Final Environmental Impact Statement

Volume II: Appendices C - J

for Centers for Disease Control and Prevention Roybal Campus 2025 Master Plan

SEPTEMBER 2014

PREPARED FOR

The Centers for Disease Control and Prevention (CDC)
U.S. Department of Health and Human Services
Atlanta, Georgia

PREPARED BY

JACOBS

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Appendix C
Visual Impact Analysis

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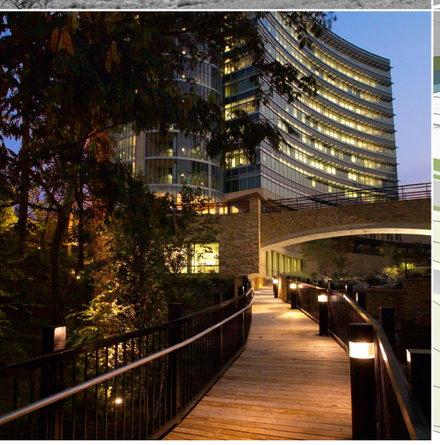

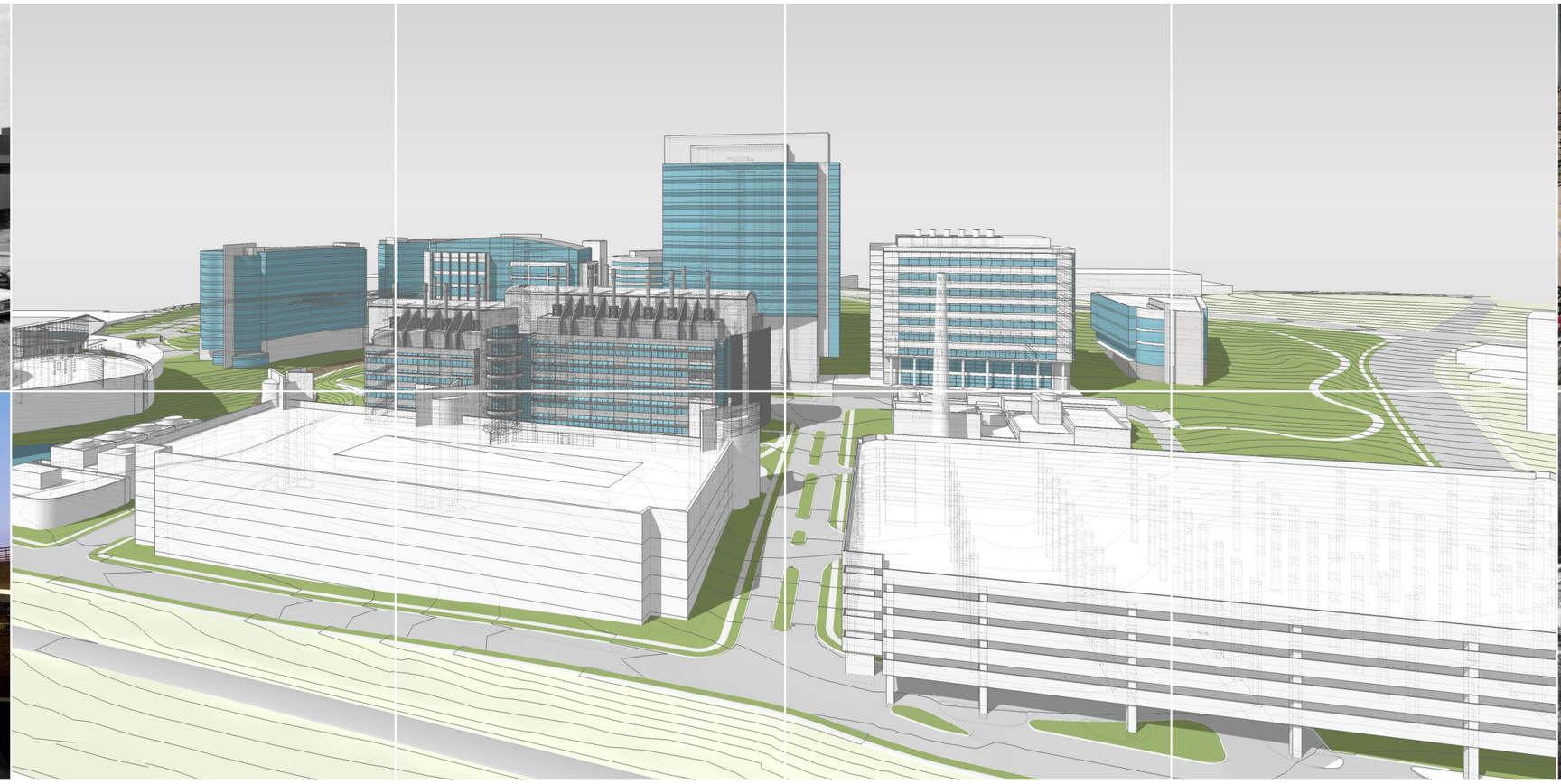

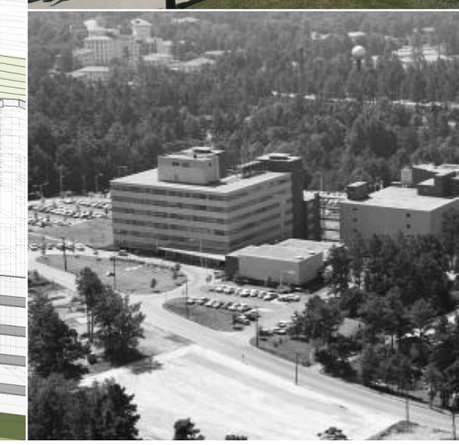

ROYBAL CAMPUS 2025 MASTER PLAN

FEIS VISUAL IMPACT ANALYSIS

ATLANTA, GEORGIA
JULY 2014

DEPARTMENT OF HEALTH AND HUMAN SERVICES · USA

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INTRODUCTION & PURPOSE

FEIS Visual Impact Analysis

The Centers for Disease Control and Prevention (CDC), an Operating Division (OPDIV) of the Department of Health and Human Services (HHS) prepared a Draft Environmental Impact Statement (DEIS) to assess the potential impacts associated with the implementation of the Roybal Campus 2025 Master Plan (Master Plan) for HHS/CDC's Edward R. Roybal Campus (Roybal Campus) located at 1600 Clifton Road N.E. in Atlanta, Georgia. The Master Plan identifies a number of potential improvements to be completed through the 2015 to 2025 timeframe, and establishes the building concept and planning guidelines. Improvements proposed under the Master Plan include a new research building, existing building renovation, parking expansion, and infrastructure upgrades.

Public comments received from local residents and adjacent property owners during the official review period of the DEIS expressed concerns regarding potential visual impacts associated with the Preferred Alternative. Under the Preferred Alternative as discussed in the DEIS, the proposed research building would be located adjacent to existing research facilities within the core of the campus and the proposed height of the new research building would not exceed any existing building height on campus. Although the new structures identified in the Preferred Alternative would increase the density of development on the campus, as well as alter views of the campus, the DEIS analysis concluded that a significant adverse impact would not result. This conclusion was based on the criteria that no new land uses were being introduced to the campus, nor were any new buildings exceeding existing building heights being proposed. Upon receipt of the public comments, however, HHS/CDC decided to revisit the topic.

A Visual Impact Analysis has been prepared for inclusion in the FEIS in order to further evaluate the potential visual impacts of the Preferred Alternative, and to address the concerns of surrounding property owners and the public with regard to continued development at the Roybal Campus. Upon review of the comments and initial findings of the Visual Impact Analysis, HHS/CDC has reduced the maximum building height for the proposed research building and established a vertical maximum elevation for future buildings on the Roybal Campus not to exceed 1,160 feet above mean sea level (MSL). The proposed parking structure and chilled water storage would not exceed 1,010 feet above MSL, or approximately the height of the existing South Parking Deck (see pp. 6, 16, and 18).

VISUAL IMPACT ANALYSIS

The methodology for the Visual Impact Analysis included the following steps: identifying significant locations or viewpoints from which the new proposed structures would be visible, developing building concepts and simulations to approximate the potential views of the proposed research building and parking deck, including both originally developed and revised building concepts. Viewpoints were determined by gathering data on significant views to the campus, mapping potential locations, and field verification. Building concepts were prepared for the proposed research building and the proposed parking deck. Simulations of the potential visual changes are represented in photo diagrams and composite renderings.

SURROUNDING CONTEXT

The Roybal Campus is surrounded by a mix of institutional, commercial, and residential uses. Land uses immediately to the north of the campus include Emory Point, a mixed-use development which includes residential and retail uses, a conference center, a school, an office building, and residential townhouses. The Roybal Campus is bordered by Emory University property to the west, south, and east. The CSX railroad right-of-way is located adjacent to the southern boundary of the Roybal Campus. Further south of the right-of-way are Emory University uses including utility and support buildings, campus residences, and academic buildings. Emory University administrative buildings are located immediately to the west of the Roybal Campus. To the east of the Roybal Campus are Emory University academic buildings and a large Emory parking deck. Due to their immediate adjacency, these surrounding uses have the most prominent views of the Roybal Campus. Several surrounding neighborhoods have differing levels of visibility based on their geographical and topological relationship to the Roybal Campus. The Roybal Campus is surrounded by several single-family residential neighborhoods; Druid Hills (to the south and west), Victoria Estates (to the north) and Woodland Hills (to the northwest). Figure 1 represents the surrounding neighborhood context.

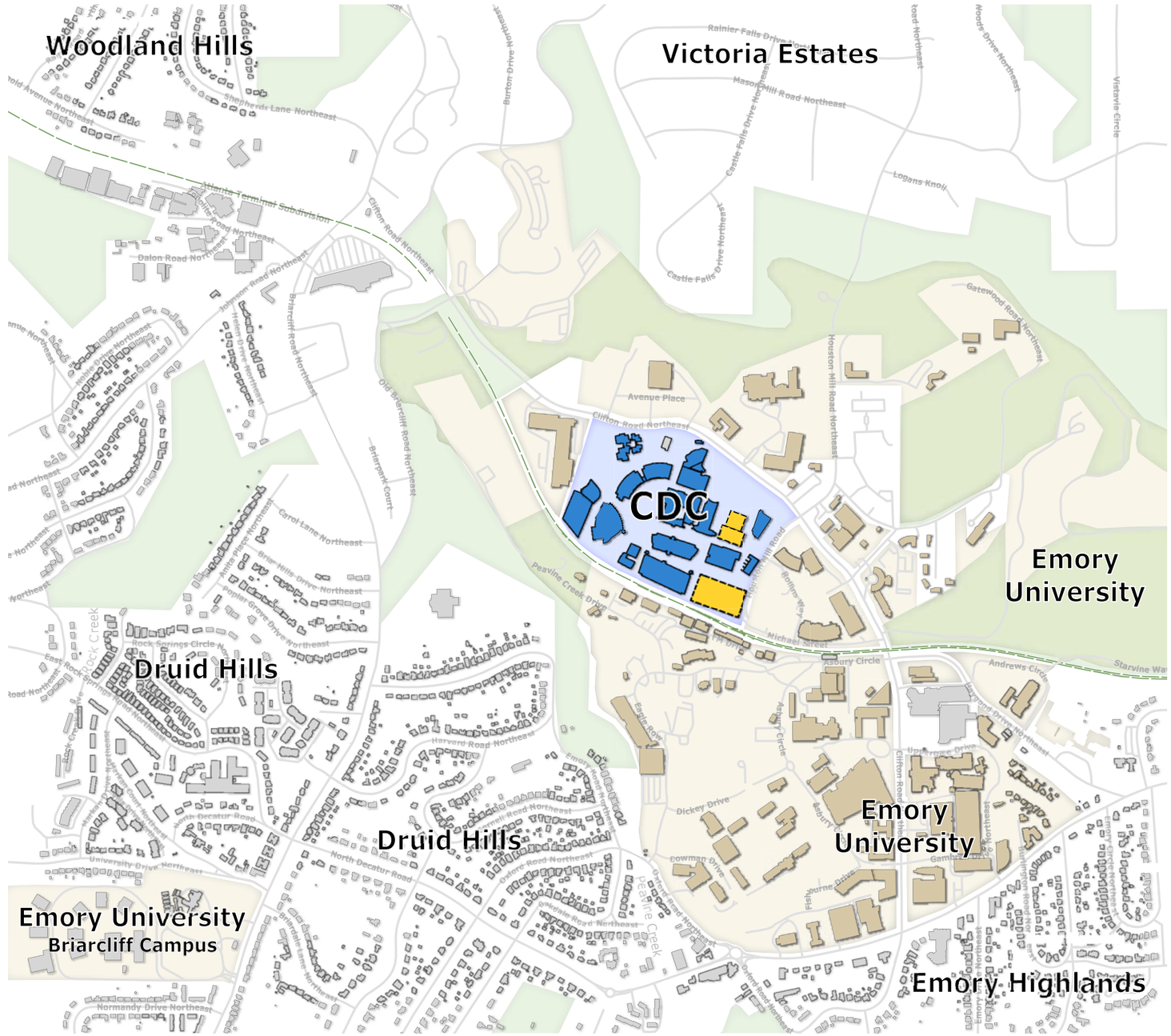

FIGURE 1: SITE CONTEXT MAP

BUILDING PROGRAM & MASSING

Building concepts were developed for the proposed research building including the original building height and a revised building height. The conceptual design for the proposed research building is shown in relation to existing campus buildings. For the Visual Impact Analysis the conceptual design for the proposed research building represents a total of approximately 343,000 gross square feet (gsf) of predominantly laboratory space. The building concept, including building heights, was based on the building footprint and proposed building program as identified in the Roybal Campus 2025 Master Plan. The specific design details including final building heights, gross square feet, building functions, their placement and adjacencies will be determined in the future Project Development Study (PDS). The current building mass is articulated by four major masses listed in the chart below as well as in Figure 2.

Mass	Floors	Floor SF	GSF
Upper	7	31,890	**223,230**
Base	2	17,700	**35,400**
Plinth	2	22,890	**45,780**
Courtyard	2	19,290	**38,580**
			342,990

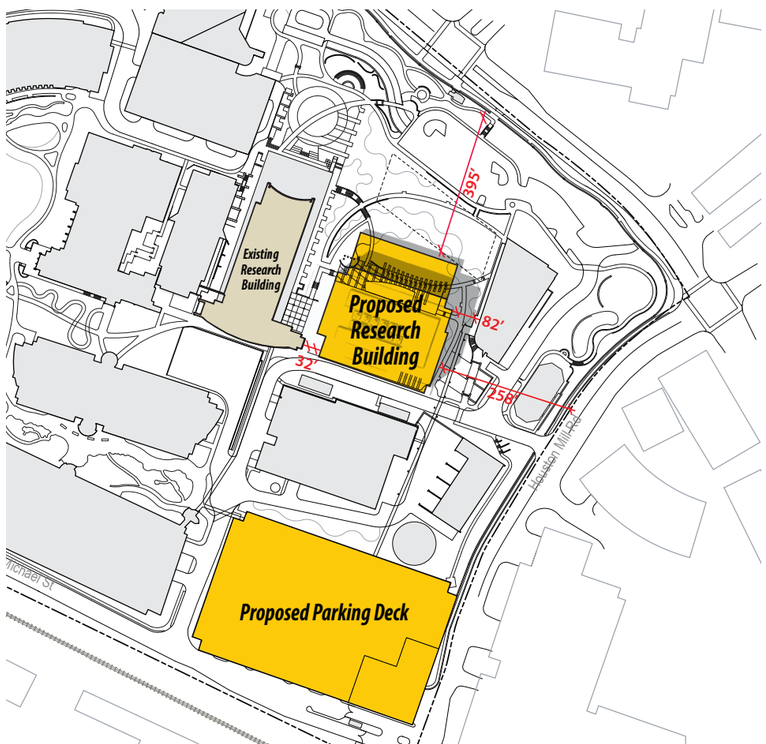

FIGURE 3: REVISED PROPOSED RESEARCH BUILDING PLAN VIEW

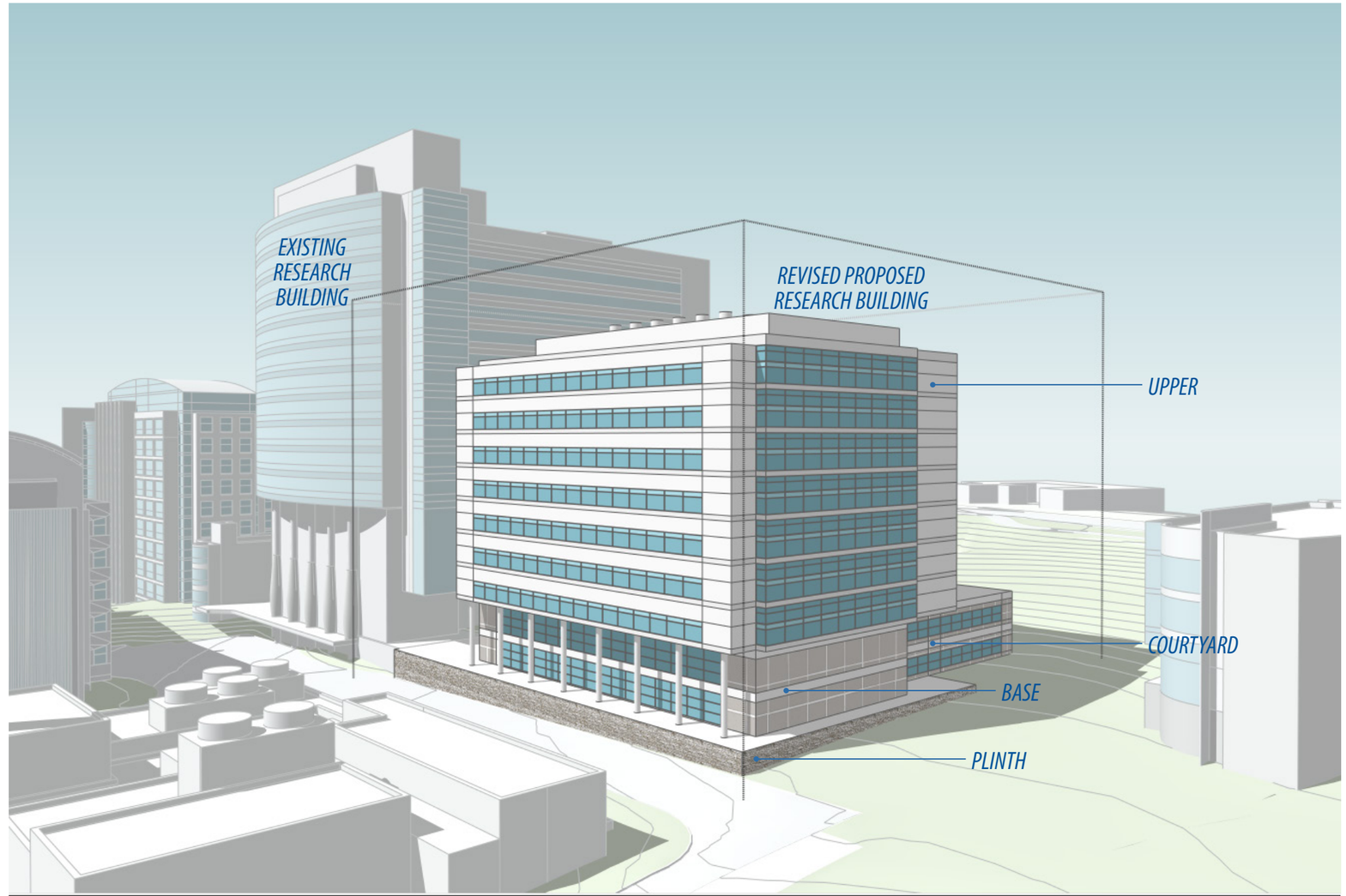

FIGURE 2: REVISED PROPOSED RESEARCH BUILDING MASS ARTICULATION

BUILDING CONCEPTS : **BUILDING SECTIONS**

The elevational sections represented in Figure 4 show the specific horizontal relationship of the proposed new research building (original conceptual height of 1,184 feet above MSL and revised conceptual height of 1,124 feet above MSL) to an existing research building on the campus, which represents the tallest structure on the Roybal Campus at approximately 1,237 feet above MSL. The proposed research building will have three finish floor elevations in common with the existing research building; the front and rear plaza levels as well as the on grade service access on the southern edge of the structure. The model for the images contained herein were based on a building height of 1,124 feet above MSL. Final building heights will be refined in the future PDS, but will not exceed 1,160 feet above MSL in any case.

FIGURE 4: EXISTING + PROPOSED RESEARCH BUILDINGS: EAST-WEST SECTION

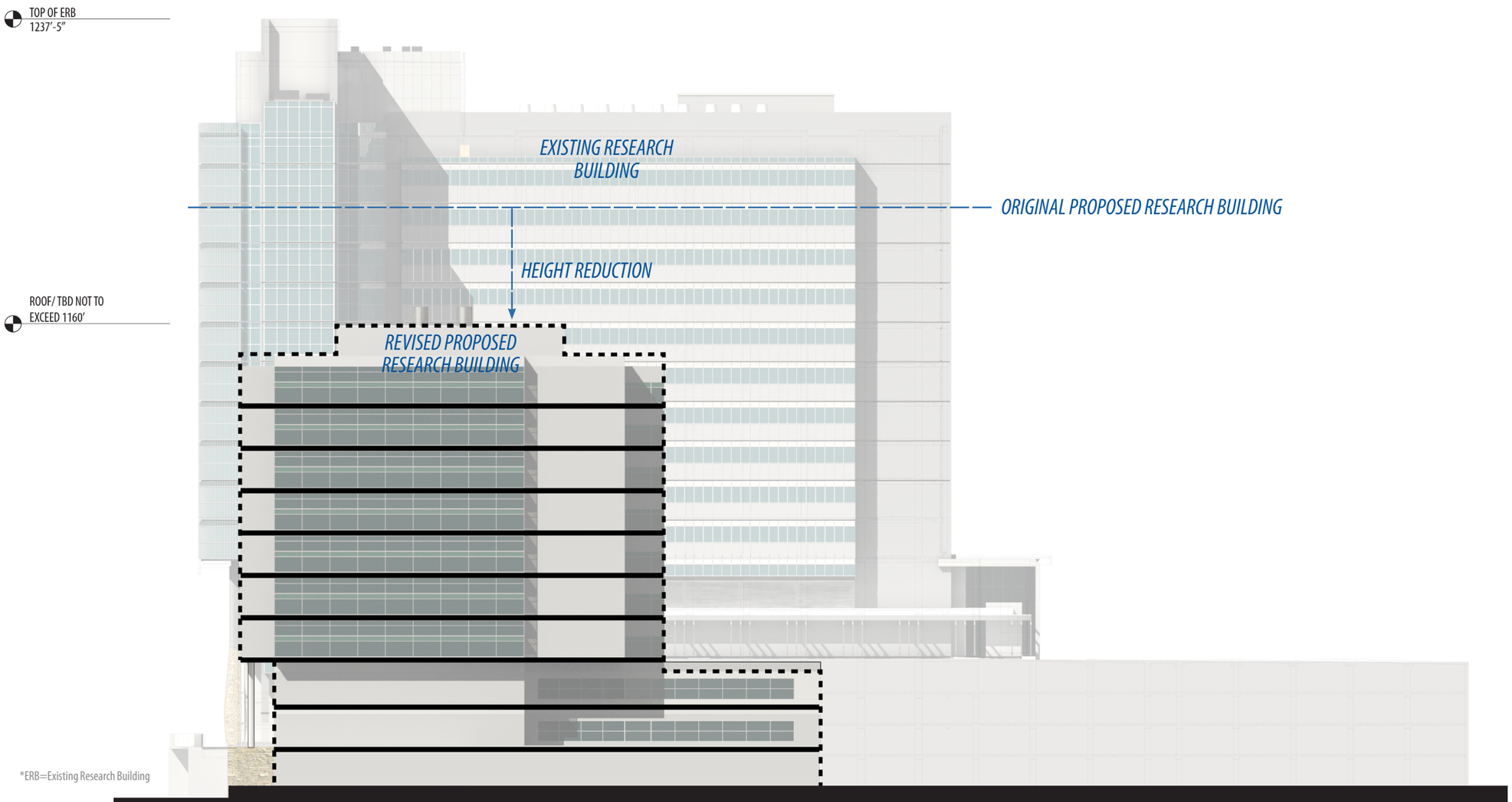

FIGURE 5: EXISTING + PROPOSED RESEARCH BUILDINGS: NORTH-SOUTH SECTION

BUILDING CONCEPTS: **CAMPUS ELEVATIONS**

In response to public comments and an evaluation of potential visual impacts, a reduced building height has been established for the proposed research building. In addition to reducing the building height, HHS/CDC has set a vertical building maximum elevation for proposed buildings on the Roybal Campus not to exceed 1,160 feet above MSL as represented by the two adjacent diagrams.

This elevation is the current top of structure (TOP) for one other building on campus. The vertical building maximum elevation of 1,160 feet above MSL is approximately 77 feet lower than the tallest existing building on campus, as shown in Figure 6.

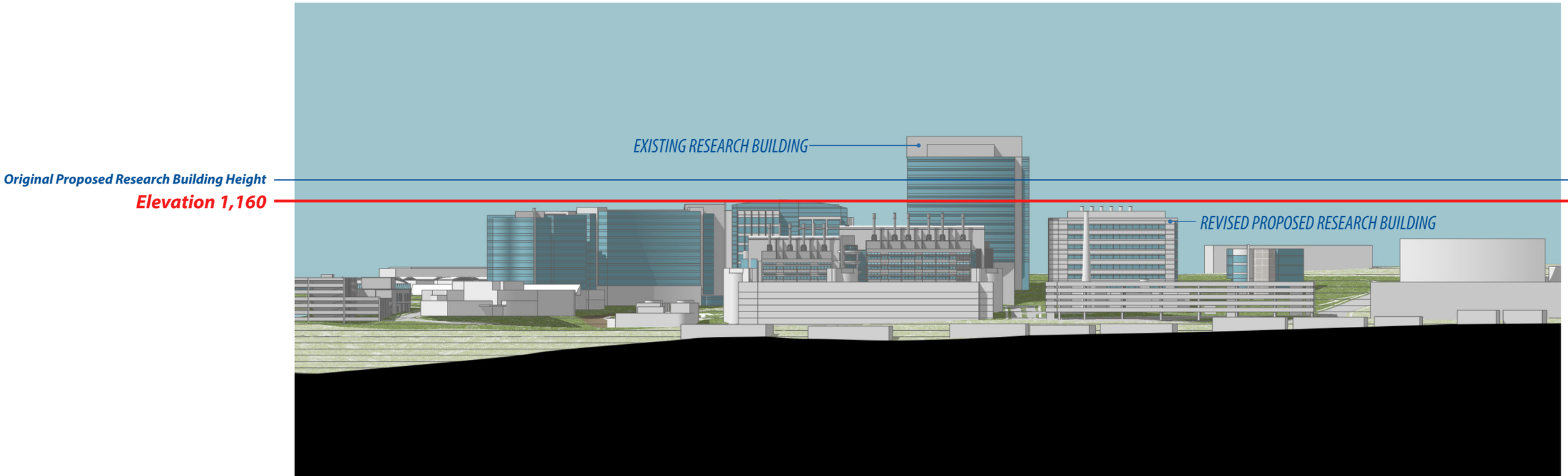

FIGURE 6: ROYBAL CAMPUS SOUTH ELEVATION

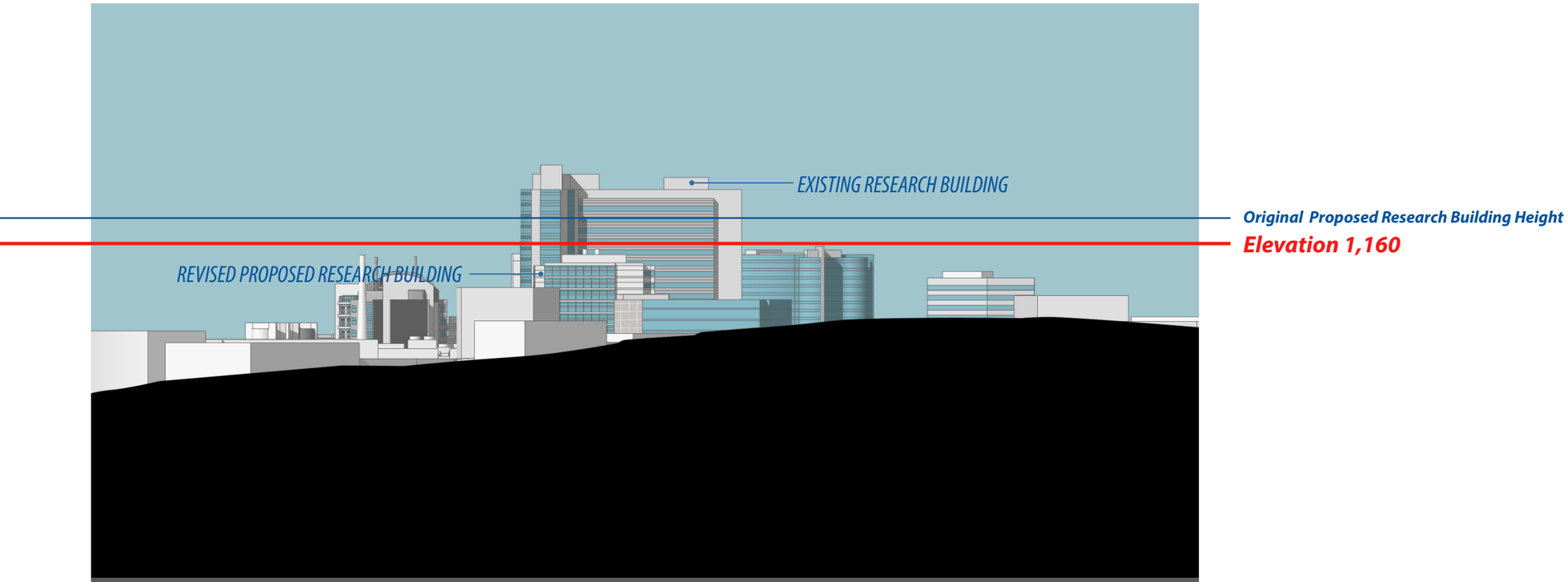

FIGURE 7: ROYBAL CAMPUS EAST ELEVATION

VISUAL IMPACT ANALYSIS

A series of composite renderings and photo diagrams were developed in order to simulate the visual impact of the proposed research building on the surrounding neighborhoods as well as the Emory University Campus. The photo diagrams show in Figures 9 -15 identify specific view points from the surrounding neighborhood to the Roybal Campus, in relation to the existing research building. The relative location of the proposed research building with the revised building height is extrapolated onto the photos and represented by corresponding dashed-lines. The original building height for the proposed research facility is also shown. **The base photography for the photo diagrams was taken on April 23, 2014 and April 30, 2014 between the hours of 8:00 and 11:00 am, when the foliage cover was already significant. These simulations may produce different results in the fall and winter with limited foliage.**

The composite renderings as identified in Figures 16-20 are developed in a similar manner as the photo diagrams. The composite rendering show a more detailed simulation of the proposed research building with the revised building height by representing the building massing for the proposed research building with further refinement in order to represent a potential ratio of solid to glazed portion of the facades. Please note the intent of the Visual Impact Analysis is to represent the contextual relationship to the campus and neighboring structures and not to articulate or define particular architectural building concept strategies. These diagrams and renderings are approximated within a tolerance of within +/-5%. Please refer to Figure 8 for the geographic locations of the photo diagrams as well as the composite renderings.

Composite Rendering 1

Photo Diagram 1

MSL elevation 950

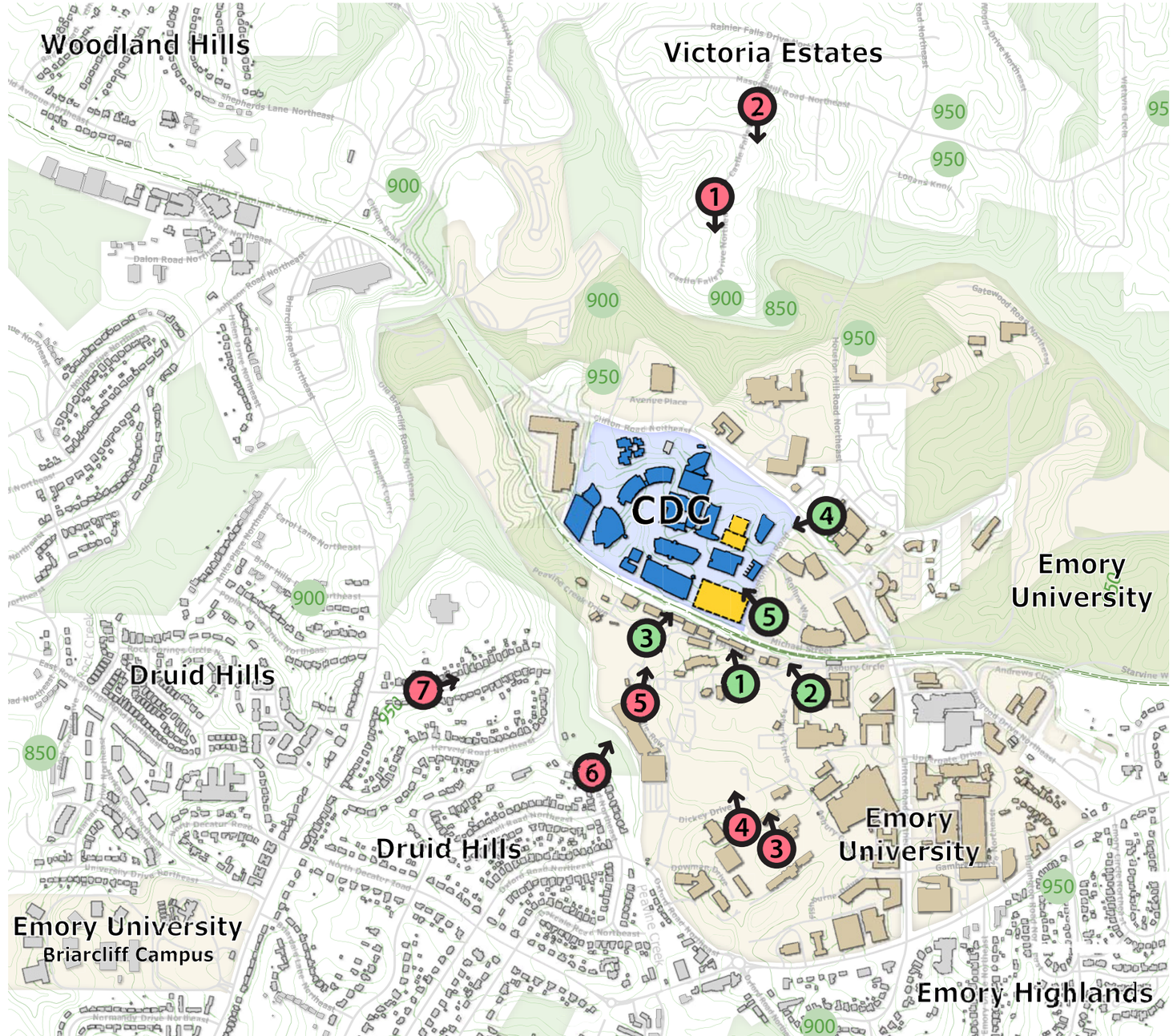

FIGURE 8: PHOTO DIAGRAM + COMPOSITE RENDERING LOCATIONS

FIGURE 9: PHOTO DIAGRAM - CASTLE FALLS DRIVE

1

2 FIGURE 10: PHOTO DIAGRAM - MASON MILL ROAD

FIGURE 11: PHOTO DIAGRAM - EMORY UNIVERSITY QUAD

3

4 FIGURE 12: PHOTO DIAGRAM - EMORY UNIVERSITY QUAD

FIGURE 13: PHOTO DIAGRAM - EMORY UNIVERSITY EAGLE ROW

5

6 FIGURE 14: PHOTO DIAGRAM - EMORY ROAD NE

FIGURE 15: PHOTO DIAGRAM - EMORY ROAD NE

7

1 FIGURE 16: COMPOSITE RENDERING - EMORY UNIVERSITY - SIGMA CHI

FIGURE 17: COMPOSITE RENDERING - EMORY UNIVERSITY - MCTYLER DRIVE

2

3 FIGURE 18: COMPOSITE RENDERING - EMORY UNIVERSITY - PEAVINE CREEK ROAD

FIGURE 19: COMPOSITE RENDERING - HOUSTON MILL ROAD

4

CONCLUSION

The Visual Impact Analysis provides a visual representation of the potential changes to the surrounding area as a result of the construction of the proposed research facility. In general, the closer in distance to the Roybal Campus the greater the visual change resulting from the proposed new research facility. As identified in Figures 9-12, views of the proposed research building from Victoria Estates and Emory University Quad would be limited. Viewpoints from the Druid Hill neighborhood as depicted in Figures 14 and 15, are also limited due to the distance and existing foliage. The existing foliage provides a vegetative screen to the existing buildings on the Roybal Campus and would also provide a screening for new proposed construction, however during the fall and winter the new structure would be more visible. As distance to the Roybal Campus decreases, the proposed research facility becomes more visible as depicted in Figures 16 -20. The revised building's reduced height for the proposed research facility has lessened the visual impact on surrounding areas. For example, specific view points from Emory University as depicted in Figure 11 and Figure 13 show minimized or no visibility of the proposed research facility as a result of the reduced building height.

In response to public comments and a reevaluation of potential visual impacts, HHS/CDC has established a reduced maximum building height for the proposed research building. The vertical maximum elevation for the proposed research building and other future buildings on the Roybal Campus will not exceed 1,160 feet above MSL. The vertical maximum building elevation of 1,160 feet above MSL level is approximately 77 feet lower than the tallest existing building on campus. The proposed parking structure and chilled water storage would not exceed 1,010 feet above MSL, or approximately the height of the existing South Parking Deck (see pp. 6, 16, and 18).

5 FIGURE 20: COMPOSITE RENDERING - PROPOSED PARKING DECK

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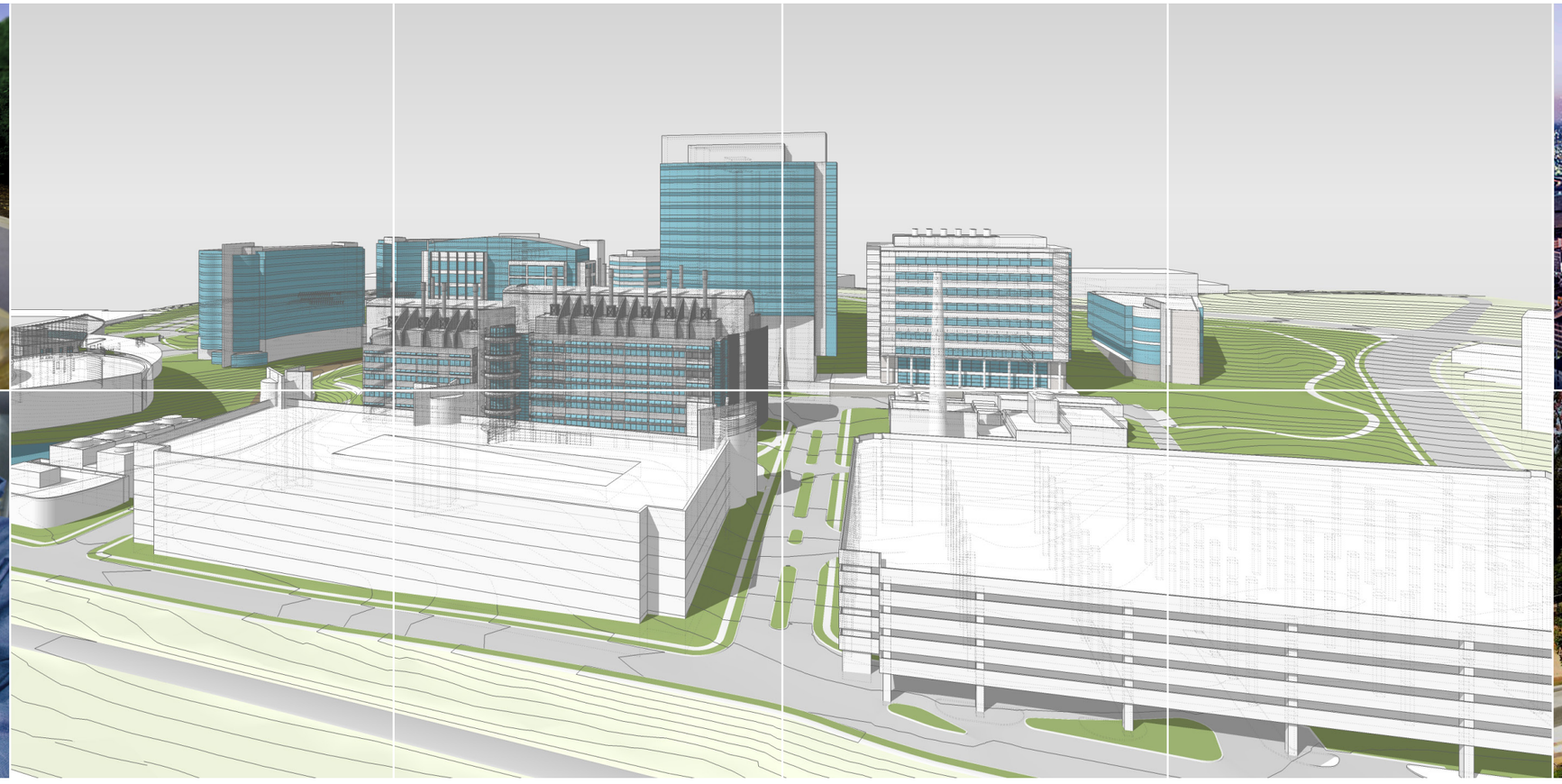

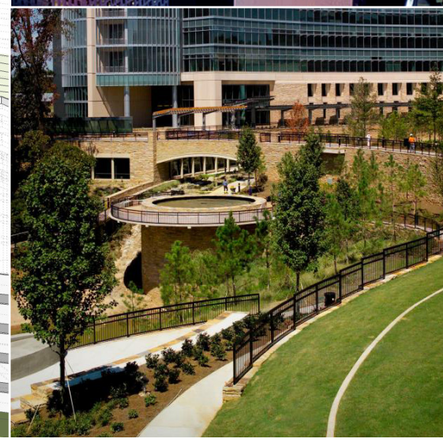

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Appendix D
Transportation

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Traffic data was collected the week of October 21, 2012. Additional supplemental counts were collected on January 16, 2012.

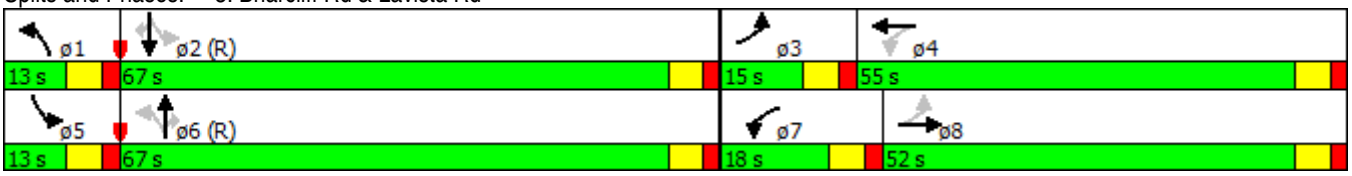
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	58	190	222	201	503	68	95	667	94	28	607	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	11	12	12	10	12	14	12	12	10	12	10
Storage Length (ft)	150		0	200		0	200		450	125		0
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.919			0.982				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1636	1639	0	1770	1707	0	1851	1827	1553	1604	1810	1436
Flt Permitted	0.085			0.187			0.096			0.067		
Satd. Flow (perm)	146	1639	0	348	1707	0	187	1827	1553	113	1810	1436
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		39			5				109			109
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		608			3539			1422			808	
Travel Time (s)		11.8			68.9			27.7			15.7	
Peak Hour Factor	0.89	0.89	0.89	0.95	0.95	0.95	0.89	0.89	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	3%	3%	3%	2%	2%	2%	4%	4%	4%	5%	5%	5%
Adj. Flow (vph)	65	213	249	212	529	72	107	749	101	30	653	17
Shared Lane Traffic (%)												
Lane Group Flow (vph)	65	462	0	212	601	0	107	749	101	30	653	17
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			14			14	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.04	1.00	1.00	1.09	1.00	0.92	1.00	1.00	1.09	1.00	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	3	8		7	4		1	6		5	2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	8			4			6		6	2		2
Detector Phase	3	8		7	4		1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	10.0	20.0		10.0	20.0		10.0	20.0	20.0	10.0	20.0	20.0
Total Split (s)	15.0	52.0		18.0	55.0		13.0	67.0	67.0	13.0	67.0	67.0
Total Split (%)	10.0%	34.7%		12.0%	36.7%		8.7%	44.7%	44.7%	8.7%	44.7%	44.7%
Maximum Green (s)	9.0	46.0		12.0	49.0		7.0	61.0	61.0	7.0	61.0	61.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	3.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	9.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	54.2	43.0		61.8	52.2		70.4	66.2	66.2	67.5	61.0	61.0
Actuated g/C Ratio	0.36	0.29		0.41	0.35		0.47	0.44	0.44	0.45	0.41	0.41
v/c Ratio	0.49	0.93		0.82	1.01		0.65	0.93	0.14	0.26	0.89	0.03
Control Delay	39.0	73.7		55.5	77.4		43.4	51.6	2.4	25.5	56.7	0.1
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.0	73.7		55.5	77.4		43.4	51.6	2.4	25.5	56.7	0.1
LOS	D	E		E	E		D	D	A	C	E	A
Approach Delay		69.4			71.7			45.5			54.0	
Approach LOS		E			E			D			D	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 85 (57%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 120
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.01
Intersection Signal Delay: 58.8 Intersection LOS: E
Intersection Capacity Utilization 95.7% ICU Level of Service F
Analysis Period (min) 15

Splits and Phases: 3: Briarcliff Rd & Lavista Rd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Volume (vph)	124	243	233	86	731	103	86	766	203	476	1505	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		100	300		400	200		0	200		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850			0.850		0.969			0.998	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	3396	0	1787	3567	0
Flt Permitted	0.288			0.576			0.121			0.121		
Satd. Flow (perm)	536	3539	1583	1073	3539	1583	225	3396	0	228	3567	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			253			112		20			1	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		1499			401			1532			2209	
Travel Time (s)		29.2			7.8			29.8			43.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.86	0.86	0.95	0.95	0.92
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	3%	3%	1%	1%	2%
Adj. Flow (vph)	135	264	253	93	795	112	93	891	236	501	1584	22
Shared Lane Traffic (%)												
Lane Group Flow (vph)	135	264	253	93	795	112	93	1127	0	501	1606	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6		6	2		2	4			8		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Detector Phase	1	6	6	5	2	2	7	4		3	8	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	22.0	22.0	10.0	22.0	22.0	10.0	22.0		10.0	22.0	
Total Split (s)	13.0	50.0	50.0	48.0	85.0	85.0	13.0	39.0		13.0	39.0	
Total Split (%)	8.7%	33.3%	33.3%	32.0%	56.7%	56.7%	8.7%	26.0%		8.7%	26.0%	
Maximum Green (s)	7.0	44.0	44.0	42.0	79.0	79.0	7.0	33.0		7.0	33.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None		None	None	
Walk Time (s)		5.0	5.0		5.0	5.0		5.0			5.0	
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0			11.0	
Pedestrian Calls (#/hr)		0	0		0	0		0			0	
Act Effct Green (s)	84.3	77.3	77.3	87.7	79.0	79.0	40.0	33.0		40.0	33.0	
Actuated g/C Ratio	0.56	0.52	0.52	0.58	0.53	0.53	0.27	0.22		0.27	0.22	
v/c Ratio	0.38	0.14	0.27	0.14	0.43	0.13	0.70	1.48		3.77	2.05	
Control Delay	21.8	26.1	10.5	19.3	34.9	12.0	67.6	261.8		1262.6	504.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	21.8	26.1	10.5	19.3	34.9	12.0	67.6	261.8		1262.6	504.1	
LOS	C	C	B	B	C	B	E	F		F	F	
Approach Delay		19.2			30.9			247.0			684.5	
Approach LOS		B			C			F			F	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 95 (63%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 120
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 3.77
Intersection Signal Delay: 358.9 Intersection LOS: F
Intersection Capacity Utilization 101.1% ICU Level of Service G
Analysis Period (min) 15

Splits and Phases: 4: N Druid Hills Rd & Lavista Rd

Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Volume (vph)	270	792	1193	9	15	211
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999		0.874	
Flt Protected	0.950				0.997	
Satd. Flow (prot)	1752	1845	1825	0	1639	0
Flt Permitted	0.950				0.997	
Satd. Flow (perm)	1752	1845	1825	0	1639	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		360	596		474	
Travel Time (s)		7.0	11.6		10.8	
Peak Hour Factor	0.97	0.97	0.98	0.98	0.81	0.81
Heavy Vehicles (%)	3%	3%	4%	4%	1%	1%
Adj. Flow (vph)	278	816	1217	9	19	260
Shared Lane Traffic (%)						
Lane Group Flow (vph)	278	816	1226	0	279	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		26	26		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

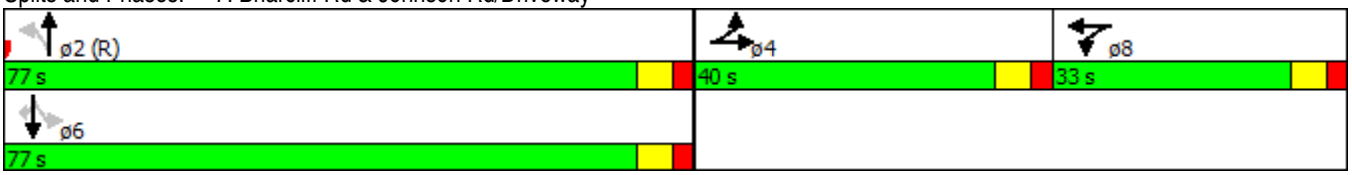
Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 102.2%	ICU Level of Service G
Analysis Period (min) 15	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	461	42	11	20	19	12	25	500	18	55	476	356
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	0		0	250		0	250		150
Storage Lanes	1		0	0		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt		0.994			0.968			0.995				0.850
Flt Protected	0.950	0.962			0.981		0.950			0.950		
Satd. Flow (prot)	1681	1692	0	0	1735	0	1752	3487	0	1752	3505	1568
Flt Permitted	0.950	0.962			0.981		0.430			0.415		
Satd. Flow (perm)	1681	1692	0	0	1735	0	793	3487	0	766	3505	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			9			3				405
Link Speed (mph)		35			30			35			35	
Link Distance (ft)		1757			282			2736			824	
Travel Time (s)		34.2			6.4			53.3			16.1	
Peak Hour Factor	0.96	0.96	0.96	0.80	0.80	0.80	0.91	0.91	0.91	0.88	0.88	0.88
Heavy Vehicles (%)	2%	2%	2%	4%	4%	4%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	480	44	11	25	24	15	27	549	20	62	541	405
Shared Lane Traffic (%)	44%											
Lane Group Flow (vph)	269	266	0	0	64	0	27	569	0	62	541	405
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100		20	100	20
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Split	NA		Split	NA		Perm	NA		Perm	NA	Perm
Protected Phases	4	4		8	8			2			6	
Permitted Phases							2			6		6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4		8	8		2	2		6	6	6
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	22.5
Total Split (s)	40.0	40.0		33.0	33.0		77.0	77.0		77.0	77.0	77.0
Total Split (%)	26.7%	26.7%		22.0%	22.0%		51.3%	51.3%		51.3%	51.3%	51.3%
Maximum Green (s)	33.5	33.5		26.5	26.5		70.5	70.5		70.5	70.5	70.5
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.5	2.5		2.5	2.5		2.5	2.5		2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5			6.5		6.5	6.5		6.5	6.5	6.5
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None		None	None		C-Max	C-Max		None	None	None
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	0
Act Effct Green (s)	28.5	28.5			10.2		94.3	94.3		94.3	94.3	94.3
Actuated g/C Ratio	0.19	0.19			0.07		0.63	0.63		0.63	0.63	0.63
v/c Ratio	0.84	0.83			0.51		0.05	0.26		0.13	0.25	0.36
Control Delay	80.9	78.6			71.1		14.0	12.6		10.4	9.2	2.3
Queue Delay	0.0	0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	80.9	78.6			71.1		14.0	12.6		10.4	9.2	2.3
LOS	F	E			E		B	B		B	A	A
Approach Delay		79.8			71.1			12.7			6.5	
Approach LOS		E			E			B			A	

