

Appendix A: Existing Conditions



Appendix B: Existing Conditions - Network Analysis

Intersection												
Int Delay, s/veh	1.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖↗		↖	↖↗	↖		↔			↖	↖
Traffic Vol, veh/h	12	493	68	19	650	17	41	0	58	3	1	8
Future Vol, veh/h	12	493	68	19	650	17	41	0	58	3	1	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	Yield	-	-	None	-	-	Free
Storage Length	50	-	-	25	-	0	-	-	-	-	-	50
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	1	1	1	1	1	1
Mvmt Flow	13	536	74	21	707	18	45	0	63	3	1	9

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	707	0	0	610	0	0	995	1348	305	1043	1385	-
Stage 1	-	-	-	-	-	-	599	599	-	749	749	-
Stage 2	-	-	-	-	-	-	396	749	-	294	636	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.52	6.52	6.92	7.52	6.52	-
Critical Hdwy Stg 1	-	-	-	-	-	-	6.52	5.52	-	6.52	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.52	5.52	-	6.52	5.52	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.51	4.01	3.31	3.51	4.01	-
Pot Cap-1 Maneuver	887	-	-	965	-	-	200	151	694	185	143	0
Stage 1	-	-	-	-	-	-	458	491	-	372	420	0
Stage 2	-	-	-	-	-	-	603	420	-	693	473	0
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	887	-	-	965	-	-	194	145	694	164	138	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	317	265	-	276	258	-
Stage 1	-	-	-	-	-	-	451	484	-	366	411	-
Stage 2	-	-	-	-	-	-	588	411	-	621	466	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			0.2			15.1			18.5		
HCM LOS							C			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	465	887	-	-	965	-	-	271	-
HCM Lane V/C Ratio	0.231	0.015	-	-	0.021	-	-	0.016	-
HCM Control Delay (s)	15.1	9.1	-	-	8.8	-	-	18.5	0
HCM Lane LOS	C	A	-	-	A	-	-	C	A
HCM 95th %tile Q(veh)	0.9	0	-	-	0.1	-	-	0	-

Intersection												
Int Delay, s/veh	9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖↗		↖	↖↗	↖		↖↗			↖	↖
Traffic Vol, veh/h	146	871	69	21	515	50	37	3	53	32	1	69
Future Vol, veh/h	146	871	69	21	515	50	37	3	53	32	1	69
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	Yield	-	-	None	-	-	Free
Storage Length	50	-	-	25	-	0	-	-	-	-	-	50
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	1	1	1	1	1	1
Mvmt Flow	159	947	75	23	560	54	40	3	58	35	1	75

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	560	0	0	1022	0	0	1630	1909	511	1399	1946	-
Stage 1	-	-	-	-	-	-	1303	1303	-	606	606	-
Stage 2	-	-	-	-	-	-	327	606	-	793	1340	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.52	6.52	6.92	7.52	6.52	-
Critical Hdwy Stg 1	-	-	-	-	-	-	6.52	5.52	-	6.52	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.52	5.52	-	6.52	5.52	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.51	4.01	3.31	3.51	4.01	-
Pot Cap-1 Maneuver	1007	-	-	675	-	-	68	68	510	101	65	0
Stage 1	-	-	-	-	-	-	171	231	-	453	488	0
Stage 2	-	-	-	-	-	-	662	488	-	350	221	0
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1007	-	-	675	-	-	57	55	510	73	53	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	57	55	-	73	53	-
Stage 1	-	-	-	-	-	-	144	195	-	381	471	-
Stage 2	-	-	-	-	-	-	638	471	-	257	186	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.2			0.4			123.6			96.9		
HCM LOS							F			F		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	115	1007	-	-	675	-	-	72	-
HCM Lane V/C Ratio	0.879	0.158	-	-	0.034	-	-	0.498	-
HCM Control Delay (s)	123.6	9.2	-	-	10.5	-	-	96.9	0
HCM Lane LOS	F	A	-	-	B	-	-	F	A
HCM 95th %tile Q(veh)	5.3	0.6	-	-	0.1	-	-	2	-

Intersection												
Int Delay, s/veh	1.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖↗		↖	↖↗	↖		↔			↖	↖
Traffic Vol, veh/h	13	572	79	22	754	20	48	0	67	4	1	10
Future Vol, veh/h	13	572	79	22	754	20	48	0	67	4	1	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	Yield	-	-	None	-	-	Free
Storage Length	50	-	-	25	-	0	-	-	-	-	-	50
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	1	1	1	1	1	1
Mvmt Flow	14	622	86	24	820	22	52	0	73	4	1	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	820	0	0	708	0	0	1152	1561	354	1207	1604	-
Stage 1	-	-	-	-	-	-	693	693	-	868	868	-
Stage 2	-	-	-	-	-	-	459	868	-	339	736	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.52	6.52	6.92	7.52	6.52	-
Critical Hdwy Stg 1	-	-	-	-	-	-	6.52	5.52	-	6.52	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.52	5.52	-	6.52	5.52	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.51	4.01	3.31	3.51	4.01	-
Pot Cap-1 Maneuver	805	-	-	887	-	-	154	112	645	140	105	0
Stage 1	-	-	-	-	-	-	402	445	-	316	370	0
Stage 2	-	-	-	-	-	-	554	370	-	652	426	0
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	805	-	-	887	-	-	148	107	645	120	100	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	271	224	-	230	217	-
Stage 1	-	-	-	-	-	-	395	437	-	311	360	-
Stage 2	-	-	-	-	-	-	537	360	-	568	419	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			0.3			17.6			21.2		
HCM LOS							C			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	409	805	-	-	887	-	-	227	-
HCM Lane V/C Ratio	0.306	0.018	-	-	0.027	-	-	0.024	-
HCM Control Delay (s)	17.6	9.6	-	-	9.2	-	-	21.2	0
HCM Lane LOS	C	A	-	-	A	-	-	C	A
HCM 95th %tile Q(veh)	1.3	0.1	-	-	0.1	-	-	0.1	-

Intersection												
Int Delay, s/veh	28.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖↗		↖	↖↗	↖		↔			↖	↖
Traffic Vol, veh/h	170	1012	81	24	598	59	43	4	61	37	1	81
Future Vol, veh/h	170	1012	81	24	598	59	43	4	61	37	1	81
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	Yield	-	-	None	-	-	Free
Storage Length	50	-	-	25	-	0	-	-	-	-	-	50
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	1	1	1	1	1	1
Mvmt Flow	185	1100	88	26	650	64	47	4	66	40	1	88

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	650	0	0	1188	0	0	1892	2216	594	1624	2260	-
Stage 1	-	-	-	-	-	-	1514	1514	-	702	702	-
Stage 2	-	-	-	-	-	-	378	702	-	922	1558	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.52	6.52	6.92	7.52	6.52	-
Critical Hdwy Stg 1	-	-	-	-	-	-	6.52	5.52	-	6.52	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.52	5.52	-	6.52	5.52	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.51	4.01	3.31	3.51	4.01	-
Pot Cap-1 Maneuver	932	-	-	583	-	-	~ 43	44	451	69	41	0
Stage 1	-	-	-	-	-	-	126	182	-	397	441	0
Stage 2	-	-	-	-	-	-	618	441	-	293	174	0
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	932	-	-	583	-	-	~ 34	34	451	44	31	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 34	34	-	44	31	-
Stage 1	-	-	-	-	-	-	101	146	-	318	421	-
Stage 2	-	-	-	-	-	-	589	421	-	194	140	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.3			0.4			\$ 446.3			259.5		
HCM LOS							F			F		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	71	932	-	-	583	-	-	44	-
HCM Lane V/C Ratio	1.653	0.198	-	-	0.045	-	-	0.939	-
HCM Control Delay (s)	\$ 446.3	9.8	-	-	11.5	-	-	259.5	0
HCM Lane LOS	F	A	-	-	B	-	-	F	A
HCM 95th %tile Q(veh)	10.1	0.7	-	-	0.1	-	-	3.8	-

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

1: Creme de la Creme/The Forum Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.0	0.0	0.2	0.1	0.1	0.1	4.2	0.1
Total Del/Veh (s)	6.0	0.3	0.1	3.9	0.3	0.5	20.5	8.0	20.7	24.2	0.9	1.6
Stop Del/Veh (s)	4.5	0.0	0.0	2.8	0.0	0.0	19.0	7.9	19.6	22.1	0.0	1.2
Vehicles Entered	15	515	71	16	578	15	50	58	2	2	10	1332
Vehicles Exited	15	515	71	16	577	15	49	58	2	2	10	1330
Hourly Exit Rate	15	515	71	16	577	15	49	58	2	2	10	1330
Input Volume	13	536	74	21	707	18	45	63	3	1	9	1490
% of Volume	115	96	96	76	82	83	109	92	67	200	111	89
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

2: Quik Trip/J. Christopher's & Peachtree Corners Cir Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.0
Total Del/Veh (s)	1.5	0.1	0.0	6.5	2.8	1.2	18.4	4.5	17.7	13.7	4.1	1.9
Stop Del/Veh (s)	0.8	0.0	0.0	3.1	0.3	0.4	17.1	4.4	16.5	11.0	4.3	0.6
Vehicles Entered	3	523	49	25	598	15	13	25	6	4	7	1268
Vehicles Exited	3	523	49	24	594	15	13	25	5	4	7	1262
Hourly Exit Rate	3	523	49	24	594	15	13	25	5	4	7	1262
Input Volume	2	554	46	25	737	21	14	25	7	2	7	1440
% of Volume	150	94	107	96	81	71	93	100	71	200	100	88
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

3: Peachtree Pkwy & Peachtree Corners Cir Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.0	0.0	3.6	0.4	0.1	2.5	0.3	2.5	761.4	772.5	783.8	491.9
Total Del/Veh (s)	66.4	60.2	11.0	69.5	70.9	26.0	79.3	19.5	3.0	105.9	76.6	16.9	54.5
Stop Del/Veh (s)	63.4	56.8	9.0	65.3	65.2	24.6	75.7	15.1	2.1	90.5	56.9	12.7	43.3
Vehicles Entered	216	129	149	92	253	4	84	993	47	24	1896	294	4181
Vehicles Exited	221	132	150	93	256	4	85	985	46	24	1860	297	4153
Hourly Exit Rate	221	132	150	93	256	4	85	985	46	24	1860	297	4153
Input Volume	228	139	157	95	260	4	88	984	46	36	2696	435	5168
% of Volume	97	95	96	98	98	100	97	100	100	67	69	68	80
Denied Entry Before	0	0	0	0	0	0	0	0	0	3	218	31	252
Denied Entry After	0	0	0	0	0	0	0	0	0	12	1028	172	1212

Total Network Performance

Denied Del/Veh (s)	464.9
Total Del/Veh (s)	54.5
Stop Del/Veh (s)	41.5
Vehicles Entered	4494
Vehicles Exited	4462
Hourly Exit Rate	4462
Input Volume	18887
% of Volume	24
Denied Entry Before	252
Denied Entry After	1212

Intersection: 1: Creme de la Creme/The Forum

Movement	EB	EB	WB	WB	WB	NB	SB
Directions Served	L	TR	L	T	T	LTR	LT
Maximum Queue (ft)	28	4	37	28	7	111	32
Average Queue (ft)	6	0	8	2	0	47	3
95th Queue (ft)	25	3	30	16	5	85	18
Link Distance (ft)		124		63	63	146	169
Upstream Blk Time (%)			0	0		0	
Queuing Penalty (veh)			0	0		0	
Storage Bay Dist (ft)	50		25				
Storage Blk Time (%)			1	0			0
Queuing Penalty (veh)			4	0			0

Intersection: 2: Quik Trip/J. Christopher's & Peachtree Corners Cir

Movement	EB	WB	WB	NB	SB
Directions Served	L	L	T	LTR	LTR
Maximum Queue (ft)	16	41	3	62	34
Average Queue (ft)	1	10	0	24	11
95th Queue (ft)	9	34	2	52	32
Link Distance (ft)			242	135	151
Upstream Blk Time (%)	0				
Queuing Penalty (veh)	0				
Storage Bay Dist (ft)	50	50			
Storage Blk Time (%)	0	0			
Queuing Penalty (veh)	0	0			

Intersection: 3: Peachtree Pkwy & Peachtree Corners Cir

Movement	EB	EB	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	NB	SB
Directions Served	L	L	T	T	R	L	T	TR	L	L	T	T	R	L
Maximum Queue (ft)	149	210	176	125	189	222	291	233	133	250	444	352	48	21
Average Queue (ft)	103	131	72	54	62	94	184	128	64	34	257	202	16	2
95th Queue (ft)	166	193	135	110	162	180	267	227	112	129	383	330	43	13
Link Distance (ft)			242	242	242		300	300			481	481		
Upstream Blk Time (%)			0		0		0				0			
Queuing Penalty (veh)			0		0		0				0			
Storage Bay Dist (ft)	75	75				200			200	200			375	200
Storage Blk Time (%)	17	54	16			0	8				15	0		
Queuing Penalty (veh)	12	37	37			0	8				13	0		

Intersection: 3: Peachtree Pkwy & Peachtree Corners Cir

Movement	SB	SB	SB	SB
Directions Served	L	T	T	R
Maximum Queue (ft)	349	758	766	753
Average Queue (ft)	44	735	735	727
95th Queue (ft)	188	747	750	817
Link Distance (ft)		718	718	718
Upstream Blk Time (%)		46	59	32
Queuing Penalty (veh)		0	0	0
Storage Bay Dist (ft)	200			
Storage Blk Time (%)		46		
Queuing Penalty (veh)		16		

Network Summary

Network wide Queuing Penalty: 128

1: Creme de la Creme/The Forum Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.4	0.0	0.0	1159.3	820.0	1128.4	770.8		662.7	99.9
Total Del/Veh (s)	15.6	11.4	0.9	62.5	0.7	0.6	710.8	664.4	595.5	1021.0		196.0	33.9
Stop Del/Veh (s)	13.6	8.6	0.3	61.8	0.2	0.2	714.7	667.5	600.3	1022.3		195.6	32.2
Vehicles Entered	142	899	71	23	529	53	14	1	18	15	0	35	1800
Vehicles Exited	142	899	70	22	528	53	13	1	16	11	0	32	1787
Hourly Exit Rate	142	899	70	22	528	53	13	1	16	11	0	32	1787
Input Volume	159	947	75	23	560	54	40	3	58	35	1	75	2030
% of Volume	89	95	93	96	94	98	32	33	28	31	0	43	88
Denied Entry Before	0	0	0	0	0	0	1	0	1	0	0	0	2
Denied Entry After	0	0	0	0	0	0	29	2	42	17	0	37	127

2: Quik Trip/J. Christopher's & Peachtree Corners Cir Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	506.6	402.9	649.8	1598.9	1284.4	1380.8	64.0
Total Del/Veh (s)	13.1	11.2	0.2	25.6	3.0	1.7	599.3	509.4	505.0	2289.1	3381.1	2585.5	32.3
Stop Del/Veh (s)	10.7	9.7	0.0	20.4	0.4	0.3	602.1	511.0	507.4	2290.0	3382.7	2587.7	30.5
Vehicles Entered	28	856	46	20	626	98	10	2	20	2	1	3	1712
Vehicles Exited	27	858	46	21	621	97	9	2	16	2	0	1	1700
Hourly Exit Rate	27	858	46	21	621	97	9	2	16	2	0	1	1700
Input Volume	32	956	52	21	629	98	14	3	35	30	5	20	1895
% of Volume	84	90	88	100	99	99	64	67	46	7	0	5	90
Denied Entry Before	0	0	0	0	0	0	0	0	0	1	0	0	1
Denied Entry After	0	0	0	0	0	0	6	1	13	28	5	17	70

3: Peachtree Pkwy & Peachtree Corners Cir Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.8	0.4	0.2	3.6	0.4	0.2	36.4	36.1	37.2	2.2	0.2	0.3	16.0
Total Del/Veh (s)	91.1	69.7	2.3	60.7	77.2	49.0	124.4	49.9	14.8	77.2	37.6	6.5	53.8
Stop Del/Veh (s)	86.1	63.6	0.6	56.7	70.1	47.2	115.1	36.4	9.9	70.2	26.3	4.4	44.1
Vehicles Entered	513	258	90	58	210	39	235	1694	75	44	1152	304	4672
Vehicles Exited	516	265	89	59	214	40	228	1660	75	44	1132	302	4624
Hourly Exit Rate	516	265	89	59	214	40	228	1660	75	44	1132	302	4624
Input Volume	596	305	103	63	209	39	227	1723	80	45	1143	312	4845
% of Volume	87	87	86	94	102	103	100	96	94	98	99	97	95
Denied Entry Before	0	0	0	0	0	0	0	1	0	0	0	0	1
Denied Entry After	0	0	0	0	0	0	4	36	2	0	0	0	42

Total Network Performance

Denied Del/Veh (s)	92.1
Total Del/Veh (s)	86.5
Stop Del/Veh (s)	69.1
Vehicles Entered	5116
Vehicles Exited	5054
Hourly Exit Rate	5054
Input Volume	21096
% of Volume	24
Denied Entry Before	4
Denied Entry After	311

Intersection: 1: Creme de la Creme/The Forum

Movement	EB	EB	EB	B5	B4	WB	WB	WB	B6	B7	NB	SB	SB
Directions Served	L	T	TR	T	T	L	T	R	T	T	LTR	LT	R
Maximum Queue (ft)	75	179	160	267	302	44	92	54	56	42	166	183	99
Average Queue (ft)	54	154	63	212	222	19	15	3	4	3	146	147	20
95th Queue (ft)	91	208	165	329	388	44	64	24	34	30	188	230	86
Link Distance (ft)		124	124	194	253		63	63	74	47	146	169	
Upstream Blk Time (%)		35	1	33	33	0	1	0	1	1	91	74	
Queuing Penalty (veh)		0	0	0	0	0	3	0	2	2	0	0	
Storage Bay Dist (ft)	50					25							50
Storage Blk Time (%)	8	40				29	0					89	
Queuing Penalty (veh)	37	63				82	0					66	

Intersection: 2: Quik Trip/J. Christopher's & Peachtree Corners Cir

Movement	EB	EB	EB	EB	B7	B7	B6	B6	WB	WB	NB	SB
Directions Served	L	T	T	TR	T	T	T	T	L	T	LTR	LTR
Maximum Queue (ft)	46	98	48	15	149	34	152	7	49	111	154	162
Average Queue (ft)	12	86	2	0	118	1	127	0	14	5	119	145
95th Queue (ft)	37	92	23	10	133	18	165	5	39	50	186	172
Link Distance (ft)		47	47	47	74	74	63	63		242	135	151
Upstream Blk Time (%)	1	61	1	0	56	0	49			0	72	93
Queuing Penalty (veh)	0	213	4	2	193	1	252			1	0	0
Storage Bay Dist (ft)	50								50			
Storage Blk Time (%)	1	61							2	0		
Queuing Penalty (veh)	4	20							6	0		

Intersection: 3: Peachtree Pkwy & Peachtree Corners Cir

Movement	EB	EB	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	NB	SB
Directions Served	L	L	T	T	R	L	T	TR	L	L	T	T	R	L
Maximum Queue (ft)	150	225	323	241	65	149	242	199	235	350	523	520	400	43
Average Queue (ft)	146	223	282	143	8	52	141	101	159	254	494	487	146	5
95th Queue (ft)	156	229	318	220	42	109	221	188	232	438	532	554	433	24
Link Distance (ft)			242	242	242		300	300			481	481		
Upstream Blk Time (%)		1	63	1			0				37	32		
Queuing Penalty (veh)		0	203	3			0				0	0		
Storage Bay Dist (ft)	75	75				200			200	200			375	200
Storage Blk Time (%)	72	76	31				2		10	3	44	38	0	
Queuing Penalty (veh)	110	115	186				1		85	24	100	30	0	

Intersection: 3: Peachtree Pkwy & Peachtree Corners Cir

Movement	SB	SB	SB	SB
Directions Served	L	T	T	R
Maximum Queue (ft)	297	550	506	132
Average Queue (ft)	58	360	311	50
95th Queue (ft)	186	507	478	101
Link Distance (ft)		718	718	718
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	200			
Storage Blk Time (%)		31		
Queuing Penalty (veh)		14		

Network Summary

Network wide Queuing Penalty: 1821

1: Creme de la Creme/The Forum Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.0	0.0	0.2	0.2	0.2	0.1	4.0	0.1
Total Del/Veh (s)	6.7	0.3	0.1	3.9	0.4	0.5	22.8	10.2	23.5	18.2	1.0	1.8
Stop Del/Veh (s)	5.2	0.0	0.0	2.8	0.0	0.0	21.3	10.2	22.1	14.5	0.0	1.4
Vehicles Entered	12	605	81	17	638	20	54	75	4	1	12	1519
Vehicles Exited	12	605	81	17	637	20	53	75	4	1	12	1517
Hourly Exit Rate	12	605	81	17	637	20	53	75	4	1	12	1517
Input Volume	14	622	86	24	820	22	52	73	4	1	11	1729
% of Volume	86	97	94	71	78	91	102	103	100	100	109	88
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

2: Quik Trip/J. Christopher's & Peachtree Corners Cir Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.0
Total Del/Veh (s)	8.9	0.2	0.1	7.1	3.4	1.6	19.2	6.4	22.8	19.7	2.8	2.3
Stop Del/Veh (s)	8.1	0.0	0.0	2.8	0.3	0.3	17.9	6.3	21.4	16.9	2.9	0.7
Vehicles Entered	4	625	54	20	664	21	16	29	7	2	8	1450
Vehicles Exited	4	626	54	20	657	22	16	29	7	2	8	1445
Hourly Exit Rate	4	626	54	20	657	22	16	29	7	2	8	1445
Input Volume	2	644	53	29	855	24	16	29	8	2	8	1670
% of Volume	200	97	102	69	77	92	100	100	88	100	100	87
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

3: Peachtree Pkwy & Peachtree Corners Cir Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.0	0.1	6.4	2.3	3.2	2.4	0.3	2.3	1098.1	1084.1	1076.4	695.1
Total Del/Veh (s)	68.9	65.0	11.7	79.3	98.6	47.6	82.0	21.3	3.0	110.2	79.1	18.6	57.5
Stop Del/Veh (s)	65.6	61.4	9.5	74.7	92.5	44.5	78.0	16.2	1.8	95.0	59.4	14.4	46.6
Vehicles Entered	261	151	178	111	307	6	99	1165	51	23	1863	293	4508
Vehicles Exited	267	153	180	113	309	6	102	1149	51	23	1829	294	4476
Hourly Exit Rate	267	153	180	113	309	6	102	1149	51	23	1829	294	4476
Input Volume	265	162	182	110	301	5	102	1142	53	41	3130	505	5998
% of Volume	101	94	99	103	103	120	100	101	96	56	58	58	75
Denied Entry Before	0	0	0	0	0	0	0	0	0	5	442	68	515
Denied Entry After	0	0	0	0	0	0	0	0	0	19	1683	285	1987

Total Network Performance

Denied Del/Veh (s)	659.3
Total Del/Veh (s)	57.5
Stop Del/Veh (s)	44.6
Vehicles Entered	4861
Vehicles Exited	4826
Hourly Exit Rate	4826
Input Volume	21917
% of Volume	22
Denied Entry Before	515
Denied Entry After	1987

Intersection: 1: Creme de la Creme/The Forum

Movement	EB	EB	WB	WB	B6	B7	NB	SB
Directions Served	L	TR	L	T	T	T	LTR	LT
Maximum Queue (ft)	28	12	29	38	4	18	124	28
Average Queue (ft)	5	0	8	2	0	1	54	5
95th Queue (ft)	22	5	29	16	3	13	96	22
Link Distance (ft)		124		63	74	47	146	169
Upstream Blk Time (%)				0		0	0	
Queuing Penalty (veh)				0		0	0	
Storage Bay Dist (ft)	50		25					
Storage Blk Time (%)			1	0				
Queuing Penalty (veh)			5	0				

Intersection: 2: Quik Trip/J. Christopher's & Peachtree Corners Cir

Movement	EB	EB	EB	B7	WB	WB	WB	NB	SB
Directions Served	L	T	TR	T	L	T	TR	LTR	LTR
Maximum Queue (ft)	22	26	4	5	33	86	46	62	37
Average Queue (ft)	2	1	0	0	8	5	2	27	11
95th Queue (ft)	15	15	3	4	29	49	28	58	32
Link Distance (ft)		47	47	74		242	242	135	151
Upstream Blk Time (%)	0	0				0			
Queuing Penalty (veh)	0	1				0			
Storage Bay Dist (ft)	50				50				
Storage Blk Time (%)	0	0			0	0			
Queuing Penalty (veh)	0	0			0	0			

Intersection: 3: Peachtree Pkwy & Peachtree Corners Cir

Movement	EB	EB	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	NB	SB
Directions Served	L	L	T	T	R	L	T	TR	L	L	T	T	R	L
Maximum Queue (ft)	149	223	246	170	211	250	317	288	135	290	496	436	130	27
Average Queue (ft)	121	150	96	69	81	145	237	180	72	61	315	253	20	2
95th Queue (ft)	176	220	187	129	188	276	338	297	118	218	477	403	99	13
Link Distance (ft)			242	242	242		300	300			481	481		
Upstream Blk Time (%)		0	1	0	0		9	2			1	0		
Queuing Penalty (veh)		0	1	0	0		0	0			0	0		
Storage Bay Dist (ft)	75	75				200			200	200			375	200
Storage Blk Time (%)	28	59	25			2	29				20	1		
Queuing Penalty (veh)	22	48	65			4	32				20	0		

Intersection: 3: Peachtree Pkwy & Peachtree Corners Cir

Movement	SB	SB	SB	SB
Directions Served	L	T	T	R
Maximum Queue (ft)	350	764	758	751
Average Queue (ft)	57	736	735	730
95th Queue (ft)	237	749	746	756
Link Distance (ft)		718	718	718
Upstream Blk Time (%)		47	62	31
Queuing Penalty (veh)		0	0	0
Storage Bay Dist (ft)	200			
Storage Blk Time (%)		47		
Queuing Penalty (veh)		19		

Network Summary

Network wide Queuing Penalty: 218

1: Creme de la Creme/The Forum Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	1814.8	2098.2	1874.6	1942.9	1472.8	1931.9	277.3
Total Del/Veh (s)	18.1	12.5	0.9	47.1	0.8	0.5	733.5	665.5	591.6	1823.1		496.2	37.7
Stop Del/Veh (s)	16.1	9.5	0.3	46.2	0.2	0.0	737.8	668.4	596.8	1824.8		496.0	35.9
Vehicles Entered	147	889	67	21	570	64	12	1	17	5	0	17	1810
Vehicles Exited	146	891	68	22	569	63	13	2	16	5	0	17	1812
Hourly Exit Rate	146	891	68	22	569	63	13	2	16	5	0	17	1812
Input Volume	185	1100	88	26	650	64	47	4	66	40	1	88	2359
% of Volume	79	81	77	85	88	98	28	50	24	12	0	19	77
Denied Entry Before	0	0	0	0	0	0	12	1	16	6	0	18	53
Denied Entry After	0	0	0	0	0	0	46	3	62	45	1	92	249

2: Quik Trip/J. Christopher's & Peachtree Corners Cir Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	1644.6	1734.6	1618.0	1958.5	1864.4	2151.0	142.1
Total Del/Veh (s)	22.3	11.2	0.4	26.2	3.5	1.9	908.2	746.9	969.3	2625.8	918.4	2783.8	36.1
Stop Del/Veh (s)	20.0	9.8	0.2	21.4	1.0	0.3	911.4	750.0	972.7	2627.0	920.7	2785.4	34.2
Vehicles Entered	29	846	44	21	685	112	4	3	11	2	0	1	1758
Vehicles Exited	29	849	44	21	681	111	4	2	12	1	1	1	1756
Hourly Exit Rate	29	849	44	21	681	111	4	2	12	1	1	1	1756
Input Volume	37	1108	61	24	730	114	16	4	40	36	7	23	2200
% of Volume	78	77	72	88	93	97	25	50	30	3	14	4	80
Denied Entry Before	0	0	0	0	0	0	2	2	6	7	1	5	23
Denied Entry After	0	0	0	0	0	0	14	3	36	39	7	26	125

3: Peachtree Pkwy & Peachtree Corners Cir Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.9	0.4	0.0	3.5	0.4	0.2	350.8	349.4	357.0	2.1	0.3	0.4	157.7
Total Del/Veh (s)	91.2	70.9	3.6	62.0	85.0	57.4	124.0	54.7	16.3	77.6	41.6	8.7	56.5
Stop Del/Veh (s)	86.2	64.8	1.9	57.8	77.5	54.7	114.7	40.7	11.3	69.1	28.6	6.2	46.1
Vehicles Entered	524	254	81	68	239	44	221	1688	68	52	1320	356	4915
Vehicles Exited	527	262	81	69	243	45	220	1662	68	53	1297	355	4882
Hourly Exit Rate	527	262	81	69	243	45	220	1662	68	53	1297	355	4882
Input Volume	691	354	120	73	242	45	264	2000	92	52	1327	362	5622
% of Volume	76	74	68	95	100	100	83	83	74	102	98	98	87
Denied Entry Before	0	0	0	0	0	0	4	39	1	0	0	0	44
Denied Entry After	0	0	0	0	0	0	45	362	19	0	0	0	426

Total Network Performance

Denied Del/Veh (s)	351.3
Total Del/Veh (s)	92.6
Stop Del/Veh (s)	74.1
Vehicles Entered	5305
Vehicles Exited	5300
Hourly Exit Rate	5300
Input Volume	24497
% of Volume	22
Denied Entry Before	145
Denied Entry After	1072

Intersection: 1: Creme de la Creme/The Forum

Movement	EB	EB	EB	B5	B4	WB	WB	WB	B6	B7	NB	SB	SB
Directions Served	L	T	TR	T	T	L	T	R	T	T	LTR	LT	R
Maximum Queue (ft)	75	181	142	260	303	45	96	33	51	50	169	188	100
Average Queue (ft)	56	163	71	235	269	15	13	2	3	3	152	168	10
95th Queue (ft)	92	177	168	266	323	41	57	16	33	36	169	180	59
Link Distance (ft)		124	124	194	253		63	63	74	47	146	169	
Upstream Blk Time (%)		40	1	40	44	0	2	0	1	1	100	100	
Queuing Penalty (veh)		0	0	0	0	0	4	0	3	5	0	0	
Storage Bay Dist (ft)	50					25							50
Storage Blk Time (%)	10	43				21	0					100	
Queuing Penalty (veh)	56	79				68	0					88	

Intersection: 2: Quik Trip/J. Christopher's & Peachtree Corners Cir

Movement	EB	EB	EB	EB	B7	B7	B7	B6	WB	WB	WB	NB	SB
Directions Served	L	T	T	TR	T	T	T	T	L	T	TR	LTR	LTR
Maximum Queue (ft)	46	111	51	32	135	52	14	163	56	156	114	159	165
Average Queue (ft)	17	87	2	2	117	2	0	129	14	10	7	140	157
95th Queue (ft)	45	98	25	19	126	22	10	170	43	86	81	159	171
Link Distance (ft)		47	47	47	74	74	74	63		242	242	135	151
Upstream Blk Time (%)	3	62	1	1	56	0	0	50		1	1	100	100
Queuing Penalty (veh)	0	248	3	2	224	1	0	299		3	3	0	0
Storage Bay Dist (ft)	50								50				
Storage Blk Time (%)	3	62							3	1			
Queuing Penalty (veh)	9	23							9	0			

Intersection: 3: Peachtree Pkwy & Peachtree Corners Cir

Movement	EB	EB	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	NB	SB
Directions Served	L	L	T	T	R	L	T	TR	L	L	T	T	R	L
Maximum Queue (ft)	150	225	321	245	98	222	280	251	238	350	525	520	400	43
Average Queue (ft)	147	223	279	149	11	69	166	132	148	261	497	496	128	8
95th Queue (ft)	156	231	312	224	59	161	262	233	216	454	516	512	409	30
Link Distance (ft)			242	242	242		300	300			481	481		
Upstream Blk Time (%)		1	64	0		0	0				44	44		
Queuing Penalty (veh)		0	237	1		0	0				0	0		
Storage Bay Dist (ft)	75	75				200			200	200			375	200
Storage Blk Time (%)	74	76	31			0	9		6	2	47	46	0	
Queuing Penalty (veh)	130	135	217			0	7		59	18	124	42	0	

Intersection: 3: Peachtree Pkwy & Peachtree Corners Cir

Movement	SB	SB	SB	SB
Directions Served	L	T	T	R
Maximum Queue (ft)	349	674	609	177
Average Queue (ft)	77	432	378	67
95th Queue (ft)	252	619	562	135
Link Distance (ft)		718	718	718
Upstream Blk Time (%)		0		
Queuing Penalty (veh)		0		
Storage Bay Dist (ft)	200			
Storage Blk Time (%)		35		
Queuing Penalty (veh)		18		

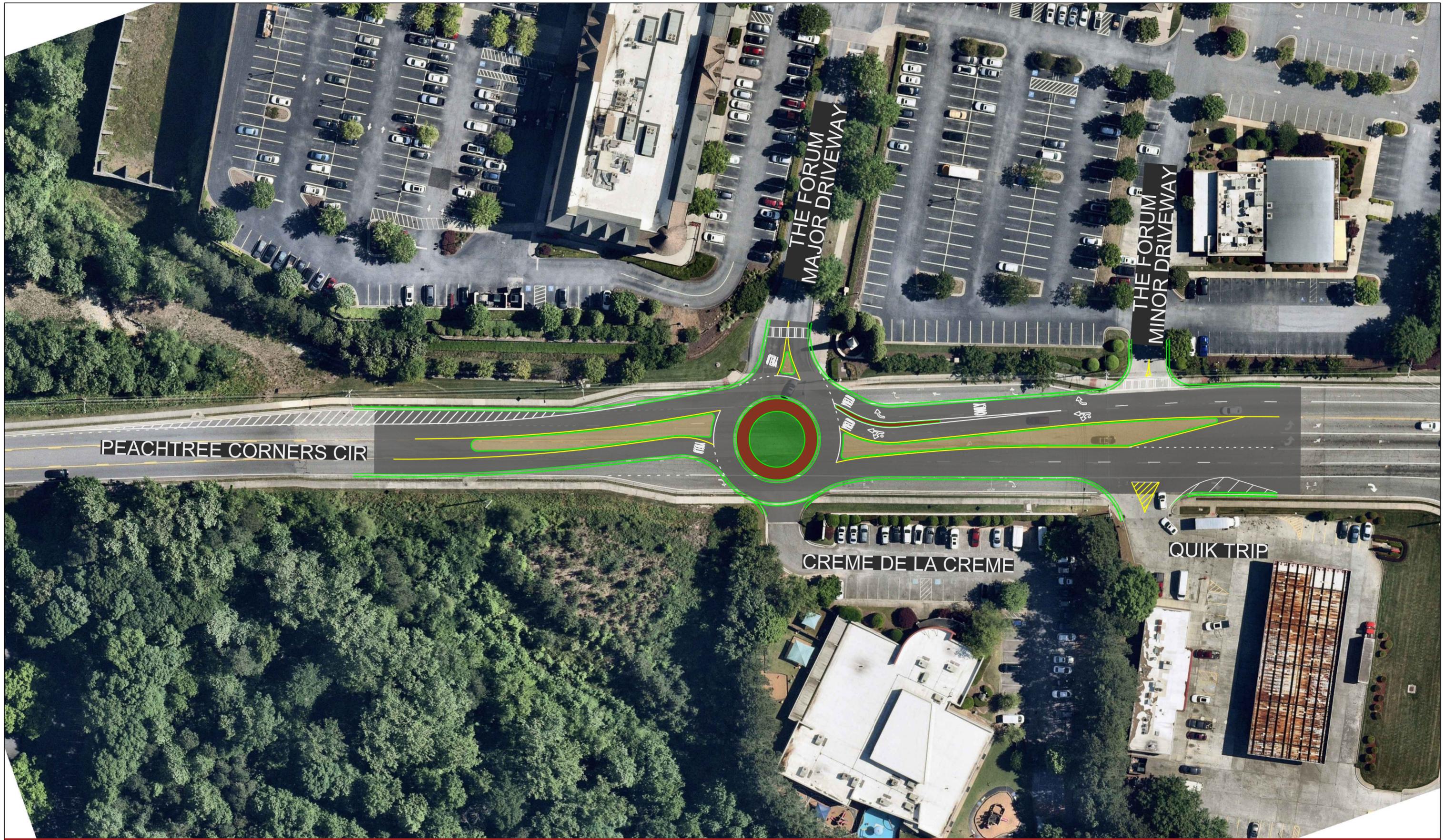
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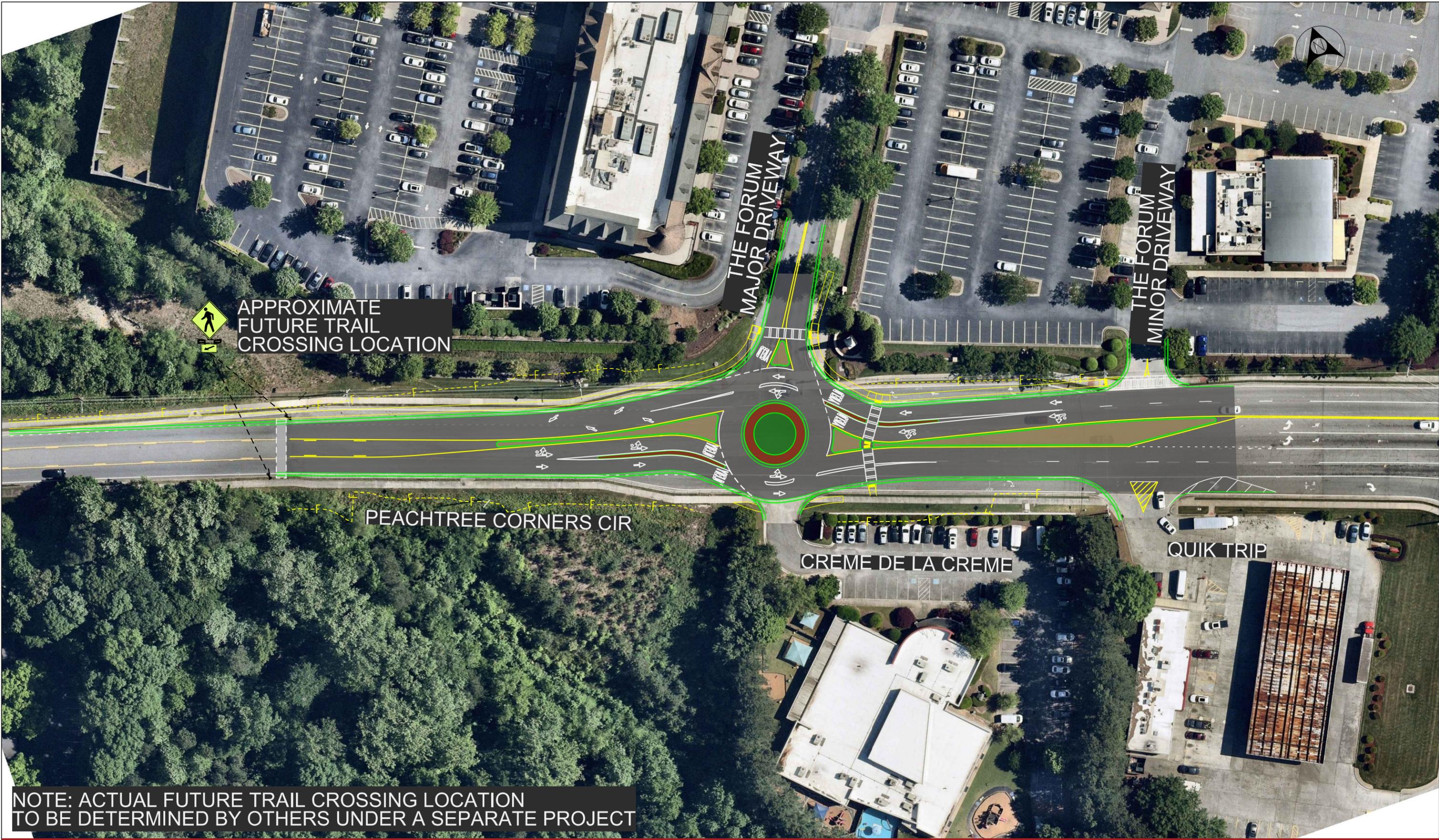
Movement	WB
Directions Served	T
Maximum Queue (ft)	28
Average Queue (ft)	1
95th Queue (ft)	14
Link Distance (ft)	124
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Network Summary

