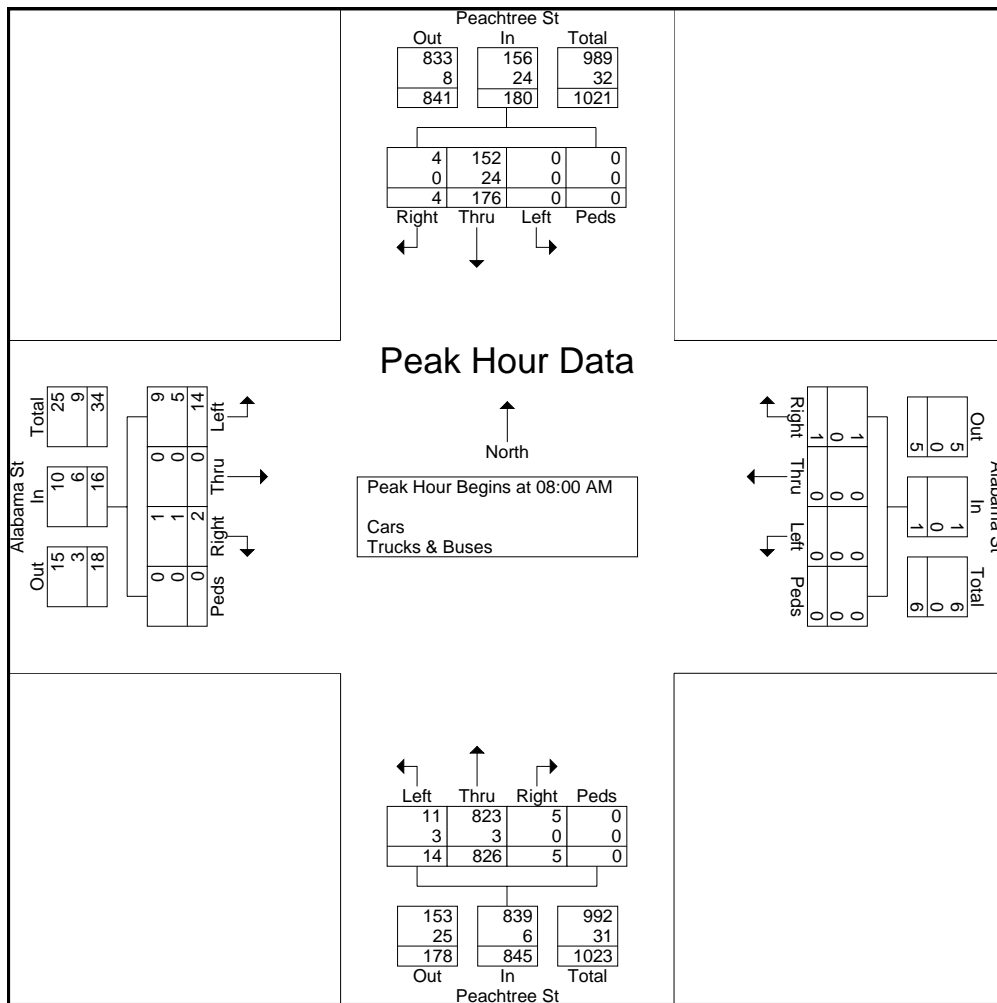
File Name : 06552-02

Site Code : 00655202

Start Date : 6/6/2006

Page No : 3

Start Time	Peachtree St Northbound					Peachtree St Southbound					Alabama St Eastbound					Alabama St Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	2	215	0	0	217	0	50	1	0	51	6	0	0	0	6	0	0	0	0	0	274
08:15 AM	2	202	3	0	207	0	39	2	0	41	4	0	2	0	6	0	0	1	0	1	255
08:30 AM	7	204	1	0	212	0	40	0	0	40	1	0	0	0	1	0	0	0	0	0	253
08:45 AM	3	205	1	0	209	0	47	1	0	48	3	0	0	0	3	0	0	0	0	0	260
Total Volume	14	826	5	0	845	0	176	4	0	180	14	0	2	0	16	0	0	1	0	1	1042
% App. Total	1.7	97.8	0.6	0		0	97.8	2.2	0		87.5	0	12.5	0		0	0	100	0		
PHF	.500	.960	.417	.000	.974	.000	.880	.500	.000	.882	.583	.000	.250	.000	.667	.000	.000	.250	.000	.250	.951
	11	823	5	0	839	0	152	4	0	156	9	0	1	0	10	0	0	1	0	1	1006
%	78.6	99.6	100	0	99.3	0	86.4	100	0	86.7	64.3	0	50.0	0	62.5	0	0	100	0	100	96.5
	3	3	0	0	6	0	24	0	0	24	5	0	1	0	6	0	0	0	0	0	36
%	21.4	0.4	0	0	0.7	0	13.6	0	0	13.3	35.7	0	50.0	0	37.5	0	0	0	0	0	3.5





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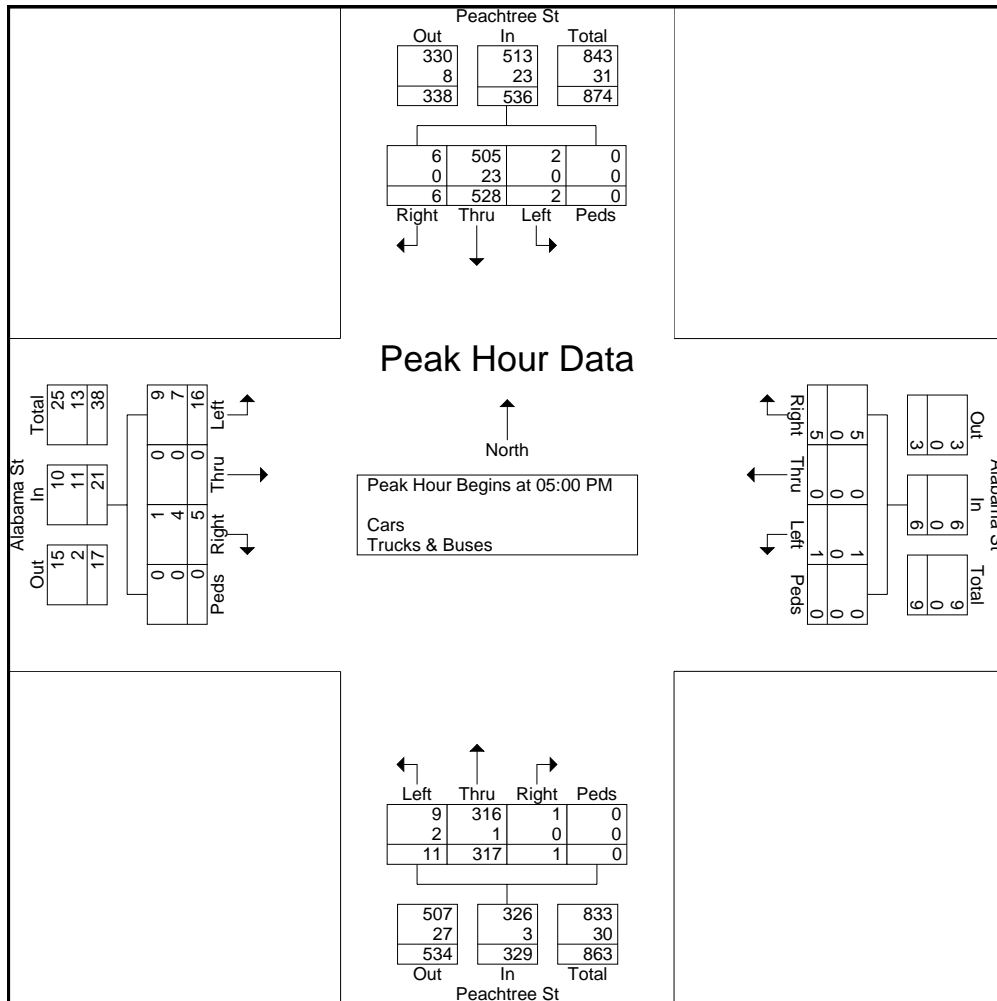
File Name : 06552-02  
 Site Code : 00655202  
 Start Date : 6/6/2006  
 Page No : 4

Start Time	Peachtree St Northbound					Peachtree St Southbound					Alabama St Eastbound					Alabama St Westbound					Int. Total
	Left	Thru	Right	Ped S	App. Total	Left	Thru	Right	Ped S	App. Total	Left	Thru	Right	Ped S	App. Total	Left	Thru	Right	Ped S	App. Total	

Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 05:00 PM

05:00 PM	2	78	0	0	80	0	124	1	0	125	4	0	1	0	5	1	0	4	0	5	215
05:15 PM	5	75	0	0	80	0	159	2	0	161	6	0	0	0	6	0	0	0	0	0	247
05:30 PM	2	78	0	0	80	2	131	3	0	136	3	0	3	0	6	0	0	0	0	0	222
05:45 PM	2	86	1	0	89	0	114	0	0	114	3	0	1	0	4	0	0	1	0	1	208
Total Volume	11	317	1	0	329	2	528	6	0	536	16	0	5	0	21	1	0	5	0	6	892
% App. Total	3.3	96.4	0.3	0		0.4	98.5	1.1	0		76.2	0	23.8	0		16.7	0	83.3	0		
PHF	.550	.922	.250	.000	.924	.250	.830	.500	.000	.832	.667	.000	.417	.000	.875	.250	.000	.313	.000	.300	.903
	9	316	1	0	326	2	505	6	0	513	9	0	1	0	10	1	0	5	0	6	855
%	81.8	99.7	100	0	99.1	100	95.6	100	0	95.7	56.3	0	20.0	0	47.6	100	0	100	0	100	95.9
	2	1	0	0	3	0	23	0	0	23	7	0	4	0	11	0	0	0	0	0	37
%	18.2	0.3	0	0	0.9	0	4.4	0	0	4.3	43.8	0	80.0	0	52.4	0	0	0	0	0	4.1





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Counter: 1174
Counted By: ST
Weather: Mild
Other: KHA

File Name : 06552-03
Site Code : 00655203
Start Date : 6/7/2006
Page No : 1

Groups Printed- Cars - Trucks & Buses

Table with columns for Start Time, Peachtree St Northbound, Peachtree St Southbound, Eastbound, Wall St Westbound, and Int. Total. Rows include time intervals from 07:00 AM to 05:45 PM, a Break section from 04:00 PM to 05:45 PM, and a Grand Total section with percentage breakdowns.



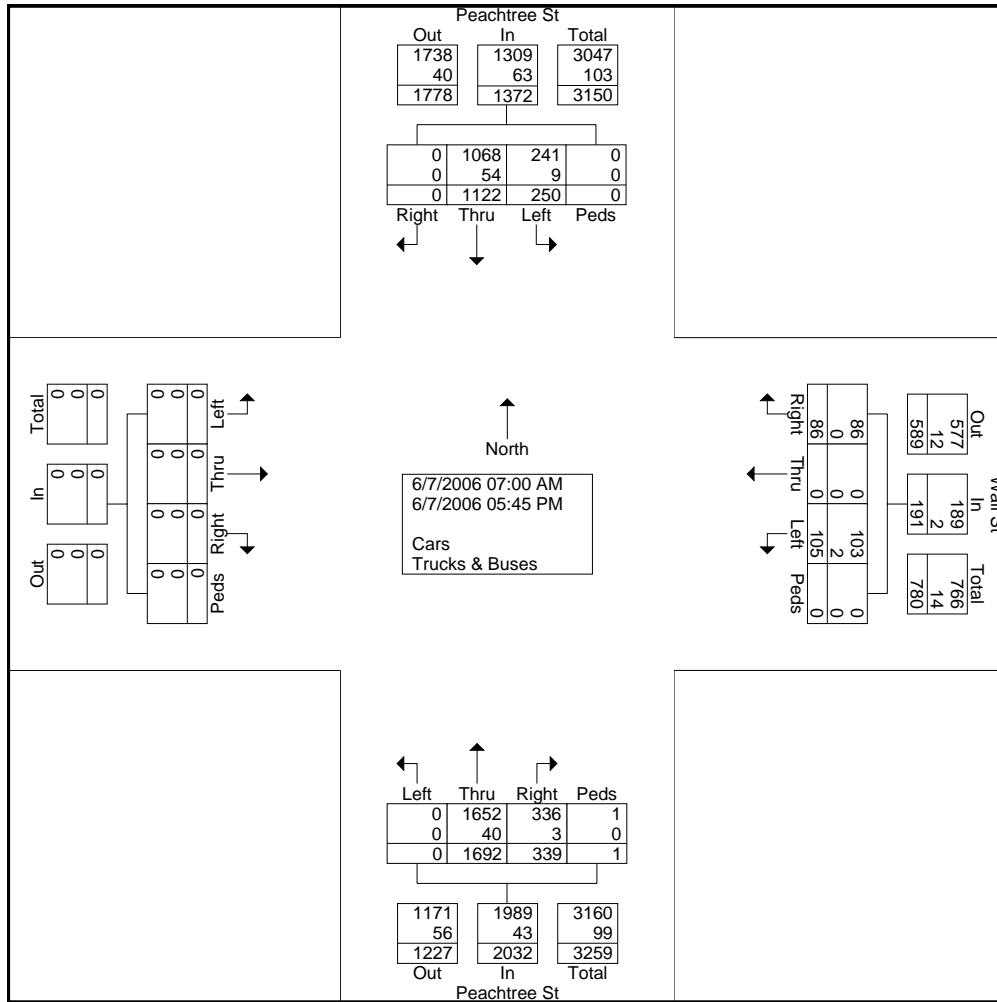
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File Name : 06552-03  
 Site Code : 00655203  
 Start Date : 6/7/2006  
 Page No : 2





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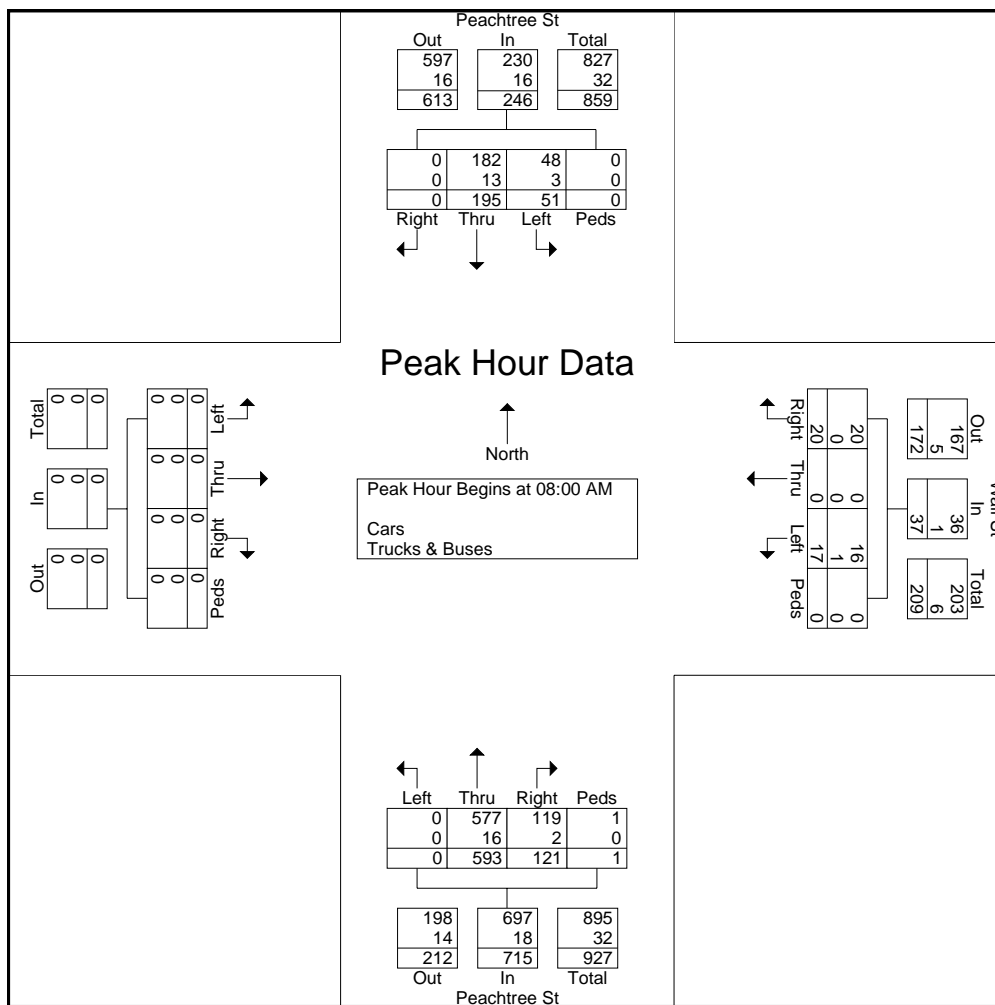
File Name : 06552-03

Site Code : 00655203

Start Date : 6/7/2006

Page No : 3

Start Time	Peachtree St Northbound					Peachtree St Southbound					Eastbound					Wall St Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	168	24	0	192	12	42	0	0	54	0	0	0	0	0	4	0	7	0	11	257
08:15 AM	0	151	33	0	184	16	44	0	0	60	0	0	0	0	0	2	0	5	0	7	251
08:30 AM	0	144	33	1	178	13	63	0	0	76	0	0	0	0	0	7	0	3	0	10	264
08:45 AM	0	130	31	0	161	10	46	0	0	56	0	0	0	0	0	4	0	5	0	9	226
Total Volume	0	593	121	1	715	51	195	0	0	246	0	0	0	0	0	17	0	20	0	37	998
% App. Total	0	82.9	16.9	0.1		20.7	79.3	0	0		0	0	0	0		45.9	0	54.1	0		
PHF	.000	.882	.917	.250	.931	.797	.774	.000	.000	.809	.000	.000	.000	.000	.000	.607	.000	.714	.000	.841	.945
%	0	577	119	1	697	48	182	0	0	230	0	0	0	0	0	16	0	20	0	36	963
%	0	97.3	98.3	100	97.5	94.1	93.3	0	0	93.5	0	0	0	0	0	94.1	0	100	0	97.3	96.5
%	0	16	2	0	18	3	13	0	0	16	0	0	0	0	0	1	0	0	0	1	35
%	0	2.7	1.7	0	2.5	5.9	6.7	0	0	6.5	0	0	0	0	0	5.9	0	0	0	2.7	3.5





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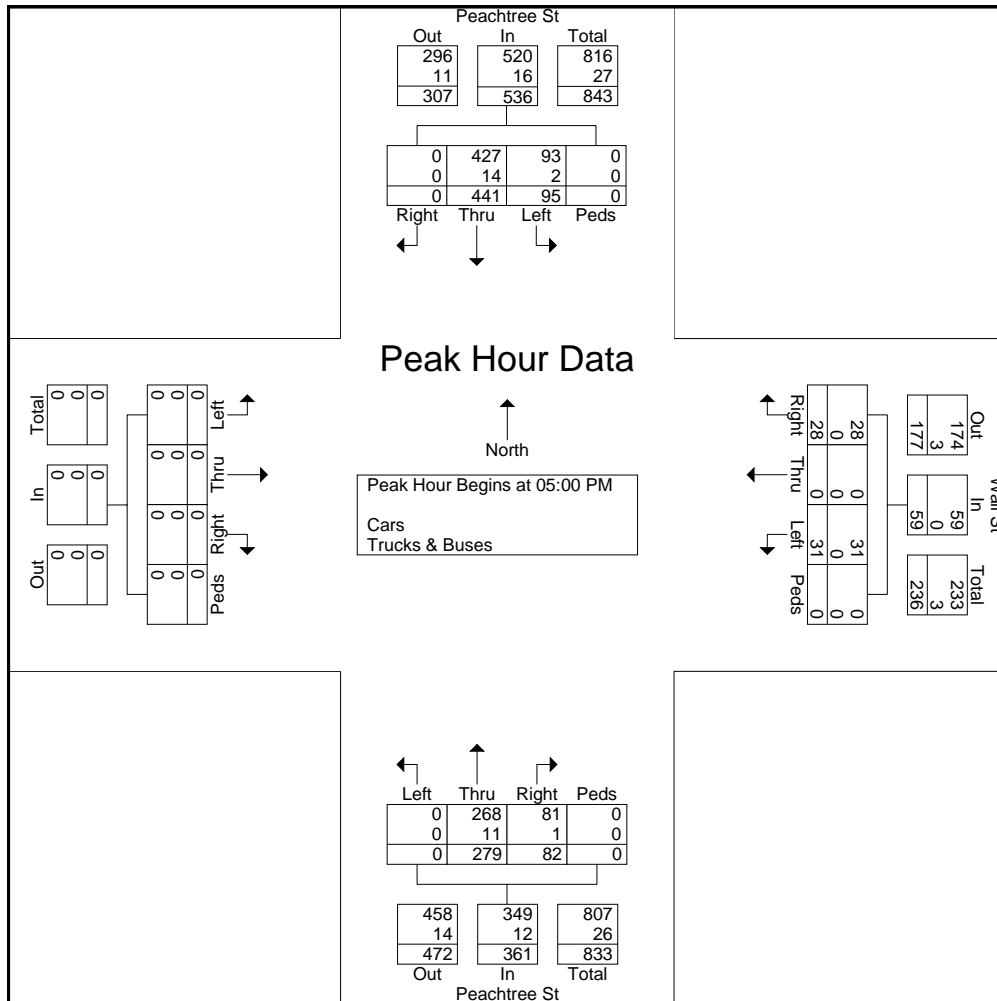
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File Name : 06552-03  
 Site Code : 00655203  
 Start Date : 6/7/2006  
 Page No : 4

Start Time	Peachtree St Northbound					Peachtree St Southbound					Eastbound					Wall St Westbound					Int. Total
	Left	Thru	Right	Ped S	App. Total	Left	Thru	Right	Ped S	App. Total	Left	Thru	Right	Ped S	App. Total	Left	Thru	Right	Ped S	App. Total	
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	66	26	0	92	21	106	0	0	127	0	0	0	0	0	6	0	8	0	14	233
05:15 PM	0	67	24	0	91	27	97	0	0	124	0	0	0	0	0	11	0	5	0	16	231
05:30 PM	0	65	17	0	82	24	132	0	0	156	0	0	0	0	0	12	0	4	0	16	254
05:45 PM	0	81	15	0	96	23	106	0	0	129	0	0	0	0	0	2	0	11	0	13	238
Total Volume	0	279	82	0	361	95	441	0	0	536	0	0	0	0	0	31	0	28	0	59	956
% App. Total	0	77.3	22.7	0		17.7	82.3	0	0		0	0	0	0		52.5	0	47.5	0		
PHF	.000	.861	.788	.000	.940	.880	.835	.000	.000	.859	.000	.000	.000	.000	.000	.646	.000	.636	.000	.922	.941
	0	268	81	0	349	93	427	0	0	520	0	0	0	0	0	31	0	28	0	59	928
%	0	96.1	98.8	0	96.7	97.9	96.8	0	0	97.0	0	0	0	0	0	100	0	100	0	100	97.1
	0	11	1	0	12	2	14	0	0	16	0	0	0	0	0	0	0	0	0	0	28
%	0	3.9	1.2	0	3.3	2.1	3.2	0	0	3.0	0	0	0	0	0	0	0	0	0	0	2.9





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Counter: 2447  
 Counted By: JRM  
 Weather: Mild  
 Other: KHA

File Name : 06552-04a  
 Site Code : 0655204  
 Start Date : 6/28/2006  
 Page No : 1

**Groups Printed- Cars - Trucks & Buses**

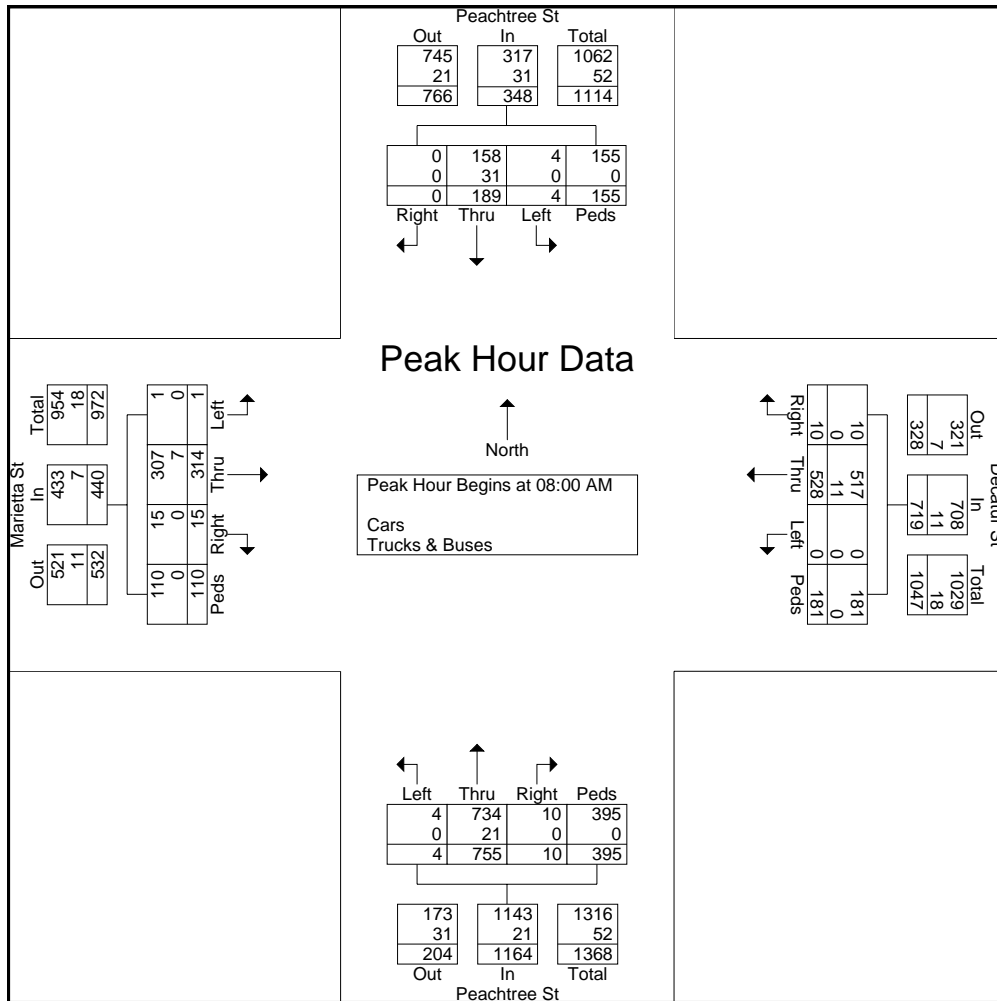
Start Time	Peachtree St Northbound					Peachtree St Southbound					Marietta St Eastbound					Decatur St Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00 AM	0	112	0	39	151	0	30	1	55	86	0	46	0	20	66	0	74	1	33	108	411
07:15 AM	0	116	0	45	161	0	26	0	22	48	0	43	0	15	58	0	75	0	26	101	368
07:30 AM	0	144	2	55	201	0	42	0	59	101	0	72	3	41	116	0	97	1	44	142	560
07:45 AM	0	185	0	86	271	0	38	0	38	76	0	73	1	36	110	0	110	1	28	139	596
Total	0	557	2	225	784	0	136	1	174	311	0	234	4	112	350	0	356	3	131	490	1935
08:00 AM	1	206	3	105	315	0	52	0	34	86	0	71	6	34	111	0	130	4	32	166	678
08:15 AM	2	195	2	79	278	0	47	0	47	94	0	72	4	40	116	0	128	3	36	167	655
08:30 AM	1	199	2	111	313	0	46	0	36	82	1	86	2	31	120	0	136	2	48	186	701
08:45 AM	0	155	3	100	258	4	44	0	38	86	0	85	3	5	93	0	134	1	65	200	637
Total	4	755	10	395	1164	4	189	0	155	348	1	314	15	110	440	0	528	10	181	719	2671
<b>Break</b>																					
04:00 PM	1	85	0	62	148	2	112	0	142	256	1	89	4	85	179	0	36	3	88	127	710
04:15 PM	1	107	5	86	199	4	106	1	100	211	1	112	10	87	210	0	0	8	57	65	685
04:30 PM	1	93	0	53	147	1	63	0	92	156	4	48	19	76	147	1	5	1	43	50	500
<b>Break</b>																					
Total	3	285	5	201	494	7	281	1	334	623	6	249	33	248	536	1	41	12	188	242	1895
<b>Break</b>																					
Grand Total	7	1597	17	821	2442	11	606	2	663	1282	7	797	52	470	1326	1	925	25	500	1451	6501
Appreh %	0.3	65.4	0.7	33.6		0.9	47.3	0.2	51.7		0.5	60.1	3.9	35.4		0.1	63.7	1.7	34.5		
Total %	0.1	24.6	0.3	12.6	37.6	0.2	9.3	0	10.2	19.7	0.1	12.3	0.8	7.2	20.4	0	14.2	0.4	7.7	22.3	
%	6	1556	17	821	2400	11	530	2	663	1206	7	783	52	470	1312	1	908	25	500	1434	6352
%	85.7	97.4	100	100	98.3	100	87.5	100	100	94.1	100	98.2	100	100	98.9	100	98.2	100	100	98.8	97.7
%	1	41	0	0	42	0	76	0	0	76	0	14	0	0	14	0	17	0	0	17	149
%	14.3	2.6	0	0	1.7	0	12.5	0	0	5.9	0	1.8	0	0	1.1	0	1.8	0	0	1.2	2.3



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 www.trafficdatacollection.com

File Name : 06552-04a  
 Site Code : 0655204  
 Start Date : 6/28/2006  
 Page No : 3

Start Time	Peachtree St Northbound					Peachtree St Southbound					Marietta St Eastbound					Decatur St Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 01:00 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	1	206	3	105	315	0	52	0	34	86	0	71	6	34	111	0	130	4	32	166	678
08:15 AM	2	195	2	79	278	0	47	0	47	94	0	72	4	40	116	0	128	3	36	167	655
08:30 AM	1	199	2	111	313	0	46	0	36	82	1	86	2	31	120	0	136	2	48	186	701
08:45 AM	0	155	3	100	258	4	44	0	38	86	0	85	3	5	93	0	134	1	65	200	637
Total Volume	4	755	10	395	1164	4	189	0	155	348	1	314	15	110	440	0	528	10	181	719	2671
% App. Total	0.3	64.9	0.9	33.9		1.1	54.3	0	44.5		0.2	71.4	3.4	25		0	73.4	1.4	25.2		
PHF	.500	.916	.833	.890	.924	.250	.909	.000	.824	.926	.250	.913	.625	.688	.917	.000	.971	.625	.696	.899	.953
%	4	734	10	395	1143	4	158	0	155	317	1	307	15	110	433	0	517	10	181	708	2601
	100	97.2	100	100	98.2	100	83.6	0	100	91.1	100	97.8	100	100	98.4	0	97.9	100	100	98.5	97.4
	0	21	0	0	21	0	31	0	0	31	0	7	0	0	7	0	11	0	0	11	70
	0	2.8	0	0	1.8	0	16.4	0	0	8.9	0	2.2	0	0	1.6	0	2.1	0	0	1.5	2.6





# TRAFFIC DATA COLLECTION, INC.

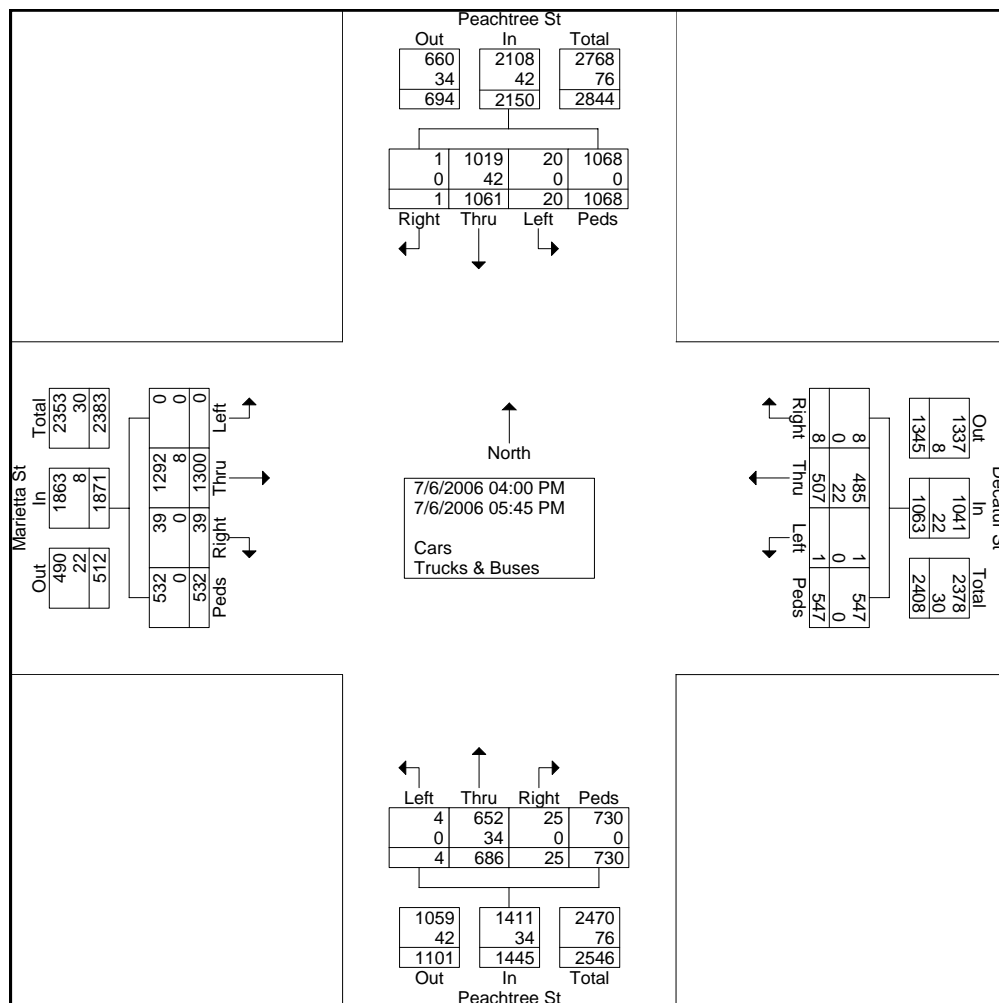
Atlanta - Hilton Head - Charlotte  
 Ph. 404-459-9114 Fax 404-459-9113  
 www.trafficdatacollection.com

Counter: 2448  
 Counted By: JRM  
 Weather: Mild  
 Other: KHA

File Name : 06552-04a2  
 Site Code : 00655204  
 Start Date : 7/6/2006  
 Page No : 1

## Groups Printed- Cars - Trucks & Buses

Start Time	Peachtree St Northbound					Peachtree St Southbound					Marietta St Eastbound					Decatur St Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
04:00 PM	2	86	3	128	219	3	116	0	113	232	0	144	8	47	199	0	57	0	49	106	756
04:15 PM	0	91	3	79	173	1	102	0	157	260	0	145	5	61	211	0	61	0	71	132	776
04:30 PM	0	86	2	94	182	4	119	1	147	271	0	139	3	112	254	0	59	1	101	161	868
04:45 PM	0	93	8	108	209	2	136	0	170	308	0	151	1	41	193	0	61	2	59	122	832
Total	2	356	16	409	783	10	473	1	587	1071	0	579	17	261	857	0	238	3	280	521	3232
05:00 PM	0	83	2	49	134	2	109	0	133	244	0	166	4	62	232	0	67	3	65	135	745
05:15 PM	1	85	2	80	168	1	140	0	106	247	0	188	3	83	274	0	61	0	94	155	844
05:30 PM	1	76	2	93	172	6	174	0	140	320	0	178	7	48	233	1	72	1	65	139	864
05:45 PM	0	86	3	99	188	1	165	0	102	268	0	189	8	78	275	0	69	1	43	113	844
Total	2	330	9	321	662	10	588	0	481	1079	0	721	22	271	1014	1	269	5	267	542	3297
Grand Total	4	686	25	730	1445	20	1061	1	1068	2150	0	1300	39	532	1871	1	507	8	547	1063	6529
Apprch %	0.3	47.5	1.7	50.5		0.9	49.3	0	49.7		0	69.5	2.1	28.4		0.1	47.7	0.8	51.5		
Total %	0.1	10.5	0.4	11.2	22.1	0.3	16.3	0	16.4	32.9	0	19.9	0.6	8.1	28.7	0	7.8	0.1	8.4	16.3	
	4	652	25	730	1411	20	1019	1	1068	2108	0	1292	39	532	1863	1	485	8	547	1041	6423
%	100	95	100	100	97.6	100	96	100	100	98	0	99.4	100	100	99.6	100	95.7	100	100	97.9	98.4
	0	34	0	0	34	0	42	0	0	42	0	8	0	0	8	0	22	0	0	22	106
%	0	5	0	0	2.4	0	4	0	0	2	0	0.6	0	0	0.4	0	4.3	0	0	2.1	1.6





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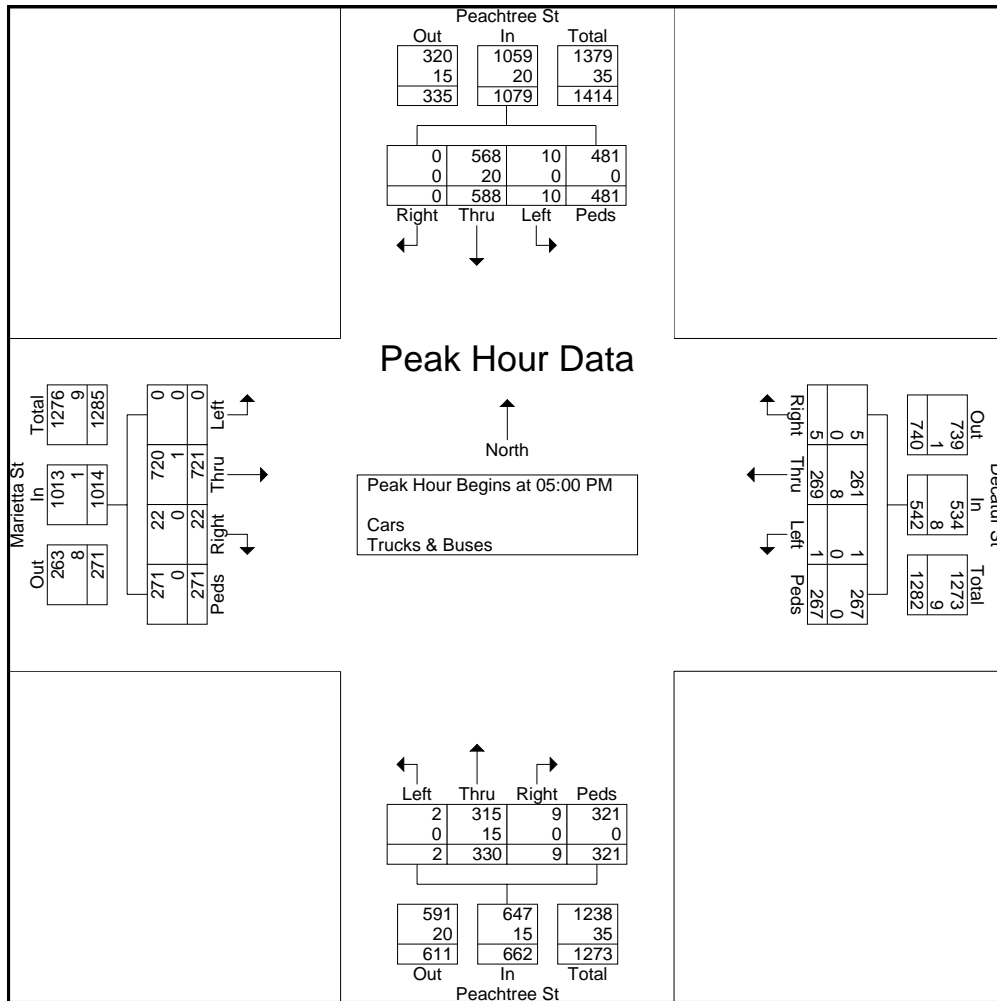
File Name : 06552-04a2

Site Code : 00655204

Start Date : 7/6/2006

Page No : 2

Start Time	Peachtree St Northbound					Peachtree St Southbound					Marietta St Eastbound					Decatur St Westbound					Int. Total	
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. 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	0	83	2	49	134	2	109	0	133	244	0	166	4	62	232	0	67	3	65	135	745	
05:15 PM	1	85	2	80	168	1	140	0	106	247	0	188	3	83	274	0	61	0	94	155	844	
05:30 PM	1	76	2	93	172	6	174	0	140	320	0	178	7	48	233	1	72	1	65	139	864	
05:45 PM	0	86	3	99	188	1	165	0	102	268	0	189	8	78	275	0	69	1	43	113	844	
Total Volume	2	330	9	321	662	10	588	0	481	1079	0	721	22	271	1014	1	269	5	267	542	3297	
% App. Total	0.3	49.8	1.4	48.5		0.9	54.5	0	44.6		0	71.1	2.2	26.7		0.2	49.6	0.9	49.3			
PHF	.500	.959	.750	.811	.880	.417	.845	.000	.859	.843	.000	.954	.688	.816	.922	.250	.934	.417	.710	.874	.954	
%	2	315	9	321	647	10	568	0	481	1059	0	720	22	271	1013	1	261	5	267	534	3253	
	100	95.5	100	100	97.7	100	96.6	0	100	98.1	0	99.9	100	100	99.9	100	97.0	100	100	98.5	98.7	
	0	15	0	0	15	0	20	0	0	20	0	1	0	0	1	0	8	0	0	8	44	
	0	4.5	0	0	2.3	0	3.4	0	0	1.9	0	0.1	0	0	0.1	0	3.0	0	0	1.5	1.3	





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Counter: 2448  
Counted By: OBK  
Weather: Mild  
Other: KHA

File Name : 06552-04b  
Site Code : 06552004  
Start Date : 6/28/2006  
Page No : 1

## Groups Printed- Cars - Trucks & Buses

Start Time	Peachtree St Northbound					Peachtree St Southbound					Edgewood Dr Eastbound					Edgewood Dr Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00 AM	0	84	2	40	126	0	31	3	34	68	2	1	0	7	10	1	11	0	10	22	226
07:15 AM	0	97	4	40	141	1	30	5	24	60	1	14	0	13	28	0	20	2	3	25	254
07:30 AM	0	133	3	61	197	0	48	6	35	89	0	11	0	20	31	0	15	2	13	30	347
07:45 AM	0	172	6	80	258	2	36	16	37	91	2	18	0	21	41	1	20	5	8	34	424
Total	0	486	15	221	722	3	145	30	130	308	5	44	0	61	110	2	66	9	34	111	1251
08:00 AM	0	185	5	78	268	0	51	10	33	94	0	18	0	29	47	0	24	0	16	40	449
08:15 AM	0	180	3	82	265	0	47	11	30	88	0	26	0	20	46	0	33	4	21	58	457
08:30 AM	0	182	10	83	275	0	51	12	43	106	0	20	0	32	52	0	35	3	13	51	484
08:45 AM	0	152	7	94	253	1	48	19	29	97	0	26	0	19	45	0	27	6	18	51	446
Total	0	699	25	337	1061	1	197	52	135	385	0	90	0	100	190	0	119	13	68	200	1836

### Break

04:00 PM	0	30	0	28	58	2	85	8	25	120	5	12	0	16	33	0	3	0	23	26	237
04:15 PM	0	89	8	90	187	7	115	21	121	264	27	20	0	20	67	0	0	0	24	24	542
04:30 PM	0	89	0	66	155	0	78	13	103	194	31	0	1	29	61	0	0	0	28	28	438
<b>Grand Total</b>	<b>0</b>	<b>1393</b>	<b>48</b>	<b>742</b>	<b>2183</b>	<b>13</b>	<b>620</b>	<b>124</b>	<b>514</b>	<b>1271</b>	<b>68</b>	<b>166</b>	<b>1</b>	<b>226</b>	<b>461</b>	<b>2</b>	<b>188</b>	<b>22</b>	<b>177</b>	<b>389</b>	<b>4304</b>
<b>Apprch %</b>	<b>0</b>	<b>63.8</b>	<b>2.2</b>	<b>34</b>		<b>1</b>	<b>48.8</b>	<b>9.8</b>	<b>40.4</b>		<b>14.8</b>	<b>36</b>	<b>0.2</b>	<b>49</b>		<b>0.5</b>	<b>48.3</b>	<b>5.7</b>	<b>45.5</b>		
<b>Total %</b>	<b>0</b>	<b>32.4</b>	<b>1.1</b>	<b>17.2</b>	<b>50.7</b>	<b>0.3</b>	<b>14.4</b>	<b>2.9</b>	<b>11.9</b>	<b>29.5</b>	<b>1.6</b>	<b>3.9</b>	<b>0</b>	<b>5.3</b>	<b>10.7</b>	<b>0</b>	<b>4.4</b>	<b>0.5</b>	<b>4.1</b>		<b>9</b>
<b>%</b>	<b>0</b>	<b>134.7</b>	<b>4.7</b>	<b>74.2</b>	<b>2136</b>	<b>13</b>	<b>541</b>	<b>109</b>	<b>513</b>	<b>1176</b>	<b>62</b>	<b>151</b>	<b>1</b>	<b>226</b>	<b>440</b>	<b>2</b>	<b>175</b>	<b>22</b>	<b>177</b>	<b>376</b>	<b>4128</b>
<b>%</b>	<b>0</b>	<b>96.7</b>	<b>97.9</b>	<b>100</b>	<b>97.8</b>	<b>100</b>	<b>87.3</b>	<b>87.9</b>	<b>99.8</b>	<b>92.5</b>	<b>91.2</b>	<b>91</b>	<b>100</b>	<b>100</b>	<b>95.4</b>	<b>100</b>	<b>93.1</b>	<b>100</b>	<b>100</b>	<b>96.7</b>	<b>95.9</b>
<b>%</b>	<b>0</b>	<b>46</b>	<b>1</b>	<b>0</b>	<b>4.7</b>	<b>0</b>	<b>7.9</b>	<b>15</b>	<b>1</b>	<b>9.5</b>	<b>6</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>176</b>
<b>%</b>	<b>0</b>	<b>3.3</b>	<b>2.1</b>	<b>0</b>	<b>2.2</b>	<b>0</b>	<b>12.7</b>	<b>12.1</b>	<b>0.2</b>	<b>7.5</b>	<b>8.8</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>4.6</b>	<b>0</b>	<b>6.9</b>	<b>0</b>	<b>0</b>	<b>3.3</b>	<b>4.1</b>



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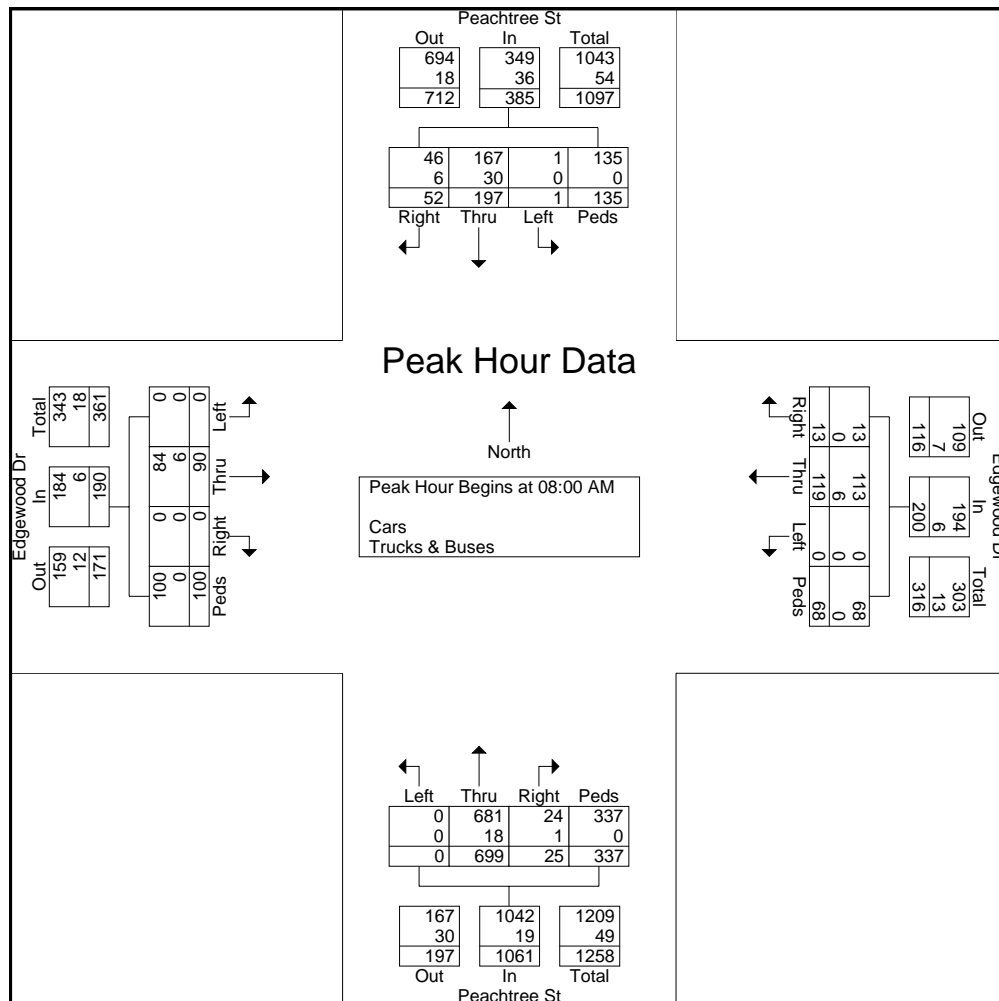
File Name : 06552-04b

Site Code : 06552004

Start Date : 6/28/2006

Page No : 3

Start Time	Peachtree St Northbound					Peachtree St Southbound					Edgewood Dr Eastbound					Edgewood Dr Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	185	5	78	268	0	51	10	33	94	0	18	0	29	47	0	24	0	16	40	449
08:15 AM	0	180	3	82	265	0	47	11	30	88	0	26	0	20	46	0	33	4	21	58	457
08:30 AM	0	182	10	83	275	0	51	12	43	106	0	20	0	32	52	0	35	3	13	51	484
08:45 AM	0	152	7	94	253	1	48	19	29	97	0	26	0	19	45	0	27	6	18	51	446
Total Volume	0	699	25	337	1061	1	197	52	135	385	0	90	0	100	190	0	119	13	68	200	1836
% App. Total	0	65.9	2.4	31.8		0.3	51.2	13.5	35.1		0	47.4	0	52.6		0	59.5	6.5	34		
PHF	.000	.945	.625	.896	.965	.250	.966	.684	.785	.908	.000	.865	.000	.781	.913	.000	.850	.542	.810	.862	.948
%	0	681	24	337	1042	1	167	46	135	349	0	84	0	100	184	0	113	13	68	194	1769
%	0	97.4	96.0	100	98.2	100	84.8	88.5	100	90.6	0	93.3	0	100	96.8	0	95.0	100	100	97.0	96.4
%	0	18	1	0	19	0	30	6	0	36	0	6	0	0	6	0	6	0	0	6	67
%	0	2.6	4.0	0	1.8	0	15.2	11.5	0	9.4	0	6.7	0	0	3.2	0	5.0	0	0	3.0	3.6





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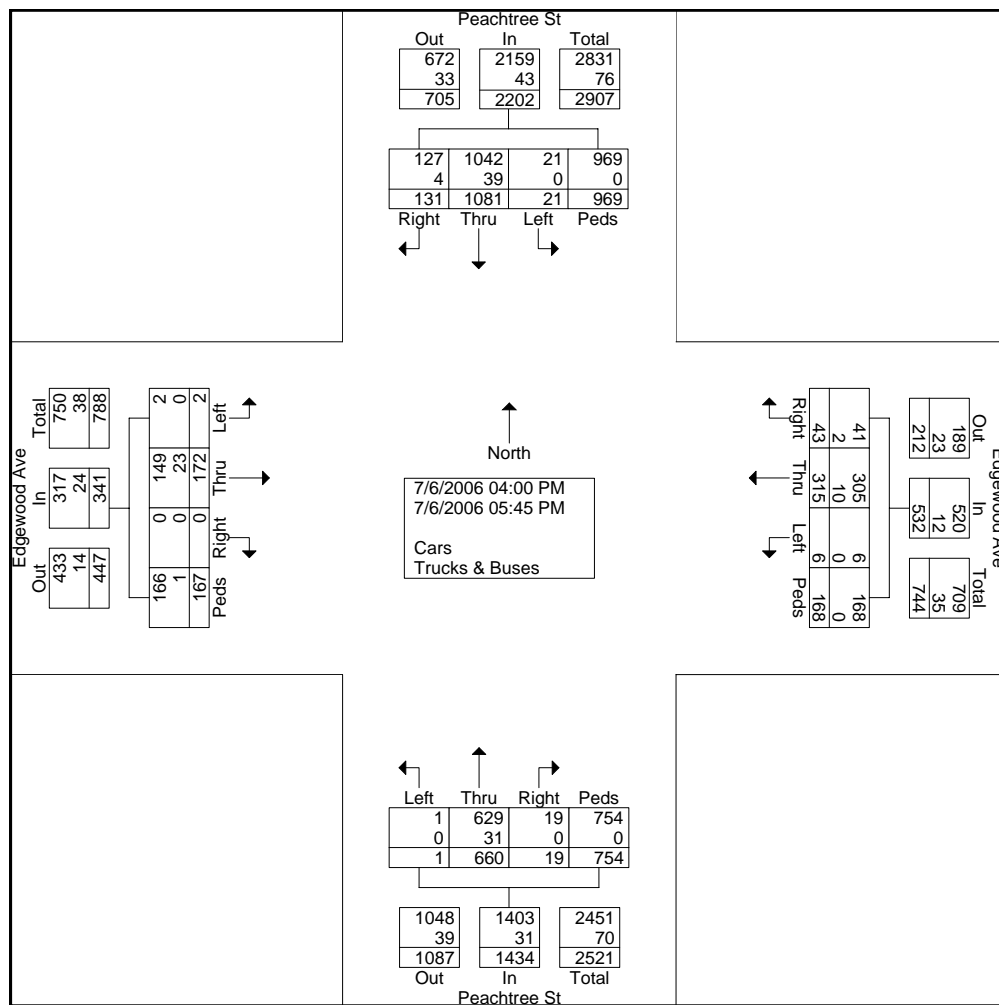
www.trafficdatacollection.com

Counter: 2446  
Counted By: OBK  
Weather: Mild  
Other: KHA

File Name : 06552-04b2  
Site Code : 00655204  
Start Date : 7/6/2006  
Page No : 1

### Groups Printed- Cars - Trucks & Buses

Start Time	Peachtree St Northbound					Peachtree St Southbound					Edgewood Ave Eastbound					Edgewood Ave Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
04:00 PM	0	79	1	110	190	0	112	17	107	236	0	19	0	19	38	1	33	8	26	68	532
04:15 PM	1	95	3	94	193	2	119	17	140	278	0	25	0	40	65	0	28	7	23	58	594
04:30 PM	0	89	1	126	216	2	115	20	144	281	1	19	0	27	47	0	47	3	29	79	623
04:45 PM	0	82	3	90	175	7	145	15	124	291	0	26	0	22	48	0	39	6	25	70	584
Total	1	345	8	420	774	11	491	69	515	1086	1	89	0	108	198	1	147	24	103	275	2333
05:00 PM	0	87	4	63	154	2	113	18	143	276	1	28	0	20	49	0	35	3	15	53	532
05:15 PM	0	67	2	89	158	4	136	16	93	249	0	19	0	12	31	1	44	7	20	72	510
05:30 PM	0	83	1	79	163	3	179	19	113	314	0	21	0	22	43	2	38	3	19	62	582
05:45 PM	0	78	4	103	185	1	162	9	105	277	0	15	0	5	20	2	51	6	11	70	552
Total	0	315	11	334	660	10	590	62	454	1116	1	83	0	59	143	5	168	19	65	257	2176
Grand Total	1	660	19	754	1434	21	1081	131	969	2202	2	172	0	167	341	6	315	43	168	532	4509
Apprch %	0.1	46	1.3	52.6		1	49.1	5.9	44		0.6	50.4	0	49		1.1	59.2	8.1	31.6		
Total %	0	14.6	0.4	16.7	31.8	0.5	24	2.9	21.5	48.8	0	3.8	0	3.7	7.6	0.1	7	1	3.7	11.8	
	1	629	19	754	1403	21	1042	127	969	2159	2	149	0	166	317	6	305	41	168	520	4399
%	100	95.3	100	100	97.8	100	96.4	96.9	100	98	100	86.6	0	99.4	93	100	96.8	95.3	100	97.7	97.6
	0	31	0	0	31	0	39	4	0	43	0	23	0	1	24	0	10	2	0	12	110
%	0	4.7	0	0	2.2	0	3.6	3.1	0	2	0	13.4	0	0.6	7	0	3.2	4.7	0	2.3	2.4





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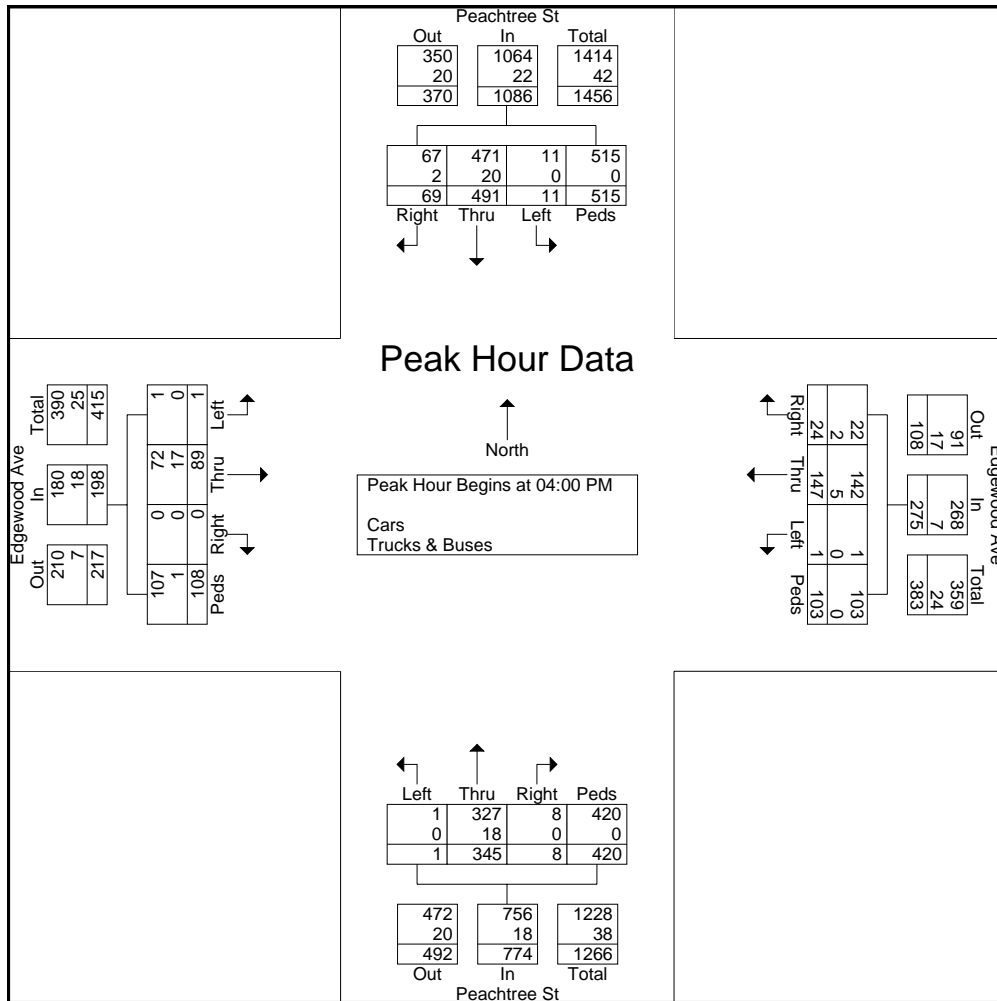
File Name : 06552-04b2

Site Code : 00655204

Start Date : 7/6/2006

Page No : 2

Start Time	Peachtree St Northbound					Peachtree St Southbound					Edgewood Ave Eastbound					Edgewood Ave Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. 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	0	79	1	110	190	0	112	17	107	236	0	19	0	19	38	1	33	8	26	68	532
04:15 PM	1	95	3	94	193	2	119	17	140	278	0	25	0	40	65	0	28	7	23	58	594
04:30 PM	0	89	1	126	216	2	115	20	144	281	1	19	0	27	47	0	47	3	29	79	623
04:45 PM	0	82	3	90	175	7	145	15	124	291	0	26	0	22	48	0	39	6	25	70	584
Total Volume	1	345	8	420	774	11	491	69	515	1086	1	89	0	108	198	1	147	24	103	275	2333
% App. Total	0.1	44.6	1	54.3		1	45.2	6.4	47.4		0.5	44.9	0	54.5		0.4	53.5	8.7	37.5		
PHF	.250	.908	.667	.833	.896	.393	.847	.863	.894	.933	.250	.856	.000	.675	.762	.250	.782	.750	.888	.870	.936
%	1	327	8	420	756	11	471	67	515	1064	1	72	0	107	180	1	142	22	103	268	2268
	100	94.8	100	100	97.7	100	95.9	97.1	100	98.0	100	80.9	0	99.1	90.9	100	96.6	91.7	100	97.5	97.2
	0	18	0	0	18	0	20	2	0	22	0	17	0	1	18	0	5	2	0	7	65
	0	5.2	0	0	2.3	0	4.1	2.9	0	2.0	0	19.1	0	0.9	9.1	0	3.4	8.3	0	2.5	2.8





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Counter: 1174  
 Counted By: ST  
 Weather: Mild  
 Other: KHA

File Name : 06552-05  
 Site Code : 00655205  
 Start Date : 6/8/2006  
 Page No : 1

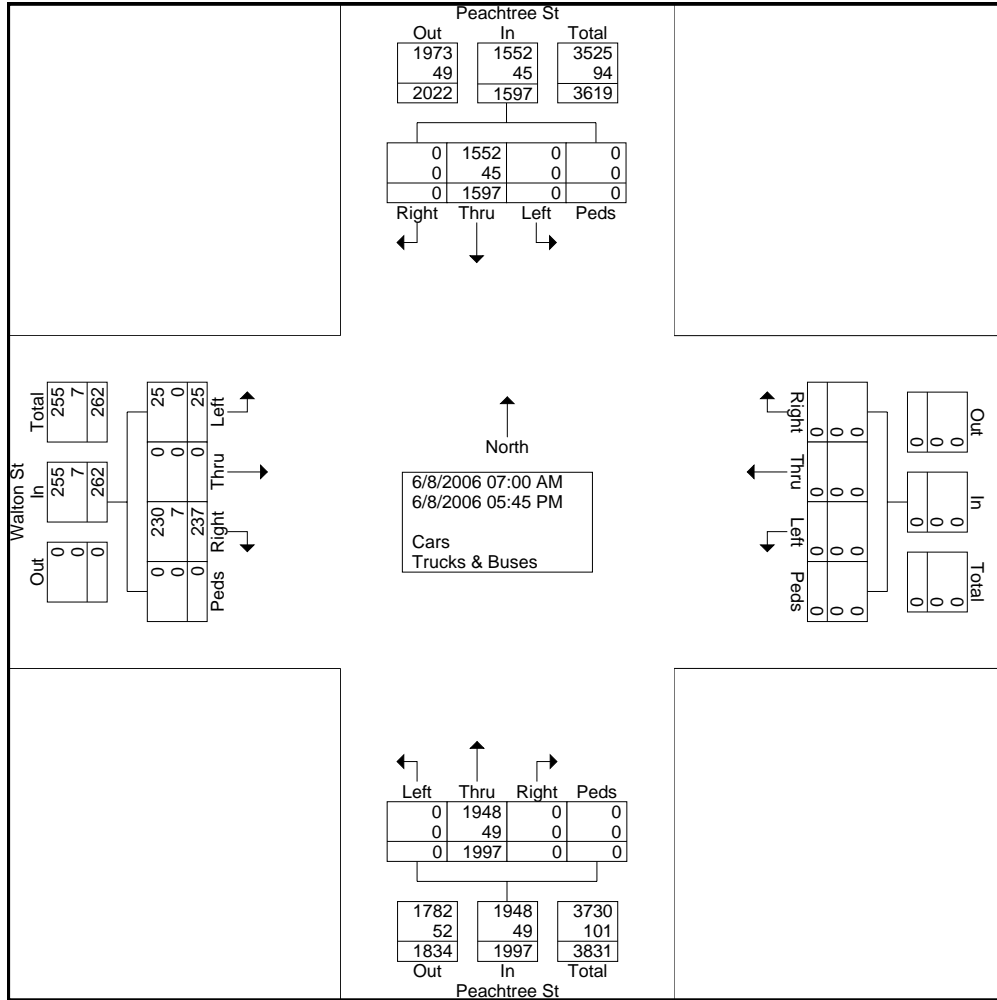
**Groups Printed- Cars - Trucks & Buses**

Start Time	Peachtree St Northbound					Peachtree St Southbound					Walton St Eastbound					Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00 AM	0	85	0	0	85	0	37	0	0	37	4	0	1	0	5	0	0	0	0	0	127
07:15 AM	0	94	0	0	94	0	38	0	0	38	3	0	9	0	12	0	0	0	0	0	144
07:30 AM	0	124	0	0	124	0	43	0	0	43	3	0	8	0	11	0	0	0	0	0	178
07:45 AM	0	168	0	0	168	0	48	0	0	48	0	0	8	0	8	0	0	0	0	0	224
<b>Total</b>	<b>0</b>	<b>471</b>	<b>0</b>	<b>0</b>	<b>471</b>	<b>0</b>	<b>166</b>	<b>0</b>	<b>0</b>	<b>166</b>	<b>10</b>	<b>0</b>	<b>26</b>	<b>0</b>	<b>36</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>673</b>
08:00 AM	0	167	0	0	167	0	51	0	0	51	4	0	9	0	13	0	0	0	0	0	231
08:15 AM	0	171	0	0	171	0	48	0	0	48	2	0	8	0	10	0	0	0	0	0	229
08:30 AM	0	169	0	0	169	0	52	0	0	52	4	0	11	0	15	0	0	0	0	0	236
08:45 AM	0	127	0	0	127	0	55	0	0	55	1	0	10	0	11	0	0	0	0	0	193
<b>Total</b>	<b>0</b>	<b>634</b>	<b>0</b>	<b>0</b>	<b>634</b>	<b>0</b>	<b>206</b>	<b>0</b>	<b>0</b>	<b>206</b>	<b>11</b>	<b>0</b>	<b>38</b>	<b>0</b>	<b>49</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>889</b>
<b>Break</b>																					
04:00 PM	0	349	0	0	349	0	356	0	0	356	1	0	38	0	39	0	0	0	0	0	744
04:15 PM	0	152	0	0	152	0	188	0	0	188	1	0	18	0	19	0	0	0	0	0	359
04:30 PM	0	47	0	0	47	0	77	0	0	77	1	0	15	0	16	0	0	0	0	0	140
04:45 PM	0	62	0	0	62	0	86	0	0	86	0	0	20	0	20	0	0	0	0	0	168
<b>Total</b>	<b>0</b>	<b>610</b>	<b>0</b>	<b>0</b>	<b>610</b>	<b>0</b>	<b>707</b>	<b>0</b>	<b>0</b>	<b>707</b>	<b>3</b>	<b>0</b>	<b>91</b>	<b>0</b>	<b>94</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1411</b>
05:00 PM	0	81	0	0	81	0	137	0	0	137	0	0	22	0	22	0	0	0	0	0	240
05:15 PM	0	85	0	0	85	0	131	0	0	131	0	0	18	0	18	0	0	0	0	0	234
05:30 PM	0	66	0	0	66	0	140	0	0	140	1	0	24	0	25	0	0	0	0	0	231
05:45 PM	0	50	0	0	50	0	110	0	0	110	0	0	18	0	18	0	0	0	0	0	178
<b>Total</b>	<b>0</b>	<b>282</b>	<b>0</b>	<b>0</b>	<b>282</b>	<b>0</b>	<b>518</b>	<b>0</b>	<b>0</b>	<b>518</b>	<b>1</b>	<b>0</b>	<b>82</b>	<b>0</b>	<b>83</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>883</b>
<b>Grand Total</b>	<b>0</b>	<b>1997</b>	<b>0</b>	<b>0</b>	<b>1997</b>	<b>0</b>	<b>1597</b>	<b>0</b>	<b>0</b>	<b>1597</b>	<b>25</b>	<b>0</b>	<b>237</b>	<b>0</b>	<b>262</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3856</b>
<b>Apprch %</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>		<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>		<b>9.5</b>	<b>0</b>	<b>90.5</b>	<b>0</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>Total %</b>	<b>0</b>	<b>51.8</b>	<b>0</b>	<b>0</b>	<b>51.8</b>	<b>0</b>	<b>41.4</b>	<b>0</b>	<b>0</b>	<b>41.4</b>	<b>0.6</b>	<b>0</b>	<b>6.1</b>	<b>0</b>	<b>6.8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>%</b>	<b>0</b>	<b>1948</b>	<b>0</b>	<b>0</b>	<b>1948</b>	<b>0</b>	<b>1552</b>	<b>0</b>	<b>0</b>	<b>1552</b>	<b>25</b>	<b>0</b>	<b>230</b>	<b>0</b>	<b>255</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3755</b>
<b>%</b>	<b>0</b>	<b>97.5</b>	<b>0</b>	<b>0</b>	<b>97.5</b>	<b>0</b>	<b>97.2</b>	<b>0</b>	<b>0</b>	<b>97.2</b>	<b>100</b>	<b>0</b>	<b>97</b>	<b>0</b>	<b>97.3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>97.4</b>
<b>%</b>	<b>0</b>	<b>49</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>0</b>	<b>45</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>101</b>
<b>%</b>	<b>0</b>	<b>2.5</b>	<b>0</b>	<b>0</b>	<b>2.5</b>	<b>0</b>	<b>2.8</b>	<b>0</b>	<b>0</b>	<b>2.8</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>2.7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2.6</b>



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File Name : 06552-05  
 Site Code : 00655205  
 Start Date : 6/8/2006  
 Page No : 2





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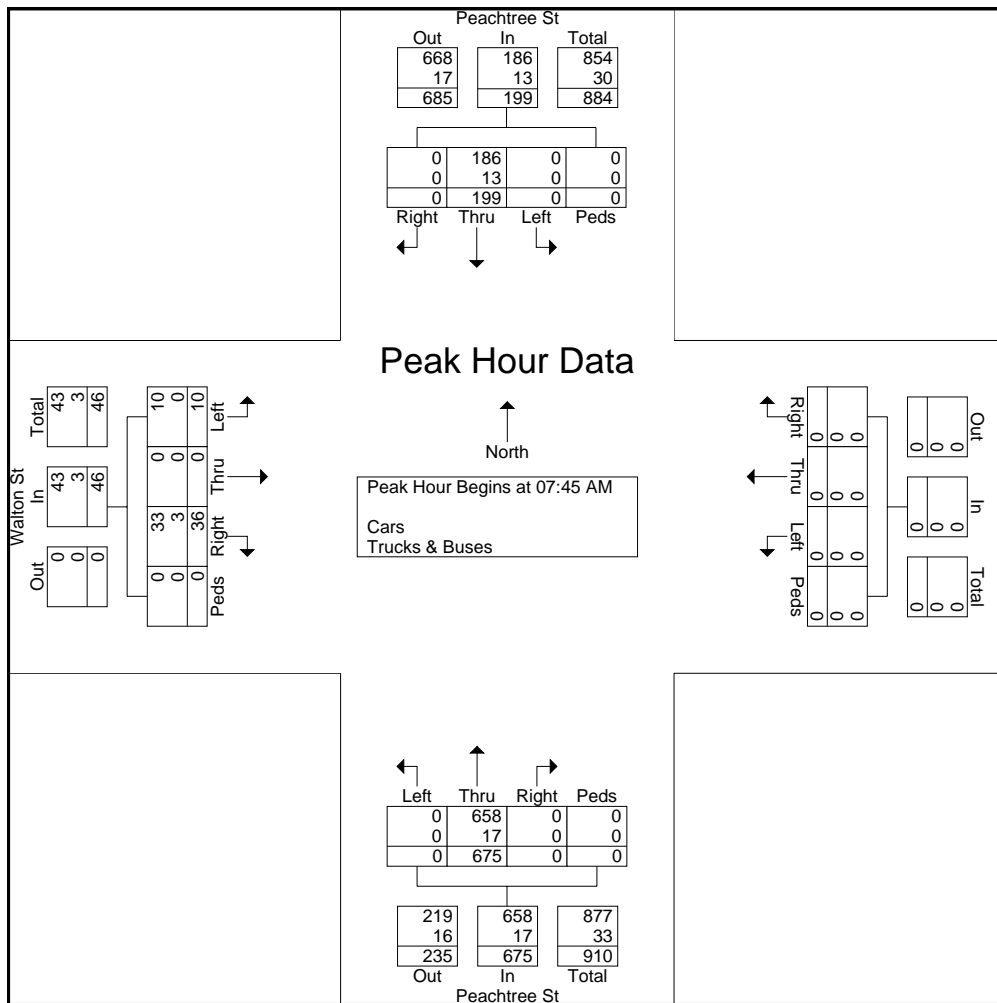
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File Name : 06552-05  
 Site Code : 00655205  
 Start Date : 6/8/2006  
 Page No : 3