Intersection Summary	
Area Type: Other	
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 73 (49%), Referenced to phase 2:NBTL, Start of Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.84	
Intersection Signal Delay: 27.8	Intersection LOS: C
Intersection Capacity Utilization 54.9%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 7: Briarcliff Rd & Johnson Rd/Driveway



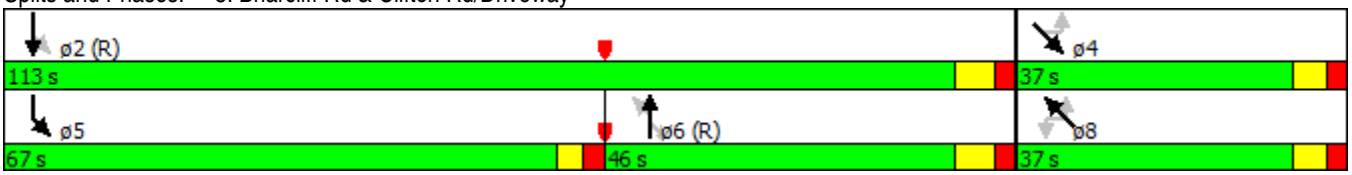
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Volume (vph)	0	663	358	882	643	0	13	10	5	284	0	410
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	14	11	10	12	12	12	12	12	12
Storage Length (ft)	316		0	150		0	0		0	0		0
Storage Lanes	1		1	1		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor								1.00			1.00	0.97
Frt			0.850					0.977				0.850
Flt Protected				0.950				0.977			0.950	
Satd. Flow (prot)	0	3421	1531	1869	3388	0	0	1773	0	0	1736	1553
Flt Permitted				0.161				0.602			0.738	
Satd. Flow (perm)	0	3421	1531	317	3388	0	0	1093	0	0	1343	1505
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			366					5				456
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		824			360			355			1189	
Travel Time (s)		16.1			7.0			6.9			23.2	
Confl. Peds. (#/hr)									3	3		13
Peak Hour Factor	0.97	0.97	0.97	0.94	0.94	0.94	0.92	0.92	0.92	0.90	0.90	0.90
Heavy Vehicles (%)	2%	2%	2%	3%	3%	3%	2%	2%	2%	4%	4%	4%
Parking (#/hr)									0			
Adj. Flow (vph)	0	684	369	938	684	0	14	11	5	316	0	456
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	684	369	938	684	0	0	30	0	0	316	456
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		14			14			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	0.92	1.04	1.09	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	Perm	pm+pt	NA		Perm	NA		Perm	NA	Perm
Protected Phases		6		5	2			4			8	
Permitted Phases	6	6	6	2	2		4			8		8
Detector Phase	6	6	6	5	2		4	4		8	8	8
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	4.0	10.0		7.0	7.0		7.0	7.0	7.0
Minimum Split (s)	23.0	23.0	23.0	10.0	23.0		22.3	22.3		22.3	22.3	22.3
Total Split (s)	46.0	46.0	46.0	67.0	113.0		37.0	37.0		37.0	37.0	37.0
Total Split (%)	30.7%	30.7%	30.7%	44.7%	75.3%		24.7%	24.7%		24.7%	24.7%	24.7%
Maximum Green (s)	39.0	39.0	39.0	61.5	106.0		30.7	30.7		30.7	30.7	30.7
Yellow Time (s)	4.5	4.5	4.5	3.0	4.5		3.8	3.8		3.8	3.8	3.8
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5		2.5	2.5		2.5	2.5	2.5
Lost Time Adjust (s)		0.0	0.0	0.0	0.0			0.0			0.0	0.0
Total Lost Time (s)		7.0	7.0	5.5	7.0			6.3			6.3	6.3
Lead/Lag	Lag	Lag	Lag	Lead								
Lead-Lag Optimize?	Yes	Yes	Yes	Yes								
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	C-Max	C-Max	C-Max	None	C-Max		None	None		None	None	None
Act Effct Green (s)		39.0	39.0	107.5	106.0			30.7			30.7	30.7
Actuated g/C Ratio		0.26	0.26	0.72	0.71			0.20			0.20	0.20
v/c Ratio		0.77	0.55	1.09	0.29			0.13			1.15	0.68
Control Delay		69.2	21.1	82.4	8.3			44.2			153.6	9.9
Queue Delay		0.0	0.0	0.0	0.0			0.0			0.0	0.0
Total Delay		69.2	21.1	82.4	8.3			44.2			153.6	9.9
LOS		E	C	F	A			D			F	A
Approach Delay		52.3			51.2			44.2			68.7	
Approach LOS		D			D			D			E	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 120 (80%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 120
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.15
Intersection Signal Delay: 55.4 Intersection LOS: E
Intersection Capacity Utilization 106.5% ICU Level of Service G
Analysis Period (min) 15

Splits and Phases: 8: Briarcliff Rd & Clifton Rd/Driveway



Lane Group	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations						
Volume (vph)	42	8	394	657	0	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Frt	0.976				0.865	
Flt Protected				0.982		
Satd. Flow (prot)	2865	0	0	3510	1644	0
Flt Permitted				0.982		
Satd. Flow (perm)	2865	0	0	3510	1644	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	351			484	251	
Travel Time (s)	8.0			11.0	5.7	
Peak Hour Factor	0.56	0.56	0.92	0.92	0.69	0.69
Heavy Vehicles (%)	23%	23%	1%	1%	0%	0%
Adj. Flow (vph)	75	14	428	714	0	17
Shared Lane Traffic (%)						
Lane Group Flow (vph)	89	0	0	1142	17	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 42.9%		ICU Level of Service A	
Analysis Period (min) 15			

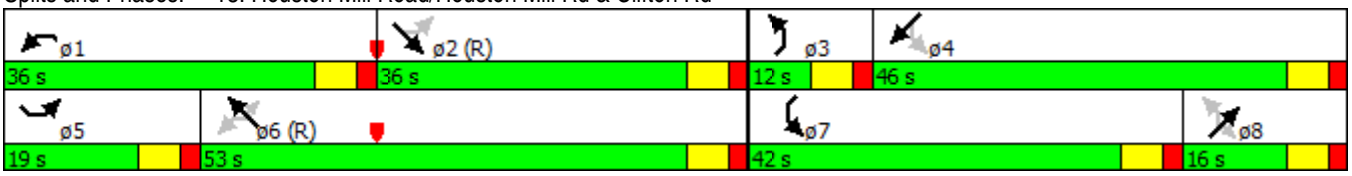
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	118	466	350	467	679	111	23	21	36	173	348	164
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	480		0	227		52	0		0	100		0
Storage Lanes	1		0	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99	0.98		1.00		0.95	0.99		0.91	0.99	0.99	
Frt		0.936				0.850			0.850		0.952	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1736	3195	0	1752	3505	1568	1570	1652	1404	1787	1781	0
Flt Permitted	0.380			0.119			0.168			0.592		
Satd. Flow (perm)	686	3195	0	219	3505	1490	276	1652	1280	1098	1781	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		136				176			227		19	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		625			693			484			1787	
Travel Time (s)		12.2			13.5			11.0			40.6	
Confl. Peds. (#/hr)	22		21	21		22	5		20	20		5
Peak Hour Factor	0.85	0.85	0.85	0.95	0.95	0.95	0.86	0.86	0.86	0.94	0.94	0.94
Heavy Vehicles (%)	4%	4%	4%	3%	3%	3%	15%	15%	15%	1%	1%	1%
Adj. Flow (vph)	139	548	412	492	715	117	27	24	42	184	370	174
Shared Lane Traffic (%)												
Lane Group Flow (vph)	139	960	0	492	715	117	27	24	42	184	544	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6		6	8		8	4		
Detector Phase	5	2		1	6	6	3	8	8	7	4	
Switch Phase												
Minimum Initial (s)	2.0	4.0		2.0	4.0	4.0	2.0	4.0	4.0	2.0	4.0	
Minimum Split (s)	8.0	21.0		8.0	21.0	21.0	8.0	12.0	12.0	8.0	21.5	
Total Split (s)	19.0	36.0		36.0	53.0	53.0	12.0	16.0	16.0	42.0	46.0	
Total Split (%)	14.6%	27.7%		27.7%	40.8%	40.8%	9.2%	12.3%	12.3%	32.3%	35.4%	
Maximum Green (s)	13.0	30.0		30.0	47.0	47.0	6.0	10.0	10.0	36.0	40.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	C-Max		None	C-Max	C-Max	None	None	None	None	None	
Act Effct Green (s)	40.6	30.0		70.1	53.5	53.5	28.6	23.8	23.8	47.9	40.7	
Actuated g/C Ratio	0.31	0.23		0.54	0.41	0.41	0.22	0.18	0.18	0.37	0.31	
v/c Ratio	0.46	1.14		0.95	0.50	0.16	0.23	0.08	0.10	0.36	0.95	
Control Delay	25.1	116.4		49.9	22.8	3.1	30.3	41.4	0.5	30.1	70.2	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	25.1	116.4		49.9	22.8	3.1	30.3	41.4	0.5	30.1	70.2	
LOS	C	F		D	C	A	C	D	A	C	E	
Approach Delay		104.9			31.1			19.7			60.1	
Approach LOS		F			C			B			E	

Intersection Summary

Area Type: Other
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 97 (75%), Referenced to phase 2:SETL and 6:NWTL, Start of Green
Natural Cycle: 120
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.14
Intersection Signal Delay: 62.3 Intersection LOS: E
Intersection Capacity Utilization 94.3% ICU Level of Service F
Analysis Period (min) 15

Splits and Phases: 13: Houston Mill Road/Houston Mill Rd & Clifton Rd



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	964	0	0	744	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	3471	0	0	3471	1863	0
Flt Permitted						
Satd. Flow (perm)	3471	0	0	3471	1863	0
Link Speed (mph)	35			35	30	
Link Distance (ft)	618			147	312	
Travel Time (s)	12.0			2.9	7.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	4%	4%	4%	4%	2%	2%
Adj. Flow (vph)	1048	0	0	809	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1048	0	0	809	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

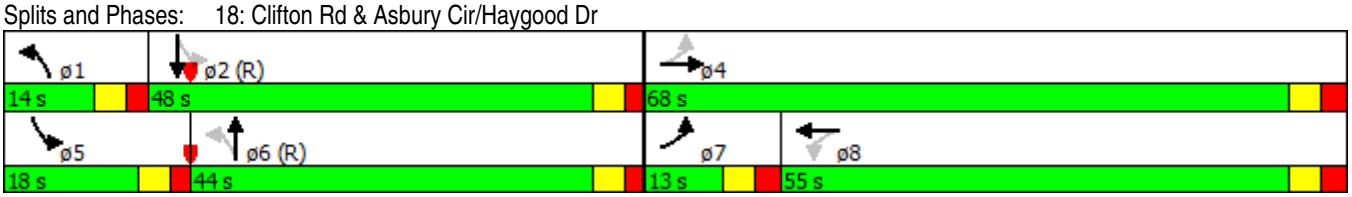
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 30.0%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	77	19	40	19	55	430	22	944	21	112	501	112
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	12	10	10	12	9	9	10
Storage Length (ft)	100		0	280		0	135		0	110		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	1.00	0.97		0.95	0.99		0.98	1.00		1.00	0.98	
Frt		0.899			0.867			0.997			0.973	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1465	1339	0	1652	1489	0	1604	3197	0	1533	2937	0
Flt Permitted	0.087			0.713			0.353			0.075		
Satd. Flow (perm)	134	1339	0	1183	1489	0	584	3197	0	121	2937	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		45			223			2			22	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		671			1358			1232			781	
Travel Time (s)		15.3			30.9			24.0			15.2	
Confl. Peds. (#/hr)	2		63	63		2	43		24	24		43
Peak Hour Factor	0.88	0.88	0.88	0.84	0.84	0.84	0.86	0.86	0.86	0.94	0.94	0.94
Heavy Vehicles (%)	15%	15%	15%	2%	2%	2%	5%	5%	5%	6%	6%	6%
Adj. Flow (vph)	88	22	45	23	65	512	26	1098	24	119	533	119
Shared Lane Traffic (%)												
Lane Group Flow (vph)	88	67	0	23	577	0	26	1122	0	119	652	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.00	1.09	1.09	1.00	1.14	1.14	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4			8		1	6		5	2	
Permitted Phases	4			8			6			2		
Detector Phase	7	4		8	8		1	6		5	2	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	9.5	21.8		21.8	21.8		9.2	21.1		9.0	21.1	
Total Split (s)	13.0	68.0		55.0	55.0		14.0	44.0		18.0	48.0	
Total Split (%)	10.0%	52.3%		42.3%	42.3%		10.8%	33.8%		13.8%	36.9%	
Maximum Green (s)	7.5	62.2		49.2	49.2		8.8	38.9		13.0	42.9	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.1		3.0	3.1	
All-Red Time (s)	2.5	2.8		2.8	2.8		2.2	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.5	5.8		5.8	5.8		5.2	5.1		5.0	5.1	
Lead/Lag	Lead			Lag	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Act Effct Green (s)	53.7	53.4		40.4	40.4		56.6	50.0		65.5	58.1	
Actuated g/C Ratio	0.41	0.41		0.31	0.31		0.44	0.38		0.50	0.45	
v/c Ratio	0.67	0.12		0.06	0.94		0.08	0.91		0.68	0.49	
Control Delay	46.9	8.6		27.8	49.2		16.7	40.1		74.1	8.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	46.9	8.6		27.8	49.2		16.7	40.1		74.1	8.6	
LOS	D	A		C	D		B	D		E	A	
Approach Delay		30.4			48.4			39.6			18.7	
Approach LOS		C			D			D			B	

Intersection Summary	
Area Type:	Other
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 31 (24%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.94	
Intersection Signal Delay: 35.0	Intersection LOS: D
Intersection Capacity Utilization 84.8%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 18: Clifton Rd & Asbury Cir/Haygood Dr



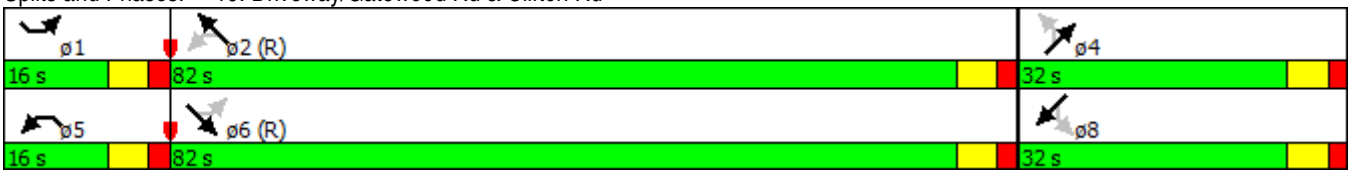
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	15	649	12	34	1245	150	3	0	19	44	2	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	200		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.997			0.984			0.884			0.963	
Flt Protected	0.950			0.950				0.993			0.967	
Satd. Flow (prot)	1703	3395	0	1752	3449	0	0	1588	0	0	1685	0
Flt Permitted	0.141			0.354				0.961			0.772	
Satd. Flow (perm)	253	3395	0	653	3449	0	0	1537	0	0	1345	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			17			76			13	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		693			781			193			374	
Travel Time (s)		13.5			15.2			4.4			8.5	
Peak Hour Factor	0.92	0.92	0.92	0.93	0.93	0.93	0.63	0.63	0.63	0.68	0.68	0.68
Heavy Vehicles (%)	6%	6%	6%	3%	3%	3%	5%	5%	5%	5%	5%	5%
Adj. Flow (vph)	16	705	13	37	1339	161	5	0	30	65	3	26
Shared Lane Traffic (%)												
Lane Group Flow (vph)	16	718	0	37	1500	0	0	35	0	0	94	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2			4			8		

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Detector Phase	1	6		5	2		4	4		8	8	
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	11.0	21.6		11.0	21.6		10.0	10.0		10.0	10.0	
Total Split (s)	16.0	82.0		16.0	82.0		32.0	32.0		32.0	32.0	
Total Split (%)	12.3%	63.1%		12.3%	63.1%		24.6%	24.6%		24.6%	24.6%	
Maximum Green (s)	10.0	76.0		10.0	76.0		26.0	26.0		26.0	26.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0			6.0			6.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Act Effct Green (s)	99.7	95.0		102.6	99.9			13.2			13.2	
Actuated g/C Ratio	0.77	0.73		0.79	0.77			0.10			0.10	
v/c Ratio	0.06	0.29		0.07	0.56			0.16			0.64	
Control Delay	10.0	22.4		2.6	5.1			1.5			66.2	
Queue Delay	0.0	0.0		0.0	0.4			0.0			0.0	
Total Delay	10.0	22.4		2.6	5.5			1.5			66.2	
LOS	A	C		A	A			A			E	
Approach Delay		22.1			5.4			1.5			66.2	
Approach LOS		C			A			A			E	

Intersection Summary

Area Type: Other
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 36 (28%), Referenced to phase 2:NWTL and 6:SETL, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.64
Intersection Signal Delay: 12.9 Intersection LOS: B
Intersection Capacity Utilization 59.5% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 19: Driveway/Gatewood Rd & Clifton Rd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	24	941	502	233	507	4	70	0	24	4	0	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	13	12	12	12	11	12	12	12	12	12
Storage Length (ft)	260		0	500		0	0		0	0		0
Storage Lanes	0		0	1		0	1		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.95	1.00	0.95	0.95	0.95	0.91	0.95	1.00	1.00	1.00
Ped Bike Factor		0.99					0.99	0.99			0.99	
Frt		0.949			0.999			0.989	0.850		0.915	
Flt Protected		0.999		0.950			0.950	0.956			0.982	
Satd. Flow (prot)	0	3315	0	1736	3468	0	1658	1635	1534	0	1520	0
Flt Permitted		0.937		0.092			0.745	0.728			0.881	
Satd. Flow (perm)	0	3108	0	168	3468	0	1291	1237	1534	0	1363	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		140			2			76	76		76	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		1743			618			453			209	
Travel Time (s)		34.0			12.0			10.3			4.8	
Confl. Peds. (#/hr)	20		20				2					2
Peak Hour Factor	0.92	0.92	0.92	0.93	0.93	0.93	0.90	0.90	0.90	0.56	0.56	0.56
Heavy Vehicles (%)	2%	2%	2%	4%	4%	4%	0%	0%	0%	11%	11%	11%
Adj. Flow (vph)	26	1023	546	251	545	4	78	0	27	7	0	12
Shared Lane Traffic (%)							48%		10%			
Lane Group Flow (vph)	0	1595	0	251	549	0	41	40	24	0	19	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	0.96	1.00	1.00	1.00	1.04	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Perm	NA		pm+pt	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		2		1	6			8			3	
Permitted Phases	2			6			8		8	3		
Detector Phase	2	2		1	6		8	8	8	3	3	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	15.0	15.0		15.0	15.0		12.0	12.0	12.0	12.0	12.0	
Total Split (s)	88.0	88.0		25.0	113.0		17.0	17.0	17.0	17.0	17.0	
Total Split (%)	67.7%	67.7%		19.2%	86.9%		13.1%	13.1%	13.1%	13.1%	13.1%	
Maximum Green (s)	82.0	82.0		19.0	107.0		11.0	11.0	11.0	11.0	11.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)		0.0		0.0	0.0		0.0	0.0	0.0		0.0	
Total Lost Time (s)		6.0		6.0	6.0		6.0	6.0	6.0		6.0	
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?	Yes	Yes		Yes								
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	C-Max	C-Max		None	C-Max		None	None	None	Max	Max	
Act Effct Green (s)		86.3		107.0	107.0		11.0	11.0	11.0		11.0	
Actuated g/C Ratio		0.66		0.82	0.82		0.08	0.08	0.08		0.08	
v/c Ratio		0.76		0.80	0.19		0.38	0.23	0.12		0.10	
Control Delay		11.5		39.4	2.6		66.8	4.9	1.2		1.1	
Queue Delay		0.0		0.0	0.0		0.0	0.0	0.0		0.0	
Total Delay		11.5		39.4	2.6		66.8	4.9	1.2		1.1	
LOS		B		D	A		E	A	A		A	
Approach Delay		11.5			14.1			28.3			1.1	
Approach LOS		B			B			C			A	

Intersection Summary	
Area Type:	Other
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 35 (27%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.80	
Intersection Signal Delay: 12.9	Intersection LOS: B
Intersection Capacity Utilization 77.3%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 21: CDC Entrance/Driveway & Clifton Rd

Lane Group	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Volume (vph)	85	873	732	132	32	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	11	10	8	10	10
Storage Length (ft)	132			110	0	0
Storage Lanes	1			1	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1636	3388	3271	1223	1574	1409
Flt Permitted	0.322				0.950	
Satd. Flow (perm)	554	3388	3271	1223	1574	1409
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				110		15
Link Speed (mph)		35	35		30	
Link Distance (ft)		531	625		322	
Travel Time (s)		10.3	12.2		7.3	
Peak Hour Factor	0.87	0.87	0.94	0.94	0.75	0.75
Heavy Vehicles (%)	3%	3%	3%	3%	7%	7%
Parking (#/hr)				0		
Adj. Flow (vph)	98	1003	779	140	43	15
Shared Lane Traffic (%)						
Lane Group Flow (vph)	98	1003	779	140	43	15
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		10	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.09	1.04	1.09	1.37	1.09	1.09
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2	1	1	1
Detector Template	Left	Thru	Thru	Right	Left	Right
Leading Detector (ft)	20	100	100	20	20	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	6	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94	94			
Detector 2 Size(ft)		6	6			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type	pm+pt	NA	NA	Perm	NA	Perm

Lane Group	SEL	SET	NWT	NWR	SWL	SWR
Protected Phases	1	6	2		8	
Permitted Phases	6			2		8
Detector Phase	1	6	2	2	8	8
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.5	21.5	21.5	21.5	12.0	12.0
Total Split (s)	20.0	85.0	65.0	65.0	35.0	35.0
Total Split (%)	16.7%	70.8%	54.2%	54.2%	29.2%	29.2%
Maximum Green (s)	14.5	79.5	59.5	59.5	29.5	29.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max	C-Max	C-Max	None	None
Act Effct Green (s)	102.5	103.6	90.2	90.2	8.7	8.7
Actuated g/C Ratio	0.85	0.86	0.75	0.75	0.07	0.07
v/c Ratio	0.18	0.34	0.32	0.15	0.38	0.13
Control Delay	2.7	2.6	5.9	2.0	61.5	24.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	2.7	2.6	5.9	2.0	61.5	24.1
LOS	A	A	A	A	E	C
Approach Delay		2.6	5.3		51.8	
Approach LOS		A	A		D	

Intersection Summary	
Area Type: Other	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 31 (26%), Referenced to phase 2:NWT and 6:SETL, Start of Green	
Natural Cycle: 45	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.38	
Intersection Signal Delay: 5.2	Intersection LOS: A
Intersection Capacity Utilization 42.0%	ICU Level of Service A
Analysis Period (min) 15	

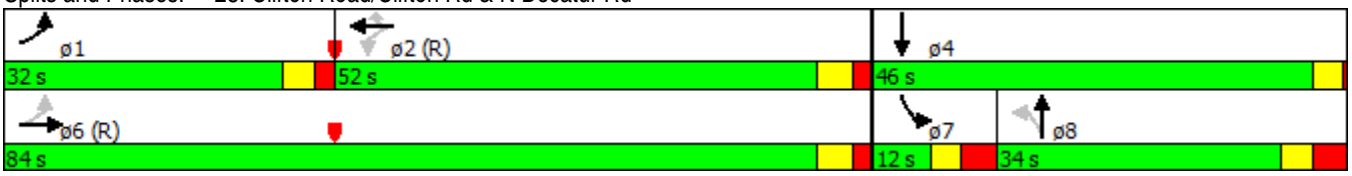
Splits and Phases: 24: Clifton Rd & Emory Conf Cntr

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	390	318	6	0	463	350	12	594	49	120	76	153
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	8	12	12	12	11	11	10	10	10	10
Storage Length (ft)	150		0	0		0	0		0	200		0
Storage Lanes	1		0	0		1	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	0.95	0.95	0.95	0.97	1.00	1.00
Frt		0.997				0.850		0.989			0.900	
Flt Protected	0.950							0.999		0.950		
Satd. Flow (prot)	1752	3494	0	0	1845	1568	0	3414	0	2998	1464	0
Flt Permitted	0.156							0.945		0.950		
Satd. Flow (perm)	288	3494	0	0	1845	1568	0	3229	0	2998	1464	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3				164		6			82	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		1446			1181			498			1113	
Travel Time (s)		28.2			23.0			9.7			21.7	
Peak Hour Factor	0.88	0.88	0.88	0.86	0.86	0.86	0.90	0.90	0.90	0.83	0.83	0.83
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	1%	1%	1%	9%	9%	9%
Adj. Flow (vph)	443	361	7	0	538	407	13	660	54	145	92	184
Shared Lane Traffic (%)												
Lane Group Flow (vph)	443	368	0	0	538	407	0	727	0	145	276	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			20			20	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.20	1.00	1.00	1.00	1.04	1.04	1.09	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		Perm	NA	Perm	Perm	NA		Prot	NA	
Protected Phases	1	6			2			8		7	4	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	6			2		2	8					
Detector Phase	1	6		2	2	2	8	8		7	4	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		2.5	4.0	
Minimum Split (s)	9.1	20.0		20.0	20.0	20.0	22.5	22.5		9.0	20.0	
Total Split (s)	32.0	84.0		52.0	52.0	52.0	34.0	34.0		12.0	46.0	
Total Split (%)	24.6%	64.6%		40.0%	40.0%	40.0%	26.2%	26.2%		9.2%	35.4%	
Maximum Green (s)	26.9	78.5		46.5	46.5	46.5	27.5	27.5		5.5	42.5	
Yellow Time (s)	3.0	3.5		3.5	3.5	3.5	3.0	3.0		3.0	3.0	
All-Red Time (s)	2.1	2.0		2.0	2.0	2.0	3.5	3.5		3.5	0.5	
Lost Time Adjust (s)	0.0	0.0			0.0	0.0		0.0		0.0	0.0	
Total Lost Time (s)	5.1	5.5			5.5	5.5		6.5		6.5	3.5	
Lead/Lag	Lead			Lag	Lag	Lag	Lag	Lag		Lead		
Lead-Lag Optimize?	Yes			Yes	Yes	Yes	Yes	Yes		Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		C-Max	C-Max	C-Max	None	None		None	None	
Act Effct Green (s)	78.9	78.5			47.4	47.4		27.5		5.5	42.5	
Actuated g/C Ratio	0.61	0.60			0.36	0.36		0.21		0.04	0.33	
v/c Ratio	0.95	0.17			0.80	0.60		1.06		1.15	0.52	
Control Delay	58.0	11.6			47.9	23.9		99.1		186.4	6.2	
Queue Delay	0.0	0.0			0.0	0.0		0.0		0.0	0.0	
Total Delay	58.0	11.6			47.9	23.9		99.1		186.4	6.2	
LOS	E	B			D	C		F		F	A	
Approach Delay		36.9			37.6			99.1			68.3	
Approach LOS		D			D			F			E	

Intersection Summary	
Area Type:	Other
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 24 (18%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.15	
Intersection Signal Delay: 57.2	Intersection LOS: E
Intersection Capacity Utilization 95.6%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 28: Clifton Road/Clifton Rd & N Decatur Rd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	3	0	4	28	3	7	38	703	6	6	979	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	175		175	150		150
Storage Lanes	0		1	0		1	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected		0.950			0.957		0.950			0.950		
Satd. Flow (prot)	0	1583	1417	0	1818	1615	1752	1845	1568	1770	1863	1583
Flt Permitted		0.725			0.744		0.171			0.333		
Satd. Flow (perm)	0	1208	1417	0	1414	1615	315	1845	1568	620	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			51			51			51			51
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		170			140			596			1342	
Travel Time (s)		3.9			3.2			11.6			26.1	
Peak Hour Factor	0.58	0.58	0.58	0.63	0.63	0.63	0.89	0.89	0.89	0.88	0.88	0.88
Heavy Vehicles (%)	14%	14%	14%	0%	0%	0%	3%	3%	3%	2%	2%	2%
Adj. Flow (vph)	5	0	7	44	5	11	43	790	7	7	1112	33
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	5	7	0	49	11	43	790	7	7	1112	33
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8	2		2	6		6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4	4	8	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	21.0	21.0	21.0	21.0	21.0	21.0	9.0	21.0	21.0	9.0	21.0	21.0
Total Split (s)	40.0	40.0	40.0	40.0	40.0	40.0	15.0	95.0	95.0	15.0	95.0	95.0
Total Split (%)	26.7%	26.7%	26.7%	26.7%	26.7%	26.7%	10.0%	63.3%	63.3%	10.0%	63.3%	63.3%
Maximum Green (s)	35.0	35.0	35.0	35.0	35.0	35.0	10.0	90.0	90.0	10.0	90.0	90.0
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0		0	0		0	0
Act Effct Green (s)		10.3	10.3		10.3	10.3	131.1	130.7	130.7	127.3	123.8	123.8
Actuated g/C Ratio		0.07	0.07		0.07	0.07	0.87	0.87	0.87	0.85	0.83	0.83
v/c Ratio		0.06	0.05		0.51	0.07	0.13	0.49	0.01	0.01	0.72	0.03
Control Delay		64.3	0.8		83.9	0.9	5.6	17.1	0.7	3.0	17.4	1.9
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.6	0.0	0.0	0.2	0.0
Total Delay		64.3	0.8		83.9	0.9	5.6	17.6	0.7	3.0	17.5	1.9
LOS		E	A		F	A	A	B	A	A	B	A
Approach Delay		27.2			68.7			16.9			17.0	
Approach LOS		C			E			B			B	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 64 (43%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.72
Intersection Signal Delay: 18.5 Intersection LOS: B
Intersection Capacity Utilization 70.7% ICU Level of Service C
Analysis Period (min) 15

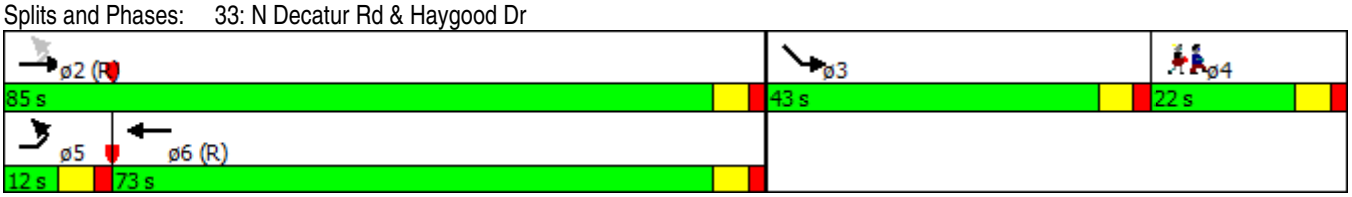
Splits and Phases: 29: Briarcliffe Rd & Summit Pointe Way

Lane Group	EBL	EBT	WBT	WBR	SEL	SER	ø4
Lane Configurations							
Volume (vph)	16	352	1047	662	146	20	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	11	11	11	10	10	10	
Lane Util. Factor	0.95	0.95	0.95	0.95	0.97	0.95	
Ped Bike Factor		1.00	0.99		1.00		
Frt			0.942		0.982		
Flt Protected		0.998			0.958		
Satd. Flow (prot)	0	3286	3163	0	3173	0	
Flt Permitted		0.795			0.958		
Satd. Flow (perm)	0	2617	3163	0	3162	0	
Right Turn on Red				Yes		Yes	
Satd. Flow (RTOR)			121		10		
Link Speed (mph)		35	35		30		
Link Distance (ft)		1040	506		1014		
Travel Time (s)		20.3	9.9		23.0		
Confl. Peds. (#/hr)	3			3	2		
Peak Hour Factor	0.95	0.95	0.92	0.92	0.92	0.92	
Heavy Vehicles (%)	6%	6%	3%	3%	2%	2%	
Adj. Flow (vph)	17	371	1138	720	159	22	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	388	1858	0	181	0	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Left	Left	Right	Left	Right	
Median Width(ft)		0	0		20		
Link Offset(ft)		0	0		0		
Crosswalk Width(ft)		16	16		16		
Two way Left Turn Lane							
Headway Factor	1.04	1.04	1.04	1.09	1.09	1.09	
Turning Speed (mph)	15			9	15	9	
Number of Detectors	1	2	2		1		
Detector Template	Left	Thru	Thru		Left		
Leading Detector (ft)	20	100	100		20		
Trailing Detector (ft)	0	0	0		0		
Detector 1 Position(ft)	0	0	0		0		
Detector 1 Size(ft)	20	6	6		20		
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		
Detector 1 Channel							
Detector 1 Extend (s)	0.0	0.0	0.0		0.0		
Detector 1 Queue (s)	0.0	0.0	0.0		0.0		
Detector 1 Delay (s)	0.0	0.0	0.0		0.0		
Detector 2 Position(ft)		94	94				
Detector 2 Size(ft)		6	6				
Detector 2 Type		Cl+Ex	Cl+Ex				
Detector 2 Channel							
Detector 2 Extend (s)		0.0	0.0				
Turn Type	pm+pt	NA	NA		NA		
Protected Phases	5	2	6		3		4
Permitted Phases	2						

Lane Group	EBL	EBT	WBT	WBR	SEL	SER	ø4
Detector Phase	5	2	6		3		
Switch Phase							
Minimum Initial (s)	4.0	4.0	4.0		4.0		4.0
Minimum Split (s)	10.0	20.0	20.0		20.0		22.0
Total Split (s)	12.0	85.0	73.0		43.0		22.0
Total Split (%)	8.0%	56.7%	48.7%		28.7%		15%
Maximum Green (s)	6.0	79.0	67.0		37.0		16.0
Yellow Time (s)	4.0	4.0	4.0		4.0		4.0
All-Red Time (s)	2.0	2.0	2.0		2.0		2.0
Lost Time Adjust (s)		0.0	0.0		0.0		
Total Lost Time (s)		6.0	6.0		6.0		
Lead/Lag	Lead		Lag		Lead		Lag
Lead-Lag Optimize?	Yes		Yes		Yes		Yes
Vehicle Extension (s)	3.0	3.0	3.0		3.0		3.0
Recall Mode	None	C-Max	C-Max		Max		None
Walk Time (s)							5.0
Flash Dont Walk (s)							11.0
Pedestrian Calls (#/hr)							0
Act Effct Green (s)		101.0	101.0		37.0		
Actuated g/C Ratio		0.67	0.67		0.25		
v/c Ratio		0.22	0.86		0.23		
Control Delay		9.8	34.5		43.5		
Queue Delay		0.0	0.0		0.0		
Total Delay		9.8	34.5		43.5		
LOS		A	C		D		
Approach Delay		9.8	34.5		43.5		
Approach LOS		A	C		D		

Intersection Summary	
Area Type: Other	
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 6 (4%), Referenced to phase 2:EBTL and 6:WBT, Start of Green	
Natural Cycle: 130	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.86	
Intersection Signal Delay: 31.2	Intersection LOS: C
Intersection Capacity Utilization 65.1%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 33: N Decatur Rd & Haygood Dr

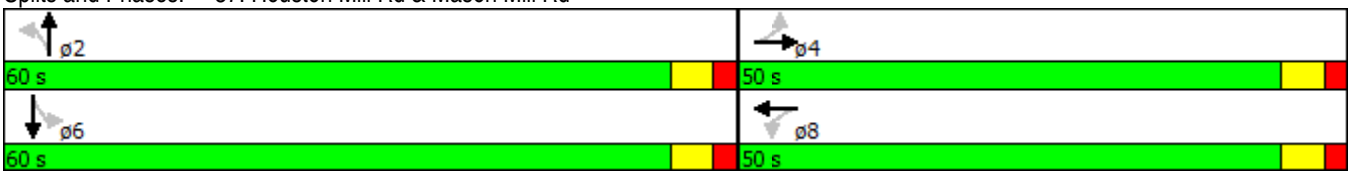


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	22	16	14	337	6	72	3	145	80	22	430	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	15	12	12	12	12	12	11	12	12	11	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			0.99			1.00				
Frt		0.964			0.977			0.953				
Flt Protected		0.979			0.961			0.999			0.998	
Satd. Flow (prot)	0	1972	0	0	1756	0	0	1731	0	0	1833	0
Flt Permitted		0.801			0.723			0.994			0.976	
Satd. Flow (perm)	0	1611	0	0	1321	0	0	1723	0	0	1793	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		17			11			35				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		487			1317			1728			1541	
Travel Time (s)		11.1			29.9			39.3			35.0	
Confl. Peds. (#/hr)	4					4	1					1
Peak Hour Factor	0.82	0.82	0.82	0.92	0.92	0.92	0.82	0.82	0.82	0.86	0.86	0.86
Heavy Vehicles (%)	0%	0%	0%	1%	1%	1%	1%	1%	1%	0%	0%	0%
Adj. Flow (vph)	27	20	17	366	7	78	4	177	98	26	500	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	64	0	0	451	0	0	279	0	0	526	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	0.88	1.00	1.00	1.00	1.00	1.00	1.04	1.00	1.00	1.04	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	21.5	21.5		21.5	21.5		21.5	21.5		21.5	21.5	
Total Split (s)	50.0	50.0		50.0	50.0		60.0	60.0		60.0	60.0	
Total Split (%)	45.5%	45.5%		45.5%	45.5%		54.5%	54.5%		54.5%	54.5%	
Maximum Green (s)	44.5	44.5		44.5	44.5		54.5	54.5		54.5	54.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.5			5.5			5.5			5.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		38.1			38.1			54.8			54.8	
Actuated g/C Ratio		0.37			0.37			0.53			0.53	
v/c Ratio		0.11			0.92			0.30			0.56	
Control Delay		16.6			56.0			14.2			20.6	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		16.6			56.0			14.2			20.6	
LOS		B			E			B			C	
Approach Delay		16.6			56.0			14.2			20.6	
Approach LOS		B			E			B			C	

Intersection Summary	
Area Type:	Other
Cycle Length: 110	
Actuated Cycle Length: 103.9	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.92	
Intersection Signal Delay: 31.1	Intersection LOS: C
Intersection Capacity Utilization 75.0%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 37: Houston Mill Rd & Mason Mill Rd



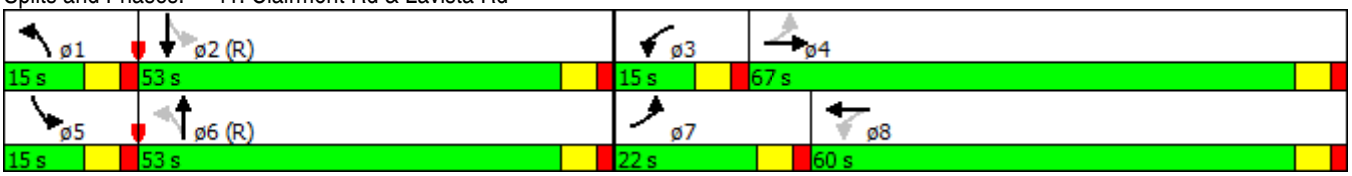
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	121	185	12	243	594	80	44	1183	6	97	815	290
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	200		0	150		0	150		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.991			0.981			0.999			0.960	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1846	0	1770	1827	0	1770	3571	0	1770	3398	0
Flt Permitted	0.066			0.614			0.085			0.081		
Satd. Flow (perm)	123	1846	0	1144	1827	0	158	3571	0	151	3398	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			5						36	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		2430			1191			2954			960	
Travel Time (s)		47.3			23.2			57.5			18.7	
Peak Hour Factor	0.92	0.92	0.92	0.88	0.92	0.88	0.92	0.91	0.91	0.94	0.94	0.92
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	1%	1%	2%	2%	2%
Adj. Flow (vph)	132	201	13	276	646	91	48	1300	7	103	867	315
Shared Lane Traffic (%)												
Lane Group Flow (vph)	132	214	0	276	737	0	48	1307	0	103	1182	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases	4			8			6			2		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4		3	8		1	6		5	2	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	20.0		10.0	20.0		10.0	20.0		10.0	20.0	
Total Split (s)	22.0	67.0		15.0	60.0		15.0	53.0		15.0	53.0	
Total Split (%)	14.7%	44.7%		10.0%	40.0%		10.0%	35.3%		10.0%	35.3%	
Maximum Green (s)	16.0	61.0		9.0	54.0		9.0	47.0		9.0	47.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Act Effct Green (s)	74.6	61.0		64.9	55.9		54.9	47.3		57.8	50.6	
Actuated g/C Ratio	0.50	0.41		0.43	0.37		0.37	0.32		0.39	0.34	
v/c Ratio	0.61	0.28		0.52	1.08		0.34	1.16		0.68	1.01	
Control Delay	62.6	16.0		29.9	101.1		31.3	96.7		52.3	76.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	62.6	16.0		29.9	101.1		31.3	96.7		52.3	76.0	
LOS	E	B		C	F		C	F		D	E	
Approach Delay		33.8			81.7			94.4			74.1	
Approach LOS		C			F			F			E	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 14 (9%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.16
Intersection Signal Delay: 79.4 — Intersection LOS: E
Intersection Capacity Utilization 101.1% — ICU Level of Service G
Analysis Period (min) 15

Splits and Phases: 41: Clairmont Rd & Lavista Rd



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	357	65	535	897	84	167
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	13	12	11	8
Storage Length (ft)		0	300		200	0
Storage Lanes		0	1		1	1
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00		1.00		1.00	0.99
Frt	0.979					0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	1835	0	1847	1881	1728	1386
Flt Permitted			0.423		0.950	
Satd. Flow (perm)	1835	0	821	1881	1723	1369
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	7					190
Link Speed (mph)	35			35	30	
Link Distance (ft)	1434			966	1349	
Travel Time (s)	27.9			18.8	30.7	
Confl. Peds. (#/hr)		4	4		1	1
Peak Hour Factor	0.95	0.95	0.97	0.97	0.88	0.88
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	376	68	552	925	95	190
Shared Lane Traffic (%)						
Lane Group Flow (vph)	444	0	552	925	95	190
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	13			13	11	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.96	1.00	1.04	1.20
Turning Speed (mph)		9	15		15	9
Number of Detectors	2		1	2	1	1
Detector Template	Thru		Left	Thru	Left	Right
Leading Detector (ft)	100		20	100	20	20
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	6		20	6	20	20
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	94			94		
Detector 2 Size(ft)	6			6		
Detector 2 Type	Cl+Ex			Cl+Ex		
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0		

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Turn Type	NA		pm+pt	NA	NA	Free
Protected Phases	6		5	2	8	
Permitted Phases			2			Free
Detector Phase	6		5	2	8	
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	20.0		10.0	20.0	20.0	
Total Split (s)	67.0		49.0	116.0	34.0	
Total Split (%)	44.7%		32.7%	77.3%	22.7%	
Maximum Green (s)	61.0		43.0	110.0	28.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	2.0		2.0	2.0	2.0	
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	
Total Lost Time (s)	6.0		6.0	6.0	6.0	
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	C-Max		None	C-Max	None	
Act Effct Green (s)	98.3		124.4	124.4	13.6	150.0
Actuated g/C Ratio	0.66		0.83	0.83	0.09	1.00
v/c Ratio	0.37		0.67	0.59	0.61	0.14
Control Delay	9.2		12.9	13.1	81.4	0.2
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	9.2		12.9	13.1	81.4	0.2
LOS	A		B	B	F	A
Approach Delay	9.2			13.1	27.3	
Approach LOS	A			B	C	

Intersection Summary	
Area Type:	Other
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 130 (87%), Referenced to phase 2:WBTL and 6:EBT, Start of Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.67	
Intersection Signal Delay: 14.1	Intersection LOS: B
Intersection Capacity Utilization 72.1%	ICU Level of Service C
Analysis Period (min) 15	

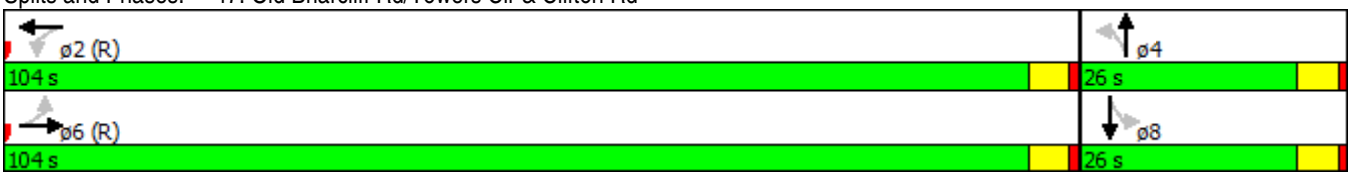
Splits and Phases: 42: Houston Mill Rd & Lavista Rd

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	69	1199	15	28	445	83	12	66	264	34	13	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	13	12
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			1.00			0.98			1.00	
Frt		0.998			0.978			0.896			0.964	
Flt Protected		0.997			0.997			0.998			0.974	
Satd. Flow (prot)	0	3522	0	0	3339	0	0	1655	0	0	1603	0
Flt Permitted		0.865			0.820			0.988			0.238	
Satd. Flow (perm)	0	3055	0	0	2746	0	0	1638	0	0	391	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			46			111			12	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		1189			1743			348			341	
Travel Time (s)		23.2			34.0			7.9			7.8	
Confl. Peds. (#/hr)	12					12			5	5		
Peak Hour Factor	0.94	0.94	0.94	0.93	0.93	0.93	0.79	0.79	0.79	0.68	0.68	0.68
Heavy Vehicles (%)	2%	2%	2%	5%	5%	5%	1%	1%	1%	15%	15%	15%
Adj. Flow (vph)	73	1276	16	30	478	89	15	84	334	50	19	25
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1365	0	0	597	0	0	433	0	0	94	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.96	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		6			2			4			8	
Permitted Phases	6			2			4			8		
Minimum Split (s)	22.0	22.0		22.0	22.0		20.0	20.0		20.0	20.0	
Total Split (s)	104.0	104.0		104.0	104.0		26.0	26.0		26.0	26.0	
Total Split (%)	80.0%	80.0%		80.0%	80.0%		20.0%	20.0%		20.0%	20.0%	
Maximum Green (s)	99.0	99.0		99.0	99.0		21.0	21.0		21.0	21.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		99.0			99.0			21.0			21.0	
Actuated g/C Ratio		0.76			0.76			0.16			0.16	
v/c Ratio		0.59			0.28			1.21			1.29	
Control Delay		7.9			3.6			153.1			238.7	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		7.9			3.6			153.1			238.7	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS		A			A			F			F	
Approach Delay		7.9			3.6			153.1			238.7	
Approach LOS		A			A			F			F	

Intersection Summary	
Area Type: Other	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 37 (28%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green	
Natural Cycle: 60	
Control Type: Pretimed	
Maximum v/c Ratio: 1.29	
Intersection Signal Delay: 40.8	Intersection LOS: D
Intersection Capacity Utilization 84.8%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 47: Old Briarcliff Rd/Towers Cir & Clifton Rd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	14	0	0	0	0	0	16	44	6	335	18	359
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	8	12	10	12	12	12	12	16	12	12	12	11
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt								0.987				0.850
Flt Protected	0.950							0.988			0.955	
Satd. Flow (prot)	1564	0	1773	0	1900	0	0	1858	0	0	1814	1561
Flt Permitted	0.950							0.988			0.955	
Satd. Flow (perm)	1564	0	1773	0	1900	0	0	1858	0	0	1814	1561
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		289			318			193			351	
Travel Time (s)		6.6			7.2			4.4			8.0	
Peak Hour Factor	0.57	0.57	0.57	0.25	0.25	0.25	0.70	0.70	0.70	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	13%	13%	13%	0%	0%	0%
Adj. Flow (vph)	25	0	0	0	0	0	23	63	9	360	19	386
Shared Lane Traffic (%)												
Lane Group Flow (vph)	25	0	0	0	0	0	0	95	0	0	379	386
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		8			8			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.20	1.00	1.09	1.00	1.00	1.00	1.00	0.85	1.00	1.00	1.00	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 36.2%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Volume (vph)	25	934	736	19	7	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Frt			0.996		0.921	
Flt Protected		0.999			0.980	
Satd. Flow (prot)	0	3501	3457	0	1453	0
Flt Permitted		0.999			0.980	
Satd. Flow (perm)	0	3501	3457	0	1453	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		147	531		214	
Travel Time (s)		2.9	10.3		4.9	
Peak Hour Factor	0.92	0.92	1.00	1.00	0.71	0.71
Heavy Vehicles (%)	3%	3%	4%	4%	18%	18%
Adj. Flow (vph)	27	1015	736	19	10	14
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1042	755	0	24	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		10	10		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