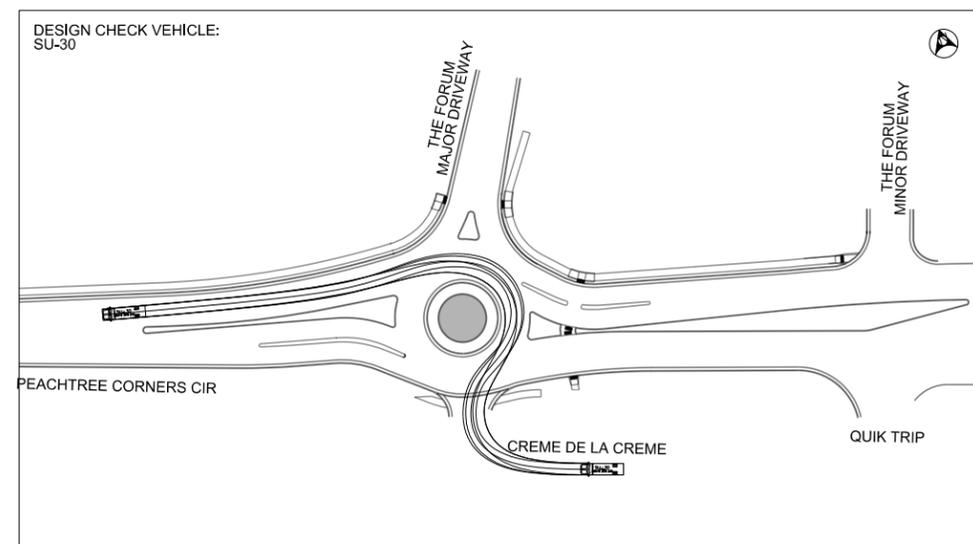
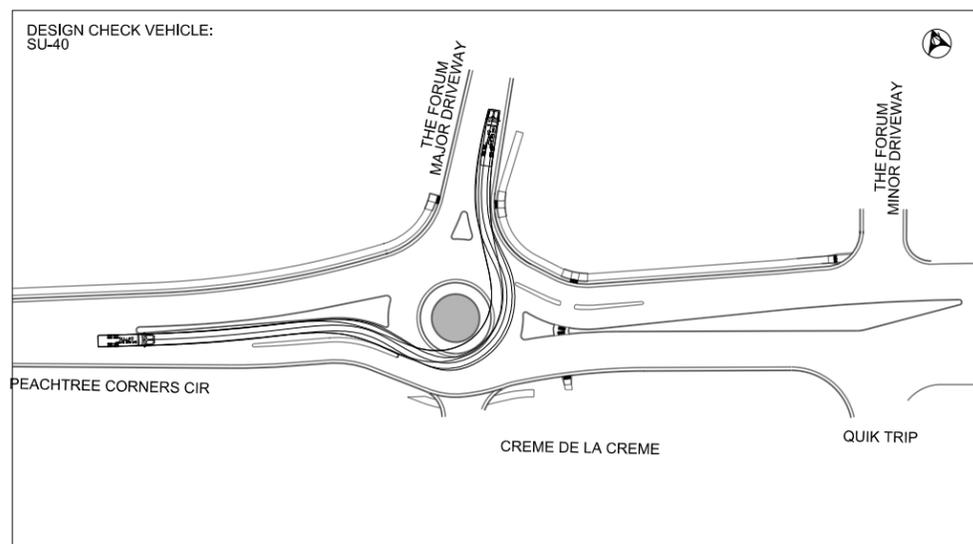
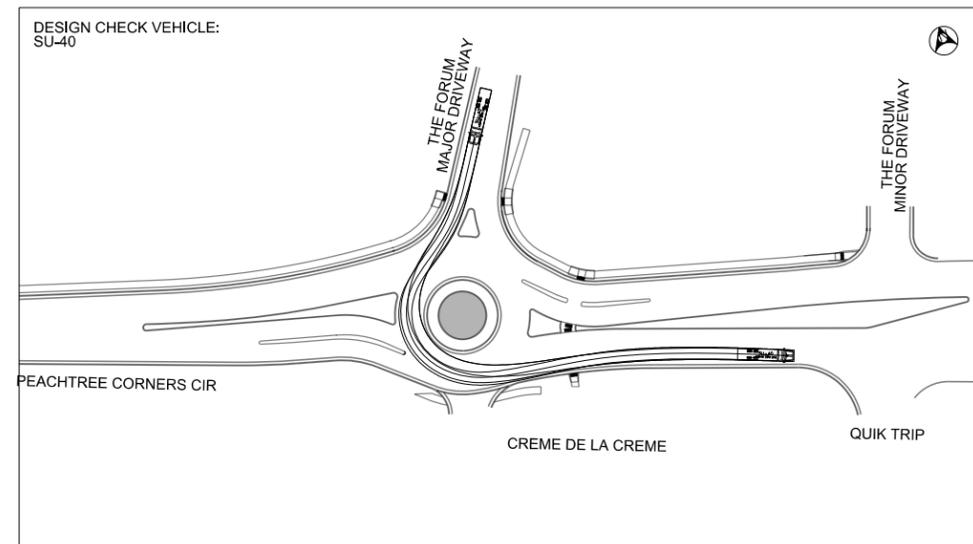
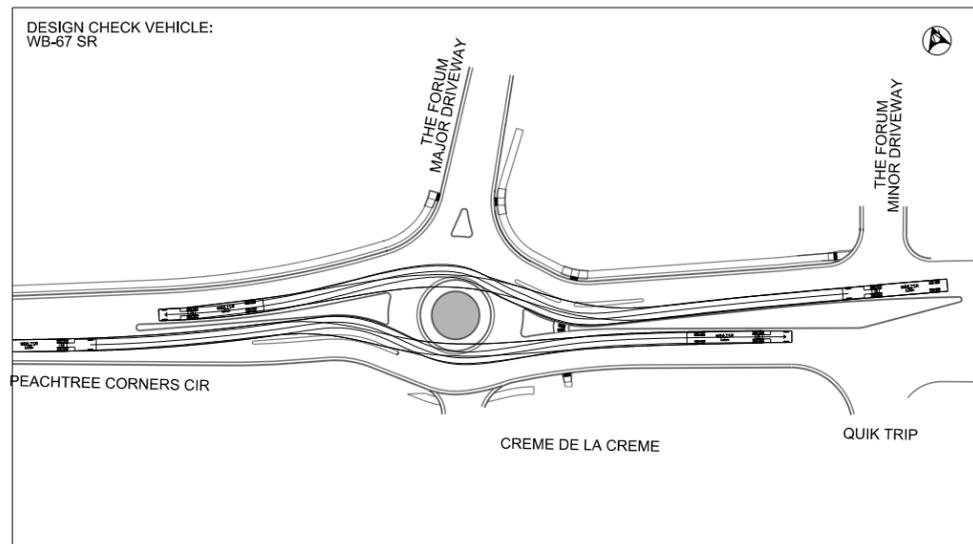
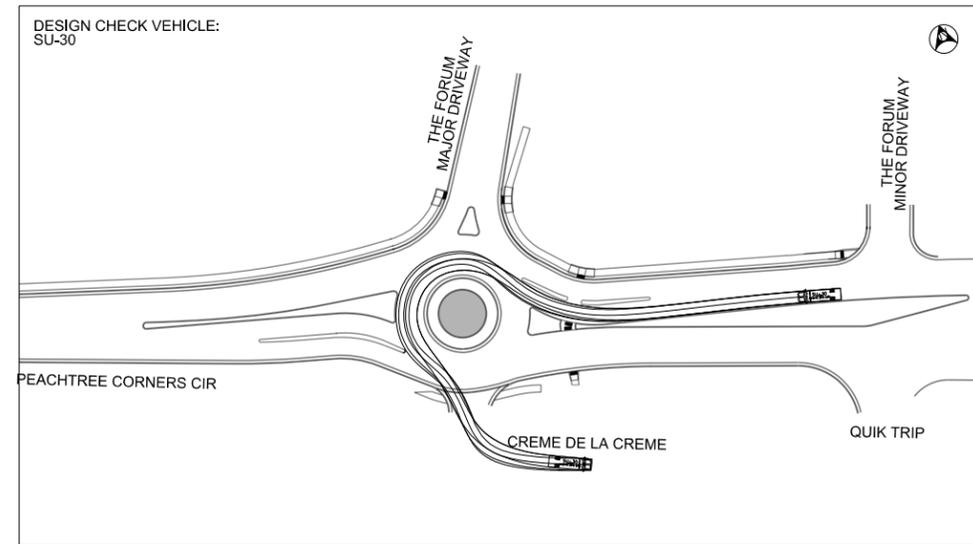
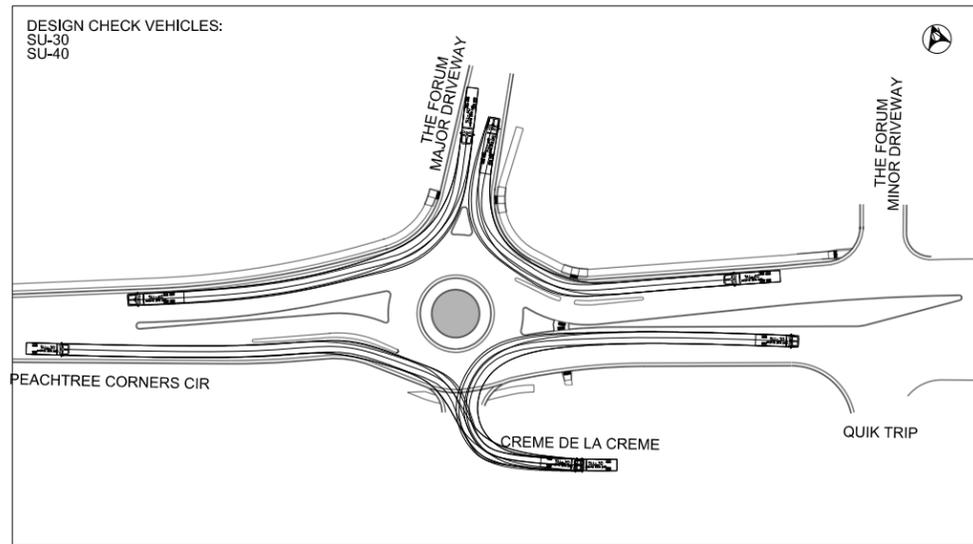
Network wide Queuing Penalty: 2117

Appendix C: Concept Designs



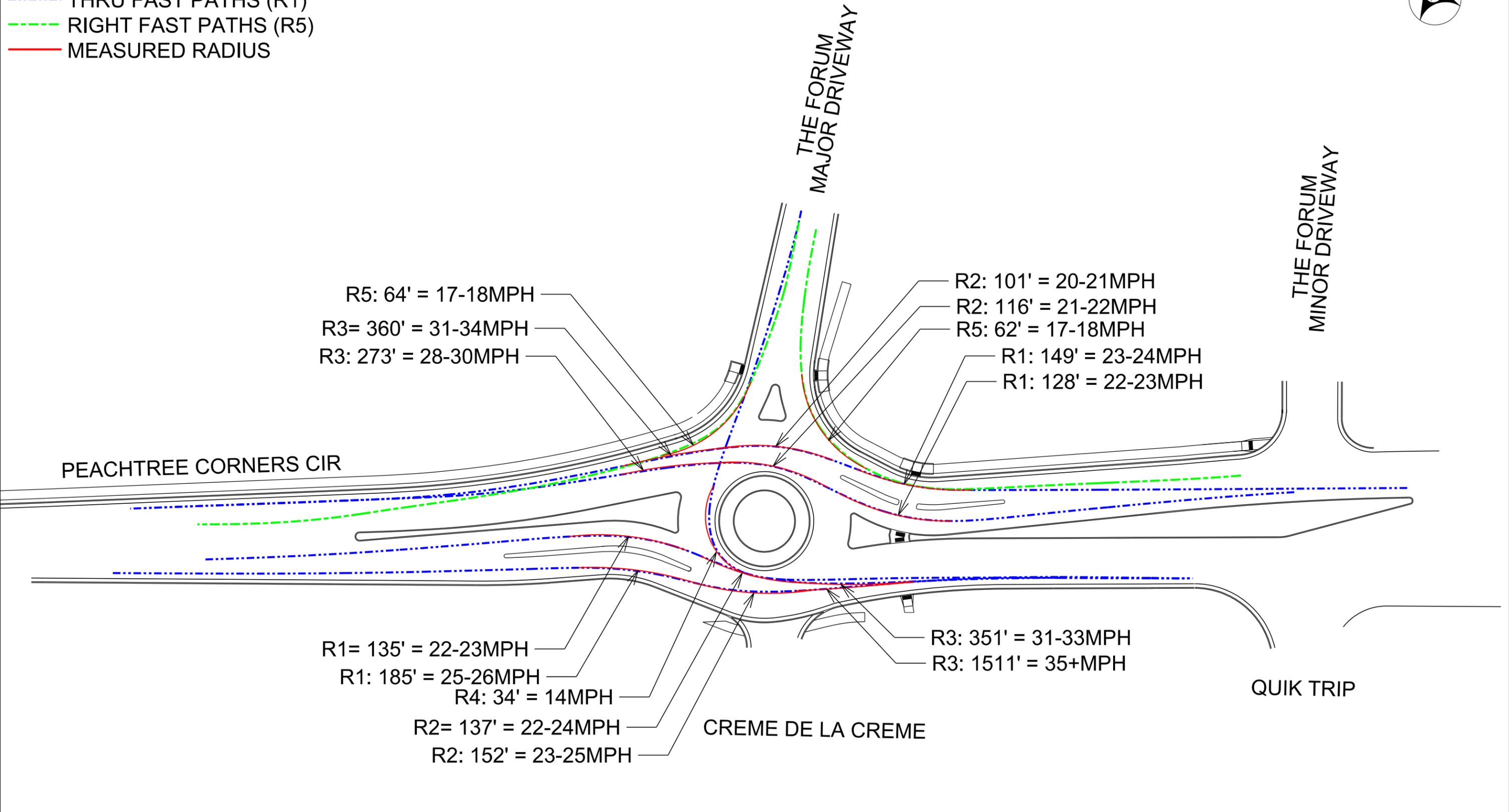


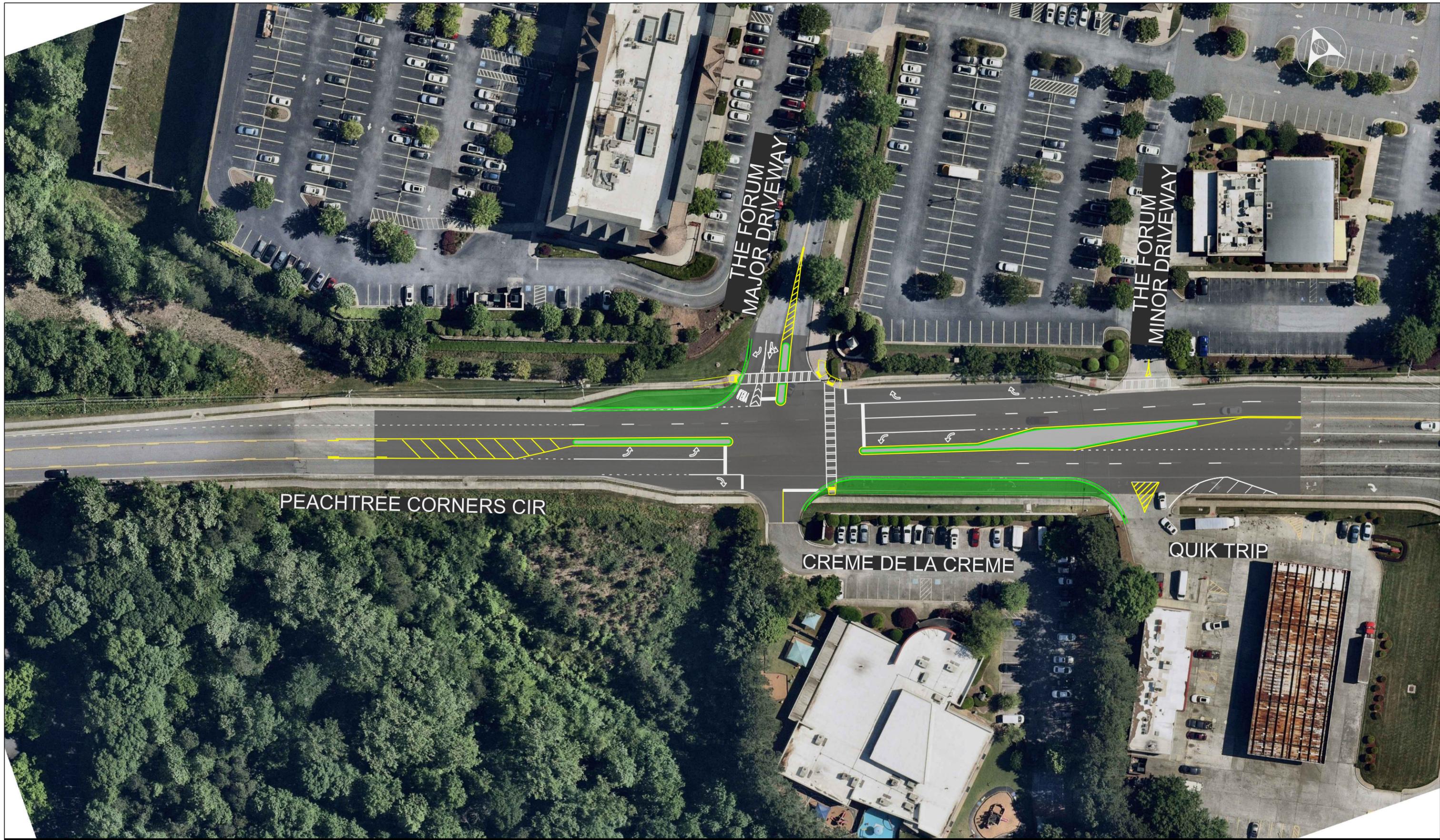
NOTE: ACTUAL FUTURE TRAIL CROSSING LOCATION TO BE DETERMINED BY OTHERS UNDER A SEPARATE PROJECT



LEGEND

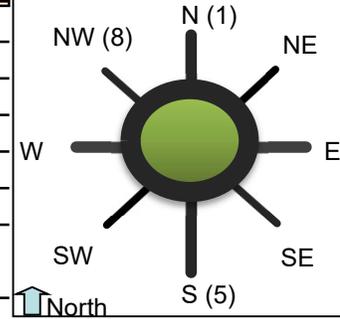
- THRU FAST PATHS (R1)
- RIGHT FAST PATHS (R5)
- MEASURED RADIUS





Appendix D: GDOT Roundabout Tool Results

General & Site Information		v 4.2
Analyst:	Ali Donnes	
Agency/Co:	Kimley-Horn	
Date:	8/22/2022	
Project or PI#:	Peachtree Corners Cir Roundabout	
Year, Peak Hour:	2024 AM	
County/District:	Gwinnett County	
Intersection:	Peachtree Corners Cir @ The Forum/ Crème de la Crème	



Volumes		Entry Legs (FROM)							
		N1 (1)	N2 (1)	NE1 (2)	NE2 (2)	E1 (3)	E2 (3)	SE1 (4)	SE2 (4)
Lane Designation		SELECT	SELECT	SELECT	SELECT	SELECT	SELECT	SELECT	SELECT
Exit Legs (TO)	N (1), vph					17			
	NE (2), vph								
	E (3), vph	11							
	SE (4), vph								
	S (5), vph	1				19			
	SW (6), vph								
	W (7), vph	8				307	343		
	NW (8), vph								
Entry Volume, vph		20	0	0	0	343	343	0	0

		S1 (5)	S2 (5)	SW1 (6)	SW2 (6)	W1 (7)	W2 (7)	NW1 (8)	NW2 (8)
Lane Designation		SELECT	SELECT	SELECT	SELECT	SELECT	SELECT	SELECT	SELECT
	N (1), vph					14			
	NE (2), vph								
	E (3), vph	58				207	286		
	SE (4), vph								
	S (5), vph					68			
	SW (6), vph								
	W (7), vph	41							
	NW (8), vph								
Entry Volume, vph		99	0	0	0	289	286	0	0

	N	NE	E	SE	S	SW	W	NW
# of Entry Flow Lanes	1	0	2	0	1	0	2	0
# of Conflict Flow Lanes	2	1	1	1	1	1	1	1

Volume Characteristics	N	NE	E	SE	S	SW	W	NW
% Cars	99.0%	100.0%	98.0%	100.0%	99.0%	100.0%	98.0%	100.0%
% Heavy Vehicles	1.0%	0.0%	2.0%	0.0%	1.0%	0.0%	2.0%	0.0%
% Bicycles	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
# of Pedestrians (ped/hr)	0	0	0	0	0	0	0	0
PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
F _{hv}	0.990	1.000	0.980	1.000	0.990	1.000	0.980	1.000
F _{ped}	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000

Entry/Conflicting Flows		N	NE	E	SE	S	SW	W	NW
Flow to	N (1), pcu/h	0	0	19	0	0	0	16	0
Leg #	NE (2), pcu/h	0	0	0	0	0	0	0	0
	E (3), pcu/h	12	0	0	0	64	0	547	0
	SE (4), pcu/h	0	0	0	0	0	0	0	0
	S (5), pcu/h	1	0	21	0	0	0	75	0
	SW (6), pcu/h	0	0	0	0	0	0	0	0
	W (7), pcu/h	9	0	721	0	45	0	0	0
	NW (8), pcu/h	0	0	0	0	0	0	0	0
	Entry flow, pcu/h	22	0	761	0	109	0	638	0
	Entry flow Lane 1, pcu/h	22	0	380	0	109	0	320	0
	Entry flow Lane 2, pcu/h	0	0	380	0	0	0	317	0
	Conflicting flow, pcu/h	787	0	61	0	574	0	34	0

Results: Approach Measures of Effectiveness

HCM 6th Edition		N		E		S		W	
<i>Lane Designations</i>		<i>Lane 1</i>	<i>Lane 2</i>						
Entry Capacity, veh/h		720	NA	1318	1318	761	NA	1349	1349
Entry Flow Rates, veh/h		22	0	373	373	108	0	314	311
V/C ratio		0.03	0.00	0.28	0.28	0.14	0.00	0.23	0.23
Control Delay, s/veh		5.3	0.0	5.2	5.2	6.2	0.0	4.6	4.6
LOS		A	#N/A	A	A	A	#N/A	A	A
Average Queue (ft)		1	0	14	14	5	0	10	10
95th % Queue (ft)		2	#VALUE!	30	30	12	#VALUE!	23	23
Approach Delay, LOS		5.3 sec, LOS A		5.2 sec, LOS A		6.2 sec, LOS A		4.6 sec, LOS A	
		NE		SE		SW		NW	
<i>Lane Designations</i>		<i>Lane 1</i>	<i>Lane 2</i>						
Entry Capacity, veh/h		NA	NA	NA	NA	NA	NA	NA	NA
Entry Flow Rates, veh/h		0	0	0	0	0	0	0	0
V/C ratio				0.00	0.00			0.00	0.00
Control Delay, sec/pcu				0.0	0.0			0.0	0.0
LOS				#N/A	#N/A			#N/A	#N/A
Average Queue (ft)				0	0			0	0
95th % Queue (ft)				#VALUE!	#VALUE!			#VALUE!	#VALUE!
Approach Delay, LOS				#DIV/0!				#DIV/0!	

Overall Intersection Measures of Effectiveness

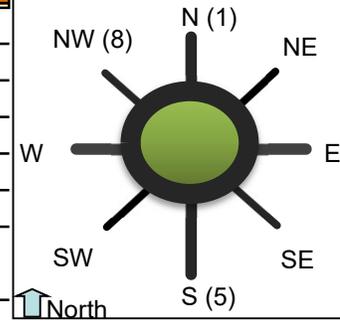
Int Control Delay (sec)	5.0	Int LOS	A	Max Approach V/C	0.28
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Notes:

v 4.2

Bypass Lane Merge Point Analysis (if applicable)						
Bypass Characteristics	Bypass #1	Bypass #2	Bypass #3	Bypass #4	Bypass #5	Bypass #6
Select Entry Leg from Bypass (FROM)						
Select Exit Leg for Bypass (TO)						
Does the bypass have a dedicated receiving lane?						
# of Conflicting Exit Flow Lanes		2	2	2	2	2
Volumes						
Entry Leg: Insert Right Turn Volume						
Exit Leg: (Select Input Method)						
Lane Flow in Exit Leg***						
Sum of inner circulatory flow lane to exit leg (leg bypass merges into)	N/A	N/A	N/A	N/A	N/A	N/A
Sum of outer circulatory flow lane to exit leg (leg bypass merges into)	N/A	N/A	N/A	N/A	N/A	N/A
Critical Lane Flow (Manual) in Exit Leg***						
Volume Characteristics						
PHF (Entry Leg)						
F _{HV} (Entry Leg)						
F _{ped}						
PHF (Exit Leg)***	N/A	N/A	N/A	N/A	N/A	N/A
F _{HV} (Exit Leg)***	N/A	N/A	N/A	N/A	N/A	N/A
***Volume Characteristics are already taken into account for Default method ONLY. Insert Values above if Manual method.						
Entry/Conflicting Flows						
Entry Flow						
Conflicting Critical Flow						
Bypass Lane Results						
Entry Capacity of Bypass, veh/h						
Flow Rates of Exiting Traffic, veh/h						
V/C ratio						
Control Delay, sec/pcu						
LOS						
95th Percentile Queue (veh)						
95th % Queue (ft)						

General & Site Information		v 4.2
Analyst:	Ali Donnes	
Agency/Co:	Kimley-Horn	
Date:	8/22/2022	
Project or PI#:	Peachtree Corners Cir Roundabout	
Year, Peak Hour:	2024 PM	
County/District:	Gwinnett County	
Intersection:	Peachtree Corners Cir @ The Forum/ Crème de la Crème	



Volumes		Entry Legs (FROM)							
		N1 (1)	N2 (1)	NE1 (2)	NE2 (2)	E1 (3)	E2 (3)	SE1 (4)	SE2 (4)
Lane Designation		SELECT	SELECT	SELECT	SELECT	SELECT	SELECT	SELECT	SELECT
Exit Legs (TO)	N (1), vph					50			
	NE (2), vph								
	E (3), vph	65							
	SE (4), vph								
	S (5), vph	1				21			
	SW (6), vph								
	W (7), vph	69				222	293		
	NW (8), vph								
Entry Volume, vph		135	0	0	0	293	293	0	0

		S1 (5)	S2 (5)	SW1 (6)	SW2 (6)	W1 (7)	W2 (7)	NW1 (8)	NW2 (8)
Lane Designation		SELECT	SELECT	SELECT	SELECT	SELECT	SELECT	SELECT	SELECT
	N (1), vph	3				175			
	NE (2), vph								
	E (3), vph	53				328	543		
	SE (4), vph								
	S (5), vph					69			
	SW (6), vph								
	W (7), vph	37							
	NW (8), vph								
Entry Volume, vph		93	0	0	0	572	543	0	0

	N	NE	E	SE	S	SW	W	NW
# of Entry Flow Lanes	1	0	2	0	1	0	2	0
# of Conflict Flow Lanes	2	2	2	2	2	2	2	2

Volume Characteristics	N	NE	E	SE	S	SW	W	NW
% Cars	99.0%	100.0%	98.0%	100.0%	99.0%	100.0%	98.0%	100.0%
% Heavy Vehicles	1.0%	0.0%	2.0%	0.0%	1.0%	0.0%	2.0%	0.0%
% Bicycles	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
# of Pedestrians (ped/hr)	0	0	0	0	0	0	0	0
PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
F _{hv}	0.990	1.000	0.980	1.000	0.990	1.000	0.980	1.000
F _{ped}	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000

Entry/Conflicting Flows		N	NE	E	SE	S	SW	W	NW
Flow to	N (1), pcu/h	0	0	55	0	3	0	194	0
Leg #	NE (2), pcu/h	0	0	0	0	0	0	0	0
	E (3), pcu/h	71	0	0	0	58	0	966	0
	SE (4), pcu/h	0	0	0	0	0	0	0	0
	S (5), pcu/h	1	0	23	0	0	0	77	0
	SW (6), pcu/h	0	0	0	0	0	0	0	0
	W (7), pcu/h	76	0	571	0	41	0	0	0
	NW (8), pcu/h	0	0	0	0	0	0	0	0
	Entry flow, pcu/h	148	0	650	0	102	0	1236	0
	Entry flow Lane 1, pcu/h	148	0	325	0	102	0	634	0
	Entry flow Lane 2, pcu/h	0	0	325	0	0	0	602	0
	Conflicting flow, pcu/h	635	0	238	0	1231	0	96	0

Results: Approach Measures of Effectiveness

HCM 6th Edition	N		E		S		W	
<i>Lane Designations</i>	<i>Lane 1</i>	<i>Lane 2</i>	<i>Lane 1</i>	<i>Lane 2</i>	<i>Lane 1</i>	<i>Lane 2</i>	<i>Lane 1</i>	<i>Lane 2</i>
Entry Capacity, veh/h	820	NA	1063	1137	494	NA	1212	1283
Entry Flow Rates, veh/h	147	0	318	318	101	0	622	590
V/C ratio	0.18	0.00	0.30	0.28	0.20	0.00	0.51	0.46
Control Delay, s/veh	6.2	0.0	6.3	5.8	10.2	0.0	8.6	7.5
LOS	A	#N/A	A	A	B	#N/A	A	A
Average Queue (ft)	6	0	14	13	7	0	37	31
95th % Queue (ft)	16	#VALUE!	32	29	19	#VALUE!	77	63
Approach Delay, LOS	6.2 sec, LOS A		6.1 sec, LOS A		10.2 sec, LOS B		8.1 sec, LOS A	
	NE		SE		SW		NW	
<i>Lane Designations</i>	<i>Lane 1</i>	<i>Lane 2</i>	<i>Lane 1</i>	<i>Lane 2</i>	<i>Lane 1</i>	<i>Lane 2</i>	<i>Lane 1</i>	<i>Lane 2</i>
Entry Capacity, veh/h	NA	NA	NA	NA	NA	NA	NA	NA
Entry Flow Rates, veh/h	0	0	0	0	0	0	0	0
V/C ratio			0.00	0.00			0.00	0.00
Control Delay, sec/pcu			0.0	0.0			0.0	0.0
LOS			#N/A	#N/A			#N/A	#N/A
Average Queue (ft)			0	0			0	0
95th % Queue (ft)			#VALUE!	#VALUE!			#VALUE!	#VALUE!
Approach Delay, LOS			#DIV/0!				#DIV/0!	

Overall Intersection Measures of Effectiveness

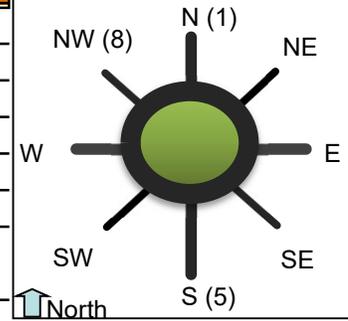
Int Control Delay (sec)	7.4	Int LOS	A	Max Approach V/C	0.51
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Notes:

v 4.2

Bypass Lane Merge Point Analysis (if applicable)						
Bypass Characteristics	Bypass #1	Bypass #2	Bypass #3	Bypass #4	Bypass #5	Bypass #6
Select Entry Leg from Bypass (FROM)						
Select Exit Leg for Bypass (TO)						
Does the bypass have a dedicated receiving lane?						
# of Conflicting Exit Flow Lanes		2	2	2	2	2
Volumes						
Entry Leg: Insert Right Turn Volume						
Exit Leg: (Select Input Method)						
Lane Flow in Exit Leg***						
Sum of inner circulatory flow lane to exit leg (leg bypass merges into)	N/A	N/A	N/A	N/A	N/A	N/A
Sum of outer circulatory flow lane to exit leg (leg bypass merges into)	N/A	N/A	N/A	N/A	N/A	N/A
Critical Lane Flow (Manual) in Exit Leg***						
Volume Characteristics						
PHF (Entry Leg)						
F _{HV} (Entry Leg)						
F _{ped}						
PHF (Exit Leg)***	N/A	N/A	N/A	N/A	N/A	N/A
F _{HV} (Exit Leg)***	N/A	N/A	N/A	N/A	N/A	N/A
***Volume Characteristics are already taken into account for Default method ONLY. Insert Values above if Manual method.						
Entry/Conflicting Flows						
Entry Flow						
Conflicting Critical Flow						
Bypass Lane Results						
Entry Capacity of Bypass, veh/h						
Flow Rates of Exiting Traffic, veh/h						
V/C ratio						
Control Delay, sec/pcu						
LOS						
95th Percentile Queue (veh)						
95th % Queue (ft)						

General & Site Information		v 4.2
Analyst:	Ali Donnes	
Agency/Co:	Kimley-Horn	
Date:	8/22/2022	
Project or PI#:	Peachtree Corners Cir Roundabout	
Year, Peak Hour:	2044 AM	
County/District:	Gwinnett County	
Intersection:	Peachtree Corners Cir @ The Forum/ Crème de la Crème	



Volumes		Entry Legs (FROM)							
		N1 (1)	N2 (1)	NE1 (2)	NE2 (2)	E1 (3)	E2 (3)	SE1 (4)	SE2 (4)
Lane Designation		SELECT	SELECT	SELECT	SELECT	SELECT	SELECT	SELECT	SELECT
Exit Legs (TO)	N (1), vph					20			
	NE (2), vph								
	E (3), vph	13							
	SE (4), vph								
	S (5), vph	1				22			
	SW (6), vph								
	W (7), vph	10				356	398		
	NW (8), vph								
Entry Volume, vph		24	0	0	0	398	398	0	0

		S1 (5)	S2 (5)	SW1 (6)	SW2 (6)	W1 (7)	W2 (7)	NW1 (8)	NW2 (8)
Lane Designation		SELECT	SELECT	SELECT	SELECT	SELECT	SELECT	SELECT	SELECT
	N (1), vph					15			
	NE (2), vph								
	E (3), vph	67				240	332		
	SE (4), vph								
	S (5), vph					79			
	SW (6), vph								
	W (7), vph	48							
	NW (8), vph								
Entry Volume, vph		115	0	0	0	334	332	0	0

	N	NE	E	SE	S	SW	W	NW
# of Entry Flow Lanes	1	0	2	0	1	0	2	0
# of Conflict Flow Lanes	2	1	1	1	1	1	1	1

Volume Characteristics	N	NE	E	SE	S	SW	W	NW
% Cars	99.0%	100.0%	98.0%	100.0%	99.0%	100.0%	98.0%	100.0%
% Heavy Vehicles	1.0%	0.0%	2.0%	0.0%	1.0%	0.0%	2.0%	0.0%
% Bicycles	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
# of Pedestrians (ped/hr)	0	0	0	0	0	0	0	0
PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
F _{hv}	0.990	1.000	0.980	1.000	0.990	1.000	0.980	1.000
F _{ped}	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000

Entry/Conflicting Flows		N	NE	E	SE	S	SW	W	NW
Flow to	N (1), pcu/h	0	0	22	0	0	0	17	0
Leg #	NE (2), pcu/h	0	0	0	0	0	0	0	0
	E (3), pcu/h	14	0	0	0	74	0	634	0
	SE (4), pcu/h	0	0	0	0	0	0	0	0
	S (5), pcu/h	1	0	24	0	0	0	88	0
	SW (6), pcu/h	0	0	0	0	0	0	0	0
	W (7), pcu/h	11	0	836	0	53	0	0	0
	NW (8), pcu/h	0	0	0	0	0	0	0	0
	Entry flow, pcu/h	26	0	883	0	126	0	738	0
	Entry flow Lane 1, pcu/h	26	0	441	0	126	0	370	0
	Entry flow Lane 2, pcu/h	0	0	441	0	0	0	368	0
	Conflicting flow, pcu/h	913	0	69	0	665	0	40	0

Results: Approach Measures of Effectiveness

HCM 6th Edition	N		E		S		W	
<i>Lane Designations</i>	<i>Lane 1</i>	<i>Lane 2</i>	<i>Lane 1</i>	<i>Lane 2</i>	<i>Lane 1</i>	<i>Lane 2</i>	<i>Lane 1</i>	<i>Lane 2</i>
Entry Capacity, veh/h	647	NA	1307	1307	693	NA	1343	1343
Entry Flow Rates, veh/h	26	0	433	433	125	0	363	361
V/C ratio	0.04	0.00	0.33	0.33	0.18	0.00	0.27	0.27
Control Delay, s/veh	6.0	0.0	5.8	5.8	7.2	0.0	5.0	5.0
LOS	A	#N/A	A	A	A	#N/A	A	A
Average Queue (ft)	1	0	17	17	6	0	13	13
95th % Queue (ft)	3	#VALUE!	37	37	17	#VALUE!	28	28
Approach Delay, LOS	6 sec, LOS A		5.8 sec, LOS A		7.2 sec, LOS A		5 sec, LOS A	
	NE		SE		SW		NW	
<i>Lane Designations</i>	<i>Lane 1</i>	<i>Lane 2</i>	<i>Lane 1</i>	<i>Lane 2</i>	<i>Lane 1</i>	<i>Lane 2</i>	<i>Lane 1</i>	<i>Lane 2</i>
Entry Capacity, veh/h	NA	NA	NA	NA	NA	NA	NA	NA
Entry Flow Rates, veh/h	0	0	0	0	0	0	0	0
V/C ratio			0.00	0.00			0.00	0.00
Control Delay, sec/pcu			0.0	0.0			0.0	0.0
LOS			#N/A	#N/A			#N/A	#N/A
Average Queue (ft)			0	0			0	0
95th % Queue (ft)			#VALUE!	#VALUE!			#VALUE!	#VALUE!
Approach Delay, LOS			#DIV/0!				#DIV/0!	

