



# **APPENDIX A: TRAFFIC COUNTS**

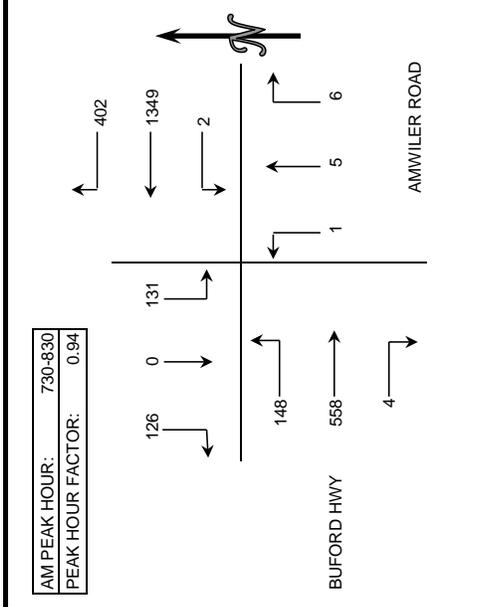
# TRAFFIC DATA SERVICES

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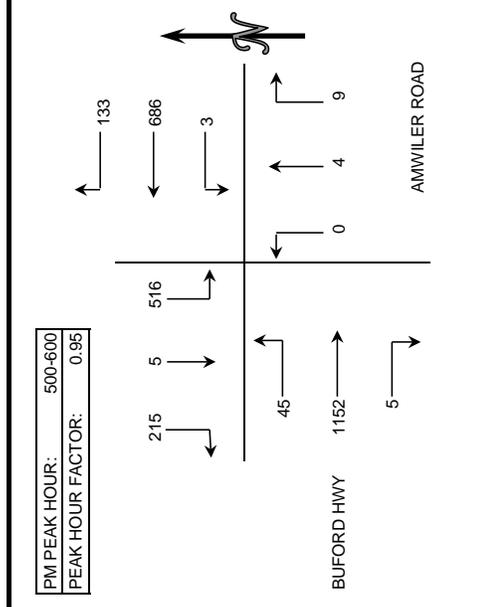
## INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: POND AND COMPANY  
 PROJECT: PEACHTREE CORNERS COUNT PROGRAM LOC #1  
 DATE: WEDNESDAY, MAY 11TH 2016  
 PERIODS: 7:00 AM TO 9:00 AM AND 4:00 PM TO 6:00 PM  
 INTERSECTION: N/S AMWILER ROAD AND E/W BUFORD HWY

7:00 AM TO 9:00 AM													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
700-715	13	0	33	87	360	1	1	1	0	1	99	29	625
715-730	30	1	34	78	330	1	1	1	0	2	139	22	639
730-745	32	0	29	85	396	2	2	0	1	1	126	27	701
745-800	35	0	37	111	346	0	0	0	0	0	149	48	726
800-815	30	0	42	97	320	0	1	2	0	2	137	31	662
815-830	29	0	23	109	287	0	3	3	0	1	146	42	643
830-845	39	0	35	100	371	1	1	0	0	0	122	28	697
845-900	13	0	29	80	358	1	2	2	0	0	149	-63	571
<b>HOURLY TOTALS</b>													
	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
700-800	110	1	133	361	1432	4	4	2	1	4	513	126	2891
715-815	127	1	142	371	1392	3	4	3	1	5	551	128	2728
730-830	126	0	131	402	1349	2	6	5	1	4	558	148	2732
745-845	133	0	137	417	1324	1	5	5	0	3	554	149	2728
800-900	111	0	129	386	1336	2	7	7	0	3	554	38	2573



4:00 PM TO 6:00 PM													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
400-415	49	0	107	33	189	0	2	1	0	0	275	8	664
415-430	55	1	131	37	189	0	3	0	1	2	258	11	688
430-445	27	0	50	38	152	0	2	0	0	0	307	26	602
445-500	37	0	86	31	157	0	6	0	0	0	246	14	577
500-515	64	1	158	30	173	0	3	0	0	3	261	14	707
515-530	48	2	124	31	169	1	0	1	0	1	276	11	664
530-545	40	2	104	30	171	0	0	0	0	1	315	10	673
545-600	63	0	130	42	173	2	6	3	0	0	300	10	729
<b>HOURLY TOTALS</b>													
	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
400-500	168	1	374	139	687	0	13	1	1	2	1086	59	2531
415-515	183	2	425	136	671	0	14	0	1	5	1072	65	2574
430-530	176	3	418	130	651	1	11	1	0	4	1090	65	2550
445-545	189	5	472	122	670	1	9	1	0	5	1098	49	2621
500-600	215	5	516	133	686	3	9	4	0	5	1152	45	2773



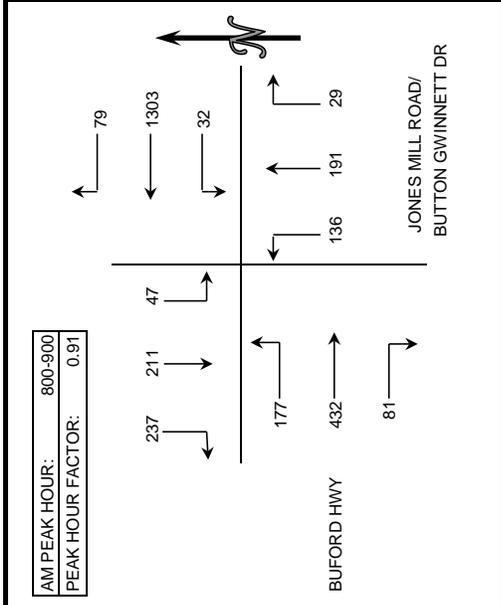
# TRAFFIC DATA SERVICES

Phone: (678) 687-8266 Fax: (404) 294-6122

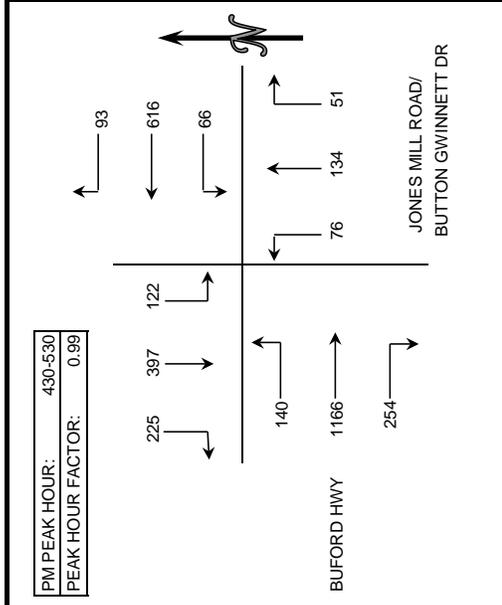
## INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: POND AND COMPANY  
 PROJECT: PEACHTREE CORNERS COUNT PROGRAM LOC #2  
 DATE: WEDNESDAY, MAY 11TH 2016  
 PERIODS: 7:00 AM TO 9:00 AM AND 4:00 PM TO 6:00 PM  
 INTERSECTION: N/S JONES MILL RD/BUTTON GWINNETT DR  
 E/W BUFORD HWY

7:00 AM TO 9:00 AM												
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
700-715	46	39	13	24	353	16	2	36	32	14	97	28
715-730	43	35	16	10	305	6	4	29	41	18	101	25
730-745	56	61	15	19	322	5	4	43	38	26	103	34
745-800	54	59	23	18	351	7	9	28	28	22	138	46
800-815	68	61	5	22	295	10	5	49	32	30	101	41
815-830	40	42	8	16	324	9	4	45	31	10	122	44
830-845	64	58	15	19	310	4	8	50	29	16	104	48
845-900	65	50	19	22	374	9	12	47	44	25	105	44
<b>HOURL TOTALS</b>												
	1	2	3	4	5	6	7	8	9	10	11	12
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
700-800	199	194	67	71	1331	34	19	136	139	80	439	133
715-815	221	216	59	69	1273	28	22	149	139	96	443	146
730-830	218	223	51	75	1292	31	22	165	129	88	464	165
745-845	226	220	51	75	1280	30	26	172	120	78	465	179
800-900	237	211	47	79	1303	32	29	191	136	81	432	177



4:00 PM TO 6:00 PM												
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
400-415	32	68	22	23	151	16	15	32	20	34	209	27
415-430	42	102	34	17	137	12	19	42	20	52	230	27
430-445	43	103	39	22	148	15	9	31	14	52	312	37
445-500	53	114	23	19	156	19	16	39	16	66	283	37
500-515	75	98	41	24	146	14	19	38	22	65	264	30
515-530	54	82	19	28	166	18	7	26	24	71	307	36
530-545	48	81	33	31	169	20	16	24	24	41	288	25
545-600	60	91	49	18	112	9	0	32	18	75	276	32
<b>HOURL TOTALS</b>												
	1	2	3	4	5	6	7	8	9	10	11	12
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
400-500	170	387	118	81	592	62	59	144	70	204	1034	128
415-515	213	417	137	82	587	60	63	150	72	235	1089	131
430-530	225	397	122	93	616	66	51	134	76	254	1166	140
445-545	230	375	116	102	637	71	58	127	86	243	1122	128
500-600	237	352	142	101	593	61	42	120	88	252	1115	123



# TRAFFIC DATA SERVICES

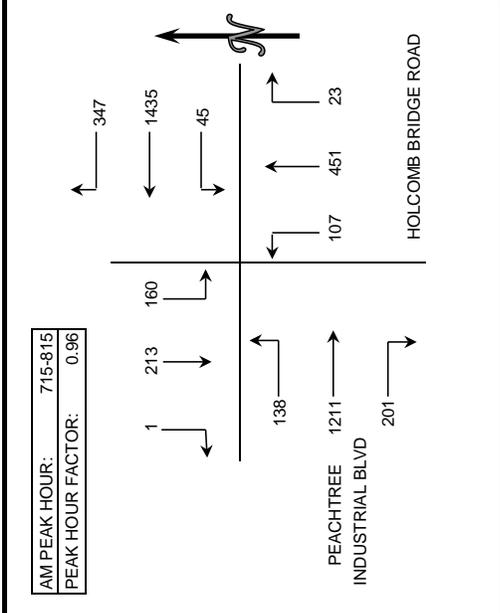
Phone: (678) 687-8266 Fax: (404) 294-6122

## INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: POND AND COMPANY  
 PROJECT: PEACHTREE CORNERS COUNT PROGRAM LOC #2  
 DATE: WEDNESDAY, MAY 11TH 2016  
 PERIODS: 7:00 AM TO 9:00 AM AND 4:00 PM TO 6:00 PM  
 INTERSECTION: N/S HOLCOMB BRIDGE ROAD  
 E/W PEACHTREE INDUSTRIAL BLVD

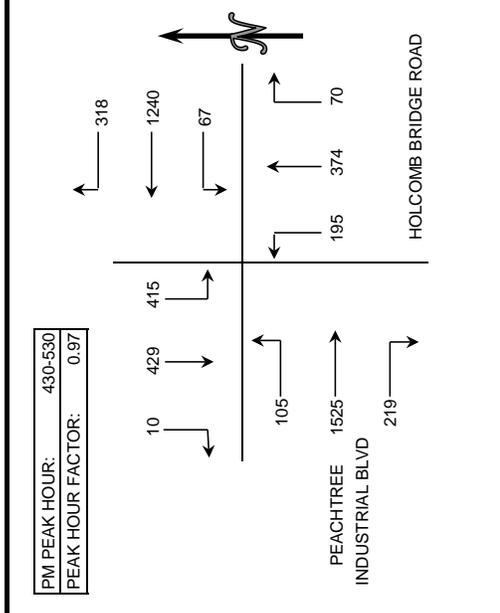
7:00 AM TO 9:00 AM												
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
700-715	37	34	37	43	41	6	5	102	72	35	210	53
715-730	0	43	33	84	440	1	5	104	33	37	263	30
730-745	1	58	39	73	372	13	6	124	25	45	275	45
745-800	0	59	57	102	305	19	8	118	27	61	355	22
800-815	0	53	31	88	318	12	4	105	22	58	318	41
815-830	2	70	44	73	296	14	11	121	28	61	272	46
830-845	2	32	31	88	316	14	4	124	33	55	291	42
845-900	1	52	40	69	309	10	4	92	59	50	299	49

4:00 PM TO 6:00 PM												
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
700-800	3	194	166	302	1528	39	24	448	157	178	1103	150
715-815	1	213	160	347	1435	45	23	451	107	201	1211	138
730-830	3	240	171	336	1291	58	29	468	102	225	1220	154
745-845	4	214	163	351	1235	59	27	468	110	235	1236	151
800-900	5	207	146	318	1239	50	23	442	142	224	1180	178



7:00 AM TO 9:00 AM												
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
400-415	1	72	61	83	291	15	9	56	39	68	431	44
415-430	10	108	91	76	244	9	11	95	31	75	380	36
430-445	3	103	81	88	267	16	11	82	47	69	420	24
445-500	1	109	118	62	291	20	14	81	47	45	416	38
500-515	2	113	114	99	314	14	20	107	56	57	359	23
515-530	4	104	102	69	368	17	25	104	45	48	330	20
530-545	5	129	130	83	321	17	13	101	38	43	288	26
545-600	1	100	100	60	301	11	5	77	42	70	370	30

4:00 PM TO 6:00 PM												
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
400-500	15	392	351	309	1093	60	45	314	164	257	1647	142
415-515	16	433	404	325	1116	59	56	365	181	246	1575	121
430-530	10	429	415	318	1240	67	70	374	195	219	1525	105
445-545	12	455	464	313	1294	68	72	393	186	193	1383	107
500-600	12	446	446	311	1304	59	63	389	181	218	1347	99



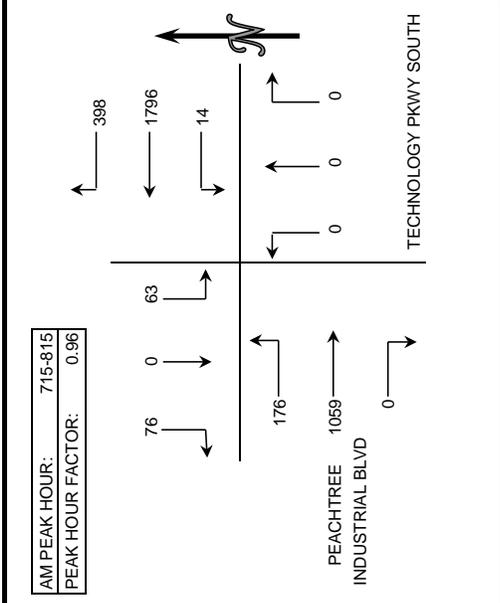
# TRAFFIC DATA SERVICES

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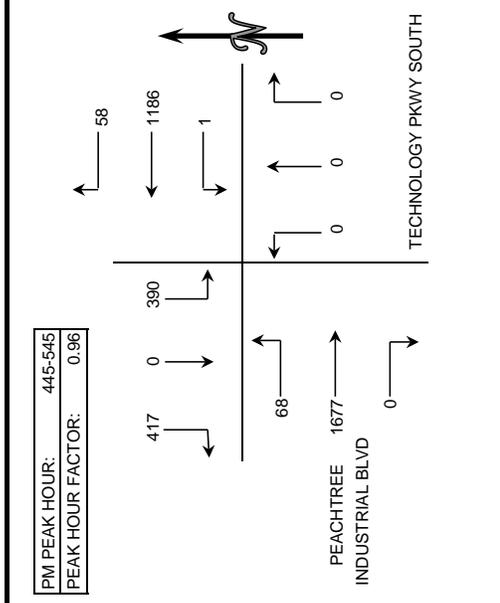
## INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: POND AND COMPANY  
 PROJECT: PEACHTREE CORNERS COUNT PROGRAM LOC #4  
 DATE: WEDNESDAY, MAY 11TH 2016  
 PERIODS: 7:00 AM TO 9:00 AM AND 4:00 PM TO 6:00 PM  
 INTERSECTION: N/S TECHNOLOGY PKWY SOUTH  
 E/W PEACHTREE INDUSTRIAL BLVD

7:00 AM TO 9:00 AM													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	27	0	9	77	514	17	0	0	0	0	196	57	897
715-730	15	0	14	86	464	5	0	0	0	0	227	30	841
730-745	11	0	14	87	444	6	0	0	0	0	283	34	879
745-800	23	0	18	104	433	2	0	0	0	0	306	45	931
800-815	27	0	17	121	455	1	0	0	0	0	243	67	931
815-830	19	0	16	102	384	2	0	0	0	0	252	55	830
830-845	25	0	12	108	356	4	0	0	0	0	259	63	827
845-900	15	0	10	101	398	1	0	0	0	0	260	28	813
<b>HOURL TOTALS</b>													
1	76	0	55	354	1855	30	0	0	0	0	1012	166	3548
2	76	0	63	398	1796	14	0	0	0	0	1059	176	3582
3	80	0	65	414	1716	11	0	0	0	0	1084	201	3571
4	94	0	63	435	1628	9	0	0	0	0	1060	230	3519
5	86	0	55	432	1593	8	0	0	0	0	1014	213	3401



4:00 PM TO 6:00 PM													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-415	73	0	61	9	283	0	0	0	0	0	472	15	913
415-430	52	0	58	15	266	1	0	0	0	0	431	10	833
430-445	82	0	92	20	249	2	0	0	0	0	440	7	892
445-500	71	0	95	11	324	1	0	0	0	0	459	16	977
500-515	122	0	110	11	265	0	0	0	0	0	397	15	920
515-530	118	0	91	14	318	0	0	0	0	0	429	16	986
530-545	106	0	94	22	279	0	0	0	0	0	392	21	914
545-600	88	0	95	14	266	1	0	0	0	0	406	17	887
<b>HOURL TOTALS</b>													
1	278	0	306	55	1122	4	0	0	0	0	1802	48	3615
2	327	0	355	57	1104	4	0	0	0	0	1727	48	3622
3	393	0	388	56	1156	3	0	0	0	0	1725	54	3775
4	417	0	390	58	1186	1	0	0	0	0	1677	68	3797
5	434	0	390	61	1128	1	0	0	0	0	1624	69	3707



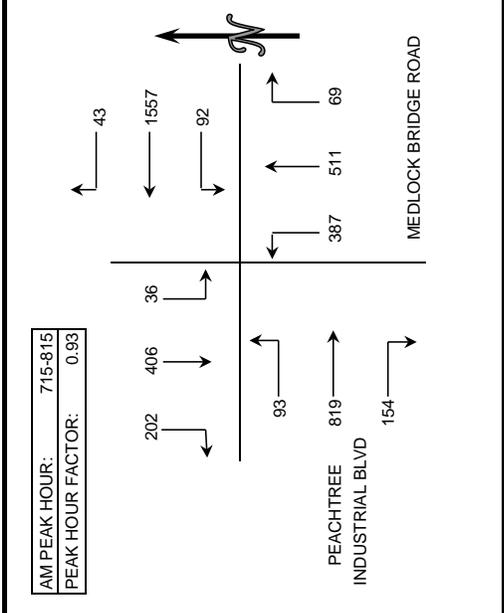
# TRAFFIC DATA SERVICES

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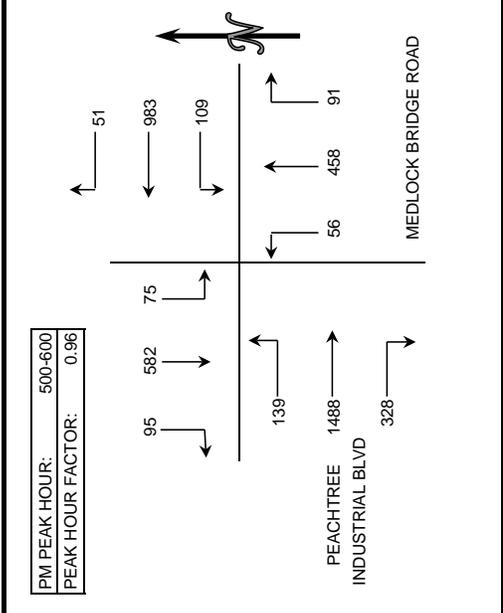
## INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: POND AND COMPANY  
 PROJECT: PEACHTREE CORNERS COUNT PROGRAM LOC #5  
 DATE: WEDNESDAY, MAY 11TH 2016  
 PERIODS: 7:00 AM TO 9:00 AM AND 4:00 PM TO 6:00 PM  
 INTERSECTION: N/S MEDLOCK BRIDGE ROAD  
 E/W PEACHTREE INDUSTRIAL BLVD

7:00 AM TO 9:00 AM													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
700-715	58	96	3	0	388	15	8	112	93	38	144	18	973
715-730	67	130	9	13	374	13	11	124	99	34	153	24	1051
730-745	45	88	8	10	405	30	18	110	82	39	226	22	1083
745-800	53	93	9	11	383	23	23	160	105	54	242	16	1172
800-815	37	95	10	9	395	26	17	117	101	27	198	31	1063
815-830	49	94	12	13	337	26	19	123	88	51	215	19	1046
830-845	52	103	12	5	274	19	17	167	116	32	176	30	1003
845-900	53	67	5	12	287	13	12	116	117	29	211	24	946
<b>HOURLY TOTALS</b>													
1	2	3	4	5	6	7	8	9	10	11	12	TOTAL	
SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT		
223	407	29	34	1550	81	60	506	379	165	765	80	4279	
202	406	36	43	1557	92	69	511	387	154	819	93	4369	
184	370	39	43	1520	105	77	510	376	171	881	88	4364	
191	385	43	38	1389	94	76	567	410	164	831	96	4284	
191	359	39	39	1293	84	65	523	422	139	800	104	4058	



4:00 PM TO 6:00 PM													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
400-415	24	136	14	17	222	32	27	86	33	79	398	31	1098
415-430	30	138	13	12	210	33	18	98	33	50	394	21	1050
430-445	12	125	19	12	201	21	18	104	46	63	451	25	1097
445-500	25	104	15	10	251	22	13	83	39	73	424	27	1086
500-515	19	157	16	13	222	25	15	99	15	93	345	33	1052
515-530	26	127	19	15	284	32	27	110	7	79	395	39	1160
530-545	23	138	18	13	267	29	21	116	0	74	388	30	1117
545-600	27	160	22	10	210	23	28	133	34	82	360	37	1126
<b>HOURLY TOTALS</b>													
1	2	3	4	5	6	7	8	9	10	11	12	TOTAL	
SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT		
91	502	61	51	884	108	76	371	151	265	1667	104	4331	
86	524	63	47	884	101	64	384	133	279	1614	106	4285	
82	513	69	50	958	100	73	396	107	308	1615	124	4395	
93	526	68	51	1024	108	76	408	61	319	1552	129	4415	
95	582	75	51	983	109	91	458	56	328	1488	139	4455	



# TRAFFIC DATA SERVICES

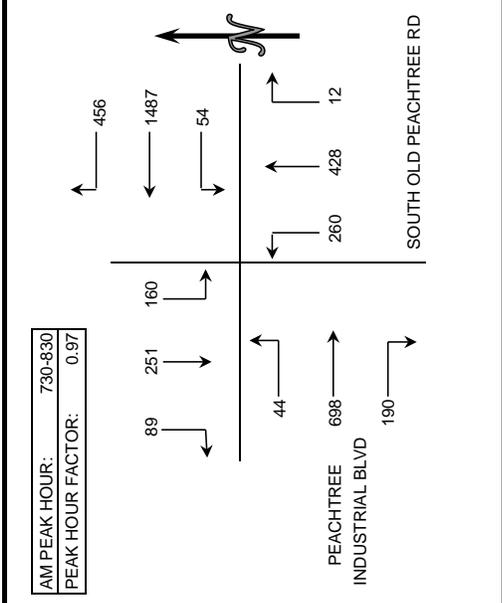
Phone: (678) 687-8266 Fax: (404) 294-6122

## INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: POND AND COMPANY  
 PROJECT: PEACHTREE CORNERS COUNT PROGRAM LOC #6  
 DATE: WEDNESDAY, MAY 11TH 2016  
 PERIODS: 7:00 AM TO 9:00 AM AND 4:00 PM TO 6:00 PM  
 INTERSECTION: N/S SOUTH OLD PEACHTREE ROAD  
 E/W PEACHTREE INDUSTRIAL BLVD

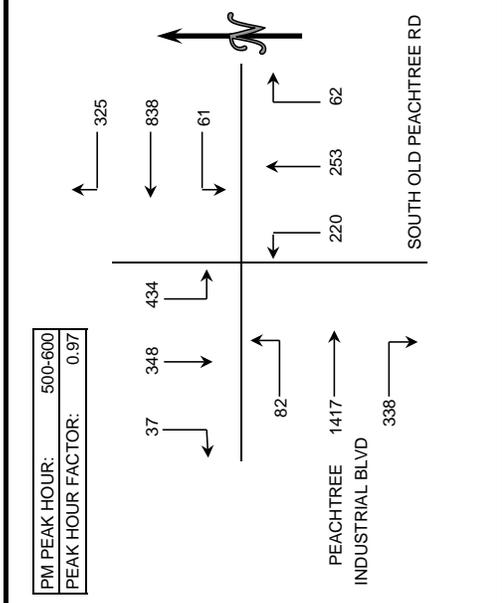
PERIOD	7:00 AM TO 9:00 AM											
	1	2	3	4	5	6	7	8	9	10	11	12
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
700-715	23	58	35	90	405	12	6	97	66	41	144	5
715-730	21	55	39	82	425	14	4	93	63	38	136	8
730-745	25	61	32	101	348	13	2	104	69	45	192	13
745-800	21	66	44	103	390	18	2	108	78	40	183	14
800-815	18	49	42	120	406	10	4	105	63	49	173	9
815-830	25	75	42	132	343	13	4	111	50	56	150	8
830-845	25	52	57	89	271	18	3	109	66	41	136	20
845-900	17	60	49	78	282	13	7	104	44	45	166	10

TIME	7:00 AM TO 9:00 AM											
	1	2	3	4	5	6	7	8	9	10	11	12
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
700-800	90	240	150	376	1568	57	14	402	276	164	655	40
715-815	85	231	157	406	1569	55	12	410	273	172	684	44
730-830	89	251	160	456	1487	54	12	428	260	190	698	44
745-845	89	242	185	444	1410	59	13	433	257	186	642	51
800-900	85	236	190	419	1302	54	18	429	223	191	625	47



PERIOD	4:00 PM TO 6:00 PM											
	1	2	3	4	5	6	7	8	9	10	11	12
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
400-415	10	93	80	59	194	11	14	56	55	80	338	10
415-430	12	105	103	50	179	8	19	63	37	85	335	21
430-445	10	83	77	75	211	7	10	43	41	80	408	17
445-500	8	96	98	74	200	13	9	60	37	87	346	12
500-515	5	85	128	86	201	10	21	54	58	79	363	23
515-530	15	86	107	68	234	17	11	70	55	81	367	26
530-545	4	97	108	82	201	16	15	69	67	83	318	18
545-600	13	80	91	89	202	18	15	60	40	95	369	15

TIME	4:00 PM TO 6:00 PM											
	1	2	3	4	5	6	7	8	9	10	11	12
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
400-500	40	377	358	258	784	39	52	222	170	332	1427	60
415-515	35	369	406	285	791	38	59	220	173	331	1452	73
430-530	38	350	410	303	846	47	51	227	191	327	1484	78
445-545	32	364	441	310	836	56	56	253	217	330	1394	79
500-600	37	348	434	325	838	61	62	253	220	338	1417	82



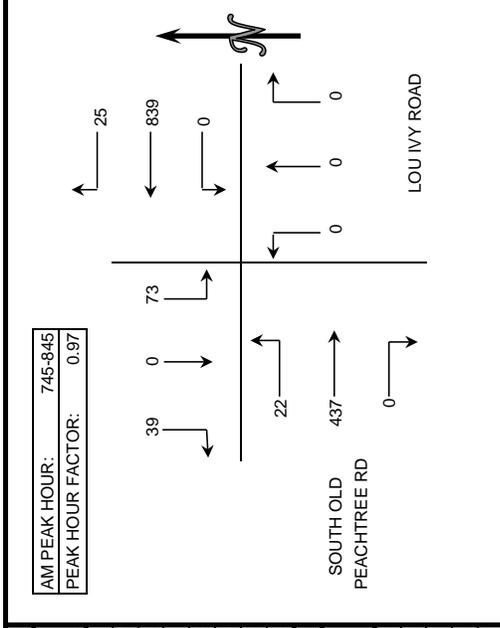
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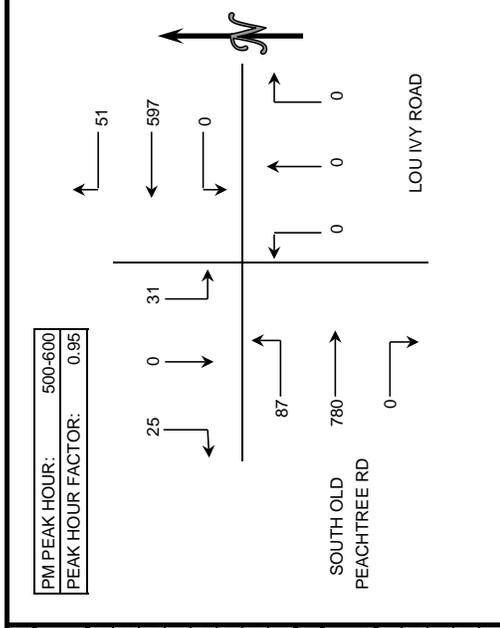
## INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: POND AND COMPANY  
 PROJECT: PEACHTREE CORNERS COUNT PROGRAM LOC #7  
 DATE: WEDNESDAY, MAY 11TH 2016  
 PERIODS: 7:00 AM TO 9:00 AM AND 4:00 PM TO 6:00 PM  
 INTERSECTION: N/S LOU IVY ROAD AND  
 E/W SOUTH OLD PEACHTREE ROAD

7:00 AM TO 9:00 AM													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	17	0	15	5	165	0	0	0	0	0	84	1	287
715-730	6	0	14	17	195	0	0	0	0	0	92	1	325
730-745	11	0	8	11	202	0	0	0	0	0	102	2	336
745-800	11	0	15	9	200	0	0	0	0	0	123	13	371
800-815	7	0	21	5	218	0	0	0	0	0	113	2	366
815-830	12	0	17	5	215	0	0	0	0	0	104	5	368
830-845	9	0	20	6	206	0	0	0	0	0	97	2	340
845-900	6	0	18	9	221	0	0	0	0	0	88	1	343
<b>HOURLY TOTALS</b>													
1	45	0	52	42	762	0	0	0	0	0	401	17	1319
700-800	35	0	58	42	815	0	0	0	0	0	430	18	1398
715-815	41	0	61	30	835	0	0	0	0	0	442	22	1431
730-830	39	0	73	25	839	0	0	0	0	0	437	22	1435
745-845	34	0	76	25	860	0	0	0	0	0	402	10	1407



4:00 PM TO 6:00 PM													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-415	3	0	12	11	106	0	0	0	0	0	181	11	324
415-430	7	0	11	16	136	0	0	0	0	0	175	13	358
430-445	9	0	8	14	153	0	0	0	0	0	192	13	389
445-500	5	0	3	11	112	0	0	0	0	0	193	16	340
500-515	2	0	7	15	162	0	0	0	0	0	199	18	403
515-530	6	0	4	12	144	0	0	0	0	0	201	22	389
530-545	11	0	10	13	152	0	0	0	0	0	203	26	415
545-600	6	0	10	11	139	0	0	0	0	0	177	21	364
<b>HOURLY TOTALS</b>													
1	24	0	34	52	507	0	0	0	0	0	741	53	1411
400-500	23	0	29	56	563	0	0	0	0	0	759	60	1490
415-515	22	0	22	52	571	0	0	0	0	0	785	69	1521
430-530	24	0	24	51	570	0	0	0	0	0	796	82	1547
445-545	25	0	31	51	597	0	0	0	0	0	780	87	1571



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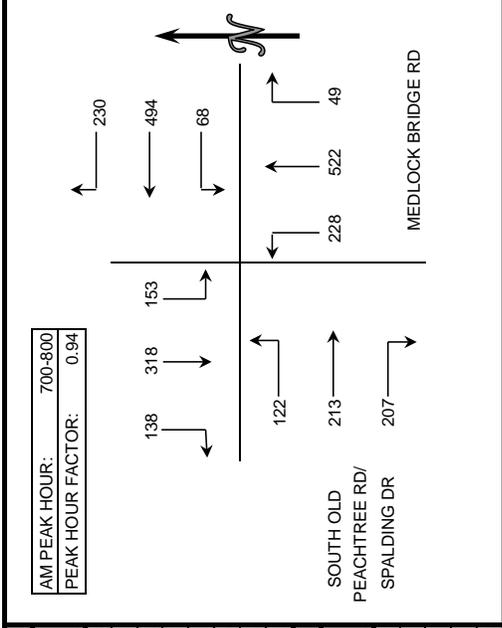
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## INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: POND AND COMPANY  
 PROJECT: PEACHTREE CORNERS COUNT PROGRAM LOC #8  
 DATE: WEDNESDAY, MAY 11TH 2016  
 PERIODS: 7:00 AM TO 9:00 AM AND 4:00 PM TO 6:00 PM  
 INTERSECTION: N/S MEDLOCK BRIDGE RD  
 E/W SOUTH OLD PEACHTREE RD/SPALDING DR

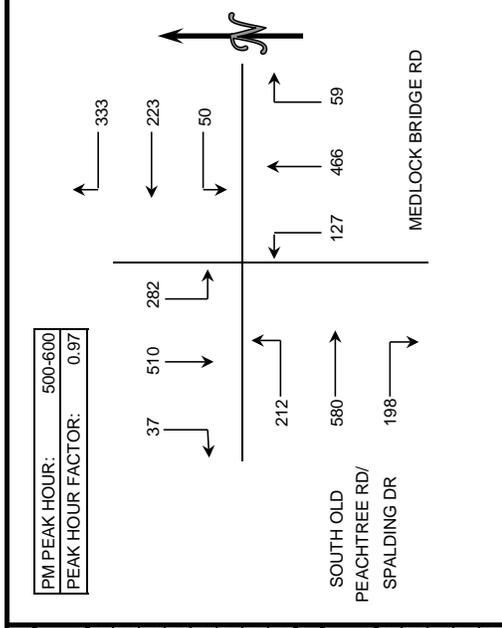
7:00 AM TO 9:00 AM													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
700-715	64	80	42	33	122	19	8	118	76	74	50	40	726
715-730	38	80	32	58	110	23	16	141	60	64	53	58	733
730-745	22	79	37	58	119	10	14	156	48	38	47	8	636
745-800	14	79	42	81	143	16	11	107	44	31	63	16	647
800-815	12	107	41	65	151	31	11	140	49	30	48	6	691
815-830	25	77	53	77	154	9	12	104	42	38	59	10	660
830-845	19	82	32	70	152	15	36	125	34	22	58	18	663
845-900	20	94	41	77	135	13	13	132	37	26	46	8	642

7:00 AM TO 9:00 AM													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
700-800	138	318	153	230	494	68	49	522	228	207	213	122	2742
715-815	86	345	152	262	523	80	52	544	201	163	211	88	2707
730-830	73	342	173	281	567	66	48	507	183	137	217	40	2634
745-845	70	345	168	293	600	71	70	476	169	121	228	50	2661
800-900	76	360	167	289	592	68	72	501	162	116	211	42	2656



4:00 PM TO 6:00 PM													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
400-415	9	100	61	67	58	16	10	88	26	65	133	29	662
415-430	12	148	78	70	47	8	12	105	24	51	123	30	708
430-445	11	124	76	60	52	9	8	104	25	54	131	31	685
445-500	4	139	95	48	48	7	12	108	26	44	129	38	698
500-515	4	124	60	83	65	18	14	111	37	55	147	57	775
515-530	13	144	73	88	53	14	7	125	29	33	160	51	790
530-545	12	110	85	84	45	10	24	118	38	59	137	54	776
545-600	8	132	64	78	60	8	14	112	23	51	136	50	736

4:00 PM TO 6:00 PM													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
400-500	36	511	310	245	205	40	42	405	101	214	516	128	2753
415-515	31	535	309	261	212	42	46	428	112	204	530	156	2866
430-530	32	531	304	279	218	48	41	448	117	186	567	177	2948
445-545	33	517	313	303	211	49	57	462	130	191	573	200	3039
500-600	37	510	282	333	223	50	59	466	127	198	580	212	3077





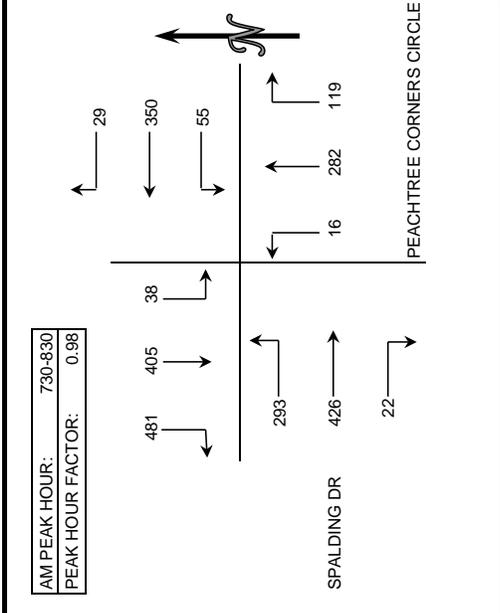
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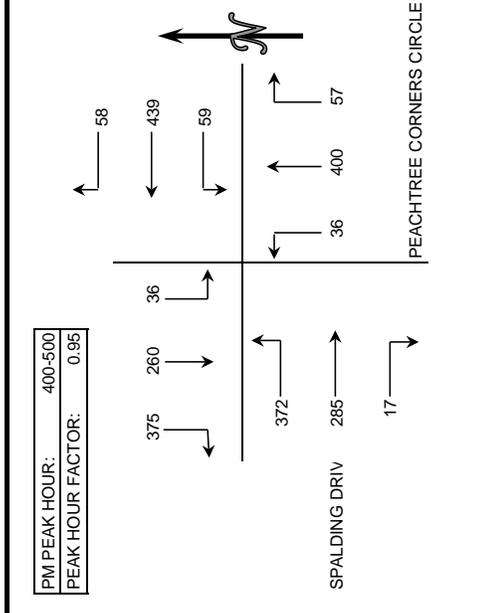
## INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: POND AND COMPANY  
 PROJECT: PEACHTREE CORNERS COUNT PROGRAM LOC #10  
 DATE: WEDNESDAY, MAY 11TH 2016  
 PERIODS: 7:00 AM TO 9:00 AM AND 4:00 PM TO 6:00 PM  
 INTERSECTION: N/S PEACHTREE CORNERS CIRCLE  
 E/W SPALDING DRIVE

7:00 AM TO 9:00 AM													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
700-715	87	94	7	8	38	12	19	35	2	5	77	58	442
715-730	95	117	5	5	59	10	20	72	2	6	134	67	592
730-745	121	109	11	3	70	15	19	68	2	4	124	62	608
745-800	118	105	4	8	80	14	33	76	5	5	107	70	625
800-815	118	85	11	13	93	18	40	54	4	6	112	85	639
815-830	124	106	12	5	107	8	27	84	5	7	83	76	644
830-845	112	102	7	8	51	5	15	85	2	7	99	70	563
845-900	69	85	11	7	80	8	20	58	3	2	92	65	500
<b>HOURLY TOTALS</b>													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
700-800	421	425	27	24	247	51	91	251	11	20	442	257	2267
715-815	452	416	31	29	302	57	112	270	13	21	477	284	2464
730-830	481	405	38	29	350	55	119	282	16	22	426	293	2516
745-845	472	398	34	34	331	45	115	299	16	25	401	301	2471
800-900	423	378	41	33	331	39	102	281	14	22	386	296	2346



4:00 PM TO 6:00 PM													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
400-415	90	60	12	15	114	13	14	90	9	5	83	85	590
415-430	94	89	7	16	96	19	19	99	7	6	72	107	631
430-445	104	59	9	14	108	16	14	107	10	6	59	92	598
445-500	87	52	8	13	121	11	10	104	10	0	71	88	575
500-515	79	65	7	13	91	29	7	103	10	2	52	92	550
515-530	98	78	5	9	56	10	10	105	9	1	70	98	549
530-545	89	87	8	7	91	10	7	147	9	2	72	89	618
545-600	76	75	11	5	45	11	12	141	8	1	60	75	520
<b>HOURLY TOTALS</b>													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
400-500	375	260	36	58	439	59	57	400	36	17	285	372	2394
415-515	364	265	31	56	416	75	50	413	37	14	254	379	2354
430-530	368	254	29	49	376	66	41	419	39	9	252	370	2272
445-545	353	282	28	42	359	60	34	459	38	5	265	367	2292
500-600	342	305	31	34	283	60	36	496	36	6	254	354	2237



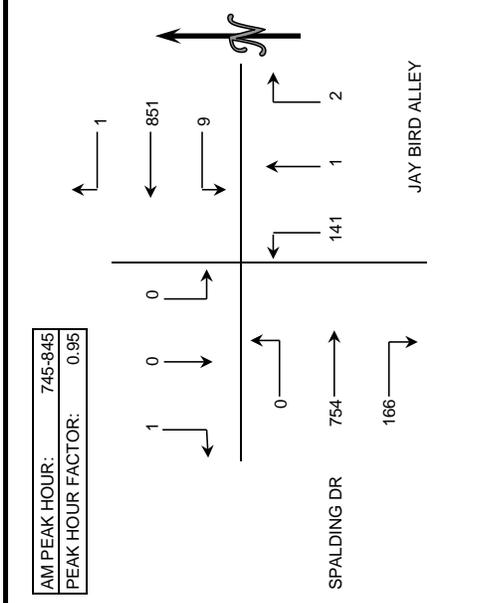
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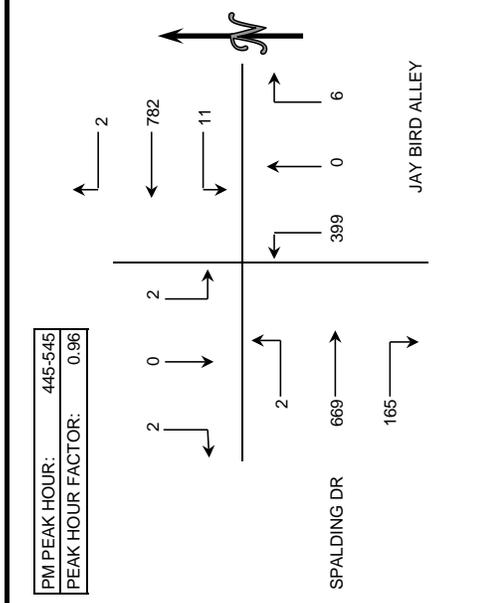
## INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: POND AND COMPANY  
 PROJECT: PEACHTREE CORNERS COUNT PROGRAM LOC #11  
 DATE: WEDNESDAY, MAY 11TH 2016  
 PERIODS: 7:00 AM TO 9:00 AM AND 4:00 PM TO 6:00 PM  
 INTERSECTION: N/S JAY BIRD ALLEY AND E/W SPALDING DRIVE

7:00 AM TO 9:00 AM													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
700-715	0	2	1	1	118	3	0	0	13	43	118	1	300
715-730	0	1	0	0	169	1	0	0	17	39	133	0	360
730-745	0	0	0	0	170	2	0	0	24	35	169	0	400
745-800	0	0	0	0	187	2	0	0	38	31	172	0	430
800-815	0	0	0	0	238	4	0	1	46	41	176	0	506
815-830	1	0	0	0	214	2	1	0	29	51	200	0	498
830-845	0	0	0	1	212	1	1	0	28	43	206	0	492
845-900	1	0	0	1	161	0	0	0	28	38	157	0	386
<b>HOURLY TOTALS</b>													
1	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
700-800	0	3	1	1	644	8	0	0	92	148	592	1	1490
715-815	0	1	0	0	764	9	0	1	125	146	650	0	1896
730-830	1	0	0	0	809	10	1	1	137	158	717	0	1834
745-845	1	0	0	1	851	9	2	1	141	166	754	0	1926
800-900	2	0	0	2	825	7	2	1	131	173	739	0	1882



4:00 PM TO 6:00 PM													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
400-415	0	0	0	0	210	2	2	0	55	32	171	0	472
415-430	0	0	0	1	190	3	1	0	48	38	137	0	418
430-445	0	0	0	0	182	1	1	0	78	25	163	0	450
445-500	0	0	0	0	198	4	1	0	80	36	175	1	495
500-515	0	0	2	2	205	1	3	0	104	43	171	0	531
515-530	0	0	0	0	190	2	1	0	113	46	164	0	516
530-545	2	0	0	0	189	4	1	0	102	40	159	1	498
545-600	0	0	0	0	137	2	2	0	110	37	179	1	468
<b>HOURLY TOTALS</b>													
1	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
400-500	0	0	0	1	780	10	5	0	261	131	646	1	1835
415-515	0	0	2	3	775	9	6	0	310	142	646	1	1894
430-530	0	0	2	2	775	8	6	0	375	150	673	1	1992
445-545	2	0	2	2	782	11	6	0	399	165	669	2	2040
500-600	2	0	2	2	721	9	7	0	429	166	673	2	2013



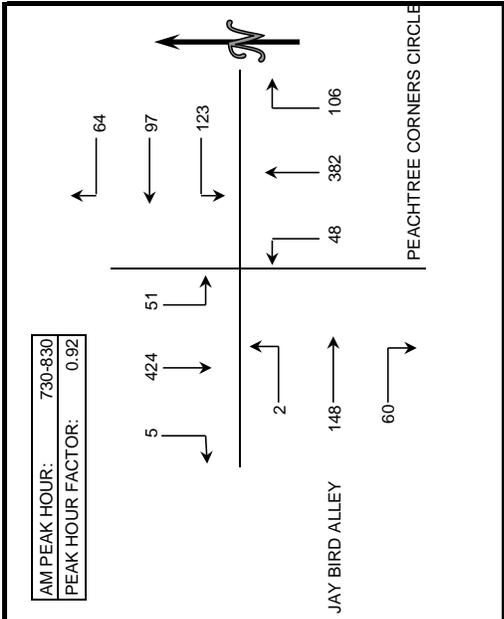
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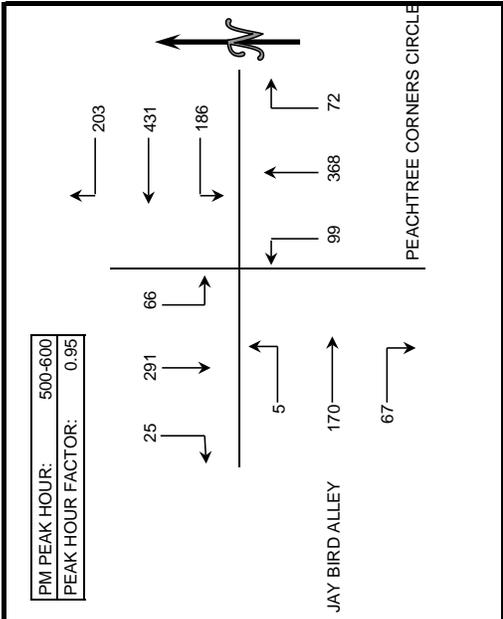
## INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: POND AND COMPANY  
 PROJECT: PEACHTREE CORNERS COUNT PROGRAM LOC #12  
 DATE: WEDNESDAY, MAY 11TH 2016  
 PERIODS: 7:00 AM TO 9:00 AM AND 4:00 PM TO 6:00 PM  
 INTERSECTION: N/S PEACHTREE CORNERS CIRCLE  
 E/W JAY BIRD ALLEY

7:00 AM TO 9:00 AM													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
700-715	0	91	17	9	7	16	44	48	1	14	39	0	286
715-730	0	114	19	9	21	36	48	82	6	15	34	2	386
730-745	0	115	12	12	10	15	35	66	6	11	46	1	329
745-800	2	97	10	22	32	36	26	112	13	25	37	0	412
800-815	1	99	13	12	28	41	25	104	11	6	28	1	369
815-830	2	113	16	18	27	31	20	100	18	18	37	0	400
830-845	0	84	21	8	34	21	19	81	12	13	30	1	324
845-900	1	88	16	7	29	10	21	73	15	9	36	1	306
<b>HOURLY TOTALS</b>													
1	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	2	417	58	52	70	103	153	308	26	65	156	3	1413
715-815	3	425	54	55	91	128	134	364	36	57	145	4	1496
730-830	5	424	51	64	97	123	106	382	48	60	148	2	1510
745-845	5	393	60	60	121	129	90	397	54	62	132	2	1505
800-900	4	394	66	45	118	103	85	358	56	46	131	3	1399



4:00 PM TO 6:00 PM													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
400-415	1	69	10	42	58	18	14	77	8	3	17	0	317
415-430	2	87	24	35	61	16	22	78	16	13	20	2	376
430-445	1	62	16	39	69	22	16	90	16	8	27	1	367
445-500	1	52	12	29	73	20	18	87	25	10	22	0	349
500-515	5	82	7	36	102	40	9	76	29	22	33	1	442
515-530	5	69	17	45	113	53	19	93	23	17	49	1	504
530-545	7	73	24	60	107	49	21	101	22	15	41	2	522
545-600	8	67	18	62	109	44	23	98	25	13	47	1	515
<b>HOURLY TOTALS</b>													
1	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-500	5	270	62	145	261	76	70	332	65	34	86	3	1409
415-515	9	283	59	139	305	98	65	331	86	53	102	4	1534
430-530	12	265	52	149	357	135	62	346	93	57	131	3	1662
445-545	18	276	60	170	395	162	67	357	99	64	145	4	1817
500-600	25	291	66	203	431	186	72	368	99	67	170	5	1983



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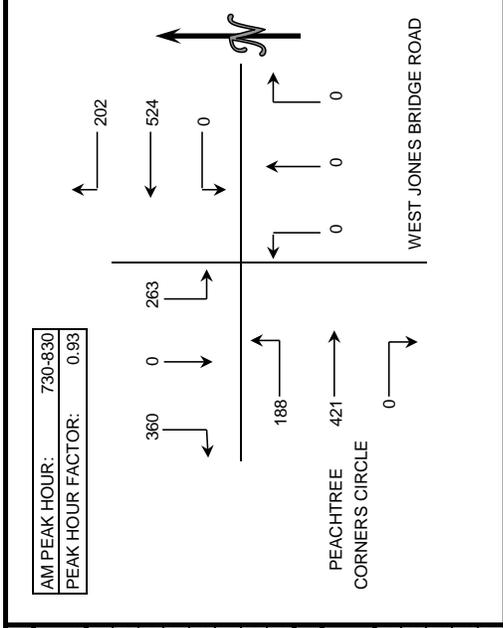
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## INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: POND AND COMPANY  
 PROJECT: PEACHTREE CORNERS COUNT PROGRAM LOC #13  
 DATE: WEDNESDAY, MAY 11TH 2016  
 PERIODS: 7:00 AM TO 9:00 AM AND 4:00 PM TO 6:00 PM  
 INTERSECTION: N/S WEST JONES BRIDGE ROAD  
 E/W PEACHTREE CORNERS CIRCLE

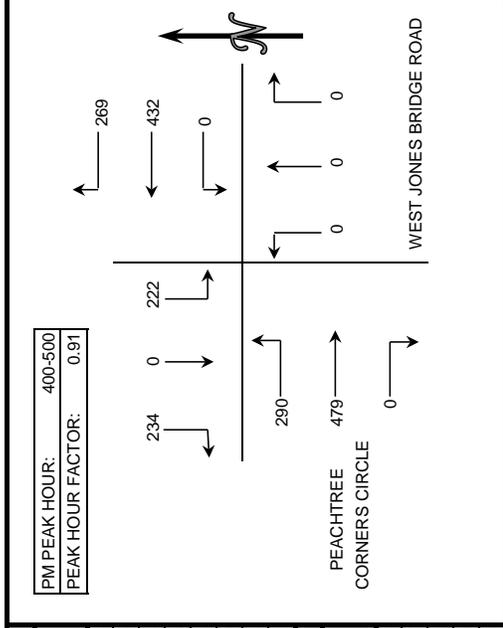
7:00 AM TO 9:00 AM													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
700-715	99	0	100	22	64	0	0	0	0	0	88	16	389
715-730	83	0	53	22	103	0	0	0	0	0	102	40	403
730-745	101	0	78	42	127	0	0	0	0	0	104	38	490
745-800	78	0	58	40	128	0	0	0	0	0	113	40	457
800-815	75	0	69	56	136	0	0	0	0	0	109	41	486
815-830	106	0	58	64	133	0	0	0	0	0	95	69	525
830-845	102	0	61	37	102	0	0	0	0	0	94	54	450
845-900	88	0	55	36	92	0	0	0	0	0	91	56	418

4:00 PM TO 6:00 PM													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
700-800	361	0	289	126	422	0	0	0	0	0	407	134	1739
715-815	337	0	258	160	494	0	0	0	0	0	428	159	1836
730-830	360	0	263	202	524	0	0	0	0	0	421	188	1958
745-845	361	0	246	197	499	0	0	0	0	0	411	204	1918
800-900	371	0	243	193	463	0	0	0	0	0	389	220	1879



7:00 AM TO 9:00 AM													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
400-415	66	0	45	77	98	0	0	0	0	0	95	67	448
415-430	77	0	85	57	114	0	0	0	0	0	116	81	530
430-445	48	0	45	57	111	0	0	0	0	0	130	64	455
445-500	43	0	47	78	109	0	0	0	0	0	138	78	493
500-515	42	0	28	54	119	0	0	0	0	0	104	62	409
515-530	37	0	37	64	131	0	0	0	0	0	126	64	459
530-545	42	0	64	79	146	0	0	0	0	0	132	75	538
545-600	42	0	55	80	120	0	0	0	0	0	127	90	514

4:00 PM TO 6:00 PM													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
400-500	234	0	222	269	432	0	0	0	0	0	479	290	1926
415-515	210	0	205	246	453	0	0	0	0	0	488	285	1887
430-530	170	0	157	253	470	0	0	0	0	0	498	268	1816
445-545	164	0	176	275	505	0	0	0	0	0	500	279	1899
500-600	163	0	184	277	516	0	0	0	0	0	489	291	1920



# TRAFFIC DATA SERVICES

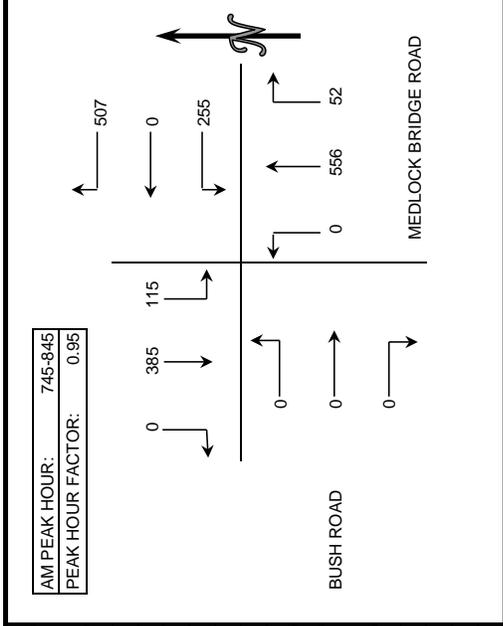
Phone: (678) 687-8266 Fax: (404) 294-6122

## INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: POND AND COMPANY  
 PROJECT: PEACHTREE CORNERS COUNT PROGRAM LOC #14  
 DATE: WEDNESDAY, MAY 11TH 2016  
 PERIODS: 7:00 AM TO 9:00 AM AND 4:00 PM TO 6:00 PM  
 INTERSECTION: N/S MEDLOCK BRIDGE ROAD  
 E/W BUSH ROAD

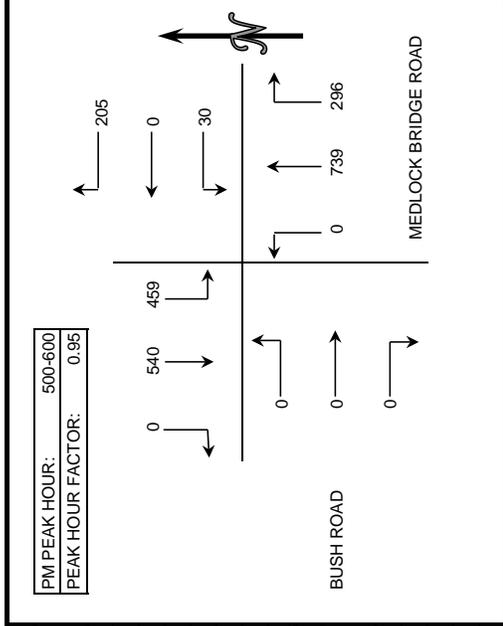
7:00 AM TO 9:00 AM												
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
700-715	0	69	9	109	0	55	5	153	0	0	0	400
715-730	0	73	17	143	0	76	8	166	0	0	0	483
730-745	0	78	23	128	0	104	8	122	0	0	0	463
745-800	0	85	33	133	0	79	17	144	0	0	0	491
800-815	0	94	26	123	0	57	13	116	0	0	0	429
815-830	0	103	26	132	0	57	12	151	0	0	0	481
830-845	0	103	30	119	0	62	10	145	0	0	0	469
845-900	0	89	27	111	0	48	11	136	0	0	0	422

7:00 AM TO 9:00 AM												
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
700-800	0	305	82	513	0	314	38	585	0	0	0	1837
715-815	0	330	99	527	0	316	46	548	0	0	0	1866
730-830	0	360	108	516	0	297	50	533	0	0	0	1864
745-845	0	385	115	507	0	255	52	556	0	0	0	1870
800-900	0	389	109	485	0	224	46	548	0	0	0	1801



4:00 PM TO 6:00 PM												
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
400-415	0	133	100	65	0	11	39	132	0	0	0	480
415-430	0	145	99	54	0	13	49	138	0	0	0	498
430-445	0	98	104	36	0	8	47	145	0	0	0	438
445-500	0	129	102	34	0	13	68	163	0	0	0	509
500-515	0	122	116	44	0	11	66	151	0	0	0	510
515-530	0	141	112	46	0	2	82	192	0	0	0	575
530-545	0	129	109	63	0	8	90	187	0	0	0	586
545-600	0	148	122	52	0	9	58	209	0	0	0	598

4:00 PM TO 6:00 PM												
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
400-500	0	505	405	189	0	45	203	578	0	0	0	1925
415-515	0	494	421	168	0	45	230	597	0	0	0	1955
430-530	0	490	434	160	0	34	263	651	0	0	0	2032
445-545	0	521	439	187	0	34	306	693	0	0	0	2180
500-600	0	540	459	205	0	30	296	739	0	0	0	2269



# TRAFFIC DATA SERVICES

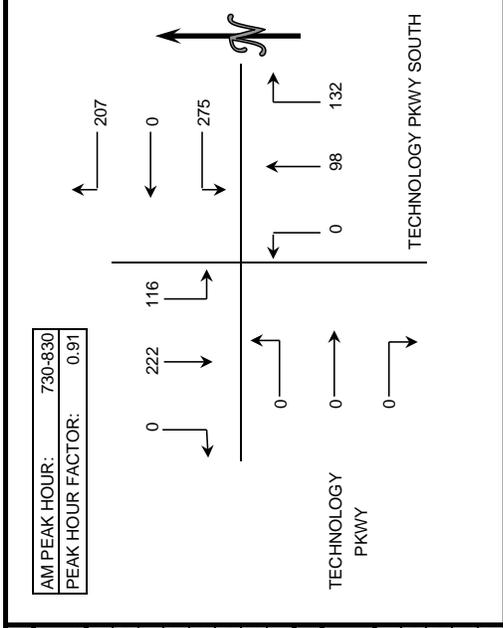
Phone: (678) 687-8266 Fax: (404) 294-6122

## INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: POND AND COMPANY  
 PROJECT: PEACHTREE CORNERS COUNT PROGRAM LOC #15  
 DATE: WEDNESDAY, MAY 11TH 2016  
 PERIODS: 7:00 AM TO 9:00 AM AND 4:00 PM TO 6:00 PM  
 INTERSECTION: N/S TECHNOLOGY PKWY SOUTH  
 E/W TECHNOLOGY PKWY

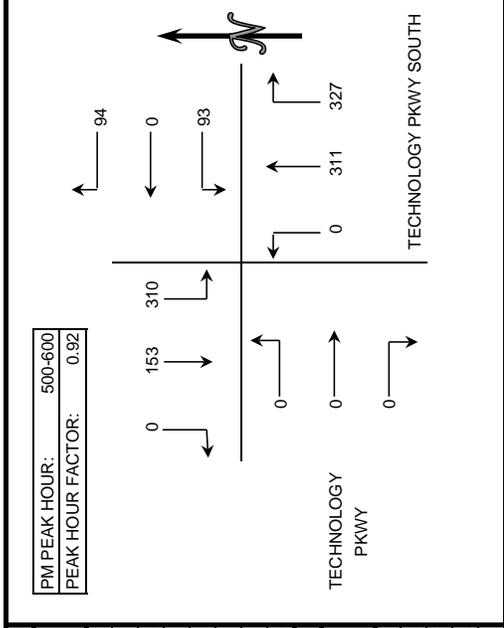
15 MIN COUNTS													
7:00 AM TO 9:00 AM													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	0	45	31	91	0	34	23	60	0	0	0	0	284
715-730	0	63	23	32	0	47	26	28	0	0	0	0	219
730-745	0	55	26	39	0	59	32	30	0	0	0	0	241
745-800	0	67	30	61	0	70	37	22	0	0	0	0	287
800-815	0	54	34	51	0	77	23	23	0	0	0	0	262
815-830	0	46	26	56	0	69	40	23	0	0	0	0	260
830-845	0	37	21	33	0	69	33	23	0	0	0	0	216
845-900	0	43	18	35	0	67	31	37	0	0	0	0	231

15 MIN COUNTS													
4:00 PM TO 6:00 PM													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	0	230	110	223	0	210	118	140	0	0	0	0	1031
715-815	0	239	113	183	0	253	118	103	0	0	0	0	1009
730-830	0	222	116	207	0	275	132	98	0	0	0	0	1050
745-845	0	204	111	201	0	285	133	91	0	0	0	0	1025
800-900	0	180	99	175	0	282	127	106	0	0	0	0	969



15 MIN COUNTS													
4:00 PM TO 6:00 PM													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-415	0	24	63	15	0	13	69	43	0	0	0	0	227
415-430	0	29	59	19	0	18	74	55	0	0	0	0	254
430-445	0	33	78	21	0	23	91	40	0	0	0	0	286
445-500	0	26	72	22	0	21	90	44	0	0	0	0	275
500-515	0	45	99	29	0	31	99	48	0	0	0	0	351
515-530	0	35	89	22	0	20	96	63	0	0	0	0	325
530-545	0	50	61	24	0	26	62	99	0	0	0	0	322
545-600	0	23	61	19	0	16	70	101	0	0	0	0	290

15 MIN COUNTS													
4:00 PM TO 6:00 PM													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-500	0	112	272	77	0	75	324	182	0	0	0	0	1042
415-515	0	133	308	91	0	93	354	187	0	0	0	0	1166
430-530	0	139	338	94	0	95	376	195	0	0	0	0	1237
445-545	0	156	321	97	0	98	347	254	0	0	0	0	1273
500-600	0	153	310	94	0	93	327	311	0	0	0	0	1288







# **APPENDIX B: SYNCHRO OUTPUT**

**Intersection**

Intersection Delay, s/veh	14.2
Intersection LOS	B

Movement	WBU	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Traffic Vol, veh/h	0	275	207	0	98	132	0	116	222
Future Vol, veh/h	0	275	207	0	98	132	0	116	222
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	299	225	0	107	143	0	126	241
Number of Lanes	0	1	1	0	1	0	0	1	1

**Approach**

	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	2	0
HCM Control Delay	15.2	13.3	13.3
HCM LOS	C	B	B

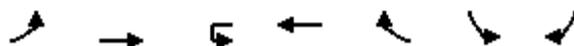
**Lane**

	NBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	0%	100%	0%	100%	0%
Vol Thru, %	43%	0%	0%	0%	100%
Vol Right, %	57%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	230	275	207	116	222
LT Vol	0	275	0	116	0
Through Vol	98	0	0	0	222
RT Vol	132	0	207	0	0
Lane Flow Rate	250	299	225	126	241
Geometry Grp	4	7	7	7	7
Degree of Util (X)	0.417	0.566	0.35	0.244	0.432
Departure Headway (Hd)	6.009	6.817	5.601	6.956	6.448
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	598	529	641	516	557
Service Time	4.057	4.56	3.344	4.708	4.199
HCM Lane V/C Ratio	0.418	0.565	0.351	0.244	0.433
HCM Control Delay	13.3	18.1	11.4	12	14
HCM Lane LOS	B	C	B	B	B
HCM 95th-tile Q	2	3.5	1.6	0.9	2.2

# HCM Signalized Intersection Capacity Analysis

## 4: Peachtree Industrial Boulevard & Technology Parkway South

10/13/2016



Movement	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations	↙	↑↑	↘	↑↑	↗	↙	↗
Traffic Volume (vph)	137	1059	14	1796	398	63	76
Future Volume (vph)	137	1059	14	1796	398	63	76
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lane Util. Factor	1.00	0.95	1.00	0.95	1.00	1.00	1.00
Frt	1.00	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1770	3539	1770	3539	1583	1770	1583
Flt Permitted	0.08	1.00	0.23	1.00	1.00	0.95	1.00
Satd. Flow (perm)	150	3539	424	3539	1583	1770	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	149	1151	15	1952	433	68	83
RTOR Reduction (vph)	0	0	0	0	79	0	39
Lane Group Flow (vph)	149	1151	15	1952	354	68	44
Turn Type	Perm	NA	Perm	NA	Perm	Prot	Perm
Protected Phases		4		8		6	
Permitted Phases	4		8		8		6
Actuated Green, G (s)	122.5	122.5	122.5	122.5	122.5	18.5	18.5
Effective Green, g (s)	122.5	122.5	122.5	122.5	122.5	18.5	18.5
Actuated g/C Ratio	0.82	0.82	0.82	0.82	0.82	0.12	0.12
Clearance Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	122	2890	346	2890	1292	218	195
v/s Ratio Prot		0.33		0.55		c0.04	
v/s Ratio Perm	c0.99		0.04		0.22		0.03
v/c Ratio	1.22	0.40	0.04	0.68	0.27	0.31	0.23
Uniform Delay, d1	13.8	3.7	2.6	5.6	3.2	59.9	59.3
Progression Factor	2.71	1.01	1.51	1.47	5.56	1.00	1.00
Incremental Delay, d2	143.8	0.1	0.0	0.3	0.1	3.7	2.7
Delay (s)	181.0	3.8	4.0	8.5	18.1	63.6	62.0
Level of Service	F	A	A	A	B	E	E
Approach Delay (s)		24.1		10.2		62.7	
Approach LOS		C		B		E	

### Intersection Summary

HCM 2000 Control Delay	17.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	1.10		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	72.7%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis  
 26: Jimmy Carter Boulevard (SR 140)/Holcomb Bridge Road (SR 140) & Holcomb Bridge Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖	↗	↖	↖	↗	↖	↕		↖	↗	
Traffic Volume (vph)	42	25	46	241	14	400	17	1409	151	248	1035	14
Future Volume (vph)	42	25	46	241	14	400	17	1409	151	248	1035	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5	4.5	4.5	4.5	4.5	4.5	4.5		4.5	4.5	
Lane Util. Factor		1.00	1.00	0.95	0.95	1.00	1.00	0.95		0.97	0.95	
Frt		1.00	0.85	1.00	1.00	0.85	1.00	0.99		1.00	1.00	
Flt Protected		0.97	1.00	0.95	0.96	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1806	1583	1681	1694	1583	1770	3488		3433	3532	
Flt Permitted		0.14	1.00	0.95	0.96	1.00	0.22	1.00		0.95	1.00	
Satd. Flow (perm)		267	1583	1681	1694	1583	413	3488		3433	3532	
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)	46	27	50	262	15	435	18	1532	164	270	1125	15
RTOR Reduction (vph)	0	0	39	0	0	385	0	5	0	0	0	0
Lane Group Flow (vph)	0	73	12	139	138	50	18	1691	0	270	1140	0
Turn Type	Perm	NA	Perm	Split	NA	Perm	Perm	NA		Prot	NA	
Protected Phases		4		8	8			2		1	6	
Permitted Phases	4		4			8	2					
Actuated Green, G (s)		34.5	34.5	16.6	16.6	16.6	64.7	64.7		16.2	85.4	
Effective Green, g (s)		34.5	34.5	16.6	16.6	16.6	64.7	64.7		16.2	85.4	
Actuated g/C Ratio		0.23	0.23	0.11	0.11	0.11	0.43	0.43		0.11	0.57	
Clearance Time (s)		4.5	4.5	4.5	4.5	4.5	4.5	4.5		4.5	4.5	
Vehicle Extension (s)		3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		61	364	186	187	175	178	1504		370	2010	
v/s Ratio Prot				c0.08	0.08			c0.48		c0.08	0.32	
v/s Ratio Perm		c0.27	0.01			0.03	0.04					
v/c Ratio		1.20	0.03	0.75	0.74	0.29	0.10	1.12		0.73	0.57	
Uniform Delay, d1		57.8	44.8	64.7	64.6	61.3	25.4	42.6		64.8	20.5	
Progression Factor		1.00	1.00	1.21	1.21	5.87	1.00	1.00		0.80	1.62	
Incremental Delay, d2		177.9	0.0	12.5	11.6	0.7	1.1	65.2		3.3	0.5	
Delay (s)		235.6	44.8	90.5	89.7	360.5	26.5	107.9		54.9	33.8	
Level of Service		F	D	F	F	F	C	F		D	C	
Approach Delay (s)		158.1			255.3			107.0			37.9	
Approach LOS		F			F			F			D	

Intersection Summary		
HCM 2000 Control Delay	110.6	HCM 2000 Level of Service
HCM 2000 Volume to Capacity ratio	1.04	F
Actuated Cycle Length (s)	150.0	Sum of lost time (s)
Intersection Capacity Utilization	83.9%	18.0
Analysis Period (min)	15	ICU Level of Service
		E

c Critical Lane Group

HCM 2010 Signalized Intersection Summary  
 1: Buford Highway (SR 13) & Amwiler Road

10/20/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	148	558	4	2	1349	402	1	5	6	131	0	126
Future Volume (veh/h)	148	558	4	2	1349	402	1	5	6	131	0	126
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	161	607	4	2	1466	437	1	5	7	142	0	137
Adj No. of Lanes	1	2	0	0	2	0	1	1	0	2	1	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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	181	2763	18	30	1823	516	26	10	14	366	0	169
Arrive On Green	0.05	0.77	0.77	0.46	0.46	0.46	0.01	0.01	0.01	0.11	0.00	0.11
Sat Flow, veh/h	1774	3604	24	1	2669	755	1774	704	985	3442	0	1583
Grp Volume(v), veh/h	161	298	313	1001	0	904	1	0	12	142	0	137
Grp Sat Flow(s),veh/h/ln	1774	1770	1859	1862	0	1562	1774	0	1689	1721	0	1583
Q Serve(g_s), s	4.0	5.7	5.7	0.0	0.0	61.6	0.1	0.0	0.8	4.6	0.0	10.2
Cycle Q Clear(g_c), s	4.0	5.7	5.7	54.6	0.0	61.6	0.1	0.0	0.8	4.6	0.0	10.2
Prop In Lane	1.00		0.01	0.00		0.48	1.00		0.58	1.00		1.00
Lane Grp Cap(c), veh/h	181	1356	1424	1302	0	1067	26	0	25	366	0	169
V/C Ratio(X)	0.89	0.22	0.22	0.77	0.00	0.85	0.04	0.00	0.48	0.39	0.00	0.81
Avail Cap(c_a), veh/h	181	1356	1424	1302	0	1067	266	0	253	516	0	237
HCM Platoon Ratio	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.43	0.00	0.43	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	33.8	3.9	3.9	25.1	0.0	27.0	58.3	0.0	58.7	50.0	0.0	52.4
Incr Delay (d2), s/veh	37.2	0.4	0.4	1.9	0.0	3.8	0.6	0.0	14.0	0.7	0.0	13.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.1	2.9	3.0	28.9	0.0	27.8	0.0	0.0	0.5	2.2	0.0	5.1
LnGrp Delay(d),s/veh	70.9	4.3	4.3	27.1	0.0	30.8	58.9	0.0	72.6	50.6	0.0	65.9
LnGrp LOS	E	A	A	C		C	E		E	D		E
Approach Vol, veh/h		772			1905			13				279
Approach Delay, s/veh		18.2			28.9			71.6				58.1
Approach LOS		B			C			E				E
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	10.0	86.5		17.3		96.5		6.3				
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s	5.5	60.5		18.0		70.5		18.0				
Max Q Clear Time (g_c+I1), s	6.0	63.6		12.2		7.7		2.8				
Green Ext Time (p_c), s	0.0	0.0		0.6		39.2		0.0				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay				29.0								
HCM 2010 LOS				C								

HCM 2010 Signalized Intersection Summary  
 2: Button Gwinnett Drive/Jones Mill Road & Buford Highway (SR 13)

10/20/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	177	432	81	32	1303	79	136	191	29	47	211	237
Future Volume (veh/h)	177	432	81	32	1303	79	136	191	29	47	211	237
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	192	470	88	35	1416	86	148	208	32	51	229	258
Adj No. of Lanes	1	2	0	1	2	1	1	1	0	1	1	1
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	220	1460	272	467	1566	701	315	469	72	337	516	439
Arrive On Green	0.10	0.65	0.65	0.03	0.44	0.44	0.05	0.30	0.30	0.03	0.28	0.28
Sat Flow, veh/h	1774	2980	555	1774	3539	1583	1774	1577	243	1774	1863	1583
Grp Volume(v), veh/h	192	278	280	35	1416	86	148	0	240	51	229	258
Grp Sat Flow(s),veh/h/ln	1774	1770	1765	1774	1770	1583	1774	0	1820	1774	1863	1583
Q Serve(g_s), s	7.0	8.3	8.4	1.3	44.6	3.8	6.5	0.0	12.8	2.4	12.2	16.9
Cycle Q Clear(g_c), s	7.0	8.3	8.4	1.3	44.6	3.8	6.5	0.0	12.8	2.4	12.2	16.9
Prop In Lane	1.00		0.31	1.00		1.00	1.00		0.13	1.00		1.00
Lane Grp Cap(c), veh/h	220	867	865	467	1566	701	315	0	541	337	516	439
V/C Ratio(X)	0.87	0.32	0.32	0.07	0.90	0.12	0.47	0.00	0.44	0.15	0.44	0.59
Avail Cap(c_a), veh/h	284	928	925	491	1607	719	315	0	541	355	516	439
HCM Platoon Ratio	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.97	0.97	0.97	1.00	1.00	1.00	1.00	0.00	1.00	0.68	0.68	0.68
Uniform Delay (d), s/veh	26.3	12.1	12.1	17.1	31.1	19.7	31.1	0.0	34.1	29.8	35.7	37.4
Incr Delay (d2), s/veh	20.1	0.2	0.2	0.1	7.5	0.1	1.1	0.0	2.6	0.1	1.9	3.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.4	4.1	4.1	0.6	23.5	1.7	3.6	0.0	6.9	1.2	6.5	7.8
LnGrp Delay(d),s/veh	46.4	12.3	12.3	17.2	38.6	19.8	32.2	0.0	36.8	29.9	37.6	41.4
LnGrp LOS	D	B	B	B	D	B	C		D	C	D	D
Approach Vol, veh/h		750			1537			388			538	
Approach Delay, s/veh		21.0			37.1			35.0			38.7	
Approach LOS		C			D			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.6	40.2	7.9	63.3	11.0	37.8	13.6	57.6				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.3	28.7	5.1	62.9	6.5	27.5	13.5	54.5				
Max Q Clear Time (g_c+I1), s	4.4	14.8	3.3	10.4	8.5	18.9	9.0	46.6				
Green Ext Time (p_c), s	0.0	3.1	0.0	24.3	0.0	2.4	0.2	6.5				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			33.3									
HCM 2010 LOS			C									

# HCM 2010 Signalized Intersection Summary

## 3: Holcomb Bridge Road & Peachtree Industrial Boulevard

10/20/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	138	1211	201	45	1435	347	107	451	23	160	213	1
Future Volume (veh/h)	138	1211	201	45	1435	347	107	451	23	160	213	1
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	150	1316	218	49	1560	0	116	490	0	174	232	0
Adj No. of Lanes	2	2	1	2	2	1	2	2	0	2	2	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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	196	2203	986	100	2104	941	161	582	0	221	644	0
Arrive On Green	0.06	0.62	0.62	0.03	0.59	0.00	0.05	0.16	0.00	0.06	0.18	0.00
Sat Flow, veh/h	3442	3539	1583	3442	3539	1583	3442	3632	0	3442	3632	0
Grp Volume(v), veh/h	150	1316	218	49	1560	0	116	490	0	174	232	0
Grp Sat Flow(s),veh/h/ln	1721	1770	1583	1721	1770	1583	1721	1770	0	1721	1770	0
Q Serve(g_s), s	6.4	33.5	9.0	2.1	47.9	0.0	5.0	20.1	0.0	7.5	8.6	0.0
Cycle Q Clear(g_c), s	6.4	33.5	9.0	2.1	47.9	0.0	5.0	20.1	0.0	7.5	8.6	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.00	1.00		0.00
Lane Grp Cap(c), veh/h	196	2203	986	100	2104	941	161	582	0	221	644	0
V/C Ratio(X)	0.77	0.60	0.22	0.49	0.74	0.00	0.72	0.84	0.00	0.79	0.36	0.00
Avail Cap(c_a), veh/h	262	2203	986	126	2104	941	218	682	0	291	757	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.70	0.70	0.00	1.00	1.00	0.00	0.45	0.45	0.00
Uniform Delay (d), s/veh	69.7	17.0	12.4	71.7	22.1	0.0	70.5	60.8	0.0	69.2	53.7	0.0
Incr Delay (d2), s/veh	9.1	1.2	0.5	2.6	1.7	0.0	7.3	8.3	0.0	4.8	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	16.6	4.1	1.0	23.9	0.0	2.5	10.5	0.0	3.7	4.2	0.0
LnGrp Delay(d),s/veh	78.9	18.2	12.9	74.3	23.7	0.0	77.9	69.0	0.0	73.9	53.9	0.0
LnGrp LOS	E	B	B	E	C		E	E		E	D	
Approach Vol, veh/h		1684			1609			606			406	
Approach Delay, s/veh		22.9			25.3			70.7			62.5	
Approach LOS		C			C			E			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.9	97.9	11.5	31.8	13.0	93.7	14.1	29.2				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.5	84.9	9.5	32.1	11.4	79.0	12.7	28.9				
Max Q Clear Time (g_c+I1), s	4.1	35.5	7.0	10.6	8.4	49.9	9.5	22.1				
Green Ext Time (p_c), s	0.0	39.4	0.1	4.7	0.1	25.3	0.2	2.5				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			34.3									
HCM 2010 LOS			C									

# HCM 2010 Signalized Intersection Summary

## 5: Medlock Bridge Road & Peachtree Industrial Boulevard

10/20/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	93	819	154	92	1557	43	387	511	69	36	406	202
Future Volume (veh/h)	93	819	154	92	1557	43	387	511	69	36	406	202
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	101	890	0	100	1692	0	421	555	75	39	441	0
Adj No. of Lanes	1	2	1	1	2	1	2	2	0	1	2	1
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	121	1764	789	122	1766	790	466	893	120	50	629	281
Arrive On Green	0.14	1.00	0.00	0.07	0.50	0.00	0.14	0.28	0.28	0.03	0.18	0.00
Sat Flow, veh/h	1774	3539	1583	1774	3539	1583	3442	3135	422	1774	3539	1583
Grp Volume(v), veh/h	101	890	0	100	1692	0	421	313	317	39	441	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1583	1721	1770	1788	1774	1770	1583
Q Serve(g_s), s	8.3	0.3	0.0	8.3	68.9	0.0	18.1	23.0	23.2	3.3	17.6	0.0
Cycle Q Clear(g_c), s	8.3	0.3	0.0	8.3	68.9	0.0	18.1	23.0	23.2	3.3	17.6	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.24	1.00		1.00
Lane Grp Cap(c), veh/h	121	1764	789	122	1766	790	466	504	509	50	629	281
V/C Ratio(X)	0.84	0.50	0.00	0.82	0.96	0.00	0.90	0.62	0.62	0.78	0.70	0.00
Avail Cap(c_a), veh/h	136	1764	789	188	1805	807	493	504	509	72	629	281
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.93	0.93	0.00	0.35	0.35	0.00	1.00	1.00	1.00	0.90	0.90	0.00
Uniform Delay (d), s/veh	64.0	0.1	0.0	69.0	36.1	0.0	63.9	46.6	46.6	72.4	57.9	0.0
Incr Delay (d2), s/veh	30.1	0.2	0.0	6.0	5.7	0.0	19.2	5.6	5.7	25.3	5.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.1	0.1	0.0	4.3	35.0	0.0	9.8	12.1	12.3	2.0	9.1	0.0
LnGrp Delay(d),s/veh	94.1	0.3	0.0	75.0	41.8	0.0	83.0	52.2	52.3	97.7	63.8	0.0
LnGrp LOS	F	A		E	D		F	D	D	F	E	
Approach Vol, veh/h		991			1792			1051			480	
Approach Delay, s/veh		9.9			43.7			64.6			66.5	
Approach LOS		A			D			E			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.7	47.2	14.8	79.3	24.8	31.1	14.7	79.3				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	6.1	37.9	15.9	72.1	21.5	22.5	11.5	76.5				
Max Q Clear Time (g_c+I1), s	5.3	25.2	10.3	2.3	20.1	19.6	10.3	70.9				
Green Ext Time (p_c), s	0.0	5.4	0.1	42.9	0.3	1.8	0.0	4.0				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			43.5									
HCM 2010 LOS			D									

HCM 2010 Signalized Intersection Summary  
 6: Old Peachtree Road & Peachtree Industrial Boulevard

10/20/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	44	698	190	54	1487	456	260	428	12	160	251	89
Future Volume (veh/h)	44	698	190	54	1487	456	260	428	12	160	251	89
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	48	759	0	59	1616	0	283	465	0	174	273	0
Adj No. of Lanes	1	2	1	1	2	1	2	1	1	2	1	1
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	113	1695	758	339	1701	761	333	573	487	218	510	434
Arrive On Green	0.03	0.48	0.00	0.03	0.48	0.00	0.10	0.31	0.00	0.06	0.27	0.00
Sat Flow, veh/h	1774	3539	1583	1774	3539	1583	3442	1863	1583	3442	1863	1583
Grp Volume(v), veh/h	48	759	0	59	1616	0	283	465	0	174	273	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1583	1721	1863	1583	1721	1863	1583
Q Serve(g_s), s	2.1	21.3	0.0	2.5	65.5	0.0	12.1	34.6	0.0	7.5	18.7	0.0
Cycle Q Clear(g_c), s	2.1	21.3	0.0	2.5	65.5	0.0	12.1	34.6	0.0	7.5	18.7	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	113	1695	758	339	1701	761	333	573	487	218	510	434
V/C Ratio(X)	0.43	0.45	0.00	0.17	0.95	0.00	0.85	0.81	0.00	0.80	0.54	0.00
Avail Cap(c_a), veh/h	121	1708	764	345	1711	765	420	573	487	225	510	434
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.85	0.85	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	34.9	25.9	0.0	20.3	37.2	0.0	66.7	47.9	0.0	69.3	46.3	0.0
Incr Delay (d2), s/veh	2.1	0.2	0.0	0.2	12.0	0.0	12.6	11.9	0.0	17.7	4.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	10.5	0.0	1.3	34.7	0.0	6.4	19.7	0.0	4.1	10.2	0.0
LnGrp Delay(d),s/veh	37.1	26.1	0.0	20.6	49.3	0.0	79.3	59.9	0.0	87.0	50.3	0.0
LnGrp LOS	D	C		C	D		E	E		F	D	
Approach Vol, veh/h		807			1675			748			447	
Approach Delay, s/veh		26.7			48.3			67.2			64.6	
Approach LOS		C			D			E			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.0	50.6	9.1	76.3	19.0	45.6	8.8	76.6				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	9.8	44.7	5.1	72.4	18.3	36.2	5.0	72.5				
Max Q Clear Time (g_c+I1), s	9.5	36.6	4.5	23.3	14.1	20.7	4.1	67.5				
Green Ext Time (p_c), s	0.0	2.8	0.0	30.9	0.4	4.0	0.0	4.6				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			49.4									
HCM 2010 LOS			D									

HCM 2010 Signalized Intersection Summary  
 8: Medlock Bridge Road & Spalding Drive/Old Peachtree Road

10/20/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	122	213	207	68	494	230	228	522	49	153	318	138
Future Volume (veh/h)	122	213	207	68	494	230	228	522	49	153	318	138
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	133	232	0	74	537	0	248	567	0	166	346	0
Adj No. of Lanes	1	1	1	1	1	1	1	1	1	1	1	1
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	217	605	514	426	578	491	433	679	577	263	618	526
Arrive On Green	0.06	0.32	0.00	0.05	0.31	0.00	0.09	0.36	0.00	0.06	0.33	0.00
Sat Flow, veh/h	1774	1863	1583	1774	1863	1583	1774	1863	1583	1774	1863	1583
Grp Volume(v), veh/h	133	232	0	74	537	0	248	567	0	166	346	0
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1774	1863	1583	1774	1863	1583	1774	1863	1583
Q Serve(g_s), s	4.5	8.6	0.0	2.5	24.9	0.0	8.2	24.8	0.0	5.5	13.6	0.0
Cycle Q Clear(g_c), s	4.5	8.6	0.0	2.5	24.9	0.0	8.2	24.8	0.0	5.5	13.6	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	217	605	514	426	578	491	433	679	577	263	618	526
V/C Ratio(X)	0.61	0.38	0.00	0.17	0.93	0.00	0.57	0.83	0.00	0.63	0.56	0.00
Avail Cap(c_a), veh/h	217	605	514	444	595	506	433	679	577	263	618	526
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	23.0	23.2	0.0	19.5	29.8	0.0	18.2	25.9	0.0	21.7	24.4	0.0
Incr Delay (d2), s/veh	5.0	0.4	0.0	0.2	20.9	0.0	1.8	11.6	0.0	4.8	3.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	4.4	0.0	1.2	16.2	0.0	4.1	14.9	0.0	3.0	7.5	0.0
LnGrp Delay(d),s/veh	28.1	23.6	0.0	19.7	50.7	0.0	20.1	37.5	0.0	26.5	28.1	0.0
LnGrp LOS	C	C		B	D		C	D		C	C	
Approach Vol, veh/h		365			611			815			512	
Approach Delay, s/veh		25.2			47.0			32.2			27.5	
Approach LOS		C			D			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.0	37.0	8.7	33.5	12.9	34.1	10.0	32.2				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.5	32.5	5.1	28.9	8.4	29.6	5.5	28.5				
Max Q Clear Time (g_c+I1), s	7.5	26.8	4.5	10.6	10.2	15.6	6.5	26.9				
Green Ext Time (p_c), s	0.0	2.7	0.0	4.6	0.0	4.9	0.0	0.7				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			34.0									
HCM 2010 LOS			C									

HCM 2010 Signalized Intersection Summary  
 9: Technology Parkway & Spalding Drive

10/20/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	58	410	75	311	385	130	25	20	189	65	65	52
Future Volume (veh/h)	58	410	75	311	385	130	25	20	189	65	65	52
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1863	1900	1863	1863
Adj Flow Rate, veh/h	63	446	82	338	418	141	27	22	205	71	71	0
Adj No. of Lanes	1	1	0	1	1	0	0	1	1	0	1	1
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	497	980	180	523	853	288	266	197	383	224	202	383
Arrive On Green	0.64	0.64	0.64	0.64	0.64	0.64	0.24	0.24	0.24	0.24	0.24	0.00
Sat Flow, veh/h	847	1531	282	872	1334	450	795	812	1583	634	835	1583
Grp Volume(v), veh/h	63	0	528	338	0	559	49	0	205	142	0	0
Grp Sat Flow(s),veh/h/ln	847	0	1813	872	0	1783	1607	0	1583	1469	0	1583
Q Serve(g_s), s	3.2	0.0	11.3	24.6	0.0	12.6	0.0	0.0	8.6	3.7	0.0	0.0
Cycle Q Clear(g_c), s	15.8	0.0	11.3	35.9	0.0	12.6	1.6	0.0	8.6	5.7	0.0	0.0
Prop In Lane	1.00		0.16	1.00		0.25	0.55		1.00	0.50		1.00
Lane Grp Cap(c), veh/h	497	0	1160	523	0	1141	462	0	383	426	0	383
V/C Ratio(X)	0.13	0.00	0.46	0.65	0.00	0.49	0.11	0.00	0.53	0.33	0.00	0.00
Avail Cap(c_a), veh/h	648	0	1484	679	0	1459	462	0	383	426	0	383
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	11.3	0.0	7.0	16.1	0.0	7.2	22.5	0.0	25.2	24.0	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.3	1.3	0.0	0.3	0.5	0.0	5.3	2.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	5.7	6.0	0.0	6.2	0.9	0.0	4.3	2.7	0.0	0.0
LnGrp Delay(d),s/veh	11.5	0.0	7.3	17.4	0.0	7.5	23.0	0.0	30.5	26.0	0.0	0.0
LnGrp LOS	B		A	B		A	C		C	C		
Approach Vol, veh/h		591			897			254			142	
Approach Delay, s/veh		7.7			11.3			29.0			26.0	
Approach LOS		A			B			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		23.0		53.4		23.0		53.4				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		18.5		62.5		18.5		62.5				
Max Q Clear Time (g_c+I1), s		10.6		17.8		7.7		37.9				
Green Ext Time (p_c), s		1.1		13.6		1.3		11.0				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			13.7									
HCM 2010 LOS			B									

HCM 2010 Signalized Intersection Summary  
 10: Peachtree Corners Circle & Spalding Drive

10/20/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	293	426	22	55	350	29	16	282	119	38	405	481
Future Volume (veh/h)	293	426	22	55	350	29	16	282	119	38	405	481
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	318	463	24	60	380	32	17	307	129	41	440	523
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	1
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	398	639	33	290	434	37	211	420	176	266	660	803
Arrive On Green	0.15	0.36	0.36	0.05	0.26	0.26	0.02	0.34	0.34	0.04	0.35	0.35
Sat Flow, veh/h	1774	1756	91	1774	1695	143	1774	1247	524	1774	1863	1583
Grp Volume(v), veh/h	318	0	487	60	0	412	17	0	436	41	440	523
Grp Sat Flow(s),veh/h/ln	1774	0	1847	1774	0	1838	1774	0	1770	1774	1863	1583
Q Serve(g_s), s	10.3	0.0	18.9	2.0	0.0	17.8	0.5	0.0	17.9	1.2	16.5	20.1
Cycle Q Clear(g_c), s	10.3	0.0	18.9	2.0	0.0	17.8	0.5	0.0	17.9	1.2	16.5	20.1
Prop In Lane	1.00		0.05	1.00		0.08	1.00		0.30	1.00		1.00
Lane Grp Cap(c), veh/h	398	0	672	290	0	471	211	0	596	266	660	803
V/C Ratio(X)	0.80	0.00	0.73	0.21	0.00	0.87	0.08	0.00	0.73	0.15	0.67	0.65
Avail Cap(c_a), veh/h	480	0	756	319	0	499	284	0	596	310	660	803
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.3	0.0	22.8	21.6	0.0	29.5	18.7	0.0	24.2	18.7	22.6	15.0
Incr Delay (d2), s/veh	7.8	0.0	3.1	0.3	0.0	15.3	0.2	0.0	7.7	0.3	5.3	4.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.8	0.0	10.2	1.0	0.0	11.0	0.3	0.0	10.0	0.6	9.4	9.6
LnGrp Delay(d),s/veh	27.1	0.0	25.8	21.9	0.0	44.8	18.9	0.0	31.9	18.9	27.9	19.1
LnGrp LOS	C		C	C		D	B		C	B	C	B
Approach Vol, veh/h		805			472			453			1004	
Approach Delay, s/veh		26.3			41.9			31.4			23.0	
Approach LOS		C			D			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.6	32.4	8.2	34.6	6.1	33.8	17.1	25.7				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.1	27.9	5.1	33.9	5.0	28.0	16.5	22.5				
Max Q Clear Time (g_c+I1), s	3.2	19.9	4.0	20.9	2.5	22.1	12.3	19.8				
Green Ext Time (p_c), s	0.0	4.5	0.0	4.6	0.0	3.5	0.4	1.4				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			28.6									
HCM 2010 LOS			C									

HCM 2010 Signalized Intersection Summary  
 11: Jay Bird Alley/LDS Church Driveway & Spalding Drive

10/20/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	754	166	9	851	1	141	1	2	0	0	1
Future Volume (veh/h)	0	754	166	9	851	1	141	1	2	0	0	1
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1900	1900	1863	1863
Adj Flow Rate, veh/h	0	820	180	10	925	1	153	1	2	0	0	1
Adj No. of Lanes	1	1	0	1	1	0	0	1	0	0	1	1
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	77	966	212	201	1214	1	351	2	5	0	3	2
Arrive On Green	0.00	0.65	0.65	0.65	0.65	0.65	0.20	0.20	0.20	0.00	0.00	0.00
Sat Flow, veh/h	602	1480	325	561	1860	2	1738	11	23	0	1863	1583
Grp Volume(v), veh/h	0	0	1000	10	0	926	156	0	0	0	0	1
Grp Sat Flow(s),veh/h/ln	602	0	1805	561	0	1862	1772	0	0	0	1863	1583
Q Serve(g_s), s	0.0	0.0	40.5	1.3	0.0	32.3	7.2	0.0	0.0	0.0	0.0	0.1
Cycle Q Clear(g_c), s	0.0	0.0	40.5	41.8	0.0	32.3	7.2	0.0	0.0	0.0	0.0	0.1
Prop In Lane	1.00		0.18	1.00		0.00	0.98		0.01	0.00		1.00
Lane Grp Cap(c), veh/h	77	0	1178	201	0	1216	358	0	0	0	3	2
V/C Ratio(X)	0.00	0.00	0.85	0.05	0.00	0.76	0.44	0.00	0.00	0.00	0.00	0.46
Avail Cap(c_a), veh/h	129	0	1335	250	0	1378	358	0	0	0	357	303
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	12.7	29.0	0.0	11.3	32.8	0.0	0.0	0.0	0.0	46.9
Incr Delay (d2), s/veh	0.0	0.0	4.8	0.1	0.0	2.3	3.8	0.0	0.0	0.0	0.0	106.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	21.6	0.2	0.0	17.2	3.9	0.0	0.0	0.0	0.0	0.1
LnGrp Delay(d),s/veh	0.0	0.0	17.5	29.1	0.0	13.5	36.6	0.0	0.0	0.0	0.0	153.3
LnGrp LOS			B	C		B	D					F
Approach Vol, veh/h		1000			936			156				1
Approach Delay, s/veh		17.5			13.7			36.6				153.3
Approach LOS		B			B			D				F
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		23.5		65.8		4.6		65.8				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		19.0		69.5		18.0		69.5				
Max Q Clear Time (g_c+I1), s		9.2		42.5		2.1		43.8				
Green Ext Time (p_c), s		0.5		18.1		0.0		17.5				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay				17.3								
HCM 2010 LOS				B								

HCM 2010 Signalized Intersection Summary  
 12: Peachtree Corners Circle & Jay Bird Alley

10/20/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	148	60	123	97	64	48	382	106	51	424	5
Future Volume (veh/h)	2	148	60	123	97	64	48	382	106	51	424	5
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	2	161	65	134	105	70	52	415	115	55	461	5
Adj No. of Lanes	1	1	0	1	1	1	1	1	0	1	1	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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	594	559	226	516	824	700	323	606	168	269	793	9
Arrive On Green	0.44	0.44	0.44	0.44	0.44	0.44	0.43	0.43	0.43	0.43	0.43	0.43
Sat Flow, veh/h	1205	1263	510	1150	1863	1583	923	1405	389	870	1839	20
Grp Volume(v), veh/h	2	0	226	134	105	70	52	0	530	55	0	466
Grp Sat Flow(s),veh/h/ln	1205	0	1773	1150	1863	1583	923	0	1794	870	0	1859
Q Serve(g_s), s	0.1	0.0	5.8	6.0	2.4	1.8	3.2	0.0	17.0	3.9	0.0	13.5
Cycle Q Clear(g_c), s	2.4	0.0	5.8	11.8	2.4	1.8	16.8	0.0	17.0	20.9	0.0	13.5
Prop In Lane	1.00		0.29	1.00		1.00	1.00		0.22	1.00		0.01
Lane Grp Cap(c), veh/h	594	0	784	516	824	700	323	0	774	269	0	802
V/C Ratio(X)	0.00	0.00	0.29	0.26	0.13	0.10	0.16	0.00	0.69	0.20	0.00	0.58
Avail Cap(c_a), veh/h	594	0	784	516	824	700	567	0	1247	498	0	1293
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	12.5	0.0	12.7	16.5	11.7	11.6	21.7	0.0	16.3	24.8	0.0	15.4
Incr Delay (d2), s/veh	0.0	0.0	0.9	1.2	0.3	0.3	0.2	0.0	1.1	0.4	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	3.0	2.1	1.3	0.9	0.8	0.0	8.6	1.0	0.0	7.0
LnGrp Delay(d),s/veh	12.5	0.0	13.6	17.7	12.0	11.9	22.0	0.0	17.4	25.1	0.0	16.0
LnGrp LOS	B		B	B	B	B	C		B	C		B
Approach Vol, veh/h		228			309			582			521	
Approach Delay, s/veh		13.6			14.4			17.8			17.0	
Approach LOS		B			B			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		36.0		35.2		36.0		35.2				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		31.5		49.5		31.5		49.5				
Max Q Clear Time (g_c+I1), s		13.8		19.0		7.8		22.9				
Green Ext Time (p_c), s		2.5		8.1		2.7		7.8				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			16.3									
HCM 2010 LOS			B									

HCM 2010 Signalized Intersection Summary  
 13: Peachtree Corners Circle & Jones Bridge Road

10/20/2016



Movement	EBL	EBT	WBT	WBR	SBL	SBR		
Lane Configurations								
Traffic Volume (veh/h)	188	421	524	202	263	360		
Future Volume (veh/h)	188	421	524	202	263	360		
Number	7	4	8	18	1	16		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863		
Adj Flow Rate, veh/h	204	458	570	0	286	391		
Adj No. of Lanes	1	1	1	1	1	1		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	366	997	997	848	627	559		
Arrive On Green	0.54	0.54	0.54	0.00	0.35	0.35		
Sat Flow, veh/h	838	1863	1863	1583	1774	1583		
Grp Volume(v), veh/h	204	458	570	0	286	391		
Grp Sat Flow(s),veh/h/ln	838	1863	1863	1583	1774	1583		
Q Serve(g_s), s	17.4	12.2	16.5	0.0	10.0	17.1		
Cycle Q Clear(g_c), s	33.9	12.2	16.5	0.0	10.0	17.1		
Prop In Lane	1.00			1.00	1.00	1.00		
Lane Grp Cap(c), veh/h	366	997	997	848	627	559		
V/C Ratio(X)	0.56	0.46	0.57	0.00	0.46	0.70		
Avail Cap(c_a), veh/h	463	1212	1212	1030	627	559		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00		
Uniform Delay (d), s/veh	23.9	11.6	12.6	0.0	20.1	22.4		
Incr Delay (d2), s/veh	1.3	0.3	0.5	0.0	2.4	7.1		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	4.2	6.3	8.5	0.0	5.3	8.5		
LnGrp Delay(d),s/veh	25.2	11.9	13.1	0.0	22.5	29.5		
LnGrp LOS	C	B	B		C	C		
Approach Vol, veh/h		662	570		677			
Approach Delay, s/veh		16.0	13.1		26.6			
Approach LOS		B	B		C			
Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				47.7		33.0		47.7
Change Period (Y+Rc), s				4.5		4.5		4.5
Max Green Setting (Gmax), s				52.5		28.5		52.5
Max Q Clear Time (g_c+I1), s				35.9		19.1		18.5
Green Ext Time (p_c), s				7.3		1.7		9.7
<b>Intersection Summary</b>								
HCM 2010 Ctrl Delay			18.9					
HCM 2010 LOS			B					

HCM 2010 Signalized Intersection Summary  
 14: Medlock Bridge Road & Bush Road

10/20/2016

								
Movement	WBL	WBR	NBT	NBR	SBL	SBT		
Lane Configurations								
Traffic Volume (veh/h)	255	507	556	52	115	385		
Future Volume (veh/h)	255	507	556	52	115	385		
Number	3	18	2	12	1	6		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863		
Adj Flow Rate, veh/h	277	0	604	0	125	418		
Adj No. of Lanes	1	1	1	1	1	2		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	321	286	1114	947	521	2519		
Arrive On Green	0.18	0.00	0.60	0.00	0.06	0.71		
Sat Flow, veh/h	1774	1583	1863	1583	1774	3632		
Grp Volume(v), veh/h	277	0	604	0	125	418		
Grp Sat Flow(s),veh/h/ln	1774	1583	1863	1583	1774	1770		
Q Serve(g_s), s	12.7	0.0	16.1	0.0	2.0	3.2		
Cycle Q Clear(g_c), s	12.7	0.0	16.1	0.0	2.0	3.2		
Prop In Lane	1.00	1.00		1.00	1.00			
Lane Grp Cap(c), veh/h	321	286	1114	947	521	2519		
V/C Ratio(X)	0.86	0.00	0.54	0.00	0.24	0.17		
Avail Cap(c_a), veh/h	456	407	1114	947	797	2519		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	1.00		
Uniform Delay (d), s/veh	33.3	0.0	10.0	0.0	6.9	3.9		
Incr Delay (d2), s/veh	11.5	0.0	1.9	0.0	0.2	0.1		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	7.2	0.0	8.8	0.0	1.0	1.6		
LnGrp Delay(d),s/veh	44.8	0.0	11.9	0.0	7.1	4.1		
LnGrp LOS	D		B		A	A		
Approach Vol, veh/h	277		604			543		
Approach Delay, s/veh	44.8		11.9			4.8		
Approach LOS	D		B			A		
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	9.5	54.5				64.0		19.6
Change Period (Y+Rc), s	4.5	4.5				4.5		4.5
Max Green Setting (Gmax), s	18.0	37.0				59.5		21.5
Max Q Clear Time (g_c+I1), s	4.0	18.1				5.2		14.7
Green Ext Time (p_c), s	0.2	6.5				8.4		0.5
<b>Intersection Summary</b>								
HCM 2010 Ctrl Delay			15.6					
HCM 2010 LOS			B					

HCM 2010 Signalized Intersection Summary  
 16: Winters Chapel Road/Spalding Lake Court & Spalding Drive

10/20/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	472	2	731	920	2	5	12	280	1	1	6
Future Volume (veh/h)	2	472	2	731	920	2	5	12	280	1	1	6
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	2	513	0	795	1000	2	5	13	304	1	1	7
Adj No. of Lanes	1	1	1	1	1	0	0	1	0	0	1	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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	229	556	473	820	1392	3	33	14	263	48	49	219
Arrive On Green	0.30	0.30	0.00	0.41	0.75	0.75	0.17	0.17	0.17	0.17	0.17	0.17
Sat Flow, veh/h	560	1863	1583	1774	1858	4	8	81	1505	80	279	1257
Grp Volume(v), veh/h	2	513	0	795	0	1002	322	0	0	9	0	0
Grp Sat Flow(s),veh/h/ln	560	1863	1583	1774	0	1862	1594	0	0	1616	0	0
Q Serve(g_s), s	0.3	31.3	0.0	45.3	0.0	34.4	6.9	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.3	31.3	0.0	45.3	0.0	34.4	20.5	0.0	0.0	0.5	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.00	0.02		0.94	0.11		0.78
Lane Grp Cap(c), veh/h	229	556	473	820	0	1395	309	0	0	316	0	0
V/C Ratio(X)	0.01	0.92	0.00	0.97	0.00	0.72	1.04	0.00	0.00	0.03	0.00	0.00
Avail Cap(c_a), veh/h	230	563	478	852	0	1434	309	0	0	316	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	29.0	39.9	0.0	27.4	0.0	8.0	49.5	0.0	0.0	40.3	0.0	0.0
Incr Delay (d2), s/veh	0.0	20.7	0.0	23.1	0.0	1.7	62.3	0.0	0.0	0.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	19.3	0.0	30.2	0.0	17.9	15.3	0.0	0.0	0.3	0.0	0.0
LnGrp Delay(d),s/veh	29.0	60.6	0.0	50.5	0.0	9.7	111.8	0.0	0.0	40.4	0.0	0.0
LnGrp LOS	C	E		D		A	F			D		
Approach Vol, veh/h		515			1797			322				9
Approach Delay, s/veh		60.5			27.8			111.8				40.4
Approach LOS		E			C			F				D
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2	3	4		6		8				
Phs Duration (G+Y+Rc), s		25.0	52.9	39.6		25.0		92.5				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5		4.5				
Max Green Setting (Gmax), s		20.5	50.5	35.5		20.5		90.5				
Max Q Clear Time (g_c+I1), s		22.5	47.3	33.3		2.5		36.4				
Green Ext Time (p_c), s		0.0	1.1	1.8		1.9		17.5				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			44.4									
HCM 2010 LOS			D									

HCM 2010 Signalized Intersection Summary  
 19: Winters Chapel Road & Dunwoody Club Drive

10/20/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	1	133	4	2	3	223	271	2	0	768	79
Future Volume (veh/h)	12	1	133	4	2	3	223	271	2	0	768	79
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	13	1	145	4	2	3	242	295	2	0	835	86
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	17	1	188	7	4	5	227	248	1	0	1108	114
Arrive On Green	0.13	0.13	0.13	0.01	0.01	0.01	0.67	0.67	0.67	0.00	0.67	0.67
Sat Flow, veh/h	131	10	1458	766	383	574	214	372	2	0	1661	171
Grp Volume(v), veh/h	159	0	0	9	0	0	539	0	0	0	0	921
Grp Sat Flow(s),veh/h/ln	1599	0	0	1723	0	0	588	0	0	0	0	1833
Q Serve(g_s), s	5.9	0.0	0.0	0.3	0.0	0.0	20.3	0.0	0.0	0.0	0.0	20.7
Cycle Q Clear(g_c), s	5.9	0.0	0.0	0.3	0.0	0.0	41.0	0.0	0.0	0.0	0.0	20.7
Prop In Lane	0.08		0.91	0.44		0.33	0.45		0.00	0.00		0.09
Lane Grp Cap(c), veh/h	206	0	0	16	0	0	477	0	0	0	0	1222
V/C Ratio(X)	0.77	0.00	0.00	0.56	0.00	0.00	1.13	0.00	0.00	0.00	0.00	0.75
Avail Cap(c_a), veh/h	481	0	0	518	0	0	477	0	0	0	0	1222
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	25.9	0.0	0.0	30.3	0.0	0.0	17.8	0.0	0.0	0.0	0.0	6.9
Incr Delay (d2), s/veh	6.0	0.0	0.0	27.6	0.0	0.0	82.3	0.0	0.0	0.0	0.0	2.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	0.0	0.0	0.3	0.0	0.0	18.8	0.0	0.0	0.0	0.0	11.2
LnGrp Delay(d),s/veh	31.9	0.0	0.0	57.9	0.0	0.0	100.1	0.0	0.0	0.0	0.0	9.6
LnGrp LOS	C			E			F					A
Approach Vol, veh/h		159			9			539				921
Approach Delay, s/veh		31.9			57.9			100.1				9.6
Approach LOS		C			E			F				A
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		45.0		11.9		45.0		4.6				
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0				
Max Green Setting (Gmax), s		41.0		18.5		41.0		18.5				
Max Q Clear Time (g_c+I1), s		43.0		7.9		22.7		2.3				
Green Ext Time (p_c), s		0.0		0.6		11.5		0.0				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay				42.0								
HCM 2010 LOS				D								
<b>Notes</b>												

HCM 2010 Signalized Intersection Summary  
 23: Winters Chapel Road & Peeler Road/Shopping Center

10/20/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	68	16	117	29	8	1	264	455	30	0	676	253
Future Volume (veh/h)	68	16	117	29	8	1	264	455	30	0	676	253
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	74	17	0	32	9	1	287	495	33	0	735	0
Adj No. of Lanes	1	1	1	1	1	0	1	1	0	1	1	1
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	238	156	132	233	138	15	551	1337	89	128	1128	959
Arrive On Green	0.08	0.08	0.00	0.08	0.08	0.08	0.10	0.77	0.77	0.00	0.61	0.00
Sat Flow, veh/h	1399	1863	1583	1390	1647	183	1774	1727	115	872	1863	1583
Grp Volume(v), veh/h	74	17	0	32	0	10	287	0	528	0	735	0
Grp Sat Flow(s),veh/h/ln	1399	1863	1583	1390	0	1830	1774	0	1842	872	1863	1583
Q Serve(g_s), s	2.9	0.5	0.0	1.2	0.0	0.3	2.8	0.0	5.1	0.0	14.4	0.0
Cycle Q Clear(g_c), s	3.2	0.5	0.0	1.7	0.0	0.3	2.8	0.0	5.1	0.0	14.4	0.0
Prop In Lane	1.00		1.00	1.00		0.10	1.00		0.06	1.00		1.00
Lane Grp Cap(c), veh/h	238	156	132	233	0	153	551	0	1426	128	1128	959
V/C Ratio(X)	0.31	0.11	0.00	0.14	0.00	0.07	0.52	0.00	0.37	0.00	0.65	0.00
Avail Cap(c_a), veh/h	445	431	367	438	0	424	947	0	2920	640	2222	1889
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	25.2	23.8	0.0	24.6	0.0	23.7	6.3	0.0	2.0	0.0	7.2	0.0
Incr Delay (d2), s/veh	0.7	0.3	0.0	0.3	0.0	0.2	0.8	0.0	0.2	0.0	0.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.3	0.0	0.5	0.0	0.1	2.2	0.0	2.6	0.0	7.6	0.0
LnGrp Delay(d),s/veh	25.9	24.1	0.0	24.8	0.0	23.9	7.1	0.0	2.2	0.0	7.9	0.0
LnGrp LOS	C	C		C		C	A		A		A	
Approach Vol, veh/h		91			42			815			735	
Approach Delay, s/veh		25.6			24.6			3.9			7.9	
Approach LOS		C			C			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		47.5		8.7	9.5	38.0		8.7				
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s		89.0		13.0	18.0	67.0		13.0				
Max Q Clear Time (g_c+I1), s		7.1		5.2	4.8	16.4		3.7				
Green Ext Time (p_c), s		12.0		0.2	0.7	11.5		0.2				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			7.3									
HCM 2010 LOS			A									
<b>Notes</b>												

HCM 2010 Signalized Intersection Summary  
 27: Peachtree Corners Circle & Holcomb Bridge Road (SR 140)

10/20/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	73	1080	597	99	1375	83	275	395	170	112	646	90
Future Volume (veh/h)	73	1080	597	99	1375	83	275	395	170	112	646	90
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	79	1174	649	108	1495	90	299	429	185	122	702	98
Adj No. of Lanes	1	2	0	1	2	0	1	2	0	1	2	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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	106	1228	634	48	1844	111	198	959	410	261	1238	173
Arrive On Green	0.54	0.54	0.54	0.54	0.54	0.54	0.40	0.40	0.40	0.40	0.40	0.40
Sat Flow, veh/h	321	2260	1167	255	3393	203	677	2418	1032	805	3120	435
Grp Volume(v), veh/h	79	901	922	108	777	808	299	313	301	122	398	402
Grp Sat Flow(s),veh/h/ln	321	1770	1657	255	1770	1827	677	1770	1681	805	1770	1786
Q Serve(g_s), s	27.2	71.1	81.5	0.0	53.6	54.3	33.2	19.4	19.8	19.7	26.3	26.3
Cycle Q Clear(g_c), s	81.5	71.1	81.5	81.5	53.6	54.3	59.5	19.4	19.8	39.5	26.3	26.3
Prop In Lane	1.00		0.70	1.00		0.11	1.00		0.61	1.00		0.24
Lane Grp Cap(c), veh/h	106	961	900	48	961	993	198	702	667	261	702	708
V/C Ratio(X)	0.74	0.94	1.02	2.25	0.81	0.81	1.51	0.45	0.45	0.47	0.57	0.57
Avail Cap(c_a), veh/h	106	961	900	48	961	993	198	702	667	261	702	708
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.27	0.27	0.27	0.09	0.09	0.09	0.98	0.98	0.98	0.78	0.78	0.78
Uniform Delay (d), s/veh	65.0	31.9	34.3	75.0	27.9	28.0	62.4	33.2	33.3	47.8	35.2	35.2
Incr Delay (d2), s/veh	12.3	6.3	22.1	568.5	0.7	0.7	254.0	0.4	0.5	1.0	0.8	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	36.2	42.5	9.6	26.3	27.6	22.1	9.6	9.3	4.4	13.0	13.1
LnGrp Delay(d),s/veh	77.3	38.2	56.4	643.5	28.6	28.8	316.4	33.6	33.7	48.8	36.1	36.1
LnGrp LOS	E	D	F	F	C	C	F	C	C	D	D	D
Approach Vol, veh/h		1902			1693			913			922	
Approach Delay, s/veh		48.6			67.9			126.3			37.7	
Approach LOS		D			E			F			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		86.0		64.0		86.0		64.0				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		81.5		59.5		81.5		59.5				
Max Q Clear Time (g_c+I1), s		83.5		61.5		83.5		41.5				
Green Ext Time (p_c), s		0.0		0.0		0.0		11.5				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay				65.8								
HCM 2010 LOS				E								

HCM 2010 Signalized Intersection Summary  
 28: Holcomb Bridge Road (SR 140) & Spalding Drive

10/20/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	63	286	97	40	398	360	152	1324	18	511	1516	318
Future Volume (veh/h)	63	286	97	40	398	360	152	1324	18	511	1516	318
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	68	311	105	43	433	391	165	1439	0	555	1648	0
Adj No. of Lanes	1	2	0	1	2	1	1	2	0	1	2	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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	110	340	113	108	441	690	183	1451	0	552	2187	0
Arrive On Green	0.03	0.13	0.13	0.03	0.12	0.12	0.10	0.41	0.00	0.31	0.62	0.00
Sat Flow, veh/h	1774	2613	866	1774	3539	1583	1774	3632	0	1774	3632	0
Grp Volume(v), veh/h	68	209	207	43	433	391	165	1439	0	555	1648	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1710	1774	1770	1583	1774	1770	0	1774	1770	0
Q Serve(g_s), s	5.0	17.5	18.0	3.2	18.3	18.7	13.8	60.6	0.0	46.7	49.9	0.0
Cycle Q Clear(g_c), s	5.0	17.5	18.0	3.2	18.3	18.7	13.8	60.6	0.0	46.7	49.9	0.0
Prop In Lane	1.00		0.51	1.00		1.00	1.00		0.00	1.00		0.00
Lane Grp Cap(c), veh/h	110	230	222	108	441	690	183	1451	0	552	2187	0
V/C Ratio(X)	0.62	0.91	0.93	0.40	0.98	0.57	0.90	0.99	0.00	1.00	0.75	0.00
Avail Cap(c_a), veh/h	110	230	222	118	441	690	183	1451	0	552	2187	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.21	0.21	0.21	0.54	0.54	0.54	0.09	0.09	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	56.4	64.4	64.6	56.1	65.5	31.7	66.5	44.0	0.0	51.6	20.5	0.0
Incr Delay (d2), s/veh	2.2	10.7	14.1	1.3	27.0	0.6	6.0	5.5	0.0	39.5	2.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	9.2	9.4	1.6	10.6	12.2	7.1	30.7	0.0	28.9	25.0	0.0
LnGrp Delay(d),s/veh	58.5	75.1	78.7	57.4	92.4	32.3	72.5	49.5	0.0	91.2	22.9	0.0
LnGrp LOS	E	E	E	E	F	C	E	D		F	C	
Approach Vol, veh/h		484			867			1604			2203	
Approach Delay, s/veh		74.3			63.6			51.9			40.1	
Approach LOS		E			E			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	51.2	66.0	8.8	24.0	20.0	97.2	9.6	23.2				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	46.7	61.5	5.1	18.7	15.5	92.7	5.1	18.7				
Max Q Clear Time (g_c+I1), s	48.7	62.6	5.2	20.0	15.8	51.9	7.0	20.7				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	34.7	0.0	0.0				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			50.9									
HCM 2010 LOS			D									