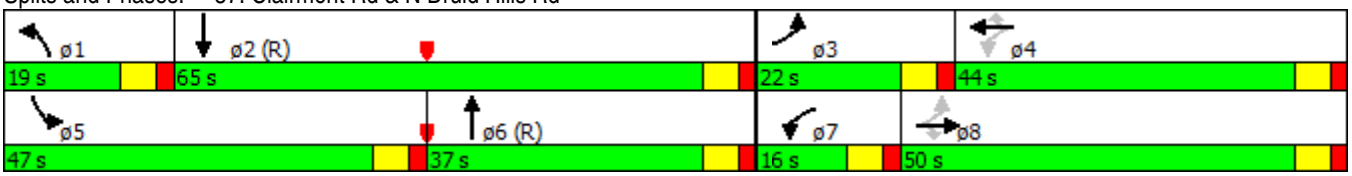
Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 53.8%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	21	449	440	381	1617	424	413	780	70	142	906	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		300	300		400	300		0	150		0
Storage Lanes	1		1	1		1	2		0	2		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.97	0.95	0.95	0.97	0.95	0.95
Frt			0.850			0.850		0.988			0.997	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	3505	1568	1770	3539	1583	3433	3497	0	3433	3529	0
Flt Permitted	0.091			0.418			0.950			0.950		
Satd. Flow (perm)	168	3505	1568	779	3539	1583	3433	3497	0	3433	3529	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			224			272		6			2	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		2209			1641			2226			2954	
Travel Time (s)		43.0			32.0			43.4			57.5	
Peak Hour Factor	0.95	0.95	0.95	0.97	0.97	0.97	0.92	0.92	0.92	0.96	0.96	0.96
Heavy Vehicles (%)	3%	3%	3%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	22	473	463	393	1667	437	449	848	76	148	944	20
Shared Lane Traffic (%)												
Lane Group Flow (vph)	22	473	463	393	1667	437	449	924	0	148	964	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	8		8	4		4						
Minimum Split (s)	10.0	20.0	20.0	10.0	20.0	20.0	10.0	20.0		10.0	20.0	
Total Split (s)	22.0	50.0	50.0	16.0	44.0	44.0	19.0	37.0		47.0	65.0	
Total Split (%)	14.7%	33.3%	33.3%	10.7%	29.3%	29.3%	12.7%	24.7%		31.3%	43.3%	
Maximum Green (s)	16.0	44.0	44.0	10.0	38.0	38.0	13.0	31.0		41.0	59.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Act Effct Green (s)	60.0	44.0	44.0	48.0	38.0	38.0	13.0	31.0		41.0	59.0	
Actuated g/C Ratio	0.40	0.29	0.29	0.32	0.25	0.25	0.09	0.21		0.27	0.39	
v/c Ratio	0.09	0.46	0.75	1.25	1.86	0.72	1.51	1.27		0.16	0.69	
Control Delay	40.6	52.3	37.0	171.8	422.6	26.3	293.4	167.1		24.8	26.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	40.6	52.3	37.0	171.8	422.6	26.3	293.4	167.1		24.8	26.9	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	D	D	D	F	F	C	F	F		C	C	
Approach Delay		44.6			313.8			208.4			26.6	
Approach LOS		D			F			F			C	

Intersection Summary	
Area Type:	Other
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 121 (81%), Referenced to phase 2:SBT and 6:NBT, Start of Green	
Natural Cycle: 150	
Control Type: Pretimed	
Maximum v/c Ratio: 1.86	
Intersection Signal Delay: 192.2	Intersection LOS: F
Intersection Capacity Utilization 105.5%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 57: Clairmont Rd & N Druid Hills Rd



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	86	89	166	1237	1652	303
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	200			0
Storage Lanes	1	0	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Frt	0.931				0.977	
Flt Protected	0.976		0.950			
Satd. Flow (prot)	1709	0	1770	3539	3492	0
Flt Permitted	0.976		0.048			
Satd. Flow (perm)	1709	0	89	3539	3492	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	33				21	
Link Speed (mph)	30			35	35	
Link Distance (ft)	2037			803	2226	
Travel Time (s)	46.3			15.6	43.4	
Peak Hour Factor	0.77	0.77	0.89	0.89	0.93	0.93
Heavy Vehicles (%)	1%	1%	2%	2%	1%	1%
Adj. Flow (vph)	112	116	187	1390	1776	326
Shared Lane Traffic (%)						
Lane Group Flow (vph)	228	0	187	1390	2102	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			24	24	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Turn Type	NA		pm+pt	NA	NA	
Protected Phases	4		5	2	6	
Permitted Phases			2			
Minimum Split (s)	20.0		9.0	20.0	20.0	
Total Split (s)	41.0		25.0	109.0	84.0	
Total Split (%)	27.3%		16.7%	72.7%	56.0%	
Maximum Green (s)	36.0		20.0	104.0	79.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	
Total Lost Time (s)	5.0		5.0	5.0	5.0	
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Act Effct Green (s)	36.0		104.0	104.0	79.0	
Actuated g/C Ratio	0.24		0.69	0.69	0.53	
v/c Ratio	0.52		0.66	0.57	1.14	
Control Delay	47.1		67.0	7.1	113.0	
Queue Delay	0.0		0.0	0.1	0.0	
Total Delay	47.1		67.0	7.2	113.0	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
LOS	D		E	A	F	
Approach Delay	47.1			14.3	113.0	
Approach LOS	D			B	F	

Intersection Summary	
Area Type: Other	
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 56 (37%), Referenced to phase 2:NBTL and 6:SBT, Start of Green	
Natural Cycle: 90	
Control Type: Pretimed	
Maximum v/c Ratio: 1.14	
Intersection Signal Delay: 69.3	Intersection LOS: E
Intersection Capacity Utilization 87.2%	ICU Level of Service E
Analysis Period (min) 15	

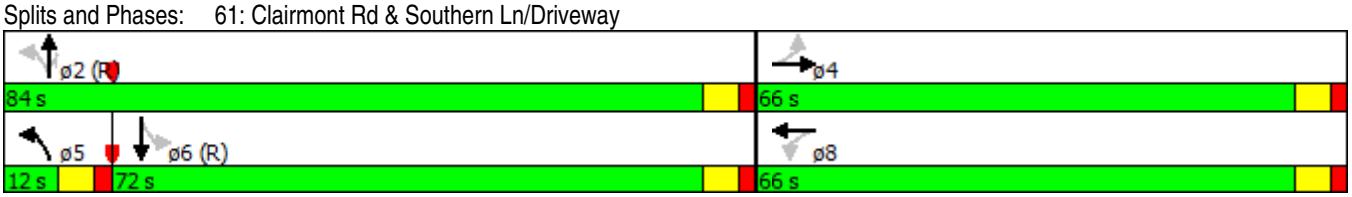
Splits and Phases: 60: Clairmont Rd & Mason Mill Rd

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	49	0	23	7	0	28	157	1193	0	0	1120	442
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	0		0	200		200	100		0
Storage Lanes	1		0	0		0	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt		0.850			0.892						0.958	
Flt Protected	0.950				0.990		0.950					
Satd. Flow (prot)	1787	1599	0	0	1678	0	1787	3574	1881	1881	3424	0
Flt Permitted	0.851				0.931		0.073					
Satd. Flow (perm)	1601	1599	0	0	1578	0	137	3574	1881	1881	3424	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		113			65						50	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		796			344			1229			803	
Travel Time (s)		18.1			7.8			23.9			15.6	
Peak Hour Factor	0.75	0.75	0.75	0.88	0.88	0.88	0.95	0.95	0.95	0.91	0.91	0.91
Heavy Vehicles (%)	1%	1%	1%	0%	0%	0%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	65	0	31	8	0	32	165	1256	0	0	1231	486
Shared Lane Traffic (%)												
Lane Group Flow (vph)	65	31	0	0	40	0	165	1256	0	0	1717	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA	Perm	Perm	NA	
Protected Phases		4			8		5	2			6	
Permitted Phases	4			8			2		2	6		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4		8	8		5	2	2	6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	22.0	22.0		22.0	22.0		10.0	22.0	22.0	22.0	22.0	
Total Split (s)	66.0	66.0		66.0	66.0		12.0	84.0	84.0	72.0	72.0	
Total Split (%)	44.0%	44.0%		44.0%	44.0%		8.0%	56.0%	56.0%	48.0%	48.0%	
Maximum Green (s)	60.0	60.0		60.0	60.0		6.0	78.0	78.0	66.0	66.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0			6.0		6.0	6.0	6.0	6.0	6.0	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?							Yes			Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max	C-Max	C-Max	C-Max	
Walk Time (s)	5.0	5.0		5.0	5.0			5.0	5.0	5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0			11.0	11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0			0	0	0	0	
Act Effct Green (s)	12.6	12.6			12.3		128.0	129.2			101.4	
Actuated g/C Ratio	0.08	0.08			0.08		0.85	0.86			0.68	
v/c Ratio	0.49	0.13			0.21		0.48	0.41			0.74	
Control Delay	76.6	1.1			6.9		37.5	0.9			2.4	
Queue Delay	0.0	0.0			0.0		0.0	0.0			0.6	
Total Delay	76.6	1.1			6.9		37.5	0.9			3.0	
LOS	E	A			A		D	A			A	
Approach Delay		52.2			6.9			5.1			3.0	
Approach LOS		D			A			A			A	

Intersection Summary	
Area Type:	Other
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 88 (59%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.74	
Intersection Signal Delay: 5.4	Intersection LOS: A
Intersection Capacity Utilization 78.2%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 61: Clairmont Rd & Southern Ln/Driveway

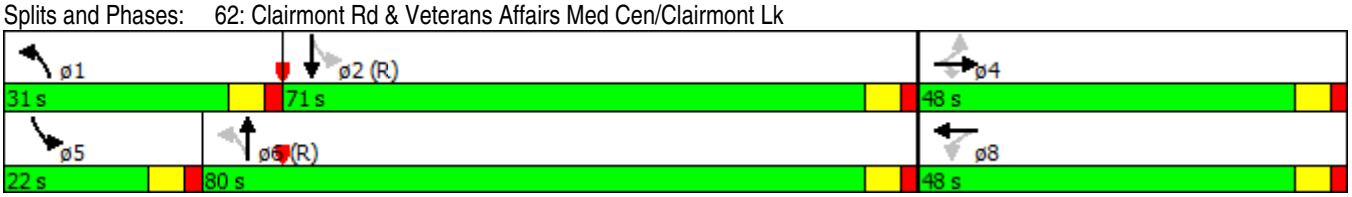


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	66	0	65	34	1	24	326	1272	12	15	968	171
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		150	100		0	250		0	250		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850		0.855			0.999			0.977	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1719	1810	1538	1719	1547	0	1787	3571	0	1770	3458	0
Flt Permitted	0.736			0.757			0.147			0.210		
Satd. Flow (perm)	1332	1810	1538	1370	1547	0	277	3571	0	391	3458	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			280		31			1			17	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		420			540			1958			1229	
Travel Time (s)		9.5			12.3			38.1			23.9	
Peak Hour Factor	0.80	0.80	0.80	0.78	0.78	0.78	0.98	0.98	0.98	0.93	0.93	0.93
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	1%	1%	1%	2%	2%	2%
Adj. Flow (vph)	82	0	81	44	1	31	333	1298	12	16	1041	184
Shared Lane Traffic (%)												
Lane Group Flow (vph)	82	0	81	44	32	0	333	1310	0	16	1225	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm		Perm	Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		1	6		5	2	
Permitted Phases	4		4	8			6			2		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4	4	8	8		1	6		5	2	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	22.0	22.0	22.0	22.0	22.0		10.0	22.0		10.0	22.0	
Total Split (s)	48.0	48.0	48.0	48.0	48.0		31.0	80.0		22.0	71.0	
Total Split (%)	32.0%	32.0%	32.0%	32.0%	32.0%		20.7%	53.3%		14.7%	47.3%	
Maximum Green (s)	42.0	42.0	42.0	42.0	42.0		25.0	74.0		16.0	65.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None		None	C-Max		None	C-Max	
Walk Time (s)	5.0	5.0	5.0	5.0	5.0			5.0			5.0	
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0			11.0			11.0	
Pedestrian Calls (#/hr)	0	0	0	0	0			0			0	
Act Effct Green (s)	14.6		14.6	14.6	14.6		123.4	118.6		94.6	88.9	
Actuated g/C Ratio	0.10		0.10	0.10	0.10		0.82	0.79		0.63	0.59	
v/c Ratio	0.64		0.20	0.33	0.18		0.65	0.46		0.05	0.60	
Control Delay	85.4		1.1	67.9	21.2		38.0	4.1		8.5	23.8	
Queue Delay	0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	85.4		1.1	67.9	21.2		38.0	4.1		8.5	23.8	
LOS	F		A	E	C		D	A		A	C	
Approach Delay					48.2			11.0			23.6	
Approach LOS					D			B			C	

Intersection Summary	
Area Type:	Other
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 1 (1%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.65	
Intersection Signal Delay: 18.6	Intersection LOS: B
Intersection Capacity Utilization 75.6%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 62: Clairmont Rd & Veterans Affairs Med Cen/Clairmont Lk



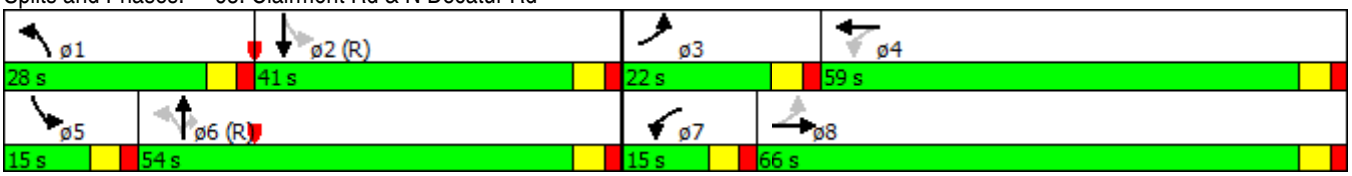
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	207	463	138	72	966	16	269	952	28	102	533	324
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	300		0	150		300	200		0
Storage Lanes	1		0	1		0	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	0.95
Frt		0.966			0.998				0.850		0.943	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3419	0	1770	3532	0	1703	3406	1524	1770	3337	0
Flt Permitted	0.070			0.341			0.098			0.113		
Satd. Flow (perm)	130	3419	0	635	3532	0	176	3406	1524	210	3337	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		31			1				138		80	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		2167			1750			913			526	
Travel Time (s)		42.2			34.1			17.8			10.2	
Peak Hour Factor	0.92	0.92	0.92	0.88	0.88	0.88	0.84	0.84	0.84	0.98	0.98	0.98
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	6%	6%	6%	2%	2%	2%
Adj. Flow (vph)	225	503	150	82	1098	18	320	1133	33	104	544	331
Shared Lane Traffic (%)												
Lane Group Flow (vph)	225	653	0	82	1116	0	320	1133	33	104	875	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	8			4			6		6	2		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	3	8		7	4		1	6	6	5	2	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	9.5	20.0		9.5	20.0		9.5	20.0	20.0	9.5	20.0	
Total Split (s)	22.0	66.0		15.0	59.0		28.0	54.0	54.0	15.0	41.0	
Total Split (%)	14.7%	44.0%		10.0%	39.3%		18.7%	36.0%	36.0%	10.0%	27.3%	
Maximum Green (s)	16.5	60.5		9.5	53.5		22.5	48.5	48.5	9.5	35.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.5	5.5		5.5	5.5		5.5	5.5	5.5	5.5	5.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	
Act Effct Green (s)	73.8	59.7		60.5	51.9		65.2	50.6	50.6	44.6	35.5	
Actuated g/C Ratio	0.49	0.40		0.40	0.35		0.43	0.34	0.34	0.30	0.24	
v/c Ratio	0.93	0.47		0.26	0.91		0.99	0.99	0.05	0.67	1.03	
Control Delay	82.2	28.5		22.5	58.6		92.4	72.4	0.2	71.9	61.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	82.2	28.5		22.5	58.6		92.4	72.4	0.2	71.9	61.8	
LOS	F	C		C	E		F	E	A	E	E	
Approach Delay		42.2			56.1			75.1			62.8	
Approach LOS		D			E			E			E	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 90 (60%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 110
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.03
Intersection Signal Delay: 61.1 — Intersection LOS: E
Intersection Capacity Utilization 97.0% — ICU Level of Service F
Analysis Period (min) 15

Splits and Phases: 65: Clairmont Rd & N Decatur Rd



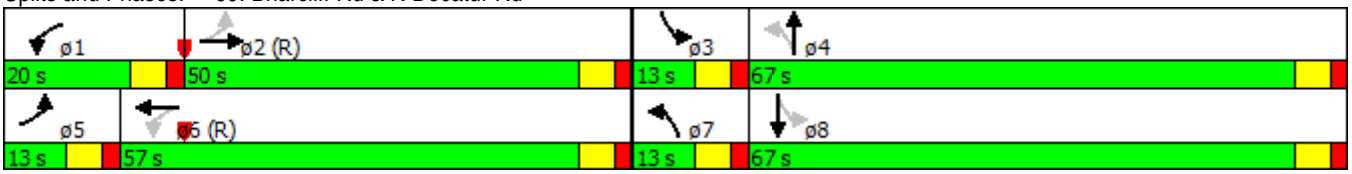
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	63	318	68	220	356	92	41	480	168	68	413	37
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	300		0	150		0	150		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.974			0.969			0.961			0.988	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1814	0	1752	1787	0	1703	1723	0	1787	1859	0
Flt Permitted	0.213			0.116			0.258			0.063		
Satd. Flow (perm)	397	1814	0	214	1787	0	462	1723	0	119	1859	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			9			14			4	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		963			3080			1244			2528	
Travel Time (s)		18.8			60.0			24.2			49.2	
Peak Hour Factor	0.83	0.83	0.83	0.92	0.92	0.92	0.90	0.90	0.90	0.86	0.86	0.86
Heavy Vehicles (%)	2%	2%	2%	3%	3%	3%	6%	6%	6%	1%	1%	1%
Adj. Flow (vph)	76	383	82	239	387	100	46	533	187	79	480	43
Shared Lane Traffic (%)												
Lane Group Flow (vph)	76	465	0	239	487	0	46	720	0	79	523	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases	2			6			4			8		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	2		1	6		7	4		3	8	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	20.0		10.0	20.0		10.0	20.0		10.0	20.0	
Total Split (s)	13.0	50.0		20.0	57.0		13.0	67.0		13.0	67.0	
Total Split (%)	8.7%	33.3%		13.3%	38.0%		8.7%	44.7%		8.7%	44.7%	
Maximum Green (s)	7.0	44.0		14.0	51.0		7.0	61.0		7.0	61.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Act Effct Green (s)	50.9	44.0		64.0	51.1		67.8	61.1		69.2	63.6	
Actuated g/C Ratio	0.34	0.29		0.43	0.34		0.45	0.41		0.46	0.42	
v/c Ratio	0.38	0.87		1.02	0.79		0.17	1.02		0.60	0.66	
Control Delay	32.3	66.7		98.0	54.7		21.6	80.4		67.0	24.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	32.3	66.7		98.0	54.7		21.6	80.4		67.0	24.5	
LOS	C	E		F	D		C	F		E	C	
Approach Delay		61.9			69.0			76.9			30.1	
Approach LOS		E			E			E			C	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 79 (53%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 110
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.02
Intersection Signal Delay: 60.9 — Intersection LOS: E
Intersection Capacity Utilization 92.3% — ICU Level of Service F
Analysis Period (min) 15

Splits and Phases: 69: Briarcliff Rd & N Decatur Rd



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	116	1263	85	256	797	80	287	638	321	120	392	109
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	200		0	200		100	300		400
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	1.00
Frt		0.991			0.986				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	3542	0	1787	3524	0	1770	3539	1583	1787	3574	1599
Flt Permitted	0.125			0.105			0.474			0.305		
Satd. Flow (perm)	235	3542	0	198	3524	0	883	3539	1583	574	3574	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			7				193			124
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		1479			2251			1523			397	
Travel Time (s)		28.8			43.9			29.7			7.7	
Peak Hour Factor	0.97	0.97	0.97	0.91	0.91	0.91	0.95	0.95	0.95	0.88	0.88	0.88
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	2%	2%	2%	1%	1%	1%
Adj. Flow (vph)	120	1302	88	281	876	88	302	672	338	136	445	124
Shared Lane Traffic (%)												
Lane Group Flow (vph)	120	1390	0	281	964	0	302	672	338	136	445	124
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases	4			8			6		6	2		2

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Detector Phase	7	4		3	8		1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	14.0	10.0		10.0	20.0		10.0	20.0	20.0	20.0	10.0	10.0
Total Split (s)	14.0	38.0		20.0	44.0		14.0	67.0	67.0	25.0	78.0	78.0
Total Split (%)	9.3%	25.3%		13.3%	29.3%		9.3%	44.7%	44.7%	16.7%	52.0%	52.0%
Maximum Green (s)	8.0	32.0		14.0	38.0		8.0	61.0	61.0	19.0	72.0	72.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	40.0	32.0		52.0	38.0		77.2	69.2	69.2	82.8	72.0	72.0
Actuated g/C Ratio	0.27	0.21		0.35	0.25		0.51	0.46	0.46	0.55	0.48	0.48
v/c Ratio	0.83	1.83		1.30	1.07		0.60	0.41	0.41	0.34	0.26	0.15
Control Delay	77.7	412.7		193.8	105.6		38.5	40.4	23.9	22.5	31.2	12.5
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	77.7	412.7		193.8	105.6		38.5	40.4	23.9	22.5	31.2	12.5
LOS	E	F		F	F		D	D	C	C	C	B
Approach Delay		386.0			125.5			35.7			26.2	
Approach LOS		F			F			D			C	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 60 (40%), Referenced to phase 2:SWTL and 6:NETL, Start of Green
Natural Cycle: 120
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.83
Intersection Signal Delay: 168.6 — Intersection LOS: F
Intersection Capacity Utilization 98.5% — ICU Level of Service F
Analysis Period (min) 15

Splits and Phases: 2: Lavista Rd & N Druid Hills Rd

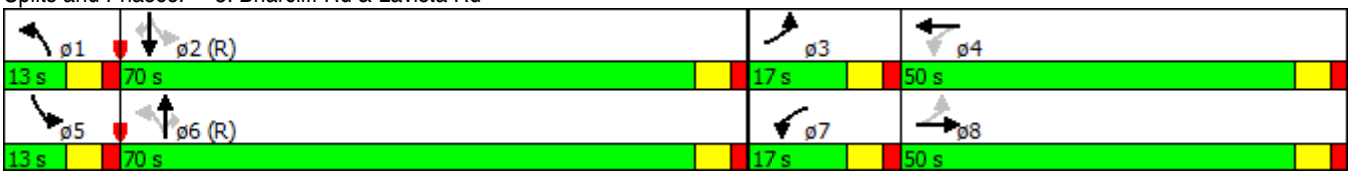
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	45	331	90	85	301	169	82	552	128	104	695	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	11	12	12	10	12	14	12	12	10	12	10
Storage Length (ft)	150		0	200		0	200		450	125		0
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.968			0.946				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1636	1726	0	1787	1661	0	1869	1845	1568	1668	1881	1492
Flt Permitted	0.121			0.223			0.064			0.102		
Satd. Flow (perm)	208	1726	0	420	1661	0	126	1845	1568	179	1881	1492
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9			19				158			109
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		608			3518			1430			439	
Travel Time (s)		11.8			68.5			27.9			8.6	
Peak Hour Factor	0.97	0.97	0.97	0.87	0.87	0.87	0.81	0.81	0.81	0.91	0.91	0.91
Heavy Vehicles (%)	3%	3%	3%	1%	1%	1%	3%	3%	3%	1%	1%	1%
Adj. Flow (vph)	46	341	93	98	346	194	101	681	158	114	764	60
Shared Lane Traffic (%)												
Lane Group Flow (vph)	46	434	0	98	540	0	101	681	158	114	764	60
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			14			14	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.04	1.00	1.00	1.09	1.00	0.92	1.00	1.00	1.09	1.00	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	3	8		7	4		1	6		5	2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	8			4			6		6	2		2
Detector Phase	3	8		7	4		1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	10.0	20.0		10.0	20.0		10.0	20.0	20.0	10.0	20.0	20.0
Total Split (s)	17.0	50.0		17.0	50.0		13.0	70.0	70.0	13.0	70.0	70.0
Total Split (%)	11.3%	33.3%		11.3%	33.3%		8.7%	46.7%	46.7%	8.7%	46.7%	46.7%
Maximum Green (s)	11.0	44.0		11.0	44.0		7.0	64.0	64.0	7.0	64.0	64.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	3.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	9.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	53.2	42.2		57.6	49.3		71.0	64.0	64.0	71.0	64.0	64.0
Actuated g/C Ratio	0.35	0.28		0.38	0.33		0.47	0.43	0.43	0.47	0.43	0.43
v/c Ratio	0.31	0.88		0.39	0.97		0.72	0.87	0.21	0.74	0.95	0.09
Control Delay	33.0	70.9		39.5	83.3		57.6	60.8	12.6	49.1	63.8	0.2
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.0	70.9		39.5	83.3		57.6	60.8	12.6	49.1	63.8	0.2
LOS	C	E		D	F		E	E	B	D	E	A
Approach Delay		67.3			76.6			52.3			57.9	
Approach LOS		E			E			D			E	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 7 (5%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.97
Intersection Signal Delay: 61.6 Intersection LOS: E
Intersection Capacity Utilization 91.2% ICU Level of Service F
Analysis Period (min) 15

Splits and Phases: 3: Briarcliff Rd & Lavista Rd



Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Volume (vph)	364	749	972	29	19	294
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.996		0.873	
Flt Protected	0.950				0.997	
Satd. Flow (prot)	1770	1863	1874	0	1637	0
Flt Permitted	0.950				0.997	
Satd. Flow (perm)	1770	1863	1874	0	1637	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		312	634		666	
Travel Time (s)		6.1	12.4		15.1	
Peak Hour Factor	0.79	0.79	0.97	0.97	0.86	0.86
Heavy Vehicles (%)	2%	2%	1%	1%	1%	1%
Adj. Flow (vph)	461	948	1002	30	22	342
Shared Lane Traffic (%)						
Lane Group Flow (vph)	461	948	1032	0	364	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		26	26		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

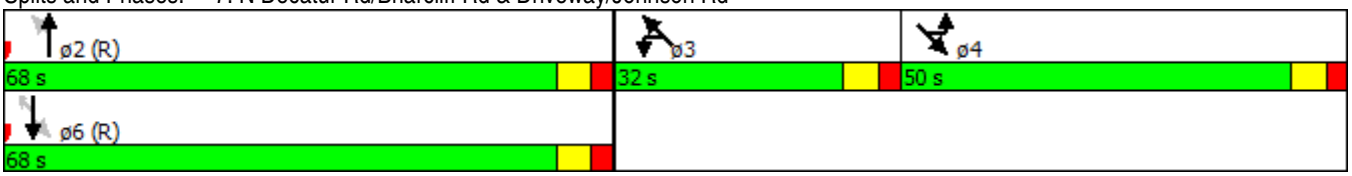
Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 102.3% ICU Level of Service G
Analysis Period (min) 15

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Volume (vph)	35	439	19	66	628	494	338	62	21	60	115	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		0	250		150	150		0	0		0
Storage Lanes	1		0	1		1	1		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00
Frt		0.994				0.850		0.985			0.979	
Flt Protected	0.950			0.950			0.950	0.970			0.986	
Satd. Flow (prot)	1770	3518	0	1787	3574	1599	1681	1691	0	0	1816	0
Flt Permitted	0.309			0.334			0.950	0.970			0.986	
Satd. Flow (perm)	576	3518	0	628	3574	1599	1681	1691	0	0	1816	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3				426		4			5	
Link Speed (mph)		35			35			35			30	
Link Distance (ft)		2785			821			1807			309	
Travel Time (s)		54.3			16.0			35.2			7.0	
Peak Hour Factor	0.75	0.75	0.75	0.96	0.96	0.96	0.87	0.87	0.87	0.71	0.71	0.71
Heavy Vehicles (%)	2%	2%	2%	1%	1%	1%	2%	2%	2%	1%	1%	1%
Adj. Flow (vph)	47	585	25	69	654	515	389	71	24	85	162	46
Shared Lane Traffic (%)							38%					
Lane Group Flow (vph)	47	610	0	69	654	515	241	243	0	0	293	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA	Perm	Split	NA		Split	NA	
Protected Phases		2			6		4	4		3	3	
Permitted Phases	2			6		6						
Minimum Split (s)	22.5	22.5		22.5	22.5	22.5	22.5	22.5		22.5	22.5	
Total Split (s)	68.0	68.0		68.0	68.0	68.0	50.0	50.0		32.0	32.0	
Total Split (%)	45.3%	45.3%		45.3%	45.3%	45.3%	33.3%	33.3%		21.3%	21.3%	
Maximum Green (s)	61.5	61.5		61.5	61.5	61.5	43.5	43.5		25.5	25.5	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.5	2.5		2.5	2.5	2.5	2.5	2.5		2.5	2.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0			0.0	
Total Lost Time (s)	6.5	6.5		6.5	6.5	6.5	6.5	6.5			6.5	
Lead/Lag							Lag	Lag		Lead	Lead	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Act Effct Green (s)	61.5	61.5		61.5	61.5	61.5	43.5	43.5			25.5	
Actuated g/C Ratio	0.41	0.41		0.41	0.41	0.41	0.29	0.29			0.17	
v/c Ratio	0.20	0.42		0.27	0.45	0.57	0.49	0.49			0.94	
Control Delay	27.9	25.5		38.2	39.6	16.7	48.3	47.5			97.3	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0			0.0	
Total Delay	27.9	25.5		38.2	39.6	16.7	48.3	47.5			97.3	

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
LOS	C	C		D	D	B	D	D			F	
Approach Delay		25.7			30.0			47.9			97.3	
Approach LOS		C			C			D			F	

Intersection Summary	
Area Type:	Other
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 38 (25%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 70	
Control Type: Pretimed	
Maximum v/c Ratio: 0.94	
Intersection Signal Delay: 39.6	Intersection LOS: D
Intersection Capacity Utilization 64.7%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 7: N Decatur Rd/Briarcliff Rd & Driveway/Johnson Rd



Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Volume (vph)	0	634	257	404	912	0	0	3	0	305	0	505
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	14	11	10	12	12	12	12	12	12
Storage Length (ft)	316		0	150		0	0		0	0		0
Storage Lanes	1		1	1		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor											1.00	0.98
Frt			0.850									0.850
Flt Protected				0.950							0.950	
Satd. Flow (prot)	0	3421	1531	1906	3455	0	0	1900	0	0	1787	1599
Flt Permitted				0.223							0.756	
Satd. Flow (perm)	0	3421	1531	447	3455	0	0	1900	0	0	1418	1561
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			298									478
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		821			312			355			1189	
Travel Time (s)		16.0			6.1			6.9			23.2	
Confl. Peds. (#/hr)									3	3		13
Peak Hour Factor	0.79	0.79	0.79	0.96	0.96	0.96	0.92	0.92	0.92	0.89	0.89	0.89
Heavy Vehicles (%)	2%	2%	2%	1%	1%	1%	0%	0%	0%	1%	1%	1%
Parking (#/hr)									0			
Adj. Flow (vph)	0	803	325	421	950	0	0	3	0	343	0	567
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	803	325	421	950	0	0	3	0	0	343	567
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		14			14			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	0.92	1.04	1.09	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	Perm	pm+pt	NA		Perm	NA		Perm	NA	Perm
Protected Phases		6		5	2			4			8	
Permitted Phases	6	6	6	2	2		4			8		8
Detector Phase	6	6	6	5	2		4	4		8	8	8
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	4.0	10.0		7.0	7.0		7.0	7.0	7.0
Minimum Split (s)	23.0	23.0	23.0	10.0	23.0		22.3	22.3		22.3	22.3	22.3
Total Split (s)	55.0	55.0	55.0	40.0	95.0		55.0	55.0		55.0	55.0	55.0
Total Split (%)	36.7%	36.7%	36.7%	26.7%	63.3%		36.7%	36.7%		36.7%	36.7%	36.7%
Maximum Green (s)	48.0	48.0	48.0	34.5	88.0		48.7	48.7		48.7	48.7	48.7
Yellow Time (s)	4.5	4.5	4.5	3.0	4.5		3.8	3.8		3.8	3.8	3.8
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5		2.5	2.5		2.5	2.5	2.5
Lost Time Adjust (s)		0.0	0.0	0.0	0.0			0.0			0.0	0.0
Total Lost Time (s)		7.0	7.0	5.5	7.0			6.3			6.3	6.3
Lead/Lag	Lag	Lag	Lag	Lead								
Lead-Lag Optimize?	Yes	Yes	Yes	Yes								
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	C-Max	C-Max	C-Max	None	C-Max		None	None		None	None	None
Act Effct Green (s)		63.7	63.7	96.2	94.7			42.0			42.0	42.0
Actuated g/C Ratio		0.42	0.42	0.64	0.63			0.28			0.28	0.28
v/c Ratio		0.55	0.40	0.79	0.44			0.01			0.86	0.73
Control Delay		44.0	12.3	27.9	8.6			34.7			72.1	13.3
Queue Delay		0.0	0.0	0.0	0.0			0.0			0.0	0.0
Total Delay		44.0	12.3	27.9	8.6			34.7			72.1	13.3
LOS		D	B	C	A			C			E	B
Approach Delay		34.9			14.6			34.7			35.5	
Approach LOS		C			B			C			D	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 8 (5%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.86
Intersection Signal Delay: 26.9 Intersection LOS: C
Intersection Capacity Utilization 83.2% ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 8: Briarcliff Rd & Clifton Rd/Driveway

Lane Group	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations						
Volume (vph)	650	1	55	26	0	208
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Frt					0.865	
Flt Protected				0.967		
Satd. Flow (prot)	3574	0	0	3293	1644	0
Flt Permitted				0.967		
Satd. Flow (perm)	3574	0	0	3293	1644	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	351			484	251	
Travel Time (s)	8.0			11.0	5.7	
Peak Hour Factor	0.86	0.86	0.74	0.74	0.79	0.79
Heavy Vehicles (%)	1%	1%	6%	6%	0%	0%
Adj. Flow (vph)	756	1	74	35	0	263
Shared Lane Traffic (%)						
Lane Group Flow (vph)	757	0	0	109	263	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

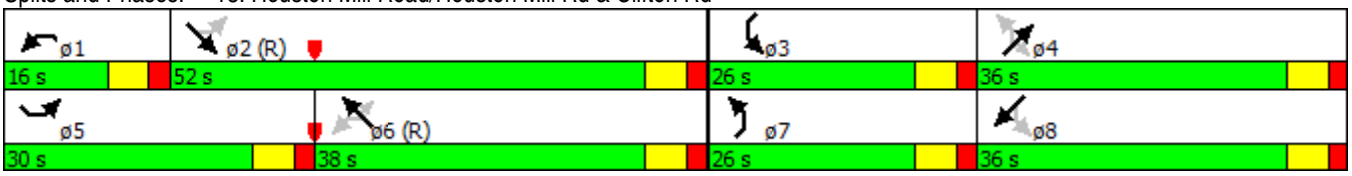
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 44.2%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	232	713	59	52	511	299	227	352	299	198	35	92
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	480		0	227		52	0		0	100		0
Storage Lanes	1		0	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99	1.00		0.99		0.94	1.00		0.96	0.99	0.99	
Frt		0.989				0.850			0.850		0.891	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	3527	0	1770	3539	1583	1787	1881	1599	1805	1670	0
Flt Permitted	0.306			0.258			0.586			0.148		
Satd. Flow (perm)	570	3527	0	478	3539	1482	1099	1881	1539	279	1670	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7				176			249		94	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		625			693			484			1787	
Travel Time (s)		12.2			13.5			11.0			40.6	
Confl. Peds. (#/hr)	22		21	21		22	5		20	20		5
Peak Hour Factor	0.91	0.91	0.91	0.97	0.97	0.97	0.89	0.89	0.89	0.88	0.88	0.88
Heavy Vehicles (%)	1%	1%	1%	2%	2%	2%	1%	1%	1%	0%	0%	0%
Adj. Flow (vph)	255	784	65	54	527	308	255	396	336	225	40	105
Shared Lane Traffic (%)												
Lane Group Flow (vph)	255	849	0	54	527	308	255	396	336	225	145	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases	2			6		6	4		4	8		
Detector Phase	5	2		1	6	6	7	4	4	3	8	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	15.0	21.5		12.0	21.5	21.5	15.0	21.5	21.5	15.0	12.0	
Total Split (s)	30.0	52.0		16.0	38.0	38.0	26.0	36.0	36.0	26.0	36.0	
Total Split (%)	23.1%	40.0%		12.3%	29.2%	29.2%	20.0%	27.7%	27.7%	20.0%	27.7%	
Maximum Green (s)	24.0	46.0		10.0	32.0	32.0	20.0	30.0	30.0	20.0	30.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	C-Max		None	C-Max	C-Max	None	None	None	None	None	
Act Effct Green (s)	65.1	53.8		50.0	42.4	42.4	47.7	30.4	30.4	46.1	29.6	
Actuated g/C Ratio	0.50	0.41		0.38	0.33	0.33	0.37	0.23	0.23	0.35	0.23	
v/c Ratio	0.58	0.58		0.21	0.46	0.51	0.52	0.90	0.61	0.77	0.32	
Control Delay	25.5	32.9		33.6	54.3	37.0	30.2	72.8	17.1	47.2	17.9	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	25.5	32.9		33.6	54.3	37.0	30.2	72.8	17.1	47.2	17.9	
LOS	C	C		C	D	D	C	E	B	D	B	
Approach Delay		31.2			47.1			42.8			35.7	
Approach LOS		C			D			D			D	

Intersection Summary	
Area Type: Other	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 42 (32%), Referenced to phase 2:SETL and 6:NWTL, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.90	
Intersection Signal Delay: 39.3	Intersection LOS: D
Intersection Capacity Utilization 76.5%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 13: Houston Mill Road/Houston Mill Rd & Clifton Rd



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	870	0	0	830	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	3471	0	0	3471	1863	0
Flt Permitted						
Satd. Flow (perm)	3471	0	0	3471	1863	0
Link Speed (mph)	35			35	30	
Link Distance (ft)	618			147	312	
Travel Time (s)	12.0			2.9	7.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	4%	4%	4%	4%	2%	2%
Adj. Flow (vph)	946	0	0	902	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	946	0	0	902	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

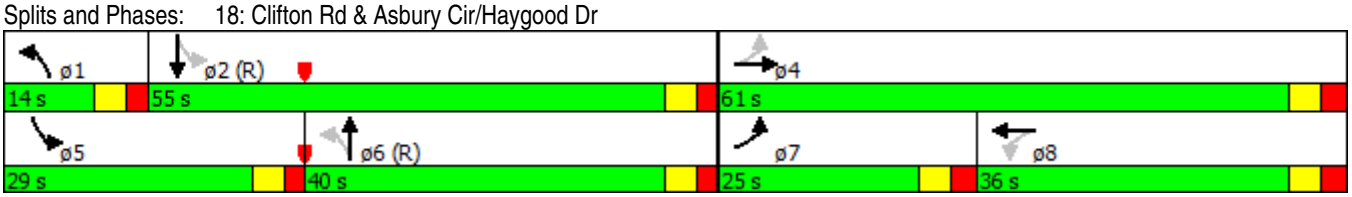
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 27.4%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	194	77	48	35	45	205	28	537	12	327	935	202
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	12	10	10	12	9	9	10
Storage Length (ft)	100		0	280		0	135		0	110		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	1.00	0.98		0.93	0.99		0.99	1.00		0.99	0.99	
Frt		0.943			0.877			0.997			0.973	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1620	1574	0	1652	1507	0	1620	3225	0	1593	3058	0
Flt Permitted	0.182			0.668			0.186			0.308		
Satd. Flow (perm)	310	1574	0	1083	1507	0	314	3225	0	512	3058	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		30			164			2			23	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		671			1358			1232			781	
Travel Time (s)		15.3			30.9			24.0			15.2	
Confl. Peds. (#/hr)	2		63	63		2	43		24	24		43
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.93	0.93	0.93	0.95	0.95	0.95
Heavy Vehicles (%)	4%	4%	4%	2%	2%	2%	4%	4%	4%	2%	2%	2%
Adj. Flow (vph)	216	86	53	39	50	228	30	577	13	344	984	213
Shared Lane Traffic (%)												
Lane Group Flow (vph)	216	139	0	39	278	0	30	590	0	344	1197	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.00	1.09	1.09	1.00	1.14	1.14	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4			8		1	6		5	2	
Permitted Phases	4			8			6			2		
Detector Phase	7	4		8	8		1	6		5	2	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	9.5	21.8		21.8	21.8		9.2	21.1		9.0	21.1	
Total Split (s)	25.0	61.0		36.0	36.0		14.0	40.0		29.0	55.0	
Total Split (%)	19.2%	46.9%		27.7%	27.7%		10.8%	30.8%		22.3%	42.3%	
Maximum Green (s)	19.5	55.2		30.2	30.2		8.8	34.9		24.0	49.9	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.1		3.0	3.1	
All-Red Time (s)	2.5	2.8		2.8	2.8		2.2	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.5	5.8		5.8	5.8		5.2	5.1		5.0	5.1	
Lead/Lag	Lead			Lag	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Act Effct Green (s)	40.9	40.6		16.5	16.5		58.7	52.2		78.6	71.1	
Actuated g/C Ratio	0.31	0.31		0.13	0.13		0.45	0.40		0.60	0.55	
v/c Ratio	0.76	0.27		0.28	0.83		0.14	0.46		0.71	0.71	
Control Delay	51.1	25.2		52.8	42.1		20.9	31.8		33.9	20.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	51.1	25.2		52.8	42.1		20.9	31.8		33.9	20.3	
LOS	D	C		D	D		C	C		C	C	
Approach Delay		40.9			43.4			31.3			23.4	
Approach LOS		D			D			C			C	

Intersection Summary	
Area Type:	Other
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 72 (55%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.83	
Intersection Signal Delay: 29.5	Intersection LOS: C
Intersection Capacity Utilization 80.2%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 18: Clifton Rd & Asbury Cir/Haygood Dr

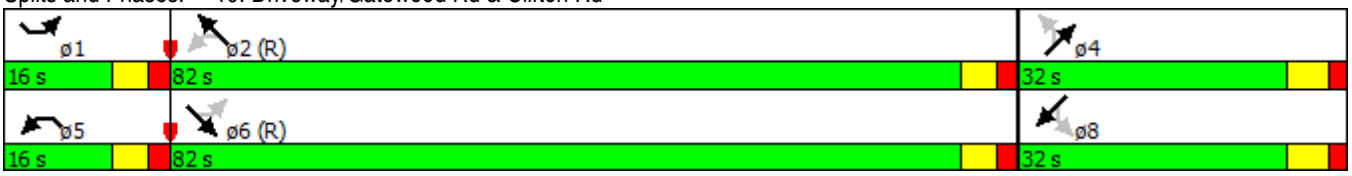


Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	28	1172	14	13	821	91	10	3	33	132	1	37
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	200		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor											0.99	
Frt		0.998			0.985			0.903			0.970	
Flt Protected	0.950			0.950				0.989			0.963	
Satd. Flow (prot)	1770	3532	0	1752	3452	0	0	1664	0	0	1730	0
Flt Permitted	0.242			0.173				0.929			0.770	
Satd. Flow (perm)	451	3532	0	319	3452	0	0	1563	0	0	1379	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			16			43			10	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		693			781			193			374	
Travel Time (s)		13.5			15.2			4.4			8.5	
Confl. Peds. (#/hr)										3		10
Peak Hour Factor	0.93	0.93	0.93	0.91	0.91	0.91	0.77	0.77	0.77	0.85	0.85	0.85
Heavy Vehicles (%)	2%	2%	2%	3%	3%	3%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	30	1260	15	14	902	100	13	4	43	155	1	44
Shared Lane Traffic (%)												
Lane Group Flow (vph)	30	1275	0	14	1002	0	0	60	0	0	200	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2			4			8		
Detector Phase	1	6		5	2		4	4		8	8	
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.6	21.6		10.6	21.6		10.0	10.0		10.0	10.0	
Total Split (s)	16.0	82.0		16.0	82.0		32.0	32.0		32.0	32.0	
Total Split (%)	12.3%	63.1%		12.3%	63.1%		24.6%	24.6%		24.6%	24.6%	
Maximum Green (s)	10.4	76.4		10.4	76.4		26.0	26.0		26.0	26.0	
Yellow Time (s)	3.6	3.6		3.6	3.6		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	5.6	5.6		5.6	5.6			6.0			6.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Act Effct Green (s)	94.3	91.7		92.7	89.1			22.0			22.0	
Actuated g/C Ratio	0.73	0.71		0.71	0.69			0.17			0.17	
v/c Ratio	0.08	0.51		0.05	0.42			0.20			0.83	
Control Delay	2.4	10.7		4.9	6.7			19.4			75.9	
Queue Delay	0.0	0.4		0.0	0.0			0.0			0.0	
Total Delay	2.4	11.2		4.9	6.7			19.4			75.9	
LOS	A	B		A	A			B			E	
Approach Delay		11.0			6.7			19.4			75.9	
Approach LOS		B			A			B			E	

Intersection Summary	
Area Type:	Other
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 63 (48%), Referenced to phase 2:NWTL and 6:SETL, Start of Green	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.83	
Intersection Signal Delay: 14.5	Intersection LOS: B
Intersection Capacity Utilization 59.0%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 19: Driveway/Gatewood Rd & Clifton Rd

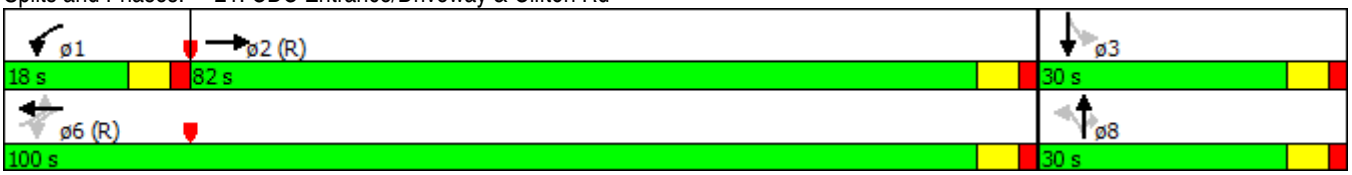


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	13	678	39	49	751	9	387	1	201	15	1	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	13	12	12	12	11	12	12	12	12	12
Storage Length (ft)	260		0	500		0	0		0	0		0
Storage Lanes	0		0	1		0	1		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.95	1.00	0.95	0.95	0.95	0.91	0.95	1.00	1.00	1.00
Ped Bike Factor		1.00					1.00	1.00			0.99	
Frt		0.992			0.998			0.985	0.850		0.921	
Flt Protected		0.999		0.950			0.950	0.957			0.981	
Satd. Flow (prot)	0	3467	0	1787	3567	0	1641	1614	1519	0	1652	0
Flt Permitted		0.932		0.301			0.790	0.729			0.605	
Satd. Flow (perm)	0	3234	0	566	3567	0	1361	1226	1519	0	1019	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			2			4	220		28	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		1743			618			453			209	
Travel Time (s)		34.0			12.0			10.3			4.8	
Confl. Peds. (#/hr)	20		20				2					2
Peak Hour Factor	0.94	0.94	0.94	0.89	0.89	0.89	0.82	0.82	0.82	0.81	0.81	0.81
Heavy Vehicles (%)	3%	3%	3%	1%	1%	1%	1%	1%	1%	3%	3%	3%
Adj. Flow (vph)	14	721	41	55	844	10	472	1	245	19	1	28
Shared Lane Traffic (%)							47%		10%			
Lane Group Flow (vph)	0	776	0	55	854	0	250	248	220	0	48	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	0.96	1.00	1.00	1.00	1.04	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	D.Pm	NA		pm+pt	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		2		1	6			8			3	
Permitted Phases	6			6			8		8	3		
Detector Phase	6	2		1	6		8	8	8	3	3	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	21.5	21.5		10.0	21.5		18.0	18.0	18.0	18.0	18.0	
Total Split (s)	100.0	82.0		18.0	100.0		30.0	30.0	30.0	30.0	30.0	
Total Split (%)	76.9%	63.1%		13.8%	76.9%		23.1%	23.1%	23.1%	23.1%	23.1%	
Maximum Green (s)	94.0	76.0		12.0	94.0		24.0	24.0	24.0	24.0	24.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)		0.0		0.0	0.0		0.0	0.0	0.0		0.0	
Total Lost Time (s)		6.0		6.0	6.0		6.0	6.0	6.0		6.0	
Lead/Lag		Lag		Lead								
Lead-Lag Optimize?		Yes		Yes								
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	C-Max	C-Max		None	C-Max		None	None	None	Max	Max	
Act Effct Green (s)		83.7		94.0	94.0		24.0	24.0	24.0		24.0	
Actuated g/C Ratio		0.64		0.72	0.72		0.18	0.18	0.18		0.18	
v/c Ratio		0.37		0.12	0.33		1.00	1.08	0.48		0.23	
Control Delay		11.4		5.7	6.9		108.7	131.9	9.5		26.6	
Queue Delay		0.0		0.0	0.0		0.0	0.0	0.0		0.0	
Total Delay		11.4		5.7	6.9		108.7	131.9	9.5		26.6	
LOS		B		A	A		F	F	A		C	
Approach Delay		11.4			6.9			86.3			26.6	
Approach LOS		B			A			F			C	

Intersection Summary	
Area Type:	Other
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 45 (35%), Referenced to phase 2:EBT and 6:EBWB, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.08	
Intersection Signal Delay: 32.0	Intersection LOS: C
Intersection Capacity Utilization 70.2%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 21: CDC Entrance/Driveway & Clifton Rd



Lane Group	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Volume (vph)	29	775	847	44	109	141
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	11	10	8	10	10
Storage Length (ft)	132			110	0	0
Storage Lanes	1			1	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1652	3421	3336	1247	1685	1507
Flt Permitted	0.265				0.950	
Satd. Flow (perm)	461	3421	3336	1247	1685	1507
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				30		207
Link Speed (mph)		35	35		30	
Link Distance (ft)		531	625		322	
Travel Time (s)		10.3	12.2		7.3	
Peak Hour Factor	0.94	0.94	0.93	0.93	0.68	0.68
Heavy Vehicles (%)	2%	2%	1%	1%	0%	0%
Parking (#/hr)				0		
Adj. Flow (vph)	31	824	911	47	160	207
Shared Lane Traffic (%)						
Lane Group Flow (vph)	31	824	911	47	160	207
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		10	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.09	1.04	1.09	1.37	1.09	1.09
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2	1	1	1
Detector Template	Left	Thru	Thru	Right	Left	Right
Leading Detector (ft)	20	100	100	20	20	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	6	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94	94			
Detector 2 Size(ft)		6	6			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type	pm+pt	NA	NA	Perm	NA	Perm

Lane Group	SEL	SET	NWT	NWR	SWL	SWR
Protected Phases	1	6	2		8	
Permitted Phases	6			2		8
Detector Phase	1	6	2	2	8	8
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.5	21.5	21.5	21.5	21.5	21.5
Total Split (s)	15.0	76.0	61.0	61.0	44.0	44.0
Total Split (%)	12.5%	63.3%	50.8%	50.8%	36.7%	36.7%
Maximum Green (s)	9.5	70.5	55.5	55.5	38.5	38.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max	C-Max	C-Max	None	None
Act Effct Green (s)	92.2	92.2	85.0	85.0	16.8	16.8
Actuated g/C Ratio	0.77	0.77	0.71	0.71	0.14	0.14
v/c Ratio	0.07	0.31	0.39	0.05	0.68	0.53
Control Delay	4.6	5.0	8.9	4.4	62.9	11.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	4.6	5.0	8.9	4.4	62.9	11.0
LOS	A	A	A	A	E	B
Approach Delay		5.0	8.7		33.6	
Approach LOS		A	A		C	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NWT and 6:SETL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.68
Intersection Signal Delay: 11.4 Intersection LOS: B
Intersection Capacity Utilization 41.3% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 24: Clifton Rd & Emory Conf Cntr