Overall Intersection Measures of Effectiveness

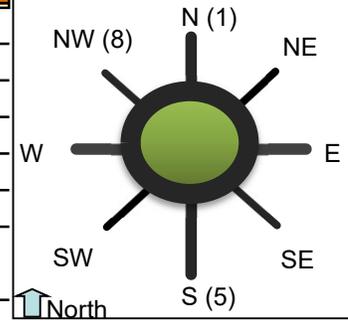
Int Control Delay (sec)	5.6	Int LOS	A	Max Approach V/C	0.33
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Notes:

v 4.2

Bypass Lane Merge Point Analysis (if applicable)						
Bypass Characteristics	Bypass #1	Bypass #2	Bypass #3	Bypass #4	Bypass #5	Bypass #6
Select Entry Leg from Bypass (FROM)						
Select Exit Leg for Bypass (TO)						
Does the bypass have a dedicated receiving lane?						
# of Conflicting Exit Flow Lanes		2	2	2	2	2
Volumes						
Entry Leg: Insert Right Turn Volume						
Exit Leg: (Select Input Method)						
Lane Flow in Exit Leg***						
Sum of inner circulatory flow lane to exit leg (leg bypass merges into)	N/A	N/A	N/A	N/A	N/A	N/A
Sum of outer circulatory flow lane to exit leg (leg bypass merges into)	N/A	N/A	N/A	N/A	N/A	N/A
Critical Lane Flow (Manual) in Exit Leg***						
Volume Characteristics						
PHF (Entry Leg)						
F _{HV} (Entry Leg)						
F _{ped}						
PHF (Exit Leg)***	N/A	N/A	N/A	N/A	N/A	N/A
F _{HV} (Exit Leg)***	N/A	N/A	N/A	N/A	N/A	N/A
***Volume Characteristics are already taken into account for Default method ONLY. Insert Values above if Manual method.						
Entry/Conflicting Flows						
Entry Flow						
Conflicting Critical Flow						
Bypass Lane Results						
Entry Capacity of Bypass, veh/h						
Flow Rates of Exiting Traffic, veh/h						
V/C ratio						
Control Delay, sec/pcu						
LOS						
95th Percentile Queue (veh)						
95th % Queue (ft)						

General & Site Information		v 4.2
Analyst:	Ali Donnes	
Agency/Co:	Kimley-Horn	
Date:	8/22/2022	
Project or PI#:	Peachtree Corners Cir Roundabout	
Year, Peak Hour:	2044 PM	
County/District:	Gwinnett County	
Intersection:	Peachtree Corners Cir @ The Forum/ Crème de la Crème	



Volumes		Entry Legs (FROM)							
		N1 (1)	N2 (1)	NE1 (2)	NE2 (2)	E1 (3)	E2 (3)	SE1 (4)	SE2 (4)
Lane Designation		SELECT	SELECT	SELECT	SELECT	SELECT	SELECT	SELECT	SELECT
Exit Legs (TO)	N (1), vph					59			
	NE (2), vph								
	E (3), vph	76							
	SE (4), vph								
	S (5), vph	1				24			
	SW (6), vph								
	W (7), vph	81				257	341		
	NW (8), vph								
Entry Volume, vph		158	0	0	0	340	341	0	0

		S1 (5)	S2 (5)	SW1 (6)	SW2 (6)	W1 (7)	W2 (7)	NW1 (8)	NW2 (8)
Lane Designation		SELECT	SELECT	SELECT	SELECT	SELECT	SELECT	SELECT	SELECT
	N (1), vph	4				204			
	NE (2), vph								
	E (3), vph	61				380	632		
	SE (4), vph								
	S (5), vph					81			
	SW (6), vph								
	W (7), vph	43							
	NW (8), vph								
Entry Volume, vph		108	0	0	0	665	632	0	0

	N	NE	E	SE	S	SW	W	NW
# of Entry Flow Lanes	1	0	2	0	1	0	2	0
# of Conflict Flow Lanes	2	2	2	2	2	2	2	2

Volume Characteristics	N	NE	E	SE	S	SW	W	NW
% Cars	99.0%	100.0%	98.0%	100.0%	99.0%	100.0%	98.0%	100.0%
% Heavy Vehicles	1.0%	0.0%	2.0%	0.0%	1.0%	0.0%	2.0%	0.0%
% Bicycles	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
# of Pedestrians (ped/hr)	0	0	0	0	0	0	0	0
PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
F _{hv}	0.990	1.000	0.980	1.000	0.990	1.000	0.980	1.000
F _{ped}	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000

Entry/Conflicting Flows		N	NE	E	SE	S	SW	W	NW
Flow to	N (1), pcu/h	0	0	65	0	4	0	226	0
Leg #	NE (2), pcu/h	0	0	0	0	0	0	0	0
	E (3), pcu/h	83	0	0	0	67	0	1122	0
	SE (4), pcu/h	0	0	0	0	0	0	0	0
	S (5), pcu/h	1	0	27	0	0	0	90	0
	SW (6), pcu/h	0	0	0	0	0	0	0	0
	W (7), pcu/h	89	0	663	0	47	0	0	0
	NW (8), pcu/h	0	0	0	0	0	0	0	0
	Entry flow, pcu/h	173	0	755	0	119	0	1438	0
	Entry flow Lane 1, pcu/h	173	0	377	0	119	0	737	0
	Entry flow Lane 2, pcu/h	0	0	378	0	0	0	701	0
	Conflicting flow, pcu/h	737	0	278	0	1432	0	111	0

Results: Approach Measures of Effectiveness

HCM 6th Edition	N		E		S		W	
<i>Lane Designations</i>	<i>Lane 1</i>	<i>Lane 2</i>	<i>Lane 1</i>	<i>Lane 2</i>	<i>Lane 1</i>	<i>Lane 2</i>	<i>Lane 1</i>	<i>Lane 2</i>
Entry Capacity, veh/h	752	NA	1025	1099	416	NA	1195	1267
Entry Flow Rates, veh/h	172	0	370	371	117	0	723	687
V/C ratio	0.23	0.00	0.36	0.34	0.28	0.00	0.60	0.54
Control Delay, s/veh	7.3	0.0	7.3	6.6	13.4	0.0	10.5	8.9
LOS	A	#N/A	A	A	B	#N/A	B	A
Average Queue (ft)	9	0	19	17	11	0	53	42
95th % Queue (ft)	22	#VALUE!	42	38	29	#VALUE!	109	87
Approach Delay, LOS	7.3 sec, LOS A		6.9 sec, LOS A		13.4 sec, LOS B		9.7 sec, LOS A	
	NE		SE		SW		NW	
<i>Lane Designations</i>	<i>Lane 1</i>	<i>Lane 2</i>	<i>Lane 1</i>	<i>Lane 2</i>	<i>Lane 1</i>	<i>Lane 2</i>	<i>Lane 1</i>	<i>Lane 2</i>
Entry Capacity, veh/h	NA	NA	NA	NA	NA	NA	NA	NA
Entry Flow Rates, veh/h	0	0	0	0	0	0	0	0
V/C ratio			0.00	0.00			0.00	0.00
Control Delay, sec/pcu			0.0	0.0			0.0	0.0
LOS			#N/A	#N/A			#N/A	#N/A
Average Queue (ft)			0	0			0	0
95th % Queue (ft)			#VALUE!	#VALUE!			#VALUE!	#VALUE!
Approach Delay, LOS			#DIV/0!				#DIV/0!	

Overall Intersection Measures of Effectiveness

Int Control Delay (sec)	8.9	Int LOS	A	Max Approach V/C	0.60
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Notes:

v 4.2

Bypass Lane Merge Point Analysis (if applicable)						
Bypass Characteristics	Bypass #1	Bypass #2	Bypass #3	Bypass #4	Bypass #5	Bypass #6
Select Entry Leg from Bypass (FROM)						
Select Exit Leg for Bypass (TO)						
Does the bypass have a dedicated receiving lane?						
# of Conflicting Exit Flow Lanes		2	2	2	2	2
Volumes						
Entry Leg: Insert Right Turn Volume						
Exit Leg: (Select Input Method)						
Lane Flow in Exit Leg***						
Sum of inner circulatory flow lane to exit leg (leg bypass merges into)	N/A	N/A	N/A	N/A	N/A	N/A
Sum of outer circulatory flow lane to exit leg (leg bypass merges into)	N/A	N/A	N/A	N/A	N/A	N/A
Critical Lane Flow (Manual) in Exit Leg***						
Volume Characteristics						
PHF (Entry Leg)						
F _{HV} (Entry Leg)						
F _{ped}						
PHF (Exit Leg)***	N/A	N/A	N/A	N/A	N/A	N/A
F _{HV} (Exit Leg)***	N/A	N/A	N/A	N/A	N/A	N/A
***Volume Characteristics are already taken into account for Default method ONLY. Insert Values above if Manual method.						
Entry/Conflicting Flows						
Entry Flow						
Conflicting Critical Flow						
Bypass Lane Results						
Entry Capacity of Bypass, veh/h						
Flow Rates of Exiting Traffic, veh/h						
V/C ratio						
Control Delay, sec/pcu						
LOS						
95th Percentile Queue (veh)						
95th % Queue (ft)						

General & Site Information		v 4.2
Analyst:	Ali Donnes	
Agency/Co:	Kimley-Horn	
Date:	8/22/2022	
Project or PI#:	Peachtree Corners Cir Roundabout	
Year, Peak Hour:	2024 AM	
County/District:	Gwinnett County	
Intersection Name:	Peachtree Corners Cir @ The Forum/ Crème de la Crème	

Volumes		Entry Legs (FROM)							
		N (1)	NE (2)	E (3)	SE (4)	S (5)	SW (6)	W (7)	NW (8)
Exit Legs (TO)	N (1), vph							14	
	NE (2), vph								
	E (3), vph	11				58		493	
	SE (4), vph								
	S (5), vph	1		19				68	
	SW (6), vph								
	W (7), vph	8		650		41			
	NW (8), vph								
Output	Total Vehicles	20	0	669	0	99	0	575	0

Volume Characteristics	N	NE	E	SE	S	SW	W	NW
% Cars	99.0%	100.0%	98.0%	100.0%	99.0%	100.0%	98.0%	100.0%
% Heavy Vehicles	1.0%	0.0%	2.0%	0.0%	1.0%	0.0%	2.0%	0.0%
% Bicycle	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
# of Pedestrians (ped/hr)	0	0	0	0	0	0	0	0
PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
F _{HV}	0.990	1.000	0.980	1.000	0.990	1.000	0.980	1.000
F _{ped}	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000

Entry/Conflicting Flows	N	NE	E	SE	S	SW	W	NW
Flow to Leg # N (1), pcu/h	0	0	0	0	0	0	16	0
NE (2), pcu/h	0	0	0	0	0	0	0	0
E (3), pcu/h	12	0	0	0	64	0	547	0
SE (4), pcu/h	0	0	0	0	0	0	0	0
S (5), pcu/h	1	0	21	0	0	0	75	0
SW (6), pcu/h	0	0	0	0	0	0	0	0
W (7), pcu/h	9	0	721	0	45	0	0	0
NW (8), pcu/h	0	0	0	0	0	0	0	0
Entry flow, pcu/h	22	0	742	0	109	0	638	0
Conflicting flow, pcu/h	787	0	61	0	574	0	34	0

Results: Approach Measures of Effectiveness								
HCM 6th Edition	N	NE	E	SE	S	SW	W	NW
Entry Capacity, vph	612	NA	1272	NA	761	NA	1307	NA
Entry Flow Rates, vph	22	0	727	0	108	0	625	0
V/C ratio	0.04		0.57		0.14		0.48	
Control Delay, sec/pcu	6.3		9.4		6.2		7.6	
LOS	A		A		A		A	
Average Queue (ft)	1		47		5		33	
95th % Queue (ft)	3		97		12		68	

Overall Intersection Measures of Effectiveness					
Int Control Delay (sec)	8.4	Int LOS	A	Max Approach V/C	0.57

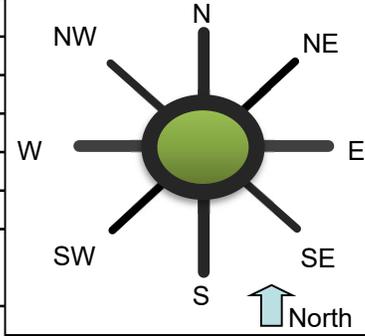
Notes: v 4.2

Unit Legend:
 vph = vehicles per hour
 PHF = peak hour factor
 F_{HV} = heavy vehicle factor
 pcu = passenger car unit

Bypass Lane Merge Point Analysis (if applicable)

Bypass Characteristics	Bypass #1	Bypass #2	Bypass #3	Bypass #4	Bypass #5	Bypass #6
Select Entry Leg from Bypass (FROM)	E (3)					
Select Exit Leg for Bypass (TO)	N (1)					
Does the bypass have a dedicated receiving lane?	No					
Volumes						
Right Turn Volume removed from Entry Leg	17					
Volume Characteristics (for entry leg)						
PHF	0.92					
F _{HV}	0.98					
F _{ped}	1.00					
NOTE: Volume Characteristics for Exit Leg are already taken into account						
Entry/Conflicting Flows						
Entry Flow, pcu/hr	19					
Conflicting Flow, pcu/hr	16					
Bypass Lane Results (HCM 6th Edition)						
Entry Capacity of Bypass, vph	1332					
Flow Rates of Exiting Traffic, vph	18					
V/C ratio	0.01					
Control Delay, s/veh	2.8					
LOS	A					
95th % Queue (veh)	0					
95th % Queue (ft)	1					
Approach w/Bypass Delay, s/veh	9.2					
Approach w/Bypass LOS	A					

General & Site Information		v 4.2
Analyst:	Ali Donnes	
Agency/Co:	Kimley-Horn	
Date:	8/22/2022	
Project or PI#:	Peachtree Corners Cir Roundabout	
Year, Peak Hour:	2024 PM	
County/District:	Gwinnett County	
Intersection Name:	Peachtree Corners Cir @ The Forum/ Crème de la Crème	



Volumes		Entry Legs (FROM)							
		N (1)	NE (2)	E (3)	SE (4)	S (5)	SW (6)	W (7)	NW (8)
Exit Legs (TO)	N (1), vph					3		175	
	NE (2), vph								
	E (3), vph	65				50		871	
	SE (4), vph								
	S (5), vph	1		21				69	
	SW (6), vph								
	W (7), vph	69		515		35			
	NW (8), vph								
Output	Total Vehicles	135	0	536	0	88	0	1115	0

Volume Characteristics	N	NE	E	SE	S	SW	W	NW
% Cars	99.0%	100.0%	98.0%	100.0%	99.0%	100.0%	98.0%	100.0%
% Heavy Vehicles	1.0%	0.0%	2.0%	0.0%	1.0%	0.0%	2.0%	0.0%
% Bicycle	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
# of Pedestrians (ped/hr)	0	0	0	0	0	0	0	0
PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
F _{HV}	0.990	1.000	0.980	1.000	0.990	1.000	0.980	1.000
F _{ped}	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000

Entry/Conflicting Flows	N	NE	E	SE	S	SW	W	NW
Flow to Leg # N (1), pcu/h	0	0	0	0	3	0	194	0
NE (2), pcu/h	0	0	0	0	0	0	0	0
E (3), pcu/h	71	0	0	0	55	0	966	0
SE (4), pcu/h	0	0	0	0	0	0	0	0
S (5), pcu/h	1	0	23	0	0	0	77	0
SW (6), pcu/h	0	0	0	0	0	0	0	0
W (7), pcu/h	76	0	571	0	38	0	0	0
NW (8), pcu/h	0	0	0	0	0	0	0	0
Entry flow, pcu/h	148	0	594	0	97	0	1236	0
Conflicting flow, pcu/h	633	0	236	0	1231	0	96	0

Results: Approach Measures of Effectiveness								
HCM 6th Edition	N	NE	E	SE	S	SW	W	NW
Entry Capacity, vph	717	NA	1064	NA	389	NA	1227	NA
Entry Flow Rates, vph	147	0	583	0	96	0	1212	0
V/C ratio	0.20		0.55		0.25		0.99	
Control Delay, sec/pcu	7.3		10.1		13.5		41.3	
LOS	A		B		B		E	
Average Queue (ft)	7		41		9		348	
95th % Queue (ft)	19		88		24		520	

Overall Intersection Measures of Effectiveness					
Int Control Delay (sec)	28.6	Int LOS	D	Max Approach V/C	0.99

Notes: v 4.2

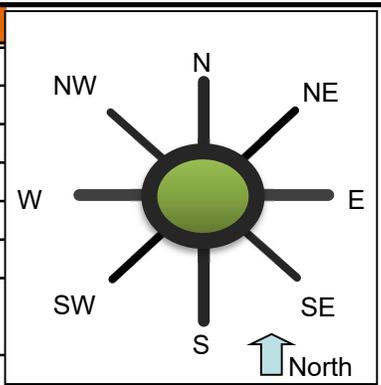
Unit Legend:
 vph = vehicles per hour
 PHF = peak hour factor
 F_{HV} = heavy vehicle factor
 pcu = passenger car unit

Bypass Lane Merge Point Analysis (if applicable)

Bypass Characteristics	Bypass #1	Bypass #2	Bypass #3	Bypass #4	Bypass #5	Bypass #6
Select Entry Leg from Bypass (FROM)	E (3)					
Select Exit Leg for Bypass (TO)	N (1)					
Does the bypass have a dedicated receiving lane?	No					
Volumes						
Right Turn Volume removed from Entry Leg	50					
Volume Characteristics (for entry leg)						
PHF	0.92					
F _{HV}	0.98					
F _{ped}	1.00					
NOTE: Volume Characteristics for Exit Leg are already taken into account						
Entry/Conflicting Flows						
Entry Flow, pcu/hr	55					
Conflicting Flow, pcu/hr	197					
Bypass Lane Results (HCM 6th Edition)						
Entry Capacity of Bypass, vph	1106					
Flow Rates of Exiting Traffic, vph	54					
V/C ratio	0.05					
Control Delay, s/veh	3.7					
LOS	A					
95th % Queue (veh)	0					
95th % Queue (ft)	4					
Approach w/Bypass Delay, s/veh	9.6					
Approach w/Bypass LOS	A					

General & Site Information v 4.2

Analyst: Ali Donnes
 Agency/Co: Kimley-Horn
 Date: 8/22/2022
 Project or PI#: Peachtree Corners Cir Roundabout
 Year, Peak Hour: 2044 AM
 County/District: Gwinnett County
 Intersection Name: Peachtree Corners Cir @ The Forum/ Crème de la Crème



Volumes Entry Legs (FROM)

		N (1)	NE (2)	E (3)	SE (4)	S (5)	SW (6)	W (7)	NW (8)
Exit Legs (TO)	N (1), vph							15	
	NE (2), vph								
	E (3), vph	13				67		572	
	SE (4), vph								
	S (5), vph	1		22				79	
	SW (6), vph								
	W (7), vph	10		754		48			
	NW (8), vph								
Output	Total Vehicles	24	0	776	0	115	0	666	0

Volume Characteristics

	N	NE	E	SE	S	SW	W	NW
% Cars	99.0%	100.0%	98.0%	100.0%	99.0%	100.0%	98.0%	100.0%
% Heavy Vehicles	1.0%	0.0%	2.0%	0.0%	1.0%	0.0%	2.0%	0.0%
% Bicycle	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
# of Pedestrians (ped/hr)	0	0	0	0	0	0	0	0
PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
F _{HV}	0.990	1.000	0.980	1.000	0.990	1.000	0.980	1.000
F _{ped}	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000

Entry/Conflicting Flows

	N	NE	E	SE	S	SW	W	NW
Flow to Leg #								
N (1), pcu/h	0	0	0	0	0	0	17	0
NE (2), pcu/h	0	0	0	0	0	0	0	0
E (3), pcu/h	14	0	0	0	74	0	634	0
SE (4), pcu/h	0	0	0	0	0	0	0	0
S (5), pcu/h	1	0	24	0	0	0	88	0
SW (6), pcu/h	0	0	0	0	0	0	0	0
W (7), pcu/h	11	0	836	0	53	0	0	0
NW (8), pcu/h	0	0	0	0	0	0	0	0
Entry flow, pcu/h	26	0	860	0	126	0	738	0
Conflicting flow, pcu/h	913	0	69	0	665	0	40	0

Results: Approach Measures of Effectiveness								
HCM 6th Edition	N	NE	E	SE	S	SW	W	NW
Entry Capacity, vph	538	NA	1261	NA	693	NA	1299	NA
Entry Flow Rates, vph	26	0	843	0	125	0	724	0
V/C ratio	0.05		0.67		0.18		0.56	
Control Delay, sec/pcu	7.3		11.8		7.2		9.0	
LOS	A		B		A		A	
Average Queue (ft)	1		69		6		45	
95th % Queue (ft)	4		140		17		92	

Overall Intersection Measures of Effectiveness						
Int Control Delay (sec)	10.2		Int LOS	B	Max Approach V/C	0.67

Notes:

v 4.2

Unit Legend:

vph = vehicles per hour

PHF = peak hour factor

F_{HV} = heavy vehicle factor

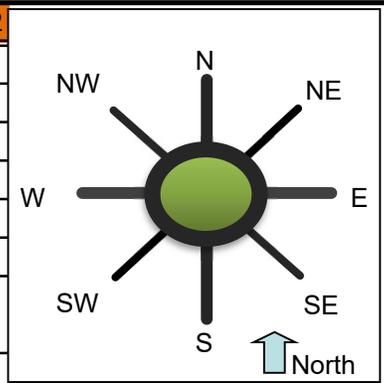
pcu = passenger car unit

Bypass Lane Merge Point Analysis (if applicable)

Bypass Characteristics	Bypass #1	Bypass #2	Bypass #3	Bypass #4	Bypass #5	Bypass #6
Select Entry Leg from Bypass (FROM)	E (3)					
Select Exit Leg for Bypass (TO)	N (1)					
Does the bypass have a dedicated receiving lane?	No					
Volumes						
Right Turn Volume removed from Entry Leg	20					
Volume Characteristics (for entry leg)						
PHF	0.92					
F _{HV}	0.98					
F _{ped}	1.00					
NOTE: Volume Characteristics for Exit Leg are already taken into account						
Entry/Conflicting Flows						
Entry Flow, pcu/hr	22					
Conflicting Flow, pcu/hr	17					
Bypass Lane Results (HCM 6th Edition)						
Entry Capacity of Bypass, vph	1330					
Flow Rates of Exiting Traffic, vph	22					
V/C ratio	0.02					
Control Delay, s/veh	2.8					
LOS	A					
95th % Queue (veh)	0					
95th % Queue (ft)	1					
Approach w/Bypass Delay, s/veh	11.5					
Approach w/Bypass LOS	B					

General & Site Information v 4.2

Analyst:	Ali Donnes
Agency/Co:	Kimley-Horn
Date:	8/22/2022
Project or PI#:	Peachtree Corners Cir Roundabout
Year, Peak Hour:	2044 PM
County/District:	Gwinnett County
Intersection Name:	Peachtree Corners Cir @ The Forum/ Crème de la Crème



Volumes		Entry Legs (FROM)							
		N (1)	NE (2)	E (3)	SE (4)	S (5)	SW (6)	W (7)	NW (8)
Exit Legs (TO)	N (1), vph					4		204	
	NE (2), vph								
	E (3), vph	76				61		1012	
	SE (4), vph								
	S (5), vph	1		24				81	
	SW (6), vph								
	W (7), vph	81		598		43			
	NW (8), vph								
Output	Total Vehicles	158	0	622	0	108	0	1297	0

Volume Characteristics	N	NE	E	SE	S	SW	W	NW
% Cars	99.0%	100.0%	98.0%	100.0%	99.0%	100.0%	98.0%	100.0%
% Heavy Vehicles	1.0%	0.0%	2.0%	0.0%	1.0%	0.0%	2.0%	0.0%
% Bicycle	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
# of Pedestrians (ped/hr)	0	0	0	0	0	0	0	0
PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
F _{HV}	0.990	1.000	0.980	1.000	0.990	1.000	0.980	1.000
F _{ped}	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000

Entry/Conflicting Flows	N	NE	E	SE	S	SW	W	NW
Flow to Leg # N (1), pcu/h	0	0	0	0	4	0	226	0
NE (2), pcu/h	0	0	0	0	0	0	0	0
E (3), pcu/h	83	0	0	0	67	0	1122	0
SE (4), pcu/h	0	0	0	0	0	0	0	0
S (5), pcu/h	1	0	27	0	0	0	90	0
SW (6), pcu/h	0	0	0	0	0	0	0	0
W (7), pcu/h	89	0	663	0	47	0	0	0
NW (8), pcu/h	0	0	0	0	0	0	0	0
Entry flow, pcu/h	173	0	690	0	119	0	1438	0
Conflicting flow, pcu/h	737	0	278	0	1432	0	111	0

Results: Approach Measures of Effectiveness								
HCM 6th Edition	N	NE	E	SE	S	SW	W	NW
Entry Capacity, vph	644	NA	1019	NA	317	NA	1208	NA
Entry Flow Rates, vph	172	0	676	0	117	0	1410	0
V/C ratio	0.27		0.66		0.37		1.17	
Control Delay, sec/pcu	8.9		13.5		19.7		100.2	
LOS	A		B		C		F	
Average Queue (ft)	11		63		16		981	
95th % Queue (ft)	27		134		42		990	

Overall Intersection Measures of Effectiveness					
Int Control Delay (sec)	64.9	Int LOS	F	Max Approach V/C	1.17

Notes: v 4.2

Unit Legend:
 vph = vehicles per hour
 PHF = peak hour factor
 F_{HV} = heavy vehicle factor
 pcu = passenger car unit

Bypass Lane Merge Point Analysis (if applicable)

Bypass Characteristics	Bypass #1	Bypass #2	Bypass #3	Bypass #4	Bypass #5	Bypass #6
Select Entry Leg from Bypass (FROM)	E (3)					
Select Exit Leg for Bypass (TO)	N (1)					
Does the bypass have a dedicated receiving lane?	No					
Volumes						
Right Turn Volume removed from Entry Leg	59					
Volume Characteristics (for entry leg)						
PHF	0.92					
F _{HV}	0.98					
F _{ped}	1.00					
NOTE: Volume Characteristics for Exit Leg are already taken into account						
Entry/Conflicting Flows						
Entry Flow, pcu/hr	65					
Conflicting Flow, pcu/hr	231					
Bypass Lane Results (HCM 6th Edition)						
Entry Capacity of Bypass, vph	1069					
Flow Rates of Exiting Traffic, vph	64					
V/C ratio	0.06					
Control Delay, s/veh	3.9					
LOS	A					
95th % Queue (veh)	0					
95th % Queue (ft)	5					
Approach w/Bypass Delay, s/veh	12.7					
Approach w/Bypass LOS	B					

Appendix E: ARCADY Roundabout Analysis

Junctions 10
ARCADY 10 - Roundabout Module
Version: 10.0.2.1574 © Copyright TRL Software Limited, 2021
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Filename: ROUNDABOUT ANALYSIS.j10

Path: \\Kimley-Horn.com\SE_ATL\ATL_Roadway\014647002 PCorners Cir Roundabout\Engineering\Traffic\ARCADY

Report generation date: 9/7/2022 8:31:32 AM

- »Multi - 2024 (base) - , AM
- »Multi - 2024 (base) - , PM
- »Multi - 2044 (20 year) - , AM
- »Multi - 2044 (20 year) - , PM
- »Single - 2024 (base) - , AM
- »Single - 2024 (base) - , PM
- »Single - 2044 (20 year) - , AM
- »Single - 2044 (20 year) - , PM

Summary of intersection performance

	AM					PM				
	Delay (s)	LOS	Intersection Delay (s)	Intersection LOS	Network Residual Capacity	Delay (s)	LOS	Intersection Delay (s)	Intersection LOS	Network Residual Capacity
Multi - 2024 (base)										
N - The Forum (Major Drive)	5.10	A	2.93	A	141 % [N - The Forum (Major Drive)]	5.39	A	5.31	A	41 %
W - Peachtree Corners Cir	3.14	A				6.51	A			
S - Creme de la Creme	4.88	A				8.95	A			
E - Peachtree Corners Cir	2.41	A				2.45	A			
Multi - 2044 (20 year)										
N - The Forum (Major Drive)	5.66	A	3.20	A	108 % [N - The Forum (Major Drive)]	6.07	A	7.57	A	22 %
W - Peachtree Corners Cir	3.44	A				9.90	A			
S - Creme de la Creme	5.35	A				12.64	B			
E - Peachtree Corners Cir	2.62	A				2.68	A			
Single - 2024 (base)										
N - The Forum (Major Drive)	5.10	A	7.75	A	46 % [E - Peachtree Corners Cir]	5.39	A	93.49	F	-12 %
W - Peachtree Corners Cir	6.99	A				155.85	F			
S - Creme de la Creme	4.88	A				8.04	A			
E - Peachtree Corners Cir	8.88	A				7.88	A			
Single - 2044 (20 year)										
N - The Forum (Major Drive)	3.58	A	10.15	B	26 % [E - Peachtree Corners Cir]	3.68	A	367.89	F	-24 %
W - Peachtree Corners Cir	8.61	A				628.31	F			
S - Creme de la Creme	5.34	A				8.49	A			
E - Peachtree Corners Cir	12.31	B				9.87	A			

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Intersection LOS and Intersection Delay are demand-weighted averages. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	
Location	
Site number	
Date	8/22/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Analyst	KIMLEY-HORN\Ali.Donnes
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
ft	mph	PCE	PCE	perHour	s	-Min	perMin

Analysis Options

Vehicle length (ft)	Calculate Queue Percentiles	Calculate detailed queuing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	Residual capacity criteria type	V/C Ratio Threshold	Average Delay threshold (s)	Queue threshold (PCE)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
18.86	✓				✓	Delay	0.85	36.00	20.00		500

Demand Set Summary

ID	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	AM	PHF	00:00	01:00	15	✓
D2	PM	PHF	00:00	01:00	15	✓

Multi - 2024 (base) - , AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	Multi - 2024 (base)	✓	105.101	100.000

Intersection Network

Intersections

Intersection	Name	Intersection type	Use circulating lanes	Leg order	Intersection Delay (s)	Intersection LOS
1	PTC Cir at PT Pkwy	Standard Roundabout		N, W, S, E	2.93	A

Intersection Network

Driving side	Lighting	Network residual capacity (%)	First leg reaching threshold	Network delay (s)	Network LOS
Right	Normal/unknown	141	N - The Forum (Major Drive)	2.93	A

Legs

Legs

Leg	Name	Description	No yield line
N	The Forum (Major Drive)		
W	Peachtree Corners Cir		
S	Creme de la Creme		
E	Peachtree Corners Cir		

Roundabout Geometry

Leg	V - Approach road half-width (ft)	E - Entry width (ft)	I' - Effective flare length (ft)	R - Entry radius (ft)	D - Inscribed circle diameter (ft)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
N - The Forum (Major Drive)	12.00	12.00	0.0	65.0	100.0	20.0		
W - Peachtree Corners Cir	12.00	24.00	50.0	65.0	100.0	20.0		
S - Creme de la Creme	12.00	12.00	0.0	65.0	100.0	20.0		
E - Peachtree Corners Cir	24.00	24.00	0.0	65.0	100.0	20.0		

Slope / Intercept / Capacity

Leg Intercept Adjustments

Leg	Type	Reason	Percentage intercept adjustment (%)
N - The Forum (Major Drive)	Percentage		100.00
W - Peachtree Corners Cir	Percentage		100.00
S - Creme de la Creme	Percentage		100.00
E - Peachtree Corners Cir	Percentage		100.00

Roundabout Slope and Intercept used in model

Leg	Final slope	Final intercept (PCE/hr)
N - The Forum (Major Drive)	0.555	1146
W - Peachtree Corners Cir	0.687	1794
S - Creme de la Creme	0.555	1146
E - Peachtree Corners Cir	0.789	2292

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	AM	PHF	00:00	01:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCE Factor for a Truck (PCE)
✓	✓	Truck Percentages	2.00

Demand overview (Traffic)

Leg	Linked leg	Profile type	Use O-D data	Average Demand (PCE/hr)	Scaling Factor (%)
N - The Forum (Major Drive)		PHF	✓	18	100.000
W - Peachtree Corners Cir		PHF	✓	547	100.000
S - Creme de la Creme		PHF	✓	94	100.000
E - Peachtree Corners Cir		PHF	✓	652	100.000

Peak Hour Factor Data (Traffic)

--	--	--	--	--

Leg	Hourly volume (PCE/hr)	Peak hour factor	Peak time segment
N - The Forum (Major Drive)	18	0.95	SecondQuarter
W - Peachtree Corners Cir	547	0.95	SecondQuarter
S - Creme de la Creme	94	0.95	SecondQuarter
E - Peachtree Corners Cir	652	0.95	SecondQuarter

Origin-Destination Data

Demand (PCE/hr)

		To			
		N - The Forum (Major Drive)	W - Peachtree Corners Cir	S - Creme de la Creme	E - Peachtree Corners Cir
From	N - The Forum (Major Drive)	0	8	1	9
	W - Peachtree Corners Cir	13	0	65	469
	S - Creme de la Creme	0	39	0	55
	E - Peachtree Corners Cir	16	618	18	0

Vehicle Mix

Truck Percentages

		To			
		N - The Forum (Major Drive)	W - Peachtree Corners Cir	S - Creme de la Creme	E - Peachtree Corners Cir
From	N - The Forum (Major Drive)	1	1	1	1
	W - Peachtree Corners Cir	2	2	2	2
	S - Creme de la Creme	1	1	1	0
	E - Peachtree Corners Cir	2	2	2	2

Results

Results Summary for whole modelled period

Leg	Max V/C Ratio	Max Delay (s)	Max Queue (PCE)	Max 95th percentile Queue (PCE)	Max LOS	Average Demand (PCE/hr)	Total Intersection Arrivals (PCE)
N - The Forum (Major Drive)	0.03	5.10	0.0	0.5	A	19	19
W - Peachtree Corners Cir	0.34	3.14	0.5	2.1	A	575	575
S - Creme de la Creme	0.12	4.88	0.1	0.5	A	99	99
E - Peachtree Corners Cir	0.32	2.41	0.5	2.0	A	685	685

Main Results for each time segment

00:00 - 00:15

Leg	Total Demand (PCE/hr)	Intersection Arrivals (PCE)	Circulating flow (PCE/hr)	Capacity (PCE/hr)	V/C Ratio	Throughput (PCE/hr)	Throughput (exit side) (PCE/hr)	Start queue (PCE)	End queue (PCE)	Delay (s)	Unsignalised level of service
N - The Forum (Major Drive)	18	5	683	767	0.024	18	29	0.0	0.0	4.852	A
W - Peachtree Corners Cir	555	139	28	1775	0.313	553	673	0.0	0.5	3.001	A
S - Creme de la Creme	95	24	496	871	0.109	95	85	0.0	0.1	4.655	A
E - Peachtree Corners Cir	661	165	52	2251	0.294	660	539	0.0	0.4	2.305	A

00:15 - 00:30

Leg	Total Demand (PCE/hr)	Intersection Arrivals (PCE)	Circulating flow (PCE/hr)	Capacity (PCE/hr)	V/C Ratio	Throughput (PCE/hr)	Throughput (exit side) (PCE/hr)	Start queue (PCE)	End queue (PCE)	Delay (s)	Unsignalised level of service
N - The Forum (Major Drive)	20	5	747	732	0.027	20	32	0.0	0.0	5.105	A
W - Peachtree Corners Cir	605	151	31	1773	0.341	605	735	0.5	0.5	3.142	A
S - Creme de la Creme	104	26	543	845	0.123	104	93	0.1	0.1	4.878	A
E - Peachtree Corners Cir	721	180	57	2247	0.321	721	589	0.4	0.5	2.406	A