Start Time	Peachtree St Northbound					Peachtree St Southbound					Walton St Eastbound					Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 11:30 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	168	0	0	168	0	48	0	0	48	0	0	8	0	8	0	0	0	0	0	224
08:00 AM	0	167	0	0	167	0	51	0	0	51	4	0	9	0	13	0	0	0	0	0	231
08:15 AM	0	171	0	0	171	0	48	0	0	48	2	0	8	0	10	0	0	0	0	0	229
08:30 AM	0	169	0	0	169	0	52	0	0	52	4	0	11	0	15	0	0	0	0	0	236
Total Volume	0	675	0	0	675	0	199	0	0	199	10	0	36	0	46	0	0	0	0	0	920
% App. Total	0	100	0	0		0	100	0	0		21.7	0	78.3	0		0	0	0	0		
PHF	.000	.987	.000	.000	.987	.000	.957	.000	.000	.957	.625	.000	.818	.000	.767	.000	.000	.000	.000	.000	.975
	0	658	0	0	658	0	186	0	0	186	10	0	33	0	43	0	0	0	0	0	887
%	0	97.5	0	0	97.5	0	93.5	0	0	93.5	100	0	91.7	0	93.5	0	0	0	0	0	96.4
	0	17	0	0	17	0	13	0	0	13	0	0	3	0	3	0	0	0	0	0	33
%	0	2.5	0	0	2.5	0	6.5	0	0	6.5	0	0	8.3	0	6.5	0	0	0	0	0	3.6





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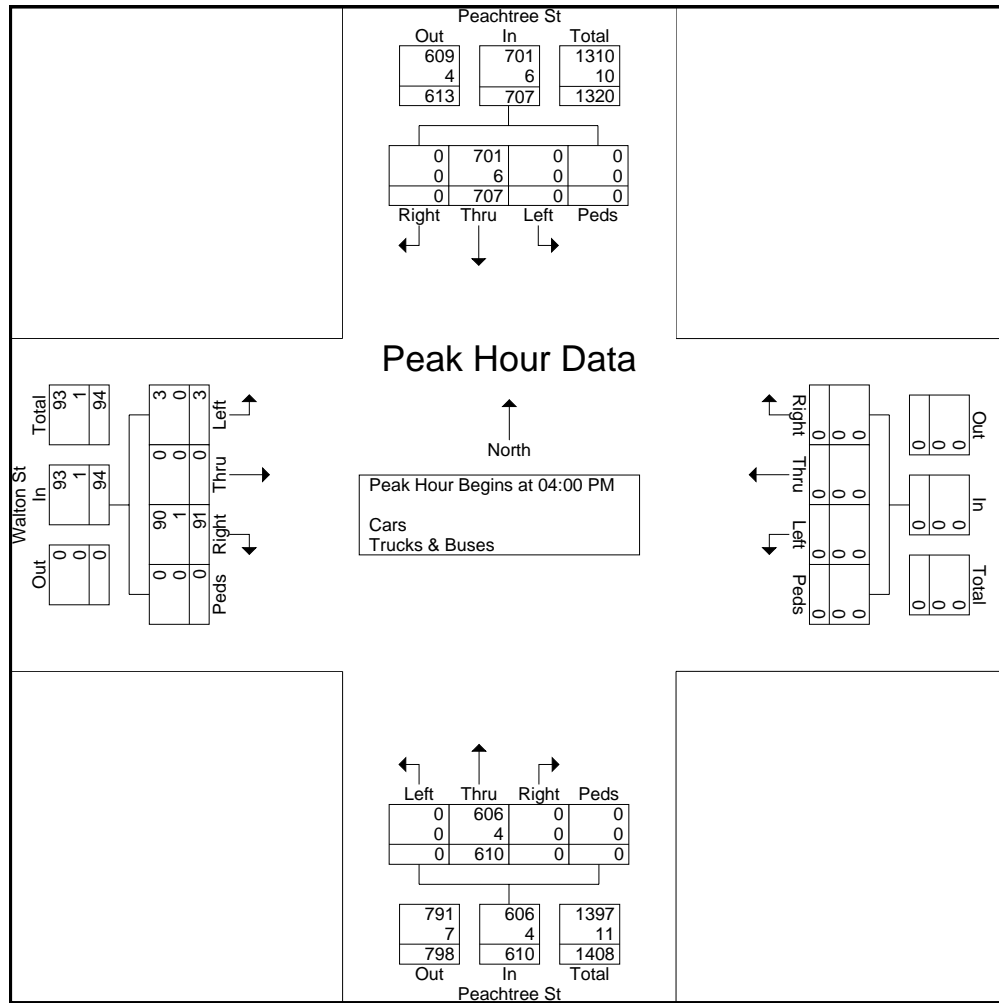
File Name : 06552-05  
Site Code : 00655205  
Start Date : 6/8/2006  
Page No : 4

	Peachtree St Northbound					Peachtree St Southbound					Walton St Eastbound					Westbound					
Start Time	Left	Thru	Right	Ped <sub>S</sub>	App. Total	Left	Thru	Right	Ped <sub>S</sub>	App. Total	Left	Thru	Right	Ped <sub>S</sub>	App. Total	Left	Thru	Right	Ped <sub>S</sub>	App. Total	Int. Total

Peak Hour Analysis From 11:45 AM to 05:30 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:00 PM

04:00 PM	0	349	0	0	349	0	356	0	0	356	1	0	38	0	39	0	0	0	0	0	0	744
04:15 PM	0	152	0	0	152	0	188	0	0	188	1	0	18	0	19	0	0	0	0	0	0	359
04:30 PM	0	47	0	0	47	0	77	0	0	77	1	0	15	0	16	0	0	0	0	0	0	140
04:45 PM	0	62	0	0	62	0	86	0	0	86	0	0	20	0	20	0	0	0	0	0	0	168
Total Volume	0	610	0	0	610	0	707	0	0	707	3	0	91	0	94	0	0	0	0	0	0	1411
% App. Total	0	100	0	0		0	100	0	0		3.2	0	96.8	0		0	0	0	0	0		
PHF	.000	.437	.000	.000	.437	.000	.496	.000	.000	.496	.750	.000	.599	.000	.603	.000	.000	.000	.000	.000	.000	.474
%	0	606	0	0	606	0	701	0	0	701	3	0	90	0	93	0	0	0	0	0	0	1400
%	0	99.3	0	0	99.3	0	99.2	0	0	99.2	100	0	98.9	0	98.9	0	0	0	0	0	0	99.2
%	0	4	0	0	4	0	6	0	0	6	0	0	1	0	1	0	0	0	0	0	0	11
%	0	0.7	0	0	0.7	0	0.8	0	0	0.8	0	0	1.1	0	1.1	0	0	0	0	0	0	0.8





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Counter: 2448/1934  
Counted By: JRM/OBK  
Weather: Mild  
Other: KHA

File Name : 06552-06  
Site Code : 00655206  
Start Date : 6/21/2006  
Page No : 1

### Groups Printed- Cars - Trucks & Buses

Start Time	Peachtree St Northbound					Peachtree St Southbound					Luckie St Eastbound					Auburn Ave Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00 AM	8	76	10	7	101	7	37	3	12	59	0	0	0	7	7	0	14	0	4	18	185
07:15 AM	5	87	12	14	118	9	29	6	12	56	0	0	0	10	10	1	14	3	6	24	208
07:30 AM	8	90	19	17	134	11	44	9	17	81	0	0	0	15	15	2	15	5	5	27	257
07:45 AM	10	130	27	20	187	17	44	8	22	91	0	0	0	19	19	5	20	2	3	30	327
Total	31	383	68	58	540	44	154	26	63	287	0	0	0	51	51	8	63	10	18	99	977
08:00 AM	18	141	27	18	204	27	39	7	7	80	0	0	0	7	7	2	30	3	6	41	332
08:15 AM	12	128	30	18	188	34	41	10	9	94	0	0	0	15	15	6	28	2	13	49	346
08:30 AM	14	147	44	19	224	21	56	15	7	99	0	0	0	18	18	3	34	7	3	47	388
08:45 AM	16	125	31	12	184	25	58	12	21	116	0	0	0	21	21	3	36	5	11	55	376
Total	60	541	132	67	800	107	194	44	44	389	0	0	0	61	61	14	128	17	33	192	1442
Break																					
04:00 PM	6	52	19	17	94	44	92	17	23	176	0	0	0	15	15	4	11	3	8	26	311
04:15 PM	7	55	22	33	117	39	108	14	16	177	0	0	0	15	15	6	23	6	2	37	346
04:30 PM	7	55	9	32	103	53	95	20	28	196	0	0	0	23	23	7	19	4	10	40	362
04:45 PM	7	54	21	22	104	65	102	25	47	239	0	0	0	22	22	6	19	1	8	34	399
Total	27	216	71	104	418	201	397	76	114	788	0	0	0	75	75	23	72	14	28	137	1418
05:00 PM	7	49	14	31	101	66	127	15	20	228	0	0	0	17	17	7	21	9	6	43	389
05:15 PM	9	68	13	12	102	53	128	17	19	217	0	0	0	11	11	13	28	4	4	49	379
05:30 PM	6	50	15	16	87	62	106	13	19	200	0	0	0	6	6	13	22	4	4	43	336
05:45 PM	6	46	13	28	93	44	116	18	38	216	0	0	0	8	8	10	27	8	9	54	371
Total	28	213	55	87	383	225	477	63	96	861	0	0	0	42	42	43	98	25	23	189	1475
Grand Total	146	1353	326	316	2141	577	1222	209	317	2325	0	0	0	229	229	88	361	66	102	617	5312
Apprch %	6.8	63.2	15.2	14.8		24.8	52.6	9	13.6		0	0	0	100		14.3	58.5	10.7	16.5		
Total %	2.7	25.5	6.1	5.9	40.3	10.9	23	3.9	6	43.8	0	0	0	4.3	4.3	1.7	6.8	1.2	1.9	11.6	
%	142	1311	303	316	2072	540	1174	207	317	2238	0	0	0	229	229	82	358	65	102	607	5146
%	97.3	96.9	92.9	100	96.8	93.6	96.1	99	100	96.3	0	0	0	100	100	93.2	99.2	98.5	100	98.4	96.9
%	4	42	23	0	69	37	48	2	0	87	0	0	0	0	0	6	3	1	0	10	166
%	2.7	3.1	7.1	0	3.2	6.4	3.9	1	0	3.7	0	0	0	0	0	6.8	0.8	1.5	0	1.6	3.1



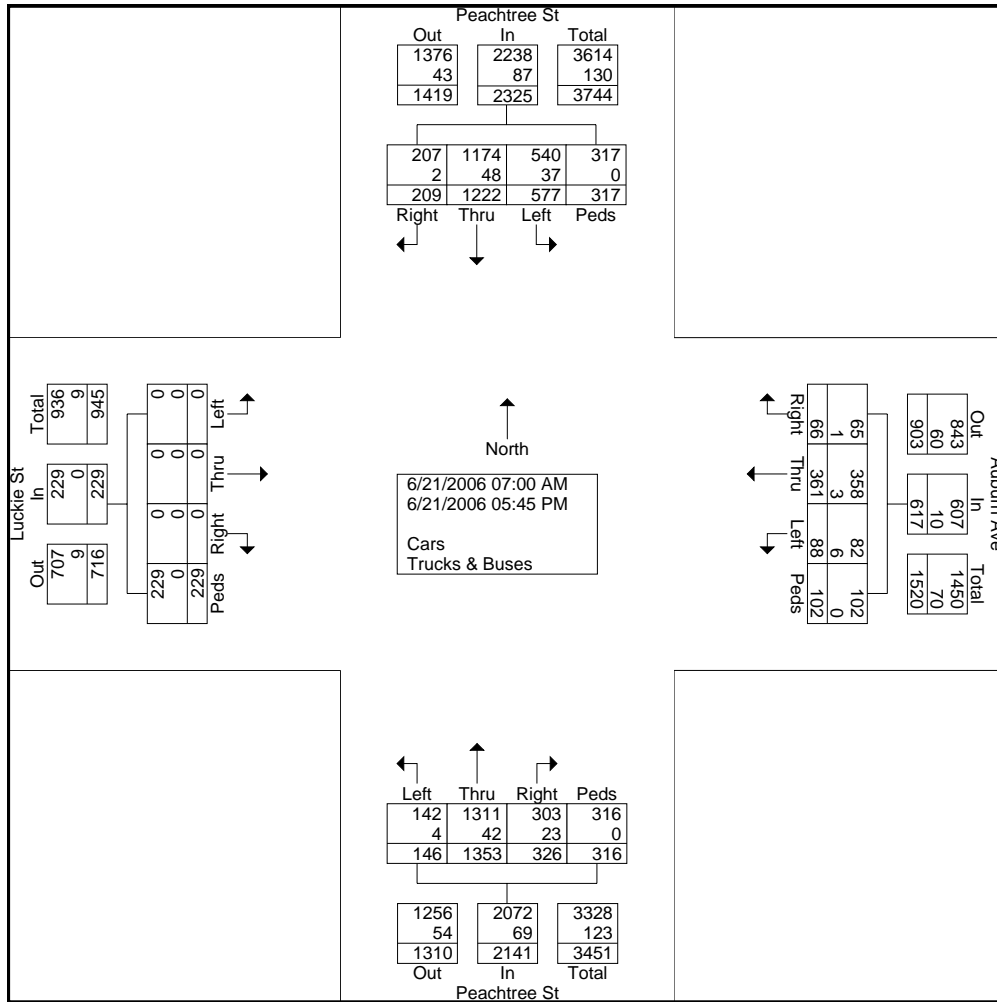
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File Name : 06552-06  
 Site Code : 00655206  
 Start Date : 6/21/2006  
 Page No : 2





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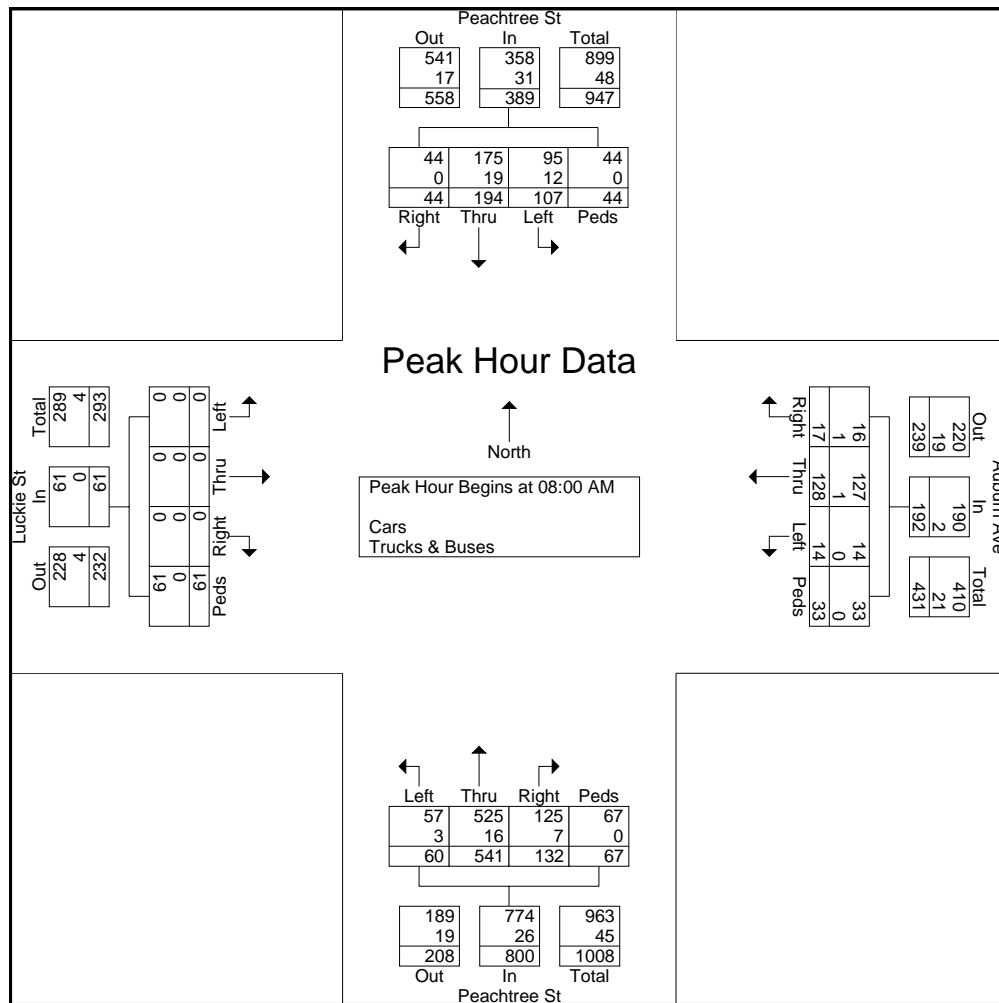
Atlanta - Hilton Head - Charlotte

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File Name : 06552-06  
 Site Code : 00655206  
 Start Date : 6/21/2006  
 Page No : 3

Start Time	Peachtree St Northbound					Peachtree St Southbound					Luckie St Eastbound					Auburn Ave Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	18	141	27	18	204	27	39	7	7	80	0	0	0	7	7	2	30	3	6	41	332
08:15 AM	12	128	30	18	188	34	41	10	9	94	0	0	0	15	15	6	28	2	13	49	346
08:30 AM	14	147	44	19	224	21	56	15	7	99	0	0	0	18	18	3	34	7	3	47	388
08:45 AM	16	125	31	12	184	25	58	12	21	116	0	0	0	21	21	3	36	5	11	55	376
Total Volume	60	541	132	67	800	107	194	44	44	389	0	0	0	61	61	14	128	17	33	192	1442
% App. Total	7.5	67.6	16.5	8.4		27.5	49.9	11.3	11.3		0	0	0	100	100	7.3	66.7	8.9	17.2		
PHF	.833	.920	.750	.882	.893	.787	.836	.733	.524	.838	.000	.000	.000	.726	.726	.583	.889	.607	.635	.873	.929
%	57	525	125	67	774	95	175	44	44	358	0	0	0	61	61	14	127	16	33	190	1383
%	95.0	97.0	94.7	100	96.8	88.8	90.2	100	100	92.0	0	0	0	100	100	100	99.2	94.1	100	99.0	95.9
%	3	16	7	0	26	12	19	0	0	31	0	0	0	0	0	0	1	1	0	2	59
%	5.0	3.0	5.3	0	3.3	11.2	9.8	0	0	8.0	0	0	0	0	0	0	0.8	5.9	0	1.0	4.1





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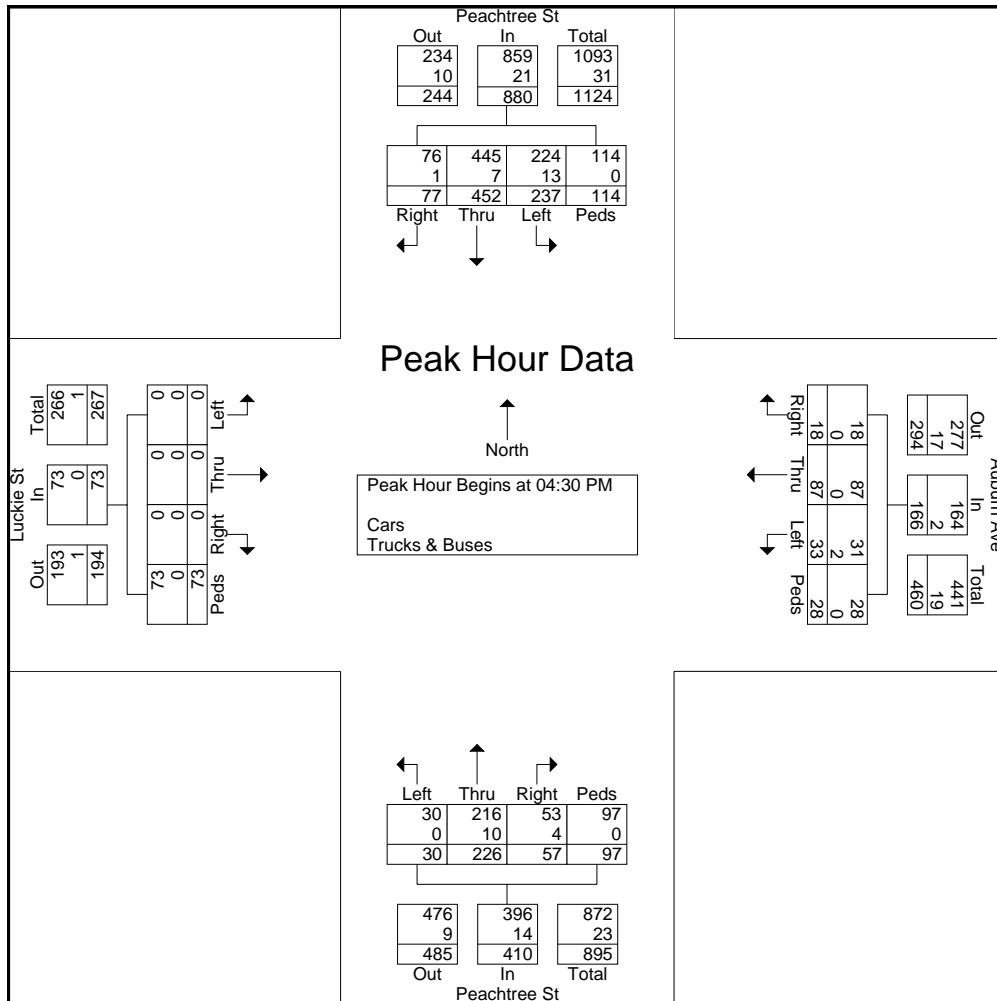
File Name : 06552-06  
 Site Code : 00655206  
 Start Date : 6/21/2006  
 Page No : 4

Start Time	Peachtree St Northbound					Peachtree St Southbound					Luckie St Eastbound					Auburn Ave Westbound					Int. Total
	Left	Thru	Right	Ped S	App. Total	Left	Thru	Right	Ped S	App. Total	Left	Thru	Right	Ped S	App. Total	Left	Thru	Right	Ped S	App. Total	

Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:30 PM

04:30 PM	7	55	9	32	103	53	95	20	28	196	0	0	0	23	23	7	19	4	10	40	362
04:45 PM	7	54	21	22	104	65	102	25	47	239	0	0	0	22	22	6	19	1	8	34	399
05:00 PM	7	49	14	31	101	66	127	15	20	228	0	0	0	17	17	7	21	9	6	43	389
05:15 PM	9	68	13	12	102	53	128	17	19	217	0	0	0	11	11	13	28	4	4	49	379
Total Volume	30	226	57	97	410	237	452	77	114	880	0	0	0	73	73	33	87	18	28	166	1529
% App. Total	7.3	55.1	13.9	23.7		26.9	51.4	8.8	13		0	0	0	100		19.9	52.4	10.8	16.9		
PHF	.833	.831	.679	.758	.986	.898	.883	.770	.606	.921	.000	.000	.000	.793	.793	.635	.777	.500	.700	.847	.958
	30	216	53	97	396	224	445	76	114	859	0	0	0	73	73	31	87	18	28	164	1492
%	100	95.6	93.0	100	96.6	94.5	98.5	98.7	100	97.6	0	0	0	100	100	93.9	100	100	100	98.8	97.6
	0	10	4	0	14	13	7	1	0	21	0	0	0	0	0	2	0	0	0	2	37
%	0	4.4	7.0	0	3.4	5.5	1.5	1.3	0	2.4	0	0	0	0	0	6.1	0	0	0	1.2	2.4





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Counter: 2448  
 Counted By: JRM  
 Weather: Mild  
 Other: KHA

File Name : 06552-06b  
 Site Code : 00655206  
 Start Date : 6/21/2006  
 Page No : 1

**Groups Printed- Cars**

Start Time	Peachtree St Northbound					Peachtree St Southbound					Broad St Eastbound					Auburn Ave Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00 AM	1	0	0	0	1	0	0	3	1	4	0	0	0	6	6	0	0	0	6	6	17
07:15 AM	0	0	0	5	5	0	0	1	5	6	0	0	0	14	14	0	0	0	6	6	31
07:30 AM	1	0	0	7	8	0	0	0	13	13	0	0	0	14	14	1	0	0	14	15	50
07:45 AM	2	0	0	2	4	0	0	1	5	6	0	0	0	23	23	1	0	0	19	20	53
Total	4	0	0	14	18	0	0	5	24	29	0	0	0	57	57	2	0	0	45	47	151
08:00 AM	0	0	0	18	18	0	0	1	18	19	0	0	0	21	21	0	0	0	13	13	71
08:15 AM	1	0	0	18	19	0	0	1	33	34	0	0	0	33	33	1	0	0	17	18	104
08:30 AM	0	0	0	16	16	0	0	3	17	20	0	0	0	20	20	2	0	0	18	20	76
08:45 AM	3	0	0	9	12	0	0	2	32	34	0	0	0	30	30	0	0	0	11	11	87
Total	4	0	0	61	65	0	0	7	100	107	0	0	0	104	104	3	0	0	59	62	338
Break																					
04:00 PM	3	0	0	31	34	0	0	4	44	48	0	0	0	33	33	0	0	0	31	31	146
04:15 PM	4	0	0	23	27	0	0	6	34	40	0	0	0	20	20	1	0	0	23	24	111
04:30 PM	1	0	0	26	27	0	0	2	37	39	0	0	0	36	36	2	0	0	49	51	153
04:45 PM	2	0	0	28	30	0	0	10	35	45	0	0	0	28	28	1	0	0	44	45	148
Total	10	0	0	108	118	0	0	22	150	172	0	0	0	117	117	4	0	0	147	151	558
05:00 PM	4	0	0	19	23	0	0	3	36	39	0	0	0	32	32	4	0	0	25	29	123
05:15 PM	0	0	0	31	31	0	0	3	36	39	0	0	0	21	21	2	0	0	28	30	121
05:30 PM	4	0	0	25	29	0	0	2	29	31	0	0	0	17	17	4	0	0	22	26	103
05:45 PM	4	0	0	12	16	0	0	4	31	35	0	0	0	25	25	1	0	0	17	18	94
Total	12	0	0	87	99	0	0	12	132	144	0	0	0	95	95	11	0	0	92	103	441
Grand Total	30	0	0	270	300	0	0	46	406	452	0	0	0	373	373	20	0	0	343	363	1488
Apprch %	10	0	0	90		0	0	10.2	89.8		0	0	0	100		5.5	0	0	94.5		
Total %	2	0	0	18.1	20.2	0	0	3.1	27.3	30.4	0	0	0	25.1	25.1	1.3	0	0	23.1	24.4	



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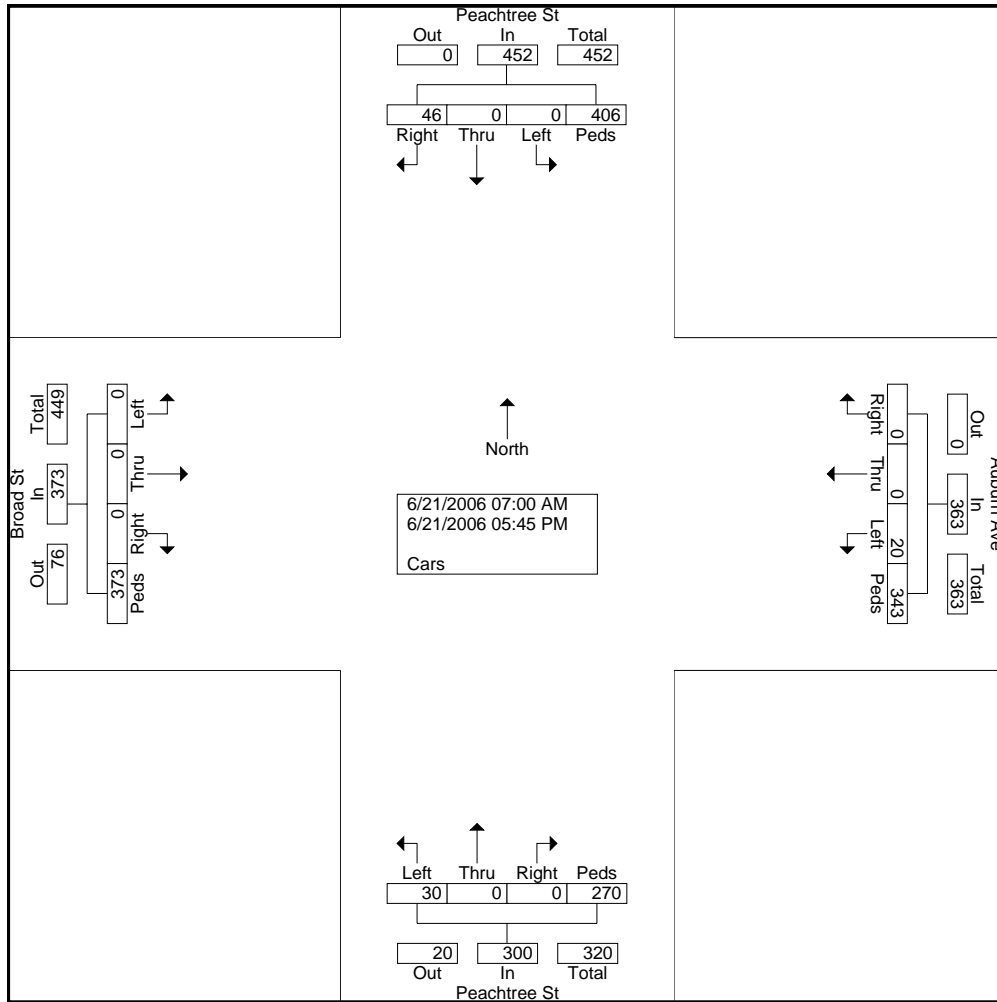
www.trafficdatacollection.com

File Name : 06552-06b

Site Code : 00655206

Start Date : 6/21/2006

Page No : 2





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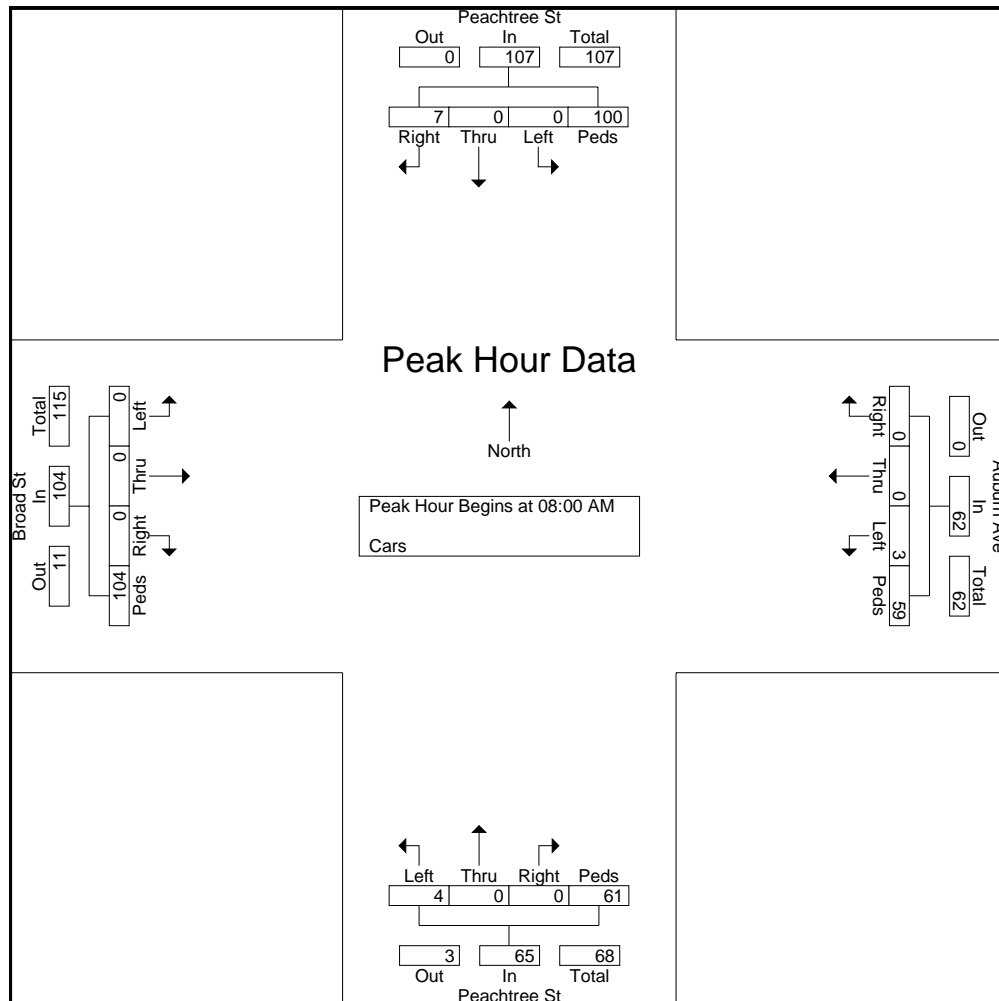
File Name : 06552-06b

Site Code : 00655206

Start Date : 6/21/2006

Page No : 3

Start Time	Peachtree St Northbound					Peachtree St Southbound					Broad St Eastbound					Auburn Ave Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	0	0	18	18	0	0	1	18	19	0	0	0	21	21	0	0	0	13	13	71
08:15 AM	1	0	0	18	19	0	0	1	33	34	0	0	0	33	33	1	0	0	17	18	104
08:30 AM	0	0	0	16	16	0	0	3	17	20	0	0	0	20	20	2	0	0	18	20	76
08:45 AM	3	0	0	9	12	0	0	2	32	34	0	0	0	30	30	0	0	0	11	11	87
Total Volume	4	0	0	61	65	0	0	7	100	107	0	0	0	104	104	3	0	0	59	62	338
% App. Total	6.2	0	0	93.8		0	0	6.5	93.5		0	0	0	100		4.8	0	0	95.2		
PHF	.333	.000	.000	.847	.855	.000	.000	.583	.758	.787	.000	.000	.000	.788	.788	.375	.000	.000	.819	.775	.813





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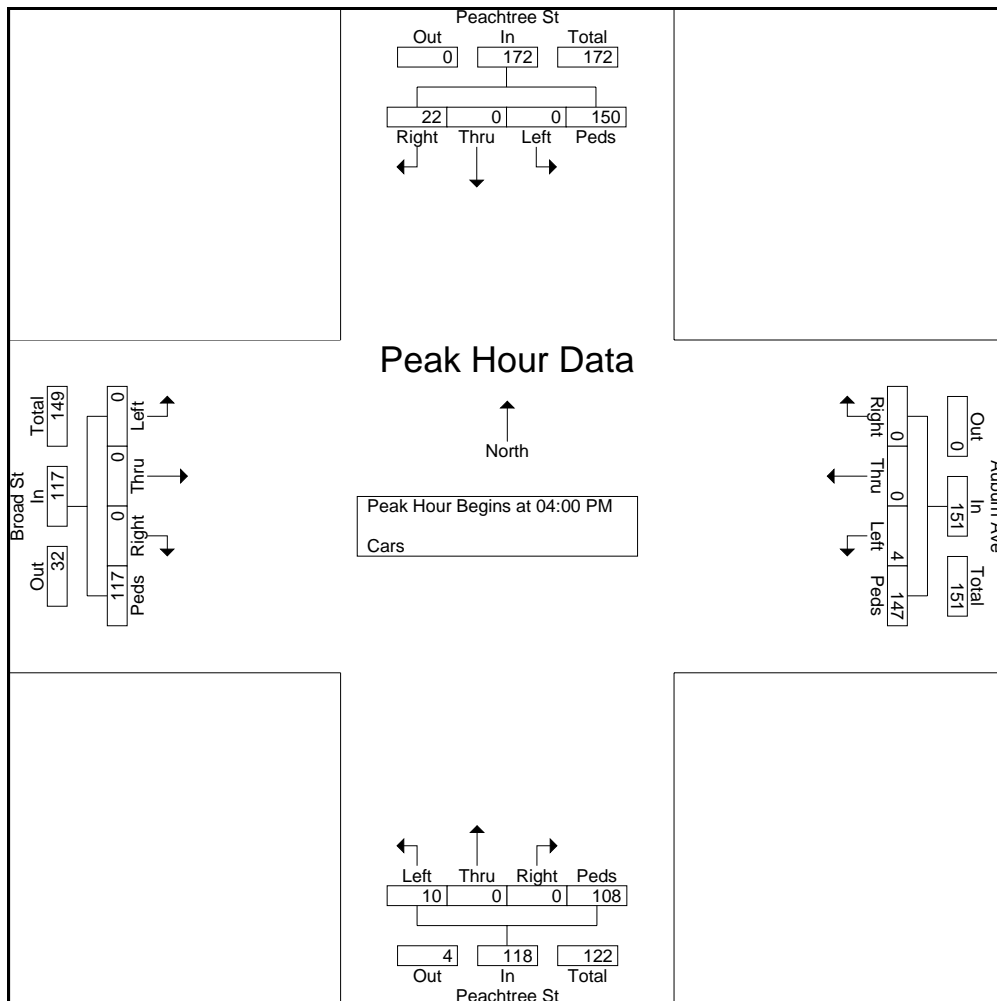
File Name : 06552-06b

Site Code : 00655206

Start Date : 6/21/2006

Page No : 4

Start Time	Peachtree St Northbound					Peachtree St Southbound					Broad St Eastbound					Auburn Ave Westbound					Int. Total
	Left	Thru	Right	Ped S	App. Total	Left	Thru	Right	Ped S	App. Total	Left	Thru	Right	Ped S	App. Total	Left	Thru	Right	Ped S	App. Total	
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	3	0	0	31	34	0	0	4	44	48	0	0	0	33	33	0	0	0	31	31	146
04:15 PM	4	0	0	23	27	0	0	6	34	40	0	0	0	20	20	1	0	0	23	24	111
04:30 PM	1	0	0	26	27	0	0	2	37	39	0	0	0	36	36	2	0	0	49	51	153
04:45 PM	2	0	0	28	30	0	0	10	35	45	0	0	0	28	28	1	0	0	44	45	148
Total Volume	10	0	0	108	118	0	0	22	150	172	0	0	0	117	117	4	0	0	147	151	558
% App. Total	8.5	0	0	91.5		0	0	12.8	87.2		0	0	0	100		2.6	0	0	97.4		
PHF	.625	.000	.000	.871	.868	.000	.000	.550	.852	.896	.000	.000	.000	.813	.813	.500	.000	.000	.750	.740	.912





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Counter: 1174
Counted By: ST
Weather: Mild
Other: KHA

File Name : 06552-07
Site Code : 00655207
Start Date : 6/13/2006
Page No : 1

Groups Printed- Cars - Trucks & Buses

Table with columns for Start Time, Peachtree St Northbound, Peachtree St Southbound, Walton St Eastbound, Westbound, and Int. Total. Rows include time intervals from 07:00 AM to 05:45 PM, a Break section from 04:00 PM to 05:45 PM, and a Grand Total section.



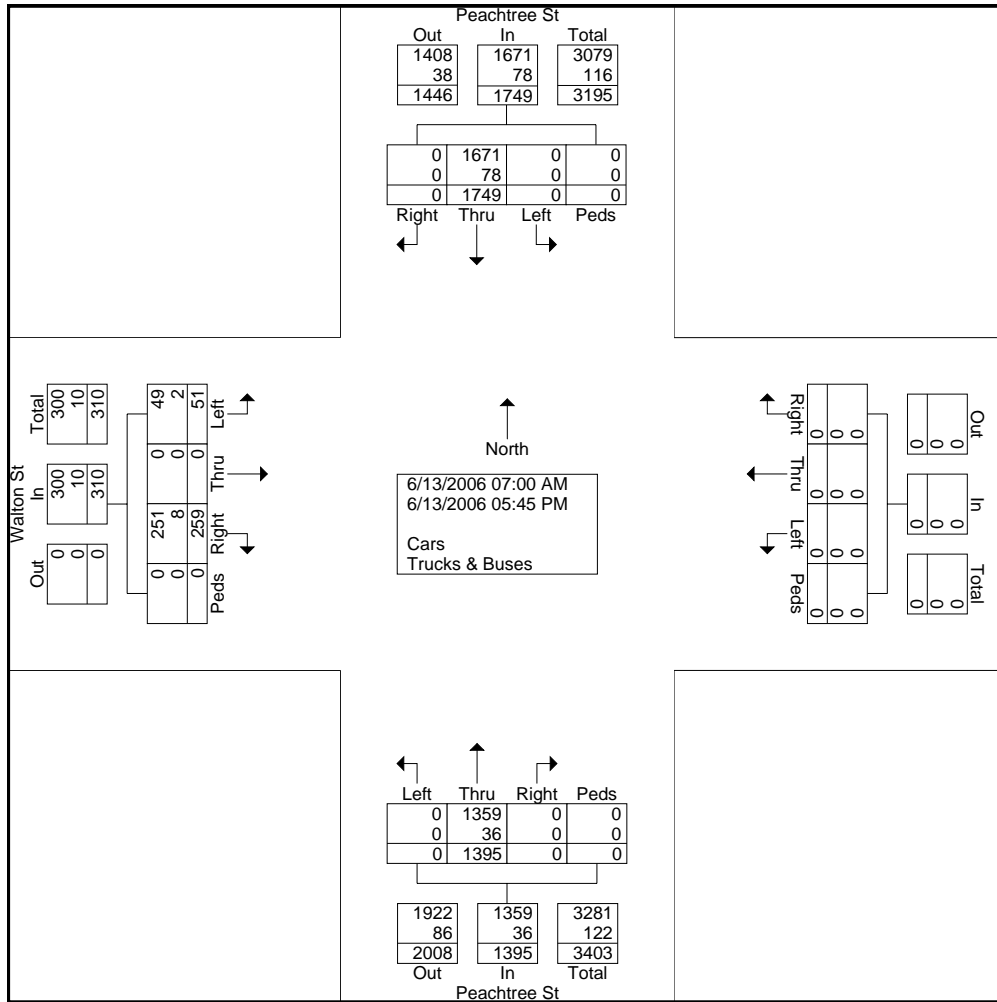
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File Name : 06552-07  
 Site Code : 00655207  
 Start Date : 6/13/2006  
 Page No : 2





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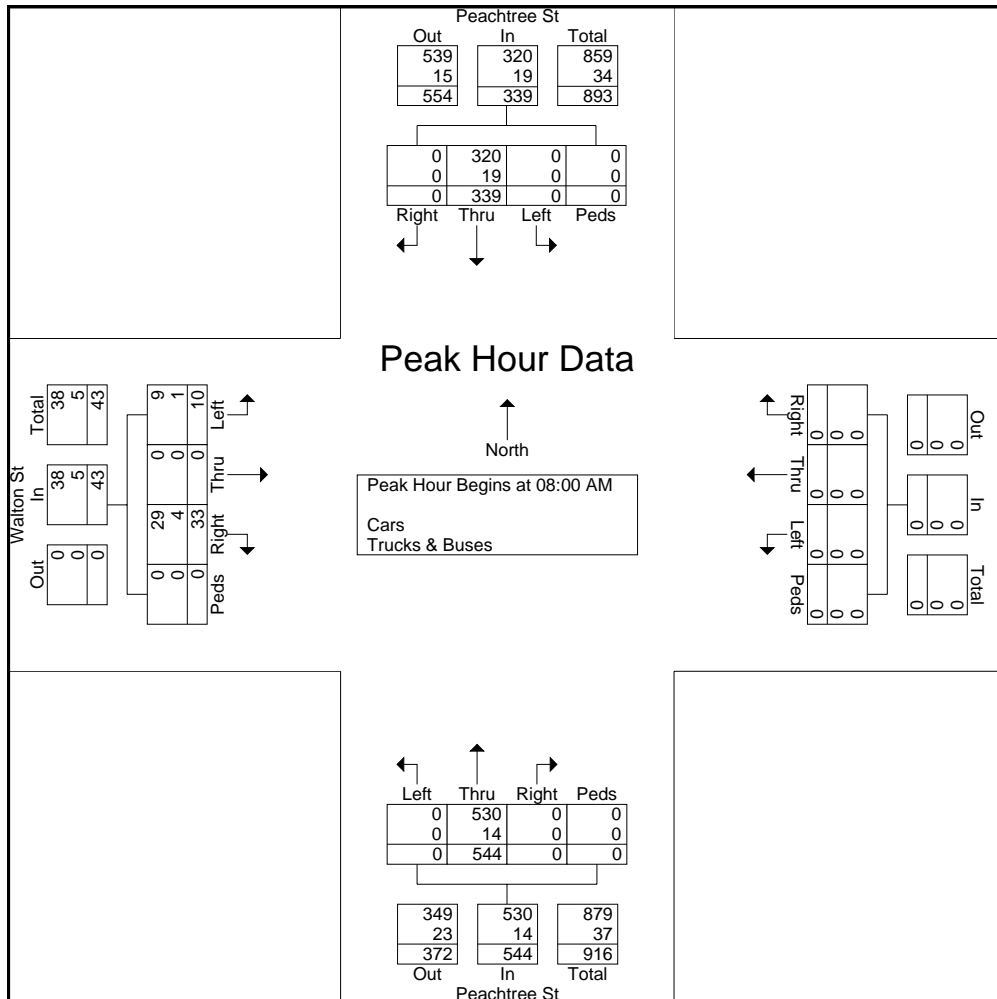
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File Name : 06552-07  
 Site Code : 00655207  
 Start Date : 6/13/2006  
 Page No : 3

Start Time	Peachtree St Northbound					Peachtree St Southbound					Walton St Eastbound					Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	152	0	0	152	0	62	0	0	62	3	0	6	0	9	0	0	0	0	0	223
08:15 AM	0	110	0	0	110	0	94	0	0	94	3	0	13	0	16	0	0	0	0	0	220
08:30 AM	0	150	0	0	150	0	95	0	0	95	1	0	8	0	9	0	0	0	0	0	254
08:45 AM	0	132	0	0	132	0	88	0	0	88	3	0	6	0	9	0	0	0	0	0	229
Total Volume	0	544	0	0	544	0	339	0	0	339	10	0	33	0	43	0	0	0	0	0	926
% App. Total	0	100	0	0		0	100	0	0		23.3	0	76.7	0		0	0	0	0		
PHF	.000	.895	.000	.000	.895	.000	.892	.000	.000	.892	.833	.000	.635	.000	.672	.000	.000	.000	.000	.000	.911
%	0	530	0	0	530	0	320	0	0	320	9	0	29	0	38	0	0	0	0	0	888
%	0	97.4	0	0	97.4	0	94.4	0	0	94.4	90.0	0	87.9	0	88.4	0	0	0	0	0	95.9
%	0	14	0	0	14	0	19	0	0	19	1	0	4	0	5	0	0	0	0	0	38
%	0	2.6	0	0	2.6	0	5.6	0	0	5.6	10.0	0	12.1	0	11.6	0	0	0	0	0	4.1





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File Name : 06552-07

Site Code : 00655207

Start Date : 6/13/2006

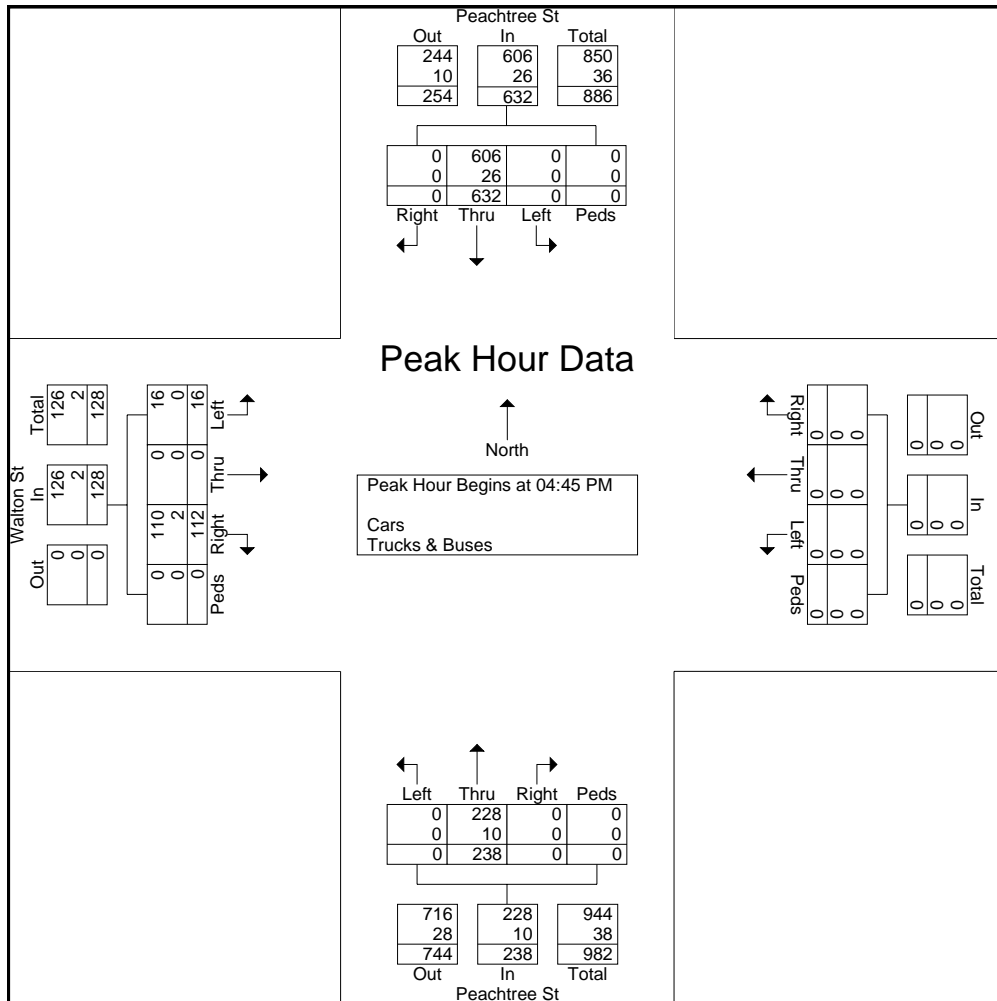
Page No : 4

Start Time	Peachtree St Northbound					Peachtree St Southbound					Walton St Eastbound					Westbound					Int. Total
	Left	Thru	Right	Ped S	App. Total	Left	Thru	Right	Ped S	App. Total	Left	Thru	Right	Ped S	App. Total	Left	Thru	Right	Ped S	App. Total	

Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM

04:45 PM	0	56	0	0	56	0	140	0	0	140	4	0	28	0	32	0	0	0	0	0	0	228
05:00 PM	0	66	0	0	66	0	158	0	0	158	4	0	19	0	23	0	0	0	0	0	0	247
05:15 PM	0	69	0	0	69	0	184	0	0	184	5	0	37	0	42	0	0	0	0	0	0	295
05:30 PM	0	47	0	0	47	0	150	0	0	150	3	0	28	0	31	0	0	0	0	0	0	228
Total Volume	0	238	0	0	238	0	632	0	0	632	16	0	112	0	128	0	0	0	0	0	0	998
% App. Total	0	100	0	0		0	100	0	0		12.5	0	87.5	0		0	0	0	0	0		
PHF	.000	.862	.000	.000	.862	.000	.859	.000	.000	.859	.800	.000	.757	.000	.762	.000	.000	.000	.000	.000	.000	.846
	0	228	0	0	228	0	606	0	0	606	16	0	110	0	126	0	0	0	0	0	0	960
%	0	95.8	0	0	95.8	0	95.9	0	0	95.9	100	0	98.2	0	98.4	0	0	0	0	0	0	96.2
	0	10	0	0	10	0	26	0	0	26	0	0	2	0	2	0	0	0	0	0	0	38
%	0	4.2	0	0	4.2	0	4.1	0	0	4.1	0	0	1.8	0	1.6	0	0	0	0	0	0	3.8





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Counter: 2447  
Counted By: OBK  
Weather: Mild  
Other: KHA

File Name : 06552-08  
Site Code : 0655208  
Start Date : 6/13/2006  
Page No : 1

**Groups Printed- Cars - Trucks & Buses**

Start Time	Peachtree St Northbound					Peachtree St Southbound					Eastbound					John Wesley Dobbs Ave Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00 AM	0	65	16	13	94	0	36	0	16	52	0	0	0	25	25	4	0	3	11	18	189
07:15 AM	0	87	15	10	112	2	39	0	10	51	0	0	0	18	18	5	0	6	7	18	199
07:30 AM	0	106	18	7	131	0	54	0	12	66	0	0	0	24	24	11	0	11	8	30	251
07:45 AM	0	102	22	15	139	0	60	0	10	70	0	0	0	23	23	8	0	4	13	25	257
Total	0	360	71	45	476	2	189	0	48	239	0	0	0	90	90	28	0	24	39	91	896
08:00 AM	0	131	15	25	171	3	60	0	4	67	0	0	0	16	16	10	0	9	9	28	282
08:15 AM	0	98	15	8	121	1	73	0	7	81	0	0	0	16	16	20	0	6	7	33	251
08:30 AM	0	140	14	8	162	1	80	0	19	100	0	0	0	16	16	12	0	8	13	33	311
08:45 AM	0	128	16	11	155	1	68	0	18	87	0	0	0	15	15	11	0	5	14	30	287
Total	0	497	60	52	609	6	281	0	48	335	0	0	0	63	63	53	0	28	43	124	1131
Break																					
04:00 PM	0	74	3	20	97	3	114	0	25	142	0	0	0	15	15	10	0	5	19	34	288
04:15 PM	0	63	5	17	85	2	126	0	43	171	0	0	0	5	5	12	0	8	18	38	299
04:30 PM	0	53	5	34	92	1	117	0	29	147	0	0	0	14	14	16	0	11	21	48	301
04:45 PM	0	60	4	22	86	2	137	0	29	168	0	0	0	8	8	10	0	5	8	23	285
Total	0	250	17	93	360	8	494	0	126	628	0	0	0	42	42	48	0	29	66	143	1173
05:00 PM	0	56	3	16	75	2	143	0	32	177	1	0	0	13	14	21	0	12	28	61	327
05:15 PM	0	76	1	20	97	1	149	0	14	164	0	0	0	4	4	17	0	10	13	40	305
05:30 PM	0	45	1	25	71	3	141	0	42	186	0	0	0	12	12	16	0	21	15	52	321
05:45 PM	0	44	4	25	73	0	135	0	31	166	0	0	0	17	17	13	0	7	13	33	289
Total	0	221	9	86	316	6	568	0	119	693	1	0	0	46	47	67	0	50	69	186	1242
Grand Total	0	1328	157	276	1761	22	1532	0	341	1895	1	0	0	241	242	196	0	131	217	544	4442
Apprch %	0	75.4	8.9	15.7		1.2	80.8	0	18		0.4	0	0	99.6		36	0	24.1	39.9		
Total %	0	29.9	3.5	6.2	39.6	0.5	34.5	0	7.7	42.7	0	0	0	5.4	5.4	4.4	0	2.9	4.9	12.2	
%	0	1288	144	276	1708	21	1394	0	340	1755	1	0	0	241	242	181	0	130	217	528	4233
%	0	97	91.7	100	97	95.5	91	0	99.7	92.6	100	0	0	100	100	92.3	0	99.2	100	97.1	95.3
%	0	40	13	0	53	1	138	0	1	140	0	0	0	0	0	15	0	1	0	16	209
%	0	3	8.3	0	3	4.5	9	0	0.3	7.4	0	0	0	0	0	7.7	0	0.8	0	2.9	4.7



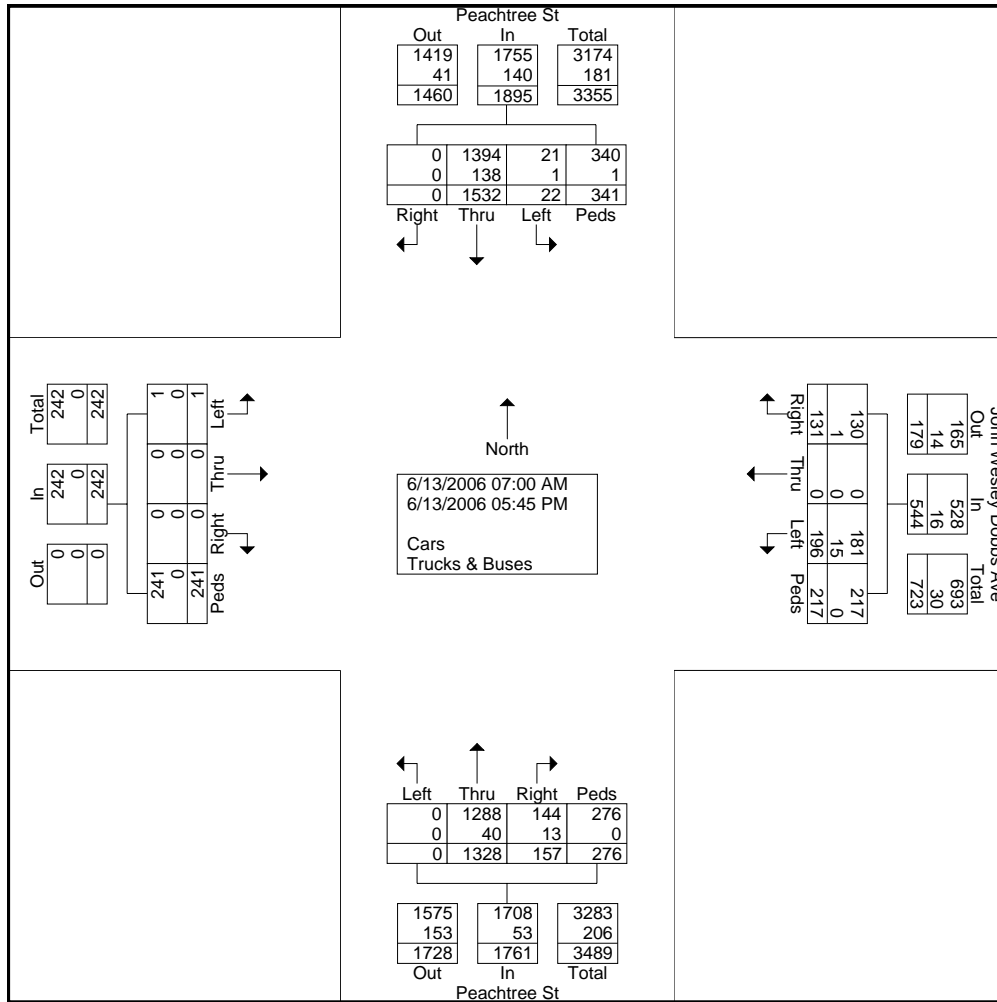
**TRAFFIC DATA COLLECTION, INC.**

Atlanta - Hilton Head - Charlotte

Ph. 404-459-9114 Fax 404-459-9113

www.trafficdatacollection.com

File Name : 06552-08  
 Site Code : 0655208  
 Start Date : 6/13/2006  
 Page No : 2





**TRAFFIC DATA COLLECTION, INC.**

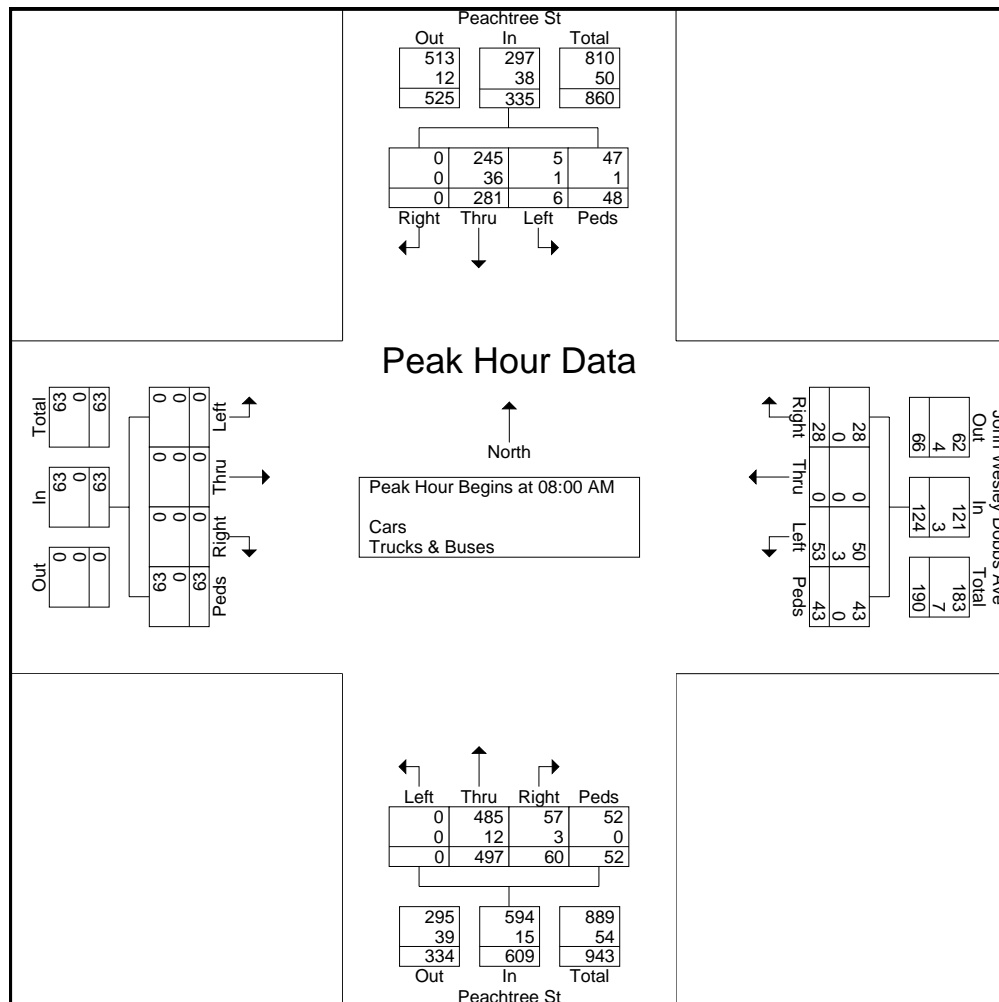
Atlanta - Hilton Head - Charlotte

Ph. 404-459-9114 Fax 404-459-9113

www.trafficdatacollection.com

File Name : 06552-08  
 Site Code : 0655208  
 Start Date : 6/13/2006  
 Page No : 3

Start Time	Peachtree St Northbound					Peachtree St Southbound					Eastbound					John Wesley Dobbs Ave Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	131	15	25	171	3	60	0	4	67	0	0	0	16	16	10	0	9	9	28	282
08:15 AM	0	98	15	8	121	1	73	0	7	81	0	0	0	16	16	20	0	6	7	33	251
08:30 AM	0	140	14	8	162	1	80	0	19	100	0	0	0	16	16	12	0	8	13	33	311
08:45 AM	0	128	16	11	155	1	68	0	18	87	0	0	0	15	15	11	0	5	14	30	287
Total Volume	0	497	60	52	609	6	281	0	48	335	0	0	0	63	63	53	0	28	43	124	1131
% App. Total	0	81.6	9.9	8.5		1.8	83.9	0	14.3		0	0	0	100		42.7	0	22.6	34.7		
PHF	.000	.888	.938	.520	.890	.500	.878	.000	.632	.838	.000	.000	.000	.984	.984	.663	.000	.778	.768	.939	.909
	0	485	57	52	594	5	245	0	47	297	0	0	0	63	63	50	0	28	43	121	1075
%	0	97.6	95.0	100	97.5	83.3	87.2	0	97.9	88.7	0	0	0	100	100	94.3	0	100	100	97.6	95.0
	0	12	3	0	15	1	36	0	1	38	0	0	0	0	0	3	0	0	0	3	56
%	0	2.4	5.0	0	2.5	16.7	12.8	0	2.1	11.3	0	0	0	0	0	5.7	0	0	0	2.4	5.0





**TRAFFIC DATA COLLECTION, INC.**

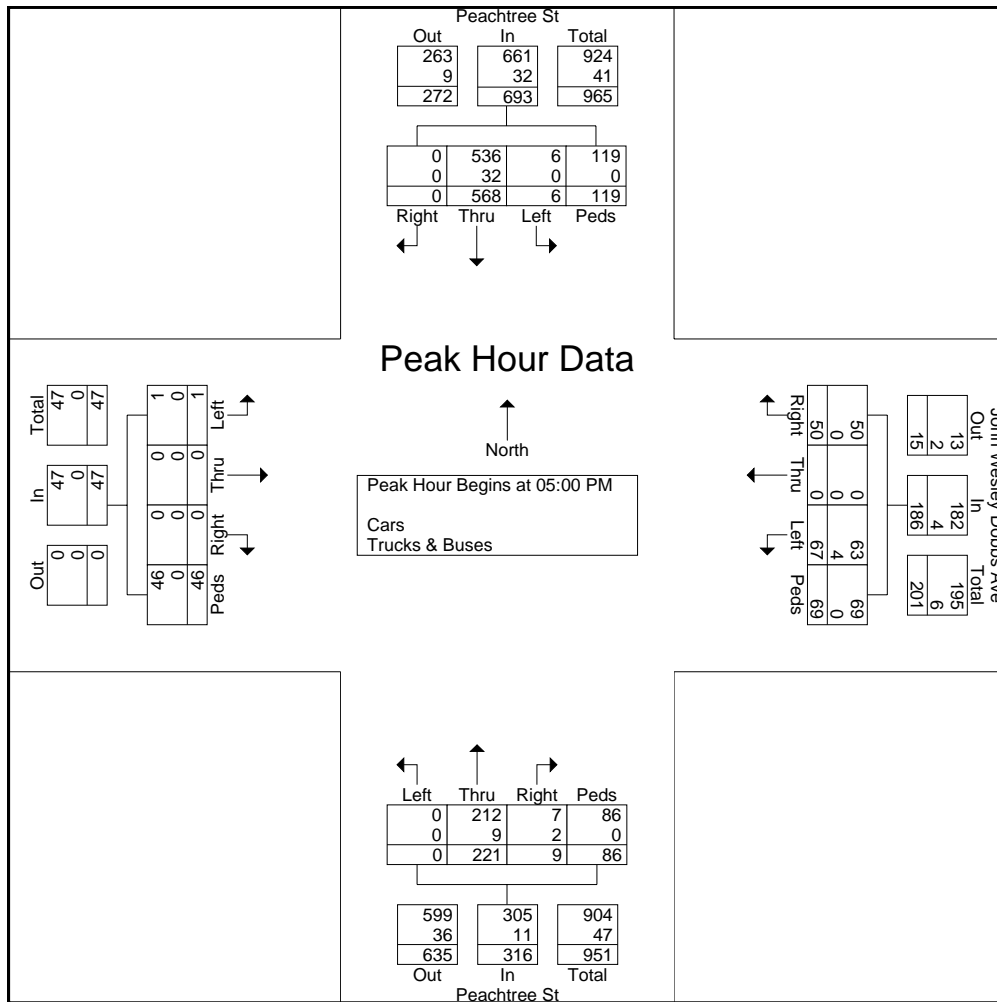
Atlanta - Hilton Head - Charlotte

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File Name : 06552-08  
 Site Code : 0655208  
 Start Date : 6/13/2006  
 Page No : 4

Start Time	Peachtree St Northbound					Peachtree St Southbound					Eastbound					John Wesley Dobbs Ave Westbound					Int. Total
	Left	Thru	Right	Ped S	App. Total	Left	Thru	Right	Ped S	App. Total	Left	Thru	Right	Ped S	App. Total	Left	Thru	Right	Ped S	App. Total	
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	56	3	16	75	2	143	0	32	177	1	0	0	13	14	21	0	12	28	61	327
05:15 PM	0	76	1	20	97	1	149	0	14	164	0	0	0	4	4	17	0	10	13	40	305
05:30 PM	0	45	1	25	71	3	141	0	42	186	0	0	0	12	12	16	0	21	15	52	321
05:45 PM	0	44	4	25	73	0	135	0	31	166	0	0	0	17	17	13	0	7	13	33	289
Total Volume	0	221	9	86	316	6	568	0	119	693	1	0	0	46	47	67	0	50	69	186	1242
% App. Total	0	69.9	2.8	27.2	0.9	82	0	17.2	2.1	0	0	97.9	36	0	26.9	37.1					
PHF	.000	.727	.563	.860	.814	.500	.953	.000	.708	.931	.250	.000	.000	.676	.691	.798	.000	.595	.616	.762	.950
	0	212	7	86	305	6	536	0	119	661	1	0	0	46	47	63	0	50	69	182	1195
%	0	95.9	77.8	100	96.5	100	94.4	0	100	95.4	100	0	0	100	100	94.0	0	100	100	97.8	96.2
	0	9	2	0	11	0	32	0	0	32	0	0	0	0	0	4	0	0	0	4	47
%	0	4.1	22.2	0	3.5	0	5.6	0	0	4.6	0	0	0	0	0	6.0	0	0	0	2.2	3.8





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Atlanta - Hilton Head - Charlotte

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www.trafficdatacollection.com

Counter: 1842  
 Counted By: JRM  
 Weather: Mild  
 Other: KHA

File Name : 06552-09  
 Site Code : 00655209  
 Start Date : 6/13/2006  
 Page No : 1

**Groups Printed- Cars - Trucks & Buses**

Start Time	Peachtree St Northbound					Peachtree St Southbound					Forsyth St Eastbound					Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00 AM	0	67	0	7	74	0	35	29	5	69	25	0	1	10	36	0	0	0	1	1	180
07:15 AM	0	91	0	5	96	0	47	37	5	89	38	0	1	20	59	0	0	0	10	10	254
07:30 AM	0	109	0	10	119	0	52	42	5	99	48	0	0	30	78	0	0	0	7	7	303
07:45 AM	0	114	0	5	119	0	60	36	15	111	47	0	1	19	67	0	0	0	8	8	305
Total	0	381	0	27	408	0	194	144	30	368	158	0	3	79	240	0	0	0	26	26	1042
08:00 AM	1	130	0	7	138	0	56	41	5	102	43	0	2	24	69	0	0	0	9	9	318
08:15 AM	0	112	0	6	118	0	80	52	2	134	41	0	0	6	47	0	0	0	9	9	308
08:30 AM	1	138	0	10	149	0	71	46	13	130	41	0	5	8	54	0	0	0	1	1	334
08:45 AM	1	117	0	6	124	0	71	50	15	136	33	0	1	7	41	0	0	0	8	8	309
Total	3	497	0	29	529	0	278	189	35	502	158	0	8	45	211	0	0	0	27	27	1269
Break																					
04:00 PM	0	77	0	25	102	0	121	39	6	166	36	0	6	5	47	0	0	0	9	9	324
04:15 PM	1	69	0	19	89	0	125	53	20	198	33	0	6	9	48	0	0	0	14	14	349
04:30 PM	2	63	2	40	107	0	107	44	10	161	38	0	7	5	50	0	0	0	26	26	344
04:45 PM	0	62	0	30	92	0	125	51	15	191	34	0	3	12	49	0	0	0	21	21	353
Total	3	271	2	114	390	0	478	187	51	716	141	0	22	31	194	0	0	0	70	70	1370
05:00 PM	0	71	0	19	90	0	131	46	5	182	37	0	5	11	53	0	0	0	7	7	332
05:15 PM	1	86	0	11	98	0	159	58	7	224	37	2	4	6	49	0	0	0	16	16	387
05:30 PM	1	60	0	14	75	0	129	47	14	190	33	0	4	11	48	0	0	0	2	2	315
05:45 PM	0	57	0	20	77	0	132	53	1	186	44	0	5	11	60	0	0	0	10	10	333
Total	2	274	0	64	340	0	551	204	27	782	151	2	18	39	210	0	0	0	35	35	1367
Grand Total	8	1423	2	234	1667	0	1501	724	143	2368	608	2	51	194	855	0	0	0	158	158	5048
Apprch %	0.5	85.4	0.1	14		0	63.4	30.6	6		71.1	0.2	6	22.7		0	0	0	100		
Total %	0.2	28.2	0	4.6	33	0	29.7	14.3	2.8	46.9	12	0	1	3.8	16.9	0	0	0	3.1	3.1	
%	8	1406	2	234	1650	0	1374	715	143	2232	596	2	51	194	843	0	0	0	158	158	4883
%	100	98.8	100	100	99	0	91.5	98.8	100	94.3	98	100	100	100	98.6	0	0	0	100	100	96.7
%	0	17	0	0	17	0	127	9	0	136	12	0	0	0	12	0	0	0	0	0	165
%	0	1.2	0	0	1	0	8.5	1.2	0	5.7	2	0	0	0	1.4	0	0	0	0	0	3.3