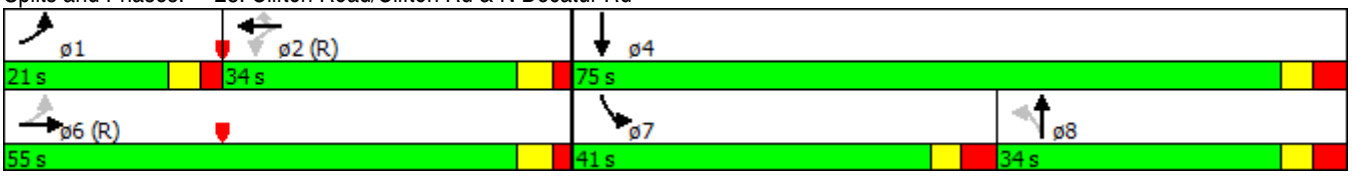
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	163	396	34	0	445	336	5	100	24	410	442	351
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	8	12	12	12	11	11	10	10	10	10
Storage Length (ft)	150		0	0		0	0		0	200		0
Storage Lanes	1		0	0		1	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	0.95	0.95	0.95	0.97	1.00	1.00
Frt		0.988				0.850		0.972			0.934	
Flt Protected	0.950							0.998		0.950		
Satd. Flow (prot)	1770	3497	0	0	1845	1568	0	3319	0	3173	1608	0
Flt Permitted	0.111							0.921		0.950		
Satd. Flow (perm)	207	3497	0	0	1845	1568	0	3063	0	3173	1608	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8				295		19			46	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		1444			1181			1262			1113	
Travel Time (s)		28.1			23.0			24.6			21.7	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.83	0.83	0.83	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	2%	3%	3%	3%	2%	2%	2%	3%	3%	3%
Adj. Flow (vph)	181	440	38	0	494	373	6	120	29	441	475	377
Shared Lane Traffic (%)												
Lane Group Flow (vph)	181	478	0	0	494	373	0	155	0	441	852	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			20			20	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.20	1.00	1.00	1.00	1.04	1.04	1.09	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		Perm	NA	Perm	Perm	NA		Prot	NA	
Protected Phases	1	6			2			8		7	4	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	6			2		2	8					
Detector Phase	1	6		2	2	2	8	8		7	4	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	3.5	3.5		4.0	4.0	
Minimum Split (s)	9.1	20.0		20.0	20.0	20.0	10.0	10.0		10.5	20.0	
Total Split (s)	21.0	55.0		34.0	34.0	34.0	34.0	34.0		41.0	75.0	
Total Split (%)	16.2%	42.3%		26.2%	26.2%	26.2%	26.2%	26.2%		31.5%	57.7%	
Maximum Green (s)	15.9	49.5		28.5	28.5	28.5	27.5	27.5		34.5	68.5	
Yellow Time (s)	3.0	3.5		3.5	3.5	3.5	3.0	3.0		3.0	3.0	
All-Red Time (s)	2.1	2.0		2.0	2.0	2.0	3.5	3.5		3.5	3.5	
Lost Time Adjust (s)	0.0	0.0			0.0	0.0		0.0		0.0	0.0	
Total Lost Time (s)	5.1	5.5			5.5	5.5		6.5		6.5	6.5	
Lead/Lag	Lead			Lag	Lag	Lag	Lag	Lag		Lead		
Lead-Lag Optimize?	Yes			Yes	Yes	Yes	Yes	Yes		Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		C-Max	C-Max	C-Max	None	None		None	None	
Act Effct Green (s)	50.2	49.8			30.9	30.9		38.4		23.4	68.2	
Actuated g/C Ratio	0.39	0.38			0.24	0.24		0.30		0.18	0.52	
v/c Ratio	0.74	0.36			1.13	0.62		0.17		0.77	0.98	
Control Delay	48.5	29.2			127.3	15.5		31.4		55.8	43.7	
Queue Delay	0.0	0.0			0.0	0.0		0.0		0.0	0.0	
Total Delay	48.5	29.2			127.3	15.5		31.4		55.8	43.7	
LOS	D	C			F	B		C		E	D	
Approach Delay		34.5			79.2			31.4			47.8	
Approach LOS		C			E			C			D	

Intersection Summary

Area Type: Other
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 62 (48%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.13
Intersection Signal Delay: 53.2 Intersection LOS: D
Intersection Capacity Utilization 103.8% ICU Level of Service G
Analysis Period (min) 15

Splits and Phases: 28: Clifton Road/Clifton Rd & N Decatur Rd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	56	0	43	12	0	10	5	839	22	11	855	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	175		0	150		150
Storage Lanes	0		1	0		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected		0.950			0.950		0.950			0.950		
Satd. Flow (prot)	0	1805	1615	0	1805	1615	1770	1863	1583	1770	1863	1583
Flt Permitted		0.749			0.641		0.252			0.275		
Satd. Flow (perm)	0	1423	1615	0	1218	1615	469	1863	1583	512	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			61			51			51			51
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		226			168			634			1325	
Travel Time (s)		5.1			3.8			12.4			25.8	
Peak Hour Factor	0.71	0.71	0.71	0.92	0.92	0.92	0.98	0.98	0.98	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	79	0	61	13	0	11	5	856	22	12	929	8
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	79	61	0	13	11	5	856	22	12	929	8
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8	2		2	6		6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Detector Phase	4	4	4	8	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	20.0	20.0	20.0	20.0	20.0	20.0	9.0	20.0	20.0	9.0	20.0	20.0
Total Split (s)	35.0	35.0	35.0	35.0	35.0	35.0	15.0	100.0	100.0	15.0	100.0	100.0
Total Split (%)	23.3%	23.3%	23.3%	23.3%	23.3%	23.3%	10.0%	66.7%	66.7%	10.0%	66.7%	66.7%
Maximum Green (s)	30.0	30.0	30.0	30.0	30.0	30.0	10.0	95.0	95.0	10.0	95.0	95.0
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)		13.7	13.7		13.7	13.7	124.2	122.0	122.0	125.4	124.2	124.2
Actuated g/C Ratio		0.09	0.09		0.09	0.09	0.83	0.81	0.81	0.84	0.83	0.83
v/c Ratio		0.61	0.30		0.12	0.06	0.01	0.57	0.02	0.03	0.60	0.01
Control Delay		84.4	17.2		62.3	0.6	2.0	9.7	0.0	5.0	22.0	0.0
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		84.4	17.2		62.3	0.6	2.0	9.8	0.0	5.0	22.0	0.0
LOS		F	B		E	A	A	A	A	A	C	A
Approach Delay		55.1			34.0			9.5			21.6	
Approach LOS		E			C			A			C	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 124 (83%), Referenced to phase 2:NETL and 6:SWTL, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.61
Intersection Signal Delay: 18.7 — Intersection LOS: B
Intersection Capacity Utilization 64.2% — ICU Level of Service C
Analysis Period (min) 15

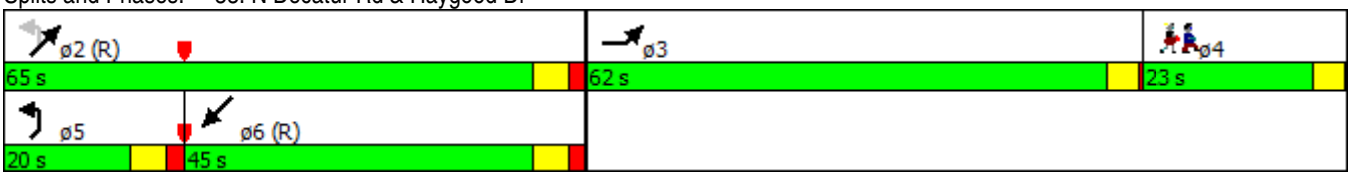
Splits and Phases: 29: Briarcliff Rd & Summit Pointe Way

Lane Group	EBL	EBR	NEL	NET	SWT	SWR	ø4
Lane Configurations							
Volume (vph)	625	34	18	652	553	216	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	10	10	11	11	11	10	
Storage Length (ft)	100	0	0			0	
Storage Lanes	1	0	0			0	
Taper Length (ft)	25		25				
Lane Util. Factor	0.97	0.95	0.95	0.95	0.95	0.95	
Ped Bike Factor	0.99			1.00	0.99		
Frt	0.992				0.958		
Flt Protected	0.955			0.999			
Satd. Flow (prot)	3227	0	0	3385	3254	0	
Flt Permitted	0.955			0.915			
Satd. Flow (perm)	3198	0	0	3100	3254	0	
Right Turn on Red		Yes				Yes	
Satd. Flow (RTOR)	4				37		
Link Speed (mph)	30			35	35		
Link Distance (ft)	1021			1039	599		
Travel Time (s)	23.2			20.2	11.7		
Confl. Peds. (#/hr)	2		3			3	
Peak Hour Factor	0.93	0.93	0.89	0.89	0.94	0.94	
Heavy Vehicles (%)	1%	1%	3%	3%	2%	2%	
Adj. Flow (vph)	672	37	20	733	588	230	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	709	0	0	753	818	0	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Right	Left	Left	Left	Right	
Median Width(ft)	20			0	0		
Link Offset(ft)	0			0	0		
Crosswalk Width(ft)	16			16	16		
Two way Left Turn Lane							
Headway Factor	1.09	1.09	1.04	1.04	1.04	1.09	
Turning Speed (mph)	15	9	15			9	
Number of Detectors	1		1	2	2		
Detector Template	Left		Left	Thru	Thru		
Leading Detector (ft)	20		20	100	100		
Trailing Detector (ft)	0		0	0	0		
Detector 1 Position(ft)	0		0	0	0		
Detector 1 Size(ft)	20		20	6	6		
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		
Detector 1 Channel							
Detector 1 Extend (s)	0.0		0.0	0.0	0.0		
Detector 1 Queue (s)	0.0		0.0	0.0	0.0		
Detector 1 Delay (s)	0.0		0.0	0.0	0.0		
Detector 2 Position(ft)				94	94		
Detector 2 Size(ft)				6	6		
Detector 2 Type				Cl+Ex	Cl+Ex		
Detector 2 Channel							
Detector 2 Extend (s)				0.0	0.0		

Lane Group	EBL	EBR	NEL	NET	SWT	SWR	ø4
Turn Type	NA		pm+pt	NA	NA		
Protected Phases	3		5	2	6		4
Permitted Phases			2				
Detector Phase	3		5	2	6		
Switch Phase							
Minimum Initial (s)	4.0		4.0	4.0	4.0		4.0
Minimum Split (s)	20.0		10.0	21.5	21.5		20.0
Total Split (s)	62.0		20.0	65.0	45.0		23.0
Total Split (%)	41.3%		13.3%	43.3%	30.0%		15%
Maximum Green (s)	58.0		14.0	59.0	39.0		19.0
Yellow Time (s)	3.5		4.0	4.0	4.0		3.5
All-Red Time (s)	0.5		2.0	2.0	2.0		0.5
Lost Time Adjust (s)	0.0			0.0	0.0		
Total Lost Time (s)	4.0			6.0	6.0		
Lead/Lag	Lead		Lead		Lag		Lag
Lead-Lag Optimize?	Yes		Yes		Yes		Yes
Vehicle Extension (s)	3.0		3.0	3.0	3.0		3.0
Recall Mode	None		None	C-Max	C-Max		None
Walk Time (s)	5.0						5.0
Flash Dont Walk (s)	11.0						11.0
Pedestrian Calls (#/hr)	0						0
Act Effct Green (s)	39.4			100.6	100.6		
Actuated g/C Ratio	0.26			0.67	0.67		
v/c Ratio	0.83			0.36	0.37		
Control Delay	60.9			12.0	8.5		
Queue Delay	0.0			0.0	0.0		
Total Delay	60.9			12.0	8.5		
LOS	E			B	A		
Approach Delay	60.9			12.0	8.5		
Approach LOS	E			B	A		

Intersection Summary	
Area Type: Other	
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 55 (37%), Referenced to phase 2:NETL and 6:SWT, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.83	
Intersection Signal Delay: 26.0	Intersection LOS: C
Intersection Capacity Utilization 58.2%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 33: N Decatur Rd & Haygood Dr

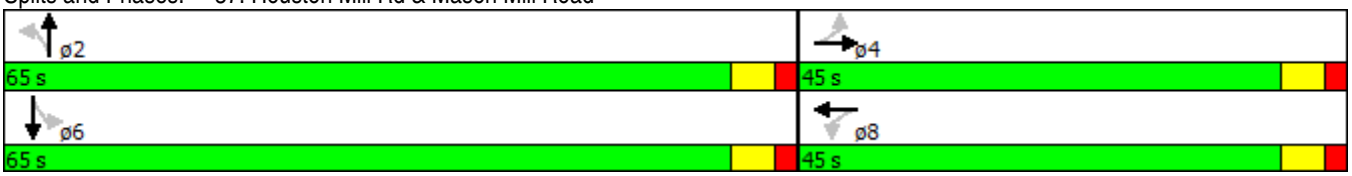


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	13	11	9	128	18	114	9	594	395	98	184	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	15	12	12	12	12	12	11	12	12	11	12
Storage Length (ft)	0		0	0		0	0		0	20		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.963			0.941			0.947			0.997	
Flt Protected		0.980			0.976						0.983	
Satd. Flow (prot)	0	1972	0	0	1728	0	0	1722	0	0	1800	0
Flt Permitted		0.849			0.824			0.996			0.496	
Satd. Flow (perm)	0	1709	0	0	1459	0	0	1715	0	0	908	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11			40			47			2	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		487			1319			1719			1513	
Travel Time (s)		11.1			30.0			39.1			34.4	
Peak Hour Factor	0.82	0.82	0.82	0.92	0.92	0.92	0.82	0.82	0.82	0.86	0.86	0.86
Heavy Vehicles (%)	0%	0%	0%	1%	1%	1%	1%	1%	1%	0%	0%	0%
Adj. Flow (vph)	16	13	11	139	20	124	11	724	482	114	214	8
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	40	0	0	283	0	0	1217	0	0	336	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	0.88	1.00	1.00	1.00	1.00	1.00	1.04	1.00	1.00	1.04	1.00
Turning Speed (mph)	16		10	16		10	16		10	16		10
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	10.0		10.0	10.0		10.5	10.5		10.5	10.5	
Total Split (s)	45.0	45.0		45.0	45.0		65.0	65.0		65.0	65.0	
Total Split (%)	40.9%	40.9%		40.9%	40.9%		59.1%	59.1%		59.1%	59.1%	
Maximum Green (s)	39.5	39.5		39.5	39.5		59.5	59.5		59.5	59.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.5			5.5			5.5			5.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Act Effct Green (s)		20.6			20.6			59.8			59.8	
Actuated g/C Ratio		0.23			0.23			0.65			0.65	
v/c Ratio		0.10			0.79			1.07			0.57	
Control Delay		21.4			44.1			66.5			15.0	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		21.4			44.1			66.5			15.0	
LOS		C			D			E			B	
Approach Delay		21.4			44.1			66.5			15.0	
Approach LOS		C			D			E			B	

Intersection Summary	
Area Type:	Other
Cycle Length: 110	
Actuated Cycle Length: 91.5	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.07	
Intersection Signal Delay: 53.0	Intersection LOS: D
Intersection Capacity Utilization 106.5%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 37: Houston Mill Rd & Mason Mill Road



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	735	126	177	516	130	593
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	13	12	11	8
Storage Length (ft)		0	300		200	0
Storage Lanes		0	1		1	1
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00		1.00		1.00	0.99
Frt	0.982					0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	1823	0	1847	1881	1745	1400
Flt Permitted			0.118		0.950	
Satd. Flow (perm)	1823	0	229	1881	1742	1382
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	7					538
Link Speed (mph)	35			35	30	
Link Distance (ft)	1440			922	1382	
Travel Time (s)	28.1			18.0	31.4	
Confl. Peds. (#/hr)		4	4		1	1
Peak Hour Factor	0.88	1.00	0.87	0.87	0.89	0.89
Heavy Vehicles (%)	2%	2%	1%	1%	0%	0%
Adj. Flow (vph)	835	126	203	593	146	666
Shared Lane Traffic (%)						
Lane Group Flow (vph)	961	0	203	593	146	666
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	13			13	11	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.96	1.00	1.04	1.20
Turning Speed (mph)		9	15		15	9
Number of Detectors	2		1	2	1	1
Detector Template	Thru		Left	Thru	Left	Right
Leading Detector (ft)	100		20	100	20	20
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	6		20	6	20	20
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	94			94		
Detector 2 Size(ft)	6			6		
Detector 2 Type	Cl+Ex			Cl+Ex		
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0		

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Turn Type	NA		pm+pt	NA	NA	Free
Protected Phases	6		5	2	8	
Permitted Phases			2			Free
Detector Phase	6		5	2	8	
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	10.0		10.0	10.0	10.0	
Total Split (s)	81.0		19.0	100.0	50.0	
Total Split (%)	54.0%		12.7%	66.7%	33.3%	
Maximum Green (s)	75.0		13.0	94.0	44.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	2.0		2.0	2.0	2.0	
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	
Total Lost Time (s)	6.0		6.0	6.0	6.0	
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	C-Max		None	C-Max	None	
Act Effct Green (s)	95.1		120.0	120.0	18.0	150.0
Actuated g/C Ratio	0.63		0.80	0.80	0.12	1.00
v/c Ratio	0.83		0.53	0.39	0.70	0.48
Control Delay	35.1		21.8	6.6	80.3	1.2
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	35.1		21.8	6.6	80.3	1.2
LOS	D		C	A	F	A
Approach Delay	35.1			10.5	15.4	
Approach LOS	D			B	B	

Intersection Summary	
Area Type: Other	
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 85 (57%), Referenced to phase 2:WBTL and 6:EBT, Start of Green	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.83	
Intersection Signal Delay: 21.2	Intersection LOS: C
Intersection Capacity Utilization 78.4%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 42: Houston Mill Rd & Lavista Rd

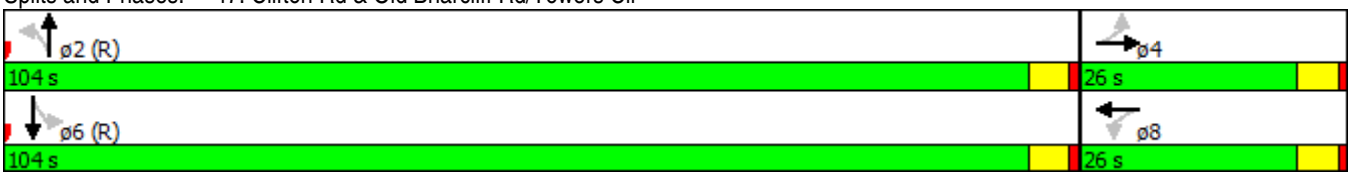
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	16	24	78	59	35	50	237	802	79	13	522	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	13	12	12	12	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor		0.99			1.00			1.00			1.00	
Frt		0.911			0.953			0.989			0.998	
Flt Protected		0.993			0.980			0.990			0.999	
Satd. Flow (prot)	0	1662	0	0	1815	0	0	3425	0	0	3564	0
Flt Permitted		0.923			0.668			0.674			0.898	
Satd. Flow (perm)	0	1544	0	0	1234	0	0	2332	0	0	3203	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		65			17			18			3	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		348			341			1743			1189	
Travel Time (s)		7.9			7.8			34.0			23.2	
Confl. Peds. (#/hr)			5	5					12	12		
Peak Hour Factor	0.91	0.91	0.91	0.86	0.86	0.86	0.78	0.78	0.78	0.86	0.86	0.86
Heavy Vehicles (%)	2%	2%	2%	1%	1%	1%	3%	3%	3%	1%	1%	1%
Adj. Flow (vph)	18	26	86	69	41	58	304	1028	101	15	607	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	130	0	0	168	0	0	1433	0	0	631	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	0.96	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	20.0	20.0		20.0	20.0		21.5	21.5		21.5	21.5	
Total Split (s)	26.0	26.0		26.0	26.0		104.0	104.0		104.0	104.0	
Total Split (%)	20.0%	20.0%		20.0%	20.0%		80.0%	80.0%		80.0%	80.0%	
Maximum Green (s)	21.0	21.0		21.0	21.0		99.0	99.0		99.0	99.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Act Effct Green (s)		18.8			18.8			101.2			101.2	
Actuated g/C Ratio		0.14			0.14			0.78			0.78	
v/c Ratio		0.47			0.88			0.79			0.25	
Control Delay		31.2			87.5			20.3			4.4	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		31.2			87.5			20.3			4.4	
LOS		C			F			C			A	
Approach Delay		31.2			87.5			20.3			4.4	
Approach LOS		C			F			C			A	

Intersection Summary

Area Type: Other
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 80 (62%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.88
Intersection Signal Delay: 21.4 — Intersection LOS: C
Intersection Capacity Utilization 74.0% — ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 47: Clifton Rd & Old Briarcliff Rd/Towers Cir



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	297	0	36	0	0	52	0	257	0	19	10	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	8	12	10	12	12	12	12	16	12	12	12	11
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.865							0.850
Flt Protected	0.950										0.968	
Satd. Flow (prot)	1564	0	1507	0	1644	0	0	2153	0	0	1839	1561
Flt Permitted	0.950										0.968	
Satd. Flow (perm)	1564	0	1507	0	1644	0	0	2153	0	0	1839	1561
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		289			282			193			351	
Travel Time (s)		6.6			6.4			4.4			8.0	
Peak Hour Factor	0.83	0.83	0.83	0.59	0.59	0.59	0.84	0.84	0.84	0.88	0.88	0.88
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	358	0	43	0	0	88	0	306	0	22	11	7
Shared Lane Traffic (%)												
Lane Group Flow (vph)	358	0	43	0	88	0	0	306	0	0	33	7
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		8			8			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.20	1.00	1.09	1.00	1.00	1.00	1.00	0.85	1.00	1.00	1.00	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 47.1%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Volume (vph)	5	899	843	13	5	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Ped Bike Factor						
Frt			0.998		0.897	
Flt Protected					0.988	
Satd. Flow (prot)	0	3505	3532	0	1651	0
Flt Permitted					0.988	
Satd. Flow (perm)	0	3505	3532	0	1651	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		147	531		214	
Travel Time (s)		2.9	10.3		4.9	
Confl. Peds. (#/hr)				13		
Peak Hour Factor	0.93	0.93	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	3%	3%	2%	2%	2%	2%
Adj. Flow (vph)	5	967	916	14	5	16
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	972	930	0	21	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		10	10		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 38.3%	ICU Level of Service A
Analysis Period (min) 15	

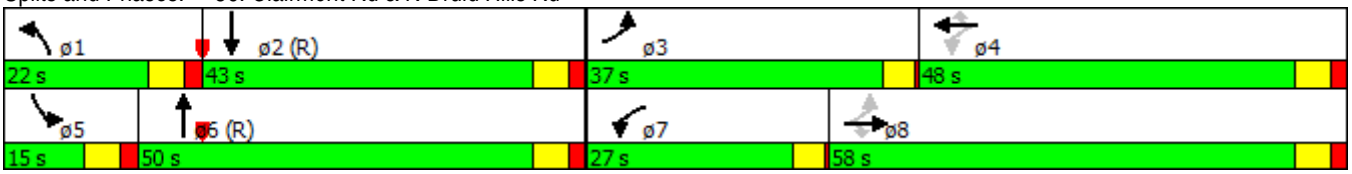
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	63	1118	405	90	606	174	578	880	160	422	690	47
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		300	300		400	300		0	150		0
Storage Lanes	1		1	1		1	2		0	2		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.97	0.95	0.95	0.97	0.95	0.95
Frt			0.850			0.850		0.977			0.990	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	3574	1599	1770	3539	1583	3467	3492	0	3467	3539	0
Flt Permitted	0.336			0.073			0.950			0.950		
Satd. Flow (perm)	632	3574	1599	136	3539	1583	3467	3492	0	3467	3539	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			328			187		14			4	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		2251			1808			2219			2954	
Travel Time (s)		43.9			35.2			43.2			57.5	
Peak Hour Factor	0.98	0.98	0.98	0.93	0.93	0.93	0.91	0.91	0.91	0.93	0.93	0.93
Heavy Vehicles (%)	1%	1%	1%	2%	2%	2%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	64	1141	413	97	652	187	635	967	176	454	742	51
Shared Lane Traffic (%)												
Lane Group Flow (vph)	64	1141	413	97	652	187	635	1143	0	454	793	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	8		8	4		4						

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	3	8	8	7	4	4	1	6		5	2	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	8.0	20.0	20.0	8.0	20.0	20.0	10.0	20.0		10.0	20.0	
Total Split (s)	37.0	58.0	58.0	27.0	48.0	48.0	22.0	50.0		15.0	43.0	
Total Split (%)	24.7%	38.7%	38.7%	18.0%	32.0%	32.0%	14.7%	33.3%		10.0%	28.7%	
Maximum Green (s)	33.0	52.0	52.0	23.0	42.0	42.0	16.0	44.0		9.0	37.0	
Yellow Time (s)	3.5	4.0	4.0	3.5	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	0.5	2.0	2.0	0.5	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	6.0	6.0	4.0	6.0	6.0	6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	
Act Effct Green (s)	67.4	57.2	57.2	74.6	62.8	62.8	22.1	44.0		15.1	37.0	
Actuated g/C Ratio	0.45	0.38	0.38	0.50	0.42	0.42	0.15	0.29		0.10	0.25	
v/c Ratio	0.18	0.84	0.51	0.50	0.44	0.24	1.24	1.11		1.30	0.91	
Control Delay	7.1	35.8	17.4	30.0	32.0	4.0	162.5	108.5		180.0	87.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	7.1	35.8	17.4	30.0	32.0	4.0	162.5	108.5		180.0	87.3	
LOS	A	D	B	C	C	A	F	F		F	F	
Approach Delay		30.0			26.2			127.8			121.0	
Approach LOS		C			C			F			F	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 13 (9%), Referenced to phase 2:SBT and 6:NBT, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.30
Intersection Signal Delay: 80.9 — Intersection LOS: F
Intersection Capacity Utilization 95.7% — ICU Level of Service F
Analysis Period (min) 15

Splits and Phases: 56: Clairmont Rd & N Druid Hills Rd

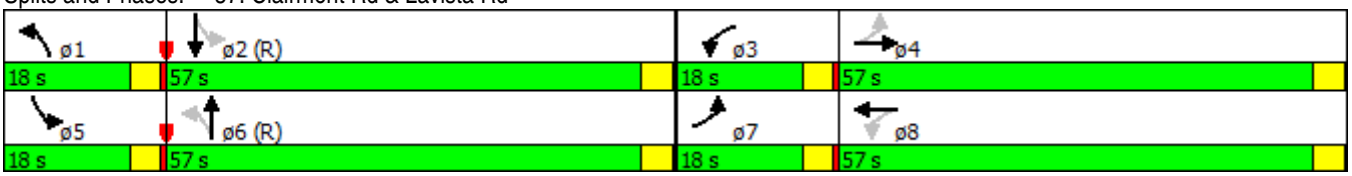


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	228	529	15	157	319	72	19	797	44	214	1117	197
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	200		0	150		0	150		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.996			0.972			0.992			0.978	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	1874	0	1787	1829	0	1787	3546	0	1787	3496	0
Flt Permitted	0.252			0.113			0.075			0.136		
Satd. Flow (perm)	474	1874	0	213	1829	0	141	3546	0	256	3496	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			8			4			15	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		2445			1250			2954			1012	
Travel Time (s)		47.6			24.4			57.5			19.7	
Peak Hour Factor	0.97	0.97	0.97	0.90	0.90	0.90	0.94	0.94	0.94	0.92	0.92	0.92
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	235	545	15	174	354	80	20	848	47	233	1214	214
Shared Lane Traffic (%)												
Lane Group Flow (vph)	235	560	0	174	434	0	20	895	0	233	1428	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases	4			8			6			2		
Minimum Split (s)	8.0	20.0		8.0	20.0		8.0	20.0		8.0	20.0	
Total Split (s)	18.0	57.0		18.0	57.0		18.0	57.0		18.0	57.0	
Total Split (%)	12.0%	38.0%		12.0%	38.0%		12.0%	38.0%		12.0%	38.0%	
Maximum Green (s)	14.0	53.0		14.0	53.0		14.0	53.0		14.0	53.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5		0.5	0.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Act Effct Green (s)	67.0	53.0		67.0	53.0		67.0	53.0		67.0	53.0	
Actuated g/C Ratio	0.45	0.35		0.45	0.35		0.45	0.35		0.45	0.35	
v/c Ratio	0.70	0.85		0.72	0.67		0.09	0.71		0.91	1.15	
Control Delay	54.1	47.6		43.9	46.2		44.2	77.7		64.9	119.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	54.1	47.6		43.9	46.2		44.2	77.7		64.9	119.3	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	D	D		D	D		D	E		E	F	
Approach Delay		49.5			45.6			76.9			111.7	
Approach LOS		D			D			E			F	

Intersection Summary	
Area Type: Other	
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 2 (1%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green	
Natural Cycle: 90	
Control Type: Pretimed	
Maximum v/c Ratio: 1.15	
Intersection Signal Delay: 81.2	Intersection LOS: F
Intersection Capacity Utilization 91.3%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 57: Clairmont Rd & Lavista Rd



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	306	189	163	1393	1109	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	200			0
Storage Lanes	1	0	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Frt	0.948				0.988	
Flt Protected	0.970		0.950			
Satd. Flow (prot)	1730	0	1787	3574	3531	0
Flt Permitted	0.970		0.071			
Satd. Flow (perm)	1730	0	134	3574	3531	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	23				8	
Link Speed (mph)	30			35	35	
Link Distance (ft)	2023			816	2219	
Travel Time (s)	46.0			15.9	43.2	
Peak Hour Factor	0.88	0.88	0.94	0.94	0.92	0.92
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	348	215	173	1482	1205	109
Shared Lane Traffic (%)						
Lane Group Flow (vph)	563	0	173	1482	1314	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			24	24	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2	2	
Detector Template	Left		Left	Thru	Thru	
Leading Detector (ft)	20		20	100	100	
Trailing Detector (ft)	0		0	0	0	
Detector 1 Position(ft)	0		0	0	0	
Detector 1 Size(ft)	20		20	6	6	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	NA		pm+pt	NA	NA	
Protected Phases	4		5	2	6	
Permitted Phases			2			

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Detector Phase	4		5	2	6	
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	20.0		9.0	20.0	20.0	
Total Split (s)	57.0		27.0	93.0	66.0	
Total Split (%)	38.0%		18.0%	62.0%	44.0%	
Maximum Green (s)	52.0		22.0	88.0	61.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	
Total Lost Time (s)	5.0		5.0	5.0	5.0	
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	None		None	C-Max	C-Max	
Act Effct Green (s)	49.9		90.1	90.1	70.2	
Actuated g/C Ratio	0.33		0.60	0.60	0.47	
v/c Ratio	0.95		0.71	0.69	0.79	
Control Delay	73.9		48.1	18.5	28.2	
Queue Delay	6.6		0.0	0.2	0.2	
Total Delay	80.5		48.1	18.7	28.4	
LOS	F		D	B	C	
Approach Delay	80.5			21.7	28.4	
Approach LOS	F			C	C	

Intersection Summary	
Area Type: Other	
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 57 (38%), Referenced to phase 2:NBTL and 6:SBT, Start of Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.95	
Intersection Signal Delay: 33.6	Intersection LOS: C
Intersection Capacity Utilization 83.9%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 61: Clairmont Rd & Mason Mill Rd

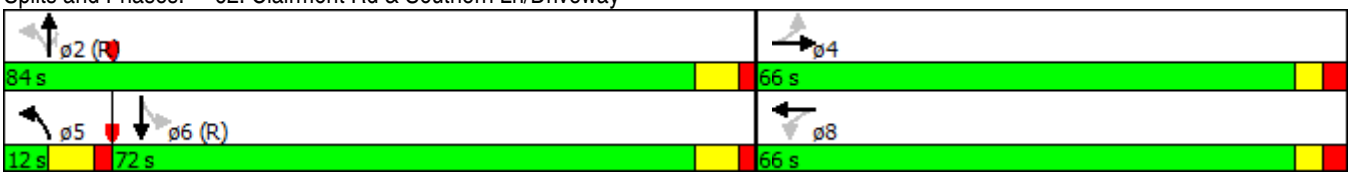
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	294	0	130	4	0	9	19	1117	3	8	1149	57
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	0		0	200		200	100		0
Storage Lanes	1		0	0		0	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt		0.850			0.905				0.850		0.993	
Flt Protected	0.950				0.985		0.950			0.950		
Satd. Flow (prot)	1805	1615	0	0	1694	0	1787	3574	1599	1787	3549	0
Flt Permitted	0.744				0.929		0.086			0.166		
Satd. Flow (perm)	1414	1615	0	0	1597	0	162	3574	1599	312	3549	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		96			80				22		4	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		776			344			1210			816	
Travel Time (s)		17.6			7.8			23.6			15.9	
Peak Hour Factor	0.70	0.70	0.70	0.65	0.65	0.65	0.89	0.89	0.89	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	420	0	186	6	0	14	21	1255	3	9	1277	63
Shared Lane Traffic (%)												
Lane Group Flow (vph)	420	186	0	0	20	0	21	1255	3	9	1340	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA	Perm	Perm	NA	
Protected Phases		4			8		5	2			6	
Permitted Phases	4			8			2		2	6		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4		8	8		5	2	2	6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	20.0	20.0		20.0	20.0		11.0	20.0	20.0	20.0	20.0	
Total Split (s)	66.0	66.0		66.0	66.0		12.0	84.0	84.0	72.0	72.0	
Total Split (%)	44.0%	44.0%		44.0%	44.0%		8.0%	56.0%	56.0%	48.0%	48.0%	
Maximum Green (s)	60.0	60.0		60.0	60.0		5.0	77.0	77.0	65.0	65.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		5.0	5.0	5.0	5.0	5.0	
All-Red Time (s)	3.0	3.0		3.0	3.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0			6.0		7.0	7.0	7.0	7.0	7.0	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?							Yes			Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max	C-Max	C-Max	C-Max	
Act Effct Green (s)	50.5	50.5			50.5		86.5	86.5	86.5	78.7	78.7	
Actuated g/C Ratio	0.34	0.34			0.34		0.58	0.58	0.58	0.52	0.52	
v/c Ratio	0.88	0.31			0.03		0.13	0.61	0.00	0.06	0.72	
Control Delay	67.0	17.0			0.1		21.7	31.9	3.3	10.4	19.3	
Queue Delay	0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.7	
Total Delay	67.0	17.0			0.1		21.7	31.9	3.3	10.4	20.0	
LOS	E	B			A		C	C	A	B	B	
Approach Delay		51.6			0.1			31.7			19.9	
Approach LOS		D			A			C			B	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 89 (59%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.88
Intersection Signal Delay: 30.3 — Intersection LOS: C
Intersection Capacity Utilization 67.4% — ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 62: Clairmont Rd & Southern Ln/Driveway

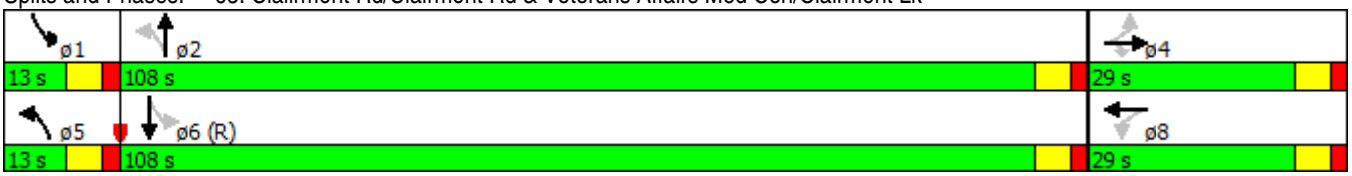


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	133	2	274	30	0	22	26	968	28	51	1221	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		150	100		0	250		0	250		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850		0.850			0.996			0.999	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	1770	1583	0	1787	3560	0	1787	3571	0
Flt Permitted	0.740			0.756			0.161			0.218		
Satd. Flow (perm)	1378	1863	1583	1408	1583	0	303	3560	0	410	3571	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			151		200			4			1	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		648			575			1977			1210	
Travel Time (s)		14.7			13.1			38.5			23.6	
Peak Hour Factor	0.59	0.59	0.59	0.81	0.81	0.81	0.91	0.91	0.91	0.94	0.94	0.94
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	225	3	464	37	0	27	29	1064	31	54	1299	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	225	3	464	37	27	0	29	1095	0	54	1310	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8			2			6		
Minimum Split (s)	19.0	19.0	19.0	19.0	19.0		10.0	20.0		10.0	20.0	
Total Split (s)	29.0	29.0	29.0	29.0	29.0		13.0	108.0		13.0	108.0	
Total Split (%)	19.3%	19.3%	19.3%	19.3%	19.3%		8.7%	72.0%		8.7%	72.0%	
Maximum Green (s)	23.0	23.0	23.0	23.0	23.0		7.0	102.0		7.0	102.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Act Effct Green (s)	23.0	23.0	23.0	23.0	23.0		109.0	102.0		109.0	102.0	
Actuated g/C Ratio	0.15	0.15	0.15	0.15	0.15		0.73	0.68		0.73	0.68	
v/c Ratio	1.07	0.01	1.25	0.17	0.07		0.10	0.45		0.15	0.54	
Control Delay	139.0	54.0	168.1	57.7	0.3		2.3	12.5		9.3	32.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	139.0	54.0	168.1	57.7	0.3		2.3	12.5		9.3	32.2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	F	D	F	E	A		A	B		A	C	
Approach Delay		158.1			33.5			12.2			31.3	
Approach LOS		F			C			B			C	

Intersection Summary	
Area Type:	Other
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 5 (3%), Referenced to phase 6:SBTL, Start of Green	
Natural Cycle: 60	
Control Type: Pretimed	
Maximum v/c Ratio: 1.25	
Intersection Signal Delay: 51.8	Intersection LOS: D
Intersection Capacity Utilization 69.4%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 65: Claiirmont Rd/Clairmont Rd & Veterans Affairs Med Cen/Clairmont Lk

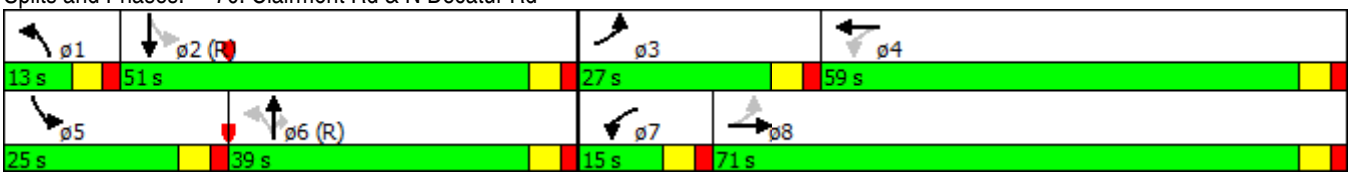


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	245	835	245	157	495	52	134	609	61	139	740	158
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	300		0	150		300	200		0
Storage Lanes	1		0	1		0	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	0.95
Frt		0.966			0.986				0.850		0.974	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	3453	0	1787	3524	0	1770	3539	1583	1770	3447	0
Flt Permitted	0.291			0.144			0.119			0.140		
Satd. Flow (perm)	547	3453	0	271	3524	0	222	3539	1583	261	3447	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		32			8				178		17	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		2078			1739			966			539	
Travel Time (s)		40.5			33.9			18.8			10.5	
Peak Hour Factor	0.97	0.97	0.97	0.95	0.95	0.95	0.98	0.98	0.98	0.94	0.94	0.94
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	253	861	253	165	521	55	137	621	62	148	787	168
Shared Lane Traffic (%)												
Lane Group Flow (vph)	253	1114	0	165	576	0	137	621	62	148	955	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	8			4			6		6	2		
Minimum Split (s)	9.5	21.5		9.5	21.5		9.5	21.5	21.5	9.5	21.5	
Total Split (s)	27.0	71.0		15.0	59.0		13.0	39.0	39.0	25.0	51.0	
Total Split (%)	18.0%	47.3%		10.0%	39.3%		8.7%	26.0%	26.0%	16.7%	34.0%	
Maximum Green (s)	21.5	65.5		9.5	53.5		7.5	33.5	33.5	19.5	45.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.5	5.5		5.5	5.5		5.5	5.5	5.5	5.5	5.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Act Effct Green (s)	80.5	65.5		63.0	53.5		41.0	33.5	33.5	58.5	45.5	
Actuated g/C Ratio	0.54	0.44		0.42	0.36		0.27	0.22	0.22	0.39	0.30	
v/c Ratio	0.54	0.73		0.79	0.46		0.99	0.79	0.13	0.50	0.90	
Control Delay	30.6	41.7		48.4	38.0		111.7	63.0	0.5	47.0	71.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	30.6	41.7		48.4	38.0		111.7	63.0	0.5	47.0	71.4	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	D		D	D		F	E	A	D	E	
Approach Delay		39.7			40.3			66.4			68.1	
Approach LOS		D			D			E			E	

Intersection Summary	
Area Type:	Other
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 52 (35%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green	
Natural Cycle: 90	
Control Type: Pretimed	
Maximum v/c Ratio: 0.99	
Intersection Signal Delay: 53.0	Intersection LOS: D
Intersection Capacity Utilization 90.9%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 70: Clairmont Rd & N Decatur Rd

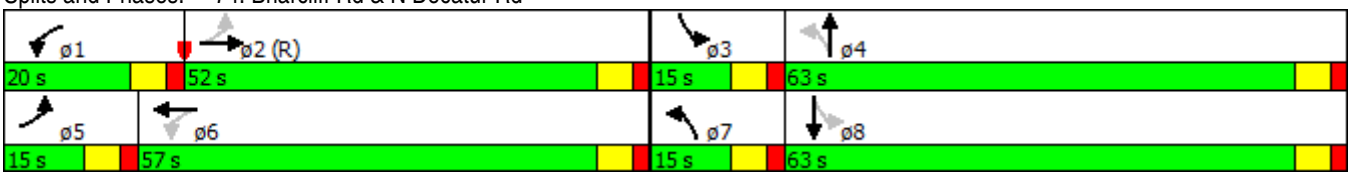


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	36	441	62	226	248	81	58	450	139	92	562	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	300		0	150		0	150		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.981			0.963			0.965			0.994	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	1845	0	1787	1812	0	1752	1780	0	1787	1870	0
Flt Permitted	0.380			0.078			0.105			0.107		
Satd. Flow (perm)	715	1845	0	147	1812	0	194	1780	0	201	1870	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			12			12			2	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		942			3025			1172			2474	
Travel Time (s)		18.4			58.9			22.8			48.2	
Peak Hour Factor	0.94	0.94	0.94	0.91	0.91	0.91	0.95	0.95	0.95	0.94	0.94	0.94
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	3%	3%	3%	1%	1%	1%
Adj. Flow (vph)	38	469	66	248	273	89	61	474	146	98	598	24
Shared Lane Traffic (%)												
Lane Group Flow (vph)	38	535	0	248	362	0	61	620	0	98	622	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases	2			6			4			8		
Minimum Split (s)	10.0	22.0		10.0	22.0		10.0	22.0		10.0	22.0	
Total Split (s)	15.0	52.0		20.0	57.0		15.0	63.0		15.0	63.0	
Total Split (%)	10.0%	34.7%		13.3%	38.0%		10.0%	42.0%		10.0%	42.0%	
Maximum Green (s)	9.0	46.0		14.0	51.0		9.0	57.0		9.0	57.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Act Effct Green (s)	55.0	46.0		65.0	51.0		66.0	57.0		66.0	57.0	
Actuated g/C Ratio	0.37	0.31		0.43	0.34		0.44	0.38		0.44	0.38	
v/c Ratio	0.12	0.94		1.15	0.58		0.34	0.91		0.54	0.87	
Control Delay	25.4	75.6		144.1	43.7		26.6	61.6		59.2	58.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	25.4	75.6		144.1	43.7		26.6	61.6		59.2	58.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	E		F	D		C	E		E	E	
Approach Delay		72.3			84.5			58.4			58.2	
Approach LOS		E			F			E			E	

Intersection Summary	
Area Type: Other	
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 40 (27%), Referenced to phase 2:EBTL, Start of Green	
Natural Cycle: 100	
Control Type: Pretimed	
Maximum v/c Ratio: 1.15	
Intersection Signal Delay: 67.6	Intersection LOS: E
Intersection Capacity Utilization 96.7%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 74: Briarcliff Rd & N Decatur Rd



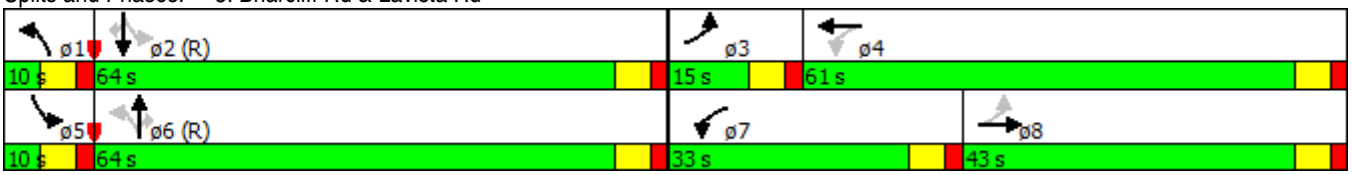
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	64	215	253	230	558	77	107	735	103	34	676	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	11	12	12	10	12	14	12	12	10	12	10
Storage Length (ft)	300		225	200		150	225		150	225		200
Storage Lanes	1		1	1		1	2		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	0.97	0.95	1.00	0.97	0.95	1.00
Frt		0.919			0.982				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1636	3114	0	1770	3244	0	3591	3471	1553	3113	3438	1436
Flt Permitted	0.263			0.165			0.286			0.267		
Satd. Flow (perm)	453	3114	0	307	3244	0	1081	3471	1553	875	3438	1436
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		184			11				153			153
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		608			3539			1422			808	
Travel Time (s)		11.8			68.9			27.7			15.7	
Peak Hour Factor	0.89	0.89	0.89	0.95	0.95	0.95	0.89	0.89	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	3%	3%	3%	2%	2%	2%	4%	4%	4%	5%	5%	5%
Adj. Flow (vph)	72	242	284	242	587	81	120	826	111	37	727	19
Shared Lane Traffic (%)												
Lane Group Flow (vph)	72	526	0	242	668	0	120	826	111	37	727	19
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			28			28	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.04	1.00	1.00	1.09	1.00	0.92	1.00	1.00	1.09	1.00	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	3	8		7	4		1	6		5	2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	8			4			6		6	2		2
Detector Phase	3	8		7	4		1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	10.0	20.0		10.0	20.0		10.0	20.0	20.0	10.0	20.0	20.0
Total Split (s)	15.0	43.0		33.0	61.0		10.0	64.0	64.0	10.0	64.0	64.0
Total Split (%)	10.0%	28.7%		22.0%	40.7%		6.7%	42.7%	42.7%	6.7%	42.7%	42.7%
Maximum Green (s)	9.0	37.0		27.0	55.0		4.0	58.0	58.0	4.0	58.0	58.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	3.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	9.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	34.1	22.6		52.6	38.1		82.0	75.4	75.4	77.9	71.6	71.6
Actuated g/C Ratio	0.23	0.15		0.35	0.25		0.55	0.50	0.50	0.52	0.48	0.48
v/c Ratio	0.42	0.84		0.78	0.80		0.17	0.47	0.13	0.07	0.44	0.02
Control Delay	40.4	52.6		39.1	47.1		15.4	28.5	6.0	17.0	28.5	0.1
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.4	52.6		39.1	47.1		15.4	28.5	6.0	17.0	28.5	0.1
LOS	D	D		D	D		B	C	A	B	C	A
Approach Delay		51.1			45.0			24.6			27.3	
Approach LOS		D			D			C			C	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.84
Intersection Signal Delay: 35.5 Intersection LOS: D
Intersection Capacity Utilization 73.0% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 3: Briarcliff Rd & Lavista Rd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Volume (vph)	144	280	260	97	806	114	100	895	233	549	1719	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		100	300		400	200		0	200		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850			0.850		0.969			0.998	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	3396	0	1787	3567	0
Flt Permitted	0.256			0.543			0.121			0.121		
Satd. Flow (perm)	477	3539	1583	1011	3539	1583	225	3396	0	228	3567	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			283			124		20			1	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		1499			401			1532			2209	
Travel Time (s)		29.2			7.8			29.8			43.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.86	0.86	0.95	0.95	0.92
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	3%	3%	1%	1%	2%
Adj. Flow (vph)	157	304	283	105	876	124	109	1041	271	578	1809	26
Shared Lane Traffic (%)												
Lane Group Flow (vph)	157	304	283	105	876	124	109	1312	0	578	1835	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6		6	2		2	4			8		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Detector Phase	1	6	6	5	2	2	7	4		3	8	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	22.0	22.0	10.0	22.0	22.0	10.0	22.0		10.0	22.0	
Total Split (s)	13.0	50.0	50.0	48.0	85.0	85.0	13.0	39.0		13.0	39.0	
Total Split (%)	8.7%	33.3%	33.3%	32.0%	56.7%	56.7%	8.7%	26.0%		8.7%	26.0%	
Maximum Green (s)	7.0	44.0	44.0	42.0	79.0	79.0	7.0	33.0		7.0	33.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None		None	None	
Walk Time (s)		5.0	5.0		5.0	5.0		5.0			5.0	
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0			11.0	
Pedestrian Calls (#/hr)		0	0		0	0		0			0	
Act Effct Green (s)	83.8	76.8	76.8	88.2	79.0	79.0	40.0	33.0		40.0	33.0	
Actuated g/C Ratio	0.56	0.51	0.51	0.59	0.53	0.53	0.27	0.22		0.27	0.22	
v/c Ratio	0.48	0.17	0.30	0.16	0.47	0.14	0.83	1.72		4.35	2.34	
Control Delay	23.2	24.2	10.4	19.0	35.4	11.7	84.0	364.2		1520.5	628.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	23.2	24.2	10.4	19.0	35.4	11.7	84.0	364.2		1520.5	628.9	
LOS	C	C	B	B	D	B	F	F		F	F	
Approach Delay		18.7			31.2			342.7			842.5	
Approach LOS		B			C			F			F	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 95 (63%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 4.35
Intersection Signal Delay: 451.9 Intersection LOS: F
Intersection Capacity Utilization 112.9% ICU Level of Service H
Analysis Period (min) 15

Splits and Phases: 4: N Druid Hills Rd & Lavista Rd

Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Volume (vph)	319	904	1316	10	17	234
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999		0.874	
Flt Protected	0.950				0.997	
Satd. Flow (prot)	1752	1845	1825	0	1639	0
Flt Permitted	0.950				0.997	
Satd. Flow (perm)	1752	1845	1825	0	1639	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		360	596		474	
Travel Time (s)		7.0	11.6		10.8	
Peak Hour Factor	0.97	0.97	0.98	0.98	0.81	0.81
Heavy Vehicles (%)	3%	3%	4%	4%	1%	1%
Adj. Flow (vph)	329	932	1343	10	21	289
Shared Lane Traffic (%)						
Lane Group Flow (vph)	329	932	1353	0	310	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		26	26		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