HCM 2010 Signalized Intersection Summary  
 29: Peachtree Parkway (SR 141) & Spalding Drive

10/20/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 			 				 			 	
Traffic Volume (veh/h)	199	246	110	102	214	26	93	1300	204	163	1800	202
Future Volume (veh/h)	199	246	110	102	214	26	93	1300	204	163	1800	202
Number	7	4	14	3	8	18	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	0.99	1.00	1.00	0.99	1.00	1.00	0.99	1.00	1.00	0.99
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	216	267	0	111	233	0	101	1413	222	177	1957	220
Adj No. of Lanes	2	1	1	2	1	1	1	2	1	1	2	1
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	246	310	261	141	253	213	116	2004	890	192	2155	957
Arrive On Green	0.07	0.17	0.00	0.04	0.14	0.00	0.07	0.57	0.57	0.22	1.00	1.00
Sat Flow, veh/h	3442	1863	1571	3442	1863	1571	1774	3539	1571	1774	3539	1571
Grp Volume(v), veh/h	216	267	0	111	233	0	101	1413	222	177	1957	220
Grp Sat Flow(s),veh/h/ln	1721	1863	1571	1721	1863	1571	1774	1770	1571	1774	1770	1571
Q Serve(g_s), s	13.7	30.7	0.0	7.0	27.2	0.0	12.4	63.4	15.7	21.5	0.0	0.0
Cycle Q Clear(g_c), s	13.7	30.7	0.0	7.0	27.2	0.0	12.4	63.4	15.7	21.5	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	246	310	261	141	253	213	116	2004	890	192	2155	957
V/C Ratio(X)	0.88	0.86	0.00	0.78	0.92	0.00	0.87	0.70	0.25	0.92	0.91	0.23
Avail Cap(c_a), veh/h	258	323	273	153	267	225	125	2004	890	274	2155	957
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	0.79	0.79	0.00	0.83	0.83	0.00	0.63	0.63	0.63	0.09	0.09	0.09
Uniform Delay (d), s/veh	101.2	89.3	0.0	104.5	93.9	0.0	101.9	34.4	24.1	85.3	0.0	0.0
Incr Delay (d2), s/veh	21.9	16.5	0.0	18.5	30.1	0.0	30.1	1.3	0.4	4.0	0.7	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.3	17.3	0.0	3.7	16.2	0.0	7.1	31.4	6.9	10.7	0.2	0.0
LnGrp Delay(d),s/veh	123.1	105.7	0.0	123.0	124.0	0.0	132.0	35.8	24.5	89.3	0.7	0.1
LnGrp LOS	F	F		F	F		F	D	C	F	A	A
Approach Vol, veh/h		483			344			1736			2354	
Approach Delay, s/veh		113.5			123.7			39.9			7.3	
Approach LOS		F			F			D			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	20.9	140.5	15.5	43.1	30.3	131.1	22.2	36.4				
Change Period (Y+Rc), s	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5				
Max Green Setting (Gmax), s	15.5	130.5	9.8	38.2	34.0	112.0	16.5	31.5				
Max Q Clear Time (g_c+I1), s	14.4	2.0	9.0	32.7	23.5	65.4	15.7	29.2				
Green Ext Time (p_c), s	0.0	94.5	0.0	1.4	0.3	41.3	0.1	0.7				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			37.4									
HCM 2010 LOS			D									

HCM 2010 Signalized Intersection Summary  
 30: Peachtree Parkway (SR 141) & Peachtree Corners Circle

10/20/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	246	196	151	114	372	17	198	1063	128	24	2022	450
Future Volume (veh/h)	246	196	151	114	372	17	198	1063	128	24	2022	450
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	267	213	0	124	404	0	215	1155	139	26	2198	0
Adj No. of Lanes	2	2	1	1	1	1	2	2	1	2	2	1
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	258	702	314	140	377	320	211	2204	986	62	2051	918
Arrive On Green	0.08	0.20	0.00	0.08	0.20	0.00	0.12	1.00	1.00	0.04	1.00	0.00
Sat Flow, veh/h	3442	3539	1583	1774	1863	1583	3442	3539	1583	3442	3539	1583
Grp Volume(v), veh/h	267	213	0	124	404	0	215	1155	139	26	2198	0
Grp Sat Flow(s),veh/h/ln	1721	1770	1583	1774	1863	1583	1721	1770	1583	1721	1770	1583
Q Serve(g_s), s	16.5	11.3	0.0	15.2	44.5	0.0	13.5	0.0	0.0	1.6	0.0	0.0
Cycle Q Clear(g_c), s	16.5	11.3	0.0	15.2	44.5	0.0	13.5	0.0	0.0	1.6	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	258	702	314	140	377	320	211	2204	986	62	2051	918
V/C Ratio(X)	1.03	0.30	0.00	0.88	1.07	0.00	1.02	0.52	0.14	0.42	1.07	0.00
Avail Cap(c_a), veh/h	258	702	314	206	377	320	211	2204	986	78	2051	918
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	0.86	0.86	0.00	1.00	1.00	0.00	0.60	0.60	0.60	0.35	0.35	0.00
Uniform Delay (d), s/veh	101.8	75.2	0.0	100.3	87.8	0.0	96.5	0.0	0.0	104.9	0.0	0.0
Incr Delay (d2), s/veh	61.0	0.2	0.0	25.0	66.9	0.0	52.5	0.5	0.2	1.5	36.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.0	5.6	0.0	8.4	29.9	0.0	7.9	0.2	0.0	0.8	10.3	0.0
LnGrp Delay(d),s/veh	162.8	75.4	0.0	125.4	154.7	0.0	149.2	0.5	0.2	106.4	36.3	0.0
LnGrp LOS	F	E		F	F		F	A	A	F	F	
Approach Vol, veh/h		480			528			1509			2224	
Approach Delay, s/veh		124.0			147.8			21.7			37.1	
Approach LOS		F			F			C			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.5	141.5	21.9	48.1	18.0	132.0	21.0	49.0				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.0	136.0	25.5	35.5	13.5	127.5	16.5	44.5				
Max Q Clear Time (g_c+I1), s	3.6	2.0	17.2	13.3	15.5	2.0	18.5	46.5				
Green Ext Time (p_c), s	0.0	92.8	0.2	3.8	0.0	88.8	0.0	0.0				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			53.3									
HCM 2010 LOS			D									

# HCM 2010 Signalized Intersection Summary

## 31: Peachtree Parkway (SR 141)/Medlock Bridge Road (SR 141) & Jones Bridge Road/Medlock Bridge Road

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	170	220	218	245	177	8	92	113	62	285	2106	36
Future Volume (veh/h)	170	220	218	245	177	8	92	113	62	285	2106	36
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	185	239	0	266	192	9	100	123	0	310	2289	0
Adj No. of Lanes	2	1	1	2	1	0	1	2	1	2	2	1
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	216	241	205	274	258	12	103	2153	963	347	2304	1031
Arrive On Green	0.06	0.13	0.00	0.08	0.15	0.15	0.10	1.00	0.00	0.10	0.65	0.00
Sat Flow, veh/h	3442	1863	1583	3442	1765	83	1774	3539	1583	3442	3539	1583
Grp Volume(v), veh/h	185	239	0	266	0	201	100	123	0	310	2289	0
Grp Sat Flow(s),veh/h/ln	1721	1863	1583	1721	0	1848	1774	1770	1583	1721	1770	1583
Q Serve(g_s), s	11.7	28.2	0.0	17.0	0.0	22.9	12.4	0.0	0.0	19.6	140.6	0.0
Cycle Q Clear(g_c), s	11.7	28.2	0.0	17.0	0.0	22.9	12.4	0.0	0.0	19.6	140.6	0.0
Prop In Lane	1.00		1.00	1.00		0.04	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	216	241	205	274	0	271	103	2153	963	347	2304	1031
V/C Ratio(X)	0.86	0.99	0.00	0.97	0.00	0.74	0.97	0.06	0.00	0.89	0.99	0.00
Avail Cap(c_a), veh/h	236	241	205	274	0	271	103	2153	963	441	2304	1031
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.67	1.67	1.67	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.67	0.00	0.67	0.89	0.89	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	102.1	95.6	0.0	101.0	0.0	89.9	99.1	0.0	0.0	97.7	37.9	0.0
Incr Delay (d2), s/veh	24.1	55.1	0.0	36.8	0.0	7.2	73.4	0.0	0.0	17.1	17.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.3	18.2	0.0	9.5	0.0	12.3	8.2	0.0	0.0	10.2	73.9	0.0
LnGrp Delay(d),s/veh	126.2	150.7	0.0	137.8	0.0	97.1	172.6	0.0	0.0	114.9	55.3	0.0
LnGrp LOS	F	F		F		F	F	A		F	E	
Approach Vol, veh/h		424			467			223			2599	
Approach Delay, s/veh		140.0			120.3			77.4			62.4	
Approach LOS		F			F			E			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	26.7	138.3	22.0	33.0	17.3	147.7	18.3	36.7				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	28.2	127.8	17.5	28.5	12.8	143.2	15.1	30.9				
Max Q Clear Time (g_c+I1), s	21.6	2.0	19.0	30.2	14.4	142.6	13.7	24.9				
Green Ext Time (p_c), s	0.6	61.9	0.0	0.0	0.0	0.6	0.1	1.3				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			79.4									
HCM 2010 LOS			E									

# HCM 2010 Signalized Intersection Summary

## 33: Peachtree Corners Circle & Jones Mill Road/Peachtree Corners Cricle

10/20/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	112	2	25	82	1	60	7	551	22	13	1545	42
Future Volume (veh/h)	112	2	25	82	1	60	7	551	22	13	1545	42
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	122	2	27	89	1	65	8	599	24	14	1679	46
Adj No. of Lanes	0	1	0	0	1	1	1	2	0	1	2	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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	225	11	34	356	4	291	210	2459	98	603	2494	68
Arrive On Green	0.18	0.18	0.18	0.18	0.18	0.18	0.71	0.71	0.71	0.71	0.71	0.71
Sat Flow, veh/h	799	59	187	1470	19	1583	280	3469	139	798	3519	96
Grp Volume(v), veh/h	151	0	0	90	0	65	8	305	318	14	842	883
Grp Sat Flow(s),veh/h/ln	1045	0	0	1489	0	1583	280	1770	1838	798	1770	1846
Q Serve(g_s), s	8.3	0.0	0.0	0.0	0.0	2.9	1.4	5.1	5.1	0.5	22.2	22.4
Cycle Q Clear(g_c), s	12.6	0.0	0.0	4.3	0.0	2.9	23.8	5.1	5.1	5.6	22.2	22.4
Prop In Lane	0.81		0.18	0.99		1.00	1.00		0.08	1.00		0.05
Lane Grp Cap(c), veh/h	270	0	0	359	0	291	210	1254	1303	603	1254	1308
V/C Ratio(X)	0.56	0.00	0.00	0.25	0.00	0.22	0.04	0.24	0.24	0.02	0.67	0.67
Avail Cap(c_a), veh/h	369	0	0	459	0	406	210	1254	1303	603	1254	1308
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.6	0.0	0.0	29.7	0.0	29.1	13.5	4.3	4.3	5.3	6.8	6.8
Incr Delay (d2), s/veh	1.8	0.0	0.0	0.4	0.0	0.4	0.3	0.5	0.4	0.1	2.9	2.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	0.0	0.0	1.8	0.0	1.3	0.1	2.6	2.7	0.1	11.5	12.3
LnGrp Delay(d),s/veh	36.4	0.0	0.0	30.1	0.0	29.5	13.8	4.8	4.7	5.4	9.7	9.6
LnGrp LOS	D			C		C	B	A	A	A	A	A
Approach Vol, veh/h		151			155			631			1739	
Approach Delay, s/veh		36.4			29.8			4.9			9.6	
Approach LOS		D			C			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		64.0		19.9		64.0		19.9				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		59.5		21.5		59.5		21.5				
Max Q Clear Time (g_c+I1), s		25.8		14.6		24.4		6.3				
Green Ext Time (p_c), s		23.3		0.8		23.9		1.3				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay				11.2								
HCM 2010 LOS				B								

HCM 2010 Signalized Intersection Summary  
 34: Peachtree Parkway (SR 141)

10/20/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 							 			 	
Traffic Volume (veh/h)	21	2	2	32	8	1	24	1304	8	6	2458	21
Future Volume (veh/h)	21	2	2	32	8	1	24	1304	8	6	2458	21
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	23	2	2	35	9	1	26	1417	9	7	2672	23
Adj No. of Lanes	2	1	0	1	1	1	1	2	1	1	2	1
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	59	60	60	78	60	51	156	3046	1363	365	3010	1347
Arrive On Green	0.02	0.07	0.07	0.03	0.03	0.03	0.04	1.00	1.00	0.02	1.00	1.00
Sat Flow, veh/h	3442	856	856	1407	1863	1583	1774	3539	1583	1774	3539	1583
Grp Volume(v), veh/h	23	0	4	35	9	1	26	1417	9	7	2672	23
Grp Sat Flow(s),veh/h/ln	1721	0	1712	1407	1863	1583	1774	1770	1583	1774	1770	1583
Q Serve(g_s), s	1.5	0.0	0.5	5.4	1.0	0.1	0.4	0.0	0.0	0.1	0.0	0.0
Cycle Q Clear(g_c), s	1.5	0.0	0.5	5.4	1.0	0.1	0.4	0.0	0.0	0.1	0.0	0.0
Prop In Lane	1.00		0.50	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	59	0	120	78	60	51	156	3046	1363	365	3010	1347
V/C Ratio(X)	0.39	0.00	0.03	0.45	0.15	0.02	0.17	0.47	0.01	0.02	0.89	0.02
Avail Cap(c_a), veh/h	78	0	214	148	152	130	165	3046	1363	391	3010	1347
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	0.76	0.76	0.76	0.14	0.14	0.14
Uniform Delay (d), s/veh	107.0	0.0	95.4	105.6	103.5	103.1	1.9	0.0	0.0	2.2	0.0	0.0
Incr Delay (d2), s/veh	4.1	0.0	0.1	4.0	1.1	0.2	0.4	0.4	0.0	0.0	0.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	0.2	2.2	0.6	0.1	0.2	0.2	0.0	0.1	0.3	0.0
LnGrp Delay(d),s/veh	111.1	0.0	95.5	109.6	104.6	103.2	2.3	0.4	0.0	2.2	0.7	0.0
LnGrp LOS	F		F	F	F	F	A	A	A	A	A	A
Approach Vol, veh/h		27			45			1452			2702	
Approach Delay, s/veh		108.8			108.5			0.4			0.7	
Approach LOS		F			F			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.2	193.9		19.9	8.5	191.6	8.3	11.6				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.0	174.0		27.5	5.0	174.0	5.0	18.0				
Max Q Clear Time (g_c+I1), s	2.1	2.0		2.5	2.4	2.0	3.5	7.4				
Green Ext Time (p_c), s	0.0	155.6		0.1	0.0	155.6	0.0	0.1				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			2.4									
HCM 2010 LOS			A									

HCM 2010 Signalized Intersection Summary  
 35: Peachtree Parkway (SR 141) & Jay Bird Alley/Technology Parkway

10/20/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	118	113	106	186	206	86	127	2158	190	24	2073	35
Future Volume (veh/h)	118	113	106	186	206	86	127	2158	190	24	2073	35
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	128	123	115	202	224	0	138	2346	207	26	2253	0
Adj No. of Lanes	1	1	1	1	1	1	1	3	0	1	2	1
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	140	180	153	221	233	198	149	3420	297	33	2309	1033
Arrive On Green	0.06	0.10	0.10	0.09	0.13	0.00	0.08	0.72	0.72	0.02	0.65	0.00
Sat Flow, veh/h	1774	1863	1583	1774	1863	1583	1774	4766	414	1774	3539	1583
Grp Volume(v), veh/h	128	123	115	202	224	0	138	1658	895	26	2253	0
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1774	1863	1583	1774	1695	1790	1774	1770	1583
Q Serve(g_s), s	12.5	14.1	15.6	18.8	26.3	0.0	17.0	59.5	62.2	3.2	134.0	0.0
Cycle Q Clear(g_c), s	12.5	14.1	15.6	18.8	26.3	0.0	17.0	59.5	62.2	3.2	134.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.23	1.00		1.00
Lane Grp Cap(c), veh/h	140	180	153	221	233	198	149	2432	1284	33	2309	1033
V/C Ratio(X)	0.92	0.69	0.75	0.91	0.96	0.00	0.93	0.68	0.70	0.78	0.98	0.00
Avail Cap(c_a), veh/h	140	180	153	221	233	198	149	2432	1284	71	2309	1033
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.97	0.97	0.97	1.00	1.00	0.00	1.00	1.00	1.00	0.35	0.35	0.00
Uniform Delay (d), s/veh	88.4	96.2	96.9	84.9	95.7	0.0	100.1	17.2	17.6	107.5	36.6	0.0
Incr Delay (d2), s/veh	50.6	10.0	18.4	37.6	48.2	0.0	51.8	1.6	3.2	12.7	6.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	7.7	7.6	5.4	16.7	0.0	10.5	28.2	31.7	1.7	67.3	0.0
LnGrp Delay(d),s/veh	139.0	106.2	115.3	122.5	143.9	0.0	151.9	18.7	20.7	120.1	43.4	0.0
LnGrp LOS	F	F	F	F	F		F	B	C	F	D	
Approach Vol, veh/h		366			426			2691			2279	
Approach Delay, s/veh		120.5			133.8			26.2			44.3	
Approach LOS		F			F			C			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.7	162.3	23.3	25.7	23.0	148.0	17.0	32.0				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	8.8	153.2	18.8	21.2	18.5	143.5	12.5	27.5				
Max Q Clear Time (g_c+I1), s	5.2	64.2	20.8	17.6	19.0	136.0	14.5	28.3				
Green Ext Time (p_c), s	0.0	86.7	0.0	0.8	0.0	7.5	0.0	0.0				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			47.3									
HCM 2010 LOS			D									

**Intersection**

Int Delay, s/veh 2.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	22	437	839	25	73	39
Future Vol, veh/h	22	437	839	25	73	39
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	24	475	912	27	79	42

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	939	0	1449
Stage 1	-	-	926
Stage 2	-	-	523
Critical Hdwy	4.12	-	6.42
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	2.218	-	3.518
Pot Cap-1 Maneuver	730	-	144
Stage 1	-	-	386
Stage 2	-	-	595
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	730	-	139
Mov Cap-2 Maneuver	-	-	271
Stage 1	-	-	386
Stage 2	-	-	575

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	26.4
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	730	-	-	-	288
HCM Lane V/C Ratio	0.033	-	-	-	0.423
HCM Control Delay (s)	10.1	-	-	-	26.4
HCM Lane LOS	B	-	-	-	D
HCM 95th %tile Q(veh)	0.1	-	-	-	2

**Intersection**

Int Delay, s/veh 1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	2	55	18	265	783	6
Future Vol, veh/h	2	55	18	265	783	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	60	20	288	851	7

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	1181	854	858 0
Stage 1	854	-	- -
Stage 2	327	-	- -
Critical Hdwy	6.42	6.22	4.12 -
Critical Hdwy Stg 1	5.42	-	- -
Critical Hdwy Stg 2	5.42	-	- -
Follow-up Hdwy	3.518	3.318	2.218 -
Pot Cap-1 Maneuver	210	358	783 -
Stage 1	417	-	- -
Stage 2	731	-	- -
Platoon blocked, %			- -
Mov Cap-1 Maneuver	204	358	783 -
Mov Cap-2 Maneuver	204	-	- -
Stage 1	417	-	- -
Stage 2	709	-	- -

Approach	EB	NB	SB
HCM Control Delay, s	17.5	0.6	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	783	-	349	-	-
HCM Lane V/C Ratio	0.025	-	0.178	-	-
HCM Control Delay (s)	9.7	0	17.5	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.6	-	-

**Intersection**

Int Delay, s/veh 1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	30	24	266	3	6	844
Future Vol, veh/h	30	24	266	3	6	844
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	33	26	289	3	7	917

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	1221	291	0
Stage 1	291	-	-
Stage 2	930	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	199	748	-
Stage 1	759	-	-
Stage 2	384	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	197	748	-
Mov Cap-2 Maneuver	197	-	-
Stage 1	759	-	-
Stage 2	380	-	-

Approach	WB	NB	SB
HCM Control Delay, s	20.3	0	0.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	293	1270
HCM Lane V/C Ratio	-	-	0.2	0.005
HCM Control Delay (s)	-	-	20.3	7.8
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.7	0

**Intersection**

Int Delay, s/veh 0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	8	10	3	482	868	5
Future Vol, veh/h	8	10	3	482	868	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	Free	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	11	3	524	943	5

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	1476	946	949 0
Stage 1	946	-	- -
Stage 2	530	-	- -
Critical Hdwy	6.42	6.22	4.12 -
Critical Hdwy Stg 1	5.42	-	- -
Critical Hdwy Stg 2	5.42	-	- -
Follow-up Hdwy	3.518	3.318	2.218 -
Pot Cap-1 Maneuver	139	317	724 -
Stage 1	377	-	- -
Stage 2	590	-	- -
Platoon blocked, %			- -
Mov Cap-1 Maneuver	138	317	724 -
Mov Cap-2 Maneuver	138	-	- -
Stage 1	377	-	- -
Stage 2	586	-	- -

Approach	EB	NB	SB
HCM Control Delay, s	24.8	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	724	-	201	-	-
HCM Lane V/C Ratio	0.005	-	0.097	-	-
HCM Control Delay (s)	10	0	24.8	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-

**Intersection**

Int Delay, s/veh 5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	79	23	477	15	7	909
Future Vol, veh/h	79	23	477	15	7	909
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	86	25	518	16	8	988

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	1530	527	0
Stage 1	527	-	-
Stage 2	1003	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	129	551	1033
Stage 1	592	-	-
Stage 2	355	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	127	551	1033
Mov Cap-2 Maneuver	127	-	-
Stage 1	592	-	-
Stage 2	349	-	-

Approach	WB	NB	SB
HCM Control Delay, s	72.8	0	0.1
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	154	1033
HCM Lane V/C Ratio	-	-	0.72	0.007
HCM Control Delay (s)	-	-	72.8	8.5
HCM Lane LOS	-	-	F	A
HCM 95th %tile Q(veh)	-	-	4.3	0

**Intersection**

Int Delay, s/veh 0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	8	2	456	7	1	1036
Future Vol, veh/h	8	2	456	7	1	1036
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	100	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	2	496	8	1	1126

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1624	496	0	0	496	0
Stage 1	496	-	-	-	-	-
Stage 2	1128	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	113	574	-	-	1068	-
Stage 1	612	-	-	-	-	-
Stage 2	309	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	113	574	-	-	1068	-
Mov Cap-2 Maneuver	113	-	-	-	-	-
Stage 1	612	-	-	-	-	-
Stage 2	308	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	34		0		0
HCM LOS	D				

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	135	1068
HCM Lane V/C Ratio	-	-	0.081	0.001
HCM Control Delay (s)	-	-	34	8.4
HCM Lane LOS	-	-	D	A
HCM 95th %tile Q(veh)	-	-	0.3	0

**Intersection**

Int Delay, s/veh 0.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	17	9	805	4	5	928
Future Vol, veh/h	17	9	805	4	5	928
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	18	10	875	4	5	1009

Major/Minor	Minor1	Minor2	Major1	Major2	Major3	Major4
Conflicting Flow All	1897	877	0	0	879	0
Stage 1	877	-	-	-	-	-
Stage 2	1020	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	76	348	-	-	769	-
Stage 1	407	-	-	-	-	-
Stage 2	348	-	-	-	-	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	75	348	-	-	769	-
Mov Cap-2 Maneuver	75	-	-	-	-	-
Stage 1	407	-	-	-	-	-
Stage 2	343	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	52.7	0	0.1
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	103	769
HCM Lane V/C Ratio	-	-	0.274	0.007
HCM Control Delay (s)	-	-	52.7	9.7
HCM Lane LOS	-	-	F	A
HCM 95th %tile Q(veh)	-	-	1	0

**Intersection**

Int Delay, s/veh 1.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	28	5	753	18	1	1066
Future Vol, veh/h	28	5	753	18	1	1066
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	Yield	-	None
Storage Length	0	-	-	0	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	30	5	818	20	1	1159

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	1979	818	0
Stage 1	818	-	-
Stage 2	1161	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	68	376	-
Stage 1	434	-	-
Stage 2	298	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	68	376	-
Mov Cap-2 Maneuver	68	-	-
Stage 1	434	-	-
Stage 2	297	-	-

Approach	WB	NB	SB
HCM Control Delay, s	85.6	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	78	810
HCM Lane V/C Ratio	-	-	0.46	0.001
HCM Control Delay (s)	-	-	85.6	9.5
HCM Lane LOS	-	-	F	A
HCM 95th %tile Q(veh)	-	-	1.9	0

**Intersection**

Int Delay, s/veh 4.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	16	126	330	565	316	238
Future Vol, veh/h	16	126	330	565	316	238
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	Free
Storage Length	0	0	100	-	-	225
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	137	359	614	343	259

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	1675	343	0
Stage 1	343	-	-
Stage 2	1332	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	105	700	1216
Stage 1	719	-	-
Stage 2	246	-	-
Platoon blocked, %			-
Mov Cap-1 Maneuver	74	700	1216
Mov Cap-2 Maneuver	74	-	-
Stage 1	719	-	-
Stage 2	173	-	-

Approach	EB	NB	SB
HCM Control Delay, s	17.8	3.4	0
HCM LOS	C		

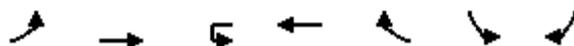
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT
Capacity (veh/h)	1216	-	74	700	-
HCM Lane V/C Ratio	0.295	-	0.235	0.196	-
HCM Control Delay (s)	9.2	-	68	11.4	-
HCM Lane LOS	A	-	F	B	-
HCM 95th %tile Q(veh)	1.2	-	0.8	0.7	-

Intersection										
Intersection Delay, s/veh	36.1									
Intersection LOS	E									
Movement	WBU	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT	
Traffic Vol, veh/h	0	93	94	0	311	327	0	310	153	
Future Vol, veh/h	0	93	94	0	311	327	0	310	153	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	
Mvmt Flow	0	101	102	0	338	355	0	337	166	
Number of Lanes	0	1	1	0	1	0	0	1	1	
Approach										
	WB				NB			SB		
Opposing Approach					SB			NB		
Opposing Lanes	0				2			1		
Conflicting Approach Left	NB							WB		
Conflicting Lanes Left	1				0			2		
Conflicting Approach Right	SB				WB					
Conflicting Lanes Right	2				2			0		
HCM Control Delay	11.7				57.9			15.9		
HCM LOS	B				F			C		
Lane										
	NBLn1	WBLn1	WBLn2	SBLn1	SBLn2					
Vol Left, %	0%	100%	0%	100%	0%					
Vol Thru, %	49%	0%	0%	0%	100%					
Vol Right, %	51%	0%	100%	0%	0%					
Sign Control	Stop	Stop	Stop	Stop	Stop					
Traffic Vol by Lane	638	93	94	310	153					
LT Vol	0	93	0	310	0					
Through Vol	311	0	0	0	153					
RT Vol	327	0	94	0	0					
Lane Flow Rate	693	101	102	337	166					
Geometry Grp	4	7	7	7	7					
Degree of Util (X)	1	0.217	0.188	0.599	0.272					
Departure Headway (Hd)	5.437	7.735	6.61	6.395	5.888					
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes					
Cap	673	463	547	559	604					
Service Time	3.442	5.508	4.31	4.186	3.686					
HCM Lane V/C Ratio	1.03	0.218	0.186	0.603	0.275					
HCM Control Delay	57.9	12.7	10.8	18.4	10.9					
HCM Lane LOS	F	B	B	C	B					
HCM 95th-tile Q	15.8	0.8	0.7	3.9	1.1					

# HCM Signalized Intersection Capacity Analysis

## 4: Peachtree Industrial Boulevard & Technology Parkway South

10/13/2016



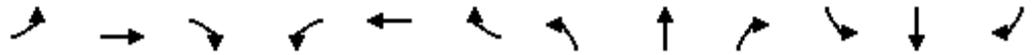
Movement	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Volume (vph)	68	1677	1	1186	58	390	417
Future Volume (vph)	68	1677	1	1186	58	390	417
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lane Util. Factor	1.00	0.95	1.00	0.95	1.00	1.00	1.00
Frt	1.00	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1770	3539	1770	3539	1583	1770	1583
Flt Permitted	0.13	1.00	0.05	1.00	1.00	0.95	1.00
Satd. Flow (perm)	248	3539	85	3539	1583	1770	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	74	1823	1	1289	63	424	453
RTOR Reduction (vph)	0	0	0	0	25	0	38
Lane Group Flow (vph)	74	1823	1	1289	38	424	415
Turn Type	Perm	NA	Perm	NA	Perm	Prot	Perm
Protected Phases		4		8		6	
Permitted Phases	4		8		8		6
Actuated Green, G (s)	87.5	87.5	87.5	87.5	87.5	53.5	53.5
Effective Green, g (s)	87.5	87.5	87.5	87.5	87.5	53.5	53.5
Actuated g/C Ratio	0.58	0.58	0.58	0.58	0.58	0.36	0.36
Clearance Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	144	2064	49	2064	923	631	564
v/s Ratio Prot		c0.52		0.36		0.24	
v/s Ratio Perm	0.30		0.01		0.02		c0.26
v/c Ratio	0.51	0.88	0.02	0.62	0.04	0.67	0.74
Uniform Delay, d1	18.6	26.9	13.2	20.5	13.3	40.8	42.1
Progression Factor	1.23	1.03	1.59	0.83	2.23	1.00	1.00
Incremental Delay, d2	1.5	2.4	0.1	0.5	0.0	5.6	8.3
Delay (s)	24.3	30.0	21.1	17.5	29.7	46.5	50.4
Level of Service	C	C	C	B	C	D	D
Approach Delay (s)		29.8		18.0		48.5	
Approach LOS		C		B		D	

### Intersection Summary

HCM 2000 Control Delay	29.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.83		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	83.4%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis  
 26: Jimmy Carter Boulevard (SR 140)/Holcomb Bridge Road (SR 140) & Holcomb Bridge Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗	↖	↕	↗	↖	↕↗		↖↗	↕↗	
Traffic Volume (vph)	14	19	37	308	32	387	48	1365	187	346	1105	38
Future Volume (vph)	14	19	37	308	32	387	48	1365	187	346	1105	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5	4.5	4.5	4.5	4.5	4.5	4.5		4.5	4.5	
Lane Util. Factor		1.00	1.00	0.95	0.95	1.00	1.00	0.95		0.97	0.95	
Frt		1.00	0.85	1.00	1.00	0.85	1.00	0.98		1.00	1.00	
Flt Protected		0.98	1.00	0.95	0.96	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1825	1583	1681	1701	1583	1770	3475		3433	3522	
Flt Permitted		0.22	1.00	0.95	0.96	1.00	0.23	1.00		0.95	1.00	
Satd. Flow (perm)		406	1583	1681	1701	1583	419	3475		3433	3522	
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)	15	21	40	335	35	421	52	1484	203	376	1201	41
RTOR Reduction (vph)	0	0	37	0	0	299	0	6	0	0	2	0
Lane Group Flow (vph)	0	36	3	184	186	122	52	1681	0	376	1240	0
Turn Type	Perm	NA	Perm	Split	NA	Perm	Perm	NA		Prot	NA	
Protected Phases		4		8	8			2		1	6	
Permitted Phases	4		4			8	2					
Actuated Green, G (s)		13.0	13.0	19.6	19.6	19.6	80.7	80.7		18.7	103.9	
Effective Green, g (s)		13.0	13.0	19.6	19.6	19.6	80.7	80.7		18.7	103.9	
Actuated g/C Ratio		0.09	0.09	0.13	0.13	0.13	0.54	0.54		0.12	0.69	
Clearance Time (s)		4.5	4.5	4.5	4.5	4.5	4.5	4.5		4.5	4.5	
Vehicle Extension (s)		3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		35	137	219	222	206	225	1869		427	2439	
v/s Ratio Prot				c0.11	0.11			c0.48		c0.11	0.35	
v/s Ratio Perm		c0.09	0.00			0.08	0.12					
v/c Ratio		1.03	0.03	0.84	0.84	0.59	0.23	0.90		0.88	0.51	
Uniform Delay, d1		68.5	62.7	63.7	63.6	61.4	18.3	31.0		64.6	10.9	
Progression Factor		1.00	1.00	1.06	1.06	3.04	1.00	1.00		0.88	1.73	
Incremental Delay, d2		160.8	0.1	19.8	19.0	3.6	2.4	7.4		12.9	0.5	
Delay (s)		229.3	62.8	87.4	86.4	190.2	20.7	38.4		69.4	19.4	
Level of Service		F	E	F	F	F	C	D		E	B	
Approach Delay (s)		141.7			141.9			37.9			31.0	
Approach LOS		F			F			D			C	

Intersection Summary		
HCM 2000 Control Delay	56.6	HCM 2000 Level of Service
HCM 2000 Volume to Capacity ratio	0.90	E
Actuated Cycle Length (s)	150.0	Sum of lost time (s)
Intersection Capacity Utilization	83.1%	18.0
Analysis Period (min)	15	ICU Level of Service
		E

c Critical Lane Group

HCM 2010 Signalized Intersection Summary  
 1: Buford Highway (SR 13) & Amwiler Road

10/20/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	1152	5	3	686	133	0	4	9	516	5	215
Future Volume (veh/h)	45	1152	5	3	686	133	0	4	9	516	5	215
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	49	1252	5	3	746	145	0	4	10	561	5	234
Adj No. of Lanes	1	2	0	0	2	0	1	1	0	2	1	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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	357	2455	10	31	1757	340	28	7	18	664	6	300
Arrive On Green	0.03	0.68	0.68	0.20	0.20	0.20	0.00	0.02	0.02	0.19	0.19	0.19
Sat Flow, veh/h	1774	3615	14	2	2890	560	1774	473	1182	3442	33	1555
Grp Volume(v), veh/h	49	613	644	481	0	413	0	0	14	561	0	239
Grp Sat Flow(s),veh/h/ln	1774	1770	1860	1856	0	1596	1774	0	1654	1721	0	1588
Q Serve(g_s), s	1.2	20.4	20.4	0.0	0.0	27.2	0.0	0.0	1.0	18.9	0.0	17.2
Cycle Q Clear(g_c), s	1.2	20.4	20.4	27.1	0.0	27.2	0.0	0.0	1.0	18.9	0.0	17.2
Prop In Lane	1.00		0.01	0.01		0.35	1.00		0.71	1.00		0.98
Lane Grp Cap(c), veh/h	357	1201	1263	1158	0	970	28	0	26	664	0	307
V/C Ratio(X)	0.14	0.51	0.51	0.41	0.00	0.43	0.00	0.00	0.54	0.84	0.00	0.78
Avail Cap(c_a), veh/h	378	1201	1263	1158	0	970	266	0	248	817	0	377
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.89	0.00	0.89	0.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	11.1	9.5	9.5	29.6	0.0	29.7	0.0	0.0	58.6	46.7	0.0	46.0
Incr Delay (d2), s/veh	0.2	1.5	1.5	1.0	0.0	1.2	0.0	0.0	16.7	6.8	0.0	8.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	10.4	10.9	14.3	0.0	12.4	0.0	0.0	0.6	9.6	0.0	8.2
LnGrp Delay(d),s/veh	11.2	11.0	10.9	30.6	0.0	30.9	0.0	0.0	75.4	53.5	0.0	54.2
LnGrp LOS	B	B	B	C		C			E	D		D
Approach Vol, veh/h		1306			894			14			800	
Approach Delay, s/veh		11.0			30.7			75.4			53.7	
Approach LOS		B			C			E			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	8.5	77.4		27.7		86.0		6.4				
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s	5.5	50.0		28.5		60.0		18.0				
Max Q Clear Time (g_c+I1), s	3.2	29.2		20.9		22.4		3.0				
Green Ext Time (p_c), s	0.0	14.3		2.3		20.8		0.0				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay				28.5								
HCM 2010 LOS				C								

# HCM 2010 Signalized Intersection Summary

## 2: Button Gwinnett Drive/Jones Mill Road & Buford Highway (SR 13)

10/20/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	140	1166	254	66	616	93	76	134	51	12	397	225
Future Volume (veh/h)	140	1166	254	66	616	93	76	134	51	12	397	225
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	152	1267	276	72	670	101	83	146	55	13	432	245
Adj No. of Lanes	1	2	0	1	2	1	1	1	0	1	1	1
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	390	1357	292	148	1566	701	204	425	160	373	562	478
Arrive On Green	0.08	0.62	0.62	0.04	0.44	0.44	0.04	0.33	0.33	0.01	0.30	0.30
Sat Flow, veh/h	1774	2899	624	1774	3539	1583	1774	1291	486	1774	1863	1583
Grp Volume(v), veh/h	152	767	776	72	670	101	83	0	201	13	432	245
Grp Sat Flow(s),veh/h/ln	1774	1770	1753	1774	1770	1583	1774	0	1777	1774	1863	1583
Q Serve(g_s), s	5.6	46.4	48.7	2.6	15.6	4.6	3.8	0.0	10.3	0.6	25.3	15.3
Cycle Q Clear(g_c), s	5.6	46.4	48.7	2.6	15.6	4.6	3.8	0.0	10.3	0.6	25.3	15.3
Prop In Lane	1.00		0.36	1.00		1.00	1.00		0.27	1.00		1.00
Lane Grp Cap(c), veh/h	390	828	820	148	1566	701	204	0	585	373	562	478
V/C Ratio(X)	0.39	0.93	0.95	0.49	0.43	0.14	0.41	0.00	0.34	0.03	0.77	0.51
Avail Cap(c_a), veh/h	432	846	838	158	1566	701	204	0	585	422	562	478
HCM Platoon Ratio	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.77	0.77	0.77	1.00	1.00	1.00	1.00	0.00	1.00	0.95	0.95	0.95
Uniform Delay (d), s/veh	16.7	20.8	21.3	27.6	23.0	19.9	29.7	0.0	30.4	28.5	38.1	34.6
Incr Delay (d2), s/veh	0.5	12.9	15.7	2.5	0.2	0.1	1.3	0.0	1.6	0.0	9.3	3.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	25.1	26.9	1.4	7.7	2.0	1.9	0.0	5.3	0.3	14.4	7.2
LnGrp Delay(d),s/veh	17.2	33.7	37.0	30.0	23.2	20.0	31.0	0.0	32.0	28.5	47.4	38.3
LnGrp LOS	B	C	D	C	C	C	C		C	C	D	D
Approach Vol, veh/h		1695			843			284			690	
Approach Delay, s/veh		33.7			23.4			31.7			43.8	
Approach LOS		C			C			C			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.3	44.0	9.0	60.7	9.6	40.7	12.1	57.6				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.1	34.3	5.2	57.4	5.1	34.3	10.5	52.1				
Max Q Clear Time (g_c+I1), s	2.6	12.3	4.6	50.7	5.8	27.3	7.6	17.6				
Green Ext Time (p_c), s	0.0	4.8	0.0	5.4	0.0	2.7	0.1	22.6				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			33.1									
HCM 2010 LOS			C									

# HCM 2010 Signalized Intersection Summary

## 3: Holcomb Bridge Road & Peachtree Industrial Boulevard

10/20/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	105	1525	219	67	1240	318	195	374	70	415	429	10
Future Volume (veh/h)	105	1525	219	67	1240	318	195	374	70	415	429	10
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	114	1658	238	73	1348	0	212	407	0	451	466	0
Adj No. of Lanes	2	2	1	2	2	1	2	2	0	2	2	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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	159	1986	888	112	1938	867	260	500	0	499	745	0
Arrive On Green	0.05	0.56	0.56	0.03	0.55	0.00	0.08	0.14	0.00	0.15	0.21	0.00
Sat Flow, veh/h	3442	3539	1583	3442	3539	1583	3442	3632	0	3442	3632	0
Grp Volume(v), veh/h	114	1658	238	73	1348	0	212	407	0	451	466	0
Grp Sat Flow(s),veh/h/ln	1721	1770	1583	1721	1770	1583	1721	1770	0	1721	1770	0
Q Serve(g_s), s	4.9	58.0	11.6	3.1	41.7	0.0	9.1	16.7	0.0	19.3	18.0	0.0
Cycle Q Clear(g_c), s	4.9	58.0	11.6	3.1	41.7	0.0	9.1	16.7	0.0	19.3	18.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.00	1.00		0.00
Lane Grp Cap(c), veh/h	159	1986	888	112	1938	867	260	500	0	499	745	0
V/C Ratio(X)	0.72	0.84	0.27	0.65	0.70	0.00	0.81	0.81	0.00	0.90	0.63	0.00
Avail Cap(c_a), veh/h	223	1986	888	122	1938	867	351	564	0	541	760	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.70	0.70	0.00	1.00	1.00	0.00	0.35	0.35	0.00
Uniform Delay (d), s/veh	70.6	27.2	17.0	71.7	24.8	0.0	68.3	62.5	0.0	63.1	53.8	0.0
Incr Delay (d2), s/veh	6.5	4.3	0.7	7.4	1.5	0.0	10.2	8.1	0.0	7.4	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	29.5	5.3	1.6	20.8	0.0	4.7	8.8	0.0	9.7	8.9	0.0
LnGrp Delay(d),s/veh	77.1	31.5	17.7	79.1	26.3	0.0	78.5	70.6	0.0	70.4	54.4	0.0
LnGrp LOS	E	C	B	E	C		E	E		E	D	
Approach Vol, veh/h		2010			1421			619			917	
Approach Delay, s/veh		32.5			29.0			73.3			62.3	
Approach LOS		C			C			E			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.4	88.7	15.9	36.1	11.4	86.6	26.3	25.7				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.3	79.2	15.3	32.2	9.7	74.8	23.6	23.9				
Max Q Clear Time (g_c+I1), s	5.1	60.0	11.1	20.0	6.9	43.7	21.3	18.7				
Green Ext Time (p_c), s	0.0	17.7	0.3	4.5	0.1	27.5	0.4	2.5				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			42.1									
HCM 2010 LOS			D									

HCM 2010 Signalized Intersection Summary  
 5: Medlock Bridge Road & Peachtree Industrial Boulevard

10/20/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	139	1488	328	109	983	51	56	458	91	75	582	95
Future Volume (veh/h)	139	1488	328	109	983	51	56	458	91	75	582	95
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	151	1617	0	118	1068	0	61	498	99	82	633	0
Adj No. of Lanes	1	2	1	1	2	1	2	2	0	1	2	1
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	175	1733	775	140	1664	744	106	749	148	102	994	445
Arrive On Green	0.10	0.49	0.00	0.08	0.47	0.00	0.03	0.25	0.25	0.06	0.28	0.00
Sat Flow, veh/h	1774	3539	1583	1774	3539	1583	3442	2947	583	1774	3539	1583
Grp Volume(v), veh/h	151	1617	0	118	1068	0	61	298	299	82	633	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1583	1721	1770	1760	1774	1770	1583
Q Serve(g_s), s	12.6	64.4	0.0	9.8	34.4	0.0	2.6	22.7	22.9	6.9	23.5	0.0
Cycle Q Clear(g_c), s	12.6	64.4	0.0	9.8	34.4	0.0	2.6	22.7	22.9	6.9	23.5	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.33	1.00		1.00
Lane Grp Cap(c), veh/h	175	1733	775	140	1664	744	106	450	448	102	994	445
V/C Ratio(X)	0.87	0.93	0.00	0.84	0.64	0.00	0.58	0.66	0.67	0.81	0.64	0.00
Avail Cap(c_a), veh/h	255	1781	797	171	1664	744	117	450	448	124	994	445
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.42	0.42	0.00	0.77	0.77	0.00	1.00	1.00	1.00	0.71	0.71	0.00
Uniform Delay (d), s/veh	66.6	36.0	0.0	68.2	30.2	0.0	71.7	50.2	50.2	69.9	47.2	0.0
Incr Delay (d2), s/veh	8.8	4.6	0.0	21.1	0.7	0.0	5.6	7.5	7.7	20.0	2.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.6	32.5	0.0	5.6	16.9	0.0	1.3	12.0	12.1	3.9	11.8	0.0
LnGrp Delay(d),s/veh	75.4	40.5	0.0	89.2	30.8	0.0	77.4	57.6	57.9	89.9	49.5	0.0
LnGrp LOS	E	D		F	C		E	E	E	F	D	
Approach Vol, veh/h		1768			1186			658			715	
Approach Delay, s/veh		43.5			36.6			59.6			54.1	
Approach LOS		D			D			E			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.1	42.6	16.3	77.9	9.1	46.6	19.3	75.0				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	10.5	31.5	14.5	75.5	5.1	36.9	21.6	68.4				
Max Q Clear Time (g_c+I1), s	8.9	24.9	11.8	66.4	4.6	25.5	14.6	36.4				
Green Ext Time (p_c), s	0.0	3.9	0.1	7.1	0.0	5.8	0.2	25.6				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			45.8									
HCM 2010 LOS			D									

HCM 2010 Signalized Intersection Summary  
 6: Old Peachtree Road & Peachtree Industrial Boulevard

10/20/2016

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	82	1417	338	61	838	325	220	253	62	434	348	37
Future Volume (veh/h)	82	1417	338	61	838	325	220	253	62	434	348	37
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	89	1540	0	66	911	0	239	275	0	472	378	0
Adj No. of Lanes	1	2	1	1	2	1	2	1	1	2	1	1
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	286	1666	746	125	1640	734	284	422	359	520	550	468
Arrive On Green	0.04	0.47	0.00	0.03	0.46	0.00	0.08	0.23	0.00	0.15	0.30	0.00
Sat Flow, veh/h	1774	3539	1583	1774	3539	1583	3442	1863	1583	3442	1863	1583
Grp Volume(v), veh/h	89	1540	0	66	911	0	239	275	0	472	378	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1583	1721	1863	1583	1721	1863	1583
Q Serve(g_s), s	3.9	61.1	0.0	2.9	27.9	0.0	10.3	20.1	0.0	20.2	26.9	0.0
Cycle Q Clear(g_c), s	3.9	61.1	0.0	2.9	27.9	0.0	10.3	20.1	0.0	20.2	26.9	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	286	1666	746	125	1640	734	284	422	359	520	550	468
V/C Ratio(X)	0.31	0.92	0.00	0.53	0.56	0.00	0.84	0.65	0.00	0.91	0.69	0.00
Avail Cap(c_a), veh/h	299	1687	755	138	1661	743	310	422	359	562	550	468
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.31	0.31	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	22.6	37.2	0.0	34.5	29.1	0.0	67.9	52.6	0.0	62.6	46.7	0.0
Incr Delay (d2), s/veh	0.2	3.2	0.0	3.5	0.4	0.0	17.4	7.6	0.0	17.8	6.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	30.5	0.0	1.5	13.8	0.0	5.6	11.2	0.0	10.9	14.9	0.0
LnGrp Delay(d),s/veh	22.8	40.4	0.0	37.9	29.5	0.0	85.3	60.2	0.0	80.4	53.5	0.0
LnGrp LOS	C	D		D	C		F	E		F	D	
Approach Vol, veh/h		1629			977			514			850	
Approach Delay, s/veh		39.4			30.1			71.9			68.4	
Approach LOS		D			C			E			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	27.2	38.5	9.2	75.1	16.9	48.8	10.3	74.0				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	24.5	30.2	5.8	71.5	13.5	41.2	6.9	70.4				
Max Q Clear Time (g_c+I1), s	22.2	22.1	4.9	63.1	12.3	28.9	5.9	29.9				
Green Ext Time (p_c), s	0.4	2.4	0.0	7.5	0.1	3.1	0.0	28.0				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			47.5									
HCM 2010 LOS			D									

HCM 2010 Signalized Intersection Summary  
 8: Medlock Bridge Road & Spalding Drive/Old Peachtree Road

10/20/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	212	580	198	50	223	333	127	466	59	282	510	37
Future Volume (veh/h)	212	580	198	50	223	333	127	466	59	282	510	37
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	230	630	0	54	242	0	138	507	0	307	554	0
Adj No. of Lanes	1	1	1	1	1	1	1	1	1	1	1	1
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	457	632	537	156	516	439	257	536	455	328	670	570
Arrive On Green	0.10	0.34	0.00	0.04	0.28	0.00	0.06	0.29	0.00	0.13	0.36	0.00
Sat Flow, veh/h	1774	1863	1583	1774	1863	1583	1774	1863	1583	1774	1863	1583
Grp Volume(v), veh/h	230	630	0	54	242	0	138	507	0	307	554	0
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1774	1863	1583	1774	1863	1583	1774	1863	1583
Q Serve(g_s), s	7.9	29.9	0.0	1.9	9.6	0.0	4.9	23.6	0.0	10.4	24.0	0.0
Cycle Q Clear(g_c), s	7.9	29.9	0.0	1.9	9.6	0.0	4.9	23.6	0.0	10.4	24.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	457	632	537	156	516	439	257	536	455	328	670	570
V/C Ratio(X)	0.50	1.00	0.00	0.35	0.47	0.00	0.54	0.95	0.00	0.94	0.83	0.00
Avail Cap(c_a), veh/h	457	632	537	183	544	462	257	536	455	328	670	570
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	19.1	29.2	0.0	24.6	26.6	0.0	22.8	30.9	0.0	21.1	25.9	0.0
Incr Delay (d2), s/veh	0.9	34.8	0.0	1.3	0.7	0.0	2.2	27.7	0.0	33.4	11.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	21.3	0.0	1.0	5.0	0.0	2.5	16.2	0.0	8.1	14.4	0.0
LnGrp Delay(d),s/veh	20.0	64.1	0.0	25.9	27.3	0.0	25.0	58.6	0.0	54.5	37.1	0.0
LnGrp LOS	B	E		C	C		C	E		D	D	
Approach Vol, veh/h		860			296			645			861	
Approach Delay, s/veh		52.3			27.0			51.4			43.3	
Approach LOS		D			C			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.9	30.0	8.2	34.6	9.5	36.4	13.7	29.1				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	11.4	25.5	5.0	30.1	5.0	31.9	9.2	25.9				
Max Q Clear Time (g_c+I1), s	12.4	25.6	3.9	31.9	6.9	26.0	9.9	11.6				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	3.2	0.0	4.8				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			46.3									
HCM 2010 LOS			D									

# HCM 2010 Signalized Intersection Summary

## 9: Technology Parkway & Spalding Drive

10/20/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	595	74	61	305	13	93	18	437	12	7	17
Future Volume (veh/h)	15	595	74	61	305	13	93	18	437	12	7	17
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1863	1900	1863	1863
Adj Flow Rate, veh/h	16	647	80	66	332	14	101	20	475	13	8	0
Adj No. of Lanes	1	1	0	1	1	0	0	1	1	0	1	1
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	474	805	100	201	879	37	570	106	634	315	179	634
Arrive On Green	0.50	0.50	0.50	0.50	0.50	0.50	0.40	0.40	0.40	0.40	0.40	0.00
Sat Flow, veh/h	1031	1626	201	725	1775	75	1233	265	1583	618	447	1583
Grp Volume(v), veh/h	16	0	727	66	0	346	121	0	475	21	0	0
Grp Sat Flow(s),veh/h/ln	1031	0	1827	725	0	1850	1498	0	1583	1065	0	1583
Q Serve(g_s), s	0.8	0.0	28.7	7.2	0.0	10.0	0.0	0.0	22.1	0.0	0.0	0.0
Cycle Q Clear(g_c), s	10.9	0.0	28.7	36.0	0.0	10.0	3.7	0.0	22.1	3.8	0.0	0.0
Prop In Lane	1.00		0.11	1.00		0.04	0.83		1.00	0.62		1.00
Lane Grp Cap(c), veh/h	474	0	905	201	0	916	677	0	634	494	0	634
V/C Ratio(X)	0.03	0.00	0.80	0.33	0.00	0.38	0.18	0.00	0.75	0.04	0.00	0.00
Avail Cap(c_a), veh/h	520	0	986	233	0	998	677	0	634	494	0	634
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	16.9	0.0	18.2	33.3	0.0	13.5	16.6	0.0	22.1	15.7	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	4.6	0.9	0.0	0.3	0.6	0.0	7.9	0.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	15.5	1.5	0.0	5.2	2.0	0.0	11.0	0.3	0.0	0.0
LnGrp Delay(d),s/veh	16.9	0.0	22.8	34.3	0.0	13.8	17.2	0.0	30.0	15.9	0.0	0.0
LnGrp LOS	B		C	C		B	B		C	B		
Approach Vol, veh/h		743			412			596			21	
Approach Delay, s/veh		22.7			17.1			27.4			15.9	
Approach LOS		C			B			C			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		39.0		47.1		39.0		47.1				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		34.5		46.5		34.5		46.5				
Max Q Clear Time (g_c+I1), s		24.1		30.7		5.8		38.0				
Green Ext Time (p_c), s		2.0		7.0		2.7		4.7				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay				22.9								
HCM 2010 LOS				C								

HCM 2010 Signalized Intersection Summary  
 10: Peachtree Corners Circle & Spalding Drive

10/20/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	372	285	17	59	439	58	36	400	57	36	260	375
Future Volume (veh/h)	372	285	17	59	439	58	36	400	57	36	260	375
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	404	310	18	64	477	63	39	435	62	39	283	408
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	1
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	424	767	45	467	470	62	253	440	63	148	514	742
Arrive On Green	0.19	0.44	0.44	0.04	0.29	0.29	0.03	0.28	0.28	0.03	0.28	0.28
Sat Flow, veh/h	1774	1744	101	1774	1612	213	1774	1595	227	1774	1863	1583
Grp Volume(v), veh/h	404	0	328	64	0	540	39	0	497	39	283	408
Grp Sat Flow(s),veh/h/ln	1774	0	1845	1774	0	1825	1774	0	1823	1774	1863	1583
Q Serve(g_s), s	15.7	0.0	10.7	2.2	0.0	25.7	1.4	0.0	23.9	1.4	11.4	16.2
Cycle Q Clear(g_c), s	15.7	0.0	10.7	2.2	0.0	25.7	1.4	0.0	23.9	1.4	11.4	16.2
Prop In Lane	1.00		0.05	1.00		0.12	1.00		0.12	1.00		1.00
Lane Grp Cap(c), veh/h	424	0	812	467	0	533	253	0	503	148	514	742
V/C Ratio(X)	0.95	0.00	0.40	0.14	0.00	1.01	0.15	0.00	0.99	0.26	0.55	0.55
Avail Cap(c_a), veh/h	424	0	812	490	0	533	292	0	503	186	514	742
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.6	0.0	16.8	20.1	0.0	31.2	22.2	0.0	31.7	24.7	27.2	16.7
Incr Delay (d2), s/veh	31.7	0.0	0.3	0.1	0.0	42.5	0.3	0.0	37.4	0.9	4.2	2.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.9	0.0	5.4	1.1	0.0	19.2	0.7	0.0	17.2	0.7	6.5	7.6
LnGrp Delay(d),s/veh	56.3	0.0	17.1	20.2	0.0	73.7	22.4	0.0	69.1	25.7	31.4	19.6
LnGrp LOS	E		B	C		F	C		E	C	C	B
Approach Vol, veh/h		732			604			536			730	
Approach Delay, s/veh		38.8			68.1			65.7			24.5	
Approach LOS		D			E			E			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.6	28.8	8.5	43.2	7.6	28.8	21.5	30.2				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.0	24.3	5.1	37.6	5.0	24.3	17.0	25.7				
Max Q Clear Time (g_c+I1), s	3.4	25.9	4.2	12.7	3.4	18.2	17.7	27.7				
Green Ext Time (p_c), s	0.0	0.0	0.0	5.8	0.0	3.2	0.0	0.0				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			47.1									
HCM 2010 LOS			D									

HCM 2010 Signalized Intersection Summary  
 11: Jay Bird Alley/LDS Church Driveway & Spalding Drive

10/20/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	669	165	11	782	2	399	0	6	2	0	2
Future Volume (veh/h)	2	669	165	11	782	2	399	0	6	2	0	2
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1900	1900	1863	1863
Adj Flow Rate, veh/h	2	727	179	12	850	2	434	0	7	2	0	2
Adj No. of Lanes	1	1	0	1	1	0	0	1	0	0	1	1
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	215	833	205	164	1071	3	489	0	8	9	0	8
Arrive On Green	0.58	0.58	0.58	0.58	0.58	0.58	0.28	0.00	0.28	0.01	0.00	0.01
Sat Flow, veh/h	645	1444	356	613	1858	4	1743	0	28	1774	0	1583
Grp Volume(v), veh/h	2	0	906	12	0	852	441	0	0	2	0	2
Grp Sat Flow(s),veh/h/ln	645	0	1800	613	0	1862	1771	0	0	1774	0	1583
Q Serve(g_s), s	0.2	0.0	42.1	1.7	0.0	35.0	23.4	0.0	0.0	0.1	0.0	0.1
Cycle Q Clear(g_c), s	35.3	0.0	42.1	43.7	0.0	35.0	23.4	0.0	0.0	0.1	0.0	0.1
Prop In Lane	1.00		0.20	1.00		0.00	0.98		0.02	1.00		1.00
Lane Grp Cap(c), veh/h	215	0	1038	164	0	1074	497	0	0	9	0	8
V/C Ratio(X)	0.01	0.00	0.87	0.07	0.00	0.79	0.89	0.00	0.00	0.21	0.00	0.24
Avail Cap(c_a), veh/h	244	0	1120	192	0	1158	497	0	0	326	0	291
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	30.0	0.0	17.7	36.3	0.0	16.2	33.8	0.0	0.0	48.6	0.0	48.6
Incr Delay (d2), s/veh	0.0	0.0	7.4	0.2	0.0	3.6	20.4	0.0	0.0	11.0	0.0	14.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	22.8	0.3	0.0	18.8	14.2	0.0	0.0	0.1	0.0	0.1
LnGrp Delay(d),s/veh	30.0	0.0	25.1	36.5	0.0	19.8	54.2	0.0	0.0	59.6	0.0	62.7
LnGrp LOS	C		C	D		B	D			E		E
Approach Vol, veh/h		908			864			441				4
Approach Delay, s/veh		25.1			20.1			54.2				61.1
Approach LOS		C			C			D				E
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		32.0		61.0		5.0		61.0				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		27.5		61.0		18.0		61.0				
Max Q Clear Time (g_c+I1), s		25.4		44.1		2.1		45.7				
Green Ext Time (p_c), s		0.6		11.7		0.0		10.8				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			29.0									
HCM 2010 LOS			C									

HCM 2010 Signalized Intersection Summary  
 12: Peachtree Corners Circle & Jay Bird Alley

10/20/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	170	67	186	431	203	99	368	72	66	291	25
Future Volume (veh/h)	5	170	67	186	431	203	99	368	72	66	291	25
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	5	185	73	202	468	221	108	400	78	72	316	27
Adj No. of Lanes	1	1	0	1	1	1	1	1	0	1	1	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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	347	648	256	563	948	806	335	577	112	233	644	55
Arrive On Green	0.51	0.51	0.51	0.51	0.51	0.51	0.38	0.38	0.38	0.38	0.38	0.38
Sat Flow, veh/h	751	1272	502	1117	1863	1583	1033	1515	295	913	1693	145
Grp Volume(v), veh/h	5	0	258	202	468	221	108	0	478	72	0	343
Grp Sat Flow(s),veh/h/ln	751	0	1774	1117	1863	1583	1033	0	1811	913	0	1837
Q Serve(g_s), s	0.4	0.0	6.8	10.3	13.4	6.5	7.2	0.0	18.1	5.9	0.0	11.6
Cycle Q Clear(g_c), s	13.8	0.0	6.8	17.2	13.4	6.5	18.8	0.0	18.1	24.0	0.0	11.6
Prop In Lane	1.00		0.28	1.00		1.00	1.00		0.16	1.00		0.08
Lane Grp Cap(c), veh/h	347	0	903	563	948	806	335	0	689	233	0	699
V/C Ratio(X)	0.01	0.00	0.29	0.36	0.49	0.27	0.32	0.00	0.69	0.31	0.00	0.49
Avail Cap(c_a), veh/h	347	0	903	563	948	806	442	0	877	328	0	890
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	17.6	0.0	11.5	16.4	13.1	11.4	26.4	0.0	21.2	31.3	0.0	19.2
Incr Delay (d2), s/veh	0.1	0.0	0.8	1.8	1.8	0.8	0.6	0.0	1.7	0.7	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	3.5	3.5	7.4	3.0	2.1	0.0	9.3	1.5	0.0	5.9
LnGrp Delay(d),s/veh	17.7	0.0	12.3	18.2	15.0	12.3	27.0	0.0	22.9	32.1	0.0	19.8
LnGrp LOS	B		B	B	B	B	C		C	C		B
Approach Vol, veh/h		263			891			586			415	
Approach Delay, s/veh		12.4			15.0			23.7			21.9	
Approach LOS		B			B			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		46.0		35.5		46.0		35.5				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		41.5		39.5		41.5		39.5				
Max Q Clear Time (g_c+I1), s		19.2		20.8		15.8		26.0				
Green Ext Time (p_c), s		6.4		5.9		6.7		5.0				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay				18.4								
HCM 2010 LOS				B								

HCM 2010 Signalized Intersection Summary  
 13: Peachtree Corners Circle & Jones Bridge Road

10/20/2016



Movement	EBL	EBT	WBT	WBR	SBL	SBR		
Lane Configurations								
Traffic Volume (veh/h)	290	479	432	269	222	234		
Future Volume (veh/h)	290	479	432	269	222	234		
Number	7	4	8	18	1	16		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863		
Adj Flow Rate, veh/h	315	521	470	0	241	254		
Adj No. of Lanes	1	1	1	1	1	1		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	492	1074	1074	913	543	485		
Arrive On Green	0.58	0.58	0.58	0.00	0.31	0.31		
Sat Flow, veh/h	920	1863	1863	1583	1774	1583		
Grp Volume(v), veh/h	315	521	470	0	241	254		
Grp Sat Flow(s),veh/h/ln	920	1863	1863	1583	1774	1583		
Q Serve(g_s), s	22.6	12.6	11.0	0.0	8.4	10.2		
Cycle Q Clear(g_c), s	33.6	12.6	11.0	0.0	8.4	10.2		
Prop In Lane	1.00			1.00	1.00	1.00		
Lane Grp Cap(c), veh/h	492	1074	1074	913	543	485		
V/C Ratio(X)	0.64	0.49	0.44	0.00	0.44	0.52		
Avail Cap(c_a), veh/h	652	1396	1396	1187	543	485		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00		
Uniform Delay (d), s/veh	18.7	9.6	9.2	0.0	21.4	22.0		
Incr Delay (d2), s/veh	1.4	0.3	0.3	0.0	2.6	4.0		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	5.9	6.5	5.7	0.0	4.5	5.0		
LnGrp Delay(d),s/veh	20.1	9.9	9.5	0.0	24.0	26.0		
LnGrp LOS	C	A	A		C	C		
Approach Vol, veh/h		836	470		495			
Approach Delay, s/veh		13.7	9.5		25.0			
Approach LOS		B	A		C			
Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				48.7		28.0		48.7
Change Period (Y+Rc), s				4.5		4.5		4.5
Max Green Setting (Gmax), s				57.5		23.5		57.5
Max Q Clear Time (g_c+I1), s				35.6		12.2		13.0
Green Ext Time (p_c), s				8.6		1.3		10.6
<b>Intersection Summary</b>								
HCM 2010 Ctrl Delay			15.7					
HCM 2010 LOS			B					

HCM 2010 Signalized Intersection Summary  
 14: Medlock Bridge Road & Bush Road

10/20/2016

								
Movement	WBL	WBR	NBT	NBR	SBL	SBT		
Lane Configurations								
Traffic Volume (veh/h)	30	205	739	296	459	540		
Future Volume (veh/h)	30	205	739	296	459	540		
Number	3	18	2	12	1	6		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863		
Adj Flow Rate, veh/h	33	0	803	0	499	587		
Adj No. of Lanes	1	1	1	1	1	2		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	59	53	1243	1056	587	2994		
Arrive On Green	0.03	0.00	0.67	0.00	0.12	0.85		
Sat Flow, veh/h	1774	1583	1863	1583	1774	3632		
Grp Volume(v), veh/h	33	0	803	0	499	587		
Grp Sat Flow(s),veh/h/ln	1774	1583	1863	1583	1774	1770		
Q Serve(g_s), s	1.4	0.0	18.8	0.0	5.5	2.3		
Cycle Q Clear(g_c), s	1.4	0.0	18.8	0.0	5.5	2.3		
Prop In Lane	1.00	1.00		1.00	1.00			
Lane Grp Cap(c), veh/h	59	53	1243	1056	587	2994		
V/C Ratio(X)	0.56	0.00	0.65	0.00	0.85	0.20		
Avail Cap(c_a), veh/h	429	383	1243	1056	846	2994		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	1.00		
Uniform Delay (d), s/veh	35.5	0.0	7.2	0.0	11.1	1.1		
Incr Delay (d2), s/veh	8.1	0.0	2.6	0.0	5.7	0.1		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	0.8	0.0	10.3	0.0	8.0	1.1		
LnGrp Delay(d),s/veh	43.5	0.0	9.8	0.0	16.8	1.2		
LnGrp LOS	D		A		B	A		
Approach Vol, veh/h	33		803			1086		
Approach Delay, s/veh	43.5		9.8			8.4		
Approach LOS	D		A			A		
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	13.3	54.2				67.5		7.0
Change Period (Y+Rc), s	4.5	4.5				4.5		4.5
Max Green Setting (Gmax), s	19.7	38.8				63.0		18.0
Max Q Clear Time (g_c+I1), s	7.5	20.8				4.3		3.4
Green Ext Time (p_c), s	1.3	9.2				14.1		0.0
<b>Intersection Summary</b>								
HCM 2010 Ctrl Delay			9.6					
HCM 2010 LOS			A					

HCM 2010 Signalized Intersection Summary  
 16: Winters Chapel Road/Spalding Lake Court & Spalding Drive

10/20/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	678	7	379	491	4	0	1	756	0	4	0
Future Volume (veh/h)	1	678	7	379	491	4	0	1	756	0	4	0
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	1	737	0	412	534	4	0	1	822	0	4	0
Adj No. of Lanes	1	1	1	1	1	0	0	1	0	0	1	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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	381	692	588	381	1089	8	0	1	530	0	624	0
Arrive On Green	0.37	0.37	0.00	0.18	0.59	0.59	0.00	0.34	0.34	0.00	0.34	0.00
Sat Flow, veh/h	864	1863	1583	1774	1846	14	0	2	1582	0	1863	0
Grp Volume(v), veh/h	1	737	0	412	0	538	0	0	823	0	4	0
Grp Sat Flow(s),veh/h/ln	864	1863	1583	1774	0	1860	0	0	1584	0	1863	0
Q Serve(g_s), s	0.1	44.6	0.0	21.7	0.0	20.0	0.0	0.0	40.2	0.0	0.2	0.0
Cycle Q Clear(g_c), s	0.1	44.6	0.0	21.7	0.0	20.0	0.0	0.0	40.2	0.0	0.2	0.0
Prop In Lane	1.00		1.00	1.00		0.01	0.00		1.00	0.00		0.00
Lane Grp Cap(c), veh/h	381	692	588	381	0	1098	0	0	531	0	624	0
V/C Ratio(X)	0.00	1.06	0.00	1.08	0.00	0.49	0.00	0.00	1.55	0.00	0.01	0.00
Avail Cap(c_a), veh/h	381	692	588	381	0	1098	0	0	531	0	624	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	23.7	37.7	0.0	39.3	0.0	14.2	0.0	0.0	39.9	0.0	26.6	0.0
Incr Delay (d2), s/veh	0.0	52.7	0.0	69.8	0.0	0.3	0.0	0.0	257.3	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	33.0	0.0	20.0	0.0	10.3	0.0	0.0	55.5	0.0	0.1	0.0
LnGrp Delay(d),s/veh	23.7	90.4	0.0	109.1	0.0	14.5	0.0	0.0	297.2	0.0	26.6	0.0
LnGrp LOS	C	F		F		B			F		C	
Approach Vol, veh/h		738			950			823			4	
Approach Delay, s/veh		90.3			55.6			297.2			26.6	
Approach LOS		F			E			F			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2	3	4		6		8				
Phs Duration (G+Y+Rc), s		44.7	26.2	49.1		44.7		75.3				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5		4.5				
Max Green Setting (Gmax), s		40.2	21.7	44.6		40.2		70.8				
Max Q Clear Time (g_c+I1), s		42.2	23.7	46.6		2.2		22.0				
Green Ext Time (p_c), s		0.0	0.0	0.0		8.3		11.6				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			144.8									
HCM 2010 LOS			F									

HCM 2010 Signalized Intersection Summary  
 19: Winters Chapel Road & Dunwoody Club Drive

10/20/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	76	6	309	0	2	0	134	735	5	3	357	24
Future Volume (veh/h)	76	6	309	0	2	0	134	735	5	3	357	24
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	83	7	336	0	2	0	146	799	5	3	388	26
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	82	7	330	0	4	0	183	831	5	52	988	66
Arrive On Green	0.26	0.26	0.26	0.00	0.00	0.00	0.57	0.57	0.57	0.57	0.57	0.57
Sat Flow, veh/h	316	27	1279	0	1863	0	219	1452	9	2	1726	115
Grp Volume(v), veh/h	426	0	0	0	2	0	950	0	0	417	0	0
Grp Sat Flow(s),veh/h/ln	1621	0	0	0	1863	0	1679	0	0	1844	0	0
Q Serve(g_s), s	18.5	0.0	0.0	0.0	0.1	0.0	30.9	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	18.5	0.0	0.0	0.0	0.1	0.0	39.9	0.0	0.0	9.0	0.0	0.0
Prop In Lane	0.19		0.79	0.00		0.00	0.15		0.01	0.01		0.06
Lane Grp Cap(c), veh/h	419	0	0	0	4	0	1019	0	0	1105	0	0
V/C Ratio(X)	1.02	0.00	0.00	0.00	0.49	0.00	0.93	0.00	0.00	0.38	0.00	0.00
Avail Cap(c_a), veh/h	419	0	0	0	481	0	1019	0	0	1105	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	26.6	0.0	0.0	0.0	35.7	0.0	14.6	0.0	0.0	8.5	0.0	0.0
Incr Delay (d2), s/veh	48.5	0.0	0.0	0.0	71.0	0.0	14.7	0.0	0.0	0.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.8	0.0	0.0	0.0	0.1	0.0	22.4	0.0	0.0	4.6	0.0	0.0
LnGrp Delay(d),s/veh	75.1	0.0	0.0	0.0	106.7	0.0	29.3	0.0	0.0	8.7	0.0	0.0
LnGrp LOS	F				F		C			A		
Approach Vol, veh/h		426			2			950				417
Approach Delay, s/veh		75.1			106.7			29.3				8.7
Approach LOS		E			F			C				A
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		45.0		22.5		45.0		4.2				
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0				
Max Green Setting (Gmax), s		41.0		18.5		41.0		18.5				
Max Q Clear Time (g_c+I1), s		41.9		20.5		11.0		2.1				
Green Ext Time (p_c), s		0.0		0.0		12.9		0.0				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			35.5									
HCM 2010 LOS			D									
<b>Notes</b>												

HCM 2010 Signalized Intersection Summary  
 23: Winters Chapel Road & Peeler Road/Shopping Center

10/20/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	230	48	220	88	30	19	104	691	70	10	702	120
Future Volume (veh/h)	230	48	220	88	30	19	104	691	70	10	702	120
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	250	52	0	96	33	21	113	751	76	11	763	0
Adj No. of Lanes	1	1	1	1	1	0	1	1	0	1	1	1
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	393	459	390	397	262	167	344	1079	109	332	1021	868
Arrive On Green	0.25	0.25	0.00	0.25	0.25	0.25	0.05	0.65	0.65	0.55	0.55	0.00
Sat Flow, veh/h	1345	1863	1583	1347	1065	678	1774	1665	168	660	1863	1583
Grp Volume(v), veh/h	250	52	0	96	0	54	113	0	827	11	763	0
Grp Sat Flow(s),veh/h/ln	1345	1863	1583	1347	0	1743	1774	0	1833	660	1863	1583
Q Serve(g_s), s	13.5	1.6	0.0	4.5	0.0	1.8	2.0	0.0	22.0	0.8	23.8	0.0
Cycle Q Clear(g_c), s	15.3	1.6	0.0	6.2	0.0	1.8	2.0	0.0	22.0	15.2	23.8	0.0
Prop In Lane	1.00		1.00	1.00		0.39	1.00		0.09	1.00		1.00
Lane Grp Cap(c), veh/h	393	459	390	397	0	429	344	0	1189	332	1021	868
V/C Ratio(X)	0.64	0.11	0.00	0.24	0.00	0.13	0.33	0.00	0.70	0.03	0.75	0.00
Avail Cap(c_a), veh/h	610	759	645	614	0	710	376	0	1711	508	1518	1291
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	28.3	22.2	0.0	24.6	0.0	22.3	11.0	0.0	8.6	15.9	13.2	0.0
Incr Delay (d2), s/veh	1.7	0.1	0.0	0.3	0.0	0.1	0.6	0.0	0.7	0.0	1.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.2	0.9	0.0	1.7	0.0	0.9	1.0	0.0	11.3	0.2	12.4	0.0
LnGrp Delay(d),s/veh	30.0	22.3	0.0	24.9	0.0	22.4	11.6	0.0	9.3	15.9	14.3	0.0
LnGrp LOS	C	C		C		C	B		A	B	B	
Approach Vol, veh/h		302			150			940			774	
Approach Delay, s/veh		28.7			24.0			9.6			14.3	
Approach LOS		C			C			A			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		53.3		22.7	7.6	45.7		22.7				
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s		71.0		31.0	5.0	62.0		31.0				
Max Q Clear Time (g_c+I1), s		24.0		17.3	4.0	25.8		8.2				
Green Ext Time (p_c), s		17.4		1.4	0.0	15.9		1.6				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay				14.9								
HCM 2010 LOS				B								
<b>Notes</b>												

HCM 2010 Signalized Intersection Summary  
 27: Peachtree Corners Circle & Holcomb Bridge Road (SR 140)

10/20/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	79	1163	455	111	1424	107	346	562	158	73	281	92
Future Volume (veh/h)	79	1163	455	111	1424	107	346	562	158	73	281	92
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	86	1264	495	121	1548	116	376	611	172	79	305	100
Adj No. of Lanes	1	2	0	1	2	0	1	2	0	1	2	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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	139	1587	596	109	2104	157	261	846	238	124	817	263
Arrive On Green	0.63	0.63	0.63	0.63	0.63	0.63	0.31	0.31	0.31	0.31	0.31	0.31
Sat Flow, veh/h	297	2519	946	271	3340	249	976	2730	767	688	2635	848
Grp Volume(v), veh/h	86	872	887	121	816	848	376	396	387	79	203	202
Grp Sat Flow(s),veh/h/ln	297	1770	1696	271	1770	1819	976	1770	1727	688	1770	1713
Q Serve(g_s), s	42.3	53.9	60.9	33.6	47.4	48.5	32.7	29.8	29.9	16.6	13.4	13.8
Cycle Q Clear(g_c), s	90.8	53.9	60.9	94.5	47.4	48.5	46.5	29.8	29.9	46.5	13.4	13.8
Prop In Lane	1.00		0.56	1.00		0.14	1.00		0.44	1.00		0.49
Lane Grp Cap(c), veh/h	139	1115	1068	109	1115	1146	261	549	535	124	549	531
V/C Ratio(X)	0.62	0.78	0.83	1.11	0.73	0.74	1.44	0.72	0.72	0.64	0.37	0.38
Avail Cap(c_a), veh/h	139	1115	1068	109	1115	1146	261	549	535	124	549	531
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.43	0.43	0.43	0.36	0.36	0.36	0.90	0.90	0.90	0.87	0.87	0.87
Uniform Delay (d), s/veh	50.7	20.2	21.5	65.6	19.0	19.2	61.7	46.0	46.0	67.0	40.3	40.5
Incr Delay (d2), s/veh	8.6	2.4	3.4	85.3	1.6	1.6	217.9	4.2	4.3	9.1	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	26.9	29.4	7.1	23.6	24.8	26.6	15.3	15.0	3.6	6.6	6.6
LnGrp Delay(d),s/veh	59.3	22.7	25.0	151.0	20.6	20.8	279.5	50.2	50.4	76.1	40.7	40.9
LnGrp LOS	E	C	C	F	C	C	F	D	D	E	D	D
Approach Vol, veh/h		1845			1785			1159			484	
Approach Delay, s/veh		25.5			29.5			124.6			46.5	
Approach LOS		C			C			F			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		99.0		51.0		99.0		51.0				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		94.5		46.5		94.5		46.5				
Max Q Clear Time (g_c+I1), s		96.5		48.5		92.8		48.5				
Green Ext Time (p_c), s		0.0		0.0		1.7		0.0				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay				50.6								
HCM 2010 LOS				D								

HCM 2010 Signalized Intersection Summary  
 28: Holcomb Bridge Road (SR 140) & Spalding Drive

10/20/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	165	395	152	61	379	666	164	1374	29	299	1437	90
Future Volume (veh/h)	165	395	152	61	379	666	164	1374	29	299	1437	90
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	179	429	165	66	412	724	178	1493	0	325	1562	0
Adj No. of Lanes	1	2	0	1	2	1	1	2	0	1	2	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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	190	420	160	108	437	509	200	1701	0	352	2002	0
Arrive On Green	0.08	0.17	0.17	0.03	0.12	0.12	0.11	0.48	0.00	0.20	0.57	0.00
Sat Flow, veh/h	1774	2508	955	1774	3539	1583	1774	3632	0	1774	3632	0
Grp Volume(v), veh/h	179	301	293	66	412	724	178	1493	0	325	1562	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1694	1774	1770	1583	1774	1770	0	1774	1770	0
Q Serve(g_s), s	11.7	25.1	25.1	4.9	17.3	18.5	14.8	56.9	0.0	27.0	51.5	0.0
Cycle Q Clear(g_c), s	11.7	25.1	25.1	4.9	17.3	18.5	14.8	56.9	0.0	27.0	51.5	0.0
Prop In Lane	1.00		0.56	1.00		1.00	1.00		0.00	1.00		0.00
Lane Grp Cap(c), veh/h	190	296	283	108	437	509	200	1701	0	352	2002	0
V/C Ratio(X)	0.94	1.02	1.03	0.61	0.94	1.42	0.89	0.88	0.00	0.92	0.78	0.00
Avail Cap(c_a), veh/h	190	296	283	108	437	509	231	1701	0	474	2002	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.55	0.55	0.55	0.30	0.30	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	54.6	62.4	62.5	56.5	65.2	50.9	65.6	35.0	0.0	59.0	25.3	0.0
Incr Delay (d2), s/veh	9.2	20.4	25.0	5.3	19.5	196.4	11.2	2.2	0.0	20.0	3.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.8	13.9	13.7	2.5	9.7	48.8	7.9	28.3	0.0	15.2	25.8	0.0
LnGrp Delay(d),s/veh	63.8	82.9	87.5	61.8	84.7	247.3	76.8	37.2	0.0	79.0	28.4	0.0
LnGrp LOS	E	F	F	E	F	F	E	D		E	C	
Approach Vol, veh/h		773			1202			1671			1887	
Approach Delay, s/veh		80.2			181.4			41.4			37.1	
Approach LOS		F			F			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	34.2	76.6	9.6	29.6	21.4	89.4	16.2	23.0				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	40.1	61.7	5.1	25.1	19.5	82.3	11.7	18.5				
Max Q Clear Time (g_c+I1), s	29.0	58.9	6.9	27.1	16.8	53.5	13.7	20.5				
Green Ext Time (p_c), s	0.7	2.8	0.0	0.0	0.1	25.4	0.0	0.0				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay				75.8								
HCM 2010 LOS				E								

HCM 2010 Signalized Intersection Summary  
 29: Peachtree Parkway (SR 141) & Spalding Drive

10/20/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	191	361	103	126	305	103	129	1564	215	111	1090	102
Future Volume (veh/h)	191	361	103	126	305	103	129	1564	215	111	1090	102
Number	7	4	14	3	8	18	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	0.99	1.00	1.00	0.99	1.00	1.00	0.99	1.00	1.00	0.99
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	208	392	0	137	332	0	140	1700	234	121	1185	111
Adj No. of Lanes	2	1	1	2	1	1	1	2	1	1	2	1
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	238	416	351	164	377	318	156	1891	839	135	1849	821
Arrive On Green	0.07	0.22	0.00	0.05	0.20	0.00	0.09	0.53	0.53	0.15	1.00	1.00
Sat Flow, veh/h	3442	1863	1571	3442	1863	1571	1774	3539	1571	1774	3539	1571
Grp Volume(v), veh/h	208	392	0	137	332	0	140	1700	234	121	1185	111
Grp Sat Flow(s),veh/h/ln	1721	1863	1571	1721	1863	1571	1774	1770	1571	1774	1770	1571
Q Serve(g_s), s	13.2	45.5	0.0	8.7	38.1	0.0	17.2	94.7	17.9	14.7	0.0	0.0
Cycle Q Clear(g_c), s	13.2	45.5	0.0	8.7	38.1	0.0	17.2	94.7	17.9	14.7	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	238	416	351	164	377	318	156	1891	839	135	1849	821
V/C Ratio(X)	0.87	0.94	0.00	0.83	0.88	0.00	0.90	0.90	0.28	0.90	0.64	0.14
Avail Cap(c_a), veh/h	242	436	368	164	394	332	230	1891	839	149	1849	821
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	0.94	0.94	0.00	0.92	0.92	0.00	0.68	0.68	0.68	0.67	0.67	0.67
Uniform Delay (d), s/veh	101.5	84.0	0.0	103.9	85.2	0.0	99.3	45.9	28.0	92.4	0.0	0.0
Incr Delay (d2), s/veh	26.3	27.1	0.0	27.5	18.4	0.0	18.5	5.1	0.6	32.1	1.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.2	26.7	0.0	4.8	21.6	0.0	9.2	47.6	7.9	8.4	0.3	0.1
LnGrp Delay(d),s/veh	127.8	111.1	0.0	131.4	103.7	0.0	117.8	51.0	28.6	124.5	1.2	0.2
LnGrp LOS	F	F		F	F		F	D	C	F	A	A
Approach Vol, veh/h		600			469			2074			1417	
Approach Delay, s/veh		116.9			111.8			53.0			11.6	
Approach LOS		F			F			D			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	25.9	121.4	17.0	55.7	23.3	124.1	21.7	51.0				
Change Period (Y+Rc), s	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5				
Max Green Setting (Gmax), s	28.5	103.5	10.5	51.5	18.5	113.5	15.5	46.5				
Max Q Clear Time (g_c+I1), s	19.2	2.0	10.7	47.5	16.7	96.7	15.2	40.1				
Green Ext Time (p_c), s	0.2	61.5	0.0	1.6	0.0	15.2	0.0	2.4				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			54.6									
HCM 2010 LOS			D									

HCM 2010 Signalized Intersection Summary  
 30: Peachtree Parkway (SR 141) & Peachtree Corners Circle

10/20/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	421	459	113	160	328	69	206	1453	91	50	1082	290
Future Volume (veh/h)	421	459	113	160	328	69	206	1453	91	50	1082	290
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	458	499	0	174	357	0	224	1579	99	54	1176	0
Adj No. of Lanes	2	2	1	1	1	1	2	2	1	2	2	1
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	495	870	389	191	390	332	258	1915	857	81	1734	776
Arrive On Green	0.14	0.25	0.00	0.11	0.21	0.00	0.07	0.54	0.54	0.05	0.98	0.00
Sat Flow, veh/h	3442	3539	1583	1774	1863	1583	3442	3539	1583	3442	3539	1583
Grp Volume(v), veh/h	458	499	0	174	357	0	224	1579	99	54	1176	0
Grp Sat Flow(s),veh/h/ln	1721	1770	1583	1774	1863	1583	1721	1770	1583	1721	1770	1583
Q Serve(g_s), s	28.9	27.2	0.0	21.4	41.2	0.0	14.2	81.3	6.7	3.4	4.4	0.0
Cycle Q Clear(g_c), s	28.9	27.2	0.0	21.4	41.2	0.0	14.2	81.3	6.7	3.4	4.4	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	495	870	389	191	390	332	258	1915	857	81	1734	776
V/C Ratio(X)	0.92	0.57	0.00	0.91	0.92	0.00	0.87	0.82	0.12	0.66	0.68	0.00
Avail Cap(c_a), veh/h	555	870	389	269	436	371	338	1915	857	86	1734	776
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	0.85	0.85	0.00	1.00	1.00	0.00	0.37	0.37	0.37	0.87	0.87	0.00
Uniform Delay (d), s/veh	93.0	72.8	0.0	97.1	85.0	0.0	100.7	41.8	24.7	103.9	1.2	0.0
Incr Delay (d2), s/veh	17.9	0.8	0.0	26.3	22.4	0.0	7.2	1.6	0.1	14.5	1.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	15.0	13.5	0.0	11.9	23.8	0.0	7.0	40.1	3.0	1.8	1.7	0.0
LnGrp Delay(d),s/veh	110.9	73.6	0.0	123.5	107.5	0.0	107.9	43.4	24.8	118.5	3.1	0.0
LnGrp LOS	F	E		F	F		F	D	C	F	A	
Approach Vol, veh/h		957			531			1902			1230	
Approach Delay, s/veh		91.5			112.7			50.0			8.1	
Approach LOS		F			F			D			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.7	123.6	28.2	58.6	21.0	112.3	36.2	50.6				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.5	109.5	33.3	53.7	21.6	93.4	35.5	51.5				
Max Q Clear Time (g_c+I1), s	5.4	83.3	23.4	29.2	16.2	6.4	30.9	43.2				
Green Ext Time (p_c), s	0.0	21.2	0.3	5.7	0.3	48.0	0.8	2.8				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			54.7									
HCM 2010 LOS			D									

# HCM 2010 Signalized Intersection Summary

## 31: Peachtree Parkway (SR 141)/Medlock Bridge Road (SR 141) & Jones Bridge Road/Medlock Bridge Road

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	163	216	76	129	166	8	114	1664	214	285	2106	36
Future Volume (veh/h)	163	216	76	129	166	8	114	1664	214	285	2106	36
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	177	235	0	140	180	9	124	1809	0	310	2289	0
Adj No. of Lanes	2	1	1	2	1	0	1	2	1	2	2	1
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	199	250	212	156	214	11	133	2257	1010	347	2349	1051
Arrive On Green	0.06	0.13	0.00	0.05	0.12	0.12	0.15	1.00	0.00	0.10	0.66	0.00
Sat Flow, veh/h	3442	1863	1583	3442	1759	88	1774	3539	1583	3442	3539	1583
Grp Volume(v), veh/h	177	235	0	140	0	189	124	1809	0	310	2289	0
Grp Sat Flow(s),veh/h/ln	1721	1863	1583	1721	0	1847	1774	1770	1583	1721	1770	1583
Q Serve(g_s), s	11.2	27.5	0.0	8.9	0.0	22.0	15.2	0.0	0.0	19.6	135.5	0.0
Cycle Q Clear(g_c), s	11.2	27.5	0.0	8.9	0.0	22.0	15.2	0.0	0.0	19.6	135.5	0.0
Prop In Lane	1.00		1.00	1.00		0.05	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	199	250	212	156	0	225	133	2257	1010	347	2349	1051
V/C Ratio(X)	0.89	0.94	0.00	0.89	0.00	0.84	0.93	0.80	0.00	0.89	0.97	0.00
Avail Cap(c_a), veh/h	199	250	212	156	0	225	133	2257	1010	441	2349	1051
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.45	0.00	0.45	0.50	0.50	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	103.0	94.4	0.0	104.5	0.0	94.5	92.9	0.0	0.0	97.7	35.2	0.0
Incr Delay (d2), s/veh	35.6	41.0	0.0	24.2	0.0	12.0	37.5	1.6	0.0	17.1	13.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.3	17.0	0.0	4.8	0.0	12.0	8.8	0.5	0.0	10.2	70.2	0.0
LnGrp Delay(d),s/veh	138.5	135.3	0.0	128.6	0.0	106.5	130.5	1.6	0.0	114.9	48.7	0.0
LnGrp LOS	F	F		F		F	F	A		F	D	
Approach Vol, veh/h		412			329			1933			2599	
Approach Delay, s/veh		136.7			115.9			9.9			56.6	
Approach LOS		F			F			A			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	26.7	144.8	14.5	34.0	21.0	150.5	17.2	31.3				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	28.2	134.3	10.0	29.5	16.5	146.0	12.7	26.8				
Max Q Clear Time (g_c+I1), s	21.6	2.0	10.9	29.5	17.2	137.5	13.2	24.0				
Green Ext Time (p_c), s	0.6	120.4	0.0	0.0	0.0	8.4	0.0	0.6				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			49.4									
HCM 2010 LOS			D									

# HCM 2010 Signalized Intersection Summary

## 33: Peachtree Corners Circle & Jones Mill Road/Peachtree Corners Cricle

10/20/2016

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	101	1	10	39	0	25	39	1054	68	42	749	91
Future Volume (veh/h)	101	1	10	39	0	25	39	1054	68	42	749	91
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	110	1	11	42	0	27	42	1146	74	46	814	99
Adj No. of Lanes	0	1	0	0	1	1	1	2	0	1	2	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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	232	6	15	313	0	215	496	2523	163	375	2375	289
Arrive On Green	0.14	0.14	0.14	0.14	0.00	0.14	0.75	0.75	0.75	0.75	0.75	0.75
Sat Flow, veh/h	1055	44	109	1619	0	1583	609	3376	218	456	3178	386
Grp Volume(v), veh/h	122	0	0	42	0	27	42	600	620	46	453	460
Grp Sat Flow(s),veh/h/ln	1209	0	0	1619	0	1583	609	1770	1824	456	1770	1795
Q Serve(g_s), s	6.2	0.0	0.0	0.0	0.0	1.2	1.9	10.0	10.0	3.3	6.7	6.7
Cycle Q Clear(g_c), s	7.9	0.0	0.0	1.7	0.0	1.2	8.6	10.0	10.0	13.3	6.7	6.7
Prop In Lane	0.90		0.09	1.00		1.00	1.00		0.12	1.00		0.22
Lane Grp Cap(c), veh/h	253	0	0	313	0	215	496	1322	1363	375	1322	1341
V/C Ratio(X)	0.48	0.00	0.00	0.13	0.00	0.13	0.08	0.45	0.45	0.12	0.34	0.34
Avail Cap(c_a), veh/h	490	0	0	550	0	484	496	1322	1363	375	1322	1341
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.8	0.0	0.0	29.5	0.0	29.2	4.8	3.7	3.7	6.3	3.3	3.3
Incr Delay (d2), s/veh	1.4	0.0	0.0	0.2	0.0	0.3	0.3	1.1	1.1	0.7	0.7	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	0.0	0.0	0.8	0.0	0.5	0.4	5.1	5.4	0.5	3.4	3.5
LnGrp Delay(d),s/veh	34.2	0.0	0.0	29.7	0.0	29.5	5.1	4.8	4.8	6.9	4.0	4.0
LnGrp LOS	C			C		C	A	A	A	A	A	A
Approach Vol, veh/h		122			69			1262			959	
Approach Delay, s/veh		34.2			29.6			4.8			4.1	
Approach LOS		C			C			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		62.0		14.9		62.0		14.9				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		57.5		23.5		57.5		23.5				
Max Q Clear Time (g_c+I1), s		12.0		9.9		15.3		3.7				
Green Ext Time (p_c), s		24.6		0.7		23.7		0.9				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			6.8									
HCM 2010 LOS			A									

HCM 2010 Signalized Intersection Summary  
 34: Peachtree Parkway (SR 141)

10/20/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	233	15	50	40	7	4	49	1978	27	24	1159	104
Future Volume (veh/h)	233	15	50	40	7	4	49	1978	27	24	1159	104
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	253	16	54	43	8	4	53	2150	29	26	1260	113
Adj No. of Lanes	2	1	0	1	1	1	1	2	1	1	2	1
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	288	55	185	89	79	67	375	2739	1225	203	2726	1219
Arrive On Green	0.08	0.15	0.15	0.04	0.04	0.04	0.04	1.00	1.00	0.04	1.00	1.00
Sat Flow, veh/h	3442	375	1265	1325	1863	1583	1774	3539	1583	1774	3539	1583
Grp Volume(v), veh/h	253	0	70	43	8	4	53	2150	29	26	1260	113
Grp Sat Flow(s),veh/h/ln	1721	0	1640	1325	1863	1583	1774	1770	1583	1774	1770	1583
Q Serve(g_s), s	16.0	0.0	8.4	7.1	0.9	0.5	1.4	0.0	0.0	0.7	0.0	0.0
Cycle Q Clear(g_c), s	16.0	0.0	8.4	7.1	0.9	0.5	1.4	0.0	0.0	0.7	0.0	0.0
Prop In Lane	1.00		0.77	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	288	0	240	89	79	67	375	2739	1225	203	2726	1219
V/C Ratio(X)	0.88	0.00	0.29	0.48	0.10	0.06	0.14	0.78	0.02	0.13	0.46	0.09
Avail Cap(c_a), veh/h	371	0	344	141	152	130	382	2739	1225	219	2726	1219
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	0.44	0.44	0.44	0.21	0.21	0.21
Uniform Delay (d), s/veh	99.7	0.0	83.7	104.2	101.3	101.1	4.8	0.0	0.0	4.9	0.0	0.0
Incr Delay (d2), s/veh	17.3	0.0	0.7	4.0	0.6	0.4	0.1	1.0	0.0	0.1	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.3	0.0	3.9	2.7	0.5	0.2	0.7	0.4	0.0	0.3	0.0	0.0
LnGrp Delay(d),s/veh	117.0	0.0	84.3	108.2	101.8	101.5	4.9	1.0	0.0	5.0	0.1	0.0
LnGrp LOS	F		F	F	F	F	A	A	A	A	A	A
Approach Vol, veh/h		323			55			2232			1399	
Approach Delay, s/veh		109.9			106.8			1.1			0.2	
Approach LOS		F			F			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.5	174.8		36.8	9.3	173.9	22.9	13.8				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.9	154.4		46.2	5.7	154.6	23.7	18.0				
Max Q Clear Time (g_c+I1), s	2.7	2.0		10.4	3.4	2.0	18.0	9.1				
Green Ext Time (p_c), s	0.0	114.7		0.6	0.0	114.8	0.4	0.3				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			11.0									
HCM 2010 LOS			B									

HCM 2010 Signalized Intersection Summary  
 35: Peachtree Parkway (SR 141) & Jay Bird Alley/Technology Parkway

10/20/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	102	205	218	197	225	224	145	1790	210	47	1692	24
Future Volume (veh/h)	102	205	218	197	225	224	145	1790	210	47	1692	24
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	111	223	237	214	245	0	158	1946	228	51	1839	0
Adj No. of Lanes	1	1	1	1	1	1	1	3	0	1	2	1
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	213	258	220	249	361	306	173	2924	340	64	2021	904
Arrive On Green	0.06	0.14	0.14	0.11	0.19	0.00	0.10	0.63	0.63	0.04	0.57	0.00
Sat Flow, veh/h	1774	1863	1583	1774	1863	1583	1774	4622	537	1774	3539	1583
Grp Volume(v), veh/h	111	223	237	214	245	0	158	1423	751	51	1839	0
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1774	1863	1583	1774	1695	1768	1774	1770	1583
Q Serve(g_s), s	11.8	25.8	30.5	22.4	26.9	0.0	19.4	58.4	59.7	6.3	102.1	0.0
Cycle Q Clear(g_c), s	11.8	25.8	30.5	22.4	26.9	0.0	19.4	58.4	59.7	6.3	102.1	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.30	1.00		1.00
Lane Grp Cap(c), veh/h	213	258	220	249	361	306	173	2145	1119	64	2021	904
V/C Ratio(X)	0.52	0.86	1.08	0.86	0.68	0.00	0.91	0.66	0.67	0.80	0.91	0.00
Avail Cap(c_a), veh/h	213	258	220	250	362	307	190	2145	1119	104	2021	904
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.96	0.96	0.96	1.00	1.00	0.00	1.00	1.00	1.00	0.72	0.72	0.00
Uniform Delay (d), s/veh	76.7	92.7	94.8	70.9	82.4	0.0	98.3	25.6	25.8	105.2	42.1	0.0
Incr Delay (d2), s/veh	2.2	23.9	82.2	24.5	5.1	0.0	39.7	1.6	3.2	14.7	5.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.9	15.0	18.4	12.6	14.4	0.0	11.4	27.8	30.0	3.4	51.4	0.0
LnGrp Delay(d),s/veh	78.9	116.6	177.0	95.4	87.4	0.0	138.0	27.2	29.0	120.0	47.8	0.0
LnGrp LOS	E	F	F	F	F		F	C	C	F	D	
Approach Vol, veh/h		571			459			2332			1890	
Approach Delay, s/veh		134.3			91.1			35.3			49.7	
Approach LOS		F			F			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.4	143.7	28.9	35.0	26.0	130.1	16.8	47.1				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	12.9	134.1	24.5	30.5	23.5	123.5	12.3	42.7				
Max Q Clear Time (g_c+I1), s	8.3	61.7	24.4	32.5	21.4	104.1	13.8	28.9				
Green Ext Time (p_c), s	0.0	66.5	0.0	0.0	0.1	18.9	0.0	3.0				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			56.1									
HCM 2010 LOS			E									

**Intersection**

Int Delay, s/veh 1.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	87	780	597	51	31	25
Future Vol, veh/h	87	780	597	51	31	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	95	848	649	55	34	27

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	704	0	1714
Stage 1	-	-	677
Stage 2	-	-	1037
Critical Hdwy	4.12	-	6.42
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	2.218	-	3.518
Pot Cap-1 Maneuver	894	-	99
Stage 1	-	-	505
Stage 2	-	-	342
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	894	-	88
Mov Cap-2 Maneuver	-	-	211
Stage 1	-	-	505
Stage 2	-	-	306

Approach	EB	WB	SB
HCM Control Delay, s	1	0	21.6
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	894	-	-	-	277
HCM Lane V/C Ratio	0.106	-	-	-	0.22
HCM Control Delay (s)	9.5	-	-	-	21.6
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0.4	-	-	-	0.8

**Intersection**

Int Delay, s/veh 0.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	0	32	56	744	381	6
Future Vol, veh/h	0	32	56	744	381	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	35	61	809	414	7

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	1347	417	421 0
Stage 1	417	-	- -
Stage 2	930	-	- -
Critical Hdwy	6.42	6.22	4.12 -
Critical Hdwy Stg 1	5.42	-	- -
Critical Hdwy Stg 2	5.42	-	- -
Follow-up Hdwy	3.518	3.318	2.218 -
Pot Cap-1 Maneuver	167	636	1138 -
Stage 1	665	-	- -
Stage 2	384	-	- -
Platoon blocked, %			- -
Mov Cap-1 Maneuver	151	636	1138 -
Mov Cap-2 Maneuver	151	-	- -
Stage 1	665	-	- -
Stage 2	347	-	- -

Approach	EB	NB	SB
HCM Control Delay, s	11	0.6	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1138	-	636	-	-
HCM Lane V/C Ratio	0.053	-	0.055	-	-
HCM Control Delay (s)	8.3	0	11	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.2	-	-

**Intersection**

Int Delay, s/veh            0.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	8	13	765	24	26	376
Future Vol, veh/h	8	13	765	24	26	376
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	14	832	26	28	409

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1310	845	0	0	858	0
Stage 1	845	-	-	-	-	-
Stage 2	465	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	175	363	-	-	783	-
Stage 1	421	-	-	-	-	-
Stage 2	632	-	-	-	-	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	167	363	-	-	783	-
Mov Cap-2 Maneuver	167	-	-	-	-	-
Stage 1	421	-	-	-	-	-
Stage 2	603	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	20.8		0		0.6
HCM LOS	C				

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	- 251	783	-
HCM Lane V/C Ratio	-	- 0.091	0.036	-
HCM Control Delay (s)	-	- 20.8	9.8	0
HCM Lane LOS	-	- C	A	A
HCM 95th %tile Q(veh)	-	- 0.3	0.1	-

**Intersection**

Int Delay, s/veh 0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	4	8	12	894	643	8
Future Vol, veh/h	4	8	12	894	643	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	Free	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	9	13	972	699	9

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	1701	703	708 0
Stage 1	703	-	- -
Stage 2	998	-	- -
Critical Hdwy	6.42	6.22	4.12 -
Critical Hdwy Stg 1	5.42	-	- -
Critical Hdwy Stg 2	5.42	-	- -
Follow-up Hdwy	3.518	3.318	2.218 -
Pot Cap-1 Maneuver	101	438	891 -
Stage 1	491	-	- -
Stage 2	357	-	- -
Platoon blocked, %			- -
Mov Cap-1 Maneuver	98	438	891 -
Mov Cap-2 Maneuver	98	-	- -
Stage 1	491	-	- -
Stage 2	346	-	- -

Approach	EB	NB	SB
HCM Control Delay, s	23.9	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	891	-	203	-	-
HCM Lane V/C Ratio	0.015	-	0.064	-	-
HCM Control Delay (s)	9.1	0	23.9	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

**Intersection**

Int Delay, s/veh 2.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	32	26	887	84	23	649
Future Vol, veh/h	32	26	887	84	23	649
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	35	28	964	91	25	705

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	1765	1010	0
Stage 1	1010	-	-
Stage 2	755	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	92	291	660
Stage 1	352	-	-
Stage 2	464	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	86	291	660
Mov Cap-2 Maneuver	86	-	-
Stage 1	352	-	-
Stage 2	435	-	-

Approach	WB	NB	SB
HCM Control Delay, s	59.3	0	0.4
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	126	660
HCM Lane V/C Ratio	-	-	0.5	0.038
HCM Control Delay (s)	-	-	59.3	10.7
HCM Lane LOS	-	-	F	B
HCM 95th %tile Q(veh)	-	-	2.3	0.1

**Intersection**

Int Delay, s/veh 0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	6	5	979	5	2	682
Future Vol, veh/h	6	5	979	5	2	682
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	100	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	5	1064	5	2	741

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1810	1064	0	0	1064	0
Stage 1	1064	-	-	-	-	-
Stage 2	746	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	87	271	-	-	655	-
Stage 1	332	-	-	-	-	-
Stage 2	469	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	87	271	-	-	655	-
Mov Cap-2 Maneuver	87	-	-	-	-	-
Stage 1	332	-	-	-	-	-
Stage 2	467	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	36.5		0		0
HCM LOS	E				

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	- 126	655	-
HCM Lane V/C Ratio	-	- 0.095	0.003	-
HCM Control Delay (s)	-	- 36.5	10.5	0
HCM Lane LOS	-	- E	B	A
HCM 95th %tile Q(veh)	-	- 0.3	0	-

**Intersection**

Int Delay, s/veh 1.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	15	21	988	13	16	886
Future Vol, veh/h	15	21	988	13	16	886
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	23	1074	14	17	963

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	2079	1081	0
Stage 1	1081	-	-
Stage 2	998	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	59	265	641
Stage 1	326	-	-
Stage 2	357	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	56	265	641
Mov Cap-2 Maneuver	56	-	-
Stage 1	326	-	-
Stage 2	337	-	-

Approach	WB	NB	SB
HCM Control Delay, s	59.1	0	0.2
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	104	641
HCM Lane V/C Ratio	-	-	0.376	0.027
HCM Control Delay (s)	-	-	59.1	10.8
HCM Lane LOS	-	-	F	B
HCM 95th %tile Q(veh)	-	-	1.5	0.1

**Intersection**

Int Delay, s/veh 0.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	16	1	1035	47	7	902
Future Vol, veh/h	16	1	1035	47	7	902
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	Yield	-	None
Storage Length	0	-	-	0	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	1	1125	51	8	980

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	2121	1125	0
Stage 1	1125	-	-
Stage 2	996	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	55	250	621
Stage 1	310	-	-
Stage 2	357	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	53	250	621
Mov Cap-2 Maneuver	53	-	-
Stage 1	310	-	-
Stage 2	347	-	-

Approach	WB	NB	SB
HCM Control Delay, s	98.2	0	0.1
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	56	621
HCM Lane V/C Ratio	-	-	0.33	0.012
HCM Control Delay (s)	-	-	98.2	10.9
HCM Lane LOS	-	-	F	B
HCM 95th %tile Q(veh)	-	-	1.2	0

**Intersection**

Int Delay, s/veh 155.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	209	227	236	747	495	35
Future Vol, veh/h	209	227	236	747	495	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	Free
Storage Length	0	0	100	-	-	225
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	227	247	257	812	538	38

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	1863	538	0
Stage 1	538	-	-
Stage 2	1325	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	~ 80	543	1030
Stage 1	585	-	-
Stage 2	248	-	-
Platoon blocked, %			-
Mov Cap-1 Maneuver	~ 60	543	1030
Mov Cap-2 Maneuver	~ 60	-	-
Stage 1	585	-	-
Stage 2	~ 186	-	-

Approach	EB	NB	SB
HCM Control Delay, s	\$ 677.8	2.3	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT
Capacity (veh/h)	1030	-	60	543	-
HCM Lane V/C Ratio	0.249	-	3.786	0.454	-
HCM Control Delay (s)	9.7	\$ 1395.6	17	-	-
HCM Lane LOS	A	-	F	C	-
HCM 95th %tile Q(veh)	1	-	24.4	2.3	-

**Notes**

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

**Intersection**

Intersection Delay, s/veh	22
Intersection LOS	C

Movement	WBU	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Traffic Vol, veh/h	0	275	207	0	98	132	0	116	222
Future Vol, veh/h	0	275	207	0	98	132	0	116	222
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	389	293	0	138	187	0	164	314
Number of Lanes	0	1	1	0	1	0	0	1	1

**Approach**

	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	2	0
HCM Control Delay	25.7	19.1	18.7
HCM LOS	D	C	C

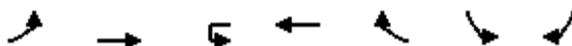
**Lane**

	NBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	0%	100%	0%	100%	0%
Vol Thru, %	43%	0%	0%	0%	100%
Vol Right, %	57%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	230	275	207	116	222
LT Vol	0	275	0	116	0
Through Vol	98	0	0	0	222
RT Vol	132	0	207	0	0
Lane Flow Rate	325	389	292	164	314
Geometry Grp	4	7	7	7	7
Degree of Util (X)	0.597	0.798	0.502	0.347	0.62
Departure Headway (Hd)	6.614	7.397	6.174	7.629	7.117
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	543	490	582	469	505
Service Time	4.686	5.168	3.945	5.412	4.9
HCM Lane V/C Ratio	0.599	0.794	0.502	0.35	0.622
HCM Control Delay	19.1	33.6	15.1	14.5	20.9
HCM Lane LOS	C	D	C	B	C
HCM 95th-tile Q	3.9	7.4	2.8	1.5	4.2

# HCM Signalized Intersection Capacity Analysis

## 4: Peachtree Industrial Boulevard & Technology Parkway South

10/13/2016

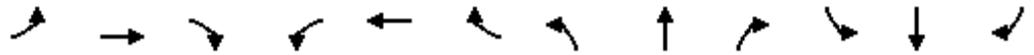


Movement	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations	↗	↑↑	⊠	↑↑	↖	↗	↖
Traffic Volume (vph)	137	1059	14	1796	398	63	76
Future Volume (vph)	137	1059	14	1796	398	63	76
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lane Util. Factor	1.00	0.95	1.00	0.95	1.00	1.00	1.00
Frt	1.00	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1770	3539	1770	3539	1583	1770	1583
Flt Permitted	0.03	1.00	0.15	1.00	1.00	0.95	1.00
Satd. Flow (perm)	61	3539	277	3539	1583	1770	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor (vph)	130%	130%	130%	130%	130%	130%	130%
Adj. Flow (vph)	194	1496	20	2538	562	89	107
RTOR Reduction (vph)	0	0	0	0	107	0	13
Lane Group Flow (vph)	194	1496	20	2538	455	89	94
Turn Type	Perm	NA	Perm	NA	Perm	Prot	Perm
Protected Phases		4		8		6	
Permitted Phases	4		8		8		6
Actuated Green, G (s)	121.5	121.5	121.5	121.5	121.5	19.5	19.5
Effective Green, g (s)	121.5	121.5	121.5	121.5	121.5	19.5	19.5
Actuated g/C Ratio	0.81	0.81	0.81	0.81	0.81	0.13	0.13
Clearance Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	49	2866	224	2866	1282	230	205
v/s Ratio Prot		0.42		0.72		0.05	
v/s Ratio Perm	c3.16		0.07		0.29		c0.06
v/c Ratio	3.96	0.52	0.09	0.89	0.36	0.39	0.46
Uniform Delay, d1	14.2	4.7	2.9	9.6	3.8	59.8	60.4
Progression Factor	2.31	1.70	1.50	1.57	6.26	1.00	1.00
Incremental Delay, d2	1357.9	0.1	0.0	0.4	0.0	4.9	7.2
Delay (s)	1390.9	8.1	4.4	15.4	23.8	64.6	67.6
Level of Service	F	A	A	B	C	E	E
Approach Delay (s)		166.8		16.9		66.2	
Approach LOS		F		B		E	

### Intersection Summary

HCM 2000 Control Delay	69.4	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	3.45		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	90.2%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis  
 26: Jimmy Carter Boulevard (SR 140)/Holcomb Bridge Road (SR 140) & Holcomb Bridge Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖	↗	↖	↖	↗	↖	↕		↖	↗	
Traffic Volume (vph)	42	25	46	241	14	400	17	1409	151	248	1035	14
Future Volume (vph)	42	25	46	241	14	400	17	1409	151	248	1035	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5	4.5	4.5	4.5	4.5	4.5	4.5		4.5	4.5	
Lane Util. Factor		1.00	1.00	0.95	0.95	1.00	1.00	0.95		0.97	0.95	
Frt		1.00	0.85	1.00	1.00	0.85	1.00	0.99		1.00	1.00	
Flt Protected		0.97	1.00	0.95	0.96	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1806	1583	1681	1694	1583	1770	3488		3433	3532	
Flt Permitted		0.11	1.00	0.95	0.96	1.00	0.08	1.00		0.95	1.00	
Satd. Flow (perm)		208	1583	1681	1694	1583	152	3488		3433	3532	
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
Growth Factor (vph)	130%	130%	130%	130%	130%	130%	130%	130%	130%	130%	130%	130%
Adj. Flow (vph)	59	35	65	341	20	565	24	1991	213	350	1462	20
RTOR Reduction (vph)	0	0	47	0	0	418	0	5	0	0	0	0
Lane Group Flow (vph)	0	94	18	181	180	147	24	2199	0	350	1483	0
Turn Type	Perm	NA	Perm	Split	NA	Perm	Perm	NA		Prot	NA	
Protected Phases		4		8	8			2		1	6	
Permitted Phases	4		4			8	2					
Actuated Green, G (s)		41.5	41.5	18.2	18.2	18.2	54.7	54.7		17.6	76.8	
Effective Green, g (s)		41.5	41.5	18.2	18.2	18.2	54.7	54.7		17.6	76.8	
Actuated g/C Ratio		0.28	0.28	0.12	0.12	0.12	0.36	0.36		0.12	0.51	
Clearance Time (s)		4.5	4.5	4.5	4.5	4.5	4.5	4.5		4.5	4.5	
Vehicle Extension (s)		3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		57	437	203	205	192	55	1271		402	1808	
v/s Ratio Prot				c0.11	0.11			c0.63		0.10	c0.42	
v/s Ratio Perm		c0.45	0.01			0.09	0.16					
v/c Ratio		1.65	0.04	0.89	0.88	0.76	0.44	1.73		0.87	0.82	
Uniform Delay, d1		54.2	39.7	64.9	64.8	63.8	36.0	47.6		65.1	30.8	
Progression Factor		1.00	1.00	1.13	1.13	3.79	1.00	1.00		0.77	1.51	
Incremental Delay, d2		357.6	0.0	22.7	20.2	9.6	23.2	331.9		2.1	0.4	
Delay (s)		411.9	39.7	95.9	93.5	251.6	59.2	379.5		52.2	46.8	
Level of Service		F	D	F	F	F	E	F		D	D	
Approach Delay (s)		259.7			190.4			376.1			47.8	
Approach LOS		F			F			F			D	

Intersection Summary		
HCM 2000 Control Delay	222.1	HCM 2000 Level of Service
HCM 2000 Volume to Capacity ratio	1.47	F
Actuated Cycle Length (s)	150.0	Sum of lost time (s)
Intersection Capacity Utilization	105.1%	18.0
Analysis Period (min)	15	ICU Level of Service
c Critical Lane Group		G

HCM 2010 Signalized Intersection Summary  
 1: Buford Highway (SR 13) & Amwiler Road

10/20/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	148	558	4	2	1349	402	1	5	6	131	0	126
Future Volume (veh/h)	148	558	4	2	1349	402	1	5	6	131	0	126
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	209	788	6	3	1906	568	1	7	8	185	0	178
Adj No. of Lanes	1	2	0	0	2	0	1	1	0	2	1	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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	141	2662	20	31	1753	493	31	14	16	450	0	207
Arrive On Green	0.05	0.74	0.74	0.44	0.44	0.44	0.02	0.02	0.02	0.13	0.00	0.13
Sat Flow, veh/h	1774	3600	27	1	2671	752	1774	795	908	3442	0	1583
Grp Volume(v), veh/h	209	387	407	1297	0	1180	1	0	15	185	0	178
Grp Sat Flow(s),veh/h/ln	1774	1770	1858	1861	0	1562	1774	0	1703	1721	0	1583
Q Serve(g_s), s	5.5	8.8	8.8	14.3	0.0	78.7	0.1	0.0	1.0	5.9	0.0	13.2
Cycle Q Clear(g_c), s	5.5	8.8	8.8	78.7	0.0	78.7	0.1	0.0	1.0	5.9	0.0	13.2
Prop In Lane	1.00		0.01	0.00		0.48	1.00		0.53	1.00		1.00
Lane Grp Cap(c), veh/h	141	1309	1374	1252	0	1025	31	0	29	450	0	207
V/C Ratio(X)	1.48	0.30	0.30	1.04	0.00	1.15	0.03	0.00	0.51	0.41	0.00	0.86
Avail Cap(c_a), veh/h	141	1309	1374	1252	0	1025	266	0	255	516	0	237
HCM Platoon Ratio	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.09	0.00	0.09	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	41.8	5.2	5.2	34.5	0.0	33.6	58.0	0.0	58.5	47.9	0.0	51.1
Incr Delay (d2), s/veh	249.5	0.6	0.5	19.4	0.0	69.1	0.4	0.0	13.1	0.6	0.0	23.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.5	4.4	4.6	48.2	0.0	53.7	0.0	0.0	0.6	2.9	0.0	7.1
LnGrp Delay(d),s/veh	291.3	5.8	5.8	54.0	0.0	102.8	58.4	0.0	71.6	48.5	0.0	74.7
LnGrp LOS	F	A	A	F		F	E		E	D		E
Approach Vol, veh/h		1003			2477			16			363	
Approach Delay, s/veh		65.3			77.2			70.8			61.3	
Approach LOS		E			E			E			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	10.0	83.2		20.2		93.2		6.6				
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s	5.5	60.5		18.0		70.5		18.0				
Max Q Clear Time (g_c+I1), s	7.5	80.7		15.2		10.8		3.0				
Green Ext Time (p_c), s	0.0	0.0		0.5		53.5		0.0				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay				72.6								
HCM 2010 LOS				E								