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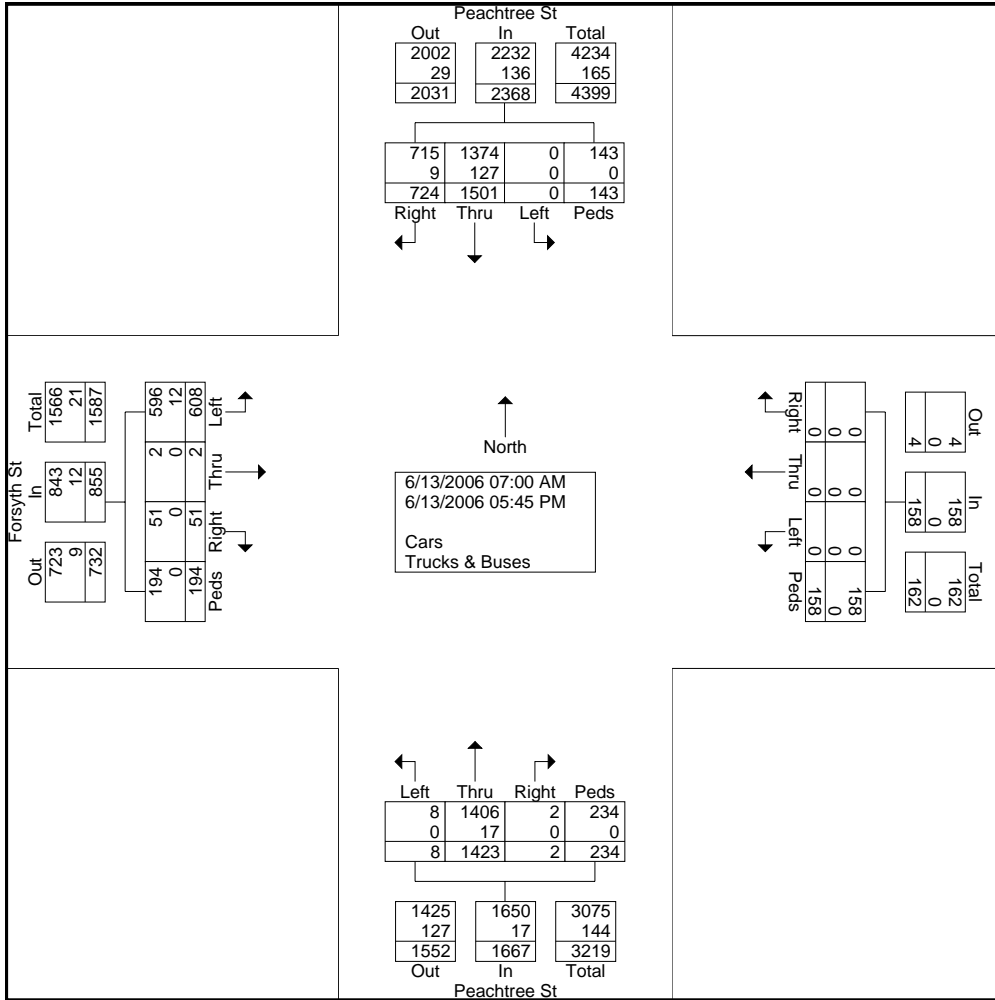
www.trafficdatacollection.com

File Name : 06552-09

Site Code : 00655209

Start Date : 6/13/2006

Page No : 2





**TRAFFIC DATA COLLECTION, INC.**

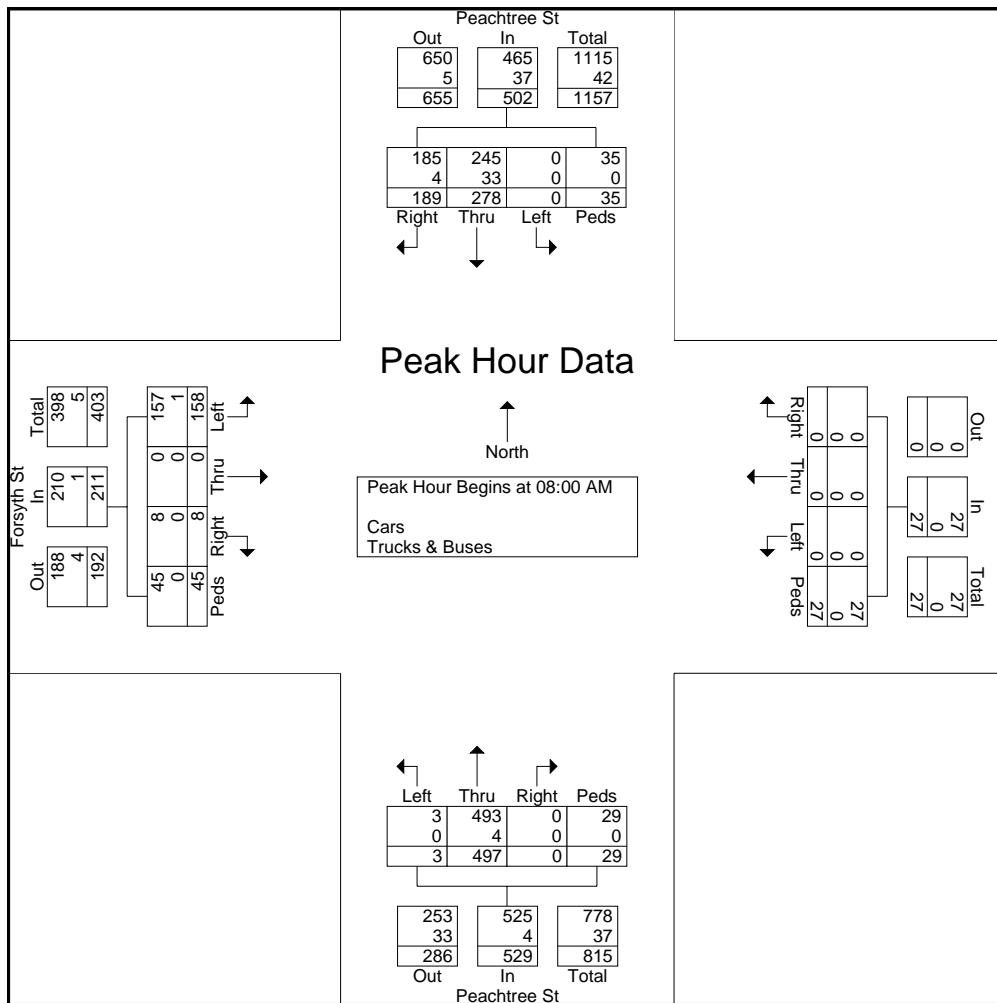
Atlanta - Hilton Head - Charlotte

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File Name : 06552-09  
 Site Code : 00655209  
 Start Date : 6/13/2006  
 Page No : 3

Start Time	Peachtree St Northbound					Peachtree St Southbound					Forsyth St Eastbound					Westbound					Int. Total	
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total		
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																						
Peak Hour for Entire Intersection Begins at 08:00 AM																						
08:00 AM	1	130	0	7	138	0	56	41	5	102	43	0	2	24	69	0	0	0	9	9	318	
08:15 AM	0	112	0	6	118	0	80	52	2	134	41	0	0	6	47	0	0	0	9	9	308	
08:30 AM	1	138	0	10	149	0	71	46	13	130	41	0	5	8	54	0	0	0	1	1	334	
08:45 AM	1	117	0	6	124	0	71	50	15	136	33	0	1	7	41	0	0	0	8	8	309	
Total Volume	3	497	0	29	529	0	278	189	35	502	158	0	8	45	211	0	0	0	27	27	1269	
% App. Total	0.6	94	0	5.5		0	55.4	37.6	7		74.9	0	3.8	21.3		0	0	0	100			
PHF	.750	.900	.000	.725	.888	.000	.869	.909	.583	.923	.919	.000	.400	.469	.764	.000	.000	.000	.750	.750	.950	
	3	493	0	29	525	0	245	185	35	465	157	0	8	45	210	0	0	0	27	27	1227	
%	100	99.2	0	100	99.2	0	88.1	97.9	100	92.6	99.4	0	100	100	99.5	0	0	0	100	100	96.7	
	0	4	0	0	4	0	33	4	0	37	1	0	0	0	1	0	0	0	0	0	42	
%	0	0.8	0	0	0.8	0	11.9	2.1	0	7.4	0.6	0	0	0	0.5	0	0	0	0	0	3.3	

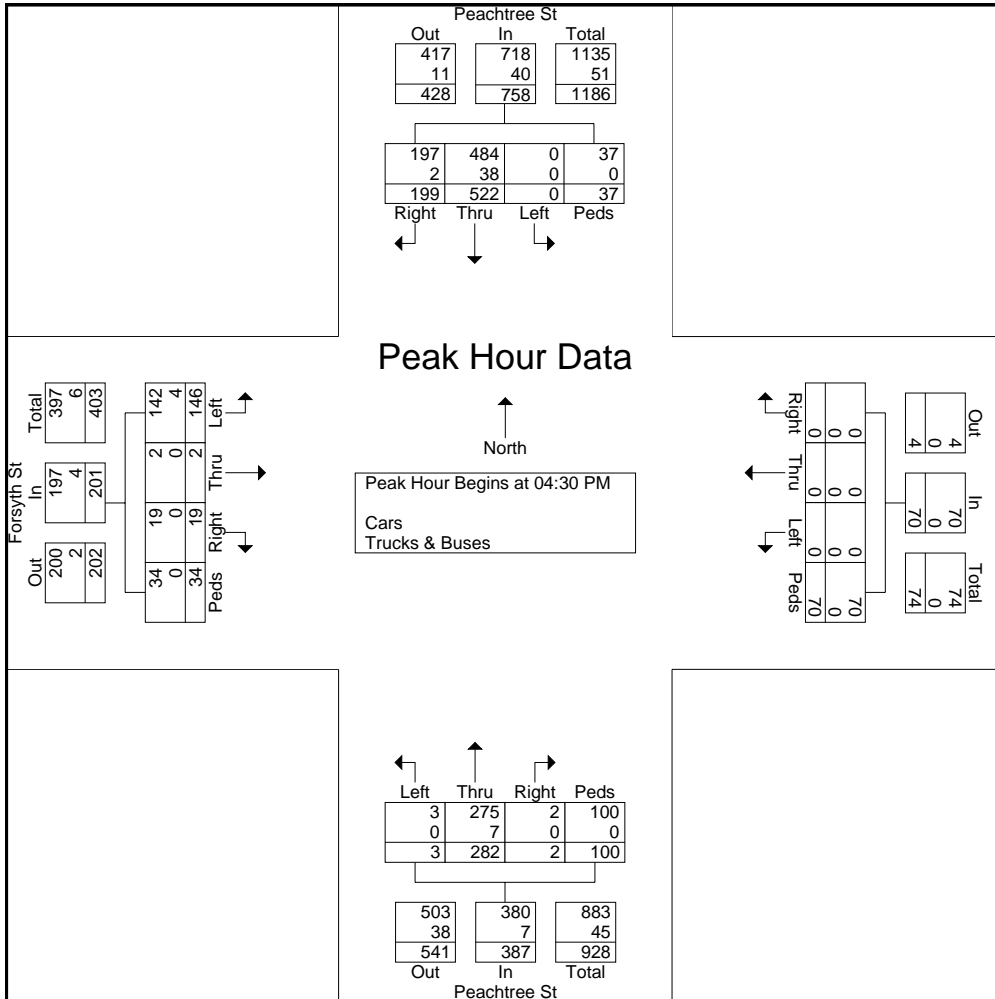




**TRAFFIC DATA COLLECTION, INC.**  
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File Name : 06552-09  
 Site Code : 00655209  
 Start Date : 6/13/2006  
 Page No : 4

Start Time	Peachtree St Northbound					Peachtree St Southbound					Forsyth St Eastbound					Westbound					Int. Total
	Left	Thru	Right	Ped S	App. Total	Left	Thru	Right	Ped S	App. Total	Left	Thru	Right	Ped S	App. Total	Left	Thru	Right	Ped S	App. Total	
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	2	63	2	40	107	0	107	44	10	161	38	0	7	5	50	0	0	0	26	26	344
04:45 PM	0	62	0	30	92	0	125	51	15	191	34	0	3	12	49	0	0	0	21	21	353
05:00 PM	0	71	0	19	90	0	131	46	5	182	37	0	5	11	53	0	0	0	7	7	332
05:15 PM	1	86	0	11	98	0	159	58	7	224	37	2	4	6	49	0	0	0	16	16	387
Total Volume	3	282	2	100	387	0	522	199	37	758	146	2	19	34	201	0	0	0	70	70	1416
% App. Total	0.8	72.9	0.5	25.8		0	68.9	26.3	4.9		72.6	1	9.5	16.9		0	0	0	100		
PHF	.375	.820	.250	.625	.904	.000	.821	.858	.617	.846	.961	.250	.679	.708	.948	.000	.000	.000	.673	.673	.915
	3	275	2	100	380	0	484	197	37	718	142	2	19	34	197	0	0	0	70	70	1365
%	100	97.5	100	100	98.2	0	92.7	99.0	100	94.7	97.3	100	100	100	98.0	0	0	0	100	100	96.4
	0	7	0	0	7	0	38	2	0	40	4	0	0	0	4	0	0	0	0	0	51
%	0	2.5	0	0	1.8	0	7.3	1.0	0	5.3	2.7	0	0	0	2.0	0	0	0	0	0	3.6



**TRAFFIC DATA COLLECTION, INC.**

Atlanta - Hilton Head - Charlotte

Ph. 404-459-9114 Fax 404-459-9113

www.trafficdatacollection.com

Counter: 1842  
Counted By: OBK  
Weather: Mild  
Other: KHAFile Name : 06552-10  
Site Code : 0655210  
Start Date : 6/14/2006  
Page No : 1**Groups Printed- Cars - Trucks & Buses**

Start Time	Peachtree St Northbound					Peachtree St Southbound					Ellis St Eastbound					Ellis St Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00 AM	0	60	21	16	97	19	62	0	30	111	2	19	2	5	28	0	0	0	3	3	239
07:15 AM	0	115	35	26	176	24	78	0	27	129	0	17	3	8	28	0	0	0	3	3	336
07:30 AM	1	100	28	66	195	39	64	0	67	170	1	26	2	3	32	0	0	0	2	2	399
07:45 AM	0	140	38	65	243	53	86	0	32	171	7	35	2	8	52	0	0	0	3	3	469
Total	1	415	122	173	711	135	290	0	156	581	10	97	9	24	140	0	0	0	11	11	1443
08:00 AM	0	155	47	28	230	55	93	0	38	186	2	35	4	18	59	0	0	0	3	3	478
08:15 AM	0	134	45	47	226	45	109	0	19	173	4	27	3	6	40	0	0	0	2	2	441
08:30 AM	0	147	42	28	217	43	125	0	22	190	0	28	2	11	41	0	0	0	6	6	454
08:45 AM	0	116	39	31	186	48	120	0	36	204	5	27	3	5	40	0	0	0	7	7	437
Total	0	552	173	134	859	191	447	0	115	753	11	117	12	40	180	0	0	0	18	18	1810
Break																					
04:00 PM	0	96	16	51	163	62	192	0	73	327	13	56	3	14	86	0	0	0	15	15	591
04:15 PM	0	87	12	69	168	70	182	0	66	318	13	39	2	27	81	0	1	0	7	8	575
04:30 PM	0	84	26	54	164	60	202	1	66	329	8	57	4	7	76	0	0	0	12	12	581
04:45 PM	0	104	30	66	200	49	205	0	44	298	6	69	5	31	111	0	0	0	6	6	615
Total	0	371	84	240	695	241	781	1	249	1272	40	221	14	79	354	0	1	0	40	41	2362
05:00 PM	0	99	23	111	233	75	181	0	39	295	6	64	6	11	87	0	0	0	6	6	621
05:15 PM	0	95	23	46	164	66	179	0	61	306	7	64	1	12	84	0	0	0	8	8	562
05:30 PM	0	115	22	89	226	67	175	0	56	298	12	69	4	18	103	0	0	0	7	7	634
05:45 PM	0	96	28	72	196	53	195	0	42	290	8	66	5	22	101	0	0	0	5	5	592
Total	0	405	96	318	819	261	730	0	198	1189	33	263	16	63	375	0	0	0	26	26	2409
Grand Total	1	1743	475	865	3084	828	2248	1	718	3795	94	698	51	206	1049	0	1	0	95	96	8024
Apprch %	0	56.5	15.4	28	21.8	59.2	0	18.9	9	66.5	4.9	19.6	0	1	0	99					
Total %	0	21.7	5.9	10.8	38.4	10.3	28	0	8.9	47.3	1.2	8.7	0.6	2.6	13.1	0	0	0	1.2	1.2	
%	1	1608	466	864	2939	808	2096	1	718	3623	90	675	46	206	1017	0	1	0	95	96	7675
%	100	92.3	98.1	99.9	95.3	97.6	93.2	100	100	95.5	95.7	96.7	90.2	100	96.9	0	100	0	100	100	95.7
%	0	135	9	1	145	20	152	0	0	172	4	23	5	0	32	0	0	0	0	0	349
%	0	7.7	1.9	0.1	4.7	2.4	6.8	0	0	4.5	4.3	3.3	9.8	0	3.1	0	0	0	0	0	4.3



**TRAFFIC DATA COLLECTION, INC.**

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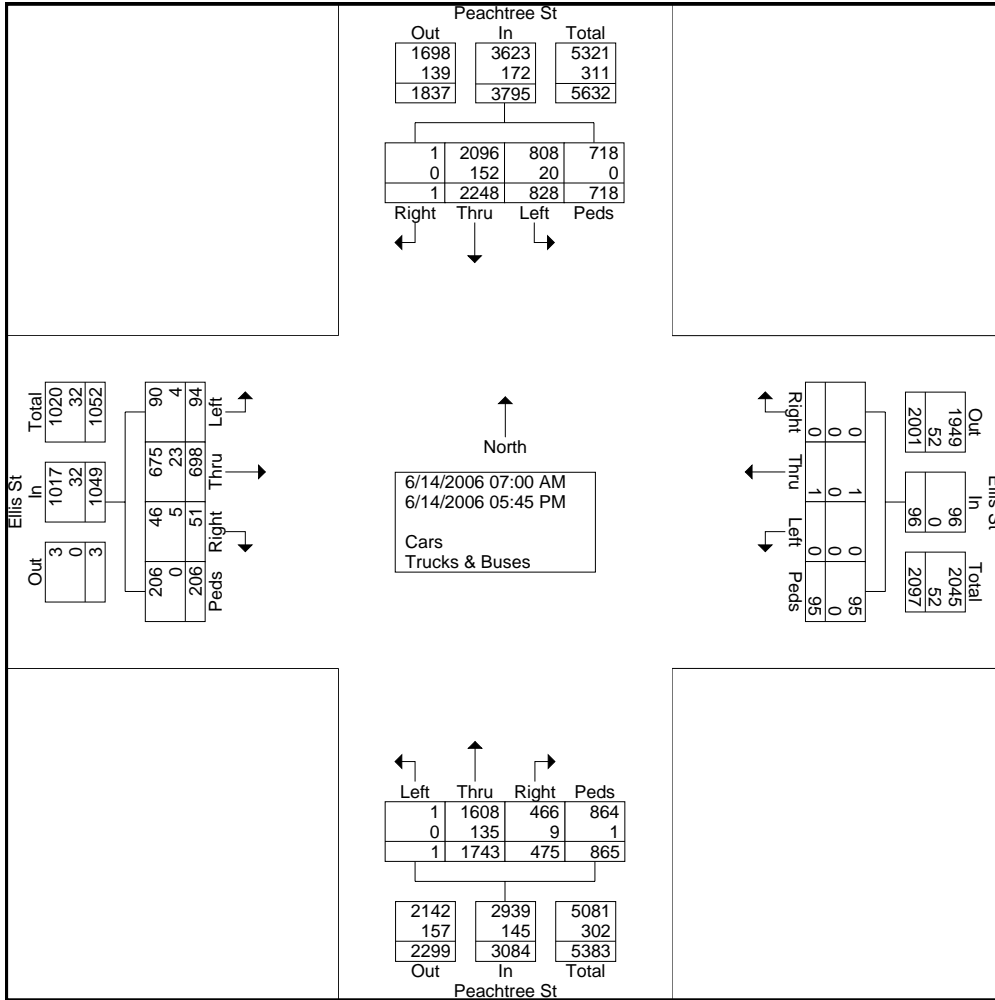
www.trafficdatacollection.com

File Name : 06552-10

Site Code : 0655210

Start Date : 6/14/2006

Page No : 2





# TRAFFIC DATA COLLECTION, INC.

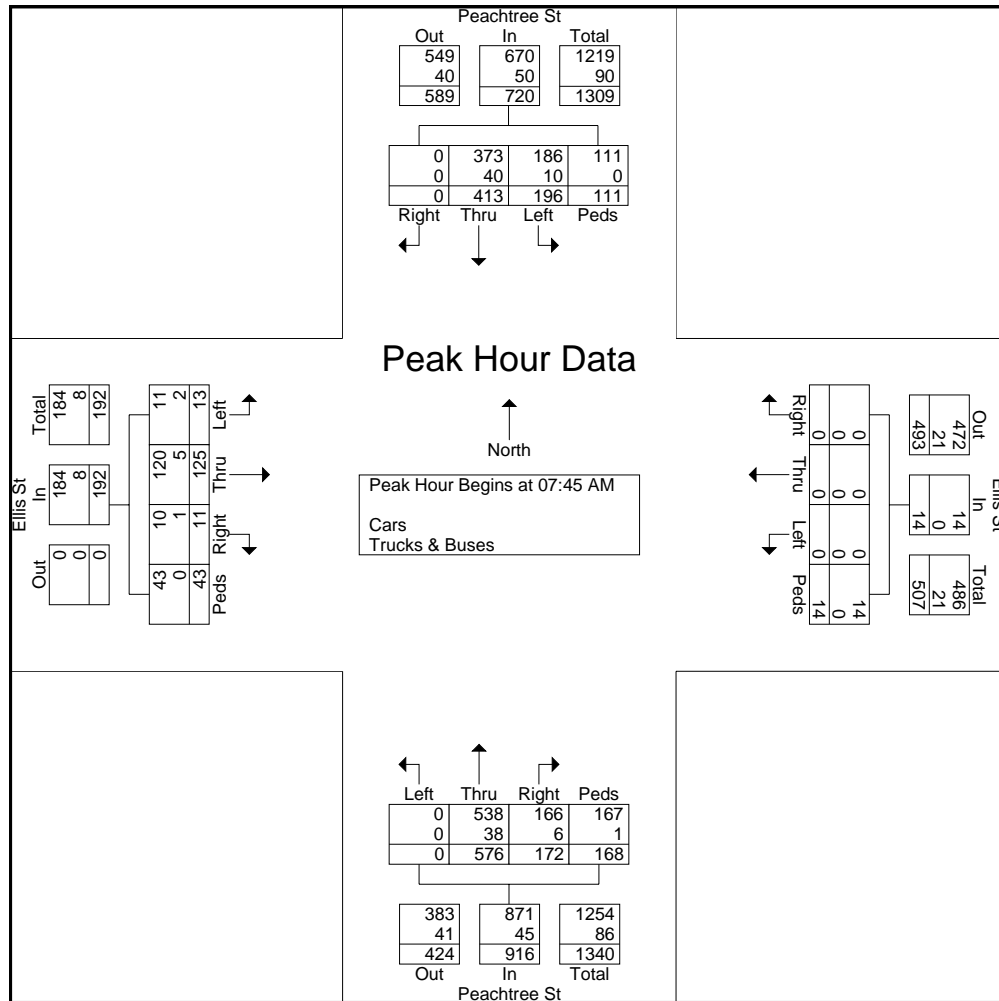
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File Name : 06552-10  
 Site Code : 0655210  
 Start Date : 6/14/2006  
 Page No : 3

Start Time	Peachtree St Northbound					Peachtree St Southbound					Ellis St Eastbound					Ellis St Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	140	38	65	243	53	86	0	32	171	7	35	2	8	52	0	0	0	3	3	469
08:00 AM	0	155	47	28	230	55	93	0	38	186	2	35	4	18	59	0	0	0	3	3	478
08:15 AM	0	134	45	47	226	45	109	0	19	173	4	27	3	6	40	0	0	0	2	2	441
08:30 AM	0	147	42	28	217	43	125	0	22	190	0	28	2	11	41	0	0	0	6	6	454
Total Volume	0	576	172	168	916	196	413	0	111	720	13	125	11	43	192	0	0	0	14	14	1842
% App. Total	0	62.9	18.8	18.3		27.2	57.4	0	15.4		6.8	65.1	5.7	22.4		0	0	0	100		
PHF	.000	.929	.915	.646	.942	.891	.826	.000	.730	.947	.464	.893	.688	.597	.814	.000	.000	.000	.583	.583	.963
	0	538	166	167	871	186	373	0	111	670	11	120	10	43	184	0	0	0	14	14	1739
%	0	93.4	96.5	99.4	95.1	94.9	90.3	0	100	93.1	84.6	96.0	90.9	100	95.8	0	0	0	100	100	94.4
	0	38	6	1	45	10	40	0	0	50	2	5	1	0	8	0	0	0	0	0	103
%	0	6.6	3.5	0.6	4.9	5.1	9.7	0	0	6.9	15.4	4.0	9.1	0	4.2	0	0	0	0	0	5.6





# TRAFFIC DATA COLLECTION, INC.

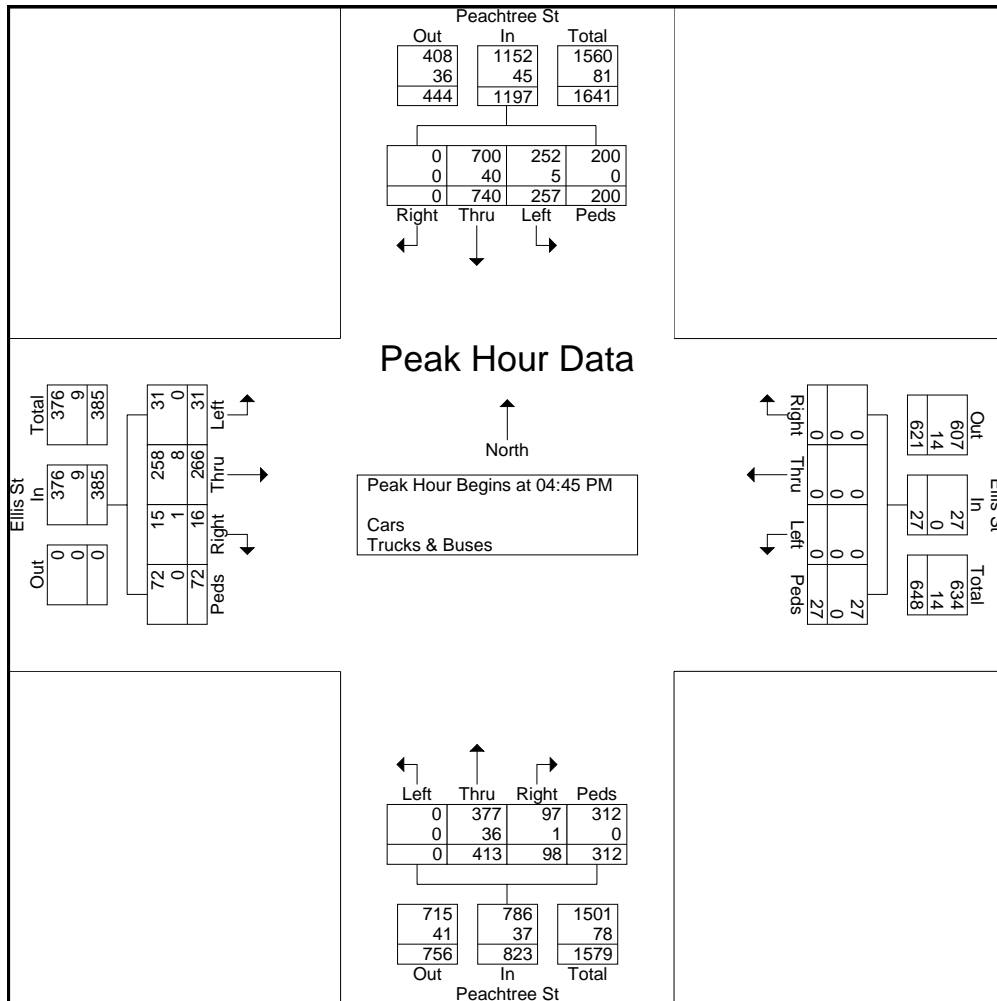
Atlanta - Hilton Head - Charlotte

Ph. 404-459-9114 Fax 404-459-9113

www.trafficdatacollection.com

File Name : 06552-10  
 Site Code : 0655210  
 Start Date : 6/14/2006  
 Page No : 4

Start Time	Peachtree St Northbound					Peachtree St Southbound					Ellis St Eastbound					Ellis St Westbound					Int. Total
	Left	Thru	Right	Ped S	App. Total	Left	Thru	Right	Ped S	App. Total	Left	Thru	Right	Ped S	App. Total	Left	Thru	Right	Ped S	App. Total	
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	0	104	30	66	200	49	205	0	44	298	6	69	5	31	111	0	0	0	6	6	615
05:00 PM	0	99	23	111	233	75	181	0	39	295	6	64	6	11	87	0	0	0	6	6	621
05:15 PM	0	95	23	46	164	66	179	0	61	306	7	64	1	12	84	0	0	0	8	8	562
05:30 PM	0	115	22	89	226	67	175	0	56	298	12	69	4	18	103	0	0	0	7	7	634
Total Volume	0	413	98	312	823	257	740	0	200	1197	31	266	16	72	385	0	0	0	27	27	2432
% App. Total	0	50.2	11.9	37.9		21.5	61.8	0	16.7		8.1	69.1	4.2	18.7		0	0	0	100		
PHF	.000	.898	.817	.703	.883	.857	.902	.000	.820	.978	.646	.964	.667	.581	.867	.000	.000	.000	.844	.844	.959
	0	377	97	312	786	252	700	0	200	1152	31	258	15	72	376	0	0	0	27	27	2341
%	0	91.3	99.0	100	95.5	98.1	94.6	0	100	96.2	100	97.0	93.8	100	97.7	0	0	0	100	100	96.3
	0	36	1	0	37	5	40	0	0	45	0	8	1	0	9	0	0	0	0	0	91
%	0	8.7	1.0	0	4.5	1.9	5.4	0	0	3.8	0	3.0	6.3	0	2.3	0	0	0	0	0	3.7





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Counter: 1934  
 Counted By: TAG  
 Weather: Mild  
 Other: KHA

File Name : 06552-11  
 Site Code : 00655211  
 Start Date : 6/14/2006  
 Page No : 1

**Groups Printed- Cars - Trucks & Buses**

Start Time	Peachtree St Northbound					Peachtree St Southbound					Andrew Young Intl Blvd Eastbound					Andrew Young Intl Blvd Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00 AM	0	42	0	10	52	0	76	19	22	117	0	0	2	8	10	20	38	7	17	82	261
07:15 AM	0	136	0	25	161	1	112	15	12	140	0	0	0	12	12	26	34	9	29	98	411
07:30 AM	2	109	8	28	147	1	81	21	22	125	0	0	1	15	16	20	47	10	50	127	415
07:45 AM	3	167	0	47	217	0	105	14	21	140	0	0	1	9	10	22	65	4	18	109	476
<b>Total</b>	<b>5</b>	<b>454</b>	<b>8</b>	<b>110</b>	<b>577</b>	<b>2</b>	<b>374</b>	<b>69</b>	<b>77</b>	<b>522</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>44</b>	<b>48</b>	<b>88</b>	<b>184</b>	<b>30</b>	<b>114</b>	<b>416</b>	<b>1563</b>
08:00 AM	2	189	1	24	216	0	94	19	16	129	0	0	0	7	7	42	73	9	19	143	495
08:15 AM	0	126	2	32	160	0	104	29	13	146	0	4	2	12	18	27	54	4	16	101	425
08:30 AM	0	156	1	10	167	0	100	29	15	144	0	1	0	30	31	28	76	9	18	131	473
08:45 AM	0	116	2	13	131	0	87	15	7	109	0	0	0	10	10	28	54	7	17	106	356
<b>Total</b>	<b>2</b>	<b>587</b>	<b>6</b>	<b>79</b>	<b>674</b>	<b>0</b>	<b>385</b>	<b>92</b>	<b>51</b>	<b>528</b>	<b>0</b>	<b>5</b>	<b>2</b>	<b>59</b>	<b>66</b>	<b>125</b>	<b>257</b>	<b>29</b>	<b>70</b>	<b>481</b>	<b>1749</b>
<b>Break</b>																					
04:00 PM	0	172	7	57	236	1	119	13	18	151	2	0	0	25	27	36	50	2	105	193	607
04:15 PM	1	192	1	62	256	0	217	13	49	279	0	0	0	58	58	27	54	7	66	154	747
04:30 PM	0	136	2	50	188	0	187	10	19	216	0	0	0	38	38	39	31	1	73	144	586
04:45 PM	0	170	3	52	225	0	177	20	19	216	0	0	2	47	49	30	54	7	41	132	622
<b>Total</b>	<b>1</b>	<b>670</b>	<b>13</b>	<b>221</b>	<b>905</b>	<b>1</b>	<b>700</b>	<b>56</b>	<b>105</b>	<b>862</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>168</b>	<b>172</b>	<b>132</b>	<b>189</b>	<b>17</b>	<b>285</b>	<b>623</b>	<b>2562</b>
05:00 PM	2	153	10	57	222	0	231	13	16	260	8	1	2	27	38	42	47	2	36	127	647
05:15 PM	0	173	0	20	193	0	200	13	28	241	0	0	0	26	26	36	80	10	64	190	650
05:30 PM	0	167	6	24	197	0	207	21	92	320	0	1	0	32	33	22	40	4	41	107	657
05:45 PM	0	151	7	48	206	0	199	13	24	236	0	1	7	74	82	22	41	3	37	103	627
<b>Total</b>	<b>2</b>	<b>644</b>	<b>23</b>	<b>149</b>	<b>818</b>	<b>0</b>	<b>837</b>	<b>60</b>	<b>160</b>	<b>1057</b>	<b>8</b>	<b>3</b>	<b>9</b>	<b>159</b>	<b>179</b>	<b>122</b>	<b>208</b>	<b>19</b>	<b>178</b>	<b>527</b>	<b>2581</b>
<b>Grand Total</b>	<b>10</b>	<b>2355</b>	<b>50</b>	<b>559</b>	<b>2974</b>	<b>3</b>	<b>2296</b>	<b>277</b>	<b>393</b>	<b>2969</b>	<b>10</b>	<b>8</b>	<b>17</b>	<b>430</b>	<b>465</b>	<b>467</b>	<b>838</b>	<b>95</b>	<b>647</b>	<b>2047</b>	<b>8455</b>
<b>Apprch %</b>	<b>0.3</b>	<b>79.2</b>	<b>1.7</b>	<b>18.8</b>		<b>0.1</b>	<b>77.3</b>	<b>9.3</b>	<b>13.2</b>		<b>2.2</b>	<b>1.7</b>	<b>3.7</b>	<b>92.5</b>		<b>22.8</b>	<b>40.9</b>	<b>4.6</b>	<b>31.6</b>		
<b>Total %</b>	<b>0.1</b>	<b>27.9</b>	<b>0.6</b>	<b>6.6</b>	<b>35.2</b>	<b>0</b>	<b>27.2</b>	<b>3.3</b>	<b>4.6</b>	<b>35.1</b>	<b>0.1</b>	<b>0.1</b>	<b>0.2</b>	<b>5.1</b>	<b>5.5</b>	<b>5.5</b>	<b>9.9</b>	<b>1.1</b>	<b>7.7</b>	<b>24.2</b>	
<b>%</b>	<b>9</b>	<b>2258</b>	<b>50</b>	<b>559</b>	<b>2876</b>	<b>3</b>	<b>2240</b>	<b>275</b>	<b>393</b>	<b>2911</b>	<b>10</b>	<b>8</b>	<b>16</b>	<b>430</b>	<b>464</b>	<b>453</b>	<b>821</b>	<b>93</b>	<b>647</b>	<b>2014</b>	<b>8265</b>
<b>%</b>	<b>90</b>	<b>95.9</b>	<b>100</b>	<b>100</b>	<b>96.7</b>	<b>100</b>	<b>97.6</b>	<b>99.3</b>	<b>100</b>	<b>98</b>	<b>100</b>	<b>100</b>	<b>94.1</b>	<b>100</b>	<b>99.8</b>	<b>97</b>	<b>98</b>	<b>97.9</b>	<b>100</b>	<b>98.4</b>	<b>97.8</b>
<b>%</b>	<b>1</b>	<b>97</b>	<b>0</b>	<b>0</b>	<b>98</b>	<b>0</b>	<b>56</b>	<b>2</b>	<b>0</b>	<b>58</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>14</b>	<b>17</b>	<b>2</b>	<b>0</b>	<b>33</b>	<b>190</b>
<b>%</b>	<b>10</b>	<b>4.1</b>	<b>0</b>	<b>0</b>	<b>3.3</b>	<b>0</b>	<b>2.4</b>	<b>0.7</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>0</b>	<b>0.2</b>	<b>3</b>	<b>2</b>	<b>2.1</b>	<b>0</b>	<b>1.6</b>	<b>2.2</b>



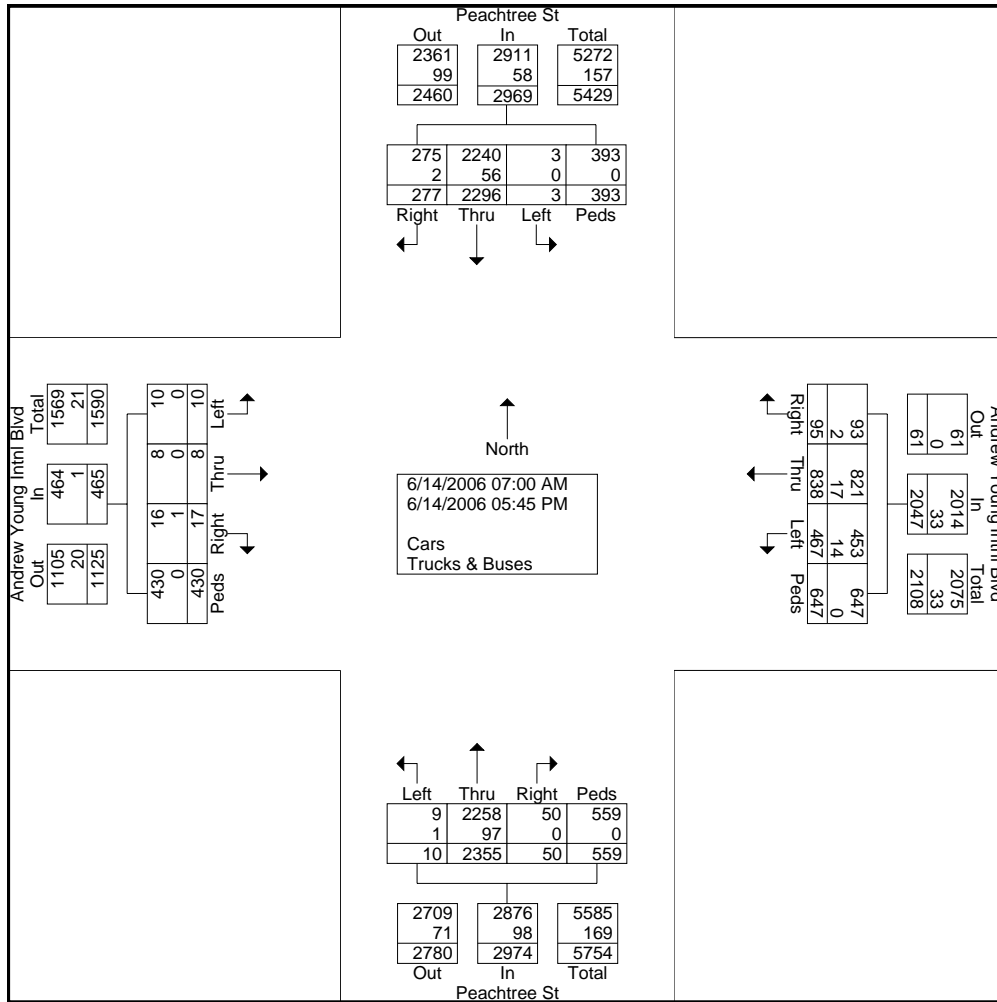
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Atlanta - Hilton Head - Charlotte

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File Name : 06552-11  
 Site Code : 00655211  
 Start Date : 6/14/2006  
 Page No : 2



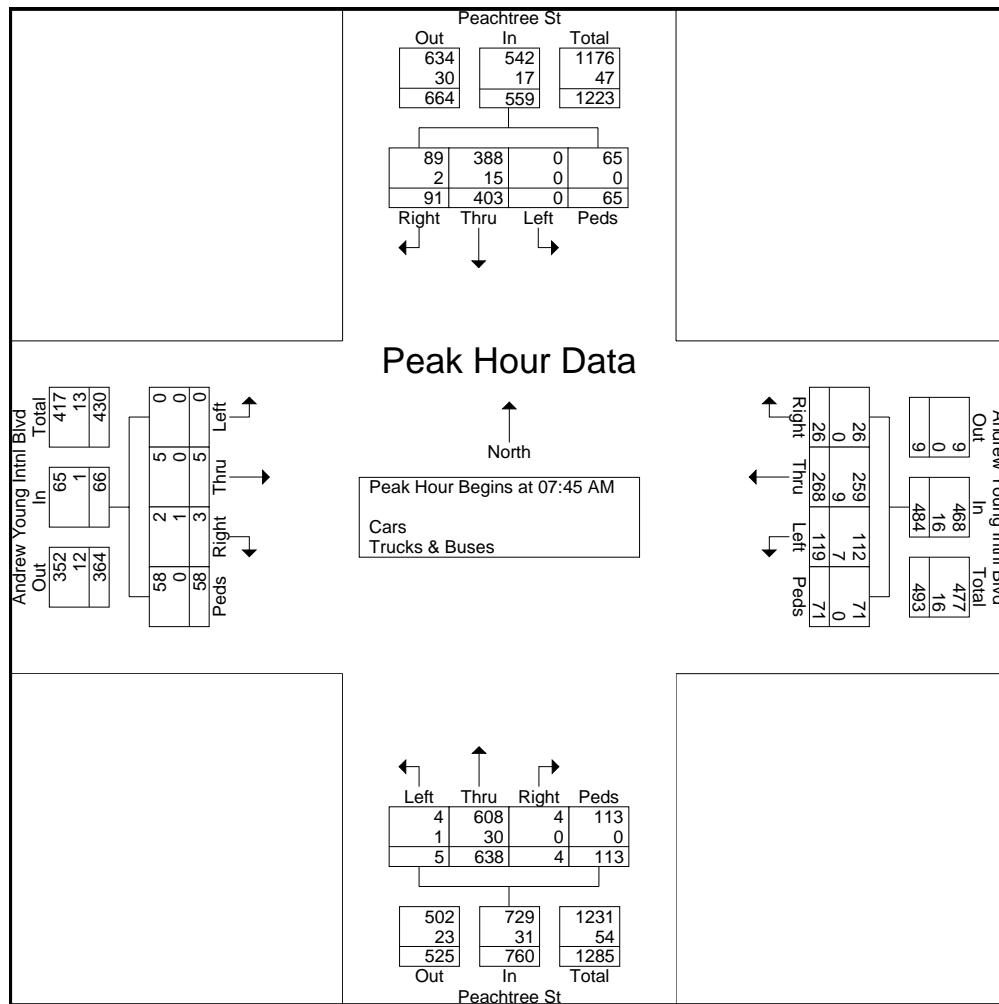


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File Name : 06552-11  
Site Code : 00655211  
Start Date : 6/14/2006  
Page No : 3

Start Time	Peachtree St Northbound					Peachtree St Southbound					Andrew Young Intl Blvd Eastbound					Andrew Young Intl Blvd Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	3	167	0	47	217	0	105	14	21	140	0	0	1	9	10	22	65	4	18	109	476
08:00 AM	2	189	1	24	216	0	94	19	16	129	0	0	0	7	7	42	73	9	19	143	495
08:15 AM	0	126	2	32	160	0	104	29	13	146	0	4	2	12	18	27	54	4	16	101	425
08:30 AM	0	156	1	10	167	0	100	29	15	144	0	1	0	30	31	28	76	9	18	131	473
Total Volume	5	638	4	113	760	0	403	91	65	559	0	5	3	58	66	119	268	26	71	484	1869
% App. Total	0.7	83.9	0.5	14.9		0	72.1	16.3	11.6		0	7.6	4.5	87.9		24.6	55.4	5.4	14.7		
PHF	.417	.844	.500	.601	.876	.000	.960	.784	.774	.957	.000	.313	.375	.483	.532	.708	.882	.722	.934	.846	.944
	4	608	4	113	729	0	388	89	65	542	0	5	2	58	65	112	259	26	71	468	1804
%	80.0	95.3	100	100	95.9	0	96.3	97.8	100	97.0	0	100	66.7	100	98.5	94.1	96.6	100	100	96.7	96.5
	1	30	0	0	31	0	15	2	0	17	0	0	1	0	1	7	9	0	0	16	65
%	20.0	4.7	0	0	4.1	0	3.7	2.2	0	3.0	0	0	33.3	0	1.5	5.9	3.4	0	0	3.3	3.5





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File Name : 06552-11

Site Code : 00655211

Start Date : 6/14/2006

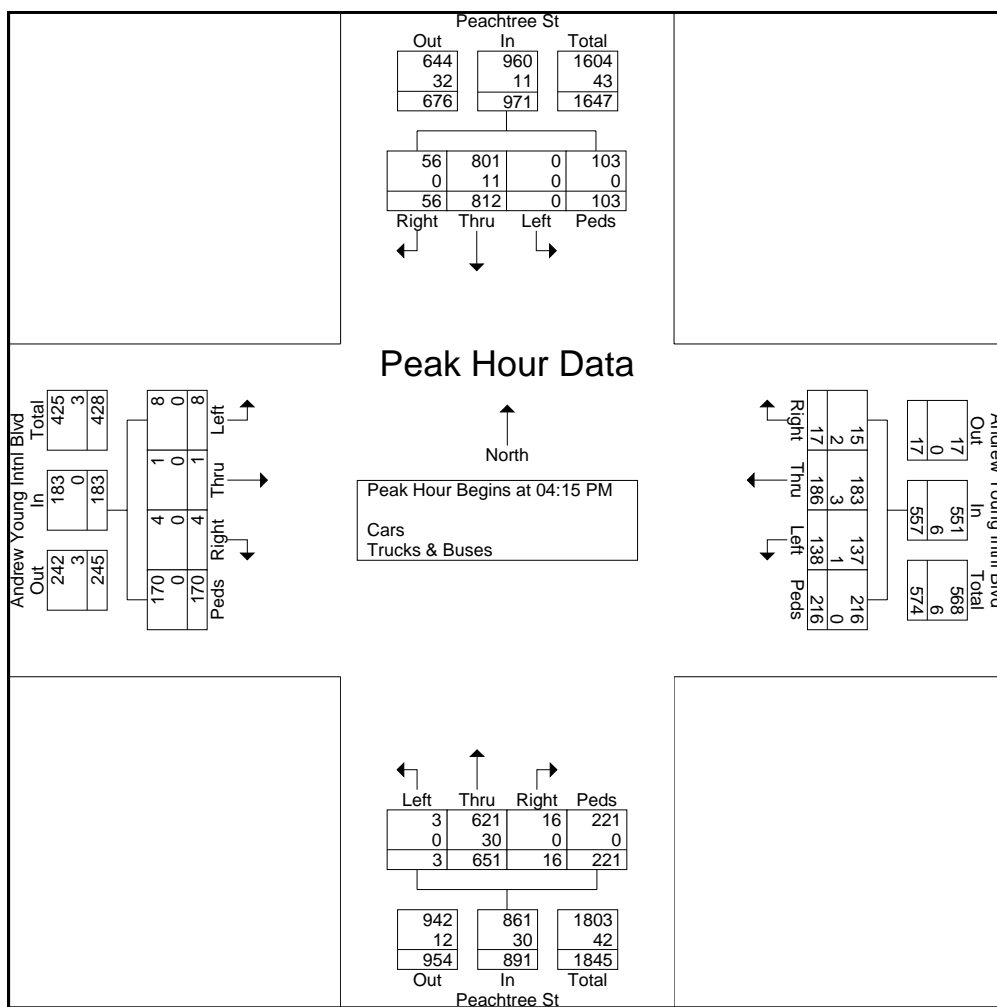
Page No : 4

Start Time	Peachtree St Northbound					Peachtree St Southbound					Andrew Young Intl Blvd Eastbound					Andrew Young Intl Blvd Westbound					Int. Total
	Left	Thru	Right	Ped S	App. Total	Left	Thru	Right	Ped S	App. Total	Left	Thru	Right	Ped S	App. Total	Left	Thru	Right	Ped S	App. Total	

Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:15 PM

04:15 PM	1	192	1	62	256	0	217	13	49	279	0	0	0	58	58	27	54	7	66	154	747
04:30 PM	0	136	2	50	188	0	187	10	19	216	0	0	0	38	38	39	31	1	73	144	586
04:45 PM	0	170	3	52	225	0	177	20	19	216	0	0	2	47	49	30	54	7	41	132	622
05:00 PM	2	153	10	57	222	0	231	13	16	260	8	1	2	27	38	42	47	2	36	127	647
Total Volume	3	651	16	221	891	0	812	56	103	971	8	1	4	170	183	138	186	17	216	557	2602
% App. Total	0.3	73.1	1.8	24.8		0	83.6	5.8	10.6		4.4	0.5	2.2	92.9		24.8	33.4	3.1	38.8		
PHF	.375	.848	.400	.891	.870	.000	.879	.700	.526	.870	.250	.250	.500	.733	.789	.821	.861	.607	.740	.904	.871
	3	621	16	221	861	0	801	56	103	960	8	1	4	170	183	137	183	15	216	551	2555
%	100	95.4	100	100	96.6	0	98.6	100	100	98.9	100	100	100	100	100	99.3	98.4	88.2	100	98.9	98.2
	0	30	0	0	30	0	11	0	0	11	0	0	0	0	0	1	3	2	0	6	47
%	0	4.6	0	0	3.4	0	1.4	0	0	1.1	0	0	0	0	0	0.7	1.6	11.8	0	1.1	1.8





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Counter: 2447  
 Counted By: JRM  
 Weather: Mild  
 Other: KHA

File Name : 06552-12  
 Site Code : 00655212  
 Start Date : 6/14/2006  
 Page No : 1

**Groups Printed- Cars - Trucks & Buses**

Start Time	Peachtree St Northbound					Peachtree St Southbound					Harris St Eastbound					Harris St Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00 AM	0	65	10	39	114	10	72	0	35	117	6	41	10	7	64	0	0	0	6	6	301
07:15 AM	0	112	18	32	162	7	90	0	47	144	10	42	11	7	70	0	0	0	15	15	391
07:30 AM	0	97	13	36	146	14	81	0	72	167	9	58	15	19	101	0	0	0	13	13	427
07:45 AM	0	131	26	71	228	15	115	0	43	173	7	53	20	26	106	0	0	0	14	14	521
Total	0	405	67	178	650	46	358	0	197	601	32	194	56	59	341	0	0	0	48	48	1640
08:00 AM	0	158	20	62	240	10	115	0	71	196	8	62	30	25	125	0	0	0	9	9	570
08:15 AM	0	128	25	79	232	22	131	0	58	211	7	57	23	11	98	0	0	0	12	12	553
08:30 AM	0	136	25	66	227	16	163	0	57	236	9	63	20	19	111	0	0	0	32	32	606
08:45 AM	0	119	17	99	235	21	147	0	42	210	11	59	18	17	105	0	0	0	32	32	582
Total	0	541	87	306	934	69	556	0	228	853	35	241	91	72	439	0	0	0	85	85	2311
Break																					
04:00 PM	0	102	23	53	178	18	209	0	112	339	19	74	27	49	169	0	0	0	35	35	721
04:15 PM	0	82	32	69	183	18	208	0	94	320	8	84	29	34	155	0	0	0	21	21	679
04:30 PM	0	92	11	36	139	15	212	0	127	354	15	72	27	41	155	0	0	0	22	22	670
04:45 PM	0	113	19	64	196	11	221	0	73	305	10	86	32	40	168	1	0	0	16	17	686
Total	0	389	85	222	696	62	850	0	406	1318	52	316	115	164	647	1	0	0	94	95	2756
05:00 PM	0	112	13	64	189	28	207	0	119	354	22	96	28	41	187	0	0	0	20	20	750
05:15 PM	0	125	18	58	201	14	209	0	111	334	31	98	24	25	178	0	0	0	37	37	750
05:30 PM	1	131	13	121	266	10	167	0	148	325	24	114	22	51	211	0	0	0	25	25	827
05:45 PM	0	107	16	84	207	24	171	0	96	291	21	101	29	40	191	0	0	0	30	30	719
Total	1	475	60	327	863	76	754	0	474	1304	98	409	103	157	767	0	0	0	112	112	3046
Grand Total	1	1810	299	1033	3143	253	2518	0	1305	4076	217	1160	365	452	2194	1	0	0	339	340	9753
Apprch %	0	57.6	9.5	32.9		6.2	61.8	0	32		9.9	52.9	16.6	20.6		0.3	0	0	99.7		
Total %	0	18.6	3.1	10.6	32.2	2.6	25.8	0	13.4	41.8	2.2	11.9	3.7	4.6	22.5	0	0	0	3.5	3.5	
%	1	1679	286	1033	2999	248	2436	0	1305	3989	214	1143	354	452	2163	1	0	0	339	340	9491
%	100	92.8	95.7	100	95.4	98	96.7	0	100	97.9	98.6	98.5	97	100	98.6	100	0	0	100	100	97.3
%	0	131	13	0	144	5	82	0	0	87	3	17	11	0	31	0	0	0	0	0	262
%	0	7.2	4.3	0	4.6	2	3.3	0	0	2.1	1.4	1.5	3	0	1.4	0	0	0	0	0	2.7



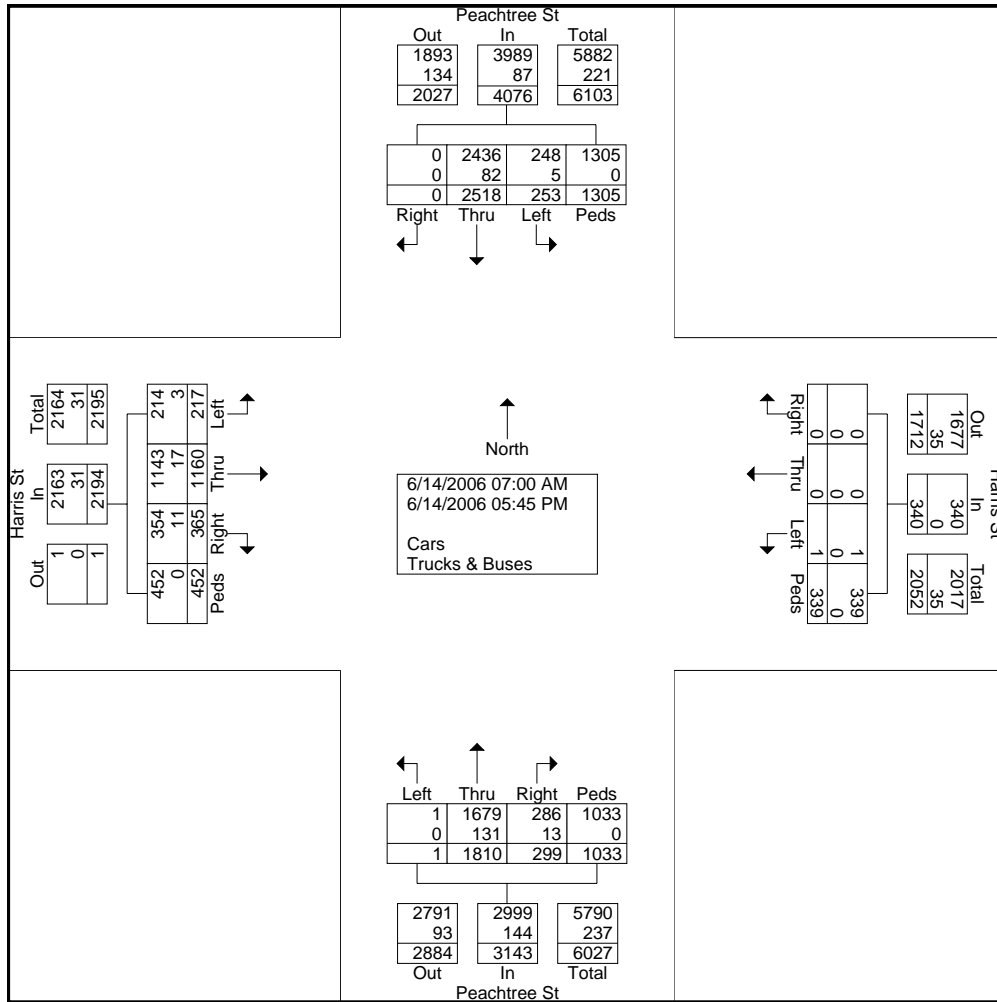
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File Name : 06552-12  
 Site Code : 00655212  
 Start Date : 6/14/2006  
 Page No : 2





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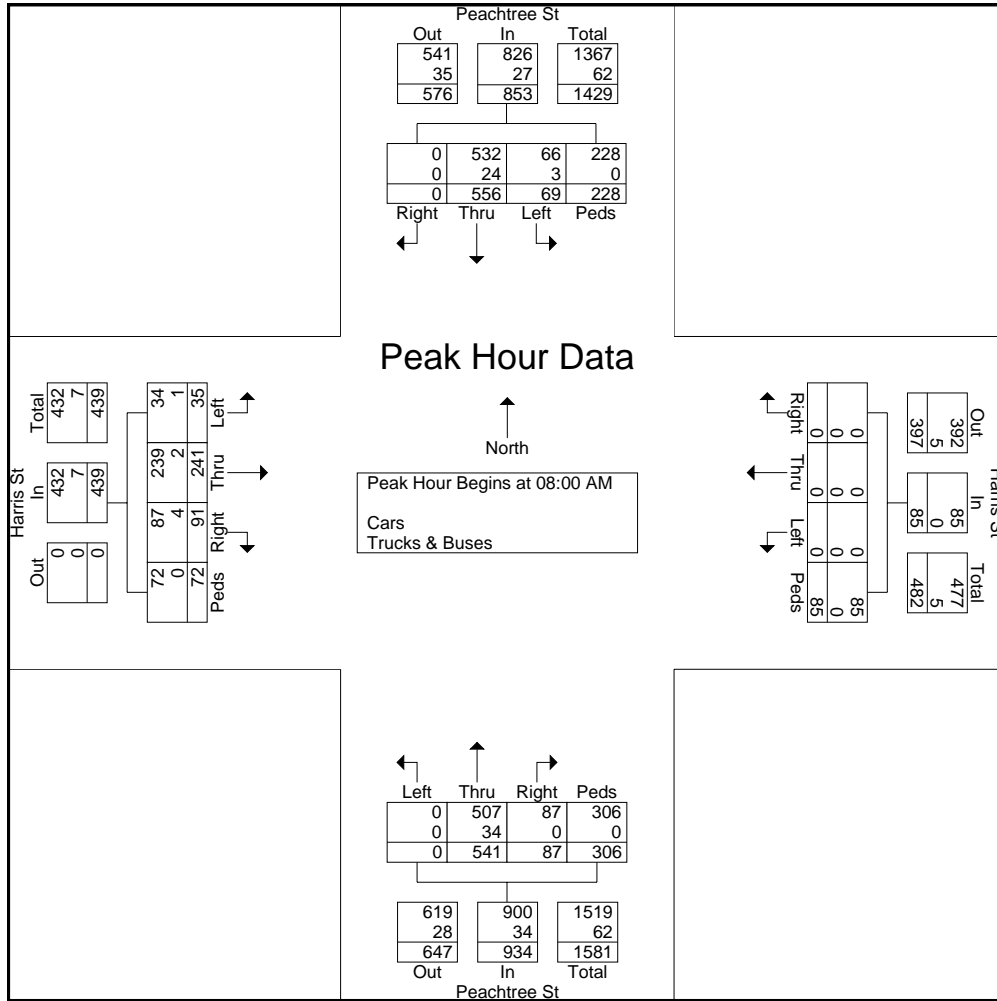
File Name : 06552-12

Site Code : 00655212

Start Date : 6/14/2006

Page No : 3

Start Time	Peachtree St Northbound					Peachtree St Southbound					Harris St Eastbound					Harris St Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	158	20	62	240	10	115	0	71	196	8	62	30	25	125	0	0	0	9	9	570
08:15 AM	0	128	25	79	232	22	131	0	58	211	7	57	23	11	98	0	0	0	12	12	553
08:30 AM	0	136	25	66	227	16	163	0	57	236	9	63	20	19	111	0	0	0	32	32	606
08:45 AM	0	119	17	99	235	21	147	0	42	210	11	59	18	17	105	0	0	0	32	32	582
Total Volume	0	541	87	306	934	69	556	0	228	853	35	241	91	72	439	0	0	0	85	85	2311
% App. Total	0	57.9	9.3	32.8		8.1	65.2	0	26.7		8	54.9	20.7	16.4		0	0	0	100		
PHF	.000	.856	.870	.773	.973	.784	.853	.000	.803	.904	.795	.956	.758	.720	.878	.000	.000	.000	.664	.664	.953
	0	507	87	306	900	66	532	0	228	826	34	239	87	72	432	0	0	0	85	85	2243
%	0	93.7	100	100	96.4	95.7	95.7	0	100	96.8	97.1	99.2	95.6	100	98.4	0	0	0	100	100	97.1
	0	34	0	0	34	3	24	0	0	27	1	2	4	0	7	0	0	0	0	0	68
%	0	6.3	0	0	3.6	4.3	4.3	0	0	3.2	2.9	0.8	4.4	0	1.6	0	0	0	0	0	2.9





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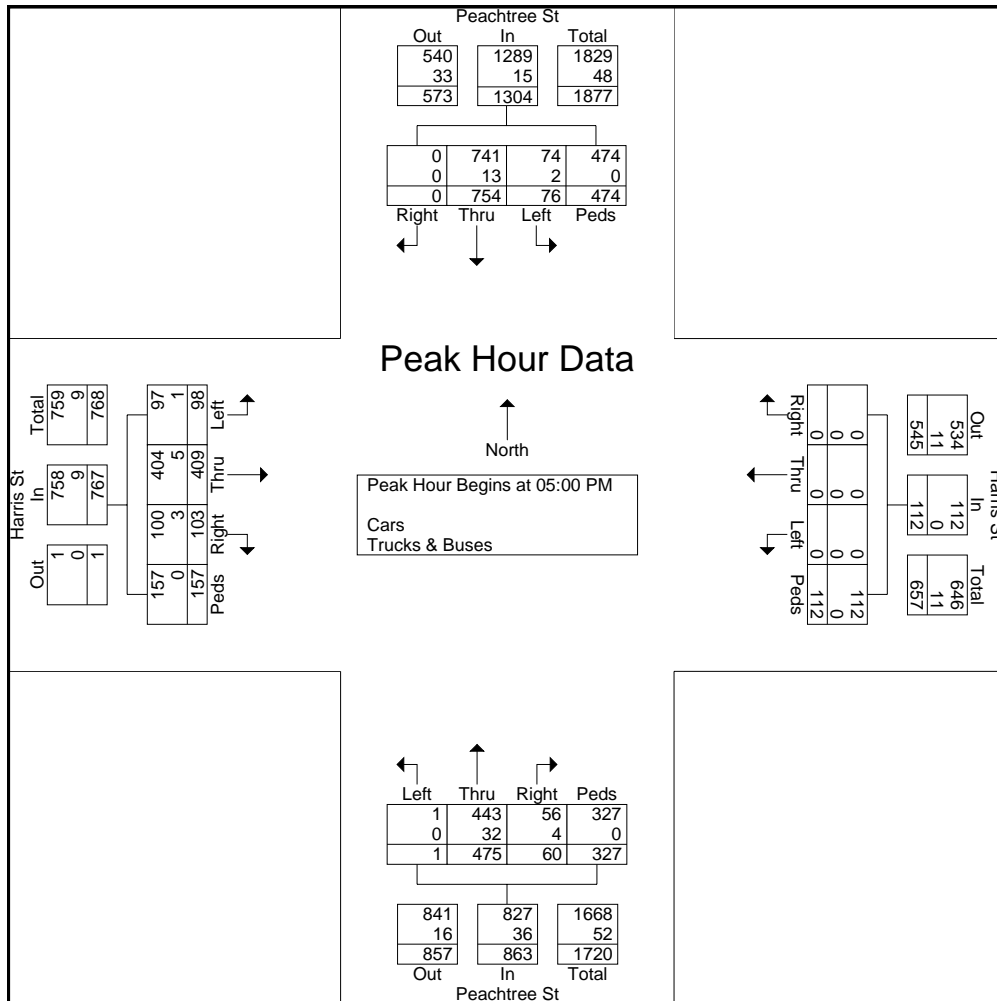
File Name : 06552-12  
 Site Code : 00655212  
 Start Date : 6/14/2006  
 Page No : 4

Start Time	Peachtree St Northbound					Peachtree St Southbound					Harris St Eastbound					Harris St Westbound					Int. Total
	Left	Thru	Right	Ped S	App. Total	Left	Thru	Right	Ped S	App. Total	Left	Thru	Right	Ped S	App. Total	Left	Thru	Right	Ped S	App. Total	

Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 05:00 PM

05:00 PM	0	112	13	64	189	28	207	0	119	354	22	96	28	41	187	0	0	0	20	20	750
05:15 PM	0	125	18	58	201	14	209	0	111	334	31	98	24	25	178	0	0	0	37	37	750
05:30 PM	1	131	13	121	266	10	167	0	148	325	24	114	22	51	211	0	0	0	25	25	827
05:45 PM	0	107	16	84	207	24	171	0	96	291	21	101	29	40	191	0	0	0	30	30	719
<b>Total Volume</b>	<b>1</b>	<b>475</b>	<b>60</b>	<b>327</b>	<b>863</b>	<b>76</b>	<b>754</b>	<b>0</b>	<b>474</b>	<b>1304</b>	<b>98</b>	<b>409</b>	<b>103</b>	<b>157</b>	<b>767</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>112</b>	<b>112</b>	<b>3046</b>
<b>% App. Total</b>	<b>0.1</b>	<b>55</b>	<b>7</b>	<b>37.9</b>		<b>5.8</b>	<b>57.8</b>	<b>0</b>	<b>36.3</b>		<b>12.8</b>	<b>53.3</b>	<b>13.4</b>	<b>20.5</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>		
PHF	.250	.906	.833	.676	.811	.679	.902	.000	.801	.921	.790	.897	.888	.770	.909	.000	.000	.000	.757	.757	.921
	1	443	56	327	827	74	741	0	474	1289	97	404	100	157	758	0	0	0	112	112	2986
%	100	93.3	93.3	100	95.8	97.4	98.3	0	100	98.8	99.0	98.8	97.1	100	98.8	0	0	0	100	100	98.0
	0	32	4	0	36	2	13	0	0	15	1	5	3	9	9	0	0	0	0	0	60
%	0	6.7	6.7	0	4.2	2.6	1.7	0	0	1.2	1.0	1.2	2.9	0	1.2	0	0	0	0	0	2.0





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Counter: 2448  
 Counted By: ST  
 Weather: Mild  
 Other: KHA

File Name : 06552-13  
 Site Code : 00655213  
 Start Date : 6/14/2006  
 Page No : 1

**Groups Printed- Cars - Trucks & Buses**

Start Time	Peachtree St Northbound					Peachtree St Southbound					Baker St Eastbound					Baker St Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00 AM	0	67	0	16	83	0	75	18	9	102	0	0	0	20	20	15	47	4	27	93	298
07:15 AM	0	119	0	12	131	0	90	15	7	112	0	0	0	19	19	18	50	6	38	112	374
07:30 AM	1	120	0	12	133	0	116	20	18	154	0	0	0	31	31	27	43	7	43	120	438
07:45 AM	1	141	0	17	159	0	132	27	20	179	0	0	0	47	47	18	61	16	27	122	507
Total	2	447	0	57	506	0	413	80	54	547	0	0	0	117	117	78	201	33	135	447	1617
08:00 AM	1	138	0	19	158	0	115	21	10	146	0	0	0	29	29	15	57	11	39	122	455
08:15 AM	1	153	0	37	191	0	121	25	9	155	0	0	0	59	59	29	75	3	39	146	551
08:30 AM	1	141	0	20	162	0	126	38	27	191	0	0	0	27	27	22	80	7	51	160	540
08:45 AM	3	136	0	33	172	0	158	39	22	219	0	0	0	46	46	21	87	8	57	173	610
Total	6	568	0	109	683	0	520	123	68	711	0	0	0	161	161	87	299	29	186	601	2156
Break																					
04:00 PM	0	114	0	40	154	0	214	26	21	261	0	0	0	58	58	25	90	7	29	151	624
04:15 PM	0	97	0	36	133	1	196	19	7	223	0	0	0	54	54	20	86	3	35	144	554
04:30 PM	0	124	0	48	172	0	229	16	6	251	0	0	0	50	50	30	106	17	15	168	641
04:45 PM	2	144	0	52	198	0	211	22	2	235	0	0	0	70	70	21	97	7	49	174	677
Total	2	479	0	176	657	1	850	83	36	970	0	0	0	232	232	96	379	34	128	637	2496
05:00 PM	0	142	0	7	149	0	206	21	7	234	0	0	0	65	65	31	144	19	109	303	751
05:15 PM	3	162	0	28	193	0	185	18	11	214	0	0	0	50	50	23	95	10	53	181	638
05:30 PM	1	146	0	37	184	0	185	20	11	216	0	0	0	78	78	17	120	13	46	196	674
05:45 PM	0	170	0	27	197	0	202	13	11	226	0	0	0	69	69	27	129	22	127	305	797
Total	4	620	0	99	723	0	778	72	40	890	0	0	0	262	262	98	488	64	335	985	2860
Grand Total	14	2114	0	441	2569	1	2561	358	198	3118	0	0	0	772	772	359	1367	160	784	2670	9129
Apprch %	0.5	82.3	0	17.2		0	82.1	11.5	6.4		0	0	0	100		13.4	51.2	6	29.4		
Total %	0.2	23.2	0	4.8	28.1	0	28.1	3.9	2.2	34.2	0	0	0	8.5	8.5	3.9	15	1.8	8.6	29.2	
%	13	2009	0	441	2463	0	2447	346	198	2991	0	0	0	772	772	316	1313	158	784	2571	8797
%	92.9	95	0	100	95.9	0	95.5	96.6	100	95.9	0	0	0	100	100	88	96	98.8	100	96.3	96.4
%	1	105	0	0	106	1	114	12	0	127	0	0	0	0	0	43	54	2	0	99	332
%	7.1	5	0	0	4.1	100	4.5	3.4	0	4.1	0	0	0	0	0	12	4	1.2	0	3.7	3.6



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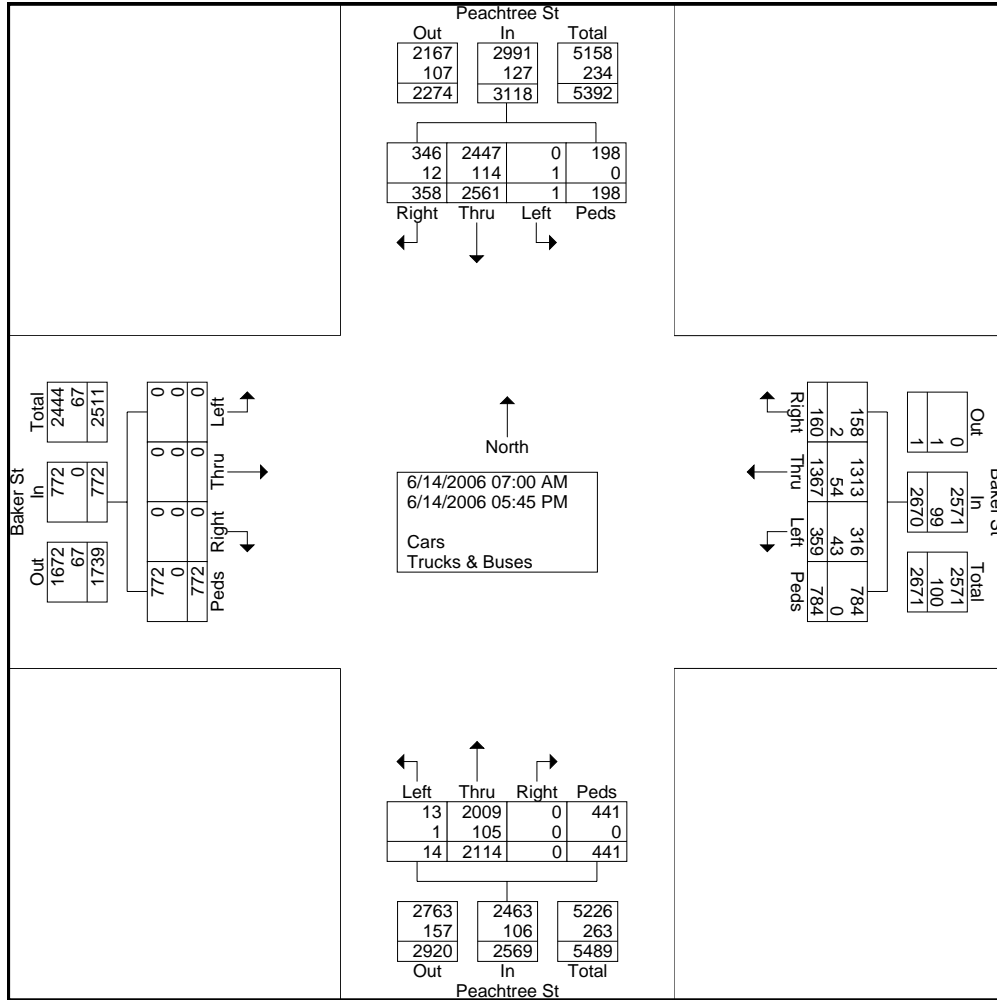
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File Name : 06552-13

Site Code : 00655213

Start Date : 6/14/2006

Page No : 2





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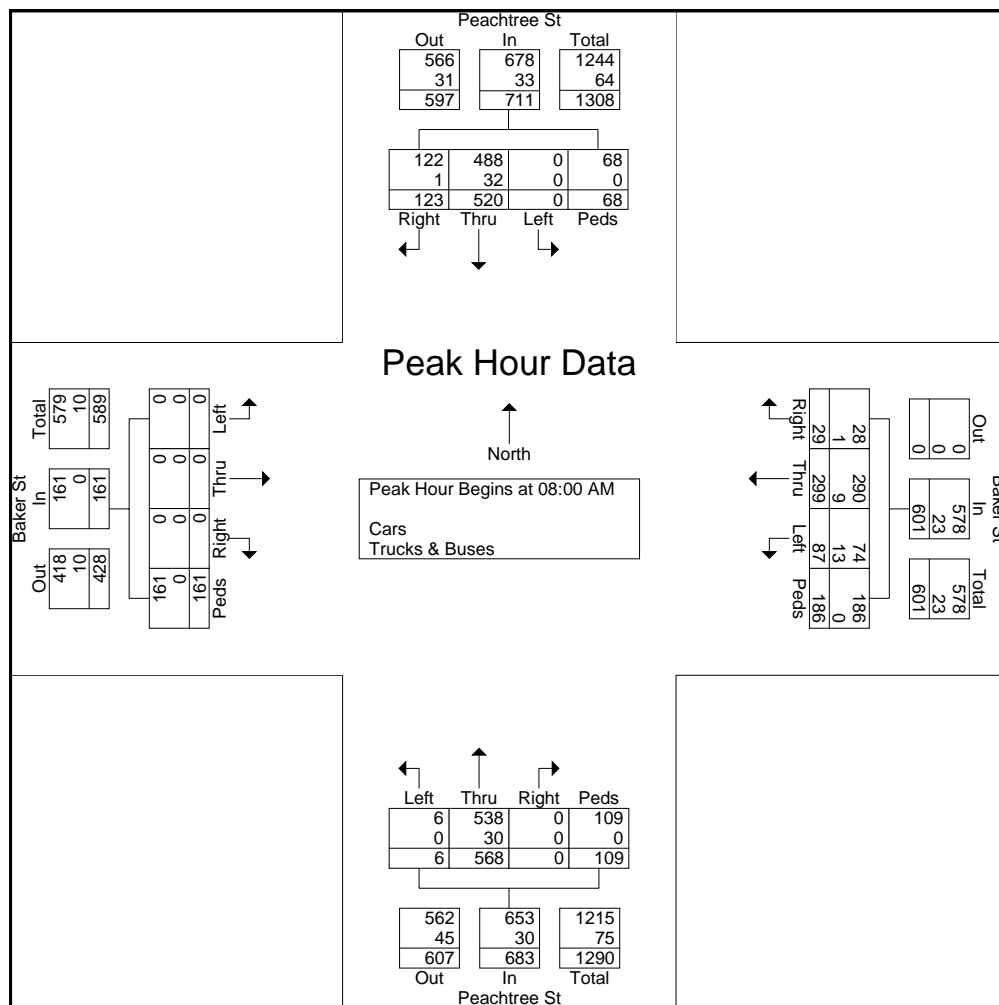
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File Name : 06552-13  
 Site Code : 00655213  
 Start Date : 6/14/2006  
 Page No : 3

Start Time	Peachtree St Northbound					Peachtree St Southbound					Baker St Eastbound					Baker St Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	1	138	0	19	158	0	115	21	10	146	0	0	0	29	29	15	57	11	39	122	455
08:15 AM	1	153	0	37	191	0	121	25	9	155	0	0	0	59	59	29	75	3	39	146	551
08:30 AM	1	141	0	20	162	0	126	38	27	191	0	0	0	27	27	22	80	7	51	160	540
08:45 AM	3	136	0	33	172	0	158	39	22	219	0	0	0	46	46	21	87	8	57	173	610
Total Volume	6	568	0	109	683	0	520	123	68	711	0	0	0	161	161	87	299	29	186	601	2156
% App. Total	0.9	83.2	0	16		0	73.1	17.3	9.6		0	0	0	100		14.5	49.8	4.8	30.9		
PHF	.500	.928	.000	.736	.894	.000	.823	.788	.630	.812	.000	.000	.000	.682	.682	.750	.859	.659	.816	.868	.884
%	6	538	0	109	653	0	488	122	68	678	0	0	0	161	161	74	290	28	186	578	2070
%	100	94.7	0	100	95.6	0	93.8	99.2	100	95.4	0	0	0	100	100	85.1	97.0	96.6	100	96.2	96.0
%	0	30	0	0	30	0	32	1	0	33	0	0	0	0	0	13	9	1	0	23	86
%	0	5.3	0	0	4.4	0	6.2	0.8	0	4.6	0	0	0	0	0	14.9	3.0	3.4	0	3.8	4.0





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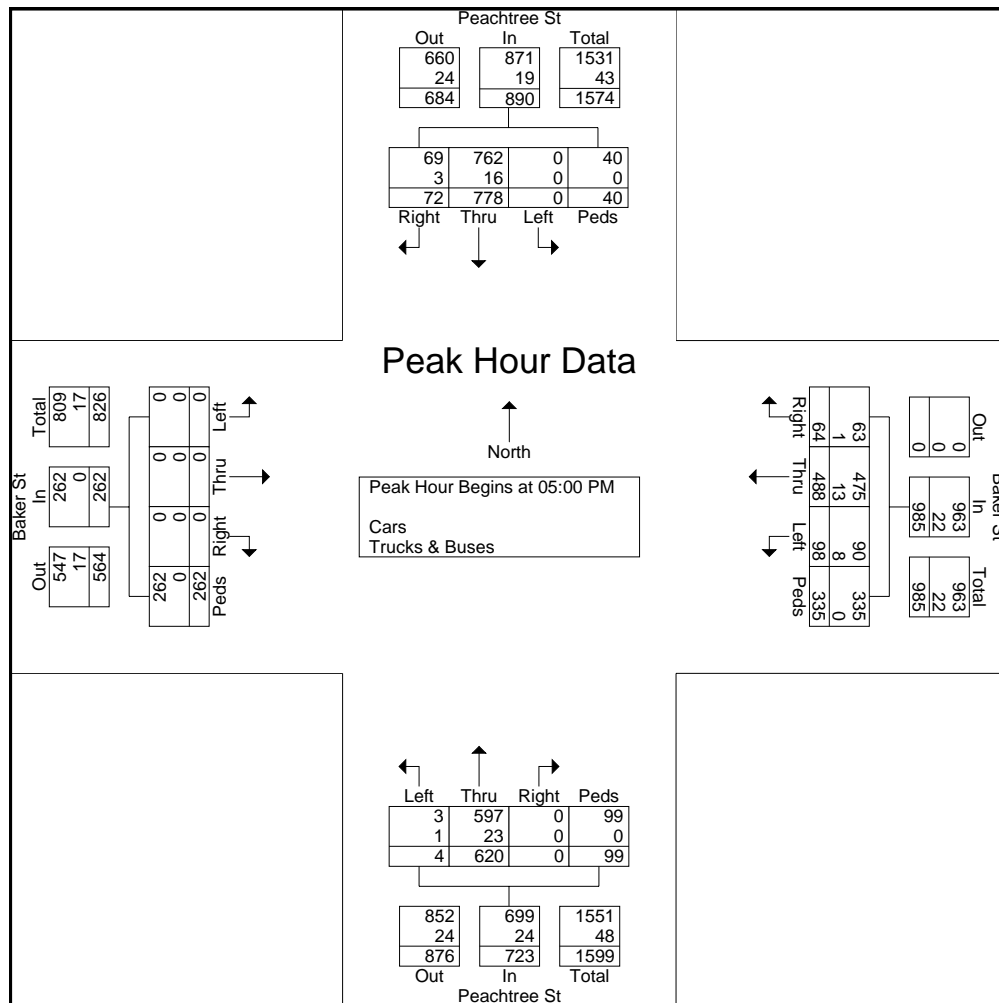
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File Name : 06552-13  
 Site Code : 00655213  
 Start Date : 6/14/2006  
 Page No : 4

Start Time	Peachtree St Northbound					Peachtree St Southbound					Baker St Eastbound					Baker St Westbound					Int. Total
	Left	Thru	Right	Ped S	App. Total	Left	Thru	Right	Ped S	App. Total	Left	Thru	Right	Ped S	App. Total	Left	Thru	Right	Ped S	App. Total	
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	142	0	7	149	0	206	21	7	234	0	0	0	65	65	31	144	19	109	303	751
05:15 PM	3	162	0	28	193	0	185	18	11	214	0	0	0	50	50	23	95	10	53	181	638
05:30 PM	1	146	0	37	184	0	185	20	11	216	0	0	0	78	78	17	120	13	46	196	674
05:45 PM	0	170	0	27	197	0	202	13	11	226	0	0	0	69	69	27	129	22	127	305	797
Total Volume	4	620	0	99	723	0	778	72	40	890	0	0	0	262	262	98	488	64	335	985	2860
% App. Total	0.6	85.8	0	13.7		0	87.4	8.1	4.5		0	0	0	100		9.9	49.5	6.5	34		
PHF	.333	.912	.000	.669	.918	.000	.944	.857	.909	.951	.000	.000	.000	.840	.840	.790	.847	.727	.659	.807	.897
	3	597	0	99	699	0	762	69	40	871	0	0	0	262	262	90	475	63	335	963	2795
%	75.0	96.3	0	100	96.7	0	97.9	95.8	100	97.9	0	0	0	100	100	91.8	97.3	98.4	100	97.8	97.7
	1	23	0	0	24	0	16	3	0	19	0	0	0	0	0	8	13	1	0	22	65
%	25.0	3.7	0	0	3.3	0	2.1	4.2	0	2.1	0	0	0	0	0	8.2	2.7	1.6	0	2.2	2.3





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Counter: 2448
Counted By: JRM
Weather: Mild
Other: KHA

File Name : 06552-14
Site Code : 00655214
Start Date : 6/22/2006
Page No : 1

Groups Printed- Cars - Trucks & Buses

Table with columns: Start Time, Peachtree St Northbound, Peachtree St Southbound, W. Peachtree St Eastbound, Westbound, and Int. Total. Rows include time intervals (e.g., 07:00 AM, 07:15 AM, etc.) and a Grand Total section at the bottom.