00:30 - 00:45

Leg	Total Demand (PCE/hr)	Intersection Arrivals (PCE)	Circulating flow (PCE/hr)	Capacity (PCE/hr)	V/C Ratio	Throughput (PCE/hr)	Throughput (exit side) (PCE/hr)	Start queue (PCE)	End queue (PCE)	Delay (s)	Unsignalised level of service
N - The Forum (Major Drive)	19	5	722	746	0.026	19	31	0.0	0.0	5.006	A
W - Peachtree Corners Cir	585	146	30	1774	0.330	585	711	0.5	0.5	3.088	A
S - Creme de la Creme	101	25	525	855	0.118	101	90	0.1	0.1	4.793	A
E - Peachtree Corners Cir	697	174	56	2248	0.310	697	570	0.5	0.5	2.367	A

00:45 - 01:00

Leg	Total Demand (PCE/hr)	Intersection Arrivals (PCE)	Circulating flow (PCE/hr)	Capacity (PCE/hr)	V/C Ratio	Throughput (PCE/hr)	Throughput (exit side) (PCE/hr)	Start queue (PCE)	End queue (PCE)	Delay (s)	Unsignalised level of service
N - The Forum (Major Drive)	18	5	685	766	0.024	18	29	0.0	0.0	4.861	A
W - Peachtree Corners Cir	555	139	28	1775	0.313	555	675	0.5	0.5	3.009	A
S - Creme de la Creme	95	24	498	870	0.110	95	85	0.1	0.1	4.668	A
E - Peachtree Corners Cir	661	165	53	2251	0.294	661	541	0.5	0.4	2.311	A

Queue Variation Results for each time segment

00:00 - 00:15

Leg	Mean (PCE)	Q05 (PCE)	Q50 (PCE)	Q90 (PCE)	Q95 (PCE)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
N - The Forum (Major Drive)	0.02	0.02	0.25	0.46	0.48			N/A	N/A
W - Peachtree Corners Cir	0.46	0.00	0.00	0.46	0.46			N/A	N/A
S - Creme de la Creme	0.12	0.00	0.00	0.12	0.12			N/A	N/A
E - Peachtree Corners Cir	0.42	0.00	0.00	0.42	0.42			N/A	N/A

00:15 - 00:30

Leg	Mean (PCE)	Q05 (PCE)	Q50 (PCE)	Q90 (PCE)	Q95 (PCE)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
N - The Forum (Major Drive)	0.03	0.00	0.00	0.03	0.03			N/A	N/A
W - Peachtree Corners Cir	0.53	0.03	0.26	0.53	0.53			N/A	N/A
S - Creme de la Creme	0.14	0.03	0.26	0.46	0.49			N/A	N/A
E - Peachtree Corners Cir	0.48	0.03	0.26	0.48	0.49			N/A	N/A

00:30 - 00:45

Leg	Mean (PCE)	Q05 (PCE)	Q50 (PCE)	Q90 (PCE)	Q95 (PCE)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
N - The Forum (Major Drive)	0.03	0.00	0.00	0.03	0.03			N/A	N/A
W - Peachtree Corners Cir	0.50	0.03	0.29	0.93	2.07			N/A	N/A
S - Creme de la Creme	0.13	0.03	0.25	0.45	0.48			N/A	N/A
E - Peachtree Corners Cir	0.46	0.03	0.30	1.22	2.02			N/A	N/A

00:45 - 01:00

Leg	Mean (PCE)	Q05 (PCE)	Q50 (PCE)	Q90 (PCE)	Q95 (PCE)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
N - The Forum (Major Drive)	0.02	0.00	0.00	0.02	0.02			N/A	N/A
W - Peachtree Corners Cir	0.47	0.00	0.00	0.47	0.47			N/A	N/A
S - Creme de la Creme	0.12	0.00	0.00	0.12	0.12			N/A	N/A
E - Peachtree Corners Cir	0.43	0.00	0.00	0.43	0.43			N/A	N/A

Multi - 2024 (base) - , PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	Multi - 2024 (base)	✓	105.101	100.000

Intersection Network

Intersections

Intersection	Name	Intersection type	Use circulating lanes	Leg order	Intersection Delay (s)	Intersection LOS
1	PTC Cir at PT Pkwy	Standard Roundabout		N, W, S, E	5.31	A

Intersection Network

Driving side	Lighting	Network residual capacity (%)	First leg reaching threshold	Network delay (s)	Network LOS
Right	Normal/unknown	41	W - Peachtree Corners Cir	5.31	A

Legs

Legs

Leg	Name	Description	No yield line
N	The Forum (Major Drive)		
W	Peachtree Corners Cir		
S	Creme de la Creme		
E	Peachtree Corners Cir		

Roundabout Geometry

Leg	V - Approach road half-width (ft)	E - Entry width (ft)	I' - Effective flare length (ft)	R - Entry radius (ft)	D - Inscribed circle diameter (ft)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
N - The Forum (Major Drive)	12.00	12.00	0.0	65.0	100.0	20.0		
W - Peachtree Corners Cir	12.00	24.00	50.0	65.0	100.0	20.0		
S - Creme de la Creme	12.00	12.00	0.0	65.0	100.0	20.0		
E - Peachtree Corners Cir	24.00	24.00	0.0	65.0	100.0	20.0		

Slope / Intercept / Capacity

Leg Intercept Adjustments

Leg	Type	Reason	Percentage intercept adjustment (%)
N - The Forum (Major Drive)	Percentage		100.00
W - Peachtree Corners Cir	Percentage		100.00
S - Creme de la Creme	Percentage		100.00
E - Peachtree Corners Cir	Percentage		100.00

Roundabout Slope and Intercept used in model

Leg	Final slope	Final intercept (PCE/hr)
N - The Forum (Major Drive)	0.555	1146
W - Peachtree Corners Cir	0.687	1794
S - Creme de la Creme	0.555	1146
E - Peachtree Corners Cir	0.789	2292

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	PM	PHF	00:00	01:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCE Factor for a Truck (PCE)
✓	✓	Truck Percentages	2.00

Demand overview (Traffic)

Leg	Linked leg	Profile type	Use O-D data	Average Demand (PCE/hr)	Scaling Factor (%)
N - The Forum (Major Drive)		PHF	✓	124	100.000
W - Peachtree Corners Cir		PHF	✓	1062	100.000
S - Creme de la Creme		PHF	✓	88	100.000
E - Peachtree Corners Cir		PHF	✓	558	100.000

Peak Hour Factor Data (Traffic)

Time Period	PHF
PM	

Leg	Hourly volume (PCE/hr)	Peak hour factor	Peak time segment
N - The Forum (Major Drive)	124	0.95	SecondQuarter
W - Peachtree Corners Cir	1062	0.95	SecondQuarter
S - Creme de la Creme	88	0.95	SecondQuarter
E - Peachtree Corners Cir	558	0.95	SecondQuarter

Origin-Destination Data

Demand (PCE/hr)

		To			
		N - The Forum (Major Drive)	W - Peachtree Corners Cir	S - Creme de la Creme	E - Peachtree Corners Cir
From	N - The Forum (Major Drive)	0	66	1	57
	W - Peachtree Corners Cir	167	0	66	829
	S - Creme de la Creme	3	35	0	50
	E - Peachtree Corners Cir	48	490	20	0

Vehicle Mix

Truck Percentages

		To			
		N - The Forum (Major Drive)	W - Peachtree Corners Cir	S - Creme de la Creme	E - Peachtree Corners Cir
From	N - The Forum (Major Drive)	1	1	1	1
	W - Peachtree Corners Cir	2	2	2	2
	S - Creme de la Creme	1	1	1	0
	E - Peachtree Corners Cir	2	2	2	2

Results

Results Summary for whole modelled period

Leg	Max V/C Ratio	Max Delay (s)	Max Queue (PCE)	Max 95th percentile Queue (PCE)	Max LOS	Average Demand (PCE/hr)	Total Intersection Arrivals (PCE)
N - The Forum (Major Drive)	0.17	5.39	0.2	0.5	A	130	130
W - Peachtree Corners Cir	0.68	6.51	2.1	5.2	A	1116	1116
S - Creme de la Creme	0.19	8.95	0.2	1.1	A	92	92
E - Peachtree Corners Cir	0.29	2.45	0.4	1.7	A	586	586

Main Results for each time segment

00:00 - 00:15

Leg	Total Demand (PCE/hr)	Intersection Arrivals (PCE)	Circulating flow (PCE/hr)	Capacity (PCE/hr)	V/C Ratio	Throughput (PCE/hr)	Throughput (exit side) (PCE/hr)	Start queue (PCE)	End queue (PCE)	Delay (s)	Unsignalised level of service
N - The Forum (Major Drive)	126	31	551	840	0.150	125	220	0.0	0.2	5.076	A
W - Peachtree Corners Cir	1077	269	79	1740	0.619	1070	597	0.0	1.6	5.430	A
S - Creme de la Creme	89	22	1061	557	0.160	88	88	0.0	0.2	7.699	A
E - Peachtree Corners Cir	566	141	207	2129	0.266	564	943	0.0	0.4	2.344	A

00:15 - 00:30

Leg	Total Demand (PCE/hr)	Intersection Arrivals (PCE)	Circulating flow (PCE/hr)	Capacity (PCE/hr)	V/C Ratio	Throughput (PCE/hr)	Throughput (exit side) (PCE/hr)	Start queue (PCE)	End queue (PCE)	Delay (s)	Unsignalised level of service
N - The Forum (Major Drive)	137	34	603	812	0.169	137	241	0.2	0.2	5.388	A
W - Peachtree Corners Cir	1175	294	86	1735	0.677	1173	654	1.6	2.1	6.509	A
S - Creme de la Creme	97	24	1163	501	0.194	97	96	0.2	0.2	8.950	A
E - Peachtree Corners Cir	617	154	226	2114	0.292	617	1034	0.4	0.4	2.453	A

00:30 - 00:45

Leg	Total Demand (PCE/hr)	Intersection Arrivals (PCE)	Circulating flow (PCE/hr)	Capacity (PCE/hr)	V/C Ratio	Throughput (PCE/hr)	Throughput (exit side) (PCE/hr)	Start queue (PCE)	End queue (PCE)	Delay (s)	Unsignalised level of service
N - The Forum (Major Drive)	133	33	583	823	0.161	133	233	0.2	0.2	5.270	A
W - Peachtree Corners Cir	1136	284	83	1737	0.654	1136	632	2.1	2.0	6.118	A
S - Creme de la Creme	94	24	1127	521	0.181	94	93	0.2	0.2	8.470	A
E - Peachtree Corners Cir	597	149	219	2119	0.282	597	1001	0.4	0.4	2.411	A

00:45 - 01:00

Leg	Total Demand (PCE/hr)	Intersection Arrivals (PCE)	Circulating flow (PCE/hr)	Capacity (PCE/hr)	V/C Ratio	Throughput (PCE/hr)	Throughput (exit side) (PCE/hr)	Start queue (PCE)	End queue (PCE)	Delay (s)	Unsignalised level of service
N - The Forum (Major Drive)	126	31	553	839	0.150	126	221	0.2	0.2	5.094	A
W - Peachtree Corners Cir	1077	269	79	1740	0.619	1078	600	2.0	1.7	5.558	A
S - Creme de la Creme	89	22	1069	553	0.161	89	88	0.2	0.2	7.796	A
E - Peachtree Corners Cir	566	141	208	2128	0.266	566	950	0.4	0.4	2.352	A

Queue Variation Results for each time segment

00:00 - 00:15

Leg	Mean (PCE)	Q05 (PCE)	Q50 (PCE)	Q90 (PCE)	Q95 (PCE)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
N - The Forum (Major Drive)	0.18	0.00	0.00	0.18	0.18			N/A	N/A
W - Peachtree Corners Cir	1.63	0.07	1.01	3.69	5.15			N/A	N/A
S - Creme de la Creme	0.19	0.00	0.00	0.19	0.19			N/A	N/A
E - Peachtree Corners Cir	0.37	0.00	0.00	0.37	0.37			N/A	N/A

00:15 - 00:30

Leg	Mean (PCE)	Q05 (PCE)	Q50 (PCE)	Q90 (PCE)	Q95 (PCE)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
N - The Forum (Major Drive)	0.20	0.03	0.26	0.46	0.49			N/A	N/A
W - Peachtree Corners Cir	2.09	0.03	0.27	2.09	2.09			N/A	N/A
S - Creme de la Creme	0.24	0.03	0.26	0.46	0.49			N/A	N/A
E - Peachtree Corners Cir	0.42	0.03	0.26	0.46	0.49			N/A	N/A

00:30 - 00:45

Leg	Mean (PCE)	Q05 (PCE)	Q50 (PCE)	Q90 (PCE)	Q95 (PCE)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
N - The Forum (Major Drive)	0.20	0.03	0.26	0.48	0.50			N/A	N/A
W - Peachtree Corners Cir	1.96	0.03	0.26	1.96	1.96			N/A	N/A
S - Creme de la Creme	0.22	0.03	0.29	0.71	1.13			N/A	N/A
E - Peachtree Corners Cir	0.40	0.03	0.31	1.29	1.66			N/A	N/A

00:45 - 01:00

Leg	Mean (PCE)	Q05 (PCE)	Q50 (PCE)	Q90 (PCE)	Q95 (PCE)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
N - The Forum (Major Drive)	0.18	0.00	0.00	0.18	0.18			N/A	N/A
W - Peachtree Corners Cir	1.68	0.10	1.26	3.37	4.51			N/A	N/A
S - Creme de la Creme	0.20	0.00	0.00	0.20	0.20			N/A	N/A
E - Peachtree Corners Cir	0.37	0.00	0.00	0.37	0.37			N/A	N/A

Multi - 2044 (20 year) - , AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A3	Multi - 2044 (20 year)	✓	122.019	100.000

Intersection Network

Intersections

Intersection	Name	Intersection type	Use circulating lanes	Leg order	Intersection Delay (s)	Intersection LOS
1	PTC Cir at PT Pkwy	Standard Roundabout		N, W, S, E	3.20	A

Intersection Network

Driving side	Lighting	Network residual capacity (%)	First leg reaching threshold	Network delay (s)	Network LOS
Right	Normal/unknown	108	N - The Forum (Major Drive)	3.20	A

Legs

Legs

Leg	Name	Description	No yield line
N	The Forum (Major Drive)		
W	Peachtree Corners Cir		
S	Creme de la Creme		
E	Peachtree Corners Cir		

Roundabout Geometry

Leg	V - Approach road half-width (ft)	E - Entry width (ft)	I' - Effective flare length (ft)	R - Entry radius (ft)	D - Inscribed circle diameter (ft)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
N - The Forum (Major Drive)	12.00	12.00	0.0	65.0	100.0	20.0		
W - Peachtree Corners Cir	12.00	24.00	50.0	65.0	100.0	20.0		
S - Creme de la Creme	12.00	12.00	0.0	65.0	100.0	20.0		
E - Peachtree Corners Cir	24.00	24.00	0.0	65.0	100.0	20.0		

Slope / Intercept / Capacity

Leg Intercept Adjustments

Leg	Type	Reason	Percentage intercept adjustment (%)
N - The Forum (Major Drive)	Percentage		100.00
W - Peachtree Corners Cir	Percentage		100.00
S - Creme de la Creme	Percentage		100.00
E - Peachtree Corners Cir	Percentage		100.00

Roundabout Slope and Intercept used in model

Leg	Final slope	Final intercept (PCE/hr)
N - The Forum (Major Drive)	0.555	1146
W - Peachtree Corners Cir	0.687	1794
S - Creme de la Creme	0.555	1146
E - Peachtree Corners Cir	0.789	2292

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	AM	PHF	00:00	01:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCE Factor for a Truck (PCE)
✓	✓	Truck Percentages	2.00

Demand overview (Traffic)

Leg	Linked leg	Profile type	Use O-D data	Average Demand (PCE/hr)	Scaling Factor (%)
N - The Forum (Major Drive)		PHF	✓	18	100.000
W - Peachtree Corners Cir		PHF	✓	547	100.000
S - Creme de la Creme		PHF	✓	94	100.000
E - Peachtree Corners Cir		PHF	✓	652	100.000

Peak Hour Factor Data (Traffic)

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Leg	Hourly volume (PCE/hr)	Peak hour factor	Peak time segment
N - The Forum (Major Drive)	18	0.95	SecondQuarter
W - Peachtree Corners Cir	547	0.95	SecondQuarter
S - Creme de la Creme	94	0.95	SecondQuarter
E - Peachtree Corners Cir	652	0.95	SecondQuarter

Origin-Destination Data

Demand (PCE/hr)

From	To			
	N - The Forum (Major Drive)	W - Peachtree Corners Cir	S - Creme de la Creme	E - Peachtree Corners Cir
N - The Forum (Major Drive)	0	8	1	9
W - Peachtree Corners Cir	13	0	65	469
S - Creme de la Creme	0	39	0	55
E - Peachtree Corners Cir	16	618	18	0

Vehicle Mix

Truck Percentages

From	To			
	N - The Forum (Major Drive)	W - Peachtree Corners Cir	S - Creme de la Creme	E - Peachtree Corners Cir
N - The Forum (Major Drive)	1	1	1	1
W - Peachtree Corners Cir	2	2	2	2
S - Creme de la Creme	1	1	1	0
E - Peachtree Corners Cir	2	2	2	2

Results

Results Summary for whole modelled period

Leg	Max V/C Ratio	Max Delay (s)	Max Queue (PCE)	Max 95th percentile Queue (PCE)	Max LOS	Average Demand (PCE/hr)	Total Intersection Arrivals (PCE)
N - The Forum (Major Drive)	0.03	5.66	0.0	0.5	A	22	22
W - Peachtree Corners Cir	0.40	3.44	0.7	1.5	A	667	667
S - Creme de la Creme	0.15	5.35	0.2	0.5	A	115	115
E - Peachtree Corners Cir	0.37	2.62	0.6	1.9	A	796	796

Main Results for each time segment

00:00 - 00:15

Leg	Total Demand (PCE/hr)	Intersection Arrivals (PCE)	Circulating flow (PCE/hr)	Capacity (PCE/hr)	V/C Ratio	Throughput (PCE/hr)	Throughput (exit side) (PCE/hr)	Start queue (PCE)	End queue (PCE)	Delay (s)	Unsignalised level of service
N - The Forum (Major Drive)	21	5	792	707	0.030	21	34	0.0	0.0	5.304	A
W - Peachtree Corners Cir	644	161	33	1772	0.363	642	781	0.0	0.6	3.242	A
S - Creme de la Creme	111	28	576	827	0.134	110	99	0.0	0.2	5.040	A
E - Peachtree Corners Cir	768	192	61	2244	0.342	766	625	0.0	0.5	2.480	A

00:15 - 00:30

Leg	Total Demand (PCE/hr)	Intersection Arrivals (PCE)	Circulating flow (PCE/hr)	Capacity (PCE/hr)	V/C Ratio	Throughput (PCE/hr)	Throughput (exit side) (PCE/hr)	Start queue (PCE)	End queue (PCE)	Delay (s)	Unsignalised level of service
N - The Forum (Major Drive)	23	6	867	665	0.035	23	37	0.0	0.0	5.660	A
W - Peachtree Corners Cir	703	176	36	1770	0.397	702	854	0.6	0.7	3.439	A
S - Creme de la Creme	121	30	630	797	0.152	121	108	0.2	0.2	5.348	A
E - Peachtree Corners Cir	837	209	67	2240	0.374	837	684	0.5	0.6	2.618	A

00:30 - 00:45

Leg	Total Demand (PCE/hr)	Intersection Arrivals (PCE)	Circulating flow (PCE/hr)	Capacity (PCE/hr)	V/C Ratio	Throughput (PCE/hr)	Throughput (exit side) (PCE/hr)	Start queue (PCE)	End queue (PCE)	Delay (s)	Unsignalised level of service
N - The Forum (Major Drive)	22	6	838	681	0.033	22	36	0.0	0.0	5.520	A
W - Peachtree Corners Cir	679	170	35	1771	0.384	679	826	0.7	0.6	3.366	A
S - Creme de la Creme	117	29	610	808	0.144	117	104	0.2	0.2	5.229	A
E - Peachtree Corners Cir	810	202	65	2241	0.361	810	662	0.6	0.6	2.566	A

00:45 - 01:00

Leg	Total Demand (PCE/hr)	Intersection Arrivals (PCE)	Circulating flow (PCE/hr)	Capacity (PCE/hr)	V/C Ratio	Throughput (PCE/hr)	Throughput (exit side) (PCE/hr)	Start queue (PCE)	End queue (PCE)	Delay (s)	Unsignalised level of service
N - The Forum (Major Drive)	21	5	795	705	0.030	21	34	0.0	0.0	5.315	A
W - Peachtree Corners Cir	644	161	33	1772	0.363	644	783	0.6	0.6	3.258	A
S - Creme de la Creme	111	28	578	825	0.134	111	99	0.2	0.2	5.060	A
E - Peachtree Corners Cir	768	192	61	2244	0.342	768	628	0.6	0.5	2.487	A

Queue Variation Results for each time segment

00:00 - 00:15

Leg	Mean (PCE)	Q05 (PCE)	Q50 (PCE)	Q90 (PCE)	Q95 (PCE)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
N - The Forum (Major Drive)	0.03	0.03	0.25	0.46	0.48			N/A	N/A
W - Peachtree Corners Cir	0.58	0.56	1.02	1.43	1.48			N/A	N/A
S - Creme de la Creme	0.15	0.00	0.00	0.15	0.15			N/A	N/A
E - Peachtree Corners Cir	0.53	0.53	1.02	1.43	1.48			N/A	N/A

00:15 - 00:30

Leg	Mean (PCE)	Q05 (PCE)	Q50 (PCE)	Q90 (PCE)	Q95 (PCE)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
N - The Forum (Major Drive)	0.04	0.03	0.25	0.46	0.48			N/A	N/A
W - Peachtree Corners Cir	0.67	0.03	0.26	0.67	0.67			N/A	N/A
S - Creme de la Creme	0.18	0.03	0.26	0.46	0.49			N/A	N/A
E - Peachtree Corners Cir	0.61	0.03	0.26	0.61	0.61			N/A	N/A

00:30 - 00:45

Leg	Mean (PCE)	Q05 (PCE)	Q50 (PCE)	Q90 (PCE)	Q95 (PCE)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
N - The Forum (Major Drive)	0.03	0.00	0.00	0.03	0.03			N/A	N/A
W - Peachtree Corners Cir	0.64	0.03	0.28	0.64	1.41			N/A	N/A
S - Creme de la Creme	0.17	0.03	0.25	0.46	0.48			N/A	N/A
E - Peachtree Corners Cir	0.58	0.03	0.28	0.58	1.87			N/A	N/A

00:45 - 01:00

Leg	Mean (PCE)	Q05 (PCE)	Q50 (PCE)	Q90 (PCE)	Q95 (PCE)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
N - The Forum (Major Drive)	0.03	0.00	0.00	0.03	0.03			N/A	N/A
W - Peachtree Corners Cir	0.59	0.56	1.02	1.43	1.48			N/A	N/A
S - Creme de la Creme	0.16	0.00	0.00	0.16	0.16			N/A	N/A
E - Peachtree Corners Cir	0.53	0.53	1.02	1.43	1.48			N/A	N/A

Multi - 2044 (20 year) - , PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A3	Multi - 2044 (20 year)	✓	122.019	100.000

Intersection Network

Intersections

Intersection	Name	Intersection type	Use circulating lanes	Leg order	Intersection Delay (s)	Intersection LOS
1	PTC Cir at PT Pkwy	Standard Roundabout		N, W, S, E	7.57	A

Intersection Network

Driving side	Lighting	Network residual capacity (%)	First leg reaching threshold	Network delay (s)	Network LOS
Right	Normal/unknown	22	W - Peachtree Corners Cir	7.57	A

Legs

Legs

Leg	Name	Description	No yield line
N	The Forum (Major Drive)		
W	Peachtree Corners Cir		
S	Creme de la Creme		
E	Peachtree Corners Cir		

Roundabout Geometry

Leg	V - Approach road half-width (ft)	E - Entry width (ft)	I' - Effective flare length (ft)	R - Entry radius (ft)	D - Inscribed circle diameter (ft)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
N - The Forum (Major Drive)	12.00	12.00	0.0	65.0	100.0	20.0		
W - Peachtree Corners Cir	12.00	24.00	50.0	65.0	100.0	20.0		
S - Creme de la Creme	12.00	12.00	0.0	65.0	100.0	20.0		
E - Peachtree Corners Cir	24.00	24.00	0.0	65.0	100.0	20.0		

Slope / Intercept / Capacity

Leg Intercept Adjustments

Leg	Type	Reason	Percentage intercept adjustment (%)
N - The Forum (Major Drive)	Percentage		100.00
W - Peachtree Corners Cir	Percentage		100.00
S - Creme de la Creme	Percentage		100.00
E - Peachtree Corners Cir	Percentage		100.00

Roundabout Slope and Intercept used in model

Leg	Final slope	Final intercept (PCE/hr)
N - The Forum (Major Drive)	0.555	1146
W - Peachtree Corners Cir	0.687	1794
S - Creme de la Creme	0.555	1146
E - Peachtree Corners Cir	0.789	2292

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	PM	PHF	00:00	01:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCE Factor for a Truck (PCE)
✓	✓	Truck Percentages	2.00

Demand overview (Traffic)

Leg	Linked leg	Profile type	Use O-D data	Average Demand (PCE/hr)	Scaling Factor (%)
N - The Forum (Major Drive)		PHF	✓	124	100.000
W - Peachtree Corners Cir		PHF	✓	1062	100.000
S - Creme de la Creme		PHF	✓	88	100.000
E - Peachtree Corners Cir		PHF	✓	558	100.000

Peak Hour Factor Data (Traffic)

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Leg	Hourly volume (PCE/hr)	Peak hour factor	Peak time segment
N - The Forum (Major Drive)	124	0.95	SecondQuarter
W - Peachtree Corners Cir	1062	0.95	SecondQuarter
S - Creme de la Creme	88	0.95	SecondQuarter
E - Peachtree Corners Cir	558	0.95	SecondQuarter

Origin-Destination Data

Demand (PCE/hr)

		To			
		N - The Forum (Major Drive)	W - Peachtree Corners Cir	S - Creme de la Creme	E - Peachtree Corners Cir
From	N - The Forum (Major Drive)	0	66	1	57
	W - Peachtree Corners Cir	167	0	66	829
	S - Creme de la Creme	3	35	0	50
	E - Peachtree Corners Cir	48	490	20	0

Vehicle Mix

Truck Percentages

		To			
		N - The Forum (Major Drive)	W - Peachtree Corners Cir	S - Creme de la Creme	E - Peachtree Corners Cir
From	N - The Forum (Major Drive)	1	1	1	1
	W - Peachtree Corners Cir	2	2	2	2
	S - Creme de la Creme	1	1	1	0
	E - Peachtree Corners Cir	2	2	2	2

Results

Results Summary for whole modelled period

Leg	Max V/C Ratio	Max Delay (s)	Max Queue (PCE)	Max 95th percentile Queue (PCE)	Max LOS	Average Demand (PCE/hr)	Total Intersection Arrivals (PCE)
N - The Forum (Major Drive)	0.21	6.07	0.3	1.2	A	151	151
W - Peachtree Corners Cir	0.79	9.90	3.7	14.2	A	1296	1296
S - Creme de la Creme	0.28	12.64	0.4	1.5	B	107	107
E - Peachtree Corners Cir	0.34	2.68	0.5	2.1	A	681	681

Main Results for each time segment

00:00 - 00:15

Leg	Total Demand (PCE/hr)	Intersection Arrivals (PCE)	Circulating flow (PCE/hr)	Capacity (PCE/hr)	V/C Ratio	Throughput (PCE/hr)	Throughput (exit side) (PCE/hr)	Start queue (PCE)	End queue (PCE)	Delay (s)	Unsignalised level of service
N - The Forum (Major Drive)	146	36	640	791	0.184	145	255	0.0	0.2	5.617	A
W - Peachtree Corners Cir	1250	313	91	1732	0.722	1240	693	0.0	2.6	7.323	A
S - Creme de la Creme	104	26	1230	464	0.223	102	102	0.0	0.3	9.971	A
E - Peachtree Corners Cir	657	164	239	2104	0.312	655	1093	0.0	0.5	2.531	A

00:15 - 00:30

Leg	Total Demand (PCE/hr)	Intersection Arrivals (PCE)	Circulating flow (PCE/hr)	Capacity (PCE/hr)	V/C Ratio	Throughput (PCE/hr)	Throughput (exit side) (PCE/hr)	Start queue (PCE)	End queue (PCE)	Delay (s)	Unsignalised level of service
N - The Forum (Major Drive)	159	40	700	758	0.210	159	279	0.2	0.3	6.068	A
W - Peachtree Corners Cir	1364	341	100	1726	0.790	1360	759	2.6	3.7	9.901	A
S - Creme de la Creme	113	28	1348	398	0.284	113	111	0.3	0.4	12.640	B
E - Peachtree Corners Cir	717	179	262	2085	0.344	716	1198	0.5	0.5	2.682	A

00:30 - 00:45

Leg	Total Demand (PCE/hr)	Intersection Arrivals (PCE)	Circulating flow (PCE/hr)	Capacity (PCE/hr)	V/C Ratio	Throughput (PCE/hr)	Throughput (exit side) (PCE/hr)	Start queue (PCE)	End queue (PCE)	Delay (s)	Unsignalised level of service
N - The Forum (Major Drive)	154	38	677	771	0.200	154	271	0.3	0.3	5.898	A
W - Peachtree Corners Cir	1319	330	97	1728	0.763	1320	734	3.7	3.4	9.034	A
S - Creme de la Creme	109	27	1308	420	0.260	109	108	0.4	0.4	11.634	B
E - Peachtree Corners Cir	693	173	255	2091	0.331	693	1163	0.5	0.5	2.627	A

00:45 - 01:00

Leg	Total Demand (PCE/hr)	Intersection Arrivals (PCE)	Circulating flow (PCE/hr)	Capacity (PCE/hr)	V/C Ratio	Throughput (PCE/hr)	Throughput (exit side) (PCE/hr)	Start queue (PCE)	End queue (PCE)	Delay (s)	Unsignalised level of service
N - The Forum (Major Drive)	146	36	642	790	0.185	146	257	0.3	0.2	5.646	A
W - Peachtree Corners Cir	1250	313	92	1731	0.722	1253	696	3.4	2.7	7.724	A
S - Creme de la Creme	104	26	1242	457	0.227	104	103	0.4	0.3	10.246	B
E - Peachtree Corners Cir	657	164	242	2102	0.313	657	1104	0.5	0.5	2.542	A

Queue Variation Results for each time segment

00:00 - 00:15

Leg	Mean (PCE)	Q05 (PCE)	Q50 (PCE)	Q90 (PCE)	Q95 (PCE)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
N - The Forum (Major Drive)	0.23	0.00	0.00	0.23	0.23			N/A	N/A
W - Peachtree Corners Cir	2.57	0.06	1.04	6.72	10.05			N/A	N/A
S - Creme de la Creme	0.28	0.00	0.00	0.28	0.28			N/A	N/A
E - Peachtree Corners Cir	0.46	0.00	0.00	0.46	0.46			N/A	N/A

00:15 - 00:30

Leg	Mean (PCE)	Q05 (PCE)	Q50 (PCE)	Q90 (PCE)	Q95 (PCE)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
N - The Forum (Major Drive)	0.27	0.03	0.26	0.46	0.49			N/A	N/A
W - Peachtree Corners Cir	3.67	0.03	0.30	3.67	14.22			N/A	N/A
S - Creme de la Creme	0.39	0.03	0.26	0.46	0.49			N/A	N/A
E - Peachtree Corners Cir	0.53	0.03	0.26	0.53	0.53			N/A	N/A

00:30 - 00:45

Leg	Mean (PCE)	Q05 (PCE)	Q50 (PCE)	Q90 (PCE)	Q95 (PCE)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
N - The Forum (Major Drive)	0.25	0.03	0.30	0.90	1.25			N/A	N/A
W - Peachtree Corners Cir	3.39	0.03	0.27	3.39	3.39			N/A	N/A
S - Creme de la Creme	0.36	0.03	0.30	1.16	1.50			N/A	N/A
E - Peachtree Corners Cir	0.51	0.03	0.29	0.97	2.12			N/A	N/A

00:45 - 01:00

Leg	Mean (PCE)	Q05 (PCE)	Q50 (PCE)	Q90 (PCE)	Q95 (PCE)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
N - The Forum (Major Drive)	0.23	0.00	0.00	0.23	0.23			N/A	N/A
W - Peachtree Corners Cir	2.72	0.05	0.56	7.52	12.12			N/A	N/A
S - Creme de la Creme	0.30	0.00	0.00	0.30	0.30			N/A	N/A
E - Peachtree Corners Cir	0.47	0.00	0.00	0.47	0.47			N/A	N/A

Single - 2024 (base) - , AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A4	Single - 2024 (base)	✓	105.101	100.000

Intersection Network

Intersections

Intersection	Name	Intersection type	Use circulating lanes	Leg order	Intersection Delay (s)	Intersection LOS
1	PTC Cir at PT Pkwy	Standard Roundabout		N, W, S, E	7.75	A

Intersection Network

Driving side	Lighting	Network residual capacity (%)	First leg reaching threshold	Network delay (s)	Network LOS
Right	Normal/unknown	46	E - Peachtree Corners Cir	7.75	A

Legs

Legs

Leg	Name	Description	No yield line
N	The Forum (Major Drive)		
W	Peachtree Corners Cir		
S	Creme de la Creme		
E	Peachtree Corners Cir		

Roundabout Geometry

Leg	V - Approach road half-width (ft)	E - Entry width (ft)	I' - Effective flare length (ft)	R - Entry radius (ft)	D - Inscribed circle diameter (ft)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
N - The Forum (Major Drive)	12.00	12.00	0.0	65.0	100.0	20.0		
W - Peachtree Corners Cir	12.00	12.00	0.0	65.0	100.0	20.0		
S - Creme de la Creme	12.00	12.00	0.0	65.0	100.0	20.0		
E - Peachtree Corners Cir	12.00	12.00	0.0	65.0	100.0	20.0		

Bypass

Leg	Leg has bypass	Bypass utilisation (%)
N - The Forum (Major Drive)		
W - Peachtree Corners Cir		
S - Creme de la Creme		
E - Peachtree Corners Cir	✓	100

Slope / Intercept / Capacity

Leg Intercept Adjustments

Leg	Type	Reason	Percentage intercept adjustment (%)
N - The Forum (Major Drive)	Percentage		100.00
W - Peachtree Corners Cir	Percentage		100.00
S - Creme de la Creme	Percentage		100.00
E - Peachtree Corners Cir	Percentage		100.00

Roundabout Slope and Intercept used in model

Leg	Final slope	Final intercept (PCE/hr)
N - The Forum (Major Drive)	0.555	1146
W - Peachtree Corners Cir	0.555	1146
S - Creme de la Creme	0.555	1146
E - Peachtree Corners Cir	0.555	1146

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	AM	PHF	00:00	01:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCE Factor for a Truck (PCE)
✓	✓	Truck Percentages	2.00

Demand overview (Traffic)

Leg	Linked leg	Profile type	Use O-D data	Average Demand (PCE/hr)	Scaling Factor (%)
-----	------------	--------------	--------------	-------------------------	--------------------

N - The Forum (Major Drive)	PHF	✓	18	100.000
W - Peachtree Corners Cir	PHF	✓	547	100.000
S - Creme de la Creme	PHF	✓	94	100.000
E - Peachtree Corners Cir	PHF	✓	652	100.000

Peak Hour Factor Data (Traffic)

Leg	Hourly volume (PCE/hr)	Peak hour factor	Peak time segment
N - The Forum (Major Drive)	18	0.95	SecondQuarter
W - Peachtree Corners Cir	547	0.95	SecondQuarter
S - Creme de la Creme	94	0.95	SecondQuarter
E - Peachtree Corners Cir	652	0.95	SecondQuarter

Origin-Destination Data

Demand (PCE/hr)

		To			
		N - The Forum (Major Drive)	W - Peachtree Corners Cir	S - Creme de la Creme	E - Peachtree Corners Cir
From	N - The Forum (Major Drive)	0	8	1	9
	W - Peachtree Corners Cir	13	0	65	469
	S - Creme de la Creme	0	39	0	55
	E - Peachtree Corners Cir	16	618	18	0

Vehicle Mix

Truck Percentages

		To			
		N - The Forum (Major Drive)	W - Peachtree Corners Cir	S - Creme de la Creme	E - Peachtree Corners Cir
From	N - The Forum (Major Drive)	1	1	1	1
	W - Peachtree Corners Cir	2	2	2	2
	S - Creme de la Creme	1	1	1	0
	E - Peachtree Corners Cir	2	2	2	2

Results

Results Summary for whole modelled period

Leg	Max V/C Ratio	Max Delay (s)	Max Queue (PCE)	Max 95th percentile Queue (PCE)	Max LOS	Average Demand (PCE/hr)	Total Intersection Arrivals (PCE)
N - The Forum (Major Drive)	0.03	5.10	0.0	0.5	A	19	19
W - Peachtree Corners Cir	0.54	6.99	1.2	1.6	A	575	575
S - Creme de la Creme	0.12	4.88	0.1	0.5	A	99	99
E - Peachtree Corners Cir	0.63	8.88	1.7	3.7	A	685	668

Main Results for each time segment

00:00 - 00:15

Leg	Total Demand (PCE/hr)	Intersection demand (PCE/hr)	Intersection Arrivals (PCE)	Bypass demand (PCE/hr)	Bypass exit flow (PCE/hr)	Circulating flow (PCE/hr)	Capacity (PCE/hr)	V/C Ratio	Throughput (PCE/hr)	Throughput (exit side) (PCE/hr)	Start queue (PCE)	End queue (PCE)	Delay (s)	Unsignalised level of service
N - The Forum (Major Drive)	18	18	5	0	16	679	770	0.024	18	13	0.0	0.0	4.839	A
W - Peachtree Corners Cir	555	555	139	0	0	28	1131	0.491	551	669	0.0	1.0	6.293	A
S - Creme de la Creme	95	95	24	0	0	494	872	0.109	95	85	0.0	0.1	4.649	A
E - Peachtree Corners Cir	661	645	161	16	0	52	1117	0.577	640	537	0.0	1.4	7.605	A