# HCM 2010 Signalized Intersection Summary

## 2: Button Gwinnett Drive/Jones Mill Road & Buford Highway (SR 13)

10/20/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	177	432	81	32	1303	79	136	191	29	47	211	237
Future Volume (veh/h)	177	432	81	32	1303	79	136	191	29	47	211	237
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	250	610	114	45	1841	112	192	270	41	66	298	335
Adj No. of Lanes	1	2	0	1	2	1	1	1	0	1	1	1
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	236	1626	303	458	1696	759	213	365	55	209	399	339
Arrive On Green	0.13	0.73	0.73	0.03	0.48	0.48	0.06	0.23	0.23	0.04	0.21	0.21
Sat Flow, veh/h	1774	2979	556	1774	3539	1583	1774	1580	240	1774	1863	1583
Grp Volume(v), veh/h	250	362	362	45	1841	112	192	0	311	66	298	335
Grp Sat Flow(s),veh/h/ln	1774	1770	1765	1774	1770	1583	1774	0	1820	1774	1863	1583
Q Serve(g_s), s	11.9	9.2	9.3	1.5	57.5	4.8	6.9	0.0	19.0	3.5	18.0	25.3
Cycle Q Clear(g_c), s	11.9	9.2	9.3	1.5	57.5	4.8	6.9	0.0	19.0	3.5	18.0	25.3
Prop In Lane	1.00		0.31	1.00		1.00	1.00		0.13	1.00		1.00
Lane Grp Cap(c), veh/h	236	966	963	458	1696	759	213	0	421	209	399	339
V/C Ratio(X)	1.06	0.37	0.38	0.10	1.09	0.15	0.90	0.00	0.74	0.32	0.75	0.99
Avail Cap(c_a), veh/h	236	966	963	476	1696	759	213	0	421	213	399	339
HCM Platoon Ratio	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.95	0.95	0.95	1.00	1.00	1.00	1.00	0.00	1.00	0.33	0.33	0.33
Uniform Delay (d), s/veh	38.2	8.7	8.7	14.7	31.2	17.5	43.5	0.0	42.8	35.9	44.1	47.0
Incr Delay (d2), s/veh	73.8	0.2	0.2	0.1	49.1	0.1	36.0	0.0	11.1	0.3	4.3	25.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.6	4.5	4.5	0.7	39.6	2.1	7.1	0.0	10.9	1.7	9.7	13.5
LnGrp Delay(d),s/veh	112.0	9.0	9.0	14.8	80.3	17.6	79.5	0.0	53.8	36.2	48.4	72.5
LnGrp LOS	F	A	A	B	F	B	E		D	D	D	E
Approach Vol, veh/h		974			1998			503			699	
Approach Delay, s/veh		35.4			75.3			63.6			58.8	
Approach LOS		D			E			E			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.4	32.2	8.4	70.0	11.4	30.2	16.4	62.0				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.1	27.5	5.1	64.3	6.9	25.7	11.9	57.5				
Max Q Clear Time (g_c+I1), s	5.5	21.0	3.5	11.3	8.9	27.3	13.9	59.5				
Green Ext Time (p_c), s	0.0	2.7	0.0	36.6	0.0	0.0	0.0	0.0				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			61.8									
HCM 2010 LOS			E									

# HCM 2010 Signalized Intersection Summary

## 3: Holcomb Bridge Road & Peachtree Industrial Boulevard

10/20/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	138	1211	201	45	1435	347	107	451	23	160	213	1
Future Volume (veh/h)	138	1211	201	45	1435	347	107	451	23	160	213	1
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	195	1711	284	64	2028	0	151	637	0	226	301	0
Adj No. of Lanes	2	2	1	2	2	1	2	2	0	2	2	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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	211	2108	943	107	2001	895	197	649	0	241	694	0
Arrive On Green	0.06	0.60	0.60	0.03	0.57	0.00	0.06	0.18	0.00	0.07	0.20	0.00
Sat Flow, veh/h	3442	3539	1583	3442	3539	1583	3442	3632	0	3442	3632	0
Grp Volume(v), veh/h	195	1711	284	64	2028	0	151	637	0	226	301	0
Grp Sat Flow(s),veh/h/ln	1721	1770	1583	1721	1770	1583	1721	1770	0	1721	1770	0
Q Serve(g_s), s	8.5	56.8	13.3	2.8	84.8	0.0	6.5	26.9	0.0	9.8	11.2	0.0
Cycle Q Clear(g_c), s	8.5	56.8	13.3	2.8	84.8	0.0	6.5	26.9	0.0	9.8	11.2	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.00	1.00		0.00
Lane Grp Cap(c), veh/h	211	2108	943	107	2001	895	197	649	0	241	694	0
V/C Ratio(X)	0.92	0.81	0.30	0.60	1.01	0.00	0.77	0.98	0.00	0.94	0.43	0.00
Avail Cap(c_a), veh/h	211	2108	943	117	2001	895	264	649	0	241	694	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.37	0.37	0.00	1.00	1.00	0.00	0.09	0.09	0.00
Uniform Delay (d), s/veh	70.1	23.7	14.9	71.8	32.6	0.0	69.7	61.0	0.0	69.4	53.0	0.0
Incr Delay (d2), s/veh	41.3	3.5	0.8	2.7	15.8	0.0	9.1	30.6	0.0	7.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.2	28.6	6.0	1.4	45.5	0.0	3.3	15.9	0.0	4.9	5.5	0.0
LnGrp Delay(d),s/veh	111.3	27.3	15.8	74.4	48.4	0.0	78.8	91.6	0.0	76.7	53.0	0.0
LnGrp LOS	F	C	B	E	F		E	F		E	D	
Approach Vol, veh/h		2190			2092			788			527	
Approach Delay, s/veh		33.3			49.2			89.2			63.2	
Approach LOS		C			D			F			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.2	93.8	13.1	33.9	13.7	89.3	15.0	32.0				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.1	88.9	11.5	26.5	9.2	84.8	10.5	27.5				
Max Q Clear Time (g_c+I1), s	4.8	58.8	8.5	13.2	10.5	86.8	11.8	28.9				
Green Ext Time (p_c), s	0.0	29.1	0.1	5.1	0.0	0.0	0.0	0.0				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			49.9									
HCM 2010 LOS			D									

HCM 2010 Signalized Intersection Summary  
 5: Medlock Bridge Road & Peachtree Industrial Boulevard

10/20/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	93	819	154	92	1557	43	387	511	69	36	406	202
Future Volume (veh/h)	93	819	154	92	1557	43	387	511	69	36	406	202
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	131	1157	0	130	2200	0	547	722	98	51	574	0
Adj No. of Lanes	1	2	1	1	2	1	2	2	0	1	2	1
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	112	1748	782	153	1829	818	470	827	112	64	578	259
Arrive On Green	0.13	0.99	0.00	0.09	0.52	0.00	0.14	0.26	0.26	0.04	0.16	0.00
Sat Flow, veh/h	1774	3539	1583	1774	3539	1583	3442	3132	425	1774	3539	1583
Grp Volume(v), veh/h	131	1157	0	130	2200	0	547	408	412	51	574	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1583	1721	1770	1788	1774	1770	1583
Q Serve(g_s), s	9.5	1.8	0.0	10.8	77.5	0.0	20.5	33.0	33.1	4.3	24.3	0.0
Cycle Q Clear(g_c), s	9.5	1.8	0.0	10.8	77.5	0.0	20.5	33.0	33.1	4.3	24.3	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.24	1.00		1.00
Lane Grp Cap(c), veh/h	112	1748	782	153	1829	818	470	467	472	64	578	259
V/C Ratio(X)	1.17	0.66	0.00	0.85	1.20	0.00	1.16	0.87	0.87	0.80	0.99	0.00
Avail Cap(c_a), veh/h	112	1748	782	226	1829	818	470	467	472	64	578	259
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.85	0.85	0.00	0.09	0.09	0.00	1.00	1.00	1.00	0.77	0.77	0.00
Uniform Delay (d), s/veh	65.5	0.5	0.0	67.6	36.3	0.0	64.8	52.8	52.8	71.8	62.7	0.0
Incr Delay (d2), s/veh	129.8	0.8	0.0	2.0	91.9	0.0	94.5	19.7	19.6	40.7	31.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.7	0.5	0.0	5.4	60.9	0.0	15.9	18.7	18.9	2.8	14.4	0.0
LnGrp Delay(d),s/veh	195.3	1.3	0.0	69.5	128.2	0.0	159.3	72.5	72.4	112.5	93.9	0.0
LnGrp LOS	F	A		E	F		F	E	E	F	F	
Approach Vol, veh/h		1288			2330			1367			625	
Approach Delay, s/veh		21.0			124.9			107.2			95.4	
Approach LOS		C			F			F			F	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.9	44.1	17.4	78.6	25.0	29.0	14.0	82.0				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.4	39.6	19.1	67.9	20.5	24.5	9.5	77.5				
Max Q Clear Time (g_c+I1), s	6.3	35.1	12.8	3.8	22.5	26.3	11.5	79.5				
Green Ext Time (p_c), s	0.0	3.1	0.1	55.4	0.0	0.0	0.0	0.0				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			93.4									
HCM 2010 LOS			F									

HCM 2010 Signalized Intersection Summary  
 6: Old Peachtree Road & Peachtree Industrial Boulevard

10/20/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	44	698	190	54	1487	456	260	428	12	160	251	89
Future Volume (veh/h)	44	698	190	54	1487	456	260	428	12	160	251	89
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	62	986	0	76	2101	0	367	605	0	226	355	0
Adj No. of Lanes	1	2	1	1	2	1	2	1	1	2	1	1
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	103	1750	783	277	1758	786	390	551	468	195	446	379
Arrive On Green	0.03	0.49	0.00	0.03	0.50	0.00	0.11	0.30	0.00	0.06	0.24	0.00
Sat Flow, veh/h	1774	3539	1583	1774	3539	1583	3442	1863	1583	3442	1863	1583
Grp Volume(v), veh/h	62	986	0	76	2101	0	367	605	0	226	355	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1583	1721	1863	1583	1721	1863	1583
Q Serve(g_s), s	2.6	29.3	0.0	3.2	74.5	0.0	15.9	44.4	0.0	8.5	26.9	0.0
Cycle Q Clear(g_c), s	2.6	29.3	0.0	3.2	74.5	0.0	15.9	44.4	0.0	8.5	26.9	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	103	1750	783	277	1758	786	390	551	468	195	446	379
V/C Ratio(X)	0.60	0.56	0.00	0.27	1.20	0.00	0.94	1.10	0.00	1.16	0.80	0.00
Avail Cap(c_a), veh/h	107	1750	783	295	1758	786	390	551	468	195	446	379
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.66	0.66	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	35.9	26.6	0.0	20.8	37.8	0.0	66.0	52.8	0.0	70.8	53.6	0.0
Incr Delay (d2), s/veh	5.8	0.3	0.0	0.5	93.7	0.0	30.9	67.8	0.0	113.8	13.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	14.3	0.0	1.6	59.3	0.0	9.2	33.2	0.0	7.1	15.5	0.0
LnGrp Delay(d),s/veh	41.7	26.9	0.0	21.3	131.5	0.0	96.9	120.6	0.0	184.5	67.4	0.0
LnGrp LOS	D	C		C	F		F	F		F	E	
Approach Vol, veh/h		1048			2177			972			581	
Approach Delay, s/veh		27.7			127.6			111.7			113.0	
Approach LOS		C			F			F			F	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.0	48.9	9.5	78.7	21.5	40.4	9.1	79.0				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	8.5	44.0	6.5	73.0	17.0	35.5	5.0	74.5				
Max Q Clear Time (g_c+I1), s	10.5	46.4	5.2	31.3	17.9	28.9	4.6	76.5				
Green Ext Time (p_c), s	0.0	0.0	0.0	36.0	0.0	3.2	0.0	0.0				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			100.7									
HCM 2010 LOS			F									

HCM 2010 Signalized Intersection Summary  
 8: Medlock Bridge Road & Spalding Drive/Old Peachtree Road

10/20/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	122	213	207	68	494	230	228	522	49	153	318	138
Future Volume (veh/h)	122	213	207	68	494	230	228	522	49	153	318	138
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	172	301	0	96	698	0	322	738	0	216	449	0
Adj No. of Lanes	1	1	1	1	1	1	1	1	1	1	1	1
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	179	594	505	376	590	501	377	683	581	188	567	482
Arrive On Green	0.06	0.32	0.00	0.05	0.32	0.00	0.12	0.37	0.00	0.06	0.30	0.00
Sat Flow, veh/h	1774	1863	1583	1774	1863	1583	1774	1863	1583	1774	1863	1583
Grp Volume(v), veh/h	172	301	0	96	698	0	322	738	0	216	449	0
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1774	1863	1583	1774	1863	1583	1774	1863	1583
Q Serve(g_s), s	5.0	11.8	0.0	3.2	28.5	0.0	11.0	33.0	0.0	5.5	19.9	0.0
Cycle Q Clear(g_c), s	5.0	11.8	0.0	3.2	28.5	0.0	11.0	33.0	0.0	5.5	19.9	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	179	594	505	376	590	501	377	683	581	188	567	482
V/C Ratio(X)	0.96	0.51	0.00	0.26	1.18	0.00	0.85	1.08	0.00	1.15	0.79	0.00
Avail Cap(c_a), veh/h	179	594	505	398	590	501	377	683	581	188	567	482
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	27.2	24.9	0.0	19.7	30.7	0.0	20.5	28.5	0.0	27.7	28.7	0.0
Incr Delay (d2), s/veh	56.4	0.7	0.0	0.4	98.9	0.0	17.1	58.2	0.0	110.5	10.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.6	6.1	0.0	1.6	30.8	0.0	7.1	27.9	0.0	7.8	11.9	0.0
LnGrp Delay(d),s/veh	83.7	25.6	0.0	20.1	129.7	0.0	37.6	86.7	0.0	138.1	39.5	0.0
LnGrp LOS	F	C		C	F		D	F		F	D	
Approach Vol, veh/h		473			794			1060			665	
Approach Delay, s/veh		46.7			116.4			71.8			71.5	
Approach LOS		D			F			E			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.0	37.5	9.3	33.2	15.6	31.9	9.5	33.0				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.5	33.0	5.9	27.6	11.1	27.4	5.0	28.5				
Max Q Clear Time (g_c+I1), s	7.5	35.0	5.2	13.8	13.0	21.9	7.0	30.5				
Green Ext Time (p_c), s	0.0	0.0	0.0	5.5	0.0	3.4	0.0	0.0				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			79.6									
HCM 2010 LOS			E									

HCM 2010 Signalized Intersection Summary  
 9: Technology Parkway & Spalding Drive

10/20/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	58	410	75	311	385	130	25	20	189	65	65	52
Future Volume (veh/h)	58	410	75	311	385	130	25	20	189	65	65	52
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1863	1900	1863	1863
Adj Flow Rate, veh/h	82	579	106	439	544	184	35	28	267	92	92	0
Adj No. of Lanes	1	1	0	1	1	0	0	1	1	0	1	1
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	430	1064	195	463	925	313	208	150	325	179	154	325
Arrive On Green	0.69	0.69	0.69	0.69	0.69	0.69	0.21	0.21	0.21	0.21	0.21	0.00
Sat Flow, veh/h	724	1533	281	754	1333	451	711	730	1583	577	751	1583
Grp Volume(v), veh/h	82	0	685	439	0	728	63	0	267	184	0	0
Grp Sat Flow(s),veh/h/ln	724	0	1813	754	0	1783	1440	0	1583	1328	0	1583
Q Serve(g_s), s	5.9	0.0	16.7	45.8	0.0	19.0	0.0	0.0	14.5	8.9	0.0	0.0
Cycle Q Clear(g_c), s	24.9	0.0	16.7	62.5	0.0	19.0	2.9	0.0	14.5	11.7	0.0	0.0
Prop In Lane	1.00		0.15	1.00		0.25	0.56		1.00	0.50		1.00
Lane Grp Cap(c), veh/h	430	0	1259	463	0	1238	358	0	325	333	0	325
V/C Ratio(X)	0.19	0.00	0.54	0.95	0.00	0.59	0.18	0.00	0.82	0.55	0.00	0.00
Avail Cap(c_a), veh/h	430	0	1259	463	0	1238	358	0	325	333	0	325
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	13.5	0.0	6.8	25.0	0.0	7.1	29.4	0.0	34.2	33.1	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.5	28.8	0.0	0.7	1.1	0.0	20.2	6.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	8.4	14.6	0.0	9.4	1.4	0.0	8.1	4.8	0.0	0.0
LnGrp Delay(d),s/veh	13.7	0.0	7.2	53.8	0.0	7.8	30.5	0.0	54.4	39.6	0.0	0.0
LnGrp LOS	B		A	D		A	C		D	D		
Approach Vol, veh/h		767			1167			330			184	
Approach Delay, s/veh		7.9			25.1			49.8			39.6	
Approach LOS		A			C			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		23.0		67.0		23.0		67.0				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		18.5		62.5		18.5		62.5				
Max Q Clear Time (g_c+I1), s		16.5		26.9		13.7		64.5				
Green Ext Time (p_c), s		0.5		20.0		1.1		0.0				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			24.2									
HCM 2010 LOS			C									

HCM 2010 Signalized Intersection Summary  
 10: Peachtree Corners Circle & Spalding Drive

10/20/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	293	426	22	55	350	29	16	282	119	38	405	481
Future Volume (veh/h)	293	426	22	55	350	29	16	282	119	38	405	481
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	414	602	31	78	495	41	23	398	168	54	572	680
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	1
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	407	712	37	242	457	38	132	376	159	155	595	797
Arrive On Green	0.18	0.41	0.41	0.05	0.27	0.27	0.02	0.30	0.30	0.04	0.32	0.32
Sat Flow, veh/h	1774	1756	90	1774	1697	141	1774	1245	525	1774	1863	1583
Grp Volume(v), veh/h	414	0	633	78	0	536	23	0	566	54	572	680
Grp Sat Flow(s),veh/h/ln	1774	0	1847	1774	0	1838	1774	0	1770	1774	1863	1583
Q Serve(g_s), s	16.3	0.0	27.5	2.8	0.0	23.9	0.8	0.0	26.8	1.8	26.7	28.3
Cycle Q Clear(g_c), s	16.3	0.0	27.5	2.8	0.0	23.9	0.8	0.0	26.8	1.8	26.7	28.3
Prop In Lane	1.00		0.05	1.00		0.08	1.00		0.30	1.00		1.00
Lane Grp Cap(c), veh/h	407	0	748	242	0	495	132	0	535	155	595	797
V/C Ratio(X)	1.02	0.00	0.85	0.32	0.00	1.08	0.17	0.00	1.06	0.35	0.96	0.85
Avail Cap(c_a), veh/h	407	0	748	258	0	495	189	0	535	181	595	797
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.3	0.0	23.9	23.1	0.0	32.4	24.2	0.0	30.9	23.7	29.6	19.2
Incr Delay (d2), s/veh	48.8	0.0	8.9	0.8	0.0	64.4	0.6	0.0	55.2	1.3	28.6	11.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	15.4	0.0	15.7	1.4	0.0	20.8	0.4	0.0	21.1	0.9	18.4	16.9
LnGrp Delay(d),s/veh	74.2	0.0	32.7	23.9	0.0	96.8	24.8	0.0	86.1	25.1	58.2	30.4
LnGrp LOS	F		C	C		F	C		F	C	E	C
Approach Vol, veh/h		1047			614			589			1306	
Approach Delay, s/veh		49.1			87.5			83.7			42.4	
Approach LOS		D			F			F			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.2	31.3	8.8	40.4	6.7	32.8	20.8	28.4				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.0	26.8	5.1	35.1	5.0	26.8	16.3	23.9				
Max Q Clear Time (g_c+I1), s	3.8	28.8	4.8	29.5	2.8	30.3	18.3	25.9				
Green Ext Time (p_c), s	0.0	0.0	0.0	3.3	0.0	0.0	0.0	0.0				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			59.0									
HCM 2010 LOS			E									

HCM 2010 Signalized Intersection Summary  
 11: Jay Bird Alley/LDS Church Driveway & Spalding Drive

10/20/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	754	166	9	851	1	141	1	2	0	0	1
Future Volume (veh/h)	0	754	166	9	851	1	141	1	2	0	0	1
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1900	1900	1863	1863
Adj Flow Rate, veh/h	0	1065	235	13	1202	1	199	1	3	0	0	1
Adj No. of Lanes	1	1	0	1	1	0	0	1	0	0	1	1
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	70	1021	225	70	1284	1	306	2	5	0	3	2
Arrive On Green	0.00	0.69	0.69	0.69	0.69	0.69	0.18	0.18	0.18	0.00	0.00	0.00
Sat Flow, veh/h	463	1479	326	422	1861	2	1736	9	26	0	1863	1583
Grp Volume(v), veh/h	0	0	1300	13	0	1203	203	0	0	0	0	1
Grp Sat Flow(s),veh/h/ln	463	0	1805	422	0	1862	1771	0	0	0	1863	1583
Q Serve(g_s), s	0.0	0.0	70.5	0.0	0.0	57.7	10.9	0.0	0.0	0.0	0.0	0.1
Cycle Q Clear(g_c), s	0.0	0.0	70.5	70.5	0.0	57.7	10.9	0.0	0.0	0.0	0.0	0.1
Prop In Lane	1.00		0.18	1.00		0.00	0.98		0.01	0.00		1.00
Lane Grp Cap(c), veh/h	70	0	1246	70	0	1286	312	0	0	0	3	2
V/C Ratio(X)	0.00	0.00	1.04	0.18	0.00	0.94	0.65	0.00	0.00	0.00	0.00	0.46
Avail Cap(c_a), veh/h	70	0	1246	70	0	1286	312	0	0	0	328	279
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	15.8	51.1	0.0	13.8	39.1	0.0	0.0	0.0	0.0	51.0
Incr Delay (d2), s/veh	0.0	0.0	37.6	1.2	0.0	12.7	10.1	0.0	0.0	0.0	0.0	106.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	47.6	0.4	0.0	33.6	6.2	0.0	0.0	0.0	0.0	0.1
LnGrp Delay(d),s/veh	0.0	0.0	53.4	52.3	0.0	26.6	49.2	0.0	0.0	0.0	0.0	157.6
LnGrp LOS			F	D		C	D					F
Approach Vol, veh/h		1300			1216			203				1
Approach Delay, s/veh		53.4			26.9			49.2				157.6
Approach LOS		D			C			D				F
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		22.5		75.0		4.6		75.0				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		18.0		70.5		18.0		70.5				
Max Q Clear Time (g_c+I1), s		12.9		72.5		2.1		72.5				
Green Ext Time (p_c), s		0.4		0.0		0.0		0.0				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			41.3									
HCM 2010 LOS			D									

HCM 2010 Signalized Intersection Summary  
 12: Peachtree Corners Circle & Jay Bird Alley

10/20/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	148	60	123	97	64	48	382	106	51	424	5
Future Volume (veh/h)	2	148	60	123	97	64	48	382	106	51	424	5
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	3	209	85	174	137	90	68	540	150	72	599	7
Adj No. of Lanes	1	1	0	1	1	1	1	1	0	1	1	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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	476	491	200	374	725	617	300	709	197	231	927	11
Arrive On Green	0.39	0.39	0.39	0.39	0.39	0.39	0.50	0.50	0.50	0.50	0.50	0.50
Sat Flow, veh/h	1149	1260	512	1081	1863	1583	811	1404	390	750	1837	21
Grp Volume(v), veh/h	3	0	294	174	137	90	68	0	690	72	0	606
Grp Sat Flow(s),veh/h/ln	1149	0	1772	1081	1863	1583	811	0	1794	750	0	1859
Q Serve(g_s), s	0.1	0.0	10.3	11.9	4.1	3.1	5.7	0.0	26.3	7.3	0.0	20.4
Cycle Q Clear(g_c), s	4.3	0.0	10.3	22.3	4.1	3.1	26.1	0.0	26.3	33.6	0.0	20.4
Prop In Lane	1.00		0.29	1.00		1.00	1.00		0.22	1.00		0.01
Lane Grp Cap(c), veh/h	476	0	690	374	725	617	300	0	905	231	0	938
V/C Ratio(X)	0.01	0.00	0.43	0.46	0.19	0.15	0.23	0.00	0.76	0.31	0.00	0.65
Avail Cap(c_a), veh/h	476	0	690	374	725	617	347	0	1011	275	0	1048
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	18.5	0.0	19.0	27.1	17.1	16.8	25.0	0.0	16.9	30.5	0.0	15.5
Incr Delay (d2), s/veh	0.0	0.0	1.9	4.1	0.6	0.5	0.4	0.0	3.1	0.8	0.0	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	5.4	4.0	2.2	1.5	1.3	0.0	13.6	1.5	0.0	10.6
LnGrp Delay(d),s/veh	18.5	0.0	20.9	31.3	17.7	17.3	25.4	0.0	20.0	31.2	0.0	16.6
LnGrp LOS	B		C	C	B	B	C		C	C		B
Approach Vol, veh/h		297			401			758			678	
Approach Delay, s/veh		20.9			23.5			20.5			18.2	
Approach LOS		C			C			C			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		37.6		47.4		37.6		47.4				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		33.1		47.9		33.1		47.9				
Max Q Clear Time (g_c+I1), s		24.3		28.3		12.3		35.6				
Green Ext Time (p_c), s		2.4		9.8		3.6		7.3				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			20.4									
HCM 2010 LOS			C									

HCM 2010 Signalized Intersection Summary  
 13: Peachtree Corners Circle & Jones Bridge Road

10/20/2016



Movement	EBL	EBT	WBT	WBR	SBL	SBR		
Lane Configurations								
Traffic Volume (veh/h)	188	421	524	202	263	360		
Future Volume (veh/h)	188	421	524	202	263	360		
Number	7	4	8	18	1	16		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863		
Adj Flow Rate, veh/h	266	595	740	0	372	509		
Adj No. of Lanes	1	1	1	1	1	1		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	354	1169	1169	994	483	431		
Arrive On Green	0.63	0.63	0.63	0.00	0.27	0.27		
Sat Flow, veh/h	716	1863	1863	1583	1774	1583		
Grp Volume(v), veh/h	266	595	740	0	372	509		
Grp Sat Flow(s),veh/h/ln	716	1863	1863	1583	1774	1583		
Q Serve(g_s), s	32.9	15.7	22.1	0.0	17.4	24.5		
Cycle Q Clear(g_c), s	54.9	15.7	22.1	0.0	17.4	24.5		
Prop In Lane	1.00			1.00	1.00	1.00		
Lane Grp Cap(c), veh/h	354	1169	1169	994	483	431		
V/C Ratio(X)	0.75	0.51	0.63	0.00	0.77	1.18		
Avail Cap(c_a), veh/h	354	1169	1169	994	483	431		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00		
Uniform Delay (d), s/veh	27.3	9.2	10.3	0.0	30.2	32.8		
Incr Delay (d2), s/veh	8.7	0.4	1.1	0.0	11.3	103.0		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	7.3	8.1	11.5	0.0	10.0	23.0		
LnGrp Delay(d),s/veh	36.0	9.5	11.5	0.0	41.4	135.7		
LnGrp LOS	D	A	B		D	F		
Approach Vol, veh/h		861	740		881			
Approach Delay, s/veh		17.7	11.5		95.9			
Approach LOS		B	B		F			
Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				61.0		29.0		61.0
Change Period (Y+Rc), s				4.5		4.5		4.5
Max Green Setting (Gmax), s				56.5		24.5		56.5
Max Q Clear Time (g_c+I1), s				56.9		26.5		24.1
Green Ext Time (p_c), s				0.0		0.0		14.7
<b>Intersection Summary</b>								
HCM 2010 Ctrl Delay			43.6					
HCM 2010 LOS			D					

HCM 2010 Signalized Intersection Summary  
 14: Medlock Bridge Road & Bush Road

10/20/2016

								
Movement	WBL	WBR	NBT	NBR	SBL	SBT		
Lane Configurations								
Traffic Volume (veh/h)	255	507	556	52	115	385		
Future Volume (veh/h)	255	507	556	52	115	385		
Number	3	18	2	12	1	6		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863		
Adj Flow Rate, veh/h	360	0	786	0	162	544		
Adj No. of Lanes	1	1	1	1	1	2		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	394	351	1053	895	360	2397		
Arrive On Green	0.22	0.00	0.57	0.00	0.06	0.68		
Sat Flow, veh/h	1774	1583	1863	1583	1774	3632		
Grp Volume(v), veh/h	360	0	786	0	162	544		
Grp Sat Flow(s),veh/h/ln	1774	1583	1863	1583	1774	1770		
Q Serve(g_s), s	17.7	0.0	28.3	0.0	3.1	5.2		
Cycle Q Clear(g_c), s	17.7	0.0	28.3	0.0	3.1	5.2		
Prop In Lane	1.00	1.00		1.00	1.00			
Lane Grp Cap(c), veh/h	394	351	1053	895	360	2397		
V/C Ratio(X)	0.91	0.00	0.75	0.00	0.45	0.23		
Avail Cap(c_a), veh/h	410	366	1053	895	609	2397		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	1.00		
Uniform Delay (d), s/veh	33.9	0.0	14.6	0.0	12.8	5.5		
Incr Delay (d2), s/veh	24.3	0.0	4.8	0.0	0.9	0.2		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	11.3	0.0	15.8	0.0	1.8	2.6		
LnGrp Delay(d),s/veh	58.2	0.0	19.4	0.0	13.7	5.7		
LnGrp LOS	E		B		B	A		
Approach Vol, veh/h	360		786			706		
Approach Delay, s/veh	58.2		19.4			7.5		
Approach LOS	E		B			A		
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	10.0	54.9				64.9		24.3
Change Period (Y+Rc), s	4.5	4.5				4.5		4.5
Max Green Setting (Gmax), s	18.0	37.9				60.4		20.6
Max Q Clear Time (g_c+I1), s	5.1	30.3				7.2		19.7
Green Ext Time (p_c), s	0.3	4.8				12.9		0.1
<b>Intersection Summary</b>								
HCM 2010 Ctrl Delay			22.4					
HCM 2010 LOS			C					

HCM 2010 Signalized Intersection Summary  
 16: Winters Chapel Road/Spalding Lake Court & Spalding Drive

10/20/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	472	2	731	920	2	5	12	280	1	1	6
Future Volume (veh/h)	2	472	2	731	920	2	5	12	280	1	1	6
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	3	667	0	1033	1300	3	7	17	396	1	1	8
Adj No. of Lanes	1	1	1	1	1	0	0	1	0	0	1	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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	148	567	482	807	1416	3	32	13	244	44	42	214
Arrive On Green	0.30	0.30	0.00	0.42	0.76	0.76	0.16	0.16	0.16	0.16	0.16	0.16
Sat Flow, veh/h	421	1863	1583	1774	1858	4	10	81	1503	68	261	1317
Grp Volume(v), veh/h	3	667	0	1033	0	1303	420	0	0	10	0	0
Grp Sat Flow(s),veh/h/ln	421	1863	1583	1774	0	1862	1594	0	0	1646	0	0
Q Serve(g_s), s	0.7	36.5	0.0	50.5	0.0	66.4	7.7	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	12.1	36.5	0.0	50.5	0.0	66.4	19.5	0.0	0.0	0.6	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.00	0.02		0.94	0.10		0.80
Lane Grp Cap(c), veh/h	148	567	482	807	0	1420	290	0	0	300	0	0
V/C Ratio(X)	0.02	1.18	0.00	1.28	0.00	0.92	1.45	0.00	0.00	0.03	0.00	0.00
Avail Cap(c_a), veh/h	148	567	482	807	0	1420	290	0	0	300	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	37.8	41.8	0.0	30.6	0.0	11.3	51.3	0.0	0.0	42.3	0.0	0.0
Incr Delay (d2), s/veh	0.1	97.1	0.0	135.8	0.0	9.8	221.1	0.0	0.0	0.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	34.0	0.0	57.1	0.0	37.1	27.4	0.0	0.0	0.3	0.0	0.0
LnGrp Delay(d),s/veh	37.9	138.8	0.0	166.4	0.0	21.0	272.4	0.0	0.0	42.6	0.0	0.0
LnGrp LOS	D	F		F		C	F			D		
Approach Vol, veh/h		670			2336			420				10
Approach Delay, s/veh		138.4			85.3			272.4				42.6
Approach LOS		F			F			F				D
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2	3	4		6		8				
Phs Duration (G+Y+Rc), s		24.0	55.0	41.0		24.0		96.0				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5		4.5				
Max Green Setting (Gmax), s		19.5	50.5	36.5		19.5		91.5				
Max Q Clear Time (g_c+I1), s		21.5	52.5	38.5		2.6		68.4				
Green Ext Time (p_c), s		0.0	0.0	0.0		2.6		17.6				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay				118.4								
HCM 2010 LOS				F								

HCM 2010 Signalized Intersection Summary  
 19: Winters Chapel Road & Dunwoody Club Drive

10/20/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	1	133	4	2	3	223	271	2	0	768	79
Future Volume (veh/h)	12	1	133	4	2	3	223	271	2	0	768	79
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	17	1	188	6	3	4	315	383	3	0	1085	112
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	21	1	236	10	5	7	81	35	0	0	1060	109
Arrive On Green	0.16	0.16	0.16	0.01	0.01	0.01	0.64	0.64	0.64	0.00	0.64	0.64
Sat Flow, veh/h	132	8	1459	798	399	532	0	55	0	0	1661	171
Grp Volume(v), veh/h	206	0	0	13	0	0	701	0	0	0	0	1197
Grp Sat Flow(s),veh/h/ln	1599	0	0	1729	0	0	55	0	0	0	0	1832
Q Serve(g_s), s	8.0	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	41.0
Cycle Q Clear(g_c), s	8.0	0.0	0.0	0.5	0.0	0.0	41.0	0.0	0.0	0.0	0.0	41.0
Prop In Lane	0.08		0.91	0.46		0.31	0.45		0.00	0.00		0.09
Lane Grp Cap(c), veh/h	259	0	0	22	0	0	116	0	0	0	0	1170
V/C Ratio(X)	0.80	0.00	0.00	0.58	0.00	0.00	6.03	0.00	0.00	0.00	0.00	1.02
Avail Cap(c_a), veh/h	460	0	0	498	0	0	116	0	0	0	0	1170
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	25.9	0.0	0.0	31.5	0.0	0.0	19.9	0.0	0.0	0.0	0.0	11.6
Incr Delay (d2), s/veh	5.5	0.0	0.0	21.9	0.0	0.0	2280.5	0.0	0.0	0.0	0.0	32.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	0.0	0.0	0.4	0.0	0.0	75.7	0.0	0.0	0.0	0.0	30.7
LnGrp Delay(d),s/veh	31.4	0.0	0.0	53.4	0.0	0.0	2300.4	0.0	0.0	0.0	0.0	44.0
LnGrp LOS	C			D			F					F
Approach Vol, veh/h		206			13			701				1197
Approach Delay, s/veh		31.4			53.4			2300.4				44.0
Approach LOS		C			D			F				D
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		45.0		14.4		45.0		4.8				
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0				
Max Green Setting (Gmax), s		41.0		18.5		41.0		18.5				
Max Q Clear Time (g_c+I1), s		43.0		10.0		43.0		2.5				
Green Ext Time (p_c), s		0.0		0.7		0.0		0.0				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay				790.0								
HCM 2010 LOS				F								
<b>Notes</b>												

HCM 2010 Signalized Intersection Summary  
 23: Winters Chapel Road & Peeler Road/Shopping Center

10/20/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	68	16	117	29	8	1	264	455	30	0	676	253
Future Volume (veh/h)	68	16	117	29	8	1	264	455	30	0	676	253
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	96	23	0	41	11	1	373	643	42	0	955	0
Adj No. of Lanes	1	1	1	1	1	0	1	1	0	1	1	1
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	226	183	156	217	166	15	428	1374	90	97	1190	1012
Arrive On Green	0.10	0.10	0.00	0.10	0.10	0.10	0.10	0.79	0.79	0.00	0.64	0.00
Sat Flow, veh/h	1397	1863	1583	1383	1683	153	1774	1730	113	754	1863	1583
Grp Volume(v), veh/h	96	23	0	41	0	12	373	0	685	0	955	0
Grp Sat Flow(s),veh/h/ln	1397	1863	1583	1383	0	1836	1774	0	1843	754	1863	1583
Q Serve(g_s), s	5.0	0.8	0.0	2.1	0.0	0.4	4.6	0.0	9.1	0.0	28.3	0.0
Cycle Q Clear(g_c), s	5.4	0.8	0.0	2.9	0.0	0.4	4.6	0.0	9.1	0.0	28.3	0.0
Prop In Lane	1.00		1.00	1.00		0.08	1.00		0.06	1.00		1.00
Lane Grp Cap(c), veh/h	226	183	156	217	0	181	428	0	1463	97	1190	1012
V/C Ratio(X)	0.42	0.13	0.00	0.19	0.00	0.07	0.87	0.00	0.47	0.00	0.80	0.00
Avail Cap(c_a), veh/h	276	250	213	267	0	247	701	0	2277	314	1726	1467
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	32.9	30.6	0.0	32.0	0.0	30.5	15.1	0.0	2.5	0.0	10.0	0.0
Incr Delay (d2), s/veh	1.3	0.3	0.0	0.4	0.0	0.2	6.8	0.0	0.2	0.0	1.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	0.4	0.0	0.8	0.0	0.2	5.9	0.0	4.5	0.0	14.9	0.0
LnGrp Delay(d),s/veh	34.2	30.9	0.0	32.4	0.0	30.6	21.9	0.0	2.7	0.0	11.8	0.0
LnGrp LOS	C	C		C		C	C		A		B	
Approach Vol, veh/h		119			53			1058			955	
Approach Delay, s/veh		33.6			32.0			9.5			11.8	
Approach LOS		C			C			A			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		63.1		11.3	11.5	51.6		11.3				
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s		92.0		10.0	19.0	69.0		10.0				
Max Q Clear Time (g_c+I1), s		11.1		7.4	6.6	30.3		4.9				
Green Ext Time (p_c), s		21.1		0.1	0.9	17.3		0.2				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay				12.3								
HCM 2010 LOS				B								
<b>Notes</b>												

HCM 2010 Signalized Intersection Summary  
 27: Peachtree Corners Circle & Holcomb Bridge Road (SR 140)

10/20/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	73	1080	597	99	1375	83	275	395	170	112	646	90
Future Volume (veh/h)	73	1080	597	99	1375	83	275	395	170	112	646	90
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	103	1526	844	140	1943	117	389	558	240	158	913	127
Adj No. of Lanes	1	2	0	1	2	0	1	2	0	1	2	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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	48	1070	542	48	1595	95	184	1134	487	258	1467	204
Arrive On Green	0.47	0.47	0.47	0.47	0.47	0.47	0.47	0.47	0.47	0.47	0.47	0.47
Sat Flow, veh/h	202	2277	1152	149	3394	202	540	2414	1036	678	3122	434
Grp Volume(v), veh/h	103	1155	1215	140	1004	1056	389	409	389	158	518	522
Grp Sat Flow(s),veh/h/ln	202	1770	1659	149	1770	1827	540	1770	1680	678	1770	1786
Q Serve(g_s), s	0.0	70.5	70.5	0.0	70.5	70.5	37.6	23.9	24.0	31.4	32.9	32.9
Cycle Q Clear(g_c), s	70.5	70.5	70.5	70.5	70.5	70.5	70.5	23.9	24.0	55.4	32.9	32.9
Prop In Lane	1.00		0.69	1.00		0.11	1.00		0.62	1.00		0.24
Lane Grp Cap(c), veh/h	48	832	780	48	832	859	184	832	790	258	832	839
V/C Ratio(X)	2.15	1.39	1.56	2.92	1.21	1.23	2.12	0.49	0.49	0.61	0.62	0.62
Avail Cap(c_a), veh/h	48	832	780	48	832	859	184	832	790	258	832	839
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.09	0.09	0.09	0.96	0.96	0.96	0.69	0.69	0.69
Uniform Delay (d), s/veh	75.0	39.8	39.8	75.0	39.8	39.8	61.1	27.4	27.4	46.5	29.8	29.8
Incr Delay (d2), s/veh	521.9	175.4	251.8	867.6	94.1	104.6	521.0	0.4	0.5	2.9	1.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.9	74.9	86.8	13.6	56.2	60.5	34.2	11.8	11.2	6.1	16.2	16.3
LnGrp Delay(d),s/veh	596.9	215.1	291.6	942.6	133.9	144.4	582.1	27.8	27.9	49.5	30.8	30.8
LnGrp LOS	F	F	F	F	F	F	F	C	C	D	C	C
Approach Vol, veh/h		2473			2200			1187			1198	
Approach Delay, s/veh		268.6			190.4			209.5			33.2	
Approach LOS		F			F			F			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		75.0		75.0		75.0		75.0				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		70.5		70.5		70.5		70.5				
Max Q Clear Time (g_c+I1), s		72.5		72.5		72.5		57.4				
Green Ext Time (p_c), s		0.0		0.0		0.0		11.2				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			194.3									
HCM 2010 LOS			F									

HCM 2010 Signalized Intersection Summary  
 28: Holcomb Bridge Road (SR 140) & Spalding Drive

10/20/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	63	286	97	40	398	360	152	1324	18	511	1516	318
Future Volume (veh/h)	63	286	97	40	398	360	152	1324	18	511	1516	318
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	89	404	137	57	562	509	215	1871	0	722	2142	0
Adj No. of Lanes	1	2	0	1	2	1	1	2	0	1	2	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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	107	356	119	107	484	686	171	1463	0	526	2171	0
Arrive On Green	0.03	0.14	0.14	0.03	0.14	0.14	0.10	0.41	0.00	0.30	0.61	0.00
Sat Flow, veh/h	1774	2605	873	1774	3539	1583	1774	3632	0	1774	3632	0
Grp Volume(v), veh/h	89	273	268	57	562	509	215	1871	0	722	2142	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1709	1774	1770	1583	1774	1770	0	1774	1770	0
Q Serve(g_s), s	5.0	20.5	20.5	4.1	20.5	20.5	14.5	62.0	0.0	44.5	88.9	0.0
Cycle Q Clear(g_c), s	5.0	20.5	20.5	4.1	20.5	20.5	14.5	62.0	0.0	44.5	88.9	0.0
Prop In Lane	1.00		0.51	1.00		1.00	1.00		0.00	1.00		0.00
Lane Grp Cap(c), veh/h	107	242	234	107	484	686	171	1463	0	526	2171	0
V/C Ratio(X)	0.83	1.13	1.15	0.53	1.16	0.74	1.25	1.28	0.00	1.37	0.99	0.00
Avail Cap(c_a), veh/h	107	242	234	107	484	686	171	1463	0	526	2171	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.29	0.29	0.29	0.09	0.09	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	59.7	64.8	64.8	54.8	64.8	35.5	67.8	44.0	0.0	52.8	28.4	0.0
Incr Delay (d2), s/veh	5.1	63.4	71.4	1.5	80.0	1.3	118.7	126.1	0.0	179.1	16.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	14.3	14.3	2.1	15.4	17.8	12.8	55.9	0.0	48.0	48.1	0.0
LnGrp Delay(d),s/veh	64.8	128.1	136.2	56.3	144.7	36.8	186.4	170.1	0.0	231.9	44.8	0.0
LnGrp LOS	E	F	F	E	F	D	F	F		F	D	
Approach Vol, veh/h		630			1128			2086			2864	
Approach Delay, s/veh		122.6			91.6			171.7			92.0	
Approach LOS		F			F			F			F	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	49.0	66.5	9.5	25.0	19.0	96.5	9.5	25.0				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	44.5	62.0	5.0	20.5	14.5	92.0	5.0	20.5				
Max Q Clear Time (g_c+I1), s	46.5	64.0	6.1	22.5	16.5	90.9	7.0	22.5				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	1.1	0.0	0.0				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			119.6									
HCM 2010 LOS			F									

HCM 2010 Signalized Intersection Summary  
 29: Peachtree Parkway (SR 141) & Spalding Drive

10/20/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 			 				 			 	
Traffic Volume (veh/h)	199	246	110	102	214	26	93	1300	204	163	1800	202
Future Volume (veh/h)	199	246	110	102	214	26	93	1300	204	163	1800	202
Number	7	4	14	3	8	18	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	0.99	1.00	1.00	0.99	1.00	1.00	0.99	1.00	1.00	0.99
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	281	348	0	144	302	0	131	1837	288	230	2543	285
Adj No. of Lanes	2	1	1	2	1	1	1	2	1	1	2	1
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	242	326	275	133	267	225	117	1908	847	229	2132	946
Arrive On Green	0.07	0.17	0.00	0.04	0.14	0.00	0.07	0.54	0.54	0.26	1.00	1.00
Sat Flow, veh/h	3442	1863	1571	3442	1863	1571	1774	3539	1571	1774	3539	1571
Grp Volume(v), veh/h	281	348	0	144	302	0	131	1837	288	230	2543	285
Grp Sat Flow(s),veh/h/ln	1721	1863	1571	1721	1863	1571	1774	1770	1571	1774	1770	1571
Q Serve(g_s), s	15.5	38.5	0.0	8.5	31.5	0.0	14.5	109.4	22.8	28.4	0.0	0.0
Cycle Q Clear(g_c), s	15.5	38.5	0.0	8.5	31.5	0.0	14.5	109.4	22.8	28.4	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	242	326	275	133	267	225	117	1908	847	229	2132	946
V/C Ratio(X)	1.16	1.07	0.00	1.08	1.13	0.00	1.12	0.96	0.34	1.00	1.19	0.30
Avail Cap(c_a), veh/h	242	326	275	133	267	225	117	1908	847	229	2132	946
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	0.55	0.55	0.00	0.82	0.82	0.00	0.26	0.26	0.26	0.09	0.09	0.09
Uniform Delay (d), s/veh	102.3	90.8	0.0	105.8	94.3	0.0	102.7	48.6	28.6	81.6	0.0	0.0
Incr Delay (d2), s/veh	94.2	56.4	0.0	94.6	90.7	0.0	79.5	4.9	0.3	18.9	87.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.5	24.9	0.0	5.8	22.9	0.0	9.7	54.6	9.9	15.1	25.9	0.0
LnGrp Delay(d),s/veh	196.4	147.1	0.0	200.4	185.0	0.0	182.2	53.5	28.9	100.5	87.3	0.1
LnGrp LOS	F	F		F	F		F	D	C	F	F	A
Approach Vol, veh/h		629			446			2256			3058	
Approach Delay, s/veh		169.1			189.9			57.8			80.2	
Approach LOS		F			F			E			F	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	21.0	139.0	15.0	45.0	34.9	125.1	22.0	38.0				
Change Period (Y+Rc), s	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5				
Max Green Setting (Gmax), s	14.5	132.5	8.5	38.5	28.4	118.6	15.5	31.5				
Max Q Clear Time (g_c+I1), s	16.5	2.0	10.5	40.5	30.4	111.4	17.5	33.5				
Green Ext Time (p_c), s	0.0	123.5	0.0	0.0	0.0	7.1	0.0	0.0				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			88.7									
HCM 2010 LOS			F									

HCM 2010 Signalized Intersection Summary  
 30: Peachtree Parkway (SR 141) & Peachtree Corners Circle

10/20/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	246	196	151	114	372	17	198	1063	128	24	2022	450
Future Volume (veh/h)	246	196	151	114	372	17	198	1063	128	24	2022	450
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	348	277	0	161	526	0	280	1502	181	34	2857	0
Adj No. of Lanes	2	2	1	1	1	1	2	2	1	2	2	1
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	258	661	296	177	394	335	211	2166	969	68	2019	903
Arrive On Green	0.08	0.19	0.00	0.10	0.21	0.00	0.12	1.00	1.00	0.04	1.00	0.00
Sat Flow, veh/h	3442	3539	1583	1774	1863	1583	3442	3539	1583	3442	3539	1583
Grp Volume(v), veh/h	348	277	0	161	526	0	280	1502	181	34	2857	0
Grp Sat Flow(s),veh/h/ln	1721	1770	1583	1774	1863	1583	1721	1770	1583	1721	1770	1583
Q Serve(g_s), s	16.5	15.2	0.0	19.8	46.5	0.0	13.5	0.0	0.0	2.1	125.5	0.0
Cycle Q Clear(g_c), s	16.5	15.2	0.0	19.8	46.5	0.0	13.5	0.0	0.0	2.1	125.5	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	258	661	296	177	394	335	211	2166	969	68	2019	903
V/C Ratio(X)	1.35	0.42	0.00	0.91	1.34	0.00	1.33	0.69	0.19	0.50	1.42	0.00
Avail Cap(c_a), veh/h	258	661	296	204	394	335	211	2166	969	86	2019	903
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	0.76	0.76	0.00	1.00	1.00	0.00	0.14	0.14	0.14	0.09	0.09	0.00
Uniform Delay (d), s/veh	101.8	78.9	0.0	98.1	86.8	0.0	96.5	0.0	0.0	104.5	0.0	0.0
Incr Delay (d2), s/veh	175.2	0.3	0.0	36.7	167.6	0.0	151.4	0.3	0.1	0.5	187.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.1	7.5	0.0	11.5	42.3	0.0	10.8	0.1	0.0	1.0	52.5	0.0
LnGrp Delay(d),s/veh	276.9	79.2	0.0	134.7	254.3	0.0	247.9	0.3	0.1	105.1	187.1	0.0
LnGrp LOS	F	E		F	F		F	A	A	F	F	
Approach Vol, veh/h		625			687			1963			2891	
Approach Delay, s/veh		189.3			226.3			35.6			186.1	
Approach LOS		F			F			D			F	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.9	139.1	26.4	45.6	18.0	130.0	21.0	51.0				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.5	133.5	25.3	37.7	13.5	125.5	16.5	46.5				
Max Q Clear Time (g_c+I1), s	4.1	2.0	21.8	17.2	15.5	127.5	18.5	48.5				
Green Ext Time (p_c), s	0.0	123.3	0.1	5.1	0.0	0.0	0.0	0.0				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			143.0									
HCM 2010 LOS			F									

# HCM 2010 Signalized Intersection Summary

## 31: Peachtree Parkway (SR 141)/Medlock Bridge Road (SR 141) & Jones Bridge Road/Medlock Bridge Road

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	170	220	218	245	177	8	92	113	62	285	2106	36
Future Volume (veh/h)	170	220	218	245	177	8	92	113	62	285	2106	36
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	240	311	0	346	250	11	130	160	0	403	2976	0
Adj No. of Lanes	2	1	1	2	1	0	1	2	1	2	2	1
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	252	258	220	274	257	11	109	2022	904	443	2260	1011
Arrive On Green	0.07	0.14	0.00	0.08	0.15	0.15	0.10	0.95	0.00	0.13	0.64	0.00
Sat Flow, veh/h	3442	1863	1583	3442	1771	78	1774	3539	1583	3442	3539	1583
Grp Volume(v), veh/h	240	311	0	346	0	261	130	160	0	403	2976	0
Grp Sat Flow(s),veh/h/ln	1721	1863	1583	1721	0	1849	1774	1770	1583	1721	1770	1583
Q Serve(g_s), s	15.3	30.5	0.0	17.5	0.0	30.9	13.5	0.5	0.0	25.4	140.5	0.0
Cycle Q Clear(g_c), s	15.3	30.5	0.0	17.5	0.0	30.9	13.5	0.5	0.0	25.4	140.5	0.0
Prop In Lane	1.00		1.00	1.00		0.04	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	252	258	220	274	0	268	109	2022	904	443	2260	1011
V/C Ratio(X)	0.95	1.20	0.00	1.26	0.00	0.97	1.19	0.08	0.00	0.91	1.32	0.00
Avail Cap(c_a), veh/h	252	258	220	274	0	268	109	2022	904	551	2260	1011
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.67	1.67	1.67	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.25	0.00	0.25	0.77	0.77	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	101.6	94.8	0.0	101.3	0.0	93.6	98.7	2.2	0.0	94.6	39.7	0.0
Incr Delay (d2), s/veh	43.7	122.7	0.0	126.2	0.0	21.4	137.2	0.1	0.0	16.7	145.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.8	24.5	0.0	13.1	0.0	17.4	10.8	0.2	0.0	13.1	114.2	0.0
LnGrp Delay(d),s/veh	145.3	217.5	0.0	227.5	0.0	115.1	236.0	2.2	0.0	111.3	185.5	0.0
LnGrp LOS	F	F		F		F	F	A		F	F	
Approach Vol, veh/h		551			607			290			3379	
Approach Delay, s/veh		186.0			179.2			107.0			176.6	
Approach LOS		F			F			F			F	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	32.8	130.2	22.0	35.0	18.0	145.0	20.6	36.4				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	35.2	118.8	17.5	30.5	13.5	140.5	16.1	31.9				
Max Q Clear Time (g_c+I1), s	27.4	2.5	19.5	32.5	15.5	142.5	17.3	32.9				
Green Ext Time (p_c), s	0.9	98.3	0.0	0.0	0.0	0.0	0.0	0.0				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			173.8									
HCM 2010 LOS			F									

# HCM 2010 Signalized Intersection Summary

## 33: Peachtree Corners Circle & Jones Mill Road/Peachtree Corners Cricle

10/20/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	112	2	25	82	1	60	7	551	22	13	1545	42
Future Volume (veh/h)	112	2	25	82	1	60	7	551	22	13	1545	42
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	158	3	35	116	1	85	10	779	31	18	2183	59
Adj No. of Lanes	0	1	0	0	1	1	1	2	0	1	2	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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	224	10	35	386	3	325	112	2410	96	486	2445	66
Arrive On Green	0.21	0.21	0.21	0.21	0.21	0.21	0.69	0.69	0.69	0.69	0.69	0.69
Sat Flow, veh/h	736	46	170	1490	15	1583	169	3470	138	671	3521	95
Grp Volume(v), veh/h	196	0	0	117	0	85	10	397	413	18	1092	1150
Grp Sat Flow(s),veh/h/ln	953	0	0	1505	0	1583	169	1770	1838	671	1770	1846
Q Serve(g_s), s	12.5	0.0	0.0	0.0	0.0	4.1	4.6	8.0	8.0	1.0	44.3	45.4
Cycle Q Clear(g_c), s	18.5	0.0	0.0	6.0	0.0	4.1	50.0	8.0	8.0	8.9	44.3	45.4
Prop In Lane	0.81		0.18	0.99		1.00	1.00		0.08	1.00		0.05
Lane Grp Cap(c), veh/h	268	0	0	389	0	325	112	1229	1277	486	1229	1282
V/C Ratio(X)	0.73	0.00	0.00	0.30	0.00	0.26	0.09	0.32	0.32	0.04	0.89	0.90
Avail Cap(c_a), veh/h	268	0	0	389	0	325	112	1229	1277	486	1229	1282
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.3	0.0	0.0	30.8	0.0	30.0	31.4	5.4	5.4	7.2	11.0	11.1
Incr Delay (d2), s/veh	9.8	0.0	0.0	0.4	0.0	0.4	1.6	0.7	0.7	0.1	9.8	10.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.6	0.0	0.0	2.5	0.0	1.8	0.3	4.1	4.3	0.2	24.6	26.3
LnGrp Delay(d),s/veh	48.0	0.0	0.0	31.2	0.0	30.4	33.0	6.1	6.1	7.3	20.8	21.2
LnGrp LOS	D			C		C	C	A	A	A	C	C
Approach Vol, veh/h		196			202			820			2260	
Approach Delay, s/veh		48.0			30.9			6.4			20.9	
Approach LOS		D			C			A			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		67.0		23.0		67.0		23.0				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		62.5		18.5		62.5		18.5				
Max Q Clear Time (g_c+I1), s		52.0		20.5		47.4		8.0				
Green Ext Time (p_c), s		10.1		0.0		14.3		1.5				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay				19.6								
HCM 2010 LOS				B								

HCM 2010 Signalized Intersection Summary  
 34: Peachtree Parkway (SR 141)

10/20/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	2	2	32	8	1	24	1304	8	6	2458	21
Future Volume (veh/h)	21	2	2	32	8	1	24	1304	8	6	2458	21
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	30	3	3	45	11	1	34	1843	11	8	3473	30
Adj No. of Lanes	2	1	0	1	1	1	1	2	1	1	2	1
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	66	68	68	89	75	64	108	3008	1346	256	2969	1328
Arrive On Green	0.02	0.08	0.08	0.04	0.04	0.04	0.04	1.00	1.00	0.02	1.00	1.00
Sat Flow, veh/h	3442	856	856	1404	1863	1583	1774	3539	1583	1774	3539	1583
Grp Volume(v), veh/h	30	0	6	45	11	1	34	1843	11	8	3473	30
Grp Sat Flow(s),veh/h/ln	1721	0	1712	1404	1863	1583	1774	1770	1583	1774	1770	1583
Q Serve(g_s), s	1.9	0.0	0.7	7.0	1.3	0.1	0.6	0.0	0.0	0.2	0.0	0.0
Cycle Q Clear(g_c), s	1.9	0.0	0.7	7.0	1.3	0.1	0.6	0.0	0.0	0.2	0.0	0.0
Prop In Lane	1.00		0.50	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	66	0	137	89	75	64	108	3008	1346	256	2969	1328
V/C Ratio(X)	0.46	0.00	0.04	0.50	0.15	0.02	0.32	0.61	0.01	0.03	1.17	0.02
Avail Cap(c_a), veh/h	78	0	214	148	152	130	113	3008	1346	281	2969	1328
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	0.49	0.49	0.49	0.09	0.09	0.09
Uniform Delay (d), s/veh	106.8	0.0	93.5	104.7	101.9	101.4	2.2	0.0	0.0	2.5	0.0	0.0
Incr Delay (d2), s/veh	4.9	0.0	0.1	4.3	0.9	0.1	0.8	0.5	0.0	0.0	76.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	0.3	2.8	0.7	0.1	0.3	0.2	0.0	0.1	31.7	0.0
LnGrp Delay(d),s/veh	111.6	0.0	93.6	109.0	102.8	101.5	3.0	0.5	0.0	2.5	76.8	0.0
LnGrp LOS	F		F	F	F	F	A	A	A	A	F	A
Approach Vol, veh/h		36			57			1888			3511	
Approach Delay, s/veh		108.6			107.7			0.5			76.0	
Approach LOS		F			F			A			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.4	191.5		22.1	8.9	189.0	8.7	13.4				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.0	174.0		27.5	5.0	174.0	5.0	18.0				
Max Q Clear Time (g_c+I1), s	2.2	2.0		2.7	2.6	2.0	3.9	9.0				
Green Ext Time (p_c), s	0.0	169.8		0.2	0.0	169.8	0.0	0.1				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			50.6									
HCM 2010 LOS			D									

# HCM 2010 Signalized Intersection Summary

## 35: Peachtree Parkway (SR 141) & Jay Bird Alley/Technology Parkway

10/20/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	118	113	106	186	206	86	127	2158	190	24	2073	35
Future Volume (veh/h)	118	113	106	186	206	86	127	2158	190	24	2073	35
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	167	160	150	263	291	0	179	3049	268	34	2929	0
Adj No. of Lanes	1	1	1	1	1	1	1	3	0	1	2	1
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	125	152	130	222	254	216	141	3365	288	44	2300	1029
Arrive On Green	0.05	0.08	0.08	0.11	0.14	0.00	0.08	0.70	0.70	0.02	0.65	0.00
Sat Flow, veh/h	1774	1863	1583	1774	1863	1583	1774	4773	408	1774	3539	1583
Grp Volume(v), veh/h	167	160	150	263	291	0	179	2141	1176	34	2929	0
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1774	1863	1583	1774	1695	1791	1774	1770	1583
Q Serve(g_s), s	11.5	18.0	18.0	23.5	30.0	0.0	17.5	111.2	124.3	4.2	143.0	0.0
Cycle Q Clear(g_c), s	11.5	18.0	18.0	23.5	30.0	0.0	17.5	111.2	124.3	4.2	143.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.23	1.00		1.00
Lane Grp Cap(c), veh/h	125	152	130	222	254	216	141	2390	1262	44	2300	1029
V/C Ratio(X)	1.33	1.05	1.16	1.18	1.15	0.00	1.27	0.90	0.93	0.78	1.27	0.00
Avail Cap(c_a), veh/h	125	152	130	222	254	216	141	2390	1262	44	2300	1029
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.91	0.91	0.91	1.00	1.00	0.00	1.00	1.00	1.00	0.09	0.09	0.00
Uniform Delay (d), s/veh	92.4	101.0	101.0	82.9	95.0	0.0	101.2	26.0	27.9	106.7	38.5	0.0
Incr Delay (d2), s/veh	190.2	83.4	124.2	118.9	101.5	0.0	164.9	5.8	13.5	7.7	123.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.6	12.8	12.3	7.3	22.6	0.0	15.1	53.6	65.8	2.2	109.0	0.0
LnGrp Delay(d),s/veh	282.6	184.5	225.2	201.8	196.5	0.0	266.2	31.8	41.4	114.4	161.8	0.0
LnGrp LOS	F	F	F	F	F		F	C	D	F	F	
Approach Vol, veh/h		477			554			3496			2963	
Approach Delay, s/veh		231.7			199.0			47.0			161.2	
Approach LOS		F			F			D			F	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.9	159.6	28.0	22.5	22.0	147.5	16.0	34.5				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.5	155.0	23.5	18.0	17.5	143.0	11.5	30.0				
Max Q Clear Time (g_c+I1), s	6.2	126.3	25.5	20.0	19.5	145.0	13.5	32.0				
Green Ext Time (p_c), s	0.0	28.7	0.0	0.0	0.0	0.0	0.0	0.0				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			115.2									
HCM 2010 LOS			F									

**Intersection**

Int Delay, s/veh 5.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	22	437	839	25	73	39
Future Vol, veh/h	22	437	839	25	73	39
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	31	618	1186	35	103	55

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	1221	0	1883
Stage 1	-	-	1203
Stage 2	-	-	680
Critical Hdwy	4.12	-	6.42
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	2.218	-	3.518
Pot Cap-1 Maneuver	571	-	~ 78
Stage 1	-	-	284
Stage 2	-	-	503
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	571	-	~ 74
Mov Cap-2 Maneuver	-	-	193
Stage 1	-	-	284
Stage 2	-	-	476

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	66.3
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	571	-	-	-	203
HCM Lane V/C Ratio	0.054	-	-	-	0.78
HCM Control Delay (s)	11.7	-	-	-	66.3
HCM Lane LOS	B	-	-	-	F
HCM 95th %tile Q(veh)	0.2	-	-	-	5.4

**Notes**

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

**Intersection**

Int Delay, s/veh 1.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	2	55	18	265	783	6
Future Vol, veh/h	2	55	18	265	783	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	78	25	374	1106	8

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	1536	1111	1115 0
Stage 1	1111	-	- -
Stage 2	425	-	- -
Critical Hdwy	6.42	6.22	4.12 -
Critical Hdwy Stg 1	5.42	-	- -
Critical Hdwy Stg 2	5.42	-	- -
Follow-up Hdwy	3.518	3.318	2.218 -
Pot Cap-1 Maneuver	128	254	626 -
Stage 1	315	-	- -
Stage 2	659	-	- -
Platoon blocked, %			-
Mov Cap-1 Maneuver	122	254	626 -
Mov Cap-2 Maneuver	122	-	- -
Stage 1	315	-	- -
Stage 2	626	-	- -

Approach	EB	NB	SB
HCM Control Delay, s	26.7	0.7	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	626	-	245	-	-
HCM Lane V/C Ratio	0.041	-	0.329	-	-
HCM Control Delay (s)	11	0	26.7	-	-
HCM Lane LOS	B	A	D	-	-
HCM 95th %tile Q(veh)	0.1	-	1.4	-	-

**Intersection**

Int Delay, s/veh 1.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	30	24	266	3	6	844
Future Vol, veh/h	30	24	266	3	6	844
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	42	34	376	4	8	1193

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	1588	378	0
Stage 1	378	-	-
Stage 2	1210	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	119	669	1178
Stage 1	693	-	-
Stage 2	282	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	117	669	1178
Mov Cap-2 Maneuver	117	-	-
Stage 1	693	-	-
Stage 2	276	-	-

Approach	WB	NB	SB
HCM Control Delay, s	37.5	0	0.1
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	185	1178
HCM Lane V/C Ratio	-	-	0.412	0.007
HCM Control Delay (s)	-	-	37.5	8.1
HCM Lane LOS	-	-	E	A
HCM 95th %tile Q(veh)	-	-	1.9	0

**Intersection**

Int Delay, s/veh 0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	8	10	3	482	868	5
Future Vol, veh/h	8	10	3	482	868	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	Free	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	14	4	681	1227	7

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	1920	1230	1234 0
Stage 1	1230	-	- -
Stage 2	690	-	- -
Critical Hdwy	6.42	6.22	4.12 -
Critical Hdwy Stg 1	5.42	-	- -
Critical Hdwy Stg 2	5.42	-	- -
Follow-up Hdwy	3.518	3.318	2.218 -
Pot Cap-1 Maneuver	74	217	565 -
Stage 1	276	-	- -
Stage 2	498	-	- -
Platoon blocked, %			- -
Mov Cap-1 Maneuver	73	217	565 -
Mov Cap-2 Maneuver	73	-	- -
Stage 1	276	-	- -
Stage 2	493	-	- -

Approach	EB	NB	SB
HCM Control Delay, s	44.5	0.1	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	565	-	116	-	-
HCM Lane V/C Ratio	0.008	-	0.219	-	-
HCM Control Delay (s)	11.4	0	44.5	-	-
HCM Lane LOS	B	A	E	-	-
HCM 95th %tile Q(veh)	0	-	0.8	-	-

**Intersection**

Int Delay, s/veh 34.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	79	23	477	15	7	909
Future Vol, veh/h	79	23	477	15	7	909
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	112	33	674	21	10	1284

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	1989	685	0
Stage 1	685	-	-
Stage 2	1304	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	~ 67	448	901
Stage 1	500	-	-
Stage 2	254	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	~ 64	448	901
Mov Cap-2 Maneuver	~ 64	-	-
Stage 1	500	-	-
Stage 2	244	-	-

Approach	WB	NB	SB
HCM Control Delay, s	\$ 504.1	0	0.1
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	79	901
HCM Lane V/C Ratio	-	-	1.824	0.011
HCM Control Delay (s)	-	-	\$ 504.1	9
HCM Lane LOS	-	-	F	A
HCM 95th %tile Q(veh)	-	-	12.5	0

**Notes**

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

**Intersection**

Int Delay, s/veh 0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	8	2	456	7	1	1036
Future Vol, veh/h	8	2	456	7	1	1036
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	100	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	3	644	10	1	1464

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2111	644	0	0	644	0
Stage 1	644	-	-	-	-	-
Stage 2	1467	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	56	473	-	-	941	-
Stage 1	523	-	-	-	-	-
Stage 2	212	-	-	-	-	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	56	473	-	-	941	-
Mov Cap-2 Maneuver	56	-	-	-	-	-
Stage 1	523	-	-	-	-	-
Stage 2	211	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	71.3		0		0
HCM LOS	F				

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	68	941
HCM Lane V/C Ratio	-	-	0.208	0.002
HCM Control Delay (s)	-	-	71.3	8.8
HCM Lane LOS	-	-	F	A
HCM 95th %tile Q(veh)	-	-	0.7	0

**Intersection**

Int Delay, s/veh 3.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	17	9	805	4	5	928
Future Vol, veh/h	17	9	805	4	5	928
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	24	13	1138	6	7	1311

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	2465	1140	0
Stage 1	1140	-	-
Stage 2	1325	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	33	245	611
Stage 1	305	-	-
Stage 2	248	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	32	245	611
Mov Cap-2 Maneuver	32	-	-
Stage 1	305	-	-
Stage 2	238	-	-

Approach	WB	NB	SB
HCM Control Delay, s	211.7	0	0.1
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	46	611
HCM Lane V/C Ratio	-	-	0.799	0.012
HCM Control Delay (s)	-	-	211.7	11
HCM Lane LOS	-	-	F	B
HCM 95th %tile Q(veh)	-	-	3.2	0

**Intersection**

Int Delay, s/veh 9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	28	5	753	18	1	1066
Future Vol, veh/h	28	5	753	18	1	1066
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	Yield	-	None
Storage Length	0	-	-	0	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	40	7	1064	25	1	1506

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	2573	1064	0
Stage 1	1064	-	-
Stage 2	1509	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	~ 28	271	655
Stage 1	332	-	-
Stage 2	202	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	~ 28	271	655
Mov Cap-2 Maneuver	~ 28	-	-
Stage 1	332	-	-
Stage 2	200	-	-

Approach	WB	NB	SB
HCM Control Delay, s	\$ 510.8	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	32	655
HCM Lane V/C Ratio	-	-	1.457	0.002
HCM Control Delay (s)	-	-	\$ 510.8	10.5
HCM Lane LOS	-	-	F	B
HCM 95th %tile Q(veh)	-	-	5.2	0

**Notes**

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

**Intersection**

Int Delay, s/veh 7.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	16	126	330	565	316	238
Future Vol, veh/h	16	126	330	565	316	238
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	Free
Storage Length	0	0	100	-	-	225
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	23	178	466	798	447	336

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	2178	447	0
Stage 1	447	-	-
Stage 2	1731	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	51	612	1113
Stage 1	644	-	-
Stage 2	157	-	-
Platoon blocked, %			-
Mov Cap-1 Maneuver	30	612	1113
Mov Cap-2 Maneuver	30	-	-
Stage 1	644	-	-
Stage 2	91	-	-

Approach	EB	NB	SB
HCM Control Delay, s	43.2	3.9	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT
Capacity (veh/h)	1113	-	30	612	-
HCM Lane V/C Ratio	0.419	-	0.754	0.291	-
HCM Control Delay (s)	10.5	-	278.8	13.3	-
HCM Lane LOS	B	-	F	B	-
HCM 95th %tile Q(veh)	2.1	-	2.5	1.2	-

**Intersection**

Intersection Delay, s/veh	41
Intersection LOS	E

Movement	WBU	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Traffic Vol, veh/h	0	93	94	0	311	327	0	310	153
Future Vol, veh/h	0	93	94	0	311	327	0	310	153
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	131	133	0	439	462	0	438	216
Number of Lanes	0	1	1	0	1	0	0	1	1

**Approach**

	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	2	0
HCM Control Delay	12.9	60.2	25.9
HCM LOS	B	F	D

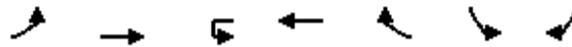
**Lane**

	NBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	0%	100%	0%	100%	0%
Vol Thru, %	49%	0%	0%	0%	100%
Vol Right, %	51%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	638	93	94	310	153
LT Vol	0	93	0	310	0
Through Vol	311	0	0	0	153
RT Vol	327	0	94	0	0
Lane Flow Rate	902	131	133	438	216
Geometry Grp	4	7	7	7	7
Degree of Util (X)	1	0.291	0.25	0.812	0.371
Departure Headway (Hd)	5.861	7.964	6.765	6.671	6.171
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	631	449	527	539	577
Service Time	3.861	5.746	4.547	4.464	3.964
HCM Lane V/C Ratio	1.429	0.292	0.252	0.813	0.374
HCM Control Delay	60.2	14	11.8	32.4	12.6
HCM Lane LOS	F	B	B	D	B
HCM 95th-tile Q	15.2	1.2	1	7.9	1.7

# HCM Signalized Intersection Capacity Analysis

## 4: Peachtree Industrial Boulevard & Technology Parkway South

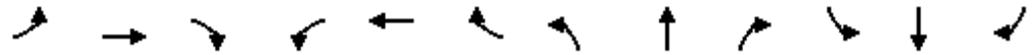
10/13/2016



Movement	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations	↖	↑↑	↗	↑↑	↖	↖	↖
Traffic Volume (vph)	68	1677	1	1186	58	390	417
Future Volume (vph)	68	1677	1	1186	58	390	417
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lane Util. Factor	1.00	0.95	1.00	0.95	1.00	1.00	1.00
Frt	1.00	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1770	3539	1770	3539	1583	1770	1583
Flt Permitted	0.07	1.00	0.04	1.00	1.00	0.95	1.00
Satd. Flow (perm)	126	3539	80	3539	1583	1770	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor (vph)	130%	130%	130%	130%	130%	130%	130%
Adj. Flow (vph)	96	2370	1	1676	82	551	589
RTOR Reduction (vph)	0	0	0	0	24	0	20
Lane Group Flow (vph)	96	2370	1	1676	58	551	569
Turn Type	Perm	NA	Perm	NA	Perm	Prot	Perm
Protected Phases		4		8		6	
Permitted Phases	4		8		8		6
Actuated Green, G (s)	93.5	93.5	93.5	93.5	93.5	47.5	47.5
Effective Green, g (s)	93.5	93.5	93.5	93.5	93.5	47.5	47.5
Actuated g/C Ratio	0.62	0.62	0.62	0.62	0.62	0.32	0.32
Clearance Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	78	2205	49	2205	986	560	501
v/s Ratio Prot		0.67		0.47		0.31	
v/s Ratio Perm	c0.76		0.01		0.04		c0.36
v/c Ratio	1.23	1.07	0.02	0.76	0.06	0.98	1.14
Uniform Delay, d1	28.2	28.2	10.8	20.2	11.0	50.9	51.2
Progression Factor	1.21	1.17	1.99	1.28	2.93	1.00	1.00
Incremental Delay, d2	113.9	34.7	0.1	1.1	0.0	34.3	83.3
Delay (s)	148.2	67.6	21.6	27.1	32.3	85.2	134.5
Level of Service	F	E	C	C	C	F	F
Approach Delay (s)		70.8		27.3		110.7	
Approach LOS		E		C		F	

Intersection Summary			
HCM 2000 Control Delay	65.0	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.19		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	103.8%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis  
 26: Jimmy Carter Boulevard (SR 140)/Holcomb Bridge Road (SR 140) & Holcomb Bridge Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗	↖	↕	↗	↖	↕↗		↖↗	↕↗	
Traffic Volume (vph)	14	19	37	308	32	387	48	1365	187	346	1105	38
Future Volume (vph)	14	19	37	308	32	387	48	1365	187	346	1105	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5	4.5	4.5	4.5	4.5	4.5	4.5		4.5	4.5	
Lane Util. Factor		1.00	1.00	0.95	0.95	1.00	1.00	0.95		0.97	0.95	
Frt		1.00	0.85	1.00	1.00	0.85	1.00	0.98		1.00	0.99	
Flt Protected		0.98	1.00	0.95	0.96	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1824	1583	1681	1700	1583	1770	3475		3433	3521	
Flt Permitted		0.21	1.00	0.95	0.96	1.00	0.12	1.00		0.95	1.00	
Satd. Flow (perm)		400	1583	1681	1700	1583	217	3475		3433	3521	
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
Growth Factor (vph)	130%	130%	130%	130%	130%	130%	130%	130%	130%	130%	130%	130%
Adj. Flow (vph)	20	27	52	435	45	547	68	1929	264	489	1561	54
RTOR Reduction (vph)	0	0	46	0	0	290	0	7	0	0	2	0
Lane Group Flow (vph)	0	47	6	239	241	257	68	2186	0	489	1613	0
Turn Type	Perm	NA	Perm	Split	NA	Perm	Perm	NA		Prot	NA	
Protected Phases		4		8	8			2		1	6	
Permitted Phases	4		4			8	2					
Actuated Green, G (s)		18.0	18.0	20.5	20.5	20.5	74.0	74.0		19.5	98.0	
Effective Green, g (s)		18.0	18.0	20.5	20.5	20.5	74.0	74.0		19.5	98.0	
Actuated g/C Ratio		0.12	0.12	0.14	0.14	0.14	0.49	0.49		0.13	0.65	
Clearance Time (s)		4.5	4.5	4.5	4.5	4.5	4.5	4.5		4.5	4.5	
Vehicle Extension (s)		3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		48	189	229	232	216	107	1714		446	2300	
v/s Ratio Prot				0.14	0.14			c0.63		c0.14	0.46	
v/s Ratio Perm		c0.12	0.00			c0.16	0.31					
v/c Ratio		0.98	0.03	1.04	1.04	1.19	0.64	1.28		1.10	0.70	
Uniform Delay, d1		65.8	58.3	64.8	64.8	64.8	28.0	38.0		65.2	16.6	
Progression Factor		1.00	1.00	1.03	1.03	2.13	1.00	1.00		0.72	1.78	
Incremental Delay, d2		120.8	0.1	54.9	53.2	107.1	25.4	128.6		47.2	0.2	
Delay (s)		186.6	58.4	121.3	119.7	245.1	53.4	166.6		94.1	29.8	
Level of Service		F	E	F	F	F	D	F		F	C	
Approach Delay (s)		119.3			186.9			163.2			44.8	
Approach LOS		F			F			F			D	

Intersection Summary		
HCM 2000 Control Delay	121.4	HCM 2000 Level of Service
HCM 2000 Volume to Capacity ratio	1.19	F
Actuated Cycle Length (s)	150.0	Sum of lost time (s)
Intersection Capacity Utilization	103.4%	ICU Level of Service
Analysis Period (min)	15	G
c Critical Lane Group		

HCM 2010 Signalized Intersection Summary  
 1: Buford Highway (SR 13) & Amwiler Road

10/20/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	1152	5	3	686	133	0	4	9	516	5	215
Future Volume (veh/h)	45	1152	5	3	686	133	0	4	9	516	5	215
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	64	1628	7	4	969	188	0	6	13	729	7	304
Adj No. of Lanes	1	2	0	0	2	0	1	1	0	2	1	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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	250	2316	10	32	1636	316	35	10	22	781	8	353
Arrive On Green	0.04	0.64	0.64	0.19	0.19	0.19	0.00	0.02	0.02	0.23	0.23	0.23
Sat Flow, veh/h	1774	3614	16	3	2887	558	1774	525	1137	3442	36	1553
Grp Volume(v), veh/h	64	797	838	623	0	538	0	0	19	729	0	311
Grp Sat Flow(s),veh/h/ln	1774	1770	1860	1850	0	1597	1774	0	1662	1721	0	1589
Q Serve(g_s), s	1.7	35.3	35.3	0.0	0.0	37.0	0.0	0.0	1.4	24.9	0.0	22.6
Cycle Q Clear(g_c), s	1.7	35.3	35.3	36.7	0.0	37.0	0.0	0.0	1.4	24.9	0.0	22.6
Prop In Lane	1.00		0.01	0.01		0.35	1.00		0.68	1.00		0.98
Lane Grp Cap(c), veh/h	250	1134	1192	1078	0	905	35	0	32	781	0	361
V/C Ratio(X)	0.26	0.70	0.70	0.58	0.00	0.60	0.00	0.00	0.58	0.93	0.00	0.86
Avail Cap(c_a), veh/h	259	1134	1192	1078	0	905	266	0	249	789	0	364
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.74	0.00	0.74	0.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	16.3	14.1	14.1	36.0	0.0	36.2	0.0	0.0	58.3	45.5	0.0	44.6
Incr Delay (d2), s/veh	0.5	3.7	3.5	1.7	0.0	2.1	0.0	0.0	15.6	17.8	0.0	18.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	18.2	19.1	19.5	0.0	17.0	0.0	0.0	0.8	13.8	0.0	11.8
LnGrp Delay(d),s/veh	16.8	17.7	17.6	37.7	0.0	38.3	0.0	0.0	73.9	63.2	0.0	63.1
LnGrp LOS	B	B	B	D		D			E	E		E
Approach Vol, veh/h		1699			1161			19			1040	
Approach Delay, s/veh		17.6			38.0			73.9			63.2	
Approach LOS		B			D			E			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	8.9	72.5		31.7		81.4		6.8				
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s	5.0	51.5		27.5		61.0		18.0				
Max Q Clear Time (g_c+I1), s	3.7	39.0		26.9		37.3		3.4				
Green Ext Time (p_c), s	0.0	11.2		0.3		19.8		0.0				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay				36.0								
HCM 2010 LOS				D								

HCM 2010 Signalized Intersection Summary  
 2: Button Gwinnett Drive/Jones Mill Road & Buford Highway (SR 13)

10/20/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	140	1166	254	66	616	93	76	134	51	12	397	225
Future Volume (veh/h)	140	1166	254	66	616	93	76	134	51	12	397	225
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	198	1648	359	93	870	131	107	189	72	17	561	318
Adj No. of Lanes	1	2	0	1	2	1	1	1	0	1	1	1
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	345	1395	293	134	1567	701	134	400	152	306	536	455
Arrive On Green	0.10	0.64	0.64	0.04	0.44	0.44	0.04	0.31	0.31	0.02	0.29	0.29
Sat Flow, veh/h	1774	2912	612	1774	3539	1583	1774	1286	490	1774	1863	1583
Grp Volume(v), veh/h	198	978	1029	93	870	131	107	0	261	17	561	318
Grp Sat Flow(s),veh/h/ln	1774	1770	1755	1774	1770	1583	1774	0	1776	1774	1863	1583
Q Serve(g_s), s	7.1	57.5	57.5	3.4	21.8	6.0	5.0	0.0	14.2	0.8	34.5	21.5
Cycle Q Clear(g_c), s	7.1	57.5	57.5	3.4	21.8	6.0	5.0	0.0	14.2	0.8	34.5	21.5
Prop In Lane	1.00		0.35	1.00		1.00	1.00		0.28	1.00		1.00
Lane Grp Cap(c), veh/h	345	848	841	134	1567	701	134	0	553	306	536	455
V/C Ratio(X)	0.57	1.15	1.22	0.69	0.56	0.19	0.80	0.00	0.47	0.06	1.05	0.70
Avail Cap(c_a), veh/h	441	848	841	134	1567	701	134	0	553	348	536	455
HCM Platoon Ratio	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.54	0.54	0.54	1.00	1.00	1.00	1.00	0.00	1.00	0.88	0.88	0.88
Uniform Delay (d), s/veh	17.6	21.8	21.8	28.6	24.7	20.3	34.2	0.0	33.4	29.8	42.8	38.1
Incr Delay (d2), s/veh	0.8	76.7	106.8	14.4	0.4	0.1	28.0	0.0	2.9	0.1	49.6	7.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	45.7	52.4	2.2	10.7	2.6	3.5	0.0	7.4	0.4	25.1	10.4
LnGrp Delay(d),s/veh	18.4	98.5	128.6	43.0	25.1	20.4	62.2	0.0	36.3	29.8	92.3	45.8
LnGrp LOS	B	F	F	D	C	C	E		D	C	F	D
Approach Vol, veh/h		2205			1094			368			896	
Approach Delay, s/veh		105.3			26.1			43.8			74.6	
Approach LOS		F			C			D			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.7	41.8	9.5	62.0	9.5	39.0	13.9	57.6				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.0	34.5	5.0	57.5	5.0	34.5	15.9	46.6				
Max Q Clear Time (g_c+I1), s	2.8	16.2	5.4	59.5	7.0	36.5	9.1	23.8				
Green Ext Time (p_c), s	0.0	6.2	0.0	0.0	0.0	0.0	0.3	20.5				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			75.3									
HCM 2010 LOS			E									

# HCM 2010 Signalized Intersection Summary

## 3: Holcomb Bridge Road & Peachtree Industrial Boulevard

10/20/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	105	1525	219	67	1240	318	195	374	70	415	429	10
Future Volume (veh/h)	105	1525	219	67	1240	318	195	374	70	415	429	10
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	148	2155	309	95	1752	0	276	528	0	586	606	0
Adj No. of Lanes	2	2	1	2	2	1	2	2	0	2	2	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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	174	1911	855	115	1850	828	321	554	0	516	755	0
Arrive On Green	0.05	0.54	0.54	0.03	0.52	0.00	0.09	0.16	0.00	0.15	0.21	0.00
Sat Flow, veh/h	3442	3539	1583	3442	3539	1583	3442	3632	0	3442	3632	0
Grp Volume(v), veh/h	148	2155	309	95	1752	0	276	528	0	586	606	0
Grp Sat Flow(s),veh/h/ln	1721	1770	1583	1721	1770	1583	1721	1770	0	1721	1770	0
Q Serve(g_s), s	6.4	81.0	16.7	4.1	70.2	0.0	11.9	22.2	0.0	22.5	24.4	0.0
Cycle Q Clear(g_c), s	6.4	81.0	16.7	4.1	70.2	0.0	11.9	22.2	0.0	22.5	24.4	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.00	1.00		0.00
Lane Grp Cap(c), veh/h	174	1911	855	115	1850	828	321	554	0	516	755	0
V/C Ratio(X)	0.85	1.13	0.36	0.83	0.95	0.00	0.86	0.95	0.00	1.14	0.80	0.00
Avail Cap(c_a), veh/h	174	1911	855	115	1850	828	351	554	0	516	755	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.40	0.40	0.00	1.00	1.00	0.00	0.09	0.09	0.00
Uniform Delay (d), s/veh	70.6	34.5	19.7	72.1	33.8	0.0	67.0	62.7	0.0	63.8	56.0	0.0
Incr Delay (d2), s/veh	30.5	64.8	1.2	17.9	5.6	0.0	17.7	26.7	0.0	63.3	0.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	56.5	7.6	2.3	35.5	0.0	6.4	12.9	0.0	15.2	12.0	0.0
LnGrp Delay(d),s/veh	101.1	99.3	20.9	90.0	39.5	0.0	84.8	89.4	0.0	127.1	56.6	0.0
LnGrp LOS	F	F	C	F	D		F	F		F	E	
Approach Vol, veh/h		2612			1847			804			1192	
Approach Delay, s/veh		90.1			42.1			87.8			91.3	
Approach LOS		F			D			F			F	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.5	85.5	18.5	36.5	12.1	82.9	27.0	28.0				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.0	81.0	15.3	30.7	7.6	78.4	22.5	23.5				
Max Q Clear Time (g_c+I1), s	6.1	83.0	13.9	26.4	8.4	72.2	24.5	24.2				
Green Ext Time (p_c), s	0.0	0.0	0.1	2.6	0.0	6.2	0.0	0.0				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			76.3									
HCM 2010 LOS			E									

HCM 2010 Signalized Intersection Summary  
 5: Medlock Bridge Road & Peachtree Industrial Boulevard

10/20/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	139	1488	328	109	983	51	56	458	91	75	582	95
Future Volume (veh/h)	139	1488	328	109	983	51	56	458	91	75	582	95
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	196	2103	0	154	1389	0	79	647	129	106	822	0
Adj No. of Lanes	1	2	1	1	2	1	2	2	0	1	2	1
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	218	1876	839	148	1737	777	115	618	123	101	826	369
Arrive On Green	0.16	0.70	0.00	0.08	0.49	0.00	0.03	0.21	0.21	0.06	0.23	0.00
Sat Flow, veh/h	1774	3539	1583	1774	3539	1583	3442	2943	586	1774	3539	1583
Grp Volume(v), veh/h	196	2103	0	154	1389	0	79	389	387	106	822	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1583	1721	1770	1759	1774	1770	1583
Q Serve(g_s), s	16.3	79.5	0.0	12.5	49.3	0.0	3.4	31.5	31.5	8.5	34.8	0.0
Cycle Q Clear(g_c), s	16.3	79.5	0.0	12.5	49.3	0.0	3.4	31.5	31.5	8.5	34.8	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.33	1.00		1.00
Lane Grp Cap(c), veh/h	218	1876	839	148	1737	777	115	372	369	101	826	369
V/C Ratio(X)	0.90	1.12	0.00	1.04	0.80	0.00	0.69	1.05	1.05	1.05	1.00	0.00
Avail Cap(c_a), veh/h	248	1876	839	148	1737	777	115	372	369	101	826	369
HCM Platoon Ratio	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.00	0.57	0.57	0.00	1.00	1.00	1.00	0.38	0.38	0.00
Uniform Delay (d), s/veh	61.9	22.1	0.0	68.8	32.0	0.0	71.7	59.3	59.3	70.8	57.4	0.0
Incr Delay (d2), s/veh	4.2	55.3	0.0	67.3	1.6	0.0	15.9	59.2	60.0	70.7	18.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.7	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.2	52.4	0.0	8.9	24.5	0.0	1.9	21.5	21.5	6.1	19.1	0.0
LnGrp Delay(d),s/veh	66.0	77.4	0.0	136.3	33.6	0.0	87.7	118.4	119.3	142.1	75.8	0.0
LnGrp LOS	E	F		F	C		F	F	F	F	F	E
Approach Vol, veh/h		2299			1543			855			928	
Approach Delay, s/veh		76.5			43.9			116.0			83.3	
Approach LOS		E			D			F			F	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.0	36.0	17.0	84.0	9.5	39.5	22.9	78.1				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	8.5	31.5	12.5	79.5	5.0	35.0	21.0	71.0				
Max Q Clear Time (g_c+I1), s	10.5	33.5	14.5	81.5	5.4	36.8	18.3	51.3				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.1	18.8				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			74.7									
HCM 2010 LOS			E									

HCM 2010 Signalized Intersection Summary  
 6: Old Peachtree Road & Peachtree Industrial Boulevard

10/20/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	82	1417	338	61	838	325	220	253	62	434	348	37
Future Volume (veh/h)	82	1417	338	61	838	325	220	253	62	434	348	37
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	116	2002	0	86	1184	0	311	358	0	613	492	0
Adj No. of Lanes	1	2	1	1	2	1	2	1	1	2	1	1
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	240	1781	797	107	1736	777	303	335	285	562	476	404
Arrive On Green	0.05	0.50	0.00	0.03	0.49	0.00	0.09	0.18	0.00	0.16	0.26	0.00
Sat Flow, veh/h	1774	3539	1583	1774	3539	1583	3442	1863	1583	3442	1863	1583
Grp Volume(v), veh/h	116	2002	0	86	1184	0	311	358	0	613	492	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1583	1721	1863	1583	1721	1863	1583
Q Serve(g_s), s	4.9	75.5	0.0	3.6	38.4	0.0	13.2	27.0	0.0	24.5	38.3	0.0
Cycle Q Clear(g_c), s	4.9	75.5	0.0	3.6	38.4	0.0	13.2	27.0	0.0	24.5	38.3	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	240	1781	797	107	1736	777	303	335	285	562	476	404
V/C Ratio(X)	0.48	1.12	0.00	0.80	0.68	0.00	1.03	1.07	0.00	1.09	1.03	0.00
Avail Cap(c_a), veh/h	304	1781	797	107	1736	777	303	335	285	562	476	404
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	23.8	37.3	0.0	35.9	29.3	0.0	68.4	61.5	0.0	62.8	55.8	0.0
Incr Delay (d2), s/veh	0.1	56.5	0.0	34.1	1.1	0.0	58.8	68.3	0.0	64.9	50.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	50.6	0.0	2.8	19.0	0.0	8.7	20.2	0.0	16.7	26.3	0.0
LnGrp Delay(d),s/veh	23.9	93.8	0.0	70.0	30.4	0.0	127.2	129.8	0.0	127.7	106.3	0.0
LnGrp LOS	C	F		E	C		F	F		F	F	
Approach Vol, veh/h		2118			1270			669			1105	
Approach Delay, s/veh		90.0			33.0			128.6			118.1	
Approach LOS		F			C			F			F	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	29.0	31.5	9.5	80.0	17.7	42.8	11.4	78.1				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	24.5	27.0	5.0	75.5	13.2	38.3	12.3	68.2				
Max Q Clear Time (g_c+I1), s	26.5	29.0	5.6	77.5	15.2	40.3	6.9	40.4				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.1	25.3				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay				87.0								
HCM 2010 LOS				F								

HCM 2010 Signalized Intersection Summary  
 8: Medlock Bridge Road & Spalding Drive/Old Peachtree Road

10/20/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	212	580	198	50	223	333	127	466	59	282	510	37
Future Volume (veh/h)	212	580	198	50	223	333	127	466	59	282	510	37
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	300	820	0	71	315	0	179	658	0	398	721	0
Adj No. of Lanes	1	1	1	1	1	1	1	1	1	1	1	1
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	414	637	542	163	525	447	180	564	480	270	658	560
Arrive On Green	0.11	0.34	0.00	0.05	0.28	0.00	0.06	0.30	0.00	0.11	0.35	0.00
Sat Flow, veh/h	1774	1863	1583	1774	1863	1583	1774	1863	1583	1774	1863	1583
Grp Volume(v), veh/h	300	820	0	71	315	0	179	658	0	398	721	0
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1774	1863	1583	1774	1863	1583	1774	1863	1583
Q Serve(g_s), s	9.5	30.5	0.0	2.5	13.0	0.0	5.0	27.0	0.0	9.5	31.5	0.0
Cycle Q Clear(g_c), s	9.5	30.5	0.0	2.5	13.0	0.0	5.0	27.0	0.0	9.5	31.5	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	414	637	542	163	525	447	180	564	480	270	658	560
V/C Ratio(X)	0.72	1.29	0.00	0.44	0.60	0.00	0.99	1.17	0.00	1.47	1.10	0.00
Avail Cap(c_a), veh/h	414	637	542	180	543	462	180	564	480	270	658	560
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	21.8	29.3	0.0	24.5	27.7	0.0	28.2	31.1	0.0	23.2	28.8	0.0
Incr Delay (d2), s/veh	6.2	140.6	0.0	1.8	1.7	0.0	64.8	92.8	0.0	232.7	64.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	40.5	0.0	1.3	6.9	0.0	5.2	28.3	0.0	24.0	27.8	0.0
LnGrp Delay(d),s/veh	28.0	169.9	0.0	26.3	29.4	0.0	93.0	123.9	0.0	256.0	92.8	0.0
LnGrp LOS	C	F		C	C		F	F		F	F	
Approach Vol, veh/h		1120			386			837			1119	
Approach Delay, s/veh		131.9			28.8			117.3			150.8	
Approach LOS		F			C			F			F	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.0	31.5	8.6	35.0	9.5	36.0	14.0	29.6				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	9.5	27.0	5.0	30.5	5.0	31.5	9.5	26.0				
Max Q Clear Time (g_c+I1), s	11.5	29.0	4.5	32.5	7.0	33.5	11.5	15.0				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.6				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			123.0									
HCM 2010 LOS			F									

# HCM 2010 Signalized Intersection Summary

## 9: Technology Parkway & Spalding Drive

10/20/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	595	74	61	305	13	93	18	437	12	7	17
Future Volume (veh/h)	15	595	74	61	305	13	93	18	437	12	7	17
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1863	1900	1863	1863
Adj Flow Rate, veh/h	21	841	105	86	431	18	131	25	618	17	10	0
Adj No. of Lanes	1	1	0	1	1	0	0	1	1	0	1	1
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	480	919	115	138	1004	42	476	85	530	225	118	530
Arrive On Green	0.57	0.57	0.57	0.57	0.57	0.57	0.33	0.33	0.33	0.33	0.33	0.00
Sat Flow, veh/h	937	1624	203	590	1776	74	1204	253	1583	478	354	1583
Grp Volume(v), veh/h	21	0	946	86	0	449	156	0	618	27	0	0
Grp Sat Flow(s),veh/h/ln	937	0	1827	590	0	1850	1457	0	1583	832	0	1583
Q Serve(g_s), s	1.2	0.0	42.0	8.9	0.0	12.5	0.0	0.0	30.1	0.2	0.0	0.0
Cycle Q Clear(g_c), s	13.7	0.0	42.0	50.9	0.0	12.5	7.2	0.0	30.1	7.4	0.0	0.0
Prop In Lane	1.00		0.11	1.00		0.04	0.84		1.00	0.63		1.00
Lane Grp Cap(c), veh/h	480	0	1033	138	0	1046	561	0	530	344	0	530
V/C Ratio(X)	0.04	0.00	0.92	0.62	0.00	0.43	0.28	0.00	1.17	0.08	0.00	0.00
Avail Cap(c_a), veh/h	480	0	1033	138	0	1046	561	0	530	344	0	530
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	15.2	0.0	17.6	42.0	0.0	11.2	22.3	0.0	30.0	20.4	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	12.4	8.3	0.0	0.3	1.2	0.0	94.1	0.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	24.6	2.4	0.0	6.4	3.1	0.0	26.9	0.5	0.0	0.0
LnGrp Delay(d),s/veh	15.2	0.0	30.0	50.2	0.0	11.5	23.5	0.0	124.1	20.9	0.0	0.0
LnGrp LOS	B		C	D		B	C		F	C		
Approach Vol, veh/h		967			535			774			27	
Approach Delay, s/veh		29.7			17.7			103.8			20.9	
Approach LOS		C			B			F			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		34.6		55.4		34.6		55.4				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		30.1		50.9		30.1		50.9				
Max Q Clear Time (g_c+I1), s		32.1		44.0		9.4		52.9				
Green Ext Time (p_c), s		0.0		5.1		3.5		0.0				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			51.7									
HCM 2010 LOS			D									

HCM 2010 Signalized Intersection Summary  
 10: Peachtree Corners Circle & Spalding Drive

10/20/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	372	285	17	59	439	58	36	400	57	36	260	375
Future Volume (veh/h)	372	285	17	59	439	58	36	400	57	36	260	375
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	526	403	24	83	620	82	51	565	81	51	367	530
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	1
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	372	701	42	381	464	61	236	486	70	153	568	742
Arrive On Green	0.16	0.40	0.40	0.05	0.29	0.29	0.04	0.30	0.30	0.04	0.30	0.30
Sat Flow, veh/h	1774	1741	104	1774	1612	213	1774	1594	229	1774	1863	1583
Grp Volume(v), veh/h	526	0	427	83	0	702	51	0	646	51	367	530
Grp Sat Flow(s),veh/h/ln	1774	0	1844	1774	0	1825	1774	0	1822	1774	1863	1583
Q Serve(g_s), s	14.5	0.0	15.9	2.9	0.0	25.5	1.7	0.0	27.0	1.7	15.1	23.7
Cycle Q Clear(g_c), s	14.5	0.0	15.9	2.9	0.0	25.5	1.7	0.0	27.0	1.7	15.1	23.7
Prop In Lane	1.00		0.06	1.00		0.12	1.00		0.13	1.00		1.00
Lane Grp Cap(c), veh/h	372	0	742	381	0	525	236	0	556	153	568	742
V/C Ratio(X)	1.42	0.00	0.58	0.22	0.00	1.34	0.22	0.00	1.16	0.33	0.65	0.71
Avail Cap(c_a), veh/h	372	0	742	408	0	525	264	0	556	181	568	742
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.3	0.0	20.6	20.6	0.0	31.5	21.0	0.0	30.8	23.7	26.7	18.8
Incr Delay (d2), s/veh	202.1	0.0	1.1	0.3	0.0	163.8	0.5	0.0	91.8	1.3	5.6	5.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	29.8	0.0	8.3	1.4	0.0	36.6	0.9	0.0	27.6	0.9	8.6	11.5
LnGrp Delay(d),s/veh	227.3	0.0	21.7	20.9	0.0	195.3	21.4	0.0	122.6	24.9	32.3	24.6
LnGrp LOS	F		C	C		F	C		F	C	C	C
Approach Vol, veh/h		953			785			697			948	
Approach Delay, s/veh		135.2			176.9			115.2			27.6	
Approach LOS		F			F			F			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.1	31.5	8.9	40.1	8.1	31.5	19.0	30.0				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.0	27.0	5.7	34.3	5.0	27.0	14.5	25.5				
Max Q Clear Time (g_c+I1), s	3.7	29.0	4.9	17.9	3.7	25.7	16.5	27.5				
Green Ext Time (p_c), s	0.0	0.0	0.0	6.9	0.0	1.0	0.0	0.0				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			110.6									
HCM 2010 LOS			F									

HCM 2010 Signalized Intersection Summary  
 11: Jay Bird Alley/LDS Church Driveway & Spalding Drive

10/20/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	669	165	11	782	2	399	0	6	2	0	2
Future Volume (veh/h)	2	669	165	11	782	2	399	0	6	2	0	2
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1900	1900	1863	1863
Adj Flow Rate, veh/h	3	945	233	16	1105	3	564	0	8	3	0	3
Adj No. of Lanes	1	1	0	1	1	0	0	1	0	0	1	1
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	70	822	203	70	1057	3	510	0	7	14	0	12
Arrive On Green	0.57	0.57	0.57	0.57	0.57	0.57	0.29	0.00	0.29	0.01	0.00	0.01
Sat Flow, veh/h	507	1444	356	474	1857	5	1746	0	25	1774	0	1583
Grp Volume(v), veh/h	3	0	1178	16	0	1108	572	0	0	3	0	3
Grp Sat Flow(s),veh/h/ln	507	0	1800	474	0	1862	1771	0	0	1774	0	1583
Q Serve(g_s), s	0.0	0.0	58.5	0.0	0.0	58.5	30.0	0.0	0.0	0.2	0.0	0.2
Cycle Q Clear(g_c), s	58.5	0.0	58.5	58.5	0.0	58.5	30.0	0.0	0.0	0.2	0.0	0.2
Prop In Lane	1.00		0.20	1.00		0.00	0.99		0.01	1.00		1.00
Lane Grp Cap(c), veh/h	70	0	1024	70	0	1060	517	0	0	14	0	12
V/C Ratio(X)	0.04	0.00	1.15	0.23	0.00	1.05	1.11	0.00	0.00	0.22	0.00	0.25
Avail Cap(c_a), veh/h	70	0	1024	70	0	1060	517	0	0	311	0	277
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	51.4	0.0	22.1	51.4	0.0	22.1	36.4	0.0	0.0	50.7	0.0	50.7
Incr Delay (d2), s/veh	0.2	0.0	79.0	1.6	0.0	40.3	72.0	0.0	0.0	7.9	0.0	10.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	51.2	0.5	0.0	41.6	24.8	0.0	0.0	0.1	0.0	0.1
LnGrp Delay(d),s/veh	51.6	0.0	101.1	53.0	0.0	62.5	108.4	0.0	0.0	58.6	0.0	60.9
LnGrp LOS	D		F	D		F	F			E		E
Approach Vol, veh/h		1181			1124			572				6
Approach Delay, s/veh		101.0			62.4			108.4				59.8
Approach LOS		F			E			F				E
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		34.5		63.0		5.3		63.0				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		30.0		58.5		18.0		58.5				
Max Q Clear Time (g_c+I1), s		32.0		60.5		2.2		60.5				
Green Ext Time (p_c), s		0.0		0.0		0.0		0.0				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay				87.3								
HCM 2010 LOS				F								

HCM 2010 Signalized Intersection Summary  
 12: Peachtree Corners Circle & Jay Bird Alley

10/20/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	170	67	186	431	203	99	368	72	66	291	25
Future Volume (veh/h)	5	170	67	186	431	203	99	368	72	66	291	25
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	7	240	95	263	609	287	140	520	102	93	411	35
Adj No. of Lanes	1	1	0	1	1	1	1	1	0	1	1	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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	205	588	233	431	861	732	322	662	130	194	741	63
Arrive On Green	0.46	0.46	0.46	0.46	0.46	0.46	0.44	0.44	0.44	0.44	0.44	0.44
Sat Flow, veh/h	619	1271	503	1041	1863	1583	940	1513	297	799	1693	144
Grp Volume(v), veh/h	7	0	335	263	609	287	140	0	622	93	0	446
Grp Sat Flow(s),veh/h/ln	619	0	1774	1041	1863	1583	940	0	1810	799	0	1837
Q Serve(g_s), s	0.8	0.0	11.2	20.1	23.4	10.7	11.7	0.0	26.4	10.1	0.0	16.2
Cycle Q Clear(g_c), s	24.3	0.0	11.2	31.3	23.4	10.7	27.9	0.0	26.4	36.6	0.0	16.2
Prop In Lane	1.00		0.28	1.00		1.00	1.00		0.16	1.00		0.08
Lane Grp Cap(c), veh/h	205	0	820	431	861	732	322	0	792	194	0	804
V/C Ratio(X)	0.03	0.00	0.41	0.61	0.71	0.39	0.44	0.00	0.79	0.48	0.00	0.56
Avail Cap(c_a), veh/h	205	0	820	431	861	732	324	0	797	197	0	809
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	29.0	0.0	16.0	26.4	19.3	15.8	29.1	0.0	21.6	37.3	0.0	18.8
Incr Delay (d2), s/veh	0.3	0.0	1.5	6.3	4.9	1.6	0.9	0.0	5.2	1.8	0.0	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	5.8	6.5	13.2	4.9	3.1	0.0	14.3	2.3	0.0	8.4
LnGrp Delay(d),s/veh	29.3	0.0	17.5	32.7	24.1	17.4	30.0	0.0	26.8	39.1	0.0	19.6
LnGrp LOS	C		B	C	C	B	C		C	D		B
Approach Vol, veh/h		342			1159			762			539	
Approach Delay, s/veh		17.7			24.4			27.4			23.0	
Approach LOS		B			C			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		46.0		43.8		46.0		43.8				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		41.5		39.5		41.5		39.5				
Max Q Clear Time (g_c+I1), s		33.3		29.9		26.3		38.6				
Green Ext Time (p_c), s		4.9		5.5		7.5		0.7				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay				24.1								
HCM 2010 LOS				C								

HCM 2010 Signalized Intersection Summary  
 13: Peachtree Corners Circle & Jones Bridge Road

10/20/2016



Movement	EBL	EBT	WBT	WBR	SBL	SBR		
Lane Configurations								
Traffic Volume (veh/h)	290	479	432	269	222	234		
Future Volume (veh/h)	290	479	432	269	222	234		
Number	7	4	8	18	1	16		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863		
Adj Flow Rate, veh/h	410	677	610	0	314	331		
Adj No. of Lanes	1	1	1	1	1	1		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	506	1271	1271	1080	386	344		
Arrive On Green	0.68	0.68	0.68	0.00	0.22	0.22		
Sat Flow, veh/h	808	1863	1863	1583	1774	1583		
Grp Volume(v), veh/h	410	677	610	0	314	331		
Grp Sat Flow(s),veh/h/ln	808	1863	1863	1583	1774	1583		
Q Serve(g_s), s	43.7	16.3	13.9	0.0	15.1	18.5		
Cycle Q Clear(g_c), s	57.5	16.3	13.9	0.0	15.1	18.5		
Prop In Lane	1.00			1.00	1.00	1.00		
Lane Grp Cap(c), veh/h	506	1271	1271	1080	386	344		
V/C Ratio(X)	0.81	0.53	0.48	0.00	0.81	0.96		
Avail Cap(c_a), veh/h	509	1277	1277	1086	386	344		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00		
Uniform Delay (d), s/veh	20.3	7.1	6.7	0.0	33.4	34.7		
Incr Delay (d2), s/veh	9.5	0.4	0.3	0.0	17.0	39.7		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	11.0	8.4	7.0	0.0	9.2	11.9		
LnGrp Delay(d),s/veh	29.8	7.5	7.0	0.0	50.3	74.4		
LnGrp LOS	C	A	A		D	E		
Approach Vol, veh/h		1087	610		645			
Approach Delay, s/veh		15.9	7.0		62.7			
Approach LOS		B	A		E			
Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				65.7		24.0		65.7
Change Period (Y+Rc), s				4.5		4.5		4.5
Max Green Setting (Gmax), s				61.5		19.5		61.5
Max Q Clear Time (g_c+I1), s				59.5		20.5		15.9
Green Ext Time (p_c), s				1.6		0.0		17.4
<b>Intersection Summary</b>								
HCM 2010 Ctrl Delay			26.5					
HCM 2010 LOS			C					

HCM 2010 Signalized Intersection Summary  
 14: Medlock Bridge Road & Bush Road

10/20/2016

								
Movement	WBL	WBR	NBT	NBR	SBL	SBT		
Lane Configurations								
Traffic Volume (veh/h)	30	205	739	296	459	540		
Future Volume (veh/h)	30	205	739	296	459	540		
Number	3	18	2	12	1	6		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863		
Adj Flow Rate, veh/h	42	0	1044	0	649	763		
Adj No. of Lanes	1	1	1	1	1	2		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	69	62	920	782	605	2976		
Arrive On Green	0.04	0.00	0.49	0.00	0.29	0.84		
Sat Flow, veh/h	1774	1583	1863	1583	1774	3632		
Grp Volume(v), veh/h	42	0	1044	0	649	763		
Grp Sat Flow(s),veh/h/ln	1774	1583	1863	1583	1774	1770		
Q Serve(g_s), s	1.7	0.0	37.0	0.0	21.5	3.3		
Cycle Q Clear(g_c), s	1.7	0.0	37.0	0.0	21.5	3.3		
Prop In Lane	1.00	1.00		1.00	1.00			
Lane Grp Cap(c), veh/h	69	62	920	782	605	2976		
V/C Ratio(X)	0.61	0.00	1.13	0.00	1.07	0.26		
Avail Cap(c_a), veh/h	426	380	920	782	605	2976		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	1.00		
Uniform Delay (d), s/veh	35.4	0.0	19.0	0.0	22.7	1.2		
Incr Delay (d2), s/veh	8.4	0.0	74.1	0.0	57.5	0.2		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	1.0	0.0	37.9	0.0	22.1	1.7		
LnGrp Delay(d),s/veh	43.8	0.0	93.1	0.0	80.2	1.4		
LnGrp LOS	D		F		F	A		
Approach Vol, veh/h	42		1044			1412		
Approach Delay, s/veh	43.8		93.1			37.6		
Approach LOS	D		F			D		
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	26.0	41.5				67.5		7.4
Change Period (Y+Rc), s	4.5	4.5				4.5		4.5
Max Green Setting (Gmax), s	21.5	37.0				63.0		18.0
Max Q Clear Time (g_c+I1), s	23.5	39.0				5.3		3.7
Green Ext Time (p_c), s	0.0	0.0				23.9		0.1
<b>Intersection Summary</b>								
HCM 2010 Ctrl Delay			60.9					
HCM 2010 LOS			E					

HCM 2010 Signalized Intersection Summary  
 16: Winters Chapel Road/Spalding Lake Court & Spalding Drive

10/20/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	678	7	379	491	4	0	1	756	0	4	0
Future Volume (veh/h)	1	678	7	379	491	4	0	1	756	0	4	0
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	1	958	0	536	694	6	0	1	1068	0	6	0
Adj No. of Lanes	1	1	1	1	1	0	0	1	0	0	1	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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	282	675	574	348	1037	9	0	1	574	0	675	0
Arrive On Green	0.36	0.36	0.00	0.16	0.56	0.56	0.00	0.36	0.36	0.00	0.36	0.00
Sat Flow, veh/h	743	1863	1583	1774	1844	16	0	1	1582	0	1863	0
Grp Volume(v), veh/h	1	958	0	536	0	700	0	0	1069	0	6	0
Grp Sat Flow(s),veh/h/ln	743	1863	1583	1774	0	1860	0	0	1584	0	1863	0
Q Serve(g_s), s	0.1	43.5	0.0	19.5	0.0	31.7	0.0	0.0	43.5	0.0	0.2	0.0
Cycle Q Clear(g_c), s	7.8	43.5	0.0	19.5	0.0	31.7	0.0	0.0	43.5	0.0	0.2	0.0
Prop In Lane	1.00		1.00	1.00		0.01	0.00		1.00	0.00		0.00
Lane Grp Cap(c), veh/h	282	675	574	348	0	1046	0	0	574	0	675	0
V/C Ratio(X)	0.00	1.42	0.00	1.54	0.00	0.67	0.00	0.00	1.86	0.00	0.01	0.00
Avail Cap(c_a), veh/h	282	675	574	348	0	1046	0	0	574	0	675	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	29.6	38.2	0.0	39.1	0.0	18.4	0.0	0.0	38.3	0.0	24.5	0.0
Incr Delay (d2), s/veh	0.0	197.1	0.0	256.5	0.0	1.7	0.0	0.0	394.7	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	59.3	0.0	36.3	0.0	16.6	0.0	0.0	81.9	0.0	0.1	0.0
LnGrp Delay(d),s/veh	29.6	235.3	0.0	295.6	0.0	20.1	0.0	0.0	432.9	0.0	24.5	0.0
LnGrp LOS	C	F		F		C			F		C	
Approach Vol, veh/h		959			1236			1069			6	
Approach Delay, s/veh		235.1			139.6			432.9			24.5	
Approach LOS		F			F			F			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2	3	4		6		8				
Phs Duration (G+Y+Rc), s		48.0	24.0	48.0		48.0		72.0				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5		4.5				
Max Green Setting (Gmax), s		43.5	19.5	43.5		43.5		67.5				
Max Q Clear Time (g_c+I1), s		45.5	21.5	45.5		2.2		33.7				
Green Ext Time (p_c), s		0.0	0.0	0.0		13.9		16.5				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			263.3									
HCM 2010 LOS			F									

HCM 2010 Signalized Intersection Summary  
 19: Winters Chapel Road & Dunwoody Club Drive

10/20/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	76	6	309	0	2	0	134	735	5	3	357	24
Future Volume (veh/h)	76	6	309	0	2	0	134	735	5	3	357	24
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	107	8	437	0	3	0	189	1039	7	4	504	34
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	81	6	331	0	6	0	182	779	5	52	986	66
Arrive On Green	0.26	0.26	0.26	0.00	0.00	0.00	0.57	0.57	0.57	0.57	0.57	0.57
Sat Flow, veh/h	314	23	1283	0	1863	0	218	1363	9	3	1725	116
Grp Volume(v), veh/h	552	0	0	0	3	0	1235	0	0	542	0	0
Grp Sat Flow(s),veh/h/ln	1621	0	0	0	1863	0	1590	0	0	1843	0	0
Q Serve(g_s), s	18.5	0.0	0.0	0.0	0.1	0.0	28.2	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	18.5	0.0	0.0	0.0	0.1	0.0	41.0	0.0	0.0	12.8	0.0	0.0
Prop In Lane	0.19		0.79	0.00		0.00	0.15		0.01	0.01		0.06
Lane Grp Cap(c), veh/h	418	0	0	0	6	0	967	0	0	1104	0	0
V/C Ratio(X)	1.32	0.00	0.00	0.00	0.50	0.00	1.28	0.00	0.00	0.49	0.00	0.00
Avail Cap(c_a), veh/h	418	0	0	0	480	0	967	0	0	1104	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	26.6	0.0	0.0	0.0	35.7	0.0	16.4	0.0	0.0	9.3	0.0	0.0
Incr Delay (d2), s/veh	160.3	0.0	0.0	0.0	52.0	0.0	132.9	0.0	0.0	0.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	26.7	0.0	0.0	0.0	0.1	0.0	54.5	0.0	0.0	6.6	0.0	0.0
LnGrp Delay(d),s/veh	186.9	0.0	0.0	0.0	87.7	0.0	149.3	0.0	0.0	9.7	0.0	0.0
LnGrp LOS	F				F		F			A		
Approach Vol, veh/h		552			3			1235				542
Approach Delay, s/veh		186.9			87.7			149.3				9.7
Approach LOS		F			F			F				A
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		45.0		22.5		45.0		4.2				
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0				
Max Green Setting (Gmax), s		41.0		18.5		41.0		18.5				
Max Q Clear Time (g_c+I1), s		43.0		20.5		14.8		2.1				
Green Ext Time (p_c), s		0.0		0.0		18.2		0.0				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			125.7									
HCM 2010 LOS			F									
<b>Notes</b>												

HCM 2010 Signalized Intersection Summary  
 23: Winters Chapel Road & Peeler Road/Shopping Center