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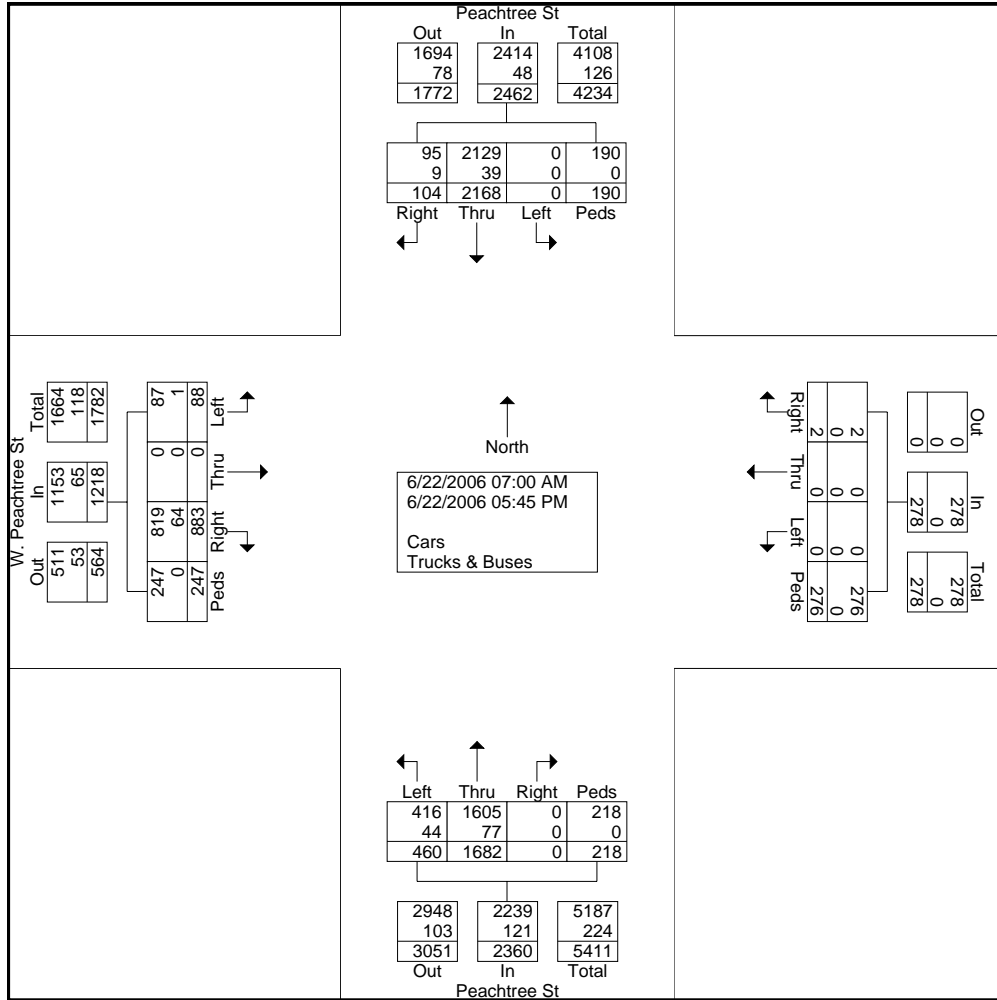
www.trafficdatacollection.com

File Name : 06552-14

Site Code : 00655214

Start Date : 6/22/2006

Page No : 2





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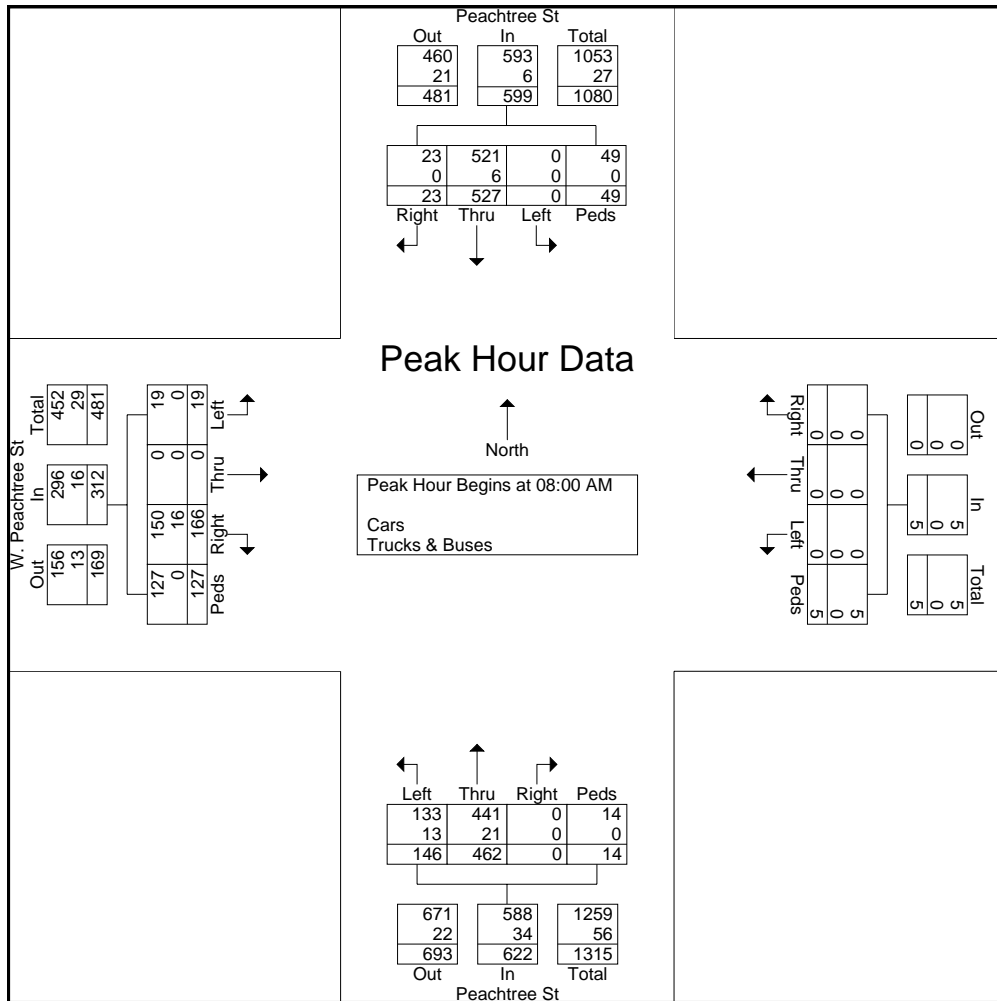
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File Name : 06552-14  
Site Code : 00655214  
Start Date : 6/22/2006  
Page No : 3

Start Time	Peachtree St Northbound					Peachtree St Southbound					W. Peachtree St Eastbound					Westbound					Int. Total	
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total		
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																						
Peak Hour for Entire Intersection Begins at 08:00 AM																						
08:00 AM	36	116	0	2	154	0	123	3	8	134	4	0	41	21	66	0	0	0	0	0	354	
08:15 AM	35	111	0	5	151	0	131	9	12	152	5	0	42	40	87	0	0	0	3	3	393	
08:30 AM	40	106	0	2	148	0	143	5	13	161	7	0	41	39	87	0	0	0	1	1	397	
08:45 AM	35	129	0	5	169	0	130	6	16	152	3	0	42	27	72	0	0	0	1	1	394	
Total Volume	146	462	0	14	622	0	527	23	49	599	19	0	166	127	312	0	0	0	5	5	1538	
% App. Total	23.5	74.3	0	2.3		0	88	3.8	8.2		6.1	0	53.2	40.7		0	0	0	100			
PHF	.913	.895	.000	.700	.920	.000	.921	.639	.766	.930	.679	.000	.988	.794	.897	.000	.000	.000	.417	.417	.969	
%	133	441	0	14	588	0	521	23	49	593	19	0	150	127	296	0	0	0	5	5	1482	
%	91.1	95.5	0	100	94.5	0	98.9	100	100	99.0	100	0	90.4	100	94.9	0	0	0	100	100	96.4	
%	13	21	0	0	34	0	6	0	0	6	0	0	16	0	16	0	0	0	0	0	56	
%	8.9	4.5	0	0	5.5	0	1.1	0	0	1.0	0	0	9.6	0	5.1	0	0	0	0	0	3.6	





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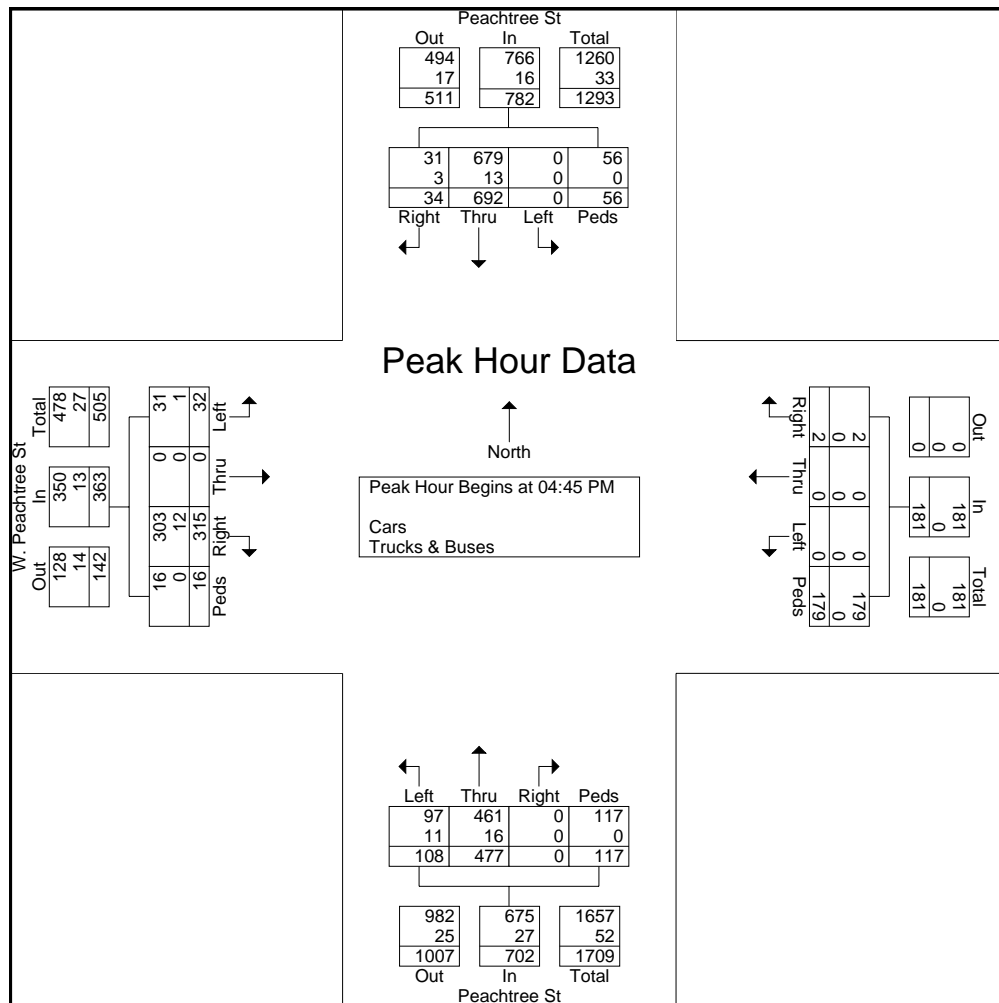
File Name : 06552-14  
 Site Code : 00655214  
 Start Date : 6/22/2006  
 Page No : 4

Start Time	Peachtree St Northbound					Peachtree St Southbound					W. Peachtree St Eastbound					Westbound					Int. Total
	Left	Thru	Right	Ped S	App. Total	Left	Thru	Right	Ped S	App. Total	Left	Thru	Right	Ped S	App. Total	Left	Thru	Right	Ped S	App. Total	

Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM

04:45 PM	24	121	0	17	162	0	165	10	5	180	6	0	78	1	85	0	0	0	16	16	443
05:00 PM	25	112	0	39	176	0	164	8	13	185	6	0	76	1	83	0	0	0	54	54	498
05:15 PM	30	126	0	35	191	0	188	8	27	223	13	0	78	8	99	0	0	0	58	58	571
05:30 PM	29	118	0	26	173	0	175	8	11	194	7	0	83	6	96	0	0	2	51	53	516
Total Volume	108	477	0	117	702	0	692	34	56	782	32	0	315	16	363	0	0	2	179	181	2028
% App. Total	15.4	67.9	0	16.7		0	88.5	4.3	7.2		8.8	0	86.8	4.4		0	0	1.1	98.9		
PHF	.900	.946	.000	.750	.919	.000	.920	.850	.519	.877	.615	.000	.949	.500	.917	.000	.000	.250	.772	.780	.888
	97	461	0	117	675	0	679	31	56	766	31	0	303	16	350	0	0	2	179	181	1972
%	89.8	96.6	0	100	96.2	0	98.1	91.2	100	98.0	96.9	0	96.2	100	96.4	0	0	100	100	100	97.2
	11	16	0	0	27	0	13	3	0	16	1	0	12	0	13	0	0	0	0	0	56
%	10.2	3.4	0	0	3.8	0	1.9	8.8	0	2.0	3.1	0	3.8	0	3.6	0	0	0	0	0	2.8





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Counter: 2446
Counted By: ST
Weather: Mild
Other: KHA

File Name : 06552-15
Site Code : 00655215
Start Date : 6/28/2006
Page No : 1

Groups Printed- Cars - Trucks & Buses

Table with columns for Start Time, Peachtree St Northbound, Peachtree St Southbound, Ralph McGill Blvd Eastbound, Ralph McGill Blvd Westbound, and Int. Total. Rows include time intervals (e.g., 07:00 AM, 07:15 AM) and summary rows (Total, Grand Total, Apprch %, Total %, %).



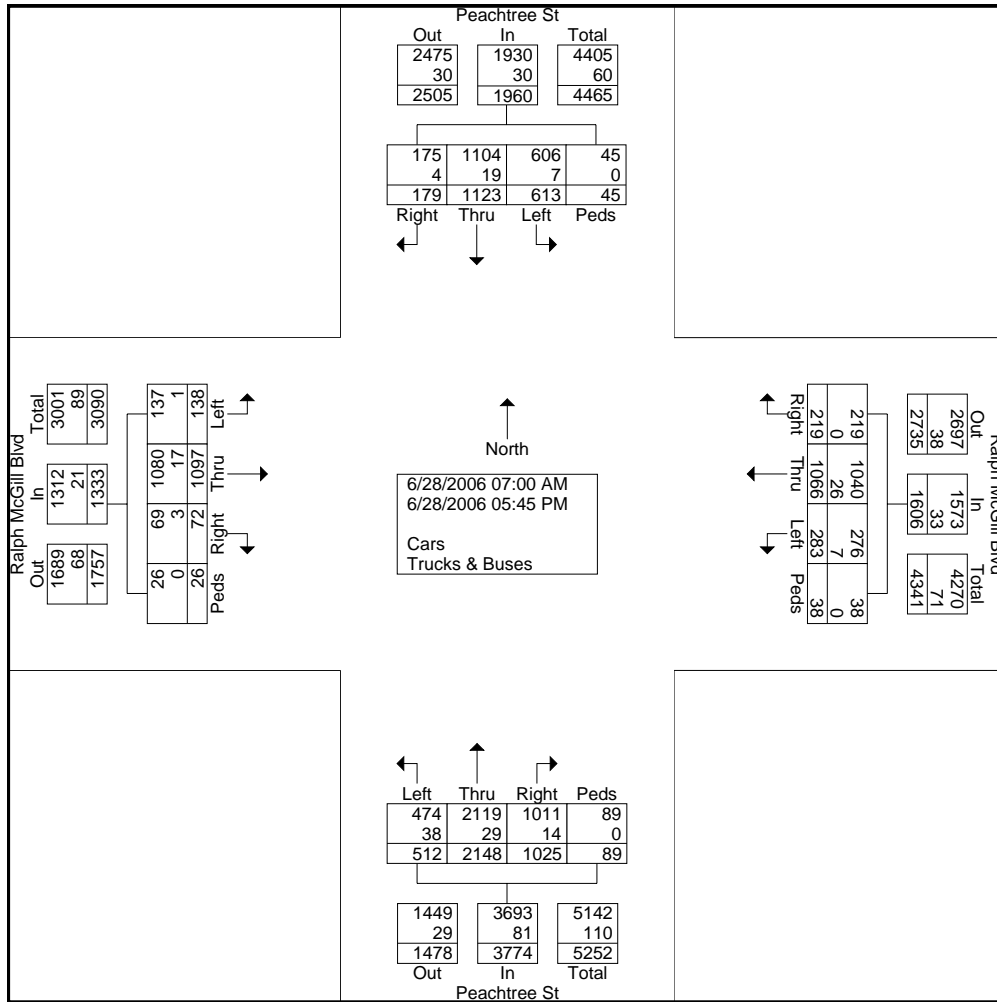
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File Name : 06552-15  
 Site Code : 00655215  
 Start Date : 6/28/2006  
 Page No : 2





# TRAFFIC DATA COLLECTION, INC.

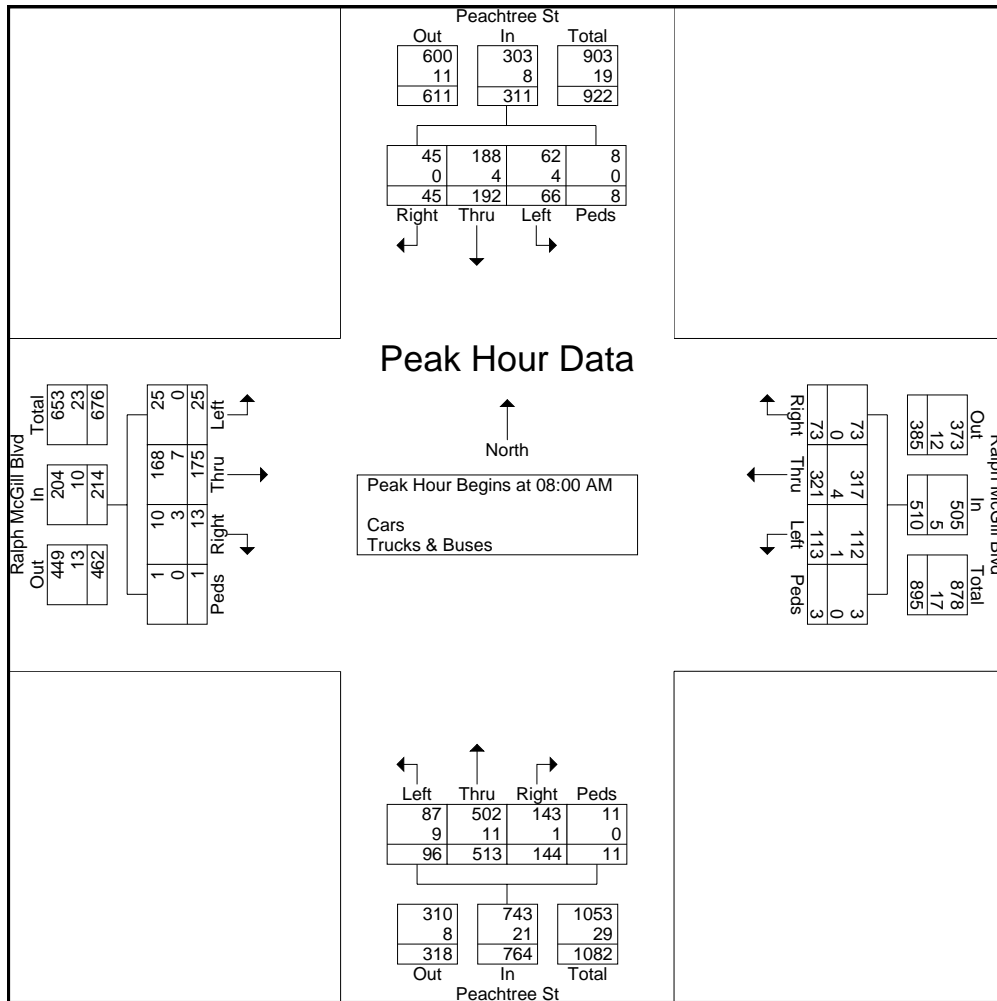
Atlanta - Hilton Head - Charlotte

Ph. 404-459-9114 Fax 404-459-9113

www.trafficdatacollection.com

File Name : 06552-15  
 Site Code : 00655215  
 Start Date : 6/28/2006  
 Page No : 3

Start Time	Peachtree St Northbound					Peachtree St Southbound					Ralph McGill Blvd Eastbound					Ralph McGill Blvd Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	27	127	35	1	190	20	45	17	1	83	2	46	5	1	54	22	73	13	0	108	435
08:15 AM	16	137	36	5	194	11	46	9	1	67	5	40	3	0	48	25	64	22	2	113	422
08:30 AM	28	142	36	3	209	19	43	8	4	74	13	47	4	0	64	39	92	14	1	146	493
08:45 AM	25	107	37	2	171	16	58	11	2	87	5	42	1	0	48	27	92	24	0	143	449
Total Volume	96	513	144	11	764	66	192	45	8	311	25	175	13	1	214	113	321	73	3	510	1799
% App. Total	12.6	67.1	18.8	1.4		21.2	61.7	14.5	2.6		11.7	81.8	6.1	0.5		22.2	62.9	14.3	0.6		
PHF	.857	.903	.973	.550	.914	.825	.828	.662	.500	.894	.481	.931	.650	.250	.836	.724	.872	.760	.375	.873	.912
	87	502	143	11	743	62	188	45	8	303	25	168	10	1	204	112	317	73	3	505	1755
%	90.6	97.9	99.3	100	97.3	93.9	97.9	100	100	97.4	100	96.0	76.9	100	95.3	99.1	98.8	100	100	99.0	97.6
	9	11	1	0	21	4	4	0	0	8	0	7	3	0	10	1	4	0	0	5	44
%	9.4	2.1	0.7	0	2.7	6.1	2.1	0	0	2.6	0	4.0	23.1	0	4.7	0.9	1.2	0	0	1.0	2.4





### TRAFFIC DATA COLLECTION, INC.

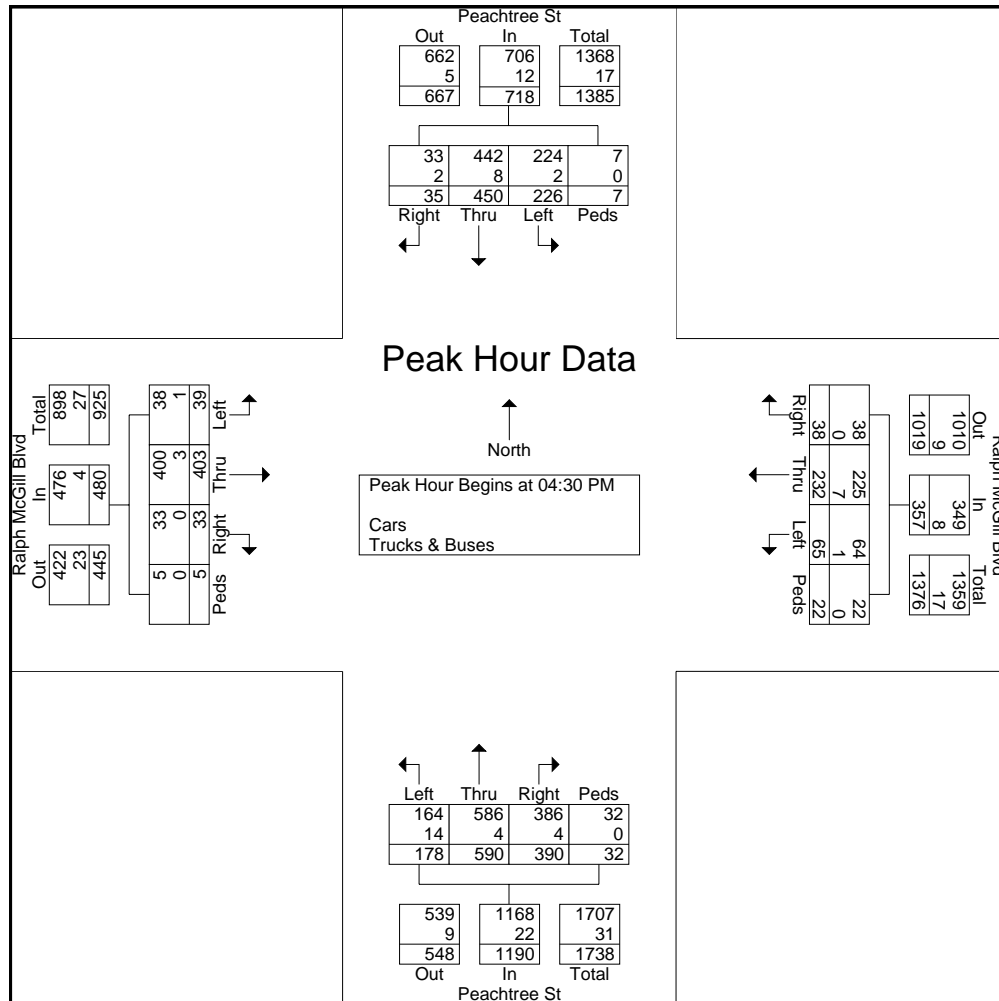
Atlanta - Hilton Head - Charlotte

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www.trafficdatacollection.com

File Name : 06552-15  
 Site Code : 00655215  
 Start Date : 6/28/2006  
 Page No : 4

Start Time	Peachtree St Northbound					Peachtree St Southbound					Ralph McGill Blvd Eastbound					Ralph McGill Blvd Westbound					Int. Total
	Left	Thru	Right	Ped S	App. Total	Left	Thru	Right	Ped S	App. Total	Left	Thru	Right	Ped S	App. Total	Left	Thru	Right	Ped S	App. Total	
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	47	135	99	5	286	59	100	7	4	170	7	102	8	2	119	13	40	7	2	62	637
04:45 PM	41	149	78	1	269	56	106	18	3	183	9	98	8	3	118	22	49	9	5	85	655
05:00 PM	44	161	94	12	311	59	157	8	0	224	11	121	6	0	138	19	32	14	14	79	752
05:15 PM	46	145	119	14	324	52	87	2	0	141	12	82	11	0	105	11	111	8	1	131	701
Total Volume	178	590	390	32	1190	226	450	35	7	718	39	403	33	5	480	65	232	38	22	357	2745
% App. Total	15	49.6	32.8	2.7		31.5	62.7	4.9	1		8.1	84	6.9	1		18.2	65	10.6	6.2		
PHF	.947	.916	.819	.571	.918	.958	.717	.486	.438	.801	.813	.833	.750	.417	.870	.739	.523	.679	.393	.681	.913
	164	586	386	32	1168	224	442	33	7	706	38	400	33	5	476	64	225	38	22	349	2699
%	92.1	99.3	99.0	100	98.2	99.1	98.2	94.3	100	98.3	97.4	99.3	100	100	99.2	98.5	97.0	100	100	97.8	98.3
	14	4	4	0	22	2	8	2	0	12	1	3	0	0	4	1	7	0	0	8	46
%	7.9	0.7	1.0	0	1.8	0.9	1.8	5.7	0	1.7	2.6	0.7	0	0.8	1.5	3.0	0	0	2.2	1.7	





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Atlanta - Hilton Head - Charlotte

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www.trafficdatacollection.com

Counter: 1328  
 Counted By: BLE  
 Weather: Mild  
 Other: KHA

File Name : 06552-16  
 Site Code : 00655216  
 Start Date : 6/13/2006  
 Page No : 1

**Groups Printed- Cars - Trucks & Buses**

Start Time	Peachtree St Northbound					Peachtree St Southbound					Pine St Eastbound					Pine St Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00 AM	0	121	1	12	134	1	55	0	15	71	39	9	29	11	88	0	0	0	12	12	305
07:15 AM	0	166	1	3	170	0	83	0	11	94	43	6	26	5	80	0	0	0	9	9	353
07:30 AM	0	194	3	11	208	3	98	0	7	108	50	7	28	8	93	0	0	0	15	15	424
07:45 AM	0	176	7	7	190	1	94	0	14	109	55	10	15	13	93	0	0	0	6	6	398
Total	0	657	12	33	702	5	330	0	47	382	187	32	98	37	354	0	0	0	42	42	1480
08:00 AM	0	192	9	10	211	2	113	0	12	127	41	13	20	18	92	0	0	0	10	10	440
08:15 AM	0	183	5	8	196	6	117	0	16	139	51	9	26	13	99	0	0	0	8	8	442
08:30 AM	0	183	6	12	201	2	107	0	10	119	67	11	31	16	125	0	0	0	11	11	456
08:45 AM	0	187	5	4	196	1	106	0	14	121	72	11	34	11	128	0	0	0	9	9	454
Total	0	745	25	34	804	11	443	0	52	506	231	44	111	58	444	0	0	0	38	38	1792
Break																					
04:00 PM	0	172	4	18	194	5	149	0	18	172	57	38	34	10	139	0	0	0	7	7	512
04:15 PM	0	176	3	19	198	7	101	0	22	130	43	39	35	12	129	0	0	0	6	6	463
04:30 PM	0	146	9	17	172	4	137	0	9	150	35	36	26	11	108	0	0	0	8	8	438
04:45 PM	0	165	13	12	190	6	123	0	22	151	40	54	36	13	143	0	0	0	5	5	489
Total	0	659	29	66	754	22	510	0	71	603	175	167	131	46	519	0	0	0	26	26	1902
05:00 PM	0	219	19	10	248	2	164	0	11	177	36	28	29	10	103	0	0	0	11	11	539
05:15 PM	0	216	10	18	244	7	104	0	7	118	35	39	28	10	112	0	0	0	9	9	483
05:30 PM	0	198	9	8	215	7	113	0	5	125	42	36	32	19	129	0	0	0	7	7	476
05:45 PM	0	170	6	16	192	2	130	0	14	146	45	26	25	10	106	0	0	0	9	9	453
Total	0	803	44	52	899	18	511	0	37	566	158	129	114	49	450	0	0	0	36	36	1951
Grand Total	0	2864	110	185	3159	56	1794	0	207	2057	751	372	454	190	1767	0	0	0	142	142	7125
Apprch %	0	90.7	3.5	5.9		2.7	87.2	0	10.1		42.5	21.1	25.7	10.8		0	0	0	100		
Total %	0	40.2	1.5	2.6	44.3	0.8	25.2	0	2.9	28.9	10.5	5.2	6.4	2.7	24.8	0	0	0	2	2	
	0	2813	106	185	3104	56	1747	0	207	2010	743	351	423	189	1706	0	0	0	142	142	6962
%	0	98.2	96.4	100	98.3	100	97.4	0	100	97.7	98.9	94.4	93.2	99.5	96.5	0	0	0	100	100	97.7
	0	51	4	0	55	0	47	0	0	47	8	21	31	1	61	0	0	0	0	0	163
%	0	1.8	3.6	0	1.7	0	2.6	0	0	2.3	1.1	5.6	6.8	0.5	3.5	0	0	0	0	0	2.3



**TRAFFIC DATA COLLECTION, INC.**

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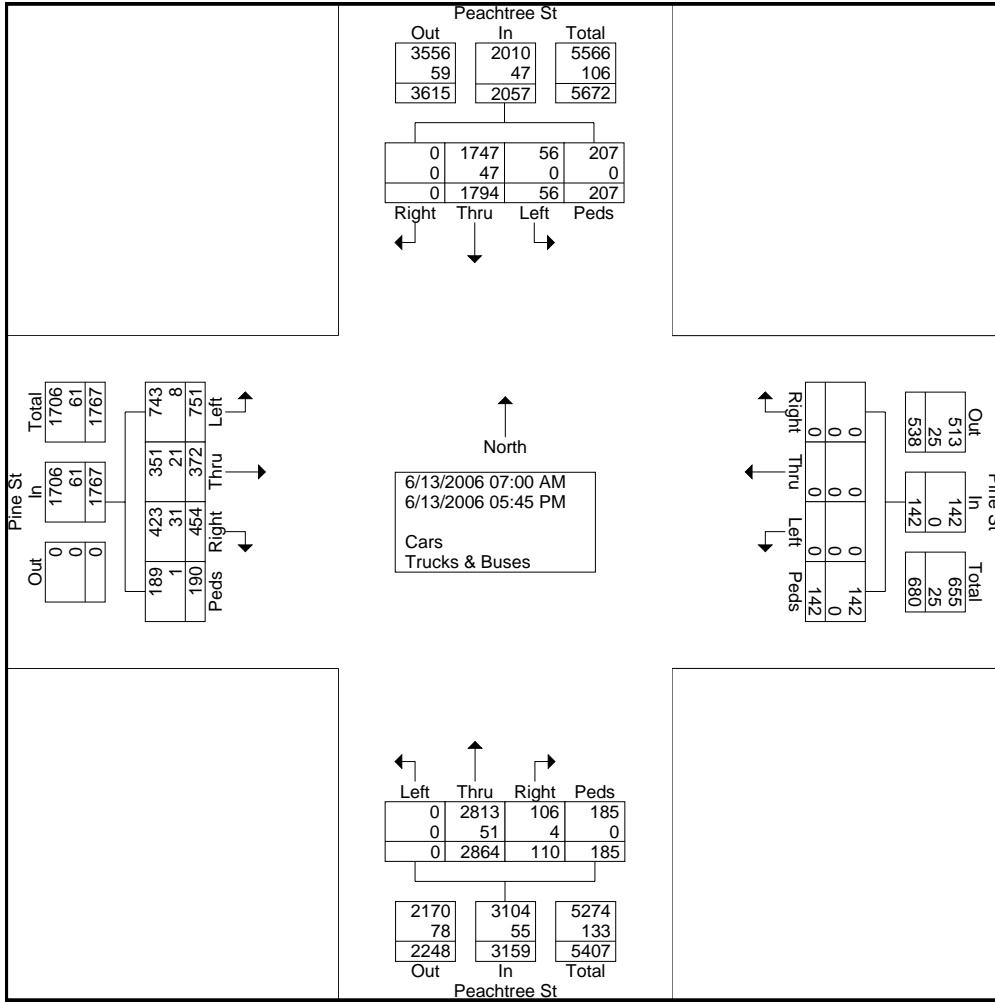
www.trafficdatacollection.com

File Name : 06552-16

Site Code : 00655216

Start Date : 6/13/2006

Page No : 2





# TRAFFIC DATA COLLECTION, INC.

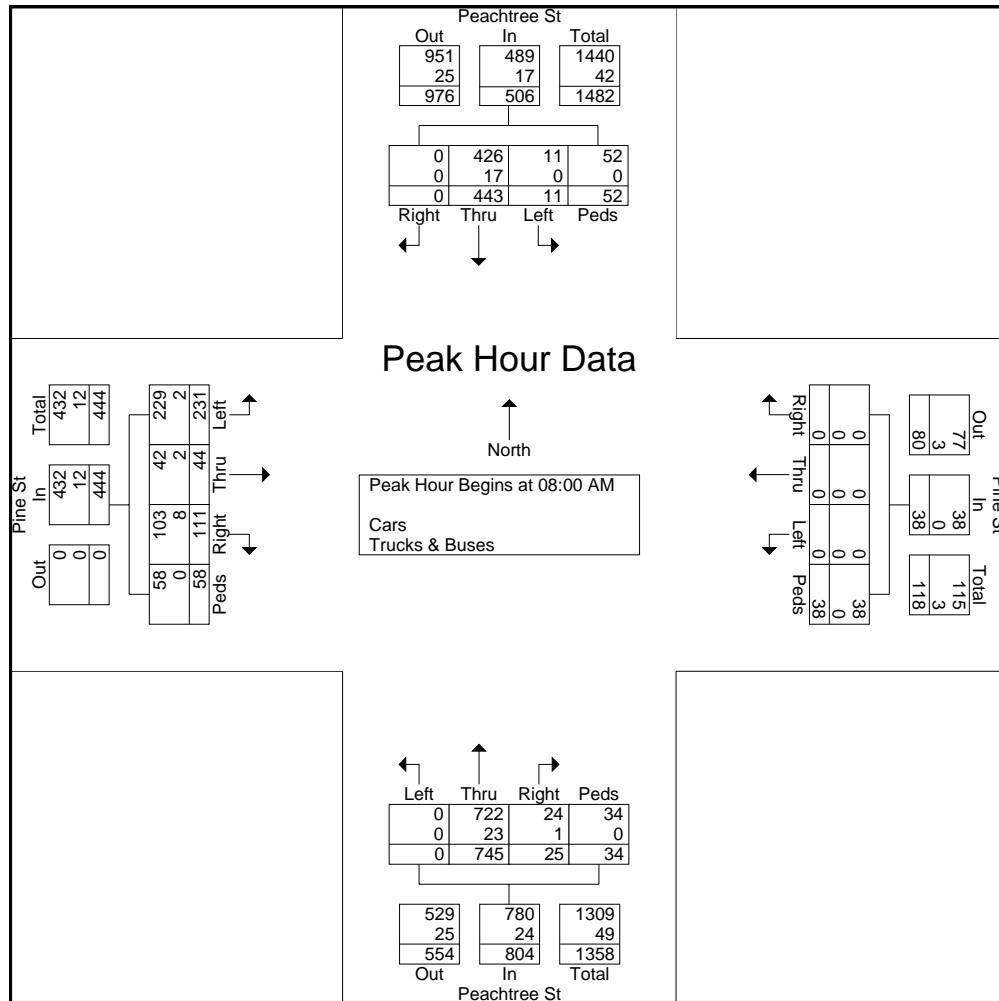
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File Name : 06552-16  
 Site Code : 00655216  
 Start Date : 6/13/2006  
 Page No : 3

Start Time	Peachtree St Northbound					Peachtree St Southbound					Pine St Eastbound					Pine St Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	192	9	10	211	2	113	0	12	127	41	13	20	18	92	0	0	0	10	10	440
08:15 AM	0	183	5	8	196	6	117	0	16	139	51	9	26	13	99	0	0	0	8	8	442
08:30 AM	0	183	6	12	201	2	107	0	10	119	67	11	31	16	125	0	0	0	11	11	456
08:45 AM	0	187	5	4	196	1	106	0	14	121	72	11	34	11	128	0	0	0	9	9	454
Total Volume	0	745	25	34	804	11	443	0	52	506	231	44	111	58	444	0	0	0	38	38	1792
% App. Total	0	92.7	3.1	4.2		2.2	87.5	0	10.3		52	9.9	25	13.1		0	0	0	100		
PHF	.000	.970	.694	.708	.953	.458	.947	.000	.813	.910	.802	.846	.816	.806	.867	.000	.000	.000	.864	.864	.982
	0	722	24	34	780	11	426	0	52	489	229	42	103	58	432	0	0	0	38	38	1739
%	0	96.9	96.0	100	97.0	100	96.2	0	100	96.6	99.1	95.5	92.8	100	97.3	0	0	0	100	100	97.0
	0	23	1	0	24	0	17	0	0	17	2	2	8	0	12	0	0	0	0	0	53
%	0	3.1	4.0	0	3.0	0	3.8	0	0	3.4	0.9	4.5	7.2	0	2.7	0	0	0	0	0	3.0





**TRAFFIC DATA COLLECTION, INC.**

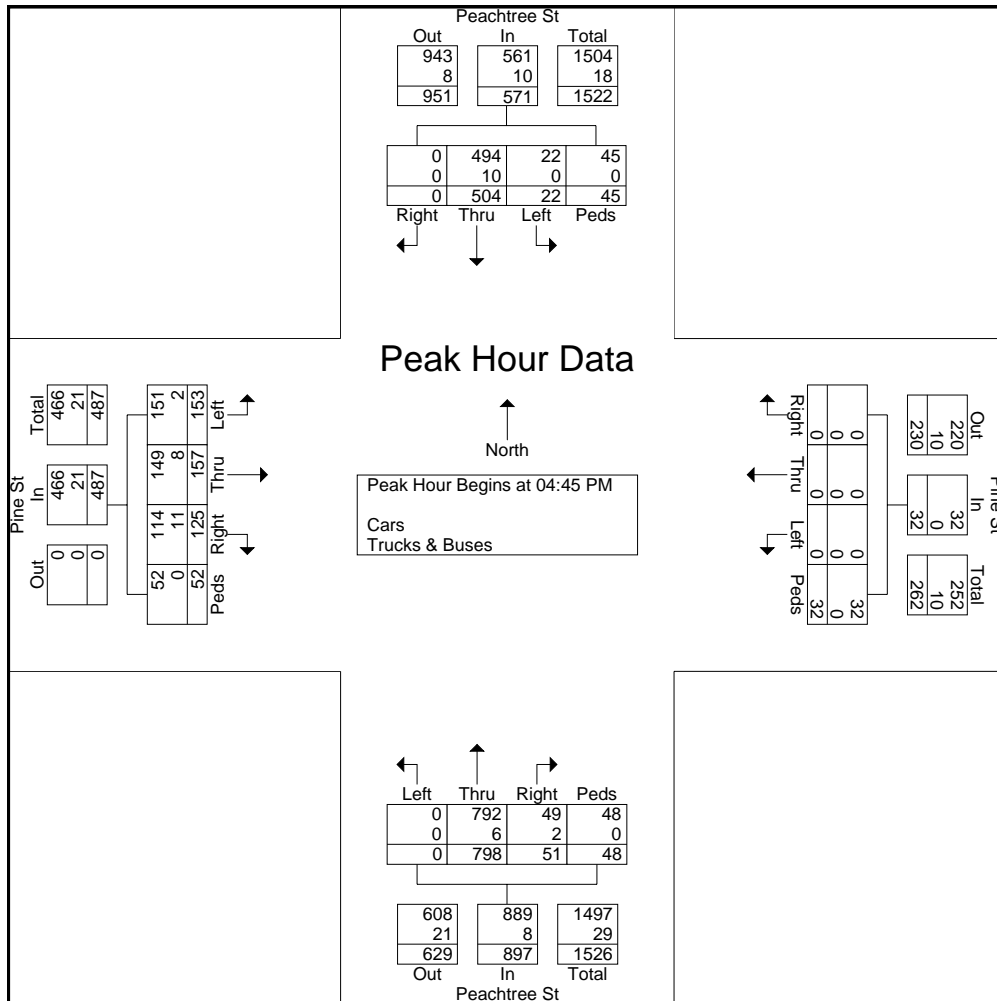
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File Name : 06552-16  
 Site Code : 00655216  
 Start Date : 6/13/2006  
 Page No : 4

Start Time	Peachtree St Northbound					Peachtree St Southbound					Pine St Eastbound					Pine St Westbound					Int. Total
	Left	Thru	Right	Ped S	App. Total	Left	Thru	Right	Ped S	App. Total	Left	Thru	Right	Ped S	App. Total	Left	Thru	Right	Ped S	App. Total	
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	0	165	13	12	190	6	123	0	22	151	40	54	36	13	143	0	0	0	5	5	489
05:00 PM	0	219	19	10	248	2	164	0	11	177	36	28	29	10	103	0	0	0	11	11	539
05:15 PM	0	216	10	18	244	7	104	0	7	118	35	39	28	10	112	0	0	0	9	9	483
05:30 PM	0	198	9	8	215	7	113	0	5	125	42	36	32	19	129	0	0	0	7	7	476
Total Volume	0	798	51	48	897	22	504	0	45	571	153	157	125	52	487	0	0	0	32	32	1987
% App. Total	0	89	5.7	5.4		3.9	88.3	0	7.9		31.4	32.2	25.7	10.7		0	0	0	100		
PHF	.000	.911	.671	.667	.904	.786	.768	.000	.511	.806	.911	.727	.868	.684	.851	.000	.000	.000	.727	.727	.922
	0	792	49	48	889	22	494	0	45	561	151	149	114	52	466	0	0	0	32	32	1948
%	0	99.2	96.1	100	99.1	100	98.0	0	100	98.2	98.7	94.9	91.2	100	95.7	0	0	0	100	100	98.0
	0	6	2	0	8	0	10	0	0	10	2	8	11	0	21	0	0	0	0	0	39
%	0	0.8	3.9	0	0.9	0	2.0	0	0	1.8	1.3	5.1	8.8	0	4.3	0	0	0	0	0	2.0





TRAFFIC DATA COLLECTION, INC.

Atlanta - Hilton Head - Charlotte

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www.trafficdatacollection.com

Counter: 1935
Counted By: OBK
Weather: Mild
Other: KHA

File Name : 06552-17
Site Code : 0655217
Start Date : 6/15/2006
Page No : 1

Groups Printed- Cars - Trucks & Buses

Table with columns for Start Time, Peachtree St Northbound, Peachtree St Southbound, Eastbound, Rnaissance Pkwy Westbound, and Int. Total. Rows include time intervals from 07:00 AM to 05:45 PM, a Break section from 04:00 PM to 05:45 PM, and a Grand Total section with percentage breakdowns.



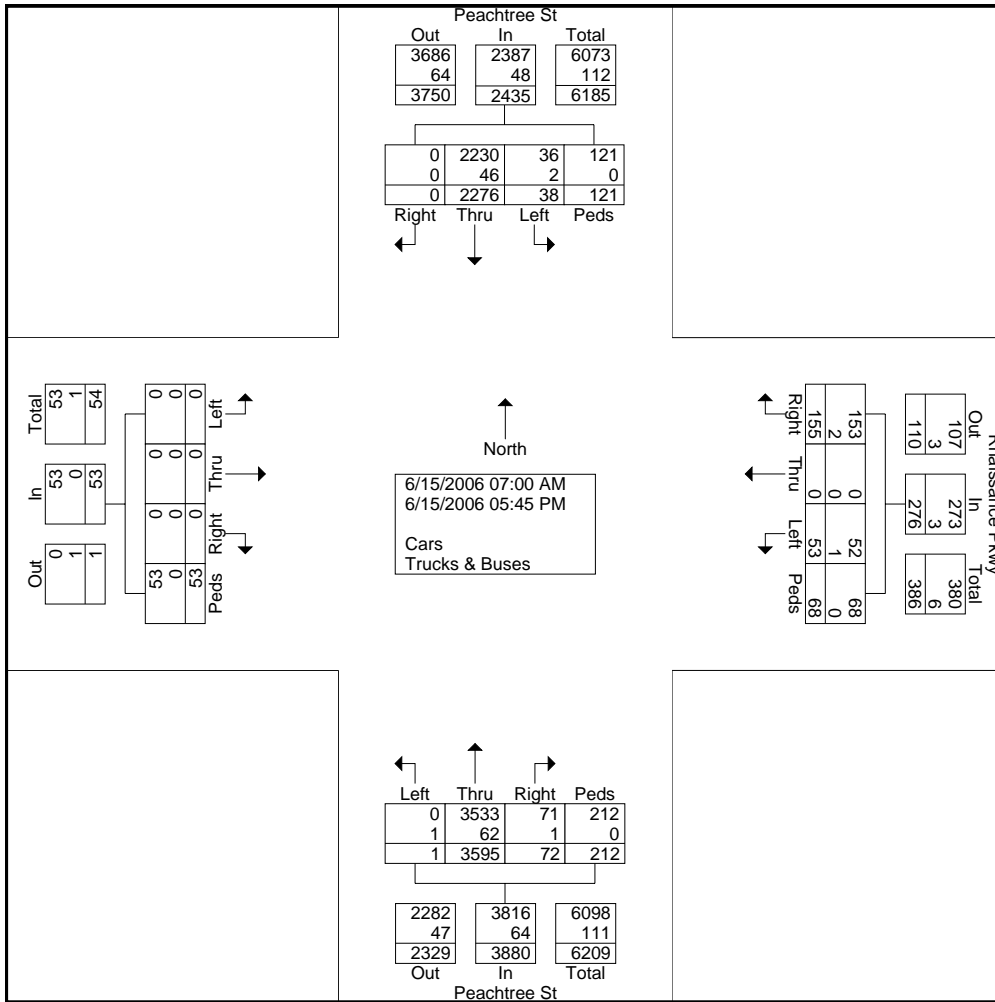
**TRAFFIC DATA COLLECTION, INC.**

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www.trafficdatacollection.com

File Name : 06552-17  
 Site Code : 0655217  
 Start Date : 6/15/2006  
 Page No : 2





# TRAFFIC DATA COLLECTION, INC.

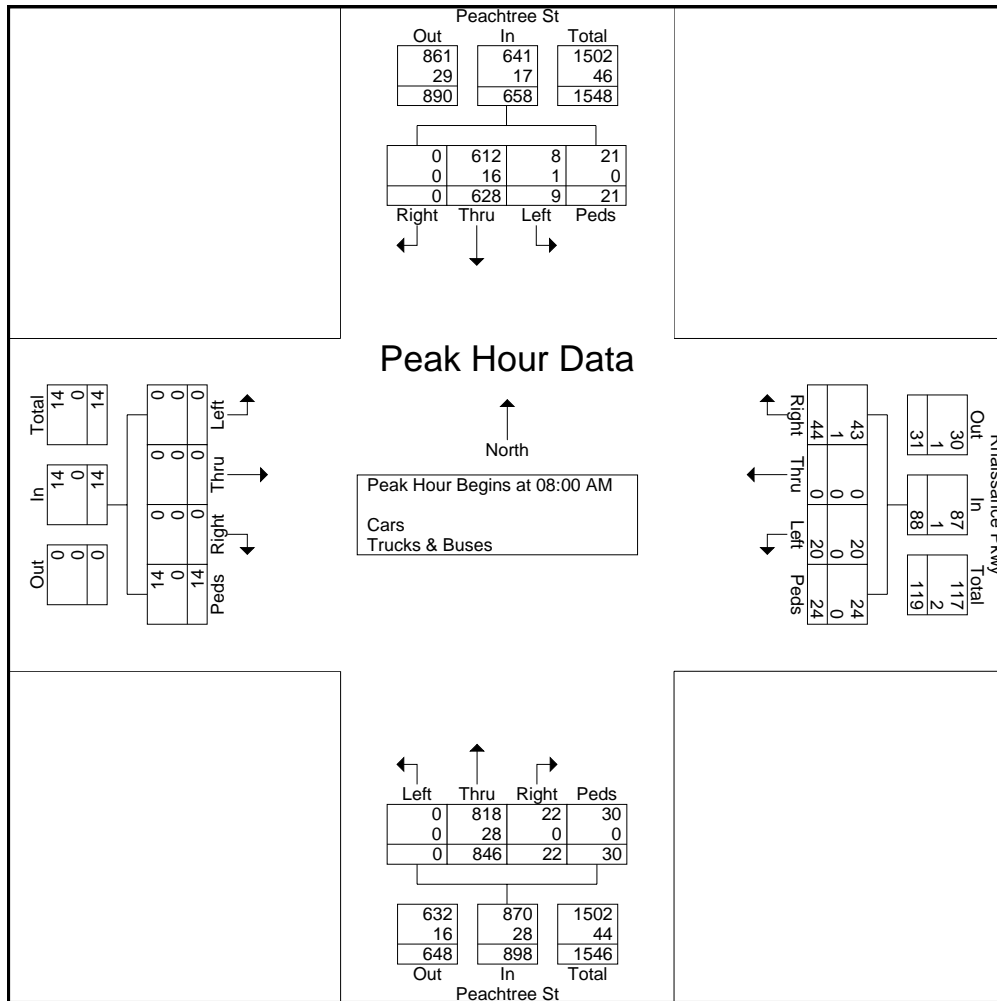
Atlanta - Hilton Head - Charlotte

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File Name : 06552-17  
 Site Code : 0655217  
 Start Date : 6/15/2006  
 Page No : 3

Start Time	Peachtree St Northbound					Peachtree St Southbound					Eastbound					Rnaissance Pkwy Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	195	1	9	205	0	161	0	7	168	0	0	0	4	4	5	0	11	8	24	401
08:15 AM	0	223	8	4	235	3	143	0	4	150	0	0	0	3	3	8	0	11	2	21	409
08:30 AM	0	216	7	9	232	2	139	0	6	147	0	0	0	5	5	2	0	7	9	18	402
08:45 AM	0	212	6	8	226	4	185	0	4	193	0	0	0	2	2	5	0	15	5	25	446
Total Volume	0	846	22	30	898	9	628	0	21	658	0	0	0	14	14	20	0	44	24	88	1658
% App. Total	0	94.2	2.4	3.3		1.4	95.4	0	3.2		0	0	0	100		22.7	0	50	27.3		
PHF	.000	.948	.688	.833	.955	.563	.849	.000	.750	.852	.000	.000	.000	.700	.700	.625	.000	.733	.667	.880	.929
%	0	818	22	30	870	8	612	0	21	641	0	0	0	14	14	20	0	43	24	87	1612
%	0	96.7	100	100	96.9	88.9	97.5	0	100	97.4	0	0	0	100	100	100	0	97.7	100	98.9	97.2
%	0	28	0	0	28	1	16	0	0	17	0	0	0	0	0	0	0	1	0	1	46
%	0	3.3	0	0	3.1	11.1	2.5	0	0	2.6	0	0	0	0	0	0	0	2.3	0	1.1	2.8





**TRAFFIC DATA COLLECTION, INC.**

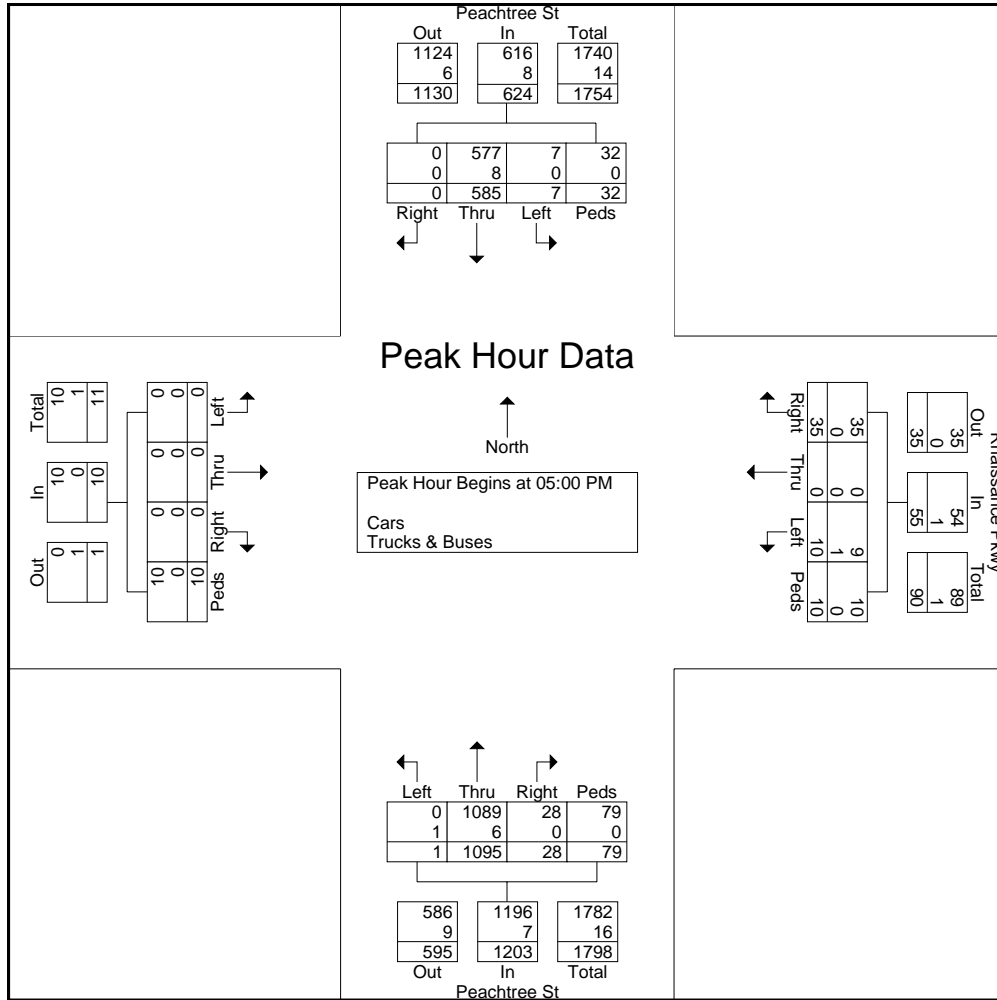
Atlanta - Hilton Head - Charlotte

Ph. 404-459-9114 Fax 404-459-9113

www.trafficdatacollection.com

File Name : 06552-17  
 Site Code : 0655217  
 Start Date : 6/15/2006  
 Page No : 4

Start Time	Peachtree St Northbound					Peachtree St Southbound					Eastbound					Rnaissance Pkwy Westbound					Int. Total
	Left	Thru	Right	Ped S	App. Total	Left	Thru	Right	Ped S	App. Total	Left	Thru	Right	Ped S	App. Total	Left	Thru	Right	Ped S	App. Total	
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	262	5	23	290	3	177	0	2	182	0	0	0	4	4	1	0	9	5	15	491
05:15 PM	1	280	6	13	300	1	131	0	12	144	0	0	0	2	2	2	0	9	1	12	458
05:30 PM	0	293	6	13	312	2	131	0	7	140	0	0	0	1	1	4	0	11	1	16	469
05:45 PM	0	260	11	30	301	1	146	0	11	158	0	0	0	3	3	3	0	6	3	12	474
Total Volume	1	1095	28	79	1203	7	585	0	32	624	0	0	0	10	10	10	0	35	10	55	1892
% App. Total	0.1	91	2.3	6.6		1.1	93.8	0	5.1		0	0	0	100		18.2	0	63.6	18.2		
PHF	.250	.934	.636	.658	.964	.583	.826	.000	.667	.857	.000	.000	.000	.625	.625	.625	.000	.795	.500	.859	.963
	0	1089																			
%	0	99.5	100	100	99.4	100	98.6	0	100	98.7	0	0	0	100	100	90.0	0	100	100	98.2	99.2
	1	6	0	0	7	0	8	0	0	8	0	0	0	0	0	1	0	0	0	1	16
%	100	0.5	0	0	0.6	0	1.4	0	0	1.3	0	0	0	0	0	10.0	0	0	0	1.8	0.8





**TRAFFIC DATA COLLECTION, INC.**

Atlanta - Hilton Head - Charlotte

Ph. 404-459-9114 Fax 404-459-9113

www.trafficdatacollection.com

Counter: 2446  
 Counted By: JRM  
 Weather: Mild  
 Other: KHA

File Name : 06552-18  
 Site Code : 00655218  
 Start Date : 6/15/2006  
 Page No : 1

**Groups Printed- Cars - Trucks & Buses**

Start Time	Peachtree St Northbound					Peachtree St Southbound					Linden St Eastbound					Linden St Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00 AM	13	95	5	11	124	1	62	11	5	79	10	4	10	2	26	4	21	5	5	35	264
07:15 AM	35	133	3	9	180	0	87	22	11	120	9	10	12	3	34	7	41	7	11	66	400
07:30 AM	37	162	0	14	213	0	110	24	21	155	15	16	15	4	50	12	41	8	15	76	494
07:45 AM	44	185	4	6	239	2	126	27	13	168	9	12	13	1	35	11	49	9	7	76	518
<b>Total</b>	129	575	12	40	756	3	385	84	50	522	43	42	50	10	145	34	152	29	38	253	1676
08:00 AM	29	171	5	20	225	3	132	21	23	179	6	8	20	7	41	10	54	10	6	80	525
08:15 AM	42	183	2	10	237	1	130	18	5	154	6	11	12	4	33	7	56	16	5	84	508
08:30 AM	28	182	11	9	230	3	122	18	12	155	16	5	16	6	43	9	57	19	4	89	517
08:45 AM	48	171	3	11	233	2	164	22	11	199	12	11	15	5	43	8	63	13	9	93	568
<b>Total</b>	147	707	21	50	925	9	548	79	51	687	40	35	63	22	160	34	230	58	24	346	2118
<b>Break</b>																					
04:00 PM	51	170	7	11	239	5	131	37	10	183	17	25	18	4	64	3	39	4	18	64	550
04:15 PM	46	183	1	12	242	3	147	26	12	188	14	27	12	7	60	6	31	4	18	59	549
04:30 PM	45	198	6	18	267	7	119	22	15	163	15	30	20	15	80	4	30	4	18	56	566
04:45 PM	52	208	4	15	279	3	120	43	8	174	28	27	15	9	79	5	33	5	18	61	593
<b>Total</b>	194	759	18	56	1027	18	517	128	45	708	74	109	65	35	283	18	133	17	72	240	2258
05:00 PM	50	206	4	23	283	6	157	49	6	218	13	25	20	13	71	2	43	1	11	57	629
05:15 PM	59	223	5	15	302	11	117	52	7	187	22	23	11	10	66	4	43	4	8	59	614
05:30 PM	62	221	6	17	306	5	113	42	12	172	18	29	13	7	67	3	43	5	9	60	605
05:45 PM	51	211	9	34	305	7	127	46	19	199	15	23	17	14	69	7	26	8	5	46	619
<b>Total</b>	222	861	24	89	1196	29	514	189	44	776	68	100	61	44	273	16	155	18	33	222	2467
Grand Total	692	2902	75	235	3904	59	1964	480	190	2693	225	286	239	111	861	102	670	122	167	1061	8519
Apprch %	17.7	74.3	1.9	6		2.2	72.9	17.8	7.1		26.1	33.2	27.8	12.9		9.6	63.1	11.5	15.7		
Total %	8.1	34.1	0.9	2.8	45.8	0.7	23.1	5.6	2.2	31.6	2.6	3.4	2.8	1.3	10.1	1.2	7.9	1.4	2	12.5	
%	687	2849	72	235	3843	59	1930	476	190	2655	209	280	238	111	838	102	662	120	167	1051	8387
%	99.3	98.2	96	100	98.4	100	98.3	99.2	100	98.6	92.9	97.9	99.6	100	97.3	100	98.8	98.4	100	99.1	98.5
%	5	53	3	0	61	0	34	4	0	38	16	6	1	0	23	0	8	2	0	10	132
%	0.7	1.8	4	0	1.6	0	1.7	0.8	0	1.4	7.1	2.1	0.4	0	2.7	0	1.2	1.6	0	0.9	1.5



**TRAFFIC DATA COLLECTION, INC.**

Atlanta - Hilton Head - Charlotte

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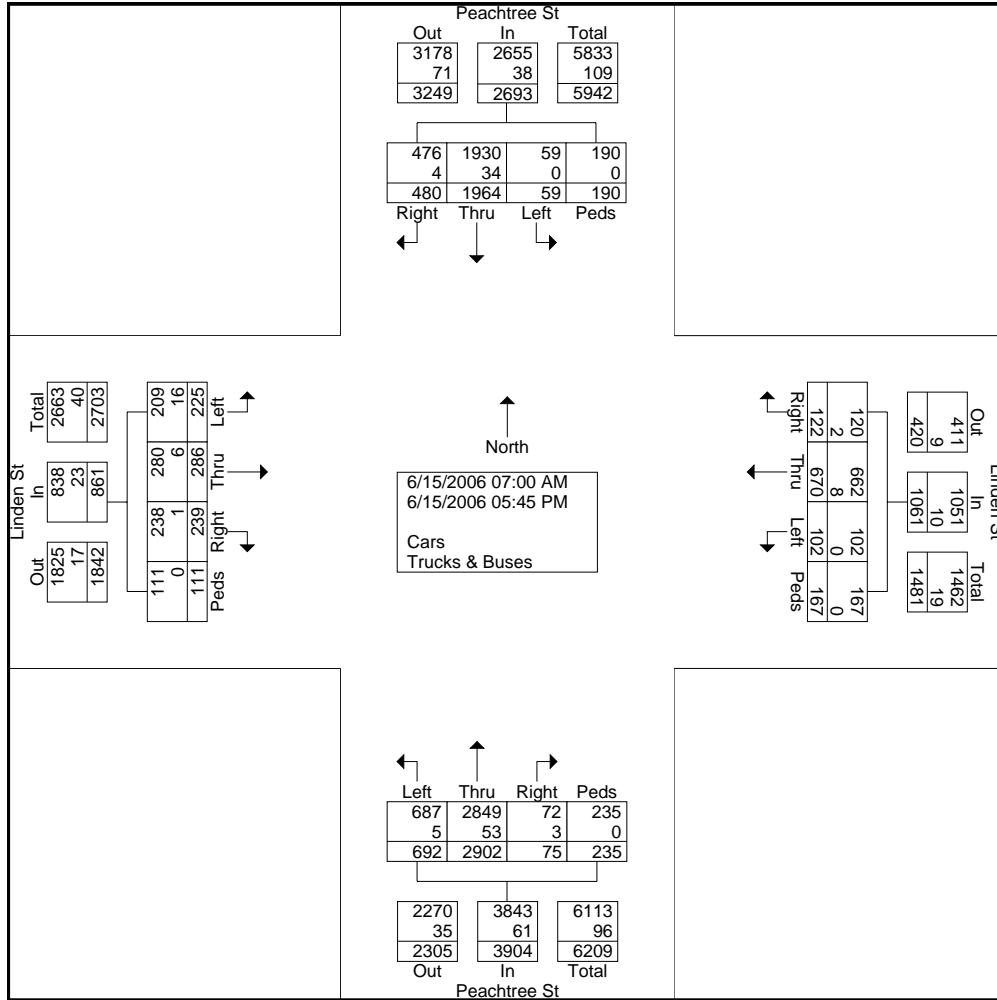
www.trafficdatacollection.com