00:15 - 00:30

Leg	Total Demand (PCE/hr)	Intersection demand (PCE/hr)	Intersection Arrivals (PCE)	Bypass demand (PCE/hr)	Bypass exit flow (PCE/hr)	Circulating flow (PCE/hr)	Capacity (PCE/hr)	V/C Ratio	Throughput (PCE/hr)	Throughput (exit side) (PCE/hr)	Start queue (PCE)	End queue (PCE)	Delay (s)	Unsignalised level of service
N - The Forum (Major Drive)	20	20	5	0	18	745	733	0.027	20	14	0.0	0.0	5.100	A
W - Peachtree Corners Cir	605	605	151	0	0	31	1129	0.536	604	734	1.0	1.2	6.989	A
S - Creme de la Creme	104	104	26	0	0	543	845	0.123	104	93	0.1	0.1	4.876	A
E - Peachtree Corners Cir	721	704	176	18	0	57	1114	0.631	702	589	1.4	1.7	8.879	A

00:30 - 00:45

Leg	Total Demand (PCE/hr)	Intersection demand (PCE/hr)	Intersection Arrivals (PCE)	Bypass demand (PCE/hr)	Bypass exit flow (PCE/hr)	Circulating flow (PCE/hr)	Capacity (PCE/hr)	V/C Ratio	Throughput (PCE/hr)	Throughput (exit side) (PCE/hr)	Start queue (PCE)	End queue (PCE)	Delay (s)	Unsignalised level of service
N - The Forum (Major Drive)	19	19	5	0	17	722	746	0.026	19	14	0.0	0.0	5.005	A
W - Peachtree Corners Cir	585	585	146	0	0	30	1130	0.518	585	712	1.2	1.1	6.750	A
S - Creme de la Creme	101	101	25	0	0	525	855	0.118	101	90	0.1	0.1	4.794	A
E - Peachtree Corners Cir	697	680	170	17	0	56	1115	0.610	681	570	1.7	1.6	8.454	A

00:45 - 01:00

Leg	Total Demand (PCE/hr)	Intersection demand (PCE/hr)	Intersection Arrivals (PCE)	Bypass demand (PCE/hr)	Bypass exit flow (PCE/hr)	Circulating flow (PCE/hr)	Capacity (PCE/hr)	V/C Ratio	Throughput (PCE/hr)	Throughput (exit side) (PCE/hr)	Start queue (PCE)	End queue (PCE)	Delay (s)	Unsignalised level of service
N - The Forum (Major Drive)	18	18	5	0	16	685	766	0.024	18	13	0.0	0.0	4.862	A
W - Peachtree Corners Cir	555	555	139	0	0	28	1130	0.491	555	675	1.1	1.0	6.388	A

S - Creme de la Creme	95	95	24	0	0	498	870	0.110	95	85	0.1	0.1	4.669	A
E - Peachtree Corners Cir	661	645	161	16	0	53	1117	0.577	646	541	1.6	1.4	7.809	A

Queue Variation Results for each time segment

00:00 - 00:15

Leg	Mean (PCE)	Q05 (PCE)	Q50 (PCE)	Q90 (PCE)	Q95 (PCE)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
N - The Forum (Major Drive)	0.02	0.02	0.25	0.46	0.48			N/A	N/A
W - Peachtree Corners Cir	0.97	0.19	1.00	1.12	1.60			N/A	N/A
S - Creme de la Creme	0.12	0.00	0.00	0.12	0.12			N/A	N/A
E - Peachtree Corners Cir	1.37	0.11	1.16	2.43	3.04			N/A	N/A

00:15 - 00:30

Leg	Mean (PCE)	Q05 (PCE)	Q50 (PCE)	Q90 (PCE)	Q95 (PCE)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
N - The Forum (Major Drive)	0.03	0.00	0.00	0.03	0.03			N/A	N/A
W - Peachtree Corners Cir	1.16	0.03	0.27	1.16	1.16			N/A	N/A
S - Creme de la Creme	0.14	0.03	0.26	0.46	0.49			N/A	N/A
E - Peachtree Corners Cir	1.71	0.03	0.28	1.71	1.98			N/A	N/A

00:30 - 00:45

Leg	Mean (PCE)	Q05 (PCE)	Q50 (PCE)	Q90 (PCE)	Q95 (PCE)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
N - The Forum (Major Drive)	0.03	0.00	0.00	0.03	0.03			N/A	N/A
W - Peachtree Corners Cir	1.11	0.03	0.27	1.11	1.11			N/A	N/A
S - Creme de la Creme	0.13	0.03	0.25	0.45	0.48			N/A	N/A
E - Peachtree Corners Cir	1.62	0.03	0.27	1.62	1.62			N/A	N/A

00:45 - 01:00

Leg	Mean (PCE)	Q05 (PCE)	Q50 (PCE)	Q90 (PCE)	Q95 (PCE)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
N - The Forum (Major Drive)	0.02	0.00	0.00	0.02	0.02			N/A	N/A
W - Peachtree Corners Cir	1.00	0.22	1.02	1.20	1.64			N/A	N/A
S - Creme de la Creme	0.12	0.00	0.00	0.12	0.12			N/A	N/A
E - Peachtree Corners Cir	1.42	0.09	1.11	2.77	3.70			N/A	N/A

Single - 2024 (base) - , PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A4	Single - 2024 (base)	✓	105.101	100.000

Intersection Network

Intersections

Intersection	Name	Intersection type	Use circulating lanes	Leg order	Intersection Delay (s)	Intersection LOS
1	PTC Cir at PT Pkwy	Standard Roundabout		N, W, S, E	93.49	F

Intersection Network

Driving side	Lighting	Network residual capacity (%)	First leg reaching threshold	Network delay (s)	Network LOS
Right	Normal/unknown	-12	W - Peachtree Corners Cir	93.49	F

Legs

Legs

Leg	Name	Description	No yield line
N	The Forum (Major Drive)		
W	Peachtree Corners Cir		
S	Creme de la Creme		
E	Peachtree Corners Cir		

Roundabout Geometry

Leg	V - Approach road half-width (ft)	E - Entry width (ft)	I' - Effective flare length (ft)	R - Entry radius (ft)	D - Inscribed circle diameter (ft)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
N - The Forum (Major Drive)	12.00	12.00	0.0	65.0	100.0	20.0		
W - Peachtree Corners Cir	12.00	12.00	0.0	65.0	100.0	20.0		
S - Creme de la Creme	12.00	12.00	0.0	65.0	100.0	20.0		
E - Peachtree Corners Cir	12.00	12.00	0.0	65.0	100.0	20.0		

Bypass

Leg	Leg has bypass	Bypass utilisation (%)
N - The Forum (Major Drive)		
W - Peachtree Corners Cir		
S - Creme de la Creme		
E - Peachtree Corners Cir	✓	100

Slope / Intercept / Capacity

Leg Intercept Adjustments

Leg	Type	Reason	Percentage intercept adjustment (%)
N - The Forum (Major Drive)	Percentage		100.00
W - Peachtree Corners Cir	Percentage		100.00
S - Creme de la Creme	Percentage		100.00
E - Peachtree Corners Cir	Percentage		100.00

Roundabout Slope and Intercept used in model

Leg	Final slope	Final intercept (PCE/hr)
N - The Forum (Major Drive)	0.555	1146
W - Peachtree Corners Cir	0.555	1146
S - Creme de la Creme	0.555	1146
E - Peachtree Corners Cir	0.555	1146

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	PM	PHF	00:00	01:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCE Factor for a Truck (PCE)
✓	✓	Truck Percentages	2.00

Demand overview (Traffic)

Leg	Linked leg	Profile type	Use O-D data	Average Demand (PCE/hr)	Scaling Factor (%)
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N - The Forum (Major Drive)	PHF	✓	124	100.000
W - Peachtree Corners Cir	PHF	✓	1062	100.000
S - Creme de la Creme	PHF	✓	88	100.000
E - Peachtree Corners Cir	PHF	✓	558	100.000

Peak Hour Factor Data (Traffic)

Leg	Hourly volume (PCE/hr)	Peak hour factor	Peak time segment
N - The Forum (Major Drive)	124	0.95	SecondQuarter
W - Peachtree Corners Cir	1062	0.95	SecondQuarter
S - Creme de la Creme	88	0.95	SecondQuarter
E - Peachtree Corners Cir	558	0.95	SecondQuarter

Origin-Destination Data

Demand (PCE/hr)

		To			
		N - The Forum (Major Drive)	W - Peachtree Corners Cir	S - Creme de la Creme	E - Peachtree Corners Cir
From	N - The Forum (Major Drive)	0	66	1	57
	W - Peachtree Corners Cir	167	0	66	829
	S - Creme de la Creme	3	35	0	50
	E - Peachtree Corners Cir	48	490	20	0

Vehicle Mix

Truck Percentages

		To			
		N - The Forum (Major Drive)	W - Peachtree Corners Cir	S - Creme de la Creme	E - Peachtree Corners Cir
From	N - The Forum (Major Drive)	1	1	1	1
	W - Peachtree Corners Cir	2	2	2	2
	S - Creme de la Creme	1	1	1	0
	E - Peachtree Corners Cir	2	2	2	2

Results

Results Summary for whole modelled period

Leg	Max V/C Ratio	Max Delay (s)	Max Queue (PCE)	Max 95th percentile Queue (PCE)	Max LOS	Average Demand (PCE/hr)	Total Intersection Arrivals (PCE)
N - The Forum (Major Drive)	0.17	5.39	0.2	0.5	A	130	130
W - Peachtree Corners Cir	1.07	155.85	46.9	201.6	F	1116	1116
S - Creme de la Creme	0.18	8.04	0.2	1.0	A	92	92
E - Peachtree Corners Cir	0.55	7.88	1.2	1.8	A	586	536

Main Results for each time segment

00:00 - 00:15

Leg	Total Demand (PCE/hr)	Intersection demand (PCE/hr)	Intersection Arrivals (PCE)	Bypass demand (PCE/hr)	Bypass exit flow (PCE/hr)	Circulating flow (PCE/hr)	Capacity (PCE/hr)	V/C Ratio	Throughput (PCE/hr)	Throughput (exit side) (PCE/hr)	Start queue (PCE)	End queue (PCE)	Delay (s)	Unsignalised level of service
N - The Forum (Major Drive)	126	126	31	0	49	548	842	0.149	125	164	0.0	0.2	5.068	A
W - Peachtree Corners Cir	1077	1077	269	0	0	79	1103	0.977	1024	595	0.0	13.3	35.322	E
S - Creme de la Creme	89	89	22	0	0	1018	582	0.153	89	85	0.0	0.2	7.322	A
E - Peachtree Corners Cir	566	517	129	49	0	199	1036	0.499	513	907	0.0	1.0	6.976	A

00:15 - 00:30

Leg	Total Demand (PCE/hr)	Intersection demand (PCE/hr)	Intersection Arrivals (PCE)	Bypass demand (PCE/hr)	Bypass exit flow (PCE/hr)	Circulating flow (PCE/hr)	Capacity (PCE/hr)	V/C Ratio	Throughput (PCE/hr)	Throughput (exit side) (PCE/hr)	Start queue (PCE)	End queue (PCE)	Delay (s)	Unsignalised level of service
N - The Forum (Major Drive)	137	137	34	0	53	602	812	0.169	137	174	0.2	0.2	5.385	A
W - Peachtree Corners Cir	1175	1175	294	0	0	86	1098	1.070	1084	653	13.3	35.9	94.175	F
S - Creme de la Creme	97	97	24	0	0	1080	547	0.178	97	91	0.2	0.2	8.035	A
E - Peachtree Corners Cir	617	564	141	53	0	213	1028	0.549	563	965	1.0	1.2	7.881	A

00:30 - 00:45

Leg	Total Demand (PCE/hr)	Intersection demand (PCE/hr)	Intersection Arrivals (PCE)	Bypass demand (PCE/hr)	Bypass exit flow (PCE/hr)	Circulating flow (PCE/hr)	Capacity (PCE/hr)	V/C Ratio	Throughput (PCE/hr)	Throughput (exit side) (PCE/hr)	Start queue (PCE)	End queue (PCE)	Delay (s)	Unsignalised level of service
N - The Forum (Major Drive)	133	133	33	0	51	583	823	0.161	133	175	0.2	0.2	5.268	A
W - Peachtree Corners Cir	1136	1136	284	0	0	83	1100	1.033	1092	632	35.9	46.9	145.739	F
S - Creme de la Creme	94	94	24	0	0	1085	544	0.173	94	90	0.2	0.2	8.029	A
E - Peachtree Corners Cir	597	545	136	51	0	212	1028	0.530	546	967	1.2	1.2	7.609	A

00:45 - 01:00

Leg	Total Demand (PCE/hr)	Intersection demand (PCE/hr)	Intersection Arrivals (PCE)	Bypass demand (PCE/hr)	Bypass exit flow (PCE/hr)	Circulating flow (PCE/hr)	Capacity (PCE/hr)	V/C Ratio	Throughput (PCE/hr)	Throughput (exit side) (PCE/hr)	Start queue (PCE)	End queue (PCE)	Delay (s)	Unsignalised level of service
N - The Forum (Major Drive)	126	126	31	0	49	553	839	0.150	126	172	0.2	0.2	5.098	A
W - Peachtree Corners Cir	1077	1077	269	0	0	79	1102	0.977	1077	600	46.9	46.9	155.846	F

S - Creme de la Creme	89	89	22	0	0	1068	554	0.161	89	88	0.2	0.2	7.788	A
E - Peachtree Corners Cir	566	517	129	49	0	208	1031	0.502	518	949	1.2	1.0	7.163	A

Queue Variation Results for each time segment

00:00 - 00:15

Leg	Mean (PCE)	Q05 (PCE)	Q50 (PCE)	Q90 (PCE)	Q95 (PCE)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
N - The Forum (Major Drive)	0.18	0.00	0.00	0.18	0.18			N/A	N/A
W - Peachtree Corners Cir	13.28	0.03	0.32	13.28	59.19			N/A	N/A
S - Creme de la Creme	0.18	0.00	0.00	0.18	0.18			N/A	N/A
E - Peachtree Corners Cir	1.00	0.19	1.02	1.29	1.69			N/A	N/A

00:15 - 00:30

Leg	Mean (PCE)	Q05 (PCE)	Q50 (PCE)	Q90 (PCE)	Q95 (PCE)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
N - The Forum (Major Drive)	0.20	0.03	0.26	0.46	0.49			N/A	N/A
W - Peachtree Corners Cir	35.89	0.10	5.88	106.10	170.28			N/A	N/A
S - Creme de la Creme	0.22	0.03	0.26	0.46	0.49			N/A	N/A
E - Peachtree Corners Cir	1.22	0.03	0.27	1.22	1.22			N/A	N/A

00:30 - 00:45

Leg	Mean (PCE)	Q05 (PCE)	Q50 (PCE)	Q90 (PCE)	Q95 (PCE)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
N - The Forum (Major Drive)	0.20	0.03	0.26	0.48	0.50			N/A	N/A
W - Peachtree Corners Cir	46.91	0.19	15.95	132.43	195.83			N/A	N/A
S - Creme de la Creme	0.21	0.03	0.28	0.50	0.99			N/A	N/A
E - Peachtree Corners Cir	1.17	0.03	0.27	1.17	1.17			N/A	N/A

00:45 - 01:00

Leg	Mean (PCE)	Q05 (PCE)	Q50 (PCE)	Q90 (PCE)	Q95 (PCE)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
N - The Forum (Major Drive)	0.18	0.00	0.00	0.18	0.18			N/A	N/A
W - Peachtree Corners Cir	46.87	>199	>199	>199	>199			N/A	N/A
S - Creme de la Creme	0.19	0.00	0.00	0.19	0.19			N/A	N/A
E - Peachtree Corners Cir	1.04	0.16	1.03	1.50	1.83			N/A	N/A

Single - 2044 (20 year) - , AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A6	Single - 2044 (20 year)	✓	122.019	100.000

Intersection Network

Intersections

Intersection	Name	Intersection type	Use circulating lanes	Leg order	Intersection Delay (s)	Intersection LOS
1	PTC Cir at PT Pkwy	Standard Roundabout		N, W, S, E	10.15	B

Intersection Network

Driving side	Lighting	Network residual capacity (%)	First leg reaching threshold	Network delay (s)	Network LOS
Right	Normal/unknown	26	E - Peachtree Corners Cir	10.15	B

Legs

Legs

Leg	Name	Description	No yield line
N	The Forum (Major Drive)		
W	Peachtree Corners Cir		
S	Creme de la Creme		
E	Peachtree Corners Cir		

Roundabout Geometry

Leg	V - Approach road half-width (ft)	E - Entry width (ft)	I' - Effective flare length (ft)	R - Entry radius (ft)	D - Inscribed circle diameter (ft)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
N - The Forum (Major Drive)	12.00	24.00	25.0	65.0	100.0	20.0		
W - Peachtree Corners Cir	12.00	12.00	0.0	65.0	100.0	20.0		
S - Creme de la Creme	12.00	12.00	0.0	65.0	100.0	20.0		
E - Peachtree Corners Cir	12.00	12.00	0.0	65.0	100.0	20.0		

Bypass

Leg	Leg has bypass	Bypass utilisation (%)
N - The Forum (Major Drive)		
W - Peachtree Corners Cir		
S - Creme de la Creme		
E - Peachtree Corners Cir	✓	100

Slope / Intercept / Capacity

Leg Intercept Adjustments

Leg	Type	Reason	Percentage intercept adjustment (%)
N - The Forum (Major Drive)	Percentage		100.00
W - Peachtree Corners Cir	Percentage		100.00
S - Creme de la Creme	Percentage		100.00
E - Peachtree Corners Cir	Percentage		100.00

Roundabout Slope and Intercept used in model

Leg	Final slope	Final intercept (PCE/hr)
N - The Forum (Major Drive)	0.647	1598
W - Peachtree Corners Cir	0.555	1146
S - Creme de la Creme	0.555	1146
E - Peachtree Corners Cir	0.555	1146

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	AM	PHF	00:00	01:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCE Factor for a Truck (PCE)
✓	✓	Truck Percentages	2.00

Demand overview (Traffic)

Leg	Linked leg	Profile type	Use O-D data	Average Demand (PCE/hr)	Scaling Factor (%)
-----	------------	--------------	--------------	-------------------------	--------------------

N - The Forum (Major Drive)	PHF	✓	18	100.000
W - Peachtree Corners Cir	PHF	✓	547	100.000
S - Creme de la Creme	PHF	✓	94	100.000
E - Peachtree Corners Cir	PHF	✓	652	100.000

Peak Hour Factor Data (Traffic)

Leg	Hourly volume (PCE/hr)	Peak hour factor	Peak time segment
N - The Forum (Major Drive)	18	0.95	SecondQuarter
W - Peachtree Corners Cir	547	0.95	SecondQuarter
S - Creme de la Creme	94	0.95	SecondQuarter
E - Peachtree Corners Cir	652	0.95	SecondQuarter

Origin-Destination Data

Demand (PCE/hr)

		To			
		N - The Forum (Major Drive)	W - Peachtree Corners Cir	S - Creme de la Creme	E - Peachtree Corners Cir
From	N - The Forum (Major Drive)	0	8	1	9
	W - Peachtree Corners Cir	13	0	65	469
	S - Creme de la Creme	0	39	0	55
	E - Peachtree Corners Cir	16	618	18	0

Vehicle Mix

Truck Percentages

		To			
		N - The Forum (Major Drive)	W - Peachtree Corners Cir	S - Creme de la Creme	E - Peachtree Corners Cir
From	N - The Forum (Major Drive)	1	1	1	1
	W - Peachtree Corners Cir	2	2	2	2
	S - Creme de la Creme	1	1	1	0
	E - Peachtree Corners Cir	2	2	2	2

Results

Results Summary for whole modelled period

Leg	Max V/C Ratio	Max Delay (s)	Max Queue (PCE)	Max 95th percentile Queue (PCE)	Max LOS	Average Demand (PCE/hr)	Total Intersection Arrivals (PCE)
N - The Forum (Major Drive)	0.02	3.58	0.0	0.5	A	22	22
W - Peachtree Corners Cir	0.62	8.61	1.7	3.4	A	667	667
S - Creme de la Creme	0.15	5.34	0.2	0.5	A	115	115
E - Peachtree Corners Cir	0.74	12.31	2.7	10.7	B	796	776

Main Results for each time segment

00:00 - 00:15

Leg	Total Demand (PCE/hr)	Intersection demand (PCE/hr)	Intersection Arrivals (PCE)	Bypass demand (PCE/hr)	Bypass exit flow (PCE/hr)	Circulating flow (PCE/hr)	Capacity (PCE/hr)	V/C Ratio	Throughput (PCE/hr)	Throughput (exit side) (PCE/hr)	Start queue (PCE)	End queue (PCE)	Delay (s)	Unsignalised level of service
N - The Forum (Major Drive)	21	21	5	0	19	786	1089	0.019	21	15	0.0	0.0	3.403	A
W - Peachtree Corners Cir	644	644	161	0	0	33	1128	0.571	639	775	0.0	1.3	7.425	A
S - Creme de la Creme	111	111	28	0	0	573	828	0.134	110	98	0.0	0.2	5.030	A
E - Peachtree Corners Cir	768	749	187	19	0	61	1112	0.673	741	623	0.0	2.0	9.679	A

00:15 - 00:30

Leg	Total Demand (PCE/hr)	Intersection demand (PCE/hr)	Intersection Arrivals (PCE)	Bypass demand (PCE/hr)	Bypass exit flow (PCE/hr)	Circulating flow (PCE/hr)	Capacity (PCE/hr)	V/C Ratio	Throughput (PCE/hr)	Throughput (exit side) (PCE/hr)	Start queue (PCE)	End queue (PCE)	Delay (s)	Unsignalised level of service
N - The Forum (Major Drive)	23	23	6	0	21	864	1039	0.022	23	17	0.0	0.0	3.578	A
W - Peachtree Corners Cir	703	703	176	0	0	36	1126	0.624	701	851	1.3	1.7	8.611	A
S - Creme de la Creme	121	121	30	0	0	630	797	0.151	121	108	0.2	0.2	5.345	A
E - Peachtree Corners Cir	837	817	204	21	0	67	1109	0.736	814	683	2.0	2.7	12.314	B

00:30 - 00:45

Leg	Total Demand (PCE/hr)	Intersection demand (PCE/hr)	Intersection Arrivals (PCE)	Bypass demand (PCE/hr)	Bypass exit flow (PCE/hr)	Circulating flow (PCE/hr)	Capacity (PCE/hr)	V/C Ratio	Throughput (PCE/hr)	Throughput (exit side) (PCE/hr)	Start queue (PCE)	End queue (PCE)	Delay (s)	Unsignalised level of service
N - The Forum (Major Drive)	22	22	6	0	20	839	1055	0.021	22	16	0.0	0.0	3.521	A
W - Peachtree Corners Cir	679	679	170	0	0	35	1127	0.603	679	826	1.7	1.6	8.215	A
S - Creme de la Creme	117	117	29	0	0	610	808	0.144	117	104	0.2	0.2	5.232	A
E - Peachtree Corners Cir	810	790	197	20	0	65	1110	0.711	790	662	2.7	2.6	11.505	B

00:45 - 01:00

Leg	Total Demand (PCE/hr)	Intersection demand (PCE/hr)	Intersection Arrivals (PCE)	Bypass demand (PCE/hr)	Bypass exit flow (PCE/hr)	Circulating flow (PCE/hr)	Capacity (PCE/hr)	V/C Ratio	Throughput (PCE/hr)	Throughput (exit side) (PCE/hr)	Start queue (PCE)	End queue (PCE)	Delay (s)	Unsignalised level of service
N - The Forum (Major Drive)	21	21	5	0	19	796	1083	0.020	21	15	0.0	0.0	3.427	A
W - Peachtree Corners Cir	644	644	161	0	0	33	1128	0.571	645	785	1.6	1.4	7.614	A

S - Creme de la Creme	111	111	28	0	0	579	825	0.134	111	99	0.2	0.2	5.062	A
E - Peachtree Corners Cir	768	749	187	19	0	61	1112	0.673	750	628	2.6	2.2	10.205	B

Queue Variation Results for each time segment

00:00 - 00:15

Leg	Mean (PCE)	Q05 (PCE)	Q50 (PCE)	Q90 (PCE)	Q95 (PCE)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
N - The Forum (Major Drive)	0.02	0.02	0.25	0.46	0.48			N/A	N/A
W - Peachtree Corners Cir	1.33	0.12	1.15	2.29	2.94			N/A	N/A
S - Creme de la Creme	0.15	0.00	0.00	0.15	0.15			N/A	N/A
E - Peachtree Corners Cir	2.03	0.09	1.30	4.55	6.23			N/A	N/A

00:15 - 00:30

Leg	Mean (PCE)	Q05 (PCE)	Q50 (PCE)	Q90 (PCE)	Q95 (PCE)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
N - The Forum (Major Drive)	0.02	0.00	0.00	0.02	0.02			N/A	N/A
W - Peachtree Corners Cir	1.65	0.03	0.27	1.65	1.65			N/A	N/A
S - Creme de la Creme	0.18	0.03	0.26	0.46	0.49			N/A	N/A
E - Peachtree Corners Cir	2.72	0.03	0.30	2.72	10.68			N/A	N/A

00:30 - 00:45

Leg	Mean (PCE)	Q05 (PCE)	Q50 (PCE)	Q90 (PCE)	Q95 (PCE)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
N - The Forum (Major Drive)	0.02	0.00	0.00	0.02	0.02			N/A	N/A
W - Peachtree Corners Cir	1.57	0.03	0.27	1.57	1.57			N/A	N/A
S - Creme de la Creme	0.17	0.03	0.25	0.46	0.48			N/A	N/A
E - Peachtree Corners Cir	2.58	0.03	0.27	2.58	2.58			N/A	N/A

00:45 - 01:00

Leg	Mean (PCE)	Q05 (PCE)	Q50 (PCE)	Q90 (PCE)	Q95 (PCE)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
N - The Forum (Major Drive)	0.02	0.00	0.00	0.02	0.02			N/A	N/A
W - Peachtree Corners Cir	1.38	0.10	1.12	2.62	3.43			N/A	N/A
S - Creme de la Creme	0.16	0.00	0.00	0.16	0.16			N/A	N/A
E - Peachtree Corners Cir	2.16	0.05	0.60	5.79	9.07			N/A	N/A

Single - 2044 (20 year) - , PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A6	Single - 2044 (20 year)	✓	122.019	100.000

Intersection Network

Intersections

Intersection	Name	Intersection type	Use circulating lanes	Leg order	Intersection Delay (s)	Intersection LOS
1	PTC Cir at PT Pkwy	Standard Roundabout		N, W, S, E	367.89	F

Intersection Network

Driving side	Lighting	Network residual capacity (%)	First leg reaching threshold	Network delay (s)	Network LOS
Right	Normal/unknown	-24	W - Peachtree Corners Cir	367.89	F

Legs

Legs

Leg	Name	Description	No yield line
N	The Forum (Major Drive)		
W	Peachtree Corners Cir		
S	Creme de la Creme		
E	Peachtree Corners Cir		

Roundabout Geometry

Leg	V - Approach road half-width (ft)	E - Entry width (ft)	I' - Effective flare length (ft)	R - Entry radius (ft)	D - Inscribed circle diameter (ft)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
N - The Forum (Major Drive)	12.00	24.00	25.0	65.0	100.0	20.0		
W - Peachtree Corners Cir	12.00	12.00	0.0	65.0	100.0	20.0		
S - Creme de la Creme	12.00	12.00	0.0	65.0	100.0	20.0		
E - Peachtree Corners Cir	12.00	12.00	0.0	65.0	100.0	20.0		

Bypass

Leg	Leg has bypass	Bypass utilisation (%)
N - The Forum (Major Drive)		
W - Peachtree Corners Cir		
S - Creme de la Creme		
E - Peachtree Corners Cir	✓	100

Slope / Intercept / Capacity

Leg Intercept Adjustments

Leg	Type	Reason	Percentage intercept adjustment (%)
N - The Forum (Major Drive)	Percentage		100.00
W - Peachtree Corners Cir	Percentage		100.00
S - Creme de la Creme	Percentage		100.00
E - Peachtree Corners Cir	Percentage		100.00

Roundabout Slope and Intercept used in model

Leg	Final slope	Final intercept (PCE/hr)
N - The Forum (Major Drive)	0.647	1598
W - Peachtree Corners Cir	0.555	1146
S - Creme de la Creme	0.555	1146
E - Peachtree Corners Cir	0.555	1146

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	PM	PHF	00:00	01:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCE Factor for a Truck (PCE)
✓	✓	Truck Percentages	2.00

Demand overview (Traffic)

Leg	Linked leg	Profile type	Use O-D data	Average Demand (PCE/hr)	Scaling Factor (%)
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N - The Forum (Major Drive)	PHF	✓	124	100.000
W - Peachtree Corners Cir	PHF	✓	1062	100.000
S - Creme de la Creme	PHF	✓	88	100.000
E - Peachtree Corners Cir	PHF	✓	558	100.000

Peak Hour Factor Data (Traffic)

Leg	Hourly volume (PCE/hr)	Peak hour factor	Peak time segment
N - The Forum (Major Drive)	124	0.95	SecondQuarter
W - Peachtree Corners Cir	1062	0.95	SecondQuarter
S - Creme de la Creme	88	0.95	SecondQuarter
E - Peachtree Corners Cir	558	0.95	SecondQuarter

Origin-Destination Data

Demand (PCE/hr)

		To			
		N - The Forum (Major Drive)	W - Peachtree Corners Cir	S - Creme de la Creme	E - Peachtree Corners Cir
From	N - The Forum (Major Drive)	0	66	1	57
	W - Peachtree Corners Cir	167	0	66	829
	S - Creme de la Creme	3	35	0	50
	E - Peachtree Corners Cir	48	490	20	0

Vehicle Mix

Truck Percentages

		To			
		N - The Forum (Major Drive)	W - Peachtree Corners Cir	S - Creme de la Creme	E - Peachtree Corners Cir
From	N - The Forum (Major Drive)	1	1	1	1
	W - Peachtree Corners Cir	2	2	2	2
	S - Creme de la Creme	1	1	1	0
	E - Peachtree Corners Cir	2	2	2	2

Results

Results Summary for whole modelled period

Leg	Max V/C Ratio	Max Delay (s)	Max Queue (PCE)	Max 95th percentile Queue (PCE)	Max LOS	Average Demand (PCE/hr)	Total Intersection Arrivals (PCE)
N - The Forum (Major Drive)	0.14	3.68	0.2	0.5	A	151	151
W - Peachtree Corners Cir	1.25	628.31	208.9	200.0	F	1296	1296
S - Creme de la Creme	0.21	8.49	0.3	1.3	A	107	107
E - Peachtree Corners Cir	0.64	9.87	1.8	4.1	A	681	622

Main Results for each time segment

00:00 - 00:15

Leg	Total Demand (PCE/hr)	Intersection demand (PCE/hr)	Intersection Arrivals (PCE)	Bypass demand (PCE/hr)	Bypass exit flow (PCE/hr)	Circulating flow (PCE/hr)	Capacity (PCE/hr)	V/C Ratio	Throughput (PCE/hr)	Throughput (exit side) (PCE/hr)	Start queue (PCE)	End queue (PCE)	Delay (s)	Unsignalised level of service
N - The Forum (Major Drive)	146	146	36	0	57	636	1187	0.123	145	172	0.0	0.1	3.490	A
W - Peachtree Corners Cir	1250	1250	313	0	0	91	1096	1.141	1071	690	0.0	44.8	84.807	F
S - Creme de la Creme	104	104	26	0	0	1071	552	0.188	103	91	0.0	0.2	8.034	A
E - Peachtree Corners Cir	657	600	150	57	0	213	1028	0.584	595	961	0.0	1.4	8.478	A

00:15 - 00:30

Leg	Total Demand (PCE/hr)	Intersection demand (PCE/hr)	Intersection Arrivals (PCE)	Bypass demand (PCE/hr)	Bypass exit flow (PCE/hr)	Circulating flow (PCE/hr)	Capacity (PCE/hr)	V/C Ratio	Throughput (PCE/hr)	Throughput (exit side) (PCE/hr)	Start queue (PCE)	End queue (PCE)	Delay (s)	Unsignalised level of service
N - The Forum (Major Drive)	159	159	40	0	62	699	1146	0.139	159	175	0.1	0.2	3.683	A
W - Peachtree Corners Cir	1364	1364	341	0	0	100	1091	1.251	1090	758	44.8	113.4	269.576	F
S - Creme de la Creme	113	113	28	0	0	1095	539	0.210	113	95	0.2	0.3	8.489	A
E - Peachtree Corners Cir	717	655	164	62	0	220	1024	0.640	654	988	1.4	1.8	9.868	A

00:30 - 00:45

Leg	Total Demand (PCE/hr)	Intersection demand (PCE/hr)	Intersection Arrivals (PCE)	Bypass demand (PCE/hr)	Bypass exit flow (PCE/hr)	Circulating flow (PCE/hr)	Capacity (PCE/hr)	V/C Ratio	Throughput (PCE/hr)	Throughput (exit side) (PCE/hr)	Start queue (PCE)	End queue (PCE)	Delay (s)	Unsignalised level of service
N - The Forum (Major Drive)	154	154	38	0	60	677	1160	0.133	154	175	0.2	0.2	3.613	A
W - Peachtree Corners Cir	1319	1319	330	0	0	97	1092	1.207	1092	734	113.4	170.0	472.999	F
S - Creme de la Creme	109	109	27	0	0	1095	539	0.203	109	94	0.3	0.3	8.420	A
E - Peachtree Corners Cir	693	633	158	60	0	219	1025	0.618	634	985	1.8	1.7	9.398	A

00:45 - 01:00

Leg	Total Demand (PCE/hr)	Intersection demand (PCE/hr)	Intersection Arrivals (PCE)	Bypass demand (PCE/hr)	Bypass exit flow (PCE/hr)	Circulating flow (PCE/hr)	Capacity (PCE/hr)	V/C Ratio	Throughput (PCE/hr)	Throughput (exit side) (PCE/hr)	Start queue (PCE)	End queue (PCE)	Delay (s)	Unsignalised level of service
N - The Forum (Major Drive)	146	146	36	0	57	643	1182	0.123	146	176	0.2	0.1	3.510	A
W - Peachtree Corners Cir	1250	1250	313	0	0	92	1095	1.142	1095	697	170.0	208.9	628.309	F

S - Creme de la Creme	104	104	26	0	0	1094	539	0.192	104	93	0.3	0.2	8.303	A
E - Peachtree Corners Cir	657	600	150	57	0	217	1026	0.585	601	981	1.7	1.5	8.671	A

Queue Variation Results for each time segment

00:00 - 00:15

Leg	Mean (PCE)	Q05 (PCE)	Q50 (PCE)	Q90 (PCE)	Q95 (PCE)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
N - The Forum (Major Drive)	0.14	0.00	0.00	0.14	0.14			N/A	N/A
W - Peachtree Corners Cir	44.81	>199	>199	>199	>199			N/A	N/A
S - Creme de la Creme	0.23	0.00	0.00	0.23	0.23			N/A	N/A
E - Peachtree Corners Cir	1.40	0.12	1.18	2.49	3.12			N/A	N/A

00:15 - 00:30

Leg	Mean (PCE)	Q05 (PCE)	Q50 (PCE)	Q90 (PCE)	Q95 (PCE)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
N - The Forum (Major Drive)	0.16	0.03	0.26	0.46	0.49			N/A	N/A
W - Peachtree Corners Cir	113.39	>199	>199	>199	>199			N/A	N/A
S - Creme de la Creme	0.26	0.03	0.26	0.46	0.49			N/A	N/A
E - Peachtree Corners Cir	1.76	0.03	0.28	1.76	2.98			N/A	N/A

00:30 - 00:45

Leg	Mean (PCE)	Q05 (PCE)	Q50 (PCE)	Q90 (PCE)	Q95 (PCE)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
N - The Forum (Major Drive)	0.16	0.03	0.25	0.45	0.48			N/A	N/A
W - Peachtree Corners Cir	170.00	>199	>199	>199	>199			N/A	N/A
S - Creme de la Creme	0.26	0.03	0.30	0.93	1.29			N/A	N/A
E - Peachtree Corners Cir	1.68	0.03	0.27	1.68	1.68			N/A	N/A

00:45 - 01:00

Leg	Mean (PCE)	Q05 (PCE)	Q50 (PCE)	Q90 (PCE)	Q95 (PCE)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
N - The Forum (Major Drive)	0.14	0.00	0.00	0.14	0.14			N/A	N/A
W - Peachtree Corners Cir	208.85	>199	>199	>199	>199			N/A	N/A
S - Creme de la Creme	0.24	0.00	0.00	0.24	0.24			N/A	N/A
E - Peachtree Corners Cir	1.47	0.08	1.06	2.99	4.08			N/A	N/A

Appendix F: Proposed Alternatives - Network Analyses

1: Creme de la Creme/The Forum Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.5	0.0	0.0	0.2	0.2	0.1		0.1	0.0
Total Del/Veh (s)	2.6	3.7	2.6	7.9	7.8	2.9	4.6	2.9	5.8		2.5	5.4
Stop Del/Veh (s)	0.0	0.1	0.0	4.3	3.5	0.2	2.3	0.7	3.3		0.2	1.7
Vehicles Entered	15	519	78	15	601	15	44	64	13	0	9	1373
Vehicles Exited	15	518	78	15	597	15	44	64	13	0	9	1368
Hourly Exit Rate	15	518	78	15	597	15	44	64	13	0	9	1368
Input Volume	15	536	74	21	707	18	45	63	12	1	9	1501
% of Volume	100	97	105	71	84	83	98	102	108	0	100	91
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

2: Quik Trip/J. Christopher's & Peachtree Corners Cir Performance by movement

Movement	EBT	EBR	WBT	WBR	NBR	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.1	0.1	0.0
Total Del/Veh (s)	0.6	1.3	3.1	2.6	1.4	1.1	1.9
Stop Del/Veh (s)	0.1	0.0	0.4	0.3	0.0	0.0	0.2
Vehicles Entered	546	49	647	19	37	16	1314
Vehicles Exited	547	49	645	19	37	16	1313
Hourly Exit Rate	547	49	645	19	37	16	1313
Input Volume	563	48	762	21	39	15	1448
% of Volume	97	102	85	90	95	107	91
Denied Entry Before	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0