10/20/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	230	48	220	88	30	19	104	691	70	10	702	120
Future Volume (veh/h)	230	48	220	88	30	19	104	691	70	10	702	120
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	325	68	0	124	42	27	147	976	99	14	992	0
Adj No. of Lanes	1	1	1	1	1	0	1	1	0	1	1	1
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	370	483	411	374	275	177	212	1109	112	168	1079	917
Arrive On Green	0.26	0.26	0.00	0.26	0.26	0.26	0.05	0.67	0.67	0.58	0.58	0.00
Sat Flow, veh/h	1326	1863	1583	1328	1061	682	1774	1664	169	523	1863	1583
Grp Volume(v), veh/h	325	68	0	124	0	69	147	0	1075	14	992	0
Grp Sat Flow(s),veh/h/ln	1326	1863	1583	1328	0	1742	1774	0	1833	523	1863	1583
Q Serve(g_s), s	24.7	3.0	0.0	8.5	0.0	3.3	3.4	0.0	51.1	2.4	51.7	0.0
Cycle Q Clear(g_c), s	28.0	3.0	0.0	11.6	0.0	3.3	3.4	0.0	51.1	44.1	51.7	0.0
Prop In Lane	1.00		1.00	1.00		0.39	1.00		0.09	1.00		1.00
Lane Grp Cap(c), veh/h	370	483	411	374	0	452	212	0	1222	168	1079	917
V/C Ratio(X)	0.88	0.14	0.00	0.33	0.00	0.15	0.69	0.00	0.88	0.08	0.92	0.00
Avail Cap(c_a), veh/h	370	483	411	374	0	452	222	0	1257	175	1105	939
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	42.4	30.7	0.0	35.2	0.0	30.8	24.5	0.0	14.5	36.1	20.4	0.0
Incr Delay (d2), s/veh	20.5	0.1	0.0	0.5	0.0	0.2	8.5	0.0	7.4	0.2	12.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.8	1.6	0.0	3.2	0.0	1.6	3.1	0.0	27.9	0.4	29.8	0.0
LnGrp Delay(d),s/veh	62.9	30.8	0.0	35.7	0.0	31.0	33.0	0.0	21.9	36.3	32.4	0.0
LnGrp LOS	E	C		D		C	C		C	D	C	
Approach Vol, veh/h		393			193			1222			1006	
Approach Delay, s/veh		57.4			34.0			23.2			32.4	
Approach LOS		E			C			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		75.9		32.0	9.4	66.5		32.0				
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s		74.0		28.0	6.0	64.0		28.0				
Max Q Clear Time (g_c+I1), s		53.1		30.0	5.4	53.7		13.6				
Green Ext Time (p_c), s		16.2		0.0	0.0	8.8		1.9				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			32.0									
HCM 2010 LOS			C									
<b>Notes</b>												

HCM 2010 Signalized Intersection Summary  
 27: Peachtree Corners Circle & Holcomb Bridge Road (SR 140)

10/20/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	79	1163	455	111	1424	107	346	562	158	73	281	92
Future Volume (veh/h)	79	1163	455	111	1424	107	346	562	158	73	281	92
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	112	1643	643	157	2012	151	489	794	223	103	397	130
Adj No. of Lanes	1	2	0	1	2	0	1	2	0	1	2	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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	48	1395	512	48	1838	136	292	1065	299	125	1026	332
Arrive On Green	0.55	0.55	0.55	0.55	0.55	0.55	0.39	0.39	0.39	0.39	0.39	0.39
Sat Flow, veh/h	183	2536	932	162	3341	248	872	2730	767	552	2631	852
Grp Volume(v), veh/h	112	1114	1172	157	1054	1109	489	515	502	103	266	261
Grp Sat Flow(s),veh/h/ln	183	1770	1698	162	1770	1819	872	1770	1727	552	1770	1712
Q Serve(g_s), s	0.0	82.5	82.5	0.0	82.5	82.5	42.0	37.5	37.5	21.0	16.2	16.5
Cycle Q Clear(g_c), s	82.5	82.5	82.5	82.5	82.5	82.5	58.5	37.5	37.5	58.5	16.2	16.5
Prop In Lane	1.00		0.55	1.00		0.14	1.00		0.44	1.00		0.50
Lane Grp Cap(c), veh/h	48	973	934	48	973	1000	292	690	674	125	690	668
V/C Ratio(X)	2.33	1.14	1.26	3.27	1.08	1.11	1.67	0.75	0.75	0.82	0.38	0.39
Avail Cap(c_a), veh/h	48	973	934	48	973	1000	292	690	674	125	690	668
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.09	0.09	0.09	0.76	0.76	0.76	0.77	0.77	0.77
Uniform Delay (d), s/veh	75.0	33.8	33.8	75.0	33.8	33.8	57.4	39.4	39.4	67.1	32.8	32.9
Incr Delay (d2), s/veh	605.8	66.2	115.6	1026.7	39.3	50.5	313.8	3.4	3.5	27.4	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.1	57.9	68.4	15.7	50.6	55.2	37.6	18.9	18.5	5.2	7.9	7.8
LnGrp Delay(d),s/veh	680.8	100.0	149.4	1101.7	73.0	84.3	371.3	42.7	42.8	94.6	33.1	33.2
LnGrp LOS	F	F	F	F	F	F	F	D	D	F	C	C
Approach Vol, veh/h		2398			2320			1506			630	
Approach Delay, s/veh		151.2			148.0			149.4			43.2	
Approach LOS		F			F			F			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		87.0		63.0		87.0		63.0				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		82.5		58.5		82.5		58.5				
Max Q Clear Time (g_c+I1), s		84.5		60.5		84.5		60.5				
Green Ext Time (p_c), s		0.0		0.0		0.0		0.0				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			139.8									
HCM 2010 LOS			F									

HCM 2010 Signalized Intersection Summary  
 28: Holcomb Bridge Road (SR 140) & Spalding Drive

10/20/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	165	395	152	61	379	666	164	1374	29	299	1437	90
Future Volume (veh/h)	165	395	152	61	379	666	164	1374	29	299	1437	90
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	233	558	215	86	536	941	232	1942	0	422	2031	0
Adj No. of Lanes	1	2	0	1	2	1	1	2	0	1	2	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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	184	442	170	107	472	596	171	1510	0	432	2029	0
Arrive On Green	0.08	0.18	0.18	0.03	0.13	0.13	0.10	0.43	0.00	0.24	0.57	0.00
Sat Flow, veh/h	1774	2502	961	1774	3539	1583	1774	3632	0	1774	3632	0
Grp Volume(v), veh/h	233	394	379	86	536	941	232	1942	0	422	2031	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1693	1774	1770	1583	1774	1770	0	1774	1770	0
Q Serve(g_s), s	11.5	26.5	26.5	5.0	20.0	20.0	14.5	64.0	0.0	35.4	86.0	0.0
Cycle Q Clear(g_c), s	11.5	26.5	26.5	5.0	20.0	20.0	14.5	64.0	0.0	35.4	86.0	0.0
Prop In Lane	1.00		0.57	1.00		1.00	1.00		0.00	1.00		0.00
Lane Grp Cap(c), veh/h	184	313	299	107	472	596	171	1510	0	432	2029	0
V/C Ratio(X)	1.27	1.26	1.27	0.80	1.14	1.58	1.35	1.29	0.00	0.98	1.00	0.00
Avail Cap(c_a), veh/h	184	313	299	107	472	596	171	1510	0	432	2029	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	54.5	61.8	61.8	59.5	65.0	46.7	67.8	43.0	0.0	56.3	32.0	0.0
Incr Delay (d2), s/veh	123.9	120.0	122.3	4.1	63.9	260.8	162.3	129.2	0.0	37.3	20.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.3	23.4	22.5	1.2	14.0	67.8	14.8	58.3	0.0	21.8	47.4	0.0
LnGrp Delay(d),s/veh	178.3	181.7	184.0	63.6	128.9	307.5	230.1	172.2	0.0	93.7	52.2	0.0
LnGrp LOS	F	F	F	E	F	F	F	F		F	F	
Approach Vol, veh/h		1006			1563			2174			2453	
Approach Delay, s/veh		181.8			232.8			178.4			59.3	
Approach LOS		F			F			F			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	41.0	68.5	9.5	31.0	19.0	90.5	16.0	24.5				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	36.5	64.0	5.0	26.5	14.5	86.0	11.5	20.0				
Max Q Clear Time (g_c+I1), s	37.4	66.0	7.0	28.5	16.5	88.0	13.5	22.0				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			150.1									
HCM 2010 LOS			F									

HCM 2010 Signalized Intersection Summary  
 29: Peachtree Parkway (SR 141) & Spalding Drive

10/20/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	191	361	103	126	305	103	129	1564	215	111	1090	102
Future Volume (veh/h)	191	361	103	126	305	103	129	1564	215	111	1090	102
Number	7	4	14	3	8	18	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	0.99	1.00	1.00	0.99	1.00	1.00	0.99	1.00	1.00	0.99
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	270	510	0	178	431	0	182	2210	304	157	1540	144
Adj No. of Lanes	2	1	1	2	1	1	1	2	1	1	2	1
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	227	436	368	164	402	339	192	1858	825	133	1741	772
Arrive On Green	0.07	0.23	0.00	0.05	0.22	0.00	0.11	0.52	0.52	0.15	0.98	0.98
Sat Flow, veh/h	3442	1863	1571	3442	1863	1571	1774	3539	1571	1774	3539	1571
Grp Volume(v), veh/h	270	510	0	178	431	0	182	2210	304	157	1540	144
Grp Sat Flow(s),veh/h/ln	1721	1863	1571	1721	1863	1571	1774	1770	1571	1774	1770	1571
Q Serve(g_s), s	14.5	51.5	0.0	10.5	47.5	0.0	22.4	115.5	25.1	16.5	12.1	0.4
Cycle Q Clear(g_c), s	14.5	51.5	0.0	10.5	47.5	0.0	22.4	115.5	25.1	16.5	12.1	0.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	227	436	368	164	402	339	192	1858	825	133	1741	772
V/C Ratio(X)	1.19	1.17	0.00	1.08	1.07	0.00	0.95	1.19	0.37	1.18	0.88	0.19
Avail Cap(c_a), veh/h	227	436	368	164	402	339	192	1858	825	133	1741	772
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	0.85	0.85	0.00	0.92	0.92	0.00	0.29	0.29	0.29	0.33	0.33	0.33
Uniform Delay (d), s/veh	102.8	84.3	0.0	104.8	86.3	0.0	97.5	52.3	30.8	93.5	1.0	0.9
Incr Delay (d2), s/veh	116.5	95.6	0.0	91.3	63.4	0.0	23.1	87.0	0.4	104.0	2.5	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.6	38.1	0.0	7.1	31.6	0.0	12.3	78.7	10.9	11.9	3.6	0.2
LnGrp Delay(d),s/veh	219.3	179.8	0.0	196.1	149.7	0.0	120.6	139.2	31.1	197.5	3.5	1.1
LnGrp LOS	F	F		F	F		F	F	C	F	A	A
Approach Vol, veh/h		780			609			2696			1841	
Approach Delay, s/veh		193.5			163.3			125.8			19.9	
Approach LOS		F			F			F			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	30.3	114.7	17.0	58.0	23.0	122.0	21.0	54.0				
Change Period (Y+Rc), s	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5				
Max Green Setting (Gmax), s	23.8	108.2	10.5	51.5	16.5	115.5	14.5	47.5				
Max Q Clear Time (g_c+I1), s	24.4	14.1	12.5	53.5	18.5	117.5	16.5	49.5				
Green Ext Time (p_c), s	0.0	82.8	0.0	0.0	0.0	0.0	0.0	0.0				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			105.6									
HCM 2010 LOS			F									

HCM 2010 Signalized Intersection Summary  
 30: Peachtree Parkway (SR 141) & Peachtree Corners Circle

10/20/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	421	459	113	160	328	69	206	1453	91	50	1082	290
Future Volume (veh/h)	421	459	113	160	328	69	206	1453	91	50	1082	290
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	595	649	0	226	463	0	291	2053	129	71	1529	0
Adj No. of Lanes	2	2	1	1	1	1	2	2	1	2	2	1
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	524	837	374	242	411	349	307	1850	828	78	1615	723
Arrive On Green	0.15	0.24	0.00	0.14	0.22	0.00	0.09	0.52	0.52	0.05	0.91	0.00
Sat Flow, veh/h	3442	3539	1583	1774	1863	1583	3442	3539	1583	3442	3539	1583
Grp Volume(v), veh/h	595	649	0	226	463	0	291	2053	129	71	1529	0
Grp Sat Flow(s),veh/h/ln	1721	1770	1583	1774	1863	1583	1721	1770	1583	1721	1770	1583
Q Serve(g_s), s	33.5	37.7	0.0	27.7	48.5	0.0	18.5	115.0	9.3	4.5	61.0	0.0
Cycle Q Clear(g_c), s	33.5	37.7	0.0	27.7	48.5	0.0	18.5	115.0	9.3	4.5	61.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	524	837	374	242	411	349	307	1850	828	78	1615	723
V/C Ratio(X)	1.14	0.78	0.00	0.94	1.13	0.00	0.95	1.11	0.16	0.91	0.95	0.00
Avail Cap(c_a), veh/h	524	837	374	271	411	349	307	1850	828	78	1615	723
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	0.75	0.75	0.00	1.00	1.00	0.00	0.09	0.09	0.09	0.72	0.72	0.00
Uniform Delay (d), s/veh	93.3	78.5	0.0	94.1	85.8	0.0	99.7	52.5	27.3	104.8	7.9	0.0
Incr Delay (d2), s/veh	77.8	3.5	0.0	35.7	83.9	0.0	7.0	50.2	0.0	58.0	10.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	21.6	18.9	0.0	16.0	34.5	0.0	9.1	68.9	4.1	2.8	29.4	0.0
LnGrp Delay(d),s/veh	171.1	82.0	0.0	129.8	169.6	0.0	106.7	102.7	27.3	162.8	17.9	0.0
LnGrp LOS	F	F		F	F		F	F	C	F	B	
Approach Vol, veh/h		1244			689			2473			1600	
Approach Delay, s/veh		124.6			156.6			99.3			24.3	
Approach LOS		F			F			F			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.5	119.5	34.5	56.5	24.1	104.9	38.0	53.0				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.0	115.0	33.6	48.4	19.6	100.4	33.5	48.5				
Max Q Clear Time (g_c+I1), s	6.5	117.0	29.7	39.7	20.5	63.0	35.5	50.5				
Green Ext Time (p_c), s	0.0	0.0	0.2	4.5	0.0	34.2	0.0	0.0				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			91.1									
HCM 2010 LOS			F									

# HCM 2010 Signalized Intersection Summary

## 31: Peachtree Parkway (SR 141)/Medlock Bridge Road (SR 141) & Jones Bridge Road/Medlock Bridge Road

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	163	216	76	129	166	8	114	1664	214	285	2106	36
Future Volume (veh/h)	163	216	76	129	166	8	114	1664	214	285	2106	36
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	230	305	0	182	235	11	161	2351	0	403	2976	0
Adj No. of Lanes	2	1	1	2	1	0	1	2	1	2	2	1
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	196	258	220	149	221	10	133	2217	992	379	2341	1047
Arrive On Green	0.06	0.14	0.00	0.04	0.13	0.13	0.15	1.00	0.00	0.11	0.66	0.00
Sat Flow, veh/h	3442	1863	1583	3442	1766	83	1774	3539	1583	3442	3539	1583
Grp Volume(v), veh/h	230	305	0	182	0	246	161	2351	0	403	2976	0
Grp Sat Flow(s),veh/h/ln	1721	1863	1583	1721	0	1848	1774	1770	1583	1721	1770	1583
Q Serve(g_s), s	12.5	30.5	0.0	9.5	0.0	27.5	16.5	0.0	0.0	24.2	145.5	0.0
Cycle Q Clear(g_c), s	12.5	30.5	0.0	9.5	0.0	27.5	16.5	0.0	0.0	24.2	145.5	0.0
Prop In Lane	1.00		1.00	1.00		0.04	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	196	258	220	149	0	231	133	2217	992	379	2341	1047
V/C Ratio(X)	1.18	1.18	0.00	1.22	0.00	1.06	1.21	1.06	0.00	1.06	1.27	0.00
Avail Cap(c_a), veh/h	196	258	220	149	0	231	133	2217	992	379	2341	1047
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.09	0.00	0.09	0.09	0.09	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	103.8	94.8	0.0	105.3	0.0	96.3	93.5	0.0	0.0	97.9	37.2	0.0
Incr Delay (d2), s/veh	119.9	114.0	0.0	106.7	0.0	38.0	101.1	28.5	0.0	64.4	125.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.2	23.9	0.0	6.7	0.0	16.5	11.8	8.8	0.0	14.9	111.7	0.0
LnGrp Delay(d),s/veh	223.7	208.7	0.0	212.0	0.0	134.3	194.6	28.5	0.0	162.3	162.9	0.0
LnGrp LOS	F	F		F		F	F	F		F	F	
Approach Vol, veh/h		535			428			2512			3379	
Approach Delay, s/veh		215.1			167.3			39.1			162.8	
Approach LOS		F			F			D			F	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	28.7	142.3	14.0	35.0	21.0	150.0	17.0	32.0				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	24.2	137.8	9.5	30.5	16.5	145.5	12.5	27.5				
Max Q Clear Time (g_c+I1), s	26.2	2.0	11.5	32.5	18.5	147.5	14.5	29.5				
Green Ext Time (p_c), s	0.0	134.4	0.0	0.0	0.0	0.0	0.0	0.0				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			121.8									
HCM 2010 LOS			F									

# HCM 2010 Signalized Intersection Summary

## 33: Peachtree Corners Circle & Jones Mill Road/Peachtree Corners Cricle

10/20/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	101	1	10	39	0	25	39	1054	68	42	749	91
Future Volume (veh/h)	101	1	10	39	0	25	39	1054	68	42	749	91
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	143	1	14	55	0	35	55	1489	96	59	1058	129
Adj No. of Lanes	0	1	0	0	1	1	1	2	0	1	2	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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	257	5	17	359	0	264	363	2448	157	249	2303	281
Arrive On Green	0.17	0.17	0.17	0.17	0.00	0.17	0.72	0.72	0.72	0.72	0.72	0.72
Sat Flow, veh/h	1044	33	105	1631	0	1583	470	3377	217	321	3177	387
Grp Volume(v), veh/h	158	0	0	55	0	35	55	777	808	59	589	598
Grp Sat Flow(s),veh/h/ln	1181	0	0	1631	0	1583	470	1770	1824	321	1770	1794
Q Serve(g_s), s	8.9	0.0	0.0	0.0	0.0	1.6	4.5	17.9	18.2	9.2	11.4	11.4
Cycle Q Clear(g_c), s	11.2	0.0	0.0	2.3	0.0	1.6	16.0	17.9	18.2	27.4	11.4	11.4
Prop In Lane	0.91		0.09	1.00		1.00	1.00		0.12	1.00		0.22
Lane Grp Cap(c), veh/h	280	0	0	359	0	264	363	1283	1323	249	1283	1301
V/C Ratio(X)	0.57	0.00	0.00	0.15	0.00	0.13	0.15	0.61	0.61	0.24	0.46	0.46
Avail Cap(c_a), veh/h	393	0	0	473	0	394	363	1283	1323	249	1283	1301
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.5	0.0	0.0	29.8	0.0	29.5	8.0	5.6	5.6	12.4	4.7	4.7
Incr Delay (d2), s/veh	1.8	0.0	0.0	0.2	0.0	0.2	0.9	2.1	2.1	2.2	1.2	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	0.0	0.0	1.1	0.0	0.7	0.7	9.4	9.8	1.0	5.8	5.9
LnGrp Delay(d),s/veh	36.3	0.0	0.0	30.0	0.0	29.7	8.9	7.7	7.8	14.6	5.9	5.9
LnGrp LOS	D			C		C	A	A	A	B	A	A
Approach Vol, veh/h		158			90			1640			1246	
Approach Delay, s/veh		36.3			29.9			7.8			6.3	
Approach LOS		D			C			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		64.8		18.4		64.8		18.4				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		60.3		20.7		60.3		20.7				
Max Q Clear Time (g_c+I1), s		20.2		13.2		29.4		4.3				
Green Ext Time (p_c), s		32.2		0.7		25.9		1.1				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			9.3									
HCM 2010 LOS			A									

HCM 2010 Signalized Intersection Summary  
 34: Peachtree Parkway (SR 141)

10/20/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	233	15	50	40	7	4	49	1978	27	24	1159	104
Future Volume (veh/h)	233	15	50	40	7	4	49	1978	27	24	1159	104
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	329	21	71	57	10	6	69	2795	38	34	1638	147
Adj No. of Lanes	2	1	0	1	1	1	1	2	1	1	2	1
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	359	67	226	103	101	86	268	2619	1172	68	2610	1168
Arrive On Green	0.10	0.18	0.18	0.05	0.05	0.05	0.04	1.00	1.00	0.04	1.00	1.00
Sat Flow, veh/h	3442	374	1265	1299	1863	1583	1774	3539	1583	1774	3539	1583
Grp Volume(v), veh/h	329	0	92	57	10	6	69	2795	38	34	1638	147
Grp Sat Flow(s),veh/h/ln	1721	0	1639	1299	1863	1583	1774	1770	1583	1774	1770	1583
Q Serve(g_s), s	20.8	0.0	10.7	9.6	1.1	0.8	2.2	162.8	0.0	1.0	0.0	0.0
Cycle Q Clear(g_c), s	20.8	0.0	10.7	9.6	1.1	0.8	2.2	162.8	0.0	1.0	0.0	0.0
Prop In Lane	1.00		0.77	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	359	0	293	103	101	86	268	2619	1172	68	2610	1168
V/C Ratio(X)	0.92	0.00	0.31	0.55	0.10	0.07	0.26	1.07	0.03	0.50	0.63	0.13
Avail Cap(c_a), veh/h	371	0	344	139	152	130	274	2619	1172	80	2610	1168
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	0.09	0.09	0.09	0.09	0.09	0.09
Uniform Delay (d), s/veh	97.6	0.0	78.6	103.0	99.0	98.8	6.5	0.0	0.0	65.1	0.0	0.0
Incr Delay (d2), s/veh	26.6	0.0	0.6	4.6	0.4	0.3	0.0	31.2	0.0	0.5	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.2	0.0	4.9	3.6	0.6	0.4	1.1	11.3	0.0	1.5	0.0	0.0
LnGrp Delay(d),s/veh	124.2	0.0	79.2	107.5	99.4	99.2	6.5	31.2	0.0	65.6	0.1	0.0
LnGrp LOS	F		E	F	F	F	A	F	A	E	A	A
Approach Vol, veh/h		421			73			2902			1819	
Approach Delay, s/veh		114.3			105.7			30.2			1.3	
Approach LOS		F			F			C			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.9	167.3		43.8	9.4	166.7	27.4	16.4				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.9	154.4		46.2	5.7	154.6	23.7	18.0				
Max Q Clear Time (g_c+I1), s	3.0	164.8		12.7	4.2	2.0	22.8	11.6				
Green Ext Time (p_c), s	0.0	0.0		0.8	0.0	146.2	0.1	0.3				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			28.0									
HCM 2010 LOS			C									

HCM 2010 Signalized Intersection Summary  
 35: Peachtree Parkway (SR 141) & Jay Bird Alley/Technology Parkway

10/20/2016

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	102	205	218	197	225	224	145	1790	210	47	1692	24
Future Volume (veh/h)	102	205	218	197	225	224	145	1790	210	47	1692	24
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	144	290	308	278	318	0	205	2529	297	66	2391	0
Adj No. of Lanes	1	1	1	1	1	1	1	3	0	1	2	1
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	166	250	212	238	345	294	173	2886	328	80	2019	903
Arrive On Green	0.06	0.13	0.13	0.12	0.19	0.00	0.10	0.62	0.62	0.05	0.57	0.00
Sat Flow, veh/h	1774	1863	1583	1774	1863	1583	1774	4633	527	1774	3539	1583
Grp Volume(v), veh/h	144	290	308	278	318	0	205	1828	998	66	2391	0
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1774	1863	1583	1774	1695	1770	1774	1770	1583
Q Serve(g_s), s	14.2	29.5	29.5	25.5	36.9	0.0	21.5	97.1	107.3	8.1	125.5	0.0
Cycle Q Clear(g_c), s	14.2	29.5	29.5	25.5	36.9	0.0	21.5	97.1	107.3	8.1	125.5	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.30	1.00		1.00
Lane Grp Cap(c), veh/h	166	250	212	238	345	294	173	2112	1102	80	2019	903
V/C Ratio(X)	0.87	1.16	1.45	1.17	0.92	0.00	1.18	0.87	0.91	0.82	1.18	0.00
Avail Cap(c_a), veh/h	166	250	212	238	345	294	173	2112	1102	96	2019	903
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.86	0.86	0.86	1.00	1.00	0.00	1.00	1.00	1.00	0.39	0.39	0.00
Uniform Delay (d), s/veh	80.6	95.3	95.3	73.1	88.0	0.0	99.3	33.9	35.9	104.1	47.2	0.0
Incr Delay (d2), s/veh	31.5	103.6	224.0	110.7	29.1	0.0	126.0	5.1	12.1	16.9	85.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	22.4	26.2	21.8	21.8	0.0	16.6	46.7	56.1	4.4	85.0	0.0
LnGrp Delay(d),s/veh	112.1	198.9	319.3	183.8	117.1	0.0	225.2	39.0	48.0	121.0	132.3	0.0
LnGrp LOS	F	F	F	F	F		F	D	D	F	F	
Approach Vol, veh/h		742			596			3031			2457	
Approach Delay, s/veh		232.0			148.2			54.6			132.0	
Approach LOS		F			F			D			F	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.5	141.5	30.0	34.0	26.0	130.0	18.7	45.3				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	11.9	135.1	25.5	29.5	21.5	125.5	14.2	40.8				
Max Q Clear Time (g_c+I1), s	10.1	109.3	27.5	31.5	23.5	127.5	16.2	38.9				
Green Ext Time (p_c), s	0.0	25.7	0.0	0.0	0.0	0.0	0.0	0.9				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			109.9									
HCM 2010 LOS			F									

**Intersection**

Int Delay, s/veh 1.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	87	780	597	51	31	25
Future Vol, veh/h	87	780	597	51	31	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	123	1102	844	72	44	35

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	916	0	880
Stage 1	-	-	880
Stage 2	-	-	1348
Critical Hdwy	4.12	-	6.22
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	2.218	-	3.318
Pot Cap-1 Maneuver	745	-	346
Stage 1	-	-	406
Stage 2	-	-	242
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	745	-	346
Mov Cap-2 Maneuver	-	-	139
Stage 1	-	-	406
Stage 2	-	-	202

Approach	EB	WB	SB
HCM Control Delay, s	1.1	0	36.8
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	745	-	-	-	190
HCM Lane V/C Ratio	0.165	-	-	-	0.416
HCM Control Delay (s)	10.8	-	-	-	36.8
HCM Lane LOS	B	-	-	-	E
HCM 95th %tile Q(veh)	0.6	-	-	-	1.9

**Notes**

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

**Intersection**

Int Delay, s/veh 0.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	0	32	56	744	381	6
Future Vol, veh/h	0	32	56	744	381	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	45	79	1051	538	8

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	1753	543	547 0
Stage 1	543	-	- -
Stage 2	1210	-	- -
Critical Hdwy	6.42	6.22	4.12 -
Critical Hdwy Stg 1	5.42	-	- -
Critical Hdwy Stg 2	5.42	-	- -
Follow-up Hdwy	3.518	3.318	2.218 -
Pot Cap-1 Maneuver	94	540	1022 -
Stage 1	582	-	- -
Stage 2	282	-	- -
Platoon blocked, %			- -
Mov Cap-1 Maneuver	77	540	1022 -
Mov Cap-2 Maneuver	77	-	- -
Stage 1	582	-	- -
Stage 2	230	-	- -

Approach	EB	NB	SB
HCM Control Delay, s	12.3	0.6	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1022	-	540	-	-
HCM Lane V/C Ratio	0.077	-	0.084	-	-
HCM Control Delay (s)	8.8	0	12.3	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.3	-	0.3	-	-

**Intersection**

Int Delay, s/veh 0.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	8	13	765	24	26	376
Future Vol, veh/h	8	13	765	24	26	376
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	18	1081	34	37	531

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	1703	1098	0
Stage 1	1098	-	-
Stage 2	605	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	101	259	626
Stage 1	319	-	-
Stage 2	545	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	93	259	626
Mov Cap-2 Maneuver	93	-	-
Stage 1	319	-	-
Stage 2	499	-	-

Approach	WB	NB	SB
HCM Control Delay, s	33.9	0	0.7
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	154	626
HCM Lane V/C Ratio	-	-	0.193	0.059
HCM Control Delay (s)	-	-	33.9	11.1
HCM Lane LOS	-	-	D	B
HCM 95th %tile Q(veh)	-	-	0.7	0.2

**Intersection**

Int Delay, s/veh 0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	4	8	12	894	643	8
Future Vol, veh/h	4	8	12	894	643	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	Free	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	6	11	17	1263	909	11

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	2211	914	920 0
Stage 1	914	-	- -
Stage 2	1297	-	- -
Critical Hdwy	6.42	6.22	4.12 -
Critical Hdwy Stg 1	5.42	-	- -
Critical Hdwy Stg 2	5.42	-	- -
Follow-up Hdwy	3.518	3.318	2.218 -
Pot Cap-1 Maneuver	48	331	742 -
Stage 1	391	-	- -
Stage 2	256	-	- -
Platoon blocked, %			- -
Mov Cap-1 Maneuver	44	331	742 -
Mov Cap-2 Maneuver	44	-	- -
Stage 1	391	-	- -
Stage 2	236	-	- -

Approach	EB	NB	SB
HCM Control Delay, s	46.2	0.1	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	742	-	104	-	-
HCM Lane V/C Ratio	0.023	-	0.163	-	-
HCM Control Delay (s)	10	0	46.2	-	-
HCM Lane LOS	A	A	E	-	-
HCM 95th %tile Q(veh)	0.1	-	0.6	-	-

**Intersection**

Int Delay, s/veh 13.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	32	26	887	84	23	649
Future Vol, veh/h	32	26	887	84	23	649
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	45	37	1253	119	33	917

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	2295	1313	0
Stage 1	1313	-	-
Stage 2	982	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	~ 43	194	500
Stage 1	252	-	-
Stage 2	363	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	~ 37	194	500
Mov Cap-2 Maneuver	~ 37	-	-
Stage 1	252	-	-
Stage 2	314	-	-

Approach	WB	NB	SB
HCM Control Delay, s	\$ 379.3	0	0.4
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	58	500
HCM Lane V/C Ratio	-	-	1.413	0.065
HCM Control Delay (s)	-	-	\$ 379.3	12.7
HCM Lane LOS	-	-	F	B
HCM 95th %tile Q(veh)	-	-	7.2	0.2

**Notes**

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

**Intersection**

Int Delay, s/veh      0.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	6	5	979	5	2	682
Future Vol, veh/h	6	5	979	5	2	682
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	100	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	7	1383	7	3	964

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2352	1383	0	0	1383	0
Stage 1	1383	-	-	-	-	-
Stage 2	969	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	39	176	-	-	495	-
Stage 1	233	-	-	-	-	-
Stage 2	368	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	38	176	-	-	495	-
Mov Cap-2 Maneuver	38	-	-	-	-	-
Stage 1	233	-	-	-	-	-
Stage 2	363	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	86.6		0		0
HCM LOS	F				

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	59	495
HCM Lane V/C Ratio	-	-	0.263	0.006
HCM Control Delay (s)	-	-	86.6	12.3
HCM Lane LOS	-	-	F	B
HCM 95th %tile Q(veh)	-	-	0.9	0

**Intersection**

Int Delay, s/veh 7.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	15	21	988	13	16	886
Future Vol, veh/h	15	21	988	13	16	886
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	21	30	1396	18	23	1252

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	2702	1405	0
Stage 1	1405	-	-
Stage 2	1297	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	24	171	482
Stage 1	227	-	-
Stage 2	256	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	~ 20	171	482
Mov Cap-2 Maneuver	~ 20	-	-
Stage 1	227	-	-
Stage 2	216	-	-

Approach	WB	NB	SB
HCM Control Delay, s	\$ 374.9	0	0.2
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	41	482
HCM Lane V/C Ratio	-	-	1.241	0.047
HCM Control Delay (s)	-	-	\$ 374.9	12.8
HCM Lane LOS	-	-	F	B
HCM 95th %tile Q(veh)	-	-	5	0.1

**Notes**

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

**Intersection**

Int Delay, s/veh 4.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	16	1	1035	47	7	902
Future Vol, veh/h	16	1	1035	47	7	902
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	Yield	-	None
Storage Length	0	-	-	0	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	23	1	1463	66	10	1275

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	2757	1463	0
Stage 1	1463	-	-
Stage 2	1294	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	~ 22	158	-
Stage 1	213	-	-
Stage 2	257	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	~ 20	158	-
Mov Cap-2 Maneuver	~ 20	-	-
Stage 1	213	-	-
Stage 2	238	-	-

Approach	WB	NB	SB
HCM Control Delay, s	\$ 507.6	0	0.1
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	21	462
HCM Lane V/C Ratio	-	-	1.144	0.021
HCM Control Delay (s)	-	-	\$ 507.6	13
HCM Lane LOS	-	-	F	B
HCM 95th %tile Q(veh)	-	-	3.2	0.1

**Notes**

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

**Intersection**

Int Delay, s/veh 622.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	209	227	236	747	495	35
Future Vol, veh/h	209	227	236	747	495	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	Free
Storage Length	0	0	100	-	-	225
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	295	321	333	1056	699	49

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	2422	699	699	0	-
Stage 1	699	-	-	-	-
Stage 2	1723	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	~ 36	440	898	-	0
Stage 1	493	-	-	-	0
Stage 2	~ 158	-	-	-	0
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	~ 23	440	898	-	-
Mov Cap-2 Maneuver	~ 23	-	-	-	-
Stage 1	493	-	-	-	-
Stage 2	~ 99	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	\$ 2727.2	2.7	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT
Capacity (veh/h)	898	-	23	440	-
HCM Lane V/C Ratio	0.371	-	12.84	0.729	-
HCM Control Delay (s)	11.4	\$ 5654.3	32.2	-	-
HCM Lane LOS	B	-	F	D	-
HCM 95th %tile Q(veh)	1.7	-	37	5.8	-

**Notes**

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

HCM 2010 Roundabout  
 10: Peachtree Corners Circle & Spalding Drive

10/19/2016

Intersection								
Intersection Delay, s/veh	86.2							
Intersection LOS	F							
Approach	EB		WB		NB		SB	
Entry Lanes	2		1		1		1	
Conflicting Circle Lanes	1		1		2		1	
Adj Approach Flow, veh/h	1047		614		589		1306	
Demand Flow Rate, veh/h	1068		627		600		1332	
Vehicles Circulating, veh/h	718		851		1091		608	
Vehicles Exiting, veh/h	528		669		695		870	
Follow-Up Headway, s	3.186		3.186		3.186		3.186	
Ped Vol Crossing Leg, #/h	0		0		0		0	
Ped Cap Adj	1.000		1.000		1.000		1.000	
Approach Delay, s/veh	84.8		174.9		27.9		72.0	
Approach LOS	F		F		D		F	
Lane	Left	Right	Left	Left	Bypass	Left	Bypass	
Designated Moves	L	TR	LTR	LT	R	LT	R	
Assumed Moves	L	TR	LTR	LT	R	LT	R	
RT Channelized					Yield	Yield		
Lane Util	0.395	0.605	1.000	1.000		1.000		
Critical Headway, s	5.193	5.193	5.193	4.113		5.193		
Entry Flow, veh/h	422	646	627	429	171	638	694	
Cap Entry Lane, veh/h	551	551	482	526	579	615	666	
Entry HV Adj Factor	0.981	0.980	0.979	0.981	0.980	0.981	0.980	
Flow Entry, veh/h	414	633	614	421	168	626	680	
Cap Entry, veh/h	541	540	473	517	567	603	653	
V/C Ratio	0.766	1.172	1.300	0.815	0.296	1.037	1.041	
Control Delay, s/veh	29.0	121.2	174.9	34.9	10.5	72.7	71.3	
LOS	D	F	F	D	B	F	F	
95th %tile Queue, veh	7	22	26	8	1	17	18	

Intersection				
Intersection Delay, s/veh	13.7			
Intersection LOS	B			
Approach	WB	NB	SB	
Entry Lanes	1	1	1	
Conflicting Circle Lanes	1	1	1	
Adj Approach Flow, veh/h	682	325	478	
Demand Flow Rate, veh/h	696	332	487	
Vehicles Circulating, veh/h	141	167	397	
Vehicles Exiting, veh/h	167	717	440	
Follow-Up Headway, s	3.186	3.186	3.186	
Ped Vol Crossing Leg, #/h	0	0	0	
Ped Cap Adj	1.000	1.000	1.000	
Approach Delay, s/veh	15.9	5.6	16.2	
Approach LOS	C	A	C	
Lane	Left	Left	Bypass	Left
Designated Moves	LR	T	R	LT
Assumed Moves	LR	T	R	LT
RT Channelized			Yield	
Lane Util	1.000	1.000		1.000
Critical Headway, s	5.193	5.193		5.193
Entry Flow, veh/h	696	141	191	487
Cap Entry Lane, veh/h	981	956	956	760
Entry HV Adj Factor	0.980	0.980	0.980	0.981
Flow Entry, veh/h	682	138	187	478
Cap Entry, veh/h	962	937	937	745
V/C Ratio	0.709	0.147	0.199	0.641
Control Delay, s/veh	15.9	5.2	5.8	16.2
LOS	C	A	A	C
95th %tile Queue, veh	6	1	1	5

HCM 2010 Roundabout  
 32: Medlock Bridge Road & Peachtree Corners Circle

10/19/2016

Intersection						
Intersection Delay, s/veh	10.5					
Intersection LOS	B					
Approach	EB	NB		SB		
Entry Lanes	1	2		1		
Conflicting Circle Lanes	1	1		2		
Adj Approach Flow, veh/h	201	1264		783		
Demand Flow Rate, veh/h	205	1289		799		
Vehicles Circulating, veh/h	456	23		475		
Vehicles Exiting, veh/h	475	456		837		
Follow-Up Headway, s	3.186	3.186		3.186		
Ped Vol Crossing Leg, #/h	0	0		0		
Ped Cap Adj	1.000	1.000		1.000		
Approach Delay, s/veh	7.8	12.8		7.4		
Approach LOS	A	B		A		
Lane	Left	Bypass	Left	Right	Left	Bypass
Designated Moves	L	R	L	TR	T	R
Assumed Moves	L	R	L	TR	T	R
RT Channelized	Yield		Free			
Lane Util	1.000		0.369	0.631	1.000	
Critical Headway, s	5.193		5.193	5.193	4.113	
Entry Flow, veh/h	23	182	475	814	456	343
Cap Entry Lane, veh/h	716	716	1104	1104	810	1938
Entry HV Adj Factor	1.000	0.980	0.981	0.980	0.980	0.980
Flow Entry, veh/h	23	178	466	798	447	336
Cap Entry, veh/h	716	702	1083	1083	794	1900
V/C Ratio	0.032	0.254	0.430	0.737	0.563	0.177
Control Delay, s/veh	5.4	8.1	8.0	15.7	13.0	0.0
LOS	A	A	A	C	B	A
95th %tile Queue, veh	0	1	2	7	4	1

HCM 2010 Signalized Intersection Summary  
 1: Buford Highway (SR 13) & Amwiler Road

10/20/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 					 		
Traffic Volume (veh/h)	148	558	4	2	1349	402	1	5	6	131	0	126
Future Volume (veh/h)	148	558	4	2	1349	402	1	5	6	131	0	126
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	209	788	6	3	1906	568	1	7	8	185	0	178
Adj No. of Lanes	1	2	0	0	2	0	1	1	0	2	1	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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	141	2662	20	31	1753	493	31	14	16	450	0	207
Arrive On Green	0.05	0.74	0.74	0.44	0.44	0.44	0.02	0.02	0.02	0.13	0.00	0.13
Sat Flow, veh/h	1774	3600	27	1	2671	752	1774	795	908	3442	0	1583
Grp Volume(v), veh/h	209	387	407	1297	0	1180	1	0	15	185	0	178
Grp Sat Flow(s),veh/h/ln	1774	1770	1858	1861	0	1562	1774	0	1703	1721	0	1583
Q Serve(g_s), s	5.5	8.8	8.8	14.3	0.0	78.7	0.1	0.0	1.0	5.9	0.0	13.2
Cycle Q Clear(g_c), s	5.5	8.8	8.8	78.7	0.0	78.7	0.1	0.0	1.0	5.9	0.0	13.2
Prop In Lane	1.00		0.01	0.00		0.48	1.00		0.53	1.00		1.00
Lane Grp Cap(c), veh/h	141	1309	1374	1252	0	1025	31	0	29	450	0	207
V/C Ratio(X)	1.48	0.30	0.30	1.04	0.00	1.15	0.03	0.00	0.51	0.41	0.00	0.86
Avail Cap(c_a), veh/h	141	1309	1374	1252	0	1025	266	0	255	516	0	237
HCM Platoon Ratio	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.09	0.00	0.09	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	41.8	5.2	5.2	34.5	0.0	33.6	58.0	0.0	58.5	47.9	0.0	51.1
Incr Delay (d2), s/veh	249.5	0.6	0.5	19.4	0.0	69.1	0.4	0.0	13.1	0.6	0.0	23.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.5	4.4	4.6	48.2	0.0	53.7	0.0	0.0	0.6	2.9	0.0	7.1
LnGrp Delay(d),s/veh	291.3	5.8	5.8	54.0	0.0	102.8	58.4	0.0	71.6	48.5	0.0	74.7
LnGrp LOS	F	A	A	F		F	E		E	D		E
Approach Vol, veh/h		1003			2477			16			363	
Approach Delay, s/veh		65.3			77.2			70.8			61.3	
Approach LOS		E			E			E			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	10.0	83.2		20.2		93.2		6.6				
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s	5.5	60.5		18.0		70.5		18.0				
Max Q Clear Time (g_c+I1), s	7.5	80.7		15.2		10.8		3.0				
Green Ext Time (p_c), s	0.0	0.0		0.5		53.5		0.0				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay				72.6								
HCM 2010 LOS				E								

# HCM 2010 Signalized Intersection Summary

## 2: Button Gwinnett Drive/Jones Mill Road & Buford Highway (SR 13)

10/20/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	177	432	81	32	1303	79	136	191	29	47	211	237
Future Volume (veh/h)	177	432	81	32	1303	79	136	191	29	47	211	237
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	250	610	114	45	1841	112	192	270	41	66	298	335
Adj No. of Lanes	1	2	0	1	2	1	1	1	0	1	1	1
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	236	1626	303	458	1696	759	213	365	55	209	399	339
Arrive On Green	0.13	0.73	0.73	0.03	0.48	0.48	0.06	0.23	0.23	0.04	0.21	0.21
Sat Flow, veh/h	1774	2979	556	1774	3539	1583	1774	1580	240	1774	1863	1583
Grp Volume(v), veh/h	250	362	362	45	1841	112	192	0	311	66	298	335
Grp Sat Flow(s),veh/h/ln	1774	1770	1765	1774	1770	1583	1774	0	1820	1774	1863	1583
Q Serve(g_s), s	11.9	9.2	9.3	1.5	57.5	4.8	6.9	0.0	19.0	3.5	18.0	25.3
Cycle Q Clear(g_c), s	11.9	9.2	9.3	1.5	57.5	4.8	6.9	0.0	19.0	3.5	18.0	25.3
Prop In Lane	1.00		0.31	1.00		1.00	1.00		0.13	1.00		1.00
Lane Grp Cap(c), veh/h	236	966	963	458	1696	759	213	0	421	209	399	339
V/C Ratio(X)	1.06	0.37	0.38	0.10	1.09	0.15	0.90	0.00	0.74	0.32	0.75	0.99
Avail Cap(c_a), veh/h	236	966	963	476	1696	759	213	0	421	213	399	339
HCM Platoon Ratio	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.95	0.95	0.95	1.00	1.00	1.00	1.00	0.00	1.00	0.33	0.33	0.33
Uniform Delay (d), s/veh	38.2	8.7	8.7	14.7	31.2	17.5	43.5	0.0	42.8	35.9	44.1	47.0
Incr Delay (d2), s/veh	73.8	0.2	0.2	0.1	49.1	0.1	36.0	0.0	11.1	0.3	4.3	25.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.6	4.5	4.5	0.7	39.6	2.1	7.1	0.0	10.9	1.7	9.7	13.5
LnGrp Delay(d),s/veh	112.0	9.0	9.0	14.8	80.3	17.6	79.5	0.0	53.8	36.2	48.4	72.5
LnGrp LOS	F	A	A	B	F	B	E		D	D	D	E
Approach Vol, veh/h		974			1998			503			699	
Approach Delay, s/veh		35.4			75.3			63.6			58.8	
Approach LOS		D			E			E			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.4	32.2	8.4	70.0	11.4	30.2	16.4	62.0				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.1	27.5	5.1	64.3	6.9	25.7	11.9	57.5				
Max Q Clear Time (g_c+I1), s	5.5	21.0	3.5	11.3	8.9	27.3	13.9	59.5				
Green Ext Time (p_c), s	0.0	2.7	0.0	36.6	0.0	0.0	0.0	0.0				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			61.8									
HCM 2010 LOS			E									

# HCM 2010 Signalized Intersection Summary

## 3: Holcomb Bridge Road & Peachtree Industrial Boulevard

10/20/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	138	1211	201	45	1435	347	107	451	23	160	213	1
Future Volume (veh/h)	138	1211	201	45	1435	347	107	451	23	160	213	1
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	195	1711	284	64	2028	0	151	637	0	226	301	0
Adj No. of Lanes	2	2	1	2	2	1	2	2	0	2	2	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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	211	2108	943	107	2001	895	197	649	0	241	694	0
Arrive On Green	0.06	0.60	0.60	0.03	0.57	0.00	0.06	0.18	0.00	0.07	0.20	0.00
Sat Flow, veh/h	3442	3539	1583	3442	3539	1583	3442	3632	0	3442	3632	0
Grp Volume(v), veh/h	195	1711	284	64	2028	0	151	637	0	226	301	0
Grp Sat Flow(s),veh/h/ln	1721	1770	1583	1721	1770	1583	1721	1770	0	1721	1770	0
Q Serve(g_s), s	8.5	56.8	13.3	2.8	84.8	0.0	6.5	26.9	0.0	9.8	11.2	0.0
Cycle Q Clear(g_c), s	8.5	56.8	13.3	2.8	84.8	0.0	6.5	26.9	0.0	9.8	11.2	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.00	1.00		0.00
Lane Grp Cap(c), veh/h	211	2108	943	107	2001	895	197	649	0	241	694	0
V/C Ratio(X)	0.92	0.81	0.30	0.60	1.01	0.00	0.77	0.98	0.00	0.94	0.43	0.00
Avail Cap(c_a), veh/h	211	2108	943	117	2001	895	264	649	0	241	694	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.37	0.37	0.00	1.00	1.00	0.00	0.09	0.09	0.00
Uniform Delay (d), s/veh	70.1	23.7	14.9	71.8	32.6	0.0	69.7	61.0	0.0	69.4	53.0	0.0
Incr Delay (d2), s/veh	41.3	3.5	0.8	2.7	15.8	0.0	9.1	30.6	0.0	7.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.2	28.6	6.0	1.4	45.5	0.0	3.3	15.9	0.0	4.9	5.5	0.0
LnGrp Delay(d),s/veh	111.3	27.3	15.8	74.4	48.4	0.0	78.8	91.6	0.0	76.7	53.0	0.0
LnGrp LOS	F	C	B	E	F		E	F		E	D	
Approach Vol, veh/h		2190			2092			788			527	
Approach Delay, s/veh		33.3			49.2			89.2			63.2	
Approach LOS		C			D			F			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.2	93.8	13.1	33.9	13.7	89.3	15.0	32.0				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.1	88.9	11.5	26.5	9.2	84.8	10.5	27.5				
Max Q Clear Time (g_c+I1), s	4.8	58.8	8.5	13.2	10.5	86.8	11.8	28.9				
Green Ext Time (p_c), s	0.0	29.1	0.1	5.1	0.0	0.0	0.0	0.0				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			49.9									
HCM 2010 LOS			D									

HCM 2010 Signalized Intersection Summary  
 5: Medlock Bridge Road & Peachtree Industrial Boulevard

10/20/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	93	819	154	92	1557	43	387	511	69	36	406	202
Future Volume (veh/h)	93	819	154	92	1557	43	387	511	69	36	406	202
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	131	1157	0	130	2200	0	547	722	98	51	574	0
Adj No. of Lanes	1	2	1	1	2	1	2	2	0	1	2	1
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	112	1748	782	153	1829	818	470	827	112	64	578	259
Arrive On Green	0.13	0.99	0.00	0.09	0.52	0.00	0.14	0.26	0.26	0.04	0.16	0.00
Sat Flow, veh/h	1774	3539	1583	1774	3539	1583	3442	3132	425	1774	3539	1583
Grp Volume(v), veh/h	131	1157	0	130	2200	0	547	408	412	51	574	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1583	1721	1770	1788	1774	1770	1583
Q Serve(g_s), s	9.5	1.8	0.0	10.8	77.5	0.0	20.5	33.0	33.1	4.3	24.3	0.0
Cycle Q Clear(g_c), s	9.5	1.8	0.0	10.8	77.5	0.0	20.5	33.0	33.1	4.3	24.3	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.24	1.00		1.00
Lane Grp Cap(c), veh/h	112	1748	782	153	1829	818	470	467	472	64	578	259
V/C Ratio(X)	1.17	0.66	0.00	0.85	1.20	0.00	1.16	0.87	0.87	0.80	0.99	0.00
Avail Cap(c_a), veh/h	112	1748	782	226	1829	818	470	467	472	64	578	259
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.85	0.85	0.00	0.09	0.09	0.00	1.00	1.00	1.00	0.76	0.76	0.00
Uniform Delay (d), s/veh	65.5	0.5	0.0	67.6	36.3	0.0	64.8	52.8	52.8	71.8	62.7	0.0
Incr Delay (d2), s/veh	129.8	0.8	0.0	2.0	91.9	0.0	94.5	19.7	19.6	40.1	30.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.7	0.5	0.0	5.4	60.9	0.0	15.9	18.7	18.9	2.8	14.4	0.0
LnGrp Delay(d),s/veh	195.3	1.3	0.0	69.5	128.2	0.0	159.3	72.5	72.4	111.9	93.6	0.0
LnGrp LOS	F	A		E	F		F	E	E	F	F	
Approach Vol, veh/h		1288			2330			1367			625	
Approach Delay, s/veh		21.0			124.9			107.2			95.1	
Approach LOS		C			F			F			F	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.9	44.1	17.4	78.6	25.0	29.0	14.0	82.0				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.4	39.6	19.1	67.9	20.5	24.5	9.5	77.5				
Max Q Clear Time (g_c+I1), s	6.3	35.1	12.8	3.8	22.5	26.3	11.5	79.5				
Green Ext Time (p_c), s	0.0	3.1	0.1	55.4	0.0	0.0	0.0	0.0				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			93.4									
HCM 2010 LOS			F									

HCM 2010 Signalized Intersection Summary  
 6: Old Peachtree Road & Peachtree Industrial Boulevard

10/20/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	44	698	190	54	1487	456	260	428	12	160	251	89
Future Volume (veh/h)	44	698	190	54	1487	456	260	428	12	160	251	89
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	62	986	0	76	2101	0	367	605	0	226	355	0
Adj No. of Lanes	1	2	1	1	2	1	2	1	1	2	1	1
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	103	1750	783	277	1758	786	390	551	468	195	446	379
Arrive On Green	0.03	0.49	0.00	0.03	0.50	0.00	0.11	0.30	0.00	0.06	0.24	0.00
Sat Flow, veh/h	1774	3539	1583	1774	3539	1583	3442	1863	1583	3442	1863	1583
Grp Volume(v), veh/h	62	986	0	76	2101	0	367	605	0	226	355	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1583	1721	1863	1583	1721	1863	1583
Q Serve(g_s), s	2.6	29.3	0.0	3.2	74.5	0.0	15.9	44.4	0.0	8.5	26.9	0.0
Cycle Q Clear(g_c), s	2.6	29.3	0.0	3.2	74.5	0.0	15.9	44.4	0.0	8.5	26.9	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	103	1750	783	277	1758	786	390	551	468	195	446	379
V/C Ratio(X)	0.60	0.56	0.00	0.27	1.20	0.00	0.94	1.10	0.00	1.16	0.80	0.00
Avail Cap(c_a), veh/h	107	1750	783	295	1758	786	390	551	468	195	446	379
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.66	0.66	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	35.9	26.6	0.0	20.8	37.8	0.0	66.0	52.8	0.0	70.8	53.6	0.0
Incr Delay (d2), s/veh	5.8	0.3	0.0	0.5	93.7	0.0	30.9	67.8	0.0	113.8	13.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	14.3	0.0	1.6	59.3	0.0	9.2	33.2	0.0	7.1	15.5	0.0
LnGrp Delay(d),s/veh	41.7	26.9	0.0	21.3	131.5	0.0	96.9	120.6	0.0	184.5	67.4	0.0
LnGrp LOS	D	C		C	F		F	F		F	E	
Approach Vol, veh/h		1048			2177			972			581	
Approach Delay, s/veh		27.7			127.6			111.7			113.0	
Approach LOS		C			F			F			F	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.0	48.9	9.5	78.7	21.5	40.4	9.1	79.0				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	8.5	44.0	6.5	73.0	17.0	35.5	5.0	74.5				
Max Q Clear Time (g_c+I1), s	10.5	46.4	5.2	31.3	17.9	28.9	4.6	76.5				
Green Ext Time (p_c), s	0.0	0.0	0.0	36.0	0.0	3.2	0.0	0.0				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			100.7									
HCM 2010 LOS			F									

HCM 2010 Signalized Intersection Summary  
 8: Medlock Bridge Road & Spalding Drive/Old Peachtree Road

10/20/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	122	213	207	68	494	230	228	522	49	153	318	138
Future Volume (veh/h)	122	213	207	68	494	230	228	522	49	153	318	138
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	172	301	292	96	698	325	322	738	0	216	449	0
Adj No. of Lanes	1	1	1	1	1	1	1	1	1	2	1	1
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	166	712	904	337	664	670	335	726	617	229	499	424
Arrive On Green	0.07	0.38	0.38	0.04	0.36	0.36	0.19	0.39	0.00	0.07	0.27	0.00
Sat Flow, veh/h	1774	1863	1583	1774	1863	1583	1774	1863	1583	3442	1863	1583
Grp Volume(v), veh/h	172	301	292	96	698	325	322	738	0	216	449	0
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1774	1863	1583	1774	1863	1583	1721	1863	1583
Q Serve(g_s), s	10.0	17.9	14.6	5.2	53.5	22.3	27.0	58.5	0.0	9.4	34.9	0.0
Cycle Q Clear(g_c), s	10.0	17.9	14.6	5.2	53.5	22.3	27.0	58.5	0.0	9.4	34.9	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	166	712	904	337	664	670	335	726	617	229	499	424
V/C Ratio(X)	1.03	0.42	0.32	0.28	1.05	0.48	0.96	1.02	0.00	0.94	0.90	0.00
Avail Cap(c_a), veh/h	166	712	904	337	664	670	335	726	617	229	499	424
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	44.0	34.2	17.0	29.5	48.3	31.4	60.3	45.8	0.0	69.7	52.9	0.0
Incr Delay (d2), s/veh	79.2	0.4	0.2	0.5	48.9	0.5	39.0	37.4	0.0	43.3	21.8	0.0
Initial Q Delay(d3),s/veh	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.5	9.3	6.4	2.5	36.5	9.9	16.9	37.6	0.0	5.9	21.0	0.0
LnGrp Delay(d),s/veh	123.4	34.6	17.2	29.9	97.2	31.9	99.3	83.2	0.0	113.0	74.7	0.0
LnGrp LOS	F	C	B	C	F	C	F	F		F	E	
Approach Vol, veh/h		765			1119			1060			665	
Approach Delay, s/veh		47.9			72.5			88.1			87.2	
Approach LOS		D			E			F			F	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.5	63.0	10.7	61.8	32.8	44.7	14.5	58.0				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	10.0	58.5	6.2	57.3	28.3	40.2	10.0	53.5				
Max Q Clear Time (g_c+I1), s	11.4	60.5	7.2	19.9	29.0	36.9	12.0	55.5				
Green Ext Time (p_c), s	0.0	0.0	0.0	11.4	0.0	2.2	0.0	0.0				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			74.6									
HCM 2010 LOS			E									

HCM 2010 Signalized Intersection Summary  
 9: Technology Parkway & Spalding Drive

10/20/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	58	410	75	311	385	130	25	20	189	65	65	52
Future Volume (veh/h)	58	410	75	311	385	130	25	20	189	65	65	52
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1863	1900	1863	1863
Adj Flow Rate, veh/h	82	579	106	439	544	184	35	28	267	92	92	0
Adj No. of Lanes	1	1	0	1	1	0	0	1	1	0	1	1
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	430	1064	195	463	925	313	208	150	325	179	154	325
Arrive On Green	0.69	0.69	0.69	0.69	0.69	0.69	0.21	0.21	0.21	0.21	0.21	0.00
Sat Flow, veh/h	724	1533	281	754	1333	451	711	730	1583	577	751	1583
Grp Volume(v), veh/h	82	0	685	439	0	728	63	0	267	184	0	0
Grp Sat Flow(s),veh/h/ln	724	0	1813	754	0	1783	1440	0	1583	1328	0	1583
Q Serve(g_s), s	5.9	0.0	16.7	45.8	0.0	19.0	0.0	0.0	14.5	8.9	0.0	0.0
Cycle Q Clear(g_c), s	24.9	0.0	16.7	62.5	0.0	19.0	2.9	0.0	14.5	11.7	0.0	0.0
Prop In Lane	1.00		0.15	1.00		0.25	0.56		1.00	0.50		1.00
Lane Grp Cap(c), veh/h	430	0	1259	463	0	1238	358	0	325	333	0	325
V/C Ratio(X)	0.19	0.00	0.54	0.95	0.00	0.59	0.18	0.00	0.82	0.55	0.00	0.00
Avail Cap(c_a), veh/h	430	0	1259	463	0	1238	358	0	325	333	0	325
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	13.5	0.0	6.8	25.0	0.0	7.1	29.4	0.0	34.2	33.1	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.5	28.8	0.0	0.7	1.1	0.0	20.2	6.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	8.4	14.6	0.0	9.4	1.4	0.0	8.1	4.8	0.0	0.0
LnGrp Delay(d),s/veh	13.7	0.0	7.2	53.8	0.0	7.8	30.5	0.0	54.4	39.6	0.0	0.0
LnGrp LOS	B		A	D		A	C		D	D		
Approach Vol, veh/h		767			1167			330			184	
Approach Delay, s/veh		7.9			25.1			49.8			39.6	
Approach LOS		A			C			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		23.0		67.0		23.0		67.0				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		18.5		62.5		18.5		62.5				
Max Q Clear Time (g_c+I1), s		16.5		26.9		13.7		64.5				
Green Ext Time (p_c), s		0.5		20.0		1.1		0.0				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			24.2									
HCM 2010 LOS			C									

HCM 2010 Signalized Intersection Summary  
 10: Peachtree Corners Circle & Spalding Drive

10/20/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	293	426	22	55	350	29	16	282	119	38	405	481
Future Volume (veh/h)	293	426	22	55	350	29	16	282	119	38	405	481
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	414	602	31	78	495	41	23	398	168	54	572	680
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	1
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	412	768	40	253	482	40	124	413	174	138	642	545
Arrive On Green	0.20	0.44	0.44	0.04	0.28	0.28	0.02	0.33	0.33	0.04	0.34	0.34
Sat Flow, veh/h	1774	1756	90	1774	1697	141	1774	1245	525	1774	1863	1583
Grp Volume(v), veh/h	414	0	633	78	0	536	23	0	566	54	572	680
Grp Sat Flow(s),veh/h/ln	1774	0	1847	1774	0	1838	1774	0	1770	1774	1863	1583
Q Serve(g_s), s	23.5	0.0	34.8	3.7	0.0	33.7	1.0	0.0	37.3	2.4	34.5	40.9
Cycle Q Clear(g_c), s	23.5	0.0	34.8	3.7	0.0	33.7	1.0	0.0	37.3	2.4	34.5	40.9
Prop In Lane	1.00		0.05	1.00		0.08	1.00		0.30	1.00		1.00
Lane Grp Cap(c), veh/h	412	0	808	253	0	522	124	0	587	138	642	545
V/C Ratio(X)	1.01	0.00	0.78	0.31	0.00	1.03	0.19	0.00	0.96	0.39	0.89	1.25
Avail Cap(c_a), veh/h	412	0	808	254	0	522	159	0	592	152	642	545
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.1	0.0	28.6	29.3	0.0	42.5	29.9	0.0	39.0	30.8	36.8	38.9
Incr Delay (d2), s/veh	45.8	0.0	5.1	0.7	0.0	46.7	0.7	0.0	28.0	1.8	14.7	125.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	18.6	0.0	18.9	1.8	0.0	23.7	0.5	0.0	22.8	1.2	20.3	36.9
LnGrp Delay(d),s/veh	82.9	0.0	33.6	30.0	0.0	89.2	30.6	0.0	66.9	32.6	51.5	164.7
LnGrp LOS	F		C	C		F	C		E	C	D	F
Approach Vol, veh/h		1047			614			589			1306	
Approach Delay, s/veh		53.1			81.7			65.5			109.7	
Approach LOS		D			F			E			F	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.7	43.9	9.7	56.5	7.2	45.4	28.0	38.2				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.1	39.7	5.3	51.9	5.0	39.8	23.5	33.7				
Max Q Clear Time (g_c+I1), s	4.4	39.3	5.7	36.8	3.0	42.9	25.5	35.7				
Green Ext Time (p_c), s	0.0	0.1	0.0	6.7	0.0	0.0	0.0	0.0				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			80.9									
HCM 2010 LOS			F									
<b>Notes</b>												

HCM 2010 Signalized Intersection Summary  
 11: Jay Bird Alley/LDS Church Driveway & Spalding Drive

10/20/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	754	166	9	851	1	141	1	2	0	0	1
Future Volume (veh/h)	0	754	166	9	851	1	141	1	2	0	0	1
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1900	1900	1863	1863
Adj Flow Rate, veh/h	0	1065	235	13	1202	1	199	1	3	0	0	1
Adj No. of Lanes	1	1	0	1	1	0	0	1	0	0	1	1
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	70	1021	225	70	1284	1	306	2	5	0	3	2
Arrive On Green	0.00	0.69	0.69	0.69	0.69	0.69	0.18	0.18	0.18	0.00	0.00	0.00
Sat Flow, veh/h	463	1479	326	422	1861	2	1736	9	26	0	1863	1583
Grp Volume(v), veh/h	0	0	1300	13	0	1203	203	0	0	0	0	1
Grp Sat Flow(s),veh/h/ln	463	0	1805	422	0	1862	1771	0	0	0	1863	1583
Q Serve(g_s), s	0.0	0.0	70.5	0.0	0.0	57.7	10.9	0.0	0.0	0.0	0.0	0.1
Cycle Q Clear(g_c), s	0.0	0.0	70.5	70.5	0.0	57.7	10.9	0.0	0.0	0.0	0.0	0.1
Prop In Lane	1.00		0.18	1.00		0.00	0.98		0.01	0.00		1.00
Lane Grp Cap(c), veh/h	70	0	1246	70	0	1286	312	0	0	0	3	2
V/C Ratio(X)	0.00	0.00	1.04	0.18	0.00	0.94	0.65	0.00	0.00	0.00	0.00	0.46
Avail Cap(c_a), veh/h	70	0	1246	70	0	1286	312	0	0	0	328	279
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	15.8	51.1	0.0	13.8	39.1	0.0	0.0	0.0	0.0	51.0
Incr Delay (d2), s/veh	0.0	0.0	37.6	1.2	0.0	12.7	10.1	0.0	0.0	0.0	0.0	106.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	47.6	0.4	0.0	33.6	6.2	0.0	0.0	0.0	0.0	0.1
LnGrp Delay(d),s/veh	0.0	0.0	53.4	52.3	0.0	26.6	49.2	0.0	0.0	0.0	0.0	157.6
LnGrp LOS			F	D		C	D					F
Approach Vol, veh/h		1300			1216			203				1
Approach Delay, s/veh		53.4			26.9			49.2				157.6
Approach LOS		D			C			D				F
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		22.5		75.0		4.6		75.0				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		18.0		70.5		18.0		70.5				
Max Q Clear Time (g_c+I1), s		12.9		72.5		2.1		72.5				
Green Ext Time (p_c), s		0.4		0.0		0.0		0.0				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			41.3									
HCM 2010 LOS			D									

HCM 2010 Signalized Intersection Summary  
 12: Peachtree Corners Circle & Jay Bird Alley

10/20/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	148	60	123	97	64	48	382	106	51	424	5
Future Volume (veh/h)	2	148	60	123	97	64	48	382	106	51	424	5
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	3	209	85	174	137	90	68	540	150	72	599	7
Adj No. of Lanes	1	1	0	1	1	1	1	1	0	1	1	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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	476	491	200	374	725	617	300	709	197	231	927	11
Arrive On Green	0.39	0.39	0.39	0.39	0.39	0.39	0.50	0.50	0.50	0.50	0.50	0.50
Sat Flow, veh/h	1149	1260	512	1081	1863	1583	811	1404	390	750	1837	21
Grp Volume(v), veh/h	3	0	294	174	137	90	68	0	690	72	0	606
Grp Sat Flow(s),veh/h/ln	1149	0	1772	1081	1863	1583	811	0	1794	750	0	1859
Q Serve(g_s), s	0.1	0.0	10.3	11.9	4.1	3.1	5.7	0.0	26.3	7.3	0.0	20.4
Cycle Q Clear(g_c), s	4.3	0.0	10.3	22.3	4.1	3.1	26.1	0.0	26.3	33.6	0.0	20.4
Prop In Lane	1.00		0.29	1.00		1.00	1.00		0.22	1.00		0.01
Lane Grp Cap(c), veh/h	476	0	690	374	725	617	300	0	905	231	0	938
V/C Ratio(X)	0.01	0.00	0.43	0.46	0.19	0.15	0.23	0.00	0.76	0.31	0.00	0.65
Avail Cap(c_a), veh/h	476	0	690	374	725	617	347	0	1011	275	0	1048
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	18.5	0.0	19.0	27.1	17.1	16.8	25.0	0.0	16.9	30.5	0.0	15.5
Incr Delay (d2), s/veh	0.0	0.0	1.9	4.1	0.6	0.5	0.4	0.0	3.1	0.8	0.0	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	5.4	4.0	2.2	1.5	1.3	0.0	13.6	1.5	0.0	10.6
LnGrp Delay(d),s/veh	18.5	0.0	20.9	31.3	17.7	17.3	25.4	0.0	20.0	31.2	0.0	16.6
LnGrp LOS	B		C	C	B	B	C		C	C		B
Approach Vol, veh/h		297			401			758			678	
Approach Delay, s/veh		20.9			23.5			20.5			18.2	
Approach LOS		C			C			C			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		37.6		47.4		37.6		47.4				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		33.1		47.9		33.1		47.9				
Max Q Clear Time (g_c+I1), s		24.3		28.3		12.3		35.6				
Green Ext Time (p_c), s		2.4		9.8		3.6		7.3				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			20.4									
HCM 2010 LOS			C									

HCM 2010 Signalized Intersection Summary  
 13: Peachtree Corners Circle & Jones Bridge Road

10/20/2016



Movement	EBL	EBT	WBT	WBR	SBL	SBR		
Lane Configurations								
Traffic Volume (veh/h)	188	421	524	202	263	360		
Future Volume (veh/h)	188	421	524	202	263	360		
Number	7	4	8	18	1	16		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863		
Adj Flow Rate, veh/h	266	595	740	0	372	509		
Adj No. of Lanes	1	1	1	1	1	1		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	354	1169	1169	994	483	431		
Arrive On Green	0.63	0.63	0.63	0.00	0.27	0.27		
Sat Flow, veh/h	716	1863	1863	1583	1774	1583		
Grp Volume(v), veh/h	266	595	740	0	372	509		
Grp Sat Flow(s),veh/h/ln	716	1863	1863	1583	1774	1583		
Q Serve(g_s), s	32.9	15.7	22.1	0.0	17.4	24.5		
Cycle Q Clear(g_c), s	54.9	15.7	22.1	0.0	17.4	24.5		
Prop In Lane	1.00			1.00	1.00	1.00		
Lane Grp Cap(c), veh/h	354	1169	1169	994	483	431		
V/C Ratio(X)	0.75	0.51	0.63	0.00	0.77	1.18		
Avail Cap(c_a), veh/h	354	1169	1169	994	483	431		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00		
Uniform Delay (d), s/veh	27.3	9.2	10.3	0.0	30.2	32.8		
Incr Delay (d2), s/veh	8.7	0.4	1.1	0.0	11.3	103.0		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	7.3	8.1	11.5	0.0	10.0	23.0		
LnGrp Delay(d),s/veh	36.0	9.5	11.5	0.0	41.4	135.7		
LnGrp LOS	D	A	B		D	F		
Approach Vol, veh/h		861	740		881			
Approach Delay, s/veh		17.7	11.5		95.9			
Approach LOS		B	B		F			
Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				61.0		29.0		61.0
Change Period (Y+Rc), s				4.5		4.5		4.5
Max Green Setting (Gmax), s				56.5		24.5		56.5
Max Q Clear Time (g_c+I1), s				56.9		26.5		24.1
Green Ext Time (p_c), s				0.0		0.0		14.7
<b>Intersection Summary</b>								
HCM 2010 Ctrl Delay			43.6					
HCM 2010 LOS			D					

HCM 2010 Signalized Intersection Summary  
 14: Medlock Bridge Road & Bush Road

10/20/2016

								
Movement	WBL	WBR	NBT	NBR	SBL	SBT		
Lane Configurations								
Traffic Volume (veh/h)	255	507	556	52	115	385		
Future Volume (veh/h)	255	507	556	52	115	385		
Number	3	18	2	12	1	6		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863		
Adj Flow Rate, veh/h	360	0	786	0	162	544		
Adj No. of Lanes	1	1	1	1	1	2		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	394	351	1053	895	360	2397		
Arrive On Green	0.22	0.00	0.57	0.00	0.06	0.68		
Sat Flow, veh/h	1774	1583	1863	1583	1774	3632		
Grp Volume(v), veh/h	360	0	786	0	162	544		
Grp Sat Flow(s),veh/h/ln	1774	1583	1863	1583	1774	1770		
Q Serve(g_s), s	17.7	0.0	28.3	0.0	3.1	5.2		
Cycle Q Clear(g_c), s	17.7	0.0	28.3	0.0	3.1	5.2		
Prop In Lane	1.00	1.00		1.00	1.00			
Lane Grp Cap(c), veh/h	394	351	1053	895	360	2397		
V/C Ratio(X)	0.91	0.00	0.75	0.00	0.45	0.23		
Avail Cap(c_a), veh/h	410	366	1053	895	609	2397		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	1.00		
Uniform Delay (d), s/veh	33.9	0.0	14.6	0.0	12.8	5.5		
Incr Delay (d2), s/veh	24.3	0.0	4.8	0.0	0.9	0.2		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	11.3	0.0	15.8	0.0	1.8	2.6		
LnGrp Delay(d),s/veh	58.2	0.0	19.4	0.0	13.7	5.7		
LnGrp LOS	E		B		B	A		
Approach Vol, veh/h	360		786			706		
Approach Delay, s/veh	58.2		19.4			7.5		
Approach LOS	E		B			A		
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	10.0	54.9				64.9		24.3
Change Period (Y+Rc), s	4.5	4.5				4.5		4.5
Max Green Setting (Gmax), s	18.0	37.9				60.4		20.6
Max Q Clear Time (g_c+I1), s	5.1	30.3				7.2		19.7
Green Ext Time (p_c), s	0.3	4.8				12.9		0.1
<b>Intersection Summary</b>								
HCM 2010 Ctrl Delay			22.4					
HCM 2010 LOS			C					

HCM 2010 Signalized Intersection Summary  
 16: Winters Chapel Road/Spalding Lake Court & Spalding Drive

10/20/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	472	2	731	920	2	5	12	280	1	1	6
Future Volume (veh/h)	2	472	2	731	920	2	5	12	280	1	1	6
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1900	1863	1863	1900	1863	1900
Adj Flow Rate, veh/h	3	667	0	1033	1300	3	7	17	396	1	1	8
Adj No. of Lanes	1	1	1	1	1	0	0	1	1	0	1	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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	148	567	482	807	1416	3	100	221	924	43	41	206
Arrive On Green	0.30	0.30	0.00	0.42	0.76	0.76	0.16	0.16	0.16	0.16	0.16	0.16
Sat Flow, veh/h	421	1863	1583	1774	1858	4	376	1362	1583	62	255	1266
Grp Volume(v), veh/h	3	667	0	1033	0	1303	24	0	396	10	0	0
Grp Sat Flow(s),veh/h/ln	421	1863	1583	1774	0	1862	1738	0	1583	1583	0	0
Q Serve(g_s), s	0.7	36.5	0.0	50.5	0.0	66.4	0.0	0.0	16.7	0.0	0.0	0.0
Cycle Q Clear(g_c), s	12.1	36.5	0.0	50.5	0.0	66.4	1.3	0.0	16.7	0.6	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.00	0.29		1.00	0.10		0.80
Lane Grp Cap(c), veh/h	148	567	482	807	0	1420	321	0	924	290	0	0
V/C Ratio(X)	0.02	1.18	0.00	1.28	0.00	0.92	0.07	0.00	0.43	0.03	0.00	0.00
Avail Cap(c_a), veh/h	148	567	482	807	0	1420	321	0	924	290	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	37.8	41.8	0.0	30.6	0.0	11.3	42.6	0.0	13.9	42.3	0.0	0.0
Incr Delay (d2), s/veh	0.1	97.1	0.0	135.8	0.0	9.8	0.5	0.0	1.5	0.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	34.0	0.0	57.1	0.0	37.1	0.7	0.0	7.6	0.3	0.0	0.0
LnGrp Delay(d),s/veh	37.9	138.8	0.0	166.4	0.0	21.0	43.1	0.0	15.3	42.6	0.0	0.0
LnGrp LOS	D	F		F		C	D		B	D		
Approach Vol, veh/h		670			2336			420				10
Approach Delay, s/veh		138.4			85.3			16.9				42.6
Approach LOS		F			F			B				D
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2	3	4		6		8				
Phs Duration (G+Y+Rc), s		24.0	55.0	41.0		24.0		96.0				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5		4.5				
Max Green Setting (Gmax), s		19.5	50.5	36.5		19.5		91.5				
Max Q Clear Time (g_c+I1), s		18.7	52.5	38.5		2.6		68.4				
Green Ext Time (p_c), s		0.2	0.0	0.0		1.5		17.6				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			87.2									
HCM 2010 LOS			F									

HCM 2010 Signalized Intersection Summary  
 19: Winters Chapel Road & Dunwoody Club Drive

10/20/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	1	133	4	2	3	223	271	2	0	768	79
Future Volume (veh/h)	12	1	133	4	2	3	223	271	2	0	768	79
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1863	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	17	1	188	6	3	4	315	383	3	0	1085	112
Adj No. of Lanes	0	1	0	0	1	0	1	1	0	0	1	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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	20	1	217	12	6	8	275	1295	10	0	901	93
Arrive On Green	0.15	0.15	0.15	0.02	0.02	0.02	0.11	0.70	0.70	0.00	0.54	0.54
Sat Flow, veh/h	132	8	1459	798	399	532	1774	1846	14	0	1661	171
Grp Volume(v), veh/h	206	0	0	13	0	0	315	0	386	0	0	1197
Grp Sat Flow(s),veh/h/ln	1599	0	0	1729	0	0	1774	0	1860	0	0	1832
Q Serve(g_s), s	12.6	0.0	0.0	0.7	0.0	0.0	11.5	0.0	7.8	0.0	0.0	54.5
Cycle Q Clear(g_c), s	12.6	0.0	0.0	0.7	0.0	0.0	11.5	0.0	7.8	0.0	0.0	54.5
Prop In Lane	0.08		0.91	0.46		0.31	1.00		0.01	0.00		0.09
Lane Grp Cap(c), veh/h	238	0	0	26	0	0	275	0	1305	0	0	994
V/C Ratio(X)	0.87	0.00	0.00	0.50	0.00	0.00	1.15	0.00	0.30	0.00	0.00	1.20
Avail Cap(c_a), veh/h	286	0	0	310	0	0	275	0	1305	0	0	994
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	41.8	0.0	0.0	49.1	0.0	0.0	34.5	0.0	5.6	0.0	0.0	23.0
Incr Delay (d2), s/veh	20.5	0.0	0.0	13.8	0.0	0.0	99.8	0.0	0.1	0.0	0.0	101.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.0	0.0	0.0	0.5	0.0	0.0	15.2	0.0	4.0	0.0	0.0	55.4
LnGrp Delay(d),s/veh	62.3	0.0	0.0	62.9	0.0	0.0	134.3	0.0	5.8	0.0	0.0	124.5
LnGrp LOS	E			E			F		A			F
Approach Vol, veh/h		206			13			701			1197	
Approach Delay, s/veh		62.3			62.9			63.5			124.5	
Approach LOS		E			E			E			F	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		75.0		19.4	16.0	59.0		6.0				
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s		70.5		18.0	11.5	54.5		18.0				
Max Q Clear Time (g_c+I1), s		9.8		14.6	13.5	56.5		2.7				
Green Ext Time (p_c), s		23.1		0.3	0.0	0.0		0.0				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay				97.9								
HCM 2010 LOS				F								
<b>Notes</b>												

HCM 2010 Signalized Intersection Summary  
 23: Winters Chapel Road & Peeler Road/Shopping Center

10/20/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	68	16	117	29	8	1	264	455	30	0	676	253
Future Volume (veh/h)	68	16	117	29	8	1	264	455	30	0	676	253
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	96	23	0	41	11	1	373	643	42	0	955	0
Adj No. of Lanes	1	1	1	1	1	0	1	1	0	1	1	1
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	226	183	156	217	166	15	428	1374	90	97	1190	1012
Arrive On Green	0.10	0.10	0.00	0.10	0.10	0.10	0.10	0.79	0.79	0.00	0.64	0.00
Sat Flow, veh/h	1397	1863	1583	1383	1683	153	1774	1730	113	754	1863	1583
Grp Volume(v), veh/h	96	23	0	41	0	12	373	0	685	0	955	0
Grp Sat Flow(s),veh/h/ln	1397	1863	1583	1383	0	1836	1774	0	1843	754	1863	1583
Q Serve(g_s), s	5.0	0.8	0.0	2.1	0.0	0.4	4.6	0.0	9.1	0.0	28.3	0.0
Cycle Q Clear(g_c), s	5.4	0.8	0.0	2.9	0.0	0.4	4.6	0.0	9.1	0.0	28.3	0.0
Prop In Lane	1.00		1.00	1.00		0.08	1.00		0.06	1.00		1.00
Lane Grp Cap(c), veh/h	226	183	156	217	0	181	428	0	1463	97	1190	1012
V/C Ratio(X)	0.42	0.13	0.00	0.19	0.00	0.07	0.87	0.00	0.47	0.00	0.80	0.00
Avail Cap(c_a), veh/h	276	250	213	267	0	247	701	0	2277	314	1726	1467
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	32.9	30.6	0.0	32.0	0.0	30.5	15.1	0.0	2.5	0.0	10.0	0.0
Incr Delay (d2), s/veh	1.3	0.3	0.0	0.4	0.0	0.2	6.8	0.0	0.2	0.0	1.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	0.4	0.0	0.8	0.0	0.2	5.9	0.0	4.5	0.0	14.9	0.0
LnGrp Delay(d),s/veh	34.2	30.9	0.0	32.4	0.0	30.6	21.9	0.0	2.7	0.0	11.8	0.0
LnGrp LOS	C	C		C		C	C		A		B	
Approach Vol, veh/h		119			53			1058			955	
Approach Delay, s/veh		33.6			32.0			9.5			11.8	
Approach LOS		C			C			A			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		63.1		11.3	11.5	51.6		11.3				
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s		92.0		10.0	19.0	69.0		10.0				
Max Q Clear Time (g_c+I1), s		11.1		7.4	6.6	30.3		4.9				
Green Ext Time (p_c), s		21.1		0.1	0.9	17.3		0.2				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay				12.3								
HCM 2010 LOS				B								
<b>Notes</b>												

HCM 2010 Signalized Intersection Summary  
 27: Peachtree Corners Circle & Holcomb Bridge Road (SR 140)

10/20/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	73	1080	597	99	1375	83	275	395	170	112	646	90
Future Volume (veh/h)	73	1080	597	99	1375	83	275	395	170	112	646	90
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	103	1526	0	140	1943	0	389	558	240	158	913	127
Adj No. of Lanes	1	2	1	1	2	1	1	2	0	1	2	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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	48	1663	744	71	1663	744	184	1134	487	258	1467	204
Arrive On Green	0.47	0.47	0.00	0.47	0.47	0.00	0.47	0.47	0.47	0.47	0.47	0.47
Sat Flow, veh/h	227	3539	1583	340	3539	1583	540	2414	1036	678	3122	434
Grp Volume(v), veh/h	103	1526	0	140	1943	0	389	409	389	158	518	522
Grp Sat Flow(s),veh/h/ln	227	1770	1583	340	1770	1583	540	1770	1680	678	1770	1786
Q Serve(g_s), s	0.0	60.3	0.0	10.2	70.5	0.0	37.6	23.9	24.0	31.4	32.9	32.9
Cycle Q Clear(g_c), s	70.5	60.3	0.0	70.5	70.5	0.0	70.5	23.9	24.0	55.4	32.9	32.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.62	1.00		0.24
Lane Grp Cap(c), veh/h	48	1663	744	71	1663	744	184	832	790	258	832	839
V/C Ratio(X)	2.15	0.92	0.00	1.97	1.17	0.00	2.12	0.49	0.49	0.61	0.62	0.62
Avail Cap(c_a), veh/h	48	1663	744	71	1663	744	184	832	790	258	832	839
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.16	0.16	0.00	0.09	0.09	0.00	0.96	0.96	0.96	0.69	0.69	0.69
Uniform Delay (d), s/veh	75.0	37.0	0.0	73.3	39.8	0.0	61.1	27.4	27.4	46.5	29.8	29.8
Incr Delay (d2), s/veh	526.9	1.9	0.0	439.4	76.3	0.0	521.0	0.4	0.5	2.9	1.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.0	29.9	0.0	11.6	52.1	0.0	34.2	11.8	11.2	6.1	16.2	16.3
LnGrp Delay(d),s/veh	601.9	38.9	0.0	512.7	116.1	0.0	582.1	27.8	27.9	49.5	30.8	30.8
LnGrp LOS	F	D		F	F		F	C	C	D	C	C
Approach Vol, veh/h		1629			2083			1187			1198	
Approach Delay, s/veh		74.5			142.7			209.5			33.2	
Approach LOS		E			F			F			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		75.0		75.0		75.0		75.0				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		70.5		70.5		70.5		70.5				
Max Q Clear Time (g_c+I1), s		72.5		72.5		72.5		57.4				
Green Ext Time (p_c), s		0.0		0.0		0.0		11.2				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			116.0									
HCM 2010 LOS			F									

HCM 2010 Signalized Intersection Summary  
 28: Holcomb Bridge Road (SR 140) & Spalding Drive

10/20/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	63	286	97	40	398	360	152	1324	18	511	1516	318
Future Volume (veh/h)	63	286	97	40	398	360	152	1324	18	511	1516	318
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	89	404	0	57	562	509	215	1871	0	722	2142	0
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	107	484	216	132	484	216	206	1463	654	526	2102	940
Arrive On Green	0.03	0.14	0.00	0.03	0.14	0.14	0.12	0.41	0.00	0.30	0.59	0.00
Sat Flow, veh/h	1774	3539	1583	1774	3539	1583	1774	3539	1583	1774	3539	1583
Grp Volume(v), veh/h	89	404	0	57	562	509	215	1871	0	722	2142	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1583	1774	1770	1583	1774	1770	1583
Q Serve(g_s), s	5.0	16.7	0.0	4.1	20.5	20.5	17.4	62.0	0.0	44.5	89.1	0.0
Cycle Q Clear(g_c), s	5.0	16.7	0.0	4.1	20.5	20.5	17.4	62.0	0.0	44.5	89.1	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	107	484	216	132	484	216	206	1463	654	526	2102	940
V/C Ratio(X)	0.83	0.84	0.00	0.43	1.16	2.35	1.04	1.28	0.00	1.37	1.02	0.00
Avail Cap(c_a), veh/h	107	484	216	132	484	216	206	1463	654	526	2102	940
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.34	0.34	0.00	0.29	0.29	0.29	0.09	0.09	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	59.7	63.1	0.0	54.4	64.8	64.8	66.3	44.0	0.0	52.8	30.5	0.0
Incr Delay (d2), s/veh	16.9	4.5	0.0	0.7	80.0	612.7	31.8	126.1	0.0	179.1	24.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	8.5	0.0	2.1	15.4	45.8	10.3	55.9	0.0	48.0	50.4	0.0
LnGrp Delay(d),s/veh	76.6	67.6	0.0	55.0	144.7	677.5	98.1	170.1	0.0	231.9	55.0	0.0
LnGrp LOS	E	E		E	F	F	F	F		F	F	
Approach Vol, veh/h		493			1128			2086			2864	
Approach Delay, s/veh		69.2			380.6			162.6			99.6	
Approach LOS		E			F			F			F	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	49.0	66.5	9.5	25.0	21.9	93.6	9.5	25.0				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	44.5	62.0	5.0	20.5	17.4	89.1	5.0	20.5				
Max Q Clear Time (g_c+I1), s	46.5	64.0	6.1	18.7	19.4	91.1	7.0	22.5				
Green Ext Time (p_c), s	0.0	0.0	0.0	1.3	0.0	0.0	0.0	0.0				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			165.6									
HCM 2010 LOS			F									

HCM 2010 Signalized Intersection Summary  
 29: Peachtree Parkway (SR 141) & Spalding Drive

10/20/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	199	246	110	102	214	26	93	1300	204	163	1800	202
Future Volume (veh/h)	199	246	110	102	214	26	93	1300	204	163	1800	202
Number	7	4	14	3	8	18	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	0.99	1.00	1.00	0.99	1.00	1.00	0.99	1.00	1.00	0.99
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	281	348	0	144	302	0	131	1837	288	230	2543	285
Adj No. of Lanes	2	1	1	2	1	1	1	2	1	1	2	1
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	242	326	275	133	267	225	117	1908	847	229	2132	946
Arrive On Green	0.07	0.17	0.00	0.04	0.14	0.00	0.07	0.54	0.54	0.26	1.00	1.00
Sat Flow, veh/h	3442	1863	1571	3442	1863	1571	1774	3539	1571	1774	3539	1571
Grp Volume(v), veh/h	281	348	0	144	302	0	131	1837	288	230	2543	285
Grp Sat Flow(s),veh/h/ln	1721	1863	1571	1721	1863	1571	1774	1770	1571	1774	1770	1571
Q Serve(g_s), s	15.5	38.5	0.0	8.5	31.5	0.0	14.5	109.4	22.8	28.4	0.0	0.0
Cycle Q Clear(g_c), s	15.5	38.5	0.0	8.5	31.5	0.0	14.5	109.4	22.8	28.4	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	242	326	275	133	267	225	117	1908	847	229	2132	946
V/C Ratio(X)	1.16	1.07	0.00	1.08	1.13	0.00	1.12	0.96	0.34	1.00	1.19	0.30
Avail Cap(c_a), veh/h	242	326	275	133	267	225	117	1908	847	229	2132	946
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	0.64	0.64	0.00	0.82	0.82	0.00	0.24	0.24	0.24	0.09	0.09	0.09
Uniform Delay (d), s/veh	102.3	90.8	0.0	105.8	94.3	0.0	102.7	48.6	28.6	81.6	0.0	0.0
Incr Delay (d2), s/veh	97.0	59.1	0.0	94.6	90.7	0.0	77.7	4.5	0.3	18.9	87.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.6	25.2	0.0	5.8	22.9	0.0	9.6	54.5	9.9	15.1	25.9	0.0
LnGrp Delay(d),s/veh	199.2	149.8	0.0	200.4	185.0	0.0	180.5	53.1	28.9	100.5	87.3	0.1
LnGrp LOS	F	F		F	F		F	D	C	F	F	A
Approach Vol, veh/h		629			446			2256			3058	
Approach Delay, s/veh		171.9			189.9			57.4			80.2	
Approach LOS		F			F			E			F	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	21.0	139.0	15.0	45.0	34.9	125.1	22.0	38.0				
Change Period (Y+Rc), s	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5				
Max Green Setting (Gmax), s	14.5	132.5	8.5	38.5	28.4	118.6	15.5	31.5				
Max Q Clear Time (g_c+I1), s	16.5	2.0	10.5	40.5	30.4	111.4	17.5	33.5				
Green Ext Time (p_c), s	0.0	123.5	0.0	0.0	0.0	7.1	0.0	0.0				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			88.8									
HCM 2010 LOS			F									

HCM 2010 Signalized Intersection Summary  
 30: Peachtree Parkway (SR 141) & Peachtree Corners Circle

10/20/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	246	196	151	114	372	17	198	1063	128	24	2022	450
Future Volume (veh/h)	246	196	151	114	372	17	198	1063	128	24	2022	450
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	348	277	0	161	526	0	280	1502	181	34	2857	0
Adj No. of Lanes	2	2	1	1	1	1	2	2	1	2	2	1
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	258	661	296	177	394	335	211	2166	969	68	2019	903
Arrive On Green	0.08	0.19	0.00	0.10	0.21	0.00	0.12	1.00	1.00	0.04	1.00	0.00
Sat Flow, veh/h	3442	3539	1583	1774	1863	1583	3442	3539	1583	3442	3539	1583
Grp Volume(v), veh/h	348	277	0	161	526	0	280	1502	181	34	2857	0
Grp Sat Flow(s),veh/h/ln	1721	1770	1583	1774	1863	1583	1721	1770	1583	1721	1770	1583
Q Serve(g_s), s	16.5	15.2	0.0	19.8	46.5	0.0	13.5	0.0	0.0	2.1	125.5	0.0
Cycle Q Clear(g_c), s	16.5	15.2	0.0	19.8	46.5	0.0	13.5	0.0	0.0	2.1	125.5	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	258	661	296	177	394	335	211	2166	969	68	2019	903
V/C Ratio(X)	1.35	0.42	0.00	0.91	1.34	0.00	1.33	0.69	0.19	0.50	1.42	0.00
Avail Cap(c_a), veh/h	258	661	296	204	394	335	211	2166	969	86	2019	903
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	0.76	0.76	0.00	1.00	1.00	0.00	0.14	0.14	0.14	0.09	0.09	0.00
Uniform Delay (d), s/veh	101.8	78.9	0.0	98.1	86.8	0.0	96.5	0.0	0.0	104.5	0.0	0.0
Incr Delay (d2), s/veh	175.2	0.3	0.0	36.7	167.6	0.0	151.4	0.3	0.1	0.5	187.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.1	7.5	0.0	11.5	42.3	0.0	10.8	0.1	0.0	1.0	52.5	0.0
LnGrp Delay(d),s/veh	276.9	79.2	0.0	134.7	254.3	0.0	247.9	0.3	0.1	105.1	187.1	0.0
LnGrp LOS	F	E		F	F		F	A	A	F	F	
Approach Vol, veh/h		625			687			1963			2891	
Approach Delay, s/veh		189.3			226.3			35.6			186.1	
Approach LOS		F			F			D			F	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.9	139.1	26.4	45.6	18.0	130.0	21.0	51.0				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.5	133.5	25.3	37.7	13.5	125.5	16.5	46.5				
Max Q Clear Time (g_c+I1), s	4.1	2.0	21.8	17.2	15.5	127.5	18.5	48.5				
Green Ext Time (p_c), s	0.0	123.3	0.1	5.1	0.0	0.0	0.0	0.0				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			143.0									
HCM 2010 LOS			F									

# HCM 2010 Signalized Intersection Summary

## 31: Peachtree Parkway (SR 141)/Medlock Bridge Road (SR 141) & Jones Bridge Road/Medlock Bridge Road

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	170	220	218	245	177	8	92	113	62	285	2106	36
Future Volume (veh/h)	170	220	218	245	177	8	92	113	62	285	2106	36
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	240	311	0	346	250	11	130	160	0	403	2976	0
Adj No. of Lanes	2	1	1	2	1	0	1	2	1	2	2	1
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	252	258	220	274	257	11	109	2022	904	443	2260	1011
Arrive On Green	0.07	0.14	0.00	0.08	0.15	0.15	0.10	0.95	0.00	0.13	0.64	0.00
Sat Flow, veh/h	3442	1863	1583	3442	1771	78	1774	3539	1583	3442	3539	1583
Grp Volume(v), veh/h	240	311	0	346	0	261	130	160	0	403	2976	0
Grp Sat Flow(s),veh/h/ln	1721	1863	1583	1721	0	1849	1774	1770	1583	1721	1770	1583
Q Serve(g_s), s	15.3	30.5	0.0	17.5	0.0	30.9	13.5	0.5	0.0	25.4	140.5	0.0
Cycle Q Clear(g_c), s	15.3	30.5	0.0	17.5	0.0	30.9	13.5	0.5	0.0	25.4	140.5	0.0
Prop In Lane	1.00		1.00	1.00		0.04	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	252	258	220	274	0	268	109	2022	904	443	2260	1011
V/C Ratio(X)	0.95	1.20	0.00	1.26	0.00	0.97	1.19	0.08	0.00	0.91	1.32	0.00
Avail Cap(c_a), veh/h	252	258	220	274	0	268	109	2022	904	551	2260	1011
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.67	1.67	1.67	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.25	0.00	0.25	0.77	0.77	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	101.6	94.8	0.0	101.3	0.0	93.6	98.7	2.2	0.0	94.6	39.7	0.0
Incr Delay (d2), s/veh	43.7	122.7	0.0	126.2	0.0	21.4	137.2	0.1	0.0	16.7	145.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.8	24.5	0.0	13.1	0.0	17.4	10.8	0.2	0.0	13.1	114.2	0.0
LnGrp Delay(d),s/veh	145.3	217.5	0.0	227.5	0.0	115.1	236.0	2.2	0.0	111.3	185.5	0.0
LnGrp LOS	F	F		F		F	F	A		F	F	
Approach Vol, veh/h		551			607			290			3379	
Approach Delay, s/veh		186.0			179.2			107.0			176.6	
Approach LOS		F			F			F			F	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	32.8	130.2	22.0	35.0	18.0	145.0	20.6	36.4				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	35.2	118.8	17.5	30.5	13.5	140.5	16.1	31.9				
Max Q Clear Time (g_c+I1), s	27.4	2.5	19.5	32.5	15.5	142.5	17.3	32.9				
Green Ext Time (p_c), s	0.9	98.3	0.0	0.0	0.0	0.0	0.0	0.0				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			173.8									
HCM 2010 LOS			F									

# HCM 2010 Signalized Intersection Summary

## 33: Peachtree Corners Circle & Jones Mill Road/Peachtree Corners Cricle

10/20/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	112	2	25	82	1	60	7	551	22	13	1545	42
Future Volume (veh/h)	112	2	25	82	1	60	7	551	22	13	1545	42
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	158	3	35	116	1	85	10	779	31	18	2183	59
Adj No. of Lanes	0	1	0	0	1	1	1	2	0	1	2	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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	224	10	35	386	3	325	112	2410	96	486	2445	66
Arrive On Green	0.21	0.21	0.21	0.21	0.21	0.21	0.69	0.69	0.69	0.69	0.69	0.69
Sat Flow, veh/h	736	46	170	1490	15	1583	169	3470	138	671	3521	95
Grp Volume(v), veh/h	196	0	0	117	0	85	10	397	413	18	1092	1150
Grp Sat Flow(s),veh/h/ln	953	0	0	1505	0	1583	169	1770	1838	671	1770	1846
Q Serve(g_s), s	12.5	0.0	0.0	0.0	0.0	4.1	4.6	8.0	8.0	1.0	44.3	45.4
Cycle Q Clear(g_c), s	18.5	0.0	0.0	6.0	0.0	4.1	50.0	8.0	8.0	8.9	44.3	45.4
Prop In Lane	0.81		0.18	0.99		1.00	1.00		0.08	1.00		0.05
Lane Grp Cap(c), veh/h	268	0	0	389	0	325	112	1229	1277	486	1229	1282
V/C Ratio(X)	0.73	0.00	0.00	0.30	0.00	0.26	0.09	0.32	0.32	0.04	0.89	0.90
Avail Cap(c_a), veh/h	268	0	0	389	0	325	112	1229	1277	486	1229	1282
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.3	0.0	0.0	30.8	0.0	30.0	31.4	5.4	5.4	7.2	11.0	11.1
Incr Delay (d2), s/veh	9.8	0.0	0.0	0.4	0.0	0.4	1.6	0.7	0.7	0.1	9.8	10.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.6	0.0	0.0	2.5	0.0	1.8	0.3	4.1	4.3	0.2	24.6	26.3
LnGrp Delay(d),s/veh	48.0	0.0	0.0	31.2	0.0	30.4	33.0	6.1	6.1	7.3	20.8	21.2
LnGrp LOS	D			C		C	C	A	A	A	C	C
Approach Vol, veh/h		196			202			820			2260	
Approach Delay, s/veh		48.0			30.9			6.4			20.9	
Approach LOS		D			C			A			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		67.0		23.0		67.0		23.0				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		62.5		18.5		62.5		18.5				
Max Q Clear Time (g_c+I1), s		52.0		20.5		47.4		8.0				
Green Ext Time (p_c), s		10.1		0.0		14.3		1.5				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay				19.6								
HCM 2010 LOS				B								

HCM 2010 Signalized Intersection Summary  
 34: Peachtree Parkway (SR 141)

10/20/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	2	2	32	8	1	24	1304	8	6	2458	21
Future Volume (veh/h)	21	2	2	32	8	1	24	1304	8	6	2458	21
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	30	3	3	45	11	1	34	1843	11	8	3473	30
Adj No. of Lanes	2	1	0	1	1	1	1	2	1	1	2	1
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	66	68	68	89	75	64	108	3008	1346	256	2969	1328
Arrive On Green	0.02	0.08	0.08	0.04	0.04	0.04	0.04	1.00	1.00	0.02	1.00	1.00
Sat Flow, veh/h	3442	856	856	1404	1863	1583	1774	3539	1583	1774	3539	1583
Grp Volume(v), veh/h	30	0	6	45	11	1	34	1843	11	8	3473	30
Grp Sat Flow(s),veh/h/ln	1721	0	1712	1404	1863	1583	1774	1770	1583	1774	1770	1583
Q Serve(g_s), s	1.9	0.0	0.7	7.0	1.3	0.1	0.6	0.0	0.0	0.2	0.0	0.0
Cycle Q Clear(g_c), s	1.9	0.0	0.7	7.0	1.3	0.1	0.6	0.0	0.0	0.2	0.0	0.0
Prop In Lane	1.00		0.50	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	66	0	137	89	75	64	108	3008	1346	256	2969	1328
V/C Ratio(X)	0.46	0.00	0.04	0.50	0.15	0.02	0.32	0.61	0.01	0.03	1.17	0.02
Avail Cap(c_a), veh/h	78	0	214	148	152	130	113	3008	1346	281	2969	1328
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	0.49	0.49	0.49	0.09	0.09	0.09
Uniform Delay (d), s/veh	106.8	0.0	93.5	104.7	101.9	101.4	2.2	0.0	0.0	2.5	0.0	0.0
Incr Delay (d2), s/veh	4.9	0.0	0.1	4.3	0.9	0.1	0.8	0.5	0.0	0.0	76.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	0.3	2.8	0.7	0.1	0.3	0.2	0.0	0.1	31.7	0.0
LnGrp Delay(d),s/veh	111.6	0.0	93.6	109.0	102.8	101.5	3.0	0.5	0.0	2.5	76.8	0.0
LnGrp LOS	F		F	F	F	F	A	A	A	A	F	A
Approach Vol, veh/h		36			57			1888			3511	
Approach Delay, s/veh		108.6			107.7			0.5			76.0	
Approach LOS		F			F			A			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.4	191.5		22.1	8.9	189.0	8.7	13.4				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.0	174.0		27.5	5.0	174.0	5.0	18.0				
Max Q Clear Time (g_c+I1), s	2.2	2.0		2.7	2.6	2.0	3.9	9.0				
Green Ext Time (p_c), s	0.0	169.8		0.2	0.0	169.8	0.0	0.1				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			50.6									
HCM 2010 LOS			D									

# HCM 2010 Signalized Intersection Summary

## 35: Peachtree Parkway (SR 141) & Jay Bird Alley/Technology Parkway

10/20/2016

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	118	113	106	186	206	86	127	2158	190	24	2073	35
Future Volume (veh/h)	118	113	106	186	206	86	127	2158	190	24	2073	35
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	167	160	150	263	291	0	179	3049	268	34	2929	0
Adj No. of Lanes	1	1	1	1	1	1	1	3	0	1	2	1
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	178	174	148	251	241	205	141	3256	278	44	2220	993
Arrive On Green	0.08	0.09	0.09	0.12	0.13	0.00	0.08	0.68	0.68	0.02	0.63	0.00
Sat Flow, veh/h	1774	1863	1583	1774	1863	1583	1774	4773	408	1774	3539	1583
Grp Volume(v), veh/h	167	160	150	263	291	0	179	2141	1176	34	2929	0
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1774	1863	1583	1774	1695	1791	1774	1770	1583
Q Serve(g_s), s	18.0	18.7	20.6	25.9	28.5	0.0	17.5	119.8	133.8	4.2	138.0	0.0
Cycle Q Clear(g_c), s	18.0	18.7	20.6	25.9	28.5	0.0	17.5	119.8	133.8	4.2	138.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.23	1.00		1.00
Lane Grp Cap(c), veh/h	178	174	148	251	241	205	141	2313	1222	44	2220	993
V/C Ratio(X)	0.94	0.92	1.01	1.05	1.21	0.00	1.27	0.93	0.96	0.78	1.32	0.00
Avail Cap(c_a), veh/h	178	174	148	251	241	205	141	2313	1222	44	2220	993
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.91	0.91	0.91	1.00	1.00	0.00	1.00	1.00	1.00	0.09	0.09	0.00
Uniform Delay (d), s/veh	84.3	98.9	99.7	80.3	95.7	0.0	101.2	30.1	32.4	106.7	41.0	0.0
Incr Delay (d2), s/veh	47.2	42.4	73.7	70.4	125.0	0.0	164.9	7.8	18.3	7.7	144.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	11.7	12.1	7.4	23.1	0.0	15.1	58.4	72.2	2.2	111.6	0.0
LnGrp Delay(d),s/veh	131.4	141.3	173.4	150.8	220.8	0.0	266.2	38.0	50.6	114.4	185.0	0.0
LnGrp LOS	F	F	F	F	F		F	D	D	F	F	
Approach Vol, veh/h		477			554			3496			2963	
Approach Delay, s/veh		148.0			187.5			53.9			184.2	
Approach LOS		F			F			D			F	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.9	154.6	30.4	25.1	22.0	142.5	22.5	33.0				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.5	150.0	25.9	20.6	17.5	138.0	18.0	28.5				
Max Q Clear Time (g_c+I1), s	6.2	135.8	27.9	22.6	19.5	140.0	20.0	30.5				
Green Ext Time (p_c), s	0.0	14.1	0.0	0.0	0.0	0.0	0.0	0.0				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			121.3									
HCM 2010 LOS			F									

**Intersection**

Int Delay, s/veh 5.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	22	437	839	25	73	39
Future Vol, veh/h	22	437	839	25	73	39
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	31	618	1186	35	103	55

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	1221	0	1883
Stage 1	-	-	1203
Stage 2	-	-	680
Critical Hdwy	4.12	-	6.42
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	2.218	-	3.518
Pot Cap-1 Maneuver	571	-	~ 78
Stage 1	-	-	284
Stage 2	-	-	503
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	571	-	~ 74
Mov Cap-2 Maneuver	-	-	193
Stage 1	-	-	284
Stage 2	-	-	476

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	66.3
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	571	-	-	-	203
HCM Lane V/C Ratio	0.054	-	-	-	0.78
HCM Control Delay (s)	11.7	-	-	-	66.3
HCM Lane LOS	B	-	-	-	F
HCM 95th %tile Q(veh)	0.2	-	-	-	5.4

**Notes**

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

**Intersection**

Int Delay, s/veh 1.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	2	55	18	265	783	6
Future Vol, veh/h	2	55	18	265	783	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	78	25	374	1106	8

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	1536	1111	1115 0
Stage 1	1111	-	- -
Stage 2	425	-	- -
Critical Hdwy	6.42	6.22	4.12 -
Critical Hdwy Stg 1	5.42	-	- -
Critical Hdwy Stg 2	5.42	-	- -
Follow-up Hdwy	3.518	3.318	2.218 -
Pot Cap-1 Maneuver	128	254	626 -
Stage 1	315	-	- -
Stage 2	659	-	- -
Platoon blocked, %			-
Mov Cap-1 Maneuver	122	254	626 -
Mov Cap-2 Maneuver	122	-	- -
Stage 1	315	-	- -
Stage 2	626	-	- -

Approach	EB	NB	SB
HCM Control Delay, s	26.7	0.7	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	626	-	245	-	-
HCM Lane V/C Ratio	0.041	-	0.329	-	-
HCM Control Delay (s)	11	0	26.7	-	-
HCM Lane LOS	B	A	D	-	-
HCM 95th %tile Q(veh)	0.1	-	1.4	-	-

**Intersection**

Int Delay, s/veh 1.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	30	24	266	3	6	844
Future Vol, veh/h	30	24	266	3	6	844
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	42	34	376	4	8	1193

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	1588	378	0
Stage 1	378	-	-
Stage 2	1210	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	119	669	1178
Stage 1	693	-	-
Stage 2	282	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	117	669	1178
Mov Cap-2 Maneuver	117	-	-
Stage 1	693	-	-
Stage 2	276	-	-

Approach	WB	NB	SB
HCM Control Delay, s	37.5	0	0.1
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	185	1178
HCM Lane V/C Ratio	-	-	0.412	0.007
HCM Control Delay (s)	-	-	37.5	8.1
HCM Lane LOS	-	-	E	A
HCM 95th %tile Q(veh)	-	-	1.9	0

**Intersection**

Int Delay, s/veh 0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	8	10	3	482	868	5
Future Vol, veh/h	8	10	3	482	868	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	Free	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	14	4	681	1227	7

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	1920	1230	1234 0
Stage 1	1230	-	- -
Stage 2	690	-	- -
Critical Hdwy	6.42	6.22	4.12 -
Critical Hdwy Stg 1	5.42	-	- -
Critical Hdwy Stg 2	5.42	-	- -
Follow-up Hdwy	3.518	3.318	2.218 -
Pot Cap-1 Maneuver	74	217	565 -
Stage 1	276	-	- -
Stage 2	498	-	- -
Platoon blocked, %			- -
Mov Cap-1 Maneuver	73	217	565 -
Mov Cap-2 Maneuver	73	-	- -
Stage 1	276	-	- -
Stage 2	493	-	- -

Approach	EB	NB	SB
HCM Control Delay, s	44.5	0.1	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	565	-	116	-	-
HCM Lane V/C Ratio	0.008	-	0.219	-	-
HCM Control Delay (s)	11.4	0	44.5	-	-
HCM Lane LOS	B	A	E	-	-
HCM 95th %tile Q(veh)	0	-	0.8	-	-

**Intersection**

Int Delay, s/veh 31.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	79	23	477	15	7	909
Future Vol, veh/h	79	23	477	15	7	909
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	250	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	112	33	674	21	10	1284

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	1989	685	0
Stage 1	685	-	-
Stage 2	1304	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	~ 67	448	-
Stage 1	500	-	-
Stage 2	254	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	~ 66	448	-
Mov Cap-2 Maneuver	~ 66	-	-
Stage 1	500	-	-
Stage 2	251	-	-

Approach	WB	NB	SB
HCM Control Delay, s	\$ 471.9	0	0.1
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	82	901
HCM Lane V/C Ratio	-	-	1.758	0.011
HCM Control Delay (s)	-	-	\$ 471.9	9
HCM Lane LOS	-	-	F	A
HCM 95th %tile Q(veh)	-	-	12.2	0

**Notes**

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

**Intersection**

Int Delay, s/veh 0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	8	2	456	7	1	1036
Future Vol, veh/h	8	2	456	7	1	1036
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	100	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	3	644	10	1	1464

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	2111	644	0
Stage 1	644	-	-
Stage 2	1467	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	56	473	941
Stage 1	523	-	-
Stage 2	212	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	56	473	941
Mov Cap-2 Maneuver	56	-	-
Stage 1	523	-	-
Stage 2	211	-	-

Approach	WB	NB	SB
HCM Control Delay, s	71.3	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	68	941
HCM Lane V/C Ratio	-	-	0.208	0.002
HCM Control Delay (s)	-	-	71.3	8.8
HCM Lane LOS	-	-	F	A
HCM 95th %tile Q(veh)	-	-	0.7	0

**Intersection**

Int Delay, s/veh 3.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	17	9	805	4	5	928
Future Vol, veh/h	17	9	805	4	5	928
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	24	13	1138	6	7	1311

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	2465	1140	0
Stage 1	1140	-	-
Stage 2	1325	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	33	245	611
Stage 1	305	-	-
Stage 2	248	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	32	245	611
Mov Cap-2 Maneuver	32	-	-
Stage 1	305	-	-
Stage 2	238	-	-

Approach	WB	NB	SB
HCM Control Delay, s	211.7	0	0.1
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	46	611
HCM Lane V/C Ratio	-	-	0.799	0.012
HCM Control Delay (s)	-	-	211.7	11
HCM Lane LOS	-	-	F	B
HCM 95th %tile Q(veh)	-	-	3.2	0

**Intersection**

Int Delay, s/veh 9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	28	5	753	18	1	1066
Future Vol, veh/h	28	5	753	18	1	1066
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	Yield	-	None
Storage Length	0	-	-	0	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	40	7	1064	25	1	1506

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	2573	1064	0
Stage 1	1064	-	-
Stage 2	1509	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	~ 28	271	655
Stage 1	332	-	-
Stage 2	202	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	~ 28	271	655
Mov Cap-2 Maneuver	~ 28	-	-
Stage 1	332	-	-
Stage 2	200	-	-

Approach	WB	NB	SB
HCM Control Delay, s	\$ 510.8	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	32	655
HCM Lane V/C Ratio	-	-	1.457	0.002
HCM Control Delay (s)	-	-	\$ 510.8	10.5
HCM Lane LOS	-	-	F	B
HCM 95th %tile Q(veh)	-	-	5.2	0

**Notes**

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

HCM 2010 Roundabout  
 10: Peachtree Corners Circle & Spalding Drive

10/19/2016

Intersection							
Intersection Delay, s/veh	178.4						
Intersection LOS	F						
Approach	EB		WB		NB		SB
Entry Lanes	2		1		1		1
Conflicting Circle Lanes	1		1		2		1
Adj Approach Flow, veh/h	953		785		697		948
Demand Flow Rate, veh/h	972		801		711		967
Vehicles Circulating, veh/h	511		1165		1000		769
Vehicles Exiting, veh/h	684		463		483		1197
Follow-Up Headway, s	3.186		3.186		3.186		3.186
Ped Vol Crossing Leg, #/h	0		0		0		0
Ped Cap Adj	1.000		1.000		1.000		1.000
Approach Delay, s/veh	22.8		606.2		90.6		45.1
Approach LOS	C		F		F		E
Lane	Left	Right	Left	Left	Bypass	Left	Bypass
Designated Moves	L	TR	LTR	LT	R	LT	R
Assumed Moves	L	TR	LTR	LT	R	LT	R
RT Channelized					Yield		Yield
Lane Util	0.552	0.448	1.000	1.000		1.000	
Critical Headway, s	5.193	5.193	5.193	4.113		5.193	
Entry Flow, veh/h	537	435	801	628	83	426	541
Cap Entry Lane, veh/h	678	678	352	561	711	524	570
Entry HV Adj Factor	0.980	0.981	0.980	0.980	0.980	0.980	0.980
Flow Entry, veh/h	526	427	785	616	81	418	530
Cap Entry, veh/h	664	665	345	550	697	513	559
V/C Ratio	0.792	0.642	2.273	1.119	0.116	0.813	0.948
Control Delay, s/veh	26.8	17.8	606.2	101.7	6.4	34.9	53.2
LOS	D	C	F	F	A	D	F
95th %tile Queue, veh	8	5	60	20	0	8	12

HCM 2010 Roundabout  
 15: Technology Parkway & Technology Parkway South

10/19/2016

Intersection				
Intersection Delay, s/veh	14.9			
Intersection LOS	B			
Approach	WB	NB	SB	
Entry Lanes	1	1	1	
Conflicting Circle Lanes	1	1	1	
Adj Approach Flow, veh/h	264	901	654	
Demand Flow Rate, veh/h	270	919	667	
Vehicles Circulating, veh/h	448	447	134	
Vehicles Exiting, veh/h	447	354	584	
Follow-Up Headway, s	3.186	3.186	3.186	
Ped Vol Crossing Leg, #/h	0	0	0	
Ped Cap Adj	1.000	1.000	1.000	
Approach Delay, s/veh	10.0	16.7	14.4	
Approach LOS	A	C	B	
Lane	Left	Left	Bypass	Left
Designated Moves	LR	T	R	LT
Assumed Moves	LR	T	R	LT
RT Channelized			Yield	
Lane Util	1.000	1.000		1.000
Critical Headway, s	5.193	5.193		5.193
Entry Flow, veh/h	270	448	471	667
Cap Entry Lane, veh/h	722	723	723	988
Entry HV Adj Factor	0.978	0.980	0.980	0.980
Flow Entry, veh/h	264	439	462	654
Cap Entry, veh/h	706	708	708	969
V/C Ratio	0.374	0.620	0.652	0.675
Control Delay, s/veh	10.0	16.1	17.3	14.4
LOS	A	C	C	B
95th %tile Queue, veh	2	4	5	5

HCM 2010 Roundabout  
 32: Medlock Bridge Road & Peachtree Corners Circle

10/19/2016

Intersection						
Intersection Delay, s/veh	70.8					
Intersection LOS	F					
Approach	EB		NB		SB	
Entry Lanes	1		2		1	
Conflicting Circle Lanes	1		1		2	
Adj Approach Flow, veh/h	616		1389		748	
Demand Flow Rate, veh/h	628		1417		763	
Vehicles Circulating, veh/h	713		301		340	
Vehicles Exiting, veh/h	340		713		1378	
Follow-Up Headway, s	3.186		3.186		3.186	
Ped Vol Crossing Leg, #/h	0		0		0	
Ped Cap Adj	1.000		1.000		1.000	
Approach Delay, s/veh	17.9		121.1		20.9	
Approach LOS	C		F		C	
Lane	Left	Bypass	Left	Right	Left	Bypass
Designated Moves	L	R	L	TR	T	R
Assumed Moves	L	R	L	TR	T	R
RT Channelized		Yield				Free
Lane Util	1.000		0.240	0.760	1.000	
Critical Headway, s	5.193		5.193	5.193	4.113	
Entry Flow, veh/h	301	327	340	1077	713	50
Cap Entry Lane, veh/h	554	554	836	836	891	1938
Entry HV Adj Factor	0.980	0.980	0.979	0.980	0.980	0.980
Flow Entry, veh/h	295	321	333	1056	699	49
Cap Entry, veh/h	543	543	819	820	873	1900
V/C Ratio	0.543	0.591	0.407	1.288	0.801	0.026
Control Delay, s/veh	17.0	18.7	9.4	156.3	22.4	0.0
LOS	C	C	A	F	C	A
95th %tile Queue, veh	3	4	2	40	9	0