File Name : 06552-18

Site Code : 00655218

Start Date : 6/15/2006

Page No : 2





**TRAFFIC DATA COLLECTION, INC.**

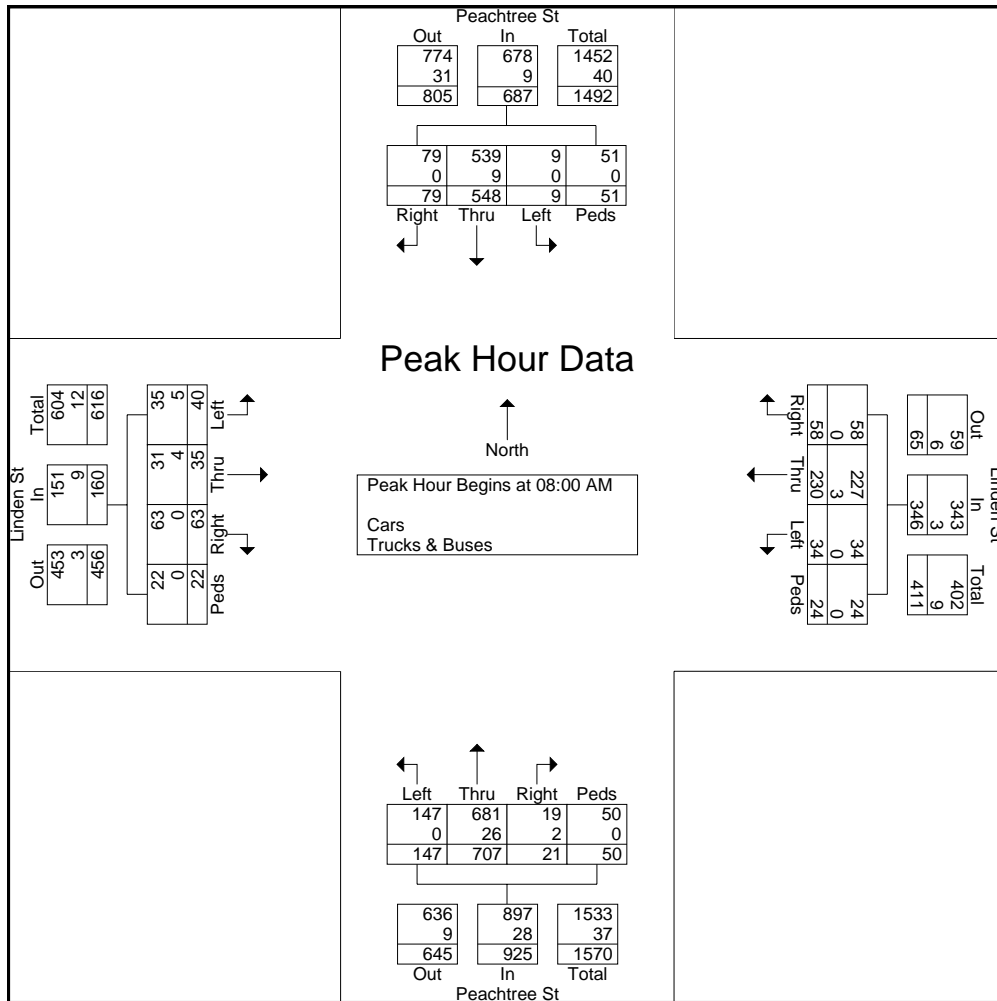
Atlanta - Hilton Head - Charlotte

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www.trafficdatacollection.com

File Name : 06552-18  
 Site Code : 00655218  
 Start Date : 6/15/2006  
 Page No : 3

Start Time	Peachtree St Northbound					Peachtree St Southbound					Linden St Eastbound					Linden St Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	29	171	5	20	225	3	132	21	23	179	6	8	20	7	41	10	54	10	6	80	525
08:15 AM	42	183	2	10	237	1	130	18	5	154	6	11	12	4	33	7	56	16	5	84	508
08:30 AM	28	182	11	9	230	3	122	18	12	155	16	5	16	6	43	9	57	19	4	89	517
08:45 AM	48	171	3	11	233	2	164	22	11	199	12	11	15	5	43	8	63	13	9	93	568
Total Volume	147	707	21	50	925	9	548	79	51	687	40	35	63	22	160	34	230	58	24	346	2118
% App. Total	15.9	76.4	2.3	5.4		1.3	79.8	11.5	7.4		25	21.9	39.4	13.8		9.8	66.5	16.8	6.9		
PHF	.766	.966	.477	.625	.976	.750	.835	.898	.554	.863	.625	.795	.788	.786	.930	.850	.913	.763	.667	.930	.932
	147	681	19	50	897	9	539	79	51	678	35	31	63	22	151	34	227	58	24	343	2069
%	100	96.3	90.5	100	97.0	100	98.4	100	100	98.7	87.5	88.6	100	100	94.4	100	98.7	100	100	99.1	97.7
	0	26	2	0	28	0	9	0	0	9	5	4	0	0	9	0	3	0	0	3	49
%	0	3.7	9.5	0	3.0	0	1.6	0	0	1.3	12.5	11.4	0	0	5.6	0	1.3	0	0	0.9	2.3





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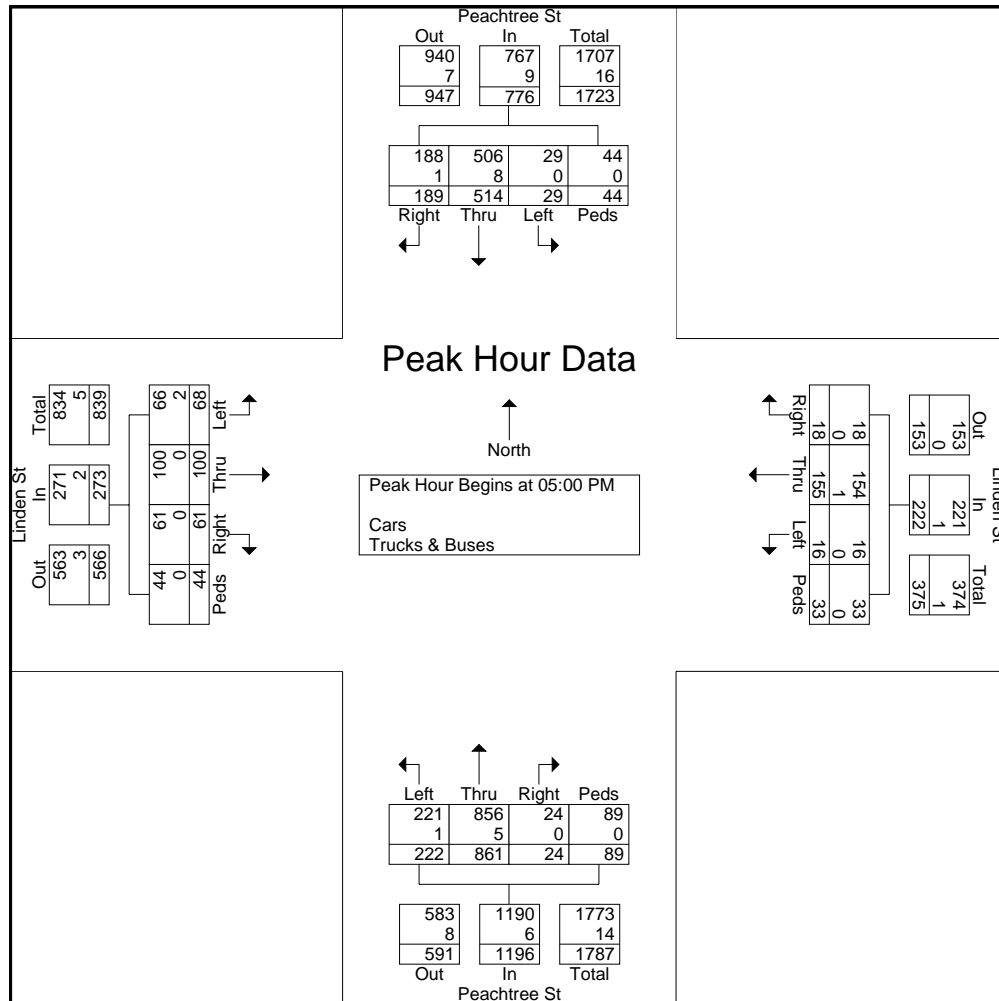
File Name : 06552-18  
 Site Code : 00655218  
 Start Date : 6/15/2006  
 Page No : 4

Start Time	Peachtree St Northbound					Peachtree St Southbound					Linden St Eastbound					Linden St Westbound					Int. Total
	Left	Thru	Right	Ped S	App. Total	Left	Thru	Right	Ped S	App. Total	Left	Thru	Right	Ped S	App. Total	Left	Thru	Right	Ped S	App. Total	

Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 05:00 PM

05:00 PM	50	206	4	23	283	6	157	49	6	218	13	25	20	13	71	2	43	1	11	57	629
05:15 PM	59	223	5	15	302	11	117	52	7	187	22	23	11	10	66	4	43	4	8	59	614
05:30 PM	62	221	6	17	306	5	113	42	12	172	18	29	13	7	67	3	43	5	9	60	605
05:45 PM	51	211	9	34	305	7	127	46	19	199	15	23	17	14	69	7	26	8	5	46	619
Total Volume	222	861	24	89	1196	29	514	189	44	776	68	100	61	44	273	16	155	18	33	222	2467
% App. Total	18.6	72	2	7.4		3.7	66.2	24.4	5.7		24.9	36.6	22.3	16.1		7.2	69.8	8.1	14.9		
PHF	.895	.965	.667	.654	.977	.659	.818	.909	.579	.890	.773	.862	.763	.786	.961	.571	.901	.563	.750	.925	.981
	221	856	24	89	1190	29	506	188	44	767	66	100	61	44	271	16	154	18	33	221	2449
%	99.5	99.4	100	100	99.5	100	98.4	99.5	100	98.8	97.1	100	100	100	99.3	100	99.4	100	100	99.5	99.3
	1	5	0	0	6	0	8	1	0	9	2	0	0	0	2	0	1	0	0	1	18
%	0.5	0.6	0	0	0.5	0	1.6	0.5	0	1.2	2.9	0	0	0	0.7	0	0.6	0	0	0.5	0.7





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Counter: 1422  
 Counted By: TAG  
 Weather: Mild  
 Other: KHA

File Name : 06552-19  
 Site Code : 00655219  
 Start Date : 6/14/2006  
 Page No : 1

**Groups Printed- Cars - Trucks & Buses**

Start Time	Peachtree St Northbound					Peachtree St Southbound					North Ave Eastbound					North Ave Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00 AM	0	102	10	6	118	3	90	14	9	116	1	135	31	1	168	0	130	11	3	144	546
07:15 AM	0	95	7	9	111	3	131	10	6	150	0	85	29	0	114	0	136	14	5	155	530
07:30 AM	7	165	9	16	197	2	154	15	11	182	2	105	34	4	145	0	205	19	12	236	760
07:45 AM	0	174	8	24	206	1	200	30	14	245	1	109	49	2	161	0	243	13	5	261	873
Total	7	536	34	55	632	9	575	69	40	693	4	434	143	7	588	0	714	57	25	796	2709
08:00 AM	1	126	11	1	139	0	155	21	12	188	1	90	42	2	135	0	282	12	5	299	761
08:15 AM	0	119	9	16	144	6	206	19	20	251	1	107	40	14	162	0	303	12	2	317	874
08:30 AM	1	171	10	17	199	4	203	20	9	236	3	138	30	1	172	0	264	18	0	282	889
08:45 AM	1	175	15	4	195	2	205	11	11	229	5	111	36	2	154	0	287	27	9	323	901
Total	3	591	45	38	677	12	769	71	52	904	10	446	148	19	623	0	1136	69	16	1221	3425
Break																					
04:00 PM	0	156	25	38	219	7	92	31	12	142	3	243	26	23	295	0	137	7	14	158	814
04:15 PM	0	162	28	42	232	6	97	34	14	151	4	255	29	19	307	0	140	9	12	161	851
04:30 PM	0	168	31	45	244	9	104	38	18	169	3	265	31	17	316	0	147	11	10	168	897
04:45 PM	0	193	30	43	266	7	118	36	11	172	4	244	36	30	314	0	152	7	11	170	922
Total	0	679	114	168	961	29	411	139	55	634	14	1007	122	89	1232	0	576	34	47	657	3484
05:00 PM	0	145	33	78	256	7	120	34	21	182	3	313	38	53	407	0	172	10	17	199	1044
05:15 PM	0	189	30	54	273	6	125	37	18	186	4	290	30	23	347	0	141	12	12	165	971
05:30 PM	0	194	32	53	279	10	120	40	18	188	4	301	26	41	372	0	131	10	17	158	997
05:45 PM	0	179	28	62	269	4	108	36	25	173	6	298	40	29	373	0	153	11	5	169	984
Total	0	707	123	247	1077	27	473	147	82	729	17	1202	134	146	1499	0	597	43	51	691	3996
Grand Total	10	2513	316	508	3347	77	2228	426	229	2960	45	3089	547	261	3942	0	3023	203	139	3365	13614
Apprch %	0.3	75.1	9.4	15.2		2.6	75.3	14.4	7.7		1.1	78.4	13.9	6.6		0	89.8	6	4.1		
Total %	0.1	18.5	2.3	3.7	24.6	0.6	16.4	3.1	1.7	21.7	0.3	22.7	4	1.9	29	0	22.2	1.5	1	24.7	
%	10	2473	314	508	3305	77	2199	417	229	2922	43	3003	542	261	3849	0	2965	200	139	3304	13380
%	100	98.4	99.4	100	98.7	100	98.7	97.9	100	98.7	95.6	97.2	99.1	100	97.6	0	98.1	98.5	100	98.2	98.3
%	0	40	2	0	42	0	29	9	0	38	2	86	5	0	93	0	58	3	0	61	234
%	0	1.6	0.6	0	1.3	0	1.3	2.1	0	1.3	4.4	2.8	0.9	0	2.4	0	1.9	1.5	0	1.8	1.7



**TRAFFIC DATA COLLECTION, INC.**

Atlanta - Hilton Head - Charlotte

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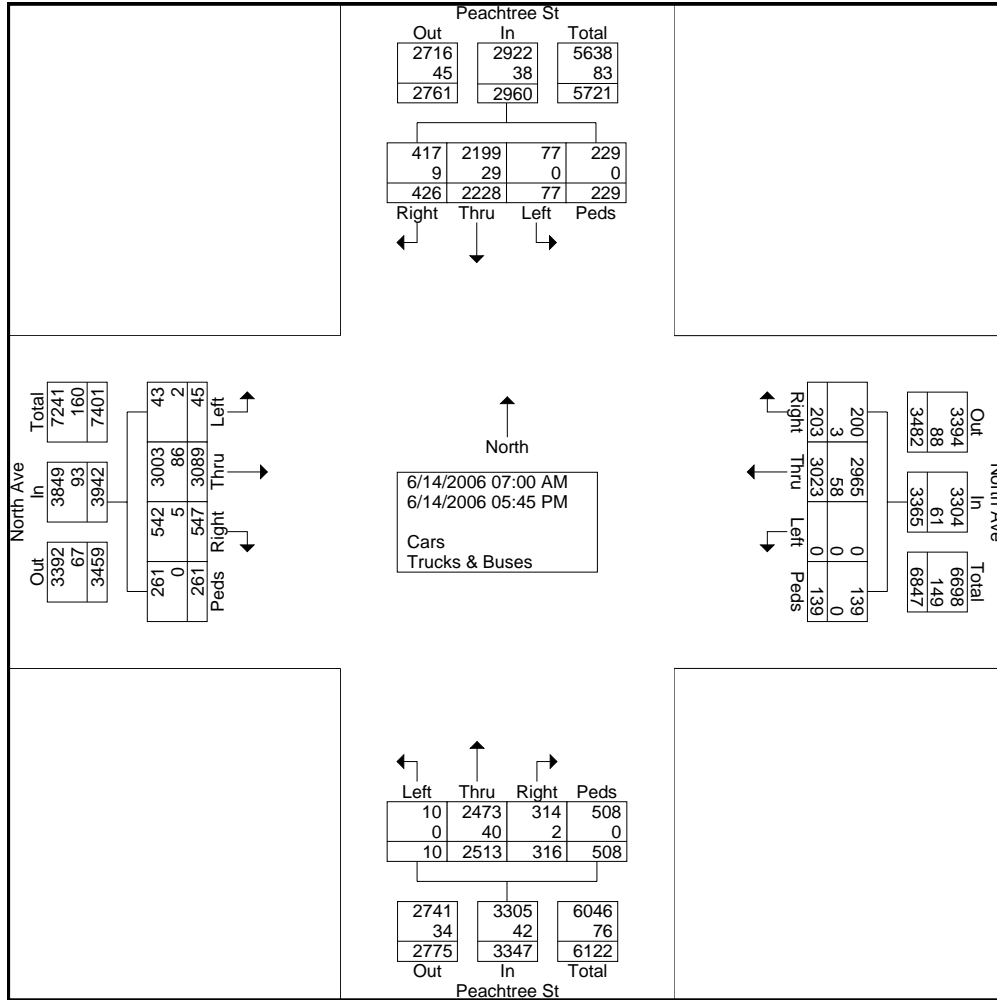
www.trafficdatacollection.com

File Name : 06552-19

Site Code : 00655219

Start Date : 6/14/2006

Page No : 2





**TRAFFIC DATA COLLECTION, INC.**

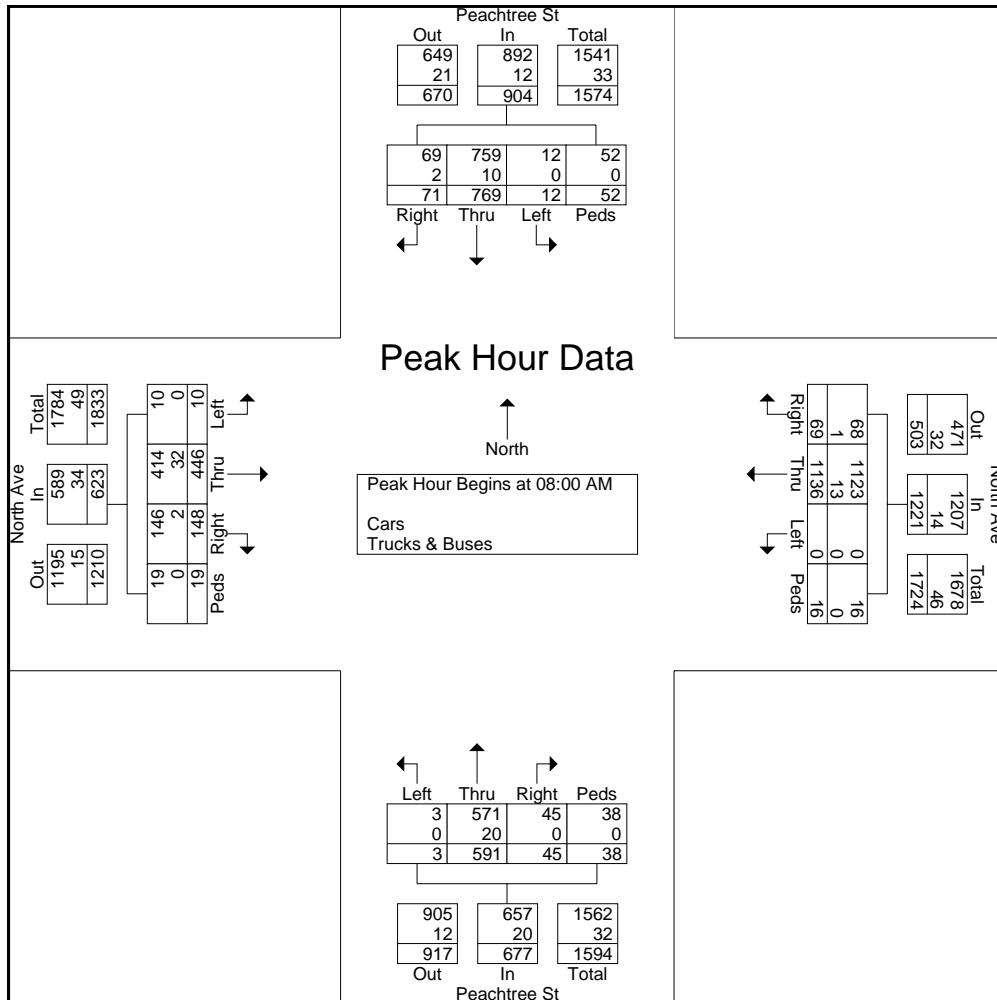
Atlanta - Hilton Head - Charlotte

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File Name : 06552-19  
 Site Code : 00655219  
 Start Date : 6/14/2006  
 Page No : 3

Start Time	Peachtree St Northbound					Peachtree St Southbound					North Ave Eastbound					North Ave Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	1	126	11	1	139	0	155	21	12	188	1	90	42	2	135	0	282	12	5	299	761
08:15 AM	0	119	9	16	144	6	206	19	20	251	1	107	40	14	162	0	303	12	2	317	874
08:30 AM	1	171	10	17	199	4	203	20	9	236	3	138	30	1	172	0	264	18	0	282	889
08:45 AM	1	175	15	4	195	2	205	11	11	229	5	111	36	2	154	0	287	27	9	323	901
Total Volume	3	591	45	38	677	12	769	71	52	904	10	446	148	19	623	0	1136	69	16	1221	3425
% App. Total	0.4	87.3	6.6	5.6		1.3	85.1	7.9	5.8		1.6	71.6	23.8	3		0	93	5.7	1.3		
PHF	.750	.844	.750	.559	.851	.500	.933	.845	.650	.900	.500	.808	.881	.339	.906	.000	.937	.639	.444	.945	.950
	3	571	45	38	657	12	759	69	52	892	10	414	146	19	589	0	1123				
%	100	96.6	100	100	97.0	100	98.7	97.2	100	98.7	100	92.8	98.6	100	94.5	0	98.9	98.6	100	98.9	97.7
	0	20	0	0	20	0	10	2	0	12	0	32	2	0	34	0	13	1	0	14	80
%	0	3.4	0	0	3.0	0	1.3	2.8	0	1.3	0	7.2	1.4	0	5.5	0	1.1	1.4	0	1.1	2.3





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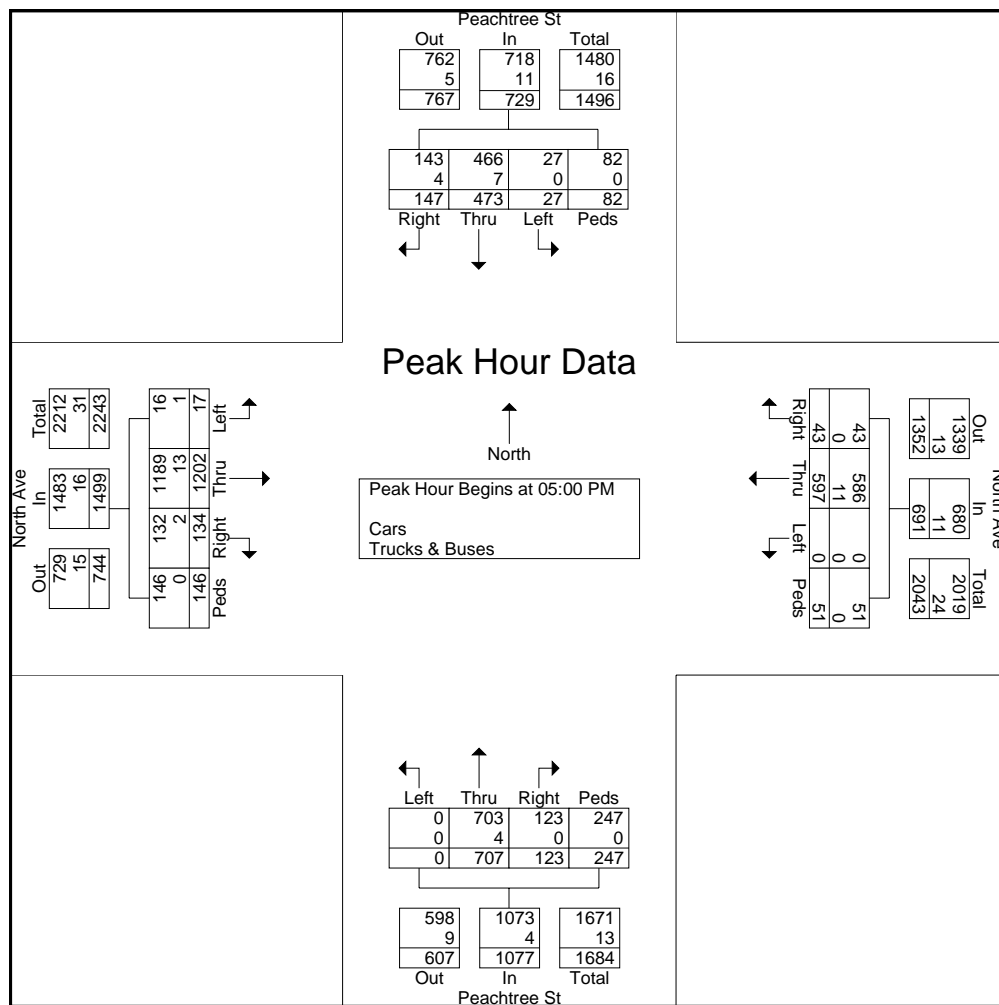
File Name : 06552-19

Site Code : 00655219

Start Date : 6/14/2006

Page No : 4

Start Time	Peachtree St Northbound					Peachtree St Southbound					North Ave Eastbound					North Ave Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	145	33	78	256	7	120	34	21	182	3	313	38	53	407	0	172	10	17	199	1044
05:15 PM	0	189	30	54	273	6	125	37	18	186	4	290	30	23	347	0	141	12	12	165	971
05:30 PM	0	194	32	53	279	10	120	40	18	188	4	301	26	41	372	0	131	10	17	158	997
05:45 PM	0	179	28	62	269	4	108	36	25	173	6	298	40	29	373	0	153	11	5	169	984
Total Volume	0	707	123	247	1077	27	473	147	82	729	17	1202	134	146	1499	0	597	43	51	691	3996
% App. Total	0	65.6	11.4	22.9		3.7	64.9	20.2	11.2		1.1	80.2	8.9	9.7		0	86.4	6.2	7.4		
PHF	.000	.911	.932	.792	.965	.675	.946	.919	.820	.969	.708	.960	.838	.689	.921	.000	.868	.896	.750	.868	.957
	0	703	123	247	1073	27	466	143	82	718	16	1189				0	98.2	100	100	98.4	98.9
%	0	99.4	100	100	99.6	100	98.5	97.3	100	98.5	94.1	98.9	98.5	100	98.9	0	98.2	100	100	98.4	98.9
	0	4	0	0	4	0	7	4	0	11	1	13	2	0	16	0	11	0	0	11	42
%	0	0.6	0	0	0.4	0	1.5	2.7	0	1.5	5.9	1.1	1.5	0	1.1	0	1.8	0	0	1.6	1.1





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Counter: 2448  
 Counted By: JRM  
 Weather: Mild  
 Other: KHA

File Name : 06552-20  
 Site Code : 00655206  
 Start Date : 6/20/2006  
 Page No : 1

**Groups Printed- Cars**

Start Time	Peachtree St Northbound					Peachtree St Southbound					Poplar St Eastbound					Westbound					Int. Total					
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total						
07:00 AM	0	0	0	2	2	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	4
07:15 AM	0	0	0	8	8	0	0	0	2	2	0	0	0	8	8	0	0	0	8	8	0	0	0	8	8	26
07:30 AM	0	0	0	27	27	0	0	0	3	3	0	0	0	8	8	0	0	0	21	21	0	0	0	21	21	59
07:45 AM	0	0	0	56	56	0	0	0	3	3	0	0	0	6	6	0	0	0	53	53	0	0	0	53	53	118
Total	0	0	0	93	93	0	0	0	8	8	0	0	0	24	24	0	0	0	82	82	0	0	0	82	82	207
08:00 AM	0	0	0	22	22	0	0	0	2	2	0	0	0	5	5	0	0	0	25	25	0	0	0	25	25	54
08:15 AM	0	0	0	22	22	0	0	0	2	2	0	0	0	8	8	0	0	0	19	19	0	0	0	19	19	51
08:30 AM	0	0	0	22	22	0	0	0	3	3	0	0	0	8	8	0	0	0	12	12	0	0	0	12	12	45
08:45 AM	0	0	0	11	11	0	0	0	2	2	0	0	0	15	15	0	0	0	21	21	0	0	0	21	21	49
Total	0	0	0	77	77	0	0	0	9	9	0	0	0	36	36	0	0	0	77	77	0	0	0	77	77	199
Break																										
04:00 PM	0	0	0	15	15	0	0	0	2	2	0	0	0	102	102	0	0	0	23	23	0	0	0	23	23	142
04:15 PM	0	0	0	16	16	0	0	0	2	2	0	0	0	170	170	0	0	0	27	27	0	0	0	27	27	215
04:30 PM	0	0	0	37	37	0	0	0	0	0	0	0	0	143	143	0	0	0	63	63	0	0	0	63	63	243
04:45 PM	0	0	0	20	20	0	0	0	4	4	0	0	0	53	53	0	0	0	29	29	0	0	0	29	29	106
Total	0	0	0	88	88	0	0	0	8	8	0	0	0	468	468	0	0	0	142	142	0	0	0	142	142	706
05:00 PM	0	0	0	11	11	0	0	0	0	0	0	0	0	26	26	0	0	0	29	29	0	0	0	29	29	66
05:15 PM	0	0	0	13	13	0	0	0	3	3	0	0	0	23	23	0	0	0	19	19	0	0	0	19	19	58
05:30 PM	0	0	0	5	5	0	0	0	3	3	0	0	0	18	18	0	0	0	16	16	0	0	0	16	16	42
05:45 PM	0	0	0	7	7	0	0	0	0	0	0	0	0	8	8	0	0	0	17	17	0	0	0	17	17	32
Total	0	0	0	36	36	0	0	0	6	6	0	0	0	75	75	0	0	0	81	81	0	0	0	81	81	198
Grand Total	0	0	0	294	294	0	0	0	31	31	0	0	0	603	603	0	0	0	382	382	0	0	0	382	382	1310
Apprch %	0	0	0	100		0	0	0	100		0	0	0	100		0	0	0	100		0	0	0	100		
Total %	0	0	0	22.4	22.4	0	0	0	2.4	2.4	0	0	0	46	46	0	0	0	29.2	29.2	0	0	0	29.2	29.2	

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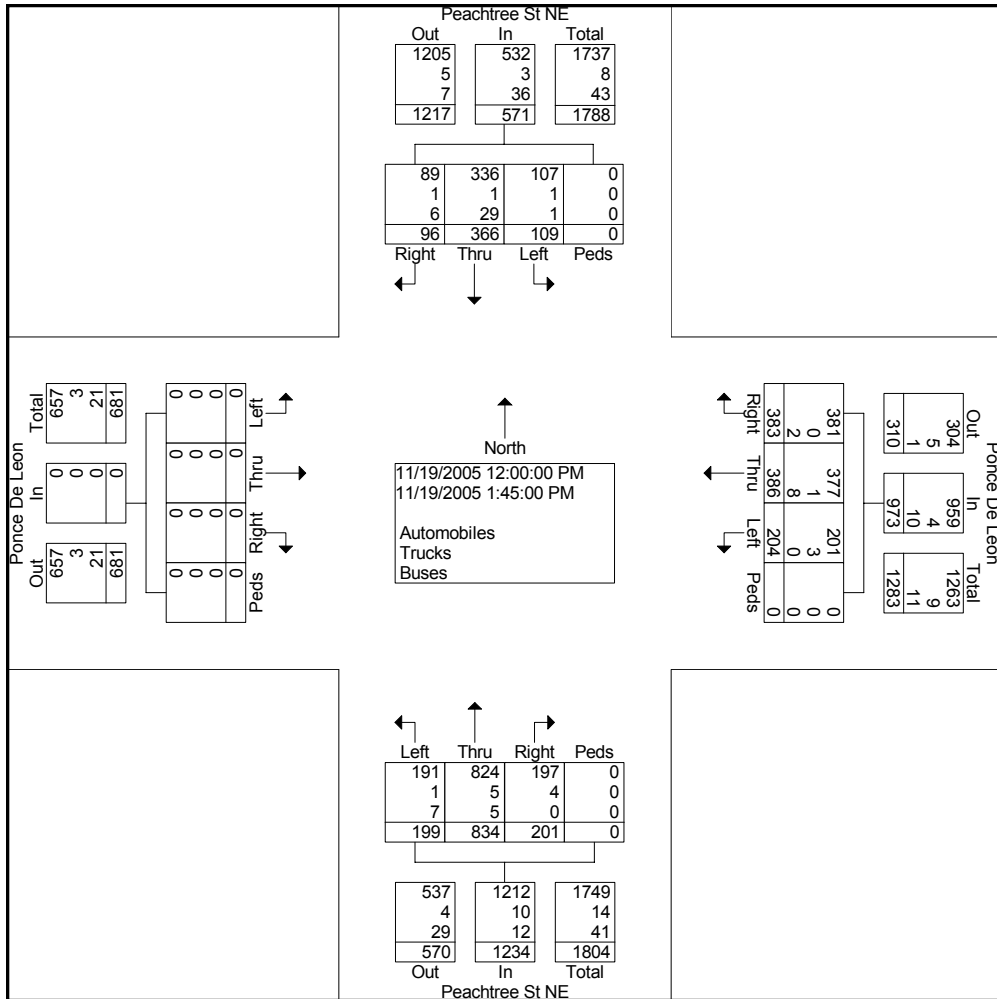
Peachtree St NE @ Ponce De Leon  
Midtown Atlanta, GA

Site Name : 5308-46 PEACHTREE ST NE @ PONCE DE LEON  
1-800-786-3374 Site Code : 00530846

Start Date : 11/19/2005  
Page No : 1

Groups Printed- Automobiles - Trucks - Buses

Start Time	Peachtree St NE Southbound				Ponce De Leon Westbound				Peachtree St NE Northbound				Ponce De Leon Eastbound				Int. Total	
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds		
12:00	14	45	6	0	16	71	40	0	17	101	21	0	0	0	0	0	0	331
12:15	26	49	12	0	20	47	41	0	23	129	28	0	0	0	0	0	0	375
12:30	16	53	12	0	28	50	49	0	32	105	12	0	0	0	0	0	0	357
12:45	9	39	18	0	32	64	69	0	31	137	27	0	0	0	0	0	0	426
Total	65	186	48	0	96	232	199	0	103	472	88	0	0	0	0	0	0	1489
13:00	1	10	2	0	32	20	22	0	38	57	25	0	0	0	0	0	0	207
13:15	12	42	9	0	21	29	43	0	19	78	23	0	0	0	0	0	0	276
13:30	5	43	12	0	20	44	39	0	17	101	16	0	0	0	0	0	0	297
13:45	26	85	25	0	35	61	80	0	22	126	49	0	0	0	0	0	0	509
Total	44	180	48	0	108	154	184	0	96	362	113	0	0	0	0	0	0	1289
Grand Total	109	366	96	0	204	386	383	0	199	834	201	0	0	0	0	0	0	2778
Apprch %	19.1	64.1	16.8	0.0	21.0	39.7	39.4	0.0	16.1	67.6	16.3	0.0	0.0	0.0	0.0	0.0	0.0	
Total %	3.9	13.2	3.5	0.0	7.3	13.9	13.8	0.0	7.2	30.0	7.2	0.0	0.0	0.0	0.0	0.0	0.0	

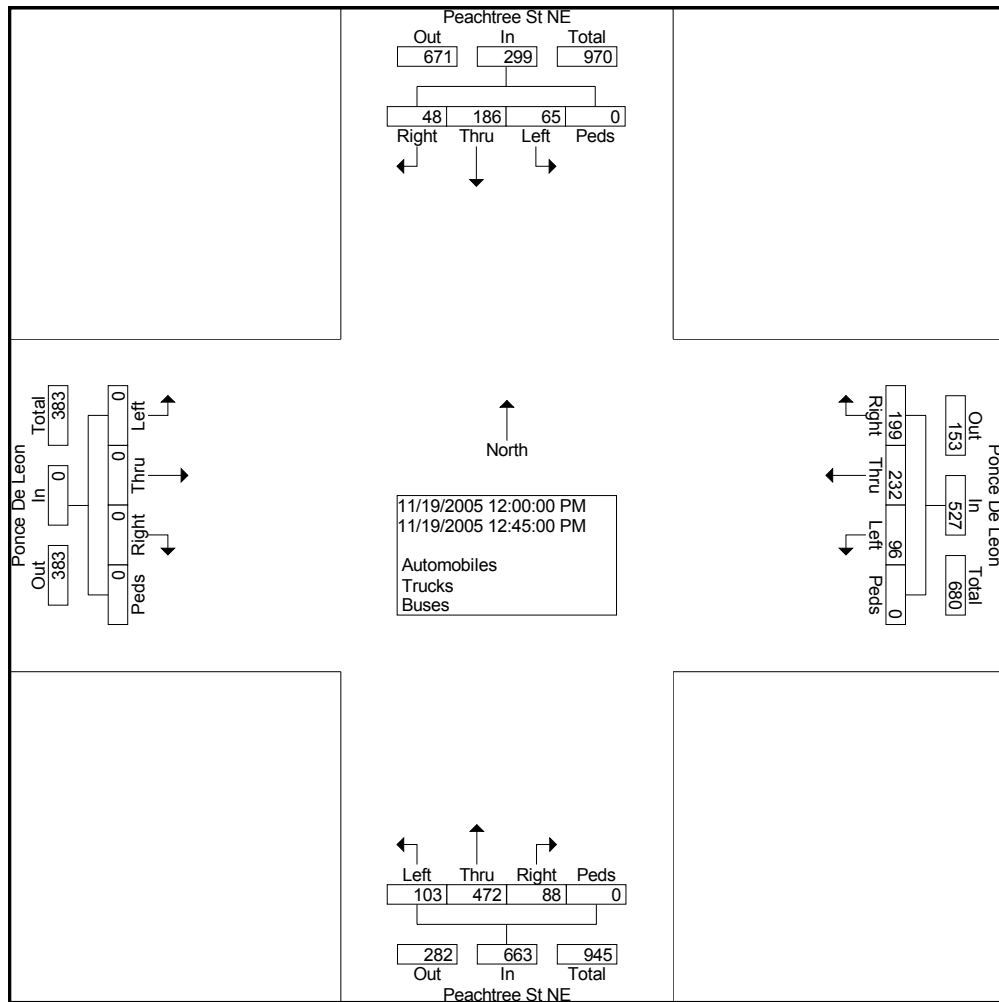


Southern Traffic Services, Inc.  
2911 Westfield Rd

Peachtree St NE @ Ponce De Leon  
Midtown Atlanta, GA

Site Name : 5308-46 PEACHTREE ST NE @ PONCE DE LEON  
Gulf Breeze, FL 32561  
1-800-786-3374 Site Code : 00530846  
Start Date : 11/19/2005  
Page No : 2

Start Time	Peachtree St NE Southbound					Ponce De Leon Westbound					Peachtree St NE Northbound					Ponce De Leon Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour From 12:00 to 13:45 - Peak 1 of 1																					
Intersection	12:00																				
Volume	65	186	48	0	299	96	232	199	0	527	103	472	88	0	663	0	0	0	0	0	1489
Percent	21.7	62.2	16.1	0.0		18.2	44.0	37.8	0.0		15.5	71.2	13.3	0.0		0.0	0.0	0.0	0.0	0.0	
12:45 Volume	9	39	18	0	66	32	64	69	0	165	31	137	27	0	195	0	0	0	0	0	426
Peak Factor	0.859																				
High Int.	12:15					12:45					12:45					11:45:00 AM					
Volume	26	49	12	0	87	32	64	69	0	165	31	137	27	0	195						
Peak Factor	0.850																				



CAPACITY ANALYSES – EXISTING 2006 CONDITIONS  
(WEEKDAY AM AND PM)

# HCM Signalized Intersection Capacity Analysis

## 1: MLK & Peachtree

Existing AM



Movement	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	12	12	12	12	11	12	9	10	12	12	11	10	
Grade (%)		2%			3%			0%			0%		
Total Lost time (s)					4.0	4.0		4.0			4.0		
Lane Util. Factor					0.86	1.00		0.95			0.95		
Frbp, ped/bikes					1.00	0.80		1.00			0.98		
Flpb, ped/bikes					0.97	1.00		1.00			1.00		
Frt					1.00	0.85		1.00			0.97		
Flt Protected					0.99	1.00		0.99			1.00		
Satd. Flow (prot)					4988	1074		2968			2696		
Flt Permitted					0.99	1.00		0.88			1.00		
Satd. Flow (perm)					4988	1074		2627			2696		
Volume (vph)	0	0	0	84	547	89	93	754	0	0	167	39	
Peak-hour factor, PHF	0.92	0.92	0.92	0.84	0.95	0.86	0.97	0.90	0.92	0.92	0.87	0.75	
Adj. Flow (vph)	0	0	0	100	576	103	96	838	0	0	192	52	
RTOR Reduction (vph)	0	0	0	0	0	45	0	0	0	0	13	0	
Lane Group Flow (vph)	0	0	0	0	676	58	0	934	0	0	231	0	
Confl. Peds. (#/hr)	112		112	112		112	40		40	40		40	
Heavy Vehicles (%)	0%	0%	0%	6%	4%	7%	3%	1%	0%	0%	10%	15%	
Parking (#/hr)					10								
Turn Type				Perm		Perm	pm+pt						
Protected Phases					8		5	2			6		
Permitted Phases				8		8	2						
Actuated Green, G (s)					21.1	21.1		58.1			58.1		
Effective Green, g (s)					22.5	22.5		59.5			59.5		
Actuated g/C Ratio					0.25	0.25		0.66			0.66		
Clearance Time (s)					5.4	5.4		5.4			5.4		
Vehicle Extension (s)					5.0	5.0		5.0			5.0		
Lane Grp Cap (vph)					1247	269		1737			1782		
v/s Ratio Prot											0.09		
v/s Ratio Perm					0.14	0.05		0.36					
v/c Ratio					0.54	0.22		0.54			0.13		
Uniform Delay, d1					29.3	26.8		8.0			5.7		
Progression Factor					1.00	1.00		1.00			0.47		
Incremental Delay, d2					0.9	0.8		0.2			0.2		
Delay (s)					30.1	27.6		8.2			2.8		
Level of Service					C	C		A			A		
Approach Delay (s)		0.0			29.8			8.2			2.8		
Approach LOS		A			C			A			A		
<b>Intersection Summary</b>													
HCM Average Control Delay			16.1		HCM Level of Service						B		
HCM Volume to Capacity ratio			0.54										
Actuated Cycle Length (s)			90.0		Sum of lost time (s)						8.0		
Intersection Capacity Utilization			64.5%		ICU Level of Service						C		
Analysis Period (min)			15										

c Critical Lane Group

# HCM Signalized Intersection Capacity Analysis

## 2: Alabama & Peachtree

Existing AM



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	10	10	12	10	9	12
Grade (%)	-3%			0%	-2%	
Total Lost time (s)	4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		0.95	0.95	
Frt	1.00	0.85		1.00	1.00	
Flt Protected	0.95	1.00		1.00	1.00	
Satd. Flow (prot)	769	688		3010	2591	
Flt Permitted	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	769	688		2872	2591	
Volume (vph)	5	1	3	826	176	0
Peak-hour factor, PHF	0.58	0.25	0.50	0.96	0.88	0.50
Adj. Flow (vph)	9	4	6	860	200	0
RTOR Reduction (vph)	0	3	0	0	0	0
Lane Group Flow (vph)	9	1	0	866	200	0
Heavy Vehicles (%)	100%	100%	100%	0%	14%	100%
Turn Type		Perm	Perm			
Protected Phases	4			2	6	
Permitted Phases		4	2			
Actuated Green, G (s)	13.6	13.6		65.6	65.6	
Effective Green, g (s)	15.0	15.0		67.0	67.0	
Actuated g/C Ratio	0.17	0.17		0.74	0.74	
Clearance Time (s)	5.4	5.4		5.4	5.4	
Vehicle Extension (s)	5.0	5.0		5.0	5.0	
Lane Grp Cap (vph)	128	115		2138	1929	
v/s Ratio Prot	c0.01				0.08	
v/s Ratio Perm		0.00		c0.30		
v/c Ratio	0.07	0.01		0.41	0.10	
Uniform Delay, d1	31.6	31.3		4.2	3.2	
Progression Factor	1.00	1.00		0.73	1.00	
Incremental Delay, d2	0.5	0.0		0.5	0.1	
Delay (s)	32.1	31.3		3.6	3.3	
Level of Service	C	C		A	A	
Approach Delay (s)	31.9			3.6	3.3	
Approach LOS	C			A	A	

### Intersection Summary

HCM Average Control Delay	3.9	HCM Level of Service	A
HCM Volume to Capacity ratio	0.34		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	46.9%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

# HCM Unsignalized Intersection Capacity Analysis

## 3: Wall & Peachtree

Existing AM



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↶	↷	↶↷			↶↷
Sign Control	Stop		Free			Free
Grade	0%		0%			3%
Volume (veh/h)	17	20	728	121	51	195
Peak Hour Factor	0.61	0.71	0.89	0.92	0.80	0.77
Hourly flow rate (vph)	28	28	818	132	64	253
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)		3				
Median type	None					
Median storage (veh)						
Upstream signal (ft)			338			252
pX, platoon unblocked	0.92	0.92			0.92	
vC, conflicting volume	1138	475			949	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1058	334			852	
tC, single (s)	6.9	6.9			4.2	
tC, 2 stage (s)						
tF (s)	3.6	3.3			2.3	
p0 queue free %	84	95			91	
cM capacity (veh/h)	177	611			693	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	56	545	404	148	169
Volume Left	28	0	0	64	0
Volume Right	28	0	132	0	0
cSH	357	1700	1700	693	1700
Volume to Capacity	0.16	0.32	0.24	0.09	0.10
Queue Length 95th (ft)	14	0	0	8	0
Control Delay (s)	20.1	0.0	0.0	5.2	0.0
Lane LOS	C			A	
Approach Delay (s)	20.1	0.0		2.4	
Approach LOS	C				

Intersection Summary					
Average Delay			1.4		
Intersection Capacity Utilization		47.6%		ICU Level of Service	A
Analysis Period (min)			15		

# HCM Signalized Intersection Capacity Analysis

## 4: Marietta & Peachtree

Existing AM



Movement	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	12	10	12	12	10	12	12	10	12	12	10	12
Grade (%)		0%			0%			-3%			0%	
Total Lost time (s)		4.0			4.0			4.0			4.0	
Lane Util. Factor		0.95			0.95			0.95			0.95	
Frbp, ped/bikes		0.99			0.99			1.00			1.00	
Flpb, ped/bikes		1.00			1.00			1.00			1.00	
Frt		0.99			1.00			1.00			1.00	
Flt Protected		1.00			1.00			1.00			1.00	
Satd. Flow (prot)		2911			2946			2969			2614	
Flt Permitted		1.00			1.00			1.00			1.00	
Satd. Flow (perm)		2911			2946			2969			2614	
Volume (vph)	0	314	15	0	528	10	0	755	10	0	189	0
Peak-hour factor, PHF	0.92	0.91	0.63	0.92	0.97	0.63	0.92	0.92	0.83	0.92	0.91	0.92
Adj. Flow (vph)	0	345	24	0	544	16	0	821	12	0	208	0
RTOR Reduction (vph)	0	10	0	0	3	0	0	1	0	0	0	0
Lane Group Flow (vph)	0	359	0	0	557	0	0	832	0	0	208	0
Confl. Peds. (#/hr)	146		146	146		146	275		275	275		275
Heavy Vehicles (%)	0%	2%	0%	0%	2%	0%	0%	3%	0%	0%	16%	0%
Turn Type												
Protected Phases		4			8			2			6	
Permitted Phases												
Actuated Green, G (s)		23.2			23.2			45.7			45.7	
Effective Green, g (s)		24.9			24.9			47.1			47.1	
Actuated g/C Ratio		0.31			0.31			0.59			0.59	
Clearance Time (s)		5.7			5.7			5.4			5.4	
Vehicle Extension (s)		5.0			5.0			5.0			5.0	
Lane Grp Cap (vph)		906			917			1748			1539	
v/s Ratio Prot		0.12			0.19			0.28			0.08	
v/s Ratio Perm												
v/c Ratio		0.40			0.61			0.48			0.14	
Uniform Delay, d1		21.6			23.4			9.4			7.3	
Progression Factor		1.00			1.00			1.00			0.36	
Incremental Delay, d2		0.6			1.7			0.9			0.2	
Delay (s)		22.2			25.1			10.3			2.9	
Level of Service		C			C			B			A	
Approach Delay (s)		22.2			25.1			10.3			2.9	
Approach LOS		C			C			B			A	
<b>Intersection Summary</b>												
HCM Average Control Delay			16.0				HCM Level of Service				B	
HCM Volume to Capacity ratio			0.52									
Actuated Cycle Length (s)			80.0				Sum of lost time (s)			8.0		
Intersection Capacity Utilization			47.0%				ICU Level of Service			A		
Analysis Period (min)			15									
c Critical Lane Group												

# HCM Unsignalized Intersection Capacity Analysis

## 5: Walton & Peachtree

Existing AM



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↕	↕	↘
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	0	36	0	675	199	0
Peak Hour Factor	0.63	0.82	0.92	0.99	0.96	0.92
Hourly flow rate (vph)	0	44	0	682	207	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)				241	500	
pX, platoon unblocked	0.89					
vC, conflicting volume	548	104	207			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	366	104	207			
tC, single (s)	6.8	7.1	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.4	2.2			
p0 queue free %	100	95	100			
cM capacity (veh/h)	544	912	1376			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	44	341	341	138	69
Volume Left	0	0	0	0	0
Volume Right	44	0	0	0	0
cSH	912	1700	1700	1700	1700
Volume to Capacity	0.05	0.20	0.20	0.08	0.04
Queue Length 95th (ft)	4	0	0	0	0
Control Delay (s)	9.1	0.0	0.0	0.0	0.0
Lane LOS	A				
Approach Delay (s)	9.1	0.0		0.0	
Approach LOS	A				

Intersection Summary					
Average Delay			0.4		
Intersection Capacity Utilization		24.1%		ICU Level of Service	A
Analysis Period (min)			15		

# HCM Unsignalized Intersection Capacity Analysis

## 6: Poplar & Peachtree

Existing AM



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)	0	0	0	0	0	0	0	706	0	0	204	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	0	0	767	0	0	222	0
Pedestrians	73			73			69		69			
Lane Width (ft)	0.0			0.0			12.0		12.0			
Walking Speed (ft/s)	4.0			4.0			4.0		4.0			
Percent Blockage	0			0			6		6			
Right turn flare (veh)												
Median type	None			None								
Median storage (veh)												
Upstream signal (ft)							524		217			
pX, platoon unblocked	0.93	0.93		0.93	0.93	0.93				0.93		
vC, conflicting volume	747	1135	253	1020	1135	526	295			840		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	657	1073	253	950	1073	420	295			757		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	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 %	100	100	100	100	100	100	100			100		
cM capacity (veh/h)	308	204	704	189	204	512	1264			793		
<b>Direction, Lane #</b>	<b>NB 1</b>	<b>NB 2</b>	<b>SB 1</b>	<b>SB 2</b>								
Volume Total	384	384	111	111								
Volume Left	0	0	0	0								
Volume Right	0	0	0	0								
cSH	1700	1700	1700	1700								
Volume to Capacity	0.23	0.23	0.07	0.07								
Queue Length 95th (ft)	0	0	0	0								
Control Delay (s)	0.0	0.0	0.0	0.0								
Lane LOS												
Approach Delay (s)	0.0		0.0									
Approach LOS												
<b>Intersection Summary</b>												
Average Delay	0.0											
Intersection Capacity Utilization	24.1%		ICU Level of Service				A					
Analysis Period (min)	15											

# HCM Signalized Intersection Capacity Analysis

## 7: Luckie & Peachtree

Existing AM



Movement	WBL2	WBL	WBT	WBR	NBL2	NBL	NBT	NBR	SBL	SBT	SBR	SBR2
Lane Configurations		↔	↔				↕	↕		↕		↕
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	10	15	12	10	12	15
Grade (%)			0%				2%			-1%		
Total Lost time (s)		4.0	4.0				4.0	4.0		4.0		4.0
Lane Util. Factor		1.00	1.00				0.95	1.00		0.91		0.91
Frt		1.00	0.98				1.00	0.85		1.00		0.85
Flt Protected		0.95	1.00				0.99	1.00		0.98		1.00
Satd. Flow (prot)		1624	1639				2892	1507		2593		1462
Flt Permitted		0.95	1.00				0.85	1.00		0.64		1.00
Satd. Flow (perm)		1624	1639				2460	1507		1689		1462
Volume (vph)	14	3	128	17	4	60	541	132	107	194	7	44
Peak-hour factor, PHF	0.58	0.38	0.89	0.61	0.33	0.83	0.92	0.75	0.78	0.84	0.58	0.73
Adj. Flow (vph)	24	8	144	28	12	72	588	176	137	231	12	60
RTOR Reduction (vph)	0	0	11	0	0	0	0	53	0	0	0	21
Lane Group Flow (vph)	0	32	161	0	0	0	672	123	0	380	0	39
Heavy Vehicles (%)	0%	0%	1%	6%	0%	5%	3%	5%	11%	10%	0%	0%
Turn Type	Perm	Perm			Perm	Perm		Perm	Perm			Perm
Protected Phases			8				2			6		
Permitted Phases	8	8			2	2		2	6			6
Actuated Green, G (s)		19.0	19.0				50.2	50.2		50.2		50.2
Effective Green, g (s)		20.4	20.4				51.6	51.6		51.6		51.6
Actuated g/C Ratio		0.26	0.26				0.64	0.64		0.64		0.64
Clearance Time (s)		5.4	5.4				5.4	5.4		5.4		5.4
Vehicle Extension (s)		4.0	4.0				5.0	5.0		5.0		5.0
Lane Grp Cap (vph)		414	418				1587	972		1089		943
v/s Ratio Prot			c0.10									
v/s Ratio Perm		0.02					c0.27	0.08		0.22		0.03
v/c Ratio		0.08	0.38				0.42	0.13		0.35		0.04
Uniform Delay, d1		22.6	24.6				6.9	5.5		6.5		5.2
Progression Factor		1.00	1.00				0.22	0.00		0.55		0.05
Incremental Delay, d2		0.1	0.8				0.8	0.3		0.9		0.1
Delay (s)		22.8	25.4				2.3	0.3		4.5		0.3
Level of Service		C	C				A	A		A		A
Approach Delay (s)			25.0				1.9			3.9		
Approach LOS			C				A			A		

### Intersection Summary

HCM Average Control Delay	5.7	HCM Level of Service	A
HCM Volume to Capacity ratio	0.41		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	53.7%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

# HCM Unsignalized Intersection Capacity Analysis

## 8: Williams & Peachtree

Existing AM



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↶			↷	↷	
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	10	33	0	544	339	0
Peak Hour Factor	0.83	0.64	0.25	0.90	0.90	0.25
Hourly flow rate (vph)	12	52	0	604	377	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)				267	294	
pX, platoon unblocked	0.94	1.00	1.00			
vC, conflicting volume	679	188	377			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	584	185	373			
tC, single (s)	7.0	7.1	4.1			
tC, 2 stage (s)						
tF (s)	3.6	3.4	2.2			
p0 queue free %	97	94	100			
cM capacity (veh/h)	398	794	1194			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	64	302	302	188	188	
Volume Left	12	0	0	0	0	
Volume Right	52	0	0	0	0	
cSH	668	1700	1700	1700	1700	
Volume to Capacity	0.10	0.18	0.18	0.11	0.11	
Queue Length 95th (ft)	8	0	0	0	0	
Control Delay (s)	11.0	0.0	0.0	0.0	0.0	
Lane LOS	B					
Approach Delay (s)	11.0	0.0		0.0		
Approach LOS	B					
Intersection Summary						
Average Delay	0.7					
Intersection Capacity Utilization	26.7%		ICU Level of Service		A	
Analysis Period (min)	15					

# HCM Unsignalized Intersection Capacity Analysis

## 9: JW Dobbs & Peachtree

Existing AM



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↶	↷	↕↔			↕↕
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	53	28	497	60	6	281
Peak Hour Factor	0.66	0.78	0.89	0.94	0.50	0.88
Hourly flow rate (vph)	80	36	558	64	12	319
Pedestrians	50		53			53
Lane Width (ft)	10.0		10.0			10.0
Walking Speed (ft/s)	4.0		4.0			4.0
Percent Blockage	3		4			4
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)			387			174
pX, platoon unblocked	0.97	0.95			0.95	
vC, conflicting volume	877	414			672	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	735	339			609	
tC, single (s)	6.9	6.9			4.4	
tC, 2 stage (s)						
tF (s)	3.6	3.3			2.4	
p0 queue free %	74	94			99	
cM capacity (veh/h)	309	588			802	

Direction, Lane #	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2
Volume Total	80	36	372	250	118	213
Volume Left	80	0	0	0	12	0
Volume Right	0	36	0	64	0	0
cSH	309	588	1700	1700	802	1700
Volume to Capacity	0.26	0.06	0.22	0.15	0.01	0.13
Queue Length 95th (ft)	25	5	0	0	1	0
Control Delay (s)	20.7	11.5	0.0	0.0	1.1	0.0
Lane LOS	C	B			A	
Approach Delay (s)	17.9		0.0		0.4	
Approach LOS	C					

Intersection Summary						
Average Delay			2.1			
Intersection Capacity Utilization			36.6%		ICU Level of Service	A
Analysis Period (min)			15			

# HCM Signalized Intersection Capacity Analysis

## 10: Carnegie & Peachtree

Existing AM



Movement	EBL	EBR	EBR2	NBL	NBT	SBT	SBR	SBR2	NEL2	NEL	NER
Lane Configurations			↗		↑↑	↑↑	↘			↘↗	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	11	10	10	12	12	10	12
Grade (%)	0%				3%	0%	4%				
Total Lost time (s)	4.0			4.0	4.0	4.0	4.0			4.0	
Lane Util. Factor	1.00			0.95	0.95	1.00	0.97				
Frbp, ped/bikes	1.00			1.00	1.00	0.80	0.99				
Flpb, ped/bikes	1.00			1.00	1.00	1.00	1.00				
Frt	0.86			1.00	1.00	0.85	0.98				
Flt Protected	1.00			1.00	1.00	1.00	0.96				
Satd. Flow (prot)	1450			3063	2707	1065	2798				
Flt Permitted	1.00			1.00	1.00	1.00	0.96				
Satd. Flow (perm)	1450			3063	2707	1065	2798				
Volume (vph)	0	0	35	0	497	278	170	19	16	142	8
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.90	0.87	0.91	0.91	0.92	0.92	0.40
Adj. Flow (vph)	0	0	38	0	552	320	187	21	17	154	20
RTOR Reduction (vph)	0	0	33	0	0	0	0	0	0	14	0
Lane Group Flow (vph)	0	0	5	0	552	320	208	0	0	177	0
Confl. Peds. (#/hr)	36	36	36	32	32			32	36	36	36
Heavy Vehicles (%)	2%	2%	2%	0%	1%	12%	2%	2%	1%	1%	0%
Turn Type	custom					Perm		Split			
Protected Phases	4			2	2	3			3		
Permitted Phases	4			2		2					
Actuated Green, G (s)	9.8			41.3	41.3	41.3	12.8				
Effective Green, g (s)	10.9			42.9	42.9	42.9	14.2				
Actuated g/C Ratio	0.14			0.54	0.54	0.54	0.18				
Clearance Time (s)	5.1			5.6	5.6	5.6	5.4				
Vehicle Extension (s)	5.0			5.0	5.0	5.0	5.0				
Lane Grp Cap (vph)	198			1643	1452	571	497				
v/s Ratio Prot	c0.00			0.18	0.12	c0.06					
v/s Ratio Perm						c0.20					
v/c Ratio	0.03			0.34	0.22	0.36	0.36				
Uniform Delay, d1	29.9			10.5	9.8	10.7	28.9				
Progression Factor	1.00			1.48	0.70	0.68	1.00				
Incremental Delay, d2	0.1			0.2	0.2	0.8	0.9				
Delay (s)	30.1			15.7	7.0	8.0	29.8				
Level of Service	C			B	A	A	C				
Approach Delay (s)	30.1				15.7	7.4	29.8				
Approach LOS	C				B	A	C				
<b>Intersection Summary</b>											
HCM Average Control Delay	14.8			HCM Level of Service				B			
HCM Volume to Capacity ratio	0.31										
Actuated Cycle Length (s)	80.0			Sum of lost time (s)				12.0			
Intersection Capacity Utilization	47.9%			ICU Level of Service				A			
Analysis Period (min)	15										
c Critical Lane Group											

# HCM Signalized Intersection Capacity Analysis

## 11: Ellis & Peachtree

Existing AM



Movement	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	9	9	9	12	12	12	12	10	12	12	9	12
Grade (%)		4%			5%			0%			0%	
Total Lost time (s)	4.0	4.0	4.0					4.0			4.0	
Lane Util. Factor	1.00	0.95	1.00					0.95			0.91	
Frbp, ped/bikes	1.00	1.00	0.95					0.95			1.00	
Flpb, ped/bikes	0.96	1.00	1.00					1.00			0.98	
Frt	1.00	1.00	0.85					0.97			1.00	
Flt Protected	0.95	1.00	1.00					1.00			0.98	
Satd. Flow (prot)	1198	2755	1117					2605			3739	
Flt Permitted	0.95	1.00	1.00					1.00			0.66	
Satd. Flow (perm)	1198	2755	1117					2605			2523	
Volume (vph)	13	125	11	0	0	0	0	576	172	196	413	0
Peak-hour factor, PHF	0.46	0.89	0.69	0.25	0.25	0.25	0.25	0.93	0.92	0.89	0.83	0.25
Adj. Flow (vph)	28	140	16	0	0	0	0	619	187	220	498	0
RTOR Reduction (vph)	0	0	13	0	0	0	0	17	0	0	0	0
Lane Group Flow (vph)	28	140	3	0	0	0	0	789	0	0	718	0
Confl. Peds. (#/hr)	29		29	29		29	140		140	140		140
Heavy Vehicles (%)	15%	4%	9%	0%	0%	0%	0%	7%	4%	5%	10%	0%
Turn Type	Perm		Perm							pm+pt		
Protected Phases		4						2		1	6	
Permitted Phases	4		4							6		
Actuated Green, G (s)	14.4	14.4	14.4					54.5			54.5	
Effective Green, g (s)	16.1	16.1	16.1					55.9			55.9	
Actuated g/C Ratio	0.20	0.20	0.20					0.70			0.70	
Clearance Time (s)	5.7	5.7	5.7					5.4			5.4	
Vehicle Extension (s)	5.0	5.0	5.0					5.0			5.0	
Lane Grp Cap (vph)	241	554	225					1820			1763	
v/s Ratio Prot		c0.05						c0.30				
v/s Ratio Perm	0.02		0.00								0.28	
v/c Ratio	0.12	0.25	0.01					0.43			1.14dl	
Uniform Delay, d1	26.1	26.9	25.6					5.2			5.1	
Progression Factor	1.00	1.00	1.00					0.72			0.86	
Incremental Delay, d2	0.5	0.5	0.1					0.7			0.1	
Delay (s)	26.6	27.4	25.6					4.5			4.4	
Level of Service	C	C	C					A			A	
Approach Delay (s)		27.1			0.0			4.5			4.4	
Approach LOS		C			A			A			A	

### Intersection Summary

HCM Average Control Delay	6.9	HCM Level of Service	A
HCM Volume to Capacity ratio	0.39		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	62.7%	ICU Level of Service	B
Analysis Period (min)	15		












dl Defacto Left Lane. Recode with 1 though lane as a left lane.

c Critical Lane Group

# HCM Signalized Intersection Capacity Analysis

## 12: Andrew Young & Peachtree

Existing AM

												
Movement	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	12	12	12	12	11	12	12	9	12	9	9	9
Grade (%)		0%			2%			0%			0%	
Total Lost time (s)					4.0	4.0		4.0			4.0	
Lane Util. Factor					0.95	1.00		0.95			0.91	
Frbp, ped/bikes					1.00	0.93		1.00			0.97	
Flpb, ped/bikes					0.98	1.00		1.00			1.00	
Frt					1.00	0.85		1.00			0.97	
Flt Protected					0.98	1.00		1.00			1.00	
Satd. Flow (prot)					2875	1340		2785			3802	
Flt Permitted					0.98	1.00		1.00			1.00	
Satd. Flow (perm)					2875	1340		2785			3802	
Volume (vph)	0	0	0	119	268	26	0	638	0	0	403	91
Peak-hour factor, PHF	0.25	0.25	0.25	0.71	0.88	0.72	0.42	0.84	0.25	0.25	0.96	0.78
Adj. Flow (vph)	0	0	0	168	305	36	0	760	0	0	420	117
RTOR Reduction (vph)	0	0	0	0	0	23	0	0	0	0	39	0
Lane Group Flow (vph)	0	0	0	0	473	13	0	760	0	0	498	0
Confl. Peds. (#/hr)	65		65	65		65	89		89	89		89
Heavy Vehicles (%)	0%	0%	0%	6%	3%	0%	20%	5%	0%	0%	4%	2%
Turn Type				Perm		Perm						
Protected Phases					8			2			6	
Permitted Phases				8		8						
Actuated Green, G (s)					22.6	22.6		47.0			47.0	
Effective Green, g (s)					23.6	23.6		48.4			48.4	
Actuated g/C Ratio					0.30	0.30		0.60			0.60	
Clearance Time (s)					5.0	5.0		5.4			5.4	
Vehicle Extension (s)					5.0	5.0		5.0			5.0	
Lane Grp Cap (vph)					848	395		1685			2300	
v/s Ratio Prot								c0.27			0.13	
v/s Ratio Perm					0.16	0.01						
v/c Ratio					0.56	0.03		0.45			0.22	
Uniform Delay, d1					23.8	20.1		8.6			7.2	
Progression Factor					1.00	1.00		0.56			1.60	
Incremental Delay, d2					1.4	0.1		0.8			0.2	
Delay (s)					25.2	20.2		5.6			11.7	
Level of Service					C	C		A			B	
Approach Delay (s)		0.0			24.8			5.6			11.7	
Approach LOS		A			C			A			B	
<b>Intersection Summary</b>												
HCM Average Control Delay			12.8								HCM Level of Service	B
HCM Volume to Capacity ratio			0.49									
Actuated Cycle Length (s)			80.0								Sum of lost time (s)	8.0
Intersection Capacity Utilization			47.9%								ICU Level of Service	A
Analysis Period (min)			15									
c Critical Lane Group												

# HCM Signalized Intersection Capacity Analysis

## 13: Harris & Peachtree

Existing AM



Movement	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	12	12	12	12	12	12	12	10	12	12	9	12
Total Lost time (s)	4.0	4.0	4.0					4.0			4.0	
Lane Util. Factor	1.00	0.95	1.00					0.95			0.91	
Frbp, ped/bikes	1.00	1.00	0.89					0.96			1.00	
Flpb, ped/bikes	0.90	1.00	1.00					1.00			0.99	
Frt	1.00	1.00	0.85					0.98			1.00	
Flt Protected	0.95	1.00	1.00					1.00			0.99	
Satd. Flow (prot)	1420	3016	1244					2702			3967	
Flt Permitted	0.95	1.00	1.00					1.00			0.79	
Satd. Flow (perm)	1420	3016	1244					2702			3158	
Volume (vph)	35	241	91	0	0	0	0	541	87	69	556	0
Peak-hour factor, PHF	0.80	0.96	0.76	0.92	0.92	0.92	0.92	0.86	0.87	0.78	0.85	0.92
Adj. Flow (vph)	44	251	120	0	0	0	0	629	100	88	654	0
RTOR Reduction (vph)	0	0	25	0	0	0	0	10	0	0	0	0
Lane Group Flow (vph)	44	251	95	0	0	0	0	719	0	0	742	0
Confl. Peds. (#/hr)	79		79	79		79	267		267	267		267
Heavy Vehicles (%)	3%	1%	4%	0%	0%	0%	0%	6%	0%	4%	4%	0%
Parking (#/hr)		5										
Turn Type	Perm		Perm								Perm	
Protected Phases		4						2			6	
Permitted Phases	4		4							6		
Actuated Green, G (s)	18.2	18.2	18.2					52.2			52.2	
Effective Green, g (s)	19.0	19.0	19.0					53.0			53.0	
Actuated g/C Ratio	0.24	0.24	0.24					0.66			0.66	
Clearance Time (s)	4.8	4.8	4.8					4.8			4.8	
Vehicle Extension (s)	3.0	3.0	3.0					5.0			5.0	
Lane Grp Cap (vph)	337	716	295					1790			2092	
v/s Ratio Prot		c0.08						c0.27				
v/s Ratio Perm	0.03		0.08								0.23	
v/c Ratio	0.13	0.35	0.32					0.40			0.35	
Uniform Delay, d1	24.0	25.4	25.2					6.2			6.0	
Progression Factor	1.00	1.00	1.00					0.09			0.51	
Incremental Delay, d2	0.2	0.3	0.6					0.6			0.4	
Delay (s)	24.2	25.7	25.8					1.2			3.5	
Level of Service	C	C	C					A			A	
Approach Delay (s)		25.6			0.0			1.2			3.5	
Approach LOS		C			A			A			A	
<b>Intersection Summary</b>												
HCM Average Control Delay			7.4					HCM Level of Service			A	
HCM Volume to Capacity ratio			0.39									
Actuated Cycle Length (s)			80.0					Sum of lost time (s)			8.0	
Intersection Capacity Utilization			62.3%					ICU Level of Service			B	
Analysis Period (min)			15									
c Critical Lane Group												