3: Peachtree Pkwy & Peachtree Corners Cir Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	3.5	0.4	0.1	2.5	0.3	2.6	685.5	748.7	756.4	475.2
Total Del/Veh (s)	67.9	63.1	12.5	66.2	72.7	27.0	74.3	19.7	2.9	109.5	75.1	16.8	54.1
Stop Del/Veh (s)	64.5	59.4	10.5	61.9	66.4	25.2	70.8	15.3	1.8	94.7	55.7	12.7	43.0
Vehicles Entered	212	134	161	88	264	5	86	976	43	26	1910	308	4213
Vehicles Exited	217	137	162	91	269	5	88	969	43	26	1876	309	4192
Hourly Exit Rate	217	137	162	91	269	5	88	969	43	26	1876	309	4192
Input Volume	228	144	157	95	260	4	88	984	46	36	2696	435	5173
% of Volume	95	95	103	96	103	125	100	98	93	72	70	71	81
Denied Entry Before	0	0	0	0	0	0	0	0	0	4	204	30	238
Denied Entry After	0	0	0	0	0	0	0	0	0	12	999	159	1170

Total Network Performance

Denied Del/Veh (s)	449.1
Total Del/Veh (s)	55.3
Stop Del/Veh (s)	41.4
Vehicles Entered	4527
Vehicles Exited	4501
Hourly Exit Rate	4501
Input Volume	14852
% of Volume	30
Denied Entry Before	238
Denied Entry After	1170

Intersection: 1: Creme de la Creme/The Forum

Movement	EB	EB	WB	WB	NB	SB
Directions Served	LT	TR	LT	TR	LTR	LTR
Maximum Queue (ft)	55	45	233	202	70	38
Average Queue (ft)	9	5	88	33	23	7
95th Queue (ft)	36	26	217	130	56	29
Link Distance (ft)	311	311	213	213	189	268
Upstream Blk Time (%)			1	0		
Queuing Penalty (veh)			4	0		
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 2: Quik Trip/J. Christopher's & Peachtree Corners Cir

Movement	EB	WB	WB
Directions Served	T	T	TR
Maximum Queue (ft)	19	72	19
Average Queue (ft)	1	5	2
95th Queue (ft)	17	36	17
Link Distance (ft)	213	253	253
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: Peachtree Pkwy & Peachtree Corners Cir

Movement	EB	EB	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	NB	SB
Directions Served	L	L	T	T	R	L	T	TR	L	L	T	T	R	L
Maximum Queue (ft)	127	179	239	234	197	215	283	231	125	297	406	358	48	30
Average Queue (ft)	95	126	91	73	67	86	180	130	56	42	256	200	13	3
95th Queue (ft)	156	187	198	155	169	170	261	236	103	145	379	335	39	18
Link Distance (ft)			253	253			368	368			481	481		
Upstream Blk Time (%)			1	0			0				0			
Queuing Penalty (veh)			2	0			0				0			
Storage Bay Dist (ft)	75	75			170	200			200	200			375	200
Storage Blk Time (%)	17	52	15	0	1	0	7				16	0		
Queuing Penalty (veh)	12	36	34	0	1	0	7				14	0		

Intersection: 3: Peachtree Pkwy & Peachtree Corners Cir

Movement	SB	SB	SB	SB
Directions Served	L	T	T	R
Maximum Queue (ft)	297	758	759	744
Average Queue (ft)	42	733	732	717
95th Queue (ft)	180	747	745	850
Link Distance (ft)		715	715	715
Upstream Blk Time (%)		45	59	31
Queuing Penalty (veh)		0	0	0
Storage Bay Dist (ft)	200			
Storage Blk Time (%)		45		
Queuing Penalty (veh)		16		

Network Summary

Network wide Queuing Penalty: 127

1: Creme de la Creme/The Forum Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.1	0.1	0.2	0.1	0.2	0.0
Total Del/Veh (s)	82.6	48.6	9.6	18.1	18.7	4.5	43.4	29.4	19.5	5.9	7.2	2.2	34.9
Stop Del/Veh (s)	87.4	46.6	4.6	16.4	14.9	1.3	42.5	28.9	18.5	4.4	6.9	0.8	32.9
Vehicles Entered	140	734	52	21	548	51	43	3	56	72	1	70	1791
Vehicles Exited	141	733	51	21	545	51	43	4	55	71	1	70	1786
Hourly Exit Rate	141	733	51	21	545	51	43	4	55	71	1	70	1786
Input Volume	190	947	75	23	567	54	40	3	58	71	1	75	2104
% of Volume	74	77	68	91	96	94	108	133	95	100	100	93	85
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0	0

2: Quik Trip/J. Christopher's & Peachtree Corners Cir Performance by movement

Movement	EBT	EBR	WBT	WBR	NBR	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.1	0.1	0.0
Total Del/Veh (s)	37.4	8.6	4.5	2.0	0.7	0.8	20.2
Stop Del/Veh (s)	33.2	7.2	1.6	0.3	0.1	0.0	16.9
Vehicles Entered	815	45	631	96	54	51	1692
Vehicles Exited	822	45	628	96	54	51	1696
Hourly Exit Rate	822	45	628	96	54	51	1696
Input Volume	1018	58	650	98	52	55	1931
% of Volume	81	78	97	98	104	93	88
Denied Entry Before	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0

3: Peachtree Pkwy & Peachtree Corners Cir Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.5	0.1	0.0	3.6	0.3	0.2	56.4	55.8	56.5	2.1	0.3	0.3	24.6
Total Del/Veh (s)	93.6	65.9	6.1	57.9	72.7	49.6	106.2	51.7	16.1	78.9	36.6	7.1	52.9
Stop Del/Veh (s)	87.9	59.8	3.4	53.5	65.2	47.3	97.1	37.9	11.1	71.9	25.2	5.1	43.0
Vehicles Entered	499	248	81	62	203	33	217	1679	81	47	1148	307	4605
Vehicles Exited	502	255	81	63	207	34	214	1645	81	47	1130	307	4566
Hourly Exit Rate	502	255	81	63	207	34	214	1645	81	47	1130	307	4566
Input Volume	596	305	103	63	209	39	227	1723	80	45	1143	312	4845
% of Volume	84	84	79	100	99	87	94	95	101	104	99	98	94
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	5	53	4	0	0	0	62

Total Network Performance

Denied Del/Veh (s)	120.3
Total Del/Veh (s)	76.0
Stop Del/Veh (s)	60.1
Vehicles Entered	5084
Vehicles Exited	5055
Hourly Exit Rate	5055
Input Volume	16041
% of Volume	32
Denied Entry Before	15
Denied Entry After	365

Intersection: 1: Creme de la Creme/The Forum

Movement	EB	EB	B4	WB	WB	NB	SB
Directions Served	LT	TR	T	LT	TR	LTR	LTR
Maximum Queue (ft)	377	175	302	262	240	154	94
Average Queue (ft)	344	37	261	179	56	58	33
95th Queue (ft)	410	128	350	280	184	122	73
Link Distance (ft)	311	311	253	213	213	189	268
Upstream Blk Time (%)	70		60	8	1	0	
Queuing Penalty (veh)	0		0	26	2	0	
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 2: Quik Trip/J. Christopher's & Peachtree Corners Cir

Movement	EB	EB	WB	WB	SB
Directions Served	T	TR	T	TR	R
Maximum Queue (ft)	272	260	162	170	11
Average Queue (ft)	254	125	27	9	0
95th Queue (ft)	290	313	105	70	8
Link Distance (ft)	213	213	253	253	248
Upstream Blk Time (%)	46	11	0	0	
Queuing Penalty (veh)	248	57	0	0	
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 3: Peachtree Pkwy & Peachtree Corners Cir

Movement	EB	EB	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	NB	SB
Directions Served	L	L	T	T	R	L	T	TR	L	L	T	T	R	L
Maximum Queue (ft)	127	180	285	297	220	126	218	203	206	350	522	509	400	30
Average Queue (ft)	125	179	266	172	32	53	135	104	131	254	492	484	147	6
95th Queue (ft)	133	182	279	295	151	108	209	184	190	446	541	557	434	23
Link Distance (ft)			253	253			368	368			481	481		
Upstream Blk Time (%)			65	6							39	37		
Queuing Penalty (veh)			316	30							0	0		
Storage Bay Dist (ft)	75	75			170	200			200	200			375	200
Storage Blk Time (%)	74	77	21	9			2		1	0	44	40	0	
Queuing Penalty (veh)	113	117	124	9			1		10	3	101	32	0	

Intersection: 3: Peachtree Pkwy & Peachtree Corners Cir

Movement	SB	SB	SB	SB
Directions Served	L	T	T	R
Maximum Queue (ft)	349	528	490	137
Average Queue (ft)	73	349	297	53
95th Queue (ft)	236	501	465	105
Link Distance (ft)		715	715	715
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	200			
Storage Blk Time (%)		28		
Queuing Penalty (veh)		12		

Network Summary

Network wide Queuing Penalty: 1201

1: Creme de la Creme/The Forum Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.2	0.1	0.1	0.1	0.2	0.2	0.1	0.1	0.1
Total Del/Veh (s)	3.0	3.8	2.8	9.6	10.2	3.6	5.9	3.5	6.0	11.7	2.4	6.5
Stop Del/Veh (s)	0.2	0.1	0.0	6.3	6.2	0.8	3.6	1.2	3.7	6.7	0.1	2.9
Vehicles Entered	14	627	90	19	652	18	49	74	13	1	12	1569
Vehicles Exited	14	627	90	19	647	18	49	74	14	1	12	1565
Hourly Exit Rate	14	627	90	19	647	18	49	74	14	1	12	1565
Input Volume	16	622	86	24	820	22	52	73	14	1	11	1741
% of Volume	88	101	105	79	79	82	94	101	100	100	109	90
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

2: Quik Trip/J. Christopher's & Peachtree Corners Cir Performance by movement

Movement	EBT	EBR	WBT	WBR	NBR	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.1	0.1	0.0
Total Del/Veh (s)	1.2	1.3	3.8	2.8	1.4	1.2	2.5
Stop Del/Veh (s)	0.5	0.0	0.5	0.4	0.0	0.0	0.5
Vehicles Entered	655	60	698	23	46	16	1498
Vehicles Exited	656	60	692	23	46	16	1493
Hourly Exit Rate	656	60	692	23	46	16	1493
Input Volume	654	55	884	24	46	17	1680
% of Volume	100	109	78	96	100	94	89
Denied Entry Before	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0

3: Peachtree Pkwy & Peachtree Corners Cir Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	3.4	0.5	0.5	2.4	0.3	2.3	1082.0	1054.6	1056.3	677.9
Total Del/Veh (s)	77.2	63.2	15.9	70.6	87.2	40.7	83.5	21.2	2.8	106.8	77.5	19.5	56.4
Stop Del/Veh (s)	73.5	59.2	13.7	65.4	80.3	37.9	79.3	16.3	1.5	93.2	57.9	15.3	45.6
Vehicles Entered	270	164	179	111	306	5	100	1145	54	23	1869	311	4537
Vehicles Exited	275	167	181	114	309	6	100	1126	54	24	1836	312	4504
Hourly Exit Rate	275	167	181	114	309	6	100	1126	54	24	1836	312	4504
Input Volume	265	167	182	110	301	5	102	1142	53	41	3130	505	6003
% of Volume	104	100	99	104	103	120	98	99	102	59	59	62	75
Denied Entry Before	0	0	0	0	0	0	0	0	0	4	407	63	474
Denied Entry After	0	0	0	0	0	0	0	0	0	19	1693	276	1988

Total Network Performance

Denied Del/Veh (s)	642.3
Total Del/Veh (s)	57.9
Stop Del/Veh (s)	44.1
Vehicles Entered	4899
Vehicles Exited	4863
Hourly Exit Rate	4863
Input Volume	17232
% of Volume	28
Denied Entry Before	474
Denied Entry After	1988

Intersection: 1: Creme de la Creme/The Forum

Movement	EB	EB	WB	WB	NB	SB
Directions Served	LT	TR	LT	TR	LTR	LTR
Maximum Queue (ft)	71	58	243	222	86	44
Average Queue (ft)	14	7	135	62	31	8
95th Queue (ft)	49	33	266	185	63	33
Link Distance (ft)	311	311	213	213	189	268
Upstream Blk Time (%)			3	0		
Queuing Penalty (veh)			11	1		
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 2: Quik Trip/J. Christopher's & Peachtree Corners Cir

Movement	EB	EB	WB	WB
Directions Served	T	TR	T	TR
Maximum Queue (ft)	90	44	120	42
Average Queue (ft)	10	4	12	2
95th Queue (ft)	68	45	63	24
Link Distance (ft)	213	213	253	253
Upstream Blk Time (%)	0			
Queuing Penalty (veh)	0			
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 3: Peachtree Pkwy & Peachtree Corners Cir

Movement	EB	EB	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	NB	SB
Directions Served	L	L	T	T	R	L	T	TR	L	L	T	T	R	L
Maximum Queue (ft)	127	180	262	256	215	250	335	282	140	349	495	420	48	32
Average Queue (ft)	111	146	139	94	92	124	221	170	71	67	306	253	15	3
95th Queue (ft)	152	202	274	194	202	231	317	254	125	223	449	379	42	17
Link Distance (ft)			253	253			368	368			481	481		
Upstream Blk Time (%)			4	0			0				1	0		
Queuing Penalty (veh)			12	1			0				0	0		
Storage Bay Dist (ft)	75	75			170	200			200	200			375	200
Storage Blk Time (%)	34	61	20	0	3	1	20				20	0		
Queuing Penalty (veh)	27	50	52	0	2	1	22				20	0		

Intersection: 3: Peachtree Pkwy & Peachtree Corners Cir

Movement	SB	SB	SB	SB
Directions Served	L	T	T	R
Maximum Queue (ft)	349	765	751	755
Average Queue (ft)	55	732	732	730
95th Queue (ft)	231	752	741	743
Link Distance (ft)		715	715	715
Upstream Blk Time (%)		44	59	32
Queuing Penalty (veh)		0	0	0
Storage Bay Dist (ft)	200			
Storage Blk Time (%)		46		
Queuing Penalty (veh)		19		

Network Summary

Network wide Queuing Penalty: 219

1: Creme de la Creme/The Forum Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.1	0.2	0.2	0.1	0.2	0.0
Total Del/Veh (s)	86.3	50.0	10.7	22.9	23.5	4.7	35.3	34.3	18.5	7.6	4.5	3.7	35.9
Stop Del/Veh (s)	91.5	48.1	5.7	21.6	20.2	1.5	34.4	33.0	17.5	6.1	2.7	2.2	34.0
Vehicles Entered	144	709	53	19	613	63	51	4	72	83	1	86	1898
Vehicles Exited	145	710	53	19	611	63	51	4	72	83	1	86	1898
Hourly Exit Rate	145	710	53	19	611	63	51	4	72	83	1	86	1898
Input Volume	222	1100	88	26	653	64	47	4	66	83	1	88	2442
% of Volume	65	65	60	73	94	98	109	100	109	100	100	98	78
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0	0

2: Quik Trip/J. Christopher's & Peachtree Corners Cir Performance by movement

Movement	EBT	EBR	WBT	WBR	NBR	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.1	0.1	0.0
Total Del/Veh (s)	36.6	5.4	5.5	2.4	1.4	0.7	19.3
Stop Del/Veh (s)	32.4	4.3	2.3	0.5	0.7	0.0	15.9
Vehicles Entered	825	41	710	119	57	64	1816
Vehicles Exited	836	40	705	119	57	64	1821
Hourly Exit Rate	836	40	705	119	57	64	1821
Input Volume	1182	67	754	114	61	65	2243
% of Volume	71	60	94	104	93	98	81
Denied Entry Before	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0

3: Peachtree Pkwy & Peachtree Corners Cir Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.6	0.3	0.0	3.5	0.3	0.2	348.4	344.4	344.1	2.2	0.3	0.4	154.6
Total Del/Veh (s)	93.8	64.8	7.8	67.8	81.8	59.0	112.3	55.3	17.7	73.6	41.5	8.7	55.8
Stop Del/Veh (s)	88.1	58.8	5.0	62.9	73.5	55.8	102.8	41.4	12.7	65.3	28.3	6.1	45.3
Vehicles Entered	501	259	83	70	258	44	216	1673	77	47	1317	356	4901
Vehicles Exited	503	264	83	72	261	46	213	1645	78	49	1284	355	4853
Hourly Exit Rate	503	264	83	72	261	46	213	1645	78	49	1284	355	4853
Input Volume	691	354	120	73	242	45	264	2000	92	52	1327	362	5622
% of Volume	73	75	69	99	108	102	81	82	85	94	97	98	86
Denied Entry Before	0	0	0	0	0	0	4	31	1	0	0	0	36
Denied Entry After	0	0	0	0	0	0	46	351	16	0	0	0	413

Total Network Performance

Denied Del/Veh (s)	299.3
Total Del/Veh (s)	78.3
Stop Del/Veh (s)	62.0
Vehicles Entered	5410
Vehicles Exited	5394
Hourly Exit Rate	5394
Input Volume	18627
% of Volume	29
Denied Entry Before	94
Denied Entry After	979

Intersection: 1: Creme de la Creme/The Forum

Movement	EB	EB	B4	WB	WB	NB	SB
Directions Served	LT	TR	T	LT	TR	LTR	LTR
Maximum Queue (ft)	375	267	305	263	248	149	108
Average Queue (ft)	352	40	273	203	89	64	41
95th Queue (ft)	364	152	299	291	240	126	86
Link Distance (ft)	311	311	253	213	213	189	268
Upstream Blk Time (%)	73	0	63	14	2	0	
Queuing Penalty (veh)	0	0	0	52	8	0	
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 2: Quik Trip/J. Christopher's & Peachtree Corners Cir

Movement	EB	EB	WB	WB	NB	SB
Directions Served	T	TR	T	TR	R	R
Maximum Queue (ft)	274	263	214	201	26	11
Average Queue (ft)	257	135	40	15	1	0
95th Queue (ft)	266	315	136	87	19	8
Link Distance (ft)	213	213	253	253	229	248
Upstream Blk Time (%)	46	9	0	0		
Queuing Penalty (veh)	287	56	0	0		
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 3: Peachtree Pkwy & Peachtree Corners Cir

Movement	EB	EB	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	NB	SB
Directions Served	L	L	T	T	R	L	T	TR	L	L	T	T	R	L
Maximum Queue (ft)	127	180	282	295	220	198	277	243	208	350	534	516	400	38
Average Queue (ft)	123	179	267	179	34	70	171	144	134	253	499	497	154	7
95th Queue (ft)	136	182	278	297	151	145	257	227	194	449	522	508	454	27
Link Distance (ft)			253	253			368	368			481	481		
Upstream Blk Time (%)			65	8			0				44	45		
Queuing Penalty (veh)			369	44			0				0	0		
Storage Bay Dist (ft)	75	75			170	200			200	200			375	200
Storage Blk Time (%)	75	77	23	8	0	0	7		2	1	47	47	0	
Queuing Penalty (veh)	132	136	161	9	0	0	5		16	14	125	43	0	

Intersection: 3: Peachtree Pkwy & Peachtree Corners Cir

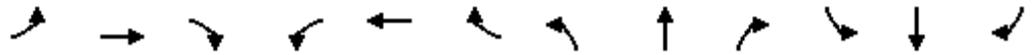
Movement	SB	SB	SB	SB
Directions Served	L	T	T	R
Maximum Queue (ft)	350	626	562	183
Average Queue (ft)	74	430	377	67
95th Queue (ft)	242	583	535	134
Link Distance (ft)		715	715	715
Upstream Blk Time (%)		0		
Queuing Penalty (veh)		0		
Storage Bay Dist (ft)	200			
Storage Blk Time (%)		35		
Queuing Penalty (veh)		18		

Network Summary

Network wide Queuing Penalty: 1476

HCM 6th Signalized Intersection Summary
 1: Creme de la Creme/The Forum

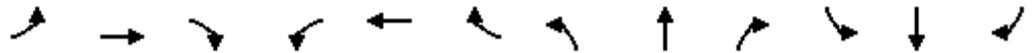
PTC Circle RAB Feasibility Study
 Traffic Signal Half Cycle 2024 AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	14	493	68	19	650	17	41	0	58	11	1	8
Future Volume (veh/h)	14	493	68	19	650	17	41	0	58	11	1	8
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	15	536	74	21	707	18	45	0	63	12	1	9
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	1	1	1	1	1	1
Cap, veh/h	232	626	531	187	1210	540	341	25	422	699	55	756
Arrive On Green	0.02	0.33	0.33	0.01	0.11	0.11	0.47	0.00	0.47	0.47	0.47	0.47
Sat Flow, veh/h	1781	1870	1585	1781	3554	1585	585	53	893	1296	116	1598
Grp Volume(v), veh/h	15	536	74	21	707	18	108	0	0	13	0	9
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1777	1585	1531	0	0	1412	0	1598
Q Serve(g_s), s	0.4	21.4	2.6	0.6	15.1	0.8	0.1	0.0	0.0	0.0	0.0	0.2
Cycle Q Clear(g_c), s	0.4	21.4	2.6	0.6	15.1	0.8	2.9	0.0	0.0	0.3	0.0	0.2
Prop In Lane	1.00		1.00	1.00		1.00	0.42		0.58	0.92		1.00
Lane Grp Cap(c), veh/h	232	626	531	187	1210	540	788	0	0	754	0	756
V/C Ratio(X)	0.06	0.86	0.14	0.11	0.58	0.03	0.14	0.00	0.00	0.02	0.00	0.01
Avail Cap(c_a), veh/h	323	923	783	267	1755	783	788	0	0	754	0	756
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(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	18.3	24.8	18.6	19.9	30.1	23.8	11.9	0.0	0.0	11.2	0.0	11.2
Incr Delay (d2), s/veh	0.1	5.4	0.1	0.3	0.5	0.0	0.4	0.0	0.0	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	0.2	9.9	0.9	0.3	7.2	0.3	1.1	0.0	0.0	0.1	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.4	30.2	18.7	20.2	30.6	23.8	12.2	0.0	0.0	11.2	0.0	11.2
LnGrp LOS	B	C	B	C	C	C	B	A	A	B	A	B
Approach Vol, veh/h		625			746			108				22
Approach Delay, s/veh		28.5			30.1			12.2				11.2
Approach LOS		C			C			B				B
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		42.3	6.4	31.3		42.3	5.9	31.7				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		21.5	5.5	39.5		21.5	5.5	39.5				
Max Q Clear Time (g_c+I1), s		4.9	2.6	23.4		2.3	2.4	17.1				
Green Ext Time (p_c), s		0.5	0.0	3.4		0.0	0.0	5.1				
Intersection Summary												
HCM 6th Ctrl Delay				27.9								
HCM 6th LOS				C								

HCM 6th Signalized Intersection Summary
 1: Creme de la Creme/The Forum

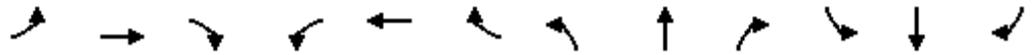
PTC Circle RAB Feasibility Study
 Traffic Signal Half Cycle 2024 PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	175	871	69	21	515	50	37	3	53	65	1	69
Future Volume (veh/h)	175	871	69	21	515	50	37	3	53	65	1	69
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1870	1870	1870	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	190	947	75	23	560	54	40	3	58	71	1	75
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, %	1	1	1	2	2	2	1	1	1	1	1	1
Cap, veh/h	500	994	843	162	1695	756	205	38	243	482	6	445
Arrive On Green	0.08	0.53	0.53	0.01	0.16	0.16	0.28	0.28	0.28	0.28	0.28	0.28
Sat Flow, veh/h	1795	1885	1598	1781	3554	1585	509	137	872	1409	22	1598
Grp Volume(v), veh/h	190	947	75	23	560	54	101	0	0	72	0	75
Grp Sat Flow(s),veh/h/ln	1795	1885	1598	1781	1777	1585	1518	0	0	1431	0	1598
Q Serve(g_s), s	4.1	38.2	1.9	0.5	11.2	2.3	0.7	0.0	0.0	0.0	0.0	2.8
Cycle Q Clear(g_c), s	4.1	38.2	1.9	0.5	11.2	2.3	3.7	0.0	0.0	2.4	0.0	2.8
Prop In Lane	1.00		1.00	1.00		1.00	0.40		0.57	0.99		1.00
Lane Grp Cap(c), veh/h	500	994	843	162	1695	756	486	0	0	488	0	445
V/C Ratio(X)	0.38	0.95	0.09	0.14	0.33	0.07	0.21	0.00	0.00	0.15	0.00	0.17
Avail Cap(c_a), veh/h	533	1025	869	229	1821	812	486	0	0	488	0	445
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(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	9.5	17.9	9.4	18.0	22.3	18.6	22.1	0.0	0.0	21.7	0.0	21.8
Incr Delay (d2), s/veh	0.5	17.5	0.0	0.4	0.1	0.0	1.0	0.0	0.0	0.6	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	1.4	18.5	0.6	0.2	5.0	0.8	1.6	0.0	0.0	1.1	0.0	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.0	35.5	9.4	18.3	22.5	18.6	23.1	0.0	0.0	22.3	0.0	22.6
LnGrp LOS	B	D	A	B	C	B	C	A	A	C	A	C
Approach Vol, veh/h		1212			637			101				147
Approach Delay, s/veh		29.9			22.0			23.1				22.5
Approach LOS		C			C			C				C
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		26.8	6.5	46.7		26.8	10.5	42.7				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		18.0	5.0	43.5		18.0	7.5	41.0				
Max Q Clear Time (g_c+I1), s		5.7	2.5	40.2		4.8	6.1	13.2				
Green Ext Time (p_c), s		0.4	0.0	2.0		0.5	0.1	3.9				
Intersection Summary												
HCM 6th Ctrl Delay				26.6								
HCM 6th LOS				C								

HCM 6th Signalized Intersection Summary
 1: Creme de la Creme/The Forum

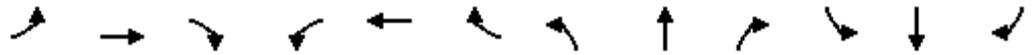
PTC Circle RAB Feasibility Study
 Traffic Signal Half Cycle 2044 AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	572	79	22	754	20	48	0	67	13	1	10
Future Volume (veh/h)	15	572	79	22	754	20	48	0	67	13	1	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	16	622	86	24	820	22	52	0	73	14	1	11
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	1	1	1	1	1	1
Cap, veh/h	236	715	606	191	1385	618	308	25	378	642	43	676
Arrive On Green	0.02	0.38	0.38	0.01	0.13	0.13	0.42	0.00	0.42	0.42	0.42	0.42
Sat Flow, veh/h	1781	1870	1585	1781	3554	1585	578	59	894	1311	102	1598
Grp Volume(v), veh/h	16	622	86	24	820	22	125	0	0	15	0	11
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1777	1585	1531	0	0	1413	0	1598
Q Serve(g_s), s	0.4	24.6	2.8	0.7	17.4	1.0	1.0	0.0	0.0	0.0	0.0	0.3
Cycle Q Clear(g_c), s	0.4	24.6	2.8	0.7	17.4	1.0	3.8	0.0	0.0	0.4	0.0	0.3
Prop In Lane	1.00		1.00	1.00		1.00	0.42		0.58	0.93		1.00
Lane Grp Cap(c), veh/h	236	715	606	191	1385	618	711	0	0	685	0	676
V/C Ratio(X)	0.07	0.87	0.14	0.13	0.59	0.04	0.18	0.00	0.00	0.02	0.00	0.02
Avail Cap(c_a), veh/h	325	970	822	268	1843	822	711	0	0	685	0	676
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(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	16.3	22.8	16.1	18.4	28.9	21.7	14.4	0.0	0.0	13.4	0.0	13.4
Incr Delay (d2), s/veh	0.1	6.6	0.1	0.3	0.4	0.0	0.5	0.0	0.0	0.1	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	0.2	11.4	1.0	0.3	8.3	0.3	1.4	0.0	0.0	0.2	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.4	29.4	16.2	18.7	29.3	21.7	14.9	0.0	0.0	13.5	0.0	13.5
LnGrp LOS	B	C	B	B	C	C	B	A	A	B	A	B
Approach Vol, veh/h		724			866			125				26
Approach Delay, s/veh		27.6			28.8			14.9				13.5
Approach LOS		C			C			B				B
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		38.3	6.6	35.1		38.3	6.0	35.7				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		19.5	5.5	41.5		19.5	5.5	41.5				
Max Q Clear Time (g_c+I1), s		5.8	2.7	26.6		2.4	2.4	19.4				
Green Ext Time (p_c), s		0.5	0.0	4.0		0.0	0.0	6.1				
Intersection Summary												
HCM 6th Ctrl Delay				27.1								
HCM 6th LOS				C								

HCM 6th Signalized Intersection Summary
 1: Creme de la Creme/The Forum

PTC Circle RAB Feasibility Study
 Traffic Signal Half Cycle 2044 PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	204	1012	81	24	598	59	43	4	61	76	1	81
Future Volume (veh/h)	204	1012	81	24	598	59	43	4	61	76	1	81
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	222	1100	88	26	650	64	47	4	66	83	1	88
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	1	1	1	1	1	1
Cap, veh/h	495	1017	862	139	1731	772	190	38	214	440	5	415
Arrive On Green	0.08	0.54	0.54	0.02	0.33	0.33	0.26	0.26	0.26	0.26	0.26	0.26
Sat Flow, veh/h	1781	1870	1585	1781	3554	1585	488	148	823	1346	18	1598
Grp Volume(v), veh/h	222	1100	88	26	650	64	117	0	0	84	0	88
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1777	1585	1458	0	0	1365	0	1598
Q Serve(g_s), s	4.6	43.5	2.1	0.6	11.2	2.2	1.7	0.0	0.0	0.0	0.0	3.5
Cycle Q Clear(g_c), s	4.6	43.5	2.1	0.6	11.2	2.2	5.4	0.0	0.0	3.7	0.0	3.5
Prop In Lane	1.00		1.00	1.00		1.00	0.40		0.56	0.99		1.00
Lane Grp Cap(c), veh/h	495	1017	862	139	1731	772	442	0	0	444	0	415
V/C Ratio(X)	0.45	1.08	0.10	0.19	0.38	0.08	0.26	0.00	0.00	0.19	0.00	0.21
Avail Cap(c_a), veh/h	563	1017	862	201	1731	772	442	0	0	444	0	415
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(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	9.0	18.3	8.8	19.2	17.6	14.6	23.7	0.0	0.0	23.3	0.0	23.2
Incr Delay (d2), s/veh	0.6	53.0	0.1	0.6	0.1	0.0	1.5	0.0	0.0	0.9	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	1.5	30.1	0.6	0.2	4.6	0.7	1.9	0.0	0.0	1.3	0.0	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.7	71.2	8.9	19.9	17.7	14.6	25.2	0.0	0.0	24.2	0.0	24.3
LnGrp LOS	A	F	A	B	B	B	C	A	A	C	A	C
Approach Vol, veh/h		1410			740			117				172
Approach Delay, s/veh		57.6			17.5			25.2				24.3
Approach LOS		E			B			C				C
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		25.3	6.7	48.0		25.3	11.2	43.5				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		18.0	5.0	43.5		18.0	9.8	38.7				
Max Q Clear Time (g_c+I1), s		7.4	2.6	45.5		5.7	6.6	13.2				
Green Ext Time (p_c), s		0.4	0.0	0.0		0.5	0.2	4.6				
Intersection Summary												
HCM 6th Ctrl Delay				41.6								
HCM 6th LOS				D								

1: Creme de la Creme/The Forum Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.4	0.1	0.0	0.2	0.2	0.1	0.1	4.3	0.1
Total Del/Veh (s)	21.8	17.2	8.1	20.5	11.5	1.1	14.0	8.2	17.0	25.2	0.5	13.5
Stop Del/Veh (s)	18.4	12.6	5.1	16.5	7.8	0.0	12.2	7.6	15.3	22.5	0.0	9.8
Vehicles Entered	15	540	74	16	590	14	47	67	10	1	9	1383
Vehicles Exited	14	539	74	16	587	15	47	67	10	1	9	1379
Hourly Exit Rate	14	539	74	16	587	15	47	67	10	1	9	1379
Input Volume	15	536	74	21	707	18	45	63	12	1	9	1501
% of Volume	93	101	100	76	83	83	104	106	83	100	100	92
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

2: Quik Trip/J. Christopher's & Peachtree Corners Cir Performance by movement

Movement	EBT	EBR	WBT	WBR	NBR	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.1	0.1	0.0
Total Del/Veh (s)	2.0	2.7	2.8	2.3	1.2	1.1	2.4
Stop Del/Veh (s)	0.2	0.1	0.3	0.3	0.0	0.0	0.2
Vehicles Entered	575	41	640	17	39	13	1325
Vehicles Exited	576	42	634	17	39	13	1321
Hourly Exit Rate	576	42	634	17	39	13	1321
Input Volume	563	48	762	21	39	15	1448
% of Volume	102	88	83	81	100	87	91
Denied Entry Before	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0

3: Peachtree Pkwy & Peachtree Corners Cir Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	3.5	0.4	0.1	2.6	0.3	2.5	724.6	718.0	717.1	448.9
Total Del/Veh (s)	64.5	60.6	18.4	66.8	69.8	17.2	73.5	19.3	3.1	108.8	75.9	17.2	54.2
Stop Del/Veh (s)	61.0	56.4	15.7	62.6	64.1	16.1	70.1	15.1	1.9	93.7	56.3	13.0	43.1
Vehicles Entered	233	148	160	93	254	4	92	994	41	27	1902	303	4251
Vehicles Exited	236	152	161	93	261	4	93	980	41	28	1871	304	4224
Hourly Exit Rate	236	152	161	93	261	4	93	980	41	28	1871	304	4224
Input Volume	228	144	157	95	260	4	88	984	46	36	2696	435	5173
% of Volume	104	106	103	98	100	100	106	100	89	78	69	70	82
Denied Entry Before	0	0	0	0	0	0	0	0	0	2	167	29	198
Denied Entry After	0	0	0	0	0	0	0	0	0	10	968	155	1133

Total Network Performance

Denied Del/Veh (s)	425.0
Total Del/Veh (s)	58.6
Stop Del/Veh (s)	44.1
Vehicles Entered	4555
Vehicles Exited	4523
Hourly Exit Rate	4523
Input Volume	14852
% of Volume	30
Denied Entry Before	198
Denied Entry After	1133

Intersection: 1: Creme de la Creme/The Forum

Movement	EB	EB	EB	B4	WB	WB	WB	WB	NB	SB
Directions Served	L	T	R	T	L	T	T	R	LTR	LT
Maximum Queue (ft)	107	364	120	72	105	253	220	39	97	36
Average Queue (ft)	14	198	40	5	14	110	44	1	40	6
95th Queue (ft)	61	334	116	48	57	207	152	27	80	25
Link Distance (ft)		340		253		241	241		168	202
Upstream Blk Time (%)		1				0	0			
Queuing Penalty (veh)		0				1	0			
Storage Bay Dist (ft)	100		55		100			150		
Storage Blk Time (%)		33	0		0	10	1			0
Queuing Penalty (veh)		29	1		0	2	0			0

Intersection: 2: Quik Trip/J. Christopher's & Peachtree Corners Cir

Movement	EB	EB	WB	WB
Directions Served	T	TR	T	TR
Maximum Queue (ft)	20	28	55	29
Average Queue (ft)	1	1	3	1
95th Queue (ft)	11	16	26	16
Link Distance (ft)	241	241	255	255
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 3: Peachtree Pkwy & Peachtree Corners Cir

Movement	EB	EB	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	NB	SB
Directions Served	L	L	T	T	R	L	T	TR	L	L	T	T	R	L
Maximum Queue (ft)	149	223	276	270	198	230	282	222	129	252	466	394	48	25
Average Queue (ft)	107	130	77	102	88	91	170	119	58	48	252	199	12	4
95th Queue (ft)	171	206	185	197	198	170	250	213	106	166	391	338	39	19
Link Distance (ft)			255	255			300	300			481	481		
Upstream Blk Time (%)			1	0			0				0			
Queuing Penalty (veh)			2	1			0				0			
Storage Bay Dist (ft)	75	75			150	200			200	200			375	200
Storage Blk Time (%)	26	49	9	2	6	0	5				14	0		
Queuing Penalty (veh)	18	34	20	2	4	0	5				13	0		

Intersection: 3: Peachtree Pkwy & Peachtree Corners Cir

Movement	SB	SB	SB	SB
Directions Served	L	T	T	R
Maximum Queue (ft)	349	767	766	757
Average Queue (ft)	64	736	737	727
95th Queue (ft)	250	751	754	815
Link Distance (ft)		718	718	718
Upstream Blk Time (%)		45	59	32
Queuing Penalty (veh)		0	0	0
Storage Bay Dist (ft)	200			
Storage Blk Time (%)		46		
Queuing Penalty (veh)		16		

Intersection: 4: Bend

Movement	WB
Directions Served	T
Maximum Queue (ft)	84
Average Queue (ft)	5
95th Queue (ft)	82
Link Distance (ft)	340
Upstream Blk Time (%)	0
Queuing Penalty (veh)	0
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Network Summary

Network wide Queuing Penalty: 150

1: Creme de la Creme/The Forum Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.1	0.2	1.0	0.4	4.3	0.2
Total Del/Veh (s)	37.1	35.8	23.1	20.9	11.0	1.8	28.0	24.2	28.7	39.9	38.0	3.9	25.8
Stop Del/Veh (s)	28.6	25.1	16.0	18.1	7.5	0.6	26.1	21.9	28.1	37.9	35.9	2.5	19.0
Vehicles Entered	173	833	64	22	569	55	37	3	56	65	1	74	1952
Vehicles Exited	174	833	64	23	570	55	36	2	56	64	2	74	1953
Hourly Exit Rate	174	833	64	23	570	55	36	2	56	64	2	74	1953
Input Volume	190	947	75	23	567	54	40	3	58	71	1	75	2104
% of Volume	92	88	85	100	101	102	90	67	97	90	200	99	93
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0	0