HCM 2010 Signalized Intersection Summary  
 1: Buford Highway (SR 13) & Amwiler Road

1/16/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	1152	5	3	686	133	0	4	9	516	5	215
Future Volume (veh/h)	45	1152	5	3	686	133	0	4	9	516	5	215
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	64	1628	7	4	969	188	0	6	13	729	7	304
Adj No. of Lanes	1	2	0	0	2	0	1	1	0	2	1	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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	250	2316	10	32	1636	316	35	10	22	781	8	353
Arrive On Green	0.04	0.64	0.64	0.19	0.19	0.19	0.00	0.02	0.02	0.23	0.23	0.23
Sat Flow, veh/h	1774	3614	16	3	2887	558	1774	525	1137	3442	36	1553
Grp Volume(v), veh/h	64	797	838	623	0	538	0	0	19	729	0	311
Grp Sat Flow(s),veh/h/ln	1774	1770	1860	1850	0	1597	1774	0	1662	1721	0	1589
Q Serve(g_s), s	1.7	35.3	35.3	0.0	0.0	37.0	0.0	0.0	1.4	24.9	0.0	22.6
Cycle Q Clear(g_c), s	1.7	35.3	35.3	36.7	0.0	37.0	0.0	0.0	1.4	24.9	0.0	22.6
Prop In Lane	1.00		0.01	0.01		0.35	1.00		0.68	1.00		0.98
Lane Grp Cap(c), veh/h	250	1134	1192	1078	0	905	35	0	32	781	0	361
V/C Ratio(X)	0.26	0.70	0.70	0.58	0.00	0.60	0.00	0.00	0.58	0.93	0.00	0.86
Avail Cap(c_a), veh/h	259	1134	1192	1078	0	905	266	0	249	789	0	364
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.74	0.00	0.74	0.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	16.3	14.1	14.1	36.0	0.0	36.2	0.0	0.0	58.3	45.5	0.0	44.6
Incr Delay (d2), s/veh	0.5	3.7	3.5	1.7	0.0	2.1	0.0	0.0	15.6	17.8	0.0	18.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	18.2	19.1	19.5	0.0	17.0	0.0	0.0	0.8	13.8	0.0	11.8
LnGrp Delay(d),s/veh	16.8	17.7	17.6	37.7	0.0	38.3	0.0	0.0	73.9	63.2	0.0	63.1
LnGrp LOS	B	B	B	D		D			E	E		E
Approach Vol, veh/h		1699			1161			19			1040	
Approach Delay, s/veh		17.6			38.0			73.9			63.2	
Approach LOS		B			D			E			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	8.9	72.5		31.7		81.4		6.8				
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s	5.0	51.5		27.5		61.0		18.0				
Max Q Clear Time (g_c+I1), s	3.7	39.0		26.9		37.3		3.4				
Green Ext Time (p_c), s	0.0	11.2		0.3		19.8		0.0				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay				36.0								
HCM 2010 LOS				D								

# HCM 2010 Signalized Intersection Summary

## 2: Button Gwinnett Drive/Jones Mill Road & Buford Highway (SR 13)

1/16/2017

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	140	1166	254	66	616	93	76	134	51	12	397	225
Future Volume (veh/h)	140	1166	254	66	616	93	76	134	51	12	397	225
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	198	1648	359	93	870	131	107	189	72	17	561	318
Adj No. of Lanes	1	2	0	1	2	1	1	1	0	1	1	1
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	345	1395	293	134	1567	701	134	400	152	306	536	455
Arrive On Green	0.10	0.64	0.64	0.04	0.44	0.44	0.04	0.31	0.31	0.02	0.29	0.29
Sat Flow, veh/h	1774	2912	612	1774	3539	1583	1774	1286	490	1774	1863	1583
Grp Volume(v), veh/h	198	978	1029	93	870	131	107	0	261	17	561	318
Grp Sat Flow(s),veh/h/ln	1774	1770	1755	1774	1770	1583	1774	0	1776	1774	1863	1583
Q Serve(g_s), s	7.1	57.5	57.5	3.4	21.8	6.0	5.0	0.0	14.2	0.8	34.5	21.5
Cycle Q Clear(g_c), s	7.1	57.5	57.5	3.4	21.8	6.0	5.0	0.0	14.2	0.8	34.5	21.5
Prop In Lane	1.00		0.35	1.00		1.00	1.00		0.28	1.00		1.00
Lane Grp Cap(c), veh/h	345	848	841	134	1567	701	134	0	553	306	536	455
V/C Ratio(X)	0.57	1.15	1.22	0.69	0.56	0.19	0.80	0.00	0.47	0.06	1.05	0.70
Avail Cap(c_a), veh/h	441	848	841	134	1567	701	134	0	553	348	536	455
HCM Platoon Ratio	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.54	0.54	0.54	1.00	1.00	1.00	1.00	0.00	1.00	0.88	0.88	0.88
Uniform Delay (d), s/veh	17.6	21.8	21.8	28.6	24.7	20.3	34.2	0.0	33.4	29.8	42.8	38.1
Incr Delay (d2), s/veh	0.8	76.7	106.8	14.4	0.4	0.1	28.0	0.0	2.9	0.1	49.6	7.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	45.7	52.4	2.2	10.7	2.6	3.5	0.0	7.4	0.4	25.1	10.4
LnGrp Delay(d),s/veh	18.4	98.5	128.6	43.0	25.1	20.4	62.2	0.0	36.3	29.8	92.3	45.8
LnGrp LOS	B	F	F	D	C	C	E		D	C	F	D
Approach Vol, veh/h		2205			1094			368			896	
Approach Delay, s/veh		105.3			26.1			43.8			74.6	
Approach LOS		F			C			D			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.7	41.8	9.5	62.0	9.5	39.0	13.9	57.6				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.0	34.5	5.0	57.5	5.0	34.5	15.9	46.6				
Max Q Clear Time (g_c+I1), s	2.8	16.2	5.4	59.5	7.0	36.5	9.1	23.8				
Green Ext Time (p_c), s	0.0	6.2	0.0	0.0	0.0	0.0	0.3	20.5				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay				75.3								
HCM 2010 LOS				E								

# HCM 2010 Signalized Intersection Summary

## 3: Holcomb Bridge Road & Peachtree Industrial Boulevard

1/16/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	105	1525	219	67	1240	318	195	374	70	415	429	10
Future Volume (veh/h)	105	1525	219	67	1240	318	195	374	70	415	429	10
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	148	2155	309	95	1752	0	276	528	0	586	606	0
Adj No. of Lanes	2	2	1	2	2	1	2	2	0	2	2	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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	174	1911	855	115	1850	828	321	554	0	516	755	0
Arrive On Green	0.05	0.54	0.54	0.03	0.52	0.00	0.09	0.16	0.00	0.15	0.21	0.00
Sat Flow, veh/h	3442	3539	1583	3442	3539	1583	3442	3632	0	3442	3632	0
Grp Volume(v), veh/h	148	2155	309	95	1752	0	276	528	0	586	606	0
Grp Sat Flow(s),veh/h/ln	1721	1770	1583	1721	1770	1583	1721	1770	0	1721	1770	0
Q Serve(g_s), s	6.4	81.0	16.7	4.1	70.2	0.0	11.9	22.2	0.0	22.5	24.4	0.0
Cycle Q Clear(g_c), s	6.4	81.0	16.7	4.1	70.2	0.0	11.9	22.2	0.0	22.5	24.4	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.00	1.00		0.00
Lane Grp Cap(c), veh/h	174	1911	855	115	1850	828	321	554	0	516	755	0
V/C Ratio(X)	0.85	1.13	0.36	0.83	0.95	0.00	0.86	0.95	0.00	1.14	0.80	0.00
Avail Cap(c_a), veh/h	174	1911	855	115	1850	828	351	554	0	516	755	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.40	0.40	0.00	1.00	1.00	0.00	0.09	0.09	0.00
Uniform Delay (d), s/veh	70.6	34.5	19.7	72.1	33.8	0.0	67.0	62.7	0.0	63.8	56.0	0.0
Incr Delay (d2), s/veh	30.5	64.8	1.2	17.9	5.6	0.0	17.7	26.7	0.0	63.3	0.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	56.5	7.6	2.3	35.5	0.0	6.4	12.9	0.0	15.2	12.0	0.0
LnGrp Delay(d),s/veh	101.1	99.3	20.9	90.0	39.5	0.0	84.8	89.4	0.0	127.1	56.6	0.0
LnGrp LOS	F	F	C	F	D		F	F		F	E	
Approach Vol, veh/h		2612			1847			804			1192	
Approach Delay, s/veh		90.1			42.1			87.8			91.3	
Approach LOS		F			D			F			F	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.5	85.5	18.5	36.5	12.1	82.9	27.0	28.0				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.0	81.0	15.3	30.7	7.6	78.4	22.5	23.5				
Max Q Clear Time (g_c+I1), s	6.1	83.0	13.9	26.4	8.4	72.2	24.5	24.2				
Green Ext Time (p_c), s	0.0	0.0	0.1	2.6	0.0	6.2	0.0	0.0				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			76.3									
HCM 2010 LOS			E									

# HCM 2010 Signalized Intersection Summary

## 5: Medlock Bridge Road & Peachtree Industrial Boulevard

1/16/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	139	1488	328	109	983	51	56	458	91	75	582	95
Future Volume (veh/h)	139	1488	328	109	983	51	56	458	91	75	582	95
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	196	2103	0	154	1389	0	79	647	129	106	822	0
Adj No. of Lanes	1	2	1	1	2	1	2	2	0	1	2	1
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	218	1876	839	148	1737	777	115	618	123	101	826	369
Arrive On Green	0.16	0.70	0.00	0.08	0.49	0.00	0.03	0.21	0.21	0.06	0.23	0.00
Sat Flow, veh/h	1774	3539	1583	1774	3539	1583	3442	2943	586	1774	3539	1583
Grp Volume(v), veh/h	196	2103	0	154	1389	0	79	389	387	106	822	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1583	1721	1770	1759	1774	1770	1583
Q Serve(g_s), s	16.3	79.5	0.0	12.5	49.3	0.0	3.4	31.5	31.5	8.5	34.8	0.0
Cycle Q Clear(g_c), s	16.3	79.5	0.0	12.5	49.3	0.0	3.4	31.5	31.5	8.5	34.8	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.33	1.00		1.00
Lane Grp Cap(c), veh/h	218	1876	839	148	1737	777	115	372	369	101	826	369
V/C Ratio(X)	0.90	1.12	0.00	1.04	0.80	0.00	0.69	1.05	1.05	1.05	1.00	0.00
Avail Cap(c_a), veh/h	248	1876	839	148	1737	777	115	372	369	101	826	369
HCM Platoon Ratio	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.00	0.57	0.57	0.00	1.00	1.00	1.00	0.43	0.43	0.00
Uniform Delay (d), s/veh	61.9	22.1	0.0	68.8	32.0	0.0	71.7	59.3	59.3	70.8	57.4	0.0
Incr Delay (d2), s/veh	4.2	55.3	0.0	67.3	1.6	0.0	15.9	59.2	60.0	74.0	19.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.7	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.2	52.4	0.0	8.9	24.5	0.0	1.9	21.5	21.5	6.2	19.2	0.0
LnGrp Delay(d),s/veh	66.0	77.4	0.0	136.3	33.6	0.0	87.7	118.4	119.3	145.4	76.9	0.0
LnGrp LOS	E	F		F	C		F	F	F	F	F	E
Approach Vol, veh/h		2299			1543			855			928	
Approach Delay, s/veh		76.5			43.9			116.0			84.7	
Approach LOS		E			D			F			F	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.0	36.0	17.0	84.0	9.5	39.5	22.9	78.1				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	8.5	31.5	12.5	79.5	5.0	35.0	21.0	71.0				
Max Q Clear Time (g_c+I1), s	10.5	33.5	14.5	81.5	5.4	36.8	18.3	51.3				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.1	18.8				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			74.9									
HCM 2010 LOS			E									

HCM 2010 Signalized Intersection Summary  
 6: Old Peachtree Road & Peachtree Industrial Boulevard

1/16/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	82	1417	338	61	838	325	220	253	62	434	348	37
Future Volume (veh/h)	82	1417	338	61	838	325	220	253	62	434	348	37
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	116	2002	0	86	1184	0	311	358	0	613	492	0
Adj No. of Lanes	1	2	1	1	2	1	2	1	1	2	1	1
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	240	1781	797	107	1736	777	303	335	285	562	476	404
Arrive On Green	0.05	0.50	0.00	0.03	0.49	0.00	0.09	0.18	0.00	0.16	0.26	0.00
Sat Flow, veh/h	1774	3539	1583	1774	3539	1583	3442	1863	1583	3442	1863	1583
Grp Volume(v), veh/h	116	2002	0	86	1184	0	311	358	0	613	492	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1583	1721	1863	1583	1721	1863	1583
Q Serve(g_s), s	4.9	75.5	0.0	3.6	38.4	0.0	13.2	27.0	0.0	24.5	38.3	0.0
Cycle Q Clear(g_c), s	4.9	75.5	0.0	3.6	38.4	0.0	13.2	27.0	0.0	24.5	38.3	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	240	1781	797	107	1736	777	303	335	285	562	476	404
V/C Ratio(X)	0.48	1.12	0.00	0.80	0.68	0.00	1.03	1.07	0.00	1.09	1.03	0.00
Avail Cap(c_a), veh/h	304	1781	797	107	1736	777	303	335	285	562	476	404
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	23.8	37.3	0.0	35.9	29.3	0.0	68.4	61.5	0.0	62.8	55.8	0.0
Incr Delay (d2), s/veh	0.1	56.5	0.0	34.1	1.1	0.0	58.8	68.3	0.0	64.9	50.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	50.6	0.0	2.8	19.0	0.0	8.7	20.2	0.0	16.7	26.3	0.0
LnGrp Delay(d),s/veh	23.9	93.8	0.0	70.0	30.4	0.0	127.2	129.8	0.0	127.7	106.3	0.0
LnGrp LOS	C	F		E	C		F	F		F	F	
Approach Vol, veh/h		2118			1270			669			1105	
Approach Delay, s/veh		90.0			33.0			128.6			118.1	
Approach LOS		F			C			F			F	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	29.0	31.5	9.5	80.0	17.7	42.8	11.4	78.1				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	24.5	27.0	5.0	75.5	13.2	38.3	12.3	68.2				
Max Q Clear Time (g_c+I1), s	26.5	29.0	5.6	77.5	15.2	40.3	6.9	40.4				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.1	25.3				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay				87.0								
HCM 2010 LOS				F								

HCM 2010 Signalized Intersection Summary  
 8: Medlock Bridge Road & Spalding Drive/Old Peachtree Road

1/16/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	212	580	198	50	223	333	127	466	59	282	510	37
Future Volume (veh/h)	212	580	198	50	223	333	127	466	59	282	510	37
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	300	820	280	71	315	471	179	658	0	398	721	0
Adj No. of Lanes	1	1	1	1	1	1	1	1	1	2	1	1
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	381	726	760	107	546	643	160	641	545	388	683	581
Arrive On Green	0.13	0.39	0.39	0.03	0.29	0.29	0.09	0.34	0.00	0.11	0.37	0.00
Sat Flow, veh/h	1774	1863	1583	1774	1863	1583	1774	1863	1583	3442	1863	1583
Grp Volume(v), veh/h	300	820	280	71	315	471	179	658	0	398	721	0
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1774	1863	1583	1774	1863	1583	1721	1863	1583
Q Serve(g_s), s	17.2	58.5	16.8	4.2	21.6	37.7	13.5	51.6	0.0	16.9	55.0	0.0
Cycle Q Clear(g_c), s	17.2	58.5	16.8	4.2	21.6	37.7	13.5	51.6	0.0	16.9	55.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	381	726	760	107	546	643	160	641	545	388	683	581
V/C Ratio(X)	0.79	1.13	0.37	0.66	0.58	0.73	1.12	1.03	0.00	1.03	1.06	0.00
Avail Cap(c_a), veh/h	417	726	760	107	546	643	160	641	545	388	683	581
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	31.9	45.8	24.6	41.9	45.1	37.7	68.3	49.2	0.0	66.6	47.5	0.0
Incr Delay (d2), s/veh	9.0	74.8	0.3	14.2	1.5	4.3	107.4	42.6	0.0	52.6	50.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.3	45.2	7.4	2.5	11.3	17.3	11.4	34.1	0.0	10.9	37.8	0.0
LnGrp Delay(d),s/veh	40.9	120.5	24.9	56.1	46.6	42.0	175.7	91.8	0.0	119.2	97.5	0.0
LnGrp LOS	D	F	C	E	D	D	F	F		F	F	
Approach Vol, veh/h		1400			857			837			1119	
Approach Delay, s/veh		84.3			44.8			109.7			105.2	
Approach LOS		F			D			F			F	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	21.4	56.1	9.5	63.0	18.0	59.5	24.0	48.5				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	16.9	51.6	5.0	58.5	13.5	55.0	22.5	41.0				
Max Q Clear Time (g_c+I1), s	18.9	53.6	6.2	60.5	15.5	57.0	19.2	39.7				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.3	1.1				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			86.9									
HCM 2010 LOS			F									

# HCM 2010 Signalized Intersection Summary

## 9: Technology Parkway & Spalding Drive

1/16/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	595	74	61	305	13	93	18	437	12	7	17
Future Volume (veh/h)	15	595	74	61	305	13	93	18	437	12	7	17
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1863	1900	1863	1863
Adj Flow Rate, veh/h	21	841	105	86	431	18	131	25	618	17	10	0
Adj No. of Lanes	1	1	0	1	1	0	0	1	1	0	1	1
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	480	919	115	138	1004	42	476	85	530	225	118	530
Arrive On Green	0.57	0.57	0.57	0.57	0.57	0.57	0.33	0.33	0.33	0.33	0.33	0.00
Sat Flow, veh/h	937	1624	203	590	1776	74	1204	253	1583	478	354	1583
Grp Volume(v), veh/h	21	0	946	86	0	449	156	0	618	27	0	0
Grp Sat Flow(s),veh/h/ln	937	0	1827	590	0	1850	1457	0	1583	832	0	1583
Q Serve(g_s), s	1.2	0.0	42.0	8.9	0.0	12.5	0.0	0.0	30.1	0.2	0.0	0.0
Cycle Q Clear(g_c), s	13.7	0.0	42.0	50.9	0.0	12.5	7.2	0.0	30.1	7.4	0.0	0.0
Prop In Lane	1.00		0.11	1.00		0.04	0.84		1.00	0.63		1.00
Lane Grp Cap(c), veh/h	480	0	1033	138	0	1046	561	0	530	344	0	530
V/C Ratio(X)	0.04	0.00	0.92	0.62	0.00	0.43	0.28	0.00	1.17	0.08	0.00	0.00
Avail Cap(c_a), veh/h	480	0	1033	138	0	1046	561	0	530	344	0	530
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	15.2	0.0	17.6	42.0	0.0	11.2	22.3	0.0	30.0	20.4	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	12.4	8.3	0.0	0.3	1.2	0.0	94.1	0.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	24.6	2.4	0.0	6.4	3.1	0.0	26.9	0.5	0.0	0.0
LnGrp Delay(d),s/veh	15.2	0.0	30.0	50.2	0.0	11.5	23.5	0.0	124.1	20.9	0.0	0.0
LnGrp LOS	B		C	D		B	C		F	C		
Approach Vol, veh/h		967			535			774				27
Approach Delay, s/veh		29.7			17.7			103.8				20.9
Approach LOS		C			B			F				C
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		34.6		55.4		34.6		55.4				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		30.1		50.9		30.1		50.9				
Max Q Clear Time (g_c+I1), s		32.1		44.0		9.4		52.9				
Green Ext Time (p_c), s		0.0		5.1		3.5		0.0				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay				51.7								
HCM 2010 LOS				D								

HCM 2010 Signalized Intersection Summary  
 10: Peachtree Corners Circle & Spalding Drive

1/16/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	372	285	17	59	439	58	36	400	57	36	260	375
Future Volume (veh/h)	372	285	17	59	439	58	36	400	57	36	260	375
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	526	403	24	83	620	82	51	565	81	51	367	530
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	1
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	434	863	51	422	513	68	191	501	72	100	586	843
Arrive On Green	0.22	0.50	0.50	0.04	0.32	0.32	0.03	0.31	0.31	0.03	0.31	0.31
Sat Flow, veh/h	1774	1741	104	1774	1612	213	1774	1594	229	1774	1863	1583
Grp Volume(v), veh/h	526	0	427	83	0	702	51	0	646	51	367	530
Grp Sat Flow(s),veh/h/ln	1774	0	1844	1774	0	1825	1774	0	1822	1774	1863	1583
Q Serve(g_s), s	32.5	0.0	22.7	4.7	0.0	47.5	2.9	0.0	47.0	2.9	25.1	35.2
Cycle Q Clear(g_c), s	32.5	0.0	22.7	4.7	0.0	47.5	2.9	0.0	47.0	2.9	25.1	35.2
Prop In Lane	1.00		0.06	1.00		0.12	1.00		0.13	1.00		1.00
Lane Grp Cap(c), veh/h	434	0	915	422	0	580	191	0	573	100	586	843
V/C Ratio(X)	1.21	0.00	0.47	0.20	0.00	1.21	0.27	0.00	1.13	0.51	0.63	0.63
Avail Cap(c_a), veh/h	434	0	915	422	0	580	204	0	573	108	586	843
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.2	0.0	24.7	32.4	0.0	50.9	35.4	0.0	51.2	40.5	43.7	24.6
Incr Delay (d2), s/veh	114.9	0.0	0.4	0.2	0.0	109.8	0.7	0.0	77.6	3.9	2.1	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	31.7	0.0	11.6	2.3	0.0	41.6	1.4	0.0	35.9	1.5	13.3	15.6
LnGrp Delay(d),s/veh	164.1	0.0	25.1	32.6	0.0	160.7	36.1	0.0	128.8	44.4	45.8	26.1
LnGrp LOS	F		C	C		F	D		F	D	D	C
Approach Vol, veh/h		953			785			697			948	
Approach Delay, s/veh		101.8			147.2			122.0			34.7	
Approach LOS		F			F			F			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.9	51.5	10.4	78.6	8.9	51.5	37.0	52.0				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.0	47.0	5.9	74.1	5.5	46.5	32.5	47.5				
Max Q Clear Time (g_c+I1), s	4.9	49.0	6.7	24.7	4.9	37.2	34.5	49.5				
Green Ext Time (p_c), s	0.0	0.0	0.0	9.7	0.0	5.6	0.0	0.0				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			97.7									
HCM 2010 LOS			F									

HCM 2010 Signalized Intersection Summary  
 11: Jay Bird Alley/LDS Church Driveway & Spalding Drive

1/16/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	669	165	11	782	2	399	0	6	2	0	2
Future Volume (veh/h)	2	669	165	11	782	2	399	0	6	2	0	2
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1900	1900	1863	1863
Adj Flow Rate, veh/h	3	945	233	16	1105	3	564	0	8	3	0	3
Adj No. of Lanes	1	1	0	1	1	0	0	1	0	0	1	1
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	70	822	203	70	1057	3	510	0	7	14	0	12
Arrive On Green	0.57	0.57	0.57	0.57	0.57	0.57	0.29	0.00	0.29	0.01	0.00	0.01
Sat Flow, veh/h	507	1444	356	474	1857	5	1746	0	25	1774	0	1583
Grp Volume(v), veh/h	3	0	1178	16	0	1108	572	0	0	3	0	3
Grp Sat Flow(s),veh/h/ln	507	0	1800	474	0	1862	1771	0	0	1774	0	1583
Q Serve(g_s), s	0.0	0.0	58.5	0.0	0.0	58.5	30.0	0.0	0.0	0.2	0.0	0.2
Cycle Q Clear(g_c), s	58.5	0.0	58.5	58.5	0.0	58.5	30.0	0.0	0.0	0.2	0.0	0.2
Prop In Lane	1.00		0.20	1.00		0.00	0.99		0.01	1.00		1.00
Lane Grp Cap(c), veh/h	70	0	1024	70	0	1060	517	0	0	14	0	12
V/C Ratio(X)	0.04	0.00	1.15	0.23	0.00	1.05	1.11	0.00	0.00	0.22	0.00	0.25
Avail Cap(c_a), veh/h	70	0	1024	70	0	1060	517	0	0	311	0	277
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	51.4	0.0	22.1	51.4	0.0	22.1	36.4	0.0	0.0	50.7	0.0	50.7
Incr Delay (d2), s/veh	0.2	0.0	79.0	1.6	0.0	40.3	72.0	0.0	0.0	7.9	0.0	10.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	51.2	0.5	0.0	41.6	24.8	0.0	0.0	0.1	0.0	0.1
LnGrp Delay(d),s/veh	51.6	0.0	101.1	53.0	0.0	62.5	108.4	0.0	0.0	58.6	0.0	60.9
LnGrp LOS	D		F	D		F	F			E		E
Approach Vol, veh/h		1181			1124			572				6
Approach Delay, s/veh		101.0			62.4			108.4				59.8
Approach LOS		F			E			F				E
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		34.5		63.0		5.3		63.0				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		30.0		58.5		18.0		58.5				
Max Q Clear Time (g_c+I1), s		32.0		60.5		2.2		60.5				
Green Ext Time (p_c), s		0.0		0.0		0.0		0.0				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay				87.3								
HCM 2010 LOS				F								

HCM 2010 Signalized Intersection Summary  
 12: Peachtree Corners Circle & Jay Bird Alley

1/16/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	170	67	186	431	203	99	368	72	66	291	25
Future Volume (veh/h)	5	170	67	186	431	203	99	368	72	66	291	25
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	7	240	95	263	609	287	140	520	102	93	411	35
Adj No. of Lanes	1	1	0	1	1	1	1	1	0	1	1	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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	205	588	233	431	861	732	322	662	130	194	741	63
Arrive On Green	0.46	0.46	0.46	0.46	0.46	0.46	0.44	0.44	0.44	0.44	0.44	0.44
Sat Flow, veh/h	619	1271	503	1041	1863	1583	940	1513	297	799	1693	144
Grp Volume(v), veh/h	7	0	335	263	609	287	140	0	622	93	0	446
Grp Sat Flow(s),veh/h/ln	619	0	1774	1041	1863	1583	940	0	1810	799	0	1837
Q Serve(g_s), s	0.8	0.0	11.2	20.1	23.4	10.7	11.7	0.0	26.4	10.1	0.0	16.2
Cycle Q Clear(g_c), s	24.3	0.0	11.2	31.3	23.4	10.7	27.9	0.0	26.4	36.6	0.0	16.2
Prop In Lane	1.00		0.28	1.00		1.00	1.00		0.16	1.00		0.08
Lane Grp Cap(c), veh/h	205	0	820	431	861	732	322	0	792	194	0	804
V/C Ratio(X)	0.03	0.00	0.41	0.61	0.71	0.39	0.44	0.00	0.79	0.48	0.00	0.56
Avail Cap(c_a), veh/h	205	0	820	431	861	732	324	0	797	197	0	809
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	29.0	0.0	16.0	26.4	19.3	15.8	29.1	0.0	21.6	37.3	0.0	18.8
Incr Delay (d2), s/veh	0.3	0.0	1.5	6.3	4.9	1.6	0.9	0.0	5.2	1.8	0.0	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	5.8	6.5	13.2	4.9	3.1	0.0	14.3	2.3	0.0	8.4
LnGrp Delay(d),s/veh	29.3	0.0	17.5	32.7	24.1	17.4	30.0	0.0	26.8	39.1	0.0	19.6
LnGrp LOS	C		B	C	C	B	C		C	D		B
Approach Vol, veh/h		342			1159			762			539	
Approach Delay, s/veh		17.7			24.4			27.4			23.0	
Approach LOS		B			C			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		46.0		43.8		46.0		43.8				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		41.5		39.5		41.5		39.5				
Max Q Clear Time (g_c+I1), s		33.3		29.9		26.3		38.6				
Green Ext Time (p_c), s		4.9		5.5		7.5		0.7				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay				24.1								
HCM 2010 LOS				C								

HCM 2010 Signalized Intersection Summary  
 13: Peachtree Corners Circle & Jones Bridge Road

1/16/2017



Movement	EBL	EBT	WBT	WBR	SBL	SBR		
Lane Configurations								
Traffic Volume (veh/h)	290	479	432	269	222	234		
Future Volume (veh/h)	290	479	432	269	222	234		
Number	7	4	8	18	1	16		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863		
Adj Flow Rate, veh/h	410	677	610	0	314	331		
Adj No. of Lanes	1	1	1	1	1	1		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	506	1271	1271	1080	386	344		
Arrive On Green	0.68	0.68	0.68	0.00	0.22	0.22		
Sat Flow, veh/h	808	1863	1863	1583	1774	1583		
Grp Volume(v), veh/h	410	677	610	0	314	331		
Grp Sat Flow(s),veh/h/ln	808	1863	1863	1583	1774	1583		
Q Serve(g_s), s	43.7	16.3	13.9	0.0	15.1	18.5		
Cycle Q Clear(g_c), s	57.5	16.3	13.9	0.0	15.1	18.5		
Prop In Lane	1.00			1.00	1.00	1.00		
Lane Grp Cap(c), veh/h	506	1271	1271	1080	386	344		
V/C Ratio(X)	0.81	0.53	0.48	0.00	0.81	0.96		
Avail Cap(c_a), veh/h	509	1277	1277	1086	386	344		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00		
Uniform Delay (d), s/veh	20.3	7.1	6.7	0.0	33.4	34.7		
Incr Delay (d2), s/veh	9.5	0.4	0.3	0.0	17.0	39.7		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	11.0	8.4	7.0	0.0	9.2	11.9		
LnGrp Delay(d),s/veh	29.8	7.5	7.0	0.0	50.3	74.4		
LnGrp LOS	C	A	A		D	E		
Approach Vol, veh/h		1087	610		645			
Approach Delay, s/veh		15.9	7.0		62.7			
Approach LOS		B	A		E			
Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				65.7		24.0		65.7
Change Period (Y+Rc), s				4.5		4.5		4.5
Max Green Setting (Gmax), s				61.5		19.5		61.5
Max Q Clear Time (g_c+I1), s				59.5		20.5		15.9
Green Ext Time (p_c), s				1.6		0.0		17.4
<b>Intersection Summary</b>								
HCM 2010 Ctrl Delay			26.5					
HCM 2010 LOS			C					

HCM 2010 Signalized Intersection Summary  
 14: Medlock Bridge Road & Bush Road

1/16/2017

								
Movement	WBL	WBR	NBT	NBR	SBL	SBT		
Lane Configurations								
Traffic Volume (veh/h)	30	205	739	296	459	540		
Future Volume (veh/h)	30	205	739	296	459	540		
Number	3	18	2	12	1	6		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863		
Adj Flow Rate, veh/h	42	0	1044	0	649	763		
Adj No. of Lanes	1	1	1	1	1	2		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	69	62	920	782	605	2976		
Arrive On Green	0.04	0.00	0.49	0.00	0.29	0.84		
Sat Flow, veh/h	1774	1583	1863	1583	1774	3632		
Grp Volume(v), veh/h	42	0	1044	0	649	763		
Grp Sat Flow(s),veh/h/ln	1774	1583	1863	1583	1774	1770		
Q Serve(g_s), s	1.7	0.0	37.0	0.0	21.5	3.3		
Cycle Q Clear(g_c), s	1.7	0.0	37.0	0.0	21.5	3.3		
Prop In Lane	1.00	1.00		1.00	1.00			
Lane Grp Cap(c), veh/h	69	62	920	782	605	2976		
V/C Ratio(X)	0.61	0.00	1.13	0.00	1.07	0.26		
Avail Cap(c_a), veh/h	426	380	920	782	605	2976		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	1.00		
Uniform Delay (d), s/veh	35.4	0.0	19.0	0.0	22.7	1.2		
Incr Delay (d2), s/veh	8.4	0.0	74.1	0.0	57.5	0.2		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	1.0	0.0	37.9	0.0	22.1	1.7		
LnGrp Delay(d),s/veh	43.8	0.0	93.1	0.0	80.2	1.4		
LnGrp LOS	D		F		F	A		
Approach Vol, veh/h	42		1044			1412		
Approach Delay, s/veh	43.8		93.1			37.6		
Approach LOS	D		F			D		
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	26.0	41.5				67.5		7.4
Change Period (Y+Rc), s	4.5	4.5				4.5		4.5
Max Green Setting (Gmax), s	21.5	37.0				63.0		18.0
Max Q Clear Time (g_c+I1), s	23.5	39.0				5.3		3.7
Green Ext Time (p_c), s	0.0	0.0				23.9		0.1
<b>Intersection Summary</b>								
HCM 2010 Ctrl Delay			60.9					
HCM 2010 LOS			E					

HCM 2010 Signalized Intersection Summary  
 16: Winters Chapel Road/Spalding Lake Court & Spalding Drive

1/16/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	678	7	379	491	4	0	1	756	0	4	0
Future Volume (veh/h)	1	678	7	379	491	4	0	1	756	0	4	0
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1900	1863	1863	1900	1863	1900
Adj Flow Rate, veh/h	1	958	0	536	694	6	0	1	1068	0	6	0
Adj No. of Lanes	1	1	1	1	1	0	0	1	1	0	1	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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	384	807	686	566	1393	12	0	311	714	0	311	0
Arrive On Green	0.43	0.43	0.00	0.28	0.76	0.76	0.00	0.17	0.17	0.00	0.17	0.00
Sat Flow, veh/h	743	1863	1583	1774	1844	16	0	1863	1583	0	1863	0
Grp Volume(v), veh/h	1	958	0	536	0	700	0	1	1068	0	6	0
Grp Sat Flow(s),veh/h/ln	743	1863	1583	1774	0	1860	0	1863	1583	0	1863	0
Q Serve(g_s), s	0.1	50.5	0.0	30.3	0.0	17.2	0.0	0.1	19.5	0.0	0.3	0.0
Cycle Q Clear(g_c), s	0.1	50.5	0.0	30.3	0.0	17.2	0.0	0.1	19.5	0.0	0.3	0.0
Prop In Lane	1.00		1.00	1.00		0.01	0.00		1.00	0.00		0.00
Lane Grp Cap(c), veh/h	384	807	686	566	0	1405	0	311	714	0	311	0
V/C Ratio(X)	0.00	1.19	0.00	0.95	0.00	0.50	0.00	0.00	1.49	0.00	0.02	0.00
Avail Cap(c_a), veh/h	384	807	686	617	0	1459	0	311	714	0	311	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	18.8	33.1	0.0	35.4	0.0	5.6	0.0	40.5	32.0	0.0	40.6	0.0
Incr Delay (d2), s/veh	0.0	96.8	0.0	23.1	0.0	0.3	0.0	0.0	230.1	0.0	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	47.4	0.0	20.5	0.0	8.9	0.0	0.0	68.5	0.0	0.2	0.0
LnGrp Delay(d),s/veh	18.8	129.8	0.0	58.6	0.0	5.9	0.0	40.5	262.1	0.0	40.7	0.0
LnGrp LOS	B	F		E		A		D	F		D	
Approach Vol, veh/h		959			1236			1069			6	
Approach Delay, s/veh		129.7			28.7			261.9			40.7	
Approach LOS		F			C			F			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2	3	4		6		8				
Phs Duration (G+Y+Rc), s		24.0	37.6	55.0		24.0		92.6				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5		4.5				
Max Green Setting (Gmax), s		19.5	36.5	50.5		19.5		91.5				
Max Q Clear Time (g_c+I1), s		21.5	32.3	52.5		2.3		19.2				
Green Ext Time (p_c), s		0.0	0.8	0.0		5.2		21.2				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			134.6									
HCM 2010 LOS			F									

HCM 2010 Signalized Intersection Summary  
 19: Winters Chapel Road & Dunwoody Club Drive

1/16/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	76	6	309	0	2	0	134	735	5	3	357	24
Future Volume (veh/h)	76	6	309	0	2	0	134	735	5	3	357	24
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1863	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	107	8	437	0	3	0	189	1039	7	4	504	34
Adj No. of Lanes	0	1	0	0	1	0	1	1	0	0	1	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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	83	6	337	0	7	0	292	1108	7	37	809	54
Arrive On Green	0.26	0.26	0.26	0.00	0.00	0.00	0.05	0.60	0.60	0.50	0.50	0.50
Sat Flow, veh/h	314	23	1283	0	1863	0	1774	1848	12	2	1605	108
Grp Volume(v), veh/h	552	0	0	0	3	0	189	0	1046	542	0	0
Grp Sat Flow(s),veh/h/ln	1621	0	0	0	1863	0	1774	0	1861	1715	0	0
Q Serve(g_s), s	26.5	0.0	0.0	0.0	0.2	0.0	5.1	0.0	51.9	1.4	0.0	0.0
Cycle Q Clear(g_c), s	26.5	0.0	0.0	0.0	0.2	0.0	5.1	0.0	51.9	43.7	0.0	0.0
Prop In Lane	0.19		0.79	0.00		0.00	1.00		0.01	0.01		0.06
Lane Grp Cap(c), veh/h	426	0	0	0	7	0	292	0	1115	901	0	0
V/C Ratio(X)	1.30	0.00	0.00	0.00	0.40	0.00	0.65	0.00	0.94	0.60	0.00	0.00
Avail Cap(c_a), veh/h	426	0	0	0	332	0	292	0	1144	929	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	37.2	0.0	0.0	0.0	50.1	0.0	12.3	0.0	18.5	17.6	0.0	0.0
Incr Delay (d2), s/veh	149.8	0.0	0.0	0.0	31.6	0.0	4.9	0.0	14.1	1.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	29.4	0.0	0.0	0.0	0.1	0.0	2.8	0.0	30.8	10.8	0.0	0.0
LnGrp Delay(d),s/veh	186.9	0.0	0.0	0.0	81.7	0.0	17.3	0.0	32.5	18.7	0.0	0.0
LnGrp LOS	F				F		B		C	B		
Approach Vol, veh/h		552			3			1235			542	
Approach Delay, s/veh		186.9			81.7			30.2			18.7	
Approach LOS		F			F			C			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		64.9		31.0	9.6	55.3		4.9				
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s		62.0		26.5	5.1	52.4		18.0				
Max Q Clear Time (g_c+I1), s		53.9		28.5	7.1	45.7		2.2				
Green Ext Time (p_c), s		6.1		0.0	0.0	5.1		0.0				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			64.7									
HCM 2010 LOS			E									
<b>Notes</b>												

HCM 2010 Signalized Intersection Summary  
 23: Winters Chapel Road & Peeler Road/Shopping Center

1/16/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	230	48	220	88	30	19	104	691	70	10	702	120
Future Volume (veh/h)	230	48	220	88	30	19	104	691	70	10	702	120
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	325	68	0	124	42	27	147	976	99	14	992	0
Adj No. of Lanes	1	1	1	1	1	0	1	1	0	1	1	1
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	370	483	411	374	275	177	212	1109	112	168	1079	917
Arrive On Green	0.26	0.26	0.00	0.26	0.26	0.26	0.05	0.67	0.67	0.58	0.58	0.00
Sat Flow, veh/h	1326	1863	1583	1328	1061	682	1774	1664	169	523	1863	1583
Grp Volume(v), veh/h	325	68	0	124	0	69	147	0	1075	14	992	0
Grp Sat Flow(s),veh/h/ln	1326	1863	1583	1328	0	1742	1774	0	1833	523	1863	1583
Q Serve(g_s), s	24.7	3.0	0.0	8.5	0.0	3.3	3.4	0.0	51.1	2.4	51.7	0.0
Cycle Q Clear(g_c), s	28.0	3.0	0.0	11.6	0.0	3.3	3.4	0.0	51.1	44.1	51.7	0.0
Prop In Lane	1.00		1.00	1.00		0.39	1.00		0.09	1.00		1.00
Lane Grp Cap(c), veh/h	370	483	411	374	0	452	212	0	1222	168	1079	917
V/C Ratio(X)	0.88	0.14	0.00	0.33	0.00	0.15	0.69	0.00	0.88	0.08	0.92	0.00
Avail Cap(c_a), veh/h	370	483	411	374	0	452	222	0	1257	175	1105	939
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	42.4	30.7	0.0	35.2	0.0	30.8	24.5	0.0	14.5	36.1	20.4	0.0
Incr Delay (d2), s/veh	20.5	0.1	0.0	0.5	0.0	0.2	8.5	0.0	7.4	0.2	12.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.8	1.6	0.0	3.2	0.0	1.6	3.1	0.0	27.9	0.4	29.8	0.0
LnGrp Delay(d),s/veh	62.9	30.8	0.0	35.7	0.0	31.0	33.0	0.0	21.9	36.3	32.4	0.0
LnGrp LOS	E	C		D		C	C		C	D	C	
Approach Vol, veh/h		393			193			1222			1006	
Approach Delay, s/veh		57.4			34.0			23.2			32.4	
Approach LOS		E			C			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		75.9		32.0	9.4	66.5		32.0				
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s		74.0		28.0	6.0	64.0		28.0				
Max Q Clear Time (g_c+I1), s		53.1		30.0	5.4	53.7		13.6				
Green Ext Time (p_c), s		16.2		0.0	0.0	8.8		1.9				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			32.0									
HCM 2010 LOS			C									
<b>Notes</b>												

HCM 2010 Signalized Intersection Summary  
 27: Peachtree Corners Circle & Holcomb Bridge Road (SR 140)

1/16/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	79	1163	455	111	1424	107	346	562	158	73	281	92
Future Volume (veh/h)	79	1163	455	111	1424	107	346	562	158	73	281	92
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	112	1643	0	157	2012	0	489	794	223	103	397	130
Adj No. of Lanes	1	2	1	1	2	1	1	2	0	1	2	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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	48	1947	871	97	1947	871	292	1065	299	125	1026	332
Arrive On Green	0.55	0.55	0.00	0.55	0.55	0.00	0.39	0.39	0.39	0.39	0.39	0.39
Sat Flow, veh/h	212	3539	1583	304	3539	1583	872	2730	767	552	2631	852
Grp Volume(v), veh/h	112	1643	0	157	2012	0	489	515	502	103	266	261
Grp Sat Flow(s),veh/h/ln	212	1770	1583	304	1770	1583	872	1770	1727	552	1770	1712
Q Serve(g_s), s	0.0	58.5	0.0	24.0	82.5	0.0	42.0	37.5	37.5	21.0	16.2	16.5
Cycle Q Clear(g_c), s	82.5	58.5	0.0	82.5	82.5	0.0	58.5	37.5	37.5	58.5	16.2	16.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.44	1.00		0.50
Lane Grp Cap(c), veh/h	48	1947	871	97	1947	871	292	690	674	125	690	668
V/C Ratio(X)	2.33	0.84	0.00	1.63	1.03	0.00	1.67	0.75	0.75	0.82	0.38	0.39
Avail Cap(c_a), veh/h	48	1947	871	97	1947	871	292	690	674	125	690	668
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.15	0.15	0.00	0.09	0.09	0.00	0.76	0.76	0.76	0.77	0.77	0.77
Uniform Delay (d), s/veh	75.0	28.3	0.0	69.0	33.8	0.0	57.4	39.4	39.4	67.1	32.8	32.9
Incr Delay (d2), s/veh	609.6	0.7	0.0	285.6	17.4	0.0	313.8	3.4	3.5	27.4	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.1	28.7	0.0	11.7	44.7	0.0	37.6	18.9	18.5	5.2	7.9	7.8
LnGrp Delay(d),s/veh	684.6	29.1	0.0	354.6	51.1	0.0	371.3	42.7	42.8	94.6	33.1	33.2
LnGrp LOS	F	C		F	F		F	D	D	F	C	C
Approach Vol, veh/h		1755			2169			1506			630	
Approach Delay, s/veh		70.9			73.1			149.4			43.2	
Approach LOS		E			E			F			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		87.0		63.0		87.0		63.0				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		82.5		58.5		82.5		58.5				
Max Q Clear Time (g_c+I1), s		84.5		60.5		84.5		60.5				
Green Ext Time (p_c), s		0.0		0.0		0.0		0.0				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			88.3									
HCM 2010 LOS			F									

HCM 2010 Signalized Intersection Summary  
 28: Holcomb Bridge Road (SR 140) & Spalding Drive

1/16/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	165	395	152	61	379	666	164	1374	29	299	1437	90
Future Volume (veh/h)	165	395	152	61	379	666	164	1374	29	299	1437	90
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	233	558	0	86	536	941	232	1942	0	422	2031	0
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	172	613	472	123	484	602	221	1522	734	432	1942	980
Arrive On Green	0.07	0.17	0.00	0.03	0.14	0.14	0.12	0.43	0.00	0.24	0.55	0.00
Sat Flow, veh/h	1774	3539	1583	1774	3539	1583	1774	3539	1583	1774	3539	1583
Grp Volume(v), veh/h	233	558	0	86	536	941	232	1942	0	422	2031	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1583	1774	1770	1583	1774	1770	1583
Q Serve(g_s), s	10.5	23.2	0.0	5.0	20.5	20.5	18.7	64.5	0.0	35.4	82.3	0.0
Cycle Q Clear(g_c), s	10.5	23.2	0.0	5.0	20.5	20.5	18.7	64.5	0.0	35.4	82.3	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	172	613	472	123	484	602	221	1522	734	432	1942	980
V/C Ratio(X)	1.35	0.91	0.00	0.70	1.11	1.56	1.05	1.28	0.00	0.98	1.05	0.00
Avail Cap(c_a), veh/h	172	613	472	123	484	602	221	1522	734	432	1942	980
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.00	0.09	0.09	0.09	0.09	0.09	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	55.0	60.8	0.0	58.9	64.8	46.5	65.7	42.7	0.0	56.3	33.8	0.0
Incr Delay (d2), s/veh	162.5	2.2	0.0	1.6	51.9	254.5	32.6	124.7	0.0	37.3	33.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.7	11.6	0.0	1.2	13.5	67.4	11.2	57.9	0.0	21.8	49.0	0.0
LnGrp Delay(d),s/veh	217.5	63.0	0.0	60.5	116.6	301.0	98.3	167.5	0.0	93.7	67.5	0.0
LnGrp LOS	F	E		E	F	F	F	F		F	F	
Approach Vol, veh/h		791			1563			2174			2453	
Approach Delay, s/veh		108.5			224.6			160.1			72.0	
Approach LOS		F			F			F			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	41.0	69.0	9.5	30.5	23.2	86.8	15.0	25.0				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	36.5	64.5	5.0	26.0	18.7	82.3	10.5	20.5				
Max Q Clear Time (g_c+I1), s	37.4	66.5	7.0	25.2	20.7	84.3	12.5	22.5				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.7	0.0	0.0	0.0	0.0				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			137.7									
HCM 2010 LOS			F									

HCM 2010 Signalized Intersection Summary  
 29: Peachtree Parkway (SR 141) & Spalding Drive

1/16/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	191	361	103	126	305	103	129	1564	215	111	1090	102
Future Volume (veh/h)	191	361	103	126	305	103	129	1564	215	111	1090	102
Number	7	4	14	3	8	18	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	0.99	1.00	1.00	0.99	1.00	1.00	0.99	1.00	1.00	0.99
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	270	510	0	178	431	0	182	2210	304	157	1540	144
Adj No. of Lanes	2	1	1	2	1	1	1	2	1	1	2	1
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	227	436	368	164	402	339	192	1858	825	133	1741	772
Arrive On Green	0.07	0.23	0.00	0.05	0.22	0.00	0.11	0.52	0.52	0.15	0.98	0.98
Sat Flow, veh/h	3442	1863	1571	3442	1863	1571	1774	3539	1571	1774	3539	1571
Grp Volume(v), veh/h	270	510	0	178	431	0	182	2210	304	157	1540	144
Grp Sat Flow(s),veh/h/ln	1721	1863	1571	1721	1863	1571	1774	1770	1571	1774	1770	1571
Q Serve(g_s), s	14.5	51.5	0.0	10.5	47.5	0.0	22.4	115.5	25.1	16.5	12.1	0.4
Cycle Q Clear(g_c), s	14.5	51.5	0.0	10.5	47.5	0.0	22.4	115.5	25.1	16.5	12.1	0.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	227	436	368	164	402	339	192	1858	825	133	1741	772
V/C Ratio(X)	1.19	1.17	0.00	1.08	1.07	0.00	0.95	1.19	0.37	1.18	0.88	0.19
Avail Cap(c_a), veh/h	227	436	368	164	402	339	192	1858	825	133	1741	772
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	0.88	0.88	0.00	0.92	0.92	0.00	0.30	0.30	0.30	0.33	0.33	0.33
Uniform Delay (d), s/veh	102.8	84.3	0.0	104.8	86.3	0.0	97.5	52.3	30.8	93.5	1.0	0.9
Incr Delay (d2), s/veh	117.6	96.3	0.0	91.3	63.4	0.0	23.4	87.0	0.4	104.0	2.5	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.6	38.2	0.0	7.1	31.6	0.0	12.3	78.7	10.9	11.9	3.6	0.2
LnGrp Delay(d),s/veh	220.4	180.5	0.0	196.1	149.7	0.0	120.9	139.2	31.2	197.5	3.5	1.1
LnGrp LOS	F	F		F	F		F	F	C	F	A	A
Approach Vol, veh/h		780			609			2696			1841	
Approach Delay, s/veh		194.3			163.3			125.8			19.9	
Approach LOS		F			F			F			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	30.3	114.7	17.0	58.0	23.0	122.0	21.0	54.0				
Change Period (Y+Rc), s	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5				
Max Green Setting (Gmax), s	23.8	108.2	10.5	51.5	16.5	115.5	14.5	47.5				
Max Q Clear Time (g_c+I1), s	24.4	14.1	12.5	53.5	18.5	117.5	16.5	49.5				
Green Ext Time (p_c), s	0.0	82.8	0.0	0.0	0.0	0.0	0.0	0.0				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			105.8									
HCM 2010 LOS			F									

HCM 2010 Signalized Intersection Summary  
 30: Peachtree Parkway (SR 141) & Peachtree Corners Circle

1/16/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	421	459	113	160	328	69	206	1453	91	50	1082	290
Future Volume (veh/h)	421	459	113	160	328	69	206	1453	91	50	1082	290
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	595	649	0	226	463	0	291	2053	129	71	1529	0
Adj No. of Lanes	2	2	1	1	1	1	2	2	1	2	2	1
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	524	837	374	242	411	349	307	1850	828	78	1615	723
Arrive On Green	0.15	0.24	0.00	0.14	0.22	0.00	0.09	0.52	0.52	0.05	0.91	0.00
Sat Flow, veh/h	3442	3539	1583	1774	1863	1583	3442	3539	1583	3442	3539	1583
Grp Volume(v), veh/h	595	649	0	226	463	0	291	2053	129	71	1529	0
Grp Sat Flow(s),veh/h/ln	1721	1770	1583	1774	1863	1583	1721	1770	1583	1721	1770	1583
Q Serve(g_s), s	33.5	37.7	0.0	27.7	48.5	0.0	18.5	115.0	9.3	4.5	61.0	0.0
Cycle Q Clear(g_c), s	33.5	37.7	0.0	27.7	48.5	0.0	18.5	115.0	9.3	4.5	61.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	524	837	374	242	411	349	307	1850	828	78	1615	723
V/C Ratio(X)	1.14	0.78	0.00	0.94	1.13	0.00	0.95	1.11	0.16	0.91	0.95	0.00
Avail Cap(c_a), veh/h	524	837	374	271	411	349	307	1850	828	78	1615	723
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	0.75	0.75	0.00	1.00	1.00	0.00	0.09	0.09	0.09	0.73	0.73	0.00
Uniform Delay (d), s/veh	93.3	78.5	0.0	94.1	85.8	0.0	99.7	52.5	27.3	104.8	7.9	0.0
Incr Delay (d2), s/veh	77.8	3.5	0.0	35.7	83.9	0.0	7.0	50.2	0.0	58.6	10.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	21.6	18.9	0.0	16.0	34.5	0.0	9.1	68.9	4.1	2.8	29.5	0.0
LnGrp Delay(d),s/veh	171.1	82.0	0.0	129.8	169.6	0.0	106.7	102.7	27.3	163.4	18.0	0.0
LnGrp LOS	F	F		F	F		F	F	C	F	B	
Approach Vol, veh/h		1244			689			2473			1600	
Approach Delay, s/veh		124.6			156.6			99.3			24.5	
Approach LOS		F			F			F			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.5	119.5	34.5	56.5	24.1	104.9	38.0	53.0				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.0	115.0	33.6	48.4	19.6	100.4	33.5	48.5				
Max Q Clear Time (g_c+I1), s	6.5	117.0	29.7	39.7	20.5	63.0	35.5	50.5				
Green Ext Time (p_c), s	0.0	0.0	0.2	4.5	0.0	34.2	0.0	0.0				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			91.2									
HCM 2010 LOS			F									

# HCM 2010 Signalized Intersection Summary

## 31: Peachtree Parkway (SR 141)/Medlock Bridge Road (SR 141) & Jones Bridge Road/Medlock Bridge Road

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	163	216	76	129	166	8	114	1664	214	285	2106	36
Future Volume (veh/h)	163	216	76	129	166	8	114	1664	214	285	2106	36
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	230	305	0	182	235	11	161	2351	0	403	2976	0
Adj No. of Lanes	2	1	1	2	1	0	1	2	1	2	2	1
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	196	258	220	149	221	10	133	2217	992	379	2341	1047
Arrive On Green	0.06	0.14	0.00	0.04	0.13	0.13	0.15	1.00	0.00	0.11	0.66	0.00
Sat Flow, veh/h	3442	1863	1583	3442	1766	83	1774	3539	1583	3442	3539	1583
Grp Volume(v), veh/h	230	305	0	182	0	246	161	2351	0	403	2976	0
Grp Sat Flow(s),veh/h/ln	1721	1863	1583	1721	0	1848	1774	1770	1583	1721	1770	1583
Q Serve(g_s), s	12.5	30.5	0.0	9.5	0.0	27.5	16.5	0.0	0.0	24.2	145.5	0.0
Cycle Q Clear(g_c), s	12.5	30.5	0.0	9.5	0.0	27.5	16.5	0.0	0.0	24.2	145.5	0.0
Prop In Lane	1.00		1.00	1.00		0.04	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	196	258	220	149	0	231	133	2217	992	379	2341	1047
V/C Ratio(X)	1.18	1.18	0.00	1.22	0.00	1.06	1.21	1.06	0.00	1.06	1.27	0.00
Avail Cap(c_a), veh/h	196	258	220	149	0	231	133	2217	992	379	2341	1047
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.09	0.00	0.09	0.09	0.09	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	103.8	94.8	0.0	105.3	0.0	96.3	93.5	0.0	0.0	97.9	37.2	0.0
Incr Delay (d2), s/veh	119.9	114.0	0.0	106.7	0.0	38.0	101.1	28.5	0.0	64.4	125.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.2	23.9	0.0	6.7	0.0	16.5	11.8	8.8	0.0	14.9	111.7	0.0
LnGrp Delay(d),s/veh	223.7	208.7	0.0	212.0	0.0	134.3	194.6	28.5	0.0	162.3	162.9	0.0
LnGrp LOS	F	F		F		F	F	F		F	F	
Approach Vol, veh/h		535			428			2512			3379	
Approach Delay, s/veh		215.1			167.3			39.1			162.8	
Approach LOS		F			F			D			F	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	28.7	142.3	14.0	35.0	21.0	150.0	17.0	32.0				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	24.2	137.8	9.5	30.5	16.5	145.5	12.5	27.5				
Max Q Clear Time (g_c+I1), s	26.2	2.0	11.5	32.5	18.5	147.5	14.5	29.5				
Green Ext Time (p_c), s	0.0	134.4	0.0	0.0	0.0	0.0	0.0	0.0				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			121.8									
HCM 2010 LOS			F									

# HCM 2010 Signalized Intersection Summary

## 33: Peachtree Corners Circle & Jones Mill Road/Peachtree Corners Cricle

1/16/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	101	1	10	39	0	25	39	1054	68	42	749	91
Future Volume (veh/h)	101	1	10	39	0	25	39	1054	68	42	749	91
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	143	1	14	55	0	35	55	1489	96	59	1058	129
Adj No. of Lanes	0	1	0	0	1	1	1	2	0	1	2	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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	257	5	17	359	0	264	363	2448	157	249	2303	281
Arrive On Green	0.17	0.17	0.17	0.17	0.00	0.17	0.72	0.72	0.72	0.72	0.72	0.72
Sat Flow, veh/h	1044	33	105	1631	0	1583	470	3377	217	321	3177	387
Grp Volume(v), veh/h	158	0	0	55	0	35	55	777	808	59	589	598
Grp Sat Flow(s),veh/h/ln	1181	0	0	1631	0	1583	470	1770	1824	321	1770	1794
Q Serve(g_s), s	8.9	0.0	0.0	0.0	0.0	1.6	4.5	17.9	18.2	9.2	11.4	11.4
Cycle Q Clear(g_c), s	11.2	0.0	0.0	2.3	0.0	1.6	16.0	17.9	18.2	27.4	11.4	11.4
Prop In Lane	0.91		0.09	1.00		1.00	1.00		0.12	1.00		0.22
Lane Grp Cap(c), veh/h	280	0	0	359	0	264	363	1283	1323	249	1283	1301
V/C Ratio(X)	0.57	0.00	0.00	0.15	0.00	0.13	0.15	0.61	0.61	0.24	0.46	0.46
Avail Cap(c_a), veh/h	393	0	0	473	0	394	363	1283	1323	249	1283	1301
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.5	0.0	0.0	29.8	0.0	29.5	8.0	5.6	5.6	12.4	4.7	4.7
Incr Delay (d2), s/veh	1.8	0.0	0.0	0.2	0.0	0.2	0.9	2.1	2.1	2.2	1.2	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	0.0	0.0	1.1	0.0	0.7	0.7	9.4	9.8	1.0	5.8	5.9
LnGrp Delay(d),s/veh	36.3	0.0	0.0	30.0	0.0	29.7	8.9	7.7	7.8	14.6	5.9	5.9
LnGrp LOS	D			C		C	A	A	A	B	A	A
Approach Vol, veh/h		158			90			1640			1246	
Approach Delay, s/veh		36.3			29.9			7.8			6.3	
Approach LOS		D			C			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		64.8		18.4		64.8		18.4				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		60.3		20.7		60.3		20.7				
Max Q Clear Time (g_c+I1), s		20.2		13.2		29.4		4.3				
Green Ext Time (p_c), s		32.2		0.7		25.9		1.1				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			9.3									
HCM 2010 LOS			A									

HCM 2010 Signalized Intersection Summary  
 34: Peachtree Parkway (SR 141)

1/16/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	233	15	50	40	7	4	49	1978	27	24	1159	104
Future Volume (veh/h)	233	15	50	40	7	4	49	1978	27	24	1159	104
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	329	21	71	57	10	6	69	2795	38	34	1638	147
Adj No. of Lanes	2	1	0	1	1	1	1	2	1	1	2	1
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	313	62	209	103	101	86	271	2666	1193	68	2657	1189
Arrive On Green	0.09	0.17	0.17	0.05	0.05	0.05	0.04	1.00	1.00	0.04	1.00	1.00
Sat Flow, veh/h	3442	374	1265	1299	1863	1583	1774	3539	1583	1774	3539	1583
Grp Volume(v), veh/h	329	0	92	57	10	6	69	2795	38	34	1638	147
Grp Sat Flow(s),veh/h/ln	1721	0	1639	1299	1863	1583	1774	1770	1583	1774	1770	1583
Q Serve(g_s), s	20.0	0.0	10.9	9.6	1.1	0.8	2.1	165.7	0.0	1.0	0.0	0.0
Cycle Q Clear(g_c), s	20.0	0.0	10.9	9.6	1.1	0.8	2.1	165.7	0.0	1.0	0.0	0.0
Prop In Lane	1.00		0.77	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	313	0	271	103	101	86	271	2666	1193	68	2657	1189
V/C Ratio(X)	1.05	0.00	0.34	0.55	0.10	0.07	0.25	1.05	0.03	0.50	0.62	0.12
Avail Cap(c_a), veh/h	313	0	317	139	152	130	293	2666	1193	73	2657	1189
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	0.09	0.09	0.09	0.09	0.09	0.09
Uniform Delay (d), s/veh	100.0	0.0	81.2	103.0	99.0	98.8	5.8	0.0	0.0	66.5	0.0	0.0
Incr Delay (d2), s/veh	65.0	0.0	0.7	4.6	0.4	0.3	0.0	23.0	0.0	0.5	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.3	0.0	5.0	3.6	0.6	0.4	1.0	8.5	0.0	1.5	0.0	0.0
LnGrp Delay(d),s/veh	165.0	0.0	81.9	107.5	99.4	99.2	5.8	23.0	0.0	67.0	0.1	0.0
LnGrp LOS	F		F	F	F	F	A	F	A	E	A	A
Approach Vol, veh/h		421			73			2902			1819	
Approach Delay, s/veh		146.9			105.7			22.3			1.3	
Approach LOS		F			F			C			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.9	170.2		40.9	9.4	169.7	24.5	16.4				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.0	159.0		42.5	7.6	156.4	20.0	18.0				
Max Q Clear Time (g_c+I1), s	3.0	167.7		12.9	4.1	2.0	22.0	11.6				
Green Ext Time (p_c), s	0.0	0.0		0.8	0.0	147.8	0.0	0.3				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			26.2									
HCM 2010 LOS			C									

HCM 2010 Signalized Intersection Summary  
 35: Peachtree Parkway (SR 141) & Jay Bird Alley/Technology Parkway

1/16/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	102	205	218	197	225	224	145	1790	210	47	1692	24
Future Volume (veh/h)	102	205	218	197	225	224	145	1790	210	47	1692	24
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	144	290	308	278	318	0	205	2529	297	66	2391	0
Adj No. of Lanes	1	1	1	1	1	1	1	3	0	1	2	1
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	173	250	212	238	319	271	173	2886	328	80	2019	903
Arrive On Green	0.08	0.13	0.13	0.12	0.17	0.00	0.10	0.62	0.62	0.05	0.57	0.00
Sat Flow, veh/h	1774	1863	1583	1774	1863	1583	1774	4633	527	1774	3539	1583
Grp Volume(v), veh/h	144	290	308	278	318	0	205	1828	998	66	2391	0
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1774	1863	1583	1774	1695	1770	1774	1770	1583
Q Serve(g_s), s	15.3	29.5	29.5	25.5	37.5	0.0	21.5	97.1	107.3	8.1	125.5	0.0
Cycle Q Clear(g_c), s	15.3	29.5	29.5	25.5	37.5	0.0	21.5	97.1	107.3	8.1	125.5	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.30	1.00		1.00
Lane Grp Cap(c), veh/h	173	250	212	238	319	271	173	2112	1102	80	2019	903
V/C Ratio(X)	0.83	1.16	1.45	1.17	1.00	0.00	1.18	0.87	0.91	0.82	1.18	0.00
Avail Cap(c_a), veh/h	179	250	212	238	319	271	173	2112	1102	96	2019	903
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.86	0.86	0.86	1.00	1.00	0.00	1.00	1.00	1.00	0.39	0.39	0.00
Uniform Delay (d), s/veh	76.2	95.3	95.3	73.1	91.1	0.0	99.3	33.9	35.9	104.1	47.2	0.0
Incr Delay (d2), s/veh	23.4	103.6	224.0	110.7	49.5	0.0	126.0	5.1	12.1	16.9	85.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.6	22.4	26.2	21.8	23.7	0.0	16.6	46.7	56.1	4.4	85.0	0.0
LnGrp Delay(d),s/veh	99.6	198.9	319.3	183.8	140.6	0.0	225.2	39.0	48.0	121.0	132.3	0.0
LnGrp LOS	F	F	F	F	F		F	D	D	F	F	
Approach Vol, veh/h		742			596			3031			2457	
Approach Delay, s/veh		229.6			160.7			54.6			132.0	
Approach LOS		F			F			D			F	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.5	141.5	30.0	34.0	26.0	130.0	21.8	42.2				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	11.9	135.1	25.5	29.5	21.5	125.5	18.0	37.0				
Max Q Clear Time (g_c+I1), s	10.1	109.3	27.5	31.5	23.5	127.5	17.3	39.5				
Green Ext Time (p_c), s	0.0	25.7	0.0	0.0	0.0	0.0	0.0	0.0				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			110.7									
HCM 2010 LOS			F									

**Intersection**

Int Delay, s/veh 1.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	87	780	597	51	31	25
Future Vol, veh/h	87	780	597	51	31	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	123	1102	844	72	44	35

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	916	0	880
Stage 1	-	-	880
Stage 2	-	-	1348
Critical Hdwy	4.12	-	6.22
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	2.218	-	3.318
Pot Cap-1 Maneuver	745	-	346
Stage 1	-	-	406
Stage 2	-	-	242
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	745	-	346
Mov Cap-2 Maneuver	-	-	139
Stage 1	-	-	406
Stage 2	-	-	202

Approach	EB	WB	SB
HCM Control Delay, s	1.1	0	36.8
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	745	-	-	-	190
HCM Lane V/C Ratio	0.165	-	-	-	0.416
HCM Control Delay (s)	10.8	-	-	-	36.8
HCM Lane LOS	B	-	-	-	E
HCM 95th %tile Q(veh)	0.6	-	-	-	1.9

**Notes**

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

**Intersection**

Int Delay, s/veh 0.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	0	32	56	744	381	6
Future Vol, veh/h	0	32	56	744	381	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	45	79	1051	538	8

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	1753	543	547 0
Stage 1	543	-	- -
Stage 2	1210	-	- -
Critical Hdwy	6.42	6.22	4.12 -
Critical Hdwy Stg 1	5.42	-	- -
Critical Hdwy Stg 2	5.42	-	- -
Follow-up Hdwy	3.518	3.318	2.218 -
Pot Cap-1 Maneuver	94	540	1022 -
Stage 1	582	-	- -
Stage 2	282	-	- -
Platoon blocked, %			- -
Mov Cap-1 Maneuver	77	540	1022 -
Mov Cap-2 Maneuver	77	-	- -
Stage 1	582	-	- -
Stage 2	230	-	- -

Approach	EB	NB	SB
HCM Control Delay, s	12.3	0.6	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1022	-	540	-	-
HCM Lane V/C Ratio	0.077	-	0.084	-	-
HCM Control Delay (s)	8.8	0	12.3	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.3	-	0.3	-	-

**Intersection**

Int Delay, s/veh 0.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	8	13	765	24	26	376
Future Vol, veh/h	8	13	765	24	26	376
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	18	1081	34	37	531

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	1703	1098	0
Stage 1	1098	-	-
Stage 2	605	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	101	259	626
Stage 1	319	-	-
Stage 2	545	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	93	259	626
Mov Cap-2 Maneuver	93	-	-
Stage 1	319	-	-
Stage 2	499	-	-

Approach	WB	NB	SB
HCM Control Delay, s	33.9	0	0.7
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	154	626
HCM Lane V/C Ratio	-	-	0.193	0.059
HCM Control Delay (s)	-	-	33.9	11.1
HCM Lane LOS	-	-	D	B
HCM 95th %tile Q(veh)	-	-	0.7	0.2

**Intersection**

Int Delay, s/veh 0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	4	8	12	894	643	8
Future Vol, veh/h	4	8	12	894	643	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	Free	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	6	11	17	1263	909	11

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	2211	914	920 0
Stage 1	914	-	- -
Stage 2	1297	-	- -
Critical Hdwy	6.42	6.22	4.12 -
Critical Hdwy Stg 1	5.42	-	- -
Critical Hdwy Stg 2	5.42	-	- -
Follow-up Hdwy	3.518	3.318	2.218 -
Pot Cap-1 Maneuver	48	331	742 -
Stage 1	391	-	- -
Stage 2	256	-	- -
Platoon blocked, %			- -
Mov Cap-1 Maneuver	44	331	742 -
Mov Cap-2 Maneuver	44	-	- -
Stage 1	391	-	- -
Stage 2	236	-	- -

Approach	EB	NB	SB
HCM Control Delay, s	46.2	0.1	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	742	-	104	-	-
HCM Lane V/C Ratio	0.023	-	0.163	-	-
HCM Control Delay (s)	10	0	46.2	-	-
HCM Lane LOS	A	A	E	-	-
HCM 95th %tile Q(veh)	0.1	-	0.6	-	-

**Intersection**

Int Delay, s/veh 11.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	32	26	887	84	23	649
Future Vol, veh/h	32	26	887	84	23	649
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	250	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	45	37	1253	119	33	917

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2295	1313	0	0	1372	0
Stage 1	1313	-	-	-	-	-
Stage 2	982	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	~ 43	194	-	-	500	-
Stage 1	252	-	-	-	-	-
Stage 2	363	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 40	194	-	-	500	-
Mov Cap-2 Maneuver	~ 40	-	-	-	-	-
Stage 1	252	-	-	-	-	-
Stage 2	339	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	\$ 334.9		0		0.4
HCM LOS	F				

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	62	500
HCM Lane V/C Ratio	-	-	1.322	0.065
HCM Control Delay (s)	-	-	\$ 334.9	12.7
HCM Lane LOS	-	-	F	B
HCM 95th %tile Q(veh)	-	-	6.9	0.2

**Notes**

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

**Intersection**

Int Delay, s/veh 0.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	6	5	979	5	2	682
Future Vol, veh/h	6	5	979	5	2	682
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	100	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	7	1383	7	3	964

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	2352	1383	0
Stage 1	1383	-	-
Stage 2	969	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	39	176	-
Stage 1	233	-	-
Stage 2	368	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	38	176	-
Mov Cap-2 Maneuver	38	-	-
Stage 1	233	-	-
Stage 2	363	-	-

Approach	WB	NB	SB
HCM Control Delay, s	86.6	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	59	495
HCM Lane V/C Ratio	-	-	0.263	0.006
HCM Control Delay (s)	-	-	86.6	12.3
HCM Lane LOS	-	-	F	B
HCM 95th %tile Q(veh)	-	-	0.9	0

**Intersection**

Int Delay, s/veh 7.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	15	21	988	13	16	886
Future Vol, veh/h	15	21	988	13	16	886
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	21	30	1396	18	23	1252

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	2702	1405	0
Stage 1	1405	-	-
Stage 2	1297	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	24	171	482
Stage 1	227	-	-
Stage 2	256	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	~ 20	171	482
Mov Cap-2 Maneuver	~ 20	-	-
Stage 1	227	-	-
Stage 2	216	-	-

Approach	WB	NB	SB
HCM Control Delay, s	\$ 374.9	0	0.2
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	41	482
HCM Lane V/C Ratio	-	-	1.241	0.047
HCM Control Delay (s)	-	-	\$ 374.9	12.8
HCM Lane LOS	-	-	F	B
HCM 95th %tile Q(veh)	-	-	5	0.1

**Notes**

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

**Intersection**

Int Delay, s/veh 4.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	16	1	1035	47	7	902
Future Vol, veh/h	16	1	1035	47	7	902
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	Yield	-	None
Storage Length	0	-	-	0	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	23	1	1463	66	10	1275

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	2757	1463	0
Stage 1	1463	-	-
Stage 2	1294	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	~ 22	158	462
Stage 1	213	-	-
Stage 2	257	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	~ 20	158	462
Mov Cap-2 Maneuver	~ 20	-	-
Stage 1	213	-	-
Stage 2	238	-	-

Approach	WB	NB	SB
HCM Control Delay, s	\$ 507.6	0	0.1
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	21	462
HCM Lane V/C Ratio	-	-	1.144	0.021
HCM Control Delay (s)	-	-	\$ 507.6	13
HCM Lane LOS	-	-	F	B
HCM 95th %tile Q(veh)	-	-	3.2	0.1

**Notes**

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



# **APPENDIX C: COMMUNITY ENGAGEMENT**

# PEACHTREE CORNERS Comprehensive Transportation Plan

## What's Happening?

The City of Peachtree Corners has begun a **Comprehensive Transportation Plan** to guide transportation improvements and investments in the city. The Plan will consist of recommendations for transportation improvements to maintain and expand the City's infrastructure while fostering a healthy, livable city. The plan will consider:

- Intersection improvements
- Roadway widenings
- Sidewalks
- Bike facilities
- Trails
- Transit

## How to Get Involved:

To improve our efforts, we would like to get input from **YOU**, those who live, work, shop and choose to unwind in Peachtree Corners. There are several opportunities to help us shape this Plan, and your participation in any or all portions will help strengthen the Plan to move the city through the next 20 years. Please see **the back of this card and the website listed below** for opportunities to get involved.

[www.peachtreecornersga.gov/CTP2016](http://www.peachtreecornersga.gov/CTP2016)



# PEACHTREE CORNERS Comprehensive Transportation Plan

Public meetings for the  
Comprehensive Transportation  
Plan will be held at:  
**Peachtree Corners City Hall**  
147 Technology Parkway  
Suite 200



## Kickoff Public Meeting

**Thursday, August 11, 2016 at 6-8pm**

This meeting will introduce attendees to the planning process. Attendees will help guide the plan's priorities and goals in an interactive setting.

## Review Public Meeting

**Thursday, November 17, 2016 at 6-8pm**

At this meeting, the plan team will present the preliminary results of the planning process and give attendees an opportunity to comment on recommendations.

## Online Survey

Please take our **online survey** about transportation in and around Peachtree Corners. **Share** the following link with anyone who lives, works, shops, or relaxes in Peachtree Corners.

[www.surveymonkey.com/r/PTCorners](http://www.surveymonkey.com/r/PTCorners)

The Peachtree Corners Comprehensive Transportation Plan (CTP) Stakeholder Committee met for the first of three times on Thursday, July 14, 2016 at 11:30am in Peachtree Corners City Hall. The purpose of this initial meeting was to introduce the CTP process, describe key findings from an analysis of existing transportation conditions, clarify the role of the stakeholder committee (to act as a sounding board for the study team's efforts and to help maximize involvement from the community in the planning process), and have some preliminary discussions about transportation needs.

Sign-in sheets from the meeting are provided as **Attachment A**.

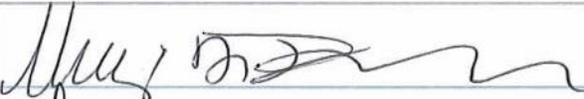
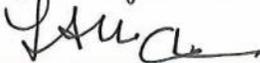
The meeting began with a presentation (provided on **Attachment B**) by Eric Lusher, the consultant's (Pond) project manager. As explained above, this presentation was developed primarily to introduce the stakeholder committee to the CTP process and explain initial findings.

Following the presentation, two small groups were formed amongst the committee to hold discussions through a table-top exercise in which stakeholder members were encouraged to indicate areas of need for transit, bike/pedestrian facilities, and vehicular mobility. As provided in **Attachment C**, notes were taken by each group and mark-ups on their maps were documented.

At the conclusion of the exercise, stakeholders were thanked for their time, reminded of the upcoming public meetings, and asked to share the survey and meeting information with their networks and neighbors.

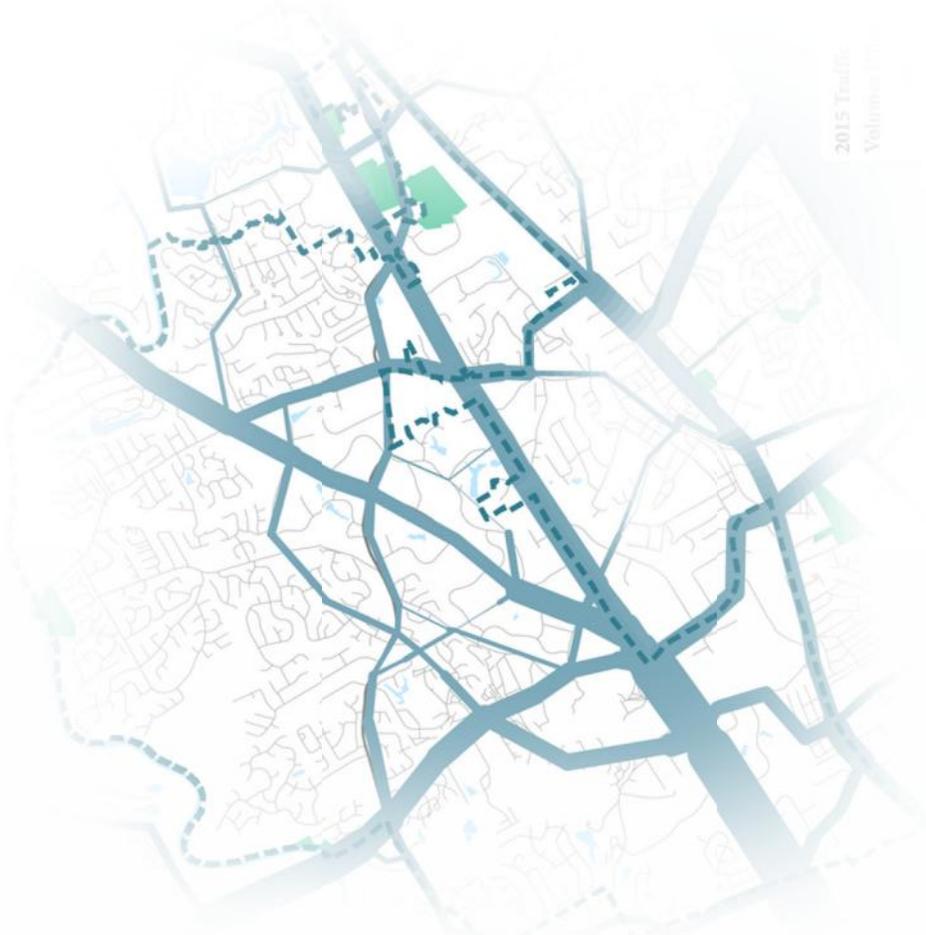
# Attachment A

## Sign-in Sheet

Name	Signature
Jay Hackett	
Chris Cleveland	
Marci Sledge	
Sherry Ferguson	
Lisa Woods	
Thomas Tropea	- out of town
Andrea DeKroon	
Tim Le	
Ruth Strickland	
Jay Ashtiani	
Chuck Gillespie	
Alan Kaplan	

# Attachment B

Presentation Slides



**PEACHTREE CORNERS**  
Comprehensive Transportation Plan

Stakeholder Meeting #1  
July 14, 2016

2015 Traffic  
Volume Study

# AGENDA

- Introductions & Roles
- What is a Comprehensive Transportation Plan (CTP)?
- Existing Conditions Analysis
  - Previous Studies
  - Demographics & Census Data
  - Transportation System Data
- Planning Expectations
- Vision & Goals Discussion
- Breakout Discussions
- Next Steps

# INTRODUCTIONS & ROLES



City of Peachtree Corners Elected Officials

*Adopt plan and set policy*

City of Peachtree Corners Staff

*Provide insight on transportation issues and facilitate community engagement*

Stakeholder Group

*Help guide study team in decision making and community outreach*

General Public

*Provide insight into community goals, needs, and desires*

Pond (consultant team)

*Perform technical analysis, engage community, advise community, prepare plan*



Stakeholder Meeting #1

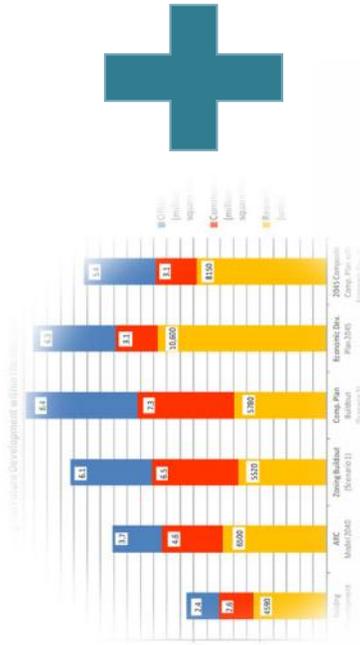
July 14, 2016



# WHAT IS A "CTP"?



*An analysis of all applicable modes of transportation to determine existing and future needs, identify solutions, and prepare an implementation plan.*



Analysis & Data



Previous Plans



Community Engagement

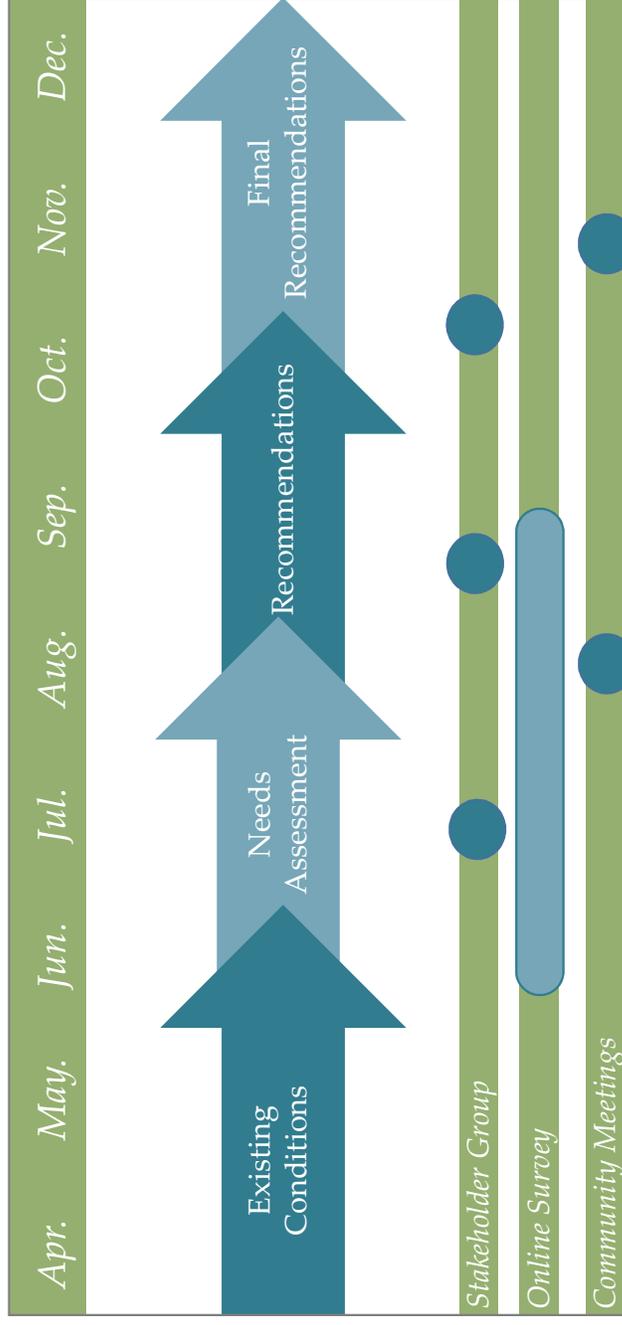


Stakeholder Meeting #1  
July 14, 2016



# WHAT IS A "CTP"?

<b>Task 1 Project Initiation (includes stakeholder and public meetings)</b>
Project Plan
Develop Preliminary Goals
Outreach Plan
3 Stakeholder meetings
2 Public meetings
<b>Task 2 Existing Conditions</b>
Review Studies
Review Roadway Conditions
Review Existing Traffic Info (ADT, lanes, crashes, etc.)
Review Transit info
Review Bike/ped locations
Review planned and funded projects
Stakeholder Interviews
Public Opinion Poll
<b>Task 3 Visioning and Evaluation Framework</b>
Establish Vision
Develop Evaluation Methodology
<b>Task 4 Assessment of Future Needs</b>
Short-Term (up to 20 intersections)
Long-Term (modeling)
Roadway Classification Map
Environmental Screening
Economic Impact Assessment
GIS Integration
<b>Task 5 Recommendations</b>
Develop Planning level costs
Develop prioritization process
Fiscal Constraint
Implementation Plan
<b>Task 6 Final Recommendations</b>
Documentation
<b>Task 7 Bicycle and Pedestrian Plan Element</b>
Bike Suitability
Ped Suitability



# EXISTING CONDITIONS

## *Previous Plans, Studies, & Initiatives*

### Local

- *Livable Center Initiative (LCI) Study*
  - *Town Center Plan*
- *Winters Chapel Road Corridor Study*
  - *Holcomb Bridge Road Study*
  - *Multi-Use Trail Study*
  - *Comprehensive Plan*

### County & Regional

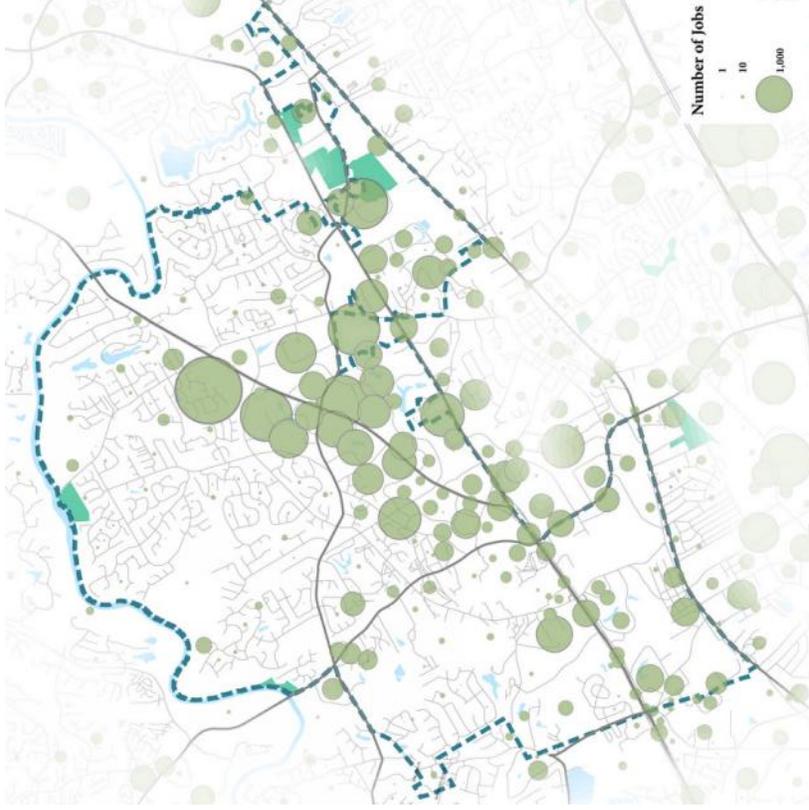
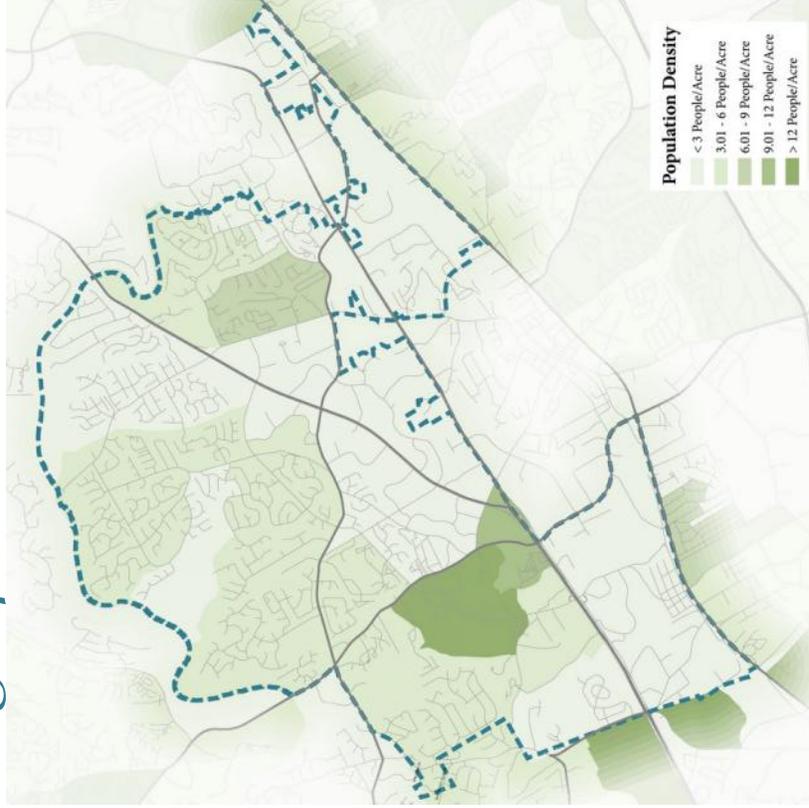
- *Gwinnett County CTP*
- *Gwinnett County UDP*
- *Gwinnett County 5 Year Transit Plan*
- *Gwinnett County Greenways Plan*
- *ARC Long Range Transportation Plan*
- *ARC Transportation Improvement Plan*
- *ARC Regional Plan*

### State & Federal

- *“Fixing America’s Surface Transportation”*
- *Statewide Transportation Plan*

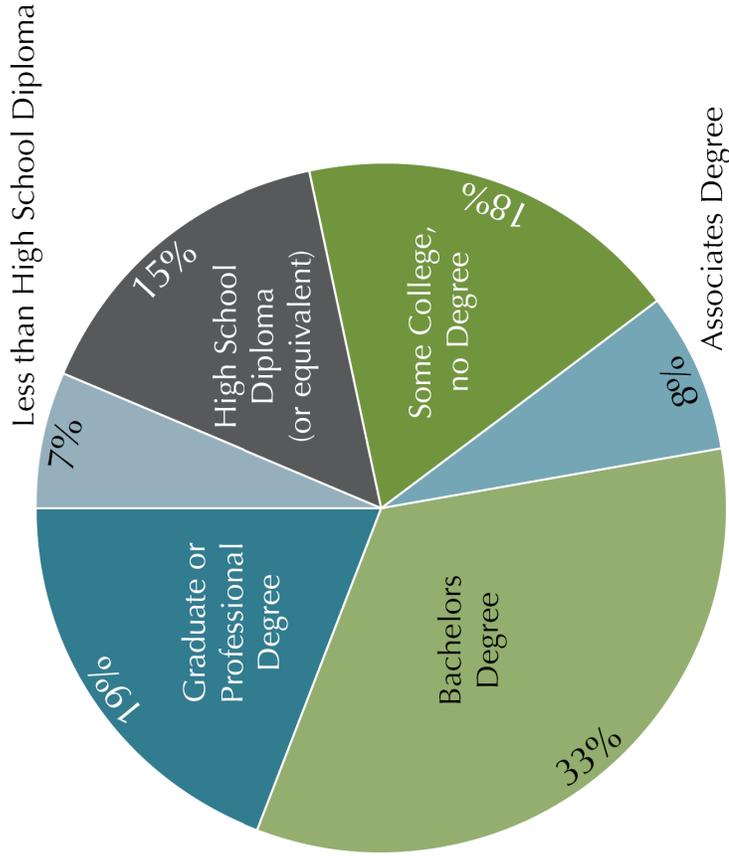
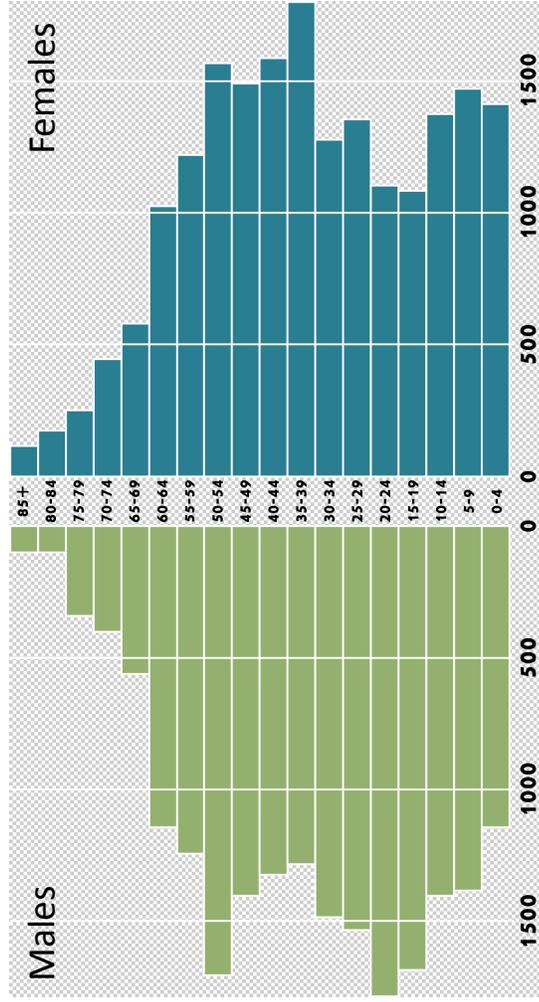
# EXISTING CONDITIONS

## *Demographics & Census Data*



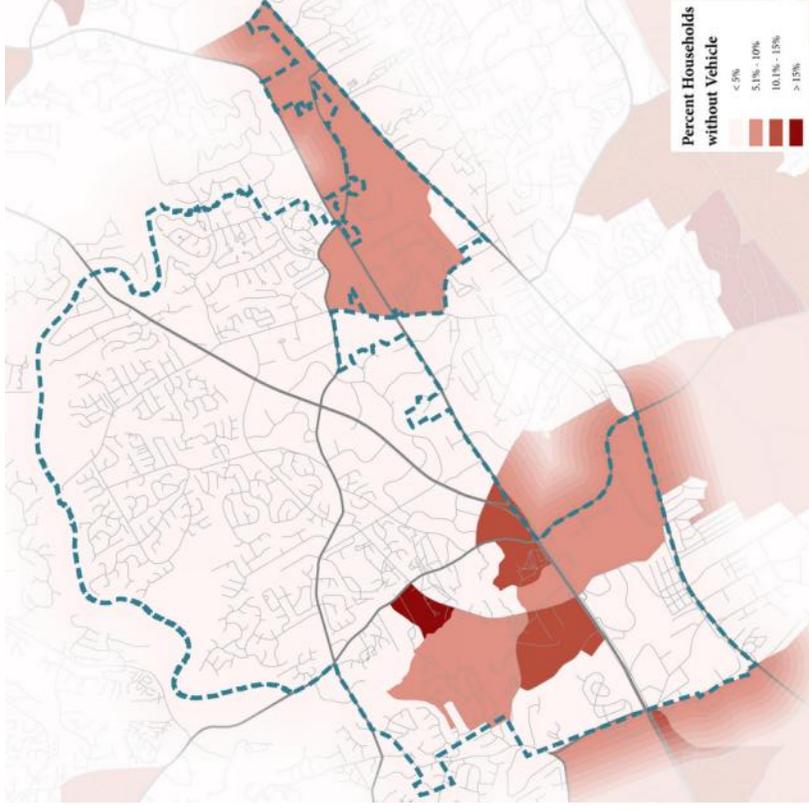
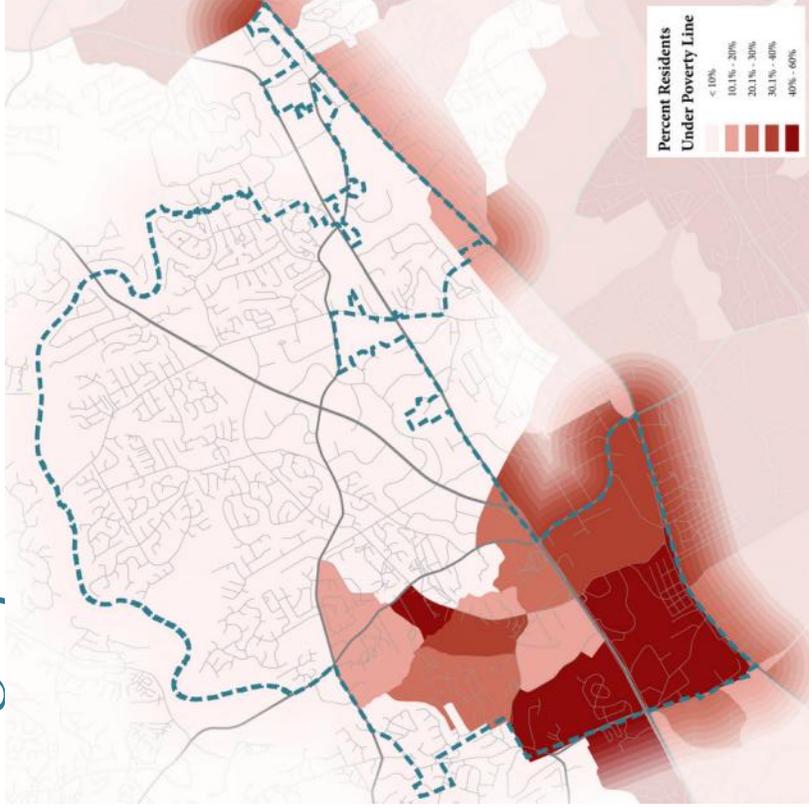
# EXISTING CONDITIONS

## Demographics & Census Data



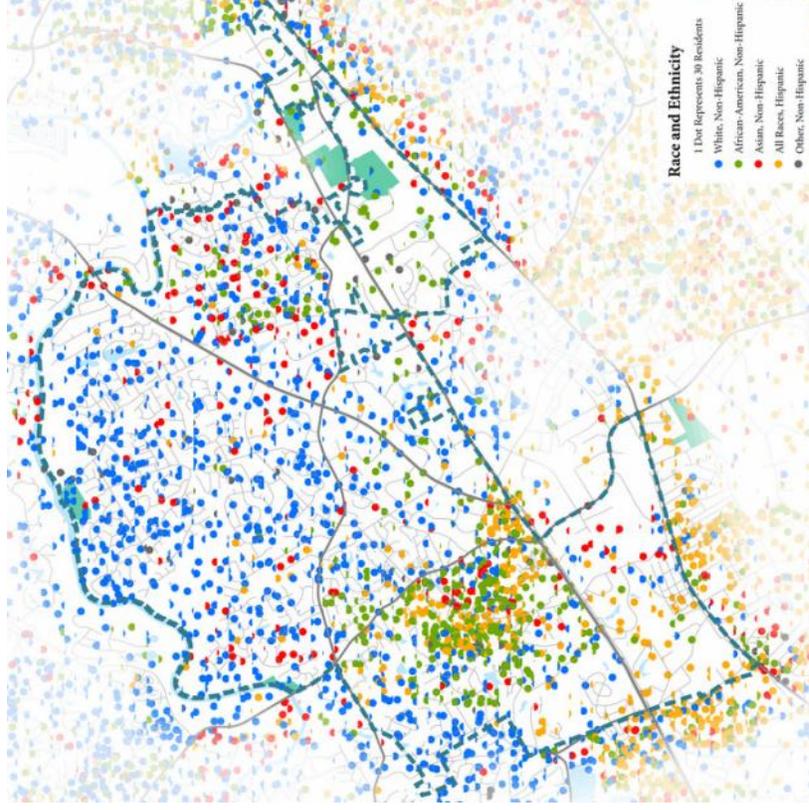
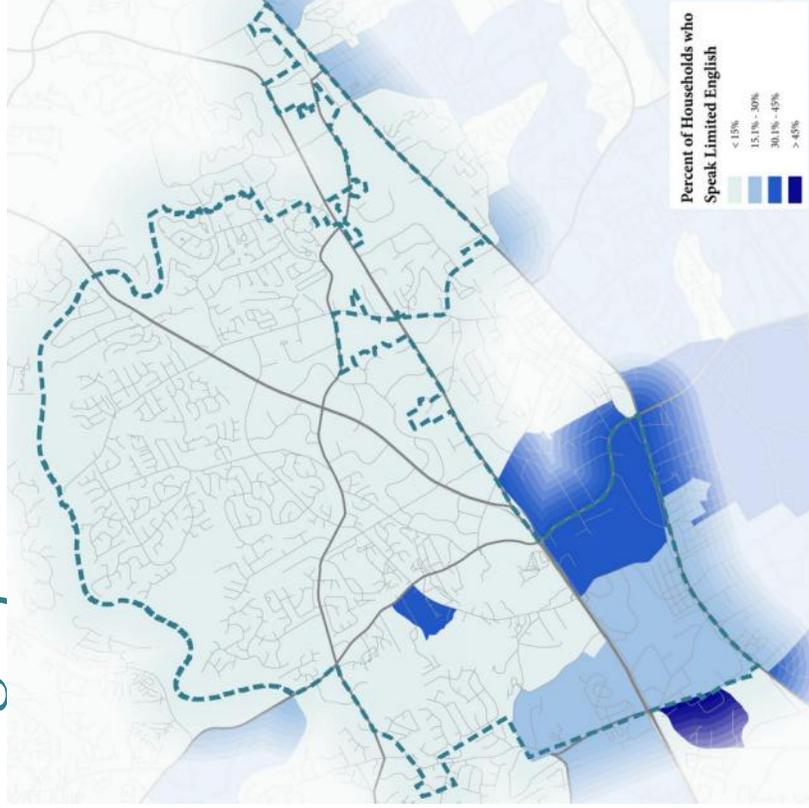
# EXISTING CONDITIONS

## *Demographics & Census Data*



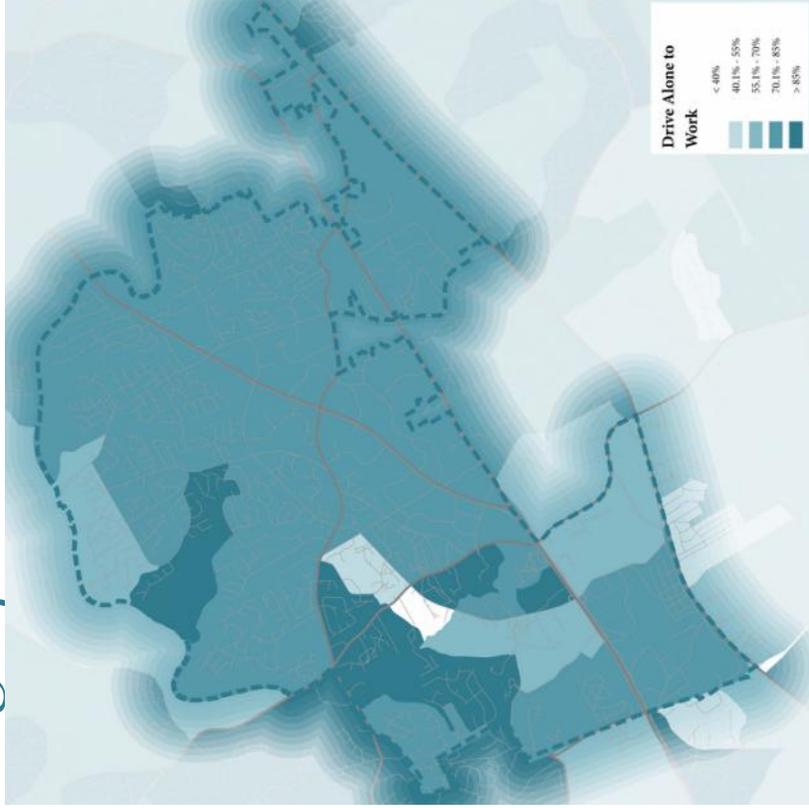
# EXISTING CONDITIONS

## *Demographics & Census Data*



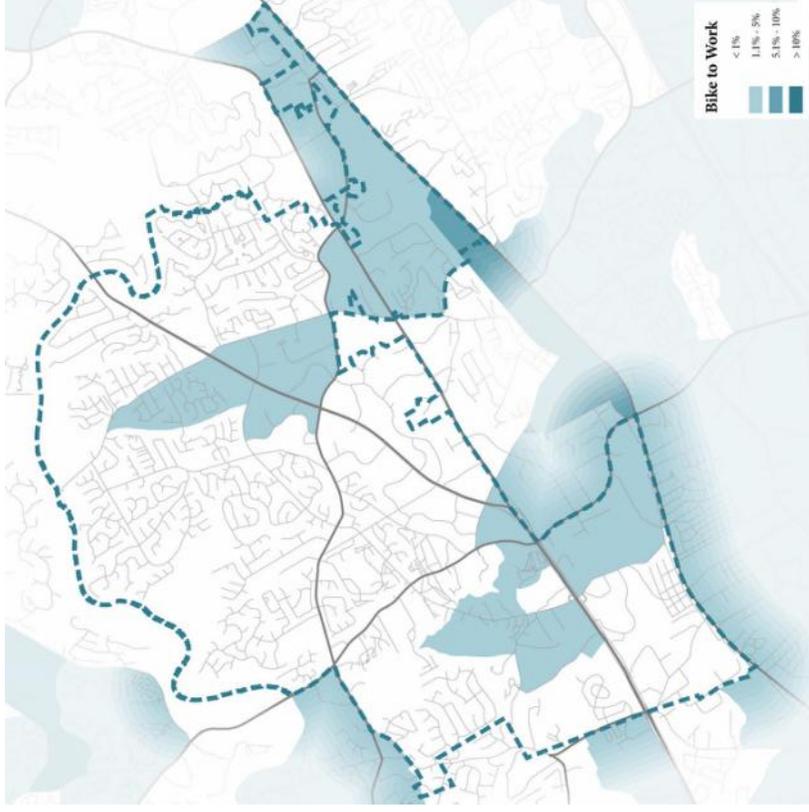
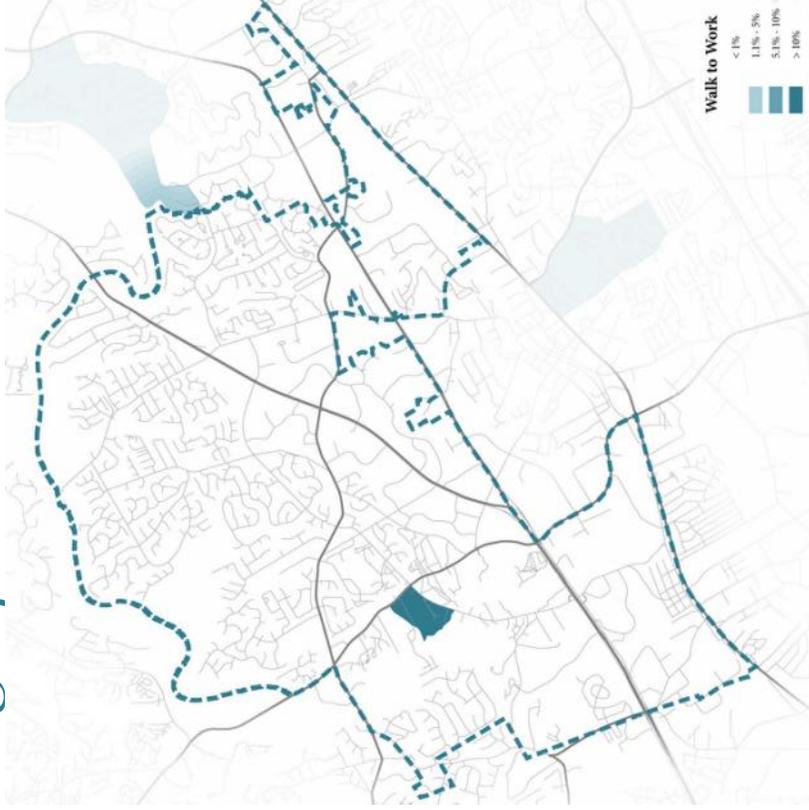
# EXISTING CONDITIONS

## *Demographics & Census Data*



# EXISTING CONDITIONS

## *Demographics & Census Data*





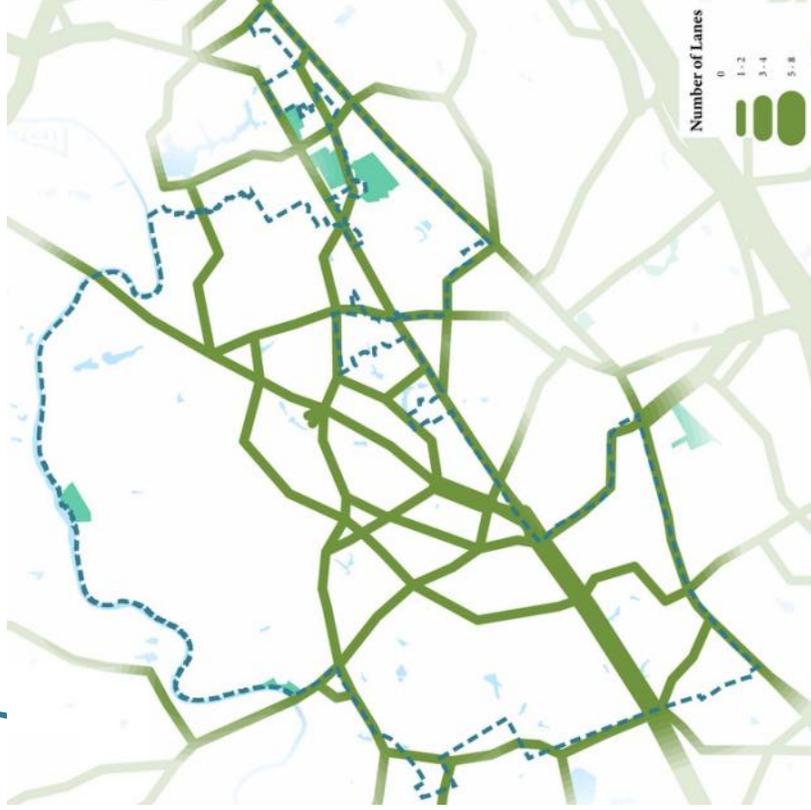
# EXISTING CONDITIONS

## *Transportation Data*



# EXISTING CONDITIONS

## *Transportation Data*



# EXISTING CONDITIONS

## *Transportation Data*



LOS  
A-B



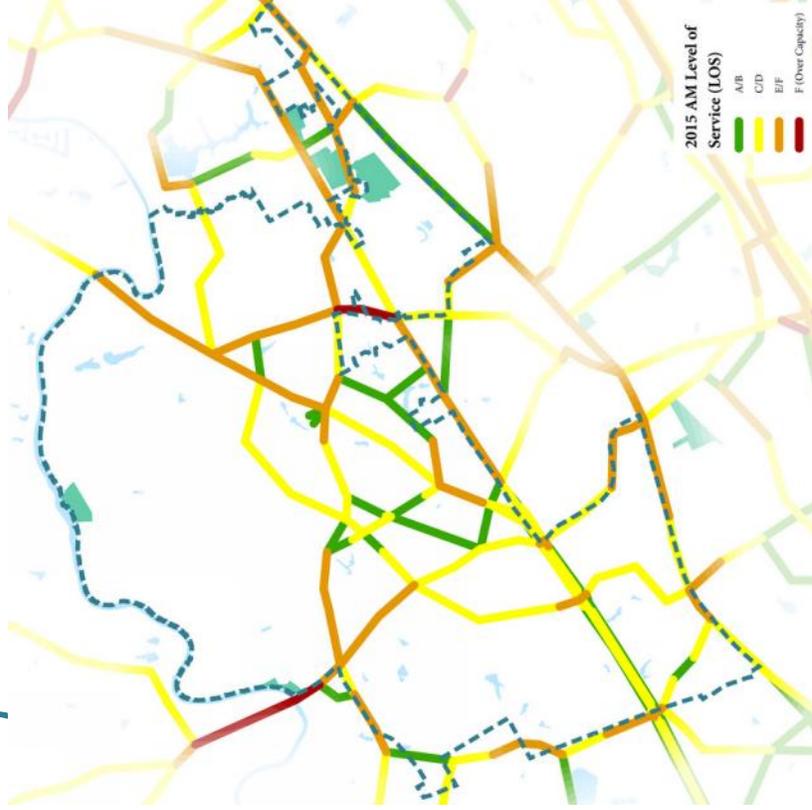
LOS  
C-D



LOS  
E-F

# EXISTING CONDITIONS

## *Transportation Data*



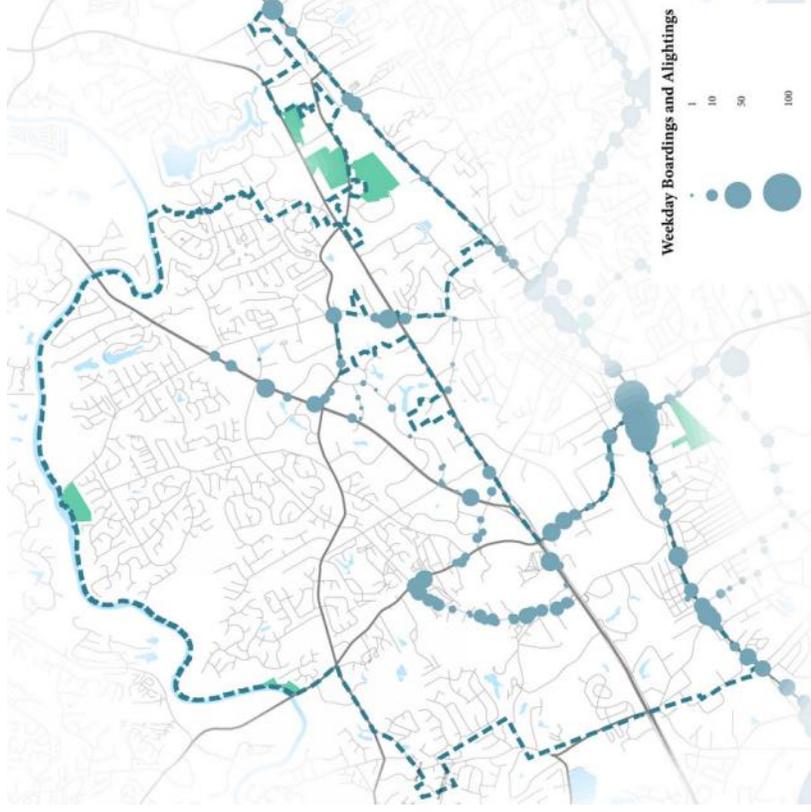
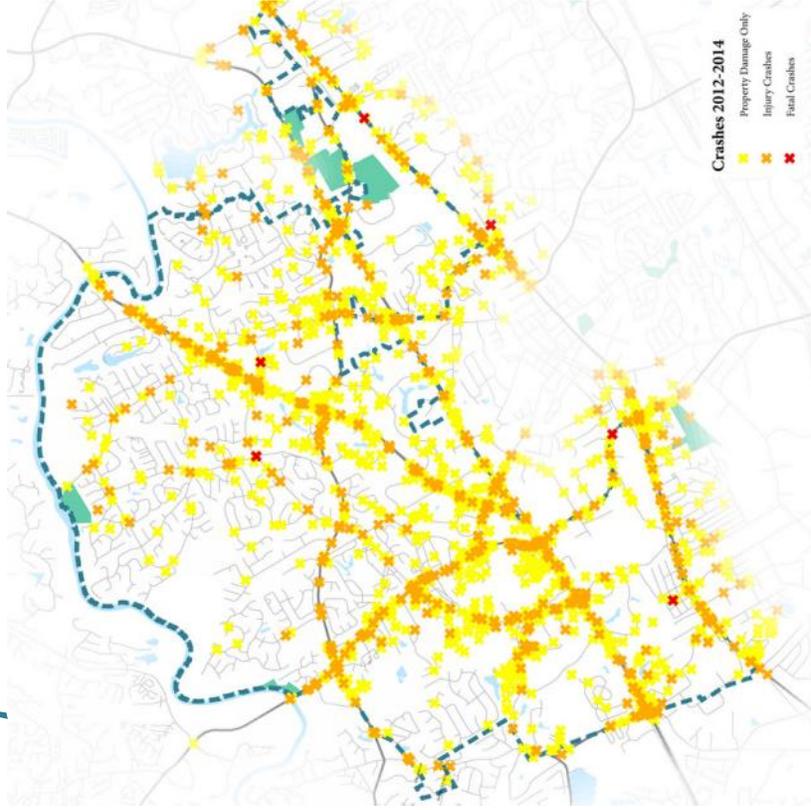
# EXISTING CONDITIONS

## Transportation Data

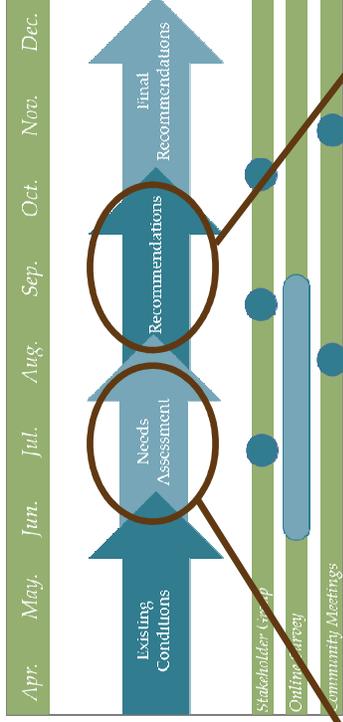


# EXISTING CONDITIONS

## *Transportation Data*



# PLANNING EXPECTATIONS



*Transportation & Land Use interaction?  
 Economic Development goals?  
 Active Transportation?  
 Maintenance?  
 Capacity vs. Safety?*

*Evaluate Projects (how do we define success?)  
 Prioritizing Projects  
 Prioritizing Policies  
 Funding Strategies  
 Implementation Timeframe*

# VISION & GOALS

## FEDERAL - US DOT Strategic Plan (FY12-16) - Goals

- Safety - Improve public health and safety by reducing transportation-related fatalities and injuries
- State of Good Repair – Ensure the US proactively maintains critical transportation infrastructure in a state of good repair
- Economic Competitiveness – Promote transportation policies and investments that bring lasting and equitable economic benefits to the nation and its citizens
- Livable Communities – Foster livable communities through place-based policies and investments that increase transportation choices and access to transportation services
- Environmental Sustainability – Advance environmentally sustainable policies and investments that reduce carbon and other harmful emissions from transportation sources

## STATE - Statewide Strategic Transportation Plan Update (2013) – Goals

- Supporting Georgia's economic growth and competitiveness
- Ensuring safety and security
- Maximizing the value of Georgia's assets, getting the most out of the existing network
- Minimize impact on the environment

# VISION & GOALS

## REGION - The Atlanta Region's Plan (2016) – Transportation-Related Goals and Supporting Action Items

- Maintain existing transportation system
- Improve transit and non-single occupant vehicle options
- Strategically expand transportation system
- Foster the application of technology
- Accessible and equitable transportation
- Support reliable movement of freight and goods
- Focus resources in areas of need
- Invest in access to a variety of housing options
- Improve quality of life at the neighborhood, city, county and regional levels

## COUNTY - Gwinnett County CTP (in development; 2017) – Vision and Goals

- Improve connectivity
- Leverage the County's transportation system to improve economic vitality and quality of life
- Improve safety and mobility for all people across all modes of travel
- Proactively embrace future transportation opportunities
- Continue to serve as responsible stewards of transportation resources

# VISION & GOALS

## *Comprehensive Plan (2013) – Vision & Goals*

To advance Peachtree Corners as a Premier City by:

- Offering a high quality of life for residents,
- Providing a competitive environment for businesses,
- Creating a strong sense of community for all, and
- Accommodating the best opportunities to live, work, learn, play, and stay.
- Build and strengthen a united and family-friendly multicultural community
- Maintain a high-quality natural and cultural environment
- Integrate transportation and accessibility into development decisions
- Enable redevelopment and capture high-quality new development
- Emerge as the most desirable and advantageous community in the Atlanta region



## *Livable Centers Initiative (LCI) Plan (2015) - Strategies*

- Address traffic issues, especially along the city's main spine of Peachtree Parkway
- Facilitate more housing choices to accommodate a wider variety of residents, from seniors wanting to "age in place" to a younger workforce demanding smaller unit types
- Refresh & redevelop aging commercial, retail and especially office stock
- Amenitize & connect the district through an integrated trail system and network of new open spaces
- Create remarkable spaces that establish a new "center" of the city and are emblematic of the unique assets of the new City



Stakeholder Meeting #1  
July 14, 2016

**POND**

# VISION & GOALS

	Federal	State	Region	County	Comprehensive Plan	LCI	Total
<i>Safety &amp; Security</i>	1	1					2
<i>Maintenance/Resources</i>	1	1	2	1			5
<i>Economic Competitiveness</i>	1	1	1	1	2		6
<i>Livable Communities</i>	1		1	1	2	1	6
<i>Environmental Sustainability</i>	1	1					3
<i>Transportation Mode Options</i>			1	1		1	3
<i>Demographic Equity</i>			1		1	1	3
<i>Expand system/connectivity</i>			1	1	1	1	4
<i>Technology/"Embrace" future</i>			1	1			2

# VISION & GOALS

## Possible Goals

- Identify transportation projects and policies to improve transportation safety
- Prioritize asset management and maintenance of the existing transportation system
- Use the City's transportation system to maximize economic development opportunities
- Make transportation decisions that improve the quality of life in the community
- Consider projects that enhance and protect the City's natural and cultural environment
- Accommodate all users of transportation
- Leverage technology as a mechanism to improve the transportation system
- Facilitate east-west movements across Peachtree Corners

# BREAKOUT DISCUSSION

## Transit

- *Short-Term Needs*
- *Long-Term Needs*

## Bicycle/Pedestrian

- *“Fill the Gaps”*
- *Regional Connections*

## Vehicular Transportation

- *Congested Corridors*
- *Congested Intersections*

# NEXT STEPS

## Study Team

- *Complete Existing Conditions Analysis*
- *Begin Needs Assessment Analysis*
- *Community Meeting #1*
  - *Thursday, August 11 (6-8PM)*
- *Stakeholder Meeting #2*
  - *Late August/early September*

## Stakeholders

- *Raise awareness for upcoming community meeting, website, and survey*
- *Visit our website <http://peachtreecornersga.gov/CTP2016>*
- *Please take survey @ <https://www.surveymonkey.com/r/PTCorners>*
- *Interviews*

# CONTACT US

## Pond Project Manager

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Senior Project Manager

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## Peachtree Corners Project Manager

Greg Ramsey, PE

Director of Public Works

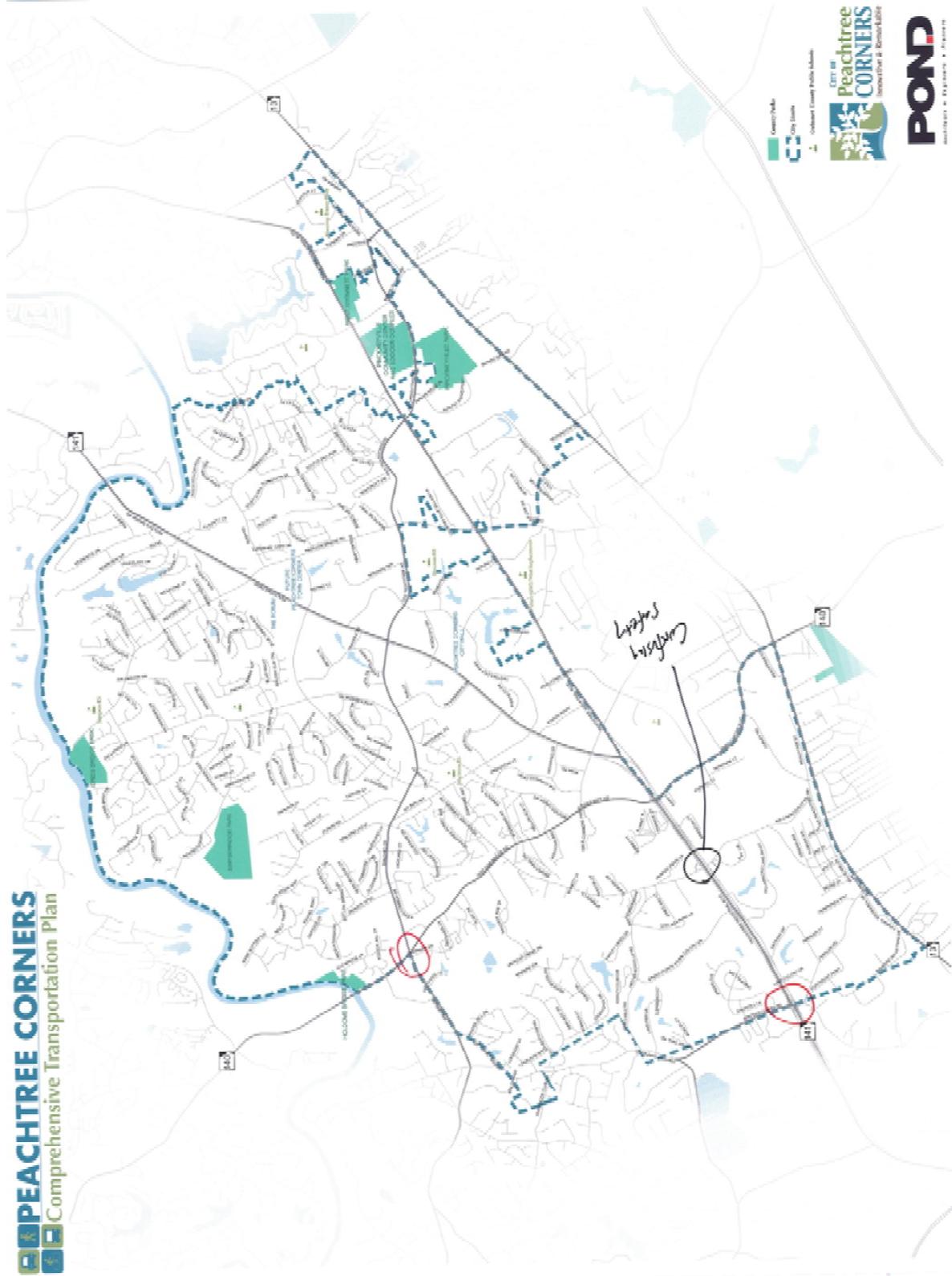
[gramsey@peachtreecornersga.gov](mailto:gramsey@peachtreecornersga.gov)

Direct: 470.395.7021

# Attachment C

## Group Discussion Notes

Table 1 Map Mark-Ups



## Table 1 Discussion Notes

### Transit:

- Mentioned rail along SR 141 corridor; extension from MARTA Doraville station
- More modes will give people more options and increase use
- At the Forum, employees trying to get to work at the Forum are negatively affected by little or no service on Saturdays and Sundays
- Holcomb Bridge Road – mention of east/west transit corridor; to GA 400 and to I-85
- Need to improve access to transit; i.e. last mile connectivity
- Suggestion in near term for city owned buses from businesses to the MARTA Doraville station; or maybe vanpools

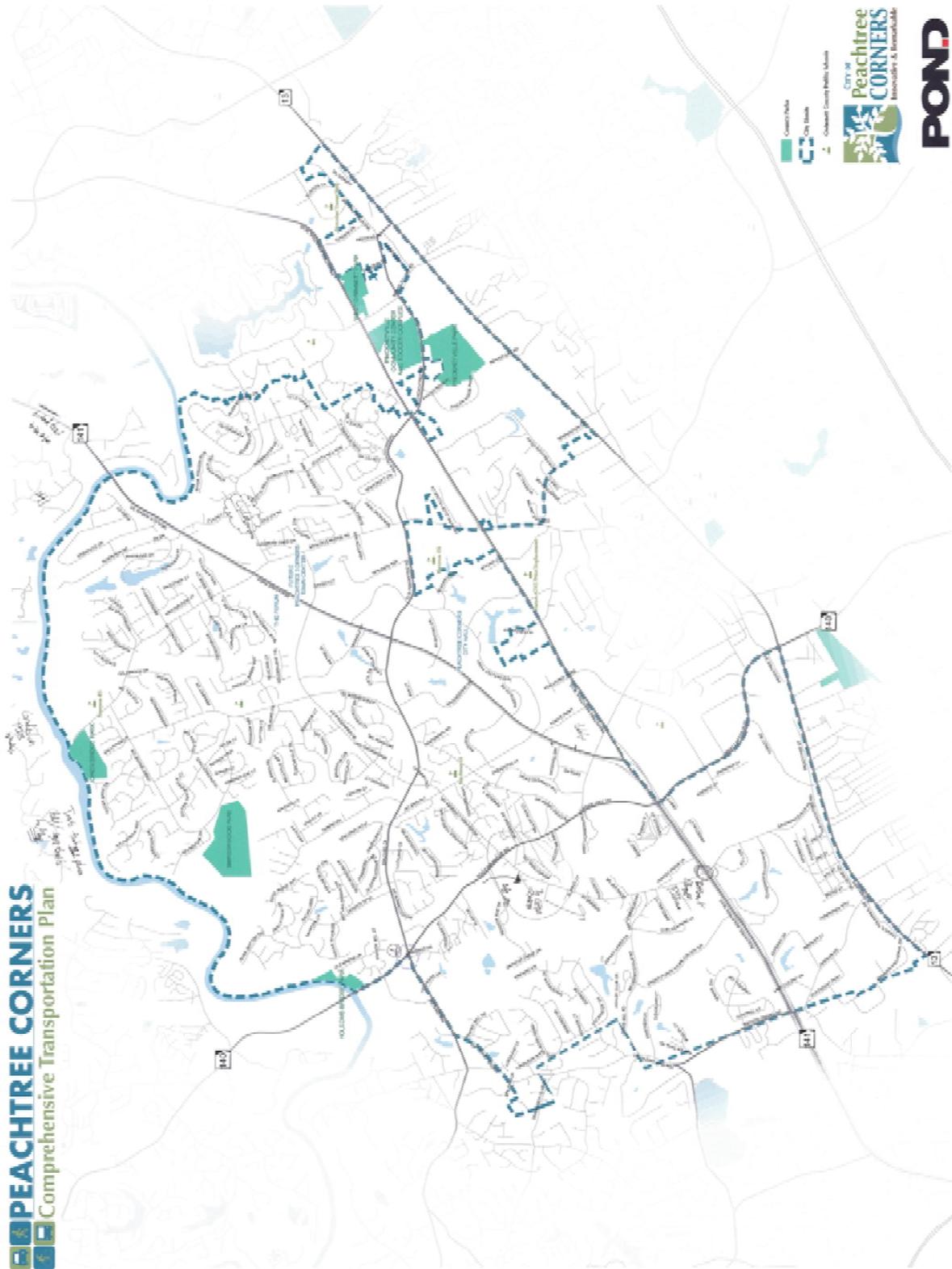
### Bike/Pedestrian:

- Peachtree Corners area at HBR: need to add path, bike facilities
- How to get people to new Peachtree Corners ‘Town Center’; provide connections for residents
- Southwest area needs improvement

### Vehicles:

- PIB @ Peachtree Corners Circle: dislike entry/exit ramps onto collector roadway from Peachtree Corners Circle
- PIB @ Winters Chapel Road: need vehicle and pedestrian improvement; 3 jurisdictions involved; no crosswalks
- PIB @ Jimmy Carter Blvd: issue with southbound Jimmy Carter Blvd right turn lane ends before southbound PIB on-ramp
- Jimmy Carter Blvd at Spalding: congestion

Table 2 Map Mark-Ups



## Table 2 Discussion Notes

### Transit:

- Short Term
  - GCT, would like service expanded to low auto-ownership areas
  - Commuter shuttle/mini-bus to connect people from homes to transit
  - Study of transit stops to identify high-use stops for improvements (shelters, signage)
- Long-Term
  - Have the best transit station in region in Peachtree Corners (high-tech station with fast service)

### Bike/Pedestrian:

- Large numbers of cyclists on Bush Road
- City should continue support for trails, if they provide connections to destinations; people don't use the trails often, but might if there were more connections and more awareness

### Vehicles:

- Spalding at West Chapel is problem
- Peachtree Industrial Boulevard – grades at Medlock Bridge Road slow down trucks
- Peachtree Corners and Holcomb Bridge intersection has space for larger improvement
- Peachtree Corners and Peachtree Industrial interchange gets backed up with people trying to merge into left lane for direct access to Peachtree Industrial

The first of two public meetings for the Peachtree Corners Comprehensive Transportation Plan (CTP) was held in Peachtree Corners City Hall on Thursday, August 11, 2016 at 6:00pm. The purpose of this meeting was to introduce the CTP process, present key findings from an analysis of existing transportation conditions, and engage the public in activities to prioritize goals and identify areas of need in the City.