# HCM Signalized Intersection Capacity Analysis

## 14: Baker & Peachtree

Existing AM



Movement	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	12	12	12	10	10	10	12	10	12	12	10	16
Grade (%)		0%			4%			0%			0%	
Total Lost time (s)				4.0	4.0	4.0		4.0			4.0	
Lane Util. Factor				1.00	0.95	1.00		0.95			0.95	
Frbp, ped/bikes				1.00	1.00	0.75		1.00			0.97	
Flpb, ped/bikes				0.75	1.00	1.00		1.00			1.00	
Frt				1.00	1.00	0.85		1.00			0.97	
Flt Protected				0.95	1.00	1.00		1.00			1.00	
Satd. Flow (prot)				975	2669	965		2888			2718	
Flt Permitted				0.95	1.00	1.00		1.00			1.00	
Satd. Flow (perm)				975	2669	965		2888			2718	
Volume (vph)	0	0	0	87	299	29	0	568	0	0	520	123
Peak-hour factor, PHF	0.92	0.92	0.92	0.75	0.86	0.66	0.92	0.93	0.92	0.92	0.82	0.79
Adj. Flow (vph)	0	0	0	116	348	44	0	611	0	0	634	156
RTOR Reduction (vph)	0	0	0	0	0	33	0	0	0	0	18	0
Lane Group Flow (vph)	0	0	0	116	348	11	0	611	0	0	772	0
Confl. Peds. (#/hr)	174		174	174		174	89		89	89		89
Heavy Vehicles (%)	0%	0%	0%	15%	3%	3%	0%	5%	0%	0%	6%	1%
Parking (#/hr)					10							
Turn Type				Perm		Perm						
Protected Phases					8			2			6	
Permitted Phases				8		8						
Actuated Green, G (s)				19.1	19.1	19.1		49.9			49.9	
Effective Green, g (s)				20.7	20.7	20.7		51.3			51.3	
Actuated g/C Ratio				0.26	0.26	0.26		0.64			0.64	
Clearance Time (s)				5.6	5.6	5.6		5.4			5.4	
Vehicle Extension (s)				5.0	5.0	5.0		5.0			5.0	
Lane Grp Cap (vph)				252	691	250		1852			1743	
v/s Ratio Prot					c0.13			0.21			c0.28	
v/s Ratio Perm				0.12		0.01						
v/c Ratio				0.46	0.50	0.05		0.33			0.44	
Uniform Delay, d1				24.9	25.3	22.2		6.5			7.2	
Progression Factor				1.00	1.00	1.00		0.24			1.77	
Incremental Delay, d2				2.8	1.2	0.2		0.4			0.8	
Delay (s)				27.7	26.5	22.4		2.0			13.5	
Level of Service				C	C	C		A			B	
Approach Delay (s)		0.0			26.4			2.0			13.5	
Approach LOS		A			C			A			B	
<b>Intersection Summary</b>												
HCM Average Control Delay			13.3				HCM Level of Service				B	
HCM Volume to Capacity ratio			0.46									
Actuated Cycle Length (s)			80.0				Sum of lost time (s)			8.0		
Intersection Capacity Utilization			42.2%				ICU Level of Service			A		
Analysis Period (min)			15									

c Critical Lane Group

# HCM Signalized Intersection Capacity Analysis

## 15: West Peachtree & Peachtree

Existing AM



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	12	12	11	11	11	11
Grade (%)	3%			-2%	2%	
Total Lost time (s)	4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		0.95	0.95	
Frbp, ped/bikes	1.00	0.90		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		0.99	1.00	
Frt	1.00	0.85		1.00	0.99	
Flt Protected	0.95	1.00		0.99	1.00	
Satd. Flow (prot)	1600	1174		2935	3045	
Flt Permitted	0.95	1.00		0.69	1.00	
Satd. Flow (perm)	1600	1174		2056	3045	
Volume (vph)	19	166	146	462	527	23
Peak-hour factor, PHF	0.68	0.99	0.91	0.90	0.92	0.64
Adj. Flow (vph)	28	168	160	513	573	36
RTOR Reduction (vph)	0	135	0	0	2	0
Lane Group Flow (vph)	28	33	0	673	607	0
Confl. Peds. (#/hr)	66	66	32			32
Heavy Vehicles (%)	0%	10%	9%	5%	1%	0%
Turn Type	Perm pm+pt					
Protected Phases	4		5	2	6	
Permitted Phases		4	2			
Actuated Green, G (s)	14.4	14.4		55.1	55.1	
Effective Green, g (s)	15.5	15.5		56.5	56.5	
Actuated g/C Ratio	0.19	0.19		0.71	0.71	
Clearance Time (s)	5.1	5.1		5.4	5.4	
Vehicle Extension (s)	3.0	3.0		5.0	5.0	
Lane Grp Cap (vph)	310	227		1452	2151	
v/s Ratio Prot	0.02				0.20	
v/s Ratio Perm		c0.03		c0.33		
v/c Ratio	0.09	0.14		0.46	0.28	
Uniform Delay, d1	26.5	26.7		5.1	4.3	
Progression Factor	1.00	1.00		2.43	0.68	
Incremental Delay, d2	0.1	0.3		0.1	0.3	
Delay (s)	26.6	27.0		12.6	3.3	
Level of Service	C	C		B	A	
Approach Delay (s)	27.0			12.6	3.3	
Approach LOS	C			B	A	

### Intersection Summary

HCM Average Control Delay	10.6	HCM Level of Service	B
HCM Volume to Capacity ratio	0.39		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	60.2%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

# HCM Signalized Intersection Capacity Analysis

## 16: Ralph McGill & Peachtree

Existing AM



Movement	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	11	11	11	11	11	11	10	10	15	9	11	11
Grade (%)		3%			0%			0%			0%	
Total Lost time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		0.95			0.95		1.00	0.91		1.00	0.95	
Frbp, ped/bikes		1.00			1.00		1.00	1.00		1.00	0.99	
Flpb, ped/bikes		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.99			0.98		1.00	0.97		1.00	0.97	
Flt Protected		0.99			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		2889			2997		1386	4128		1378	2972	
Flt Permitted		0.74			0.78		0.54	1.00		0.34	1.00	
Satd. Flow (perm)		2147			2367		794	4128		495	2972	
Volume (vph)	25	175	13	113	321	73	96	513	144	66	192	45
Peak-hour factor, PHF	0.48	0.93	0.65	0.72	0.87	0.76	0.86	0.90	0.97	0.83	0.83	0.66
Adj. Flow (vph)	52	188	20	157	369	96	112	570	148	80	231	68
RTOR Reduction (vph)	0	10	0	0	24	0	0	44	0	0	27	0
Lane Group Flow (vph)	0	250	0	0	598	0	112	674	0	80	272	0
Confl. Peds. (#/hr)	2		2	2		2	10		10	10		10
Heavy Vehicles (%)	0%	4%	23%	1%	1%	0%	9%	2%	1%	6%	2%	0%
Turn Type	Perm			Perm			pm+pt			pm+pt		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		24.1			24.1		41.8	34.7		39.4	33.5	
Effective Green, g (s)		25.5			25.5		43.7	35.6		41.3	34.4	
Actuated g/C Ratio		0.32			0.32		0.55	0.44		0.52	0.43	
Clearance Time (s)		5.4			5.4		5.0	4.9		5.0	4.9	
Vehicle Extension (s)		3.0			3.0		2.0	5.0		2.0	5.0	
Lane Grp Cap (vph)		684			754		494	1837		332	1278	
v/s Ratio Prot							c0.02	c0.16		0.02	0.09	
v/s Ratio Perm		0.12			c0.25		0.10			0.10		
v/c Ratio		0.37			0.79		0.23	0.37		0.24	0.21	
Uniform Delay, d1		21.0			24.8		9.0	14.7		10.0	14.3	
Progression Factor		1.00			1.00		1.26	1.25		1.49	1.24	
Incremental Delay, d2		0.3			5.7		0.1	0.5		0.1	0.4	
Delay (s)		21.4			30.6		11.4	19.0		15.0	18.1	
Level of Service		C			C		B	B		B	B	
Approach Delay (s)		21.4			30.6			18.0			17.4	
Approach LOS		C			C			B			B	

### Intersection Summary

HCM Average Control Delay	22.1	HCM Level of Service	C
HCM Volume to Capacity ratio	0.49		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	62.1%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

# HCM Signalized Intersection Capacity Analysis

## 17: Pine & Peachtree

Existing AM



Movement	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	11	11	11	12	12	12	10	10	10	10	10	10
Grade (%)		0%			5%			0%			0%	
Total Lost time (s)		4.0	4.0					4.0	4.0		4.0	
Lane Util. Factor		0.95	1.00					0.95	1.00		0.95	
Frbp, ped/bikes		1.00	0.93					1.00	0.93		1.00	
Flpb, ped/bikes		0.95	1.00					1.00	1.00		1.00	
Frt		1.00	0.85					1.00	0.85		1.00	
Flt Protected		0.96	1.00					1.00	1.00		1.00	
Satd. Flow (prot)		2804	1215					2944	1219		2912	
Flt Permitted		0.96	1.00					1.00	1.00		0.90	
Satd. Flow (perm)		2804	1215					2944	1219		2639	
Volume (vph)	231	44	111	0	0	0	0	745	25	11	443	0
Peak-hour factor, PHF	0.80	0.85	0.82	0.92	0.92	0.92	0.92	0.97	0.69	0.46	0.95	0.92
Adj. Flow (vph)	289	52	135	0	0	0	0	768	36	24	466	0
RTOR Reduction (vph)	0	0	107	0	0	0	0	0	11	0	0	0
Lane Group Flow (vph)	0	341	28	0	0	0	0	768	25	0	490	0
Confl. Peds. (#/hr)	48		48	48		48	43		43	43		43
Heavy Vehicles (%)	1%	5%	7%	0%	0%	0%	0%	3%	4%	0%	4%	0%
Turn Type	Perm		Perm						Perm	Perm		
Protected Phases		4						2			6	
Permitted Phases	4		4						2	6		
Actuated Green, G (s)		15.1	15.1					54.0	54.0		54.0	
Effective Green, g (s)		16.5	16.5					55.5	55.5		55.5	
Actuated g/C Ratio		0.21	0.21					0.69	0.69		0.69	
Clearance Time (s)		5.4	5.4					5.5	5.5		5.5	
Vehicle Extension (s)		3.0	3.0					5.0	5.0		5.0	
Lane Grp Cap (vph)		578	251					2042	846		1831	
v/s Ratio Prot								c0.26				
v/s Ratio Perm		0.12	0.02						0.02		0.19	
v/c Ratio		0.96dl	0.11					0.38	0.03		0.27	
Uniform Delay, d1		28.7	25.8					5.1	3.8		4.6	
Progression Factor		1.00	1.00					1.30	2.53		0.30	
Incremental Delay, d2		1.5	0.2					0.5	0.1		0.3	
Delay (s)		30.2	26.0					7.1	9.8		1.7	
Level of Service		C	C					A	A		A	
Approach Delay (s)		29.0			0.0			7.2			1.7	
Approach LOS		C			A			A			A	

### Intersection Summary

HCM Average Control Delay	11.5	HCM Level of Service	B
HCM Volume to Capacity ratio	0.42		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	56.5%	ICU Level of Service	B
Analysis Period (min)	15		
dl Defacto Left Lane. Recode with 1 though lane as a left lane.			
c Critical Lane Group			

HCM Unsignalized Intersection Capacity Analysis  
 18: Renaissance & Peachtree

Existing AM



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↑↑↑			↔↑
Sign Control	Stop		Free			Free
Grade	3%		0%			0%
Volume (veh/h)	20	44	846	22	9	628
Peak Hour Factor	0.63	0.73	0.95	0.69	0.56	0.85
Hourly flow rate (vph)	32	60	891	32	16	739
Pedestrians	26		19			19
Lane Width (ft)	12.0		10.0			10.0
Walking Speed (ft/s)	4.0		4.0			4.0
Percent Blockage	2		1			1
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)			454			424
pX, platoon unblocked	0.91					
vC, conflicting volume	1353	358			948	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1291	358			948	
tC, single (s)	6.8	6.9			4.3	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.3	
p0 queue free %	77	90			98	
cM capacity (veh/h)	135	616			652	

Direction, Lane #	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	92	356	356	210	262	493
Volume Left	32	0	0	0	16	0
Volume Right	60	0	0	32	0	0
cSH	277	1700	1700	1700	652	1700
Volume to Capacity	0.33	0.21	0.21	0.12	0.02	0.29
Queue Length 95th (ft)	35	0	0	0	2	0
Control Delay (s)	24.4	0.0	0.0	0.0	0.9	0.0
Lane LOS	C				A	
Approach Delay (s)	24.4	0.0			0.3	
Approach LOS	C					

Intersection Summary						
Average Delay			1.4			
Intersection Capacity Utilization		42.2%		ICU Level of Service		A
Analysis Period (min)			15			

# HCM Signalized Intersection Capacity Analysis

## 19: Linden & Peachtree

Existing AM



Movement	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	11	11	11	10	10	10	10	10	10	10	10	10
Grade (%)		-1%			4%			0%			0%	
Total Lost time (s)		4.0			4.0			4.0			4.0	
Lane Util. Factor		1.00			1.00			0.91			0.95	
Frbp, ped/bikes		0.98			0.99			0.99			0.98	
Flpb, ped/bikes		1.00			1.00			0.99			1.00	
Frt		0.94			0.97			0.99			0.98	
Flt Protected		0.98			0.99			0.99			1.00	
Satd. Flow (prot)		1410			1302			4077			2869	
Flt Permitted		0.75			0.95			0.69			0.94	
Satd. Flow (perm)		1073			1244			2833			2687	
Volume (vph)	40	35	63	34	230	58	147	707	21	9	548	79
Peak-hour factor, PHF	0.63	0.80	0.79	0.85	0.91	0.76	0.77	0.97	0.48	0.75	0.84	0.90
Adj. Flow (vph)	63	44	80	40	253	76	191	729	44	12	652	88
RTOR Reduction (vph)	0	37	0	0	13	0	0	6	0	0	8	0
Lane Group Flow (vph)	0	150	0	0	356	0	0	958	0	0	744	0
Confl. Peds. (#/hr)	23		23	23		23	51		51	51		51
Heavy Vehicles (%)	13%	11%	0%	0%	1%	0%	0%	4%	10%	0%	2%	0%
Parking (#/hr)					5							
Turn Type	Perm			Perm			pm+pt			Perm		
Protected Phases		4			8		5	2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		25.3			25.3			43.6			43.6	
Effective Green, g (s)		27.1			27.1			44.9			44.9	
Actuated g/C Ratio		0.34			0.34			0.56			0.56	
Clearance Time (s)		5.8			5.8			5.3			5.3	
Vehicle Extension (s)		3.0			3.0			5.0			5.0	
Lane Grp Cap (vph)		363			421			1590			1508	
v/s Ratio Prot												
v/s Ratio Perm		0.14			c0.29			c0.34			0.28	
v/c Ratio		0.41			0.85			1.09dl			0.49	
Uniform Delay, d1		20.3			24.5			11.6			10.6	
Progression Factor		1.00			1.00			0.72			1.17	
Incremental Delay, d2		0.8			14.5			0.4			0.6	
Delay (s)		21.1			39.0			8.8			13.1	
Level of Service		C			D			A			B	
Approach Delay (s)		21.1			39.0			8.8			13.1	
Approach LOS		C			D			A			B	
<b>Intersection Summary</b>												
HCM Average Control Delay			16.2				HCM Level of Service			B		
HCM Volume to Capacity ratio			0.69									
Actuated Cycle Length (s)			80.0				Sum of lost time (s)		8.0			
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.												
c Critical Lane Group												

# HCM Signalized Intersection Capacity Analysis

## 20: North & Peachtree

















Existing AM

Movement	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	10	10	10	10	10	10	10	10	10	10	10	10
Grade (%)		0%			4%			0%			0%	
Total Lost time (s)		4.0			4.0			4.0			4.0	
Lane Util. Factor		0.91			0.95			0.91			0.95	
Frbp, ped/bikes		0.99			1.00			1.00			0.99	
Flpb, ped/bikes		1.00			1.00			1.00			1.00	
Frt		0.97			0.99			0.99			0.99	
Flt Protected		1.00			1.00			1.00			1.00	
Satd. Flow (prot)		3951			2898			4169			2936	
Flt Permitted		1.00			1.00			1.00			0.92	
Satd. Flow (perm)		3951			2898			4169			2703	
Volume (vph)	0	446	148	0	1136	69	0	591	45	12	769	71
Peak-hour factor, PHF	0.50	0.81	0.89	0.92	0.94	0.64	0.75	0.84	0.75	0.50	0.93	0.85
Adj. Flow (vph)	0	551	166	0	1209	108	0	704	60	24	827	84
RTOR Reduction (vph)	0	9	0	0	9	0	0	11	0	0	8	0
Lane Group Flow (vph)	0	708	0	0	1308	0	0	753	0	0	927	0
Confl. Peds. (#/hr)	18		18	18		18	45		45	45		45
Heavy Vehicles (%)	0%	7%	1%	0%	1%	1%	0%	3%	0%	0%	1%	3%
Turn Type										Perm		
Protected Phases		4			8			2			6	
Permitted Phases										6		
Actuated Green, G (s)		40.5			40.5			27.7			27.7	
Effective Green, g (s)		42.3			42.3			29.7			29.7	
Actuated g/C Ratio		0.53			0.53			0.37			0.37	
Clearance Time (s)		5.8			5.8			6.0			6.0	
Vehicle Extension (s)		3.0			3.0			5.0			5.0	
Lane Grp Cap (vph)		2089			1532			1548			1003	
v/s Ratio Prot		0.18			c0.45			0.18				
v/s Ratio Perm											c0.34	
v/c Ratio		0.34			0.85			0.49			0.92	
Uniform Delay, d1		10.8			16.2			19.3			24.1	
Progression Factor		1.00			1.00			1.24			0.92	
Incremental Delay, d2		0.1			4.8			0.8			14.6	
Delay (s)		10.9			21.0			24.8			36.7	
Level of Service		B			C			C			D	
Approach Delay (s)		10.9			21.0			24.8			36.7	
Approach LOS		B			C			C			D	
<b>Intersection Summary</b>												
HCM Average Control Delay			23.8				HCM Level of Service				C	
HCM Volume to Capacity ratio			0.88									
Actuated Cycle Length (s)			80.0				Sum of lost time (s)			8.0		
Intersection Capacity Utilization			80.1%				ICU Level of Service				D	
Analysis Period (min)			15									
c Critical Lane Group												

# HCM Signalized Intersection Capacity Analysis

## 21: Ponce & Peachtree



















Existing AM

													
Movement	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	
Total Lost time (s)					4.0			4.0	4.0		4.0		
Lane Util. Factor					0.95			0.95	1.00		0.95		
Frt					0.96			1.00	0.85		0.97		
Flt Protected					0.99			1.00	1.00		0.99		
Satd. Flow (prot)					3363			3525	1583		3423		
Flt Permitted					0.99			0.86	1.00		0.74		
Satd. Flow (perm)					3363			3044	1583		2556		
Volume (vph)	0	0	0	206	443	225	64	726	113	74	339	86	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Adj. Flow (vph)	0	0	0	224	482	245	70	789	123	80	368	93	
RTOR Reduction (vph)	0	0	0	0	43	0	0	0	52	0	22	0	
Lane Group Flow (vph)	0	0	0	0	908	0	0	859	71	0	519	0	
Turn Type				Perm			Perm			Perm	pm+pt		
Protected Phases					8			2			1	6	
Permitted Phases				8			2		2		6		
Actuated Green, G (s)					24.6			44.6	44.6		44.6		
Effective Green, g (s)					26.0			46.0	46.0		46.0		
Actuated g/C Ratio					0.32			0.57	0.57		0.57		
Clearance Time (s)					5.4			5.4	5.4		5.4		
Vehicle Extension (s)					5.0			5.0	5.0		5.0		
Lane Grp Cap (vph)					1093			1750	910		1470		
v/s Ratio Prot													
v/s Ratio Perm					0.27			0.28	0.04		0.20		
v/c Ratio					0.83			0.49	0.08		0.35		
Uniform Delay, d1					25.0			10.1	7.6		9.1		
Progression Factor					1.00			0.43	0.00		0.82		
Incremental Delay, d2					6.1			0.9	0.2		0.3		
Delay (s)					31.1			5.2	0.2		7.7		
Level of Service					C			A	A		A		
Approach Delay (s)		0.0			31.1			4.6			7.7		
Approach LOS		A			C			A			A		
<b>Intersection Summary</b>													
HCM Average Control Delay			15.5									HCM Level of Service	B
HCM Volume to Capacity ratio			0.61										
Actuated Cycle Length (s)			80.0									Sum of lost time (s)	8.0
Intersection Capacity Utilization			71.6%									ICU Level of Service	C
Analysis Period (min)			15										
c Critical Lane Group													

# HCM Signalized Intersection Capacity Analysis

## 22: 3rd & Peachtree

Existing AM

												
Movement	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
Total Lost time (s)								4.0			4.0	
Lane Util. Factor								0.95			0.95	
Frt								1.00			1.00	
Flt Protected								1.00			1.00	
Satd. Flow (prot)								3539			3539	
Flt Permitted								1.00			1.00	
Satd. Flow (perm)								3539			3539	
Volume (vph)	0	0	0	0	0	0	0	951	0	0	499	0
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0	0	1034	0	0	542	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	0	0	0	1034	0	0	542	0
Turn Type	Perm		Perm					Perm			Perm	
Protected Phases		4						2			6	
Permitted Phases	4		4					2			6	
Actuated Green, G (s)								54.0			54.0	
Effective Green, g (s)								55.4			55.4	
Actuated g/C Ratio								0.69			0.69	
Clearance Time (s)								5.4			5.4	
Vehicle Extension (s)								5.0			5.0	
Lane Grp Cap (vph)								2451			2451	
v/s Ratio Prot								c0.29			0.15	
v/s Ratio Perm												
v/c Ratio								0.42			0.22	
Uniform Delay, d1								5.3			4.5	
Progression Factor								0.46			1.00	
Incremental Delay, d2								0.4			0.2	
Delay (s)								2.9			4.7	
Level of Service								A			A	
Approach Delay (s)		0.0			0.0			2.9			4.7	
Approach LOS		A			A			A			A	
<b>Intersection Summary</b>												
HCM Average Control Delay			3.5					HCM Level of Service			A	
HCM Volume to Capacity ratio			0.42									
Actuated Cycle Length (s)			80.0					Sum of lost time (s)		24.6		
Intersection Capacity Utilization			29.6%					ICU Level of Service		A		
Analysis Period (min)			15									
c Critical Lane Group												

# HCM Signalized Intersection Capacity Analysis

## 40: Edgewood & Peachtree

Existing AM



Movement	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	12	10	12	12	13	12	12	10	12	12	10	12
Total Lost time (s)		4.0			4.0			4.0			4.0	
Lane Util. Factor		1.00			1.00			0.95			0.95	
Frbp, ped/bikes		1.00			0.98			0.97			0.86	
Flpb, ped/bikes		1.00			1.00			1.00			1.00	
Frt		1.00			0.98			0.99			0.96	
Flt Protected		1.00			1.00			1.00			1.00	
Satd. Flow (prot)		1492			1633			2842			2190	
Flt Permitted		1.00			1.00			1.00			1.00	
Satd. Flow (perm)		1492			1633			2842			2190	
Volume (vph)	0	90	0	0	119	13	0	699	25	0	197	52
Peak-hour factor, PHF	0.92	0.87	0.92	0.92	0.85	0.54	0.92	0.95	0.63	0.92	0.97	0.68
Adj. Flow (vph)	0	103	0	0	140	24	0	736	40	0	203	76
RTOR Reduction (vph)	0	0	0	0	7	0	0	3	0	0	31	0
Lane Group Flow (vph)	0	103	0	0	157	0	0	773	0	0	248	0
Confl. Peds. (#/hr)	84		84	84		84	236		236	236		236
Heavy Vehicles (%)	0%	7%	0%	0%	5%	0%	0%	3%	4%	0%	15%	12%
<b>Turn Type</b>												
Protected Phases		4			8			2			6	
Permitted Phases												
Actuated Green, G (s)		23.2			23.2			45.7			45.7	
Effective Green, g (s)		24.9			24.9			47.1			47.1	
Actuated g/C Ratio		0.31			0.31			0.59			0.59	
Clearance Time (s)		5.7			5.7			5.4			5.4	
Vehicle Extension (s)		5.0			5.0			5.0			5.0	
Lane Grp Cap (vph)		464			508			1673			1289	
v/s Ratio Prot		0.07			c0.10			c0.27			0.11	
v/s Ratio Perm												
v/c Ratio		0.22			0.31			0.46			0.19	
Uniform Delay, d1		20.4			21.0			9.3			7.6	
Progression Factor		1.00			1.00			0.10			0.92	
Incremental Delay, d2		0.5			0.7			0.8			0.3	
Delay (s)		20.9			21.7			1.8			7.4	
Level of Service		C			C			A			A	
Approach Delay (s)		20.9			21.7			1.8			7.4	
Approach LOS		C			C			A			A	
<b>Intersection Summary</b>												
HCM Average Control Delay			6.9									A
HCM Volume to Capacity ratio			0.41									
Actuated Cycle Length (s)			80.0								8.0	
Intersection Capacity Utilization			44.9%									A
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis  
46: Peachtree Center & Peachtree

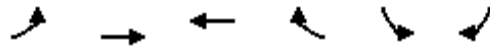
Existing AM



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↑↑	↑↑			↑↑
Sign Control	Yield		Free			Free
Grade	0%		0%			2%
Volume (veh/h)	0	291	462	0	0	305
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	316	502	0	0	332
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)			504			159
pX, platoon unblocked						
vC, conflicting volume	668	251			502	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	668	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 %	100	58			100	
cM capacity (veh/h)	396	755			1058	
Direction, Lane #	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2
Volume Total	158	158	251	251	166	166
Volume Left	0	0	0	0	0	0
Volume Right	158	158	0	0	0	0
cSH	755	755	1700	1700	1700	1700
Volume to Capacity	0.21	0.21	0.15	0.15	0.10	0.10
Queue Length 95th (ft)	20	20	0	0	0	0
Control Delay (s)	11.0	11.0	0.0	0.0	0.0	0.0
Lane LOS	B	B				
Approach Delay (s)	11.0		0.0		0.0	
Approach LOS	B					
Intersection Summary						
Average Delay			3.0			
Intersection Capacity Utilization			29.6%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis  
400: Marietta & Edgewood

Existing AM



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕↕	↕↕			↗
Sign Control		Free	Free		Yield	
Grade		0%	0%		0%	
Volume (veh/h)	90	329	528	0	0	171
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	98	358	574	0	0	186
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage (veh)						
Upstream signal (ft)			96			
pX, platoon unblocked	0.85				0.85	0.85
vC, conflicting volume	574				948	287
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	323				763	0
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	91				100	80
cM capacity (veh/h)	1049				262	922

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1
Volume Total	217	238	287	287	186
Volume Left	98	0	0	0	0
Volume Right	0	0	0	0	186
cSH	1049	1700	1700	1700	922
Volume to Capacity	0.09	0.14	0.17	0.17	0.20
Queue Length 95th (ft)	8	0	0	0	19
Control Delay (s)	4.4	0.0	0.0	0.0	9.9
Lane LOS	A				A
Approach Delay (s)	2.1		0.0		9.9
Approach LOS					A

Intersection Summary					
Average Delay			2.3		
Intersection Capacity Utilization		35.9%		ICU Level of Service	A
Analysis Period (min)			15		

# HCM Signalized Intersection Capacity Analysis

## 1: MLK & Peachtree

Existing PM



Movement	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	12	12	12	12	11	12	9	10	12	12	11	10
Grade (%)		2%			3%			0%			0%	
Total Lost time (s)					4.0	4.0		4.0			4.0	
Lane Util. Factor					0.86	1.00		0.95			0.95	
Frbp, ped/bikes					1.00	0.82		1.00			0.97	
Flpb, ped/bikes					0.96	1.00		0.98			1.00	
Frt					1.00	0.85		1.00			0.98	
Flt Protected					0.99	1.00		0.99			1.00	
Satd. Flow (prot)					4716	1066		2851			2850	
Flt Permitted					0.99	1.00		0.85			1.00	
Satd. Flow (perm)					4716	1066		2444			2850	
Volume (vph)	0	0	0	104	423	125	28	219	0	0	342	62
Peak-hour factor, PHF	0.92	0.92	0.92	0.77	0.81	0.89	0.70	0.90	0.92	0.92	0.78	0.86
Adj. Flow (vph)	0	0	0	135	522	140	40	243	0	0	438	72
RTOR Reduction (vph)	0	0	0	0	0	102	0	0	0	0	8	0
Lane Group Flow (vph)	0	0	0	0	657	38	0	283	0	0	502	0
Confl. Peds. (#/hr)	115		115	115		115	172		172	172		172
Heavy Vehicles (%)	0%	0%	0%	2%	11%	10%	4%	4%	0%	0%	2%	18%
Parking (#/hr)					10							
Turn Type				Perm		Perm	pm+pt					
Protected Phases					8		5	2			6	
Permitted Phases				8		8	2					
Actuated Green, G (s)					20.2	20.2		49.0			49.0	
Effective Green, g (s)					21.6	21.6		50.4			50.4	
Actuated g/C Ratio					0.27	0.27		0.63			0.63	
Clearance Time (s)					5.4	5.4		5.4			5.4	
Vehicle Extension (s)					5.0	5.0		5.0			5.0	
Lane Grp Cap (vph)					1273	288		1540			1796	
v/s Ratio Prot											c0.18	
v/s Ratio Perm					0.14	0.04		0.12				
v/c Ratio					0.52	0.13		0.18			0.28	
Uniform Delay, d1					24.8	22.1		6.2			6.6	
Progression Factor					1.00	1.00		1.00			0.94	
Incremental Delay, d2					0.7	0.4		0.0			0.4	
Delay (s)					25.5	22.5		6.2			6.6	
Level of Service					C	C		A			A	
Approach Delay (s)		0.0			25.0			6.2			6.6	
Approach LOS		A			C			A			A	

### Intersection Summary

HCM Average Control Delay	15.7	HCM Level of Service	B
HCM Volume to Capacity ratio	0.35		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	51.1%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

# HCM Signalized Intersection Capacity Analysis

## 2: Alabama & Peachtree

Existing PM



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	10	10	12	10	9	12
Grade (%)	-3%			0%	-2%	
Total Lost time (s)	4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		0.95	0.95	
Frt	1.00	0.85		1.00	1.00	
Flt Protected	0.95	1.00		1.00	1.00	
Satd. Flow (prot)	769	688		2996	2840	
Flt Permitted	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	769	688		2849	2840	
Volume (vph)	7	4	2	317	528	0
Peak-hour factor, PHF	0.67	0.42	0.55	0.92	0.83	0.25
Adj. Flow (vph)	10	10	4	345	636	0
RTOR Reduction (vph)	0	8	0	0	0	0
Lane Group Flow (vph)	10	2	0	349	636	0
Heavy Vehicles (%)	100%	100%	100%	0%	4%	100%
Turn Type		Perm	Perm			
Protected Phases	4			2	6	
Permitted Phases		4	2			
Actuated Green, G (s)	13.6	13.6		55.6	55.6	
Effective Green, g (s)	15.0	15.0		57.0	57.0	
Actuated g/C Ratio	0.19	0.19		0.71	0.71	
Clearance Time (s)	5.4	5.4		5.4	5.4	
Vehicle Extension (s)	5.0	5.0		5.0	5.0	
Lane Grp Cap (vph)	144	129		2030	2024	
v/s Ratio Prot	c0.01				c0.22	
v/s Ratio Perm		0.00		0.12		
v/c Ratio	0.07	0.01		0.17	0.31	
Uniform Delay, d1	26.8	26.5		3.8	4.3	
Progression Factor	1.00	1.00		1.17	2.24	
Incremental Delay, d2	0.4	0.1		0.2	0.4	
Delay (s)	27.2	26.6		4.6	9.9	
Level of Service	C	C		A	A	
Approach Delay (s)	26.9			4.6	9.9	
Approach LOS	C			A	A	

### Intersection Summary

HCM Average Control Delay	8.4	HCM Level of Service	A
HCM Volume to Capacity ratio	0.26		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	35.4%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

# HCM Unsignalized Intersection Capacity Analysis

## 3: Wall & Peachtree

Existing PM














Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↶	↷	↕↔			↕↕
Sign Control	Stop		Free			Free
Grade	0%		0%			3%
Volume (veh/h)	31	28	279	82	95	441
Peak Hour Factor	0.65	0.64	0.86	0.79	0.88	0.84
Hourly flow rate (vph)	48	44	324	104	108	525
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)		3				
Median type	None					
Median storage (veh)						
Upstream signal (ft)			338			252
pX, platoon unblocked	0.88					
vC, conflicting volume	855	214			428	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	694	214			428	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	84	95			90	
cM capacity (veh/h)	302	797			1128	
Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	91	216	212	283	350	
Volume Left	48	0	0	108	0	
Volume Right	44	0	104	0	0	
cSH	580	1700	1700	1128	1700	
Volume to Capacity	0.16	0.13	0.12	0.10	0.21	
Queue Length 95th (ft)	14	0	0	8	0	
Control Delay (s)	14.7	0.0	0.0	3.8	0.0	
Lane LOS	B			A		
Approach Delay (s)	14.7	0.0		1.7		
Approach LOS	B					
Intersection Summary						
Average Delay			2.1			
Intersection Capacity Utilization			41.4%		ICU Level of Service	A
Analysis Period (min)			15			

# HCM Signalized Intersection Capacity Analysis

## 4: Marietta & Peachtree














Existing PM

												
Movement	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	12	10	12	12	10	12	12	10	12	12	10	12
Grade (%)		0%			0%			-3%			0%	
Total Lost time (s)		4.0			4.0			4.0			4.0	
Lane Util. Factor		0.95			0.95			0.95			0.95	
Frbp, ped/bikes		0.99			1.00			0.99			1.00	
Flpb, ped/bikes		1.00			1.00			1.00			0.99	
Frt		0.99			1.00			0.99			1.00	
Flt Protected		1.00			1.00			1.00			1.00	
Satd. Flow (prot)		2976			2944			2887			2922	
Flt Permitted		1.00			1.00			1.00			0.94	
Satd. Flow (perm)		2976			2944			2887			2738	
Volume (vph)	0	721	22	0	269	0	0	330	9	10	588	0
Peak-hour factor, PHF	0.92	0.95	0.69	0.92	0.93	0.42	0.92	0.96	0.75	0.42	0.85	0.92
Adj. Flow (vph)	0	759	32	0	289	0	0	344	12	24	692	0
RTOR Reduction (vph)	0	1	0	0	0	0	0	3	0	0	0	0
Lane Group Flow (vph)	0	790	0	0	289	0	0	353	0	0	716	0
Confl. Peds. (#/hr)	269		269	269		269	401		401	401		401
Heavy Vehicles (%)	0%	0%	0%	0%	3%	0%	0%	5%	0%	0%	3%	0%
Turn Type										Perm		
Protected Phases		4			8			2			6	
Permitted Phases										6		
Actuated Green, G (s)		30.7			30.7			38.2			38.2	
Effective Green, g (s)		32.4			32.4			39.6			39.6	
Actuated g/C Ratio		0.40			0.40			0.50			0.50	
Clearance Time (s)		5.7			5.7			5.4			5.4	
Vehicle Extension (s)		5.0			5.0			5.0			5.0	
Lane Grp Cap (vph)		1205			1192			1429			1355	
v/s Ratio Prot		c0.27			0.10			0.12				
v/s Ratio Perm											c0.26	
v/c Ratio		0.66			0.24			0.25			0.53	
Uniform Delay, d1		19.3			15.7			11.6			13.8	
Progression Factor		1.00			1.00			1.39			0.28	
Incremental Delay, d2		1.7			0.2			0.4			1.3	
Delay (s)		21.0			15.9			16.5			5.2	
Level of Service		C			B			B			A	
Approach Delay (s)		21.0			15.9			16.5			5.2	
Approach LOS		C			B			B			A	
<b>Intersection Summary</b>												
HCM Average Control Delay			14.3				HCM Level of Service				B	
HCM Volume to Capacity ratio			0.59									
Actuated Cycle Length (s)			80.0				Sum of lost time (s)			8.0		
Intersection Capacity Utilization			55.8%				ICU Level of Service				B	
Analysis Period (min)			15									
c Critical Lane Group												

# HCM Unsignalized Intersection Capacity Analysis

## 5: Walton & Peachtree

Existing PM

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations				 	 	 
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	0	86	0	346	485	0
Peak Hour Factor	0.75	0.60	0.25	0.44	0.50	0.25
Hourly flow rate (vph)	0	143	0	786	970	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)				241	500	
pX, platoon unblocked	0.95					
vC, conflicting volume	1363	485	970			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1328	485	970			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	73	100			
cM capacity (veh/h)	141	531	719			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	143	393	393	647	323	
Volume Left	0	0	0	0	0	
Volume Right	143	0	0	0	0	
cSH	531	1700	1700	1700	1700	
Volume to Capacity	0.27	0.23	0.23	0.38	0.19	
Queue Length 95th (ft)	27	0	0	0	0	
Control Delay (s)	14.3	0.0	0.0	0.0	0.0	
Lane LOS	B					
Approach Delay (s)	14.3	0.0		0.0		
Approach LOS	B					
Intersection Summary						
Average Delay			1.1			
Intersection Capacity Utilization			27.5%		ICU Level of Service	A
Analysis Period (min)			15			

# HCM Unsignalized Intersection Capacity Analysis

## 6: Poplar & Peachtree

Existing PM



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)	0	0	0	0	0	0	0	335	0	0	485	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	0	0	364	0	0	527	0
Pedestrians	305			305			48		48			
Lane Width (ft)	0.0			0.0			12.0		12.0			
Walking Speed (ft/s)	4.0			4.0			4.0		4.0			
Percent Blockage	0			0			4		4			
Right turn flare (veh)												
Median type	None			None								
Median storage (veh)												
Upstream signal (ft)							524		217			
pX, platoon unblocked												
vC, conflicting volume	1062	1501	617	981	1501	535	832			669		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1062	1501	617	981	1501	535	832			669		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	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 %	100	100	100	100	100	100	100			100		
cM capacity (veh/h)	171	121	416	196	121	470	796			917		
<b>Direction, Lane #</b>	<b>NB 1</b>	<b>NB 2</b>	<b>SB 1</b>	<b>SB 2</b>								
Volume Total	182	182	264	264								
Volume Left	0	0	0	0								
Volume Right	0	0	0	0								
cSH	1700	1700	1700	1700								
Volume to Capacity	0.11	0.11	0.16	0.16								
Queue Length 95th (ft)	0	0	0	0								
Control Delay (s)	0.0	0.0	0.0	0.0								
Lane LOS												
Approach Delay (s)	0.0	0.0										
Approach LOS												
<b>Intersection Summary</b>												
Average Delay	0.0											
Intersection Capacity Utilization	27.5%		ICU Level of Service				A					
Analysis Period (min)	15											

# HCM Signalized Intersection Capacity Analysis

## 7: Luckie & Peachtree

Existing PM



Movement	WBL2	WBL	WBT	WBR	NBL2	NBL	NBT	NBR	SBL	SBT	SBR	SBR2
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	10	15	12	10	12	15
Grade (%)			0%				2%			-1%		
Total Lost time (s)		4.0	4.0				4.0	4.0		4.0		4.0
Lane Util. Factor		1.00	1.00				0.95	1.00		0.91		0.91
Frt		1.00	0.96				1.00	0.85		0.99		0.85
Flt Protected		0.95	1.00				0.99	1.00		0.98		1.00
Satd. Flow (prot)		1540	1648				2879	1479		2761		1448
Flt Permitted		0.95	1.00				0.77	1.00		0.73		1.00
Satd. Flow (perm)		1540	1648				2248	1479		2040		1448
Volume (vph)	33	4	87	18	10	30	226	57	237	452	22	77
Peak-hour factor, PHF	0.64	0.50	0.78	0.50	0.63	0.83	0.83	0.68	0.90	0.88	0.55	0.77
Adj. Flow (vph)	52	8	112	36	16	36	272	84	263	514	40	100
RTOR Reduction (vph)	0	0	20	0	0	0	0	27	0	0	0	16
Lane Group Flow (vph)	0	60	128	0	0	0	324	57	0	817	0	84
Heavy Vehicles (%)	6%	2%	0%	0%	2%	0%	4%	7%	6%	2%	2%	1%
Turn Type	Perm	Perm			Perm	Perm		Perm	Perm			Perm
Protected Phases			8				2			6		
Permitted Phases	8	8			2	2		2	6			6
Actuated Green, G (s)		16.0	16.0				53.2	53.2		53.2		53.2
Effective Green, g (s)		17.4	17.4				54.6	54.6		54.6		54.6
Actuated g/C Ratio		0.22	0.22				0.68	0.68		0.68		0.68
Clearance Time (s)		5.4	5.4				5.4	5.4		5.4		5.4
Vehicle Extension (s)		4.0	4.0				5.0	5.0		5.0		5.0
Lane Grp Cap (vph)		335	358				1534	1009		1392		988
v/s Ratio Prot			c0.08									
v/s Ratio Perm		0.04					0.14	0.04		c0.40		0.06
v/c Ratio		0.18	0.36				0.21	0.06		0.59		0.09
Uniform Delay, d1		25.5	26.6				4.7	4.2		6.7		4.3
Progression Factor		1.00	1.00				0.59	0.17		0.70		0.07
Incremental Delay, d2		0.4	0.8				0.3	0.1		1.8		0.2
Delay (s)		25.8	27.4				3.1	0.8		6.5		0.4
Level of Service		C	C				A	A		A		A
Approach Delay (s)			27.0				2.6			5.8		
Approach LOS			C				A			A		

### Intersection Summary

HCM Average Control Delay	7.8	HCM Level of Service	A
HCM Volume to Capacity ratio	0.53		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	58.2%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

# HCM Unsignalized Intersection Capacity Analysis

## 8: Williams & Peachtree

Existing PM



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↶			↷	↷	
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	16	112	0	238	632	0
Peak Hour Factor	0.80	0.76	0.25	0.86	0.86	0.25
Hourly flow rate (vph)	20	147	0	277	735	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)				267	294	
pX, platoon unblocked	0.89	0.89	0.89			
vC, conflicting volume	873	367	735			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	740	174	585			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	94	80	100			
cM capacity (veh/h)	319	750	894			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	167	138	138	367	367	
Volume Left	20	0	0	0	0	
Volume Right	147	0	0	0	0	
cSH	646	1700	1700	1700	1700	
Volume to Capacity	0.26	0.08	0.08	0.22	0.22	
Queue Length 95th (ft)	26	0	0	0	0	
Control Delay (s)	12.5	0.0	0.0	0.0	0.0	
Lane LOS	B					
Approach Delay (s)	12.5	0.0		0.0		
Approach LOS	B					
Intersection Summary						
Average Delay			1.8			
Intersection Capacity Utilization		34.7%		ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis  
 9: JW Dobbs & Peachtree

Existing PM



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↰	↱	↕↔			↕↕
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	67	50	221	9	6	568
Peak Hour Factor	0.80	0.60	0.73	0.56	0.50	0.95
Hourly flow rate (vph)	84	83	303	16	12	598
Pedestrians	103		57			57
Lane Width (ft)	10.0		10.0			10.0
Walking Speed (ft/s)	4.0		4.0			4.0
Percent Blockage	7		4			4
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)			387			174
pX, platoon unblocked	0.88					
vC, conflicting volume	794	319			422	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	625	319			422	
tC, single (s)	6.9	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.6	3.3			2.2	
p0 queue free %	73	86			99	
cM capacity (veh/h)	315	608			1066	

Direction, Lane #	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2
Volume Total	84	83	202	117	211	399
Volume Left	84	0	0	0	12	0
Volume Right	0	83	0	16	0	0
cSH	315	608	1700	1700	1066	1700
Volume to Capacity	0.27	0.14	0.12	0.07	0.01	0.23
Queue Length 95th (ft)	26	12	0	0	1	0
Control Delay (s)	20.5	11.9	0.0	0.0	0.6	0.0
Lane LOS	C	B			A	
Approach Delay (s)	16.2		0.0		0.2	
Approach LOS	C					

Intersection Summary						
Average Delay			2.6			
Intersection Capacity Utilization			40.8%		ICU Level of Service	A
Analysis Period (min)			15			

# HCM Signalized Intersection Capacity Analysis

## 10: Carnegie & Peachtree

Existing PM



Movement	EBL	EBR	EBR2	NBL	NBT	SBT	SBR	SBR2	NEL2	NEL	NER
Lane Configurations			↗		↑↑	↑↑	↘			↙	↘
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	11	10	10	12	12	10	12
Grade (%)	0%				3%	0%	4%				
Total Lost time (s)	4.0			4.0	4.0	4.0	4.0			4.0	
Lane Util. Factor	1.00			0.95	0.95	1.00	0.97				
Frt	0.86			1.00	1.00	0.85	0.98				
Flt Protected	1.00			1.00	1.00	1.00	0.96				
Satd. Flow (prot)	1450			3003	2834	1343	2774				
Flt Permitted	1.00			1.00	1.00	1.00	0.96				
Satd. Flow (perm)	1450			3003	2834	1343	2774				
Volume (vph)	0	0	35	0	282	522	179	20	15	133	19
Peak-hour factor, PHF	0.92	0.92	0.91	0.92	0.82	0.82	0.86	0.86	0.96	0.96	0.68
Adj. Flow (vph)	0	0	38	0	344	637	208	23	16	139	28
RTOR Reduction (vph)	0	0	31	0	0	0	0	0	0	23	0
Lane Group Flow (vph)	0	0	7	0	344	637	231	0	0	160	0
Heavy Vehicles (%)	2%	2%	2%	2%	3%	7%	1%	1%	3%	3%	0%
Turn Type	custom					Perm			Split		
Protected Phases	4			2	2	3			3		
Permitted Phases	4			2			2				
Actuated Green, G (s)	13.6			37.7	37.7	37.7	12.6				
Effective Green, g (s)	14.7			39.3	39.3	39.3	14.0				
Actuated g/C Ratio	0.18			0.49	0.49	0.49	0.18				
Clearance Time (s)	5.1			5.6	5.6	5.6	5.4				
Vehicle Extension (s)	5.0			5.0	5.0	5.0	5.0				
Lane Grp Cap (vph)	266			1475	1392	660	485				
v/s Ratio Prot	c0.00			0.11	c0.22	c0.06					
v/s Ratio Perm				0.17							
v/c Ratio	0.03			0.23	0.46	0.35	0.33				
Uniform Delay, d1	26.8			11.7	13.4	12.5	28.9				
Progression Factor	1.00			1.23	1.29	1.30	1.00				
Incremental Delay, d2	0.1			0.4	0.9	1.2	0.8				
Delay (s)	26.9			14.7	18.1	17.5	29.7				
Level of Service	C			B	B	B	C				
Approach Delay (s)	26.9					14.7	17.9	29.7			
Approach LOS	C					B	B	C			

### Intersection Summary

HCM Average Control Delay	18.9	HCM Level of Service	B
HCM Volume to Capacity ratio	0.34		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	35.2%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

# HCM Signalized Intersection Capacity Analysis

## 11: Ellis & Peachtree

Existing PM



Movement	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	9	9	9	12	12	12	12	10	12	12	9	12
Grade (%)		4%			5%			0%			0%	
Total Lost time (s)	4.0	4.0	4.0					4.0			4.0	
Lane Util. Factor	1.00	0.95	1.00					0.95			0.91	
Frbp, ped/bikes	1.00	1.00	0.92					0.93			1.00	
Flpb, ped/bikes	0.93	1.00	1.00					1.00			0.96	
Frt	1.00	1.00	0.85					0.97			1.00	
Flt Protected	0.95	1.00	1.00					1.00			0.99	
Satd. Flow (prot)	1337	2782	1116					2551			3834	
Flt Permitted	0.95	1.00	1.00					1.00			0.71	
Satd. Flow (perm)	1337	2782	1116					2551			2747	
Volume (vph)	31	266	16	0	0	0	0	413	98	257	740	0
Peak-hour factor, PHF	0.65	0.96	0.67	0.25	0.25	0.25	0.25	0.90	0.82	0.86	0.90	0.25
Adj. Flow (vph)	48	277	24	0	0	0	0	459	120	299	822	0
RTOR Reduction (vph)	0	0	18	0	0	0	0	15	0	0	0	0
Lane Group Flow (vph)	48	277	6	0	0	0	0	564	0	0	1121	0
Confl. Peds. (#/hr)	50		50	50		50	256		256	256		256
Heavy Vehicles (%)	0%	3%	6%	0%	0%	0%	0%	9%	1%	2%	5%	0%
Turn Type	Perm		Perm							pm+pt		
Protected Phases		4						2		1	6	
Permitted Phases	4		4							6		
Actuated Green, G (s)	17.2	17.2	17.2					51.7			51.7	
Effective Green, g (s)	18.9	18.9	18.9					53.1			53.1	
Actuated g/C Ratio	0.24	0.24	0.24					0.66			0.66	
Clearance Time (s)	5.7	5.7	5.7					5.4			5.4	
Vehicle Extension (s)	5.0	5.0	5.0					5.0			5.0	
Lane Grp Cap (vph)	316	657	264					1693			1823	
v/s Ratio Prot		c0.10						0.22				
v/s Ratio Perm	0.04		0.01								c0.41	
v/c Ratio	0.15	0.42	0.02					0.33			1.16dl	
Uniform Delay, d1	24.2	25.9	23.5					5.8			7.6	
Progression Factor	1.00	1.00	1.00					0.36			0.74	
Incremental Delay, d2	0.5	0.9	0.1					0.5			0.4	
Delay (s)	24.7	26.8	23.5					2.6			6.1	
Level of Service	C	C	C					A			A	
Approach Delay (s)		26.3			0.0			2.6			6.1	
Approach LOS		C			A			A			A	

### Intersection Summary

HCM Average Control Delay	8.5	HCM Level of Service	A
HCM Volume to Capacity ratio	0.56		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	64.0%	ICU Level of Service	B
Analysis Period (min)	15		


















dl Defacto Left Lane. Recode with 1 though lane as a left lane.

c Critical Lane Group

# HCM Signalized Intersection Capacity Analysis

## 12: Andrew Young & Peachtree

Existing PM

												
Movement	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	12	12	12	12	11	12	12	9	12	9	9	9
Grade (%)		0%			2%			0%			0%	
Total Lost time (s)					4.0	4.0		4.0			4.0	
Lane Util. Factor					0.95	1.00		0.95			0.91	
Frbp, ped/bikes					1.00	0.82		1.00			0.98	
Flpb, ped/bikes					0.92	1.00		1.00			1.00	
Frt					1.00	0.85		1.00			0.99	
Flt Protected					0.98	1.00		1.00			1.00	
Satd. Flow (prot)					2771	1053		2785			4031	
Flt Permitted					0.98	1.00		1.00			1.00	
Satd. Flow (perm)					2771	1053		2785			4031	
Volume (vph)	0	0	0	138	186	17	0	651	0	0	812	56
Peak-hour factor, PHF	0.25	0.25	0.25	0.82	0.86	0.61	0.38	0.85	0.40	0.25	0.88	0.70
Adj. Flow (vph)	0	0	0	168	216	28	0	766	0	0	923	80
RTOR Reduction (vph)	0	0	0	0	0	12	0	0	0	0	8	0
Lane Group Flow (vph)	0	0	0	0	384	16	0	766	0	0	995	0
Confl. Peds. (#/hr)	193		193	193		193	162		162	162		162
Heavy Vehicles (%)	0%	0%	0%	1%	2%	12%	0%	5%	0%	0%	1%	0%
Turn Type				Perm		Perm						
Protected Phases					8			2			6	
Permitted Phases				8		8						
Actuated Green, G (s)					24.6	24.6		45.0			45.0	
Effective Green, g (s)					25.6	25.6		46.4			46.4	
Actuated g/C Ratio					0.32	0.32		0.58			0.58	
Clearance Time (s)					5.0	5.0		5.4			5.4	
Vehicle Extension (s)					5.0	5.0		5.0			5.0	
Lane Grp Cap (vph)					887	337		1615			2338	
v/s Ratio Prot								0.28			0.25	
v/s Ratio Perm					0.14	0.02						
v/c Ratio					0.43	0.05		0.47			0.43	
Uniform Delay, d1					21.5	18.8		9.7			9.4	
Progression Factor					1.00	1.00		0.95			1.44	
Incremental Delay, d2					0.7	0.1		1.0			0.5	
Delay (s)					22.2	18.9		10.3			14.0	
Level of Service					C	B		B			B	
Approach Delay (s)		0.0			22.0			10.3			14.0	
Approach LOS		A			C			B			B	
<b>Intersection Summary</b>												
HCM Average Control Delay			14.2									HCM Level of Service B
HCM Volume to Capacity ratio			0.46									
Actuated Cycle Length (s)			80.0									Sum of lost time (s) 8.0
Intersection Capacity Utilization			49.1%									ICU Level of Service A
Analysis Period (min)			15									
c Critical Lane Group												

# HCM Signalized Intersection Capacity Analysis

## 13: Harris & Peachtree

Existing PM



Movement	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	12	12	12	12	12	12	12	10	12	12	9	12
Total Lost time (s)	4.0	4.0	4.0					4.0			4.0	
Lane Util. Factor	1.00	0.95	1.00					0.95			0.91	
Frbp, ped/bikes	1.00	1.00	0.82					0.96			1.00	
Flpb, ped/bikes	0.83	1.00	1.00					1.00			0.98	
Frt	1.00	1.00	0.85					0.98			1.00	
Flt Protected	0.95	1.00	1.00					1.00			0.99	
Satd. Flow (prot)	1334	3016	1158					2666			4022	
Flt Permitted	0.95	1.00	1.00					1.00			0.80	
Satd. Flow (perm)	1334	3016	1158					2666			3230	
Volume (vph)	98	409	103	0	0	0	0	475	60	76	754	0
Peak-hour factor, PHF	0.80	0.90	0.89	0.92	0.92	0.92	0.92	0.91	0.83	0.68	0.90	0.92
Adj. Flow (vph)	122	454	116	0	0	0	0	522	72	112	838	0
RTOR Reduction (vph)	0	0	5	0	0	0	0	8	0	0	0	0
Lane Group Flow (vph)	122	454	111	0	0	0	0	586	0	0	950	0
Confl. Peds. (#/hr)	135		135	135		135	401		401	401		401
Heavy Vehicles (%)	1%	1%	3%	0%	0%	0%	0%	7%	7%	3%	2%	0%
Parking (#/hr)		5										
Turn Type	Perm		Perm							Perm		
Protected Phases		4						2			6	
Permitted Phases	4		4							6		
Actuated Green, G (s)	19.0	19.0	19.0					51.4			51.4	
Effective Green, g (s)	19.8	19.8	19.8					52.2			52.2	
Actuated g/C Ratio	0.25	0.25	0.25					0.65			0.65	
Clearance Time (s)	4.8	4.8	4.8					4.8			4.8	
Vehicle Extension (s)	3.0	3.0	3.0					5.0			5.0	
Lane Grp Cap (vph)	330	746	287					1740			2108	
v/s Ratio Prot		c0.15						0.22				
v/s Ratio Perm	0.09		0.10								c0.29	
v/c Ratio	0.37	0.61	0.39					0.34			0.45	
Uniform Delay, d1	24.9	26.7	25.0					6.2			6.8	
Progression Factor	1.00	1.00	1.00					0.04			1.00	
Incremental Delay, d2	0.7	1.4	0.9					0.5			0.6	
Delay (s)	25.6	28.1	25.9					0.7			7.4	
Level of Service	C	C	C					A			A	
Approach Delay (s)		27.3			0.0			0.7			7.4	
Approach LOS		C			A			A			A	
<b>Intersection Summary</b>												
HCM Average Control Delay			11.8					HCM Level of Service			B	
HCM Volume to Capacity ratio			0.49									
Actuated Cycle Length (s)			80.0					Sum of lost time (s)		8.0		
Intersection Capacity Utilization			61.5%					ICU Level of Service		B		
Analysis Period (min)			15									
c Critical Lane Group												

# HCM Signalized Intersection Capacity Analysis

## 14: Baker & Peachtree

Existing PM



Movement	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	12	12	12	10	10	10	12	10	12	12	10	16	
Grade (%)	0%			4%			0%			0%			
Total Lost time (s)				4.0	4.0	4.0	4.0			4.0			
Lane Util. Factor				1.00	0.95	1.00	0.95			0.95			
Frbp, ped/bikes				1.00	1.00	0.67	1.00			0.99			
Flpb, ped/bikes				0.68	1.00	1.00	1.00			1.00			
Frt				1.00	1.00	0.85	1.00			0.99			
Flt Protected				0.95	1.00	1.00	1.00			1.00			
Satd. Flow (prot)				929	2669	873	2916			2894			
Flt Permitted				0.95	1.00	1.00	1.00			1.00			
Satd. Flow (perm)				929	2669	873	2916			2894			
Volume (vph)	0	0	0	98	488	64	0	620	0	0	778	72	
Peak-hour factor, PHF	0.25	0.25	0.25	0.79	0.85	0.73	0.92	0.91	0.92	0.92	0.94	0.86	
Adj. Flow (vph)	0	0	0	124	574	88	0	681	0	0	828	84	
RTOR Reduction (vph)	0	0	0	0	0	58	0	0	0	0	8	0	
Lane Group Flow (vph)	0	0	0	124	574	30	0	681	0	0	904	0	
Confl. Peds. (#/hr)	299		299	299		299	70		70	70		70	
Heavy Vehicles (%)	0%	0%	0%	8%	3%	2%	0%	4%	0%	0%	2%	4%	
Parking (#/hr)	10												
Turn Type				Perm				Perm					
Protected Phases				8			2			6			
Permitted Phases				8			8						
Actuated Green, G (s)				25.4	25.4	25.4	43.6			43.6			
Effective Green, g (s)				27.0	27.0	27.0	45.0			45.0			
Actuated g/C Ratio				0.34	0.34	0.34	0.56			0.56			
Clearance Time (s)				5.6	5.6	5.6	5.4			5.4			
Vehicle Extension (s)				5.0	5.0	5.0	5.0			5.0			
Lane Grp Cap (vph)				314	901	295	1640			1628			
v/s Ratio Prot				c0.22			0.23			c0.31			
v/s Ratio Perm				0.13	0.03								
v/c Ratio				0.39	0.64	0.10	0.42			0.56			
Uniform Delay, d1				20.3	22.4	18.2	10.0			11.1			
Progression Factor				1.00	1.00	1.00	0.76			0.95			
Incremental Delay, d2				1.7	2.1	0.3	0.7			1.2			
Delay (s)				22.0	24.4	18.5	8.4			11.8			
Level of Service				C	C	B	A			B			
Approach Delay (s)	0.0					23.4	8.4			11.8			
Approach LOS	A					C	A			B			
<b>Intersection Summary</b>													
HCM Average Control Delay	14.6			HCM Level of Service				B					
HCM Volume to Capacity ratio	0.59												
Actuated Cycle Length (s)	80.0			Sum of lost time (s)				8.0					
Intersection Capacity Utilization	48.5%			ICU Level of Service				A					
Analysis Period (min)	15												

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis  
 15: West Peachtree & Peachtree

Existing PM



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	12	12	11	11	11	11
Grade (%)	3%			-2%	2%	
Total Lost time (s)	4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		0.95	0.95	
Frbp, ped/bikes	1.00	0.86		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		0.99	1.00	
Frt	1.00	0.85		1.00	0.99	
Flt Protected	0.95	1.00		0.99	1.00	
Satd. Flow (prot)	1554	1184		2974	3002	
Flt Permitted	0.95	1.00		0.69	1.00	
Satd. Flow (perm)	1554	1184		2083	3002	
Volume (vph)	32	315	108	477	692	34
Peak-hour factor, PHF	0.62	0.95	0.90	0.95	0.92	0.85
Adj. Flow (vph)	52	332	120	502	752	40
RTOR Reduction (vph)	0	260	0	0	2	0
Lane Group Flow (vph)	52	72	0	622	790	0
Confl. Peds. (#/hr)	98	98	87			87
Heavy Vehicles (%)	3%	4%	10%	3%	2%	9%
Turn Type	Perm pm+pt					
Protected Phases	4		5	2	6	
Permitted Phases		4	2			
Actuated Green, G (s)	16.3	16.3		53.2	53.2	
Effective Green, g (s)	17.4	17.4		54.6	54.6	
Actuated g/C Ratio	0.22	0.22		0.68	0.68	
Clearance Time (s)	5.1	5.1		5.4	5.4	
Vehicle Extension (s)	3.0	3.0		5.0	5.0	
Lane Grp Cap (vph)	338	258		1422	2049	
v/s Ratio Prot	0.03				0.26	
v/s Ratio Perm		c0.06		c0.30		
v/c Ratio	0.15	0.28		0.44	0.39	
Uniform Delay, d1	25.3	26.1		5.7	5.5	
Progression Factor	1.00	1.00		2.00	1.01	
Incremental Delay, d2	0.2	0.6		0.1	0.5	
Delay (s)	25.6	26.7		11.6	6.0	
Level of Service	C	C		B	A	
Approach Delay (s)	26.5			11.6	6.0	
Approach LOS	C			B	A	




















Intersection Summary

HCM Average Control Delay	12.3	HCM Level of Service	B
HCM Volume to Capacity ratio	0.40		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	65.6%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

# HCM Signalized Intersection Capacity Analysis

## 16: Ralph McGill & Peachtree





















Existing PM

												
Movement	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	11	11	11	11	11	11	10	10	15	9	11	11
Grade (%)		3%			0%			0%			0%	
Total Lost time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		0.95			0.95		1.00	0.91		1.00	0.95	
Frbp, ped/bikes		1.00			1.00		1.00	0.99		1.00	1.00	
Flpb, ped/bikes		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.99			0.99		1.00	0.94		1.00	0.98	
Flt Protected		1.00			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		3005			2986		1401	3979		1447	3009	
Flt Permitted		0.82			0.70		0.33	1.00		0.13	1.00	
Satd. Flow (perm)		2487			2103		488	3979		201	3009	
Volume (vph)	39	403	33	65	232	38	178	590	390	226	450	35
Peak-hour factor, PHF	0.81	0.83	0.75	0.74	0.52	0.68	0.95	0.92	0.82	0.96	0.72	0.49
Adj. Flow (vph)	48	486	44	88	446	56	187	641	476	235	625	71
RTOR Reduction (vph)	0	10	0	0	12	0	0	155	0	0	9	0
Lane Group Flow (vph)	0	568	0	0	578	0	187	962	0	235	687	0
Confl. Peds. (#/hr)	14		14	14		14	20		20	20		20
Heavy Vehicles (%)	3%	1%	0%	2%	3%	0%	8%	1%	1%	1%	2%	6%
Turn Type	Perm			Perm			pm+pt			pm+pt		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		23.5			23.5		36.5	25.4		45.9	30.1	
Effective Green, g (s)		24.9			24.9		38.4	26.3		47.1	31.0	
Actuated g/C Ratio		0.31			0.31		0.48	0.33		0.59	0.39	
Clearance Time (s)		5.4			5.4		5.0	4.9		5.0	4.9	
Vehicle Extension (s)		3.0			3.0		2.0	5.0		2.0	5.0	
Lane Grp Cap (vph)		774			655		372	1308		380	1166	
v/s Ratio Prot							0.08	c0.24		c0.13	0.23	
v/s Ratio Perm		0.23			c0.27		0.17			0.23		
v/c Ratio		0.73			0.88		0.50	0.74		0.62	0.59	
Uniform Delay, d1		24.6			26.2		12.6	23.8		13.6	19.4	
Progression Factor		1.00			1.00		1.25	1.05		0.92	1.13	
Incremental Delay, d2		3.6			13.3		0.4	3.7		2.0	2.1	
Delay (s)		28.2			39.4		16.2	28.7		14.6	24.1	
Level of Service		C			D		B	C		B	C	
Approach Delay (s)		28.2			39.4			26.9			21.7	
Approach LOS		C			D			C			C	
<b>Intersection Summary</b>												
HCM Average Control Delay			27.9				HCM Level of Service			C		
HCM Volume to Capacity ratio			0.76									
Actuated Cycle Length (s)			80.0				Sum of lost time (s)			12.0		
Intersection Capacity Utilization			80.8%				ICU Level of Service			D		
Analysis Period (min)			15									
c Critical Lane Group												

# HCM Signalized Intersection Capacity Analysis

## 17: Pine & Peachtree

Existing PM

												
Movement	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	11	11	11	12	12	12	10	10	10	10	10	10
Grade (%)		0%			5%			0%			0%	
Total Lost time (s)		4.0	4.0					4.0	4.0		4.0	
Lane Util. Factor		0.95	1.00					0.95	1.00		0.95	
Frbp, ped/bikes		1.00	0.93					1.00	0.93		1.00	
Flpb, ped/bikes		0.98	1.00					1.00	1.00		1.00	
Frt		1.00	0.85					1.00	0.85		1.00	
Flt Protected		0.98	1.00					1.00	1.00		1.00	
Satd. Flow (prot)		2904	1203					3002	1213		2967	
Flt Permitted		0.98	1.00					1.00	1.00		0.90	
Satd. Flow (perm)		2904	1203					3002	1213		2676	
Volume (vph)	153	157	125	0	0	0	0	798	51	22	504	0
Peak-hour factor, PHF	0.91	0.73	0.87	0.92	0.92	0.92	0.92	0.91	0.67	0.79	0.77	0.92
Adj. Flow (vph)	168	215	144	0	0	0	0	877	76	28	655	0
RTOR Reduction (vph)	0	0	65	0	0	0	0	0	24	0	0	0
Lane Group Flow (vph)	0	383	79	0	0	0	0	877	52	0	683	0
Confl. Peds. (#/hr)	42		42	42			42	47		47	47	47
Heavy Vehicles (%)	1%	5%	9%	0%	0%	0%	0%	1%	4%	0%	2%	0%
Turn Type	Perm		Perm						Perm	Perm		
Protected Phases		4						2			6	
Permitted Phases	4		4						2	6		
Actuated Green, G (s)		15.5	15.5					53.6	53.6		53.6	
Effective Green, g (s)		16.9	16.9					55.1	55.1		55.1	
Actuated g/C Ratio		0.21	0.21					0.69	0.69		0.69	
Clearance Time (s)		5.4	5.4					5.5	5.5		5.5	
Vehicle Extension (s)		3.0	3.0					5.0	5.0		5.0	
Lane Grp Cap (vph)		613	254					2068	835		1843	
v/s Ratio Prot								c0.29				
v/s Ratio Perm		0.13	0.07						0.04		0.26	
v/c Ratio		0.62	0.31					0.42	0.06		0.37	
Uniform Delay, d1		28.7	26.6					5.5	4.0		5.2	
Progression Factor		1.00	1.00					0.43	0.10		0.90	
Incremental Delay, d2		2.0	0.7					0.5	0.1		0.5	
Delay (s)		30.7	27.3					2.9	0.5		5.1	
Level of Service		C	C					A	A		A	
Approach Delay (s)		29.8			0.0			2.7			5.1	
Approach LOS		C			A			A			A	
<b>Intersection Summary</b>												
HCM Average Control Delay			10.1								HCM Level of Service	B
HCM Volume to Capacity ratio			0.47									
Actuated Cycle Length (s)			80.0								Sum of lost time (s)	8.0
Intersection Capacity Utilization			56.2%								ICU Level of Service	B
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis  
 18: Renaissance & Peachtree

Existing PM



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↑↑↑			↔
Sign Control	Stop		Free			Free
Grade	3%		0%			0%
Volume (veh/h)	10	35	1095	28	7	585
Peak Hour Factor	0.63	0.80	0.93	0.64	0.58	0.83
Hourly flow rate (vph)	16	44	1177	44	12	705
Pedestrians	56		10			10
Lane Width (ft)	12.0		10.0			10.0
Walking Speed (ft/s)	4.0		4.0			4.0
Percent Blockage	5		1			1
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)			454			424
pX, platoon unblocked						
vC, conflicting volume	1642	480			1277	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1642	480			1277	
tC, single (s)	7.0	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.6	3.3			2.2	
p0 queue free %	79	91			98	
cM capacity (veh/h)	77	508			525	

Direction, Lane #	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	60	471	471	279	247	470
Volume Left	16	0	0	0	12	0
Volume Right	44	0	0	44	0	0
cSH	204	1700	1700	1700	525	1700
Volume to Capacity	0.29	0.28	0.28	0.16	0.02	0.28
Queue Length 95th (ft)	29	0	0	0	2	0
Control Delay (s)	29.7	0.0	0.0	0.0	0.9	0.0
Lane LOS	D				A	
Approach Delay (s)	29.7	0.0			0.3	
Approach LOS	D					

Intersection Summary						
Average Delay			1.0			
Intersection Capacity Utilization		37.5%		ICU Level of Service		A
Analysis Period (min)			15			

# HCM Signalized Intersection Capacity Analysis

## 19: Linden & Peachtree

Existing PM



Movement	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	11	11	11	10	10	10	10	10	10	10	10	10	
Grade (%)		-1%			4%			0%			0%		
Total Lost time (s)		4.0			4.0			4.0			4.0		
Lane Util. Factor		1.00			1.00			0.91			0.95		
Frbp, ped/bikes		0.98			0.99			0.99			0.95		
Flpb, ped/bikes		0.99			1.00			0.99			1.00		
Frt		0.96			0.98			1.00			0.96		
Flt Protected		0.98			0.99			0.99			1.00		
Satd. Flow (prot)		1522			1311			4184			2725		
Flt Permitted		0.76			0.94			0.67			0.84		
Satd. Flow (perm)		1181			1239			2831			2284		
Volume (vph)	68	100	61	16	155	18	222	861	24	29	514	189	
Peak-hour factor, PHF	0.77	0.86	0.76	0.57	0.90	0.56	0.90	0.97	0.67	0.66	0.82	0.91	
Adj. Flow (vph)	88	116	80	28	172	32	247	888	36	44	627	208	
RTOR Reduction (vph)	0	21	0	0	9	0	0	3	0	0	20	0	
Lane Group Flow (vph)	0	263		0	0	223	0	0	1168	0	0	859	
Confl. Peds. (#/hr)	39		39	39		39	67		67	67		67	
Heavy Vehicles (%)	3%	0%	0%	0%	1%	0%	1%	1%	0%	0%	2%	1%	
Parking (#/hr)					5								
Turn Type	Perm			Perm			pm+pt			Perm			
Protected Phases		4			8			5	2		6		
Permitted Phases	4			8			2			6			
Actuated Green, G (s)		20.1				20.1			48.8			48.8	
Effective Green, g (s)		21.9				21.9			50.1			50.1	
Actuated g/C Ratio		0.27				0.27			0.63			0.63	
Clearance Time (s)		5.8				5.8			5.3			5.3	
Vehicle Extension (s)		3.0				3.0			5.0			5.0	
Lane Grp Cap (vph)		323				339			1773			1430	
v/s Ratio Prot													
v/s Ratio Perm		c0.22				0.18			c0.41			0.38	
v/c Ratio		0.81				0.66			1.83dl			0.60	
Uniform Delay, d1		27.1				25.7			9.5			9.0	
Progression Factor		1.00				1.00			0.63			0.99	
Incremental Delay, d2		14.5				4.6			0.6			1.6	
Delay (s)		41.6				30.3			6.7			10.5	
Level of Service		D				C			A			B	
Approach Delay (s)		41.6				30.3			6.7			10.5	
Approach LOS		D				C			A			B	

### Intersection Summary

HCM Average Control Delay	14.0	HCM Level of Service	B
HCM Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	93.1%	ICU Level of Service	F
Analysis Period (min)	15		













dl Defacto Left Lane. Recode with 1 though lane as a left lane.

c Critical Lane Group

# HCM Signalized Intersection Capacity Analysis

## 20: North & Peachtree

Existing PM

												
Movement	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	10	10	10	10	10	10	10	10	10	10	10	10
Grade (%)		0%			4%			0%			0%	
Total Lost time (s)		4.0			4.0			4.0			4.0	
Lane Util. Factor		0.91			0.95			0.91			0.95	
Frbp, ped/bikes		0.98			0.99			0.97			0.95	
Flpb, ped/bikes		1.00			1.00			1.00			1.00	
Frt		0.98			0.99			0.98			0.97	
Flt Protected		1.00			1.00			1.00			1.00	
Satd. Flow (prot)		4171			2863			4105			2723	
Flt Permitted		1.00			1.00			1.00			0.85	
Satd. Flow (perm)		4171			2863			4105			2334	
Volume (vph)	0	1202	134	0	597	43	0	707	123	27	473	147
Peak-hour factor, PHF	0.25	0.96	0.84	0.92	0.87	0.90	0.25	0.91	0.93	0.68	0.95	0.92
Adj. Flow (vph)	0	1252	160	0	686	48	0	777	132	40	498	160
RTOR Reduction (vph)	0	23	0	0	7	0	0	16	0	0	29	0
Lane Group Flow (vph)	0	1389	0	0	727	0	0	893	0	0	669	0
Confl. Peds. (#/hr)	99		99	99		99	165		165	165		165
Heavy Vehicles (%)	0%	1%	2%	0%	2%	0%	0%	1%	0%	0%	2%	3%
Turn Type										Perm		
Protected Phases		4			8			2			6	
Permitted Phases										6		
Actuated Green, G (s)		33.6			33.6			34.6			34.6	
Effective Green, g (s)		35.4			35.4			36.6			36.6	
Actuated g/C Ratio		0.44			0.44			0.46			0.46	
Clearance Time (s)		5.8			5.8			6.0			6.0	
Vehicle Extension (s)		3.0			3.0			5.0			5.0	
Lane Grp Cap (vph)		1846			1267			1878			1068	
v/s Ratio Prot		c0.33			0.25			0.22				
v/s Ratio Perm											c0.29	
v/c Ratio		0.75			0.57			0.48			0.63	
Uniform Delay, d1		18.6			16.7			15.0			16.5	
Progression Factor		1.00			1.00			1.41			0.70	
Incremental Delay, d2		1.8			0.6			0.6			1.8	
Delay (s)		20.4			17.3			21.8			13.3	
Level of Service		C			B			C			B	
Approach Delay (s)		20.4			17.3			21.8			13.3	
Approach LOS		C			B			C			B	
<b>Intersection Summary</b>												
HCM Average Control Delay			18.8				HCM Level of Service				B	
HCM Volume to Capacity ratio			0.69									
Actuated Cycle Length (s)			80.0				Sum of lost time (s)			8.0		
Intersection Capacity Utilization			80.6%				ICU Level of Service				D	
Analysis Period (min)			15									
c Critical Lane Group												

# HCM Signalized Intersection Capacity Analysis

## 21: Ponce & Peachtree

Existing PM



Movement	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
Total Lost time (s)					4.0			4.0	4.0		4.0	
Lane Util. Factor					0.95			0.95	1.00		0.95	
Frt					0.96			1.00	0.85		0.99	
Flt Protected					0.99			1.00	1.00		0.99	
Satd. Flow (prot)					3364			3523	1583		3451	
Flt Permitted					0.99			0.78	1.00		0.67	
Satd. Flow (perm)					3364			2768	1583		2331	
Volume (vph)	0	0	0	114	273	136	56	538	168	198	658	94
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	124	297	148	61	585	183	215	715	102
RTOR Reduction (vph)	0	0	0	0	48	0	0	0	67	0	9	0
Lane Group Flow (vph)	0	0	0	0	521	0	0	646	116	0	1023	0
Turn Type				Perm		Perm		Perm	pm+pt			
Protected Phases					8			2		1	6	
Permitted Phases				8		2		2	2	6		
Actuated Green, G (s)					19.9			49.3	49.3		49.3	
Effective Green, g (s)					21.3			50.7	50.7		50.7	
Actuated g/C Ratio					0.27			0.63	0.63		0.63	
Clearance Time (s)					5.4			5.4	5.4		5.4	
Vehicle Extension (s)					5.0			5.0	5.0		5.0	
Lane Grp Cap (vph)					896			1754	1003		1477	
v/s Ratio Prot												
v/s Ratio Perm					0.15			0.23	0.07		0.44	
v/c Ratio					0.58			0.37	0.12		0.69	
Uniform Delay, d1					25.5			7.0	5.8		9.6	
Progression Factor					1.00			1.29	4.12		0.93	
Incremental Delay, d2					1.5			0.5	0.2		1.7	
Delay (s)					27.0			9.6	24.1		10.6	
Level of Service					C			A	C		B	
Approach Delay (s)		0.0			27.0			12.8			10.6	
Approach LOS		A			C			B			B	


