2: Quik Trip/J. Christopher's & Peachtree Corners Cir Performance by movement

Movement	EBT	EBR	WBT	WBR	NBR	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.1	0.1	0.0
Total Del/Veh (s)	22.3	4.9	2.5	1.7	0.6	0.6	12.4
Stop Del/Veh (s)	17.6	2.3	0.2	0.3	0.0	0.0	9.0
Vehicles Entered	896	57	657	86	46	56	1798
Vehicles Exited	899	57	654	86	46	56	1798
Hourly Exit Rate	899	57	654	86	46	56	1798
Input Volume	1018	58	650	98	52	55	1931
% of Volume	88	98	101	88	88	102	93
Denied Entry Before	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0

3: Peachtree Pkwy & Peachtree Corners Cir Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.4	0.1	0.1	3.6	0.3	0.2	59.8	59.3	60.1	2.1	0.2	0.3	25.8
Total Del/Veh (s)	90.3	65.3	5.0	58.4	72.1	47.2	107.4	52.0	13.6	70.1	36.2	7.4	52.6
Stop Del/Veh (s)	85.2	59.3	2.1	54.7	65.1	45.5	98.2	38.4	8.7	63.3	25.0	5.1	42.9
Vehicles Entered	522	271	89	61	207	40	222	1674	74	46	1155	314	4675
Vehicles Exited	527	280	90	62	213	41	217	1637	75	47	1134	313	4636
Hourly Exit Rate	527	280	90	62	213	41	217	1637	75	47	1134	313	4636
Input Volume	596	305	103	63	209	39	227	1723	80	45	1143	312	4845
% of Volume	88	92	87	98	102	105	96	95	94	104	99	100	96
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	8	64	2	0	0	0	74

Total Network Performance

Denied Del/Veh (s)	67.7
Total Del/Veh (s)	69.5
Stop Del/Veh (s)	51.7
Vehicles Entered	5233
Vehicles Exited	5212
Hourly Exit Rate	5212
Input Volume	16041
% of Volume	32
Denied Entry Before	17
Denied Entry After	235

Intersection: 1: Creme de la Creme/The Forum

Movement	EB	EB	EB	B4	WB	WB	WB	WB	NB	SB	SB
Directions Served	L	T	R	T	L	T	T	R	LTR	LT	R
Maximum Queue (ft)	154	398	120	300	99	244	139	47	118	159	98
Average Queue (ft)	113	381	37	267	19	119	25	4	53	48	10
95th Queue (ft)	196	412	120	318	61	223	109	24	99	116	56
Link Distance (ft)		340		253		241	241		168	202	
Upstream Blk Time (%)		44		50		0	0			1	
Queuing Penalty (veh)		0		0		2	1			0	
Storage Bay Dist (ft)	100		55		100			150			50
Storage Blk Time (%)	3	44	0		0	12	0			17	0
Queuing Penalty (veh)	26	118	2		0	3	0			13	0

Intersection: 2: Quik Trip/J. Christopher's & Peachtree Corners Cir

Movement	EB	EB	WB
Directions Served	T	TR	T
Maximum Queue (ft)	241	316	61
Average Queue (ft)	211	225	2
95th Queue (ft)	294	399	40
Link Distance (ft)	241	241	255
Upstream Blk Time (%)	9	17	0
Queuing Penalty (veh)	47	92	0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: Peachtree Pkwy & Peachtree Corners Cir

Movement	EB	EB	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	NB	SB
Directions Served	L	L	T	T	R	L	T	TR	L	L	T	T	R	L
Maximum Queue (ft)	150	225	306	274	199	149	255	208	221	350	521	526	400	53
Average Queue (ft)	146	223	277	153	24	53	138	101	139	249	494	488	118	6
95th Queue (ft)	156	229	320	243	121	118	222	185	204	444	528	549	389	28
Link Distance (ft)			255	255			300	300			481	481		
Upstream Blk Time (%)			53	2			0				39	36		
Queuing Penalty (veh)			261	10			0				0	0		
Storage Bay Dist (ft)	75	75			150	200			200	200			375	200
Storage Blk Time (%)	74	76	34	10			2		2	0	45	40	0	
Queuing Penalty (veh)	113	115	205	10			2		16	3	102	32	0	

Intersection: 3: Peachtree Pkwy & Peachtree Corners Cir

Movement	SB	SB	SB	SB
Directions Served	L	T	T	R
Maximum Queue (ft)	339	556	497	186
Average Queue (ft)	64	347	298	56
95th Queue (ft)	209	500	456	120
Link Distance (ft)		718	718	718
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	200			
Storage Blk Time (%)	0	28		
Queuing Penalty (veh)	0	13		

Network Summary

Network wide Queuing Penalty: 1184

1: Creme de la Creme/The Forum Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.4	0.1	0.0	0.2	0.2	0.1	0.1	4.3	0.1
Total Del/Veh (s)	25.7	18.4	10.3	20.4	11.6	1.4	14.6	9.6	15.6	46.8	0.6	14.3
Stop Del/Veh (s)	20.9	13.3	6.8	16.6	7.9	0.0	12.7	9.0	13.9	43.7	0.0	10.4
Vehicles Entered	12	629	86	19	638	17	51	76	15	1	12	1556
Vehicles Exited	12	627	86	19	632	17	51	75	15	1	12	1547
Hourly Exit Rate	12	627	86	19	632	17	51	75	15	1	12	1547
Input Volume	16	622	86	24	820	22	52	73	14	1	11	1741
% of Volume	75	101	100	79	77	77	98	103	107	100	109	89
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

2: Quik Trip/J. Christopher's & Peachtree Corners Cir Performance by movement

Movement	EBT	EBR	WBT	WBR	NBR	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.1	0.1	0.0
Total Del/Veh (s)	2.1	2.7	3.1	2.5	1.2	1.0	2.6
Stop Del/Veh (s)	0.2	0.1	0.3	0.3	0.0	0.0	0.2
Vehicles Entered	666	51	694	18	46	14	1489
Vehicles Exited	666	50	688	18	46	14	1482
Hourly Exit Rate	666	50	688	18	46	14	1482
Input Volume	654	55	884	24	46	17	1680
% of Volume	102	91	78	75	100	82	88
Denied Entry Before	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0

3: Peachtree Pkwy & Peachtree Corners Cir Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	3.5	0.4	0.2	2.4	0.3	2.5	1066.2	1039.6	1030.2	664.9
Total Del/Veh (s)	68.7	59.7	21.9	69.3	74.8	50.3	74.5	21.8	3.6	114.3	77.9	19.5	55.5
Stop Del/Veh (s)	65.0	55.4	19.2	64.9	68.8	47.9	70.4	16.8	2.2	99.3	58.2	15.3	44.5
Vehicles Entered	263	172	189	107	299	4	102	1133	50	28	1873	306	4526
Vehicles Exited	269	174	190	108	305	4	102	1114	50	29	1840	305	4490
Hourly Exit Rate	269	174	190	108	305	4	102	1114	50	29	1840	305	4490
Input Volume	265	167	182	110	301	5	102	1142	53	41	3130	505	6003
% of Volume	102	104	104	98	101	80	100	98	94	71	59	60	75
Denied Entry Before	0	0	0	0	0	0	0	0	0	5	400	62	467
Denied Entry After	0	0	0	0	0	0	0	0	0	18	1628	270	1916

Total Network Performance

Denied Del/Veh (s)	630.6
Total Del/Veh (s)	60.2
Stop Del/Veh (s)	45.6
Vehicles Entered	4878
Vehicles Exited	4832
Hourly Exit Rate	4832
Input Volume	17232
% of Volume	28
Denied Entry Before	467
Denied Entry After	1916

Intersection: 1: Creme de la Creme/The Forum

Movement	EB	EB	EB	B4	WB	WB	WB	NB	SB
Directions Served	L	T	R	T	L	T	T	LTR	LT
Maximum Queue (ft)	127	386	120	124	106	262	224	142	48
Average Queue (ft)	13	234	47	10	16	114	47	44	9
95th Queue (ft)	60	382	124	72	60	216	155	90	32
Link Distance (ft)		340		253		241		168	202
Upstream Blk Time (%)		3		0		1		0	0
Queuing Penalty (veh)		0		0		5		1	0
Storage Bay Dist (ft)	100		55		100				
Storage Blk Time (%)		35	0		0	12	1		0
Queuing Penalty (veh)		36	2		0	3	0		0

Intersection: 2: Quik Trip/J. Christopher's & Peachtree Corners Cir

Movement	EB	EB	WB	WB
Directions Served	T	TR	T	TR
Maximum Queue (ft)	26	61	69	29
Average Queue (ft)	1	3	5	1
95th Queue (ft)	12	33	34	17
Link Distance (ft)	241	241	255	255
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 3: Peachtree Pkwy & Peachtree Corners Cir

Movement	EB	EB	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	NB	SB
Directions Served	L	L	T	T	R	L	T	TR	L	L	T	T	R	L
Maximum Queue (ft)	149	223	257	281	200	233	310	234	129	299	472	392	59	34
Average Queue (ft)	118	150	98	113	112	109	200	150	66	60	307	250	17	6
95th Queue (ft)	175	224	209	216	220	203	281	227	114	207	450	378	46	24
Link Distance (ft)			255	255			300	300			481	481		
Upstream Blk Time (%)			1	1			1				1			
Queuing Penalty (veh)			4	3			0				0			
Storage Bay Dist (ft)	75	75			150	200			200	200			375	200
Storage Blk Time (%)	33	56	14	1	8	1	13				20	0		
Queuing Penalty (veh)	27	45	38	2	7	2	14				20	0		

Intersection: 3: Peachtree Pkwy & Peachtree Corners Cir

Movement	SB	SB	SB	SB
Directions Served	L	T	T	R
Maximum Queue (ft)	350	768	762	757
Average Queue (ft)	78	734	736	723
95th Queue (ft)	284	756	748	844
Link Distance (ft)		718	718	718
Upstream Blk Time (%)		46	61	32
Queuing Penalty (veh)		0	0	0
Storage Bay Dist (ft)	200			
Storage Blk Time (%)		46		
Queuing Penalty (veh)		19		

Intersection: 4: Bend

Movement	WB
Directions Served	T
Maximum Queue (ft)	82
Average Queue (ft)	3
95th Queue (ft)	58
Link Distance (ft)	340
Upstream Blk Time (%)	0
Queuing Penalty (veh)	0
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Network Summary

Network wide Queuing Penalty: 227

1: Creme de la Creme/The Forum Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.9	1.5	0.6	0.6	0.7	3.9
Total Del/Veh (s)	40.9	42.0	27.2	24.2	11.6	2.2	41.7	56.7	44.0	43.7	44.4	2.5
Stop Del/Veh (s)	32.4	31.4	20.1	21.2	8.1	1.0	39.8	54.0	43.4	41.5	42.8	0.8
Vehicles Entered	150	758	68	26	591	57	50	3	64	80	1	90
Vehicles Exited	150	760	67	26	593	57	50	3	64	79	1	90
Hourly Exit Rate	150	760	67	26	593	57	50	3	64	79	1	90
Input Volume	222	1100	88	26	653	64	47	4	66	83	1	88
% of Volume	68	69	76	100	91	89	106	75	97	95	100	102
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	1	0	0

1: Creme de la Creme/The Forum Performance by movement

Movement	All
Denied Del/Veh (s)	0.3
Total Del/Veh (s)	29.1
Stop Del/Veh (s)	22.6
Vehicles Entered	1938
Vehicles Exited	1940
Hourly Exit Rate	1940
Input Volume	2442
% of Volume	79
Denied Entry Before	0
Denied Entry After	1

2: Quik Trip/J. Christopher's & Peachtree Corners Cir Performance by movement

Movement	EBT	EBR	WBT	WBR	NBR	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.1	0.1	0.0
Total Del/Veh (s)	26.9	5.7	2.6	1.7	0.6	0.6	14.0
Stop Del/Veh (s)	22.1	3.1	0.2	0.3	0.0	0.0	10.6
Vehicles Entered	855	49	688	111	55	63	1821
Vehicles Exited	864	49	684	111	55	63	1826
Hourly Exit Rate	864	49	684	111	55	63	1826
Input Volume	1182	67	754	114	61	65	2243
% of Volume	73	73	91	97	90	97	81
Denied Entry Before	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0

3: Peachtree Pkwy & Peachtree Corners Cir Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.4	0.1	0.1	3.6	0.3	0.2	349.2	348.0	357.5	2.1	0.3	0.4
Total Del/Veh (s)	93.1	70.8	7.3	60.7	76.2	54.0	111.3	55.8	15.7	75.1	40.3	8.3
Stop Del/Veh (s)	88.0	64.7	4.5	56.7	69.0	51.6	102.0	41.8	10.7	66.8	27.5	5.8
Vehicles Entered	523	254	88	72	238	51	215	1667	75	51	1325	346
Vehicles Exited	529	261	89	72	243	52	211	1639	76	53	1298	344
Hourly Exit Rate	529	261	89	72	243	52	211	1639	76	53	1298	344
Input Volume	691	354	120	73	242	45	264	2000	92	52	1327	362
% of Volume	77	74	74	99	100	116	80	82	83	102	98	95
Denied Entry Before	0	0	0	0	0	0	5	35	1	0	0	0
Denied Entry After	0	0	0	0	0	0	48	346	15	0	0	0

3: Peachtree Pkwy & Peachtree Corners Cir Performance by movement

Movement	All
Denied Del/Veh (s)	155.4
Total Del/Veh (s)	55.5
Stop Del/Veh (s)	45.2
Vehicles Entered	4905
Vehicles Exited	4867
Hourly Exit Rate	4867
Input Volume	5622
% of Volume	87
Denied Entry Before	41
Denied Entry After	409

Total Network Performance

Denied Del/Veh (s)	301.8
Total Del/Veh (s)	73.6
Stop Del/Veh (s)	55.6
Vehicles Entered	5447
Vehicles Exited	5444
Hourly Exit Rate	5444
Input Volume	18627
% of Volume	29
Denied Entry Before	131
Denied Entry After	956

Intersection: 1: Creme de la Creme/The Forum

Movement	EB	EB	EB	B4	WB	WB	WB	WB	NB	SB	SB
Directions Served	L	T	R	T	L	T	T	R	LTR	LT	R
Maximum Queue (ft)	155	420	120	304	124	267	180	58	171	174	100
Average Queue (ft)	112	386	50	272	23	126	28	4	73	62	17
95th Queue (ft)	198	404	139	289	74	237	111	28	148	135	74
Link Distance (ft)		340		253		241	241		168	202	
Upstream Blk Time (%)		50		57		2	0		2	1	
Queuing Penalty (veh)		0		0		8	0		0	0	
Storage Bay Dist (ft)	100		55		100			150			50
Storage Blk Time (%)	2	50	0		0	13	0			22	0
Queuing Penalty (veh)	24	154	2		0	3	0			19	0

Intersection: 2: Quik Trip/J. Christopher's & Peachtree Corners Cir

Movement	EB	EB	WB
Directions Served	T	TR	T
Maximum Queue (ft)	240	320	25
Average Queue (ft)	218	244	1
95th Queue (ft)	282	390	12
Link Distance (ft)	241	241	255
Upstream Blk Time (%)	12	24	
Queuing Penalty (veh)	73	152	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: Peachtree Pkwy & Peachtree Corners Cir

Movement	EB	EB	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB
Directions Served	L	L	T	T	R	L	T	TR	L	L	T	T
Maximum Queue (ft)	150	225	306	285	200	160	258	218	211	350	511	527
Average Queue (ft)	146	223	281	163	32	67	157	120	133	250	497	497
95th Queue (ft)	157	229	321	264	141	134	239	204	189	450	504	517
Link Distance (ft)			255	255			300	300			481	481
Upstream Blk Time (%)			56	3			0				44	43
Queuing Penalty (veh)			321	15			0				0	0
Storage Bay Dist (ft)	75	75			150	200			200	200		
Storage Blk Time (%)	75	76	29	11	0	0	5		2	1	48	47
Queuing Penalty (veh)	132	134	200	13	0	0	3		17	11	126	43

Intersection: 3: Peachtree Pkwy & Peachtree Corners Cir

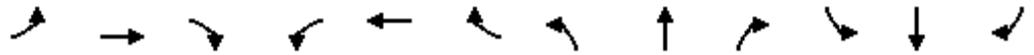
Movement	NB	SB	SB	SB	SB	SB
Directions Served	R	L	L	T	T	R
Maximum Queue (ft)	400	39	349	622	557	161
Average Queue (ft)	129	7	83	425	367	64
95th Queue (ft)	408	28	265	588	532	125
Link Distance (ft)				718	718	718
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	375	200	200			
Storage Blk Time (%)	0			35		
Queuing Penalty (veh)	0			18		

Network Summary

Network wide Queuing Penalty: 1470

HCM 6th Signalized Intersection Summary
 1: Creme de la Creme/The Forum

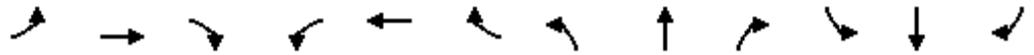
PTC Circle RAB Feasibility Study
 Traffic Signal 2024 AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	14	493	68	19	650	17	41	0	58	11	1	8
Future Volume (veh/h)	14	493	68	19	650	17	41	0	58	11	1	8
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	15	536	74	21	707	18	45	0	63	12	1	9
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	1	1	1	1	1	1
Cap, veh/h	217	589	499	111	1132	505	389	12	517	789	64	930
Arrive On Green	0.02	0.31	0.31	0.04	0.64	0.64	0.58	0.00	0.58	0.58	0.58	0.58
Sat Flow, veh/h	1781	1870	1585	1781	3554	1585	613	21	888	1281	110	1598
Grp Volume(v), veh/h	15	536	74	21	707	18	108	0	0	13	0	9
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1777	1585	1522	0	0	1392	0	1598
Q Serve(g_s), s	0.9	44.0	5.4	1.3	19.2	0.7	2.0	0.0	0.0	0.0	0.0	0.4
Cycle Q Clear(g_c), s	0.9	44.0	5.4	1.3	19.2	0.7	4.8	0.0	0.0	0.5	0.0	0.4
Prop In Lane	1.00		1.00	1.00		1.00	0.42		0.58	0.92		1.00
Lane Grp Cap(c), veh/h	217	589	499	111	1132	505	918	0	0	853	0	930
V/C Ratio(X)	0.07	0.91	0.15	0.19	0.62	0.04	0.12	0.00	0.00	0.02	0.00	0.01
Avail Cap(c_a), veh/h	284	1210	1025	172	2299	1025	918	0	0	853	0	930
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	37.3	52.7	39.4	41.3	23.3	19.9	14.9	0.0	0.0	14.1	0.0	14.1
Incr Delay (d2), s/veh	0.1	5.9	0.1	0.8	0.6	0.0	0.3	0.0	0.0	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	0.4	21.7	2.2	0.6	6.2	0.3	1.9	0.0	0.0	0.2	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.5	58.5	39.5	42.2	23.8	19.9	15.2	0.0	0.0	14.1	0.0	14.1
LnGrp LOS	D	E	D	D	C	B	B	A	A	B	A	B
Approach Vol, veh/h		625			746			108				22
Approach Delay, s/veh		55.8			24.3			15.2				14.1
Approach LOS		E			C			B				B
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		97.6	7.5	54.9		97.6	6.9	55.5				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		34.5	8.5	103.5		34.5	8.5	103.5				
Max Q Clear Time (g_c+I1), s		6.8	3.3	46.0		2.5	2.9	21.2				
Green Ext Time (p_c), s		0.6	0.0	4.3		0.1	0.0	6.0				
Intersection Summary												
HCM 6th Ctrl Delay				36.6								
HCM 6th LOS				D								

HCM 6th Signalized Intersection Summary
 1: Creme de la Creme/The Forum

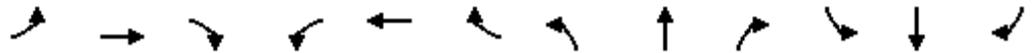
PTC Circle RAB Feasibility Study
 Traffic Signal 2024 PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗	↘	↖	↗	↘		↕			↖	↗
Traffic Volume (veh/h)	175	871	69	21	515	50	37	3	53	65	1	69
Future Volume (veh/h)	175	871	69	21	515	50	37	3	53	65	1	69
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1870	1870	1870	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	190	947	75	23	560	54	40	3	58	71	1	75
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, %	1	1	1	2	2	2	1	1	1	1	1	1
Cap, veh/h	558	1012	858	119	1753	782	210	27	277	486	7	573
Arrive On Green	0.06	0.54	0.54	0.04	0.99	0.99	0.36	0.36	0.36	0.36	0.36	0.36
Sat Flow, veh/h	1795	1885	1598	1781	3554	1585	497	76	773	1231	18	1598
Grp Volume(v), veh/h	190	947	75	23	560	54	101	0	0	72	0	75
Grp Sat Flow(s),veh/h/ln	1795	1885	1598	1781	1777	1585	1345	0	0	1249	0	1598
Q Serve(g_s), s	8.2	74.8	3.7	1.0	0.5	0.1	4.4	0.0	0.0	0.0	0.0	5.1
Cycle Q Clear(g_c), s	8.2	74.8	3.7	1.0	0.5	0.1	13.4	0.0	0.0	9.0	0.0	5.1
Prop In Lane	1.00		1.00	1.00		1.00	0.40		0.57	0.99		1.00
Lane Grp Cap(c), veh/h	558	1012	858	119	1753	782	514	0	0	493	0	573
V/C Ratio(X)	0.34	0.94	0.09	0.19	0.32	0.07	0.20	0.00	0.00	0.15	0.00	0.13
Avail Cap(c_a), veh/h	562	1373	1163	144	2476	1105	514	0	0	493	0	573
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	16.6	34.5	18.0	33.5	0.6	0.6	37.3	0.0	0.0	35.8	0.0	34.5
Incr Delay (d2), s/veh	0.4	9.9	0.0	0.8	0.1	0.0	0.9	0.0	0.0	0.6	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	3.4	35.6	1.4	0.4	0.2	0.0	3.1	0.0	0.0	2.1	0.0	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.0	44.4	18.1	34.3	0.7	0.6	38.2	0.0	0.0	36.4	0.0	35.0
LnGrp LOS	B	D	B	C	A	A	D	A	A	D	A	C
Approach Vol, veh/h		1212			637			101				147
Approach Delay, s/veh		38.5			1.9			38.2				35.7
Approach LOS		D			A			D				D
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		61.9	7.7	90.4		61.9	14.7	83.4				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		24.5	5.5	116.5		24.5	10.5	111.5				
Max Q Clear Time (g_c+I1), s		15.4	3.0	76.8		11.0	10.2	2.5				
Green Ext Time (p_c), s		0.3	0.0	9.1		0.5	0.0	4.2				
Intersection Summary												
HCM 6th Ctrl Delay				27.1								
HCM 6th LOS				C								

HCM 6th Signalized Intersection Summary
1: Creme de la Creme/The Forum

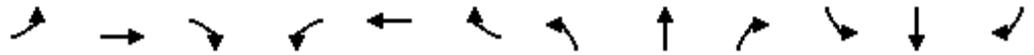
PTC Circle RAB Feasibility Study
Traffic Signal 2044 AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑	↗	↖	↑↑	↗		↕			↖	↗
Traffic Volume (veh/h)	15	572	79	22	754	20	48	0	67	13	1	10
Future Volume (veh/h)	15	572	79	22	754	20	48	0	67	13	1	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	16	622	86	24	820	22	52	0	73	14	1	11
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	1	1	1	1	1	1
Cap, veh/h	188	675	572	113	1300	580	357	12	475	721	50	853
Arrive On Green	0.02	0.36	0.36	0.02	0.37	0.37	0.53	0.00	0.53	0.53	0.53	0.53
Sat Flow, veh/h	1781	1870	1585	1781	3554	1585	610	23	889	1269	94	1598
Grp Volume(v), veh/h	16	622	86	24	820	22	125	0	0	15	0	11
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1777	1585	1522	0	0	1362	0	1598
Q Serve(g_s), s	0.9	50.9	5.9	1.4	30.4	1.4	3.5	0.0	0.0	0.0	0.0	0.5
Cycle Q Clear(g_c), s	0.9	50.9	5.9	1.4	30.4	1.4	6.3	0.0	0.0	0.8	0.0	0.5
Prop In Lane	1.00		1.00	1.00		1.00	0.42		0.58	0.93		1.00
Lane Grp Cap(c), veh/h	188	675	572	113	1300	580	844	0	0	771	0	853
V/C Ratio(X)	0.09	0.92	0.15	0.21	0.63	0.04	0.15	0.00	0.00	0.02	0.00	0.01
Avail Cap(c_a), veh/h	633	918	778	450	1544	689	844	0	0	771	0	853
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	34.2	48.9	34.5	39.4	41.8	32.6	18.8	0.0	0.0	17.5	0.0	17.5
Incr Delay (d2), s/veh	0.2	11.6	0.1	0.9	0.6	0.0	0.4	0.0	0.0	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	0.4	25.9	2.3	0.6	13.6	0.6	2.5	0.0	0.0	0.3	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.4	60.5	34.6	40.3	42.5	32.7	19.2	0.0	0.0	17.6	0.0	17.5
LnGrp LOS	C	E	C	D	D	C	B	A	A	B	A	B
Approach Vol, veh/h		724			866			125				26
Approach Delay, s/veh		56.9			42.2			19.2				17.6
Approach LOS		E			D			B				B
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		89.9	7.8	62.3		89.9	7.0	63.0				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		34.5	33.5	78.5		34.5	42.5	69.5				
Max Q Clear Time (g_c+l1), s		8.3	3.4	52.9		2.8	2.9	32.4				
Green Ext Time (p_c), s		0.7	0.0	4.8		0.1	0.0	7.0				
Intersection Summary												
HCM 6th Ctrl Delay			46.3									
HCM 6th LOS			D									

HCM 6th Signalized Intersection Summary
 1: Creme de la Creme/The Forum

PTC Circle RAB Feasibility Study
 Traffic Signal 2044 PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	204	1012	81	24	598	59	43	4	61	76	1	81
Future Volume (veh/h)	204	1012	81	24	598	59	43	4	61	76	1	81
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	222	1100	88	26	650	64	47	4	66	83	1	88
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	1	1	1	1	1	1
Cap, veh/h	502	1134	961	104	2003	894	154	24	189	360	4	460
Arrive On Green	0.06	0.61	0.61	0.02	0.56	0.56	0.29	0.29	0.29	0.29	0.29	0.29
Sat Flow, veh/h	1781	1870	1585	1781	3554	1585	424	84	658	1094	14	1598
Grp Volume(v), veh/h	222	1100	88	26	650	64	117	0	0	84	0	88
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1777	1585	1166	0	0	1108	0	1598
Q Serve(g_s), s	8.2	89.9	3.7	1.0	15.6	2.9	7.2	0.0	0.0	0.0	0.0	6.6
Cycle Q Clear(g_c), s	8.2	89.9	3.7	1.0	15.6	2.9	20.4	0.0	0.0	13.2	0.0	6.6
Prop In Lane	1.00		1.00	1.00		1.00	0.40		0.56	0.99		1.00
Lane Grp Cap(c), veh/h	502	1134	961	104	2003	894	367	0	0	364	0	460
V/C Ratio(X)	0.44	0.97	0.09	0.25	0.32	0.07	0.32	0.00	0.00	0.23	0.00	0.19
Avail Cap(c_a), veh/h	510	1170	992	305	2459	1097	367	0	0	364	0	460
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	13.2	30.1	13.1	36.8	18.6	15.9	49.2	0.0	0.0	45.3	0.0	42.9
Incr Delay (d2), s/veh	0.6	19.2	0.0	1.2	0.1	0.0	2.3	0.0	0.0	1.5	0.0	0.9
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	3.3	43.9	1.3	0.6	6.4	1.1	4.3	0.0	0.0	2.9	0.0	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.8	49.3	13.2	38.1	18.7	15.9	51.5	0.0	0.0	46.7	0.0	43.9
LnGrp LOS	B	D	B	D	B	B	D	A	A	D	A	D
Approach Vol, veh/h		1410			740			117				172
Approach Delay, s/veh		41.4			19.2			51.5				45.3
Approach LOS		D			B			D				D
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		50.6	7.9	101.5		50.6	14.7	94.7				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		24.9	21.5	100.1		24.9	10.9	110.7				
Max Q Clear Time (g_c+I1), s		22.4	3.0	91.9		15.2	10.2	17.6				
Green Ext Time (p_c), s		0.1	0.0	5.1		0.5	0.0	5.0				
Intersection Summary												
HCM 6th Ctrl Delay				35.4								
HCM 6th LOS				D								

1: Creme de la Creme/The Forum Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.3	0.8	0.0	0.1	0.1	0.1	0.1	4.3	0.4
Total Del/Veh (s)	52.3	35.8	24.4	48.1	43.5	6.2	21.3	12.3	19.4	0.4	0.5	36.7
Stop Del/Veh (s)	47.4	29.6	19.7	43.5	38.8	4.2	19.4	11.8	17.8	0.0	0.0	31.8
Vehicles Entered	15	544	76	16	601	18	45	58	10	1	9	1393
Vehicles Exited	15	546	77	15	598	17	45	58	10	1	9	1391
Hourly Exit Rate	15	546	77	15	598	17	45	58	10	1	9	1391
Input Volume	15	536	74	21	707	18	45	63	12	1	9	1501
% of Volume	100	102	104	71	85	94	100	92	83	100	100	93
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

2: Quik Trip/J. Christopher's & Peachtree Corners Cir Performance by movement

Movement	EBT	EBR	WBT	WBR	NBR	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.1	0.1	0.0
Total Del/Veh (s)	1.4	2.4	8.8	2.7	1.2	1.1	5.0
Stop Del/Veh (s)	0.1	0.1	5.8	0.5	0.0	0.0	2.9
Vehicles Entered	564	51	650	17	44	13	1339
Vehicles Exited	567	51	649	17	44	13	1341
Hourly Exit Rate	567	51	649	17	44	13	1341
Input Volume	563	48	762	21	39	15	1448
% of Volume	101	106	85	81	113	87	93
Denied Entry Before	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0

3: Peachtree Pkwy & Peachtree Corners Cir Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	3.5	0.4	0.2	2.7	0.3	2.5	745.3	734.5	741.8	465.7
Total Del/Veh (s)	70.7	56.5	6.7	68.9	73.8	31.8	76.0	18.0	2.5	102.0	74.7	17.3	53.8
Stop Del/Veh (s)	67.3	53.0	3.9	64.8	68.2	29.5	72.6	13.9	1.6	87.6	55.5	13.2	42.8
Vehicles Entered	229	151	160	93	262	5	90	966	39	24	1921	309	4249
Vehicles Exited	230	153	160	95	266	5	93	950	39	25	1888	309	4213
Hourly Exit Rate	230	153	160	95	266	5	93	950	39	25	1888	309	4213
Input Volume	228	144	157	95	260	4	88	984	46	36	2696	435	5173
% of Volume	101	106	102	100	102	125	106	97	85	69	70	71	81
Denied Entry Before	0	0	0	0	0	0	0	0	0	1	197	30	228
Denied Entry After	0	0	0	0	0	0	0	0	0	14	997	173	1184

Total Network Performance

Denied Del/Veh (s)	441.8
Total Del/Veh (s)	66.3
Stop Del/Veh (s)	51.2
Vehicles Entered	4546
Vehicles Exited	4532
Hourly Exit Rate	4532
Input Volume	14852
% of Volume	31
Denied Entry Before	228
Denied Entry After	1184

Intersection: 1: Creme de la Creme/The Forum

Movement	EB	EB	EB	B4	WB	WB	WB	WB	NB	SB
Directions Served	L	T	R	T	L	T	T	R	LTR	LT
Maximum Queue (ft)	137	388	80	272	122	297	280	198	128	33
Average Queue (ft)	17	325	23	83	21	235	188	12	41	5
95th Queue (ft)	73	459	74	249	79	344	319	90	101	22
Link Distance (ft)		340		253		241	241		168	202
Upstream Blk Time (%)		16		2		29	8		0	
Queuing Penalty (veh)		0		0		104	29		0	
Storage Bay Dist (ft)	100		55		100			150		
Storage Blk Time (%)		47	0		0	45	20			0
Queuing Penalty (veh)		42	1		0	9	4			0

Intersection: 2: Quik Trip/J. Christopher's & Peachtree Corners Cir

Movement	EB	EB	WB	WB
Directions Served	T	TR	T	TR
Maximum Queue (ft)	39	5	201	190
Average Queue (ft)	2	0	61	33
95th Queue (ft)	21	3	166	130
Link Distance (ft)	241	241	255	255
Upstream Blk Time (%)			0	
Queuing Penalty (veh)			0	
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 3: Peachtree Pkwy & Peachtree Corners Cir

Movement	EB	EB	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	NB	SB
Directions Served	L	L	T	T	R	L	T	TR	L	L	T	T	R	L
Maximum Queue (ft)	149	220	253	166	152	235	288	263	122	142	436	352	48	33
Average Queue (ft)	91	117	64	65	34	91	178	127	60	42	242	184	12	4
95th Queue (ft)	170	192	158	133	112	169	257	227	108	135	374	316	38	20
Link Distance (ft)			255	255			300	300			481	481		
Upstream Blk Time (%)			1				1	0			0			
Queuing Penalty (veh)			2				0	0			0			
Storage Bay Dist (ft)	75	75			150	200			200	200			375	200
Storage Blk Time (%)	25	56	13	1	1	0	8				12	0		
Queuing Penalty (veh)	17	39	29	1	0	0	8				11	0		

Intersection: 3: Peachtree Pkwy & Peachtree Corners Cir

Movement	SB	SB	SB	SB
Directions Served	L	T	T	R
Maximum Queue (ft)	349	768	757	766
Average Queue (ft)	48	735	735	727
95th Queue (ft)	210	753	746	821
Link Distance (ft)		718	718	718
Upstream Blk Time (%)		44	58	30
Queuing Penalty (veh)		0	0	0
Storage Bay Dist (ft)	200			
Storage Blk Time (%)		45		
Queuing Penalty (veh)		16		

Network Summary

Network wide Queuing Penalty: 312

1: Creme de la Creme/The Forum Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	9.6	16.2	9.6	18.6	5.5	16.1	1.9
Total Del/Veh (s)	42.4	38.1	27.8	29.2	12.9	2.7	65.2	76.8	64.9	117.1	123.0	25.8	33.9
Stop Del/Veh (s)	34.4	28.2	21.0	26.4	10.0	1.4	63.6	75.5	64.3	114.6	119.9	23.5	27.7
Vehicles Entered	160	788	68	21	538	50	35	4	57	74	1	76	1872
Vehicles Exited	160	792	68	21	539	50	33	4	55	69	1	74	1866
Hourly Exit Rate	160	792	68	21	539	50	33	4	55	69	1	74	1866
Input Volume	190	947	75	23	567	54	40	3	58	71	1	75	2104
% of Volume	84	84	91	91	95	93	82	133	95	97	100	99	89
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	1	0	1	1	0	3	6

2: Quik Trip/J. Christopher's & Peachtree Corners Cir Performance by movement

Movement	EBT	EBR	WBT	WBR	NBR	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.1	0.1	0.0
Total Del/Veh (s)	24.7	1.9	3.2	1.8	0.6	0.6	13.7
Stop Del/Veh (s)	19.8	0.1	0.9	0.3	0.0	0.0	10.3
Vehicles Entered	865	51	620	93	49	52	1730
Vehicles Exited	871	51	617	93	49	52	1733
Hourly Exit Rate	871	51	617	93	49	52	1733
Input Volume	1018	58	650	98	52	55	1931
% of Volume	86	88	95	95	94	95	90
Denied Entry Before	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0

3: Peachtree Pkwy & Peachtree Corners Cir Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.8	0.3	0.0	3.5	0.3	0.1	39.3	36.4	40.3	2.3	0.2	0.3	16.2
Total Del/Veh (s)	95.1	68.2	5.1	58.1	73.1	47.7	108.9	49.4	12.8	76.5	35.6	6.9	52.4
Stop Del/Veh (s)	89.8	62.3	2.2	54.4	66.2	46.0	100.0	36.2	8.1	70.1	24.9	4.8	43.0
Vehicles Entered	516	265	89	58	205	38	211	1662	76	44	1129	297	4590
Vehicles Exited	519	269	88	60	209	38	208	1625	77	45	1110	296	4544
Hourly Exit Rate	519	269	88	60	209	38	208	1625	77	45	1110	296	4544
Input Volume	596	305	103	63	209	39	227	1723	80	45	1143	312	4845
% of Volume	87	88	85	95	100	97	92	94	96	100	97	95	94
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	6	43	2	0	0	0	51

Total Network Performance

Denied Del/Veh (s)	106.3
Total Del/Veh (s)	72.9
Stop Del/Veh (s)	55.6
Vehicles Entered	5110
Vehicles Exited	5078
Hourly Exit Rate	5078
Input Volume	16041
% of Volume	32
Denied Entry Before	38
Denied Entry After	305

Intersection: 1: Creme de la Creme/The Forum

Movement	EB	EB	EB	B4	WB	WB	WB	WB	NB	SB	SB
Directions Served	L	T	R	T	L	T	T	R	LTR	LT	R
Maximum Queue (ft)	155	401	80	293	109	270	190	79	174	231	100
Average Queue (ft)	110	377	25	266	20	122	36	11	81	111	35
95th Queue (ft)	192	440	81	316	68	240	145	77	160	232	110
Link Distance (ft)		340		253		241	241		168	202	
Upstream Blk Time (%)		46		51		4	1		5	15	
Queuing Penalty (veh)		0		0		12	3		0	0	
Storage Bay Dist (ft)	100		55		100			150			50
Storage Blk Time (%)	5	46	0			14	1			52	1
Queuing Penalty (veh)	56	122	1			3	0			39	1