Sign-in sheets from the meeting are provided in **Attachment A**. As attendees arrived at the meeting, they were given a fact sheet and comment form, both of which were available in both English and Spanish. These handouts are provided in **Attachment B**. All attendees were also provided a set of dots, for use in an activity which is described below.

The meeting began with a presentation (provided in **Attachment C**) by Eric Lusher, the consultant's (Pond) project manager. This presentation was developed primarily to introduce the public to the CTP process and explain initial findings.

After the presentation, members of the public were encouraged to provide input through two separate "dot" exercises. In the Goals Exercise, participants were presented with the seven draft goals of the CTP. They were able to indicate which goals they considered to be most important with five green dots which they could distribute any way they wished (i.e. placing all five dots on a single goal, placing three dots on one goal and two on a different goal, placing a single dot each on five different goals, or any other configuration). The results of this exercise is shown below in **Table 1**. In addition, the boards themselves with dots are provided in **Attachment D**.

**Table 1** Goals Exercise Results

Goal	Placed Dots
Identify transportation projects and policies to improve transportation safety	22
Prioritize asset management and maintenance of the existing transportation system	18
Use the City's transportation system to maximize economic development opportunities	30
Make transportation decisions that improve the quality of life in the community	42
Consider projects that enhance and protect the City's natural and cultural environment	26
Accommodate all users of transportation	17
Leverage technology as a mechanism to improve the transportation system	34
Facilitate east-west movements across Peachtree Corners	24
Other	2

In the Needs/Problem Areas exercise, attendees were presented with a street map of Peachtree Corners. They were again provided five dots, which they were asked to place on areas where they saw a need for improvement in the transportation system of Peachtree Corners. The maps with dots are included in **Attachment E**. The following are some of the most frequently indicated locations:

- Spalding Drive at Holcomb Bridge Road
- Spalding Drive at Peachtree Parkway
- Medlock Bridge Road at Peachtree Parkway
- Medlock Bridge Road at Peachtree Industrial Boulevard
- Peachtree Parkway at Jimmy Carter Boulevard and Peachtree Industrial Boulevard
- Peachtree Corners Circle at Peachtree Parkway
- Winters Chapel Road at Peachtree Industrial Boulevard
- Winters Chapel Road at Spalding Drive

# Attachment A

## Sign-in Sheets

**Name**

**Email**

Betty How  
MILES HASSOM  
Sherry Ferguson  
h.g. Myers  
Jim Spence  
Pobley  
Bo Reddic  
Bob Howard  
Tim Le  
TOM HERING  
MATT HOUSER  
ERIC CHAST  
Richard Healy  
Weare Gratwick  
Aina Russo  
Scott Hilton  
Anita Ballerstedt  
James Gade  
Michelle Jaffels  
Jeanne Alban

Name

Email

Anthony Liew

Shelly Kleppsattel

Chuck Gillespie III

Alan Kaplan

W D Myers

Greg Skopko

Rick Rogers

Paresh J. Parilch

DARRELL THOMPSON

Chris Cleveland

Ali Stinson

ANDY BALLERSTROT

Milk Verna

Lois Norder

Steve Norder

BOB MARZEN

BOB MANKA

Phil Sado

Jane Lu

Vance Nainfer

Stephanie B Sudd

# Attachment B

## Meeting Handouts

## What's Happening?

The City of Peachtree Corners has begun a **Comprehensive Transportation Plan** to guide transportation improvements and investments in the city. The Plan will consist of recommendations for transportation improvements to maintain and expand the City's infrastructure while fostering a healthy, livable city. The plan will consider:

- Intersection improvements
- Roadway widenings
- Sidewalks
- Bike facilities
- Trails
- Transit

## How to Get Involved:

To improve our efforts, we would like to get input from **YOU**, those who live, work, shop and choose to unwind in Peachtree Corners. There are several opportunities to help us shape this Plan, and your participation in any or all portions will help strengthen the Plan to move the city through the next 20 years. Please **see the website listed below** for opportunities to get involved.

[www.peachtreecornersga.gov/CTP2016](http://www.peachtreecornersga.gov/CTP2016)

## Public Meetings:

Public meetings for the Comprehensive Transportation Plan will be held at:

**Peachtree Corners City Hall**  
**147 Technology Parkway**  
**Suite 200**

### Kickoff Public Meeting

**Thursday, August 11, 2016, 6-8pm**

This meeting will introduce attendees to the planning process. Attendees will help guide the plan's priorities and goals in an interactive setting.

### Review Public Meeting

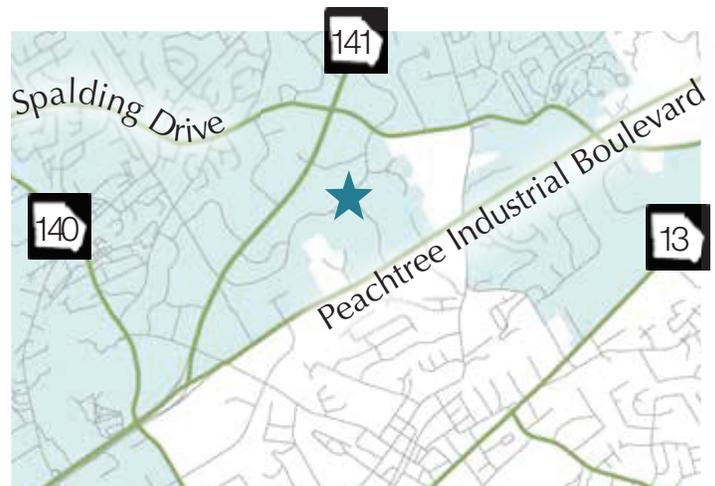
**Thursday, November 17, 2016, 6-8pm**

At this meeting, the plan team will present the preliminary results of the planning process and give attendees an opportunity to comment on recommendations.

## Online Survey:

Please take our **online survey** about transportation in and around Peachtree Corners. **Share** the following link with anyone who lives, works, shops, or relaxes in Peachtree Corners.

[www.surveymonkey.com/r/PTCorners](http://www.surveymonkey.com/r/PTCorners)



## Goals

Please indicate any new **goals** you would like to see included, or any other comments you have on the **goals** activity.

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## Problem Areas/Needs

Please indicate any specific **problem areas or areas of need** you would like to see included, or any other comments you have on the map-based **problem areas or areas of need** activity.

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## Other Comments

Please indicate any other comments you have for the City and consultant team about the Comprehensive Transportation Plan.

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## Que está pasando?

La Ciudad de Peachtree Corners ha iniciado un Plan de Transporte Extenso para guiar mejoras en el transporte y las inversiones en el ciudad. El Plan constará de recomendaciones para mejoras de transporte para mantener y desarrollar la infraestructura de la ciudad mientras alimentando una ciudad saludable y habitable. El plan tomara en cuenta:

- Mejorias en las intersecciones
- Ampliara las carreteras
- Banquetas
- Instalaciones para bicicletas
- Veredas
- Tránsito

## Comó participar:

Para mejorar nuestros esfuerzos, nos gustaría tomar en cuenta la participación de usted, los que viven, trabajan, compran y eligen relajar en Peachtree Corners. Hay varias oportunidades que nos ayudan a formar este Plan y su participación en cualquier o todas las partes ayudarán a fortalecer el Plan para guiar a la ciudad los próximos 20 años. Por favor, vea la parte inferior y el sitio web que aparece en la parte de abajo para oportunidades y maneras de ser incluidos.

[www.peachtreecornersga.gov/CTP2016](http://www.peachtreecornersga.gov/CTP2016)

## Reuniones Públicas:

Reuniones públicas para el Plan de Transporte Extenso se llevará a cabo en:

**Peachtree Corners City Hall**  
**147 Technology Parkway**  
**Suite 200**

### Reunión Pública Inicial

**El Jueves, 11 de Agosto 2016, de 6 a 8 pm**

Esta reunión se introducirá a los presentes el proceso planificación. Los presentes podrán ayudar a guiar las prioridades del plan y los objetivos en un entorno interactivo.

### Reunión Pública para Opinion y Revisar

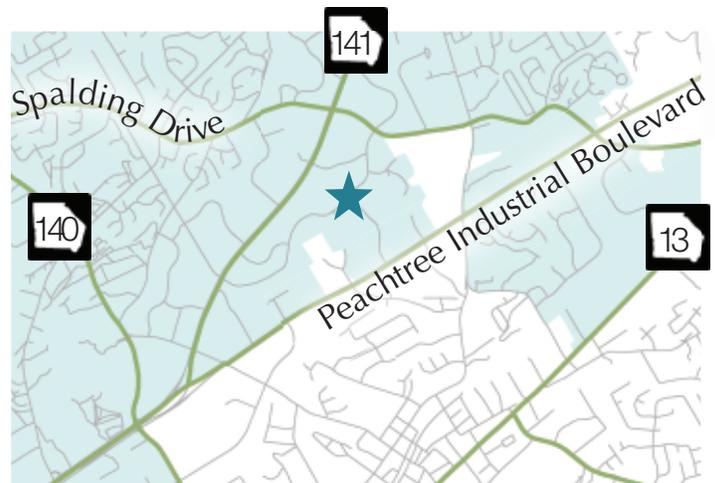
**El Jueves, 17 de Noviembre 2016, de 6 a 8 pm**

En esta reunión, el equipo consejero presentará los resultados preliminares del proceso de planificación y ofrecerá a los presentes la oportunidad de comentar recomendaciones.

## Encuesta en la Red:

Por favor, tome la encuesta de transporte dentro y fuera de Peachtree Corners. que se encuentra en la red. Comparte el siguiente enlace con cualquier persona que viva, trabaje, tenga tiendas, o relaje in Peachtree Corners.

<https://www.surveymonkey.com/r/PTCornersES>



## Metas

*Por favor indique cualquier metas nuevas que le gustaría ver incluidos, o cualquier otro comentario que tenga sobre la actividad de metas.*

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## Las Áreas Problemáticas/Necesidades

*Por favor, indique las áreas con problemas específicos o áreas de necesidad que le gustaría ver incluidos , o cualquier otro comentario que tenga sobre las zonas o áreas indicado en el mapa o en la actividad de áreas con necesidades.*

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## Otros Comentarios

*Favor de indicar cualquier comentario que tenga para el personal de la ciudad y el equipo consultor sobre el Plan Integral de Transporte.*

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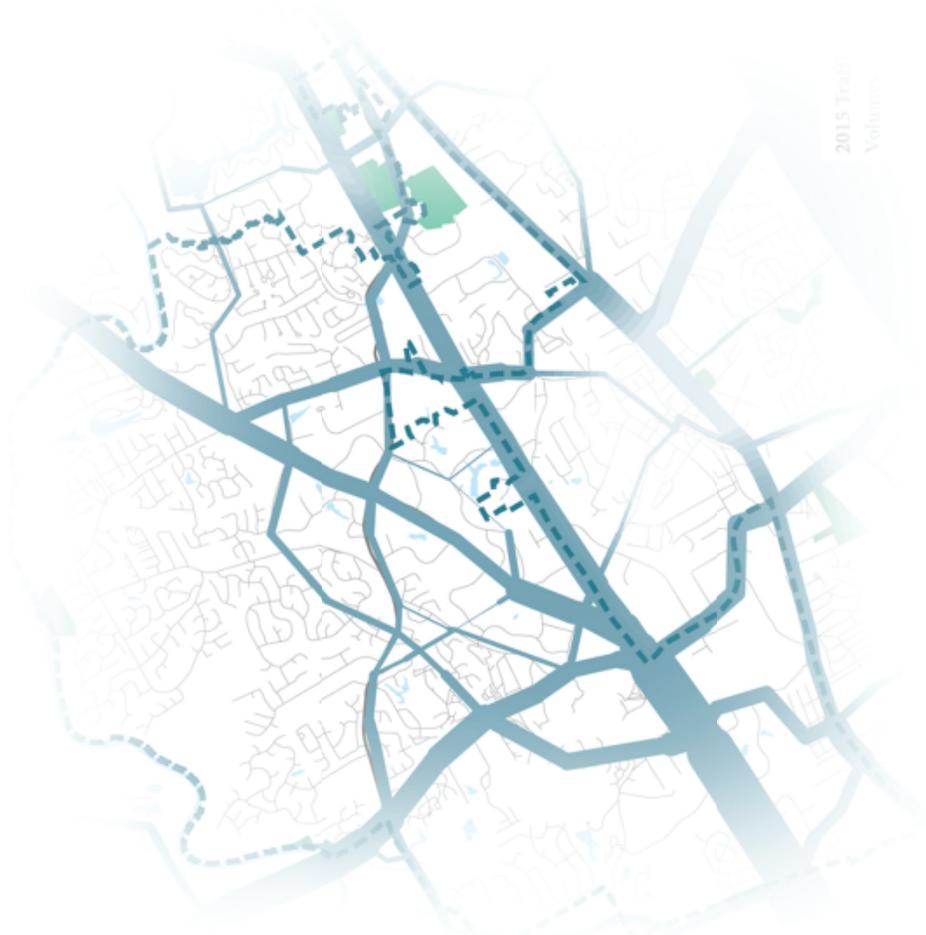
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# Attachment C

## Presentation Slides



**PEACHTREE CORNERS**  
Comprehensive Transportation Plan

Community Meeting #1  
August 11, 2016

2015 Traffic  
Volume Study



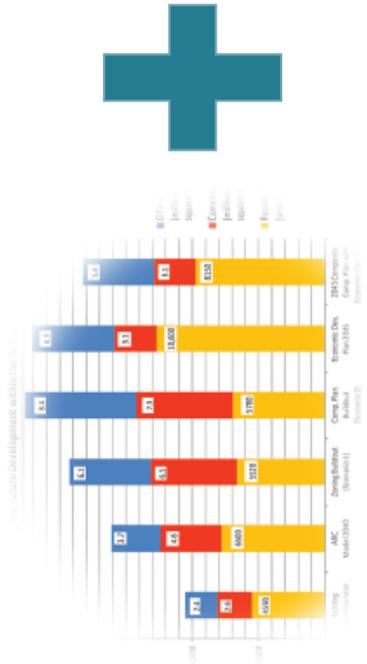
# AGENDA

- PRESENTATION
  - What is a Comprehensive Transportation Plan (CTP)?
  - Existing Conditions Analysis
    - Previous Studies
    - Demographics & Census Data
    - Transportation System Data
  - Community Survey
  - Next Steps
- OPEN HOUSE
  - Goals and Vision
  - Transportation Needs

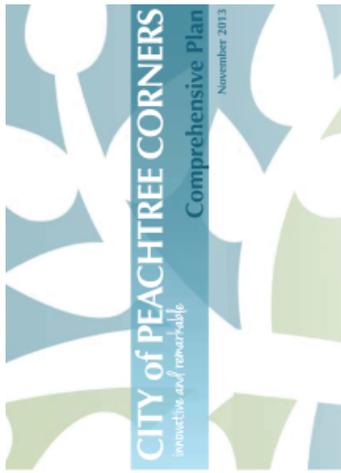
# WHAT IS A "CTP"?



*An analysis of all applicable modes of transportation to determine existing and future needs, identify solutions, and prepare an implementation plan.*



Analysis & Data



Previous Plans



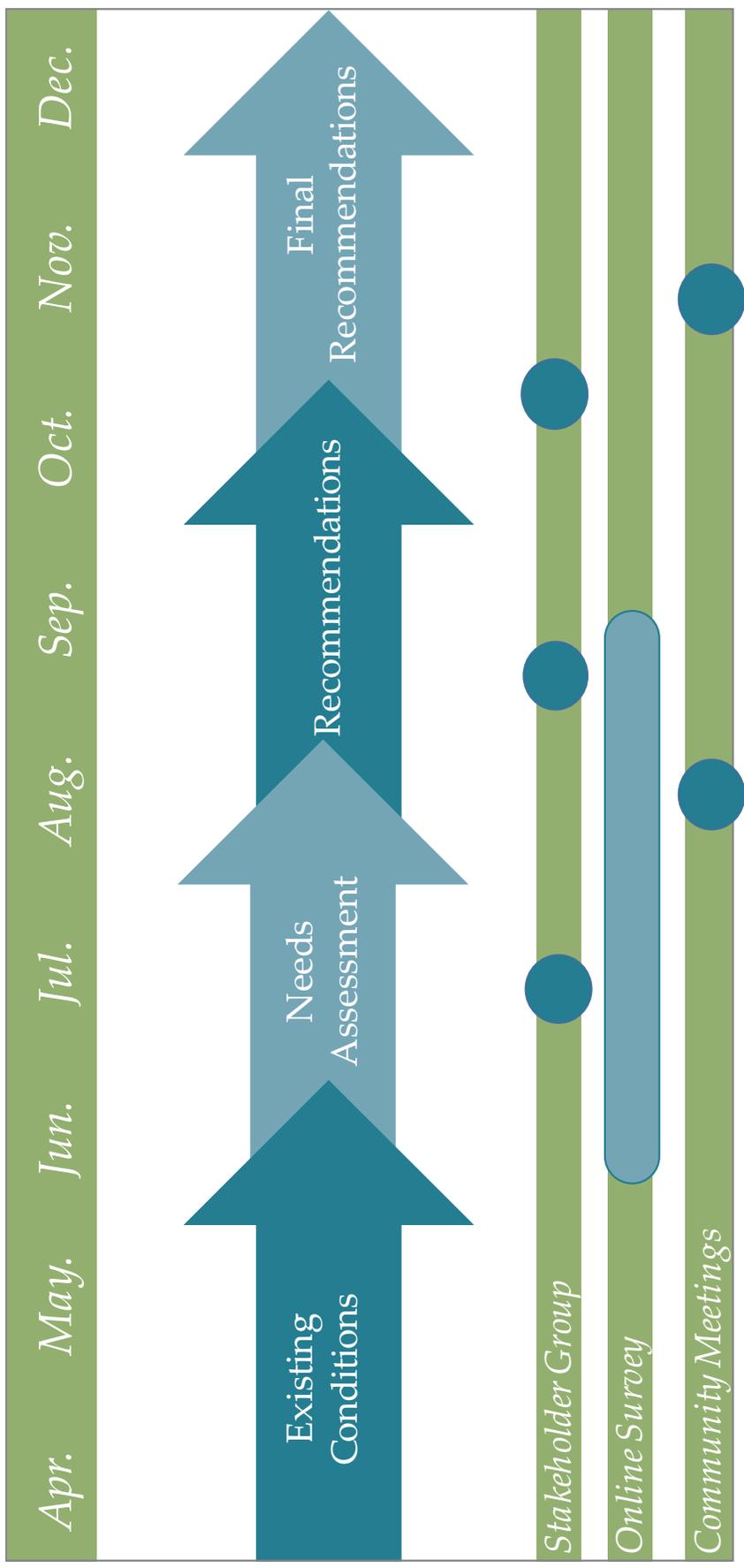
Community Engagement



Community Meeting #1  
August 11, 2016



# WHAT IS A "CTP"?



# WHAT IS A “CTP”?

## City of Peachtree Corners Elected Officials

*Adopt plan and set policy*

## City of Peachtree Corners Staff

*Provide insight on transportation issues and facilitate community engagement*

## Stakeholder Group

*Help guide study team in decision making and community outreach*

## General Public

*Provide insight into community goals, needs, and desires*

## Pond (consultant team)

*Perform technical analysis, engage community, advise community, prepare plan*

# EXISTING CONDITIONS

## *Previous Plans, Studies, & Initiatives*



### Local

- *Livable Center Initiative (LCI) Study*
  - *Town Center Plan*
- *Winters Chapel Road Corridor Study*
  - *Holcomb Bridge Road Study*
  - *Multi-Use Trail Study*
  - *Comprehensive Plan*

### County & Regional

- *Gwinnett County CTP*
- *Gwinnett County UDP*
- *Gwinnett County 5 Year Transit Plan*
- *Gwinnett County Greenways Plan*
- *ARC Long Range Transportation Plan*
- *ARC Transportation Improvement Plan*
- *ARC Regional Plan*

### State & Federal

- *"Fixing America's Surface Transportation"*
- *Statewide Transportation Plan*



Community Meeting #1  
August 11, 2016



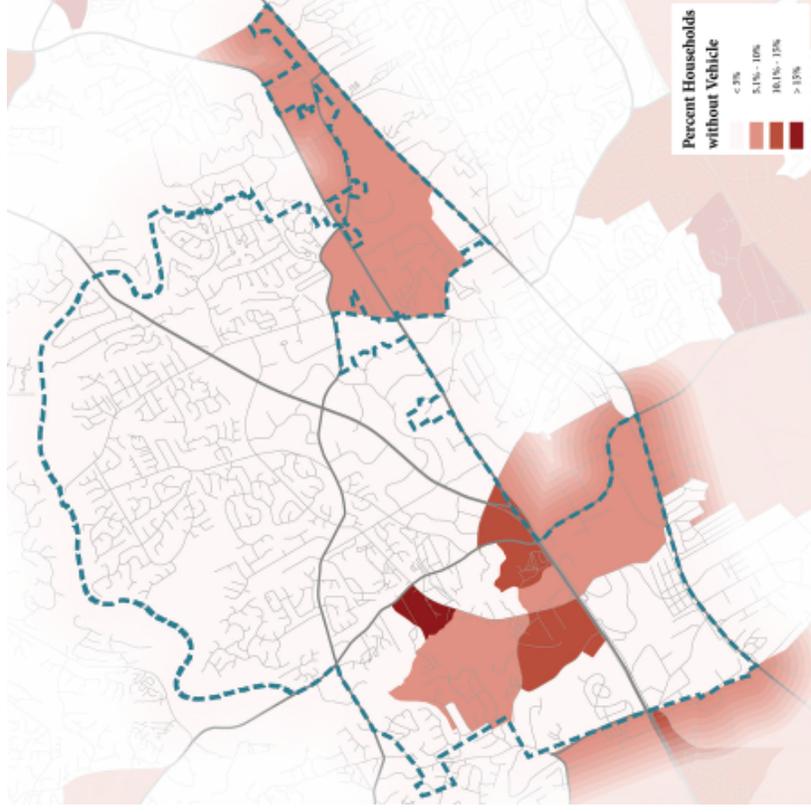
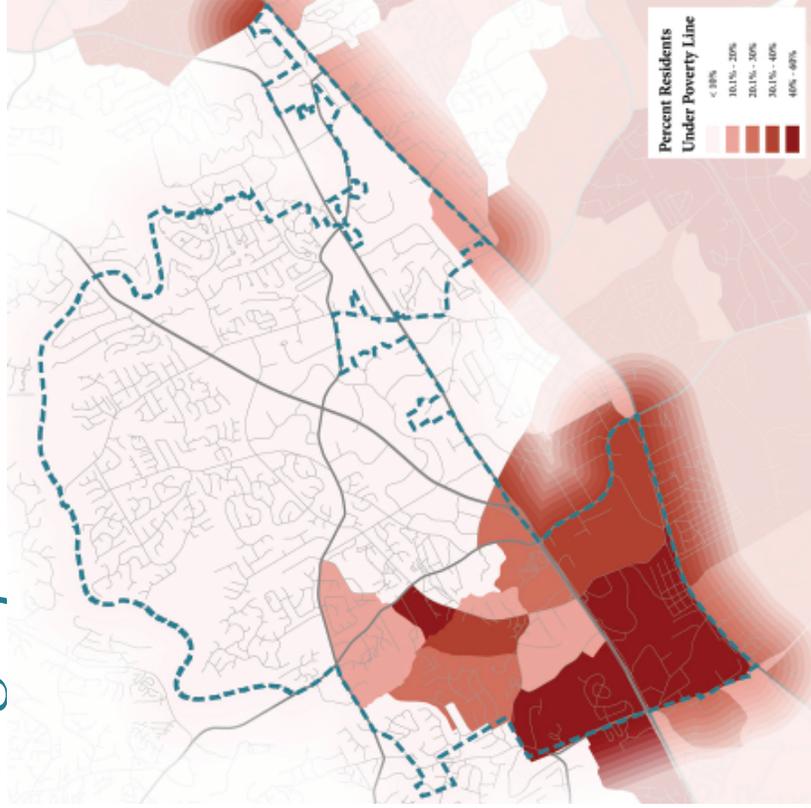
# EXISTING CONDITIONS

## *Demographics & Census Data*



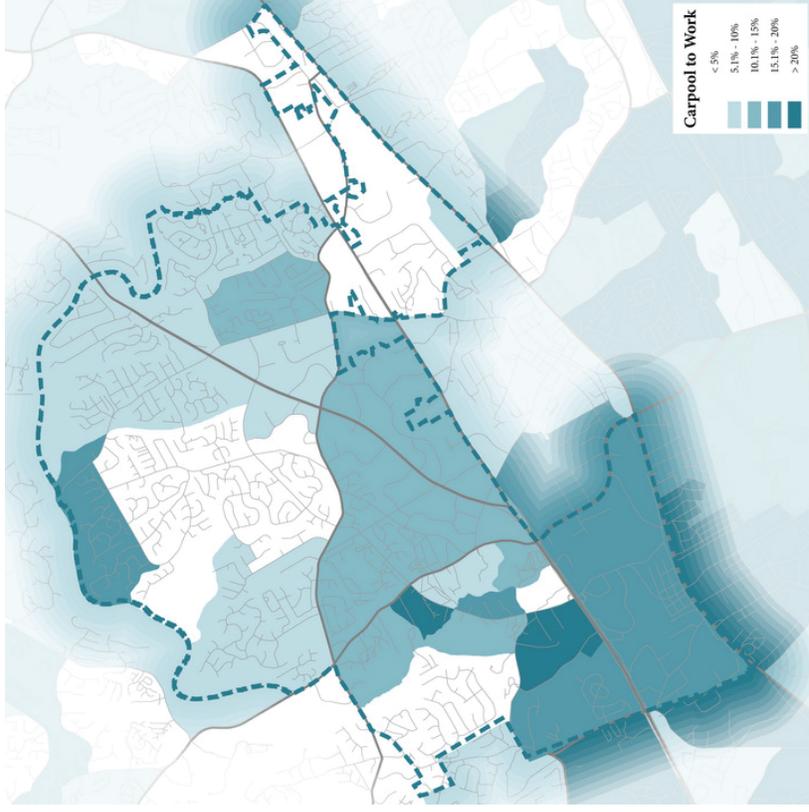
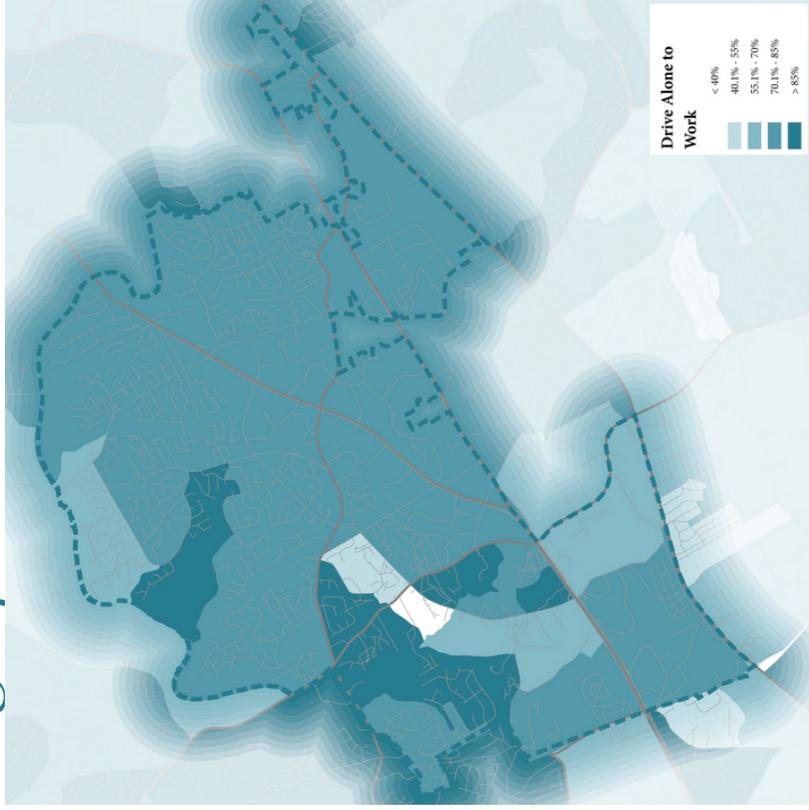
# EXISTING CONDITIONS

## *Demographics & Census Data*



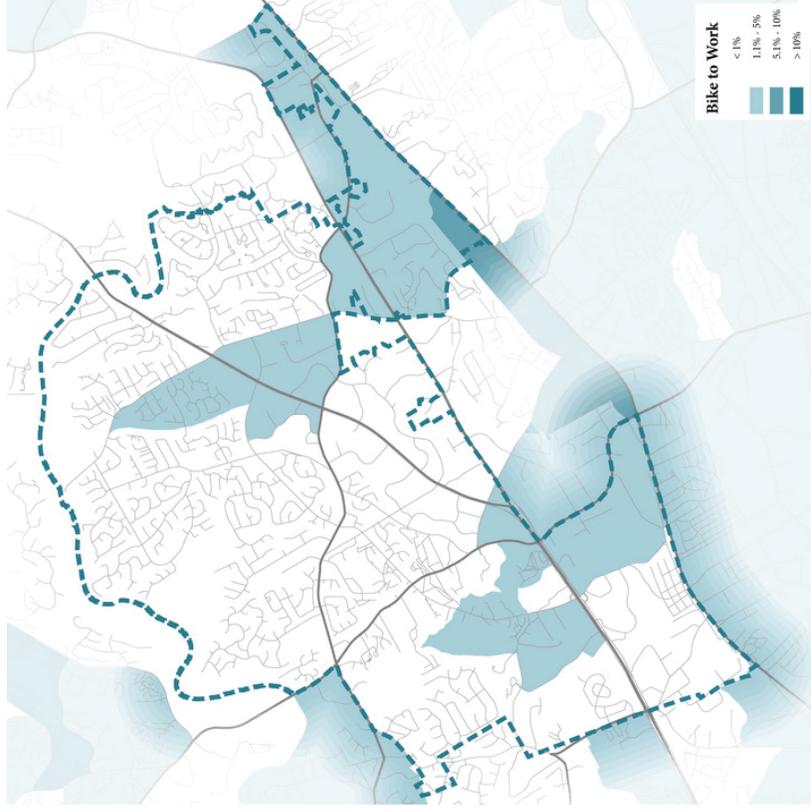
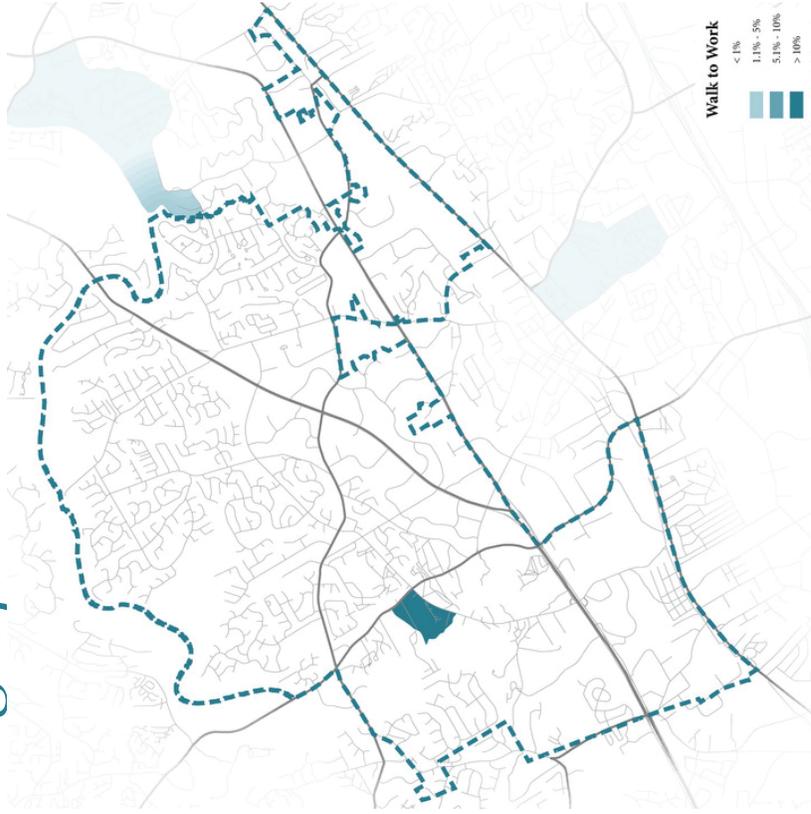
# EXISTING CONDITIONS

## *Demographics & Census Data*



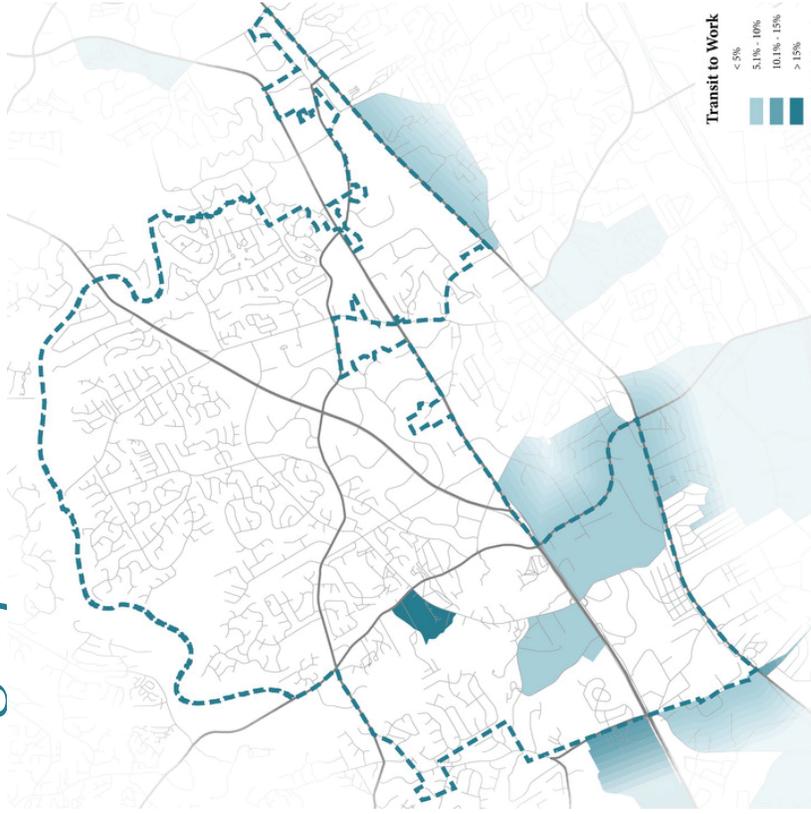
# EXISTING CONDITIONS

## *Demographics & Census Data*



# EXISTING CONDITIONS

## Demographics & Census Data



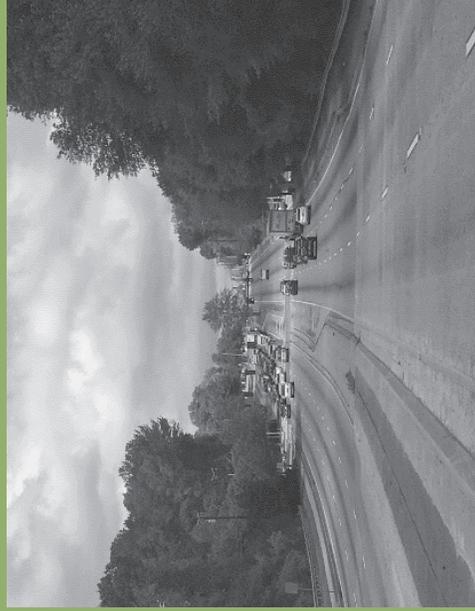
# EXISTING CONDITIONS

## *Transportation Data*



# EXISTING CONDITIONS

## Transportation Data



*Level of Service  
A-B*



*Level of Service  
C-D*



*Level of Service  
E-F*

# EXISTING CONDITIONS

## *Transportation Data*



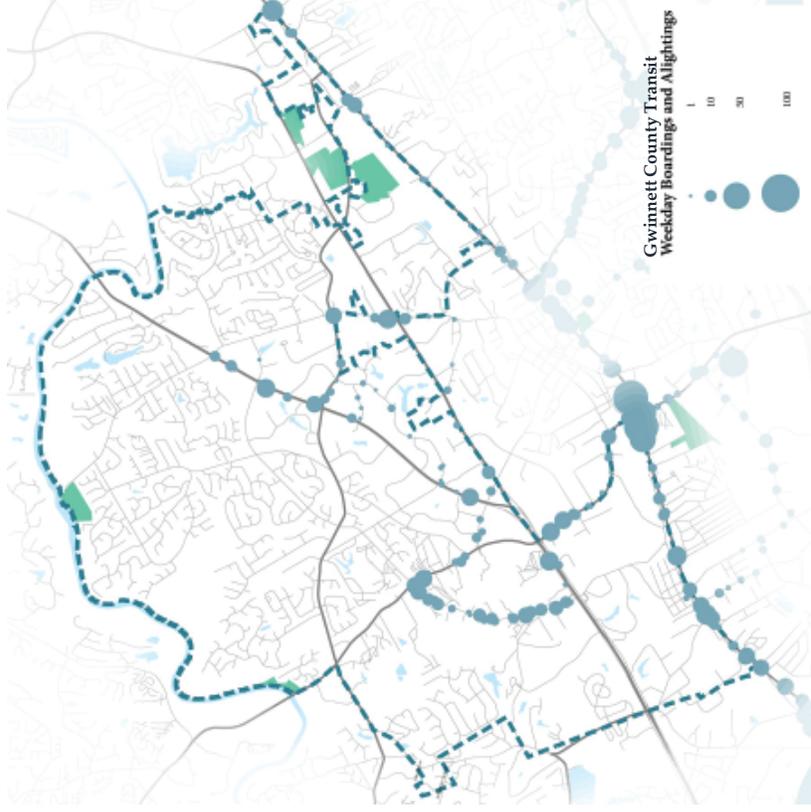
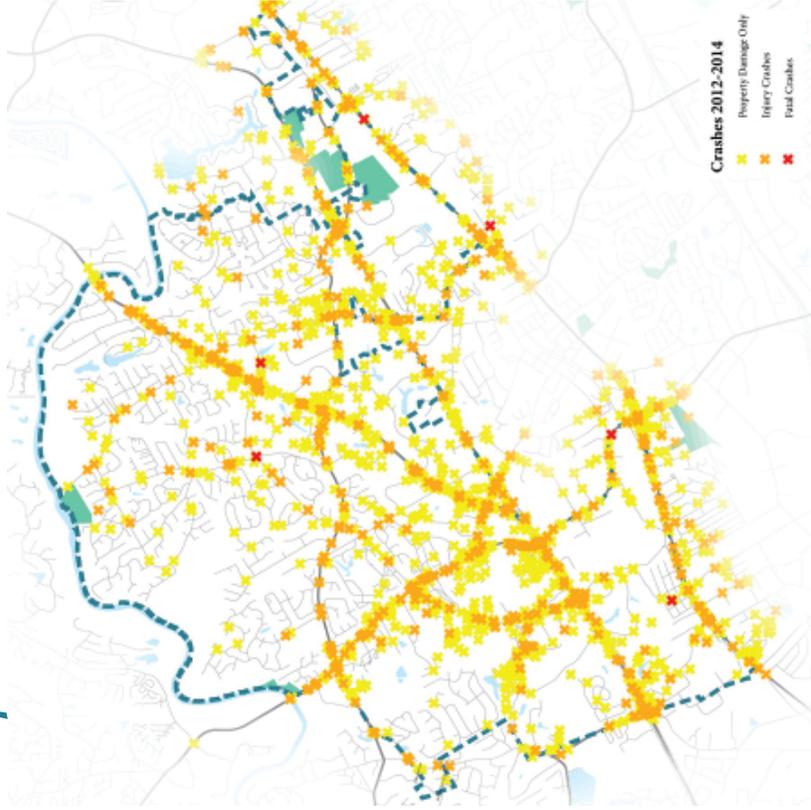
# EXISTING CONDITIONS

## *Transportation Data*



# EXISTING CONDITIONS

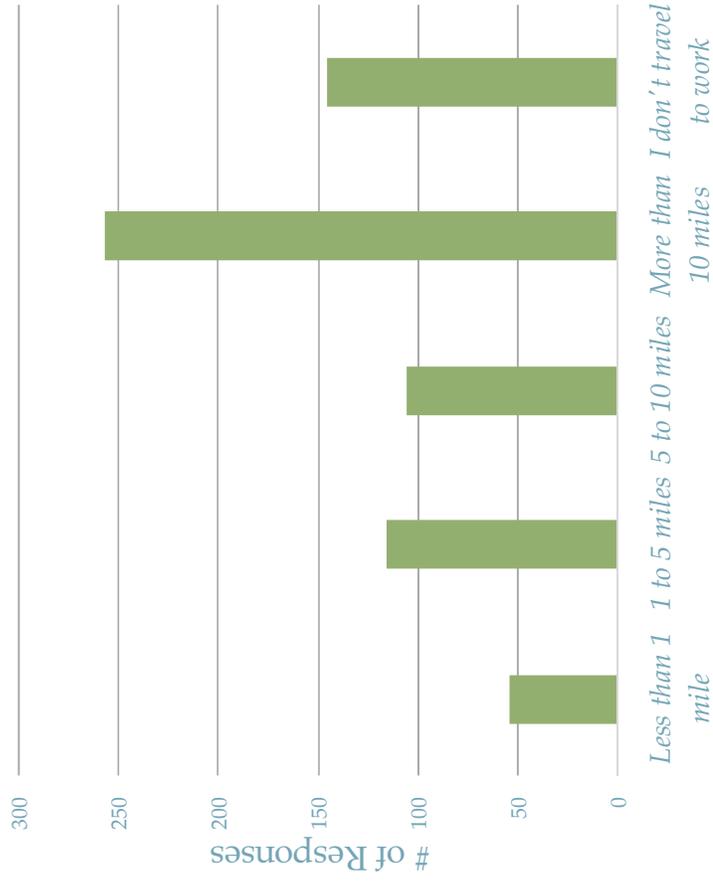
## *Transportation Data*



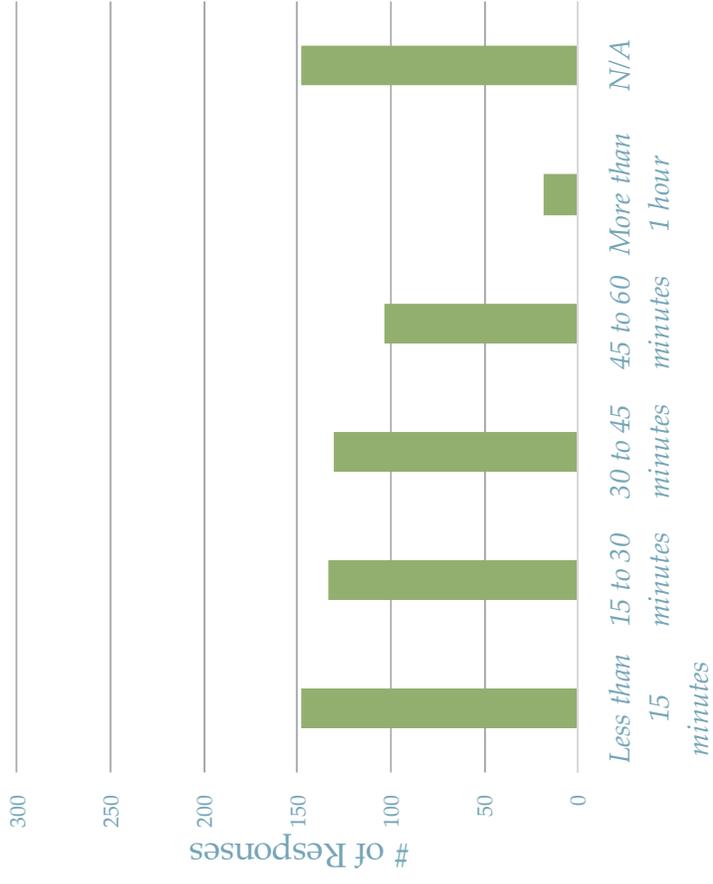
# COMMUNITY SURVEY

## Survey Responses

How far do you travel to work?



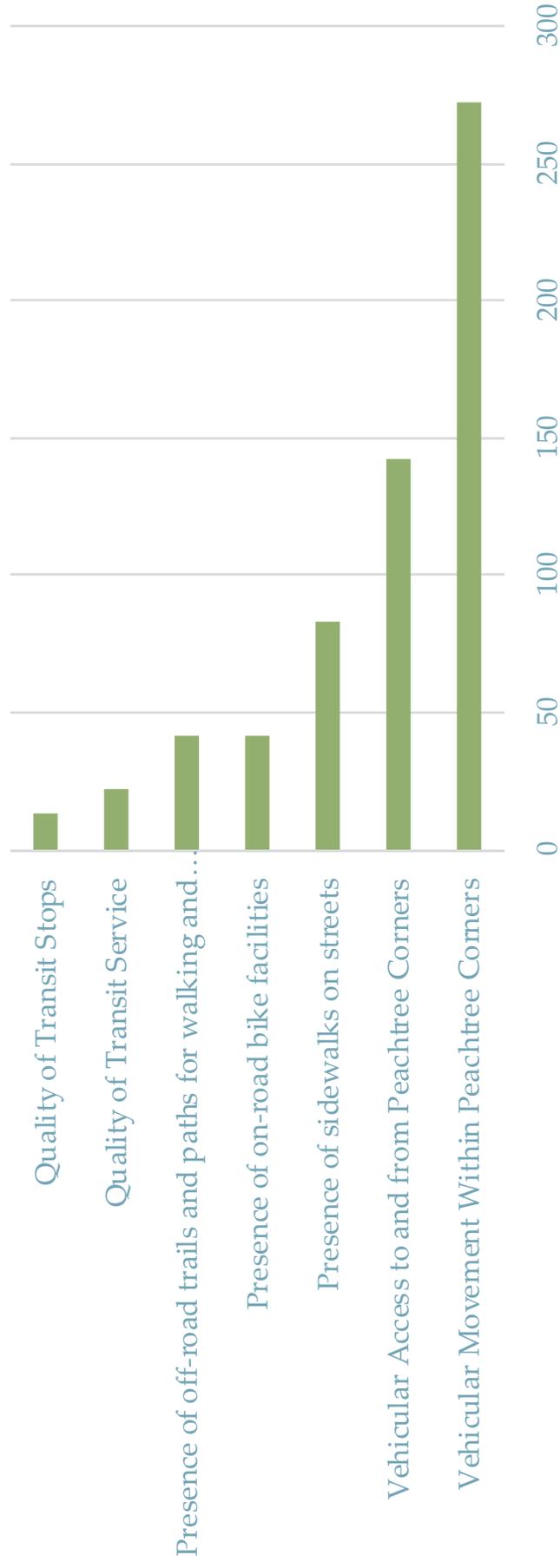
How long do you travel to work?



# COMMUNITY SURVEY

## *Survey Responses*

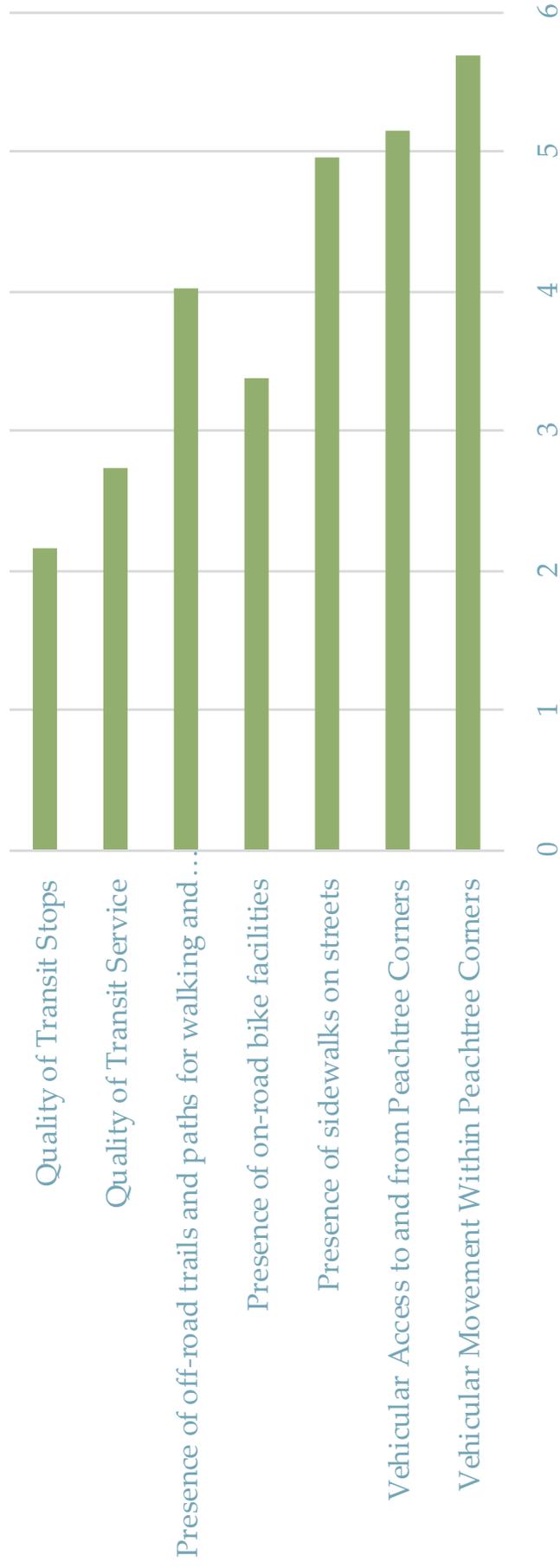
# of First Place Votes



# COMMUNITY SURVEY

## *Survey Responses*

Average Ranking





# NEXT STEPS

- *Complete Needs Assessment Analysis*
- *Prepare Draft Recommendations*
- *Community Meeting #2*
  - *Thursday, November 17, 2016 (6-8 PM) @ City Hall*

*Don't Forget:*

- *Visit our website <http://peachtreecornersga.gov/CTP2016>*
- *Please take survey @ <https://www.surveymonkey.com/r/PTCorners>*

# CONTACT US

## Pond Project Manager

Eric Lusher, AICP

Senior Project Manager

[lushere@pondco.com](mailto:lushere@pondco.com)

Direct: 404.748.4853

Cell: 678.708.9247

## Peachtree Corners Project Manager

Greg Ramsey, PE

Director of Public Works

[gramsey@peachtreecornersga.gov](mailto:gramsey@peachtreecornersga.gov)

Direct: 470.395.7021

# Attachment D

## Goals Exercise Results

# Goal

Identify transportation projects and policies to improve transportation safety

24 37

Prioritize asset management and maintenance of the existing transportation system

Use the City's transportation system to maximize economic development opportunities

10 11 36 40 37  
28 28 28 24 40

Make transportation decisions that improve the quality of life in the community

10 11 24 37  
10 11 40  
28 28 40

Consider projects that enhance and protect the City's natural and cultural environment

11 10 11

Accommodate all users of transportation

36 36  
24

Leverage technology as a mechanism to improve the transportation system

10 40 37

Facilitate east-west movements across Peachtree Corners

36 36 24

Other

18

# Goal

Identify transportation projects and policies to improve transportation safety

29 15 8 9 18

Prioritize asset management and maintenance of the existing transportation system

15 9 8 32 34 32

Use the City's transportation system to maximize economic development opportunities

29 15 18

Make transportation decisions that improve the quality of life in the community

29 29 15 9 8

Consider projects that enhance and protect the City's natural and cultural environment

Accommodate all users of transportation

32

Leverage technology as a mechanism to improve the transportation system

29 9 8 18 32 33

Facilitate east-west movements across Peachtree Corners

8 9 15 32 33

Other

# Goal

Identify transportation projects and policies to improve transportation safety

- 14
- 41
- 46

Prioritize asset management and maintenance of the existing transportation system

- 14
- 6
- 25
- 23
- 39
- 17

Use the City's transportation system to maximize economic development opportunities

- 6
- 23
- 27
- 46
- 14
- 27
- 27
- 27
- 39
- 7
- 7

Make transportation decisions that improve the quality of life in the community

- 14
- 6
- 27
- 27
- 39
- 41
- 7

Consider projects that enhance and protect the City's natural and cultural environment

- 46
- 7

Accommodate all users of transportation

- 23
- 41
- 25
- 46

Leverage technology as a mechanism to improve the transportation system

- 14
- 17
- 23
- 39

Facilitate east-west movements across Peachtree Corners

- 14
- 41
- 6
- 6
- 7
- 23
- 39
- 46

Other

# Goal

Identify transportation projects and policies to improve transportation safety



Prioritize asset management and maintenance of the existing transportation system



Use the City's transportation system to maximize economic development opportunities



Make transportation decisions that improve the quality of life in the community



Consider projects that enhance and protect the City's natural and cultural environment



Accommodate all users of transportation



Leverage technology as a mechanism to improve the transportation system



Facilitate east-west movements across Peachtree Corners

Other

**Goal**

Identify transportation projects and policies to improve transportation safety



Prioritize asset management and maintenance of the existing transportation system

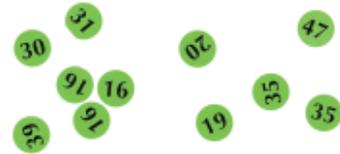
Use the City's transportation system to maximize economic development opportunities



Make transportation decisions that improve the quality of life in the community



Consider projects that enhance and protect the City's natural and cultural environment



Accommodate all users of transportation



Leverage technology as a mechanism to improve the transportation system



Facilitate east-west movements across Peachtree Corners



Other

# Goal

Identify transportation projects and policies to improve transportation safety



Prioritize asset management and maintenance of the existing transportation system



Use the City's transportation system to maximize economic development opportunities



Make transportation decisions that improve the quality of life in the community



Consider projects that enhance and protect the City's natural and cultural environment



Accommodate all users of transportation



Leverage technology as a mechanism to improve the transportation system



Facilitate east-west movements across Peachtree Corners



Other

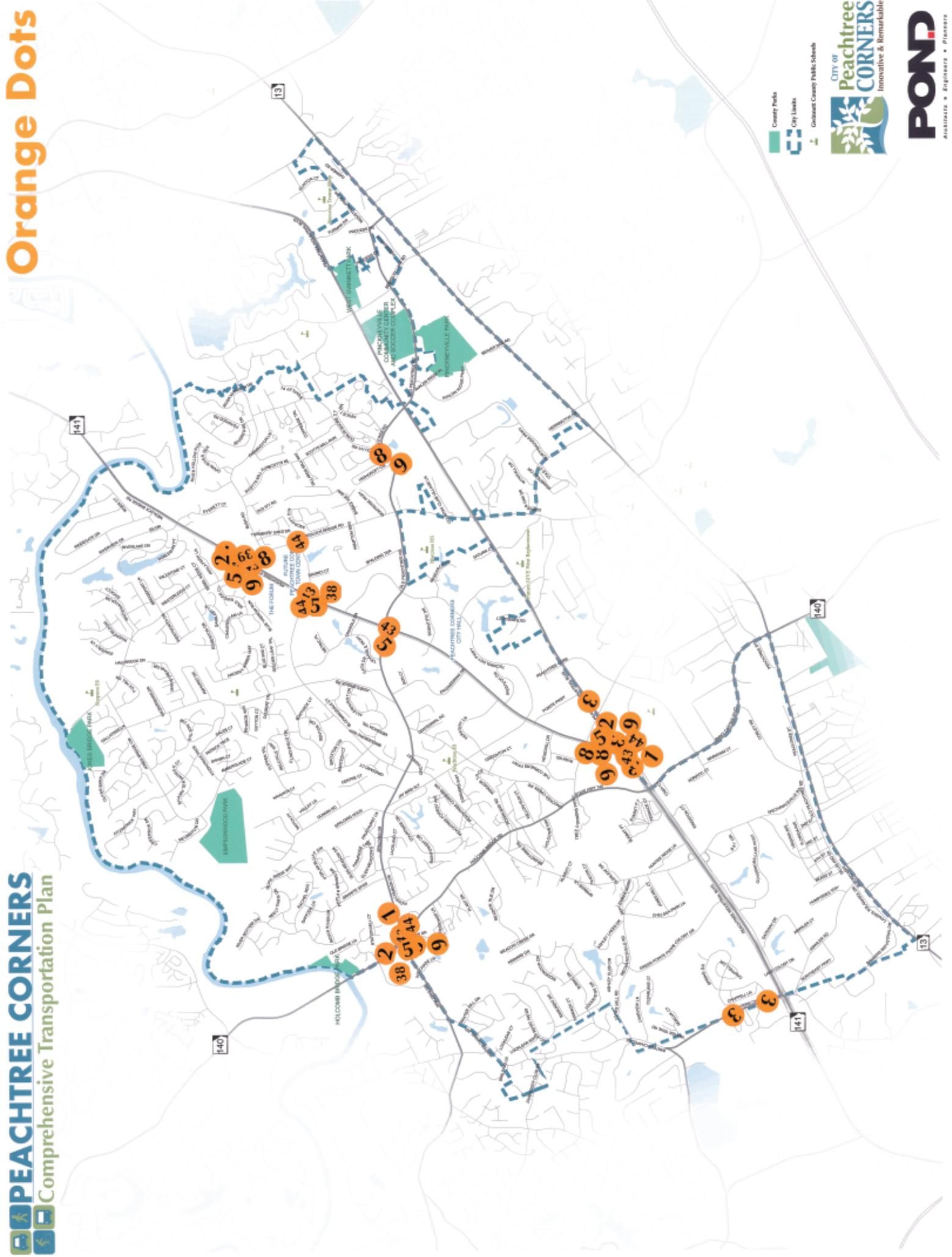
*More capacity on MI + PJB  
Better Light timing & interaction flow*



# Attachment E

## Needs/Problem Areas Results

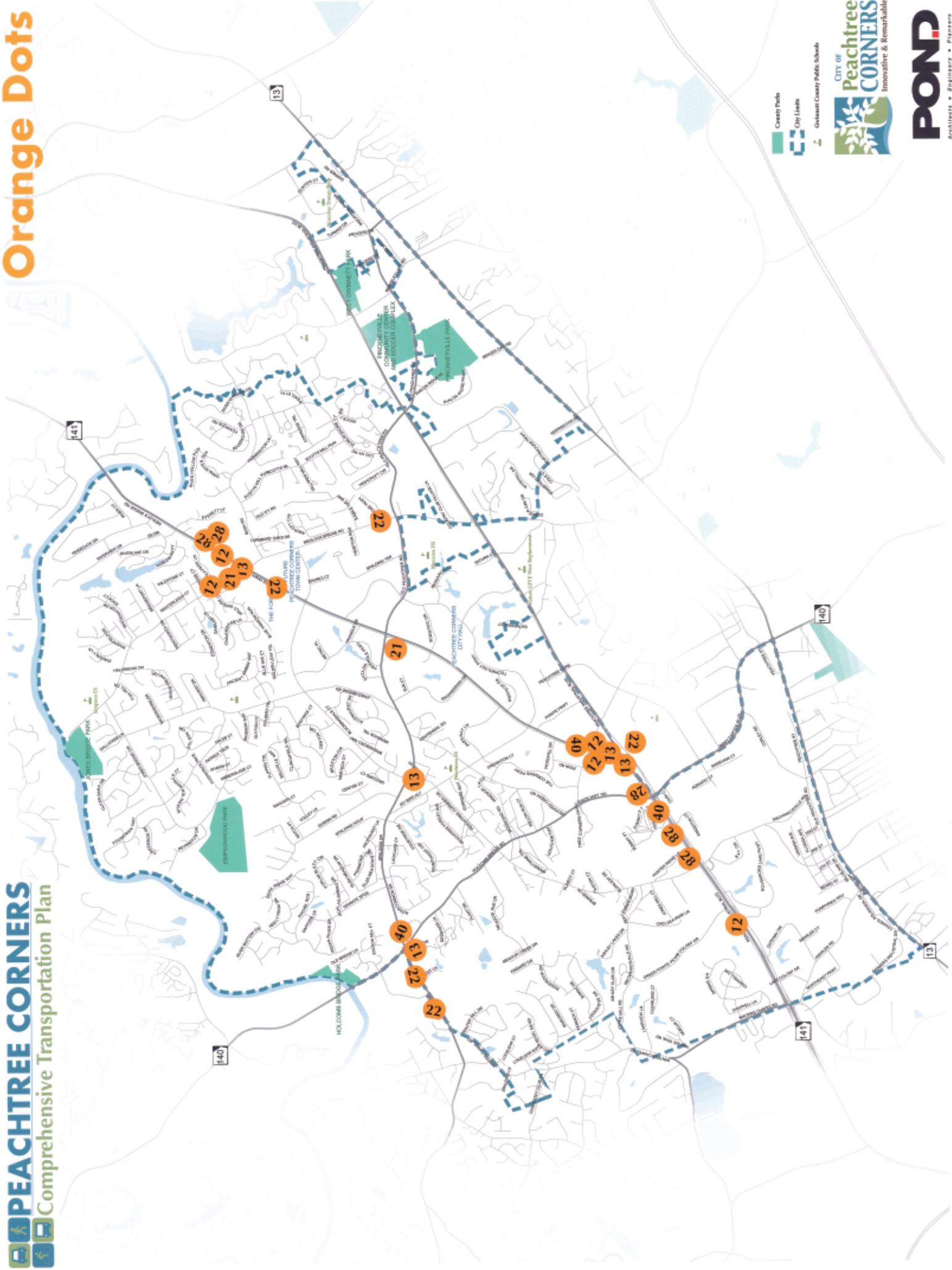




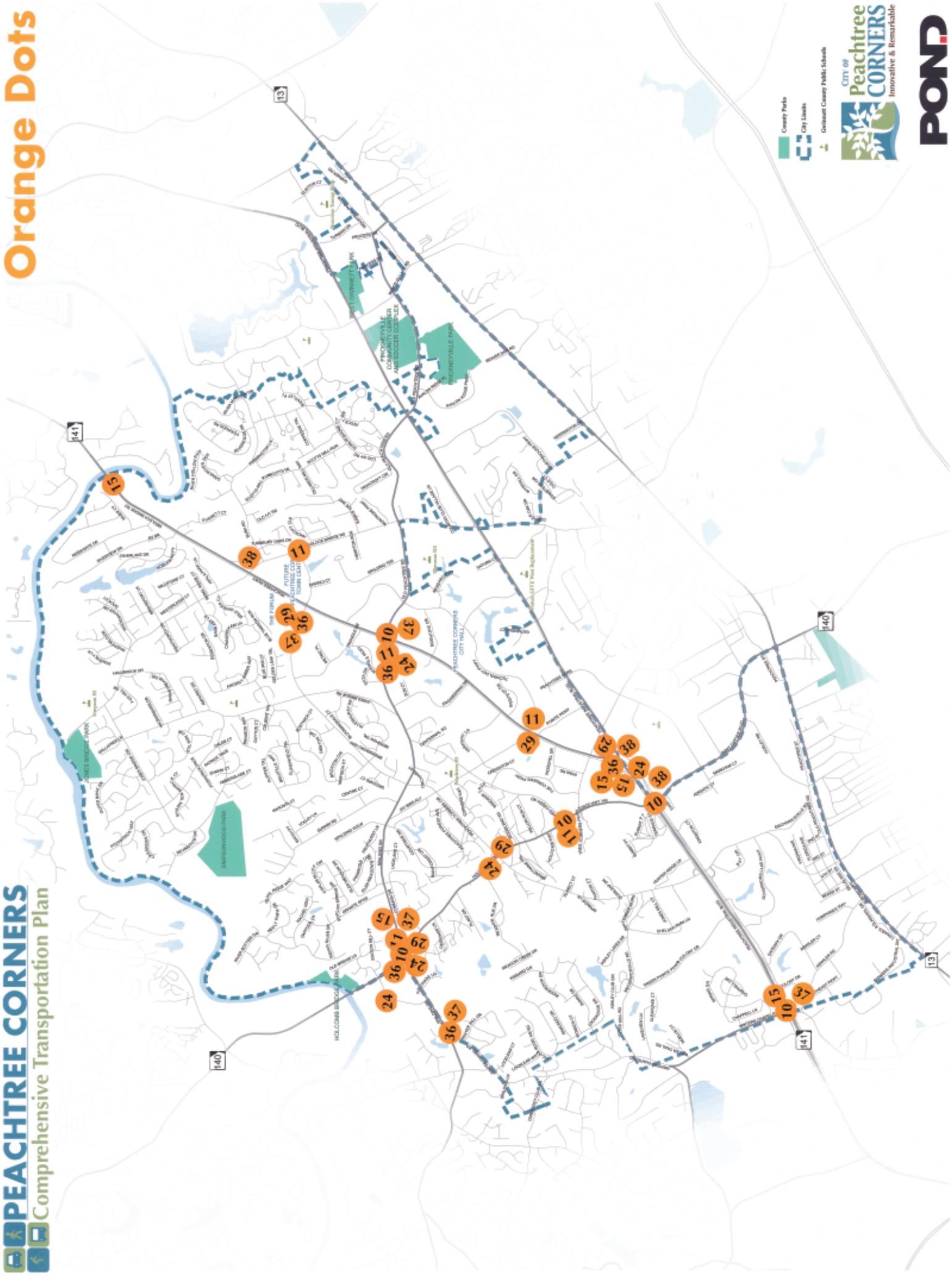


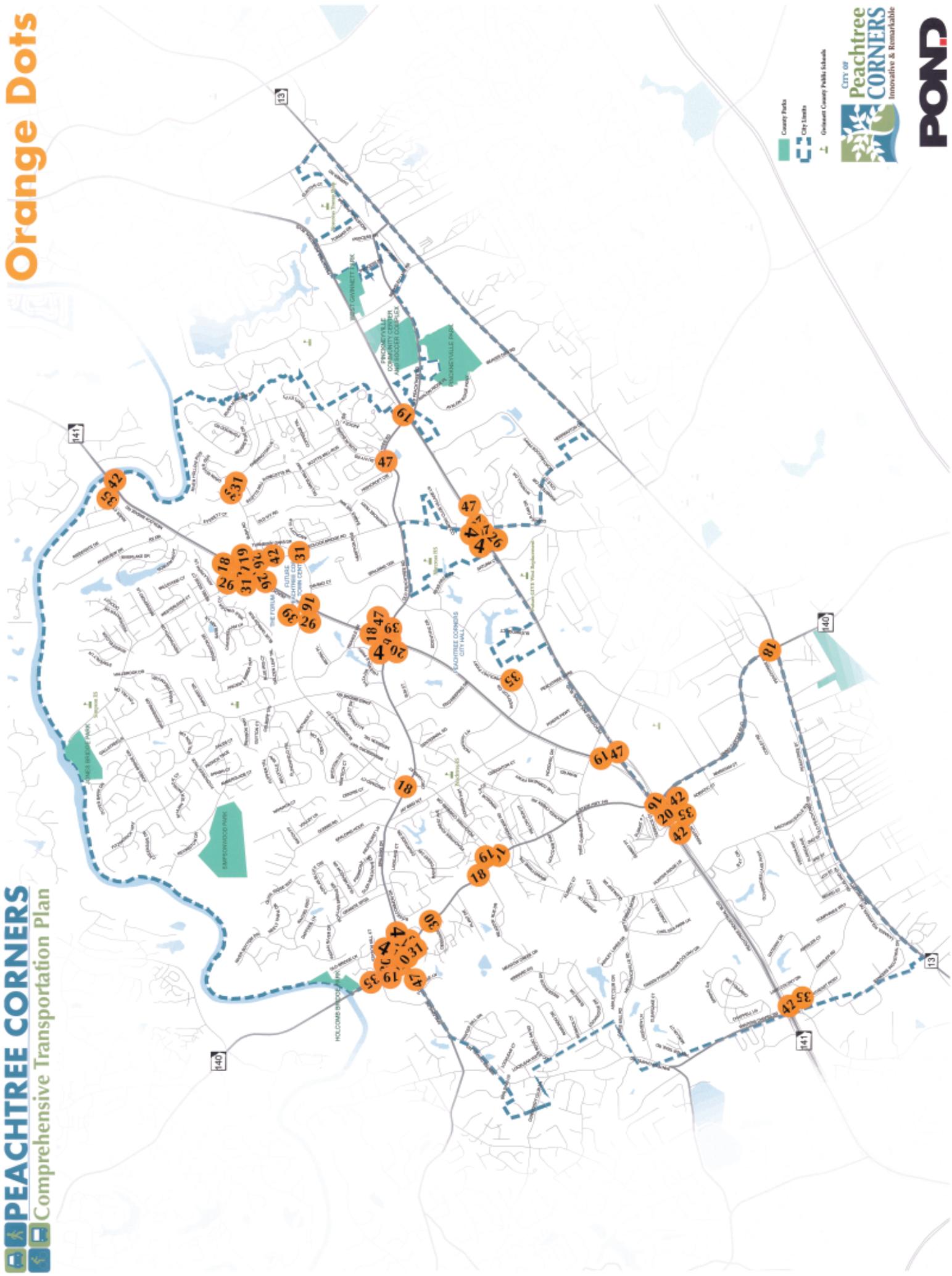
# Orange Dots

# PEACHTREE CORNERS Comprehensive Transportation Plan



 County Parks  
 City Limits  
 Gwinnett County Public Schools  
 CITY OF **Peachtree CORNERS**  
 Innovative & Remarkable  
 **POND**  
 Architects • Engineers • Planners





The Peachtree Corners Comprehensive Transportation Plan (CTP) Stakeholder Committee met for the second of three times on Thursday, August 25, 2016 at 7:00am in Peachtree Corners City Hall. This meeting was used to communicate preliminary results of the Existing Conditions and Needs Analysis stages of the planning process and to get input from the stakeholders on project ideas and prioritization.

Sign-in sheets from the meeting are provided as **Attachment A**.

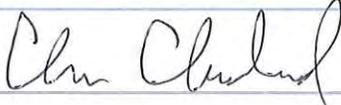
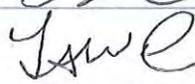
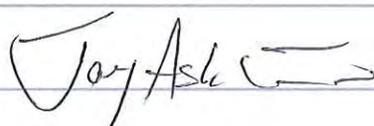
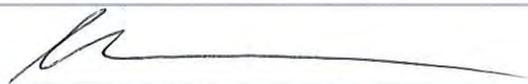
The meeting began with a presentation (provided on **Attachment B**) by Eric Lusher, the consultant's (Pond) project manager. As explained above, this presentation was developed primarily to introduce the stakeholder committee to the completed work and to introduce the project development and prioritization processes.

During the presentation, the stakeholder group was asked to comment on the mix between roadways, bike, and pedestrian improvements. On this matter, the stakeholder group expressed consistent views with what was shown in the survey results, which shows strongest support for vehicular access and mobility, followed by sidewalks and off-road trails and paths. They were also asked about weighting projects by goals. The group expressed a general agreement with the idea of using goals as a tool for prioritizing projects, but did not want the weighting to rely exclusively on the results from the public meeting, due to the fact that only about fifty people attended the meeting. The group felt that the prioritization should also include results of the online survey, which has received over eight hundred responses. At the end of the presentation, the group was asked to contribute project ideas, highlighting areas of need with potential solutions. Notes on the suggested projects and project areas were taken on a map, provided in **Attachment C**.

At the conclusion of the exercise, stakeholders were thanked for their time, reminded of the upcoming stakeholder and public meetings, and asked to continue to share the survey and meeting information with their networks and neighbors.

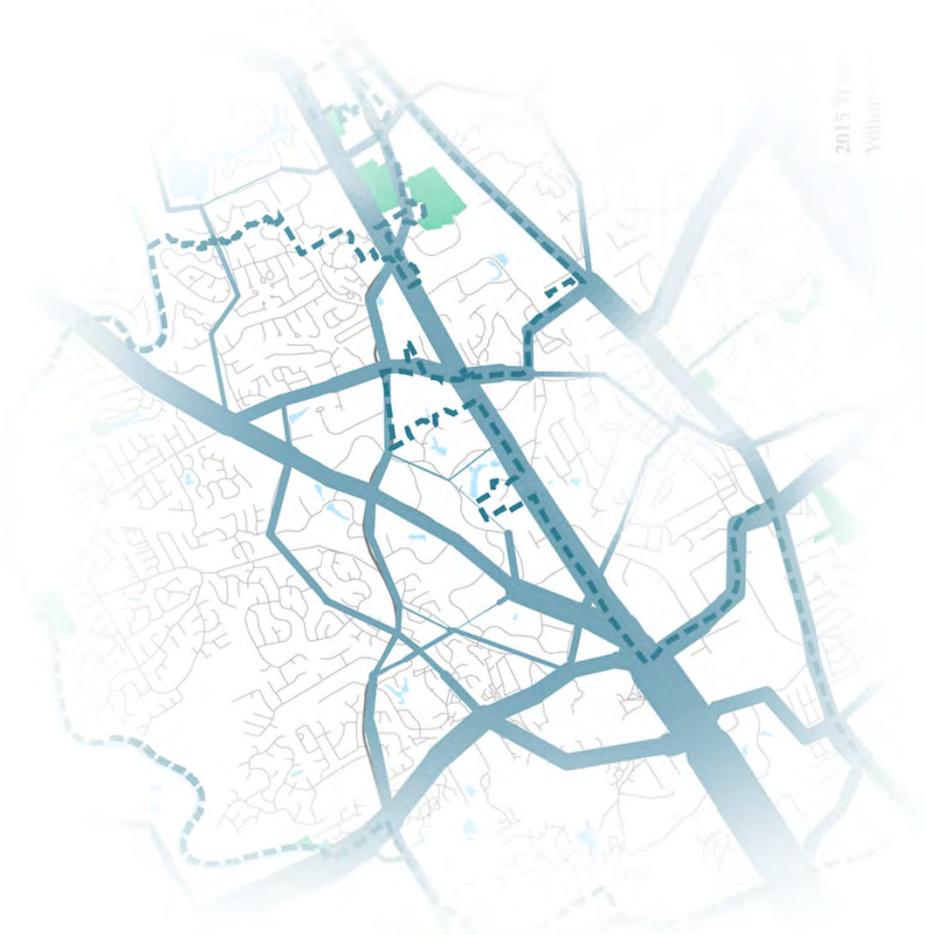
# Attachment A

## Sign-in Sheet

Name	Signature
Jay Hackett	
Chris Cleveland	
Marci Sledge	
Sherry Ferguson	
Lisa Woods	
Thomas Tropea	
Andrea DeKroon	
Tim Le	
Ruth Strickland	
Jay Ashtiani	
Chuck Gillespie	
Alan Kaplan	

# Attachment B

Presentation Slides



**PEACHTREE CORNERS**  
Comprehensive Transportation Plan

Stakeholder Meeting #2  
August 25, 2016

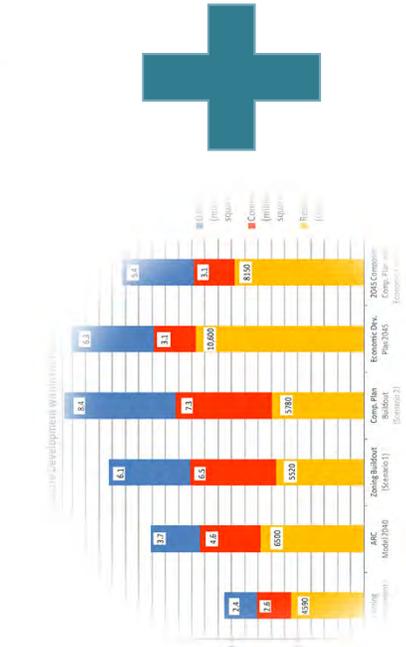
# AGENDA

- Recap of First Stakeholder Meeting
- Community Meeting August 11
- Preliminary Community Survey Results
- Discussions
  - Investment Mix
  - Prioritization Process
    - Technical Results
    - Ability to Meet Goals
    - Community Comments

# RECAP OF 1st MEETING

## What is a "CTP"?

*An analysis of all applicable modes of transportation to determine existing and future needs, identify solutions, and prepare an implementation plan.*



Analysis & Data



Previous Plans



Community Engagement

# RECAP OF 1st MEETING

## City of Peachtree Corners Elected Officials

*Adopt plan and set policy*

## City of Peachtree Corners Staff

*Provide insight on transportation issues and facilitate community engagement*

## Stakeholder Group

*Help guide study team in decision making and community outreach*

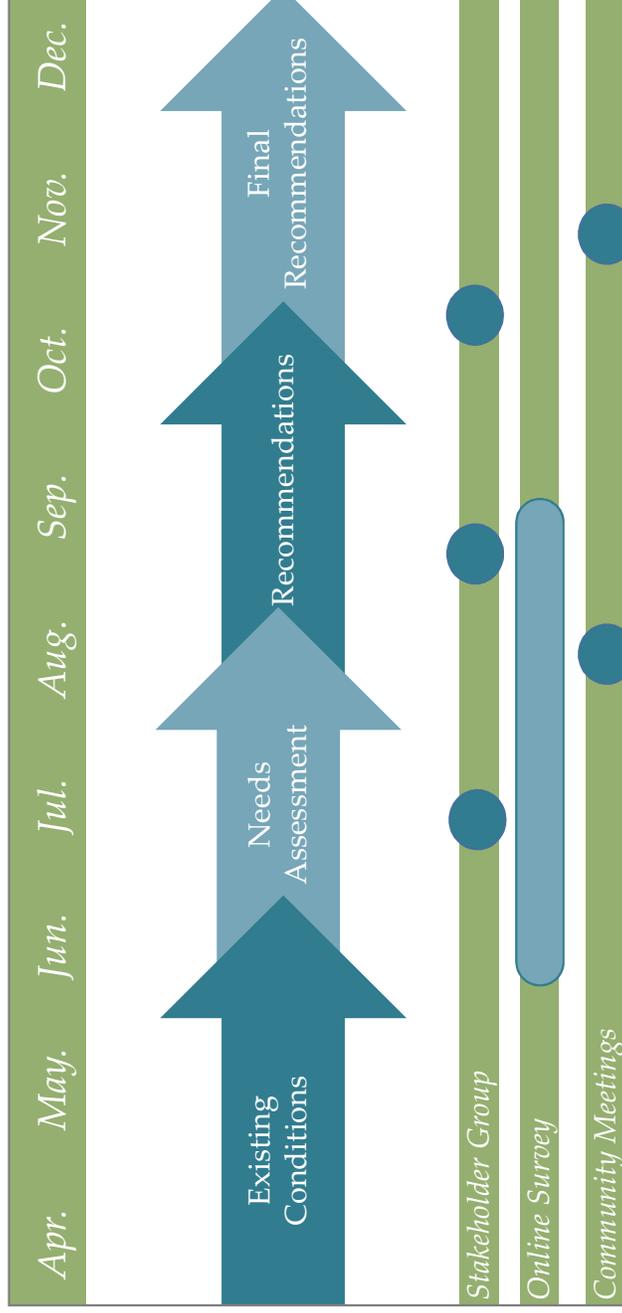
## General Public

*Provide insight into community goals, needs, and desires*

## Pond (consultant team)

*Perform technical analysis, engage community, advise community, prepare plan*

# RECAP OF 1st MEETING



# RECAP OF 1st MEETING

## *Previous Plans, Studies, & Initiatives*



### Local

- *Livable Center Initiative (LCI) Study*
  - *Town Center Plan*
- *Winters Chapel Road Corridor Study*
  - *Holcomb Bridge Road Study*
  - *Multi-Use Trail Study*
  - *Comprehensive Plan*

### County & Regional

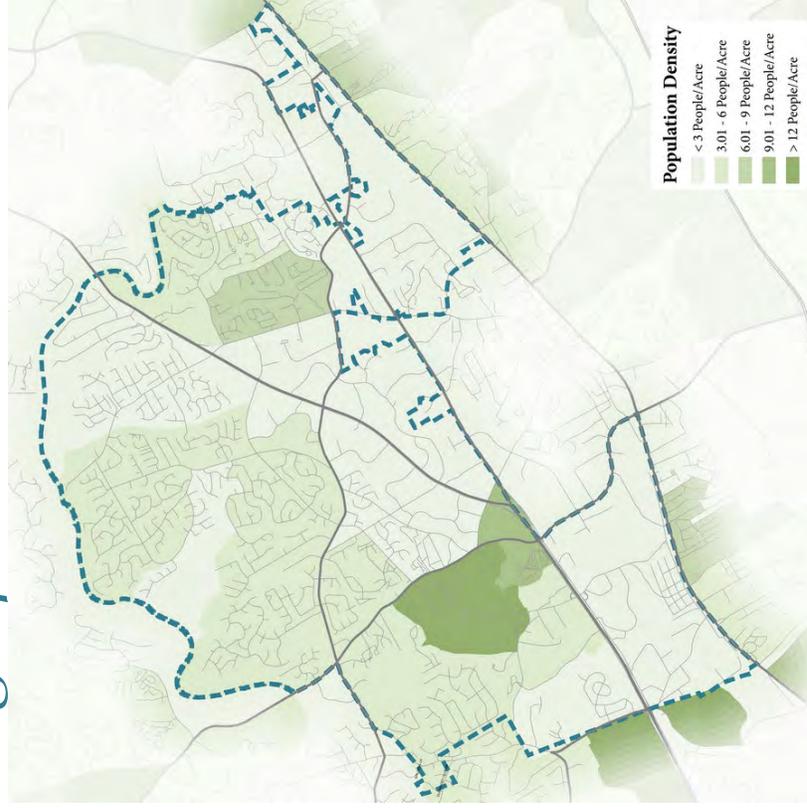
- *Gwinnett County CTP*
- *Gwinnett County UDP*
- *Gwinnett County 5 Year Transit Plan*
- *Gwinnett County Greenways Plan*
- *ARC Long Range Transportation Plan*
- *ARC Transportation Improvement Plan*
- *ARC Regional Plan*

### State & Federal

- *“Fixing America’s Surface Transportation”*
- *Statewide Transportation Plan*

# RECAP OF 1st MEETING

## *Demographics & Census Data*



# RECAP OF 1st MEETING

## *Transportation Data*



LOS  
A-B



LOS  
C-D



LOS  
E-F

# RECAP OF 1st MEETING

## Transportation Data



# RECAP OF 1st MEETING

## Transportation Data



# RECAP OF 1<sup>st</sup> MEETING

## *Goals*

- Identify transportation projects and policies to improve transportation safety
- Prioritize asset management and maintenance of the existing transportation system
- Use the City's transportation system to maximize economic development opportunities
- Make transportation decisions that improve the quality of life in the community
- Consider projects that enhance and protect the City's natural and cultural environment
- Accommodate all users of transportation
- Leverage technology as a mechanism to improve the transportation system
- Facilitate east-west movements across Peachtree Corners

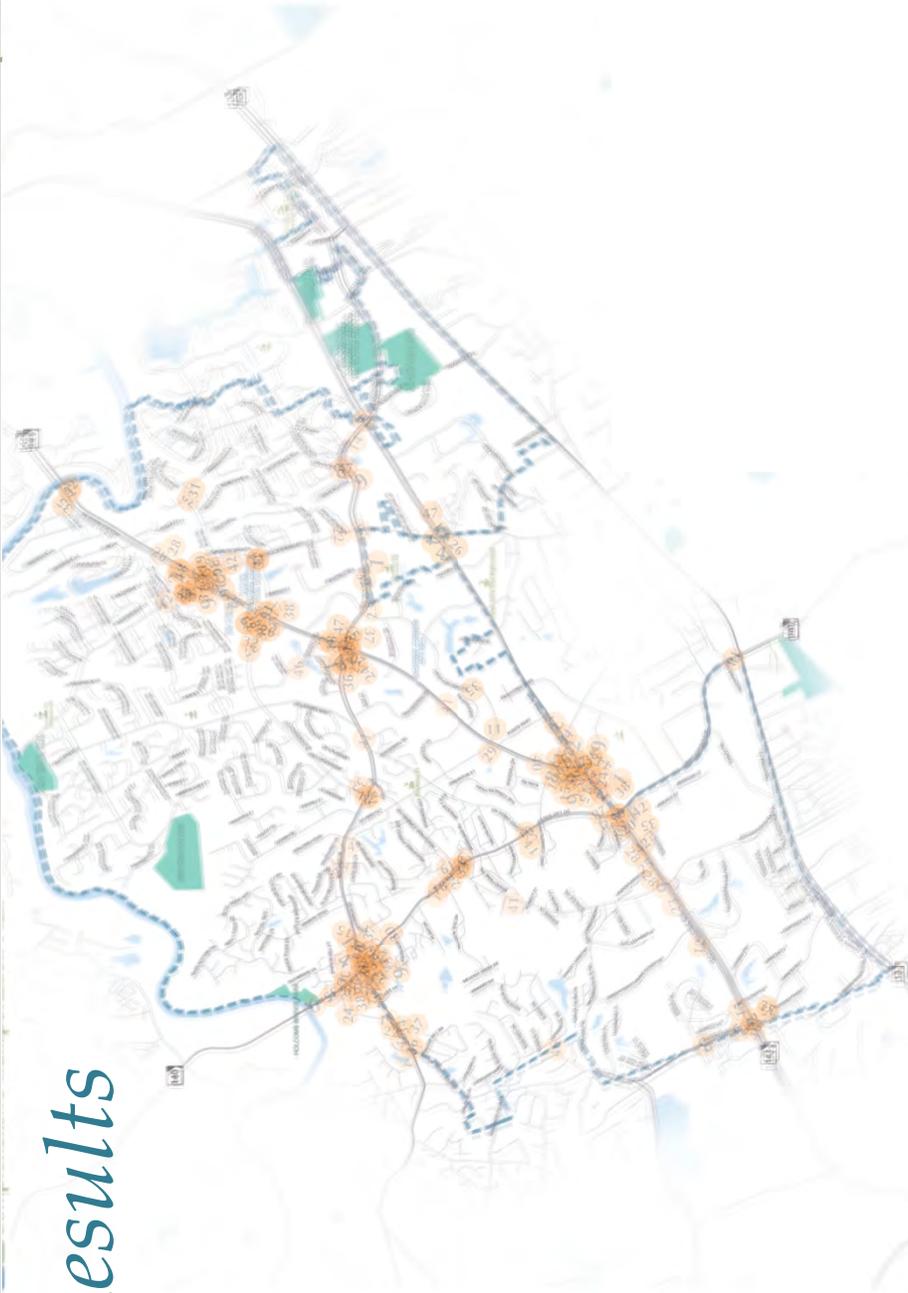
# COMMUNITY MEETING #1

## Goals Results

Goal	Dots Placed
Make transportation decisions that improve the quality of life in the community	42
Leverage technology as a mechanism to improve the transportation system	34
Use the City's transportation system to maximize economic development opportunities	30
Consider projects that enhance and protect the City's natural and cultural environment	26
Facilitate east-west movements across Peachtree Corners	24
Identify transportation projects and policies to improve transportation safety	22
Prioritize asset management and maintenance of the existing transportation system	18
Accommodate all users of transportation	17
Other	2

# COMMUNITY MEETING #1

## *Needs Results*

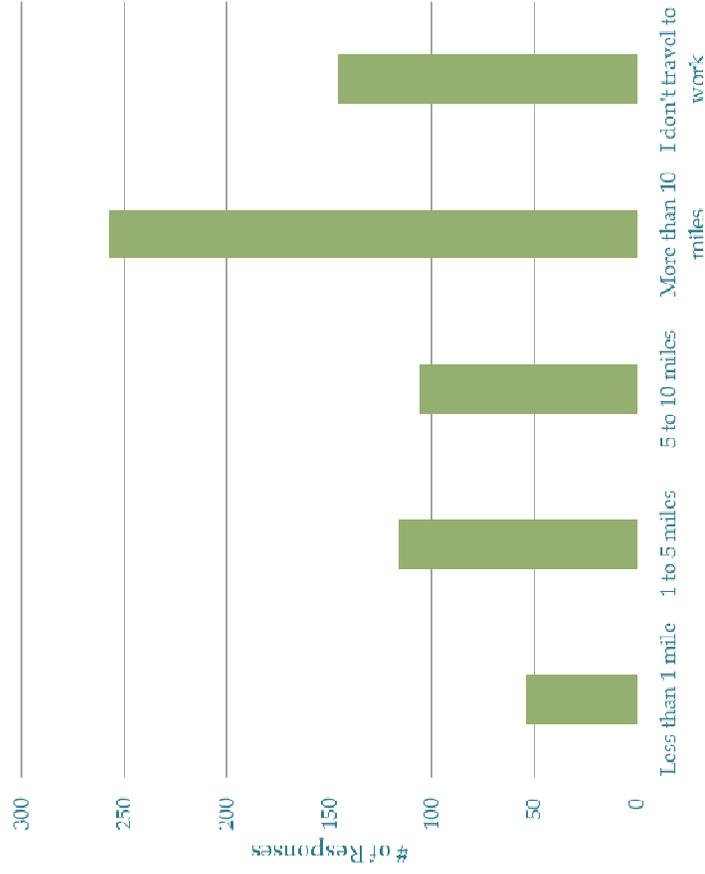


# COMMUNITY SURVEY

## Survey Responses



How far do you travel to work?



How long do you travel to work?