### Intersection Summary

HCM Average Control Delay	15.2	HCM Level of Service	B
HCM Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	68.6%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

# HCM Signalized Intersection Capacity Analysis

## 22: 3rd & Peachtree

Existing PM

												
Movement	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
Total Lost time (s)								4.0			4.0	
Lane Util. Factor								0.95			0.95	
Frt								1.00			1.00	
Flt Protected								1.00			1.00	
Satd. Flow (prot)								3539			3539	
Flt Permitted								1.00			1.00	
Satd. Flow (perm)								3539			3539	
Volume (vph)	0	0	0	0	0	0	0	674	0	0	950	0
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0	0	733	0	0	1033	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	0	0	0	733	0	0	1033	0
Parking (#/hr)												0
Turn Type	Perm		Perm					Perm			Perm	
Protected Phases		4						2			6	
Permitted Phases	4		4					2			6	
Actuated Green, G (s)								54.0			54.0	
Effective Green, g (s)								55.4			55.4	
Actuated g/C Ratio								0.69			0.69	
Clearance Time (s)								5.4			5.4	
Vehicle Extension (s)								5.0			5.0	
Lane Grp Cap (vph)								2451			2451	
v/s Ratio Prot								0.21			0.29	
v/s Ratio Perm												
v/c Ratio								0.30			0.42	
Uniform Delay, d1								4.8			5.3	
Progression Factor								0.74			1.00	
Incremental Delay, d2								0.3			0.5	
Delay (s)								3.8			5.9	
Level of Service								A			A	
Approach Delay (s)		0.0			0.0			3.8			5.9	
Approach LOS		A			A			A			A	
<b>Intersection Summary</b>												
HCM Average Control Delay		5.0						HCM Level of Service			A	
HCM Volume to Capacity ratio		0.42										
Actuated Cycle Length (s)		80.0						Sum of lost time (s)		24.6		
Intersection Capacity Utilization		29.6%						ICU Level of Service		A		
Analysis Period (min)		15										

c Critical Lane Group

# HCM Signalized Intersection Capacity Analysis

## 40: Edgewood & Peachtree

Existing PM



Movement	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	12	10	12	12	13	12	12	10	12	12	10	12
Total Lost time (s)		4.0			4.0			4.0			4.0	
Lane Util. Factor		1.00			1.00			0.95			0.95	
Frbp, ped/bikes		1.00			0.98			0.98			0.93	
Flpb, ped/bikes		1.00			1.00			1.00			0.99	
Frt		1.00			0.98			1.00			0.98	
Flt Protected		1.00			1.00			1.00			1.00	
Satd. Flow (prot)		1330			1635			2824			2624	
Flt Permitted		1.00			1.00			1.00			0.93	
Satd. Flow (perm)		1330			1635			2824			2440	
Volume (vph)	0	89	0	0	147	24	0	345	8	11	491	69
Peak-hour factor, PHF	0.92	0.86	0.92	0.92	0.78	0.75	0.92	0.91	0.67	0.39	0.85	0.86
Adj. Flow (vph)	0	103	0	0	188	32	0	379	12	28	578	80
RTOR Reduction (vph)	0	0	0	0	3	0	0	2	0	0	10	0
Lane Group Flow (vph)	0	103	0	0	217	0	0	389	0	0	676	0
Confl. Peds. (#/hr)	106		106	106		106	468		468	468		468
Heavy Vehicles (%)	0%	20%	0%	0%	3%	8%	0%	5%	0%	0%	4%	3%
Turn Type										Perm		
Protected Phases		4			8			2			6	
Permitted Phases										6		
Actuated Green, G (s)		30.7			30.7			38.2			38.2	
Effective Green, g (s)		32.4			32.4			39.6			39.6	
Actuated g/C Ratio		0.40			0.40			0.50			0.50	
Clearance Time (s)		5.7			5.7			5.4			5.4	
Vehicle Extension (s)		5.0			5.0			5.0			5.0	
Lane Grp Cap (vph)		539			662			1398			1208	
v/s Ratio Prot		0.08			c0.13			0.14				
v/s Ratio Perm											c0.28	
v/c Ratio		0.19			0.33			0.28			0.56	
Uniform Delay, d1		15.3			16.3			11.8			14.1	
Progression Factor		1.00			1.00			0.13			1.04	
Incremental Delay, d2		0.4			0.6			0.5			1.8	
Delay (s)		15.7			16.9			2.0			16.6	
Level of Service		B			B			A			B	
Approach Delay (s)		15.7			16.9			2.0			16.6	
Approach LOS		B			B			A			B	
<b>Intersection Summary</b>												
HCM Average Control Delay			12.5				HCM Level of Service				B	
HCM Volume to Capacity ratio			0.46									
Actuated Cycle Length (s)			80.0				Sum of lost time (s)			8.0		
Intersection Capacity Utilization			50.0%				ICU Level of Service			A		
Analysis Period (min)			15									

c Critical Lane Group

# HCM Unsignalized Intersection Capacity Analysis

## 46: Peachtree Center & Peachtree

Existing PM

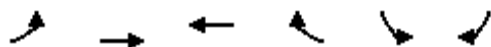


Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↑↑	↑↑			↑↑
Sign Control	Yield		Free			Free
Grade	0%		0%			2%
Volume (veh/h)	0	681	477	0	0	515
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	740	518	0	0	560
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)			504			159
pX, platoon unblocked						
vC, conflicting volume	798	259			518	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	798	259			518	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	1			100	
cM capacity (veh/h)	327	746			1044	
Direction, Lane #	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2
Volume Total	370	370	259	259	280	280
Volume Left	0	0	0	0	0	0
Volume Right	370	370	0	0	0	0
cSH	746	746	1700	1700	1700	1700
Volume to Capacity	0.50	0.50	0.15	0.15	0.16	0.16
Queue Length 95th (ft)	70	70	0	0	0	0
Control Delay (s)	14.5	14.5	0.0	0.0	0.0	0.0
Lane LOS	B	B				
Approach Delay (s)	14.5		0.0		0.0	
Approach LOS	B					
Intersection Summary						
Average Delay			5.9			
Intersection Capacity Utilization			43.7%		ICU Level of Service	A
Analysis Period (min)			15			

# HCM Unsignalized Intersection Capacity Analysis

## 400: Marietta & Edgewood

Existing PM



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕↕	↕↕			↗
Sign Control		Free	Free		Yield	
Grade		0%	0%		0%	
Volume (veh/h)	89	743	269	0	0	216
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	97	808	292	0	0	235
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage (veh)						
Upstream signal (ft)			96			
pX, platoon unblocked	0.95				0.95	0.95
vC, conflicting volume	292				890	146
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	197				827	42
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	93				100	76
cM capacity (veh/h)	1300				271	965
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1	
Volume Total	366	538	146	146	235	
Volume Left	97	0	0	0	0	
Volume Right	0	0	0	0	235	
cSH	1300	1700	1700	1700	965	
Volume to Capacity	0.07	0.32	0.09	0.09	0.24	
Queue Length 95th (ft)	6	0	0	0	24	
Control Delay (s)	2.6	0.0	0.0	0.0	9.9	
Lane LOS	A				A	
Approach Delay (s)	1.1		0.0		9.9	
Approach LOS					A	
Intersection Summary						
Average Delay			2.3			
Intersection Capacity Utilization			40.6%		ICU Level of Service	A
Analysis Period (min)			15			

**CAPACITY ANALYSES – MODIFIED CONDITIONS  
(WEEKDAY AM AND PM)**

# HCM Signalized Intersection Capacity Analysis

## 1: MLK & Peachtree

Modified AM



Movement	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	12	12	12	12	11	12	9	10	12	12	11	10
Grade (%)		2%			3%			0%			0%	
Total Lost time (s)					4.0	4.0		4.0			4.0	
Lane Util. Factor					0.86	1.00		0.95			0.95	
Frbp, ped/bikes					1.00	0.80		1.00			0.98	
Flpb, ped/bikes					0.97	1.00		1.00			1.00	
Frt					1.00	0.85		1.00			0.97	
Flt Protected					0.99	1.00		0.99			1.00	
Satd. Flow (prot)					4988	1074		2968			2696	
Flt Permitted					0.99	1.00		0.88			1.00	
Satd. Flow (perm)					4988	1074		2627			2696	
Volume (vph)	0	0	0	84	547	89	93	754	0	0	167	39
Peak-hour factor, PHF	0.92	0.92	0.92	0.84	0.95	0.86	0.97	0.90	0.92	0.92	0.87	0.75
Adj. Flow (vph)	0	0	0	100	576	103	96	838	0	0	192	52
RTOR Reduction (vph)	0	0	0	0	0	45	0	0	0	0	13	0
Lane Group Flow (vph)	0	0	0	0	676	58	0	934	0	0	231	0
Confl. Peds. (#/hr)	112		112	112		112	40		40	40		40
Heavy Vehicles (%)	0%	0%	0%	6%	4%	7%	3%	1%	0%	0%	10%	15%
Parking (#/hr)					10							
Turn Type				Perm		Perm	pm+pt					
Protected Phases					8		5	2			6	
Permitted Phases				8		8	2					
Actuated Green, G (s)					21.1	21.1		58.1			58.1	
Effective Green, g (s)					22.5	22.5		59.5			59.5	
Actuated g/C Ratio					0.25	0.25		0.66			0.66	
Clearance Time (s)					5.4	5.4		5.4			5.4	
Vehicle Extension (s)					5.0	5.0		5.0			5.0	
Lane Grp Cap (vph)					1247	269		1737			1782	
v/s Ratio Prot											0.09	
v/s Ratio Perm					0.14	0.05		0.36				
v/c Ratio					0.54	0.22		0.54			0.13	
Uniform Delay, d1					29.3	26.8		8.0			5.7	
Progression Factor					1.00	1.00		1.00			0.47	
Incremental Delay, d2					0.9	0.8		0.2			0.2	
Delay (s)					30.1	27.6		8.2			2.8	
Level of Service					C	C		A			A	
Approach Delay (s)		0.0			29.8			8.2			2.8	
Approach LOS		A			C			A			A	
<b>Intersection Summary</b>												
HCM Average Control Delay			16.1		HCM Level of Service						B	
HCM Volume to Capacity ratio			0.54									
Actuated Cycle Length (s)			90.0		Sum of lost time (s)						8.0	
Intersection Capacity Utilization			64.5%		ICU Level of Service						C	
Analysis Period (min)			15									

c Critical Lane Group

# HCM Signalized Intersection Capacity Analysis

## 2: Alabama & Peachtree

Modified AM



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↙	↘		↑↑	↑↑	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	10	10	12	10	9	12
Grade (%)	-3%			0%	-2%	
Total Lost time (s)	4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		0.95	0.95	
Frt	1.00	0.85		1.00	1.00	
Flt Protected	0.95	1.00		1.00	1.00	
Satd. Flow (prot)	769	688		3010	2591	
Flt Permitted	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	769	688		2872	2591	
Volume (vph)	5	1	3	826	176	0
Peak-hour factor, PHF	0.58	0.25	0.50	0.96	0.88	0.50
Adj. Flow (vph)	9	4	6	860	200	0
RTOR Reduction (vph)	0	3	0	0	0	0
Lane Group Flow (vph)	9	1	0	866	200	0
Heavy Vehicles (%)	100%	100%	100%	0%	14%	100%
Turn Type		Perm	Perm			
Protected Phases	4			2	6	
Permitted Phases		4	2			
Actuated Green, G (s)	13.6	13.6		65.6	65.6	
Effective Green, g (s)	15.0	15.0		67.0	67.0	
Actuated g/C Ratio	0.17	0.17		0.74	0.74	
Clearance Time (s)	5.4	5.4		5.4	5.4	
Vehicle Extension (s)	5.0	5.0		5.0	5.0	
Lane Grp Cap (vph)	128	115		2138	1929	
v/s Ratio Prot	c0.01				0.08	
v/s Ratio Perm		0.00		c0.30		
v/c Ratio	0.07	0.01		0.41	0.10	
Uniform Delay, d1	31.6	31.3		4.2	3.2	
Progression Factor	1.00	1.00		0.73	1.00	
Incremental Delay, d2	0.5	0.0		0.5	0.1	
Delay (s)	32.1	31.3		3.6	3.3	
Level of Service	C	C		A	A	
Approach Delay (s)	31.9			3.6	3.3	
Approach LOS	C			A	A	

### Intersection Summary

HCM Average Control Delay	3.9	HCM Level of Service	A
HCM Volume to Capacity ratio	0.34		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	46.9%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

# HCM Signalized Intersection Capacity Analysis

## 3: Wall & Peachtree

Modified AM



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↶	↶	↶↷	↶↷	↶	↶↷
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	10	8	10	10	10	10
Grade (%)	0%		0%			3%
Total Lost time (s)	4.0	4.0	4.0			4.0
Lane Util. Factor	1.00	1.00	0.95			0.95
Frt	1.00	0.85	0.98			1.00
Flt Protected	0.95	1.00	1.00			0.99
Satd. Flow (prot)	1430	1260	2887			2769
Flt Permitted	0.95	1.00	1.00			0.72
Satd. Flow (perm)	1430	1260	2887			2016
Volume (vph)	17	20	728	121	51	195
Peak-hour factor, PHF	0.61	0.71	0.89	0.92	0.80	0.77
Adj. Flow (vph)	28	28	818	132	64	253
RTOR Reduction (vph)	0	22	11	0	0	0
Lane Group Flow (vph)	28	6	939	0	0	317
Heavy Vehicles (%)	6%	0%	3%	2%	6%	7%
Turn Type		Perm			Perm	
Protected Phases	8		2			6
Permitted Phases		8			6	
Actuated Green, G (s)	15.2	15.2	54.0			54.0
Effective Green, g (s)	16.6	16.6	55.4			55.4
Actuated g/C Ratio	0.21	0.21	0.69			0.69
Clearance Time (s)	5.4	5.4	5.4			5.4
Vehicle Extension (s)	5.0	5.0	5.0			5.0
Lane Grp Cap (vph)	297	261	1999			1396
v/s Ratio Prot	c0.02		c0.33			
v/s Ratio Perm		0.00				0.16
v/c Ratio	0.09	0.02	0.47			0.23
Uniform Delay, d1	25.6	25.2	5.6			4.5
Progression Factor	1.00	1.00	1.00			0.61
Incremental Delay, d2	0.3	0.1	0.8			0.4
Delay (s)	25.9	25.3	6.4			3.1
Level of Service	C	C	A			A
Approach Delay (s)	25.6		6.4			3.1
Approach LOS	C		A			A

### Intersection Summary













HCM Average Control Delay	6.4	HCM Level of Service	A
HCM Volume to Capacity ratio	0.38		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	56.6%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

# HCM Signalized Intersection Capacity Analysis

## 4: Marietta & Peachtree

Modified AM

												
Movement	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	12	10	12	12	10	12	12	10	12	12	10	12
Grade (%)		0%			0%			-3%			0%	
Total Lost time (s)		4.0			4.0			4.0			4.0	
Lane Util. Factor		0.95			0.95			0.95			0.95	
Frbp, ped/bikes		0.99			0.99			1.00			1.00	
Flpb, ped/bikes		1.00			1.00			1.00			1.00	
Frt		0.99			1.00			1.00			1.00	
Flt Protected		1.00			1.00			1.00			1.00	
Satd. Flow (prot)		2911			2946			2969			2614	
Flt Permitted		1.00			1.00			1.00			1.00	
Satd. Flow (perm)		2911			2946			2969			2614	
Volume (vph)	0	314	15	0	528	10	0	755	10	0	189	0
Peak-hour factor, PHF	0.92	0.91	0.63	0.92	0.97	0.63	0.92	0.92	0.83	0.92	0.91	0.92
Adj. Flow (vph)	0	345	24	0	544	16	0	821	12	0	208	0
RTOR Reduction (vph)	0	10	0	0	3	0	0	1	0	0	0	0
Lane Group Flow (vph)	0	359	0	0	557	0	0	832	0	0	208	0
Confl. Peds. (#/hr)	146		146	146		146	275		275	275		275
Heavy Vehicles (%)	0%	2%	0%	0%	2%	0%	0%	3%	0%	0%	16%	0%
Turn Type												
Protected Phases		4			8			2			6	
Permitted Phases												
Actuated Green, G (s)		23.2			23.2			45.7			45.7	
Effective Green, g (s)		24.9			24.9			47.1			47.1	
Actuated g/C Ratio		0.31			0.31			0.59			0.59	
Clearance Time (s)		5.7			5.7			5.4			5.4	
Vehicle Extension (s)		5.0			5.0			5.0			5.0	
Lane Grp Cap (vph)		906			917			1748			1539	
v/s Ratio Prot		0.12			0.19			0.28			0.08	
v/s Ratio Perm												
v/c Ratio		0.40			0.61			0.48			0.14	
Uniform Delay, d1		21.6			23.4			9.4			7.3	
Progression Factor		1.00			1.00			0.45			0.31	
Incremental Delay, d2		0.6			1.7			0.8			0.2	
Delay (s)		22.2			25.1			5.0			2.5	
Level of Service		C			C			A			A	
Approach Delay (s)		22.2			25.1			5.0			2.5	
Approach LOS		C			C			A			A	
<b>Intersection Summary</b>												
HCM Average Control Delay			13.7				HCM Level of Service				B	
HCM Volume to Capacity ratio			0.52									
Actuated Cycle Length (s)			80.0				Sum of lost time (s)			8.0		
Intersection Capacity Utilization			47.0%				ICU Level of Service			A		
Analysis Period (min)			15									
c Critical Lane Group												

# HCM Signalized Intersection Capacity Analysis

## 5: Walton & Peachtree

Modified AM



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↕↗	↕↗	↖
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	10	11	12
Total Lost time (s)		4.0		4.0	4.0	
Lane Util. Factor		1.00		0.95	0.95	
Fr <sub>t</sub>		0.86		1.00	1.00	
Fl <sub>t</sub> Protected		1.00		1.00	1.00	
Satd. Flow (prot)		1198		2944	2935	
Fl <sub>t</sub> Permitted		1.00		1.00	1.00	
Satd. Flow (perm)		1198		2944	2935	
Volume (vph)	0	36	0	675	199	0
Peak-hour factor, PHF	0.63	0.82	0.92	0.99	0.96	0.92
Adj. Flow (vph)	0	44	0	682	207	0
RTOR Reduction (vph)	0	35	0	0	0	0
Lane Group Flow (vph)	0	9	0	682	207	0
Heavy Vehicles (%)	0%	8%	0%	3%	7%	0%
Parking (#/hr)		5				
Turn Type		custom				
Protected Phases				2	6	
Permitted Phases		4				
Actuated Green, G (s)		15.2		54.0	54.0	
Effective Green, g (s)		16.6		55.4	55.4	
Actuated g/C Ratio		0.21		0.69	0.69	
Clearance Time (s)		5.4		5.4	5.4	
Vehicle Extension (s)		5.0		5.0	5.0	
Lane Grp Cap (vph)		249		2039	2032	
v/s Ratio Prot				c0.23	0.07	
v/s Ratio Perm		c0.01				
v/c Ratio		0.04		0.33	0.10	
Uniform Delay, d <sub>1</sub>		25.3		4.9	4.1	
Progression Factor		1.00		0.23	0.55	
Incremental Delay, d <sub>2</sub>		0.1		0.4	0.1	
Delay (s)		25.4		1.5	2.3	
Level of Service		C		A	A	
Approach Delay (s)	25.4			1.5	2.3	
Approach LOS	C			A	A	

### Intersection Summary













HCM Average Control Delay	2.8	HCM Level of Service	A
HCM Volume to Capacity ratio	0.27		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	26.7%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

# HCM Signalized Intersection Capacity Analysis

## 6: Poplar & Peachtree

Modified AM

												
Movement	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
Total Lost time (s)								4.0			4.0	
Lane Util. Factor								0.95			0.95	
Frbp, ped/bikes								1.00			1.00	
Flpb, ped/bikes								1.00			1.00	
Frt								1.00			1.00	
Flt Protected								1.00			1.00	
Satd. Flow (prot)								3539			3539	
Flt Permitted								1.00			1.00	
Satd. Flow (perm)								3539			3539	
Volume (vph)	0	0	0	0	0	0	0	706	0	0	204	0
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0	0	767	0	0	222	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	0	0	0	767	0	0	222	0
Confl. Peds. (#/hr)	69		69	69		69	73		73	73		73
Turn Type												
Protected Phases		4			8			2			6	
Permitted Phases												
Actuated Green, G (s)								54.0			54.0	
Effective Green, g (s)								55.4			55.4	
Actuated g/C Ratio								0.69			0.69	
Clearance Time (s)								5.4			5.4	
Vehicle Extension (s)								5.0			5.0	
Lane Grp Cap (vph)								2451			2451	
v/s Ratio Prot								0.22			0.06	
v/s Ratio Perm												
v/c Ratio								0.31			0.09	
Uniform Delay, d1								4.8			4.0	
Progression Factor								0.29			0.71	
Incremental Delay, d2								0.3			0.1	
Delay (s)								1.7			2.9	
Level of Service								A			A	
Approach Delay (s)		0.0			0.0			1.7			2.9	
Approach LOS		A			A			A			A	
<b>Intersection Summary</b>												
HCM Average Control Delay			2.0					HCM Level of Service			A	
HCM Volume to Capacity ratio			0.31									
Actuated Cycle Length (s)			80.0					Sum of lost time (s)		24.6		
Intersection Capacity Utilization			41.4%					ICU Level of Service		A		
Analysis Period (min)			15									
c Critical Lane Group												

# HCM Signalized Intersection Capacity Analysis

## 7: Luckie & Peachtree

Modified AM



Movement	WBL2	WBL	WBT	WBR	NBL2	NBL	NBT	NBR	SBL	SBT	SBR	SBR2
Lane Configurations		↔	↔				↕	↕		↕	↕	↕
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	10	15	12	10	12	15
Grade (%)			0%				2%			-1%		
Total Lost time (s)		4.0	4.0				4.0	4.0		4.0		4.0
Lane Util. Factor		1.00	1.00				0.95	1.00		0.91		0.91
Frt		1.00	0.98				1.00	0.85		1.00		0.85
Flt Protected		0.95	1.00				0.99	1.00		0.98		1.00
Satd. Flow (prot)		1624	1639				2892	1507		2593		1462
Flt Permitted		0.95	1.00				0.85	1.00		0.64		1.00
Satd. Flow (perm)		1624	1639				2460	1507		1689		1462
Volume (vph)	14	3	128	17	4	60	541	132	107	194	7	44
Peak-hour factor, PHF	0.58	0.38	0.89	0.61	0.33	0.83	0.92	0.75	0.78	0.84	0.58	0.73
Adj. Flow (vph)	24	8	144	28	12	72	588	176	137	231	12	60
RTOR Reduction (vph)	0	0	11	0	0	0	0	53	0	0	0	21
Lane Group Flow (vph)	0	32	161	0	0	0	672	123	0	380	0	39
Heavy Vehicles (%)	0%	0%	1%	6%	0%	5%	3%	5%	11%	10%	0%	0%
Turn Type	Perm	Perm			Perm	Perm		Perm	Perm			Perm
Protected Phases			8				2			6		
Permitted Phases	8	8			2	2		2	6			6
Actuated Green, G (s)		19.0	19.0				50.2	50.2		50.2		50.2
Effective Green, g (s)		20.4	20.4				51.6	51.6		51.6		51.6
Actuated g/C Ratio		0.25	0.25				0.65	0.65		0.65		0.65
Clearance Time (s)		5.4	5.4				5.4	5.4		5.4		5.4
Vehicle Extension (s)		4.0	4.0				5.0	5.0		5.0		5.0
Lane Grp Cap (vph)		414	418				1587	972		1089		943
v/s Ratio Prot			c0.10									
v/s Ratio Perm		0.02					c0.27	0.08		0.22		0.03
v/c Ratio		0.08	0.38				0.42	0.13		0.35		0.04
Uniform Delay, d1		22.6	24.6				6.9	5.5		6.5		5.2
Progression Factor		1.00	1.00				0.28	0.30		0.45		0.04
Incremental Delay, d2		0.1	0.8				0.8	0.3		0.9		0.1
Delay (s)		22.8	25.4				2.8	1.9		3.8		0.3
Level of Service		C	C				A	A		A		A
Approach Delay (s)			25.0				2.6			3.3		
Approach LOS			C				A			A		

### Intersection Summary

HCM Average Control Delay	5.9	HCM Level of Service	A
HCM Volume to Capacity ratio	0.41		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	53.7%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

# HCM Unsignalized Intersection Capacity Analysis

## 8: Williams & Peachtree

Modified AM



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔			↑↑	↑↑	
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	10	33	0	544	339	0
Peak Hour Factor	0.83	0.64	0.25	0.90	0.90	0.25
Hourly flow rate (vph)	12	52	0	604	377	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)				267	294	
pX, platoon unblocked	0.94					
vC, conflicting volume	679	188	377			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	589	188	377			
tC, single (s)	7.0	7.1	4.1			
tC, 2 stage (s)						
tF (s)	3.6	3.4	2.2			
p0 queue free %	97	93	100			
cM capacity (veh/h)	394	791	1193			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	64	302	302	188	188
Volume Left	12	0	0	0	0
Volume Right	52	0	0	0	0
cSH	665	1700	1700	1700	1700
Volume to Capacity	0.10	0.18	0.18	0.11	0.11
Queue Length 95th (ft)	8	0	0	0	0
Control Delay (s)	11.0	0.0	0.0	0.0	0.0
Lane LOS	B				
Approach Delay (s)	11.0	0.0		0.0	
Approach LOS	B				

Intersection Summary					
Average Delay			0.7		
Intersection Capacity Utilization		26.7%		ICU Level of Service	A
Analysis Period (min)		15			

# HCM Unsignalized Intersection Capacity Analysis

## 9: JW Dobbs & Peachtree

Modified AM



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↰	↱	↕	↱	↰	↕
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	53	28	497	60	6	281
Peak Hour Factor	0.66	0.78	0.89	0.94	0.50	0.88
Hourly flow rate (vph)	80	36	558	64	12	319
Pedestrians	50		53			53
Lane Width (ft)	10.0		10.0			10.0
Walking Speed (ft/s)	4.0		4.0			4.0
Percent Blockage	3		4			4
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)			387			174
pX, platoon unblocked	0.95	0.95			0.95	
vC, conflicting volume	877	414			672	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	824	339			609	
tC, single (s)	6.9	6.9			4.4	
tC, 2 stage (s)						
tF (s)	3.6	3.3			2.4	
p0 queue free %	70	94			99	
cM capacity (veh/h)	265	588			802	

Direction, Lane #	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2
Volume Total	80	36	372	250	118	213
Volume Left	80	0	0	0	12	0
Volume Right	0	36	0	64	0	0
cSH	265	588	1700	1700	802	1700
Volume to Capacity	0.30	0.06	0.22	0.15	0.01	0.13
Queue Length 95th (ft)	31	5	0	0	1	0
Control Delay (s)	24.3	11.5	0.0	0.0	1.1	0.0
Lane LOS	C	B			A	
Approach Delay (s)	20.4		0.0		0.4	
Approach LOS	C					

Intersection Summary						
Average Delay			2.3			
Intersection Capacity Utilization			36.6%	ICU Level of Service	A	
Analysis Period (min)			15			

# HCM Signalized Intersection Capacity Analysis

## 10: Carnegie & Peachtree

Modified AM



Movement	EBL	EBR	EBR2	NBL	NBT	SBT	SBR	SBR2	NEL2	NEL	NER
Lane Configurations			↗		↑↑	↑↗				↘↘	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	11	10	10	12	12	10	12
Grade (%)	0%				3%	0%					4%
Total Lost time (s)	4.0			4.0	4.0					4.0	
Lane Util. Factor	1.00			0.95	0.95					0.97	
Frbp, ped/bikes	1.00			1.00	0.92					0.99	
Flpb, ped/bikes	1.00			1.00	1.00					1.00	
Frt	0.86			1.00	0.94					0.98	
Flt Protected	1.00			1.00	1.00					0.96	
Satd. Flow (prot)	1450			3063	2433					2798	
Flt Permitted	1.00			1.00	1.00					0.96	
Satd. Flow (perm)	1450			3063	2433					2798	
Volume (vph)	0	0	35	0	497	278	170	19	16	142	8
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.90	0.87	0.91	0.91	0.92	0.92	0.40
Adj. Flow (vph)	0	0	38	0	552	320	187	21	17	154	20
RTOR Reduction (vph)	0	0	33	0	0	0	0	0	0	14	0
Lane Group Flow (vph)	0	0	5	0	552	528	0	0	0	177	0
Confl. Peds. (#/hr)	36	36	36	32				32	32	36	36
Heavy Vehicles (%)	2%	2%	2%	0%	1%	12%	2%	2%	1%	1%	0%
Turn Type	custom						Split				
Protected Phases	4			2	2					3	3
Permitted Phases	4										
Actuated Green, G (s)	9.8			41.3	41.3					12.8	
Effective Green, g (s)	10.9			42.9	42.9					14.2	
Actuated g/C Ratio	0.14			0.54	0.54					0.18	
Clearance Time (s)	5.1			5.6	5.6					5.4	
Vehicle Extension (s)	5.0			5.0	5.0					5.0	
Lane Grp Cap (vph)	198			1643	1305					497	
v/s Ratio Prot	c0.00			0.18	c0.22					c0.06	
v/s Ratio Perm											
v/c Ratio	0.03			0.34	0.40					0.36	
Uniform Delay, d1	29.9			10.5	11.0					28.9	
Progression Factor	1.00			1.38	0.77					1.00	
Incremental Delay, d2	0.1			0.2	0.3					0.9	
Delay (s)	30.1			14.7	8.8					29.8	
Level of Service	C			B	A					C	
Approach Delay (s)	30.1				14.7	8.8					29.8
Approach LOS	C				B	A					C
<b>Intersection Summary</b>											
HCM Average Control Delay	15.0			HCM Level of Service				B			
HCM Volume to Capacity ratio	0.33										
Actuated Cycle Length (s)	80.0			Sum of lost time (s)				12.0			
Intersection Capacity Utilization	49.1%			ICU Level of Service				A			
Analysis Period (min)	15										
c Critical Lane Group											

# HCM Signalized Intersection Capacity Analysis

## 11: Ellis & Peachtree

Modified AM

Movement	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	9	9	9	12	12	12	12	10	12	12	9	12
Grade (%)		4%			5%			0%				0%
Total Lost time (s)	4.0	4.0	4.0					4.0			4.0	
Lane Util. Factor	1.00	0.95	1.00					0.95			0.95	
Frbp, ped/bikes	1.00	1.00	0.95					0.95			1.00	
Flpb, ped/bikes	0.96	1.00	1.00					1.00			0.98	
Frt	1.00	1.00	0.85					0.97			1.00	
Flt Protected	0.95	1.00	1.00					1.00			0.98	
Satd. Flow (prot)	1198	2755	1117					2605			2602	
Flt Permitted	0.95	1.00	1.00					1.00			0.59	
Satd. Flow (perm)	1198	2755	1117					2605			1552	
Volume (vph)	13	125	11	0	0	0	0	576	172	196	413	0
Peak-hour factor, PHF	0.46	0.89	0.69	0.25	0.25	0.25	0.25	0.93	0.92	0.89	0.83	0.25
Adj. Flow (vph)	28	140	16	0	0	0	0	619	187	220	498	0
RTOR Reduction (vph)	0	0	13	0	0	0	0	17	0	0	0	0
Lane Group Flow (vph)	28	140	3	0	0	0	0	789	0	0	718	0
Confl. Peds. (#/hr)	29		29	29			29	140		140	140	140
Heavy Vehicles (%)	15%	4%	9%	0%	0%	0%	0%	7%	4%	5%	10%	0%
Turn Type	Perm		Perm							pm+pt		
Protected Phases		4						2		1	6	
Permitted Phases	4		4							6		
Actuated Green, G (s)	14.4	14.4	14.4					54.5			54.5	
Effective Green, g (s)	16.1	16.1	16.1					55.9			55.9	
Actuated g/C Ratio	0.20	0.20	0.20					0.70			0.70	
Clearance Time (s)	5.7	5.7	5.7					5.4			5.4	
Vehicle Extension (s)	5.0	5.0	5.0					5.0			5.0	
Lane Grp Cap (vph)	241	554	225					1820			1084	
v/s Ratio Prot		c0.05						0.30				
v/s Ratio Perm	0.02		0.00								c0.46	
v/c Ratio	0.12	0.25	0.01					0.43			1.14dl	
Uniform Delay, d1	26.1	26.9	25.6					5.2			6.8	
Progression Factor	1.00	1.00	1.00					0.66			0.86	
Incremental Delay, d2	0.5	0.5	0.1					0.7			1.1	
Delay (s)	26.6	27.4	25.6					4.2			7.0	
Level of Service	C	C	C					A			A	
Approach Delay (s)		27.1			0.0			4.2			7.0	
Approach LOS		C			A			A			A	

### Intersection Summary

HCM Average Control Delay	7.8	HCM Level of Service	A
HCM Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	68.4%	ICU Level of Service	C
Analysis Period (min)	15		

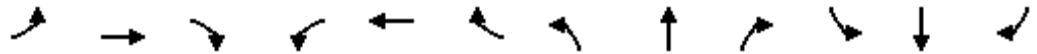
dl Defacto Left Lane. Recode with 1 though lane as a left lane.

c Critical Lane Group

# HCM Signalized Intersection Capacity Analysis

## 12: Andrew Young & Peachtree

Modified AM



Movement	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	12	12	12	12	11	12	12	9	12	9	9	9
Grade (%)		0%			2%			0%			0%	
Total Lost time (s)					4.0	4.0		4.0			4.0	
Lane Util. Factor					0.95	1.00		0.95			0.95	
Frbp, ped/bikes					1.00	0.93		1.00			0.97	
Flpb, ped/bikes					0.98	1.00		1.00			1.00	
Frt					1.00	0.85		1.00			0.97	
Flt Protected					0.98	1.00		1.00			1.00	
Satd. Flow (prot)					2875	1340		2785			2646	
Flt Permitted					0.98	1.00		1.00			1.00	
Satd. Flow (perm)					2875	1340		2785			2646	
Volume (vph)	0	0	0	119	268	26	0	638	0	0	403	91
Peak-hour factor, PHF	0.25	0.25	0.25	0.71	0.88	0.72	0.42	0.84	0.25	0.25	0.96	0.78
Adj. Flow (vph)	0	0	0	168	305	36	0	760	0	0	420	117
RTOR Reduction (vph)	0	0	0	0	0	23	0	0	0	0	20	0
Lane Group Flow (vph)	0	0	0	0	473	13	0	760	0	0	517	0
Confl. Peds. (#/hr)	65		65	65		65	89		89	89		89
Heavy Vehicles (%)	0%	0%	0%	6%	3%	0%	20%	5%	0%	0%	4%	2%
Turn Type				Perm		Perm						
Protected Phases					8			2			6	
Permitted Phases				8		8						
Actuated Green, G (s)					22.6	22.6		47.0			47.0	
Effective Green, g (s)					23.6	23.6		48.4			48.4	
Actuated g/C Ratio					0.30	0.30		0.60			0.60	
Clearance Time (s)					5.0	5.0		5.4			5.4	
Vehicle Extension (s)					5.0	5.0		5.0			5.0	
Lane Grp Cap (vph)					848	395		1685			1601	
v/s Ratio Prot								0.27			0.20	
v/s Ratio Perm					0.16	0.01						
v/c Ratio					0.56	0.03		0.45			0.32	
Uniform Delay, d1					23.8	20.1		8.6			7.8	
Progression Factor					1.00	1.00		0.60			1.49	
Incremental Delay, d2					1.4	0.1		0.8			0.5	
Delay (s)					25.2	20.2		6.0			12.0	
Level of Service					C	C		A			B	
Approach Delay (s)		0.0			24.8			6.0			12.0	
Approach LOS		A			C			A			B	
<b>Intersection Summary</b>												
HCM Average Control Delay			13.1								HCM Level of Service	B
HCM Volume to Capacity ratio			0.49									
Actuated Cycle Length (s)			80.0								Sum of lost time (s)	8.0
Intersection Capacity Utilization			47.9%								ICU Level of Service	A
Analysis Period (min)			15									
c Critical Lane Group												

# HCM Signalized Intersection Capacity Analysis

## 13: Harris & Peachtree

Modified AM



Movement	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	12	12	12	12	12	12	12	10	12	12	9	12
Total Lost time (s)	4.0	4.0	4.0					4.0			4.0	
Lane Util. Factor	1.00	0.95	1.00					0.95			0.95	
Frbp, ped/bikes	1.00	1.00	0.89					0.96			1.00	
Flpb, ped/bikes	0.90	1.00	1.00					1.00			0.99	
Frt	1.00	1.00	0.85					0.98			1.00	
Flt Protected	0.95	1.00	1.00					1.00			0.99	
Satd. Flow (prot)	1420	3016	1244					2702			2761	
Flt Permitted	0.95	1.00	1.00					1.00			0.78	
Satd. Flow (perm)	1420	3016	1244					2702			2178	
Volume (vph)	35	241	91	0	0	0	0	541	87	69	556	0
Peak-hour factor, PHF	0.80	0.96	0.76	0.92	0.92	0.92	0.92	0.86	0.87	0.78	0.85	0.92
Adj. Flow (vph)	44	251	120	0	0	0	0	629	100	88	654	0
RTOR Reduction (vph)	0	0	25	0	0	0	0	10	0	0	0	0
Lane Group Flow (vph)	44	251	95	0	0	0	0	719	0	0	742	0
Confl. Peds. (#/hr)	79		79	79		79	267		267	267		267
Heavy Vehicles (%)	3%	1%	4%	0%	0%	0%	0%	6%	0%	4%	4%	0%
Parking (#/hr)		5										
Turn Type	Perm		Perm							Perm		
Protected Phases		4						2			6	
Permitted Phases	4		4							6		
Actuated Green, G (s)	18.2	18.2	18.2					52.2			52.2	
Effective Green, g (s)	19.0	19.0	19.0					53.0			53.0	
Actuated g/C Ratio	0.24	0.24	0.24					0.66			0.66	
Clearance Time (s)	4.8	4.8	4.8					4.8			4.8	
Vehicle Extension (s)	3.0	3.0	3.0					5.0			5.0	
Lane Grp Cap (vph)	337	716	295					1790			1443	
v/s Ratio Prot		c0.08						0.27				
v/s Ratio Perm	0.03		0.08								c0.34	
v/c Ratio	0.13	0.35	0.32					0.40			0.51	
Uniform Delay, d1	24.0	25.4	25.2					6.2			6.9	
Progression Factor	1.00	1.00	1.00					0.09			0.54	
Incremental Delay, d2	0.2	0.3	0.6					0.6			1.2	
Delay (s)	24.2	25.7	25.8					1.2			4.9	
Level of Service	C	C	C					A			A	
Approach Delay (s)		25.6			0.0			1.2			4.9	
Approach LOS		C			A			A			A	
<b>Intersection Summary</b>												
HCM Average Control Delay			8.0					HCM Level of Service			A	
HCM Volume to Capacity ratio			0.47									
Actuated Cycle Length (s)			80.0					Sum of lost time (s)		8.0		
Intersection Capacity Utilization			65.8%					ICU Level of Service		C		
Analysis Period (min)			15									
c Critical Lane Group												

# HCM Signalized Intersection Capacity Analysis

## 14: Baker & Peachtree

Modified AM



Movement	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	12	12	12	10	10	10	12	10	12	12	10	16
Grade (%)		0%			4%			0%				0%
Total Lost time (s)				4.0	4.0	4.0		4.0			4.0	
Lane Util. Factor				1.00	0.95	1.00		0.95			0.95	
Frbp, ped/bikes				1.00	1.00	0.75		1.00			0.97	
Flpb, ped/bikes				0.75	1.00	1.00		1.00			1.00	
Frt				1.00	1.00	0.85		1.00			0.97	
Flt Protected				0.95	1.00	1.00		1.00			1.00	
Satd. Flow (prot)				975	2669	965		2888			2718	
Flt Permitted				0.95	1.00	1.00		1.00			1.00	
Satd. Flow (perm)				975	2669	965		2888			2718	
Volume (vph)	0	0	0	87	299	29	0	568	0	0	520	123
Peak-hour factor, PHF	0.92	0.92	0.92	0.75	0.86	0.66	0.92	0.93	0.92	0.92	0.82	0.79
Adj. Flow (vph)	0	0	0	116	348	44	0	611	0	0	634	156
RTOR Reduction (vph)	0	0	0	0	0	33	0	0	0	0	18	0
Lane Group Flow (vph)	0	0	0	116	348	11	0	611	0	0	772	0
Confl. Peds. (#/hr)	174		174	174		174	89		89	89		89
Heavy Vehicles (%)	0%	0%	0%	15%	3%	3%	0%	5%	0%	0%	6%	1%
Parking (#/hr)					10							
Turn Type				Perm		Perm						
Protected Phases					8			2			6	
Permitted Phases				8		8						
Actuated Green, G (s)				19.1	19.1	19.1		49.9			49.9	
Effective Green, g (s)				20.7	20.7	20.7		51.3			51.3	
Actuated g/C Ratio				0.26	0.26	0.26		0.64			0.64	
Clearance Time (s)				5.6	5.6	5.6		5.4			5.4	
Vehicle Extension (s)				5.0	5.0	5.0		5.0			5.0	
Lane Grp Cap (vph)				252	691	250		1852			1743	
v/s Ratio Prot					c0.13			0.21			c0.28	
v/s Ratio Perm				0.12		0.01						
v/c Ratio				0.46	0.50	0.05		0.33			0.44	
Uniform Delay, d1				24.9	25.3	22.2		6.5			7.2	
Progression Factor				1.00	1.00	1.00		0.24			1.80	
Incremental Delay, d2				2.8	1.2	0.2		0.4			0.8	
Delay (s)				27.7	26.5	22.4		2.0			13.7	
Level of Service				C	C	C		A			B	
Approach Delay (s)		0.0			26.4			2.0			13.7	
Approach LOS		A			C			A			B	
<b>Intersection Summary</b>												
HCM Average Control Delay			13.3				HCM Level of Service				B	
HCM Volume to Capacity ratio			0.46									
Actuated Cycle Length (s)			80.0				Sum of lost time (s)			8.0		
Intersection Capacity Utilization			42.2%				ICU Level of Service			A		
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis  
 15: West Peachtree & Peachtree

Modified AM



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	12	12	11	11	11	11
Grade (%)	3%			-2%	2%	
Total Lost time (s)	4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		0.95	0.95	
Frbp, ped/bikes	1.00	0.90		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		0.99	1.00	
Frt	1.00	0.85		1.00	0.99	
Flt Protected	0.95	1.00		0.99	1.00	
Satd. Flow (prot)	1600	1174		2935	3045	
Flt Permitted	0.95	1.00		0.69	1.00	
Satd. Flow (perm)	1600	1174		2056	3045	
Volume (vph)	19	166	146	462	527	23
Peak-hour factor, PHF	0.68	0.99	0.91	0.90	0.92	0.64
Adj. Flow (vph)	28	168	160	513	573	36
RTOR Reduction (vph)	0	135	0	0	2	0
Lane Group Flow (vph)	28	33	0	673	607	0
Confl. Peds. (#/hr)	66	66	32			32
Heavy Vehicles (%)	0%	10%	9%	5%	1%	0%
Turn Type	Perm pm+pt					
Protected Phases	4		5	2	6	
Permitted Phases		4	2			
Actuated Green, G (s)	14.4	14.4		55.1	55.1	
Effective Green, g (s)	15.5	15.5		56.5	56.5	
Actuated g/C Ratio	0.19	0.19		0.71	0.71	
Clearance Time (s)	5.1	5.1		5.4	5.4	
Vehicle Extension (s)	3.0	3.0		5.0	5.0	
Lane Grp Cap (vph)	310	227		1452	2151	
v/s Ratio Prot	0.02				0.20	
v/s Ratio Perm		c0.03		c0.33		
v/c Ratio	0.09	0.14		0.46	0.28	
Uniform Delay, d1	26.5	26.7		5.1	4.3	
Progression Factor	1.00	1.00		2.43	0.77	
Incremental Delay, d2	0.1	0.3		0.1	0.3	
Delay (s)	26.6	27.0		12.6	3.6	
Level of Service	C	C		B	A	
Approach Delay (s)	27.0			12.6	3.6	
Approach LOS	C			B	A	





















Intersection Summary

HCM Average Control Delay	10.8	HCM Level of Service	B
HCM Volume to Capacity ratio	0.39		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	60.2%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

# HCM Signalized Intersection Capacity Analysis

## 16: Ralph McGill & Peachtree

Modified AM

												
Movement	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	11	11	11	11	11	11	10	10	15	9	11	11
Grade (%)		3%			0%			0%				0%
Total Lost time (s)		4.0			4.0		4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor		0.95			0.95		1.00	0.91	0.91	1.00	0.95	
Frbp, ped/bikes		1.00			1.00		1.00	1.00	0.98	1.00	0.99	
Flpb, ped/bikes		1.00			1.00		1.00	1.00	1.00	1.00	1.00	
Frt		0.99			0.98		1.00	1.00	0.85	1.00	0.97	
Flt Protected		0.99			0.99		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)		2889			2997		1385	2848	1407	1377	2972	
Flt Permitted		0.74			0.78		0.56	1.00	1.00	0.36	1.00	
Satd. Flow (perm)		2147			2367		819	2848	1407	521	2972	
Volume (vph)	25	175	13	113	321	73	96	513	144	66	192	45
Peak-hour factor, PHF	0.48	0.93	0.65	0.72	0.87	0.76	0.86	0.90	0.97	0.83	0.83	0.66
Adj. Flow (vph)	52	188	20	157	369	96	112	570	148	80	231	68
RTOR Reduction (vph)	0	10	0	0	24	0	0	0	84	0	27	0
Lane Group Flow (vph)	0	250	0	0	598	0	112	570	64	80	272	0
Confl. Peds. (#/hr)	2		2	2		2	10		10	10		10
Heavy Vehicles (%)	0%	4%	23%	1%	1%	0%	9%	2%	1%	6%	2%	0%
Turn Type	Perm			Perm			pm+pt		Perm	pm+pt		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2		2	6		
Actuated Green, G (s)		24.1			24.1		40.7	33.6	33.6	40.5	33.5	
Effective Green, g (s)		25.5			25.5		42.6	34.5	34.5	42.4	34.4	
Actuated g/C Ratio		0.32			0.32		0.53	0.43	0.43	0.53	0.43	
Clearance Time (s)		5.4			5.4		5.0	4.9	4.9	5.0	4.9	
Vehicle Extension (s)		3.0			3.0		2.0	5.0	5.0	2.0	5.0	
Lane Grp Cap (vph)		684			754		493	1228	607	362	1278	
v/s Ratio Prot							c0.02	c0.20		0.02	0.09	
v/s Ratio Perm		0.12			c0.25		0.10		0.05	0.10		
v/c Ratio		0.37			0.79		0.23	0.46	0.11	0.22	0.21	
Uniform Delay, d1		21.0			24.8		9.5	16.2	13.6	9.6	14.3	
Progression Factor		1.00			1.00		1.26	1.22	2.05	1.91	1.68	
Incremental Delay, d2		0.3			5.7		0.1	1.2	0.3	0.1	0.4	
Delay (s)		21.4			30.6		12.1	20.9	28.1	18.4	24.4	
Level of Service		C			C		B	C	C	B	C	
Approach Delay (s)		21.4			30.6			21.0			23.1	
Approach LOS		C			C			C			C	
<b>Intersection Summary</b>												
HCM Average Control Delay			24.3				HCM Level of Service			C		
HCM Volume to Capacity ratio			0.53									
Actuated Cycle Length (s)			80.0				Sum of lost time (s)			8.0		
Intersection Capacity Utilization			62.1%				ICU Level of Service			B		
Analysis Period (min)			15									
c Critical Lane Group												

# HCM Signalized Intersection Capacity Analysis

## 17: Pine & Peachtree

Modified AM



Movement	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	11	11	11	12	12	12	10	10	10	10	10	10
Grade (%)		0%			5%			0%				0%
Total Lost time (s)		4.0	4.0					4.0			4.0	
Lane Util. Factor		0.95	1.00					0.95			0.95	
Frbp, ped/bikes		1.00	0.93					1.00			1.00	
Flpb, ped/bikes		0.95	1.00					1.00			1.00	
Frt		1.00	0.85					0.99			1.00	
Flt Protected		0.96	1.00					1.00			1.00	
Satd. Flow (prot)		2804	1215					2914			2912	
Flt Permitted		0.96	1.00					1.00			0.90	
Satd. Flow (perm)		2804	1215					2914			2632	
Volume (vph)	231	44	111	0	0	0	0	745	25	11	443	0
Peak-hour factor, PHF	0.80	0.85	0.82	0.92	0.92	0.92	0.92	0.97	0.69	0.46	0.95	0.92
Adj. Flow (vph)	289	52	135	0	0	0	0	768	36	24	466	0
RTOR Reduction (vph)	0	0	107	0	0	0	0	2	0	0	0	0
Lane Group Flow (vph)	0	341	28	0	0	0	0	802	0	0	490	0
Confl. Peds. (#/hr)	48		48	48		48	43		43	43		43
Heavy Vehicles (%)	1%	5%	7%	0%	0%	0%	0%	3%	4%	0%	4%	0%
Turn Type	Perm		Perm								Perm	
Protected Phases		4						2			6	
Permitted Phases	4		4							6		
Actuated Green, G (s)		15.1	15.1					54.0			54.0	
Effective Green, g (s)		16.5	16.5					55.5			55.5	
Actuated g/C Ratio		0.21	0.21					0.69			0.69	
Clearance Time (s)		5.4	5.4					5.5			5.5	
Vehicle Extension (s)		3.0	3.0					5.0			5.0	
Lane Grp Cap (vph)		578	251					2022			1826	
v/s Ratio Prot								c0.28				
v/s Ratio Perm		0.12	0.02								0.19	
v/c Ratio		0.96dl	0.11					0.40			0.27	
Uniform Delay, d1		28.7	25.8					5.2			4.6	
Progression Factor		1.00	1.00					1.54			0.36	
Incremental Delay, d2		1.5	0.2					0.5			0.3	
Delay (s)		30.2	26.0					8.5			1.9	
Level of Service		C	C					A			A	
Approach Delay (s)		29.0			0.0			8.5			1.9	
Approach LOS		C			A			A			A	

### Intersection Summary

HCM Average Control Delay	12.2	HCM Level of Service	B
HCM Volume to Capacity ratio	0.44		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	51.4%	ICU Level of Service	A
Analysis Period (min)	15		

dl Defacto Left Lane. Recode with 1 though lane as a left lane.

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis  
 18: Renaissance & Peachtree

Modified AM



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↕↔			↕↔
Sign Control	Stop		Free			Free
Grade	3%		0%			0%
Volume (veh/h)	20	44	846	22	9	628
Peak Hour Factor	0.63	0.73	0.95	0.69	0.56	0.85
Hourly flow rate (vph)	32	60	891	32	16	739
Pedestrians	26		19			19
Lane Width (ft)	12.0		10.0			10.0
Walking Speed (ft/s)	4.0		4.0			4.0
Percent Blockage	2		1			1
Right turn flare (veh)						
Median type	Raised					
Median storage (veh)	1					
Upstream signal (ft)			454			424
pX, platoon unblocked	0.87	0.95			0.95	
vC, conflicting volume	1353	506			948	
vC1, stage 1 conf vol	932					
vC2, stage 2 conf vol	421					
vCu, unblocked vol	1077	426			892	
tC, single (s)	6.8	6.9			4.3	
tC, 2 stage (s)	5.8					
tF (s)	3.5	3.3			2.3	
p0 queue free %	89	89			98	
cM capacity (veh/h)	279	528			652	
Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	92	594	329	262	493	
Volume Left	32	0	0	16	0	
Volume Right	60	0	32	0	0	
cSH	404	1700	1700	652	1700	
Volume to Capacity	0.23	0.35	0.19	0.02	0.29	
Queue Length 95th (ft)	22	0	0	2	0	
Control Delay (s)	16.5	0.0	0.0	0.9	0.0	
Lane LOS	C			A		
Approach Delay (s)	16.5	0.0		0.3		
Approach LOS	C					
Intersection Summary						
Average Delay			1.0			
Intersection Capacity Utilization			42.7%		ICU Level of Service	A
Analysis Period (min)			15			

# HCM Signalized Intersection Capacity Analysis

## 19: Linden & Peachtree

Modified AM



Movement	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	11	11	11	10	10	10	10	10	10	10	10	10
Grade (%)		-1%			4%			0%			0%	
Total Lost time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frbp, ped/bikes		0.98			0.99		1.00	0.99		1.00	0.98	
Flpb, ped/bikes		1.00			1.00		1.00	1.00		0.99	1.00	
Frt		0.94			0.97		1.00	0.99		1.00	0.98	
Flt Protected		0.98			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1410			1302		1509	2855		1497	2870	
Flt Permitted		0.75			0.95		0.23	1.00		0.32	1.00	
Satd. Flow (perm)		1081			1244		358	2855		505	2870	
Volume (vph)	40	35	63	34	230	58	147	707	21	21	548	79
Peak-hour factor, PHF	0.63	0.80	0.79	0.85	0.91	0.76	0.77	0.97	0.48	0.75	0.84	0.90
Adj. Flow (vph)	63	44	80	40	253	76	191	729	44	28	652	88
RTOR Reduction (vph)	0	40	0	0	14	0	0	4	0	0	12	0
Lane Group Flow (vph)	0	147	0	0	355	0	191	769	0	28	728	0
Confl. Peds. (#/hr)	23		23	23		23	51		51	51		51
Heavy Vehicles (%)	13%	11%	0%	0%	1%	0%	0%	4%	10%	0%	2%	0%
Parking (#/hr)					5							
Turn Type	Perm			Perm			pm+pt			pm+pt		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		25.7			25.7		43.2	34.9		32.3	29.4	
Effective Green, g (s)		27.5			27.5		44.5	36.2		35.0	30.7	
Actuated g/C Ratio		0.34			0.34		0.56	0.45		0.44	0.38	
Clearance Time (s)		5.8			5.8		5.0	5.3		5.4	5.3	
Vehicle Extension (s)		3.0			3.0		2.0	5.0		5.0	5.0	
Lane Grp Cap (vph)		372			428		340	1292		274	1101	
v/s Ratio Prot							c0.07	0.27		0.01	c0.25	
v/s Ratio Perm		0.14			c0.29		0.24			0.04		
v/c Ratio		0.40			0.83		0.56	0.59		0.10	0.66	
Uniform Delay, d1		19.9			24.1		10.7	16.4		13.0	20.4	
Progression Factor		1.00			1.00		1.10	0.73		0.50	0.99	
Incremental Delay, d2		0.7			12.6		1.2	1.9		0.2	2.0	
Delay (s)		20.6			36.7		13.0	13.9		6.7	22.1	
Level of Service		C			D		B	B		A	C	
Approach Delay (s)		20.6			36.7		13.7				21.5	
Approach LOS		C			D		B				C	
<b>Intersection Summary</b>												
HCM Average Control Delay			20.6				HCM Level of Service				C	
HCM Volume to Capacity ratio			0.72									
Actuated Cycle Length (s)			80.0				Sum of lost time (s)			12.0		
Intersection Capacity Utilization			60.6%				ICU Level of Service			B		
Analysis Period (min)			15									

c Critical Lane Group

# HCM Signalized Intersection Capacity Analysis

## 20: North & Peachtree

Modified AM






















Movement	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	10	10	10	10	10	10	10	10	10	10	10	10	
Grade (%)		0%			4%			0%			0%		
Total Lost time (s)		4.0			4.0			4.0			4.0		
Lane Util. Factor		0.91			0.95			0.91			0.95		
Frbp, ped/bikes		0.99			1.00			1.00			0.99		
Flpb, ped/bikes		1.00			1.00			1.00			1.00		
Frt		0.97			0.99			0.99			0.99		
Flt Protected		1.00			1.00			1.00			1.00		
Satd. Flow (prot)		3951			2898			4169			2939		
Flt Permitted		1.00			1.00			1.00			1.00		
Satd. Flow (perm)		3951			2898			4169			2939		
Volume (vph)	0	446	148	0	1136	69	0	591	45	0	781	71	
Peak-hour factor, PHF	0.50	0.81	0.89	0.92	0.94	0.64	0.75	0.84	0.75	0.50	0.93	0.85	
Adj. Flow (vph)	0	551	166	0	1209	108	0	704	60	0	840	84	
RTOR Reduction (vph)	0	8	0	0	9	0	0	11	0	0	9	0	
Lane Group Flow (vph)	0	709	0	0	1308	0	0	753	0	0	915	0	
Confl. Peds. (#/hr)	18		18	18		18	45		45	45		45	
Heavy Vehicles (%)	0%	7%	1%	0%	1%	1%	0%	3%	0%	0%	1%	3%	
Turn Type													
Protected Phases		4			8			2			6		
Permitted Phases													
Actuated Green, G (s)		40.5			40.5			27.7			27.7		
Effective Green, g (s)		42.3			42.3			29.7			29.7		
Actuated g/C Ratio		0.53			0.53			0.37			0.37		
Clearance Time (s)		5.8			5.8			6.0			6.0		
Vehicle Extension (s)		3.0			3.0			5.0			5.0		
Lane Grp Cap (vph)		2089			1532			1548			1091		
v/s Ratio Prot		0.18			c0.45			0.18			c0.31		
v/s Ratio Perm													
v/c Ratio		0.34			0.85			0.49			0.84		
Uniform Delay, d1		10.8			16.2			19.3			23.0		
Progression Factor		1.00			1.00			1.24			0.92		
Incremental Delay, d2		0.1			4.8			0.9			7.7		
Delay (s)		10.9			21.0			24.9			28.9		
Level of Service		B			C			C			C		
Approach Delay (s)		10.9			21.0			24.9			28.9		
Approach LOS		B			C			C			C		
<b>Intersection Summary</b>													
HCM Average Control Delay			21.8									HCM Level of Service	C
HCM Volume to Capacity ratio			0.85										
Actuated Cycle Length (s)			80.0									Sum of lost time (s)	8.0
Intersection Capacity Utilization			70.9%									ICU Level of Service	C
Analysis Period (min)			15										
c Critical Lane Group													

# HCM Signalized Intersection Capacity Analysis

## 21: Ponce & Peachtree


















Modified AM

												
Movement	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
Total Lost time (s)		4.0			4.0	4.0		4.0	4.0		4.0	
Lane Util. Factor		1.00			1.00	1.00		0.95	1.00		0.95	
Frt		0.98			1.00	0.85		1.00	0.85		0.97	
Flt Protected		1.00			1.00	1.00		1.00	1.00		0.99	
Satd. Flow (prot)		1827			1863	1583		3525	1583		3423	
Flt Permitted		1.00			1.00	1.00		0.86	1.00		0.74	
Satd. Flow (perm)		1827			1863	1583		3045	1583		2557	
Volume (vph)	0	300	50	0	443	225	64	726	113	74	339	86
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	326	54	0	482	245	70	789	123	80	368	93
RTOR Reduction (vph)	0	8	0	0	0	168	0	0	51	0	21	0
Lane Group Flow (vph)	0	372	0	0	482	77	0	859	72	0	520	0
Turn Type						Perm	Perm		Perm	pm+pt		
Protected Phases		4			8			2		1	6	
Permitted Phases						8	2		2	6		
Actuated Green, G (s)		23.6			23.6	23.6		45.6	45.6		45.6	
Effective Green, g (s)		25.0			25.0	25.0		47.0	47.0		47.0	
Actuated g/C Ratio		0.31			0.31	0.31		0.59	0.59		0.59	
Clearance Time (s)		5.4			5.4	5.4		5.4	5.4		5.4	
Vehicle Extension (s)		5.0			5.0	5.0		5.0	5.0		5.0	
Lane Grp Cap (vph)		571			582	495		1789	930		1502	
v/s Ratio Prot		0.20			c0.26							
v/s Ratio Perm						0.05		c0.28	0.05		0.20	
v/c Ratio		0.65			0.83	0.15		0.48	0.08		0.35	
Uniform Delay, d1		23.7			25.5	19.9		9.5	7.1		8.5	
Progression Factor		1.00			1.00	1.00		0.41	0.00		0.82	
Incremental Delay, d2		3.6			10.5	0.3		0.8	0.1		0.3	
Delay (s)		27.3			36.1	20.2		4.7	0.1		7.3	
Level of Service		C			D	C		A	A		A	
Approach Delay (s)		27.3			30.7			4.2			7.3	
Approach LOS		C			C			A			A	
<b>Intersection Summary</b>												
HCM Average Control Delay			15.5				HCM Level of Service			B		
HCM Volume to Capacity ratio			0.60									
Actuated Cycle Length (s)			80.0				Sum of lost time (s)			8.0		
Intersection Capacity Utilization			69.5%				ICU Level of Service			C		
Analysis Period (min)			15									
c	Critical Lane Group											

# HCM Signalized Intersection Capacity Analysis

## 22: 3rd & Peachtree

Modified AM

												
Movement	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
Total Lost time (s)								4.0			4.0	
Lane Util. Factor								0.95			0.95	
Frt								1.00			1.00	
Flt Protected								1.00			1.00	
Satd. Flow (prot)								3539			3539	
Flt Permitted								1.00			1.00	
Satd. Flow (perm)								3539			3539	
Volume (vph)	0	0	0	0	0	0	0	951	0	0	499	0
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0	0	1034	0	0	542	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	0	0	0	1034	0	0	542	0
Turn Type	Perm		Perm					Perm			Perm	
Protected Phases		4						2			6	
Permitted Phases	4		4					2			6	
Actuated Green, G (s)								54.0			54.0	
Effective Green, g (s)								55.4			55.4	
Actuated g/C Ratio								0.69			0.69	
Clearance Time (s)								5.4			5.4	
Vehicle Extension (s)								5.0			5.0	
Lane Grp Cap (vph)								2451			2451	
v/s Ratio Prot								c0.29			0.15	
v/s Ratio Perm												
v/c Ratio								0.42			0.22	
Uniform Delay, d1								5.3			4.5	
Progression Factor								0.27			1.00	
Incremental Delay, d2								0.5			0.2	
Delay (s)								1.9			4.7	
Level of Service								A			A	
Approach Delay (s)		0.0			0.0			1.9			4.7	
Approach LOS		A			A			A			A	
<b>Intersection Summary</b>												
HCM Average Control Delay			2.9					HCM Level of Service			A	
HCM Volume to Capacity ratio			0.42									
Actuated Cycle Length (s)			80.0					Sum of lost time (s)		24.6		
Intersection Capacity Utilization			29.6%					ICU Level of Service		A		
Analysis Period (min)			15									
c Critical Lane Group												

# HCM Signalized Intersection Capacity Analysis

## 40: Edgewood & Peachtree

Modified AM



Movement	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	12	10	12	12	13	12	12	10	12	12	10	12
Total Lost time (s)		4.0			4.0			4.0			4.0	
Lane Util. Factor		1.00			1.00			0.95			0.95	
Frbp, ped/bikes		1.00			0.98			0.97			0.86	
Flpb, ped/bikes		1.00			1.00			1.00			1.00	
Frt		1.00			0.98			0.99			0.96	
Flt Protected		1.00			1.00			1.00			1.00	
Satd. Flow (prot)		1492			1633			2842			2190	
Flt Permitted		1.00			1.00			1.00			1.00	
Satd. Flow (perm)		1492			1633			2842			2190	
Volume (vph)	0	90	0	0	119	13	0	699	25	0	197	52
Peak-hour factor, PHF	0.92	0.87	0.92	0.92	0.85	0.54	0.92	0.95	0.63	0.92	0.97	0.68
Adj. Flow (vph)	0	103	0	0	140	24	0	736	40	0	203	76
RTOR Reduction (vph)	0	0	0	0	7	0	0	3	0	0	31	0
Lane Group Flow (vph)	0	103	0	0	157	0	0	773	0	0	248	0
Confl. Peds. (#/hr)	84		84	84		84	236		236	236		236
Heavy Vehicles (%)	0%	7%	0%	0%	5%	0%	0%	3%	4%	0%	15%	12%
Turn Type												
Protected Phases		4			8			2			6	
Permitted Phases												
Actuated Green, G (s)		23.2			23.2			45.7			45.7	
Effective Green, g (s)		24.9			24.9			47.1			47.1	
Actuated g/C Ratio		0.31			0.31			0.59			0.59	
Clearance Time (s)		5.7			5.7			5.4			5.4	
Vehicle Extension (s)		5.0			5.0			5.0			5.0	
Lane Grp Cap (vph)		464			508			1673			1289	
v/s Ratio Prot		0.07			c0.10			c0.27			0.11	
v/s Ratio Perm												
v/c Ratio		0.22			0.31			0.46			0.19	
Uniform Delay, d1		20.4			21.0			9.3			7.6	
Progression Factor		1.00			1.00			0.09			0.60	
Incremental Delay, d2		0.5			0.7			0.8			0.3	
Delay (s)		20.9			21.7			1.7			4.9	
Level of Service		C			C			A			A	
Approach Delay (s)		20.9			21.7			1.7			4.9	
Approach LOS		C			C			A			A	
<b>Intersection Summary</b>												
HCM Average Control Delay			6.4				HCM Level of Service				A	
HCM Volume to Capacity ratio			0.41									
Actuated Cycle Length (s)			80.0				Sum of lost time (s)			8.0		
Intersection Capacity Utilization			44.9%				ICU Level of Service			A		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis  
46: Peachtree Center & Peachtree

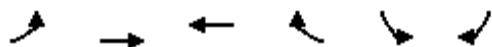
Modified AM



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↑↑	↑↑			↑↑
Sign Control	Yield		Free			Free
Grade	0%		0%			2%
Volume (veh/h)	0	291	462	0	0	305
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	316	502	0	0	332
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)			508			154
pX, platoon unblocked						
vC, conflicting volume	668	251			502	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	668	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 %	100	58			100	
cM capacity (veh/h)	396	755			1058	
Direction, Lane #	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2
Volume Total	158	158	251	251	166	166
Volume Left	0	0	0	0	0	0
Volume Right	158	158	0	0	0	0
cSH	755	755	1700	1700	1700	1700
Volume to Capacity	0.21	0.21	0.15	0.15	0.10	0.10
Queue Length 95th (ft)	20	20	0	0	0	0
Control Delay (s)	11.0	11.0	0.0	0.0	0.0	0.0
Lane LOS	B	B				
Approach Delay (s)	11.0		0.0		0.0	
Approach LOS	B					
Intersection Summary						
Average Delay			3.0			
Intersection Capacity Utilization			29.6%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis  
400: Marietta & Edgewood

Modified AM



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕↕	↕↕			↗
Sign Control		Free	Free		Yield	
Grade		0%	0%		0%	
Volume (veh/h)	90	329	528	0	0	171
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	98	358	574	0	0	186
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage (veh)						
Upstream signal (ft)			96			
pX, platoon unblocked	0.85				0.85	0.85
vC, conflicting volume	574				948	287
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	323				763	0
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	91				100	80
cM capacity (veh/h)	1049				262	922

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1
Volume Total	217	238	287	287	186
Volume Left	98	0	0	0	0
Volume Right	0	0	0	0	186
cSH	1049	1700	1700	1700	922
Volume to Capacity	0.09	0.14	0.17	0.17	0.20
Queue Length 95th (ft)	8	0	0	0	19
Control Delay (s)	4.4	0.0	0.0	0.0	9.9
Lane LOS	A				A
Approach Delay (s)	2.1		0.0		9.9
Approach LOS					A

Intersection Summary					
Average Delay			2.3		
Intersection Capacity Utilization		35.9%		ICU Level of Service	A
Analysis Period (min)			15		

# HCM Signalized Intersection Capacity Analysis

## 1: MLK & Peachtree

Modified PM



Movement	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	12	12	12	12	11	12	9	10	12	12	11	10	
Grade (%)		2%			3%			0%			0%		
Total Lost time (s)					4.0	4.0		4.0			4.0		
Lane Util. Factor					0.86	1.00		0.95			0.95		
Frbp, ped/bikes					1.00	0.82		1.00			0.97		
Flpb, ped/bikes					0.96	1.00		0.98			1.00		
Frt					1.00	0.85		1.00			0.98		
Flt Protected					0.99	1.00		0.99			1.00		
Satd. Flow (prot)					4716	1066		2851			2850		
Flt Permitted					0.99	1.00		0.85			1.00		
Satd. Flow (perm)					4716	1066		2444			2850		
Volume (vph)	0	0	0	104	423	125	28	219	0	0	342	62	
Peak-hour factor, PHF	0.92	0.92	0.92	0.77	0.81	0.89	0.70	0.90	0.92	0.92	0.78	0.86	
Adj. Flow (vph)	0	0	0	135	522	140	40	243	0	0	438	72	
RTOR Reduction (vph)	0	0	0	0	0	102	0	0	0	0	8	0	
Lane Group Flow (vph)	0	0	0	0	657	38	0	283	0	0	502	0	
Confl. Peds. (#/hr)	115		115	115		115	172		172	172		172	
Heavy Vehicles (%)	0%	0%	0%	2%	11%	10%	4%	4%	0%	0%	2%	18%	
Parking (#/hr)					10								
Turn Type				Perm		Perm	pm+pt						
Protected Phases					8		5	2			6		
Permitted Phases				8		8	2						
Actuated Green, G (s)					20.2	20.2		49.0			49.0		
Effective Green, g (s)					21.6	21.6		50.4			50.4		
Actuated g/C Ratio					0.27	0.27		0.63			0.63		
Clearance Time (s)					5.4	5.4		5.4			5.4		
Vehicle Extension (s)					5.0	5.0		5.0			5.0		
Lane Grp Cap (vph)					1273	288		1540			1796		
v/s Ratio Prot											c0.18		
v/s Ratio Perm					0.14	0.04		0.12					
v/c Ratio					0.52	0.13		0.18			0.28		
Uniform Delay, d1					24.8	22.1		6.2			6.6		
Progression Factor					1.00	1.00		1.00			0.83		
Incremental Delay, d2					0.7	0.4		0.0			0.4		
Delay (s)					25.5	22.5		6.2			5.9		
Level of Service					C	C		A			A		
Approach Delay (s)		0.0			25.0			6.2			5.9		
Approach LOS		A			C			A			A		
<b>Intersection Summary</b>													
HCM Average Control Delay			15.5		HCM Level of Service						B		
HCM Volume to Capacity ratio			0.35										
Actuated Cycle Length (s)			80.0		Sum of lost time (s)						8.0		
Intersection Capacity Utilization			51.1%		ICU Level of Service						A		
Analysis Period (min)			15										

c Critical Lane Group

# HCM Signalized Intersection Capacity Analysis

## 2: Alabama & Peachtree

Modified PM



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	10	10	12	10	9	12
Grade (%)	-3%			0%	-2%	
Total Lost time (s)	4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		0.95	0.95	
Frt	1.00	0.85		1.00	1.00	
Flt Protected	0.95	1.00		1.00	1.00	
Satd. Flow (prot)	769	688		2996	2840	
Flt Permitted	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	769	688		2849	2840	
Volume (vph)	7	4	2	317	528	0
Peak-hour factor, PHF	0.67	0.42	0.55	0.92	0.83	0.25
Adj. Flow (vph)	10	10	4	345	636	0
RTOR Reduction (vph)	0	8	0	0	0	0
Lane Group Flow (vph)	10	2	0	349	636	0
Heavy Vehicles (%)	100%	100%	100%	0%	4%	100%
Turn Type		Perm	Perm			
Protected Phases	4			2	6	
Permitted Phases		4	2			
Actuated Green, G (s)	13.6	13.6		55.6	55.6	
Effective Green, g (s)	15.0	15.0		57.0	57.0	
Actuated g/C Ratio	0.19	0.19		0.71	0.71	
Clearance Time (s)	5.4	5.4		5.4	5.4	
Vehicle Extension (s)	5.0	5.0		5.0	5.0	
Lane Grp Cap (vph)	144	129		2030	2024	
v/s Ratio Prot	c0.01				c0.22	
v/s Ratio Perm		0.00		0.12		
v/c Ratio	0.07	0.01		0.17	0.31	
Uniform Delay, d1	26.8	26.5		3.8	4.3	
Progression Factor	1.00	1.00		1.17	2.06	
Incremental Delay, d2	0.4	0.1		0.2	0.4	
Delay (s)	27.2	26.6		4.6	9.2	
Level of Service	C	C		A	A	
Approach Delay (s)	26.9			4.6	9.2	
Approach LOS	C			A	A	

### Intersection Summary

HCM Average Control Delay	7.9	HCM Level of Service	A
HCM Volume to Capacity ratio	0.26		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	35.4%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