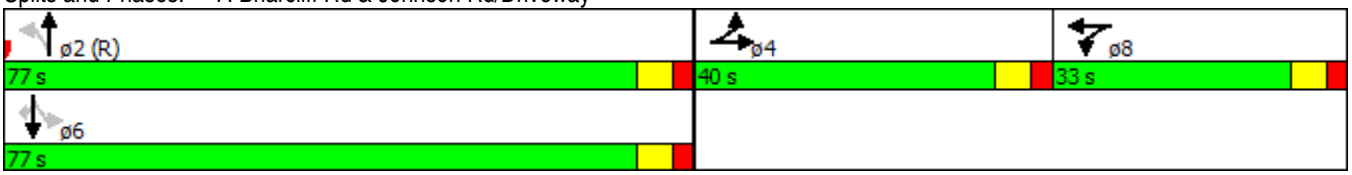
Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 113.0%	ICU Level of Service H
Analysis Period (min) 15	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	504	45	12	22	21	13	27	546	20	61	525	394
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	0		0	250		0	250		150
Storage Lanes	1		0	0		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt		0.994			0.969			0.995				0.850
Flt Protected	0.950	0.962			0.980		0.950			0.950		
Satd. Flow (prot)	1681	1692	0	0	1735	0	1752	3487	0	1752	3505	1568
Flt Permitted	0.950	0.962			0.980		0.397			0.384		
Satd. Flow (perm)	1681	1692	0	0	1735	0	732	3487	0	708	3505	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			9			3				448
Link Speed (mph)		35			30			35			35	
Link Distance (ft)		1757			282			2736			824	
Travel Time (s)		34.2			6.4			53.3			16.1	
Peak Hour Factor	0.96	0.96	0.96	0.80	0.80	0.80	0.91	0.91	0.91	0.88	0.88	0.88
Heavy Vehicles (%)	2%	2%	2%	4%	4%	4%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	525	47	12	28	26	16	30	600	22	69	597	448
Shared Lane Traffic (%)	44%											
Lane Group Flow (vph)	294	290	0	0	70	0	30	622	0	69	597	448
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100		20	100	20
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Split	NA		Split	NA		Perm	NA		Perm	NA	Perm
Protected Phases	4	4		8	8			2			6	
Permitted Phases							2			6		6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4		8	8		2	2		6	6	6
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	22.5
Total Split (s)	40.0	40.0		33.0	33.0		77.0	77.0		77.0	77.0	77.0
Total Split (%)	26.7%	26.7%		22.0%	22.0%		51.3%	51.3%		51.3%	51.3%	51.3%
Maximum Green (s)	33.5	33.5		26.5	26.5		70.5	70.5		70.5	70.5	70.5
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.5	2.5		2.5	2.5		2.5	2.5		2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5			6.5		6.5	6.5		6.5	6.5	6.5
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None		None	None		C-Max	C-Max		None	None	None
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	0
Act Effct Green (s)	30.0	30.0			10.7		89.8	89.8		89.8	89.8	89.8
Actuated g/C Ratio	0.20	0.20			0.07		0.60	0.60		0.60	0.60	0.60
v/c Ratio	0.88	0.86			0.53		0.07	0.30		0.16	0.28	0.40
Control Delay	83.3	80.5			72.2		14.9	14.1		13.5	12.8	3.0
Queue Delay	0.0	0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	83.3	80.5			72.2		14.9	14.1		13.5	12.8	3.0
LOS	F	F			E		B	B		B	B	A
Approach Delay		81.9			72.2			14.1			8.9	
Approach LOS		F			E			B			A	

Intersection Summary	
Area Type: Other	
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 73 (49%), Referenced to phase 2:NBTL, Start of Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.88	
Intersection Signal Delay: 29.8	Intersection LOS: C
Intersection Capacity Utilization 57.5%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 7: Briarcliff Rd & Johnson Rd/Driveway



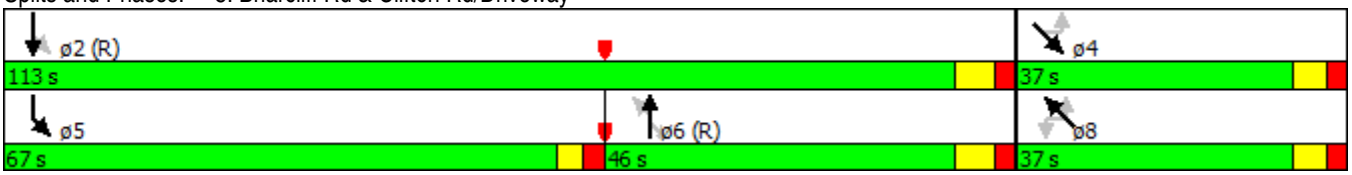
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Volume (vph)	0	708	406	995	687	0	15	12	6	346	0	540
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	14	11	10	12	12	12	12	12	12
Storage Length (ft)	316		0	150		0	0		0	0		0
Storage Lanes	1		1	1		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor								1.00			1.00	0.97
Frt			0.850					0.974				0.850
Flt Protected				0.950				0.978			0.950	
Satd. Flow (prot)	0	3421	1531	1869	3388	0	0	1769	0	0	1736	1553
Flt Permitted				0.134				0.412			0.734	
Satd. Flow (perm)	0	3421	1531	264	3388	0	0	745	0	0	1335	1505
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			354					7				519
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		824			360			355			1189	
Travel Time (s)		16.1			7.0			6.9			23.2	
Confl. Peds. (#/hr)									3	3		13
Peak Hour Factor	0.97	0.97	0.97	0.94	0.94	0.94	0.92	0.92	0.92	0.90	0.90	0.90
Heavy Vehicles (%)	2%	2%	2%	3%	3%	3%	2%	2%	2%	4%	4%	4%
Parking (#/hr)									0			
Adj. Flow (vph)	0	730	419	1059	731	0	16	13	7	384	0	600
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	730	419	1059	731	0	0	36	0	0	384	600
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		14			14			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	0.92	1.04	1.09	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	Perm	pm+pt	NA		Perm	NA		Perm	NA	Perm
Protected Phases		6		5	2			4			8	
Permitted Phases	6	6	6	2	2		4			8		8
Detector Phase	6	6	6	5	2		4	4		8	8	8
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	4.0	10.0		7.0	7.0		7.0	7.0	7.0
Minimum Split (s)	23.0	23.0	23.0	10.0	23.0		22.3	22.3		22.3	22.3	22.3
Total Split (s)	46.0	46.0	46.0	67.0	113.0		37.0	37.0		37.0	37.0	37.0
Total Split (%)	30.7%	30.7%	30.7%	44.7%	75.3%		24.7%	24.7%		24.7%	24.7%	24.7%
Maximum Green (s)	39.0	39.0	39.0	61.5	106.0		30.7	30.7		30.7	30.7	30.7
Yellow Time (s)	4.5	4.5	4.5	3.0	4.5		3.8	3.8		3.8	3.8	3.8
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5		2.5	2.5		2.5	2.5	2.5
Lost Time Adjust (s)		0.0	0.0	0.0	0.0			0.0			0.0	0.0
Total Lost Time (s)		7.0	7.0	5.5	7.0			6.3			6.3	6.3
Lead/Lag	Lag	Lag	Lag	Lead								
Lead-Lag Optimize?	Yes	Yes	Yes	Yes								
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	C-Max	C-Max	C-Max	None	C-Max		None	None		None	None	None
Act Effct Green (s)		39.0	39.0	107.5	106.0			30.7			30.7	30.7
Actuated g/C Ratio		0.26	0.26	0.72	0.71			0.20			0.20	0.20
v/c Ratio		0.82	0.63	1.25	0.31			0.23			1.41	0.83
Control Delay		71.3	27.1	151.5	6.2			46.3			245.9	19.9
Queue Delay		0.0	0.0	0.0	0.0			0.0			0.0	0.0
Total Delay		71.3	27.1	151.5	6.2			46.3			245.9	19.9
LOS		E	C	F	A			D			F	B
Approach Delay		55.2			92.1			46.3			108.1	
Approach LOS		E			F			D			F	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 120 (80%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 140
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.41
Intersection Signal Delay: 85.0 Intersection LOS: F
Intersection Capacity Utilization 117.4% ICU Level of Service H
Analysis Period (min) 15

Splits and Phases: 8: Briarcliff Rd & Clifton Rd/Driveway



Lane Group	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations						
Volume (vph)	45	9	421	702	0	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Frt	0.975				0.865	
Flt Protected				0.982		
Satd. Flow (prot)	2862	0	0	3510	1644	0
Flt Permitted				0.982		
Satd. Flow (perm)	2862	0	0	3510	1644	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	351			484	251	
Travel Time (s)	8.0			11.0	5.7	
Peak Hour Factor	0.56	0.56	0.92	0.92	0.69	0.69
Heavy Vehicles (%)	23%	23%	1%	1%	0%	0%
Adj. Flow (vph)	80	16	458	763	0	19
Shared Lane Traffic (%)						
Lane Group Flow (vph)	96	0	0	1221	19	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 44.9%		ICU Level of Service A	
Analysis Period (min) 15			

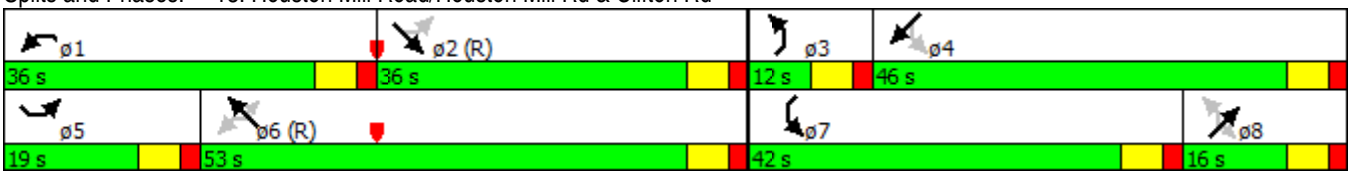
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	156	676	399	513	859	123	31	35	42	185	377	196
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	480		0	227		52	0		0	100		0
Storage Lanes	1		0	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99	0.99		1.00		0.95	1.00		0.91	0.99	0.99	
Frt		0.944				0.850			0.850		0.949	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1736	3230	0	1752	3505	1568	1570	1652	1404	1787	1775	0
Flt Permitted	0.245			0.119			0.161			0.588		
Satd. Flow (perm)	444	3230	0	219	3505	1490	265	1652	1280	1091	1775	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		86				176			227		21	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		625			693			484			1787	
Travel Time (s)		12.2			13.5			11.0			40.6	
Confl. Peds. (#/hr)	22		21	21		22	5		20	20		5
Peak Hour Factor	0.85	0.85	0.85	0.95	0.95	0.95	0.86	0.86	0.86	0.94	0.94	0.94
Heavy Vehicles (%)	4%	4%	4%	3%	3%	3%	15%	15%	15%	1%	1%	1%
Adj. Flow (vph)	184	795	469	540	904	129	36	41	49	197	401	209
Shared Lane Traffic (%)												
Lane Group Flow (vph)	184	1264	0	540	904	129	36	41	49	197	610	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6		6	8		8	4		
Detector Phase	5	2		1	6	6	3	8	8	7	4	
Switch Phase												
Minimum Initial (s)	2.0	4.0		2.0	4.0	4.0	2.0	4.0	4.0	2.0	4.0	
Minimum Split (s)	8.0	21.0		8.0	21.0	21.0	8.0	12.0	12.0	8.0	21.5	
Total Split (s)	19.0	36.0		36.0	53.0	53.0	12.0	16.0	16.0	42.0	46.0	
Total Split (%)	14.6%	27.7%		27.7%	40.8%	40.8%	9.2%	12.3%	12.3%	32.3%	35.4%	
Maximum Green (s)	13.0	30.0		30.0	47.0	47.0	6.0	10.0	10.0	36.0	40.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	C-Max		None	C-Max	C-Max	None	None	None	None	None	
Act Effct Green (s)	41.9	30.0		66.0	48.1	48.1	29.5	24.7	24.7	52.0	44.8	
Actuated g/C Ratio	0.32	0.23		0.51	0.37	0.37	0.23	0.19	0.19	0.40	0.34	
v/c Ratio	0.70	1.56		1.16	0.70	0.19	0.30	0.13	0.12	0.35	0.98	
Control Delay	37.7	289.6		117.4	23.0	3.0	32.4	42.3	0.5	28.4	72.0	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	37.7	289.6		117.4	23.0	3.0	32.4	42.3	0.5	28.4	72.0	
LOS	D	F		F	C	A	C	D	A	C	E	
Approach Delay		257.6			53.7			23.2			61.4	
Approach LOS		F			D			C			E	

Intersection Summary

Area Type: Other
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 97 (75%), Referenced to phase 2:SETL and 6:NWTL, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.56
Intersection Signal Delay: 129.0 Intersection LOS: F
Intersection Capacity Utilization 107.6% ICU Level of Service G
Analysis Period (min) 15

Splits and Phases: 13: Houston Mill Road/Houston Mill Rd & Clifton Rd



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	1180	0	0	900	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	3471	0	0	3471	1863	0
Flt Permitted						
Satd. Flow (perm)	3471	0	0	3471	1863	0
Link Speed (mph)	35			35	30	
Link Distance (ft)	618			147	312	
Travel Time (s)	12.0			2.9	7.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	4%	4%	4%	4%	2%	2%
Adj. Flow (vph)	1283	0	0	978	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1283	0	0	978	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

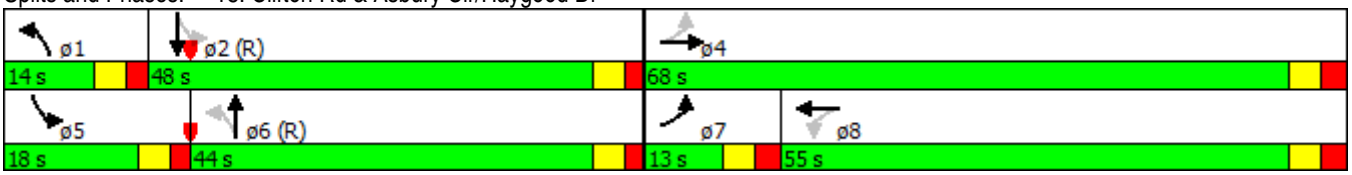
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 36.0%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	105	21	45	21	61	522	25	1106	24	217	621	156
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	12	10	10	12	9	9	10
Storage Length (ft)	100		0	280		0	135		0	110		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	1.00	0.97		0.96	0.99		0.99	1.00		1.00	0.98	
Frt		0.898			0.866			0.997			0.970	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1465	1337	0	1652	1487	0	1604	3197	0	1533	2923	0
Flt Permitted	0.073			0.708			0.225			0.091		
Satd. Flow (perm)	113	1337	0	1176	1487	0	374	3197	0	147	2923	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		51			202			2			26	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		671			1358			1232			781	
Travel Time (s)		15.3			30.9			24.0			15.2	
Confl. Peds. (#/hr)	2		63	63		2	43		24	24		43
Peak Hour Factor	0.88	0.88	0.88	0.84	0.84	0.84	0.86	0.86	0.86	0.94	0.94	0.94
Heavy Vehicles (%)	15%	15%	15%	2%	2%	2%	5%	5%	5%	6%	6%	6%
Adj. Flow (vph)	119	24	51	25	73	621	29	1286	28	231	661	166
Shared Lane Traffic (%)												
Lane Group Flow (vph)	119	75	0	25	694	0	29	1314	0	231	827	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.00	1.09	1.09	1.00	1.14	1.14	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4			8		1	6		5	2	
Permitted Phases	4			8			6			2		
Detector Phase	7	4		8	8		1	6		5	2	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	9.5	21.8		21.8	21.8		9.2	21.1		9.0	21.1	
Total Split (s)	13.0	68.0		55.0	55.0		14.0	44.0		18.0	48.0	
Total Split (%)	10.0%	52.3%		42.3%	42.3%		10.8%	33.8%		13.8%	36.9%	
Maximum Green (s)	7.5	62.2		49.2	49.2		8.8	38.9		13.0	42.9	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.1		3.0	3.1	
All-Red Time (s)	2.5	2.8		2.8	2.8		2.2	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.5	5.8		5.8	5.8		5.2	5.1		5.0	5.1	
Lead/Lag	Lead			Lag	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Act Effct Green (s)	62.5	62.2		49.2	49.2		45.7	38.9		56.9	49.2	
Actuated g/C Ratio	0.48	0.48		0.38	0.38		0.35	0.30		0.44	0.38	
v/c Ratio	0.90	0.11		0.06	1.01		0.15	1.37		1.14	0.74	
Control Delay	83.0	8.0		26.3	65.3		17.0	200.9		154.9	23.3	
Queue Delay	0.0	0.0		0.0	2.9		0.0	0.4		0.0	0.0	
Total Delay	83.0	8.0		26.3	68.2		17.0	201.3		154.9	23.3	
LOS	F	A		C	E		B	F		F	C	
Approach Delay		54.0			66.8			197.3			52.1	
Approach LOS		D			E			F			D	

Intersection Summary	
Area Type: Other	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 31 (24%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green	
Natural Cycle: 150	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.37	
Intersection Signal Delay: 114.2	Intersection LOS: F
Intersection Capacity Utilization 102.7%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 18: Clifton Rd & Asbury Cir/Haygood Dr



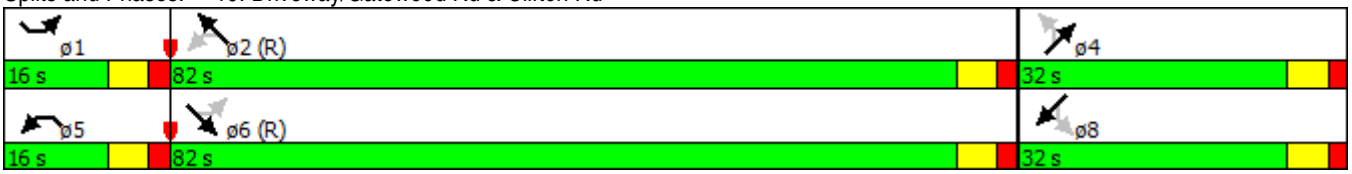
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	21	879	17	41	1493	176	4	21	25	65	3	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	200		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.997			0.984			0.932			0.970	
Flt Protected	0.950			0.950				0.996			0.964	
Satd. Flow (prot)	1703	3395	0	1752	3449	0	0	1680	0	0	1692	0
Flt Permitted	0.077			0.257				0.978			0.718	
Satd. Flow (perm)	138	3395	0	474	3449	0	0	1649	0	0	1260	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			17			36			10	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		693			781			193			374	
Travel Time (s)		13.5			15.2			4.4			8.5	
Peak Hour Factor	0.92	0.92	0.92	0.93	0.93	0.93	0.63	0.63	0.63	0.68	0.68	0.68
Heavy Vehicles (%)	6%	6%	6%	3%	3%	3%	5%	5%	5%	5%	5%	5%
Adj. Flow (vph)	23	955	18	44	1605	189	6	33	40	96	4	29
Shared Lane Traffic (%)												
Lane Group Flow (vph)	23	973	0	44	1794	0	0	79	0	0	129	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2			4			8		

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Detector Phase	1	6		5	2		4	4		8	8	
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	11.0	21.6		11.0	21.6		10.0	10.0		10.0	10.0	
Total Split (s)	16.0	82.0		16.0	82.0		32.0	32.0		32.0	32.0	
Total Split (%)	12.3%	63.1%		12.3%	63.1%		24.6%	24.6%		24.6%	24.6%	
Maximum Green (s)	10.0	76.0		10.0	76.0		26.0	26.0		26.0	26.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0			6.0			6.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Act Effct Green (s)	95.6	90.7		97.4	93.4			17.3			17.3	
Actuated g/C Ratio	0.74	0.70		0.75	0.72			0.13			0.13	
v/c Ratio	0.13	0.41		0.11	0.72			0.32			0.73	
Control Delay	14.6	32.2		3.2	8.9			31.3			72.4	
Queue Delay	0.0	0.0		0.0	1.9			0.0			0.0	
Total Delay	14.6	32.2		3.2	10.8			31.3			72.4	
LOS	B	C		A	B			C			E	
Approach Delay		31.8			10.6			31.3			72.4	
Approach LOS		C			B			C			E	

Intersection Summary

Area Type: Other
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 36 (28%), Referenced to phase 2:NWTL and 6:SETL, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.73
Intersection Signal Delay: 20.7 — Intersection LOS: C
Intersection Capacity Utilization 68.5% — ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 19: Driveway/Gatewood Rd & Clifton Rd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	83	1071	503	233	625	44	78	0	27	108	0	79
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	13	12	12	12	11	12	12	12	12	12
Storage Length (ft)	200		0	500		0	0		0	0		0
Storage Lanes	1		0	1		0	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	0.95	0.91	0.95	0.95	0.95	1.00
Ped Bike Factor	0.99	0.99					1.00	1.00			0.99	
Frt		0.952			0.990			0.990	0.850		0.868	
Flt Protected	0.950			0.950			0.950	0.955		0.950	0.994	
Satd. Flow (prot)	1770	3328	0	1736	3436	0	1658	1635	1534	1545	1384	0
Flt Permitted	0.378			0.052			0.517	0.573		0.725	0.962	
Satd. Flow (perm)	699	3328	0	95	3436	0	900	979	1534	1179	1340	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		93			14			76	76		141	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		1743			618			453			209	
Travel Time (s)		34.0			12.0			10.3			4.8	
Confl. Peds. (#/hr)	20		20				2					2
Peak Hour Factor	0.92	0.92	0.92	0.93	0.93	0.93	0.90	0.90	0.90	0.56	0.56	0.56
Heavy Vehicles (%)	2%	2%	2%	4%	4%	4%	0%	0%	0%	11%	11%	11%
Adj. Flow (vph)	90	1164	547	251	672	47	87	0	30	193	0	141
Shared Lane Traffic (%)							48%		10%	10%		
Lane Group Flow (vph)	90	1711	0	251	719	0	45	45	27	174	160	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	0.96	1.00	1.00	1.00	1.04	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Perm	NA		pm+pt	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		2		1	6			8			3	
Permitted Phases	2			6			8		8	3		
Detector Phase	2	2		1	6		8	8	8	3	3	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	15.0	15.0		15.0	15.0		12.0	12.0	12.0	12.0	12.0	
Total Split (s)	76.0	76.0		24.0	100.0		30.0	30.0	30.0	30.0	30.0	
Total Split (%)	58.5%	58.5%		18.5%	76.9%		23.1%	23.1%	23.1%	23.1%	23.1%	
Maximum Green (s)	70.0	70.0		18.0	94.0		24.0	24.0	24.0	24.0	24.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?	Yes	Yes		Yes								
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	C-Max	C-Max		None	C-Max		None	None	None	Max	Max	
Act Effct Green (s)	71.1	71.1		94.0	94.0		24.0	24.0	24.0	24.0	24.0	
Actuated g/C Ratio	0.55	0.55		0.72	0.72		0.18	0.18	0.18	0.18	0.18	
v/c Ratio	0.24	0.92		0.89	0.29		0.27	0.19	0.08	0.80	0.44	
Control Delay	16.3	25.7		89.8	4.1		50.6	4.4	0.5	77.5	14.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	16.3	25.7		89.8	4.1		50.6	4.4	0.5	77.5	14.1	
LOS	B	C		F	A		D	A	A	E	B	
Approach Delay		25.3			26.3			21.3			47.1	
Approach LOS		C			C			C			D	

Intersection Summary	
Area Type:	Other
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 35 (27%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.92	
Intersection Signal Delay: 27.7	Intersection LOS: C
Intersection Capacity Utilization 86.4%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 21: CDC Entrance/Driveway & Clifton Rd

Lane Group	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Volume (vph)	124	1071	893	196	131	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	11	10	8	10	10
Storage Length (ft)	132			110	0	0
Storage Lanes	1			1	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1636	3388	3271	1223	1574	1409
Flt Permitted	0.240				0.950	
Satd. Flow (perm)	413	3388	3271	1223	1574	1409
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				137		41
Link Speed (mph)		35	35		30	
Link Distance (ft)		531	625		322	
Travel Time (s)		10.3	12.2		7.3	
Peak Hour Factor	0.87	0.87	0.94	0.94	0.75	0.75
Heavy Vehicles (%)	3%	3%	3%	3%	7%	7%
Parking (#/hr)				0		
Adj. Flow (vph)	143	1231	950	209	175	41
Shared Lane Traffic (%)						
Lane Group Flow (vph)	143	1231	950	209	175	41
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		10	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.09	1.04	1.09	1.37	1.09	1.09
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2	1	1	1
Detector Template	Left	Thru	Thru	Right	Left	Right
Leading Detector (ft)	20	100	100	20	20	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	6	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94	94			
Detector 2 Size(ft)		6	6			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type	pm+pt	NA	NA	Perm	NA	Perm

Lane Group	SEL	SET	NWT	NWR	SWL	SWR
Protected Phases	1	6	2		8	
Permitted Phases	6			2		8
Detector Phase	1	6	2	2	8	8
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.5	21.5	21.5	21.5	12.0	12.0
Total Split (s)	20.0	86.0	66.0	66.0	34.0	34.0
Total Split (%)	16.7%	71.7%	55.0%	55.0%	28.3%	28.3%
Maximum Green (s)	14.5	80.5	60.5	60.5	28.5	28.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max	C-Max	C-Max	None	None
Act Effct Green (s)	90.4	90.4	76.4	76.4	18.6	18.6
Actuated g/C Ratio	0.75	0.75	0.64	0.64	0.16	0.16
v/c Ratio	0.36	0.48	0.46	0.25	0.72	0.16
Control Delay	7.2	7.0	13.0	5.0	64.0	13.2
Queue Delay	0.0	0.7	0.0	0.0	0.0	0.0
Total Delay	7.2	7.7	13.0	5.0	64.0	13.2
LOS	A	A	B	A	E	B
Approach Delay		7.6	11.6		54.3	
Approach LOS		A	B		D	

Intersection Summary	
Area Type: Other	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 31 (26%), Referenced to phase 2:NWT and 6:SETL, Start of Green	
Natural Cycle: 50	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.72	
Intersection Signal Delay: 13.0	Intersection LOS: B
Intersection Capacity Utilization 52.6%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 24: Clifton Rd & Emory Conf Cntr

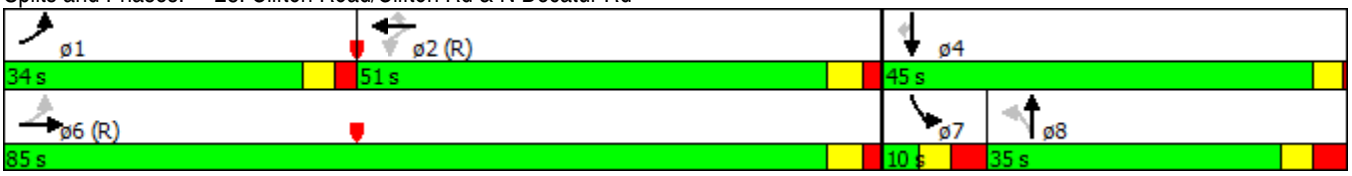
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	483	391	8	0	583	409	14	654	74	96	90	178
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	8	12	12	12	11	11	10	10	10	10
Storage Length (ft)	150		0	0		0	0		0	200		150
Storage Lanes	1		0	0		1	0		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	0.95	0.95	0.95	0.97	1.00	1.00
Frt		0.997				0.850		0.985				0.850
Flt Protected	0.950							0.999		0.950		
Satd. Flow (prot)	1752	3494	0	0	1845	1568	0	3400	0	2998	1627	1383
Flt Permitted	0.079							0.948		0.950		
Satd. Flow (perm)	146	3494	0	0	1845	1568	0	3226	0	2998	1627	1383
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3				127		8				214
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		1446			1181			498			1113	
Travel Time (s)		28.2			23.0			9.7			21.7	
Peak Hour Factor	0.88	0.88	0.88	0.86	0.86	0.86	0.90	0.90	0.90	0.83	0.83	0.83
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	1%	1%	1%	9%	9%	9%
Adj. Flow (vph)	549	444	9	0	678	476	16	727	82	116	108	214
Shared Lane Traffic (%)												
Lane Group Flow (vph)	549	453	0	0	678	476	0	825	0	116	108	214
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			20			20	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.20	1.00	1.00	1.00	1.04	1.04	1.09	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		Perm	NA	Perm	Perm	NA		Prot	NA	Perm
Protected Phases	1	6			2			8		7	4	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	6			2		2	8					4
Detector Phase	1	6		2	2	2	8	8		7	4	4
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		2.5	4.0	4.0
Minimum Split (s)	9.1	20.0		20.0	20.0	20.0	22.5	22.5		9.0	20.0	20.0
Total Split (s)	34.0	85.0		51.0	51.0	51.0	35.0	35.0		10.0	45.0	45.0
Total Split (%)	26.2%	65.4%		39.2%	39.2%	39.2%	26.9%	26.9%		7.7%	34.6%	34.6%
Maximum Green (s)	28.9	79.5		45.5	45.5	45.5	28.5	28.5		3.5	41.5	41.5
Yellow Time (s)	3.0	3.5		3.5	3.5	3.5	3.0	3.0		3.0	3.0	3.0
All-Red Time (s)	2.1	2.0		2.0	2.0	2.0	3.5	3.5		3.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0			0.0	0.0		0.0		0.0	0.0	0.0
Total Lost Time (s)	5.1	5.5			5.5	5.5		6.5		6.5	3.5	3.5
Lead/Lag	Lead			Lag	Lag	Lag	Lag	Lag		Lead		
Lead-Lag Optimize?	Yes			Yes	Yes	Yes	Yes	Yes		Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	C-Max		C-Max	C-Max	C-Max	None	None		None	None	None
Act Effct Green (s)	79.9	79.5			45.5	45.5		28.5		3.5	41.5	41.5
Actuated g/C Ratio	0.61	0.61			0.35	0.35		0.22		0.03	0.32	0.32
v/c Ratio	1.23	0.21			1.05	0.75		1.16		1.45	0.21	0.36
Control Delay	157.0	11.5			90.7	35.7		130.4		297.6	7.6	1.8
Queue Delay	0.0	0.0			0.0	0.0		0.0		0.0	0.0	0.0
Total Delay	157.0	11.5			90.7	35.7		130.4		297.6	7.6	1.8
LOS	F	B			F	D		F		F	A	A
Approach Delay		91.2			68.0			130.4			81.6	
Approach LOS		F			E			F			F	

Intersection Summary

Area Type: Other
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 24 (18%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 130
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.45
Intersection Signal Delay: 91.6 Intersection LOS: F
Intersection Capacity Utilization 100.9% ICU Level of Service G
Analysis Period (min) 15

Splits and Phases: 28: Clifton Road/Clifton Rd & N Decatur Rd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	3	0	4	28	3	7	38	703	6	6	979	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	175		175	150		150
Storage Lanes	0		1	0		1	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected		0.950			0.957		0.950			0.950		
Satd. Flow (prot)	0	1583	1417	0	1818	1615	1752	1845	1568	1770	1863	1583
Flt Permitted		0.725			0.744		0.171			0.333		
Satd. Flow (perm)	0	1208	1417	0	1414	1615	315	1845	1568	620	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			51			51			51			51
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		170			140			596			1342	
Travel Time (s)		3.9			3.2			11.6			26.1	
Peak Hour Factor	0.58	0.58	0.58	0.63	0.63	0.63	0.89	0.89	0.89	0.88	0.88	0.88
Heavy Vehicles (%)	14%	14%	14%	0%	0%	0%	3%	3%	3%	2%	2%	2%
Adj. Flow (vph)	5	0	7	44	5	11	43	790	7	7	1112	33
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	5	7	0	49	11	43	790	7	7	1112	33
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8	2		2	6		6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4	4	8	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	21.0	21.0	21.0	21.0	21.0	21.0	9.0	21.0	21.0	9.0	21.0	21.0
Total Split (s)	40.0	40.0	40.0	40.0	40.0	40.0	15.0	95.0	95.0	15.0	95.0	95.0
Total Split (%)	26.7%	26.7%	26.7%	26.7%	26.7%	26.7%	10.0%	63.3%	63.3%	10.0%	63.3%	63.3%
Maximum Green (s)	35.0	35.0	35.0	35.0	35.0	35.0	10.0	90.0	90.0	10.0	90.0	90.0
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0		0	0		0	0
Act Effct Green (s)		10.3	10.3		10.3	10.3	131.1	130.7	130.7	127.3	123.8	123.8
Actuated g/C Ratio		0.07	0.07		0.07	0.07	0.87	0.87	0.87	0.85	0.83	0.83
v/c Ratio		0.06	0.05		0.51	0.07	0.13	0.49	0.01	0.01	0.72	0.03
Control Delay		64.3	0.8		83.9	0.9	5.1	14.7	0.3	2.3	12.8	0.7
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.6	0.0	0.0	0.6	0.0
Total Delay		64.3	0.8		83.9	0.9	5.1	15.2	0.3	2.3	13.4	0.7
LOS		E	A		F	A	A	B	A	A	B	A
Approach Delay		27.2			68.7			14.6			13.0	
Approach LOS		C			E			B			B	

Intersection Summary	
Area Type: Other	
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 64 (43%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.72	
Intersection Signal Delay: 15.3	Intersection LOS: B
Intersection Capacity Utilization 70.7%	ICU Level of Service C
Analysis Period (min) 15	

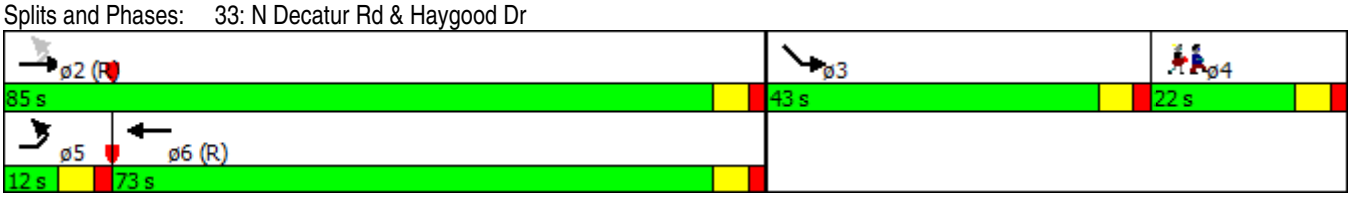
Splits and Phases: 29: Briarcliffe Rd & Summit Pointe Way

Lane Group	EBL	EBT	WBT	WBR	SEL	SER	ø4
Lane Configurations							
Volume (vph)	19	478	1200	809	194	23	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	11	11	11	10	10	10	
Lane Util. Factor	0.95	0.95	0.95	0.95	0.97	0.95	
Ped Bike Factor		1.00	0.99		1.00		
Frt			0.940		0.984		
Flt Protected		0.998			0.957		
Satd. Flow (prot)	0	3286	3155	0	3176	0	
Flt Permitted		0.698			0.957		
Satd. Flow (perm)	0	2298	3155	0	3165	0	
Right Turn on Red				Yes		Yes	
Satd. Flow (RTOR)			141		8		
Link Speed (mph)		35	35		30		
Link Distance (ft)		1040	506		1014		
Travel Time (s)		20.3	9.9		23.0		
Confl. Peds. (#/hr)	3			3	2		
Peak Hour Factor	0.95	0.95	0.92	0.92	0.92	0.92	
Heavy Vehicles (%)	6%	6%	3%	3%	2%	2%	
Adj. Flow (vph)	20	503	1304	879	211	25	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	523	2183	0	236	0	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Left	Left	Right	Left	Right	
Median Width(ft)		0	0		20		
Link Offset(ft)		0	0		0		
Crosswalk Width(ft)		16	16		16		
Two way Left Turn Lane							
Headway Factor	1.04	1.04	1.04	1.09	1.09	1.09	
Turning Speed (mph)	15			9	15	9	
Number of Detectors	1	2	2		1		
Detector Template	Left	Thru	Thru		Left		
Leading Detector (ft)	20	100	100		20		
Trailing Detector (ft)	0	0	0		0		
Detector 1 Position(ft)	0	0	0		0		
Detector 1 Size(ft)	20	6	6		20		
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		
Detector 1 Channel							
Detector 1 Extend (s)	0.0	0.0	0.0		0.0		
Detector 1 Queue (s)	0.0	0.0	0.0		0.0		
Detector 1 Delay (s)	0.0	0.0	0.0		0.0		
Detector 2 Position(ft)		94	94				
Detector 2 Size(ft)		6	6				
Detector 2 Type		Cl+Ex	Cl+Ex				
Detector 2 Channel							
Detector 2 Extend (s)		0.0	0.0				
Turn Type	pm+pt	NA	NA		NA		
Protected Phases	5	2	6		3		4
Permitted Phases	2						

Lane Group	EBL	EBT	WBT	WBR	SEL	SER	ø4
Detector Phase	5	2	6		3		
Switch Phase							
Minimum Initial (s)	4.0	4.0	4.0		4.0		4.0
Minimum Split (s)	10.0	20.0	20.0		20.0		22.0
Total Split (s)	12.0	85.0	73.0		43.0		22.0
Total Split (%)	8.0%	56.7%	48.7%		28.7%		15%
Maximum Green (s)	6.0	79.0	67.0		37.0		16.0
Yellow Time (s)	4.0	4.0	4.0		4.0		4.0
All-Red Time (s)	2.0	2.0	2.0		2.0		2.0
Lost Time Adjust (s)		0.0	0.0		0.0		
Total Lost Time (s)		6.0	6.0		6.0		
Lead/Lag	Lead		Lag		Lead		Lag
Lead-Lag Optimize?	Yes		Yes		Yes		Yes
Vehicle Extension (s)	3.0	3.0	3.0		3.0		3.0
Recall Mode	None	C-Max	C-Max		Max		None
Walk Time (s)							5.0
Flash Dont Walk (s)							11.0
Pedestrian Calls (#/hr)							0
Act Effct Green (s)		101.0	101.0		37.0		
Actuated g/C Ratio		0.67	0.67		0.25		
v/c Ratio		0.34	1.01		0.30		
Control Delay		11.1	44.6		45.6		
Queue Delay		0.0	0.0		0.0		
Total Delay		11.1	44.6		45.6		
LOS		B	D		D		
Approach Delay		11.1	44.6		45.6		
Approach LOS		B	D		D		

Intersection Summary	
Area Type: Other	
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 6 (4%), Referenced to phase 2:EBTL and 6:WBT, Start of Green	
Natural Cycle: 150	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.01	
Intersection Signal Delay: 38.8	Intersection LOS: D
Intersection Capacity Utilization 75.5%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 33: N Decatur Rd & Haygood Dr

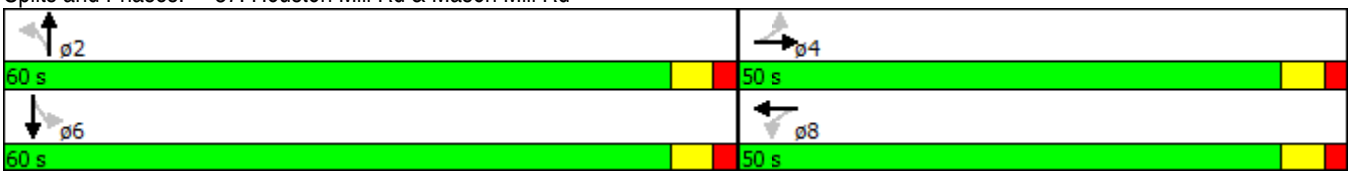


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	24	18	18	367	7	78	1	182	95	26	475	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	15	12	12	12	12	12	11	12	12	11	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor					0.99			1.00				
Frt		0.959			0.977			0.954				
Flt Protected		0.981			0.961						0.997	
Satd. Flow (prot)	0	1966	0	0	1756	0	0	1735	0	0	1831	0
Flt Permitted		0.796			0.717			0.999			0.969	
Satd. Flow (perm)	0	1595	0	0	1310	0	0	1733	0	0	1780	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		22			11			34				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		487			1317			1728			1541	
Travel Time (s)		11.1			29.9			39.3			35.0	
Confl. Peds. (#/hr)	4					4	1					1
Peak Hour Factor	0.82	0.82	0.82	0.92	0.92	0.92	0.82	0.82	0.82	0.86	0.86	0.86
Heavy Vehicles (%)	0%	0%	0%	1%	1%	1%	1%	1%	1%	0%	0%	0%
Adj. Flow (vph)	29	22	22	399	8	85	1	222	116	30	552	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	73	0	0	492	0	0	339	0	0	582	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	0.88	1.00	1.00	1.00	1.00	1.00	1.04	1.00	1.00	1.04	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	21.5	21.5		21.5	21.5		21.5	21.5		21.5	21.5	
Total Split (s)	50.0	50.0		50.0	50.0		60.0	60.0		60.0	60.0	
Total Split (%)	45.5%	45.5%		45.5%	45.5%		54.5%	54.5%		54.5%	54.5%	
Maximum Green (s)	44.5	44.5		44.5	44.5		54.5	54.5		54.5	54.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.5			5.5			5.5			5.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		41.9			41.9			54.6			54.6	
Actuated g/C Ratio		0.39			0.39			0.51			0.51	
v/c Ratio		0.12			0.95			0.38			0.64	
Control Delay		15.6			61.5			16.4			24.1	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		15.6			61.5			16.4			24.1	
LOS		B			E			B			C	
Approach Delay		15.6			61.5			16.4			24.1	
Approach LOS		B			E			B			C	

Intersection Summary	
Area Type:	Other
Cycle Length: 110	
Actuated Cycle Length: 107.5	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.95	
Intersection Signal Delay: 34.3	Intersection LOS: C
Intersection Capacity Utilization 85.6%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 37: Houston Mill Rd & Mason Mill Rd



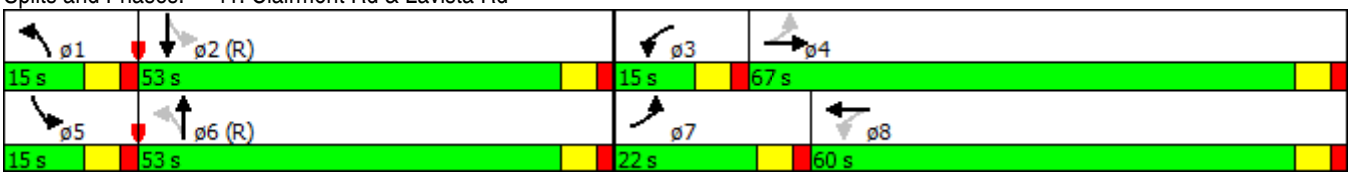
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	140	211	17	296	658	89	52	1365	17	111	966	329
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	200		0	150		0	150		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.989			0.981			0.998			0.961	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1842	0	1770	1827	0	1770	3567	0	1770	3401	0
Flt Permitted	0.066			0.579			0.085			0.081		
Satd. Flow (perm)	123	1842	0	1079	1827	0	158	3567	0	151	3401	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			5			1			34	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		2430			1191			2954			960	
Travel Time (s)		47.3			23.2			57.5			18.7	
Peak Hour Factor	0.92	0.92	0.92	0.88	0.92	0.88	0.92	0.91	0.91	0.94	0.94	0.92
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	1%	1%	2%	2%	2%
Adj. Flow (vph)	152	229	18	336	715	101	57	1500	19	118	1028	358
Shared Lane Traffic (%)												
Lane Group Flow (vph)	152	247	0	336	816	0	57	1519	0	118	1386	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases	4			8			6			2		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4		3	8		1	6		5	2	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	20.0		10.0	20.0		10.0	20.0		10.0	20.0	
Total Split (s)	22.0	67.0		15.0	60.0		15.0	53.0		15.0	53.0	
Total Split (%)	14.7%	44.7%		10.0%	40.0%		10.0%	35.3%		10.0%	35.3%	
Maximum Green (s)	16.0	61.0		9.0	54.0		9.0	47.0		9.0	47.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Act Effct Green (s)	75.1	61.0		64.3	55.3		55.0	47.1		57.6	50.4	
Actuated g/C Ratio	0.50	0.41		0.43	0.37		0.37	0.31		0.38	0.34	
v/c Ratio	0.68	0.33		0.67	1.21		0.40	1.36		0.77	1.19	
Control Delay	67.9	15.9		36.5	146.9		36.2	192.3		62.2	135.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	67.9	15.9		36.5	146.9		36.2	192.3		62.2	135.7	
LOS	E	B		D	F		D	F		E	F	
Approach Delay		35.7			114.7			186.7			130.0	
Approach LOS		D			F			F			F	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 14 (9%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.36
Intersection Signal Delay: 137.3 Intersection LOS: F
Intersection Capacity Utilization 112.2% ICU Level of Service H
Analysis Period (min) 15

Splits and Phases: 41: Clairmont Rd & Lavista Rd



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	406	78	597	992	100	197
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	13	12	11	8
Storage Length (ft)		0	300		200	0
Storage Lanes		0	1		1	1
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00		1.00		1.00	0.99
Frt	0.978					0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	1832	0	1847	1881	1728	1386
Flt Permitted			0.337		0.950	
Satd. Flow (perm)	1832	0	654	1881	1723	1369
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	8					224
Link Speed (mph)	35			35	30	
Link Distance (ft)	1434			966	1349	
Travel Time (s)	27.9			18.8	30.7	
Confl. Peds. (#/hr)		4	4		1	1
Peak Hour Factor	0.95	0.95	0.97	0.97	0.88	0.88
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	427	82	615	1023	114	224
Shared Lane Traffic (%)						
Lane Group Flow (vph)	509	0	615	1023	114	224
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	13			13	11	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.96	1.00	1.04	1.20
Turning Speed (mph)		9	15		15	9
Number of Detectors	2		1	2	1	1
Detector Template	Thru		Left	Thru	Left	Right
Leading Detector (ft)	100		20	100	20	20
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	6		20	6	20	20
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	94			94		
Detector 2 Size(ft)	6			6		
Detector 2 Type	Cl+Ex			Cl+Ex		
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0		

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Turn Type	NA		pm+pt	NA	NA	Free
Protected Phases	6		5	2	8	
Permitted Phases			2			Free
Detector Phase	6		5	2	8	
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	20.0		10.0	20.0	20.0	
Total Split (s)	67.0		49.0	116.0	34.0	
Total Split (%)	44.7%		32.7%	77.3%	22.7%	
Maximum Green (s)	61.0		43.0	110.0	28.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	2.0		2.0	2.0	2.0	
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	
Total Lost Time (s)	6.0		6.0	6.0	6.0	
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	C-Max		None	C-Max	None	
Act Effct Green (s)	83.6		122.8	122.8	15.2	150.0
Actuated g/C Ratio	0.56		0.82	0.82	0.10	1.00
v/c Ratio	0.50		0.77	0.66	0.65	0.16
Control Delay	40.6		17.0	16.9	81.4	0.3
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	40.6		17.0	16.9	81.4	0.3
LOS	D		B	B	F	A
Approach Delay	40.6			16.9	27.6	
Approach LOS	D			B	C	

Intersection Summary	
Area Type:	Other
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 130 (87%), Referenced to phase 2:WBTL and 6:EBT, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.77	
Intersection Signal Delay: 23.2	Intersection LOS: C
Intersection Capacity Utilization 79.8%	ICU Level of Service D
Analysis Period (min) 15	

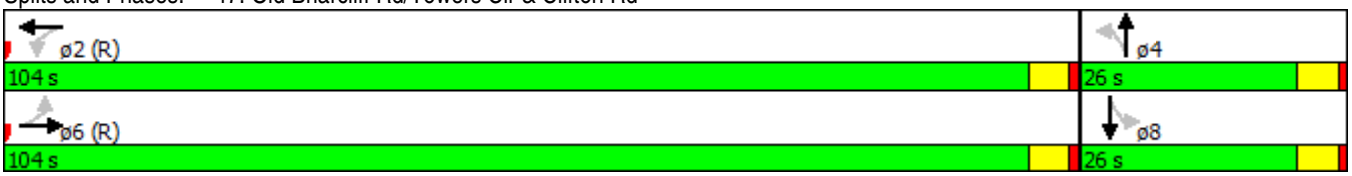
Splits and Phases: 42: Houston Mill Rd & Lavista Rd

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	79	1413	20	38	600	113	20	73	292	39	15	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	13	12
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			1.00			0.98			1.00	
Frt		0.998			0.977			0.897			0.957	
Flt Protected		0.997			0.997			0.997			0.976	
Satd. Flow (prot)	0	3522	0	0	3335	0	0	1655	0	0	1595	0
Flt Permitted		0.826			0.762			0.980			0.237	
Satd. Flow (perm)	0	2917	0	0	2549	0	0	1627	0	0	387	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			47			79			15	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		1189			1743			348			341	
Travel Time (s)		23.2			34.0			7.9			7.8	
Confl. Peds. (#/hr)	12					12			5	5		
Peak Hour Factor	0.94	0.94	0.94	0.93	0.93	0.93	0.79	0.79	0.79	0.68	0.68	0.68
Heavy Vehicles (%)	2%	2%	2%	5%	5%	5%	1%	1%	1%	15%	15%	15%
Adj. Flow (vph)	84	1503	21	41	645	122	25	92	370	57	22	37
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1608	0	0	808	0	0	487	0	0	116	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.96	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		6			2			4			8	
Permitted Phases	6			2			4			8		
Minimum Split (s)	22.0	22.0		22.0	22.0		20.0	20.0		20.0	20.0	
Total Split (s)	104.0	104.0		104.0	104.0		26.0	26.0		26.0	26.0	
Total Split (%)	80.0%	80.0%		80.0%	80.0%		20.0%	20.0%		20.0%	20.0%	
Maximum Green (s)	99.0	99.0		99.0	99.0		21.0	21.0		21.0	21.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		99.0			99.0			21.0			21.0	
Actuated g/C Ratio		0.76			0.76			0.16			0.16	
v/c Ratio		0.72			0.41			1.48			1.55	
Control Delay		10.6			3.4			263.9			333.4	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		10.6			3.4			263.9			333.4	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS		B			A			F			F	
Approach Delay		10.6			3.4			263.9			333.4	
Approach LOS		B			A			F			F	

Intersection Summary	
Area Type:	Other
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 37 (28%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green	
Natural Cycle: 75	
Control Type: Pretimed	
Maximum v/c Ratio: 1.55	
Intersection Signal Delay: 61.9	Intersection LOS: E
Intersection Capacity Utilization 99.3%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 47: Old Briarcliff Rd/Towers Cir & Clifton Rd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	16	0	0	0	0	0	16	52	7	362	23	365
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	8	12	10	12	12	12	12	16	12	12	12	11
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt								0.987				0.850
Flt Protected	0.950							0.989			0.955	
Satd. Flow (prot)	1564	0	1773	0	1900	0	0	1860	0	0	1814	1561
Flt Permitted	0.950							0.989			0.955	
Satd. Flow (perm)	1564	0	1773	0	1900	0	0	1860	0	0	1814	1561
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		289			318			193			351	
Travel Time (s)		6.6			7.2			4.4			8.0	
Peak Hour Factor	0.57	0.57	0.57	0.25	0.25	0.25	0.70	0.70	0.70	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	13%	13%	13%	0%	0%	0%
Adj. Flow (vph)	28	0	0	0	0	0	23	74	10	389	25	392
Shared Lane Traffic (%)												
Lane Group Flow (vph)	28	0	0	0	0	0	0	107	0	0	414	392
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		8			8			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.20	1.00	1.09	1.00	1.00	1.00	1.00	0.85	1.00	1.00	1.00	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 37.9%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Volume (vph)	27	1168	872	66	0	57
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Frt			0.989		0.865	
Flt Protected		0.999				
Satd. Flow (prot)	0	3501	3433	0	1393	0
Flt Permitted		0.907				
Satd. Flow (perm)	0	3179	3433	0	1393	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			16		234	
Link Speed (mph)		35	35		30	
Link Distance (ft)		147	531		214	
Travel Time (s)		2.9	10.3		4.9	
Peak Hour Factor	0.92	0.92	1.00	1.00	0.71	0.71
Heavy Vehicles (%)	3%	3%	4%	4%	18%	18%
Adj. Flow (vph)	29	1270	872	66	0	80
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1299	938	0	80	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		10	10		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2		1	
Detector Template	Left	Thru	Thru		Left	
Leading Detector (ft)	20	100	100		20	
Trailing Detector (ft)	0	0	0		0	
Detector 1 Position(ft)	0	0	0		0	
Detector 1 Size(ft)	20	6	6		20	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	
Detector 2 Position(ft)		94	94			
Detector 2 Size(ft)		6	6			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type	Perm	NA	NA		NA	
Protected Phases		4	8		6	
Permitted Phases	4					
Detector Phase	4	4	8		6	
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0		4.0	