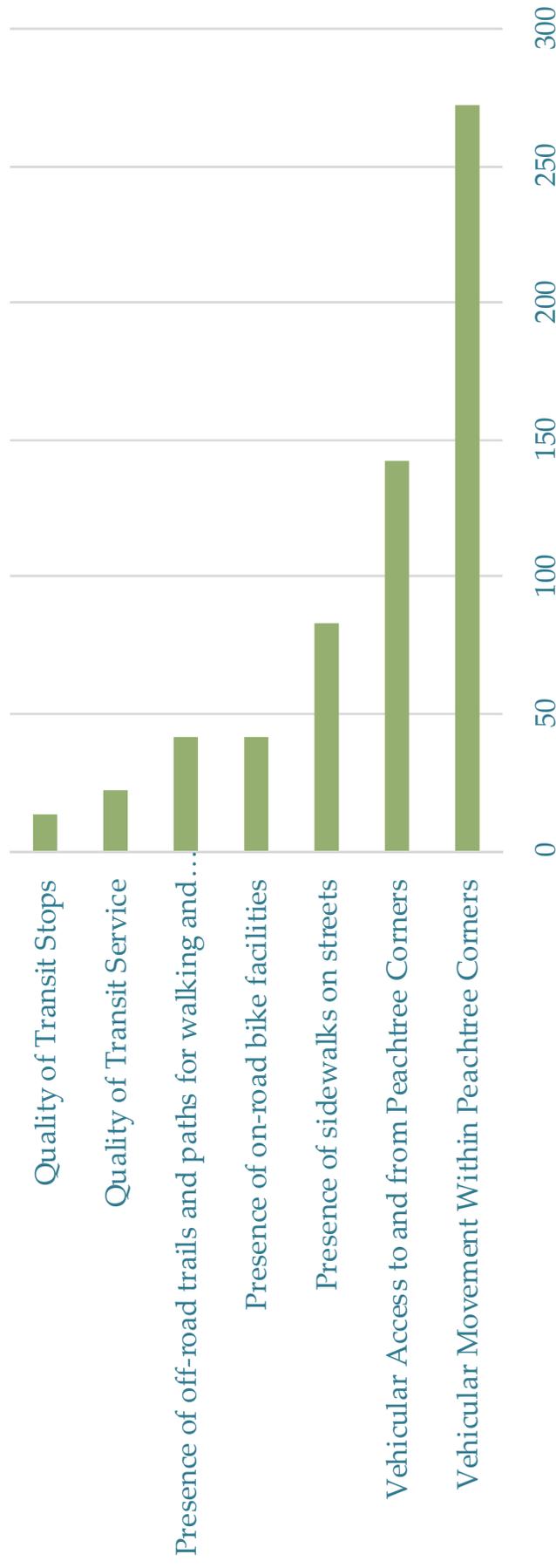
Stakeholder Meeting #2  
August 25, 2016



# COMMUNITY SURVEY

## Survey Responses

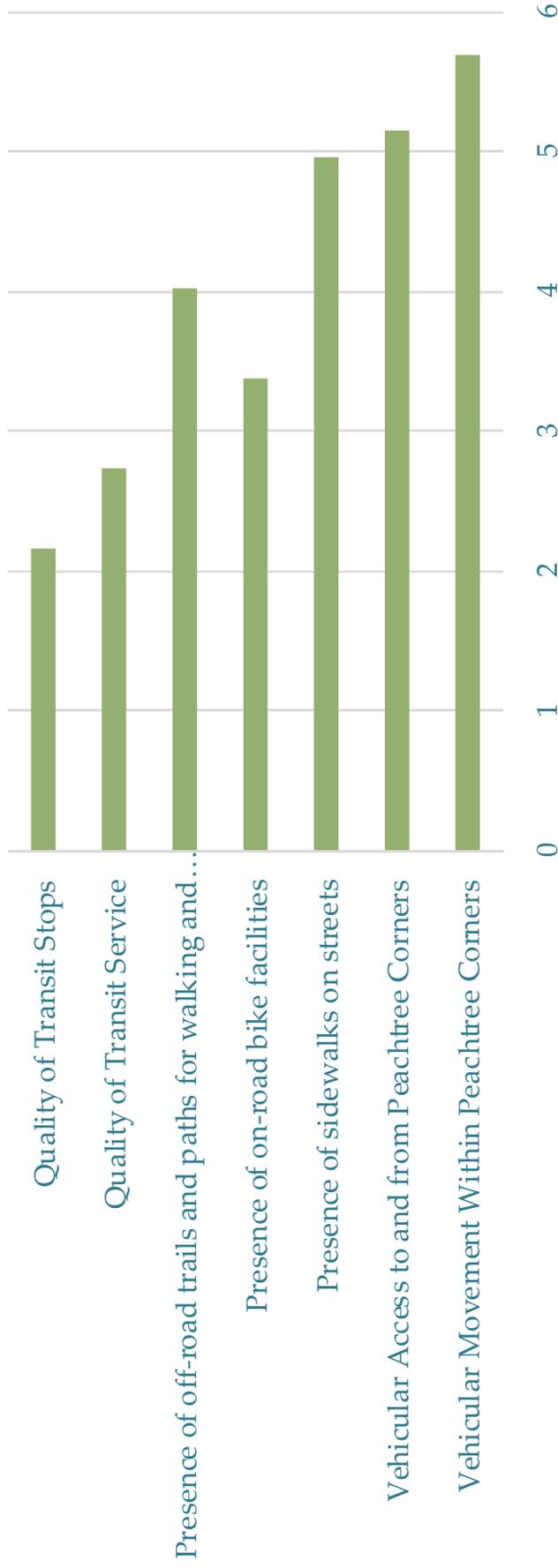
# of First Place Votes



# COMMUNITY SURVEY

## Survey Responses

Average Ranking



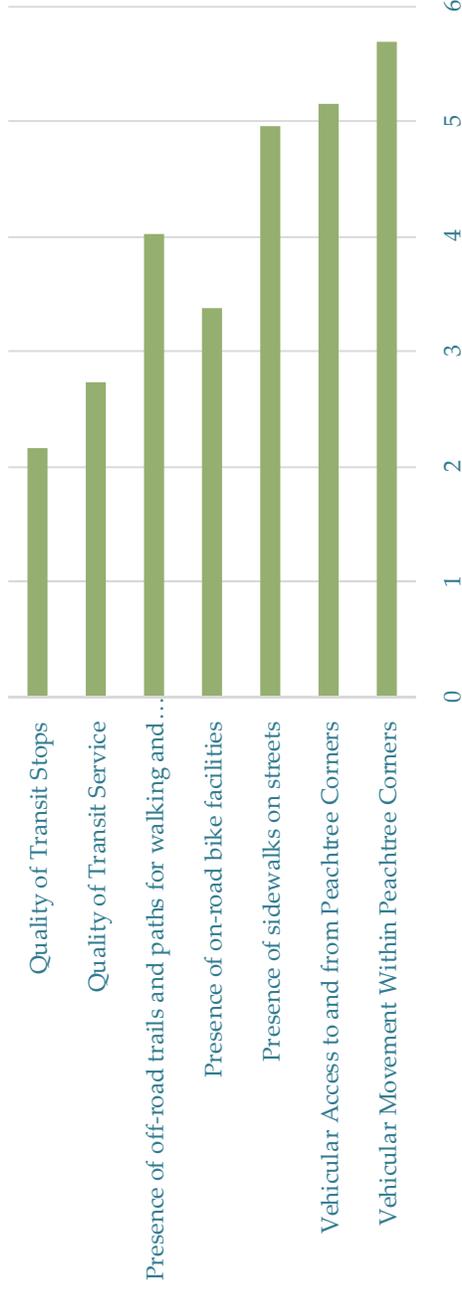


# DISCUSSION

## Investment Mix

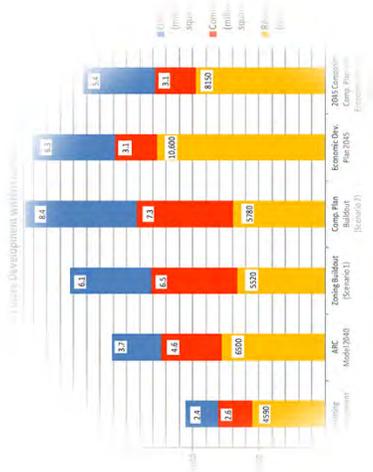
*How much should we be spending on roadway vs. bike vs. pedestrian improvements?*

Average Ranking



# DISCUSSION

## *Prioritization Process*



**TECHNICAL RESULTS**  
(Analysis & Data)

**GOALS**  
(Previous Plans)

**COMMUNITY ENGAGEMENT**

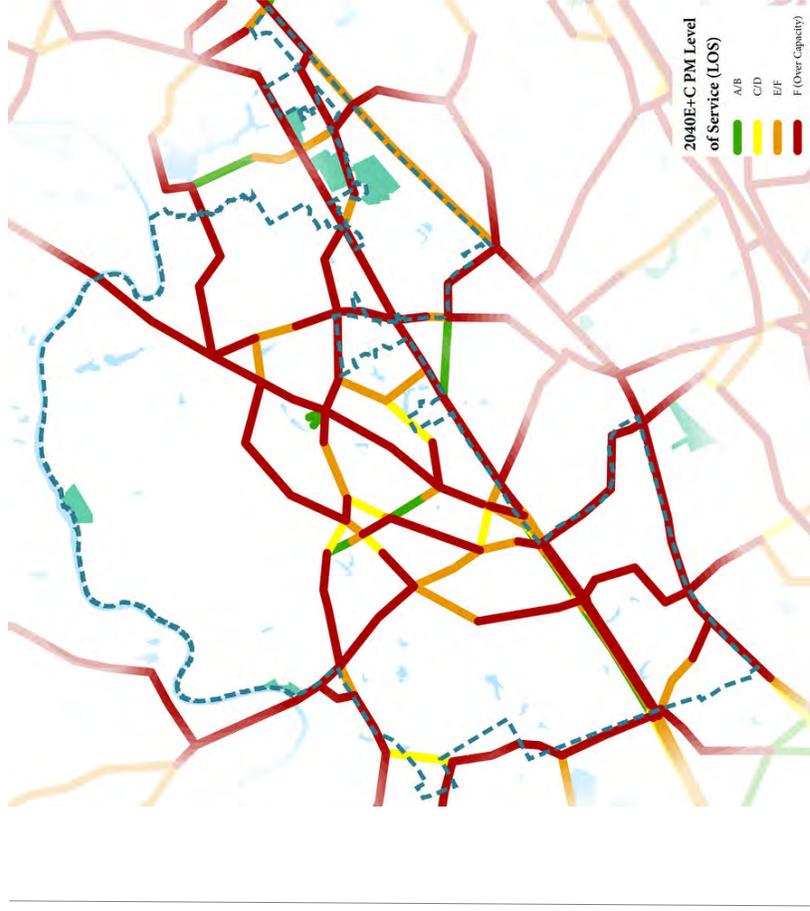
# DISCUSSION

## Prioritization Process – Technical Results



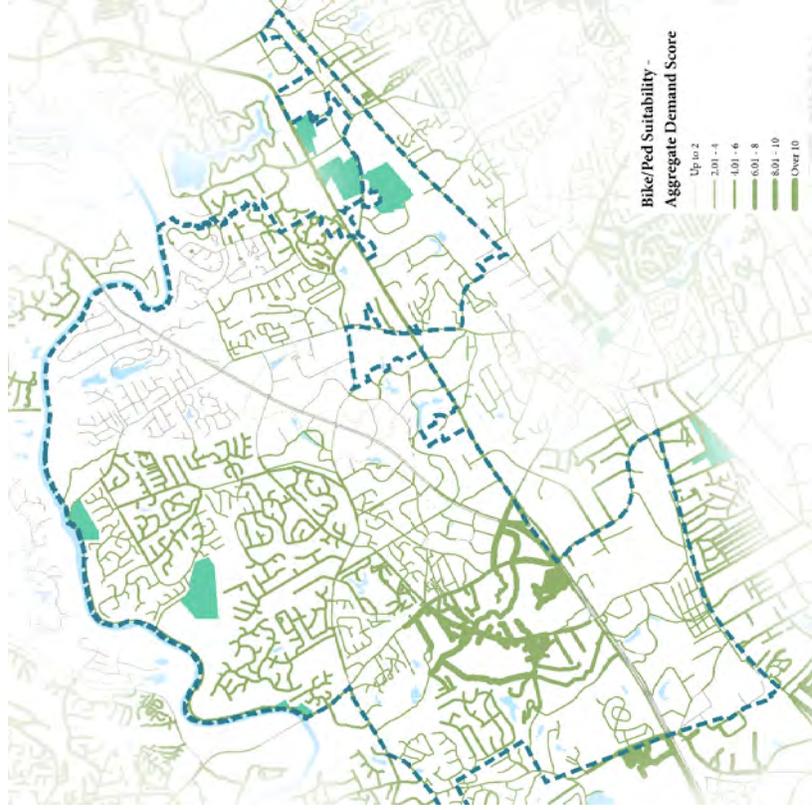
# DISCUSSION

## Prioritization Process – Technical Results



# DISCUSSION

## *Prioritization Process – Technical Results*



# DISCUSSION

## *Prioritization Process – Technical Results*



# DISCUSSION

## *Prioritization Process – Technical Results*



# DISCUSSION

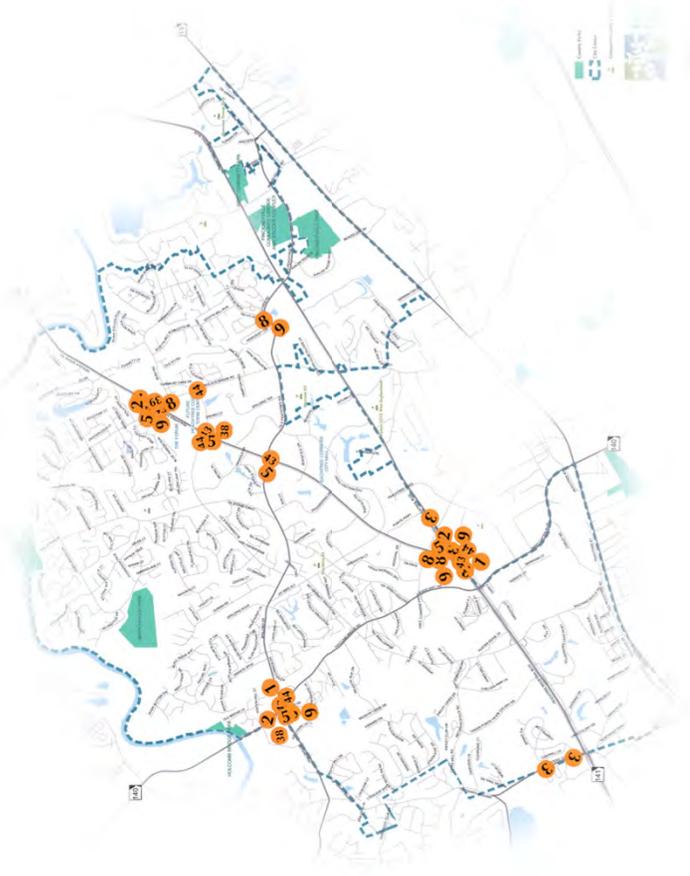
## Prioritization Process – Goals

*Should we weight transportation projects by Goals?*

Goal	Dots Placed
Make transportation decisions that improve the quality of life in the community	42
Leverage technology as a mechanism to improve the transportation system	34
Use the City's transportation system to maximize economic development opportunities	30
Consider projects that enhance and protect the City's natural and cultural environment	26
Facilitate east-west movements across Peachtree Corners	24
Identify transportation projects and policies to improve transportation safety	22
Prioritize asset management and maintenance of the existing transportation system	18
Accommodate all users of transportation	17
Other	2

# DISCUSSION

## *Prioritization Process – Community Engagement*



Stakeholder Meeting #2  
August 25, 2016



# DISCUSSION



*Let's Discuss Some Project Options*



Stakeholder Meeting #2  
August 25, 2016



# NEXT STEPS

## Study Team

- *Finish Needs Assessment Analysis*
- *Prepare Preliminary Recommendations*
- *Stakeholder Meeting #3*
  - *Thursday, November 10 (7AM)*
- *Community Meeting #2*
  - *Thursday, November 17 (6-8 PM)*

## Stakeholders

- *Raise awareness for upcoming community meeting, website, and survey*
- *Visit our website <http://peachtreecornersga.gov/CTP2016>*
- *Please take survey @ <https://www.surveymonkey.com/r/PTCorners>*
- *Interviews*

# CONTACT US

## Pond Project Manager

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Senior Project Manager

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## Peachtree Corners Project Manager

Greg Ramsey, PE

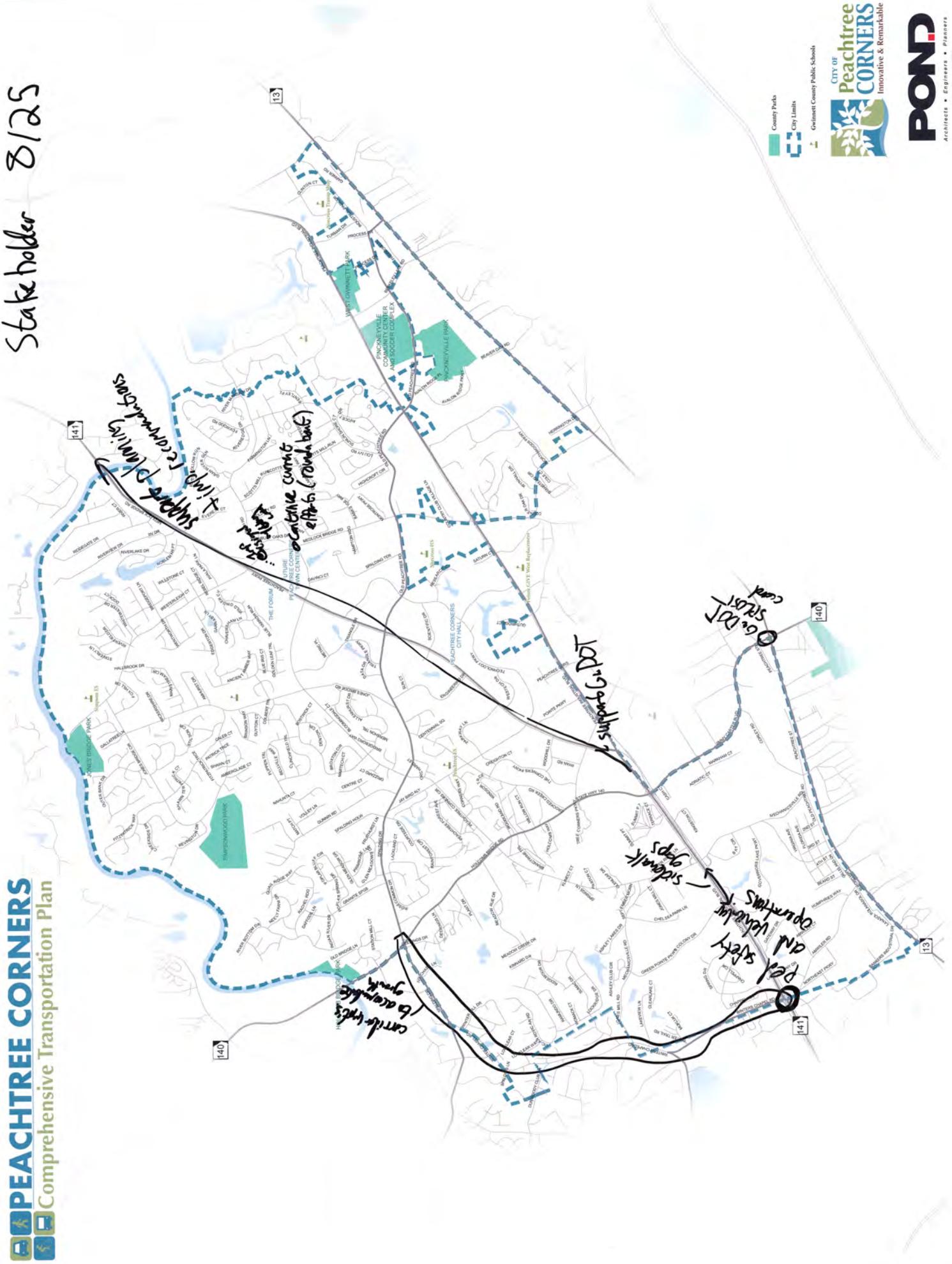
Director of Public Works

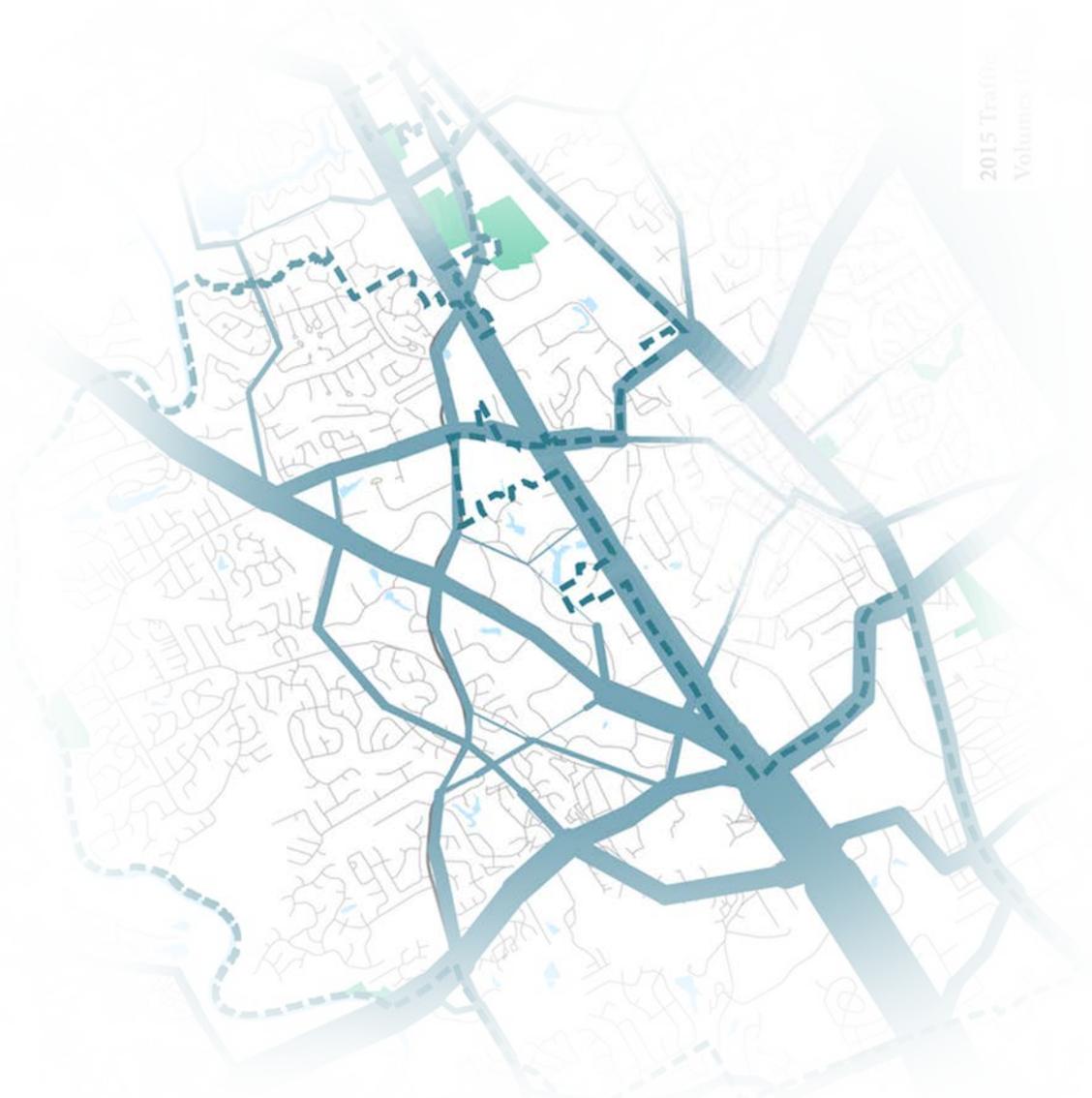
[gramsey@peachtreecornersga.gov](mailto:gramsey@peachtreecornersga.gov)

Direct: 470.395.7021

# Attachment C

## Project Discussion Map





**PEACHTREE CORNERS**  
Comprehensive Transportation Plan

Stakeholder Meeting #3  
November 9, 2016

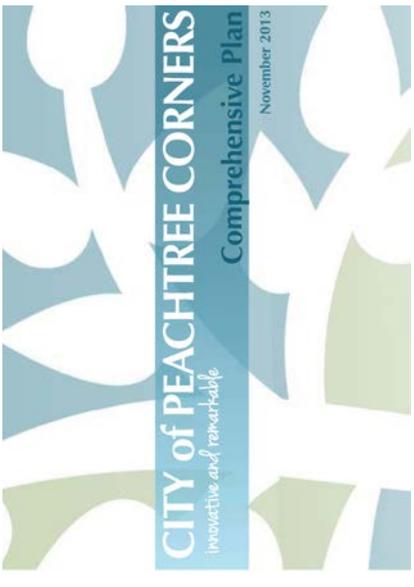
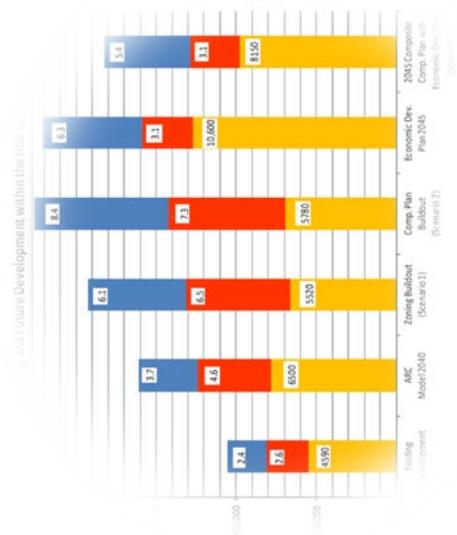
# AGENDA

- Recap of Process
- Needs Assessment
- Discussions
  - Prioritization
  - Project Recommendations

# RECAP OF PROCESS

## What is a “CTP”?

*An analysis of all applicable modes of transportation to determine existing and future needs, identify solutions, and prepare an implementation plan.*

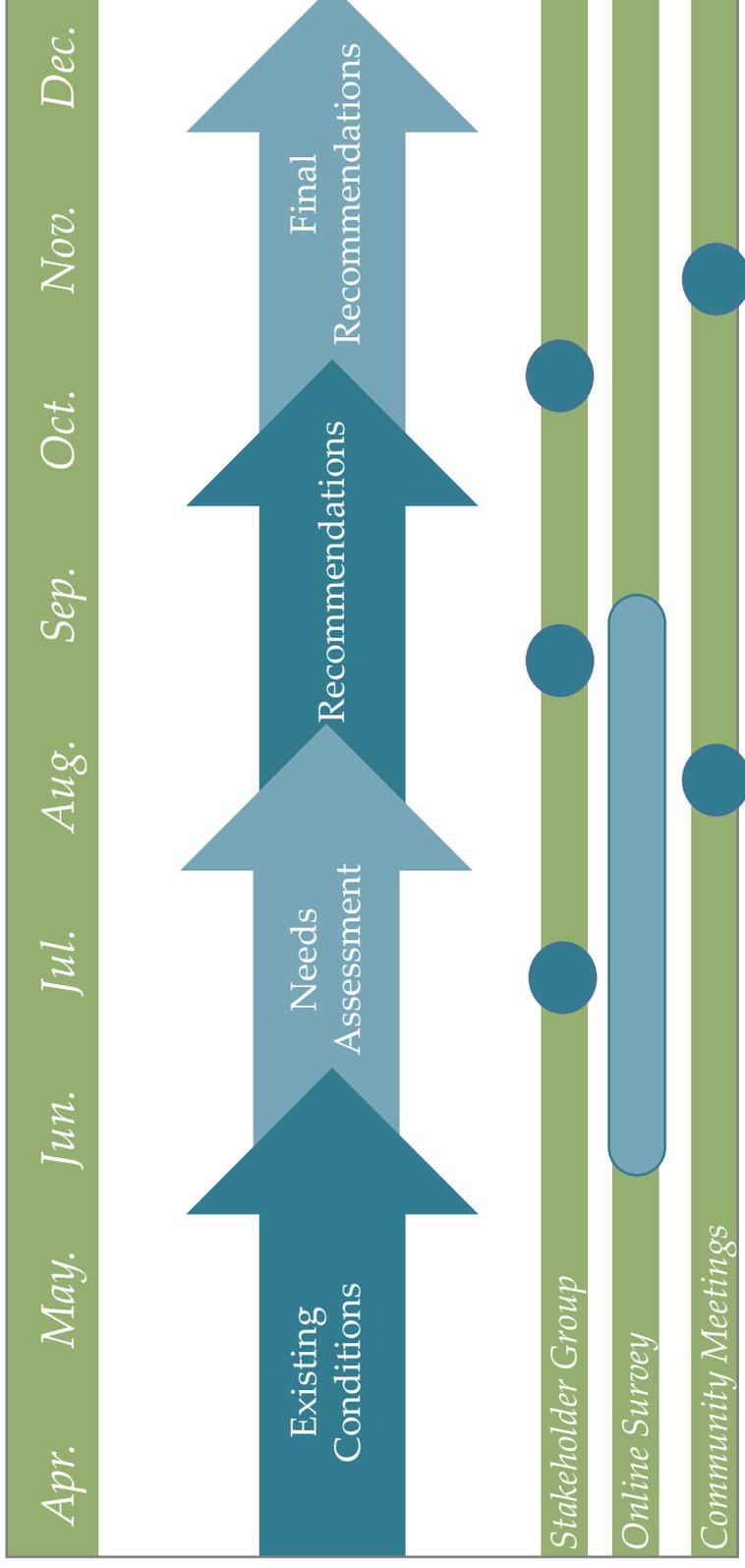


Analysis & Data

Previous Plans

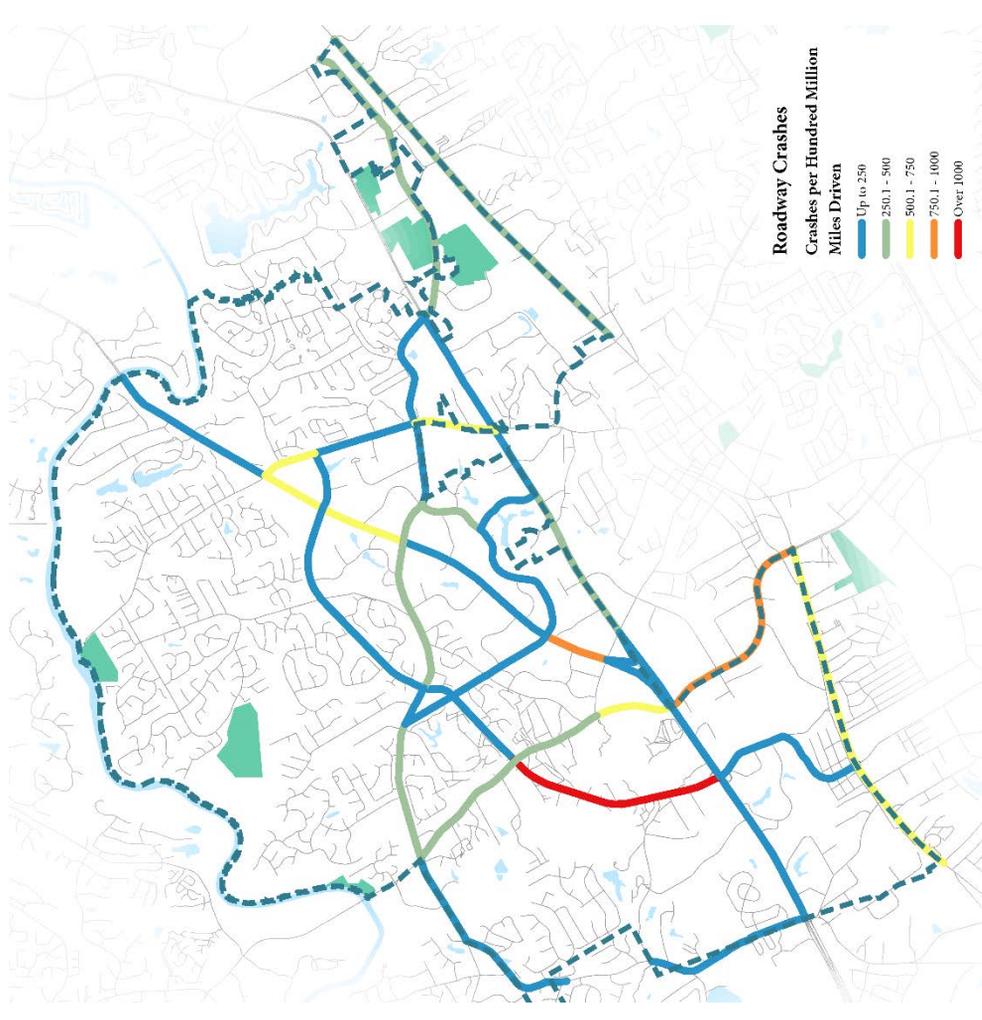
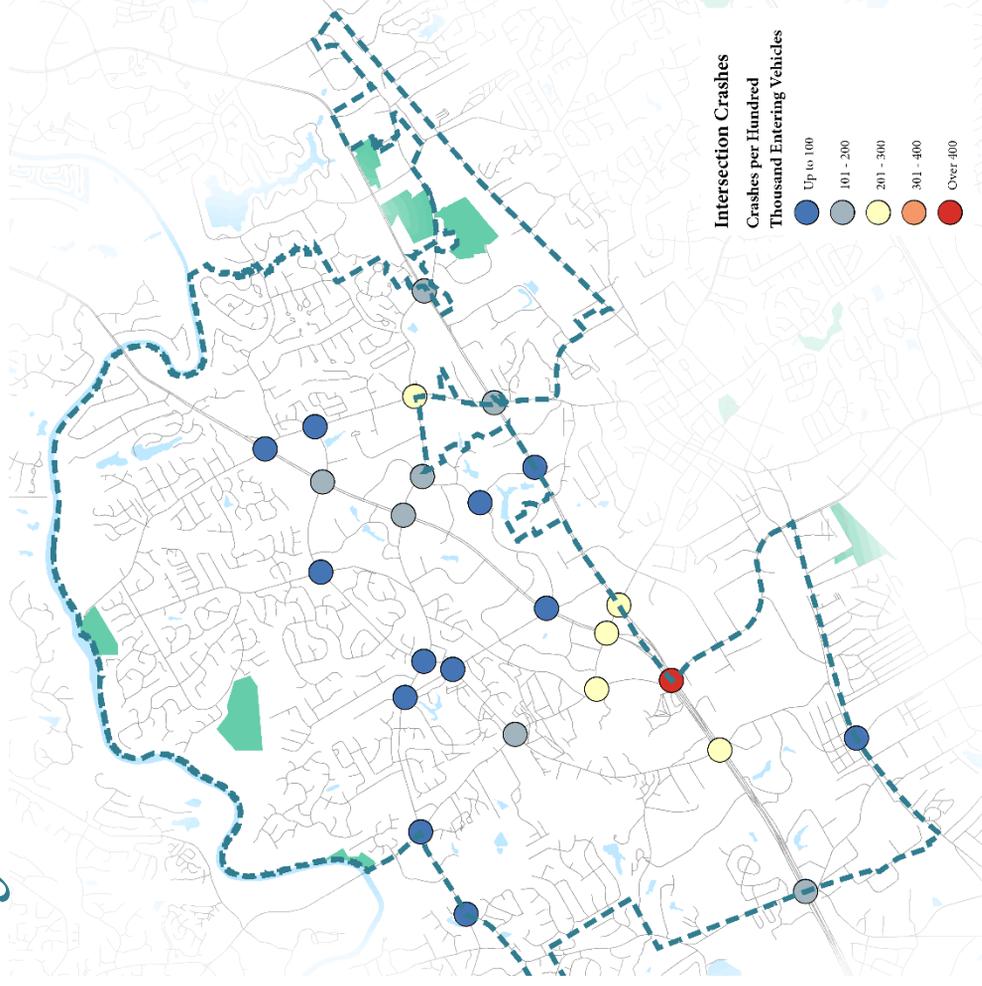
Community Engagement

# RECAP OF PROCESS



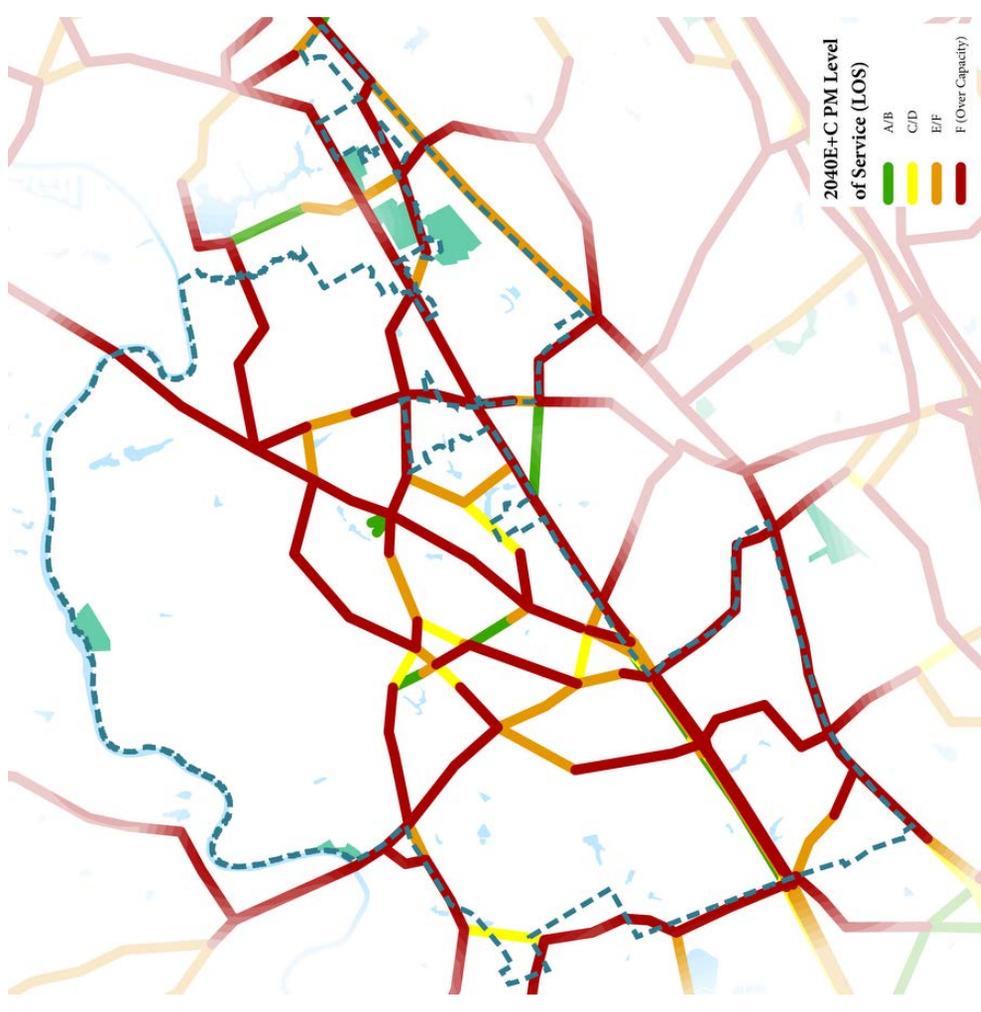
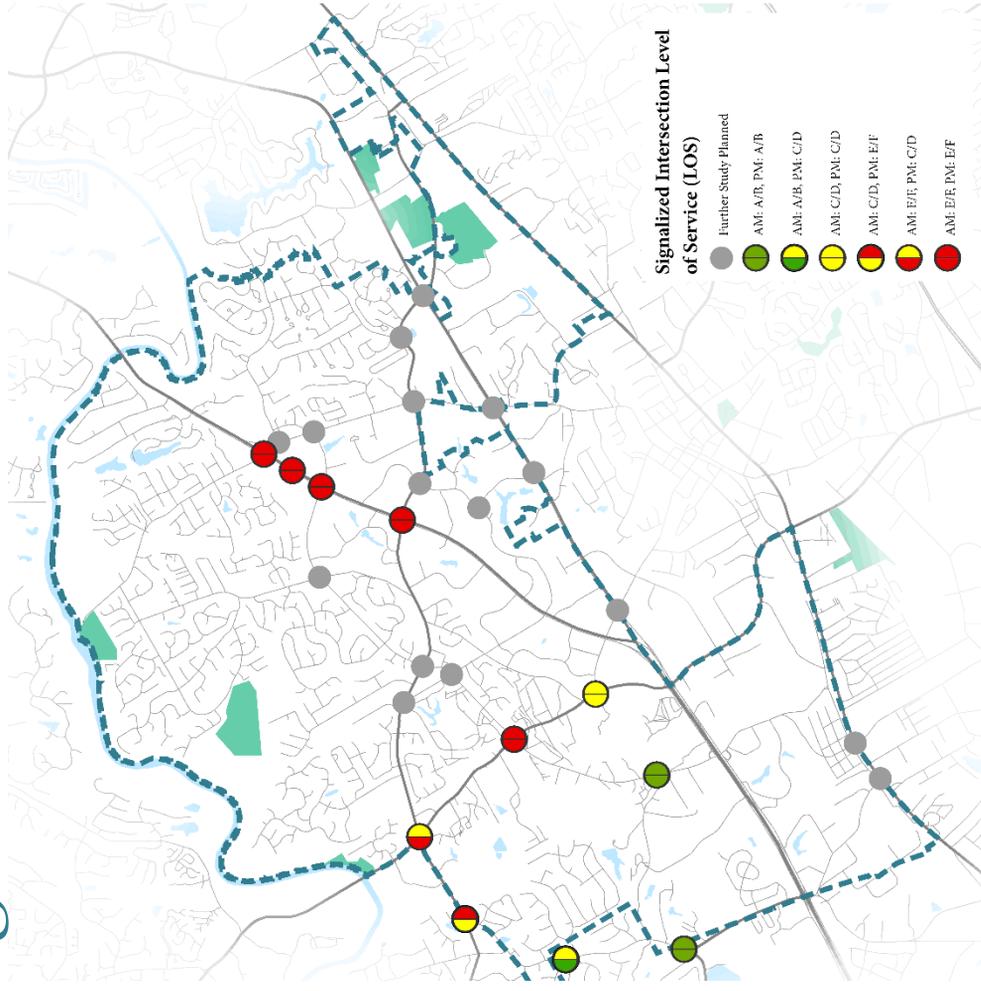
# NEEDS ASSESSMENT

## Safety



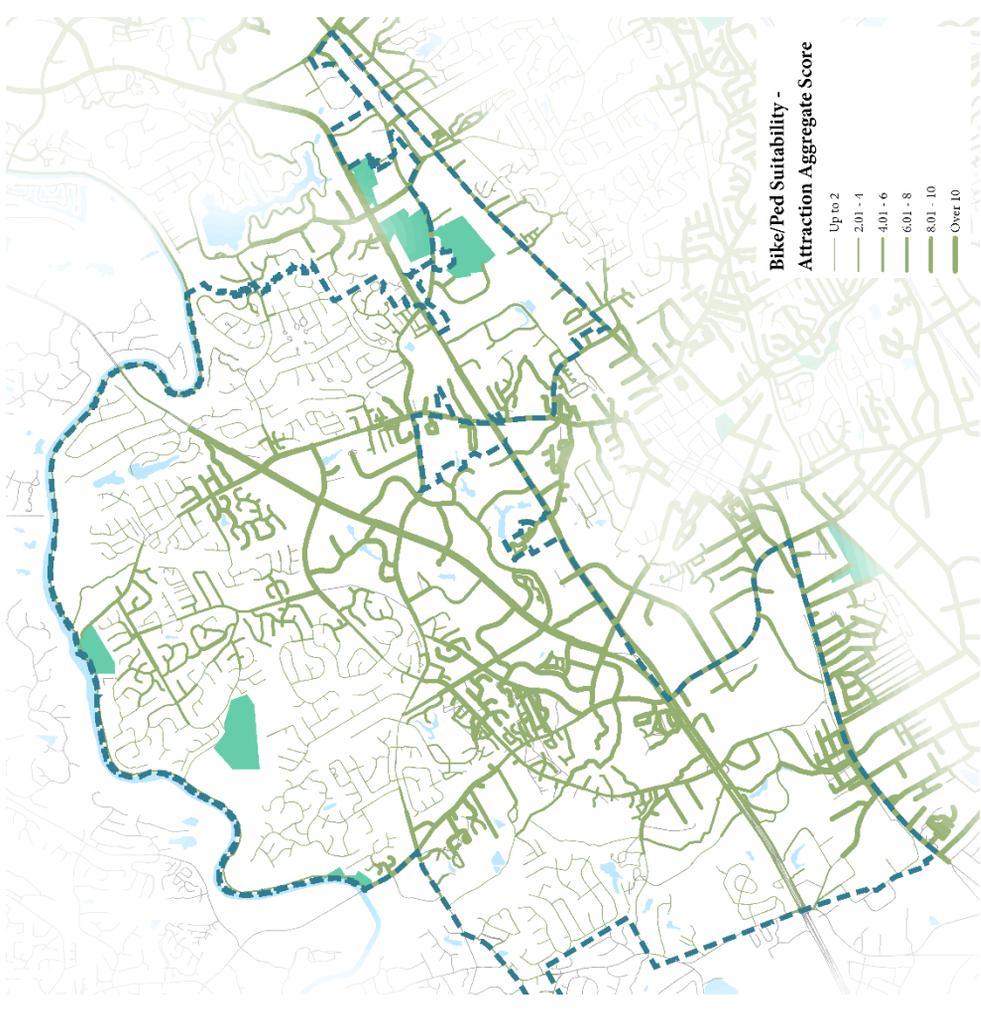
# NEEDS ASSESSMENT

## Congestion



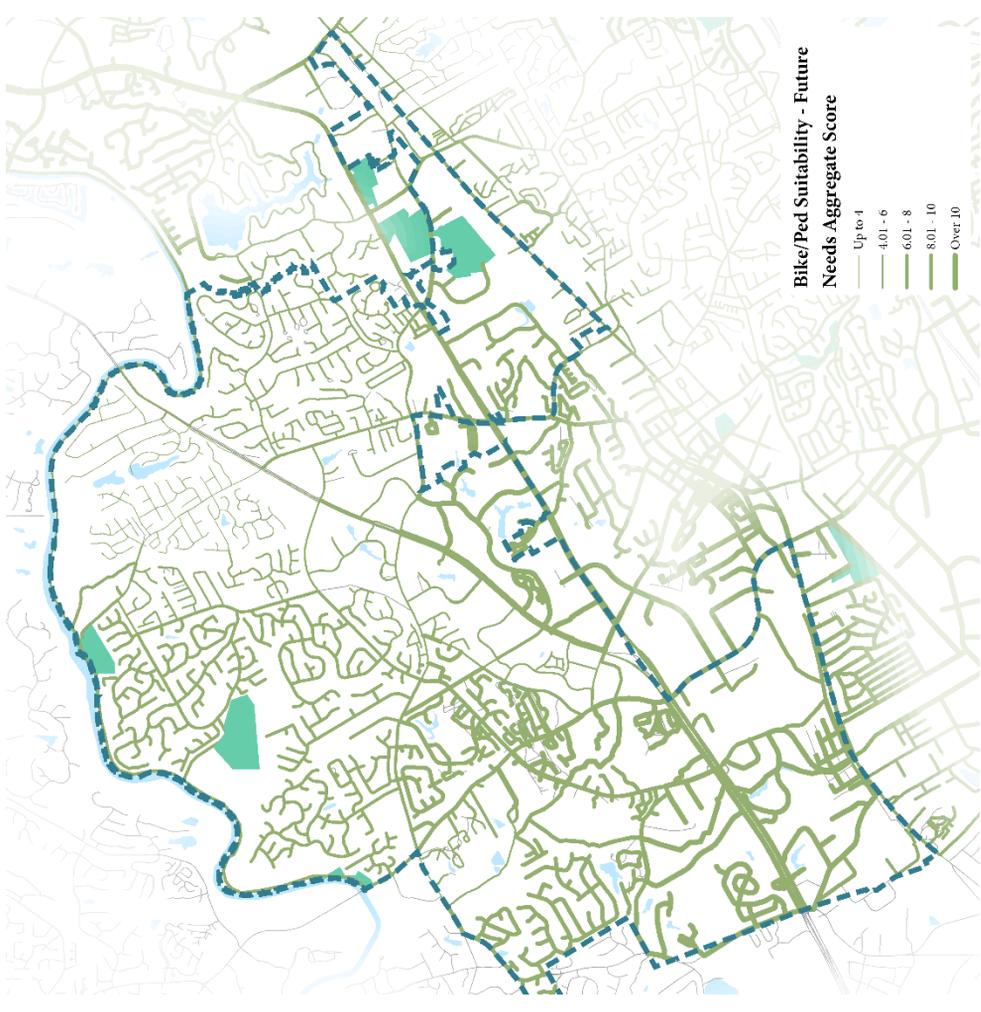
# NEEDS ASSESSMENT

## *Bike/Ped Suitability*



# NEEDS ASSESSMENT

## *Bike/Ped Suitability*



# NEEDS ASSESSMENT

## *Bike/Ped Suitability*



# DISCUSSION

## *Prioritization*

*Technical Analysis*

*Feasibility Analysis*

*Project Type Preference*

*Ability to Support CTP Goals*

*Public Support*

# DISCUSSION

## Prioritization

### Technical Analysis

#### Major Corridor Improvements

- Change in corridor congestion (25%)
- Number of vehicles served (25%)
- Level of existing congestion (25%)
- Crashes along corridor (25%)

#### Intersection Improvements

- Change in intersection congestion (25%)
- Number of vehicles served (25%)
- Level of existing congestion (25%)
- Crashes in vicinity of intersection (25%)

#### Safety Improvements

- Number of vehicles served (15%)
- Level of existing congestion (15%)
- Crashes in vicinity of intersection (70%)

#### Bike/Ped Improvements

- Local Demand (25%)
- Local Attractions & Points of Interest (25%)
- Character Sensitivity (25%)
- Future Changes (25%)

# DISCUSSION

## *Prioritization*

### *Feasibility Analysis*

General Constructability (50%)

Anticipated Right-of-Way Impacts (50%)

# DISCUSSION

## Prioritization

### Project Type Preference

Vehicular Movement Within Peachtree Corners (81%)

Vehicle access to and from Peachtree Corners (74%)

Presence of sidewalks on streets in Peachtree Corners (70%)

Presence of on-road bike facilities in Peachtree Corners (48%)

Presence of off-road trails for walking and biking in Peachtree Corners (58%)

# DISCUSSION

## Prioritization

### *Ability to Support CTP Goals*

Identify transportation projects and policies to improve transportation safety (10%)

Prioritize asset management and maintenance of the existing transportation system (9%)

Use of the City's transportation system to maximize economic development opportunities (14%)

Make transportation decisions that improve the quality of life in the community (20%)

Consider projects that enhance and protect the City's natural and cultural environment (12%)

Accommodate all users of transportation (8%)

Leverage technology as a mechanism to improve the transportation system (16%)

Facilitate east-west movements across Peachtree Corners (11%)

# DISCUSSION

## *Prioritization*

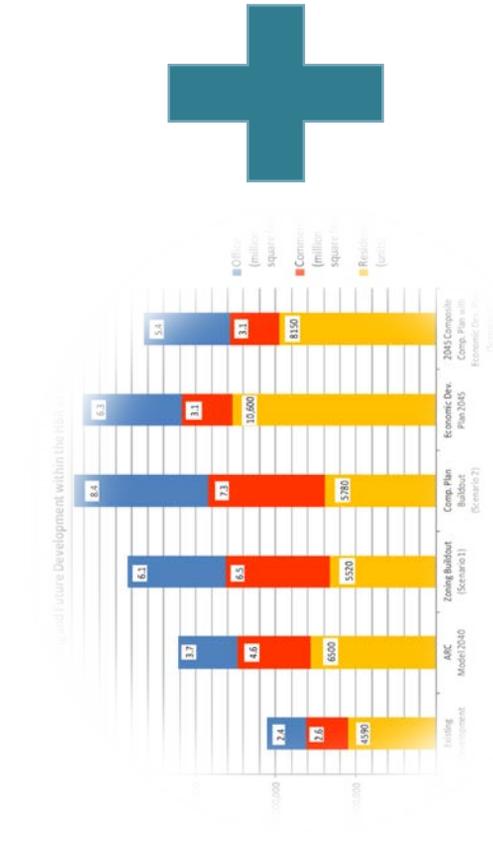
### *Public Support*

Number of public indicated needs within vicinity of project (50%)

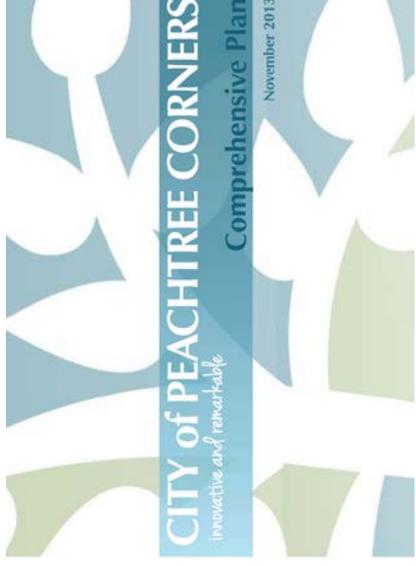
Project supported at Community Meeting #2 (50%)

# DISCUSSION

## Prioritization



Analysis & Data



Previous Plans



Community Engagement

# DISCUSSION

## Prioritization

Analysis &  
Data  
(50%)

*Technical Analysis (35%)*

*Feasibility Analysis (15%)*

Community  
Engagement  
(50%)

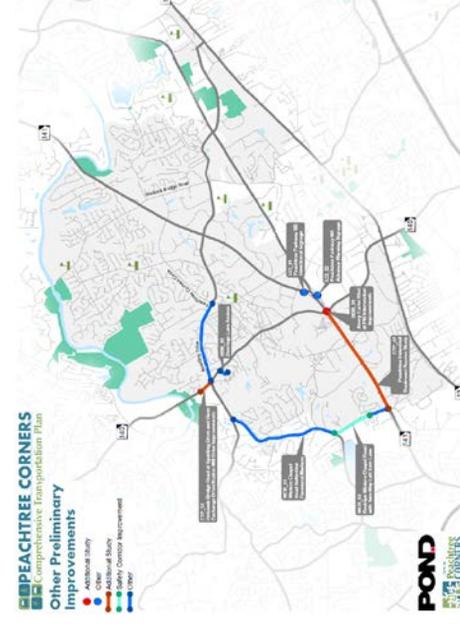
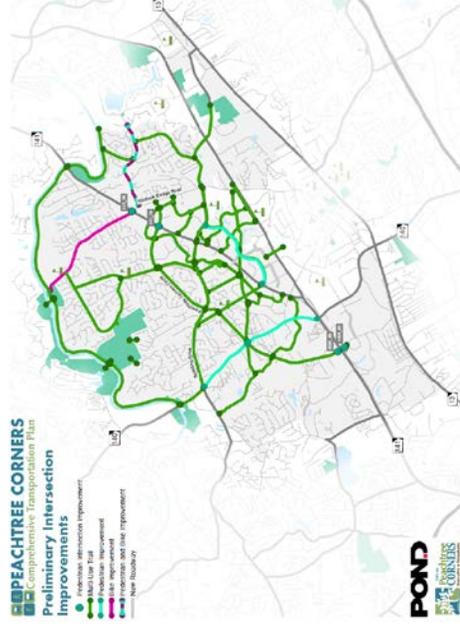
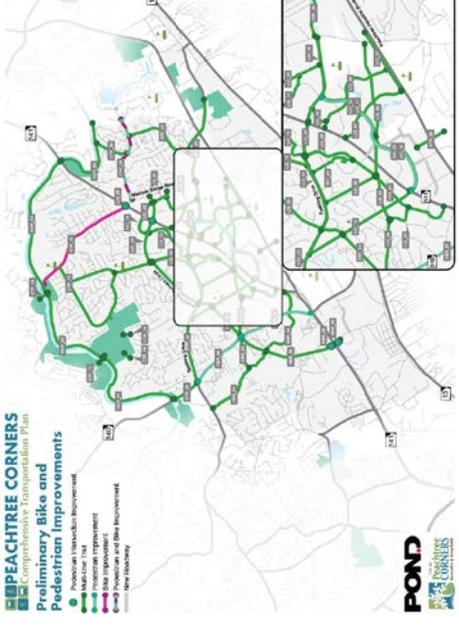
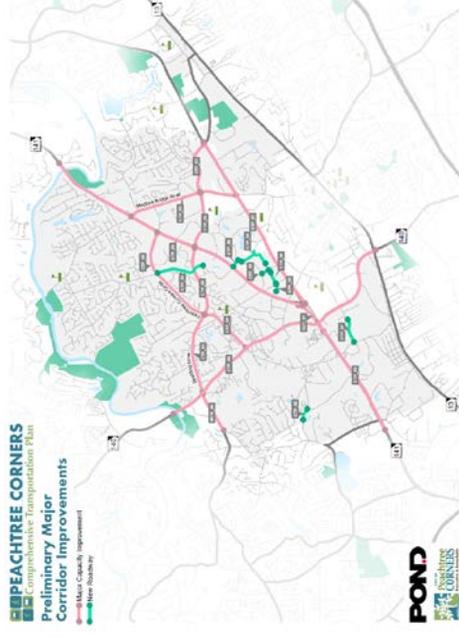
*Project Type Preference (10%)*

*Ability to Support CTP Goals (10%)*

*Public Support (30%)*

# DISCUSSION

## Project Recommendations



# NEXT STEPS

## Study Team

- *Community Meeting #2*
  - *Thursday, November 17 (6-8 PM)*
- *Apply prioritization process and develop implementation plan*
- *Document plan*

## Stakeholders

- *Raise awareness for upcoming community meeting*
- *Keep an eye out for draft plan. Visit our website <http://peachtreecornersga.gov/CTP2016>*

# CONTACT US

## Pond Project Manager

Eric Lusher, AICP  
Senior Project Manager  
[lushere@pondco.com](mailto:lushere@pondco.com)

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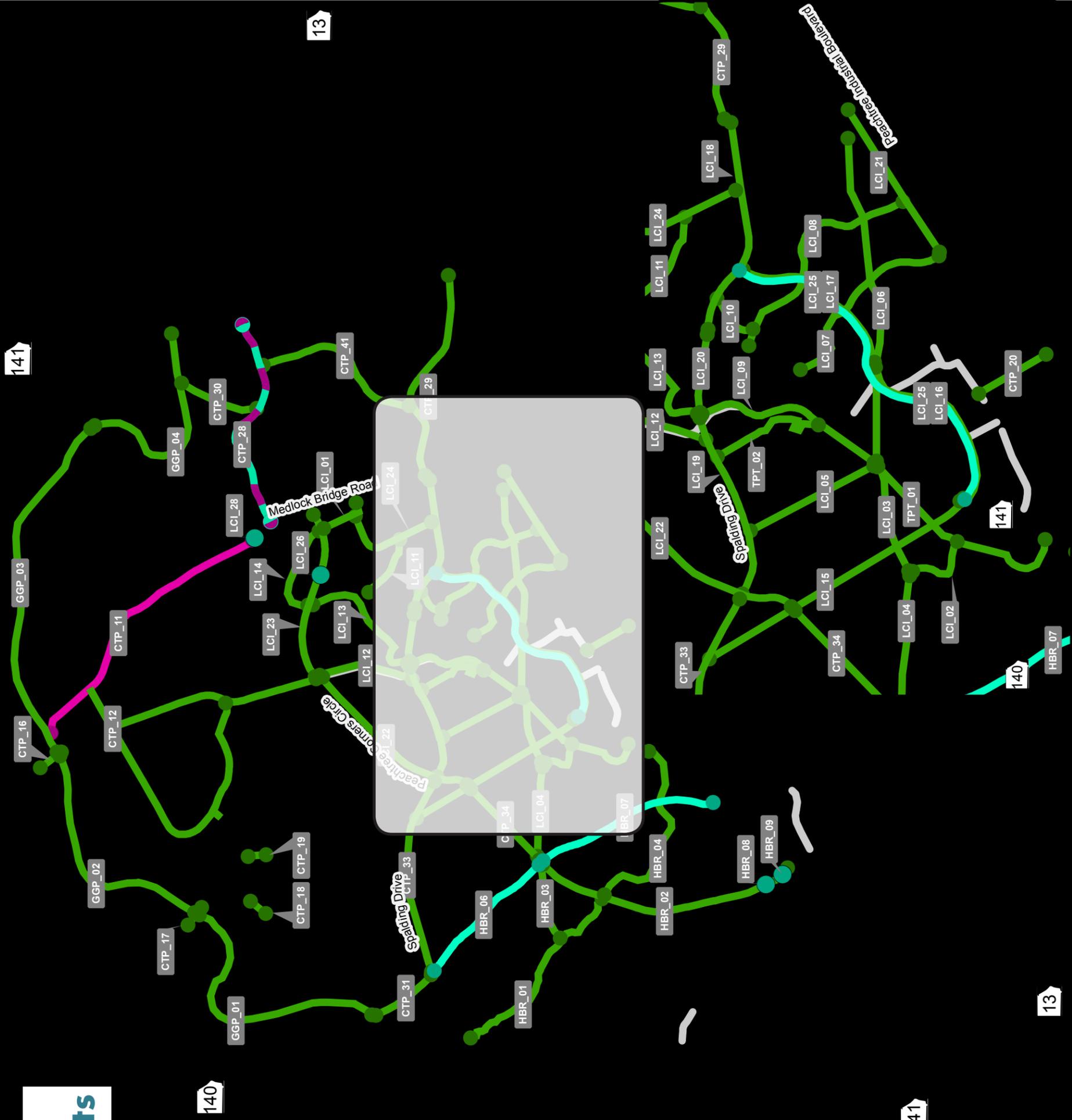
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Direct: 470.395.7021

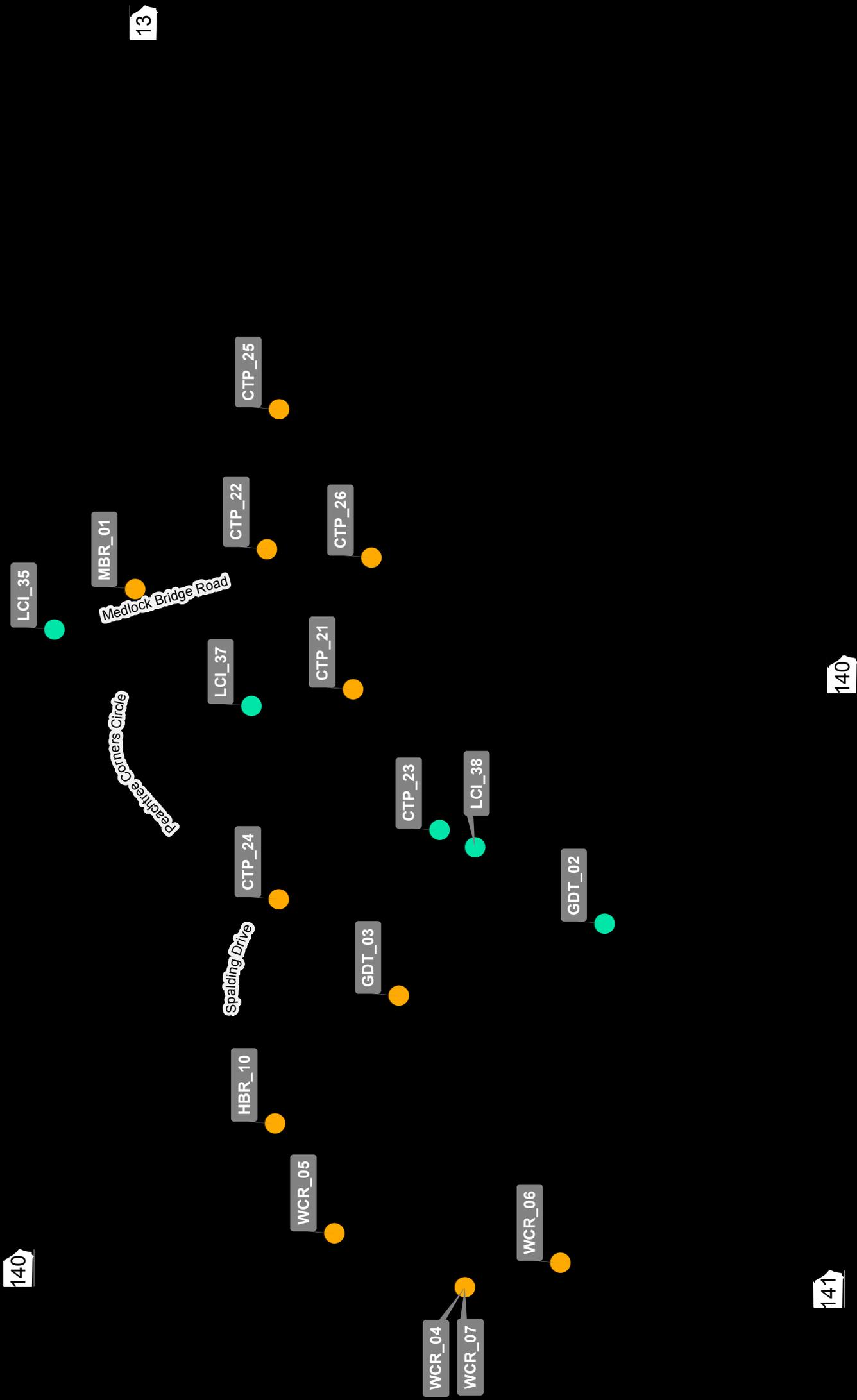
# Preliminary Bike and Pedestrian Improvements

-  Pedestrian Intersection Improvement
-  Multi-Use Trail
-  Pedestrian Improvement
-  Bike Improvement
-  Pedestrian and Bike Improvement
-  New Roadway



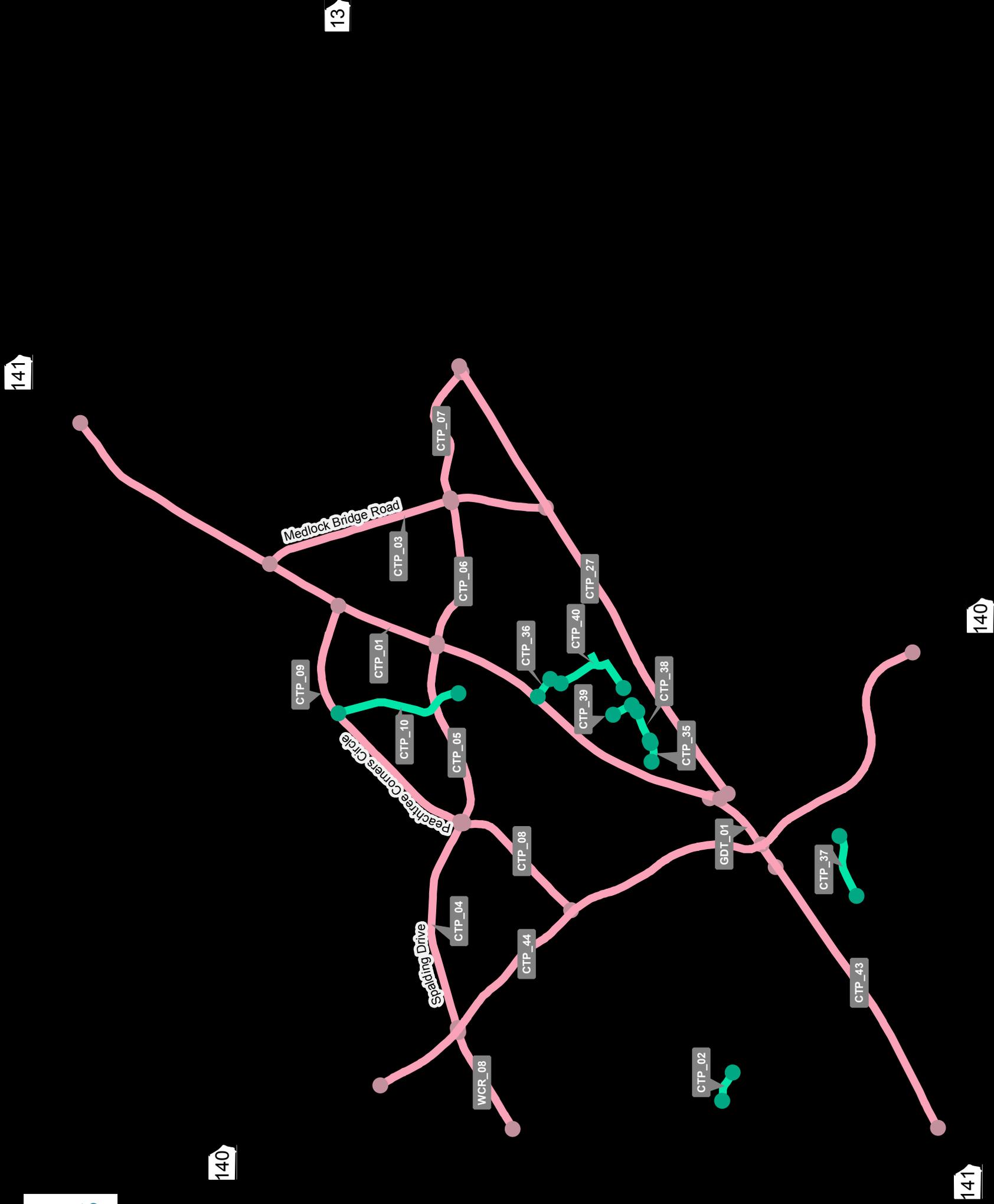
# Preliminary Intersection Improvements

- Operational Improvement
- Safety Improvement



# Preliminary Major Corridor Improvements

- Major Capacity Improvement
- New Roadway



141

13

140

13

140

141

# Other Preliminary Improvements

- Additional Study
- Other
- Additional Study
- Safety Corridor Improvement
- Other

140

Medlock Bridge Road

13

141

Peachtree Corners Circle  
Spalding Drive

CTP\_32  
Holcomb Bridge Road at Spalding Drive and River Exchange Drive/Station Mill Drive Improvements

HBR\_05  
Deerings Lane Access

WCR\_01  
Winters Chapel Road Reflective Pavement Markers

WCR\_02  
Restripe Winters Chapel Road with Two-Way Left Turn Lane

LCL\_31  
Peachtree Parkway SB Directional Signage

LCL\_32  
Peachtree Parkway NB Advance Warning Signage

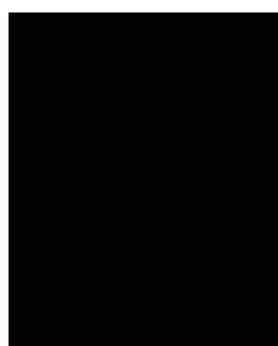
HBR\_11  
Jimmy Carter Blvd at PIB Intersection Improvements

CTP\_42  
Peachtree Industrial Boulevard Access Study

141

140

13



# Preliminary Major Corridor Improvements

Project ID	Description	Category	Source	Notes
CTP_01	SR 141/Peachtree Parkway Major Capacity Improvement	Major Corridor Improvement	Peachtree Corners CTP	Implement recommendations of ongoing SR 141 joint study with Johns Creek to add capacity and improve operations on SR 141 from Peachtree Industrial Boulevard split north
CTP_03	Widen Medlock Bridge Road between SR 141 and Peachtree Industrial Boulevard to 4/5-lanes	Major Corridor Improvement	Peachtree Corners CTP	
CTP_04	Widen Spalding Drive to 4/5 lanes from SR 140/Holcomb Bridge Road to Peachtree Corners Circle	Major Corridor Improvement	Peachtree Corners CTP	
CTP_05	Widen Spalding Drive to 4/5 lanes from Peachtree Corners Circle to SR 141/Peachtree Parkway	Major Corridor Improvement	Peachtree Corners CTP	
CTP_06	Widen Spalding Drive to 4/5 lanes from SR 141/Peachtree Parkway to Medlock Bridge Road	Major Corridor Improvement	Peachtree Corners CTP	
CTP_07	Widen S. Old Peachtree Road to 4/5 lanes from Medlock Bridge Road to Peachtree Industrial Boulevard	Major Corridor Improvement	Peachtree Corners CTP	
CTP_08	Capacity and Safety Improvements on Peachtree Corners Circle from SR140/Holcomb Bridge Road to Spalding Drive	Major Corridor Improvement	Peachtree Corners CTP	
CTP_09	Capacity and Safety Improvements on Peachtree Corners Circle from Spalding Drive to SR 141/Peachtree Parkway	Major Corridor Improvement	Peachtree Corners CTP	
CTP_27	Peachtree Industrial Boulevard Capacity Improvement	Major Corridor Improvement	Peachtree Corners CTP	Widen to 6 lanes
CTP_43	SR 141/Peachtree Industrial Boulevard Major Capacity Improvement	Major Corridor Improvement	Peachtree Corners CTP	Restripe limited-access portion of SR 141 to include 4 lanes in each direction, including improvements to on- and off-ramps as necessary
CTP_44	SR 140/Jimmy Carter Boulevard/Holcomb Bridge Road Major Capacity Improvement	Major Corridor Improvement	Peachtree Corners CTP	Widen SR 140 in both directions to six lanes
GDT_01	SR 141 SB Ramp Widening	Major Corridor Improvement	GDOT	Widening the SB ramp from 1 lane to 2 lanes using existing structures; includes adding a fourth travel lane on SR 141/Peachtree Industrial Boulevard SB for a short distance
WCR_08	Spalding Drive Improvements - Winters Chapel Road to SR 140/Holcomb Bridge Road	Major Corridor Improvement/ Intersection Improvement	Winters Chapel Road TOA	LT-1; minimizing vertical curve on WB approach, extending WBL turn lane, adding dedicated free-flow NBR turn lane with additional EB receiving lane (effectively widening to 4-lane section)
CTP_02	Reconnect Jones Mill Road	New Roadway	Peachtree Corners CTP	Reconnect separated segments of Jones Mill Road to create connection between Peachtree Corners Circle and Winters Chapel Road
CTP_10	Extend West Jones Bridge Road through Peachtree Corners Circle to Sun Court	New Roadway	Peachtree Corners CTP	New roadway extending West Jones Bridge Road across Peachtree Corners Circle to Sun Court; reconfigure intersection of Sun Court and Engineering Drive to reflect an Engineering Drive South to Sun Court North primary movement
CTP_10	Extend West Jones Bridge Road through Peachtree Corners Circle to Sun Court	New Roadway	Peachtree Corners CTP	New roadway extending West Jones Bridge Road across Peachtree Corners Circle to Sun Court; reconfigure intersection of Sun Court and Engineering Drive to reflect an Engineering Drive South to Sun Court North primary movement
CTP_35	Woodhill Drive Extension	New Roadway	Peachtree Corners CTP	Extend Woodhill Drive from Dicks/Publix shopping center to Pointe Parkway
CTP_36	Engineering Drive Extension	New Roadway	Peachtree Corners CTP	Extend Engineering Drive from current terminus at Peachtree Parkway to Technology Parkway; to be completed by private developer
CTP_37	Atlantic Boulevard Extension	New Roadway	Peachtree Corners CTP	Extend Atlantic Boulevard from current terminus west of Jimmy Carter Boulevard to Jones Mill Road
CTP_38	Peachtree Corners East Extension West	New Roadway	Peachtree Corners CTP	Extend Peachtree Corners East to connect to Pointe Parkway at extension of Woodhill Drive
CTP_39	Peachtree Corners East Extension North	New Roadway	Peachtree Corners CTP	Extend Peachtree Corners East to connect to Technology Parkway to the north
CTP_40	Peachtree Corners East Extension East	New Roadway	Peachtree Corners CTP	Extend Peachtree Corners East to connect to Technology Parkway and Glenwood Oak Drive to the east
CTP_40	Peachtree Corners East Extension East	New Roadway	Peachtree Corners CTP	Coordinate with the City of Norcross to extend Peachtree Corners East to connect to Technology Parkway and Glenwood Oak Drive to the east

# Preliminary Bike and Pedestrian Improvements

Project ID	Description	Category	Source
CTP_11	Bike improvements along East Jones Bridge Road from end of Medlock Bridge Road to Jones Bridge Park	Bike Improvement	Peachtree Corners CTP
CTP_12	West Jones Bridge Road/Jones Bridge Circle - Simpsonwood Park Connecting Trail	Multi-Use Trail	Peachtree Corners CTP
CTP_16	Jones Bridge Park Connector	Multi-Use Trail	Peachtree Corners CTP
CTP_17	Simpsonwood - Chattahoochee River Environmental Education Center Connector	Multi-Use Trail	Peachtree Corners CTP
CTP_18	Simpsonwood Park - Neely Farm Connector	Multi-Use Trail	Peachtree Corners CTP
CTP_19	Simpsonwood Park - River Valley Connector	Multi-Use Trail	Peachtree Corners CTP
CTP_20	Norcross Connectivity	Multi-Use Trail	Peachtree Corners CTP
CTP_29	Pickneyville Park Trail	Multi-Use Trail	Peachtree Corners CTP
CTP_30	Chattahoochee River Greenway - Bush Road Connector	Multi-Use Trail	Peachtree Corners CTP
CTP_31	Chattahoochee River Greenway - Holcomb Bridge Road Connector	Multi-Use Trail	Peachtree Corners CTP
CTP_33	Spalding Drive Multi-Use Trail from Peachtree Corners Circle to Holcomb Bridge Road	Multi-Use Trail	Peachtree Corners CTP
CTP_34	Peachtree Corners Circle Multi-Use Trail	Multi-Use Trail	Peachtree Corners CTP
CTP_41	Lou Ivy Road Trail	Multi-Use Trail	Peachtree Corners CTP
GGP_01	Chattahoochee River Greenway - Holcomb Bridge to Simpsonwood	Multi-Use Trail	Gwinnett Greenways Plan
GGP_02	Chattahoochee River Greenway - Simpsonwood to Jones Bridge	Multi-Use Trail	Gwinnett Greenways Plan
GGP_03	Chattahoochee River Greenway - Jones Bridge to Medlock Bridge	Multi-Use Trail	Gwinnett Greenways Plan
GGP_04	Chattahoochee River Greenway - Medlock Bridge to Berkeley Lake	Multi-Use Trail	Gwinnett Greenways Plan
HBR_01	Crooked Creek Trail from Spalding Drive to Peachtree Corners Circle	Multi-Use Trail	HBR Study
HBR_02	Peachtree Corners Circle Trail from Holcomb Bridge Road to Peachtree Industrial Boulevard	Multi-Use Trail	HBR Study
HBR_03	Gas easment trail connecting Crooked Creek Trail to intersection of Holcomb Bridge Road and Peachtree Corners Circle	Multi-Use Trail	HBR Study
HBR_04	Crooked Creek Trail from Peachtree Corners Circle to intersection of Holcomb Bridge Road and Peachtree Parkway	Multi-Use Trail	HBR Study
LCI_01	Connecting Trail from Peachtree Corners Circle to Medlock Bridge adjacent to water feature	Multi-Use Trail	LCI Study
LCI_02	Multi-Use Trail connecting Peachtree Parkway to the Corners Parkway via alleys, easments, and creekbeds	Multi-Use Trail	LCI Study & Technology Park Multi-Use Trail Study
LCI_03	Gas easment trail from The Corners Parkway east past Parkway Lane	Multi-Use Trail	LCI Study & Technology Park Multi-Use Trail Study
LCI_04	Gas easment trail from Peachtree Corners Circle east to The Corners Parkway	Multi-Use Trail	LCI Study, Technology Park Multi-Use Trails Study, & HBR Study
LCI_05	Trail connecting Spalding Drive to gas easment trail north of Peachtree Parkway	Multi-Use Trail	LCI Study & Technology Park Multi-Use Trail Study
LCI_06	Trail from west of Peachtree Parkway to Medlock Bridge along gas easment, waterways, and other buffers	Multi-Use Trail	LCI Study & Technology Park Multi-Use Trail Study
LCI_07	Trail from Peachtree Parkway to Peachtree Industrial Boulevard along Technology Parkway South and buffer areas between buildings	Multi-Use Trail	LCI Study & Technology Park Multi-Use Trail Study
LCI_08	Trail from Peachtree Parkway to Peachtree Industrial Boulevard along Saturn Court, private roadways, and buffer areas between buildings	Multi-Use Trail	LCI Study & Technology Park Multi-Use Trail Study
LCI_09	Trail connecting Spalding Drive to gas easment trail north of Peachtree Parkway via waterways and Sun Court	Multi-Use Trail	LCI Study & Technology Park Multi-Use Trail Study

Project ID	Description	Category	Source
LCI_10	Connecting trail between Spalding Drive and LCI_08	Multi-Use Trail	LCI Study & Technology Park Multi-Use Trail Study
LCI_11	Trail along northern boundary of Wesleyan campus using Technology Parkway and adjacent creekbed	Multi-Use Trail	LCI Study & Technology Park Multi-Use Trail Study
LCI_12	Trail connecting intersection of Peachtree Corners Circle with West Jones Bridge Road to Spalding Drive	Multi-Use Trail	LCI Study & Technology Park Multi-Use Trail Study
LCI_13	Trail along buffer space and local waterways connecting Spalding Drive near Post Office with Forum	Multi-Use Trail	LCI Study & Technology Park Multi-Use Trail Study
LCI_14	Multi-Use Trail near the Forum and Town Center, including a grade-separated crossing of Peachtree Parkway	Multi-Use Trail	LCI Study & Technology Park Multi-Use Trail Study
LCI_15	Jay Bird Alley multi-use trail	Multi-Use Trail	LCI Study & Technology Park Multi-Use Trail Study
LCI_16	Technology Parkway multi-use trail west	Multi-Use Trail	LCI Study & Technology Park Multi-Use Trail Study
LCI_17	Technology Parkway multi-use trail east	Multi-Use Trail	LCI Study & Technology Park Multi-Use Trail Study
LCI_18	Spalding Drive multi-use trail from Peachtree Parkway to Medlock Brige Road	Multi-Use Trail	LCI Study & Technology Park Multi-Use Trail Study
LCI_19	Spalding Drive Trail from east of Engineering Drive to Peachtree Corners Circle	Multi-Use Trail	LCI Study & Technology Park Multi-Use Trail Study
LCI_20	Spalding Drive Trail from east of Engineering Drive to Peachtree Parkway	Multi-Use Trail	LCI Study & Technology Park Multi-Use Trail Study
LCI_21	Trail along north side of Peachtree Industrial Boulevard from Technology Parkway South to Medlock Bridge Road	Multi-Use Trail	LCI Study & Technology Park Multi-Use Trail Study
LCI_22	Multi-use trail along south side of Peachtree Corners Circle from Jay Bird Alley to West Jones Bridge Road	Multi-Use Trail	LCI Study & Technology Park Multi-Use Trail Study
LCI_23	Multi-use trail along north side of Peachtree Corners Circle from West Jones Bridge Road to Medlock Bridge Road	Multi-Use Trail	LCI Study & Technology Park Multi-Use Trail Study
LCI_24	Connecting trail from LCI_01 to Spalding Drive	Multi-Use Trail	LCI Study & Technology Park Multi-Use Trail Study
TPT_01	Creekbed multi-use trail from LCI_02 to gas easment trails	Multi-Use Trail	Technology Park Multi-Use Trail Study
TPT_02	Trail in buffer areas around buildings from LCI_09 just north of Engineering Drive to Spalding Drive	Multi-Use Trail	Technology Park Multi-Use Trail Study
HBR_06	Holcomb Bridge Road Pedestrian Improvements, Spalding Drive to Peachtree Corners Circle	Pedestrian Improvement	HBR Study
HBR_07	Holcomb Bridge Road Pedestrian Improvements, Peachtree Corners Circle to SR 141/Peachtree Industrial Boulevard	Pedestrian Improvement	HBR Study
LCI_25	Technology Parkway "Innovation District" Streetscape	Pedestrian Improvement	LCI Study
LCI_26	Peachtree Parkway at Peachtree Corners Circle Signal Retiming and Pedestrian Refuge	Pedestrian Improvement	LCI Study
CTP_28	Bush Road Bike/Ped Improvements	Pedestrian Improvement/Bike Improvement	Peachtree Corners CTP
HBR_08	Peachtree Corners Circle at PIB SB Intersection Improvements	Pedestrian Improvement/Operational Improvement	HBR Study
HBR_09	Peachtree Corners Circle at PIB NB Intersection Improvements	Pedestrian Improvement/Operational Improvement	HBR Study
LCI_28	Medlock Bridge Road at East Jones Bridge Road Pedestrian Retiming	Pedestrian Improvement/Operational Improvement	LCI Study

# Preliminary Intersection Improvements

Project ID	Description	Category	Source	Notes
CTP_21	Technology Parkway at Technology Parkway South Roundabout	Intersection Improvement	Peachtree Corners CTP	Single Lane roundabout with EB right turn bypass lane
CTP_22	Medlock Bridge Road at Spalding Drive/S. Old Peachtree Road Intersection Improvement	Intersection Improvement	Peachtree Corners CTP	Add second southbound left turn lane; remove yield-control on eastbound and westbound right turns and add overlaps
CTP_24	Peachtree Corners Circle at Spalding Drive Intersection Improvement	Intersection Improvement	Peachtree Corners CTP	
CTP_25	S. Old Peachtree Road at Peachtree Industrial Boulevard Intersection Improvement	Intersection Improvement	Peachtree Corners CTP	Improvement to be defined by Peachtree Industrial Boulevard Study
CTP_26	Medlock Bridge Road at Peachtree Industrial Boulevard Intersection Improvement	Intersection Improvement	Peachtree Corners CTP	Improvement to be defined by Peachtree Industrial Boulevard Study
GDT_03	Holcomb Bridge Road at Peachtree Corners Circle Intersection Improvement	Intersection Improvement	GDOT	Eastbound and westbound right turn lanes on Holcomb Bridge Road at Peachtree Corners Circle
HBR_10	Spalding Dr at Holcomb Bridge Rd Intersection Improvements	Intersection Improvement	HBR Study	Signal upgrades, right turn lanes on northbound, southbound, and eastbound approaches, extend left turn lanes, Access Management
MBR_01	Medlock Bridge Road and Peachtree Corners Circle Roundabout	Intersection Improvement	PTC Circle at Medlock Bridge Rd Concept Report	
WCR_04	Dunwoody Club Drive and Winters Chapel Road Intersection Improvement (NBL Turn Lane)	Intersection Improvement	Winters Chapel Road TOA	Re-stripe Dunwoody Club Drive intersection for a dedicated northbound left and a shared northbound through/right lane. Modify signal operations to include a protected northbound left phase
WCR_05	Winters Chapel Road and Spalding Drive Intersection Improvement	Intersection Improvement	Winters Chapel Road TOA	Northbound right turn lane and overlap phase at Spalding Drive
WCR_06	Winters Chapel Road and Sumac Drive Intersection Improvement	Intersection Improvement	Winters Chapel Road TOA	Construct a southbound left turn lane and staging area for vehicles turning into and out of Sumac Drive
WCR_07	Dunwoody Club Drive and Winters Chapel Road Intersection Improvement (Roundabout)	Intersection Improvement	Winters Chapel Road TOA	Construct a roundabout at Dunwoody Club Drive intersection
CTP_23	SR 141/Peachtree Parkway at Jay Bird Alley/Technology Parkway Lane Alignment	Safety Improvement	Peachtree Corners CTP	Realign lanes to line up with eachother
GDT_02	Jimmy Carter Blvd at PIB Intersection Improvements	Safety Improvement	GDOT	Right turn lane improvements on Jimmy Carter Blvd
LCI_27	Align Forum/Ingles Driveways	Safety Improvement	LCI Study	Realign Forum dwy so that inter-parcel access is smoother and conflicts are reduced
LCI_29	Spalding Drive at Peachtree Parkway Left Turn Lane Extension	Safety Improvement	LCI Study, GDOT	Extend eastbound left turn lanes
LCI_30	Woodhill Drive on Peachtree Parkway Left Turn Guides	Safety Improvement	LCI Study	Install left turn guides (puppy/chicken tracks) for EB left turn

## Other Preliminary Improvements

Project ID	Description	Category	Source	Notes
CTP_32	Holcomb Bridge Road at Spalding Drive and River Exchange Drive/Station Mill Drive Improvements	Additional Study	Peachtree Corners CTP	Study additional lanes and/or innovative operational and safety improvements to improve section of Holcomb Bridge Road between Spalding Drive and River Exchange Drive/Station Mill Drive; may include encouraging indirect lefts away from Spalding Drive onto River Exchange Drive
CTP_42	Peachtree Industrial Boulevard Access Study	Additional Study	Peachtree Corners CTP	Perform detailed study for freeway access points on SR 141 and SR 141 Connectors (Winters Chapel Road, Peachtree Corners Circle, Jimmy Carter Boulevard, etc.)
HBR_11	Jimmy Carter Blvd at PIB Intersection Improvements	Additional Study	HBR Study	Study and implement innovative improvement
HBR_05	Deerings Lane Access	Other	HBR Study	New access to Holcomb Bridge Road for Deerings Lane community
LCI_31	Peachtree Parkway SB Directional Signage	Other	LCI Study	Overhead signage in advance of SR 141 and SR 140 split on Ptree Pkwy SB between Woodhill Dr. and Holcomb Bridge Road
LCI_32	Peachtree Parkway NB Advance Warning Signage	Other	LCI Study	Advance warning signage of signal of Peachtree Parkway at HBR on 141 NB
WCR_01	Winters Chapel Road Reflective Pavement Markers	Other	Winters Chapel TOA	Install and maintain RPMs throughout corridor
WCR_02	Restripe Winters Chapel Road with Two-Way Left Turn Lane	Safety Improvement/Corridor Improvement	Winters Chapel TOA	Re-stripe Winters Chapel Road between Peeler Road and Winter Rose Court to include a Two-Way Left Turn Lane

## Meeting Agenda

Tonight's meeting will consist of a short presentation discussing the work that has already been done, followed by an open house in which you will be asked for your comments on the draft plan recommendations.

At approximately 6pm, the City of Peachtree Corners and the consultant team will give a short presentation that will discuss:

- Technical analysis that has been performed
- Community feedback received so far
- Project prioritization process
- Next steps in the planning process

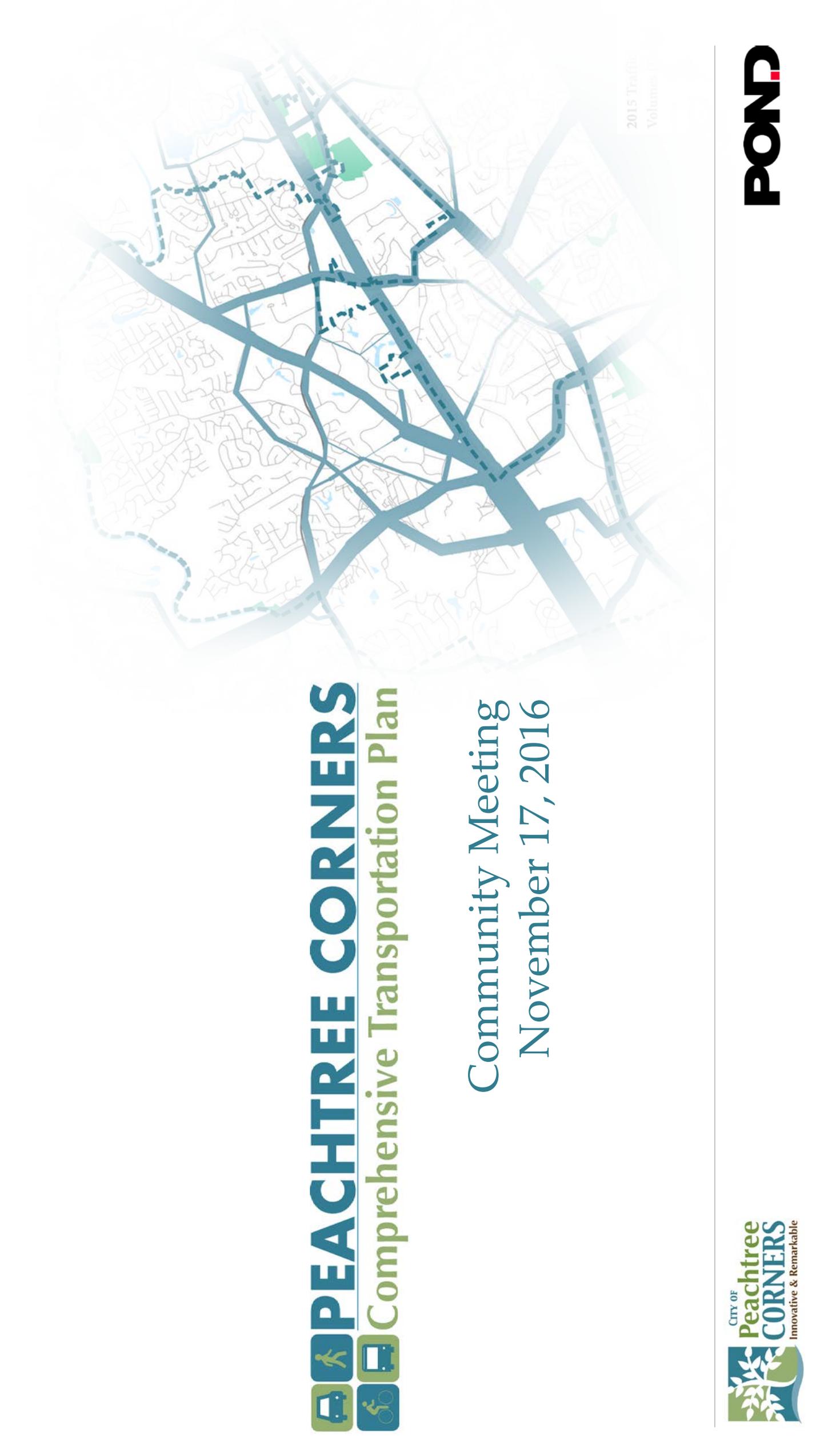
After the presentation, all meeting attendees will be welcomed to the other room to review draft projects. All projects have been organized into four categories:



Each attendant will be able to select up to three projects from each category they support the most and indicate them on their comment form. These comments will be used in the prioritization process, as discussed during the presentation. If you have any additional comments on any projects, please indicate them on this form as well.

Please indicate below up to three projects from each category that you would most like to see completed. Please list the Project ID (e.g. CTP\_01, WCR\_02, TPT\_21, etc.) and any additional comments you have about your selections or other projects.

Project Category	Top Project IDs	Additional Comments
<div style="background-color: #00728f; color: white; padding: 10px; border-radius: 10px; text-align: center;"> <b>Major Corridor Improvements</b> </div>	1 _____	_____
	2 _____	_____
	3 _____	_____
<div style="background-color: #76923c; color: white; padding: 10px; border-radius: 10px; text-align: center;"> <b>Intersection Improvements</b> </div>	1 _____	_____
	2 _____	_____
	3 _____	_____
<div style="background-color: #00728f; color: white; padding: 10px; border-radius: 10px; text-align: center;"> <b>Bike and Pedestrian Improvements</b> </div>	1 _____	_____
	2 _____	_____
	3 _____	_____
<div style="background-color: #76923c; color: white; padding: 10px; border-radius: 10px; text-align: center;"> <b>Other Improvements</b> </div>	1 _____	_____
	2 _____	_____
	3 _____	_____



 **PEACHTREE CORNERS**  
 **Comprehensive Transportation Plan**

Community Meeting  
November 17, 2016

2015 Traffic  
Volumes

# AGENDA

- Recap of Process
- Needs Assessment
- Community Feedback
  - Survey Responses
  - Meetings
- Prioritization Process
- Next Steps
- Open House

# RECAP OF PROCESS

## What is a “CTP”?

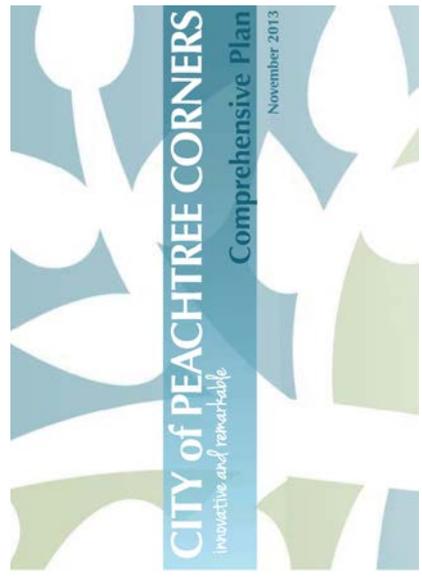
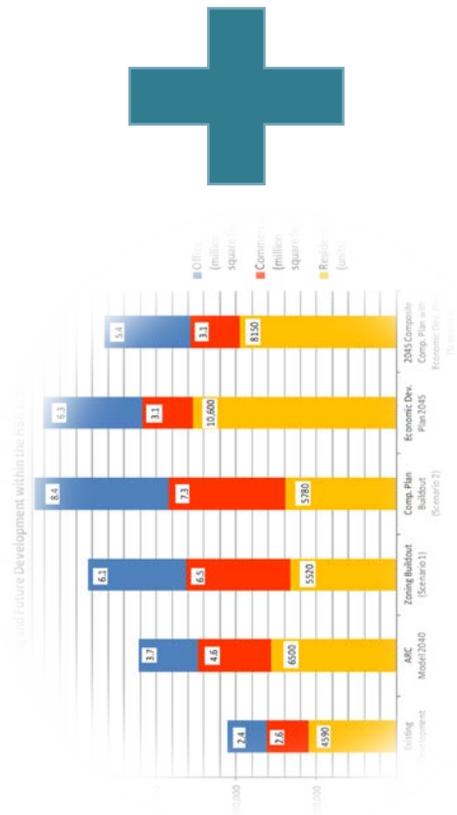
*An analysis of all applicable modes of transportation to determine existing and future needs, identify solutions, and prepare an implementation plan.*



Analysis & Data

Previous Plans

Community Engagement



# RECAP OF PROCESS

City of Peachtree Corners Elected Officials

*Adopt plan and set policy*

City of Peachtree Corners Staff

*Provide insight on transportation issues and facilitate community engagement*

Stakeholder Group

*Help guide study team in decision making and community outreach*

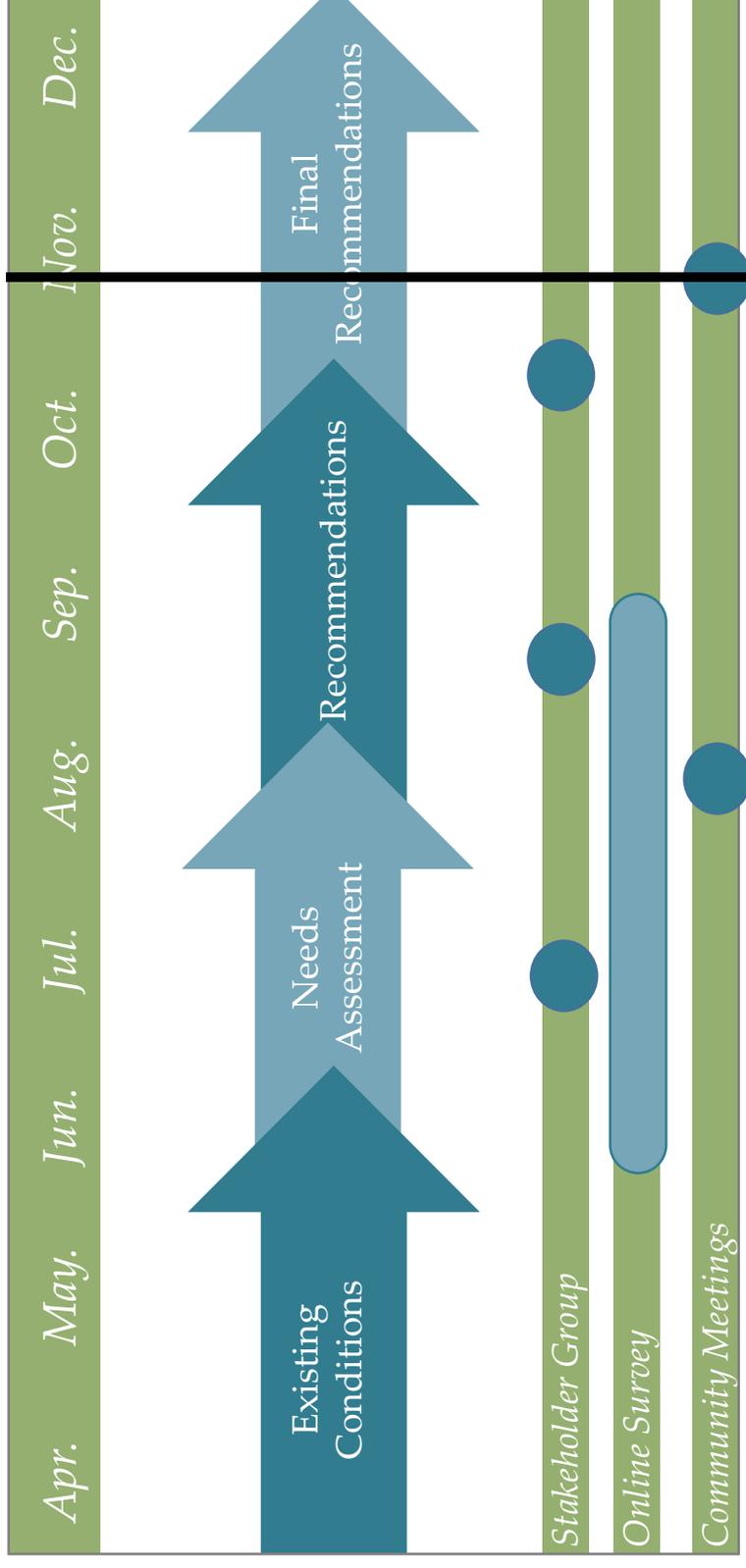
General Public

*Provide insight into community goals, needs, and desires*

Pond (consultant team)

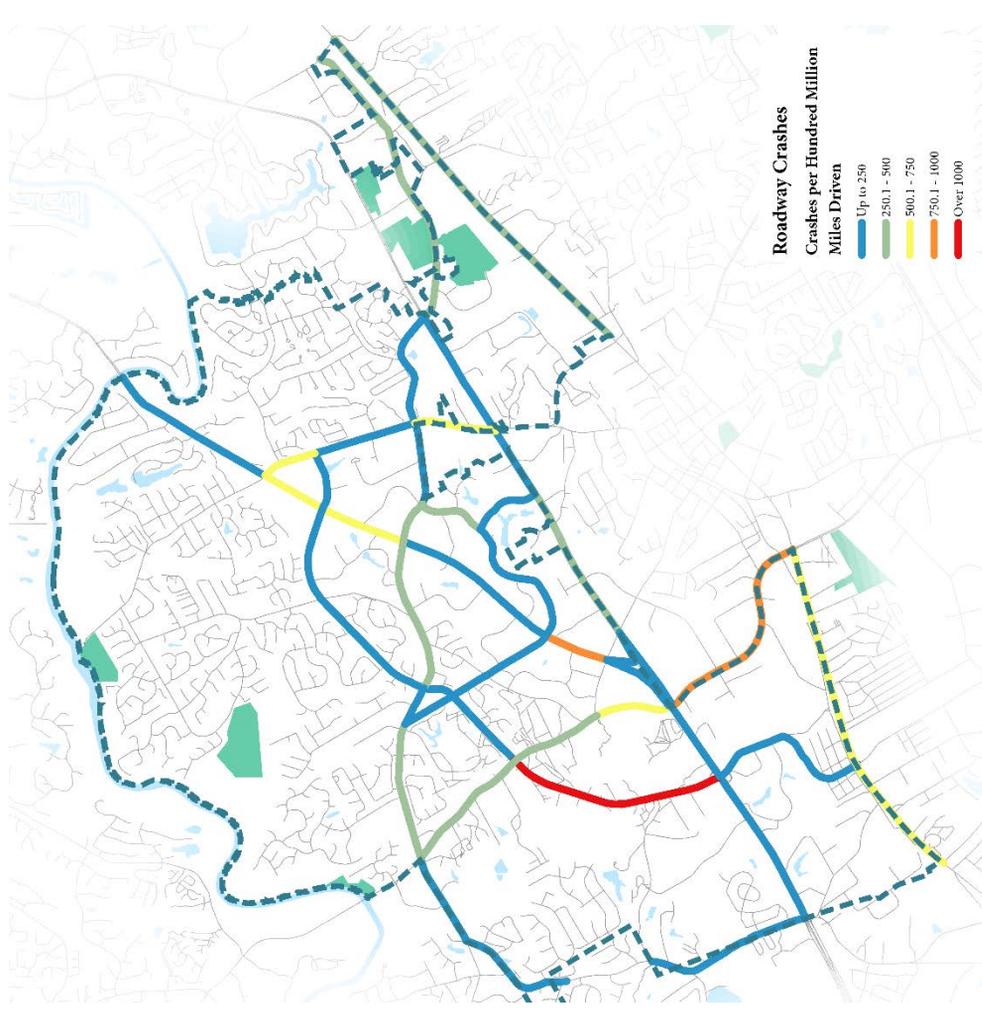
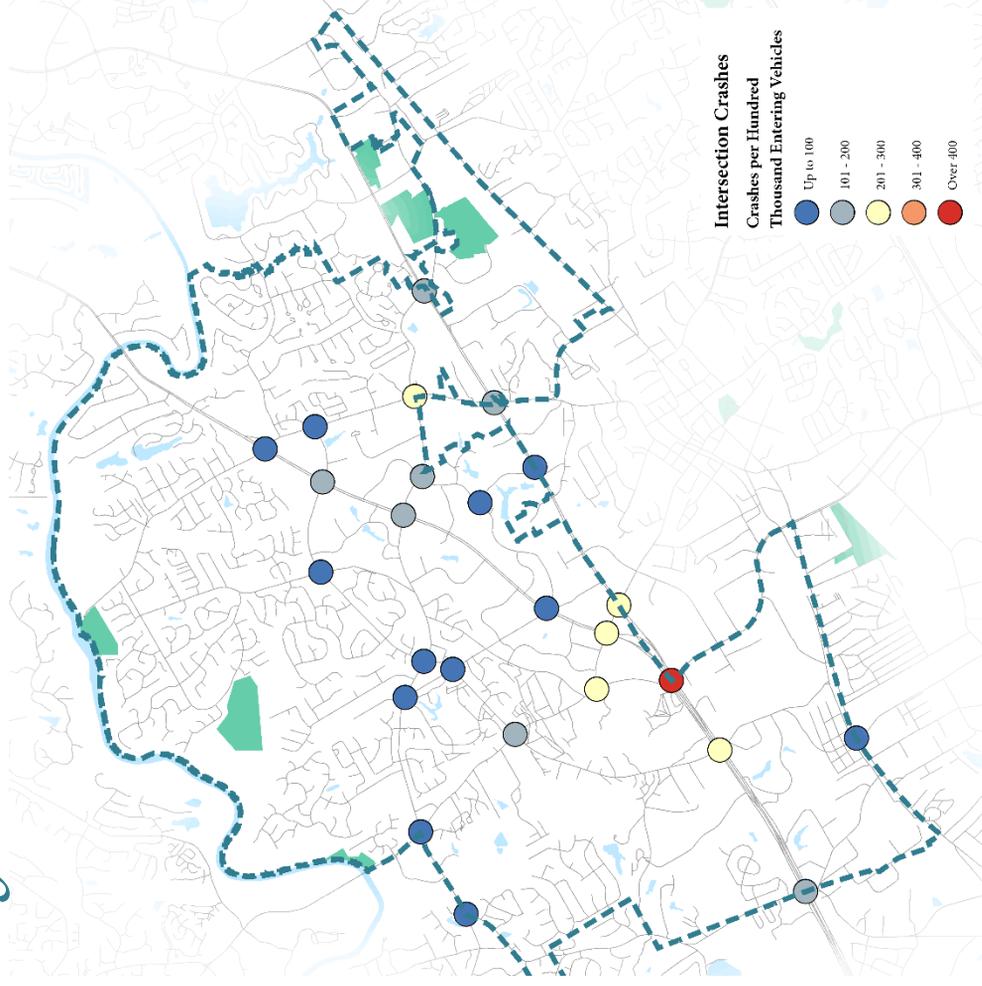
*Perform technical analysis, engage community, advise community, prepare plan*

# RECAP OF PROCESS



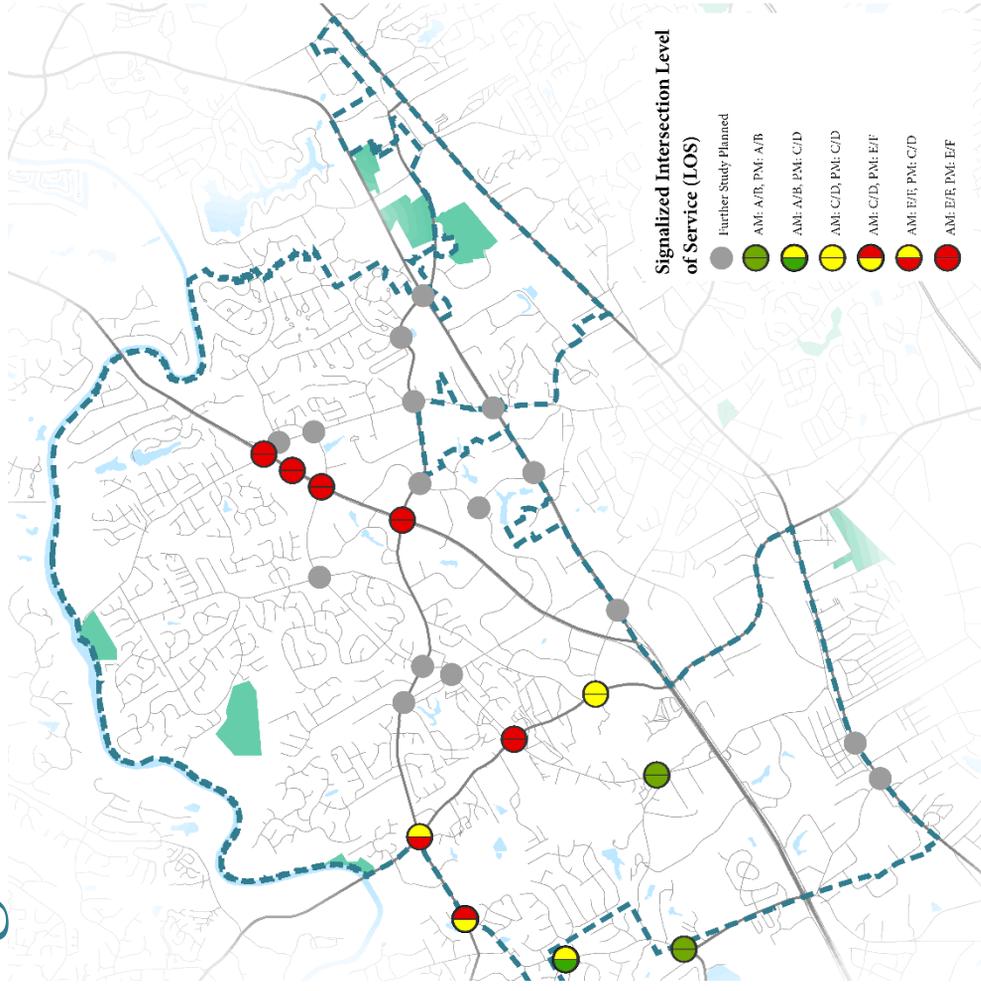
# NEEDS ASSESSMENT

## Safety



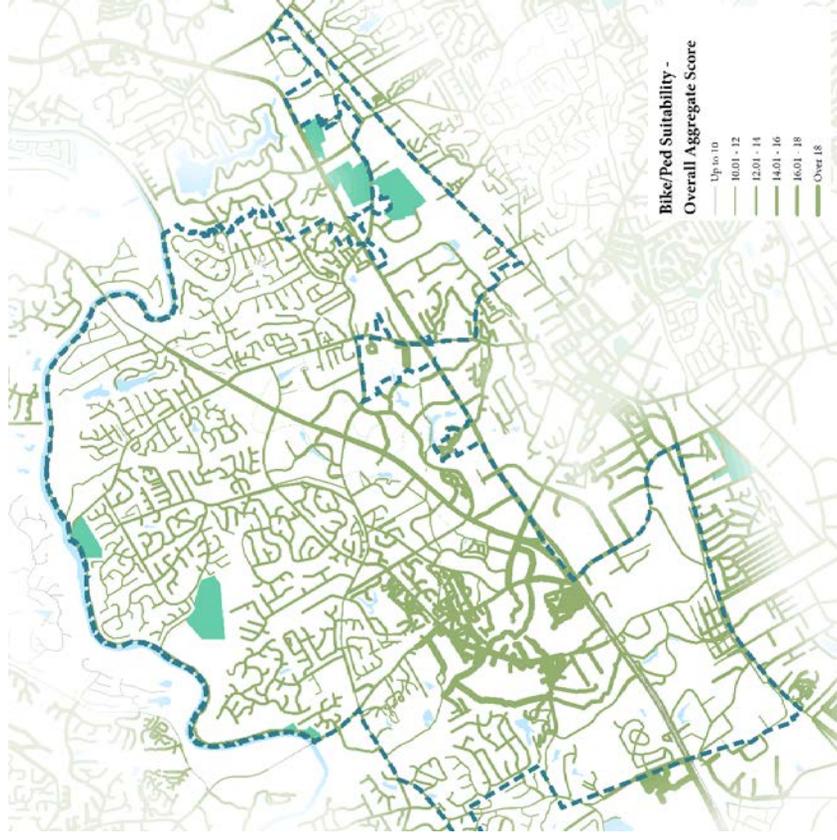
# NEEDS ASSESSMENT

## Congestion



# NEEDS ASSESSMENT

## *Bike/Ped Suitability*



### Demand Analysis

We use Census data to not only better understand where there are concentrations of people but also where people are already biking and walking to work and where there are concentrations of age groups that may have more need to walk or bike

### Points of Interest Analysis

We map various points of interest in the community (schools, parks, employment centers, retail areas, etc.) to understand their accessibility within the community.

## SUITABILITY ANALYSIS

### Character Sensitivity

We also map the existing transportation network to understand where block sizes are both small and large, where topographical challenges may present themselves, and where traffic volume and vehicle speeds may be a detriment to walking and biking.

### Future Changes

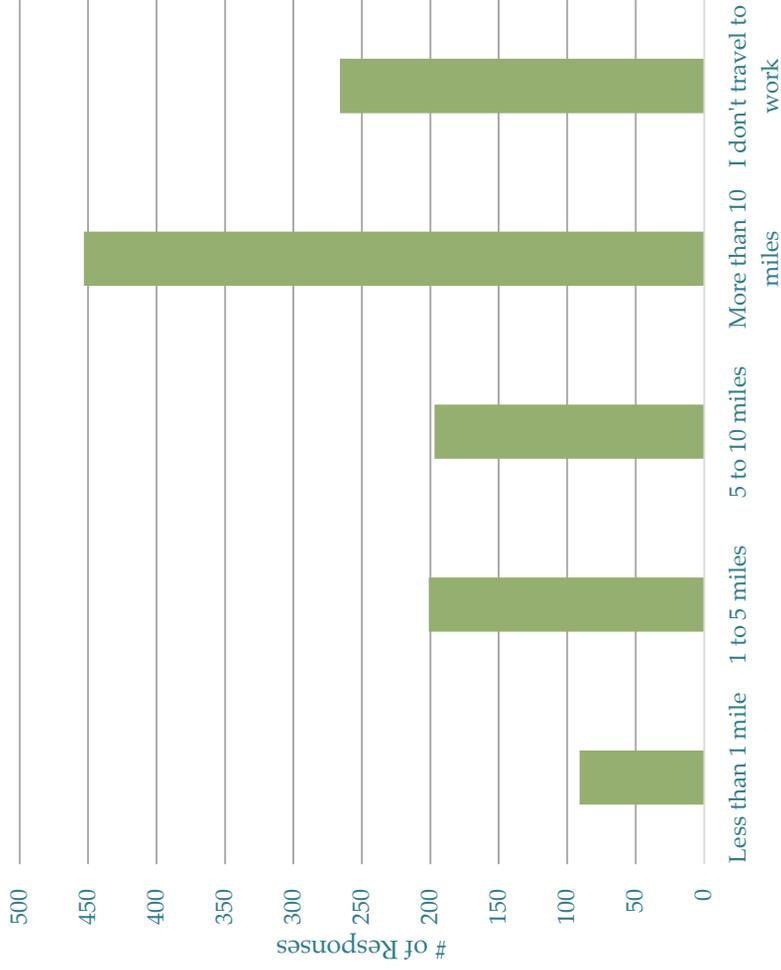
Finally, we also consider compatibility with future land use in the City's Comprehensive Plan and anticipated changes in population and employment that may affect future demand.

# COMMUNITY FEEDBACK

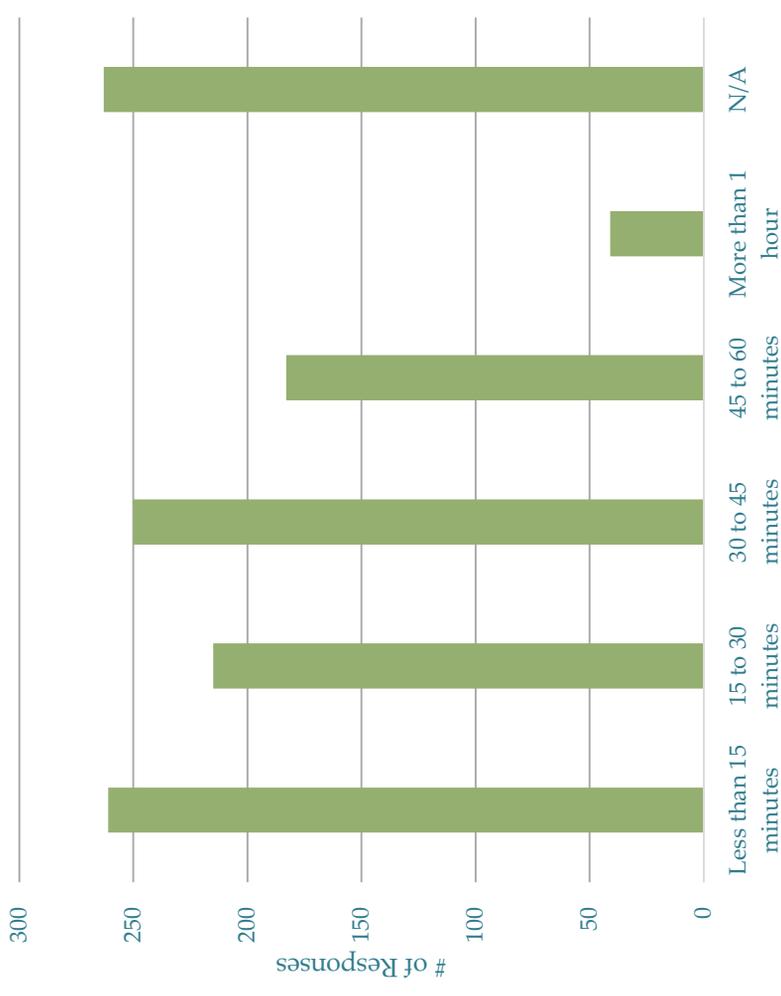
## Survey Responses



How far do you travel to work?

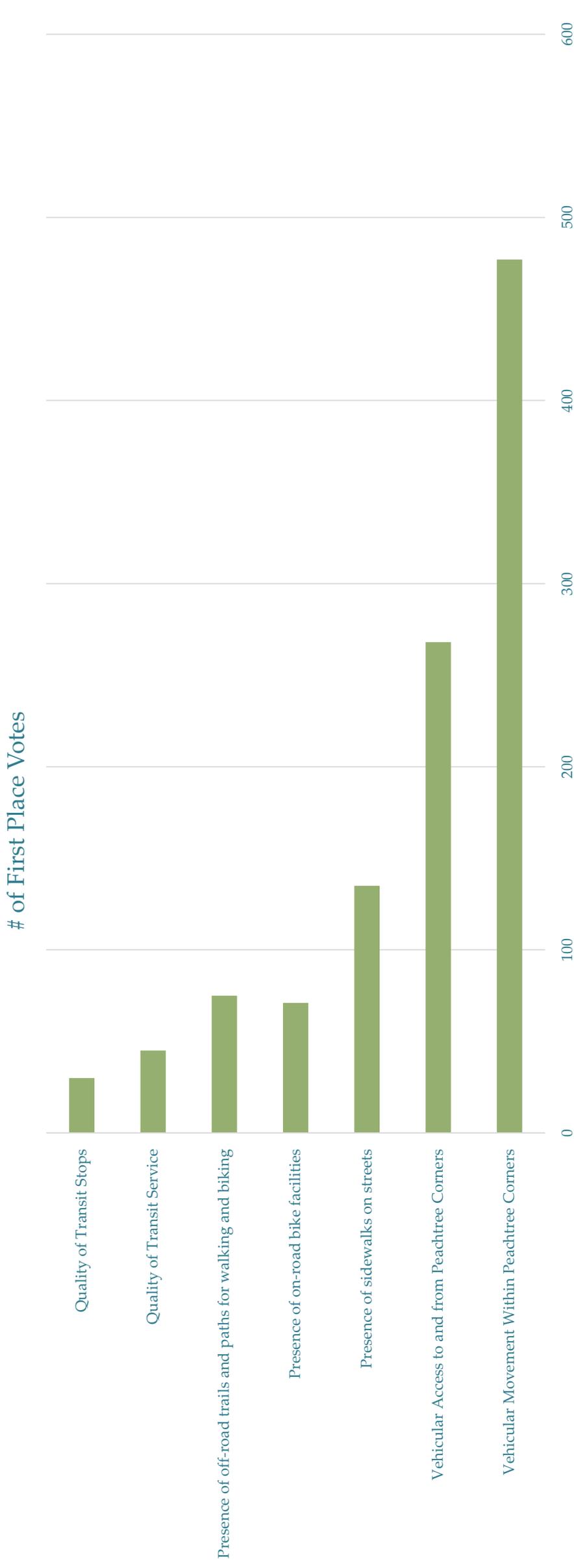


How long do you travel to work?