Intersection: 2: Quik Trip/J. Christopher's & Peachtree Corners Cir

Movement	EB	EB	WB	WB	SB
Directions Served	T	TR	T	TR	R
Maximum Queue (ft)	267	188	66	27	11
Average Queue (ft)	232	17	5	1	0
95th Queue (ft)	318	105	48	21	8
Link Distance (ft)	241	241	255	255	170
Upstream Blk Time (%)	28	0			
Queuing Penalty (veh)	152	0			
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 3: Peachtree Pkwy & Peachtree Corners Cir

Movement	EB	EB	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	NB	SB
Directions Served	L	L	T	T	R	L	T	TR	L	L	T	T	R	L
Maximum Queue (ft)	150	225	307	278	200	117	225	183	208	350	523	525	400	42
Average Queue (ft)	146	221	277	153	32	51	132	97	129	250	493	482	113	6
95th Queue (ft)	158	242	344	252	143	102	206	176	191	447	533	548	379	28
Link Distance (ft)			255	255			300	300			481	481		
Upstream Blk Time (%)			59	2							35	29		
Queuing Penalty (veh)			290	11							0	0		
Storage Bay Dist (ft)	75	75			150	200			200	200			375	200
Storage Blk Time (%)	75	77	31	13	0		2		1	1	44	36	0	
Queuing Penalty (veh)	113	117	184	13	0		1		13	6	99	29	0	

Intersection: 3: Peachtree Pkwy & Peachtree Corners Cir

Movement	SB	SB	SB	SB
Directions Served	L	T	T	R
Maximum Queue (ft)	349	500	468	164
Average Queue (ft)	71	335	287	52
95th Queue (ft)	232	465	423	112
Link Distance (ft)		718	718	718
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	200			
Storage Blk Time (%)		29		
Queuing Penalty (veh)		13		

Network Summary

Network wide Queuing Penalty: 1278

1: Creme de la Creme/The Forum Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.6	0.0	0.2	0.1	0.1	0.1	4.3	0.3
Total Del/Veh (s)	49.3	34.1	24.2	57.2	36.7	5.7	26.6	14.0	28.8	30.8	0.8	33.3
Stop Del/Veh (s)	43.5	27.6	19.1	52.5	31.8	4.0	24.6	13.5	27.1	28.9	0.0	28.1
Vehicles Entered	17	633	97	17	650	17	48	68	17	2	11	1577
Vehicles Exited	16	642	98	16	658	17	47	67	17	2	11	1591
Hourly Exit Rate	16	642	98	16	658	17	47	67	17	2	11	1591
Input Volume	16	622	86	24	820	22	52	73	14	1	11	1741
% of Volume	100	103	114	67	80	77	90	92	121	200	100	91
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

2: Quik Trip/J. Christopher's & Peachtree Corners Cir Performance by movement

Movement	EBT	EBR	WBT	WBR	NBR	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.1	0.1	0.0
Total Del/Veh (s)	1.8	2.3	11.5	3.9	1.5	1.1	6.3
Stop Del/Veh (s)	0.4	0.0	8.1	1.4	0.3	0.0	4.0
Vehicles Entered	662	64	696	19	46	19	1506
Vehicles Exited	663	64	695	19	45	19	1505
Hourly Exit Rate	663	64	695	19	45	19	1505
Input Volume	654	55	884	24	46	17	1680
% of Volume	101	116	79	79	98	112	90
Denied Entry Before	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0

3: Peachtree Pkwy & Peachtree Corners Cir Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	3.5	0.5	0.2	2.3	0.3	2.5	993.0	1035.3	1046.4	661.9
Total Del/Veh (s)	82.2	62.7	11.8	64.3	73.3	28.0	79.8	21.4	3.0	104.8	77.3	20.1	55.4
Stop Del/Veh (s)	78.4	58.9	8.9	60.0	67.3	25.6	75.7	16.3	1.6	90.3	58.0	15.8	44.6
Vehicles Entered	265	177	179	106	295	5	106	1155	52	23	1883	307	4553
Vehicles Exited	264	175	179	109	301	5	108	1143	52	24	1849	305	4514
Hourly Exit Rate	264	175	179	109	301	5	108	1143	52	24	1849	305	4514
Input Volume	265	167	182	110	301	5	102	1142	53	41	3130	505	6003
% of Volume	100	105	98	99	100	100	106	100	98	59	59	60	75
Denied Entry Before	0	0	0	0	0	0	0	0	0	6	395	59	460
Denied Entry After	0	0	0	0	0	0	0	0	0	18	1632	270	1920

Total Network Performance

Denied Del/Veh (s)	627.5
Total Del/Veh (s)	68.3
Stop Del/Veh (s)	53.0
Vehicles Entered	4914
Vehicles Exited	4891
Hourly Exit Rate	4891
Input Volume	17232
% of Volume	28
Denied Entry Before	460
Denied Entry After	1920

Intersection: 1: Creme de la Creme/The Forum

Movement	EB	EB	EB	B4	WB	WB	WB	WB	NB	SB
Directions Served	L	T	R	T	L	T	T	R	LTR	LT
Maximum Queue (ft)	133	388	80	294	109	298	285	198	145	46
Average Queue (ft)	17	332	23	130	18	220	167	11	48	11
95th Queue (ft)	69	459	77	324	68	353	332	84	114	38
Link Distance (ft)		340		253		241	241		168	202
Upstream Blk Time (%)		23		11		28	11		0	
Queuing Penalty (veh)		0		0		117	47		0	
Storage Bay Dist (ft)	100		55		100			150		
Storage Blk Time (%)		45	0		0	39	18			2
Queuing Penalty (veh)		46	1		0	9	4			0

Intersection: 2: Quik Trip/J. Christopher's & Peachtree Corners Cir

Movement	EB	EB	WB	WB
Directions Served	T	TR	T	TR
Maximum Queue (ft)	103	38	230	224
Average Queue (ft)	8	2	80	56
95th Queue (ft)	51	22	209	182
Link Distance (ft)	241	241	255	255
Upstream Blk Time (%)			0	0
Queuing Penalty (veh)			0	0
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 3: Peachtree Pkwy & Peachtree Corners Cir

Movement	EB	EB	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	NB	SB
Directions Served	L	L	T	T	R	L	T	TR	L	L	T	T	R	L
Maximum Queue (ft)	149	224	292	264	191	249	294	233	130	349	486	443	114	28
Average Queue (ft)	110	145	108	93	53	110	199	142	73	62	307	247	18	2
95th Queue (ft)	185	240	258	206	157	215	279	229	122	211	458	390	76	15
Link Distance (ft)			255	255			300	300			481	481		
Upstream Blk Time (%)			3	1			1	0			1	0		
Queuing Penalty (veh)			8	3			0	0			0	0		
Storage Bay Dist (ft)	75	75			150	200			200	200			375	200
Storage Blk Time (%)	40	62	22	2	3	0	11				19	1	0	
Queuing Penalty (veh)	32	50	59	3	2	0	12				20	0	0	

Intersection: 3: Peachtree Pkwy & Peachtree Corners Cir

Movement	SB	SB	SB	SB
Directions Served	L	T	T	R
Maximum Queue (ft)	349	764	763	751
Average Queue (ft)	61	735	736	726
95th Queue (ft)	244	750	751	812
Link Distance (ft)		718	718	718
Upstream Blk Time (%)		46	59	33
Queuing Penalty (veh)		0	0	0
Storage Bay Dist (ft)	200			
Storage Blk Time (%)		46		
Queuing Penalty (veh)		19		

Intersection: 4: Bend

Movement	WB
Directions Served	T
Maximum Queue (ft)	310
Average Queue (ft)	18
95th Queue (ft)	151
Link Distance (ft)	340
Upstream Blk Time (%)	0
Queuing Penalty (veh)	1
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Network Summary

Network wide Queuing Penalty: 434

1: Creme de la Creme/The Forum Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.7	0.2	0.5	1.1	1.5	4.9	0.3
Total Del/Veh (s)	47.5	43.6	32.1	30.8	21.3	3.0	58.4	57.4	47.4	68.8	76.2	6.5	35.0
Stop Del/Veh (s)	39.0	33.1	25.0	26.7	16.7	1.4	56.3	54.7	46.8	66.3	71.9	4.4	28.3
Vehicles Entered	137	757	54	22	620	60	46	4	64	86	1	86	1937
Vehicles Exited	137	757	54	22	622	60	44	4	64	85	1	85	1935
Hourly Exit Rate	137	757	54	22	622	60	44	4	64	85	1	85	1935
Input Volume	222	1100	88	26	653	64	47	4	66	83	1	88	2442
% of Volume	62	69	61	85	95	94	94	100	97	102	100	97	79
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0	0

2: Quik Trip/J. Christopher's & Peachtree Corners Cir Performance by movement

Movement	EBT	EBR	WBT	WBR	NBR	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.1	0.1	0.0
Total Del/Veh (s)	24.4	2.0	5.2	2.7	0.6	0.6	13.5
Stop Del/Veh (s)	19.5	0.1	2.5	0.9	0.0	0.0	10.0
Vehicles Entered	857	49	706	121	61	70	1864
Vehicles Exited	863	49	703	121	61	71	1868
Hourly Exit Rate	863	49	703	121	61	71	1868
Input Volume	1182	67	754	114	61	65	2243
% of Volume	73	73	93	106	100	109	83
Denied Entry Before	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0

3: Peachtree Pkwy & Peachtree Corners Cir Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.7	0.4	0.1	3.5	0.3	0.2	344.0	340.1	333.1	2.1	0.3	0.4	151.3
Total Del/Veh (s)	92.1	68.7	5.7	59.3	77.1	51.3	109.1	55.0	16.2	71.3	41.4	9.3	55.0
Stop Del/Veh (s)	86.7	62.6	2.8	55.3	69.7	48.8	99.4	41.0	11.2	62.6	28.3	6.5	44.6
Vehicles Entered	525	259	93	71	244	48	215	1680	74	52	1317	372	4950
Vehicles Exited	529	263	93	71	247	49	211	1651	74	52	1295	370	4905
Hourly Exit Rate	529	263	93	71	247	49	211	1651	74	52	1295	370	4905
Input Volume	691	354	120	73	242	45	264	2000	92	52	1327	362	5622
% of Volume	77	74	78	97	102	109	80	83	80	100	98	102	87
Denied Entry Before	0	0	0	0	0	0	3	27	1	0	0	0	31
Denied Entry After	0	0	0	0	0	0	44	350	15	0	0	0	409

Total Network Performance

Denied Del/Veh (s)	320.7
Total Del/Veh (s)	75.6
Stop Del/Veh (s)	57.2
Vehicles Entered	5468
Vehicles Exited	5455
Hourly Exit Rate	5455
Input Volume	18627
% of Volume	29
Denied Entry Before	151
Denied Entry After	1000

Intersection: 1: Creme de la Creme/The Forum

Movement	EB	EB	EB	B4	WB	WB	WB	WB	NB	SB	SB
Directions Served	L	T	R	T	L	T	T	R	LTR	LT	R
Maximum Queue (ft)	154	409	80	310	124	298	284	198	181	198	100
Average Queue (ft)	113	381	26	273	21	220	110	15	85	85	32
95th Queue (ft)	194	408	83	315	76	316	287	86	163	180	104
Link Distance (ft)		340		253		241	241		168	202	
Upstream Blk Time (%)		52		58		13	4		2	3	
Queuing Penalty (veh)		0		0		49	16		0	0	
Storage Bay Dist (ft)	100		55		100			150			50
Storage Blk Time (%)	3	50	0		0	26	2		43	0	
Queuing Penalty (veh)	39	156	1		0	7	1		38	0	

Intersection: 2: Quik Trip/J. Christopher's & Peachtree Corners Cir

Movement	EB	EB	WB	WB	SB
Directions Served	T	TR	T	TR	R
Maximum Queue (ft)	266	179	215	253	11
Average Queue (ft)	238	11	28	19	1
95th Queue (ft)	300	78	128	123	11
Link Distance (ft)	241	241	255	255	170
Upstream Blk Time (%)	27	0	0	1	
Queuing Penalty (veh)	167	1	2	4	
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 3: Peachtree Pkwy & Peachtree Corners Cir

Movement	EB	EB	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	NB	SB
Directions Served	L	L	T	T	R	L	T	TR	L	L	T	T	R	L
Maximum Queue (ft)	150	225	306	294	200	224	281	226	215	350	529	520	400	43
Average Queue (ft)	145	222	278	160	26	66	154	124	136	247	498	497	129	9
95th Queue (ft)	159	230	322	270	122	140	243	208	199	456	512	506	409	31
Link Distance (ft)			255	255			300	300			481	481		
Upstream Blk Time (%)			59	3			0				44	44		
Queuing Penalty (veh)			335	16			0				0	0		
Storage Bay Dist (ft)	75	75			150	200			200	200			375	200
Storage Blk Time (%)	75	77	30	12	0		4		2	1	47	46	0	
Queuing Penalty (veh)	132	136	205	14	0		3		16	8	125	43	0	

Intersection: 3: Peachtree Pkwy & Peachtree Corners Cir

Movement	SB	SB	SB	SB
Directions Served	L	T	T	R
Maximum Queue (ft)	349	634	563	196
Average Queue (ft)	97	431	382	71
95th Queue (ft)	302	600	552	139
Link Distance (ft)		718	718	718
Upstream Blk Time (%)		0		
Queuing Penalty (veh)		0		
Storage Bay Dist (ft)	200			
Storage Blk Time (%)		35		
Queuing Penalty (veh)		18		

Network Summary

Network wide Queuing Penalty: 1531

Appendix G: Cost Estimates & GDOT ICE Reports

GDOT PI#: Request By:
 County: GDOT District:
 Major Road: Road Class: Speed Limit:
 Crossing Road: Road Class: Speed Limit:
 Major Rd Direction: Area Type:
 Intersection Control: Project ID:
 Prepared By: Date:
 Project Purpose:

Existing Data Year:
 Project Opening Year:
 Project Design Year:
 Annual Growth Rate:
 K Factor*:

* K Factor = Proportion of average annual daily traffic occurring in the highest one hour of the day

LEGEND:

- 000 = AM Peak Approach Volume
- (000) = PM Peak Approach Volume
- [000] = ADT Volume (Estimate)

2024 OPENING YEAR VOLUMES

		12 (102) [3000]										
		(0)	(69)	(1)	(32)							
		0	8	1	3							
						WB PTC Circle						
		<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 20px;">Peds</td> <td style="width: 20px;">↖</td> <td style="width: 20px;">↓</td> <td style="width: 20px;">↘</td> <td style="width: 20px;">↔</td> </tr> </table>				Peds	↖	↓	↘	↔	0	(0)
Peds	↖	↓	↘	↔								
573 (1086) [17100]	(146)	12	2024 Intersection Daily Entering Volume (est): 18,700		17	(50)						
	(871)	493			650	(515)						
	(69)	68			19	(21)						
	(0)	0										
						EB PTC Circle						
		<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 20px;">↔</td> <td style="width: 20px;">↙</td> <td style="width: 20px;">↑</td> <td style="width: 20px;">↗</td> <td style="width: 20px;">↕</td> </tr> </table>				↔	↙	↑	↗	↕	41	0
↔	↙	↑	↗	↕								
						58	0					
						(37)	(3)					
						99 (93) [1900]						
						NB The Forum						

2019 EXISTING YEAR VOLUMES

APPROACH SPLITS:

PTC Circle: 86%
The Forum: 14%

		12 (97) [2900]										
		(0)	(66)	(1)	(30)							
		0	8	1	3							
						WB PTC Circle						
		<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 20px;">Peds</td> <td style="width: 20px;">↖</td> <td style="width: 20px;">↓</td> <td style="width: 20px;">↘</td> <td style="width: 20px;">↔</td> </tr> </table>				Peds	↖	↓	↘	↔	0	(0)
Peds	↖	↓	↘	↔								
594 (1034) [16300]	(139)	11	2019 Intersection Daily Entering Volume (est): 17,850		16	(48)						
	(829)	469			68	(490)						
	(66)	65			18	(20)						
	(0)	0										
						EB PTC Circle						
		<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 20px;">↔</td> <td style="width: 20px;">↙</td> <td style="width: 20px;">↑</td> <td style="width: 20px;">↗</td> <td style="width: 20px;">↕</td> </tr> </table>				↔	↙	↑	↗	↕	39	0
↔	↙	↑	↗	↕								
						55	0					
						(35)	(3)					
						94 (88) [1800]						
						NB The Forum						

PEAK HR % TRUCKS:

EB	WB	NB	SB
2%	1%	2%	1%

2044 DESIGN YEAR VOLUMES

		15 (119) [3500]										
		(0)	(81)	(1)	(37)							
		0	10	1	4							
						WB PTC Circle						
		<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 20px;">Peds</td> <td style="width: 20px;">↖</td> <td style="width: 20px;">↓</td> <td style="width: 20px;">↘</td> <td style="width: 20px;">↔</td> </tr> </table>				Peds	↖	↓	↘	↔	0	(0)
Peds	↖	↓	↘	↔								
664 (1263) [19300]	(170)	13	2044 Intersection Daily Entering Volume (est): 21,750		20	(59)						
	####	572			754	(598)						
	(81)	79			22	(24)						
	(0)	0										
						EB PTC Circle						
		<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 20px;">↔</td> <td style="width: 20px;">↙</td> <td style="width: 20px;">↑</td> <td style="width: 20px;">↗</td> <td style="width: 20px;">↕</td> </tr> </table>				↔	↙	↑	↗	↕	48	0
↔	↙	↑	↗	↕								
						67	0					
						(43)	(4)					
						115 (108) [2200]						
						NB The Forum						

Introduction: In 2005, SAFETEA-LU established the Highway Safety Improvement Program (HSIP) and mandated that each state prepare a Strategic Highway Safety Plan (SHSP) to prioritize safety funding investments. Intersections quickly became a common component of most states' SHSP emphasis areas and HSIP project lists, including Georgia's SHSP. Intersection Control Evaluation (ICE) policies and procedures represent a traceable and transparent procedure to streamline the evaluation of intersection control alternatives, and further leverage safety advancements for intersection improvements beyond just the safety program. Approximately one-third of all traffic fatalities and roughly seventy five percent of all traffic crashes in Georgia occur at or adjacent to intersections. Accordingly, the Georgia SHSP includes an emphasis on enhancing intersection safety to advance the *Toward Zero Deaths* vision embraced by the Georgia Governor's Office of Highway Safety (GOHS). This ICE tool was developed to support the ICE policy, developed and adopted to help ensure that intersection investments across the entire Georgia highway system are selected, prioritized and implemented with defensible benefits for safety towards those ends.

Tool Goal: The goal of this ICE tool is to provide a simplified and consistent way of importing traffic, safety, cost, environmental impact and stakeholder posture data to assess and quantify intersection control improvement benefits. The tool supports the ICE policy and procedures to provide traceability, transparency, consistency and accountability when identifying and selecting an intersection control solution that both meets project purpose and reflects overall best value in terms of specific performance-based criteria.

Requirements: An ICE is required for any intersection improvement (e.g. new or modified intersection, widening/reconstruction or corridor project, or work accomplished through a driveway or encroachment permit that affects an intersection) where: **1)** the intersection includes at least one roadway designated as a State Route (State Highway System) or as part of the National Highway System; or **2)** the intersection will be designed or constructed using State or Federal funding. In certain circumstances where an ICE would otherwise be required, the requirement may be waived based on appropriate evidence presented with a written request. (See the **"Waiver"** tab to review criteria that may make a project waiver eligible and for instructions to submit a waiver request to the Department). An ICE is not required when the proposed work does not include any changes to the intersection design, involves only routine traffic signal timing and equipment maintenance, or for driveway permits where the driveway is not a new leg to an already existing intersection on either 1) a divided, multi-lane highway with a closed median and only right-in/right-out access or 2) an undivided roadway where the development is not required to construct left and/or right turn lanes (as per the Driveway Manual and District Traffic Engineer).

Two-Stage Process: A complete ICE process consists of two (2) distinct stages, and it is expected that the respective level of effort for completing both stages of ICE will correspond to the magnitude and complexity of the intersection. Prior to starting an ICE, the District Traffic Engineer and/or State Traffic Engineer should be consulted for advice on an appropriate level of effort. The Stage 1 and Stage 2 ICE forms are designed minimize required data inputs using drop-down menu choices and limiting text entry. All fields shaded grey include drop down menu choices and all fields shaded blue require data entry. All other cells in the worksheet are locked.

Stage 1 Screening Decision Record: Stage 1 should be conducted early in the project development process and is intended to inform which alternatives are worthy of further evaluation in Stage 2. Stage 1 serves as a screening effort meant to *eliminate* non-competitive options and identify which alternatives merit further considerations based on their practical feasibility. Users should use good engineering judgement in responding to the seven policy questions by selecting "Yes" or "No" in the drop-down boxes. Alternatives should not be summarily eliminated without due consideration, and reasons for eliminating or advancing an alternative should be documented in the "Screening Decision Justification" column.

Stage 2 Alternative Selection Decision Record: Stage 2 involves a more detailed and familiar evaluation of the alternatives identified in Stage 1 in order to support the selection of a preferred alternative that may be advanced to detailed design. Stage 2 data entry may require the use of external analysis tools to determine costs, operations and/or safety data that, combined with environmental and stakeholder posture data, form the basis of the ICE evaluation. A separate "CostEst" worksheet tab helps users develop pre-planning-level cost estimates for each Stage 2 alternative evaluated, and a separate Users Guide has been prepared to give guidance on Stage 1 and Stage 2 data entry. Once all data is entered, each alternative is scored and ranked, with the results reported at the bottom of the Stage 2 worksheet to inform on the best of the intersection controls evaluated for project recommendation.

Documentation: A complete ICE document consists of the combination of the outputs from either a completed and signed waiver form or both Stage 1 and Stage 2 worksheets (along with supporting costing and/or environmental documentation), to be included in the approved project Concept Report (or equivalent) or as a stand-alone document.

GDOT PI #	N/A	<p>Note: Up to 5 alternatives may be selected and evaluated; Use this ICE Stage 1 to screen 5 or fewer alternatives to evaluate in Stage 2</p> <p style="font-size: small; text-align: center;"> 1. Does alternative address the project need in a balanced manner and in scale with the project? 2. Does alternative improve safety performance in terms of reducing severe crashes? 3. Does alternative incorporate safety performance in operations (congestion, delay, reliability, etc.)? 4. Does alternative appear feasible given the site characteristics, constraints & location context? 5. Does alternative appear feasible with respect to other project factors? 6. Overall feasible alternative (select alternative for further evaluation in Stage 2)? </p>							
Project Location:	PTC Circle @ The Forum								
Existing Control:	Conventional (Minor Stop)								
Prepared by:	Ali Donnes								
Date:	8/30/2022								
<p><i>Answer "Yes" or "No" to each policy question for each control type to identify which alternatives should be evaluated in the Stage 2 Decision Record; enter justification in the rightmost column</i></p>		<p style="text-align: right;">Screening Decision Justification:</p>							
<p>Intersection Alternative (see "Intersections" tab for detailed description of intersection/interchange type)</p>									
Unsignalized Intersections	Conventional (Minor Stop)	No	No	No	Yes	Yes	No	No	Existing conditions
	Conventional (All-Way Stop)	No	No	No	No	No	No	No	Does not improve safety or capacity, multilane app. not suited for AWSC.
	Mini Roundabout	No	Yes	Yes	No	Yes	No	No	Adversely affects capacity
	Single Lane Roundabout	Yes	Yes	Yes	No	Yes	No	No	Adversely affects capacity
	Multilane Roundabout	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Improves safety performance, Forum driveway accessibility, and capacity
	RCUT (stop control)	Yes	Yes	No	Yes	No	No	No	Impractical solution for local businesses and driveway access
	RIRO w/down stream U-Turn	No	No	No	Yes	No	No	No	Does not accommodate project need
	High-T (unsignalized)	No	No	No	No	No	No	No	Not at T-intersections
	Offset-T Intersections	No	No	No	No	No	No	No	Does not accommodate project need, limited R/W to offset.
	Diamond Interch (Stop Control)	No	No	No	No	No	No	No	Not an interchange
	Diamond Interch (RAB Control)	No	No	No	No	No	No	No	Not an interchange
	No LT Lane Improvements	No	No	No	No	No	No	No	N/A
	No RT Lane Improvements	No	No	No	No	No	No	No	N/A
	Other unsignalized (provide description):	No	No	No	No	No	No	No	N/A
Signalized Intersections	Traffic Signal	Yes	Yes	Yes	Yes	Yes	No	Yes	Improves safety performance, Forum driveway accessibility, and capacity
	Median U-Turn (Indirect Left)	No	Yes	No	Yes	No	No	No	Impractical solution for local businesses and driveway access
	RCUT (signalized)	No	Yes	No	Yes	No	No	No	Impractical solution for local businesses and driveway access
	Displaced Left Turn (CFI)	No	No	No	No	No	No	No	Does not accommodate project need, not in scale with project
	Continuous Green-T	No	No	No	No	No	No	No	Not a T-intersection
	Jughandle	No	No	No	No	No	No	No	Does not accommodate project need
	Quadrant Roadway	No	No	No	No	No	No	No	Does not accommodate project need
	Diamond Interch (Signal Control)	No	No	No	No	No	No	No	Not an interchange
	Diverging Diamond	No	No	No	No	No	No	No	Not an interchange
	Single Point Interchange	No	No	No	No	No	No	No	Not an interchange
	No LT Lane Improvements	No	No	No	No	No	No	No	N/A
	No RT Lane Improvements	No	No	No	No	No	No	No	N/A
Other Signalized (provide description):	No	No	No	No	No	No	No	N/A	

= Intersection type selected for more detailed analysis in Stage 2 Alternative Selection Decision Record



GDOT ICE STAGE 2: ALTERNATIVE SELECTION DECISION RECORD

ICE Version 2.22 | Revised 5/6/2022

Project Location: PTC Circle @ The Forum
 Existing Intersection Control: Conventional (Minor Stop)
 Type of Analysis: Conventional Non-Safety Funded Project

District: 1 - Gainesville
 County: Gwinnett
 Area: Urban

GDOT PI #: N/A
 Prepared by: Ali Donnes
 Date: 8/30/2022

Opening / Design Year Traffic Operations

Intersection meets signal/AWS warrants?	Meets Signal Warrants	Complete Streets Warrants Met? <input checked="" type="checkbox"/> PEDESTRIANS <input checked="" type="checkbox"/> BICYCLES <input checked="" type="checkbox"/> TRANSIT
Traffic Analysis Measure of Effectiveness	Intersection Delay	
Traffic Analysis Software Used	Synchro	
Analysis Time Period	AM Peak Hr PM Peak Hr	
2024 Opening Yr No-Build Peak Hr Intersection Delay	18.5 sec 123.6 sec	
2024 Opening Yr No-Build Peak Hr Intersection V/C	0.02 0.88	
2044 Design Yr No-Build Peak Hr Intersection Delay	21.2 sec 446.3 sec	
2044 Design Yr No-Build Peak Hr Intersection V/C	0.02 1.65	

Crash Type	Crash Data: Enter most recent 5 years of crash data	Crash Severity					Years:
		K*	A*	B*	C*	O	5
Angle	1	0	1	3	4	64%	
Head-On	0	0	0	0	0	0%	
Rear End	0	0	0	1	2	21%	
Sideswipe - same	0	0	0	1	0	7%	
Sideswipe - opposite	0	0	0	0	0	0%	
Not Collision w/Motor Veh	0	0	0	0	1	7%	
TOTALS:	1	0	1	5	7	14	

* Number of crashes resulting in injuries / fatalities, not number of persons

Alternatives Analysis:

	Alternative 1	Alternative 2	Alternative 3	Alternative 4	Alternative 5
Proposed Control Type/Improvement:	Multilane Roundabout	Traffic Signal	N/A	N/A	N/A
Project Cost: (From CostEst Worksheet)	<i>Additional description here</i>	<i>Add LT bays all approaches</i>	<i>Additional description here</i>	<i>Additional description here</i>	<i>Additional description here</i>
Construction Cost	\$2,425,000	\$945,000			
ROW Cost	\$0	\$0			
Environmental Cost	\$73,700	\$55,000			
Reimbursable Utility Cost	\$100,000	\$12,100			
Design & Contingency Cost	\$0	\$0			
Cost Adjustment (justification req'd)	+10%	+10%			
Total Cost	\$2,598,700	\$1,012,100			

Traffic Operations:

	User Cost Override		User Cost Override					
Traffic Analysis Software Used	GDOT RAB Tool		Synchro					
Analysis Period	AM Peak Hr	PM Peak Hr	AM Peak Hr	PM Peak Hr				
2044 Design Yr Build Intersection Delay	5.6 sec	8.9 sec	27.1 sec	41.6 sec				
2044 Design Yr Build Intersection V/C	0.33	0.60	0.60	0.66				

Safety Analysis:

Predefined CRF: PDO	32%	39%			
Predefined CRF: Fatal/Inj	71%	40%			
Predefined CRF Source:	FHWA Clearinghouse #s 236 / 237	FHWA Clearinghouse #s 7982 / 7984			
User Defined CRF: PDO					
User Defined CRF: Fatal/Inj					
User Defined CRF Source (write in if applicable):					

Environmental Impacts:¹

Historic District/Property	None	None			
Archaeology Resources	None	None			
Graveyard	None	None			
Stream	Minimal	Minimal			
Underground Tank/Hazmat	None	None			
Park Land	None	None			
EJ Community	None	None			
Wooded Area	None	None			
Wetland	None	None			

Note: If environmental impact is significant (RED), provide justification impact won't jeopardize project delivery using "Env" worksheet
¹ Environmental impacts are only preliminary estimates; detailed environmental impact documentation will be included with project concept

Stakeholder Posture:

Local Community Support	Supportive	Supportive			
GDOT Support	Unknown	Unknown			

Final ICE Stage 2 Score:	7.4	6.5			
Rank of Control Type Alternatives:	1	2			
Final Intersection Control Selection:	1 - Multilane Roundabout				

Note: Stage 2 score is not given (shown as ".") if signal or AWS is selected as control type but respective warrants are not met

Provide additional comments and/or explain any unique analysis inputs, results (as necessary): No-Build reflects worst movement for delay and v/c. Traffic Signal (half-cycle) alternative reflects overall intersection and weighted average v/c.

Opinion of Probable Cost of Multilane Roundabout

Peachtree Corners Cir @ the Forum (Roundabout)
City of Peachtree Corners

Item	Description	Unit	Quantity	Unit Price	Total Cost
150-1000	TRAFFIC CONTROL	LS	1	\$150,000.00	\$150,000.00
210-0099	GRADING COMPLETE	LS	1	\$570,000.00	\$570,000.00
310-1100	GR AGGR BASE CRS, INCL MATL	TN	3882	\$39.58	\$153,649.56
402-4510	RECYCLED ASPH CONC 12.5 MM SUPERPAVE, GP 2 ONLY, INCL POLYMER-MODIFIED BITUM MATL & H LIME	TN	604	\$145.84	\$88,087.36
402-3190	RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	TN	633	\$120.00	\$75,960.00
402-3121	RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	TN	949	\$110.00	\$104,390.00
402-1812	RECYCLED ASPH CONC LEVELING, INCL BITUM MATL & H LIME	TN	689	\$116.08	\$80,000.00
413-0750	TACK COAT	GL	806	\$3.08	\$2,482.48
441-0754	CONCRETE MEDIAN, 7 1/2 IN	SY	522	\$103.32	\$53,933.04
439-0022	PLAIN PC CONC PVMT, CL 3 CONC, 10 IN THK (TRUCK APRON)	SY	169	\$153.81	\$25,993.89
441-0108	CONC SIDEWALK, 8 IN	SY	561	\$115.73	\$64,924.53
441-6222	CONC CURB & GUTTER, 8 IN X 30 IN, TP 2	LF	1925	\$21.12	\$40,656.00
441-6745	CONC CURB & GUTTER, 8 IN X 32 IN, TP 9	LF	157	\$30.61	\$4,805.77
441-5001	CONCRETE HEADER CURB, 4 IN, TP 1	LF	107	\$18.55	\$1,984.85
432-5010	MILL ASPH CONC PVMT, VARIABLE DEPTH	SY	797	\$12.57	\$10,018.29
653-0296	THERMOPLASTIC PVMT MARKING, WORD, TP 15	EA	5	\$217.19	\$1,085.95
653-0110	THERMOPLASTIC PVMT MARKING, ARROW, TP 1	EA	6	\$90.10	\$540.60
653-0130	THERMOPLASTIC PVMT MARKING, ARROW, TP 3	EA	2	\$146.70	\$293.40
653-0131	THERMOPLASTIC PVMT MARKING, ARROW, TP 3A	EA	4	\$150.00	\$600.00
653-0180	THERMOPLASTIC PVMT MARKING, ARROW, TP 8	EA	4	\$228.00	\$912.00
653-1906	THERMOPLASTIC SOLID TRAF STRIPE, 6 IN, WHITE	LF	1282	\$1.13	\$1,448.66
653-2602	THERMOPLASTIC SOLID TRAF STRIPE, 6 IN, YELLOW	LF	1645	\$2.30	\$3,783.50
653-3501	THERMOPLASTIC SKIP TRAF STRIPE, 5 IN, WHITE	GLF	300	\$1.30	\$388.90
653-1804	THERMOPLASTIC SOLID TRAF STRIPE, 8 IN, WHITE	GLF	405	\$3.13	\$1,267.65
653-4830	THERMOPLASTIC SKIP TRAF STRIPE, 18 IN, WHITE	GLF	154	\$3.53	\$543.62
653-6006	THERMOPLASTIC TRAF STRIPING, YELLOW	SY	175	\$6.39	\$1,118.25
	LIGHTING SUPPLY	LS	1	\$100,000.00	\$100,000.00
	DRAINAGE SUPPLY	LS	1	\$150,000.00	\$150,000.00
	LANDSCAPING SUPPLY	LS	1	\$100,000.00	\$100,000.00
	EROSION CONTROL SUPPLY	LS	1	\$100,000.00	\$100,000.00
	SIGN SUPPLY	LS	1	\$35,000.00	\$35,000.00
	CONSTRUCTION ADMIN	LS	1	\$20,000.00	\$20,000.00

25% Contingency	\$480,967.07
TOTAL	\$2,424,835.37
Rounded Total	\$2,425,000.00

Because the Consultant does not control the cost of labor, materials, equipment or services furnished by others, methods of determining prices, or competitive bidding or market conditions, any opinions rendered as to costs, including but not limited to opinions as to the costs of construction and materials, shall be made on the basis of its experience and represent its judgment as an experienced and qualified professional, familiar with the industry. The Consultant cannot and does not guarantee that proposals, bids or actual costs will not vary from its opinions of cost.

Costs do not included cost for utility relocations, right-of-way acquisitons or construction engineering and inspections.

Opinion of Probable Cost of Signalized Intersection

Peachtree Corners Cir @ The Forum and Crème de la Crème
City of Peachtree Corners

Item	Description	Unit	Quantity	Unit Price	Total Cost
150-1000	TRAFFIC CONTROL	LS	1	\$10,000.00	\$10,000.00
210-0099	GRADING COMPLETE	LS	1	\$50,000.00	\$50,000.00
402-4510	RECYCLED ASPH CONC 12.5 MM SUPERPAVE, GP 2 ONLY, INCL POLYMER-MODIFIED BITUM MATL & H LIME	TN	1001	\$145.84	\$145,985.84
441-0754	CONCRETE MEDIAN, 7 1/2 IN	SY	304	\$103.32	\$31,409.28
441-0108	CONC SIDEWALK, 8 IN	SY	49	\$130.22	\$6,380.78
441-6222	CONC CURB & GUTTER, 8 IN X 30 IN, TP 2	LF	458	\$21.12	\$9,672.96
432-5010	MILL ASPH CONC PVMT, VARIABLE DEPTH	SY	6066	\$5.14	\$31,179.24
653-0296	THERMOPLASTIC PVMT MARKING, WORD, TP 15	EA	1	\$217.19	\$217.19
653-0110	THERMOPLASTIC PVMT MARKING, ARROW, TP 1	EA	8	\$88.43	\$707.44
653-0130	THERMOPLASTIC PVMT MARKING, ARROW, TP 3	EA	1	\$145.70	\$145.70
653-1906	THERMOPLASTIC SOLID TRAF STRIPE, 6 IN, WHITE	LF	482	\$2.30	\$1,108.60
653-1502	THERMOPLASTIC SOLID TRAF STRIPE, 6 IN, YELLOW	LF	1190	\$1.13	\$1,344.70
653-1804	THERMOPLASTIC SOLID TRAF STRIPE, 8 IN, WHITE	LF	615	\$3.13	\$1,924.95
653-3501	THERMOPLASTIC SKIP TRAF STRIPE, 5 IN, WHITE	GLF	1100	\$0.73	\$803.00
653-3502	THERMOPLASTIC SKIP TRAF STRIPE, 5 IN, YELLOW	GLF	95	\$1.02	\$96.90
653-4830	THERMOPLASTIC SKIP TRAF STRIPE, 18 IN, WHITE	GLF	28	\$3.53	\$98.84
653-1704	THERMOPLASTIC SOLID TRAF STRIPE, 24 IN, WHITE	LF	120	\$9.81	\$1,177.20
653-6004	THERMOPLASTIC TRAF STRIPING, WHITE	SY	14	\$8.36	\$117.04
653-6006	THERMOPLASTIC TRAF STRIPING, YELLOW	SY	294	\$6.01	\$1,766.94
	TRAFFIC SIGNAL SUPPLY	LA	1	\$200,000.00	\$200,000.00
	LIGHTING SUPPLY	LS	1	\$100,000.00	\$100,000.00
	DRAINAGE SUPPLY	LS	1	\$50,000.00	\$50,000.00
	LANDSCAPING SUPPLY	LS	1	\$50,000.00	\$50,000.00
	EROSION CONTROL SUPPLY	LS	1	\$50,000.00	\$50,000.00
	SIGN SUPPLY	LS	1	\$10,000.00	\$10,000.00
	CONSTRUCTION ADMIN	LS	1	\$5,000.00	\$5,000.00

25% Contingency	\$188,534.15
TOTAL	\$947,670.75
Rounded Total	\$948,000.00

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Costs do not included cost for utility relocations, right-of-way aquisitons or construction engineering and inspections.