Lane Group	EBL	EBT	WBT	WBR	SWL	SWR
Minimum Split (s)	22.0	22.0	22.0		22.0	
Total Split (s)	102.0	102.0	102.0		28.0	
Total Split (%)	78.5%	78.5%	78.5%		21.5%	
Maximum Green (s)	96.0	96.0	96.0		22.0	
Yellow Time (s)	4.0	4.0	4.0		4.0	
All-Red Time (s)	2.0	2.0	2.0		2.0	
Lost Time Adjust (s)		0.0	0.0		0.0	
Total Lost Time (s)		6.0	6.0		6.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0		3.0	
Recall Mode	None	None	None		C-Max	
Walk Time (s)	5.0	5.0	5.0		5.0	
Flash Dont Walk (s)	11.0	11.0	11.0		11.0	
Pedestrian Calls (#/hr)	0	0	0		0	
Act Effct Green (s)		77.7	77.7		40.3	
Actuated g/C Ratio		0.60	0.60		0.31	
v/c Ratio		0.68	0.46		0.13	
Control Delay		13.3	14.4		0.5	
Queue Delay		0.1	0.3		0.0	
Total Delay		13.4	14.7		0.5	
LOS		B	B		A	
Approach Delay		13.4	14.7		0.5	
Approach LOS		B	B		A	

Intersection Summary	
Area Type: Other	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 0 (0%), Referenced to phase 2: and 6:SWL, Start of Green	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.68	
Intersection Signal Delay: 13.5	Intersection LOS: B
Intersection Capacity Utilization 65.1%	ICU Level of Service C
Analysis Period (min) 15	

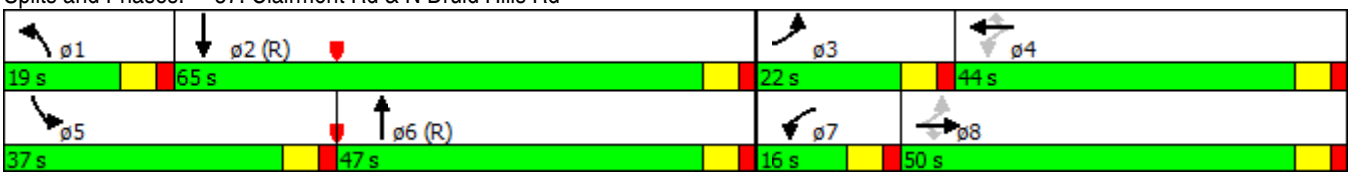
Splits and Phases: 52: Clifton Rd & Emory Inn

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	24	512	530	451	1841	483	481	917	82	162	1102	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		300	300		400	300		0	150		0
Storage Lanes	1		1	1		1	2		0	2		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.97	0.95	0.95	0.97	0.95	0.95
Frt			0.850			0.850		0.988			0.997	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	3505	1568	1770	3539	1583	3433	3497	0	3433	3529	0
Flt Permitted	0.091			0.358			0.950			0.950		
Satd. Flow (perm)	168	3505	1568	667	3539	1583	3433	3497	0	3433	3529	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			204			272		6			2	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		2209			1641			2226			2954	
Travel Time (s)		43.0			32.0			43.4			57.5	
Peak Hour Factor	0.95	0.95	0.95	0.97	0.97	0.97	0.92	0.92	0.92	0.96	0.96	0.96
Heavy Vehicles (%)	3%	3%	3%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	25	539	558	465	1898	498	523	997	89	169	1148	23
Shared Lane Traffic (%)												
Lane Group Flow (vph)	25	539	558	465	1898	498	523	1086	0	169	1171	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	8		8	4		4						
Minimum Split (s)	10.0	20.0	20.0	10.0	20.0	20.0	10.0	20.0		10.0	20.0	
Total Split (s)	22.0	50.0	50.0	16.0	44.0	44.0	19.0	47.0		37.0	65.0	
Total Split (%)	14.7%	33.3%	33.3%	10.7%	29.3%	29.3%	12.7%	31.3%		24.7%	43.3%	
Maximum Green (s)	16.0	44.0	44.0	10.0	38.0	38.0	13.0	41.0		31.0	59.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Act Effct Green (s)	60.0	44.0	44.0	48.0	38.0	38.0	13.0	41.0		31.0	59.0	
Actuated g/C Ratio	0.40	0.29	0.29	0.32	0.25	0.25	0.09	0.27		0.21	0.39	
v/c Ratio	0.11	0.52	0.92	1.63	2.12	0.82	1.76	1.13		0.24	0.84	
Control Delay	27.8	31.3	32.5	326.9	534.4	35.9	392.8	106.2		29.9	35.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	27.8	31.3	32.5	326.9	534.4	35.9	392.8	106.2		29.9	35.3	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	C	C	F	F	D	F	F		C	D	
Approach Delay		31.8			413.9			199.4			34.6	
Approach LOS		C			F			F			C	

Intersection Summary	
Area Type:	Other
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 121 (81%), Referenced to phase 2:SBT and 6:NBT, Start of Green	
Natural Cycle: 150	
Control Type: Pretimed	
Maximum v/c Ratio: 2.12	
Intersection Signal Delay: 229.0	Intersection LOS: F
Intersection Capacity Utilization 119.1%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 57: Clairmont Rd & N Druid Hills Rd



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	95	103	194	1449	1994	348
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	200			0
Storage Lanes	1	0	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Frt	0.930				0.978	
Flt Protected	0.977		0.950			
Satd. Flow (prot)	1709	0	1770	3539	3496	0
Flt Permitted	0.977		0.048			
Satd. Flow (perm)	1709	0	89	3539	3496	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	34				20	
Link Speed (mph)	30			35	35	
Link Distance (ft)	2037			803	2226	
Travel Time (s)	46.3			15.6	43.4	
Peak Hour Factor	0.77	0.77	0.89	0.89	0.93	0.93
Heavy Vehicles (%)	1%	1%	2%	2%	1%	1%
Adj. Flow (vph)	123	134	218	1628	2144	374
Shared Lane Traffic (%)						
Lane Group Flow (vph)	257	0	218	1628	2518	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			24	24	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Turn Type	NA		pm+pt	NA	NA	
Protected Phases	4		5	2	6	
Permitted Phases			2			
Minimum Split (s)	20.0		9.0	20.0	20.0	
Total Split (s)	41.0		25.0	109.0	84.0	
Total Split (%)	27.3%		16.7%	72.7%	56.0%	
Maximum Green (s)	36.0		20.0	104.0	79.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	
Total Lost Time (s)	5.0		5.0	5.0	5.0	
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Act Effct Green (s)	36.0		104.0	104.0	79.0	
Actuated g/C Ratio	0.24		0.69	0.69	0.53	
v/c Ratio	0.59		0.76	0.66	1.36	
Control Delay	49.8		74.6	9.0	198.4	
Queue Delay	0.0		0.0	0.1	0.0	
Total Delay	49.8		74.6	9.1	198.4	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
LOS	D		E	A	F	
Approach Delay	49.8			16.8	198.4	
Approach LOS	D			B	F	

Intersection Summary	
Area Type: Other	
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 56 (37%), Referenced to phase 2:NBTL and 6:SBT, Start of Green	
Natural Cycle: 130	
Control Type: Pretimed	
Maximum v/c Ratio: 1.36	
Intersection Signal Delay: 117.6	Intersection LOS: F
Intersection Capacity Utilization 101.0%	ICU Level of Service G
Analysis Period (min) 15	

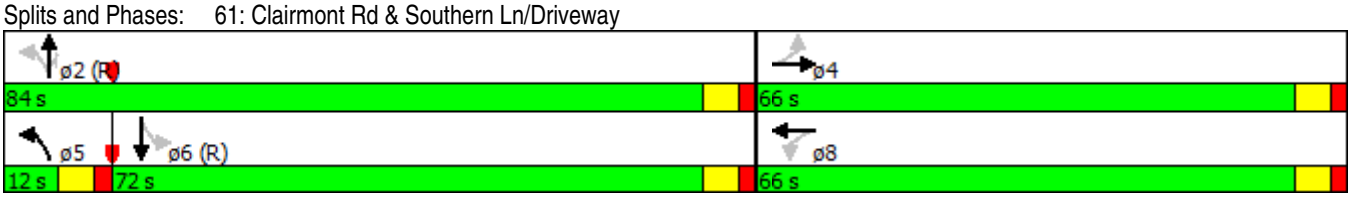
Splits and Phases: 60: Clairmont Rd & Mason Mill Rd

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	49	0	23	7	0	28	157	1193	0	0	1120	442
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	0		0	200		200	100		0
Storage Lanes	1		0	0		0	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt		0.850			0.892						0.958	
Flt Protected	0.950				0.990		0.950					
Satd. Flow (prot)	1787	1599	0	0	1678	0	1787	3574	1881	1881	3424	0
Flt Permitted	0.851				0.931		0.073					
Satd. Flow (perm)	1601	1599	0	0	1578	0	137	3574	1881	1881	3424	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		113			65						50	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		796			344			1229			803	
Travel Time (s)		18.1			7.8			23.9			15.6	
Peak Hour Factor	0.75	0.75	0.75	0.88	0.88	0.88	0.95	0.95	0.95	0.91	0.91	0.91
Heavy Vehicles (%)	1%	1%	1%	0%	0%	0%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	65	0	31	8	0	32	165	1256	0	0	1231	486
Shared Lane Traffic (%)												
Lane Group Flow (vph)	65	31	0	0	40	0	165	1256	0	0	1717	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA	Perm	Perm	NA	
Protected Phases		4			8		5	2			6	
Permitted Phases	4			8			2		2	6		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4		8	8		5	2	2	6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	22.0	22.0		22.0	22.0		10.0	22.0	22.0	22.0	22.0	
Total Split (s)	66.0	66.0		66.0	66.0		12.0	84.0	84.0	72.0	72.0	
Total Split (%)	44.0%	44.0%		44.0%	44.0%		8.0%	56.0%	56.0%	48.0%	48.0%	
Maximum Green (s)	60.0	60.0		60.0	60.0		6.0	78.0	78.0	66.0	66.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0			6.0		6.0	6.0	6.0	6.0	6.0	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?							Yes			Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max	C-Max	C-Max	C-Max	
Walk Time (s)	5.0	5.0		5.0	5.0			5.0	5.0	5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0			11.0	11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0			0	0	0	0	
Act Effct Green (s)	12.6	12.6			12.3		128.0	129.2			101.4	
Actuated g/C Ratio	0.08	0.08			0.08		0.85	0.86			0.68	
v/c Ratio	0.49	0.13			0.21		0.48	0.41			0.74	
Control Delay	76.6	1.1			6.9		38.8	0.9			2.3	
Queue Delay	0.0	0.0			0.0		0.0	0.0			1.2	
Total Delay	76.6	1.1			6.9		38.8	0.9			3.5	
LOS	E	A			A		D	A			A	
Approach Delay		52.2			6.9			5.3			3.5	
Approach LOS		D			A			A			A	

Intersection Summary	
Area Type:	Other
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 88 (59%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.74	
Intersection Signal Delay: 5.7	Intersection LOS: A
Intersection Capacity Utilization 78.2%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 61: Clairmont Rd & Southern Ln/Driveway

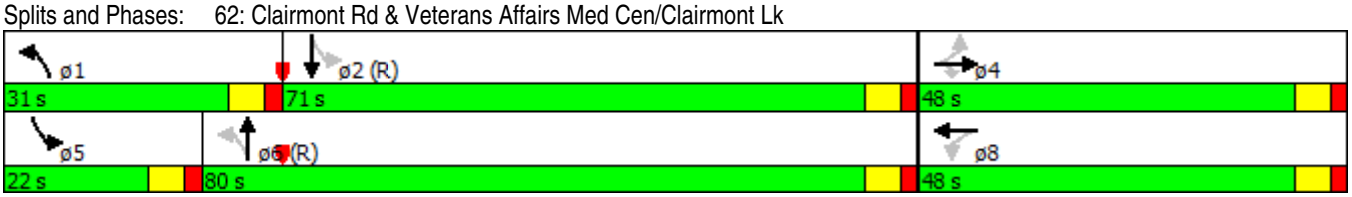


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	66	0	65	34	1	24	326	1272	12	15	968	171
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		150	100		0	250		0	250		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850		0.855			0.999			0.977	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1719	1810	1538	1719	1547	0	1787	3571	0	1770	3458	0
Flt Permitted	0.736			0.757			0.147			0.210		
Satd. Flow (perm)	1332	1810	1538	1370	1547	0	277	3571	0	391	3458	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			280		31			1			17	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		420			540			1958			1229	
Travel Time (s)		9.5			12.3			38.1			23.9	
Peak Hour Factor	0.80	0.80	0.80	0.78	0.78	0.78	0.98	0.98	0.98	0.93	0.93	0.93
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	1%	1%	1%	2%	2%	2%
Adj. Flow (vph)	82	0	81	44	1	31	333	1298	12	16	1041	184
Shared Lane Traffic (%)												
Lane Group Flow (vph)	82	0	81	44	32	0	333	1310	0	16	1225	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm		Perm	Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		1	6		5	2	
Permitted Phases	4		4	8			6			2		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4	4	8	8		1	6		5	2	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	22.0	22.0	22.0	22.0	22.0		10.0	22.0		10.0	22.0	
Total Split (s)	48.0	48.0	48.0	48.0	48.0		31.0	80.0		22.0	71.0	
Total Split (%)	32.0%	32.0%	32.0%	32.0%	32.0%		20.7%	53.3%		14.7%	47.3%	
Maximum Green (s)	42.0	42.0	42.0	42.0	42.0		25.0	74.0		16.0	65.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None		None	C-Max		None	C-Max	
Walk Time (s)	5.0	5.0	5.0	5.0	5.0			5.0			5.0	
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0			11.0			11.0	
Pedestrian Calls (#/hr)	0	0	0	0	0			0			0	
Act Effct Green (s)	14.6		14.6	14.6	14.6		123.4	118.6		94.6	88.9	
Actuated g/C Ratio	0.10		0.10	0.10	0.10		0.82	0.79		0.63	0.59	
v/c Ratio	0.64		0.20	0.33	0.18		0.65	0.46		0.05	0.60	
Control Delay	85.4		1.1	67.9	21.2		35.3	4.0		8.5	23.6	
Queue Delay	0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	85.4		1.1	67.9	21.2		35.3	4.0		8.5	23.6	
LOS	F		A	E	C		D	A		A	C	
Approach Delay					48.2			10.3			23.5	
Approach LOS					D			B			C	

Intersection Summary	
Area Type:	Other
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 1 (1%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.65	
Intersection Signal Delay: 18.2	Intersection LOS: B
Intersection Capacity Utilization 75.6%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 62: Clairmont Rd & Veterans Affairs Med Cen/Clairmont Lk



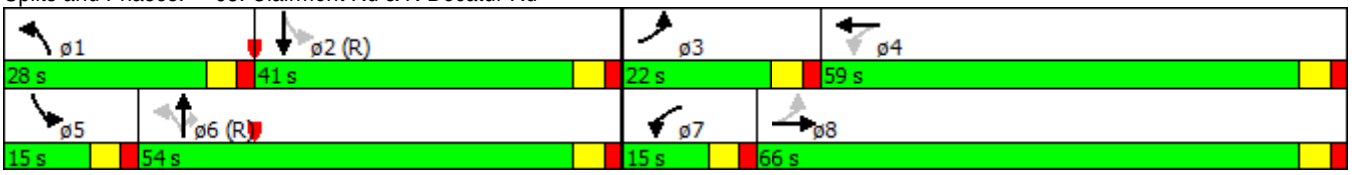
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	303	584	173	85	1145	121	309	1184	32	150	630	389
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	300		0	150		300	200		0
Storage Lanes	1		0	1		0	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	0.95
Frt		0.966			0.986				0.850		0.943	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3419	0	1770	3490	0	1703	3406	1524	1770	3337	0
Flt Permitted	0.068			0.246			0.098			0.113		
Satd. Flow (perm)	127	3419	0	458	3490	0	176	3406	1524	210	3337	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		31			8				138		83	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		2167			1750			913			526	
Travel Time (s)		42.2			34.1			17.8			10.2	
Peak Hour Factor	0.92	0.92	0.92	0.88	0.88	0.88	0.84	0.84	0.84	0.98	0.98	0.98
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	6%	6%	6%	2%	2%	2%
Adj. Flow (vph)	329	635	188	97	1301	138	368	1410	38	153	643	397
Shared Lane Traffic (%)												
Lane Group Flow (vph)	329	823	0	97	1439	0	368	1410	38	153	1040	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	8			4			6		6	2		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	3	8		7	4		1	6	6	5	2	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	9.5	20.0		9.5	20.0		9.5	20.0	20.0	9.5	20.0	
Total Split (s)	22.0	66.0		15.0	59.0		28.0	54.0	54.0	15.0	41.0	
Total Split (%)	14.7%	44.0%		10.0%	39.3%		18.7%	36.0%	36.0%	10.0%	27.3%	
Maximum Green (s)	16.5	60.5		9.5	53.5		22.5	48.5	48.5	9.5	35.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.5	5.5		5.5	5.5		5.5	5.5	5.5	5.5	5.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	
Act Effct Green (s)	75.5	61.2		62.3	53.5		63.5	48.5	48.5	45.0	35.5	
Actuated g/C Ratio	0.50	0.41		0.42	0.36		0.42	0.32	0.32	0.30	0.24	
v/c Ratio	1.35	0.58		0.36	1.15		1.21	1.28	0.06	0.95	1.22	
Control Delay	215.2	30.0		24.3	120.9		161.8	174.5	0.2	113.7	133.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	215.2	30.0		24.3	120.9		161.8	174.5	0.2	113.7	133.7	
LOS	F	C		C	F		F	F	A	F	F	
Approach Delay		82.9			114.8			168.3			131.2	
Approach LOS		F			F			F			F	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 90 (60%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 140
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.35
Intersection Signal Delay: 128.8 — Intersection LOS: F
Intersection Capacity Utilization 117.6% — ICU Level of Service H
Analysis Period (min) 15

Splits and Phases: 65: Clairmont Rd & N Decatur Rd



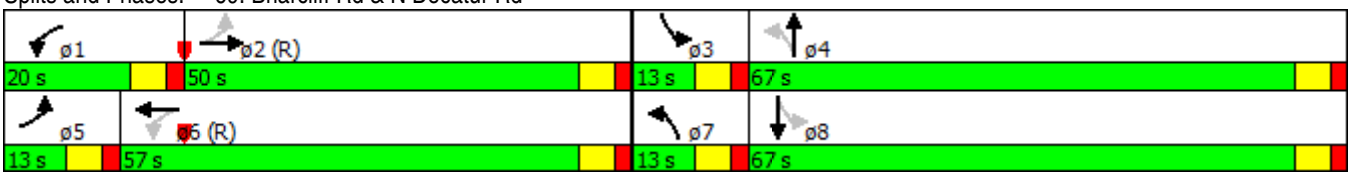
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	76	382	80	270	422	111	44	522	191	75	455	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	300		0	150		0	150		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.974			0.969			0.960			0.988	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1814	0	1752	1787	0	1703	1721	0	1787	1859	0
Flt Permitted	0.093			0.082			0.207			0.063		
Satd. Flow (perm)	173	1814	0	151	1787	0	371	1721	0	119	1859	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			10			15			4	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		963			3080			1244			2528	
Travel Time (s)		18.8			60.0			24.2			49.2	
Peak Hour Factor	0.83	0.83	0.83	0.92	0.92	0.92	0.90	0.90	0.90	0.86	0.86	0.86
Heavy Vehicles (%)	2%	2%	2%	3%	3%	3%	6%	6%	6%	1%	1%	1%
Adj. Flow (vph)	92	460	96	293	459	121	49	580	212	87	529	48
Shared Lane Traffic (%)												
Lane Group Flow (vph)	92	556	0	293	580	0	49	792	0	87	577	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases	2			6			4			8		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	2		1	6		7	4		3	8	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	20.0		10.0	20.0		10.0	20.0		10.0	20.0	
Total Split (s)	13.0	50.0		20.0	57.0		13.0	67.0		13.0	67.0	
Total Split (%)	8.7%	33.3%		13.3%	38.0%		8.7%	44.7%		8.7%	44.7%	
Maximum Green (s)	7.0	44.0		14.0	51.0		7.0	61.0		7.0	61.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Act Effct Green (s)	51.0	44.0		64.0	51.0		67.7	61.0		69.2	63.6	
Actuated g/C Ratio	0.34	0.29		0.43	0.34		0.45	0.41		0.46	0.42	
v/c Ratio	0.69	1.04		1.38	0.94		0.22	1.12		0.66	0.73	
Control Delay	54.8	98.5		228.6	72.2		22.4	111.5		74.6	25.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	54.8	98.5		228.6	72.2		22.4	111.5		74.6	25.9	
LOS	D	F		F	E		C	F		E	C	
Approach Delay		92.3			124.7			106.3			32.3	
Approach LOS		F			F			F			C	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 79 (53%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.38
Intersection Signal Delay: 92.4 Intersection LOS: F
Intersection Capacity Utilization 103.2% ICU Level of Service G
Analysis Period (min) 15

Splits and Phases: 69: Briarcliff Rd & N Decatur Rd



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	133	1442	102	292	911	92	326	718	358	135	444	121
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	200		0	200		100	300		400
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	1.00
Frt		0.990			0.986				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	3539	0	1787	3524	0	1770	3539	1583	1787	3574	1599
Flt Permitted	0.125			0.105			0.439			0.260		
Satd. Flow (perm)	235	3539	0	198	3524	0	818	3539	1583	489	3574	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			7				192			138
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		1479			2251			1523			397	
Travel Time (s)		28.8			43.9			29.7			7.7	
Peak Hour Factor	0.97	0.97	0.97	0.91	0.91	0.91	0.95	0.95	0.95	0.88	0.88	0.88
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	2%	2%	2%	1%	1%	1%
Adj. Flow (vph)	137	1487	105	321	1001	101	343	756	377	153	505	138
Shared Lane Traffic (%)												
Lane Group Flow (vph)	137	1592	0	321	1102	0	343	756	377	153	505	138
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases	4			8			6		6	2		2

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Detector Phase	7	4		3	8		1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	14.0	10.0		10.0	20.0		10.0	20.0	20.0	20.0	10.0	10.0
Total Split (s)	14.0	38.0		20.0	44.0		14.0	67.0	67.0	25.0	78.0	78.0
Total Split (%)	9.3%	25.3%		13.3%	29.3%		9.3%	44.7%	44.7%	16.7%	52.0%	52.0%
Maximum Green (s)	8.0	32.0		14.0	38.0		8.0	61.0	61.0	19.0	72.0	72.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	40.0	32.0		52.0	38.0		76.5	68.5	68.5	83.3	72.0	72.0
Actuated g/C Ratio	0.27	0.21		0.35	0.25		0.51	0.46	0.46	0.56	0.48	0.48
v/c Ratio	0.94	2.10		1.49	1.23		0.73	0.47	0.46	0.41	0.29	0.16
Control Delay	100.8	527.9		257.7	160.4		45.6	43.4	27.2	22.0	30.5	11.2
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	100.8	527.9		257.7	160.4		45.6	43.4	27.2	22.0	30.5	11.2
LOS	F	F		F	F		D	D	C	C	C	B
Approach Delay		494.0			182.4			39.8			25.5	
Approach LOS		F			F			D			C	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 60 (40%), Referenced to phase 2:SWTL and 6:NETL, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 2.10
Intersection Signal Delay: 219.9 Intersection LOS: F
Intersection Capacity Utilization 109.6% ICU Level of Service H
Analysis Period (min) 15

Splits and Phases: 2: Lavista Rd & N Druid Hills Rd

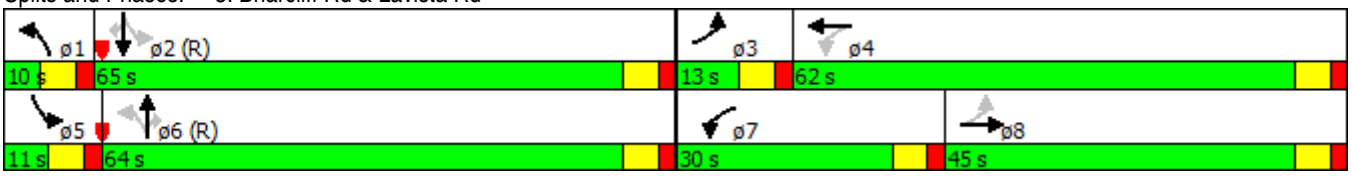
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	50	369	115	189	335	96	94	623	144	113	799	59
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	11	12	12	10	12	14	12	12	10	12	10
Storage Length (ft)	300		225	200		150	225		150	225		200
Storage Lanes	1		1	1		1	2		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	0.97	0.95	1.00	0.97	0.95	1.00
Frt		0.964			0.967				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1636	3266	0	1787	3226	0	3626	3505	1568	3236	3574	1492
Flt Permitted	0.471			0.224			0.223			0.266		
Satd. Flow (perm)	811	3266	0	421	3226	0	851	3505	1568	906	3574	1492
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		26			28				153			153
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		608			3518			1430			439	
Travel Time (s)		11.8			68.5			27.9			8.6	
Peak Hour Factor	0.97	0.97	0.97	0.87	0.87	0.87	0.81	0.81	0.81	0.91	0.91	0.91
Heavy Vehicles (%)	3%	3%	3%	1%	1%	1%	3%	3%	3%	1%	1%	1%
Adj. Flow (vph)	52	380	119	217	385	110	116	769	178	124	878	65
Shared Lane Traffic (%)												
Lane Group Flow (vph)	52	499	0	217	495	0	116	769	178	124	878	65
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			28			28	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.04	1.00	1.00	1.09	1.00	0.92	1.00	1.00	1.09	1.00	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	3	8		7	4		1	6		5	2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	8			4			6		6	2		2
Detector Phase	3	8		7	4		1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	10.0	20.0		10.0	20.0		10.0	20.0	20.0	10.0	20.0	20.0
Total Split (s)	13.0	45.0		30.0	62.0		10.0	64.0	64.0	11.0	65.0	65.0
Total Split (%)	8.7%	30.0%		20.0%	41.3%		6.7%	42.7%	42.7%	7.3%	43.3%	43.3%
Maximum Green (s)	7.0	39.0		24.0	56.0		4.0	58.0	58.0	5.0	59.0	59.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	3.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	9.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	34.3	24.6		53.9	43.5		77.6	70.0	70.0	78.6	70.6	70.6
Actuated g/C Ratio	0.23	0.16		0.36	0.29		0.52	0.47	0.47	0.52	0.47	0.47
v/c Ratio	0.23	0.90		0.65	0.52		0.20	0.47	0.22	0.21	0.52	0.08
Control Delay	33.3	77.5		49.5	50.3		20.6	36.7	13.3	17.7	30.8	0.2
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.3	77.5		49.5	50.3		20.6	36.7	13.3	17.7	30.8	0.2
LOS	C	E		D	D		C	D	B	B	C	A
Approach Delay		73.4			50.1			31.0			27.4	
Approach LOS		E			D			C			C	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 7 (5%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.90
Intersection Signal Delay: 40.7 Intersection LOS: D
Intersection Capacity Utilization 72.3% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 3: Briarcliff Rd & Lavista Rd



Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Volume (vph)	410	849	1113	31	21	333
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.996		0.873	
Flt Protected	0.950				0.997	
Satd. Flow (prot)	1770	1863	1874	0	1637	0
Flt Permitted	0.950				0.997	
Satd. Flow (perm)	1770	1863	1874	0	1637	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		312	634		666	
Travel Time (s)		6.1	12.4		15.1	
Peak Hour Factor	0.79	0.79	0.97	0.97	0.86	0.86
Heavy Vehicles (%)	2%	2%	1%	1%	1%	1%
Adj. Flow (vph)	519	1075	1147	32	24	387
Shared Lane Traffic (%)						
Lane Group Flow (vph)	519	1075	1179	0	411	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		26	26		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

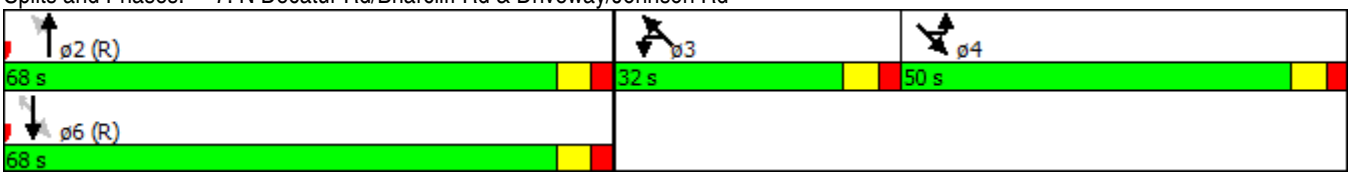
Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 114.9%	ICU Level of Service H
Analysis Period (min) 15	

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Volume (vph)	38	491	21	73	689	543	379	67	23	65	123	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		0	250		150	150		0	0		0
Storage Lanes	1		0	1		1	1		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00
Frt		0.994				0.850		0.986			0.977	
Flt Protected	0.950			0.950			0.950	0.970			0.986	
Satd. Flow (prot)	1770	3518	0	1787	3574	1599	1681	1692	0	0	1812	0
Flt Permitted	0.274			0.293			0.950	0.970			0.986	
Satd. Flow (perm)	510	3518	0	551	3574	1599	1681	1692	0	0	1812	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3				426		4			6	
Link Speed (mph)		35			35			35			30	
Link Distance (ft)		2785			821			1807			309	
Travel Time (s)		54.3			16.0			35.2			7.0	
Peak Hour Factor	0.75	0.75	0.75	0.96	0.96	0.96	0.87	0.87	0.87	0.71	0.71	0.71
Heavy Vehicles (%)	2%	2%	2%	1%	1%	1%	2%	2%	2%	1%	1%	1%
Adj. Flow (vph)	51	655	28	76	718	566	436	77	26	92	173	54
Shared Lane Traffic (%)							38%					
Lane Group Flow (vph)	51	683	0	76	718	566	270	269	0	0	319	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA	Perm	Split	NA		Split	NA	
Protected Phases		2			6		4	4		3	3	
Permitted Phases	2			6		6						
Minimum Split (s)	22.5	22.5		22.5	22.5	22.5	22.5	22.5		22.5	22.5	
Total Split (s)	68.0	68.0		68.0	68.0	68.0	50.0	50.0		32.0	32.0	
Total Split (%)	45.3%	45.3%		45.3%	45.3%	45.3%	33.3%	33.3%		21.3%	21.3%	
Maximum Green (s)	61.5	61.5		61.5	61.5	61.5	43.5	43.5		25.5	25.5	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.5	2.5		2.5	2.5	2.5	2.5	2.5		2.5	2.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0			0.0	
Total Lost Time (s)	6.5	6.5		6.5	6.5	6.5	6.5	6.5			6.5	
Lead/Lag							Lag	Lag		Lead	Lead	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Act Effct Green (s)	61.5	61.5		61.5	61.5	61.5	43.5	43.5			25.5	
Actuated g/C Ratio	0.41	0.41		0.41	0.41	0.41	0.29	0.29			0.17	
v/c Ratio	0.24	0.47		0.34	0.49	0.62	0.55	0.55			1.02	
Control Delay	29.8	28.2		41.8	41.5	19.5	50.2	49.1			114.7	
Queue Delay	0.0	0.0		0.0	0.0	0.1	0.0	0.0			0.0	
Total Delay	29.8	28.2		41.8	41.5	19.6	50.2	49.1			114.7	

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
LOS	C	C		D	D	B	D	D			F	
Approach Delay		28.3			32.4			49.7			114.7	
Approach LOS		C			C			D			F	

Intersection Summary	
Area Type:	Other
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 38 (25%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 70	
Control Type: Pretimed	
Maximum v/c Ratio: 1.02	
Intersection Signal Delay: 43.4	Intersection LOS: D
Intersection Capacity Utilization 69.4%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 7: N Decatur Rd/Briarcliff Rd & Driveway/Johnson Rd



Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Volume (vph)	0	677	316	525	974	0	0	4	0	372	0	627
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	14	11	10	12	12	12	12	12	12
Storage Length (ft)	316		0	150		0	0		0	0		0
Storage Lanes	1		1	1		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor											1.00	0.98
Frt			0.850									0.850
Flt Protected				0.950							0.950	
Satd. Flow (prot)	0	3421	1531	1906	3455	0	0	1900	0	0	1787	1599
Flt Permitted				0.129							0.755	
Satd. Flow (perm)	0	3421	1531	259	3455	0	0	1900	0	0	1416	1561
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			344									473
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		821			312			355			1189	
Travel Time (s)		16.0			6.1			6.9			23.2	
Confl. Peds. (#/hr)									3	3		13
Peak Hour Factor	0.79	0.79	0.79	0.96	0.96	0.96	0.92	0.92	0.92	0.89	0.89	0.89
Heavy Vehicles (%)	2%	2%	2%	1%	1%	1%	0%	0%	0%	1%	1%	1%
Parking (#/hr)									0			
Adj. Flow (vph)	0	857	400	547	1015	0	0	4	0	418	0	704
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	857	400	547	1015	0	0	4	0	0	418	704
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		14			14			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	0.92	1.04	1.09	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	Perm	pm+pt	NA		Perm	NA		Perm	NA	Perm
Protected Phases		6		5	2			4			8	
Permitted Phases	6	6	6	2	2		4			8		8
Detector Phase	6	6	6	5	2		4	4		8	8	8
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	4.0	10.0		7.0	7.0		7.0	7.0	7.0
Minimum Split (s)	23.0	23.0	23.0	10.0	23.0		22.3	22.3		22.3	22.3	22.3
Total Split (s)	55.0	55.0	55.0	40.0	95.0		55.0	55.0		55.0	55.0	55.0
Total Split (%)	36.7%	36.7%	36.7%	26.7%	63.3%		36.7%	36.7%		36.7%	36.7%	36.7%
Maximum Green (s)	48.0	48.0	48.0	34.5	88.0		48.7	48.7		48.7	48.7	48.7
Yellow Time (s)	4.5	4.5	4.5	3.0	4.5		3.8	3.8		3.8	3.8	3.8
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5		2.5	2.5		2.5	2.5	2.5
Lost Time Adjust (s)		0.0	0.0	0.0	0.0			0.0			0.0	0.0
Total Lost Time (s)		7.0	7.0	5.5	7.0			6.3			6.3	6.3
Lead/Lag	Lag	Lag	Lag	Lead								
Lead-Lag Optimize?	Yes	Yes	Yes	Yes								
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	C-Max	C-Max	C-Max	None	C-Max		None	None		None	None	None
Act Effct Green (s)		48.0	48.0	91.0	89.5			47.2			47.2	47.2
Actuated g/C Ratio		0.32	0.32	0.61	0.60			0.31			0.31	0.31
v/c Ratio		0.78	0.55	0.99	0.49			0.01			0.94	0.86
Control Delay		60.1	16.0	69.9	17.4			34.5			79.7	27.1
Queue Delay		0.0	0.0	0.0	0.0			0.0			0.0	0.0
Total Delay		60.1	16.0	69.9	17.4			34.5			79.7	27.1
LOS		E	B	E	B			C			E	C
Approach Delay		46.0			35.8			34.5			46.7	
Approach LOS		D			D			C			D	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 8 (5%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.99
Intersection Signal Delay: 42.1 Intersection LOS: D
Intersection Capacity Utilization 92.0% ICU Level of Service F
Analysis Period (min) 15

Splits and Phases: 8: Briarcliff Rd & Clifton Rd/Driveway

Lane Group	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations						
Volume (vph)	694	2	59	28	0	222
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Frt					0.865	
Flt Protected				0.967		
Satd. Flow (prot)	3574	0	0	3293	1644	0
Flt Permitted				0.967		
Satd. Flow (perm)	3574	0	0	3293	1644	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	351			484	251	
Travel Time (s)	8.0			11.0	5.7	
Peak Hour Factor	0.86	0.86	0.74	0.74	0.79	0.79
Heavy Vehicles (%)	1%	1%	6%	6%	0%	0%
Adj. Flow (vph)	807	2	80	38	0	281
Shared Lane Traffic (%)						
Lane Group Flow (vph)	809	0	0	118	281	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 46.3%		ICU Level of Service A	
Analysis Period (min) 15			

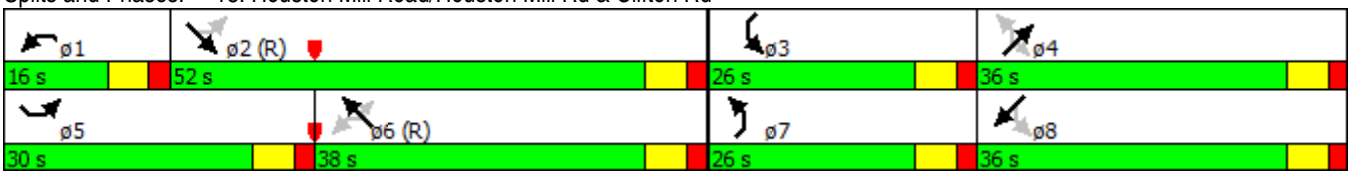
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	291	949	73	63	755	330	243	385	322	212	55	119
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	480		0	227		52	0		0	100		0
Storage Lanes	1		0	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99	1.00		1.00		0.94	1.00		0.96	0.99	0.99	
Frt		0.989				0.850			0.850		0.897	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	3528	0	1770	3539	1583	1787	1881	1599	1805	1683	0
Flt Permitted	0.114			0.120			0.503			0.126		
Satd. Flow (perm)	213	3528	0	223	3539	1482	944	1881	1539	238	1683	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7				176			221		78	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		625			693			484			1787	
Travel Time (s)		12.2			13.5			11.0			40.6	
Confl. Peds. (#/hr)	22		21	21		22	5		20	20		5
Peak Hour Factor	0.91	0.91	0.91	0.97	0.97	0.97	0.89	0.89	0.89	0.88	0.88	0.88
Heavy Vehicles (%)	1%	1%	1%	2%	2%	2%	1%	1%	1%	0%	0%	0%
Adj. Flow (vph)	320	1043	80	65	778	340	273	433	362	241	62	135
Shared Lane Traffic (%)												
Lane Group Flow (vph)	320	1123	0	65	778	340	273	433	362	241	197	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases	2			6		6	4		4	8		
Detector Phase	5	2		1	6	6	7	4	4	3	8	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	15.0	21.5		12.0	21.5	21.5	15.0	21.5	21.5	15.0	12.0	
Total Split (s)	30.0	52.0		16.0	38.0	38.0	26.0	36.0	36.0	26.0	36.0	
Total Split (%)	23.1%	40.0%		12.3%	29.2%	29.2%	20.0%	27.7%	27.7%	20.0%	27.7%	
Maximum Green (s)	24.0	46.0		10.0	32.0	32.0	20.0	30.0	30.0	20.0	30.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	C-Max		None	C-Max	C-Max	None	None	None	None	None	
Act Effct Green (s)	62.6	51.0		43.0	35.0	35.0	50.0	32.4	32.4	48.8	31.8	
Actuated g/C Ratio	0.48	0.39		0.33	0.27	0.27	0.38	0.25	0.25	0.38	0.24	
v/c Ratio	0.88	0.81		0.39	0.82	0.64	0.57	0.92	0.66	0.82	0.42	
Control Delay	57.6	41.7		37.3	71.4	47.1	30.6	74.5	23.4	54.5	28.0	
Queue Delay	0.0	0.8		0.0	0.0	0.0	0.0	0.0	0.2	27.8	0.0	
Total Delay	57.6	42.5		37.3	71.4	47.1	30.6	74.5	23.6	82.3	28.0	
LOS	E	D		D	E	D	C	E	C	F	C	
Approach Delay		45.9			62.5			46.0			57.9	
Approach LOS		D			E			D			E	

Intersection Summary

Area Type: Other
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 42 (32%), Referenced to phase 2:SETL and 6:NWTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.92
Intersection Signal Delay: 51.9 Intersection LOS: D
Intersection Capacity Utilization 89.0% ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 13: Houston Mill Road/Houston Mill Rd & Clifton Rd



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	1125	0	0	1050	0	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Frt					0.865	
Flt Protected						
Satd. Flow (prot)	3471	0	0	3471	1611	0
Flt Permitted						
Satd. Flow (perm)	3471	0	0	3471	1611	0
Link Speed (mph)	35			35	30	
Link Distance (ft)	618			147	312	
Travel Time (s)	12.0			2.9	7.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	4%	4%	4%	4%	2%	2%
Adj. Flow (vph)	1223	0	0	1141	0	32
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1223	0	0	1141	32	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

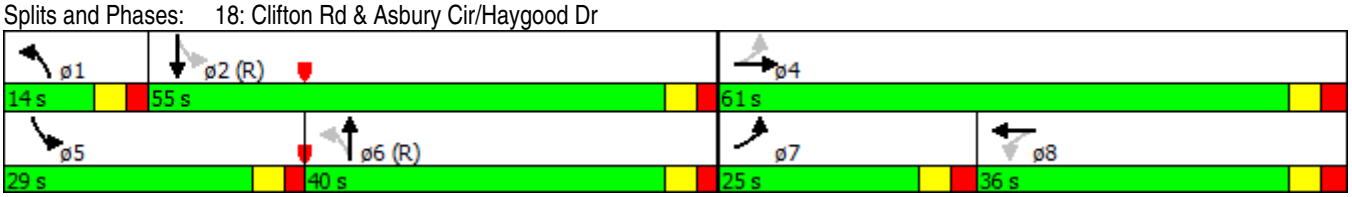
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 41.1%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	249	85	53	39	50	308	31	694	14	436	1118	253
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	12	10	10	12	9	9	10
Storage Length (ft)	100		0	280		0	135		0	110		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	1.00	0.98		0.93	0.99		0.99	1.00		0.99	0.99	
Frt		0.942			0.871			0.997			0.972	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1620	1572	0	1652	1495	0	1620	3226	0	1593	3053	0
Flt Permitted	0.143			0.660			0.115			0.116		
Satd. Flow (perm)	244	1572	0	1072	1495	0	195	3226	0	193	3053	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		30			220			1			24	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		671			1358			1232			781	
Travel Time (s)		15.3			30.9			24.0			15.2	
Confl. Peds. (#/hr)	2		63	63		2	43		24	24		43
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.93	0.93	0.93	0.95	0.95	0.95
Heavy Vehicles (%)	4%	4%	4%	2%	2%	2%	4%	4%	4%	2%	2%	2%
Adj. Flow (vph)	277	94	59	43	56	342	33	746	15	459	1177	266
Shared Lane Traffic (%)												
Lane Group Flow (vph)	277	153	0	43	398	0	33	761	0	459	1443	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.00	1.09	1.09	1.00	1.14	1.14	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4			8		1	6		5	2	
Permitted Phases	4			8			6			2		
Detector Phase	7	4		8	8		1	6		5	2	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	9.5	21.8		21.8	21.8		9.2	21.1		9.0	21.1	
Total Split (s)	25.0	61.0		36.0	36.0		14.0	40.0		29.0	55.0	
Total Split (%)	19.2%	46.9%		27.7%	27.7%		10.8%	30.8%		22.3%	42.3%	
Maximum Green (s)	19.5	55.2		30.2	30.2		8.8	34.9		24.0	49.9	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.1		3.0	3.1	
All-Red Time (s)	2.5	2.8		2.8	2.8		2.2	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.5	5.8		5.8	5.8		5.2	5.1		5.0	5.1	
Lead/Lag	Lead			Lag	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Act Effct Green (s)	47.8	47.5		22.5	22.5		41.6	34.9		71.7	64.0	
Actuated g/C Ratio	0.37	0.37		0.17	0.17		0.32	0.27		0.55	0.49	
v/c Ratio	0.94	0.26		0.23	0.90		0.24	0.88		1.02	0.95	
Control Delay	73.9	22.6		45.9	47.0		22.0	49.9		94.8	40.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	73.9	22.6		45.9	47.0		22.0	49.9		94.8	40.5	
LOS	E	C		D	D		C	D		F	D	
Approach Delay		55.6			46.9			48.7			53.6	
Approach LOS		E			D			D			D	

Intersection Summary	
Area Type:	Other
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 72 (55%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green	
Natural Cycle: 110	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.02	
Intersection Signal Delay: 51.9	Intersection LOS: D
Intersection Capacity Utilization 97.3%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 18: Clifton Rd & Asbury Cir/Haygood Dr

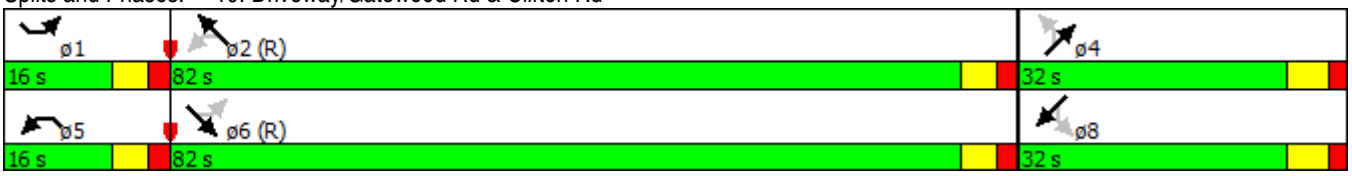


Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	36	1450	19	20	1107	113	12	4	40	162	2	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	200		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor											0.99	
Frt		0.998			0.986			0.904			0.973	
Flt Protected	0.950			0.950				0.989			0.962	
Satd. Flow (prot)	1770	3532	0	1752	3456	0	0	1665	0	0	1734	0
Flt Permitted	0.140			0.098				0.925			0.740	
Satd. Flow (perm)	261	3532	0	181	3456	0	0	1558	0	0	1330	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			14			52			9	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		693			781			193			374	
Travel Time (s)		13.5			15.2			4.4			8.5	
Confl. Peds. (#/hr)										3		10
Peak Hour Factor	0.93	0.93	0.93	0.91	0.91	0.91	0.77	0.77	0.77	0.85	0.85	0.85
Heavy Vehicles (%)	2%	2%	2%	3%	3%	3%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	39	1559	20	22	1216	124	16	5	52	191	2	48
Shared Lane Traffic (%)												
Lane Group Flow (vph)	39	1579	0	22	1340	0	0	73	0	0	241	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2			4			8		
Detector Phase	1	6		5	2		4	4		8	8	
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.6	21.6		10.6	21.6		10.0	10.0		10.0	10.0	
Total Split (s)	16.0	82.0		16.0	82.0		32.0	32.0		32.0	32.0	
Total Split (%)	12.3%	63.1%		12.3%	63.1%		24.6%	24.6%		24.6%	24.6%	
Maximum Green (s)	10.4	76.4		10.4	76.4		26.0	26.0		26.0	26.0	
Yellow Time (s)	3.6	3.6		3.6	3.6		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	5.6	5.6		5.6	5.6			6.0			6.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Act Effct Green (s)	90.5	86.4		88.6	83.8			24.9			24.9	
Actuated g/C Ratio	0.70	0.66		0.68	0.64			0.19			0.19	
v/c Ratio	0.15	0.67		0.11	0.60			0.21			0.92	
Control Delay	3.0	15.7		5.5	9.1			18.6			88.1	
Queue Delay	0.0	1.4		0.0	0.3			0.0			0.0	
Total Delay	3.0	17.1		5.5	9.4			18.6			88.1	
LOS	A	B		A	A			B			F	
Approach Delay		16.7			9.3			18.6			88.1	
Approach LOS		B			A			B			F	

Intersection Summary	
Area Type:	Other
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 63 (48%), Referenced to phase 2:NWTL and 6:SETL, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.92	
Intersection Signal Delay: 18.9	Intersection LOS: B
Intersection Capacity Utilization 68.8%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 19: Driveway/Gatewood Rd & Clifton Rd

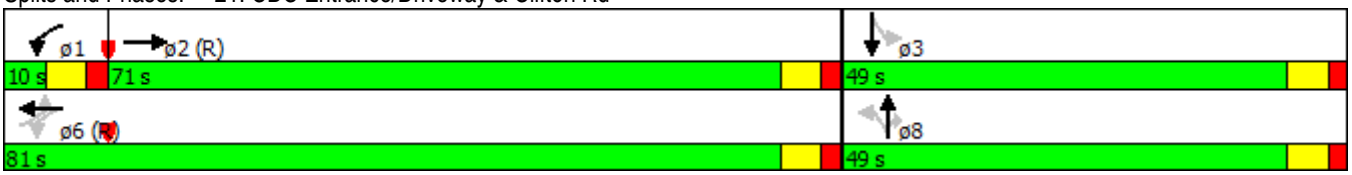


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	133	784	41	49	888	91	427	2	222	122	2	99
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	13	12	12	12	11	12	12	12	12	12
Storage Length (ft)	200		0	500		0	0		0	0		0
Storage Lanes	1		0	1		0	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	0.95	0.91	0.95	0.95	0.95	1.00
Ped Bike Factor	1.00	1.00					1.00	1.00			0.99	
Frt		0.992			0.986			0.985	0.850		0.868	
Flt Protected	0.950			0.950			0.950	0.957		0.950	0.995	
Satd. Flow (prot)	1752	3470	0	1787	3524	0	1641	1614	1519	1665	1495	0
Flt Permitted	0.190			0.224			0.638	0.623		0.423	0.949	
Satd. Flow (perm)	349	3470	0	421	3524	0	1101	1049	1519	741	1426	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			14			5	165		111	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		1743			618			453			209	
Travel Time (s)		34.0			12.0			10.3			4.8	
Confl. Peds. (#/hr)	20		20				2					2
Peak Hour Factor	0.94	0.94	0.94	0.89	0.89	0.89	0.82	0.82	0.82	0.81	0.81	0.81
Heavy Vehicles (%)	3%	3%	3%	1%	1%	1%	1%	1%	1%	3%	3%	3%
Adj. Flow (vph)	141	834	44	55	998	102	521	2	271	151	2	122
Shared Lane Traffic (%)							47%		10%	10%		
Lane Group Flow (vph)	141	878	0	55	1100	0	276	274	244	136	139	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	0.96	1.00	1.00	1.00	1.04	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	D.Pm	NA		pm+pt	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		2		1	6			8			3	
Permitted Phases	6			6			8		8	3		
Detector Phase	6	2		1	6		8	8	8	3	3	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	21.5	21.5		10.0	21.5		18.0	18.0	18.0	18.0	18.0	
Total Split (s)	81.0	71.0		10.0	81.0		49.0	49.0	49.0	49.0	49.0	
Total Split (%)	62.3%	54.6%		7.7%	62.3%		37.7%	37.7%	37.7%	37.7%	37.7%	
Maximum Green (s)	75.0	65.0		4.0	75.0		43.0	43.0	43.0	43.0	43.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	
Lead/Lag		Lag		Lead								
Lead-Lag Optimize?		Yes		Yes								
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	C-Max	C-Max		None	C-Max		None	None	None	Max	Max	
Act Effct Green (s)	75.0	67.0		75.0	75.0		43.0	43.0	43.0	43.0	43.0	
Actuated g/C Ratio	0.58	0.52		0.58	0.58		0.33	0.33	0.33	0.33	0.33	
v/c Ratio	0.70	0.49		0.19	0.54		0.76	0.78	0.40	0.56	0.26	
Control Delay	40.3	21.7		13.3	15.0		53.8	55.7	13.1	46.0	9.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	40.3	21.7		13.3	15.0		53.8	55.7	13.1	46.0	9.9	
LOS	D	C		B	B		D	E	B	D	A	
Approach Delay		24.3			14.9			42.0			27.8	
Approach LOS		C			B			D			C	