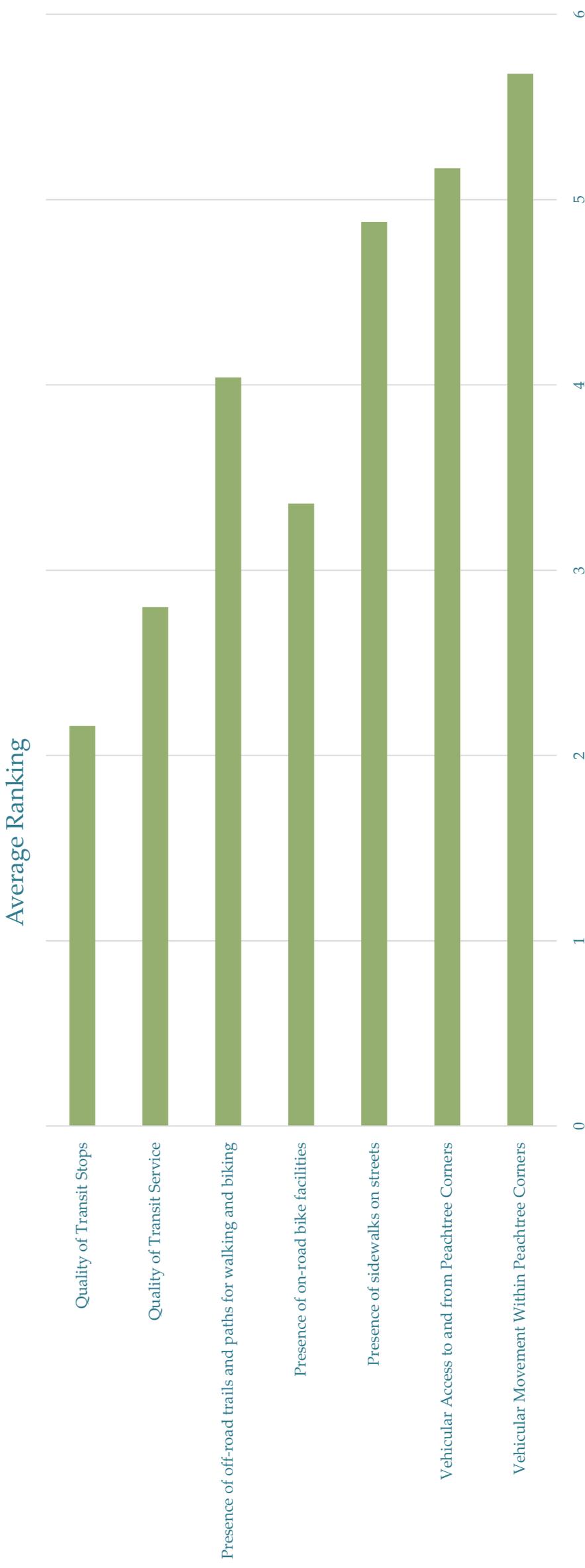
# COMMUNITY FEEDBACK

## Survey Responses



# COMMUNITY FEEDBACK

## Survey Responses



# COMMUNITY FEEDBACK

## Meetings

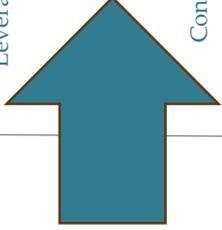
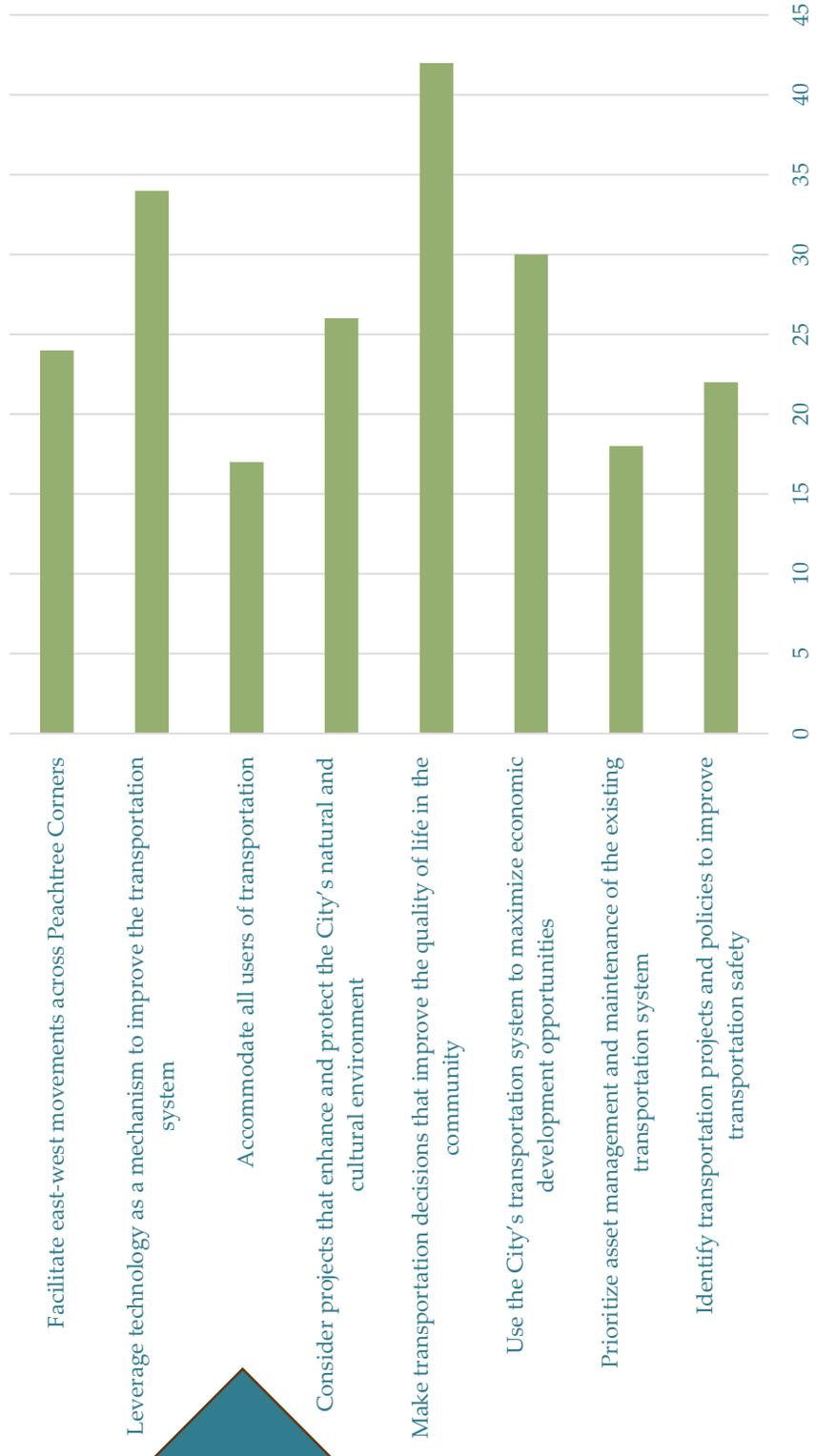
### Green Dots

Goal	Green Dots
Identify transportation projects and policies to improve transportation safety	10
Prioritize asset management and maintenance of the existing transportation system	5
Use the City's transportation system to maximize economic development opportunities	14, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100
Make transportation decisions that improve the quality of life in the community	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100
Consider projects that enhance and protect the City's natural and cultural environment	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100
Accommodate all users of transportation	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100
Leverage technology as a mechanism to improve the transportation system	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100
Facilitate east-west movements across Peachtree Corners	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100

ONE OF 6

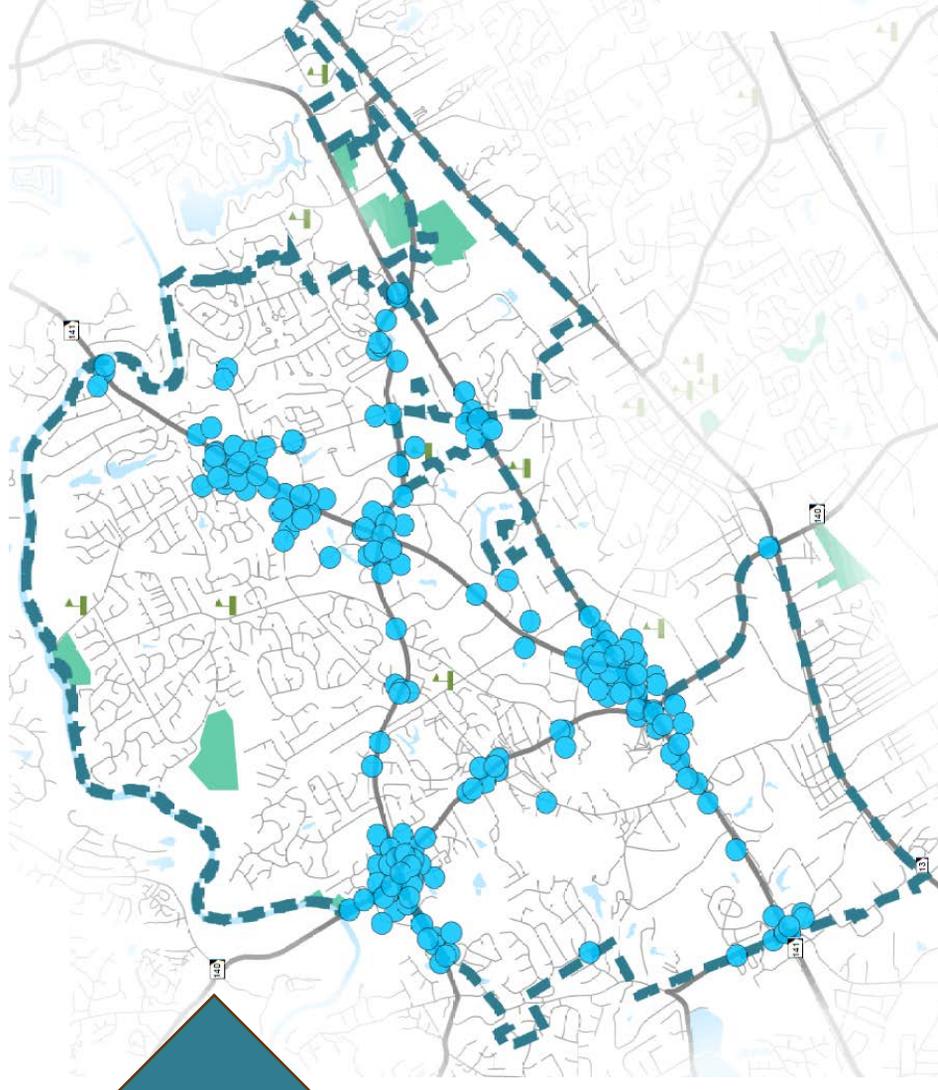
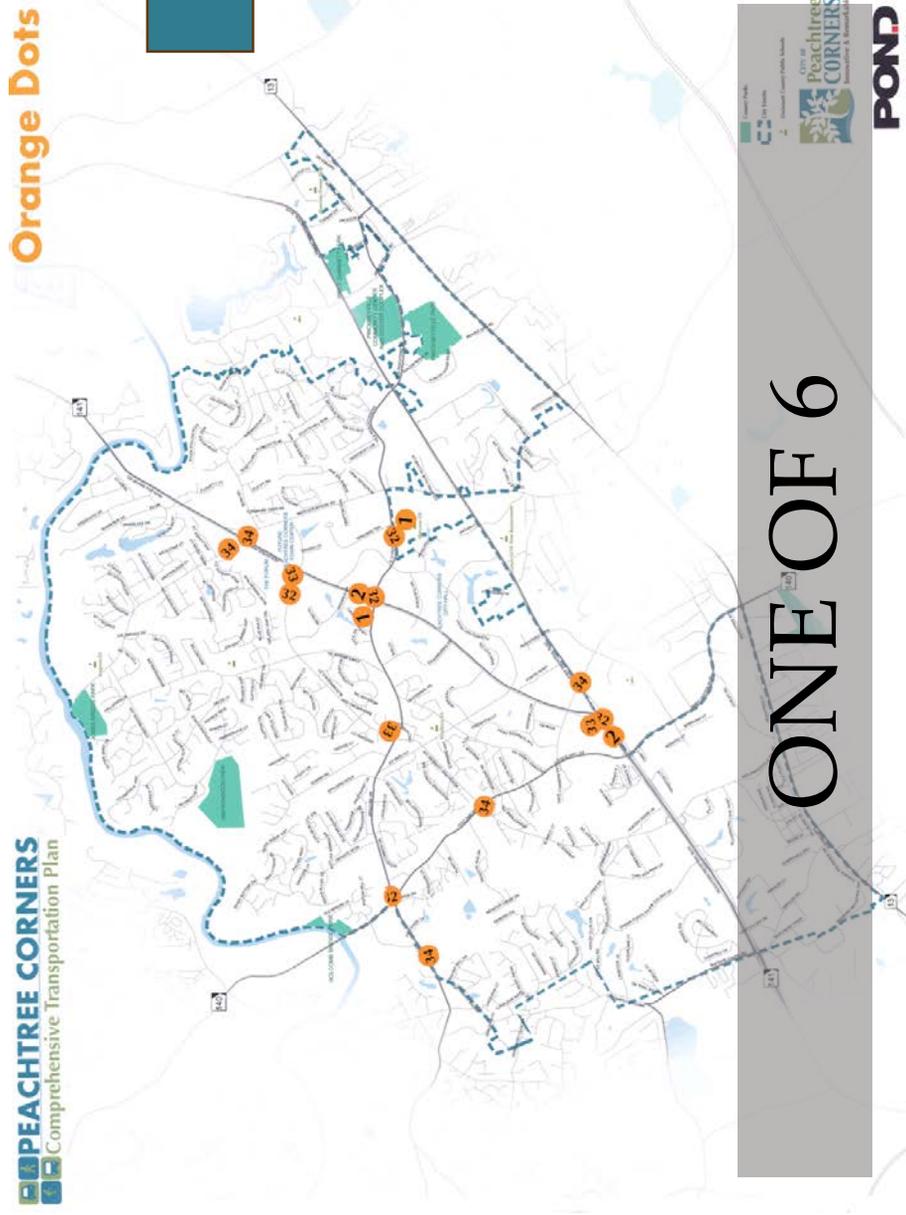


### Responses

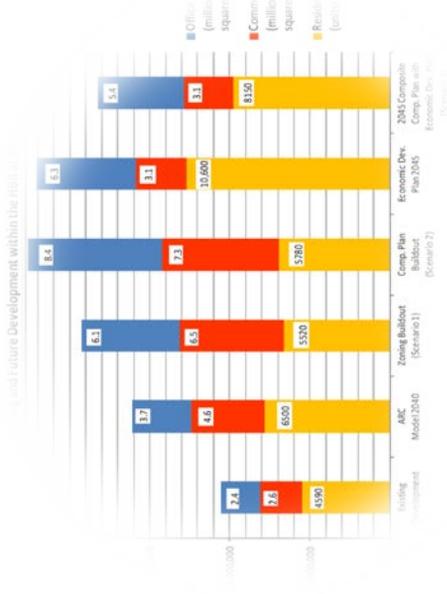


# COMMUNITY FEEDBACK

## Meetings



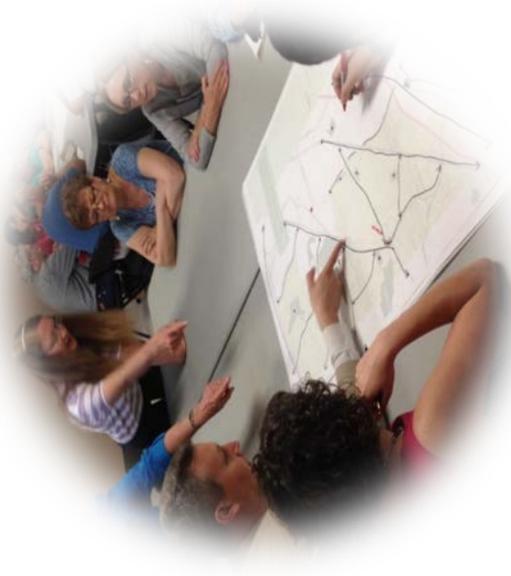
# PRIORITIZATION



Analysis & Data



Previous Plans



Community Engagement

# PRIORITIZATION

Analysis &  
Data  
(50%)

*Technical Analysis (35%)*

*Feasibility Analysis (15%)*

Community  
Engagement  
(50%)

*Project Type Preference (10%)*

*Ability to Support CTP Goals (10%)*

*Public Support (30%)*

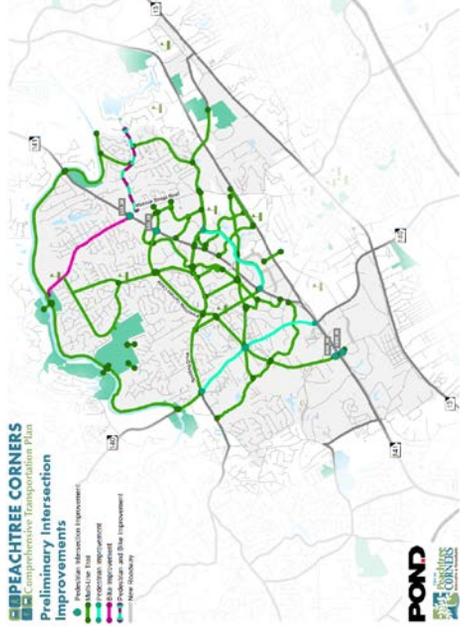
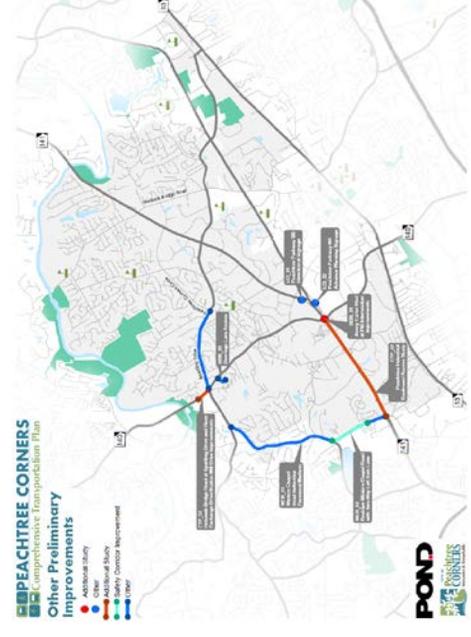
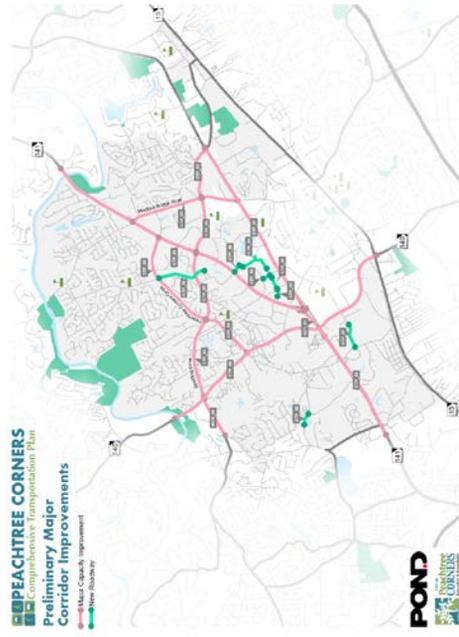
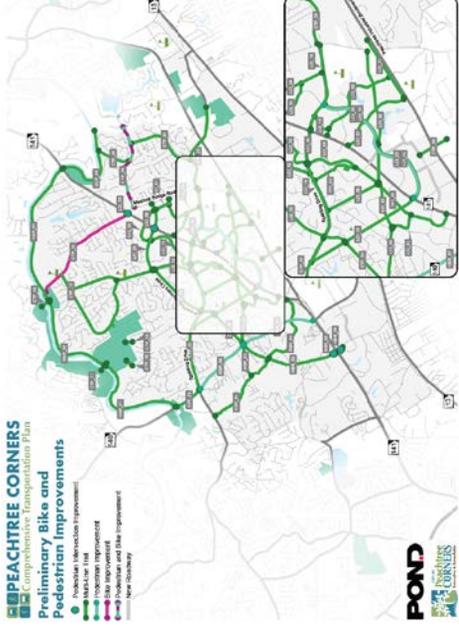
# NEXT STEPS

- Collect findings and opinions on most desired projects
- Apply prioritization process
- Use prioritization process and anticipated available funding to develop an Implementation Plan
- Prepare Plan
  - Document process
  - Document recommendations

# OPEN HOUSE

## Project Recommendations

Please indicate below up to three projects from each category that you would most like to see completed. Please list the Project ID (e.g. CTP\_01, WCR\_02, TPT\_21, etc.) and any additional comments you have about your selections or other projects.



Project Category	Top Project IDs	Additional Comments
Major Corridor Improvements	1	
	2	
	3	
Intersection Improvements	1	
	2	
	3	
Bike and Pedestrian Improvements	1	
	2	
	3	
Other Improvements	1	
	2	
	3	

**Name**

**Email**

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CATHY McCain	cathymccain8@gmail.com
Bmy Beck	
ERIC CHRIST	on file
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Marcia Brandes & Steve Mills

mbrandes1@gmail.com

Please indicate below up to three projects from each category that you would most like to see completed. Please list the Project ID (e.g. CTP\_01, WCR\_02, TPT\_21, etc.) and any additional comments you have about your selections or other projects.

Project Category	Top Project IDs
Major Corridor Improvements	1 _____
	2 _____
	3 _____
Intersection Improvements	1 <u>GDT-03</u>
	2 <u>LC1-37</u>
	3 <u>HBR-10</u>
Bike and Pedestrian Improvements	1 <u>HBR-01</u>
	2 <u>HBR-04</u>
	3 <u>GCP-01</u>
Other Improvements	1 <u>HBR-05</u>
	2 <u>HBR-11</u>
	3 <u>CTP-20</u>

**Additional Comments**

*Pond widen Peachtree Corners curbs on Spalding except in front of school,*

*I really like the trail along the Chattahoochee but it is second to Crooked Creek*

Please indicate below up to three projects from each category that you would most like to see completed. Please list the Project ID (e.g. CTP\_01, WCR\_02, TPT\_21, etc.) and any additional comments you have about your selections or other projects.

Project Category	Top Project IDs	Additional Comments
<b>Major Corridor Improvements</b>	1 _____	_____
	2 _____	_____
	3 <u>Winters Chapel</u>	<u>needs to be widened! It stays backed up in both directions</u>
<b>Intersection Improvements</b>	1 <u>WCR_05</u>	<u>-Yes! We need this - Winters Chapel &amp; Spalding</u>
	2 <u>WCR-04</u> <u>Winters Chapel &amp; D-wy club</u>	<u>- Problem here is that people who want to turn right stop at the "stop here" sign and then don't move on to turn.</u>
	3 <u>#BR10</u> <u>Spalding &amp; Holcomb Br.</u>	<u>Extend left turn lane + make light for Spalding longer - light turns when traffic has just started to move.</u>
<b>Bike and Pedestrian Improvements</b>	4 <u>LC I-37</u>	<u>- Same thing - Spalding light is too quick to get traffic moving.</u>
	2 _____	_____
	3 _____	_____
<b>Other Improvements</b>	1 <u>WCR_02</u>	<u>- multi left turn lane would be a big help b/c of all the apartments</u>
	2 _____	_____
	3 _____	_____

Please indicate below up to three projects from each category that you would most like to see completed. Please list the Project ID (e.g. CTP\_01, WCR\_02, TPT\_21, etc.) and any additional comments you have about your selections or other projects.

Project Category	Top Project IDs	Additional Comments
<b>Major Corridor Improvements</b>	1 <u>CTP-04</u> 2 <u>CTP-01</u> 3 <u>GDT-01</u>	<hr/>
<b>Intersection Improvements</b>	1 <u>MBR-01</u> 2 <u>HBR-10</u> 3 <u>LCI-37</u>	<hr/>
<b>Bike and Pedestrian Improvements</b>	1 <u>CTP-28</u> 2 <u>CTP-11</u> 3 <u>HBR-07</u>	Problem with lack of bike routes - have bike clubs in area with 20 or 50 bikers who clog secondary roads & can't get by them - Lou Ivy is bad too
<b>Other Improvements</b>	1 <u>HBR-11</u> 2 <u>CTP-20</u> 3 <u>CTP-42</u>	<hr/>

Please indicate below up to three projects from each category that you would most like to see completed. Please list the Project ID (e.g. CTP\_01, WCR\_02, TPT\_21, etc.) and any additional comments you have about your selections or other projects.

Project Category	Top Project IDs	Additional Comments
Major Corridor Improvements	1 <u>GDT 01</u>	_____
	2 <u>CTP 10</u>	_____
	3 <u>CTP 06</u>	_____
Intersection Improvements	1 <u>CTP 24</u>	_____
	2 <u>LCI 38</u>	_____
	3 <u>GDT 02</u>	_____
Bike and Pedestrian Improvements	1 <u>HBR 01</u>	_____
	2 <u>HBR 04</u>	_____
	3 <u>GGP 01</u>	_____
Other Improvements	1 <u>HBR 05</u>	_____
	2 <u>HBR 11</u>	_____
	3 <u>CTP 20</u>	_____

Please indicate below up to three projects from each category that you would most like to see completed. Please list the Project ID (e.g. CTP\_01, WCR\_02, TPT\_21, etc.) and any additional comments you have about your selections or other projects.

Project Category	Top Project IDs	Additional Comments
Major Corridor Improvements	1 CTP-01	
	2 CTP-03	
	3 CTP-43	
Intersection Improvements	1 LCI 35	
	2 CTP-23	
	3 WCR-04	<p><b>A</b> Like</p>
Bike and Pedestrian Improvements	1 HBR-03	<p>Do <u>NOT</u> <sup>Like</sup> LCI-14:</p>
	2 LCI-01	<p>Also should have been labeled as the Bridge location. <del>MISSING</del></p>
	3 LCI-04	<p>Disappointing that it was not clear -</p>
Other Improvements	1 WCR-02	<p>how much of this survey is the same?</p>
	2 LCI-31	
	3 HBR-11	

Please indicate below up to three projects from each category that you would most like to see completed. Please list the Project ID (e.g. CTP\_01, WCR\_02, TPT\_21, etc.) and any additional comments you have about your selections or other projects.

Project Category	Top Project IDs	Additional Comments
Major Corridor Improvements	1 CTP 01	_____
	2 CTP 03	_____
	3 CTP 43	_____
Intersection Improvements	1 LCI 35	_____
	2 CTP 23	_____
	3 CTP 26	_____
Bike and Pedestrian Improvements	1 HBR 03	LCI 14 should be
	2 LCI 04	labeled for what it is
	3 LCI 03	and thus calls into question
Other Improvements	1 WCR 02	what is meant by all the
	2 _____	other items listed
	3 _____	_____

Please indicate below up to three projects from each category that you would most like to see completed. Please list the Project ID (e.g. CTP\_01, WCR\_02, TPT\_21, etc.) and any additional comments you have about your selections or other projects.

Project Category	Top Project IDs	Additional Comments
Major Corridor Improvements	1 CTP-φ4	
	2 WCR-φ8	
	3 CTP-φ2	
Intersection Improvements	1 HBR-1φ	
	2 WCR-φ5	
	3 CTP-21	
Bike and Pedestrian Improvements	1 HBR-φ1	
	2 CTP-18	
	3 GGP-φ1	→ Love the Chetochuche River Greenway!
Other Improvements	1 HBR-φ5	
	2 CTP-32	
	3 CTP-2φ	

Please indicate below up to three projects from each category that you would most like to see completed. Please list the Project ID (e.g. CTP\_01, WCR\_02, TPT\_21, etc.) and any additional comments you have about your selections or other projects.

Project Category	Top Project IDs	Additional Comments
Major Corridor Improvements	1 CTP-02	_____
	2 CTP-04	_____
	3 CTP-05	_____
Intersection Improvements	1 GDT-03	_____
	2 GDT-02	_____
	3 CTP-24	_____
Bike and Pedestrian Improvements	1 CTP-19	_____
	2 CTP-17	_____
	3 GGP-02	_____
Other Improvements	1 CTP-42	PCC + PIB. NB Exit <sup>PIB</sup> to WB <sup>PCC</sup>
	2 CTP-20	is dangerous w/ Truck lane coming from the East.
	3 CTP-32	PCC. E. need a Right Turn ramp to SB. PIB.



Please indicate below up to three projects from each category that you would most like to see completed. Please list the Project ID (e.g. CTP\_01, WCR\_02, TPT\_21, etc.) and any additional comments you have about your selections or other projects.

Project Category	Top Project IDs	Additional Comments
Major Corridor Improvements	1 <u>CTP-05</u>	<u>LCL-12 pedestrian trail</u>
	2 <u>CTP-06</u>	<u>going through</u>
	3 <u>CTP-04</u>	<u>Property designated</u>
Intersection Improvements	1 <u>LCL 37</u>	<u>as natural, undis-</u>
	2 <u>CTP 24</u>	<u>turbed buffer per</u>
	3 <u>LCL 35</u>	<u>county agreement.</u>
Bike and Pedestrian Improvements	1 <u>LCL-22</u>	<u>Case # SUP-21-87</u>
	2 <u>CTP-11</u>	<u>4-21-87</u>
	3 <u>CTP-33</u>	<u>planning book 6</u>
Other Improvements	1 <u>CTP-32</u>	<u>page 0741</u>
	2 <u>HBR-11</u>	
	3 <u>LCL-32</u>	

Please indicate below up to three projects from each category that you would most like to see completed. Please list the Project ID (e.g. CTP\_01, WCR\_02, TPT\_21, etc.) and any additional comments you have about your selections or other projects.

Project Category	Top Project IDs	Additional Comments
Major Corridor Improvements	1 <u>CTP04</u>	_____
	2 <u>CTP08</u>	_____
	3 <u>CTP05</u>	_____
Intersection Improvements	1 <u>LCI37</u>	_____
	2 <u>CTP24</u>	_____
	3 <u>LCI35</u>	_____
Bike and Pedestrian Improvements	1 <u>LCI22</u>	_____
	2 <u>CTP11</u>	_____
	3 <u>CTP33</u>	_____
Other Improvements	1 <u>CTP32</u>	_____
	2 <u>HR11</u>	_____
	3 <u>LCI32</u>	_____

Please indicate below up to three projects from each category that you would most like to see completed. Please list the Project ID (e.g. CTP\_01, WCR\_02, TPT\_21, etc.) and any additional comments you have about your selections or other projects.

Project Category	Top Project IDs	Additional Comments
<b>Major Corridor Improvements</b>	1 CTP-08	Connect PTC to Atlanta! Bikes are trapped let's become a biking destination and also take advantage of existing and future bike lanes in Dunwoody, Sandy Springs, Buckhead and Decatur. Let's become a part of Atlanta!
	2 GDT-01	
	3 CTP-04	
<b>Intersection Improvements</b>	1 HBR-10	Jones Mill could connect PTC circle to winters Chapel. That would be the easiest connection
	2 GDT-03	
	3 CTP-24	
<b>Bike and Pedestrian Improvements</b>	1 CTP-19	
	2 GGP-01	
	3 HBR-01	
<b>Other Improvements</b>	1 CTP-32	
	2 HBR-11	
	3 CTP-42	



Please indicate below up to three projects from each category that you would most like to see completed. Please list the Project ID (e.g. CTP\_01, WCR\_02, TPT\_21, etc.) and any additional comments you have about your selections or other projects.

Project Category	Top Project IDs	Additional Comments
<b>Major Corridor Improvements</b>	1 <u>WCR 08</u> 2 <u>CTP 03</u> 3 <u>CTP 27</u> <u>LCI 37</u>	<hr/>
<b>Intersection Improvements</b>	1 <u><del>LCI 30</del></u> <u>MBR 01</u> 2 <u><del>LCI 18</del></u> <u>CTP 26</u> 3 <u><del>LCI</del></u>	<hr/>
<b>Bike and Pedestrian Improvements</b>	1 <u>CTP 30/41</u> 2 <u>LCI 18</u> 3 <u>LCI 19</u>	<hr/>
<b>Other Improvements</b>	1 <u>HBR 05*</u> 2 <u>GTP 42</u> 3 <u>LCI-32</u>	<hr/>



Please indicate below up to three projects from each category that you would most like to see completed. Please list the Project ID (e.g. CTP\_01, WCR\_02, TPT\_21, etc.) and any additional comments you have about your selections or other projects.



Project Category	Top Project IDs	Additional Comments
<b>Major Corridor Improvements</b>	1 _____	_____
	2 <u>CTP-3</u>	_____
	3 _____	_____
<b>Intersection Improvements</b>	1 _____	_____
	2 _____	_____
	3 _____	_____
<b>Bike and Pedestrian Improvements</b>	1 _____	_____
	2 <u>CTP-30</u>	_____
	3 _____	_____
<b>Other Improvements</b>	1 _____	_____
	2 _____	_____
	3 _____	_____

Please indicate below up to three projects from each category that you would most like to see completed. Please list the Project ID (e.g. CTP\_01, WCR\_02, TPT\_21, etc.) and any additional comments you have about your selections or other projects.

Project Category	Top Project IDs	Additional Comments
<b>Major Corridor Improvements</b>	1 <u>GDT-01</u>	_____
	2 <u>CTP-40</u>	_____
	3 <u>CTP-02</u>	_____
<b>Intersection Improvements</b>	1 <u>GDT-02</u>	_____
	2 <u>CTP-23</u>	_____
	3 <u>GDT-03</u>	_____
<b>Bike and Pedestrian Improvements</b>	1 _____	_____
	2 _____	_____
	3 _____	_____
<b>Other Improvements</b>	1 _____	_____
	2 _____	_____
	3 _____	_____

Please indicate below up to three projects from each category that you would most like to see completed. Please list the Project ID (e.g. CTP\_01, WCR\_02, TPT\_21, etc.) and any additional comments you have about your selections or other projects.

Project Category	Top Project IDs	Additional Comments
Major Corridor Improvements	1 <u>CTP-01</u>	_____
	2 <u>GDF-01</u>	_____
	3 <u>CTP-06</u>	_____
Intersection Improvements	1 _____	_____
	2 _____	_____
	3 _____	_____
Bike and Pedestrian Improvements	1 _____	_____
	2 _____	_____
	3 _____	_____
Other Improvements	1 _____	_____
	2 _____	_____
	3 _____	_____

Please indicate below up to three projects from each category that you would most like to see completed. Please list the Project ID (e.g. CTP\_01, WCR\_02, TPT\_21, etc.) and any additional comments you have about your selections or other projects.

Project Category	Top Project IDs
23 Major Corridor Improvements	1 CTP-01 2 CTP-43 3 GDT-01
17 Intersection Improvements	1 CTP 23 2 CTP 24 3 LCI 35
50 Plus Bike and Pedestrian Improvements	1 CTP-12 2 CTP-17 3 CTP-19
9 Other Improvements	1 HBR-11 2 CTP-42 3 LCI-31

**Additional Comments**

Major roads- 141, PIB,  
Holcom Bridge need the highest  
priority- Why do you have  
projects that are already  
approved/funded

~~For~~ For several of  
these categories you  
should have gone 5  
choices deep with 17 plus  
projects in 4 categories

Please indicate below up to three projects from each category that you would most like to see completed. Please list the Project ID (e.g. CTP\_01, WCR\_02, TPT\_21, etc.) and any additional comments you have about your selections or other projects.

Project Category	Top Project IDs	Additional Comments
<b>Major Corridor Improvements</b>	1 <u>CTP 04</u> 2 <u>CTP 02</u> 3 <u>CTP 05</u>	IS IMPROVED TRANSIT SVC TO DORAVILLE MARTA PART OF PLAN? - -CTP 02 IMPORTANT TOO
<b>Intersection Improvements</b>	1 <u>CTP 23</u> 2 <u>GOT 02</u> 3 <u>GOT 03</u>	
<b>Bike and Pedestrian Improvements</b>	1 <u>HBR 07</u> 2 <u>HBR 06</u> 3 <u>HBR 03</u>	
<b>Other Improvements</b>	1 <u>CTP 32</u> 2 <u>LCI 31</u> 3 <u>HBR 11</u>	

Please indicate below up to three projects from each category that you would most like to see completed. Please list the Project ID (e.g. CTP\_01, WCR\_02, TPT\_21, etc.) and any additional comments you have about your selections or other projects.

Project Category	Top Project IDs	Additional Comments
Major Corridor Improvements	1 <u>CTP-43</u>	_____
	2 <u>CTP-27</u>	_____
	3 <u>CTP-06</u>	_____
Intersection Improvements	1 <u>CTP-21</u> →	<u>ROUNDABOUT WOULD IMPROVE</u>
	2 <u>HBR-10</u>	<u>TRAFFIC FLOW DRAMATICALLY</u>
	3 <u>MDR-01</u>	<u>CURRENT STOP SIGN IS CRAZY.</u>
Bike and Pedestrian Improvements	1 <u>LCI-06</u>	_____
	2 <u>CTP-28</u>	_____
	3 <u>LCI-21</u>	_____
Other Improvements	1 <u>CTP-20</u>	_____
	2 <u>LCI-31</u>	_____
	3 <u>LCI-32</u>	_____

Please indicate below up to three projects from each category that you would most like to see completed. Please list the Project ID (e.g. CTP\_01, WCR\_02, TPT\_21, etc.) and any additional comments you have about your selections or other projects.

Project Category	Top Project IDs	Additional Comments
Major Corridor Improvements	<ol style="list-style-type: none"> <li>1 <u>CTP_01</u></li> <li>2 <u>WCR_08</u></li> <li>3 <u>CTP_04</u></li> </ol>	<hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/>
Intersection Improvements	<ol style="list-style-type: none"> <li>1 <u>WCR_07</u></li> <li>2 <u>HBR_10</u></li> <li>3 <u>WCR_05</u></li> </ol>	<hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/>
Bike and Pedestrian Improvements	<ol style="list-style-type: none"> <li>1 _____</li> <li>2 _____</li> <li>3 _____</li> </ol>	<hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/>
Other Improvements	<ol style="list-style-type: none"> <li>1 <u>CTP_32</u></li> <li>2 <u>WCR_01</u></li> <li>3 <u>LCI_31</u></li> </ol>	<hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/>





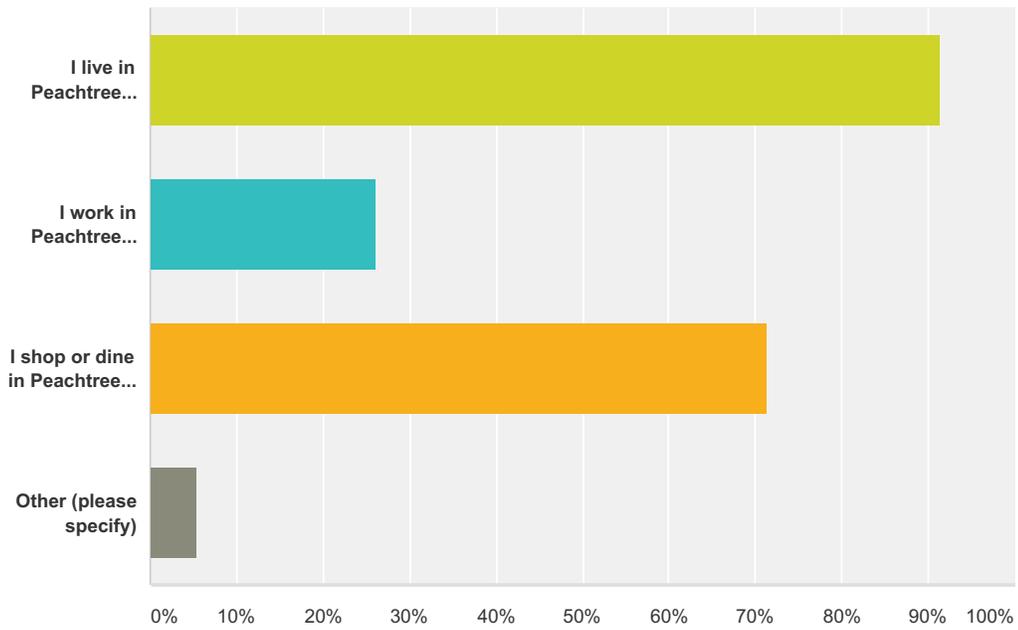
Please indicate below up to three projects from each category that you would most like to see completed. Please list the Project ID (e.g. CTP\_01, WCR\_02, TPT\_21, etc.) and any additional comments you have about your selections or other projects.

Project Category	Top Project IDs	Additional Comments
<b>Major Corridor Improvements</b>	1 <u>CTP-01</u>	_____
	2 <u>WCR-08</u>	_____
	3 <u>CTP-44</u>	_____
<b>Intersection Improvements</b>	1 <u>CTP 25</u>	_____
	2 <u>CTP-24</u>	_____
	3 <u>MBR-01</u>	_____
<b>Bike and Pedestrian Improvements</b>	1 <u>LCI-04</u>	_____
	2 <u>CTP-11</u>	_____
	3 <u>LCI-06</u>	_____
<b>Other Improvements</b>	1 <u>CTP-42</u>	_____
	2 <u>CTP-32</u>	_____
	3 <u>LCI-31</u>	_____



### Q1 What do you do in Peachtree Corners? (check all that apply)

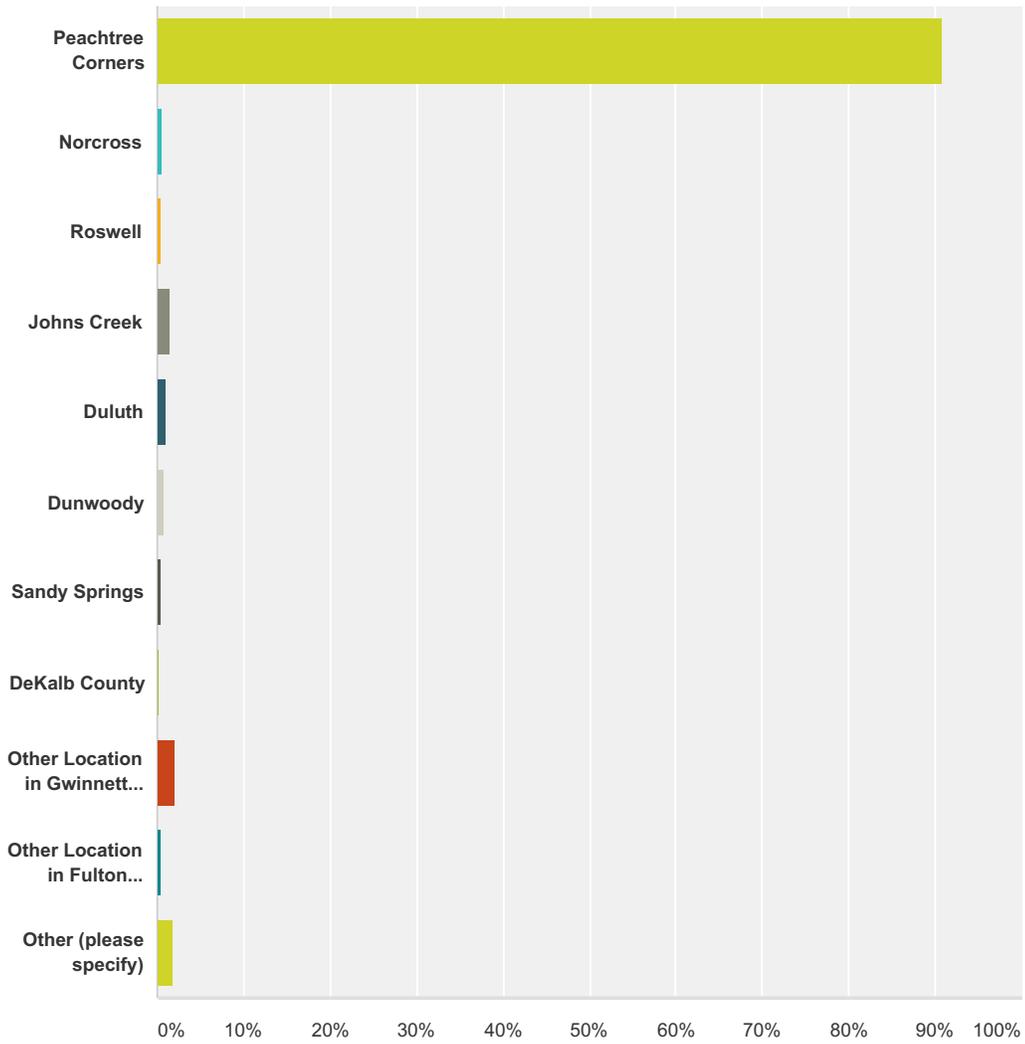
Answered: 1,242 Skipped: 1



Answer Choices	Responses
I live in Peachtree Corners	91.38% 1,135
I work in Peachtree Corners	26.01% 323
I shop or dine in Peachtree Corners	71.34% 886
Other (please specify)	5.48% 68
<b>Total Respondents: 1,242</b>	

## Q2 Where do you live?

Answered: 1,238 Skipped: 5



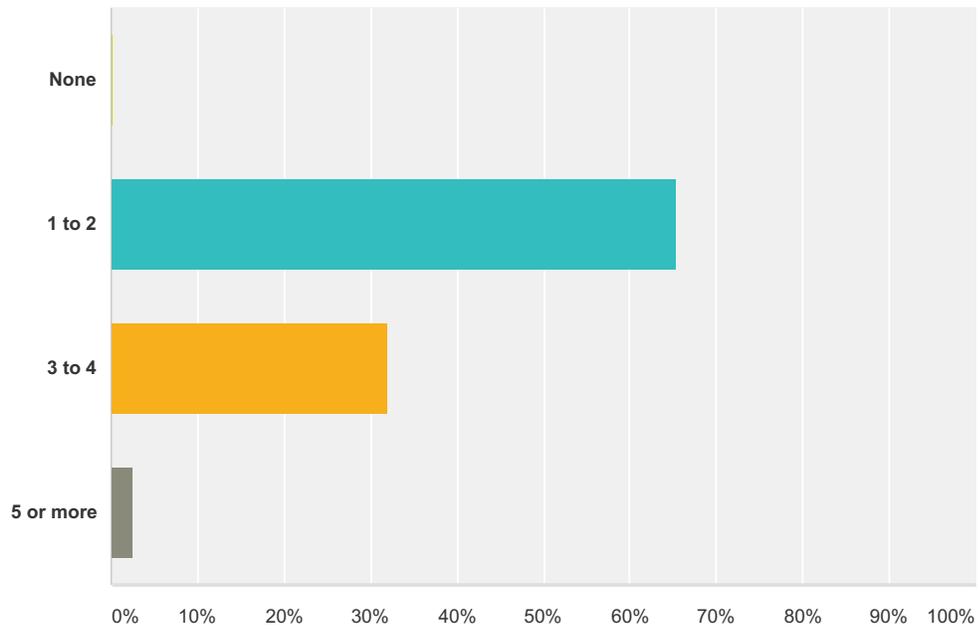
Answer Choices	Responses
Peachtree Corners	90.87% 1,125
Norcross	0.57% 7
Roswell	0.32% 4
Johns Creek	1.37% 17
Duluth	1.05% 13
Dunwoody	0.89% 11
Sandy Springs	0.40% 5
DeKalb County	0.24% 3
Other Location in Gwinnett County	2.02% 25
Other Location in Fulton County	0.40% 5

Peachtree Corners Comprehensive Transportation Plan Community Survey

Other (please specify)	1.86%	23
<b>Total</b>		<b>1,238</b>

### Q3 How many registered vehicles (cars) are in your household?

Answered: 1,237 Skipped: 6



Answer Choices	Responses
None	0.16% 2
1 to 2	65.40% 809
3 to 4	31.93% 395
5 or more	2.51% 31
<b>Total</b>	<b>1,237</b>

**Q4 How many people live in your household  
(including yourself)?**

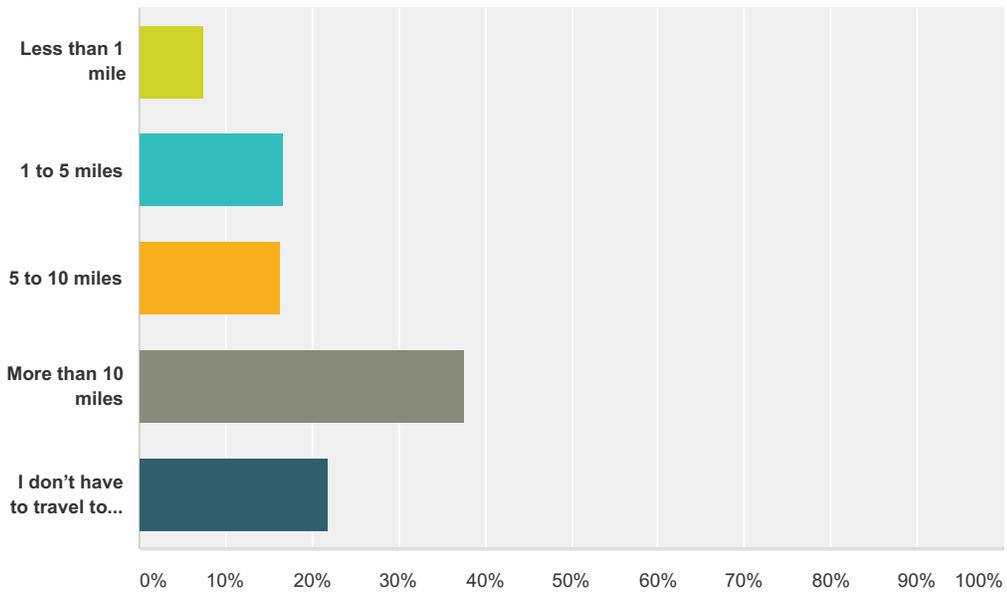
Answered: 1,235 Skipped: 8

**Q5 In what city/neighborhood do you work?**

Answered: 1,177 Skipped: 66

### Q6 About how far do you have to travel to get to work?

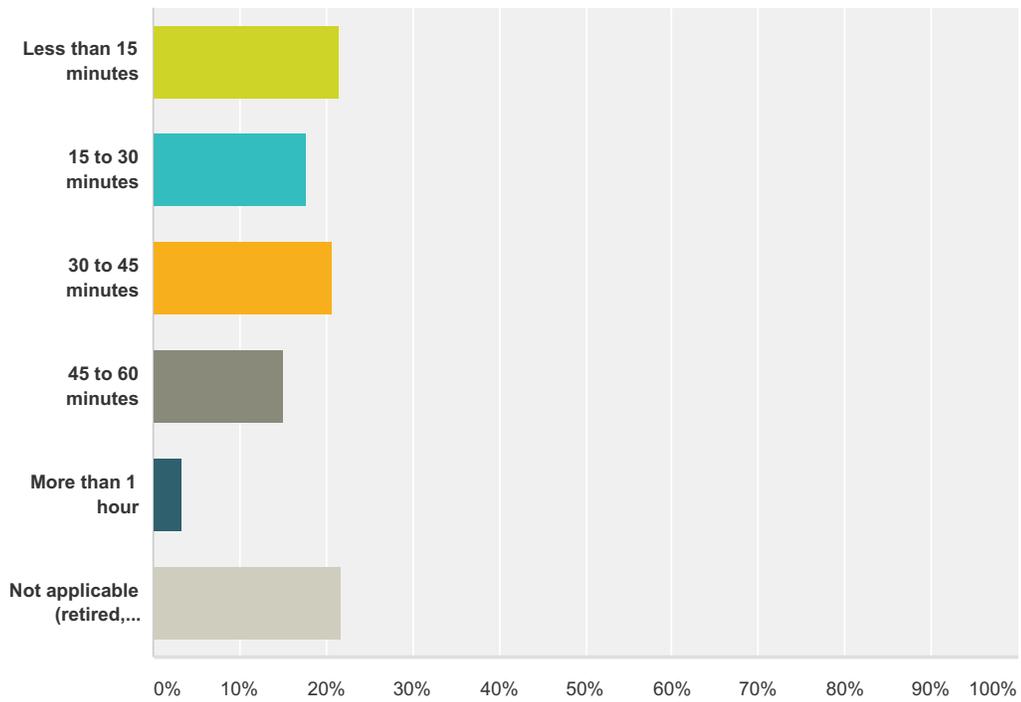
Answered: 1,208 Skipped: 35



Answer Choices	Responses
Less than 1 mile	7.53% 91
1 to 5 miles	16.64% 201
5 to 10 miles	16.31% 197
More than 10 miles	37.50% 453
I don't have to travel to get to work	22.02% 266
<b>Total</b>	<b>1,208</b>

### Q7 How long does it typically take to get to/from work?

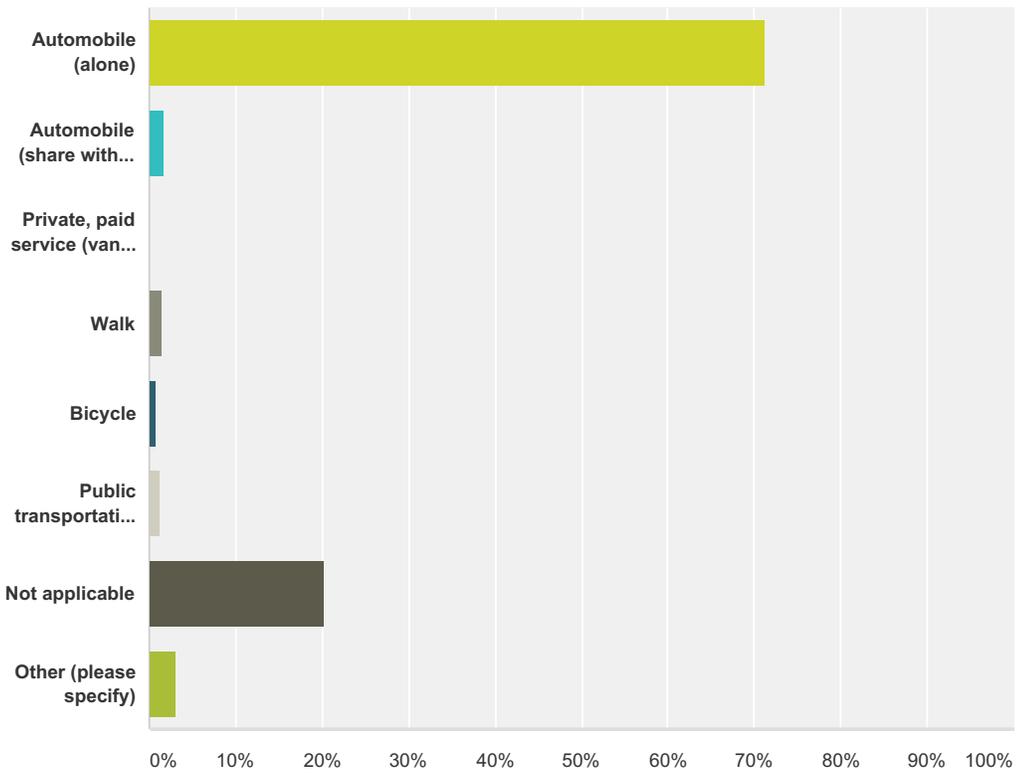
Answered: 1,213 Skipped: 30



Answer Choices	Responses
Less than 15 minutes	21.52% 261
15 to 30 minutes	17.72% 215
30 to 45 minutes	20.61% 250
45 to 60 minutes	15.09% 183
More than 1 hour	3.38% 41
Not applicable (retired, unemployed, etc.)	21.68% 263
<b>Total</b>	<b>1,213</b>

### Q8 How do you typically get to work (if applicable)?

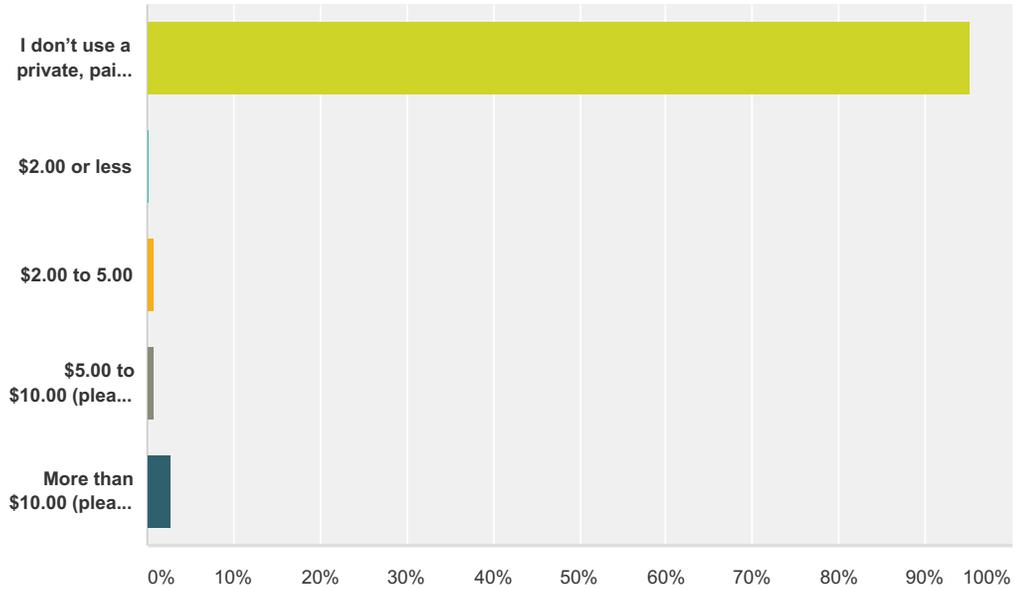
Answered: 1,191 Skipped: 52



Answer Choices	Responses
Automobile (alone)	71.28% 849
Automobile (share with others/carpool or vanpool)	1.60% 19
Private, paid service (van, taxi)	0.08% 1
Walk	1.51% 18
Bicycle	0.84% 10
Public transportation (bus, MARTA)	1.34% 16
Not applicable	20.15% 240
Other (please specify)	3.19% 38
<b>Total</b>	<b>1,191</b>

### Q9 If you pay a private paid service (van or taxi), how much do you pay each way (one way)?

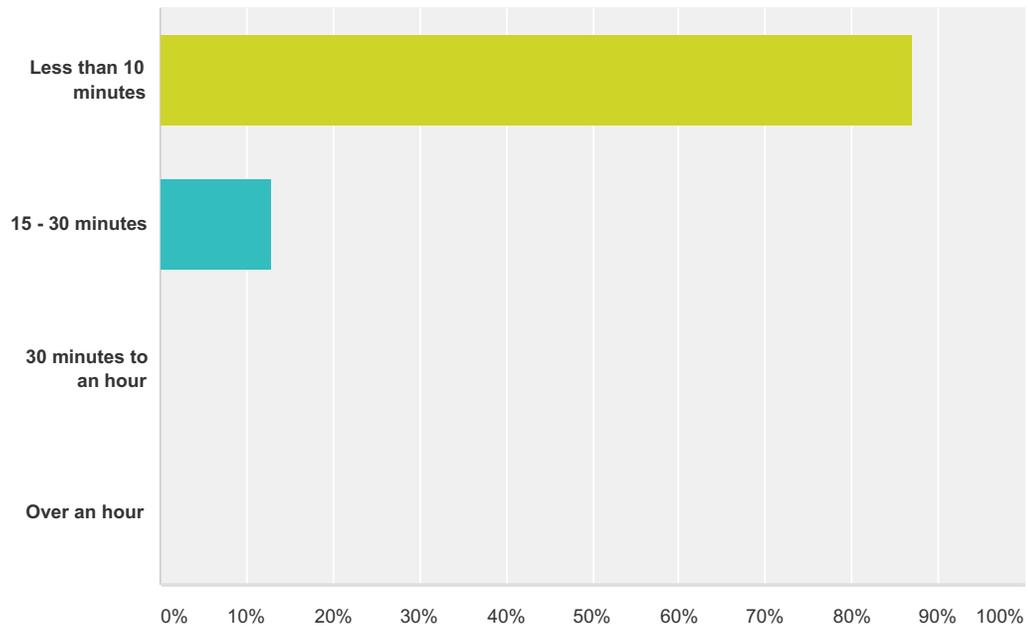
Answered: 1,084 Skipped: 159



Answer Choices	Responses
I don't use a private, paid service	95.20% 1,032
\$2.00 or less	0.28% 3
\$2.00 to 5.00	0.92% 10
\$5.00 to \$10.00 (please specify amount below)	0.83% 9
More than \$10.00 (please specify amount below)	2.77% 30
<b>Total</b>	<b>1,084</b>

### Q10 How long do you travel to get to a grocery store?

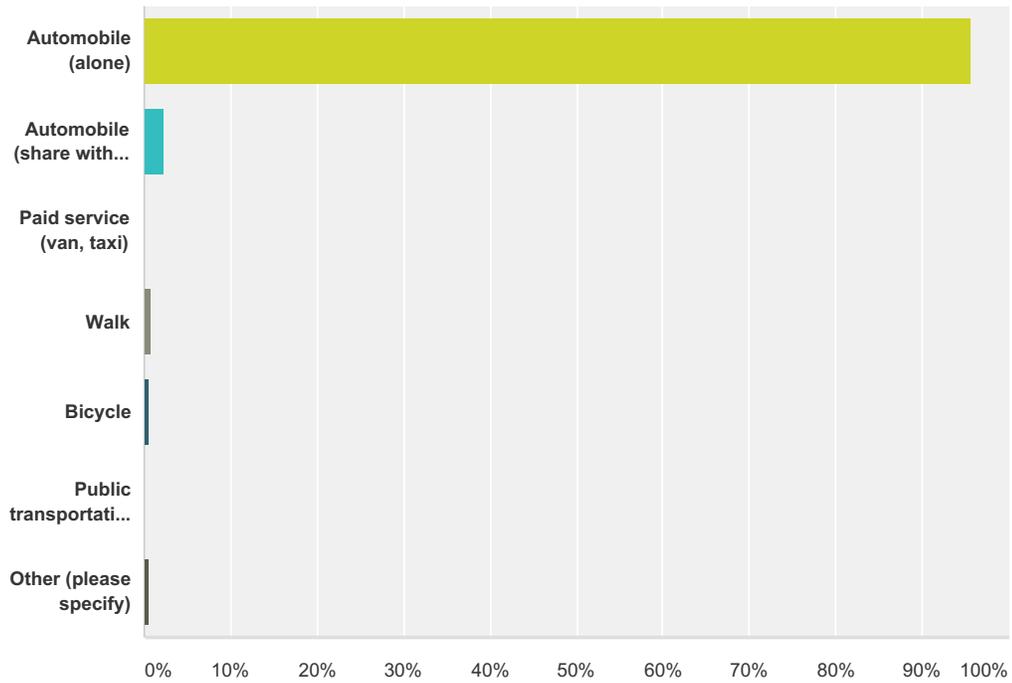
Answered: 1,235 Skipped: 8



Answer Choices	Responses
Less than 10 minutes	87.04% 1,075
15 - 30 minutes	12.87% 159
30 minutes to an hour	0.00% 0
Over an hour	0.08% 1
<b>Total</b>	<b>1,235</b>

### Q11 How do you get to the grocery store?

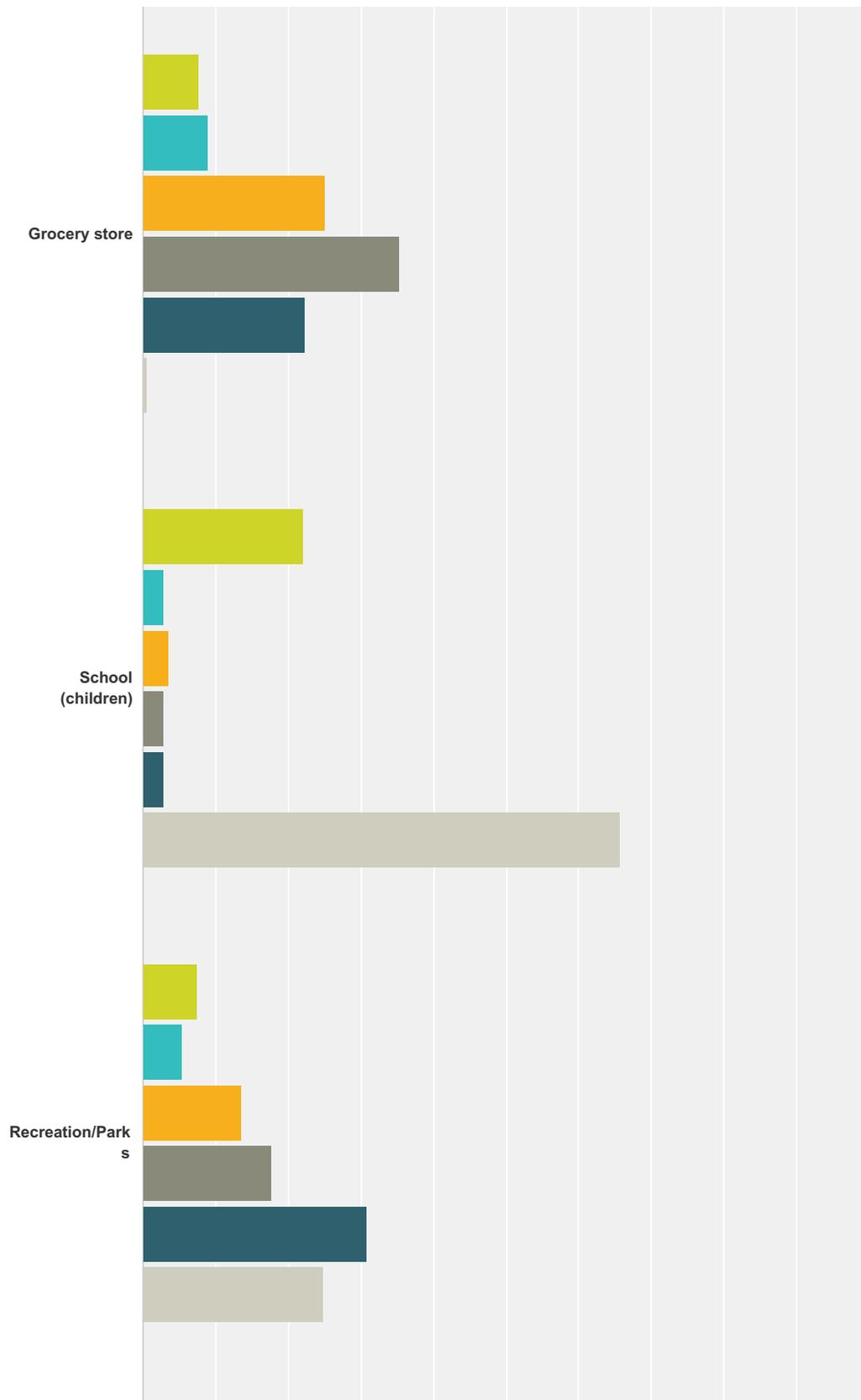
Answered: 1,235 Skipped: 8



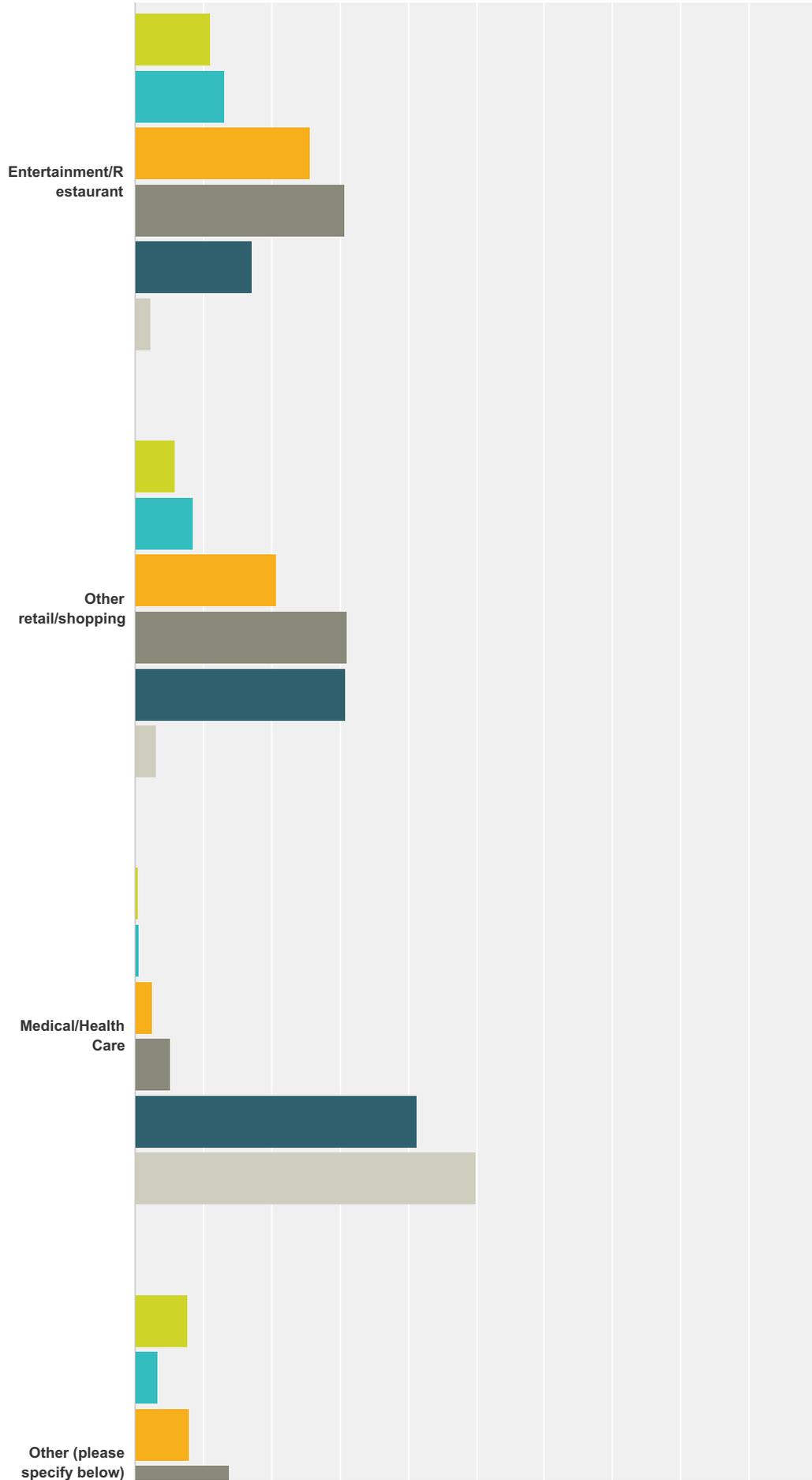
Answer Choices	Responses
Automobile (alone)	95.55% 1,180
Automobile (share with others/carpool or vanpool)	2.35% 29
Paid service (van, taxi)	0.00% 0
Walk	0.81% 10
Bicycle	0.57% 7
Public transportation (bus, MARTA)	0.00% 0
Other (please specify)	0.73% 9
<b>Total</b>	<b>1,235</b>

### Q12 Not including your travel to work, how many trips do you take each week to:

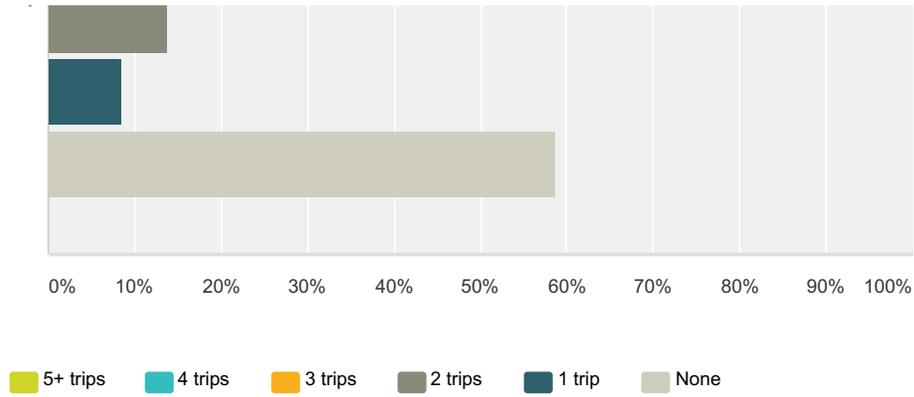
Answered: 1,236 Skipped: 7



# Peachtree Corners Comprehensive Transportation Plan Community Survey



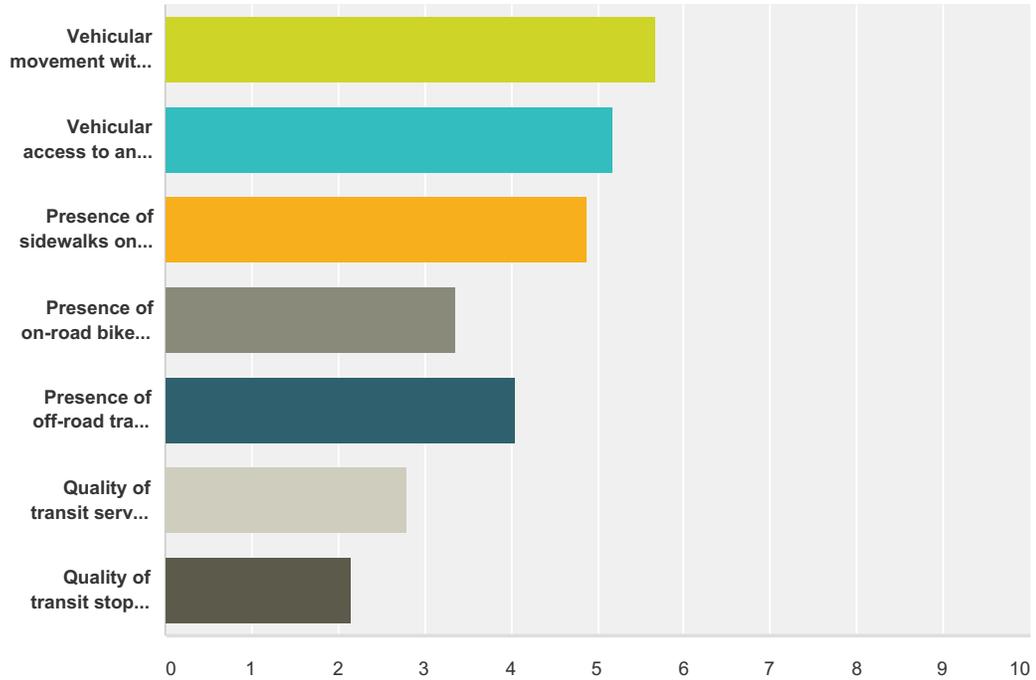
## Peachtree Corners Comprehensive Transportation Plan Community Survey



	5+ trips	4 trips	3 trips	2 trips	1 trip	None	Total
Grocery store	7.79% 96	8.92% 110	24.98% 308	35.36% 436	22.30% 275	0.65% 8	1,233
School (children)	22.13% 256	2.85% 33	3.46% 40	2.85% 33	2.94% 34	65.77% 761	1,157
Recreation/Parks	7.43% 88	5.40% 64	13.67% 162	17.81% 211	30.89% 366	24.81% 294	1,185
Entertainment/Restaurant	11.04% 134	13.18% 160	25.62% 311	30.72% 373	17.13% 208	2.31% 28	1,214
Other retail/shopping	5.89% 71	8.46% 102	20.56% 248	31.09% 375	30.93% 373	3.07% 37	1,206
Medical/Health Care	0.42% 5	0.68% 8	2.55% 30	5.18% 61	41.34% 487	49.83% 587	1,178
Other (please specify below)	7.73% 45	3.26% 19	7.90% 46	13.75% 80	8.59% 50	58.76% 342	582

**Q13 Sort the following priorities from the most important to you at the top to the least important to you at the bottom.**

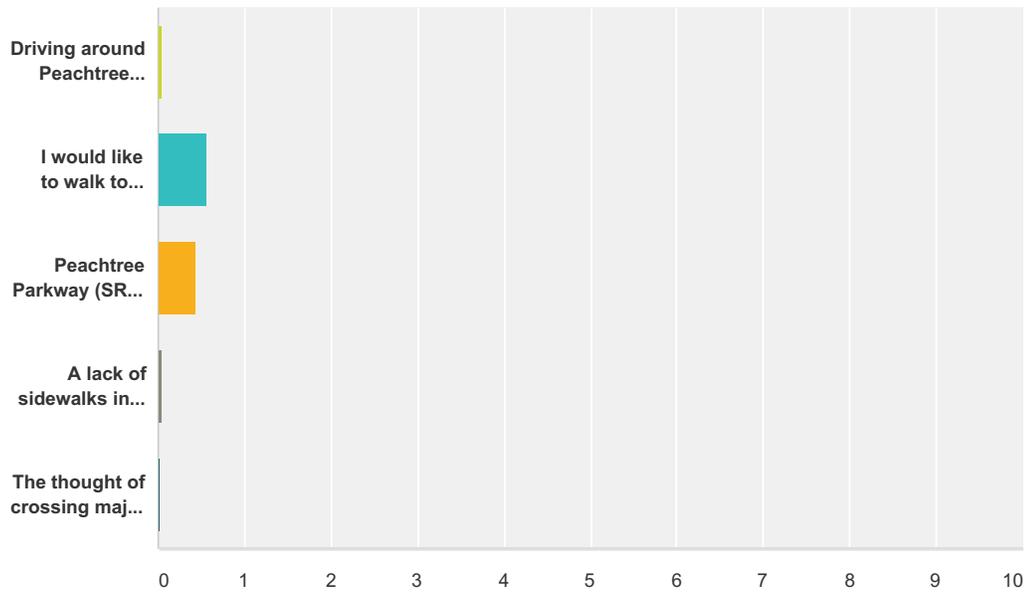
Answered: 1,116 Skipped: 127



	1	2	3	4	5	6	7	Total	Score
Vehicular movement within Peachtree Corners	44.37% 477	26.42% 284	7.81% 84	8.00% 86	5.77% 62	3.35% 36	4.28% 46	1,075	5.68
Vehicular access to and from Peachtree Corners	24.59% 268	33.58% 366	12.11% 132	10.37% 113	8.44% 92	5.05% 55	5.87% 64	1,090	5.17
Presence of sidewalks on streets in Peachtree Corners	12.55% 135	15.99% 172	40.89% 440	14.78% 159	11.15% 120	3.07% 33	1.58% 17	1,076	4.88
Presence of on-road bike facilities (bike lanes, etc.) in Peachtree Corners	6.66% 71	6.29% 67	9.94% 106	18.76% 200	29.55% 315	9.47% 101	19.32% 206	1,066	3.36
Presence of off-road trails and paths for walking and biking in Peachtree Corners	6.98% 75	10.99% 118	19.27% 207	27.75% 298	18.72% 201	9.22% 99	7.08% 76	1,074	4.04
Quality of transit service (number of routes, frequency of buses, places routes go, etc.) in Peachtree Corners	4.21% 45	4.21% 45	7.68% 82	11.33% 121	12.55% 134	43.63% 466	16.39% 175	1,068	2.80
Quality of transit stops (benches, shelters, sidewalks to stop areas) in Peachtree Corners	2.77% 30	2.77% 30	2.21% 24	8.21% 89	13.47% 146	25.37% 275	45.20% 490	1,084	2.16

**Q14 Please indicate how much you agree or disagree with each statement below.**

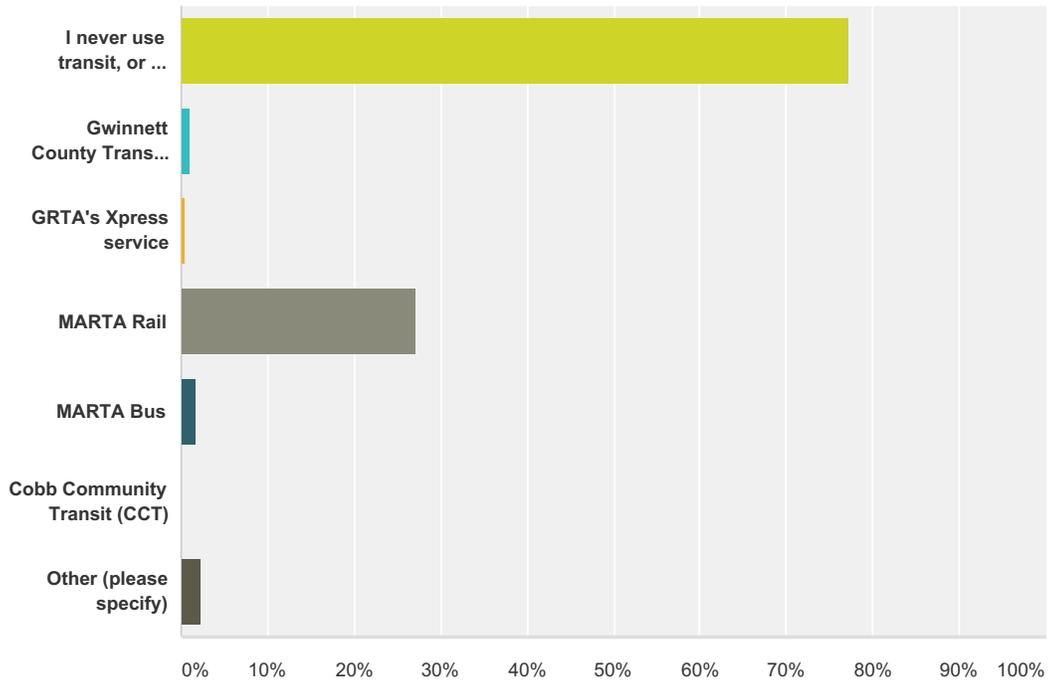
Answered: 1,151 Skipped: 92



	Agree Strongly	Agree	Neutral/Unsure	Disagree	Disagree Strongly	N/A	Total	Weighted Average
Driving around Peachtree Corners is easy and efficient	4.88% 56	38.15% 438	21.25% 244	27.96% 321	7.67% 88	0.09% 1	1,148	0.05
I would like to walk to destinations in Peachtree Corners more often than I do now	25.26% 290	33.36% 383	17.86% 205	12.63% 145	8.36% 96	2.53% 29	1,148	0.56
Peachtree Parkway (SR 141) is challenging to cross while driving	23.32% 268	33.25% 382	14.88% 171	18.10% 208	9.05% 104	1.39% 16	1,149	0.44
A lack of sidewalks in the area keeps me from walking around Peachtree Corners more	17.94% 206	22.21% 255	18.47% 212	23.95% 275	15.24% 175	2.18% 25	1,148	0.04
The thought of crossing major roadways on foot keeps me from walking more often	20.91% 240	21.60% 248	13.50% 155	20.64% 237	20.38% 234	2.96% 34	1,148	0.02

### Q15 Do you use public transit regularly? If so, select all transit services you use below.

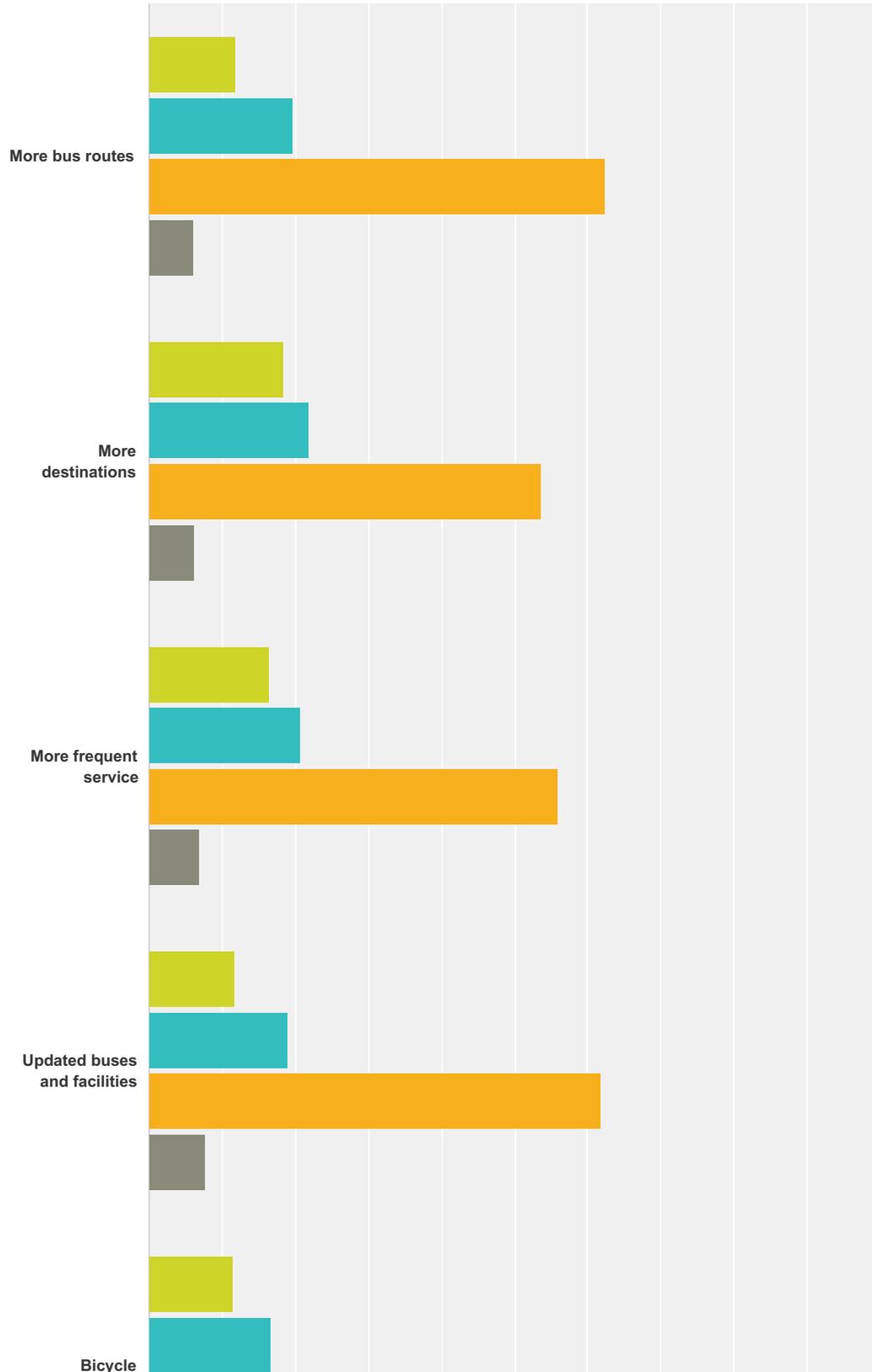
Answered: 1,113 Skipped: 130



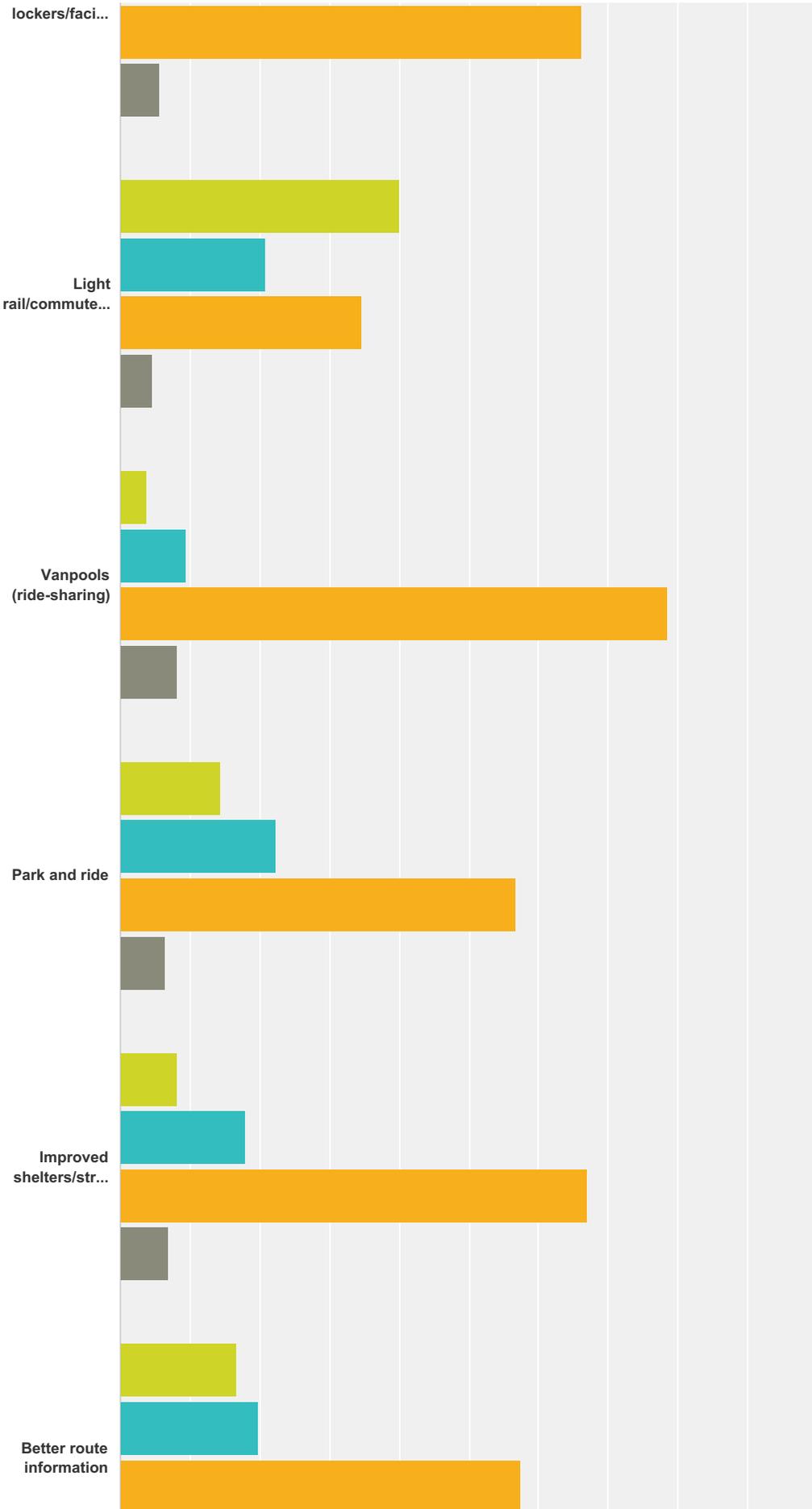
Answer Choices	Responses	Count
I never use transit, or I use transit very sparingly.	77.18%	859
Gwinnett County Transit (GCT)	0.99%	11
GRTA's Xpress service	0.36%	4
MARTA Rail	27.04%	301
MARTA Bus	1.71%	19
Cobb Community Transit (CCT)	0.09%	1
Other (please specify)	2.34%	26
<b>Total Respondents: 1,113</b>		

### Q16 Would you be likely to increase your use of public transit if the following improvements were made?

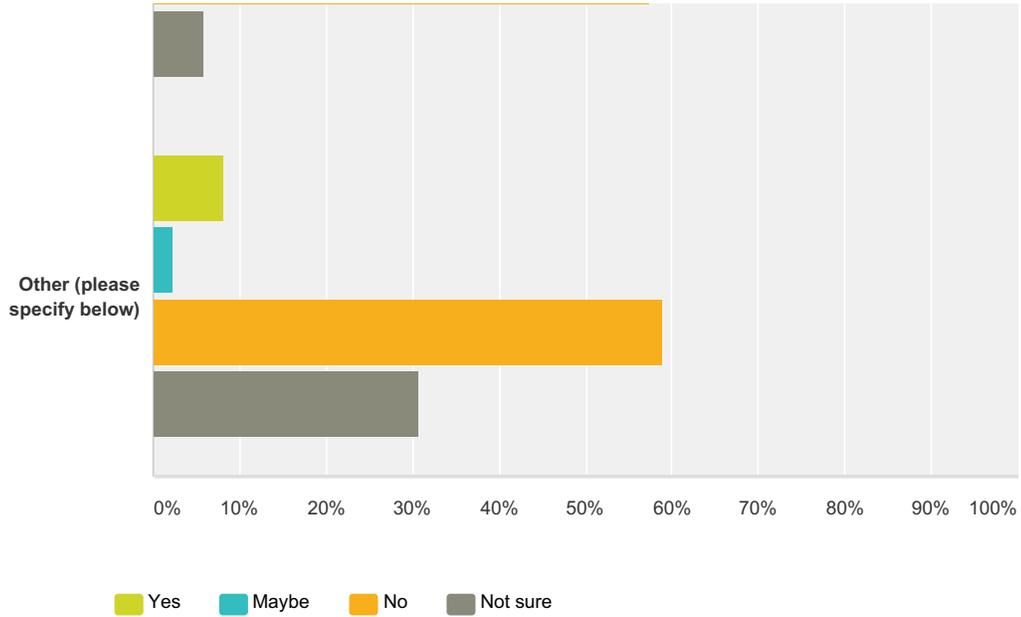
Answered: 1,122 Skipped: 121



# Peachtree Corners Comprehensive Transportation Plan Community Survey



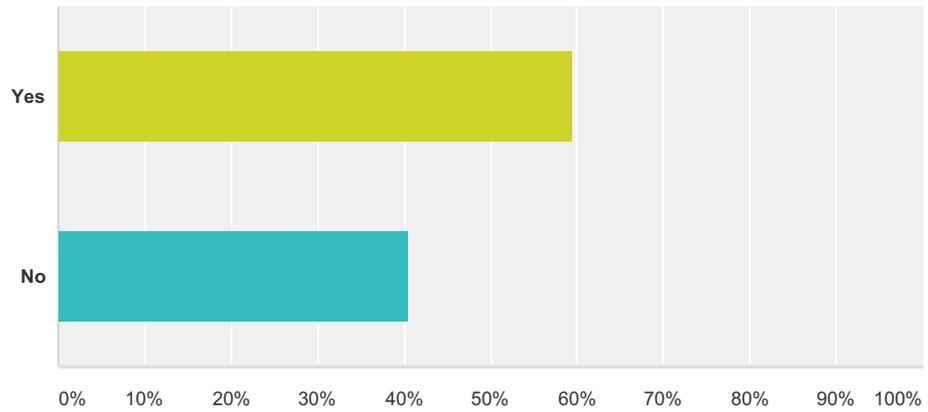
## Peachtree Corners Comprehensive Transportation Plan Community Survey



	Yes	Maybe	No	Not sure	Total
More bus routes	11.98% 133	19.55% 217	62.34% 692	6.13% 68	1,110
More destinations	18.30% 203	21.82% 242	53.56% 594	6.31% 70	1,109
More frequent service	16.39% 180	20.77% 228	56.01% 615	6.83% 75	1,098
Updated buses and facilities	11.65% 128	18.93% 208	61.69% 678	7.73% 85	1,099
Bicycle lockers/facilities	11.45% 125	16.76% 183	66.12% 722	5.68% 62	1,092
Light rail/commuter rail service	40.14% 446	20.79% 231	34.56% 384	4.50% 50	1,111
Vanpools (ride-sharing)	3.84% 42	9.42% 103	78.59% 859	8.14% 89	1,093
Park and ride	14.38% 158	22.38% 246	56.69% 623	6.55% 72	1,099
Improved shelters/street furniture	8.07% 88	18.06% 197	66.91% 730	6.97% 76	1,091
Better route information	16.76% 183	19.87% 217	57.51% 628	5.86% 64	1,092
Other (please specify below)	8.06% 42	2.30% 12	58.93% 307	30.71% 160	521

### Q17 Do you own a bicycle?

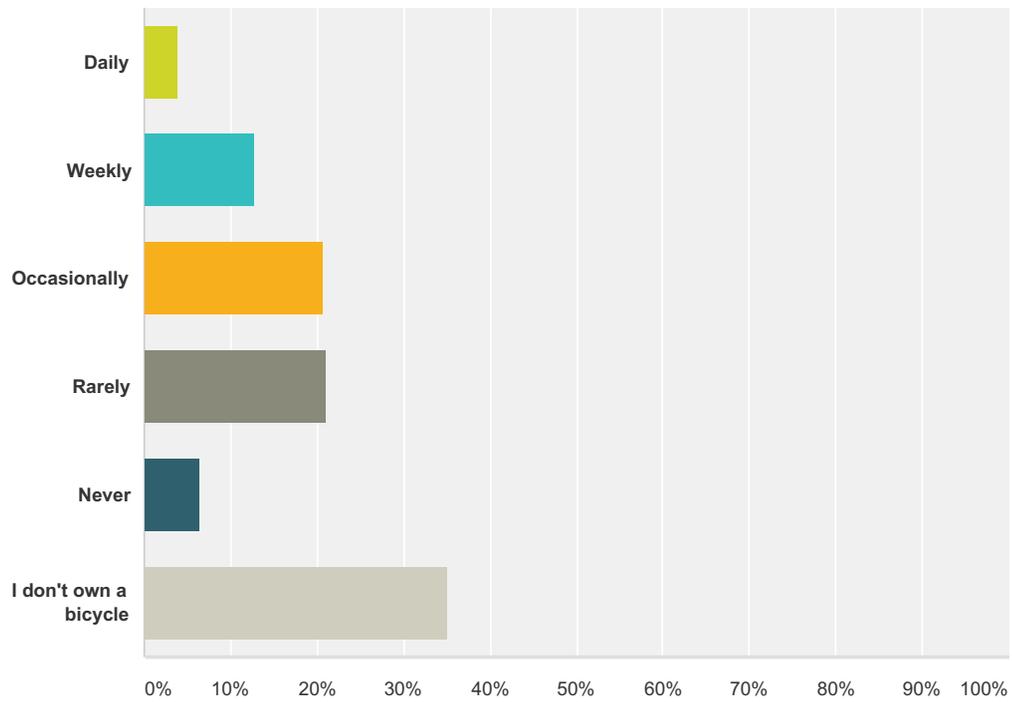
Answered: 1,125 Skipped: 118



Answer Choices	Responses
Yes	59.47% 669
No	40.53% 456
<b>Total</b>	<b>1,125</b>

### Q18 If yes, approximately how often do you use your bicycle?

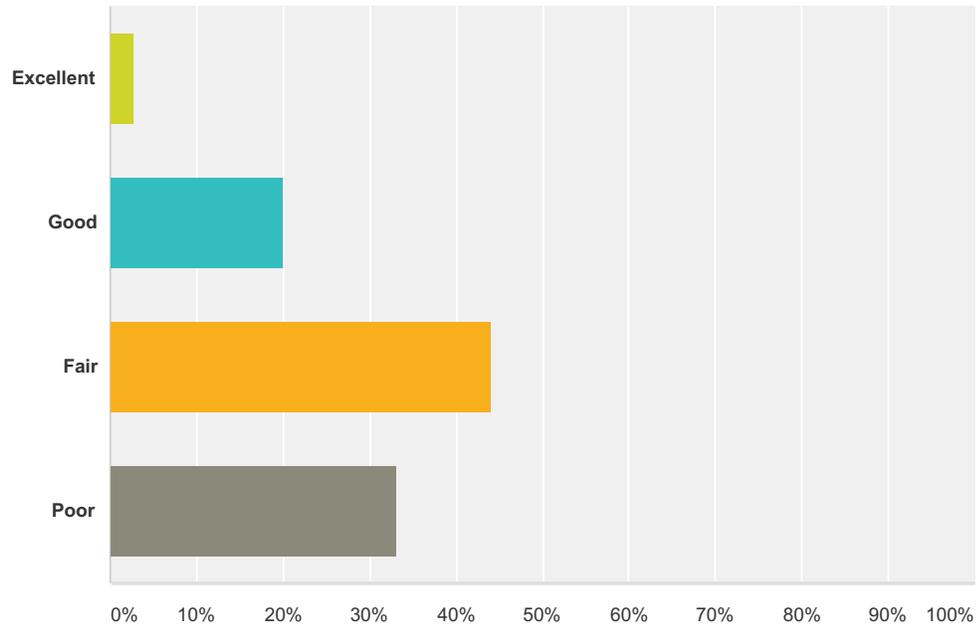
Answered: 1,052 Skipped: 191



Answer Choices	Responses
Daily	3.99% 42
Weekly	12.74% 134
Occasionally	20.63% 217
Rarely	21.01% 221
Never	6.56% 69
I don't own a bicycle	35.08% 369
<b>Total</b>	<b>1,052</b>

**Q19 Overall, how would you rate the quality of the bicycle and pedestrian network (i.e. bike lanes and sidewalks) in the area you live in?**

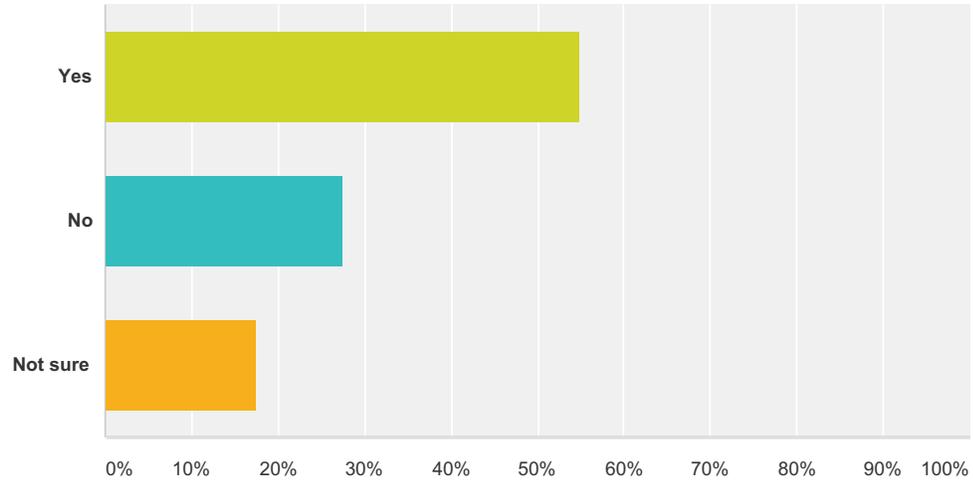
Answered: 1,085 Skipped: 158



Answer Choices	Responses
Excellent	2.76% 30
Good	20.09% 218
Fair	43.96% 477
Poor	33.18% 360
<b>Total</b>	<b>1,085</b>

### Q20 Would you bicycle and/or walk more if additional bicycle and pedestrian facilities were available?

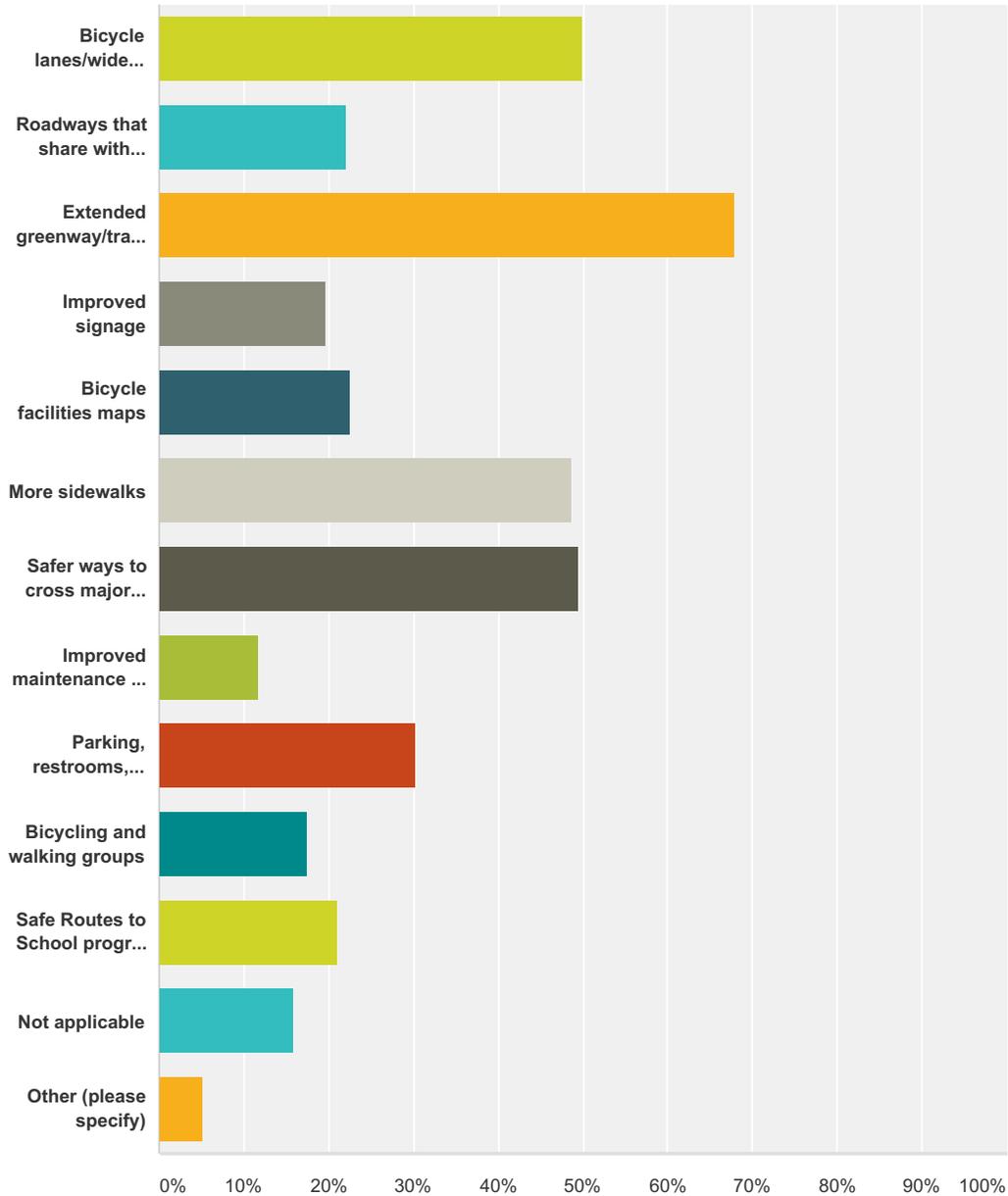
Answered: 1,116 Skipped: 127



Answer Choices	Responses
Yes	54.84% 612
No	27.60% 308
Not sure	17.56% 196
<b>Total</b>	<b>1,116</b>

**Q21 If you answered "Yes" above, which of the following would be helpful to you?  
(Choose all that apply)**

Answered: 797 Skipped: 446



Answer Choices	Responses
Bicycle lanes/wide outside lanes	49.94% 398
Roadways that share with bicyclists (identified with "sharrows")	22.08% 176
Extended greenway/trail system	67.75% 540
Improved signage	19.70% 157
Bicycle facilities maps	22.46% 179

## Peachtree Corners Comprehensive Transportation Plan Community Survey

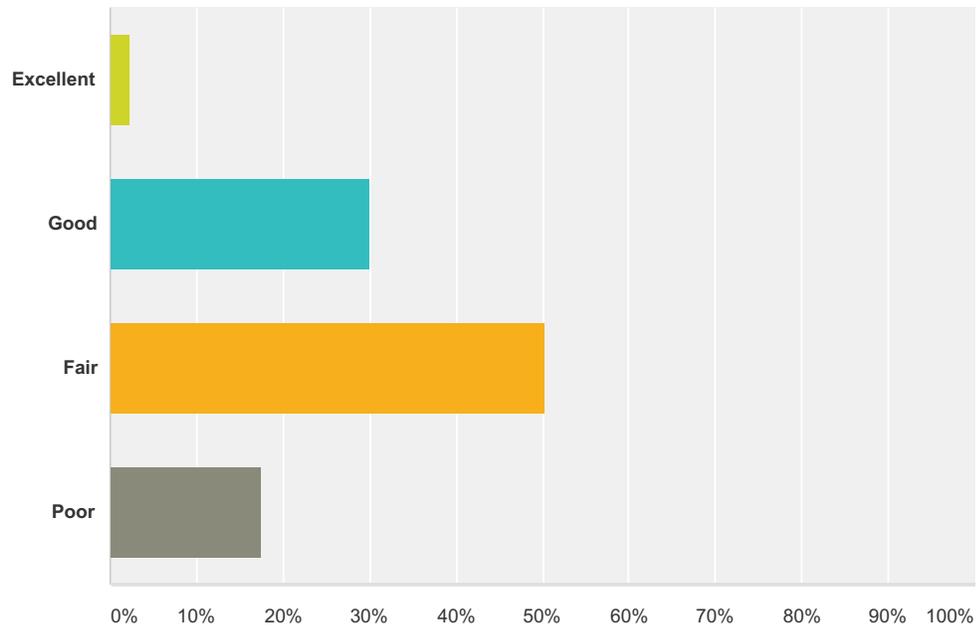
More sidewalks	<b>48.68%</b>	388
Safer ways to cross major roadways (enhanced crosswalks, bike/pedestrian bridges, etc.)	<b>49.56%</b>	395
Improved maintenance of existing facilities	<b>11.67%</b>	93
Parking, restrooms, water fountains, benches	<b>30.24%</b>	241
Bicycling and walking groups	<b>17.57%</b>	140
Safe Routes to School programs for children	<b>21.08%</b>	168
Not applicable	<b>15.81%</b>	126
Other (please specify)	<b>5.27%</b>	42
<b>Total Respondents: 797</b>		

**Q22 Where would you (or your family) like to go on bicycle or on foot, if it were safer or if there were facilities to do so?**

Answered: 573 Skipped: 670

### Q23 Overall, how would you rate the transportation system in Peachtree Corners?

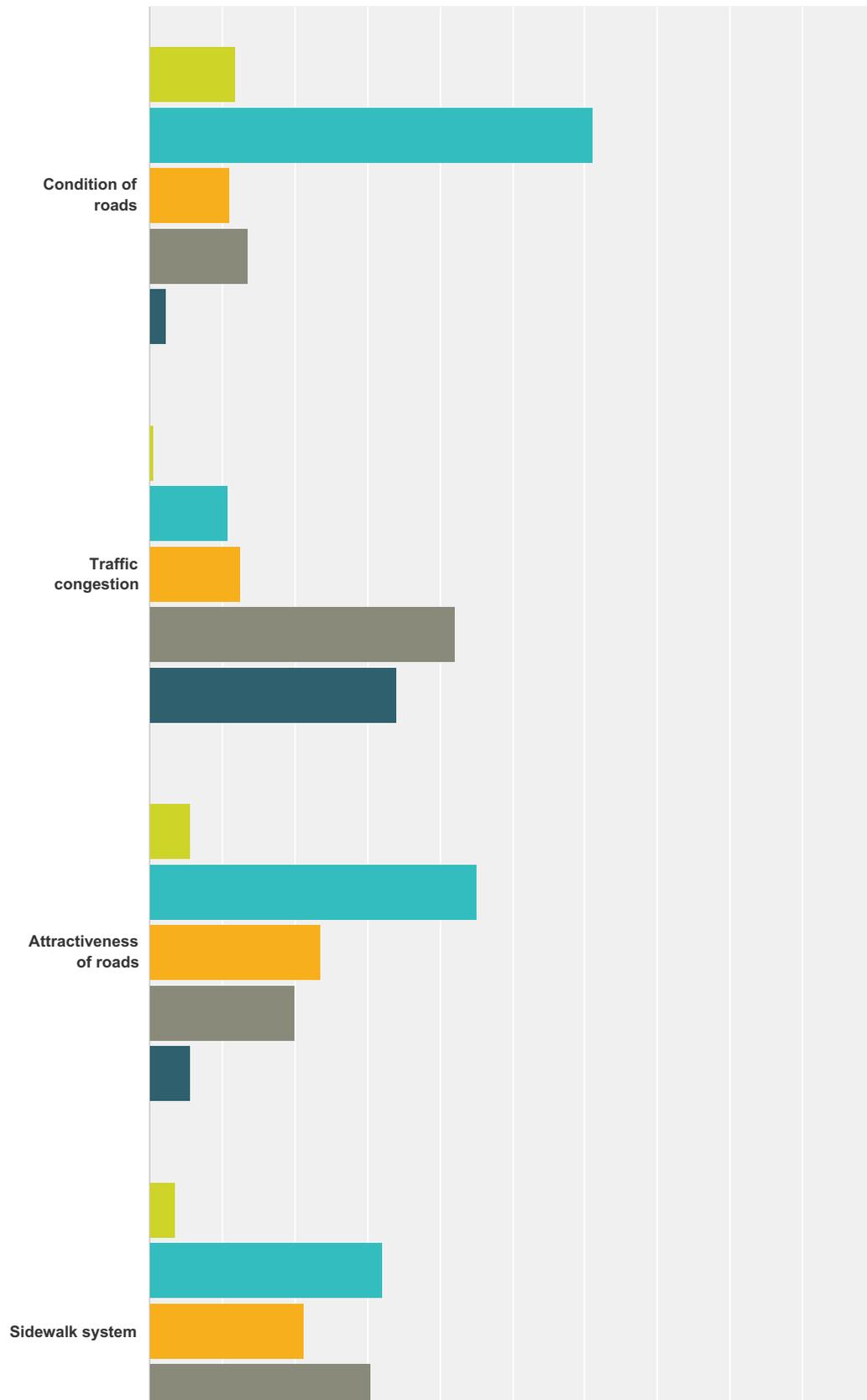
Answered: 1,066 Skipped: 177



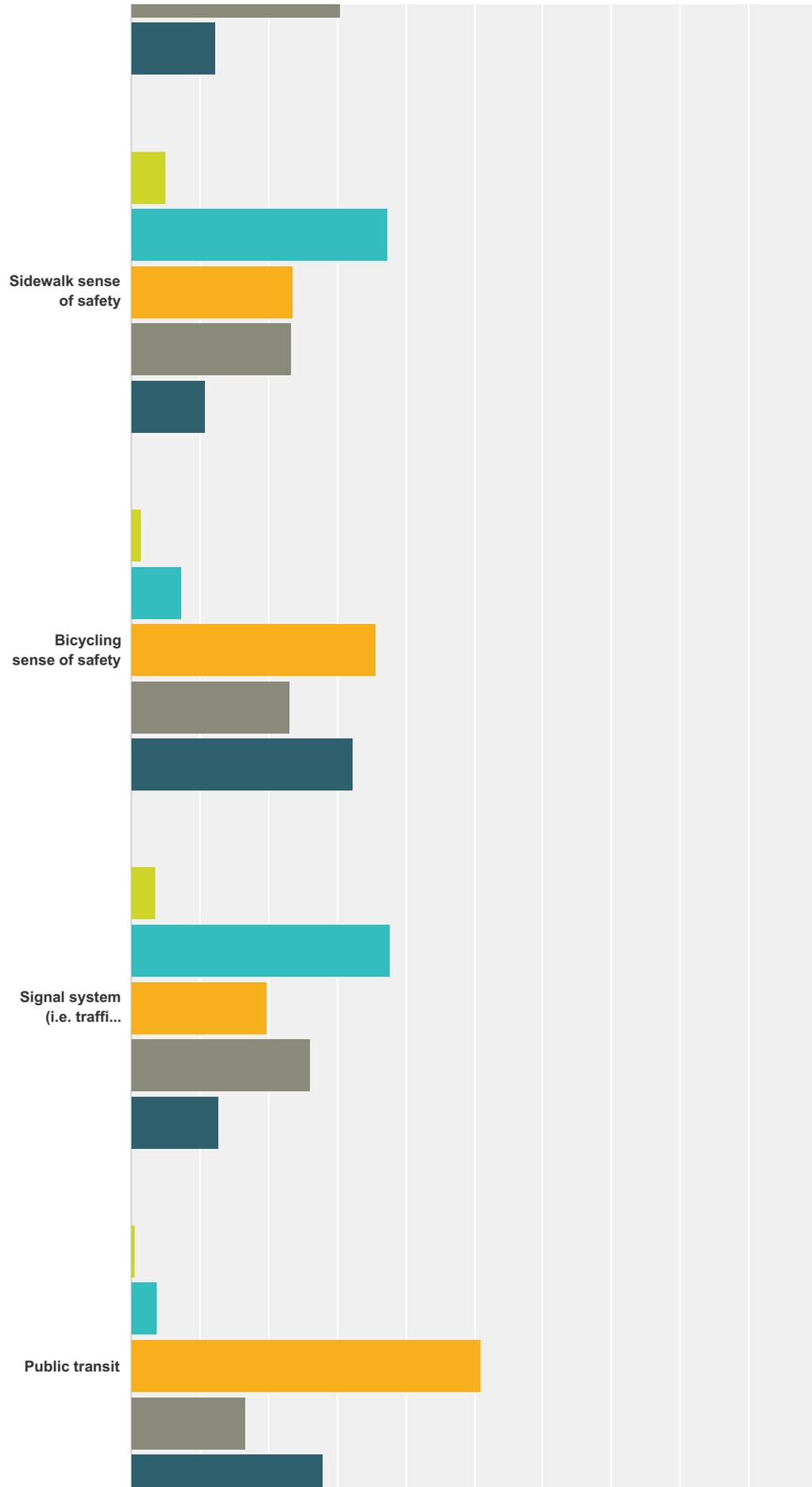
Answer Choices	Responses
Excellent	2.25% 24
Good	30.02% 320
Fair	50.28% 536
Poor	17.45% 186
<b>Total</b>	<b>1,066</b>

### Q24 How would you rate the following in the Peachtree Corners area?

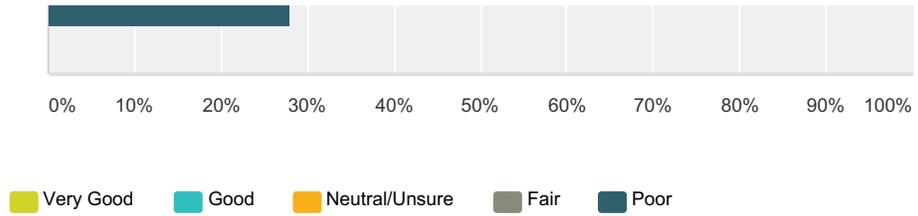
Answered: 1,102 Skipped: 141



# Peachtree Corners Comprehensive Transportation Plan Community Survey



## Peachtree Corners Comprehensive Transportation Plan Community Survey



	Very Good	Good	Neutral/Unsure	Fair	Poor	Total
Condition of roads	11.89% 131	61.25% 675	11.07% 122	13.52% 149	2.27% 25	1,102
Traffic congestion	0.55% 6	10.82% 118	12.47% 136	42.07% 459	34.10% 372	1,091
Attractiveness of roads	5.63% 61	45.06% 488	23.55% 255	20.04% 217	5.72% 62	1,083
Sidewalk system	3.56% 39	32.18% 353	21.33% 234	30.54% 335	12.40% 136	1,097
Sidewalk sense of safety	5.01% 55	37.37% 410	23.52% 258	23.34% 256	10.76% 118	1,097
Bicycling sense of safety	1.49% 16	7.37% 79	35.63% 382	23.23% 249	32.28% 346	1,072
Signal system (i.e. traffic lights)	3.48% 38	37.73% 412	19.87% 217	26.19% 286	12.73% 139	1,092
Public transit	0.66% 7	3.76% 40	50.89% 541	16.65% 177	28.03% 298	1,063

**Q25 Please list the five transportation improvements you would MOST like to see in the Peachtree Corners area and WHERE these improvements are needed. For example: "safer ways to walk to \_\_\_\_\_ School"; widening of \_\_\_\_\_ Road" or "bicycle lanes on \_\_\_\_\_ Street" or "better traffic signal synchronization at \_\_\_\_\_ roads".**

Answered: 805 Skipped: 438

Answer Choices	Responses	
1.	99.88%	804
2.	85.09%	685
3.	67.70%	545
4.	47.70%	384
5.	33.29%	268

**Q26 Please include any additional  
transportation related comments here:**

Answered: 260 Skipped: 983



# **APPENDIX D: PRIORITIZATION SCHEMATIC**