# HCM Signalized Intersection Capacity Analysis

## 3: Wall & Peachtree

Modified PM



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	10	8	10	10	10	10
Grade (%)	0%		0%			3%
Total Lost time (s)	4.0	4.0	4.0			4.0
Lane Util. Factor	1.00	1.00	0.95			0.95
Fr <sub>t</sub>	1.00	0.85	0.96			1.00
Fl <sub>t</sub> Protected	0.95	1.00	1.00			0.99
Satd. Flow (prot)	1516	1260	2829			2880
Fl <sub>t</sub> Permitted	0.95	1.00	1.00			0.80
Satd. Flow (perm)	1516	1260	2829			2321
Volume (vph)	31	28	279	82	95	441
Peak-hour factor, PHF	0.65	0.64	0.86	0.79	0.88	0.84
Adj. Flow (vph)	48	44	324	104	108	525
RTOR Reduction (vph)	0	35	25	0	0	0
Lane Group Flow (vph)	48	9	403	0	0	633
Heavy Vehicles (%)	0%	0%	4%	1%	2%	3%
Turn Type		Perm			Perm	
Protected Phases	8		2			6
Permitted Phases		8			6	
Actuated Green, G (s)	15.2	15.2	54.0			54.0
Effective Green, g (s)	16.6	16.6	55.4			55.4
Actuated g/C Ratio	0.21	0.21	0.69			0.69
Clearance Time (s)	5.4	5.4	5.4			5.4
Vehicle Extension (s)	5.0	5.0	5.0			5.0
Lane Grp Cap (vph)	315	261	1959			1607
v/s Ratio Prot	c0.03		0.14			
v/s Ratio Perm		0.01				c0.27
v/c Ratio	0.15	0.03	0.21			0.39
Uniform Delay, d <sub>1</sub>	25.9	25.3	4.4			5.2
Progression Factor	1.00	1.00	1.48			0.67
Incremental Delay, d <sub>2</sub>	0.5	0.1	0.2			0.6
Delay (s)	26.4	25.4	6.8			4.1
Level of Service	C	C	A			A
Approach Delay (s)	25.9		6.8			4.1
Approach LOS	C		A			A

### Intersection Summary













HCM Average Control Delay	6.8	HCM Level of Service	A
HCM Volume to Capacity ratio	0.34		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	48.1%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

# HCM Signalized Intersection Capacity Analysis

## 4: Marietta & Peachtree

Modified PM

												
Movement	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	12	10	12	12	10	12	12	10	12	12	10	12
Grade (%)		0%			0%			-3%			0%	
Total Lost time (s)		4.0			4.0			4.0			4.0	
Lane Util. Factor		0.95			0.95			0.95			0.95	
Frbp, ped/bikes		0.99			1.00			0.99			1.00	
Flpb, ped/bikes		1.00			1.00			1.00			0.99	
Frt		0.99			1.00			0.99			1.00	
Flt Protected		1.00			1.00			1.00			1.00	
Satd. Flow (prot)		2976			2944			2887			2922	
Flt Permitted		1.00			1.00			1.00			0.94	
Satd. Flow (perm)		2976			2944			2887			2738	
Volume (vph)	0	721	22	0	269	0	0	330	9	10	588	0
Peak-hour factor, PHF	0.92	0.95	0.69	0.92	0.93	0.42	0.92	0.96	0.75	0.42	0.85	0.92
Adj. Flow (vph)	0	759	32	0	289	0	0	344	12	24	692	0
RTOR Reduction (vph)	0	1	0	0	0	0	0	3	0	0	0	0
Lane Group Flow (vph)	0	790	0	0	289	0	0	353	0	0	716	0
Confl. Peds. (#/hr)	269		269	269		269	401		401	401		401
Heavy Vehicles (%)	0%	0%	0%	0%	3%	0%	0%	5%	0%	0%	3%	0%
Turn Type										Perm		
Protected Phases		4			8			2			6	
Permitted Phases										6		
Actuated Green, G (s)		30.7			30.7			38.2			38.2	
Effective Green, g (s)		32.4			32.4			39.6			39.6	
Actuated g/C Ratio		0.40			0.40			0.50			0.50	
Clearance Time (s)		5.7			5.7			5.4			5.4	
Vehicle Extension (s)		5.0			5.0			5.0			5.0	
Lane Grp Cap (vph)		1205			1192			1429			1355	
v/s Ratio Prot		c0.27			0.10			0.12				
v/s Ratio Perm											c0.26	
v/c Ratio		0.66			0.24			0.25			0.53	
Uniform Delay, d1		19.3			15.7			11.6			13.8	
Progression Factor		1.00			1.00			1.01			0.28	
Incremental Delay, d2		1.7			0.2			0.4			1.3	
Delay (s)		21.0			15.9			12.2			5.1	
Level of Service		C			B			B			A	
Approach Delay (s)		21.0			15.9			12.2			5.1	
Approach LOS		C			B			B			A	
<b>Intersection Summary</b>												
HCM Average Control Delay			13.6				HCM Level of Service				B	
HCM Volume to Capacity ratio			0.59									
Actuated Cycle Length (s)			80.0				Sum of lost time (s)			8.0		
Intersection Capacity Utilization			55.8%				ICU Level of Service			B		
Analysis Period (min)			15									
c Critical Lane Group												

# HCM Signalized Intersection Capacity Analysis

## 5: Walton & Peachtree

Modified PM



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↕↗	↕↗	↖
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	10	11	12
Total Lost time (s)		4.0		4.0	4.0	
Lane Util. Factor		1.00		0.95	0.95	
Fr <sub>t</sub>		0.86		1.00	1.00	
Fl <sub>t</sub> Protected		1.00		1.00	1.00	
Satd. Flow (prot)		1281		3002	3110	
Fl <sub>t</sub> Permitted		1.00		1.00	1.00	
Satd. Flow (perm)		1281		3002	3110	
Volume (vph)	0	86	0	346	485	0
Peak-hour factor, PHF	0.75	0.60	0.25	0.44	0.50	0.25
Adj. Flow (vph)	0	143	0	786	970	0
RTOR Reduction (vph)	0	79	0	0	0	0
Lane Group Flow (vph)	0	64	0	786	970	0
Heavy Vehicles (%)	0%	1%	0%	1%	1%	0%
Parking (#/hr)		5				
Turn Type		custom				
Protected Phases				2	6	
Permitted Phases		4				
Actuated Green, G (s)		15.2		54.0	54.0	
Effective Green, g (s)		16.6		55.4	55.4	
Actuated g/C Ratio		0.21		0.69	0.69	
Clearance Time (s)		5.4		5.4	5.4	
Vehicle Extension (s)		5.0		5.0	5.0	
Lane Grp Cap (vph)		266		2079	2154	
v/s Ratio Prot				0.26	c0.31	
v/s Ratio Perm		c0.05				
v/c Ratio		0.24		0.38	0.45	
Uniform Delay, d <sub>1</sub>		26.4		5.1	5.5	
Progression Factor		1.00		0.50	0.65	
Incremental Delay, d <sub>2</sub>		1.0		0.5	0.7	
Delay (s)		27.4		3.1	4.2	
Level of Service		C		A	A	
Approach Delay (s)	27.4			3.1	4.2	
Approach LOS	C			A	A	

### Intersection Summary













HCM Average Control Delay	5.5	HCM Level of Service	A
HCM Volume to Capacity ratio	0.40		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	31.6%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

# HCM Signalized Intersection Capacity Analysis

## 6: Poplar & Peachtree

Modified PM

												
Movement	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
Total Lost time (s)								4.0			4.0	
Lane Util. Factor								0.95			0.95	
Frbp, ped/bikes								1.00			1.00	
Flpb, ped/bikes								1.00			1.00	
Frt								1.00			1.00	
Flt Protected								1.00			1.00	
Satd. Flow (prot)								3539			3539	
Flt Permitted								1.00			1.00	
Satd. Flow (perm)								3539			3539	
Volume (vph)	0	0	0	0	0	0	0	335	0	0	485	0
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0	0	364	0	0	527	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	0	0	0	364	0	0	527	0
Confl. Peds. (#/hr)	48		48	48		48	305		305	305		305
Turn Type												
Protected Phases		4			8			2			6	
Permitted Phases												
Actuated Green, G (s)								54.0			54.0	
Effective Green, g (s)								55.4			55.4	
Actuated g/C Ratio								0.69			0.69	
Clearance Time (s)								5.4			5.4	
Vehicle Extension (s)								5.0			5.0	
Lane Grp Cap (vph)								2451			2451	
v/s Ratio Prot								0.10			c0.15	
v/s Ratio Perm												
v/c Ratio								0.15			0.22	
Uniform Delay, d1								4.2			4.4	
Progression Factor								0.71			0.88	
Incremental Delay, d2								0.1			0.2	
Delay (s)								3.1			4.1	
Level of Service								A			A	
Approach Delay (s)		0.0			0.0			3.1			4.1	
Approach LOS		A			A			A			A	
<b>Intersection Summary</b>												
HCM Average Control Delay			3.7					HCM Level of Service			A	
HCM Volume to Capacity ratio			0.22									
Actuated Cycle Length (s)			80.0					Sum of lost time (s)		24.6		
Intersection Capacity Utilization			37.2%					ICU Level of Service		A		
Analysis Period (min)			15									
c Critical Lane Group												

# HCM Signalized Intersection Capacity Analysis

## 7: Luckie & Peachtree

Modified PM



Movement	WBL2	WBL	WBT	WBR	NBL2	NBL	NBT	NBR	SBL	SBT	SBR	SBR2
Lane Configurations		↔	↔				↕	↗		↕		↗
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	10	15	12	10	12	15
Grade (%)			0%				2%			-1%		
Total Lost time (s)		4.0	4.0				4.0	4.0		4.0		4.0
Lane Util. Factor		1.00	1.00				0.95	1.00		0.91		0.91
Frt		1.00	0.96				1.00	0.85		0.99		0.85
Flt Protected		0.95	1.00				0.99	1.00		0.98		1.00
Satd. Flow (prot)		1540	1648				2879	1479		2761		1448
Flt Permitted		0.95	1.00				0.77	1.00		0.73		1.00
Satd. Flow (perm)		1540	1648				2248	1479		2040		1448
Volume (vph)	33	4	87	18	10	30	226	57	237	452	22	77
Peak-hour factor, PHF	0.64	0.50	0.78	0.50	0.63	0.83	0.83	0.68	0.90	0.88	0.55	0.77
Adj. Flow (vph)	52	8	112	36	16	36	272	84	263	514	40	100
RTOR Reduction (vph)	0	0	20	0	0	0	0	27	0	0	0	16
Lane Group Flow (vph)	0	60	128	0	0	0	324	57	0	817	0	84
Heavy Vehicles (%)	6%	2%	0%	0%	2%	0%	4%	7%	6%	2%	2%	1%
Turn Type	Perm	Perm			Perm	Perm		Perm	Perm			Perm
Protected Phases			8				2			6		
Permitted Phases	8	8			2	2		2	6			6
Actuated Green, G (s)		16.0	16.0				53.2	53.2		53.2		53.2
Effective Green, g (s)		17.4	17.4				54.6	54.6		54.6		54.6
Actuated g/C Ratio		0.22	0.22				0.68	0.68		0.68		0.68
Clearance Time (s)		5.4	5.4				5.4	5.4		5.4		5.4
Vehicle Extension (s)		4.0	4.0				5.0	5.0		5.0		5.0
Lane Grp Cap (vph)		335	358				1534	1009		1392		988
v/s Ratio Prot			c0.08									
v/s Ratio Perm		0.04					0.14	0.04		c0.40		0.06
v/c Ratio		0.18	0.36				0.21	0.06		0.59		0.09
Uniform Delay, d1		25.5	26.6				4.7	4.2		6.7		4.3
Progression Factor		1.00	1.00				0.53	1.03		0.56		0.06
Incremental Delay, d2		0.4	0.8				0.3	0.1		1.7		0.2
Delay (s)		25.8	27.4				2.8	4.4		5.4		0.4
Level of Service		C	C				A	A		A		A
Approach Delay (s)			27.0				3.1			4.9		
Approach LOS			C				A			A		

### Intersection Summary

HCM Average Control Delay	7.4	HCM Level of Service	A
HCM Volume to Capacity ratio	0.53		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	58.2%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

# HCM Unsignalized Intersection Capacity Analysis

## 8: Williams & Peachtree

Modified PM



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			↑↑	↑↑	
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	16	112	0	238	632	0
Peak Hour Factor	0.80	0.76	0.25	0.86	0.86	0.25
Hourly flow rate (vph)	20	147	0	277	735	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)				267	294	
pX, platoon unblocked						
vC, conflicting volume	873	367	735			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	873	367	735			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	93	77	100			
cM capacity (veh/h)	293	630	880			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	167	138	138	367	367
Volume Left	20	0	0	0	0
Volume Right	147	0	0	0	0
cSH	554	1700	1700	1700	1700
Volume to Capacity	0.30	0.08	0.08	0.22	0.22
Queue Length 95th (ft)	32	0	0	0	0
Control Delay (s)	14.3	0.0	0.0	0.0	0.0
Lane LOS	B				
Approach Delay (s)	14.3	0.0		0.0	
Approach LOS	B				

Intersection Summary					
Average Delay			2.0		
Intersection Capacity Utilization		34.7%		ICU Level of Service	A
Analysis Period (min)			15		

# HCM Unsignalized Intersection Capacity Analysis

## 9: JW Dobbs & Peachtree

Modified PM



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↶	↷	↕↔			↕↕
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	67	50	221	9	6	568
Peak Hour Factor	0.80	0.60	0.73	0.56	0.50	0.95
Hourly flow rate (vph)	84	83	303	16	12	598
Pedestrians	103		57			57
Lane Width (ft)	10.0		10.0			10.0
Walking Speed (ft/s)	4.0		4.0			4.0
Percent Blockage	7		4			4
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)			387			174
pX, platoon unblocked						
vC, conflicting volume	794	319			422	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	794	319			422	
tC, single (s)	6.9	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.6	3.3			2.2	
p0 queue free %	70	86			99	
cM capacity (veh/h)	280	608			1066	

Direction, Lane #	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2
Volume Total	84	83	202	117	211	399
Volume Left	84	0	0	0	12	0
Volume Right	0	83	0	16	0	0
cSH	280	608	1700	1700	1066	1700
Volume to Capacity	0.30	0.14	0.12	0.07	0.01	0.23
Queue Length 95th (ft)	31	12	0	0	1	0
Control Delay (s)	23.3	11.9	0.0	0.0	0.6	0.0
Lane LOS	C	B			A	
Approach Delay (s)	17.6		0.0		0.2	
Approach LOS	C					

Intersection Summary						
Average Delay			2.8			
Intersection Capacity Utilization			40.8%		ICU Level of Service	A
Analysis Period (min)			15			

# HCM Signalized Intersection Capacity Analysis

## 10: Carnegie & Peachtree

Modified PM























Movement	EBL	EBR	EBR2	NBL	NBT	SBT	SBR	SBR2	NEL2	NEL	NER	
Lane Configurations			↗		↑↑	↑↗				↘↘		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Width	12	12	12	12	11	10	10	12	12	10	12	
Grade (%)	0%				3%	0%	4%					
Total Lost time (s)	4.0			4.0	4.0	4.0			4.0			
Lane Util. Factor	1.00			0.95	0.95	0.97			0.97			
Frt	0.86			1.00	0.96	0.98			0.98			
Flt Protected	1.00			1.00	1.00	0.96			0.96			
Satd. Flow (prot)	1450			3003	2762	2774			2774			
Flt Permitted	1.00			1.00	1.00	0.96			0.96			
Satd. Flow (perm)	1450			3003	2762	2774			2774			
Volume (vph)	0	0	35	0	282	522	179	20	15	133	19	
Peak-hour factor, PHF	0.92	0.92	0.91	0.92	0.82	0.82	0.86	0.86	0.96	0.96	0.68	
Adj. Flow (vph)	0	0	38	0	344	637	208	23	16	139	28	
RTOR Reduction (vph)	0	0	31	0	0	0	0	0	0	23	0	
Lane Group Flow (vph)	0	0	7	0	344	868	0	0	0	160	0	
Heavy Vehicles (%)	2%	2%	2%	2%	3%	7%	1%	1%	3%	3%	0%	
Turn Type	custom						Split					
Protected Phases	4			2	2	3			3			
Permitted Phases	4											
Actuated Green, G (s)	13.6			37.7	37.7	12.6			12.6			
Effective Green, g (s)	14.7			39.3	39.3	14.0			14.0			
Actuated g/C Ratio	0.18			0.49	0.49	0.18			0.18			
Clearance Time (s)	5.1			5.6	5.6	5.4			5.4			
Vehicle Extension (s)	5.0			5.0	5.0	5.0			5.0			
Lane Grp Cap (vph)	266			1475	1357	485			485			
v/s Ratio Prot	c0.00			0.11	c0.31	c0.06			c0.06			
v/s Ratio Perm												
v/c Ratio	0.03			0.23	0.64	0.33			0.33			
Uniform Delay, d1	26.8			11.7	15.1	28.9			28.9			
Progression Factor	1.00			1.27	0.97	1.00			1.00			
Incremental Delay, d2	0.1			0.4	0.5	0.8			0.8			
Delay (s)	26.9			15.2	15.1	29.7			29.7			
Level of Service	C			B	B	C			C			
Approach Delay (s)	26.9				15.2	15.1				29.7		
Approach LOS	C				B	B				C		
<b>Intersection Summary</b>												
HCM Average Control Delay	17.3			HCM Level of Service				B				
HCM Volume to Capacity ratio	0.44											
Actuated Cycle Length (s)	80.0			Sum of lost time (s)				12.0				
Intersection Capacity Utilization	42.3%			ICU Level of Service				A				
Analysis Period (min)	15											

c Critical Lane Group

# HCM Signalized Intersection Capacity Analysis

## 11: Ellis & Peachtree


















Modified PM

												
Movement	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	9	9	9	12	12	12	12	10	12	12	9	12
Grade (%)		4%			5%			0%			0%	
Total Lost time (s)	4.0	4.0	4.0					4.0			4.0	
Lane Util. Factor	1.00	0.95	1.00					0.95			0.95	
Frbp, ped/bikes	1.00	1.00	0.92					0.93			1.00	
Flpb, ped/bikes	0.93	1.00	1.00					1.00			0.96	
Frt	1.00	1.00	0.85					0.97			1.00	
Flt Protected	0.95	1.00	1.00					1.00			0.99	
Satd. Flow (prot)	1337	2782	1116					2551			2668	
Flt Permitted	0.95	1.00	1.00					1.00			0.66	
Satd. Flow (perm)	1337	2782	1116					2551			1796	
Volume (vph)	31	266	16	0	0	0	0	413	98	257	740	0
Peak-hour factor, PHF	0.65	0.96	0.67	0.25	0.25	0.25	0.25	0.90	0.82	0.86	0.90	0.25
Adj. Flow (vph)	48	277	24	0	0	0	0	459	120	299	822	0
RTOR Reduction (vph)	0	0	18	0	0	0	0	15	0	0	0	0
Lane Group Flow (vph)	48	277	6	0	0	0	0	564	0	0	1121	0
Confl. Peds. (#/hr)	50		50	50		50	256		256	256		256
Heavy Vehicles (%)	0%	3%	6%	0%	0%	0%	0%	9%	1%	2%	5%	0%
Turn Type	Perm		Perm							pm+pt		
Protected Phases		4						2		1	6	
Permitted Phases	4		4							6		
Actuated Green, G (s)	17.2	17.2	17.2					51.7			51.7	
Effective Green, g (s)	18.9	18.9	18.9					53.1			53.1	
Actuated g/C Ratio	0.24	0.24	0.24					0.66			0.66	
Clearance Time (s)	5.7	5.7	5.7					5.4			5.4	
Vehicle Extension (s)	5.0	5.0	5.0					5.0			5.0	
Lane Grp Cap (vph)	316	657	264					1693			1192	
v/s Ratio Prot		c0.10						0.22				
v/s Ratio Perm	0.04		0.01								c0.62	
v/c Ratio	0.15	0.42	0.02					0.33			1.16dl	
Uniform Delay, d1	24.2	25.9	23.5					5.8			12.0	
Progression Factor	1.00	1.00	1.00					0.35			1.09	
Incremental Delay, d2	0.5	0.9	0.1					0.5			12.1	
Delay (s)	24.7	26.8	23.5					2.5			25.3	
Level of Service	C	C	C					A			C	
Approach Delay (s)		26.3			0.0			2.5			25.3	
Approach LOS		C			A			A			C	
<b>Intersection Summary</b>												
HCM Average Control Delay			19.0					HCM Level of Service			B	
HCM Volume to Capacity ratio			0.80									
Actuated Cycle Length (s)			80.0					Sum of lost time (s)			8.0	
Intersection Capacity Utilization			73.3%					ICU Level of Service			D	
Analysis Period (min)			15									
dl	Defacto Left Lane. Recode with 1 though lane as a left lane.											
c	Critical Lane Group											

# HCM Signalized Intersection Capacity Analysis

## 12: Andrew Young & Peachtree

Modified PM

												
Movement	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	12	12	12	12	11	12	12	9	12	9	9	9
Grade (%)		0%			2%			0%			0%	
Total Lost time (s)					4.0	4.0		4.0			4.0	
Lane Util. Factor					0.95	1.00		0.95			0.95	
Frbp, ped/bikes					1.00	0.82		1.00			0.98	
Flpb, ped/bikes					0.92	1.00		1.00			1.00	
Frt					1.00	0.85		1.00			0.99	
Flt Protected					0.98	1.00		1.00			1.00	
Satd. Flow (prot)					2771	1053		2785			2806	
Flt Permitted					0.98	1.00		1.00			1.00	
Satd. Flow (perm)					2771	1053		2785			2806	
Volume (vph)	0	0	0	138	186	17	0	651	0	0	812	56
Peak-hour factor, PHF	0.25	0.25	0.25	0.82	0.86	0.61	0.38	0.85	0.40	0.25	0.88	0.70
Adj. Flow (vph)	0	0	0	168	216	28	0	766	0	0	923	80
RTOR Reduction (vph)	0	0	0	0	0	12	0	0	0	0	5	0
Lane Group Flow (vph)	0	0	0	0	384	16	0	766	0	0	998	0
Confl. Peds. (#/hr)	193		193	193		193	162		162	162		162
Heavy Vehicles (%)	0%	0%	0%	1%	2%	12%	0%	5%	0%	0%	1%	0%
Turn Type				Perm		Perm						
Protected Phases					8			2			6	
Permitted Phases				8		8						
Actuated Green, G (s)					24.6	24.6		45.0			45.0	
Effective Green, g (s)					25.6	25.6		46.4			46.4	
Actuated g/C Ratio					0.32	0.32		0.58			0.58	
Clearance Time (s)					5.0	5.0		5.4			5.4	
Vehicle Extension (s)					5.0	5.0		5.0			5.0	
Lane Grp Cap (vph)					887	337		1615			1627	
v/s Ratio Prot								0.28			c0.36	
v/s Ratio Perm					0.14	0.02						
v/c Ratio					0.43	0.05		0.47			0.61	
Uniform Delay, d1					21.5	18.8		9.7			10.9	
Progression Factor					1.00	1.00		0.93			1.25	
Incremental Delay, d2					0.7	0.1		1.0			1.4	
Delay (s)					22.2	18.9		10.1			15.0	
Level of Service					C	B		B			B	
Approach Delay (s)		0.0			22.0			10.1			15.0	
Approach LOS		A			C			B			B	
<b>Intersection Summary</b>												
HCM Average Control Delay			14.6								HCM Level of Service	B
HCM Volume to Capacity ratio			0.55									
Actuated Cycle Length (s)			80.0								Sum of lost time (s)	8.0
Intersection Capacity Utilization			56.5%								ICU Level of Service	B
Analysis Period (min)			15									
c Critical Lane Group												

# HCM Signalized Intersection Capacity Analysis

## 13: Harris & Peachtree

Modified PM



Movement	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	12	12	12	12	12	12	12	10	12	12	9	12
Total Lost time (s)	4.0	4.0	4.0					4.0			4.0	
Lane Util. Factor	1.00	0.95	1.00					0.95			0.95	
Frbp, ped/bikes	1.00	1.00	0.82					0.96			1.00	
Flpb, ped/bikes	0.83	1.00	1.00					1.00			0.98	
Frt	1.00	1.00	0.85					0.98			1.00	
Flt Protected	0.95	1.00	1.00					1.00			0.99	
Satd. Flow (prot)	1334	3016	1158					2666			2799	
Flt Permitted	0.95	1.00	1.00					1.00			0.80	
Satd. Flow (perm)	1334	3016	1158					2666			2244	
Volume (vph)	98	409	103	0	0	0	0	475	60	76	754	0
Peak-hour factor, PHF	0.80	0.90	0.89	0.92	0.92	0.92	0.92	0.91	0.83	0.68	0.90	0.92
Adj. Flow (vph)	122	454	116	0	0	0	0	522	72	112	838	0
RTOR Reduction (vph)	0	0	5	0	0	0	0	8	0	0	0	0
Lane Group Flow (vph)	122	454	111	0	0	0	0	586	0	0	950	0
Confl. Peds. (#/hr)	135		135	135		135	401		401	401		401
Heavy Vehicles (%)	1%	1%	3%	0%	0%	0%	0%	7%	7%	3%	2%	0%
Parking (#/hr)		5										
Turn Type	Perm		Perm							Perm		
Protected Phases		4						2			6	
Permitted Phases	4		4							6		
Actuated Green, G (s)	19.0	19.0	19.0					51.4			51.4	
Effective Green, g (s)	19.8	19.8	19.8					52.2			52.2	
Actuated g/C Ratio	0.25	0.25	0.25					0.65			0.65	
Clearance Time (s)	4.8	4.8	4.8					4.8			4.8	
Vehicle Extension (s)	3.0	3.0	3.0					5.0			5.0	
Lane Grp Cap (vph)	330	746	287					1740			1464	
v/s Ratio Prot		c0.15						0.22				
v/s Ratio Perm	0.09		0.10								c0.42	
v/c Ratio	0.37	0.61	0.39					0.34			0.65	
Uniform Delay, d1	24.9	26.7	25.0					6.2			8.4	
Progression Factor	1.00	1.00	1.00					0.04			1.21	
Incremental Delay, d2	0.7	1.4	0.9					0.5			1.9	
Delay (s)	25.6	28.1	25.9					0.7			12.0	
Level of Service	C	C	C					A			B	
Approach Delay (s)		27.3			0.0			0.7			12.0	
Approach LOS		C			A			A			B	
<b>Intersection Summary</b>												
HCM Average Control Delay			13.7					HCM Level of Service			B	
HCM Volume to Capacity ratio			0.64									
Actuated Cycle Length (s)			80.0					Sum of lost time (s)			8.0	
Intersection Capacity Utilization			69.2%					ICU Level of Service			C	
Analysis Period (min)			15									
c Critical Lane Group												

# HCM Signalized Intersection Capacity Analysis

## 14: Baker & Peachtree

Modified PM



Movement	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	12	12	12	10	10	10	12	10	12	12	10	16
Grade (%)		0%			4%			0%				0%
Total Lost time (s)				4.0	4.0	4.0		4.0			4.0	
Lane Util. Factor				1.00	0.95	1.00		0.95			0.95	
Frbp, ped/bikes				1.00	1.00	0.67		1.00			0.99	
Flpb, ped/bikes				0.68	1.00	1.00		1.00			1.00	
Frt				1.00	1.00	0.85		1.00			0.99	
Flt Protected				0.95	1.00	1.00		1.00			1.00	
Satd. Flow (prot)				929	2669	873		2916			2894	
Flt Permitted				0.95	1.00	1.00		1.00			1.00	
Satd. Flow (perm)				929	2669	873		2916			2894	
Volume (vph)	0	0	0	98	488	64	0	620	0	0	778	72
Peak-hour factor, PHF	0.25	0.25	0.25	0.79	0.85	0.73	0.92	0.91	0.92	0.92	0.94	0.86
Adj. Flow (vph)	0	0	0	124	574	88	0	681	0	0	828	84
RTOR Reduction (vph)	0	0	0	0	0	58	0	0	0	0	8	0
Lane Group Flow (vph)	0	0	0	124	574	30	0	681	0	0	904	0
Confl. Peds. (#/hr)	299		299	299		299	70		70	70		70
Heavy Vehicles (%)	0%	0%	0%	8%	3%	2%	0%	4%	0%	0%	2%	4%
Parking (#/hr)					10							
Turn Type				Perm		Perm						
Protected Phases					8			2			6	
Permitted Phases				8		8						
Actuated Green, G (s)				25.4	25.4	25.4		43.6			43.6	
Effective Green, g (s)				27.0	27.0	27.0		45.0			45.0	
Actuated g/C Ratio				0.34	0.34	0.34		0.56			0.56	
Clearance Time (s)				5.6	5.6	5.6		5.4			5.4	
Vehicle Extension (s)				5.0	5.0	5.0		5.0			5.0	
Lane Grp Cap (vph)				314	901	295		1640			1628	
v/s Ratio Prot					c0.22			0.23			c0.31	
v/s Ratio Perm				0.13		0.03						
v/c Ratio				0.39	0.64	0.10		0.42			0.56	
Uniform Delay, d1				20.3	22.4	18.2		10.0			11.1	
Progression Factor				1.00	1.00	1.00		0.76			1.02	
Incremental Delay, d2				1.7	2.1	0.3		0.7			1.2	
Delay (s)				22.0	24.4	18.5		8.4			12.5	
Level of Service				C	C	B		A			B	
Approach Delay (s)		0.0			23.4			8.4			12.5	
Approach LOS		A			C			A			B	
<b>Intersection Summary</b>												
HCM Average Control Delay			14.9								B	
HCM Volume to Capacity ratio			0.59									
Actuated Cycle Length (s)			80.0							8.0		
Intersection Capacity Utilization			48.5%								A	
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis  
 15: West Peachtree & Peachtree

Modified PM



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	12	12	11	11	11	11
Grade (%)	3%			-2%	2%	
Total Lost time (s)	4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		0.95	0.95	
Frbp, ped/bikes	1.00	0.86		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		0.99	1.00	
Frt	1.00	0.85		1.00	0.99	
Flt Protected	0.95	1.00		0.99	1.00	
Satd. Flow (prot)	1554	1184		2974	3002	
Flt Permitted	0.95	1.00		0.69	1.00	
Satd. Flow (perm)	1554	1184		2083	3002	
Volume (vph)	32	315	108	477	692	34
Peak-hour factor, PHF	0.62	0.95	0.90	0.95	0.92	0.85
Adj. Flow (vph)	52	332	120	502	752	40
RTOR Reduction (vph)	0	260	0	0	2	0
Lane Group Flow (vph)	52	72	0	622	790	0
Confl. Peds. (#/hr)	98	98	87			87
Heavy Vehicles (%)	3%	4%	10%	3%	2%	9%
Turn Type	Perm pm+pt					
Protected Phases	4		5	2	6	
Permitted Phases		4	2			
Actuated Green, G (s)	16.3	16.3		53.2	53.2	
Effective Green, g (s)	17.4	17.4		54.6	54.6	
Actuated g/C Ratio	0.22	0.22		0.68	0.68	
Clearance Time (s)	5.1	5.1		5.4	5.4	
Vehicle Extension (s)	3.0	3.0		5.0	5.0	
Lane Grp Cap (vph)	338	258		1422	2049	
v/s Ratio Prot	0.03				0.26	
v/s Ratio Perm		c0.06		c0.30		
v/c Ratio	0.15	0.28		0.44	0.39	
Uniform Delay, d1	25.3	26.1		5.7	5.5	
Progression Factor	1.00	1.00		2.00	1.11	
Incremental Delay, d2	0.2	0.6		0.1	0.5	
Delay (s)	25.6	26.7		11.6	6.6	
Level of Service	C	C		B	A	
Approach Delay (s)	26.5			11.6	6.6	
Approach LOS	C			B	A	




















Intersection Summary

HCM Average Control Delay	12.6	HCM Level of Service	B
HCM Volume to Capacity ratio	0.40		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	65.6%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

# HCM Signalized Intersection Capacity Analysis

## 16: Ralph McGill & Peachtree

Modified PM

												
Movement	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	11	11	11	11	11	11	10	10	15	9	11	11
Grade (%)		3%			0%			0%			0%	
Total Lost time (s)		4.0			4.0		4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor		0.95			0.95		1.00	0.91	0.91	1.00	0.95	
Frbp, ped/bikes		1.00			1.00		1.00	1.00	0.97	1.00	1.00	
Flpb, ped/bikes		1.00			1.00		1.00	1.00	1.00	1.00	1.00	
Frt		0.99			0.99		1.00	0.99	0.85	1.00	0.98	
Flt Protected		1.00			0.99		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)		3005			2986		1401	2839	1391	1445	3009	
Flt Permitted		0.83			0.71		0.30	1.00	1.00	0.26	1.00	
Satd. Flow (perm)		2512			2124		445	2839	1391	401	3009	
Volume (vph)	39	403	33	65	232	38	178	590	390	226	450	35
Peak-hour factor, PHF	0.81	0.83	0.75	0.74	0.52	0.68	0.95	0.92	0.82	0.96	0.72	0.49
Adj. Flow (vph)	48	486	44	88	446	56	187	641	476	235	625	71
RTOR Reduction (vph)	0	9	0	0	11	0	0	6	125	0	9	0
Lane Group Flow (vph)	0	569	0	0	579	0	187	683	303	235	687	0
Confl. Peds. (#/hr)	14		14	14		14	20		20	20		20
Heavy Vehicles (%)	3%	1%	0%	2%	3%	0%	8%	1%	1%	1%	2%	6%
Turn Type	Perm			Perm			pm+pt		Perm	pm+pt		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2		2	6		
Actuated Green, G (s)		24.2			24.2		39.4	30.8	30.8	41.6	31.9	
Effective Green, g (s)		25.6			25.6		41.3	31.7	31.7	43.5	32.8	
Actuated g/C Ratio		0.32			0.32		0.52	0.40	0.40	0.54	0.41	
Clearance Time (s)		5.4			5.4		5.0	4.9	4.9	5.0	4.9	
Vehicle Extension (s)		3.0			3.0		2.0	5.0	5.0	2.0	5.0	
Lane Grp Cap (vph)		804			680		344	1125	551	358	1234	
v/s Ratio Prot							0.07	0.24		c0.09	0.23	
v/s Ratio Perm		0.23			c0.27		0.21		0.22	c0.27		
v/c Ratio		0.71			0.85		0.54	0.61	0.55	0.66	0.56	
Uniform Delay, d1		23.9			25.4		11.3	19.2	18.6	11.0	18.0	
Progression Factor		1.00			1.00		1.10	1.05	1.09	1.53	1.26	
Incremental Delay, d2		2.9			10.0		0.9	2.4	3.9	3.1	1.7	
Delay (s)		26.8			35.5		13.4	22.6	24.1	19.9	24.4	
Level of Service		C			D		B	C	C	B	C	
Approach Delay (s)		26.8			35.5			21.8			23.3	
Approach LOS		C			D			C			C	
<b>Intersection Summary</b>												
HCM Average Control Delay			25.4				HCM Level of Service			C		
HCM Volume to Capacity ratio			0.70									
Actuated Cycle Length (s)			80.0				Sum of lost time (s)			8.0		
Intersection Capacity Utilization			80.7%				ICU Level of Service			D		
Analysis Period (min)			15									
c Critical Lane Group												

# HCM Signalized Intersection Capacity Analysis

## 17: Pine & Peachtree

Modified PM



Movement	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	11	11	11	12	12	12	10	10	10	10	10	10
Grade (%)		0%			5%			0%			0%	
Total Lost time (s)		4.0	4.0					4.0			4.0	
Lane Util. Factor		0.95	1.00					0.95			0.95	
Frbp, ped/bikes		1.00	0.93					0.99			1.00	
Flpb, ped/bikes		0.98	1.00					1.00			1.00	
Frt		1.00	0.85					0.99			1.00	
Flt Protected		0.98	1.00					1.00			1.00	
Satd. Flow (prot)		2904	1203					2943			2968	
Flt Permitted		0.98	1.00					1.00			0.89	
Satd. Flow (perm)		2904	1203					2943			2660	
Volume (vph)	153	157	125	0	0	0	0	798	51	22	504	0
Peak-hour factor, PHF	0.91	0.73	0.87	0.92	0.92	0.92	0.92	0.91	0.67	0.79	0.77	0.92
Adj. Flow (vph)	168	215	144	0	0	0	0	877	76	28	655	0
RTOR Reduction (vph)	0	0	65	0	0	0	0	4	0	0	0	0
Lane Group Flow (vph)	0	383	79	0	0	0	0	949	0	0	683	0
Confl. Peds. (#/hr)	42		42	42		42	47		47	47		47
Heavy Vehicles (%)	1%	5%	9%	0%	0%	0%	0%	1%	4%	0%	2%	0%
Turn Type	Perm		Perm								Perm	
Protected Phases		4						2			6	
Permitted Phases	4		4							6		
Actuated Green, G (s)		15.5	15.5					53.6			53.6	
Effective Green, g (s)		16.9	16.9					55.1			55.1	
Actuated g/C Ratio		0.21	0.21					0.69			0.69	
Clearance Time (s)		5.4	5.4					5.5			5.5	
Vehicle Extension (s)		3.0	3.0					5.0			5.0	
Lane Grp Cap (vph)		613	254					2027			1832	
v/s Ratio Prot								c0.32				
v/s Ratio Perm		0.13	0.07								0.26	
v/c Ratio		0.62	0.31					0.47			0.37	
Uniform Delay, d1		28.7	26.6					5.7			5.2	
Progression Factor		1.00	1.00					0.38			1.93	
Incremental Delay, d2		2.0	0.7					0.7			0.4	
Delay (s)		30.7	27.3					2.9			10.4	
Level of Service		C	C					A			B	
Approach Delay (s)		29.8			0.0			2.9			10.4	
Approach LOS		C			A			A			B	
<b>Intersection Summary</b>												
HCM Average Control Delay			11.8					HCM Level of Service			B	
HCM Volume to Capacity ratio			0.50									
Actuated Cycle Length (s)			80.0					Sum of lost time (s)		8.0		
Intersection Capacity Utilization			56.2%					ICU Level of Service		B		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis  
 18: Renaissance & Peachtree

Modified PM



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↕↔			↕↔
Sign Control	Stop		Free			Free
Grade	3%		0%			0%
Volume (veh/h)	10	35	1095	28	7	585
Peak Hour Factor	0.63	0.80	0.93	0.64	0.58	0.83
Hourly flow rate (vph)	16	44	1177	44	12	705
Pedestrians	56		10			10
Lane Width (ft)	12.0		10.0			10.0
Walking Speed (ft/s)	4.0		4.0			4.0
Percent Blockage	5		1			1
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)			454			424
pX, platoon unblocked	0.90	0.90			0.90	
vC, conflicting volume	1642	677			1277	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1600	523			1193	
tC, single (s)	7.0	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.6	3.3			2.2	
p0 queue free %	78	90			98	
cM capacity (veh/h)	74	427			506	



















Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	60	785	436	247	470
Volume Left	16	0	0	12	0
Volume Right	44	0	44	0	0
cSH	188	1700	1700	506	1700
Volume to Capacity	0.32	0.46	0.26	0.02	0.28
Queue Length 95th (ft)	32	0	0	2	0
Control Delay (s)	32.9	0.0	0.0	0.9	0.0
Lane LOS	D			A	
Approach Delay (s)	32.9	0.0		0.3	
Approach LOS	D				

Intersection Summary					
Average Delay			1.1		
Intersection Capacity Utilization		47.9%		ICU Level of Service	A
Analysis Period (min)			15		

# HCM Signalized Intersection Capacity Analysis

## 19: Linden & Peachtree













Modified PM

												
Movement	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	11	11	11	10	10	10	10	10	10	10	10	10
Grade (%)		-1%			4%			0%			0%	
Total Lost time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frbp, ped/bikes		0.98			0.99		1.00	0.99		1.00	0.95	
Flpb, ped/bikes		0.99			1.00		1.00	1.00		0.99	1.00	
Frt		0.96			0.98		1.00	0.99		1.00	0.96	
Flt Protected		0.98			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1522			1311		1501	2962		1504	2721	
Flt Permitted		0.76			0.94		0.20	1.00		0.24	1.00	
Satd. Flow (perm)		1171			1237		309	2962		386	2721	
Volume (vph)	68	100	61	16	155	18	222	861	24	56	514	189
Peak-hour factor, PHF	0.77	0.86	0.76	0.57	0.90	0.56	0.90	0.97	0.67	0.66	0.82	0.91
Adj. Flow (vph)	88	116	80	28	172	32	247	888	36	85	627	208
RTOR Reduction (vph)	0	23	0	0	10	0	0	3	0	0	34	0
Lane Group Flow (vph)	0	261	0	0	222	0	247	921	0	85	801	0
Confl. Peds. (#/hr)	39		39	39		39	67		67	67		67
Heavy Vehicles (%)	3%	0%	0%	0%	1%	0%	1%	1%	0%	0%	2%	1%
Parking (#/hr)					5							
Turn Type	Perm			Perm			pm+pt			pm+pt		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		19.7			19.7		49.1	36.1		38.9	31.2	
Effective Green, g (s)		21.5			21.5		50.5	37.4		41.6	32.5	
Actuated g/C Ratio		0.27			0.27		0.63	0.47		0.52	0.41	
Clearance Time (s)		5.8			5.8		5.0	5.3		5.4	5.3	
Vehicle Extension (s)		3.0			3.0		2.0	5.0		5.0	5.0	
Lane Grp Cap (vph)		315			332		404	1385		328	1105	
v/s Ratio Prot							c0.11	0.31		0.03	c0.29	
v/s Ratio Perm		c0.22			0.18		0.28			0.11		
v/c Ratio		0.83			0.67		0.61	0.67		0.26	0.73	
Uniform Delay, d1		27.5			26.1		9.3	16.5		10.1	20.0	
Progression Factor		1.00			1.00		1.56	0.76		0.74	1.03	
Incremental Delay, d2		16.3			5.2		1.8	2.4		0.8	3.8	
Delay (s)		43.9			31.3		16.2	14.9		8.3	24.5	
Level of Service		D			C		B	B		A	C	
Approach Delay (s)		43.9			31.3			15.2			23.0	
Approach LOS		D			C			B			C	
<b>Intersection Summary</b>												
HCM Average Control Delay			22.5				HCM Level of Service			C		
HCM Volume to Capacity ratio			0.74									
Actuated Cycle Length (s)			80.0				Sum of lost time (s)			12.0		
Intersection Capacity Utilization			81.7%				ICU Level of Service			D		
Analysis Period (min)			15									
c	Critical Lane Group											

# HCM Signalized Intersection Capacity Analysis

## 20: North & Peachtree




















Modified PM

												
Movement	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	10	10	10	10	10	10	10	10	10	10	10	10
Grade (%)		0%			4%			0%			0%	
Total Lost time (s)		4.0			4.0			4.0			4.0	
Lane Util. Factor		0.91			0.95			0.91			0.95	
Frbp, ped/bikes		0.98			0.99			0.97			0.95	
Flpb, ped/bikes		1.00			1.00			1.00			1.00	
Frt		0.98			0.99			0.98			0.97	
Flt Protected		1.00			1.00			1.00			1.00	
Satd. Flow (prot)		4171			2863			4105			2731	
Flt Permitted		1.00			1.00			1.00			1.00	
Satd. Flow (perm)		4171			2863			4105			2731	
Volume (vph)	0	1202	134	0	597	43	0	707	123	0	500	147
Peak-hour factor, PHF	0.25	0.96	0.84	0.92	0.87	0.90	0.25	0.91	0.93	0.68	0.95	0.92
Adj. Flow (vph)	0	1252	160	0	686	48	0	777	132	0	526	160
RTOR Reduction (vph)	0	21	0	0	7	0	0	16	0	0	30	0
Lane Group Flow (vph)	0	1391	0	0	727	0	0	893	0	0	656	0
Confl. Peds. (#/hr)	99		99	99		99	165		165	165		165
Heavy Vehicles (%)	0%	1%	2%	0%	2%	0%	0%	1%	0%	0%	2%	3%
Turn Type												
Protected Phases		4			8			2			6	
Permitted Phases												
Actuated Green, G (s)		33.6			33.6			34.6			34.6	
Effective Green, g (s)		35.4			35.4			36.6			36.6	
Actuated g/C Ratio		0.44			0.44			0.46			0.46	
Clearance Time (s)		5.8			5.8			6.0			6.0	
Vehicle Extension (s)		3.0			3.0			5.0			5.0	
Lane Grp Cap (vph)		1846			1267			1878			1249	
v/s Ratio Prot		c0.33			0.25			0.22			c0.24	
v/s Ratio Perm												
v/c Ratio		0.75			0.57			0.48			0.53	
Uniform Delay, d1		18.7			16.7			15.0			15.5	
Progression Factor		1.00			1.00			1.34			0.54	
Incremental Delay, d2		1.8			0.6			0.6			1.0	
Delay (s)		20.4			17.3			20.7			9.4	
Level of Service		C			B			C			A	
Approach Delay (s)		20.4			17.3			20.7			9.4	
Approach LOS		C			B			C			A	
<b>Intersection Summary</b>												
HCM Average Control Delay			17.9				HCM Level of Service				B	
HCM Volume to Capacity ratio			0.64									
Actuated Cycle Length (s)			80.0				Sum of lost time (s)			8.0		
Intersection Capacity Utilization			58.6%				ICU Level of Service				B	
Analysis Period (min)			15									
c Critical Lane Group												

# HCM Signalized Intersection Capacity Analysis

## 21: Ponce & Peachtree


















Modified PM

												
Movement	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
Total Lost time (s)		4.0			4.0	4.0		4.0	4.0		4.0	
Lane Util. Factor		1.00			1.00	1.00		0.95	1.00		0.95	
Frt		0.98			1.00	0.85		1.00	0.85		0.99	
Flt Protected		1.00			1.00	1.00		1.00	1.00		0.99	
Satd. Flow (prot)		1821			1863	1583		3523	1583		3451	
Flt Permitted		1.00			1.00	1.00		0.78	1.00		0.67	
Satd. Flow (perm)		1821			1863	1583		2768	1583		2330	
Volume (vph)	0	250	50	0	273	136	56	538	168	198	658	94
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	272	54	0	297	148	61	585	183	215	715	102
RTOR Reduction (vph)	0	10	0	0	0	108	0	0	67	0	9	0
Lane Group Flow (vph)	0	316	0	0	297	40	0	646	116	0	1023	0
Turn Type						Perm	Perm		Perm	pm+pt		
Protected Phases		4			8			2		1	6	
Permitted Phases						8	2		2	6		
Actuated Green, G (s)		20.1			20.1	20.1		49.1	49.1		49.1	
Effective Green, g (s)		21.5			21.5	21.5		50.5	50.5		50.5	
Actuated g/C Ratio		0.27			0.27	0.27		0.63	0.63		0.63	
Clearance Time (s)		5.4			5.4	5.4		5.4	5.4		5.4	
Vehicle Extension (s)		5.0			5.0	5.0		5.0	5.0		5.0	
Lane Grp Cap (vph)		489			501	425		1747	999		1471	
v/s Ratio Prot		c0.17			0.16							
v/s Ratio Perm						0.03		0.23	0.07		c0.44	
v/c Ratio		0.65			0.59	0.09		0.37	0.12		0.70	
Uniform Delay, d1		25.9			25.4	21.9		7.1	5.9		9.7	
Progression Factor		1.00			1.00	1.00		1.26	4.02		0.93	
Incremental Delay, d2		4.0			2.8	0.2		0.5	0.2		1.7	
Delay (s)		29.9			28.3	22.1		9.4	23.8		10.7	
Level of Service		C			C	C		A	C		B	
Approach Delay (s)		29.9			26.2			12.6			10.7	
Approach LOS		C			C			B			B	
<b>Intersection Summary</b>												
HCM Average Control Delay			16.3				HCM Level of Service			B		
HCM Volume to Capacity ratio			0.68									
Actuated Cycle Length (s)			80.0				Sum of lost time (s)		8.0			
Intersection Capacity Utilization			69.6%				ICU Level of Service		C			
Analysis Period (min)			15									
c	Critical Lane Group											

# HCM Signalized Intersection Capacity Analysis

## 22: 3rd & Peachtree

Modified PM

												
Movement	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
Total Lost time (s)								4.0			4.0	
Lane Util. Factor								0.95			0.95	
Frt								1.00			1.00	
Flt Protected								1.00			1.00	
Satd. Flow (prot)								3539			3539	
Flt Permitted								1.00			1.00	
Satd. Flow (perm)								3539			3539	
Volume (vph)	0	0	0	0	0	0	0	674	0	0	950	0
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0	0	733	0	0	1033	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	0	0	0	733	0	0	1033	0
Turn Type	Perm		Perm					Perm			Perm	
Protected Phases		4						2			6	
Permitted Phases	4		4					2			6	
Actuated Green, G (s)								54.0			54.0	
Effective Green, g (s)								55.4			55.4	
Actuated g/C Ratio								0.69			0.69	
Clearance Time (s)								5.4			5.4	
Vehicle Extension (s)								5.0			5.0	
Lane Grp Cap (vph)								2451			2451	
v/s Ratio Prot								0.21			0.29	
v/s Ratio Perm												
v/c Ratio								0.30			0.42	
Uniform Delay, d1								4.8			5.3	
Progression Factor								0.51			1.00	
Incremental Delay, d2								0.3			0.5	
Delay (s)								2.7			5.9	
Level of Service								A			A	
Approach Delay (s)		0.0			0.0			2.7			5.9	
Approach LOS		A			A			A			A	
<b>Intersection Summary</b>												
HCM Average Control Delay			4.6					HCM Level of Service			A	
HCM Volume to Capacity ratio			0.42									
Actuated Cycle Length (s)			80.0					Sum of lost time (s)		24.6		
Intersection Capacity Utilization			29.6%					ICU Level of Service		A		
Analysis Period (min)			15									
c Critical Lane Group												

# HCM Signalized Intersection Capacity Analysis

## 40: Edgewood & Peachtree

Modified PM



Movement	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	12	10	12	12	13	12	12	10	12	12	10	12
Total Lost time (s)		4.0			4.0			4.0			4.0	
Lane Util. Factor		1.00			1.00			0.95			0.95	
Frbp, ped/bikes		1.00			0.98			0.98			0.93	
Flpb, ped/bikes		1.00			1.00			1.00			0.99	
Frt		1.00			0.98			1.00			0.98	
Flt Protected		1.00			1.00			1.00			1.00	
Satd. Flow (prot)		1330			1635			2824			2624	
Flt Permitted		1.00			1.00			1.00			0.93	
Satd. Flow (perm)		1330			1635			2824			2440	
Volume (vph)	0	89	0	0	147	24	0	345	8	11	491	69
Peak-hour factor, PHF	0.92	0.86	0.92	0.92	0.78	0.75	0.92	0.91	0.67	0.39	0.85	0.86
Adj. Flow (vph)	0	103	0	0	188	32	0	379	12	28	578	80
RTOR Reduction (vph)	0	0	0	0	3	0	0	2	0	0	10	0
Lane Group Flow (vph)	0	103	0	0	217	0	0	389	0	0	676	0
Confl. Peds. (#/hr)	106		106	106		106	468		468	468		468
Heavy Vehicles (%)	0%	20%	0%	0%	3%	8%	0%	5%	0%	0%	4%	3%
Turn Type										Perm		
Protected Phases		4			8			2			6	
Permitted Phases										6		
Actuated Green, G (s)		30.7			30.7			38.2			38.2	
Effective Green, g (s)		32.4			32.4			39.6			39.6	
Actuated g/C Ratio		0.40			0.40			0.50			0.50	
Clearance Time (s)		5.7			5.7			5.4			5.4	
Vehicle Extension (s)		5.0			5.0			5.0			5.0	
Lane Grp Cap (vph)		539			662			1398			1208	
v/s Ratio Prot		0.08			c0.13			0.14				
v/s Ratio Perm											c0.28	
v/c Ratio		0.19			0.33			0.28			0.56	
Uniform Delay, d1		15.3			16.3			11.8			14.1	
Progression Factor		1.00			1.00			0.13			0.71	
Incremental Delay, d2		0.4			0.6			0.5			1.7	
Delay (s)		15.7			16.9			2.0			11.8	
Level of Service		B			B			A			B	
Approach Delay (s)		15.7			16.9			2.0			11.8	
Approach LOS		B			B			A			B	
<b>Intersection Summary</b>												
HCM Average Control Delay			10.1				HCM Level of Service				B	
HCM Volume to Capacity ratio			0.46									
Actuated Cycle Length (s)			80.0				Sum of lost time (s)			8.0		
Intersection Capacity Utilization			50.0%				ICU Level of Service			A		
Analysis Period (min)			15									

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis  
46: Peachtree Center & Peachtree

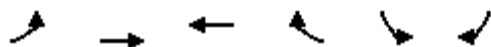
Modified PM



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↑↑	↑↑			↑↑
Sign Control	Yield		Free			Free
Grade	0%		0%			2%
Volume (veh/h)	0	681	477	0	0	515
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	740	518	0	0	560
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)			488			175
pX, platoon unblocked						
vC, conflicting volume	798	259			518	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	798	259			518	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	1			100	
cM capacity (veh/h)	327	746			1044	
Direction, Lane #	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2
Volume Total	370	370	259	259	280	280
Volume Left	0	0	0	0	0	0
Volume Right	370	370	0	0	0	0
cSH	746	746	1700	1700	1700	1700
Volume to Capacity	0.50	0.50	0.15	0.15	0.16	0.16
Queue Length 95th (ft)	70	70	0	0	0	0
Control Delay (s)	14.5	14.5	0.0	0.0	0.0	0.0
Lane LOS	B	B				
Approach Delay (s)	14.5		0.0		0.0	
Approach LOS	B					
Intersection Summary						
Average Delay			5.9			
Intersection Capacity Utilization			43.7%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis  
400: Marietta & Edgewood

Modified PM



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕↕	↕↕			↗
Sign Control		Free	Free		Yield	
Grade		0%	0%		0%	
Volume (veh/h)	89	743	269	0	0	216
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	97	808	292	0	0	235
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage (veh)						
Upstream signal (ft)			96			
pX, platoon unblocked	0.95				0.95	0.95
vC, conflicting volume	292				890	146
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	197				827	42
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	93				100	76
cM capacity (veh/h)	1300				271	965

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1
Volume Total	366	538	146	146	235
Volume Left	97	0	0	0	0
Volume Right	0	0	0	0	235
cSH	1300	1700	1700	1700	965
Volume to Capacity	0.07	0.32	0.09	0.09	0.24
Queue Length 95th (ft)	6	0	0	0	24
Control Delay (s)	2.6	0.0	0.0	0.0	9.9
Lane LOS	A				A
Approach Delay (s)	1.1		0.0		9.9
Approach LOS					A

Intersection Summary					
Average Delay			2.3		
Intersection Capacity Utilization		40.6%		ICU Level of Service	A
Analysis Period (min)			15		

ACCIDENT HISTORY COMPILATION  
(2002 – 2004)

Peachtree Streetscape Intersection Accident History (2002 - 2004)

Intersection (Total Collisions, 2002-2004)	Collision	Year	Vehicular Direction (Vehicle 1 and Vehicle 2)																Total Collisions	Injuries	Fatalities				
			E	EE	EN	ES	EW	N	NE	NN	NS	NW	S	SE	SN	SS	SW	W				WE	WN	WS	WW
Martin Luther King, Jr. Drive (67)	Angle	2002								1	1										1	3	0	0	
		2003			1					2				1	1	2		1			1	9	5	0	
		2004		1							1										6	12	2	0	
	<b>Angle Total</b>			1	1					3	2			1	1	4	2	1			8	24	7	0	
	Not A Collision With A Motor Vehicle	2002											2					1			3	3	3	0	
		2003																2				2	1	0	
		2004								1										1		2	2	0	
	<b>Not A Collision With A Motor Vehicle Total</b>									1								3			1	7	6	0	
	Rear End	2002					1				1				2							4	4	1	0
		2003													1						2	4	2	0	
	2004								1					1						2	4	1	0		
<b>Rear End Total</b>						1				1				2						1	12	4	0		
Sideswipe - Opposite Direction	2004									2					4				1	4	1	0	0		
<b>Sideswipe - Opposite Direction Total</b>										1											1	0	0		
Sideswipe - Same Direction	2002					1								3						4	8	0	0		
	2003												1		4					5	10	2	0		
	2004									1					4					5	5	1	0		
<b>Sideswipe - Same Direction Total</b>						1				1					7					14	23	3	0		
Alabama Street (39)	Angle	2002												1	1						2	0	0		
		2003													2							2	0	0	
		2004																	1			1	0	0	
	<b>Angle Total</b>														1	3					1	5	0	0	
	Not A Collision With A Motor Vehicle	2003							2				1									3	3	0	
		2004																				1	0	0	
	<b>Not A Collision With A Motor Vehicle Total</b>								2						1							4	3	0	
	Rear End	2003		1											3							4	1	0	
		2004									2											2	0	0	
	<b>Rear End Total</b>			1							2					3						6	1	0	
Sideswipe - Opposite Direction	2002														1						1	0	0		
<b>Sideswipe - Opposite Direction Total</b>															1						1	0	0		
Sideswipe - Same Direction	2002			1						2					5				1		9	2	0		
	2003									1					9						10	0	0		
	2004									2					2						4	0	0		
<b>Sideswipe - Same Direction Total</b>				1						5					16				1		23	2	0		
Wall Street (39)	Angle	2002														1				1	2	1	0		
		2003								1					2							4	0	0	
		2004			1															1		4	0	0	
	<b>Angle Total</b>				1					1										1		10	1	0	
	Head On	2003									1					2	2	2			2	1	0	0	
	<b>Head On Total</b>										1											1	0	0	
	Not A Collision With A Motor Vehicle	2002							1													1	1	0	
		2004																			1	1	1	0	
	<b>Not A Collision With A Motor Vehicle Total</b>								1												1	2	2	0	
	Rear End	2003													1							2	2	0	
	2004													1							1	0	0		
<b>Rear End Total</b>														2							3	2	0		
Sideswipe - Same Direction	2002									2					5						7	0	0		
	2003									2					7					1	10	1	0		
	2004									3					3						6	0	0		
<b>Sideswipe - Same Direction Total</b>										7					15					1	23	1	0		
Five Points [Marietta Street / Decatur Street / Edgewood Avenue] (54)	Angle	2002			1									1						1	3	2	0		
		2003		3	1										1							6	2	0	
		2004		1											1					1		4	3	0	
	<b>Angle Total</b>			4	2										3					1	1	13	7	0	
	Not A Collision With A Motor Vehicle	2002																			1	1	1	0	
		2003								1												2	2	0	
		2004															1				1	2	1	0	
	<b>Not A Collision With A Motor Vehicle Total</b>									1							1				2	5	4	0	
	Rear End	2002		2											1						2	6	1	0	
		2003									1								1			2	2	0	
	2004									3					1						4	0	0		
<b>Rear End Total</b>			2							4					2					2	12	3	0		
Sideswipe - Opposite Direction	2002															1					1	0	0		
<b>Sideswipe - Opposite Direction Total</b>															1						1	0	0		
Sideswipe - Same Direction	2002		6											2						2	10	0	0		
	2003		7											1							8	0	0		
	2004		5																		5	0	0		
<b>Sideswipe - Same Direction Total</b>			18											3						2	23	0	0		

Peachtree Streetscape Intersection Accident History (2002 - 2004)

Intersection (Total Collisions, 2002-2004)	Collision	Year	Vehicular Direction (Vehicle 1 and Vehicle 2)																		Total Collisions	Injuries	Fatalities				
			E	EE	EN	ES	EW	N	NE	NN	NS	NW	S	SE	SN	SS	SW	W	WE	WN				WS	WW		
Waiton Street (7)	Angle	2004									1													1	0	0	
	<b>Angle Total</b>										1													1	0	0	
	Head On	2004																					1	1	1	0	
	<b>Head On Total</b>																						1	1	1	0	
	Rear End	2002																							2	3	0
		2003										1													1	1	0
	<b>Rear End Total</b>											1													3	4	0
Sideswipe - Same Direction	2003																							1	0	0	
	2004																						1	1	0	0	
<b>Sideswipe - Same Direction Total</b>																							1	2	0	0	
Luckie Street / Auburn Avenue / Broad Street (23)	Angle	2002			1																			4	2	0	
		2003																					1	3	0	0	
		2004																					1	4	1	0	
	<b>Angle Total</b>				1																		1	11	3	0	
	Head On	2004																					1	1	0	0	
	<b>Head On Total</b>																						1	1	0	0	
	Not A Collision With A Motor Vehicle	2004																					1	1	1	0	
	<b>Not A Collision With A Motor Vehicle Total</b>																						1	1	1	0	
	Rear End	2002																							2	0	0
		2003																							2	0	0
		2004																						1	4	0	0
	<b>Rear End Total</b>																							1	8	0	0
Sideswipe - Opposite Direction	2002																						1	1	0	0	
<b>Sideswipe - Opposite Direction Total</b>																							1	1	0	0	
Sideswipe - Same Direction	2002																							1	0	0	
	2003																							1	0	0	
	2004																						1	1	0	0	
<b>Sideswipe - Same Direction Total</b>																							1	3	0	0	
Williams Street (6)	Angle	2002																						1	1	0	
		2004																					1	1	1	0	
	<b>Angle Total</b>																						1	2	2	0	
	Rear End	2003			1																			1	0	0	
	<b>Rear End Total</b>				1																			1	0	0	
	Sideswipe - Opposite Direction	2003																						1	0	0	
	2004																						1	0	0		
<b>Sideswipe - Opposite Direction Total</b>																							2	0	0		
Sideswipe - Same Direction	2003																						1	1	0		
<b>Sideswipe - Same Direction Total</b>																							1	1	0		
John Wesley Dobbs Avenue (6)	Angle	2002																						1	0	0	
		2004																					1	1	0	0	
	<b>Angle Total</b>																						1	2	0	0	
	Not A Collision With A Motor Vehicle	2003																					1	1	0	0	
	<b>Not A Collision With A Motor Vehicle Total</b>																						1	1	0	0	
	Rear End	2003																						1	0	0	
	2004																						1	0	0		
<b>Rear End Total</b>																							2	0	0		
Sideswipe - Same Direction	2003																						1	0	0		
<b>Sideswipe - Same Direction Total</b>																							1	0	0		
Forsyth Street / Carnegie Way (3)	Angle	2004																						1	0	0	
	<b>Angle Total</b>																							1	0	0	
	Sideswipe - Same Direction	2002																						1	0	0	
	2003																						1	0	0		
<b>Sideswipe - Same Direction Total</b>																							2	0	0		
Ellis Street (66)	Angle	2002			1	1																		9	3	0	
		2003																						5	2	0	
		2004																						9	2	0	
	<b>Angle Total</b>				2	3																		23	7	0	
	Not A Collision With A Motor Vehicle	2002																						2	2	0	
		2003																						1	0	0	
		2004																						1	1	0	
	<b>Not A Collision With A Motor Vehicle Total</b>																							4	3	0	
	Rear End	2002																						4	7	0	
		2003																						7	0	0	
		2004																						6	1	0	
	<b>Rear End Total</b>																							17	8	0	
Sideswipe - Same Direction	2002																						6	0	0		
	2003																						1	0	0		
	2004																						5	0	0		
<b>Sideswipe - Same Direction Total</b>																							12	0	0		



Peachtree Streetscape Intersection Accident History (2002 - 2004)

Intersection (Total Collisions, 2002-2004)	Collision	Year	Vehicular Direction (Vehicle 1 and Vehicle 2)																		Total Collisions	Injuries	Fatalities			
			E	EE	EN	ES	EW	N	NE	NN	NS	NW	S	SE	SN	SS	SW	W	WE	WN				WS	WW	
Peachtree Center Avenue (12)	Angle	2003																					1	0	0	
	<b>Angle Total</b>																						1	0	0	
	Not A Collision With A Motor Vehicle	2002																						1	1	0
		2003																						1	0	0
	<b>Not A Collision With A Motor Vehicle Total</b>																							2	1	0
	Rear End	2002																						1	0	0
		2003																						2	0	0
	2004																						3	0	0	
<b>Rear End Total</b>																							6	0	0	
Sideswipe - Same Direction	2002																						1	1	0	
	2003																						1	0	0	
	2004																						1	0	0	
<b>Sideswipe - Same Direction Total</b>																							3	1	0	
Porter Place (7)	Angle	2003																					1	0	0	
		2004																					2	0	0	
	<b>Angle Total</b>																						3	0	0	
	Not A Collision With A Motor Vehicle	2003																					1	0	0	
		2004																					1	0	1	
<b>Not A Collision With A Motor Vehicle Total</b>																						2	0	1		
Sideswipe - Same Direction	2002																						1	0	0	
	2004																						1	0	0	
<b>Sideswipe - Same Direction Total</b>																							2	0	0	
Pine Street (83)	Angle	2002																					2	1	0	
		2003																					4	2	0	
		2004																					1	2	0	
	<b>Angle Total</b>																						7	5	0	
	Head On	2004																					1	2	0	
	<b>Head On Total</b>																						1	2	0	
	Not A Collision With A Motor Vehicle	2002																					1	2	0	
		2003																					1	1	0	
		2004																					2	4	0	
	<b>Not A Collision With A Motor Vehicle Total</b>																						4	7	0	
	Rear End	2002																					1	0	0	
	2003																					2	2	0		
	2004																					2	3	0		
<b>Rear End Total</b>																						5	5	0		
Sideswipe - Same Direction	2002																					1	1	0		
	2003																					1	0	0		
	2004																					2	0	0		
<b>Sideswipe - Same Direction Total</b>																						4	1	0		
Renaissance Parkway (27)	Angle	2002																					1	1	0	
		2003																					2	2	0	
		2004																					1	3	0	
	<b>Angle Total</b>																						4	6	0	
	Not A Collision With A Motor Vehicle	2003																					1	0	0	
		2004																					1	0	0	
	<b>Not A Collision With A Motor Vehicle Total</b>																						2	0	0	
Rear End	2002																					2	2	0		
	2003																					1	0	0		
<b>Rear End Total</b>																						3	2	0		
Sideswipe - Same Direction	2002																					1	0	0		
	2004																					1	0	0		
<b>Sideswipe - Same Direction Total</b>																						2	0	0		
Linden Avenue (112)	Angle	2002																					1	2	0	
		2003																					2	2	0	
		2004																					2	2	0	
	<b>Angle Total</b>																						5	6	0	
	Head On	2002																					1	0	0	
		2003																					4	1	0	
		2004																					1	0	0	
	<b>Head On Total</b>																						6	1	0	
	Not A Collision With A Motor Vehicle	2002																					2	1	0	
		2003																					1	1	0	
		2004																					1	1	0	
<b>Not A Collision With A Motor Vehicle Total</b>																						4	3	0		
Rear End	2002																					4	7	0		
	2003																					5	3	0		
	2004																					2	2	0		
<b>Rear End Total</b>																						11	12	0		
Sideswipe - Same Direction	2002																					3	2	0		
	2003																					5	1	0		
	2004																					2	1	0		
<b>Sideswipe - Same Direction Total</b>																						10	4	0		

Peachtree Streetscape Intersection Accident History (2002 - 2004)

Intersection (Total Collisions, 2002-2004)	Collision	Year	Vehicular Direction (Vehicle 1 and Vehicle 2)																Total Collisions	Injuries	Fatalities						
			E	EE	EN	ES	EW	N	NE	NN	NS	NW	S	SE	SN	SS	SW	W				WE	WN	WS	WW		
North Avenue (232)	Angle	2002			1		1			1	1	1	5		2	5	1	1		4	2	3	3	31	11	0	
		2003		4			5			3		1	5			7	3			1	1	1	2	33	14	0	
		2004		5		3		4				4	1		1	6	2	1		1	1	2	2	33	15	0	
	<b>Angle Total</b>			<b>9</b>		<b>4</b>		<b>10</b>			<b>4</b>	<b>1</b>	<b>6</b>	<b>11</b>		<b>3</b>	<b>18</b>	<b>6</b>	<b>2</b>		<b>6</b>	<b>4</b>	<b>6</b>	<b>7</b>	<b>97</b>	<b>40</b>	<b>0</b>
	Head On	2002														1								1	0	0	
		2003						1																1	1	0	
		2004																						1	0	0	
	<b>Head On Total</b>							<b>1</b>								<b>1</b>								<b>3</b>	<b>1</b>	<b>0</b>	
	Not A Collision With A Motor Vehicle	2002		1						3														4	3	0	
		2003														2								2	2	0	
		2004								1														1	1	0	
	<b>Not A Collision With A Motor Vehicle Total</b>			<b>1</b>						<b>3</b>	<b>1</b>					<b>2</b>								<b>7</b>	<b>6</b>	<b>0</b>	
	Rear End	2002			10				2			4	1				5			1		1	4	28	4	0	
		2003			9							7		1			2				1		4	24	4	0	
	2004			12		1					6	1				6				1		2	29	4	0		
<b>Rear End Total</b>				<b>31</b>		<b>1</b>		<b>2</b>			<b>17</b>	<b>2</b>	<b>1</b>			<b>13</b>			<b>1</b>	<b>2</b>	<b>1</b>	<b>10</b>	<b>81</b>	<b>12</b>	<b>0</b>		
Sideswipe - Opposite Direction	2004															1							1	0	0		
<b>Sideswipe - Opposite Direction Total</b>																<b>1</b>							<b>1</b>	<b>0</b>	<b>0</b>		
Sideswipe - Same Direction	2002			3							3					3						3	12	0	0		
	2003			5							1				1	1						8	16	5	0		
	2004			5							2	1	2			1			1		1	3	15	0	0		
<b>Sideswipe - Same Direction Total</b>				<b>13</b>							<b>5</b>	<b>1</b>	<b>2</b>			<b>1</b>	<b>4</b>	<b>1</b>		<b>1</b>	<b>1</b>	<b>14</b>	<b>43</b>	<b>5</b>	<b>0</b>		
Ponce de Leon Avenue (129)	Angle	2002			1					2	4	5	2			6	3				3		26	13	0		
		2003									2	8	3			1	3	2			4		23	8	0		
		2004									5	5	3				7	1	1		2	1	22	8	0		
	<b>Angle Total</b>				<b>1</b>					<b>2</b>	<b>11</b>	<b>18</b>	<b>5</b>			<b>1</b>	<b>16</b>	<b>6</b>	<b>1</b>		<b>9</b>	<b>1</b>	<b>71</b>	<b>29</b>	<b>0</b>		
	Head On	2002										1											1	0	0		
		2004																					1	0	0		
	<b>Head On Total</b>											<b>1</b>											<b>2</b>	<b>0</b>	<b>0</b>		
	Not A Collision With A Motor Vehicle	2002							1							2							3	3	0		
		2004									1					1							3	2	0		
	<b>Not A Collision With A Motor Vehicle Total</b>								<b>1</b>		<b>1</b>					<b>3</b>		<b>1</b>					<b>6</b>	<b>5</b>	<b>0</b>		
	Rear End	2002									6						6					1	13	5	0		
		2003									2	8					6						8	2	0		
		2004									10	1					3					1	15	1	0		
	<b>Rear End Total</b>										<b>18</b>	<b>1</b>					<b>15</b>					<b>2</b>	<b>36</b>	<b>8</b>	<b>0</b>		
Sideswipe - Opposite Direction	2002															1						1	0	0			
	2004															1						1	0	0			
<b>Sideswipe - Opposite Direction Total</b>																<b>2</b>						<b>2</b>	<b>0</b>	<b>0</b>			
Sideswipe - Same Direction	2002															1						2	0	0			
	2003										3					2						5	0	0			
	2004									1	2					1						5	0	0			
<b>Sideswipe - Same Direction Total</b>										<b>1</b>	<b>5</b>					<b>4</b>					<b>2</b>	<b>12</b>	<b>0</b>	<b>0</b>			
3rd Street (77)	Angle	2002		3	1					1		2				2				2	1		12	3	0		
		2003		1		1				1	1					4					1		9	4	0		
		2004			1						1	2	1			2	5						12	0	0		
	<b>Angle Total</b>			<b>4</b>	<b>2</b>	<b>1</b>				<b>2</b>	<b>2</b>	<b>4</b>	<b>1</b>			<b>6</b>	<b>7</b>				<b>2</b>	<b>2</b>	<b>33</b>	<b>7</b>	<b>0</b>		
	Head On	2004										1											1	1	0		
	<b>Head On Total</b>											<b>1</b>											<b>1</b>	<b>1</b>	<b>0</b>		
	Not A Collision With A Motor Vehicle	2002							1														1	1	0		
		2004																					1	1	0		
	<b>Not A Collision With A Motor Vehicle Total</b>								<b>1</b>														<b>2</b>	<b>2</b>	<b>0</b>		
	Rear End	2002			1							1					4						6	0	0		
		2003										6					1						8	6	0		
		2004			1	2		1				2					4						9	2	0		
	<b>Rear End Total</b>			<b>2</b>	<b>2</b>	<b>1</b>						<b>9</b>					<b>9</b>						<b>23</b>	<b>8</b>	<b>0</b>		
	Sideswipe - Same Direction	2002															2						3	0	0		
	2003			1						1	4					1						8	0	0			
	2004			2						1						4						7	0	0			
<b>Sideswipe - Same Direction Total</b>				<b>3</b>						<b>1</b>	<b>5</b>					<b>7</b>						<b>18</b>	<b>0</b>	<b>0</b>			
<b>Grand Total</b>			<b>7</b>	<b>137</b>	<b>40</b>	<b>16</b>	<b>22</b>		<b>20</b>	<b>26</b>	<b>239</b>	<b>60</b>	<b>39</b>		<b>31</b>	<b>21</b>	<b>89</b>	<b>253</b>	<b>26</b>	<b>14</b>	<b>17</b>	<b>37</b>	<b>30</b>	<b>120</b>	<b>1244</b>	<b>356</b>	<b>2</b>