Intersection Summary	
Area Type:	Other
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:EBWB, Start of Green	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.78	
Intersection Signal Delay: 25.6	Intersection LOS: C
Intersection Capacity Utilization 70.6%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 21: CDC Entrance/Driveway & Clifton Rd



Lane Group	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Volume (vph)	111	922	1067	153	260	202
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	11	10	8	10	10
Storage Length (ft)	132			110	0	0
Storage Lanes	1			1	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1652	3421	3336	1247	1685	1507
Flt Permitted	0.143				0.950	
Satd. Flow (perm)	249	3421	3336	1247	1685	1507
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				81		193
Link Speed (mph)		35	35		30	
Link Distance (ft)		531	625		322	
Travel Time (s)		10.3	12.2		7.3	
Peak Hour Factor	0.94	0.94	0.93	0.93	0.68	0.68
Heavy Vehicles (%)	2%	2%	1%	1%	0%	0%
Parking (#/hr)				0		
Adj. Flow (vph)	118	981	1147	165	382	297
Shared Lane Traffic (%)						
Lane Group Flow (vph)	118	981	1147	165	382	297
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		10	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.09	1.04	1.09	1.37	1.09	1.09
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2	1	1	1
Detector Template	Left	Thru	Thru	Right	Left	Right
Leading Detector (ft)	20	100	100	20	20	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	6	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94	94			
Detector 2 Size(ft)		6	6			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type	pm+pt	NA	NA	Perm	NA	Perm

Lane Group	SEL	SET	NWT	NWR	SWL	SWR
Protected Phases	1	6	2		8	
Permitted Phases	6			2		8
Detector Phase	1	6	2	2	8	8
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.5	21.5	21.5	21.5	21.5	21.5
Total Split (s)	15.0	75.0	60.0	60.0	45.0	45.0
Total Split (%)	12.5%	62.5%	50.0%	50.0%	37.5%	37.5%
Maximum Green (s)	9.5	69.5	54.5	54.5	39.5	39.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max	C-Max	C-Max	None	None
Act Effct Green (s)	76.8	76.8	62.8	62.8	32.2	32.2
Actuated g/C Ratio	0.64	0.64	0.52	0.52	0.27	0.27
v/c Ratio	0.46	0.45	0.66	0.24	0.85	0.54
Control Delay	15.4	12.5	24.4	10.2	58.6	15.9
Queue Delay	0.0	0.5	0.6	0.0	0.0	0.0
Total Delay	15.4	13.0	25.0	10.2	58.6	15.9
LOS	B	B	C	B	E	B
Approach Delay		13.3	23.2		39.9	
Approach LOS		B	C		D	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NWT and 6:SETL, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.85
Intersection Signal Delay: 23.3 Intersection LOS: C
Intersection Capacity Utilization 63.8% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 24: Clifton Rd & Emory Conf Cntr

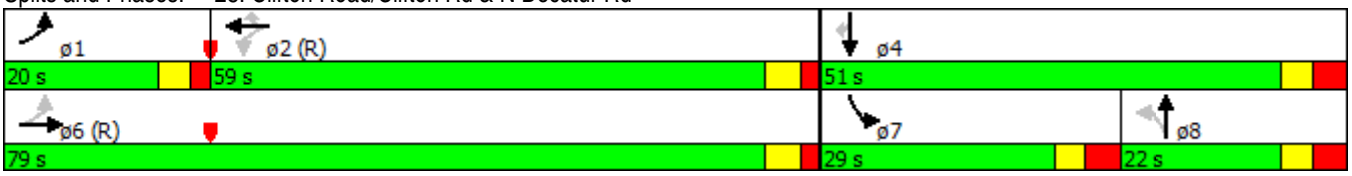
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	235	477	40	0	585	223	6	134	33	343	496	389
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	8	12	12	12	11	11	10	10	10	10
Storage Length (ft)	150		0	0		0	0		0	200		150
Storage Lanes	1		0	0		1	0		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	0.95	0.95	0.95	0.97	1.00	1.00
Frt		0.989				0.850		0.971				0.850
Flt Protected	0.950							0.998		0.950		
Satd. Flow (prot)	1770	3500	0	0	1845	1568	0	3315	0	3173	1722	1463
Flt Permitted	0.130							0.925		0.950		
Satd. Flow (perm)	242	3500	0	0	1845	1568	0	3073	0	3173	1722	1463
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11				198		18				231
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		1444			1181			1262			1113	
Travel Time (s)		28.1			23.0			24.6			21.7	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.83	0.83	0.83	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	2%	3%	3%	3%	2%	2%	2%	3%	3%	3%
Adj. Flow (vph)	261	530	44	0	650	248	7	161	40	369	533	418
Shared Lane Traffic (%)												
Lane Group Flow (vph)	261	574	0	0	650	248	0	208	0	369	533	418
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			20			20	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.20	1.00	1.00	1.00	1.04	1.04	1.09	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		Perm	NA	Perm	Perm	NA		Prot	NA	Perm
Protected Phases	1	6			2			8		7	4	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	6			2		2	8					4
Detector Phase	1	6		2	2	2	8	8		7	4	4
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	3.5	3.5		4.0	4.0	4.0
Minimum Split (s)	9.1	20.0		20.0	20.0	20.0	10.0	10.0		10.5	20.0	20.0
Total Split (s)	20.0	79.0		59.0	59.0	59.0	22.0	22.0		29.0	51.0	51.0
Total Split (%)	15.4%	60.8%		45.4%	45.4%	45.4%	16.9%	16.9%		22.3%	39.2%	39.2%
Maximum Green (s)	14.9	73.5		53.5	53.5	53.5	15.5	15.5		22.5	44.5	44.5
Yellow Time (s)	3.0	3.5		3.5	3.5	3.5	3.0	3.0		3.0	3.0	3.0
All-Red Time (s)	2.1	2.0		2.0	2.0	2.0	3.5	3.5		3.5	3.5	3.5
Lost Time Adjust (s)	0.0	0.0			0.0	0.0		0.0		0.0	0.0	0.0
Total Lost Time (s)	5.1	5.5			5.5	5.5		6.5		6.5	6.5	6.5
Lead/Lag	Lead			Lag	Lag	Lag	Lag	Lag		Lead		
Lead-Lag Optimize?	Yes			Yes	Yes	Yes	Yes	Yes		Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	C-Max		C-Max	C-Max	C-Max	None	None		None	None	None
Act Effct Green (s)	75.4	75.0			55.5	55.5		16.8		19.7	43.0	43.0
Actuated g/C Ratio	0.58	0.58			0.43	0.43		0.13		0.15	0.33	0.33
v/c Ratio	0.84	0.28			0.83	0.32		0.50		0.77	0.94	0.66
Control Delay	44.8	14.4			44.1	7.1		52.9		39.5	39.3	11.8
Queue Delay	0.0	0.0			0.0	0.0		0.0		0.0	0.0	0.0
Total Delay	44.8	14.4			44.1	7.1		52.9		39.5	39.3	11.8
LOS	D	B			D	A		D		D	D	B
Approach Delay		23.9			33.9			52.9			30.7	
Approach LOS		C			C			D			C	

Intersection Summary

Area Type: Other
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 62 (48%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.94
Intersection Signal Delay: 31.2 Intersection LOS: C
Intersection Capacity Utilization 96.3% ICU Level of Service F
Analysis Period (min) 15

Splits and Phases: 28: Clifton Road/Clifton Rd & N Decatur Rd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	56	0	43	12	0	10	5	839	22	11	855	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	175		0	150		150
Storage Lanes	0		1	0		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected		0.950			0.950		0.950			0.950		
Satd. Flow (prot)	0	1805	1615	0	1805	1615	1770	1863	1583	1770	1863	1583
Flt Permitted		0.749			0.641		0.252			0.275		
Satd. Flow (perm)	0	1423	1615	0	1218	1615	469	1863	1583	512	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			61			51			51			51
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		226			168			634			1325	
Travel Time (s)		5.1			3.8			12.4			25.8	
Peak Hour Factor	0.71	0.71	0.71	0.92	0.92	0.92	0.98	0.98	0.98	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	79	0	61	13	0	11	5	856	22	12	929	8
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	79	61	0	13	11	5	856	22	12	929	8
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8	2		2	6		6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Detector Phase	4	4	4	8	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	20.0	20.0	20.0	20.0	20.0	20.0	9.0	20.0	20.0	9.0	20.0	20.0
Total Split (s)	35.0	35.0	35.0	35.0	35.0	35.0	15.0	100.0	100.0	15.0	100.0	100.0
Total Split (%)	23.3%	23.3%	23.3%	23.3%	23.3%	23.3%	10.0%	66.7%	66.7%	10.0%	66.7%	66.7%
Maximum Green (s)	30.0	30.0	30.0	30.0	30.0	30.0	10.0	95.0	95.0	10.0	95.0	95.0
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)		13.7	13.7		13.7	13.7	124.2	122.0	122.0	125.4	124.2	124.2
Actuated g/C Ratio		0.09	0.09		0.09	0.09	0.83	0.81	0.81	0.84	0.83	0.83
v/c Ratio		0.61	0.30		0.12	0.06	0.01	0.57	0.02	0.03	0.60	0.01
Control Delay		84.4	17.2		62.3	0.6	2.2	7.9	0.0	6.3	20.0	1.0
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0
Total Delay		84.4	17.2		62.3	0.6	2.2	8.0	0.0	6.3	20.0	1.0
LOS		F	B		E	A	A	A	A	A	B	A
Approach Delay		55.1			34.0			7.8			19.7	
Approach LOS		E			C			A			B	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 124 (83%), Referenced to phase 2:NETL and 6:SWTL, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.61
Intersection Signal Delay: 17.1 — Intersection LOS: B
Intersection Capacity Utilization 64.2% — ICU Level of Service C
Analysis Period (min) 15

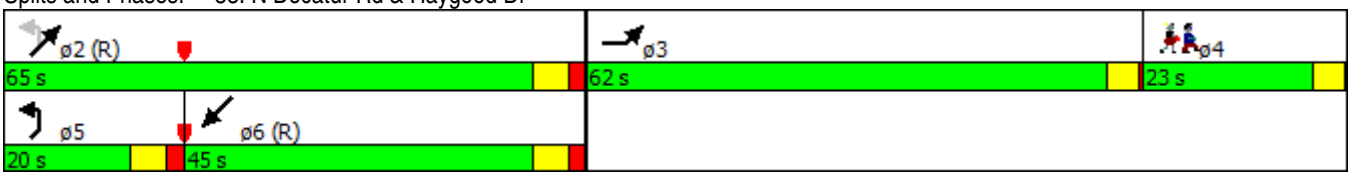
Splits and Phases: 29: Briarcliff Rd & Summit Pointe Way

Lane Group	EBL	EBR	NEL	NET	SWT	SWR	ø4
Lane Configurations							
Volume (vph)	717	38	22	793	675	315	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	10	10	11	11	11	10	
Storage Length (ft)	100	0	0			0	
Storage Lanes	1	0	0			0	
Taper Length (ft)	25		25				
Lane Util. Factor	0.97	0.95	0.95	0.95	0.95	0.95	
Ped Bike Factor	0.99			1.00	0.99		
Frt	0.992				0.952		
Flt Protected	0.955			0.999			
Satd. Flow (prot)	3227	0	0	3385	3230	0	
Flt Permitted	0.955			0.891			
Satd. Flow (perm)	3198	0	0	3019	3230	0	
Right Turn on Red		Yes				Yes	
Satd. Flow (RTOR)	4				50		
Link Speed (mph)	30			35	35		
Link Distance (ft)	1021			1039	599		
Travel Time (s)	23.2			20.2	11.7		
Confl. Peds. (#/hr)	2		3			3	
Peak Hour Factor	0.93	0.93	0.89	0.89	0.94	0.94	
Heavy Vehicles (%)	1%	1%	3%	3%	2%	2%	
Adj. Flow (vph)	771	41	25	891	718	335	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	812	0	0	916	1053	0	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Right	Left	Left	Left	Right	
Median Width(ft)	20			0	0		
Link Offset(ft)	0			0	0		
Crosswalk Width(ft)	16			16	16		
Two way Left Turn Lane							
Headway Factor	1.09	1.09	1.04	1.04	1.04	1.09	
Turning Speed (mph)	15	9	15			9	
Number of Detectors	1		1	2	2		
Detector Template	Left		Left	Thru	Thru		
Leading Detector (ft)	20		20	100	100		
Trailing Detector (ft)	0		0	0	0		
Detector 1 Position(ft)	0		0	0	0		
Detector 1 Size(ft)	20		20	6	6		
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		
Detector 1 Channel							
Detector 1 Extend (s)	0.0		0.0	0.0	0.0		
Detector 1 Queue (s)	0.0		0.0	0.0	0.0		
Detector 1 Delay (s)	0.0		0.0	0.0	0.0		
Detector 2 Position(ft)				94	94		
Detector 2 Size(ft)				6	6		
Detector 2 Type				Cl+Ex	Cl+Ex		
Detector 2 Channel							
Detector 2 Extend (s)				0.0	0.0		

Lane Group	EBL	EBR	NEL	NET	SWT	SWR	ø4
Turn Type	NA		pm+pt	NA	NA		
Protected Phases	3		5	2	6		4
Permitted Phases			2				
Detector Phase	3		5	2	6		
Switch Phase							
Minimum Initial (s)	4.0		4.0	4.0	4.0		4.0
Minimum Split (s)	20.0		10.0	21.5	21.5		20.0
Total Split (s)	62.0		20.0	65.0	45.0		23.0
Total Split (%)	41.3%		13.3%	43.3%	30.0%		15%
Maximum Green (s)	58.0		14.0	59.0	39.0		19.0
Yellow Time (s)	3.5		4.0	4.0	4.0		3.5
All-Red Time (s)	0.5		2.0	2.0	2.0		0.5
Lost Time Adjust (s)	0.0			0.0	0.0		
Total Lost Time (s)	4.0			6.0	6.0		
Lead/Lag	Lead		Lead		Lag		Lag
Lead-Lag Optimize?	Yes		Yes		Yes		Yes
Vehicle Extension (s)	3.0		3.0	3.0	3.0		3.0
Recall Mode	None		None	C-Max	C-Max		None
Walk Time (s)	5.0						5.0
Flash Dont Walk (s)	11.0						11.0
Pedestrian Calls (#/hr)	0						0
Act Effct Green (s)	44.5			95.5	95.5		
Actuated g/C Ratio	0.30			0.64	0.64		
v/c Ratio	0.85			0.48	0.51		
Control Delay	57.9			16.0	9.8		
Queue Delay	0.0			0.0	0.0		
Total Delay	57.9			16.0	9.8		
LOS	E			B	A		
Approach Delay	57.9			16.0	9.8		
Approach LOS	E			B	A		

Intersection Summary	
Area Type: Other	
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 55 (37%), Referenced to phase 2:NETL and 6:SWT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.85	
Intersection Signal Delay: 25.9	Intersection LOS: C
Intersection Capacity Utilization 67.7%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 33: N Decatur Rd & Haygood Dr

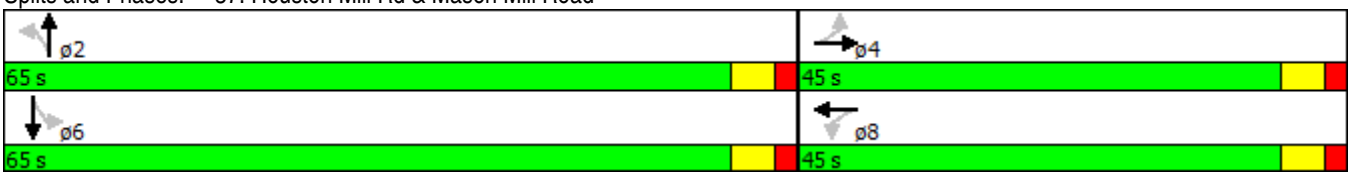


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	14	12	15	150	20	123	12	658	440	106	216	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	15	12	12	12	12	12	11	12	12	11	12
Storage Length (ft)	0		0	0		0	0		0	20		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.951			0.943			0.946			0.997	
Flt Protected		0.983			0.975			0.999			0.984	
Satd. Flow (prot)	0	1954	0	0	1730	0	0	1719	0	0	1802	0
Flt Permitted		0.864			0.813			0.995			0.437	
Satd. Flow (perm)	0	1717	0	0	1442	0	0	1712	0	0	800	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		18			37			47			2	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		487			1319			1719			1513	
Travel Time (s)		11.1			30.0			39.1			34.4	
Peak Hour Factor	0.82	0.82	0.82	0.92	0.92	0.92	0.82	0.82	0.82	0.86	0.86	0.86
Heavy Vehicles (%)	0%	0%	0%	1%	1%	1%	1%	1%	1%	0%	0%	0%
Adj. Flow (vph)	17	15	18	163	22	134	15	802	537	123	251	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	50	0	0	319	0	0	1354	0	0	383	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	0.88	1.00	1.00	1.00	1.00	1.00	1.04	1.00	1.00	1.04	1.00
Turning Speed (mph)	16		10	16		10	16		10	16		10
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	10.0		10.0	10.0		10.5	10.5		10.5	10.5	
Total Split (s)	45.0	45.0		45.0	45.0		65.0	65.0		65.0	65.0	
Total Split (%)	40.9%	40.9%		40.9%	40.9%		59.1%	59.1%		59.1%	59.1%	
Maximum Green (s)	39.5	39.5		39.5	39.5		59.5	59.5		59.5	59.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.5			5.5			5.5			5.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Act Effct Green (s)		23.9			23.9			59.9			59.9	
Actuated g/C Ratio		0.25			0.25			0.63			0.63	
v/c Ratio		0.11			0.82			1.23			0.76	
Control Delay		18.8			46.0			134.0			26.9	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		18.8			46.0			134.0			26.9	
LOS		B			D			F			C	
Approach Delay		18.8			46.0			134.0			26.9	
Approach LOS		B			D			F			C	

Intersection Summary	
Area Type:	Other
Cycle Length: 110	
Actuated Cycle Length: 94.9	
Natural Cycle: 140	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.23	
Intersection Signal Delay: 98.5	Intersection LOS: F
Intersection Capacity Utilization 117.2%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 37: Houston Mill Rd & Mason Mill Road



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	812	144	211	571	145	652
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	13	12	11	8
Storage Length (ft)		0	300		200	0
Storage Lanes		0	1		1	1
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00		1.00		1.00	0.99
Frt	0.982					0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	1823	0	1847	1881	1745	1400
Flt Permitted			0.044		0.950	
Satd. Flow (perm)	1823	0	85	1881	1742	1382
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	7					523
Link Speed (mph)	35			35	30	
Link Distance (ft)	1440			922	1382	
Travel Time (s)	28.1			18.0	31.4	
Confl. Peds. (#/hr)		4	4		1	1
Peak Hour Factor	0.88	1.00	0.87	0.87	0.89	0.89
Heavy Vehicles (%)	2%	2%	1%	1%	0%	0%
Adj. Flow (vph)	923	144	243	656	163	733
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1067	0	243	656	163	733
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	13			13	11	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.96	1.00	1.04	1.20
Turning Speed (mph)		9	15		15	9
Number of Detectors	2		1	2	1	1
Detector Template	Thru		Left	Thru	Left	Right
Leading Detector (ft)	100		20	100	20	20
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	6		20	6	20	20
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	94			94		
Detector 2 Size(ft)	6			6		
Detector 2 Type	Cl+Ex			Cl+Ex		
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0		

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Turn Type	NA		pm+pt	NA	NA	Free
Protected Phases	6		5	2	8	
Permitted Phases			2			Free
Detector Phase	6		5	2	8	
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	10.0		10.0	10.0	10.0	
Total Split (s)	81.0		19.0	100.0	50.0	
Total Split (%)	54.0%		12.7%	66.7%	33.3%	
Maximum Green (s)	75.0		13.0	94.0	44.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	2.0		2.0	2.0	2.0	
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	
Total Lost Time (s)	6.0		6.0	6.0	6.0	
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	C-Max		None	C-Max	None	
Act Effct Green (s)	85.6		118.5	118.5	19.5	150.0
Actuated g/C Ratio	0.57		0.79	0.79	0.13	1.00
v/c Ratio	1.02		0.63	0.44	0.72	0.53
Control Delay	72.3		45.1	7.4	79.8	1.5
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	72.3		45.1	7.4	79.8	1.5
LOS	E		D	A	E	A
Approach Delay	72.3			17.6	15.7	
Approach LOS	E			B	B	

Intersection Summary	
Area Type: Other	
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 85 (57%), Referenced to phase 2:WBTL and 6:EBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.02	
Intersection Signal Delay: 37.4	Intersection LOS: D
Intersection Capacity Utilization 86.3%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 42: Houston Mill Rd & Lavista Rd

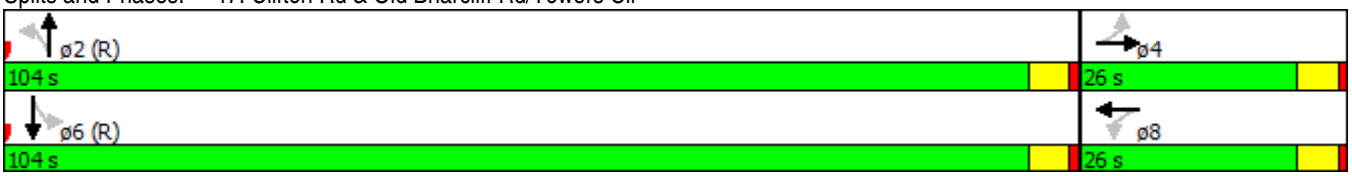
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	23	27	103	87	39	60	290	980	98	20	697	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	13	12	12	12	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor		0.99			1.00			1.00			1.00	
Frt		0.909			0.956			0.989			0.996	
Flt Protected		0.993			0.977			0.990			0.999	
Satd. Flow (prot)	0	1658	0	0	1816	0	0	3425	0	0	3556	0
Flt Permitted		0.904			0.581			0.609			0.848	
Satd. Flow (perm)	0	1509	0	0	1077	0	0	2107	0	0	3019	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		68			16			18			5	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		348			341			1743			1189	
Travel Time (s)		7.9			7.8			34.0			23.2	
Confl. Peds. (#/hr)			5	5					12	12		
Peak Hour Factor	0.91	0.91	0.91	0.86	0.86	0.86	0.78	0.78	0.78	0.86	0.86	0.86
Heavy Vehicles (%)	2%	2%	2%	1%	1%	1%	3%	3%	3%	1%	1%	1%
Adj. Flow (vph)	25	30	113	101	45	70	372	1256	126	23	810	20
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	168	0	0	216	0	0	1754	0	0	853	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	0.96	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	20.0	20.0		20.0	20.0		21.5	21.5		21.5	21.5	
Total Split (s)	26.0	26.0		26.0	26.0		104.0	104.0		104.0	104.0	
Total Split (%)	20.0%	20.0%		20.0%	20.0%		80.0%	80.0%		80.0%	80.0%	
Maximum Green (s)	21.0	21.0		21.0	21.0		99.0	99.0		99.0	99.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Act Effct Green (s)		21.0			21.0			99.0			99.0	
Actuated g/C Ratio		0.16			0.16			0.76			0.76	
v/c Ratio		0.56			1.16			1.09			0.37	
Control Delay		37.4			158.0			70.4			5.6	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		37.4			158.0			70.4			5.6	
LOS		D			F			E			A	
Approach Delay		37.4			158.0			70.4			5.6	
Approach LOS		D			F			E			A	

Intersection Summary

Area Type: Other
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 80 (62%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 110
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.16
Intersection Signal Delay: 56.4 Intersection LOS: E
Intersection Capacity Utilization 95.7% ICU Level of Service F
Analysis Period (min) 15

Splits and Phases: 47: Clifton Rd & Old Briarcliff Rd/Towers Cir



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	317	0	39	0	0	56	0	275	0	25	13	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	8	12	10	12	12	12	12	16	12	12	12	11
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.865							0.850
Flt Protected	0.950										0.968	
Satd. Flow (prot)	1564	0	1507	0	1644	0	0	2153	0	0	1839	1561
Flt Permitted	0.950										0.968	
Satd. Flow (perm)	1564	0	1507	0	1644	0	0	2153	0	0	1839	1561
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		289			282			193			351	
Travel Time (s)		6.6			6.4			4.4			8.0	
Peak Hour Factor	0.83	0.83	0.83	0.59	0.59	0.59	0.84	0.84	0.84	0.88	0.88	0.88
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	382	0	47	0	0	95	0	327	0	28	15	8
Shared Lane Traffic (%)												
Lane Group Flow (vph)	382	0	47	0	95	0	0	327	0	0	43	8
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		8			8			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.20	1.00	1.09	1.00	1.00	1.00	1.00	0.85	1.00	1.00	1.00	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 52.0%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Volume (vph)	7	1137	1012	111	0	74
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Ped Bike Factor			0.99			
Frt			0.985		0.865	
Flt Protected						
Satd. Flow (prot)	0	3505	3461	0	1611	0
Flt Permitted		0.945				
Satd. Flow (perm)	0	3312	3461	0	1611	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			25		150	
Link Speed (mph)		35	35		30	
Link Distance (ft)		147	531		214	
Travel Time (s)		2.9	10.3		4.9	
Confl. Peds. (#/hr)				13		
Peak Hour Factor	0.93	0.93	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	3%	3%	2%	2%	2%	2%
Adj. Flow (vph)	8	1223	1100	121	0	80
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1231	1221	0	80	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		10	10		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2		1	
Detector Template	Left	Thru	Thru		Left	
Leading Detector (ft)	20	100	100		20	
Trailing Detector (ft)	0	0	0		0	
Detector 1 Position(ft)	0	0	0		0	
Detector 1 Size(ft)	20	6	6		20	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	
Detector 2 Position(ft)		94	94			
Detector 2 Size(ft)		6	6			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type	Perm	NA	NA		NA	
Protected Phases		6	2		8	
Permitted Phases	6					
Detector Phase	6	6	2		8	

Lane Group	EBL	EBT	WBT	WBR	SWL	SWR
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0		4.0	
Minimum Split (s)	22.0	22.0	22.0		22.0	
Total Split (s)	103.0	103.0	103.0		27.0	
Total Split (%)	79.2%	79.2%	79.2%		20.8%	
Maximum Green (s)	97.0	97.0	97.0		21.0	
Yellow Time (s)	4.0	4.0	4.0		4.0	
All-Red Time (s)	2.0	2.0	2.0		2.0	
Lost Time Adjust (s)		0.0	0.0		0.0	
Total Lost Time (s)		6.0	6.0		6.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0		3.0	
Recall Mode	Max	Max	C-Max		Max	
Walk Time (s)	5.0	5.0	5.0		5.0	
Flash Dont Walk (s)	11.0	11.0	11.0		11.0	
Pedestrian Calls (#/hr)	0	0	0		0	
Act Effct Green (s)		97.0	97.0		21.0	
Actuated g/C Ratio		0.75	0.75		0.16	
v/c Ratio		0.50	0.47		0.21	
Control Delay		3.7	7.0		1.2	
Queue Delay		0.1	0.9		0.0	
Total Delay		3.8	7.9		1.2	
LOS		A	A		A	
Approach Delay		3.8	7.9		1.2	
Approach LOS		A	A		A	

Intersection Summary	
Area Type: Other	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 0 (0%), Referenced to phase 2:WBT, Start of Green	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.50	
Intersection Signal Delay: 5.7	Intersection LOS: A
Intersection Capacity Utilization 50.9%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 52: Clifton Rd & Emory Inn

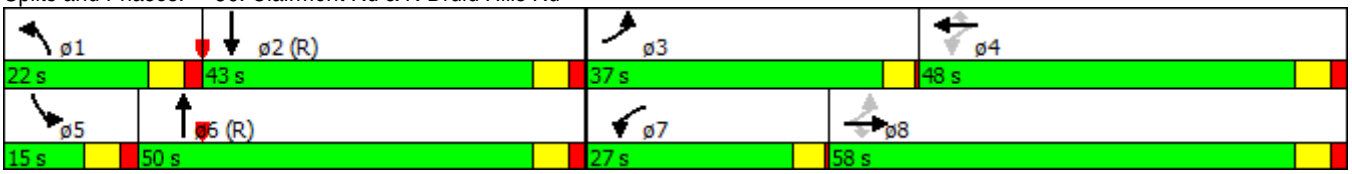
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	72	1273	472	106	690	199	667	1031	187	481	810	54
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		300	300		400	300		0	150		0
Storage Lanes	1		1	1		1	2		0	2		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.97	0.95	0.95	0.97	0.95	0.95
Frt			0.850			0.850		0.977			0.991	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	3574	1599	1770	3539	1583	3467	3492	0	3467	3542	0
Flt Permitted	0.293			0.060			0.950			0.950		
Satd. Flow (perm)	551	3574	1599	112	3539	1583	3467	3492	0	3467	3542	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			313			214		14			4	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		2251			1808			2219			2954	
Travel Time (s)		43.9			35.2			43.2			57.5	
Peak Hour Factor	0.98	0.98	0.98	0.93	0.93	0.93	0.91	0.91	0.91	0.93	0.93	0.93
Heavy Vehicles (%)	1%	1%	1%	2%	2%	2%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	73	1299	482	114	742	214	733	1133	205	517	871	58
Shared Lane Traffic (%)												
Lane Group Flow (vph)	73	1299	482	114	742	214	733	1338	0	517	929	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	8	8	8	4		4						

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	3	8	8	7	4	4	1	6		5	2	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	8.0	20.0	20.0	8.0	20.0	20.0	10.0	20.0		10.0	20.0	
Total Split (s)	37.0	58.0	58.0	27.0	48.0	48.0	22.0	50.0		15.0	43.0	
Total Split (%)	24.7%	38.7%	38.7%	18.0%	32.0%	32.0%	14.7%	33.3%		10.0%	28.7%	
Maximum Green (s)	33.0	52.0	52.0	23.0	42.0	42.0	16.0	44.0		9.0	37.0	
Yellow Time (s)	3.5	4.0	4.0	3.5	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	0.5	2.0	2.0	0.5	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	6.0	6.0	4.0	6.0	6.0	6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	
Act Effct Green (s)	72.9	62.5	62.5	80.6	66.6	66.6	16.0	44.0		9.0	37.0	
Actuated g/C Ratio	0.49	0.42	0.42	0.54	0.44	0.44	0.11	0.29		0.06	0.25	
v/c Ratio	0.22	0.87	0.57	0.58	0.47	0.26	1.99	1.29		2.49	1.06	
Control Delay	6.8	37.5	20.9	37.2	30.8	3.9	476.9	180.2		693.6	110.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	6.8	37.5	20.9	37.2	30.8	3.9	476.9	180.2		693.6	110.3	
LOS	A	D	C	D	C	A	F	F		F	F	
Approach Delay		31.9			26.1			285.2			318.8	
Approach LOS		C			C			F			F	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 13 (9%), Referenced to phase 2:SBT and 6:NBT, Start of Green
Natural Cycle: 130
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 2.49
Intersection Signal Delay: 176.8 Intersection LOS: F
Intersection Capacity Utilization 107.6% ICU Level of Service G
Analysis Period (min) 15

Splits and Phases: 56: Clairmont Rd & N Druid Hills Rd

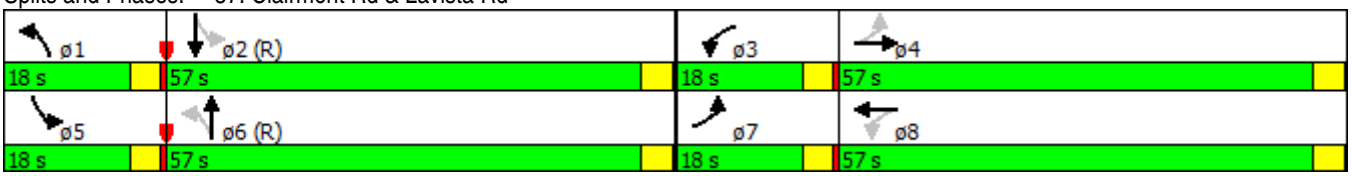


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	256	591	18	183	359	80	23	928	59	244	1287	231
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	200		0	150		0	150		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.995			0.973			0.991			0.977	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	1872	0	1787	1830	0	1787	3542	0	1787	3492	0
Flt Permitted	0.192			0.075			0.075			0.075		
Satd. Flow (perm)	361	1872	0	141	1830	0	141	3542	0	141	3492	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			8			5			15	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		2445			1250			2954			1012	
Travel Time (s)		47.6			24.4			57.5			19.7	
Peak Hour Factor	0.97	0.97	0.97	0.90	0.90	0.90	0.94	0.94	0.94	0.92	0.92	0.92
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	264	609	19	203	399	89	24	987	63	265	1399	251
Shared Lane Traffic (%)												
Lane Group Flow (vph)	264	628	0	203	488	0	24	1050	0	265	1650	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases	4			8			6			2		
Minimum Split (s)	8.0	20.0		8.0	20.0		8.0	20.0		8.0	20.0	
Total Split (s)	18.0	57.0		18.0	57.0		18.0	57.0		18.0	57.0	
Total Split (%)	12.0%	38.0%		12.0%	38.0%		12.0%	38.0%		12.0%	38.0%	
Maximum Green (s)	14.0	53.0		14.0	53.0		14.0	53.0		14.0	53.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5		0.5	0.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Act Effct Green (s)	67.0	53.0		67.0	53.0		67.0	53.0		67.0	53.0	
Actuated g/C Ratio	0.45	0.35		0.45	0.35		0.45	0.35		0.45	0.35	
v/c Ratio	0.90	0.95		0.94	0.75		0.11	0.84		1.23	1.33	
Control Delay	81.0	61.5		87.0	50.4		43.4	80.0		172.5	191.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	81.0	61.5		87.0	50.4		43.4	80.0		172.5	191.3	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	F	E		F	D		D	F		F	F	
Approach Delay		67.3			61.2			79.2			188.7	
Approach LOS		E			E			E			F	

Intersection Summary	
Area Type:	Other
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 2 (1%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green	
Natural Cycle: 120	
Control Type: Pretimed	
Maximum v/c Ratio: 1.33	
Intersection Signal Delay: 120.0	Intersection LOS: F
Intersection Capacity Utilization 101.9%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 57: Clairmont Rd & Lavista Rd



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	337	211	194	1619	1294	120
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	200			0
Storage Lanes	1	0	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Frt	0.948				0.987	
Flt Protected	0.970		0.950			
Satd. Flow (prot)	1730	0	1787	3574	3528	0
Flt Permitted	0.970		0.056			
Satd. Flow (perm)	1730	0	105	3574	3528	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	23				8	
Link Speed (mph)	30			35	35	
Link Distance (ft)	2023			816	2219	
Travel Time (s)	46.0			15.9	43.2	
Peak Hour Factor	0.88	0.88	0.94	0.94	0.92	0.92
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	383	240	206	1722	1407	130
Shared Lane Traffic (%)						
Lane Group Flow (vph)	623	0	206	1722	1537	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			24	24	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2	2	
Detector Template	Left		Left	Thru	Thru	
Leading Detector (ft)	20		20	100	100	
Trailing Detector (ft)	0		0	0	0	
Detector 1 Position(ft)	0		0	0	0	
Detector 1 Size(ft)	20		20	6	6	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	NA		pm+pt	NA	NA	
Protected Phases	4		5	2	6	
Permitted Phases			2			

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Detector Phase	4		5	2	6	
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	20.0		9.0	20.0	20.0	
Total Split (s)	57.0		27.0	93.0	66.0	
Total Split (%)	38.0%		18.0%	62.0%	44.0%	
Maximum Green (s)	52.0		22.0	88.0	61.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	
Total Lost Time (s)	5.0		5.0	5.0	5.0	
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	None		None	C-Max	C-Max	
Act Effct Green (s)	52.0		88.0	88.0	66.0	
Actuated g/C Ratio	0.35		0.59	0.59	0.44	
v/c Ratio	1.01		0.82	0.82	0.99	
Control Delay	86.2		65.9	22.4	46.1	
Queue Delay	20.1		0.0	0.3	6.1	
Total Delay	106.2		65.9	22.7	52.2	
LOS	F		E	C	D	
Approach Delay	106.2			27.3	52.2	
Approach LOS	F			C	D	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 57 (38%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.01
Intersection Signal Delay: 48.7 — Intersection LOS: D
Intersection Capacity Utilization 94.4% — ICU Level of Service F
Analysis Period (min) 15

Splits and Phases: 61: Clairmont Rd & Mason Mill Rd

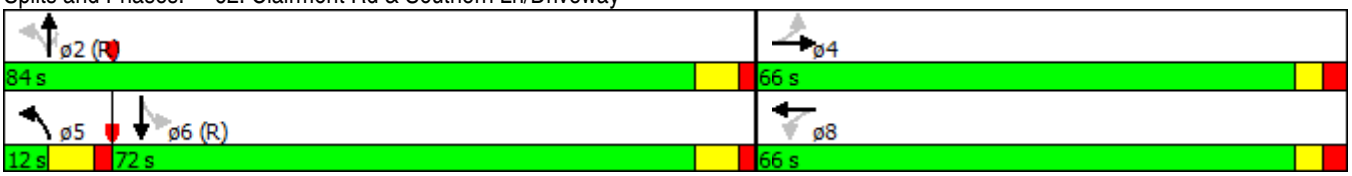
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	294	0	130	4	0	9	19	1117	3	8	1149	57
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	0		0	200		200	100		0
Storage Lanes	1		0	0		0	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt		0.850			0.905				0.850		0.993	
Flt Protected	0.950				0.985		0.950			0.950		
Satd. Flow (prot)	1805	1615	0	0	1694	0	1787	3574	1599	1787	3549	0
Flt Permitted	0.744				0.929		0.086			0.166		
Satd. Flow (perm)	1414	1615	0	0	1597	0	162	3574	1599	312	3549	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		96			80				22		4	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		776			344			1210			816	
Travel Time (s)		17.6			7.8			23.6			15.9	
Peak Hour Factor	0.70	0.70	0.70	0.65	0.65	0.65	0.89	0.89	0.89	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	420	0	186	6	0	14	21	1255	3	9	1277	63
Shared Lane Traffic (%)												
Lane Group Flow (vph)	420	186	0	0	20	0	21	1255	3	9	1340	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA	Perm	Perm	NA	
Protected Phases		4			8		5	2			6	
Permitted Phases	4			8			2		2	6		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4		8	8		5	2	2	6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	20.0	20.0		20.0	20.0		11.0	20.0	20.0	20.0	20.0	
Total Split (s)	66.0	66.0		66.0	66.0		12.0	84.0	84.0	72.0	72.0	
Total Split (%)	44.0%	44.0%		44.0%	44.0%		8.0%	56.0%	56.0%	48.0%	48.0%	
Maximum Green (s)	60.0	60.0		60.0	60.0		5.0	77.0	77.0	65.0	65.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		5.0	5.0	5.0	5.0	5.0	
All-Red Time (s)	3.0	3.0		3.0	3.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0			6.0		7.0	7.0	7.0	7.0	7.0	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?							Yes			Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max	C-Max	C-Max	C-Max	
Act Effct Green (s)	50.5	50.5			50.5		86.5	86.5	86.5	78.7	78.7	
Actuated g/C Ratio	0.34	0.34			0.34		0.58	0.58	0.58	0.52	0.52	
v/c Ratio	0.88	0.31			0.03		0.13	0.61	0.00	0.06	0.72	
Control Delay	67.0	17.0			0.1		21.6	32.9	3.3	9.2	15.7	
Queue Delay	0.2	0.0			0.0		0.0	0.0	0.0	0.0	0.7	
Total Delay	67.2	17.0			0.1		21.6	32.9	3.3	9.2	16.4	
LOS	E	B			A		C	C	A	A	B	
Approach Delay		51.8			0.1			32.6			16.3	
Approach LOS		D			A			C			B	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 89 (59%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.88
Intersection Signal Delay: 29.2 Intersection LOS: C
Intersection Capacity Utilization 67.4% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 62: Clairmont Rd & Southern Ln/Driveway

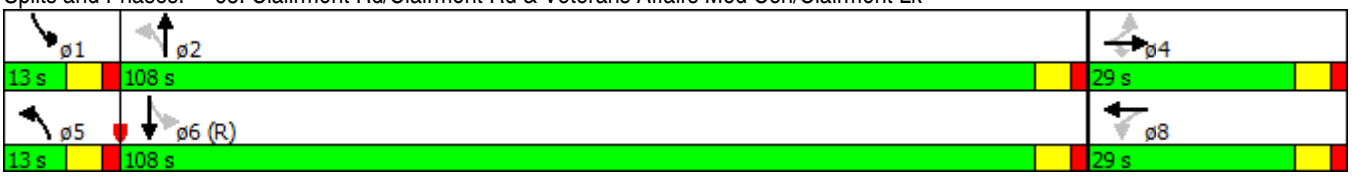


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	133	2	274	30	0	22	26	968	28	51	1221	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		150	100		0	250		0	250		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850		0.850			0.996			0.999	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	1770	1583	0	1787	3560	0	1787	3571	0
Flt Permitted	0.740			0.756			0.161			0.218		
Satd. Flow (perm)	1378	1863	1583	1408	1583	0	303	3560	0	410	3571	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			151		200			4			1	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		648			575			1977			1210	
Travel Time (s)		14.7			13.1			38.5			23.6	
Peak Hour Factor	0.59	0.59	0.59	0.81	0.81	0.81	0.91	0.91	0.91	0.94	0.94	0.94
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	225	3	464	37	0	27	29	1064	31	54	1299	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	225	3	464	37	27	0	29	1095	0	54	1310	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8			2			6		
Minimum Split (s)	19.0	19.0	19.0	19.0	19.0		10.0	20.0		10.0	20.0	
Total Split (s)	29.0	29.0	29.0	29.0	29.0		13.0	108.0		13.0	108.0	
Total Split (%)	19.3%	19.3%	19.3%	19.3%	19.3%		8.7%	72.0%		8.7%	72.0%	
Maximum Green (s)	23.0	23.0	23.0	23.0	23.0		7.0	102.0		7.0	102.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Act Effct Green (s)	23.0	23.0	23.0	23.0	23.0		109.0	102.0		109.0	102.0	
Actuated g/C Ratio	0.15	0.15	0.15	0.15	0.15		0.73	0.68		0.73	0.68	
v/c Ratio	1.07	0.01	1.25	0.17	0.07		0.10	0.45		0.15	0.54	
Control Delay	139.0	54.0	168.1	57.7	0.3		1.3	10.4		9.1	32.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	139.0	54.0	168.1	57.7	0.3		1.3	10.4		9.1	32.4	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	F	D	F	E	A		A	B		A	C	
Approach Delay		158.1			33.5			10.1			31.5	
Approach LOS		F			C			B			C	

Intersection Summary	
Area Type:	Other
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 5 (3%), Referenced to phase 6:SBTL, Start of Green	
Natural Cycle: 60	
Control Type: Pretimed	
Maximum v/c Ratio: 1.25	
Intersection Signal Delay: 51.1	Intersection LOS: D
Intersection Capacity Utilization 69.4%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 65: Claiirmont Rd/Clairmont Rd & Veterans Affairs Med Cen/Clairmont Lk

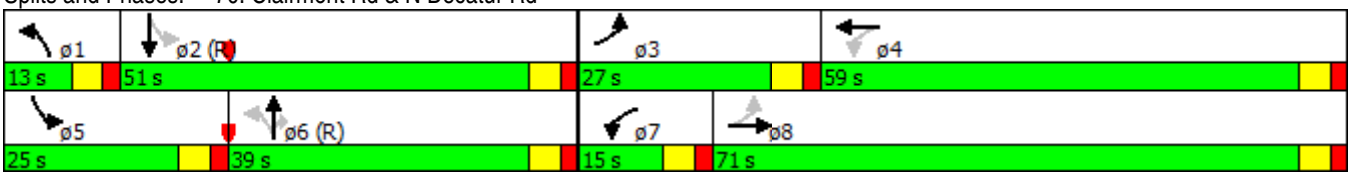


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	305	1017	297	185	638	81	166	704	70	190	871	205
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	300		0	150		300	200		0
Storage Lanes	1		0	1		0	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	0.95
Frt		0.966			0.983				0.850		0.971	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	3453	0	1787	3513	0	1770	3539	1583	1770	3437	0
Flt Permitted	0.195			0.075			0.119			0.103		
Satd. Flow (perm)	367	3453	0	141	3513	0	222	3539	1583	192	3437	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		32			10				178		20	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		2078			1739			966			539	
Travel Time (s)		40.5			33.9			18.8			10.5	
Peak Hour Factor	0.97	0.97	0.97	0.95	0.95	0.95	0.98	0.98	0.98	0.94	0.94	0.94
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	314	1048	306	195	672	85	169	718	71	202	927	218
Shared Lane Traffic (%)												
Lane Group Flow (vph)	314	1354	0	195	757	0	169	718	71	202	1145	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	8			4			6		6	2		
Minimum Split (s)	9.5	21.5		9.5	21.5		9.5	21.5	21.5	9.5	21.5	
Total Split (s)	27.0	71.0		15.0	59.0		13.0	39.0	39.0	25.0	51.0	
Total Split (%)	18.0%	47.3%		10.0%	39.3%		8.7%	26.0%	26.0%	16.7%	34.0%	
Maximum Green (s)	21.5	65.5		9.5	53.5		7.5	33.5	33.5	19.5	45.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.5	5.5		5.5	5.5		5.5	5.5	5.5	5.5	5.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Act Effct Green (s)	80.5	65.5		63.0	53.5		41.0	33.5	33.5	58.5	45.5	
Actuated g/C Ratio	0.54	0.44		0.42	0.36		0.27	0.22	0.22	0.39	0.30	
v/c Ratio	0.79	0.89		1.20	0.60		1.22	0.91	0.14	0.72	1.08	
Control Delay	47.5	50.5		167.9	41.4		181.8	73.0	0.6	57.7	108.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	47.5	50.5		167.9	41.4		181.8	73.0	0.6	57.7	108.4	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	D	D		F	D		F	E	A	E	F	
Approach Delay		49.9			67.3			86.8			100.8	
Approach LOS		D			E			F			F	

Intersection Summary	
Area Type:	Other
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 52 (35%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green	
Natural Cycle: 110	
Control Type: Pretimed	
Maximum v/c Ratio: 1.22	
Intersection Signal Delay: 74.4	Intersection LOS: E
Intersection Capacity Utilization 106.0%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 70: Clairmont Rd & N Decatur Rd

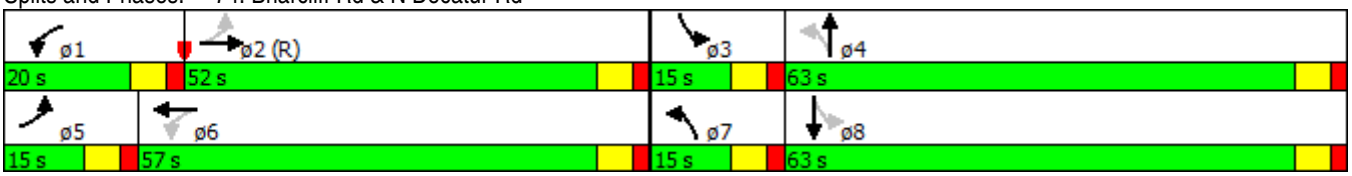


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	44	522	73	275	295	99	62	498	162	101	615	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	300		0	150		0	150		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.982			0.962			0.963			0.994	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	1847	0	1787	1810	0	1752	1776	0	1787	1870	0
Flt Permitted	0.285			0.078			0.070			0.070		
Satd. Flow (perm)	536	1847	0	147	1810	0	129	1776	0	132	1870	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			12			13			2	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		942			3025			1172			2474	
Travel Time (s)		18.4			58.9			22.8			48.2	
Peak Hour Factor	0.94	0.94	0.94	0.91	0.91	0.91	0.95	0.95	0.95	0.94	0.94	0.94
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	3%	3%	3%	1%	1%	1%
Adj. Flow (vph)	47	555	78	302	324	109	65	524	171	107	654	28
Shared Lane Traffic (%)												
Lane Group Flow (vph)	47	633	0	302	433	0	65	695	0	107	682	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases	2			6			4			8		
Minimum Split (s)	10.0	22.0		10.0	22.0		10.0	22.0		10.0	22.0	
Total Split (s)	15.0	52.0		20.0	57.0		15.0	63.0		15.0	63.0	
Total Split (%)	10.0%	34.7%		13.3%	38.0%		10.0%	42.0%		10.0%	42.0%	
Maximum Green (s)	9.0	46.0		14.0	51.0		9.0	57.0		9.0	57.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Act Effct Green (s)	55.0	46.0		65.0	51.0		66.0	57.0		66.0	57.0	
Actuated g/C Ratio	0.37	0.31		0.43	0.34		0.44	0.38		0.44	0.38	
v/c Ratio	0.17	1.11		1.40	0.70		0.42	1.02		0.68	0.96	
Control Delay	26.2	119.3		237.8	48.5		30.2	83.9		78.8	71.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	26.2	119.3		237.8	48.5		30.2	83.9		78.8	71.8	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	F		F	D		C	F		E	E	
Approach Delay		112.8			126.3			79.3			72.8	
Approach LOS		F			F			E			E	

Intersection Summary	
Area Type:	Other
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 40 (27%), Referenced to phase 2:EBTL, Start of Green	
Natural Cycle: 150	
Control Type: Pretimed	
Maximum v/c Ratio: 1.40	
Intersection Signal Delay: 96.9	Intersection LOS: F
Intersection Capacity Utilization 108.8%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 74: Briarcliff Rd & N Decatur Rd



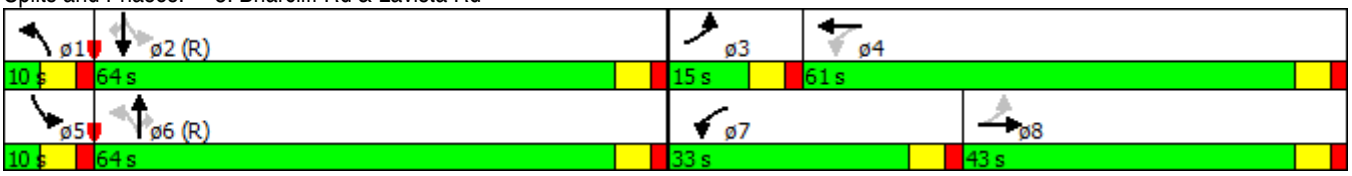
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	64	215	282	245	558	77	110	738	105	34	711	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	11	12	12	10	12	14	12	12	10	12	10
Storage Length (ft)	300		225	200		150	225		150	225		200
Storage Lanes	1		1	1		1	2		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	0.97	0.95	1.00	0.97	0.95	1.00
Frt		0.915			0.982				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1636	3100	0	1770	3244	0	3591	3471	1553	3113	3438	1436
Flt Permitted	0.285			0.143			0.267			0.260		
Satd. Flow (perm)	491	3100	0	266	3244	0	1009	3471	1553	852	3438	1436
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		168			11				153			153
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		608			3539			1422			808	
Travel Time (s)		11.8			68.9			27.7			15.7	
Peak Hour Factor	0.89	0.89	0.89	0.95	0.95	0.95	0.89	0.89	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	3%	3%	3%	2%	2%	2%	4%	4%	4%	5%	5%	5%
Adj. Flow (vph)	72	242	317	258	587	81	124	829	113	37	765	19
Shared Lane Traffic (%)												
Lane Group Flow (vph)	72	559	0	258	668	0	124	829	113	37	765	19
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			28			28	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.04	1.00	1.00	1.09	1.00	0.92	1.00	1.00	1.09	1.00	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	3	8		7	4		1	6		5	2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	8			4			6		6	2		2
Detector Phase	3	8		7	4		1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	10.0	20.0		10.0	20.0		10.0	20.0	20.0	10.0	20.0	20.0
Total Split (s)	15.0	43.0		33.0	61.0		10.0	64.0	64.0	10.0	64.0	64.0
Total Split (%)	10.0%	28.7%		22.0%	40.7%		6.7%	42.7%	42.7%	6.7%	42.7%	42.7%
Maximum Green (s)	9.0	37.0		27.0	55.0		4.0	58.0	58.0	4.0	58.0	58.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	3.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	9.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	34.8	23.2		54.2	39.6		80.0	73.8	73.8	76.7	70.4	70.4
Actuated g/C Ratio	0.23	0.15		0.36	0.26		0.53	0.49	0.49	0.51	0.47	0.47
v/c Ratio	0.40	0.90		0.82	0.77		0.19	0.49	0.13	0.07	0.47	0.03
Control Delay	38.2	61.2		43.3	45.8		16.7	29.9	6.6	18.2	30.0	0.1
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.2	61.2		43.3	45.8		16.7	29.9	6.6	18.2	30.0	0.1
LOS	D	E		D	D		B	C	A	B	C	A
Approach Delay		58.5			45.1			25.9			28.7	
Approach LOS		E			D			C			C	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.90
Intersection Signal Delay: 37.7 Intersection LOS: D
Intersection Capacity Utilization 74.8% ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 3: Briarcliff Rd & Lavista Rd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Volume (vph)	146	283	260	97	833	114	100	895	253	549	1719	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		100	300		400	200		0	200		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850			0.850		0.967			0.998	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	3389	0	1787	3567	0
Flt Permitted	0.244			0.540			0.121			0.121		
Satd. Flow (perm)	455	3539	1583	1006	3539	1583	225	3389	0	228	3567	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			283			124		22			1	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		1499			401			1532			2209	
Travel Time (s)		29.2			7.8			29.8			43.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.86	0.86	0.95	0.95	0.92
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	3%	3%	1%	1%	2%
Adj. Flow (vph)	159	308	283	105	905	124	109	1041	294	578	1809	26
Shared Lane Traffic (%)												
Lane Group Flow (vph)	159	308	283	105	905	124	109	1335	0	578	1835	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6		6	2		2	4			8		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Detector Phase	1	6	6	5	2	2	7	4		3	8	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	22.0	22.0	10.0	22.0	22.0	10.0	22.0		10.0	22.0	
Total Split (s)	13.0	50.0	50.0	48.0	85.0	85.0	13.0	39.0		13.0	39.0	
Total Split (%)	8.7%	33.3%	33.3%	32.0%	56.7%	56.7%	8.7%	26.0%		8.7%	26.0%	
Maximum Green (s)	7.0	44.0	44.0	42.0	79.0	79.0	7.0	33.0		7.0	33.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None		None	None	
Walk Time (s)		5.0	5.0		5.0	5.0		5.0			5.0	
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0			11.0	
Pedestrian Calls (#/hr)		0	0		0	0		0			0	
Act Effct Green (s)	83.8	76.8	76.8	88.2	79.0	79.0	40.0	33.0		40.0	33.0	
Actuated g/C Ratio	0.56	0.51	0.51	0.59	0.53	0.53	0.27	0.22		0.27	0.22	
v/c Ratio	0.50	0.17	0.30	0.16	0.49	0.14	0.83	1.75		4.35	2.34	
Control Delay	14.8	16.2	4.8	19.3	36.3	12.0	84.0	377.0		1520.5	628.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	14.8	16.2	4.8	19.3	36.3	12.0	84.0	377.0		1520.5	628.9	
LOS	B	B	A	B	D	B	F	F		F	F	
Approach Delay		11.6			32.1			354.9			842.5	
Approach LOS		B			C			F			F	

Intersection Summary	
Area Type: Other	
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 95 (63%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green	
Natural Cycle: 140	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 4.35	
Intersection Signal Delay: 451.2	Intersection LOS: F
Intersection Capacity Utilization 114.3%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 4: N Druid Hills Rd & Lavista Rd

Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Volume (vph)	319	913	1394	10	17	234
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999		0.874	
Flt Protected	0.950				0.997	
Satd. Flow (prot)	1752	1845	1825	0	1639	0
Flt Permitted	0.950				0.997	
Satd. Flow (perm)	1752	1845	1825	0	1639	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		360	596		474	
Travel Time (s)		7.0	11.6		10.8	
Peak Hour Factor	0.97	0.97	0.98	0.98	0.81	0.81
Heavy Vehicles (%)	3%	3%	4%	4%	1%	1%
Adj. Flow (vph)	329	941	1422	10	21	289
Shared Lane Traffic (%)						
Lane Group Flow (vph)	329	941	1432	0	310	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		26	26		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

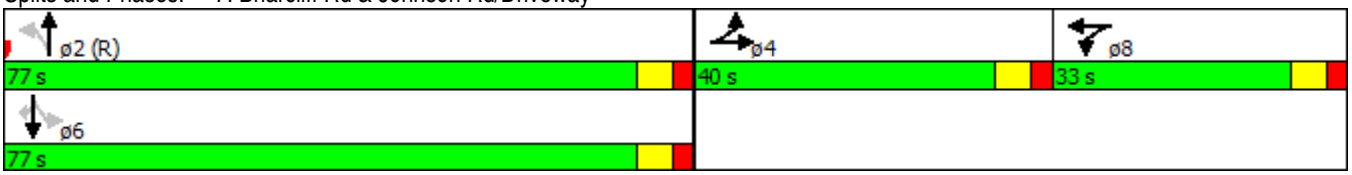
Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 117.1%	ICU Level of Service H
Analysis Period (min) 15	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	534	45	12	22	21	13	27	604	20	61	532	398
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	0		0	250		0	250		150
Storage Lanes	1		0	0		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt		0.994			0.969			0.995				0.850
Flt Protected	0.950	0.961			0.980		0.950			0.950		
Satd. Flow (prot)	1681	1690	0	0	1735	0	1752	3487	0	1752	3505	1568
Flt Permitted	0.950	0.961			0.980		0.391			0.352		
Satd. Flow (perm)	1681	1690	0	0	1735	0	721	3487	0	649	3505	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			9			3				451
Link Speed (mph)		35			30			35			35	
Link Distance (ft)		1757			282			2736			824	
Travel Time (s)		34.2			6.4			53.3			16.1	
Peak Hour Factor	0.96	0.96	0.96	0.80	0.80	0.80	0.91	0.91	0.91	0.88	0.88	0.88
Heavy Vehicles (%)	2%	2%	2%	4%	4%	4%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	556	47	12	28	26	16	30	664	22	69	605	452
Shared Lane Traffic (%)	45%											
Lane Group Flow (vph)	306	309	0	0	70	0	30	686	0	69	605	452
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100		20	100	20
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Split	NA		Split	NA		Perm	NA		Perm	NA	Perm
Protected Phases	4	4		8	8			2			6	
Permitted Phases							2			6		6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4		8	8		2	2		6	6	6
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	22.5
Total Split (s)	40.0	40.0		33.0	33.0		77.0	77.0		77.0	77.0	77.0
Total Split (%)	26.7%	26.7%		22.0%	22.0%		51.3%	51.3%		51.3%	51.3%	51.3%
Maximum Green (s)	33.5	33.5		26.5	26.5		70.5	70.5		70.5	70.5	70.5
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.5	2.5		2.5	2.5		2.5	2.5		2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5			6.5		6.5	6.5		6.5	6.5	6.5
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None		None	None		C-Max	C-Max		None	None	None
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	0
Act Effct Green (s)	30.9	30.9			10.7		88.9	88.9		88.9	88.9	88.9
Actuated g/C Ratio	0.21	0.21			0.07		0.59	0.59		0.59	0.59	0.59
v/c Ratio	0.88	0.89			0.53		0.07	0.33		0.18	0.29	0.41
Control Delay	83.9	83.8			72.2		14.9	14.6		14.5	13.5	3.2
Queue Delay	0.0	0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	83.9	83.8			72.2		14.9	14.6		14.5	13.5	3.2
LOS	F	F			E		B	B		B	B	A
Approach Delay		83.8			72.2			14.6			9.4	
Approach LOS		F			E			B			A	

Intersection Summary	
Area Type: Other	
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 73 (49%), Referenced to phase 2:NBTL, Start of Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.89	
Intersection Signal Delay: 30.7	Intersection LOS: C
Intersection Capacity Utilization 60.0%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 7: Briarcliff Rd & Johnson Rd/Driveway



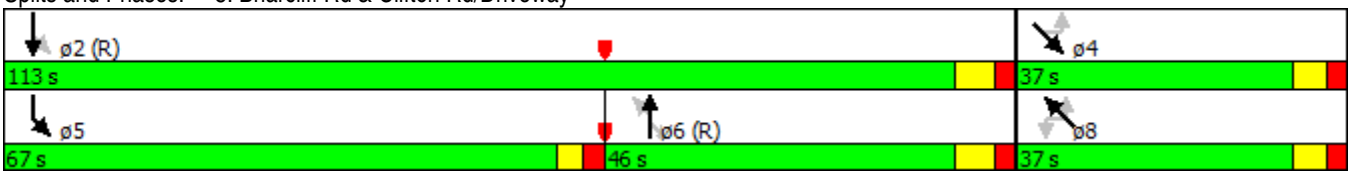
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Volume (vph)	0	708	494	1073	687	0	15	12	6	356	0	549
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	14	11	10	12	12	12	12	12	12
Storage Length (ft)	316		0	150		0	0		0	0		0
Storage Lanes	1		1	1		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor								1.00			1.00	0.97
Frt			0.850					0.974				0.850
Flt Protected				0.950				0.978			0.950	
Satd. Flow (prot)	0	3421	1531	1869	3388	0	0	1769	0	0	1736	1553
Flt Permitted				0.134				0.382			0.734	
Satd. Flow (perm)	0	3421	1531	264	3388	0	0	691	0	0	1335	1505
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			347					7				511
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		824			360			355			1189	
Travel Time (s)		16.1			7.0			6.9			23.2	
Confl. Peds. (#/hr)									3	3		13
Peak Hour Factor	0.97	0.97	0.97	0.94	0.94	0.94	0.92	0.92	0.92	0.90	0.90	0.90
Heavy Vehicles (%)	2%	2%	2%	3%	3%	3%	2%	2%	2%	4%	4%	4%
Parking (#/hr)									0			
Adj. Flow (vph)	0	730	509	1141	731	0	16	13	7	396	0	610
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	730	509	1141	731	0	0	36	0	0	396	610
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		14			14			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	0.92	1.04	1.09	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	Perm	pm+pt	NA		Perm	NA		Perm	NA	Perm
Protected Phases		6		5	2			4			8	
Permitted Phases	6	6	6	2	2		4			8		8
Detector Phase	6	6	6	5	2		4	4		8	8	8
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	4.0	10.0		7.0	7.0		7.0	7.0	7.0
Minimum Split (s)	23.0	23.0	23.0	10.0	23.0		22.3	22.3		22.3	22.3	22.3
Total Split (s)	46.0	46.0	46.0	67.0	113.0		37.0	37.0		37.0	37.0	37.0
Total Split (%)	30.7%	30.7%	30.7%	44.7%	75.3%		24.7%	24.7%		24.7%	24.7%	24.7%
Maximum Green (s)	39.0	39.0	39.0	61.5	106.0		30.7	30.7		30.7	30.7	30.7
Yellow Time (s)	4.5	4.5	4.5	3.0	4.5		3.8	3.8		3.8	3.8	3.8
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5		2.5	2.5		2.5	2.5	2.5
Lost Time Adjust (s)		0.0	0.0	0.0	0.0			0.0			0.0	0.0
Total Lost Time (s)		7.0	7.0	5.5	7.0			6.3			6.3	6.3
Lead/Lag	Lag	Lag	Lag	Lead								
Lead-Lag Optimize?	Yes	Yes	Yes	Yes								
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	C-Max	C-Max	C-Max	None	C-Max		None	None		None	None	None
Act Effct Green (s)		39.0	39.0	107.5	106.0			30.7			30.7	30.7
Actuated g/C Ratio		0.26	0.26	0.72	0.71			0.20			0.20	0.20
v/c Ratio		0.82	0.78	1.35	0.31			0.25			1.45	0.85
Control Delay		69.7	37.1	192.4	6.3			47.2			263.3	22.7
Queue Delay		0.0	0.0	0.0	0.0			0.0			0.0	0.0
Total Delay		69.7	37.1	192.4	6.3			47.2			263.3	22.7
LOS		E	D	F	A			D			F	C
Approach Delay		56.3			119.7			47.2			117.4	
Approach LOS		E			F			D			F	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 120 (80%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 140
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.45
Intersection Signal Delay: 99.6 Intersection LOS: F
Intersection Capacity Utilization 122.3% ICU Level of Service H
Analysis Period (min) 15

Splits and Phases: 8: Briarcliff Rd & Clifton Rd/Driveway



Lane Group	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations						
Volume (vph)	52	9	421	830	0	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Frt	0.978				0.865	
Flt Protected				0.983		
Satd. Flow (prot)	2870	0	0	3513	1644	0
Flt Permitted				0.983		
Satd. Flow (perm)	2870	0	0	3513	1644	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	351			484	251	
Travel Time (s)	8.0			11.0	5.7	
Peak Hour Factor	0.56	0.56	0.92	0.92	0.69	0.69
Heavy Vehicles (%)	23%	23%	1%	1%	0%	0%
Adj. Flow (vph)	93	16	458	902	0	19
Shared Lane Traffic (%)						
Lane Group Flow (vph)	109	0	0	1360	19	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 48.4%		ICU Level of Service A	
Analysis Period (min) 15			

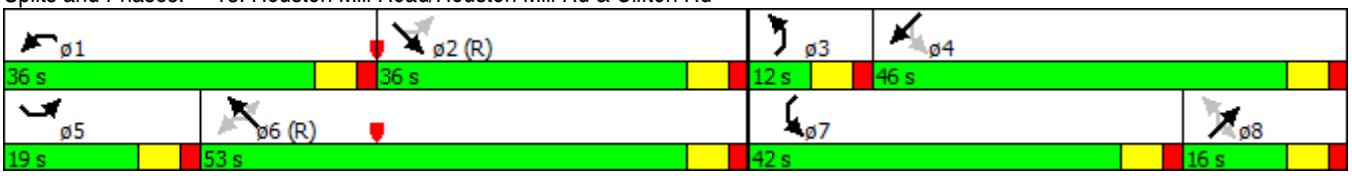
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	165	685	425	565	908	123	34	39	44	185	427	243
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	480		0	227		52	0		0	100		0
Storage Lanes	1		0	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99	0.99		1.00		0.95	1.00		0.91	0.99	0.99	
Frt		0.943				0.850			0.850		0.946	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1736	3225	0	1752	3505	1568	1570	1652	1404	1787	1769	0
Flt Permitted	0.210			0.115			0.169			0.580		
Satd. Flow (perm)	381	3225	0	212	3505	1490	278	1652	1280	1077	1769	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		96				176			227		23	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		625			693			484			1787	
Travel Time (s)		12.2			13.5			11.0			40.6	
Confl. Peds. (#/hr)	22		21	21		22	5		20	20		5
Peak Hour Factor	0.85	0.85	0.85	0.95	0.95	0.95	0.86	0.86	0.86	0.94	0.94	0.94
Heavy Vehicles (%)	4%	4%	4%	3%	3%	3%	15%	15%	15%	1%	1%	1%
Adj. Flow (vph)	194	806	500	595	956	129	40	45	51	197	454	259
Shared Lane Traffic (%)												
Lane Group Flow (vph)	194	1306	0	595	956	129	40	45	51	197	713	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6		6	8		8	4		
Detector Phase	5	2		1	6	6	3	8	8	7	4	
Switch Phase												
Minimum Initial (s)	2.0	4.0		2.0	4.0	4.0	2.0	4.0	4.0	2.0	4.0	
Minimum Split (s)	8.0	21.0		8.0	21.0	21.0	8.0	12.0	12.0	8.0	21.5	
Total Split (s)	19.0	36.0		36.0	53.0	53.0	12.0	16.0	16.0	42.0	46.0	
Total Split (%)	14.6%	27.7%		27.7%	40.8%	40.8%	9.2%	12.3%	12.3%	32.3%	35.4%	
Maximum Green (s)	13.0	30.0		30.0	47.0	47.0	6.0	10.0	10.0	36.0	40.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	C-Max		None	C-Max	C-Max	None	None	None	None	None	
Act Effct Green (s)	42.2	30.0		66.0	47.8	47.8	29.5	24.7	24.7	52.0	42.4	
Actuated g/C Ratio	0.32	0.23		0.51	0.37	0.37	0.23	0.19	0.19	0.40	0.33	
v/c Ratio	0.77	1.60		1.29	0.74	0.20	0.33	0.14	0.12	0.35	1.20	
Control Delay	45.9	305.6		166.8	24.4	2.9	33.1	42.5	0.6	28.4	144.7	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	45.9	305.6		166.8	24.4	2.9	33.1	42.5	0.6	28.4	144.7	
LOS	D	F		F	C	A	C	D	A	C	F	
Approach Delay		272.0			73.2			24.0			119.5	
Approach LOS		F			E			C			F	

Intersection Summary

Area Type: Other
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 97 (75%), Referenced to phase 2:SETL and 6:NWTL, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.60
Intersection Signal Delay: 152.1 Intersection LOS: F
Intersection Capacity Utilization 117.1% ICU Level of Service H
Analysis Period (min) 15

Splits and Phases: 13: Houston Mill Road/Houston Mill Rd & Clifton Rd



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	1198	0	0	1000	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	3471	0	0	3471	1863	0
Flt Permitted						
Satd. Flow (perm)	3471	0	0	3471	1863	0
Link Speed (mph)	35			35	30	
Link Distance (ft)	618			147	312	
Travel Time (s)	12.0			2.9	7.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	4%	4%	4%	4%	2%	2%
Adj. Flow (vph)	1302	0	0	1087	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1302	0	0	1087	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

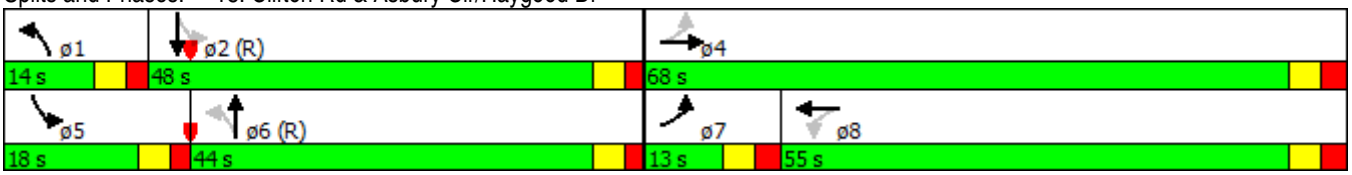
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 36.4%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	105	21	45	21	61	558	25	1171	24	221	628	156
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	12	10	10	12	9	9	10
Storage Length (ft)	100		0	280		0	135		0	110		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	1.00	0.97		0.96	0.99		0.99	1.00		1.00	0.98	
Frt		0.898			0.865			0.997			0.970	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1465	1337	0	1652	1485	0	1604	3197	0	1533	2924	0
Flt Permitted	0.073			0.708			0.221			0.091		
Satd. Flow (perm)	113	1337	0	1176	1485	0	368	3197	0	147	2924	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		51			201			2			25	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		671			1358			1232			781	
Travel Time (s)		15.3			30.9			24.0			15.2	
Confl. Peds. (#/hr)	2		63	63		2	43		24	24		43
Peak Hour Factor	0.88	0.88	0.88	0.84	0.84	0.84	0.86	0.86	0.86	0.94	0.94	0.94
Heavy Vehicles (%)	15%	15%	15%	2%	2%	2%	5%	5%	5%	6%	6%	6%
Adj. Flow (vph)	119	24	51	25	73	664	29	1362	28	235	668	166
Shared Lane Traffic (%)												
Lane Group Flow (vph)	119	75	0	25	737	0	29	1390	0	235	834	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.00	1.09	1.09	1.00	1.14	1.14	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4			8		1	6		5	2	
Permitted Phases	4			8			6			2		
Detector Phase	7	4		8	8		1	6		5	2	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	9.5	21.8		21.8	21.8		9.2	21.1		9.0	21.1	
Total Split (s)	13.0	68.0		55.0	55.0		14.0	44.0		18.0	48.0	
Total Split (%)	10.0%	52.3%		42.3%	42.3%		10.8%	33.8%		13.8%	36.9%	
Maximum Green (s)	7.5	62.2		49.2	49.2		8.8	38.9		13.0	42.9	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.1		3.0	3.1	
All-Red Time (s)	2.5	2.8		2.8	2.8		2.2	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.5	5.8		5.8	5.8		5.2	5.1		5.0	5.1	
Lead/Lag	Lead			Lag	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Act Effct Green (s)	62.5	62.2		49.2	49.2		45.7	38.9		56.9	49.2	
Actuated g/C Ratio	0.48	0.48		0.38	0.38		0.35	0.30		0.44	0.38	
v/c Ratio	0.90	0.11		0.06	1.07		0.15	1.45		1.16	0.74	
Control Delay	83.0	8.0		26.3	84.8		16.8	234.8		161.0	24.0	
Queue Delay	0.0	0.0		0.0	4.3		0.0	0.5		0.0	0.0	
Total Delay	83.0	8.0		26.3	89.1		16.8	235.3		161.0	24.0	
LOS	F	A		C	F		B	F		F	C	
Approach Delay		54.0			87.0			230.8			54.1	
Approach LOS		D			F			F			D	

Intersection Summary	
Area Type: Other	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 31 (24%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green	
Natural Cycle: 150	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.45	
Intersection Signal Delay: 134.2	Intersection LOS: F
Intersection Capacity Utilization 106.9%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 18: Clifton Rd & Asbury Cir/Haygood Dr



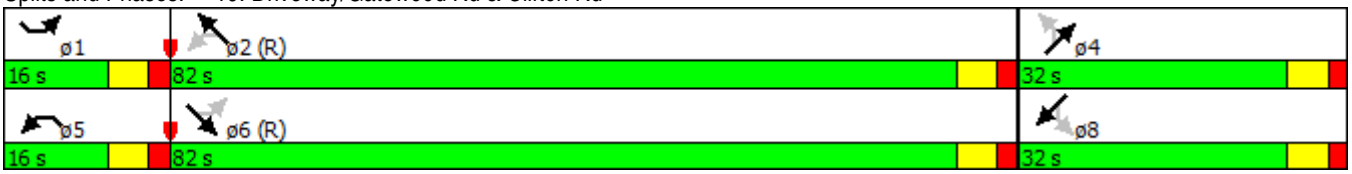
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	21	890	17	41	1529	176	4	21	25	65	3	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	200		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.997			0.985			0.932			0.970	
Flt Protected	0.950			0.950				0.996			0.964	
Satd. Flow (prot)	1703	3395	0	1752	3452	0	0	1680	0	0	1692	0
Flt Permitted	0.072			0.253				0.978			0.718	
Satd. Flow (perm)	129	3395	0	467	3452	0	0	1649	0	0	1260	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			16			36			10	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		693			781			193			374	
Travel Time (s)		13.5			15.2			4.4			8.5	
Peak Hour Factor	0.92	0.92	0.92	0.93	0.93	0.93	0.63	0.63	0.63	0.68	0.68	0.68
Heavy Vehicles (%)	6%	6%	6%	3%	3%	3%	5%	5%	5%	5%	5%	5%
Adj. Flow (vph)	23	967	18	44	1644	189	6	33	40	96	4	29
Shared Lane Traffic (%)												
Lane Group Flow (vph)	23	985	0	44	1833	0	0	79	0	0	129	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2			4			8		

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Detector Phase	1	6		5	2		4	4		8	8	
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	11.0	21.6		11.0	21.6		10.0	10.0		10.0	10.0	
Total Split (s)	16.0	82.0		16.0	82.0		32.0	32.0		32.0	32.0	
Total Split (%)	12.3%	63.1%		12.3%	63.1%		24.6%	24.6%		24.6%	24.6%	
Maximum Green (s)	10.0	76.0		10.0	76.0		26.0	26.0		26.0	26.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0			6.0			6.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Act Effct Green (s)	95.6	90.7		97.4	93.4			17.3			17.3	
Actuated g/C Ratio	0.74	0.70		0.75	0.72			0.13			0.13	
v/c Ratio	0.14	0.42		0.11	0.74			0.32			0.73	
Control Delay	14.5	32.1		3.2	9.3			31.3			72.4	
Queue Delay	0.0	0.0		0.0	2.7			0.0			0.0	
Total Delay	14.5	32.1		3.2	12.0			31.3			72.4	
LOS	B	C		A	B			C			E	
Approach Delay		31.7			11.8			31.3			72.4	
Approach LOS		C			B			C			E	

Intersection Summary

Area Type: Other
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 36 (28%), Referenced to phase 2:NWTL and 6:SETL, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.74
Intersection Signal Delay: 21.3 Intersection LOS: C
Intersection Capacity Utilization 69.5% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 19: Driveway/Gatewood Rd & Clifton Rd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	83	1071	669	332	625	44	96	0	45	108	0	79
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	13	12	12	12	11	12	12	12	12	12
Storage Length (ft)	200		0	500		0	0		0	0		0
Storage Lanes	1		0	1		0	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	0.95	0.91	0.95	0.95	0.95	1.00
Ped Bike Factor	0.99	0.99					1.00	1.00			0.99	
Frt		0.942			0.990			0.986	0.850		0.868	
Flt Protected	0.950			0.950			0.950	0.957		0.950	0.994	
Satd. Flow (prot)	1770	3285	0	1736	3436	0	1658	1631	1534	1545	1384	0
Flt Permitted	0.378			0.053			0.517	0.538		0.718	0.961	
Satd. Flow (perm)	699	3285	0	97	3436	0	900	915	1534	1168	1338	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		163			14			76	76		141	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		1743			618			453			209	
Travel Time (s)		34.0			12.0			10.3			4.8	
Confl. Peds. (#/hr)	20		20				2					2
Peak Hour Factor	0.92	0.92	0.92	0.93	0.93	0.93	0.90	0.90	0.90	0.56	0.56	0.56
Heavy Vehicles (%)	2%	2%	2%	4%	4%	4%	0%	0%	0%	11%	11%	11%
Adj. Flow (vph)	90	1164	727	357	672	47	107	0	50	193	0	141
Shared Lane Traffic (%)							47%		10%	10%		
Lane Group Flow (vph)	90	1891	0	357	719	0	57	55	45	174	160	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	0.96	1.00	1.00	1.00	1.04	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Perm	NA		pm+pt	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		2		1	6			8			3	
Permitted Phases	2			6			8		8	3		
Detector Phase	2	2		1	6		8	8	8	3	3	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	15.0	15.0		15.0	15.0		12.0	12.0	12.0	12.0	12.0	
Total Split (s)	76.0	76.0		24.0	100.0		30.0	30.0	30.0	30.0	30.0	
Total Split (%)	58.5%	58.5%		18.5%	76.9%		23.1%	23.1%	23.1%	23.1%	23.1%	
Maximum Green (s)	70.0	70.0		18.0	94.0		24.0	24.0	24.0	24.0	24.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?	Yes	Yes		Yes								
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	C-Max	C-Max		None	C-Max		None	None	None	Max	Max	
Act Effct Green (s)	70.0	70.0		94.0	94.0		24.0	24.0	24.0	24.0	24.0	
Actuated g/C Ratio	0.54	0.54		0.72	0.72		0.18	0.18	0.18	0.18	0.18	
v/c Ratio	0.24	1.03		1.20	0.29		0.34	0.24	0.13	0.81	0.44	
Control Delay	17.5	42.2		168.3	4.3		52.9	7.2	3.5	78.6	14.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	17.5	42.2		168.3	4.3		52.9	7.2	3.5	78.6	14.2	
LOS	B	D		F	A		D	A	A	E	B	
Approach Delay		41.1			58.7			22.7			47.7	
Approach LOS		D			E			C			D	

Intersection Summary	
Area Type:	Other
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 35 (27%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green	
Natural Cycle: 130	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.20	
Intersection Signal Delay: 46.2	Intersection LOS: D
Intersection Capacity Utilization 97.3%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 21: CDC Entrance/Driveway & Clifton Rd

Lane Group	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Volume (vph)	124	1089	993	196	131	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	11	10	8	10	10
Storage Length (ft)	132			110	0	0
Storage Lanes	1			1	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1636	3388	3271	1223	1574	1409
Flt Permitted	0.207				0.950	
Satd. Flow (perm)	356	3388	3271	1223	1574	1409
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				123		41
Link Speed (mph)		35	35		30	
Link Distance (ft)		531	625		322	
Travel Time (s)		10.3	12.2		7.3	
Peak Hour Factor	0.87	0.87	0.94	0.94	0.75	0.75
Heavy Vehicles (%)	3%	3%	3%	3%	7%	7%
Parking (#/hr)				0		
Adj. Flow (vph)	143	1252	1056	209	175	41
Shared Lane Traffic (%)						
Lane Group Flow (vph)	143	1252	1056	209	175	41
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		10	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.09	1.04	1.09	1.37	1.09	1.09
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2	1	1	1
Detector Template	Left	Thru	Thru	Right	Left	Right
Leading Detector (ft)	20	100	100	20	20	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	6	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94	94			
Detector 2 Size(ft)		6	6			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type	pm+pt	NA	NA	Perm	NA	Perm

Lane Group	SEL	SET	NWT	NWR	SWL	SWR
Protected Phases	1	6	2		8	
Permitted Phases	6			2		8
Detector Phase	1	6	2	2	8	8
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.5	21.5	21.5	21.5	12.0	12.0
Total Split (s)	20.0	86.0	66.0	66.0	34.0	34.0
Total Split (%)	16.7%	71.7%	55.0%	55.0%	28.3%	28.3%
Maximum Green (s)	14.5	80.5	60.5	60.5	28.5	28.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max	C-Max	C-Max	None	None
Act Effct Green (s)	90.4	90.4	76.4	76.4	18.6	18.6
Actuated g/C Ratio	0.75	0.75	0.64	0.64	0.16	0.16
v/c Ratio	0.40	0.49	0.51	0.25	0.72	0.16
Control Delay	8.0	7.1	13.8	5.6	64.0	13.2
Queue Delay	0.0	0.7	0.4	0.0	0.0	0.0
Total Delay	8.0	7.8	14.2	5.6	64.0	13.2
LOS	A	A	B	A	E	B
Approach Delay		7.8	12.8		54.3	
Approach LOS		A	B		D	

Intersection Summary	
Area Type: Other	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 31 (26%), Referenced to phase 2:NWT and 6:SETL, Start of Green	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.72	
Intersection Signal Delay: 13.5	Intersection LOS: B
Intersection Capacity Utilization 55.3%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 24: Clifton Rd & Emory Conf Cntr

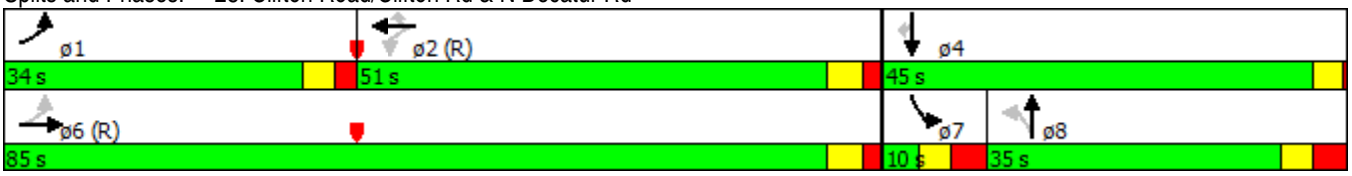
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	514	391	8	0	583	409	14	687	74	96	94	182
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	8	12	12	12	11	11	10	10	10	10
Storage Length (ft)	150		0	0		0	0		0	200		150
Storage Lanes	1		0	0		1	0		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	0.95	0.95	0.95	0.97	1.00	1.00
Frt		0.997				0.850		0.986				0.850
Flt Protected	0.950							0.999		0.950		
Satd. Flow (prot)	1752	3494	0	0	1845	1568	0	3403	0	2998	1627	1383
Flt Permitted	0.079							0.948		0.950		
Satd. Flow (perm)	146	3494	0	0	1845	1568	0	3230	0	2998	1627	1383
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3				127		8				219
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		1446			1181			498			1113	
Travel Time (s)		28.2			23.0			9.7			21.7	
Peak Hour Factor	0.88	0.88	0.88	0.86	0.86	0.86	0.90	0.90	0.90	0.83	0.83	0.83
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	1%	1%	1%	9%	9%	9%
Adj. Flow (vph)	584	444	9	0	678	476	16	763	82	116	113	219
Shared Lane Traffic (%)												
Lane Group Flow (vph)	584	453	0	0	678	476	0	861	0	116	113	219
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			20			20	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.20	1.00	1.00	1.00	1.04	1.04	1.09	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		Perm	NA	Perm	Perm	NA		Prot	NA	Perm
Protected Phases	1	6			2			8		7	4	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	6			2		2	8					4
Detector Phase	1	6		2	2	2	8	8		7	4	4
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		2.5	4.0	4.0
Minimum Split (s)	9.1	20.0		20.0	20.0	20.0	22.5	22.5		9.0	20.0	20.0
Total Split (s)	34.0	85.0		51.0	51.0	51.0	35.0	35.0		10.0	45.0	45.0
Total Split (%)	26.2%	65.4%		39.2%	39.2%	39.2%	26.9%	26.9%		7.7%	34.6%	34.6%
Maximum Green (s)	28.9	79.5		45.5	45.5	45.5	28.5	28.5		3.5	41.5	41.5
Yellow Time (s)	3.0	3.5		3.5	3.5	3.5	3.0	3.0		3.0	3.0	3.0
All-Red Time (s)	2.1	2.0		2.0	2.0	2.0	3.5	3.5		3.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0			0.0	0.0		0.0		0.0	0.0	0.0
Total Lost Time (s)	5.1	5.5			5.5	5.5		6.5		6.5	3.5	3.5
Lead/Lag	Lead			Lag	Lag	Lag	Lag	Lag		Lead		
Lead-Lag Optimize?	Yes			Yes	Yes	Yes	Yes	Yes		Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	C-Max		C-Max	C-Max	C-Max	None	None		None	None	None
Act Effct Green (s)	79.9	79.5			45.5	45.5		28.5		3.5	41.5	41.5
Actuated g/C Ratio	0.61	0.61			0.35	0.35		0.22		0.03	0.32	0.32
v/c Ratio	1.31	0.21			1.05	0.75		1.21		1.45	0.22	0.37
Control Delay	188.1	11.5			90.7	35.7		148.5		297.5	7.6	1.9
Queue Delay	0.0	0.0			0.0	0.0		0.0		0.0	0.0	0.0
Total Delay	188.1	11.5			90.7	35.7		148.5		297.5	7.6	1.9
LOS	F	B			F	D		F		F	A	A
Approach Delay		111.0			68.0			148.5			79.9	
Approach LOS		F			E			F			E	

Intersection Summary

Area Type: Other
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 24 (18%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 140
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.45
Intersection Signal Delay: 102.1 Intersection LOS: F
Intersection Capacity Utilization 103.8% ICU Level of Service G
Analysis Period (min) 15

Splits and Phases: 28: Clifton Road/Clifton Rd & N Decatur Rd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	3	0	4	28	3	7	38	712	6	6	1057	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	175		175	150		150
Storage Lanes	0		1	0		1	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected		0.950			0.957		0.950			0.950		
Satd. Flow (prot)	0	1583	1417	0	1818	1615	1752	1845	1568	1770	1863	1583
Flt Permitted		0.725			0.744		0.134			0.329		
Satd. Flow (perm)	0	1208	1417	0	1414	1615	247	1845	1568	613	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			51			51			51			51
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		170			140			596			1342	
Travel Time (s)		3.9			3.2			11.6			26.1	
Peak Hour Factor	0.58	0.58	0.58	0.63	0.63	0.63	0.89	0.89	0.89	0.88	0.88	0.88
Heavy Vehicles (%)	14%	14%	14%	0%	0%	0%	3%	3%	3%	2%	2%	2%
Adj. Flow (vph)	5	0	7	44	5	11	43	800	7	7	1201	33
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	5	7	0	49	11	43	800	7	7	1201	33
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8	2		2	6		6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4	4	8	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	21.0	21.0	21.0	21.0	21.0	21.0	9.0	21.0	21.0	9.0	21.0	21.0
Total Split (s)	40.0	40.0	40.0	40.0	40.0	40.0	15.0	95.0	95.0	15.0	95.0	95.0
Total Split (%)	26.7%	26.7%	26.7%	26.7%	26.7%	26.7%	10.0%	63.3%	63.3%	10.0%	63.3%	63.3%
Maximum Green (s)	35.0	35.0	35.0	35.0	35.0	35.0	10.0	90.0	90.0	10.0	90.0	90.0
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0		0	0		0	0
Act Effct Green (s)		10.3	10.3		10.3	10.3	131.1	130.7	130.7	127.3	123.8	123.8
Actuated g/C Ratio		0.07	0.07		0.07	0.07	0.87	0.87	0.87	0.85	0.83	0.83
v/c Ratio		0.06	0.05		0.51	0.07	0.16	0.50	0.01	0.01	0.78	0.03
Control Delay		64.3	0.8		83.9	0.9	5.3	14.8	0.3	2.3	15.9	0.8
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.6	0.0	0.0	1.7	0.0
Total Delay		64.3	0.8		83.9	0.9	5.3	15.4	0.3	2.3	17.7	0.8
LOS		E	A		F	A	A	B	A	A	B	A
Approach Delay		27.2			68.7			14.7			17.1	
Approach LOS		C			E			B			B	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 64 (43%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.78
Intersection Signal Delay: 17.7 Intersection LOS: B
Intersection Capacity Utilization 74.8% ICU Level of Service D
Analysis Period (min) 15

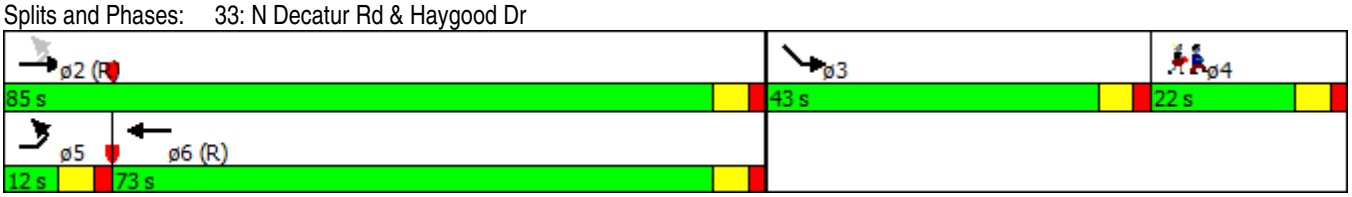
Splits and Phases: 29: Briarcliffe Rd & Summit Pointe Way

Lane Group	EBL	EBT	WBT	WBR	SEL	SER	ø4
Lane Configurations							
Volume (vph)	19	478	1200	846	198	23	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	11	11	11	10	10	10	
Lane Util. Factor	0.95	0.95	0.95	0.95	0.97	0.95	
Ped Bike Factor		1.00	0.99		1.00		
Frt			0.938		0.984		
Flt Protected		0.998			0.957		
Satd. Flow (prot)	0	3286	3147	0	3176	0	
Flt Permitted		0.687			0.957		
Satd. Flow (perm)	0	2262	3147	0	3165	0	
Right Turn on Red				Yes		Yes	
Satd. Flow (RTOR)			153		8		
Link Speed (mph)		35	35		30		
Link Distance (ft)		1040	506		1014		
Travel Time (s)		20.3	9.9		23.0		
Confl. Peds. (#/hr)	3			3	2		
Peak Hour Factor	0.95	0.95	0.92	0.92	0.92	0.92	
Heavy Vehicles (%)	6%	6%	3%	3%	2%	2%	
Adj. Flow (vph)	20	503	1304	920	215	25	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	523	2224	0	240	0	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Left	Left	Right	Left	Right	
Median Width(ft)		0	0		20		
Link Offset(ft)		0	0		0		
Crosswalk Width(ft)		16	16		16		
Two way Left Turn Lane							
Headway Factor	1.04	1.04	1.04	1.09	1.09	1.09	
Turning Speed (mph)	15			9	15	9	
Number of Detectors	1	2	2		1		
Detector Template	Left	Thru	Thru		Left		
Leading Detector (ft)	20	100	100		20		
Trailing Detector (ft)	0	0	0		0		
Detector 1 Position(ft)	0	0	0		0		
Detector 1 Size(ft)	20	6	6		20		
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		
Detector 1 Channel							
Detector 1 Extend (s)	0.0	0.0	0.0		0.0		
Detector 1 Queue (s)	0.0	0.0	0.0		0.0		
Detector 1 Delay (s)	0.0	0.0	0.0		0.0		
Detector 2 Position(ft)		94	94				
Detector 2 Size(ft)		6	6				
Detector 2 Type		Cl+Ex	Cl+Ex				
Detector 2 Channel							
Detector 2 Extend (s)		0.0	0.0				
Turn Type	pm+pt	NA	NA		NA		
Protected Phases	5	2	6		3		4
Permitted Phases	2						

Lane Group	EBL	EBT	WBT	WBR	SEL	SER	ø4
Detector Phase	5	2	6		3		
Switch Phase							
Minimum Initial (s)	4.0	4.0	4.0		4.0		4.0
Minimum Split (s)	10.0	20.0	20.0		20.0		22.0
Total Split (s)	12.0	85.0	73.0		43.0		22.0
Total Split (%)	8.0%	56.7%	48.7%		28.7%		15%
Maximum Green (s)	6.0	79.0	67.0		37.0		16.0
Yellow Time (s)	4.0	4.0	4.0		4.0		4.0
All-Red Time (s)	2.0	2.0	2.0		2.0		2.0
Lost Time Adjust (s)		0.0	0.0		0.0		
Total Lost Time (s)		6.0	6.0		6.0		
Lead/Lag	Lead		Lag		Lead		Lag
Lead-Lag Optimize?	Yes		Yes		Yes		Yes
Vehicle Extension (s)	3.0	3.0	3.0		3.0		3.0
Recall Mode	None	C-Max	C-Max		Max		None
Walk Time (s)							5.0
Flash Dont Walk (s)							11.0
Pedestrian Calls (#/hr)							0
Act Effct Green (s)		101.0	101.0		37.0		
Actuated g/C Ratio		0.67	0.67		0.25		
v/c Ratio		0.34	1.03		0.30		
Control Delay		11.2	51.5		45.7		
Queue Delay		0.0	0.0		0.0		
Total Delay		11.2	51.5		45.7		
LOS		B	D		D		
Approach Delay		11.2	51.5		45.7		
Approach LOS		B	D		D		

Intersection Summary	
Area Type: Other	
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 6 (4%), Referenced to phase 2:EBTL and 6:WBT, Start of Green	
Natural Cycle: 150	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.03	
Intersection Signal Delay: 44.0	Intersection LOS: D
Intersection Capacity Utilization 76.8%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 33: N Decatur Rd & Haygood Dr

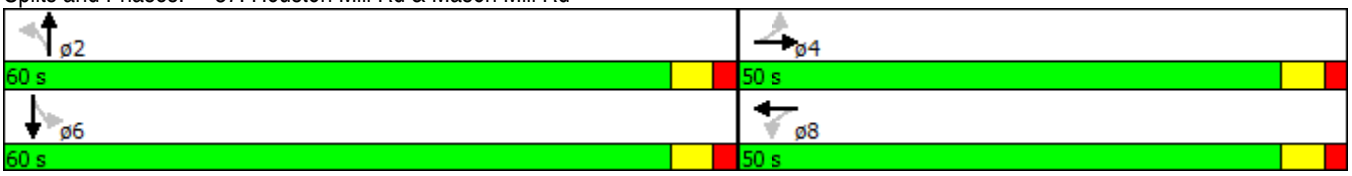


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	24	18	18	403	7	78	1	188	99	26	536	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	15	12	12	12	12	12	11	12	12	11	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor					0.99							
Frt		0.959			0.978			0.953				
Flt Protected		0.981			0.960						0.998	
Satd. Flow (prot)	0	1966	0	0	1757	0	0	1733	0	0	1833	0
Flt Permitted		0.787			0.714			0.999			0.972	
Satd. Flow (perm)	0	1577	0	0	1307	0	0	1731	0	0	1785	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		22			10			34				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		487			1317			1728			1541	
Travel Time (s)		11.1			29.9			39.3			35.0	
Confl. Peds. (#/hr)	4					4	1					1
Peak Hour Factor	0.82	0.82	0.82	0.92	0.92	0.92	0.82	0.82	0.82	0.86	0.86	0.86
Heavy Vehicles (%)	0%	0%	0%	1%	1%	1%	1%	1%	1%	0%	0%	0%
Adj. Flow (vph)	29	22	22	438	8	85	1	229	121	30	623	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	73	0	0	531	0	0	351	0	0	653	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	0.88	1.00	1.00	1.00	1.00	1.00	1.04	1.00	1.00	1.04	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	21.5	21.5		21.5	21.5		21.5	21.5		21.5	21.5	
Total Split (s)	50.0	50.0		50.0	50.0		60.0	60.0		60.0	60.0	
Total Split (%)	45.5%	45.5%		45.5%	45.5%		54.5%	54.5%		54.5%	54.5%	
Maximum Green (s)	44.5	44.5		44.5	44.5		54.5	54.5		54.5	54.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.5			5.5			5.5			5.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		44.5			44.5			54.5			54.5	
Actuated g/C Ratio		0.40			0.40			0.50			0.50	
v/c Ratio		0.11			0.99			0.40			0.74	
Control Delay		15.4			70.8			17.3			28.4	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		15.4			70.8			17.3			28.4	
LOS		B			E			B			C	
Approach Delay		15.4			70.8			17.3			28.4	
Approach LOS		B			E			B			C	

Intersection Summary	
Area Type:	Other
Cycle Length: 110	
Actuated Cycle Length: 110	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.99	
Intersection Signal Delay: 39.4	Intersection LOS: D
Intersection Capacity Utilization 90.8%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 37: Houston Mill Rd & Mason Mill Rd



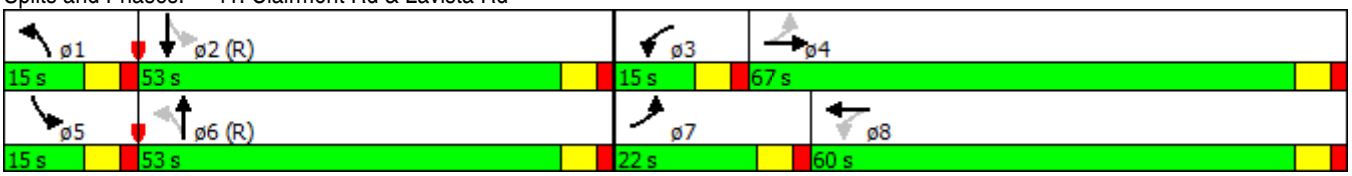
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	140	214	17	296	685	89	52	1363	17	111	1002	329
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	200		0	150		0	150		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.989			0.982			0.998			0.962	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1842	0	1770	1829	0	1770	3567	0	1770	3405	0
Flt Permitted	0.066			0.574			0.085			0.081		
Satd. Flow (perm)	123	1842	0	1069	1829	0	158	3567	0	151	3405	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			5			1			32	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		2430			1191			2954			960	
Travel Time (s)		47.3			23.2			57.5			18.7	
Peak Hour Factor	0.92	0.92	0.92	0.88	0.92	0.88	0.92	0.91	0.91	0.94	0.94	0.92
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	1%	1%	2%	2%	2%
Adj. Flow (vph)	152	233	18	336	745	101	57	1498	19	118	1066	358
Shared Lane Traffic (%)												
Lane Group Flow (vph)	152	251	0	336	846	0	57	1517	0	118	1424	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases	4			8			6			2		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4		3	8		1	6		5	2	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	20.0		10.0	20.0		10.0	20.0		10.0	20.0	
Total Split (s)	22.0	67.0		15.0	60.0		15.0	53.0		15.0	53.0	
Total Split (%)	14.7%	44.7%		10.0%	40.0%		10.0%	35.3%		10.0%	35.3%	
Maximum Green (s)	16.0	61.0		9.0	54.0		9.0	47.0		9.0	47.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Act Effct Green (s)	75.1	61.0		64.3	55.3		55.0	47.1		57.6	50.4	
Actuated g/C Ratio	0.50	0.41		0.43	0.37		0.37	0.31		0.38	0.34	
v/c Ratio	0.68	0.33		0.67	1.25		0.40	1.36		0.77	1.22	
Control Delay	68.3	15.8		36.8	163.7		36.1	191.4		62.2	148.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	68.3	15.8		36.8	163.7		36.1	191.4		62.2	148.6	
LOS	E	B		D	F		D	F		E	F	
Approach Delay		35.6			127.6			185.7			142.0	
Approach LOS		D			F			F			F	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 14 (9%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.36
Intersection Signal Delay: 143.9 Intersection LOS: F
Intersection Capacity Utilization 113.6% ICU Level of Service H
Analysis Period (min) 15

Splits and Phases: 41: Clairmont Rd & Lavista Rd



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	405	406	644	992	102	202
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	13	12	11	8
Storage Length (ft)		0	300		200	0
Storage Lanes		0	1		1	1
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.93		1.00		1.00	0.99
Frt	0.932					0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	1638	0	1847	1881	1728	1386
Flt Permitted			0.060		0.950	
Satd. Flow (perm)	1638	0	117	1881	1723	1369
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	41					230
Link Speed (mph)	35			35	30	
Link Distance (ft)	1434			966	1349	
Travel Time (s)	27.9			18.8	30.7	
Confl. Peds. (#/hr)		92	4		1	1
Peak Hour Factor	0.95	0.95	0.97	0.97	0.88	0.88
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	426	427	664	1023	116	230
Shared Lane Traffic (%)						
Lane Group Flow (vph)	853	0	664	1023	116	230
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	13			13	11	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.96	1.00	1.04	1.20
Turning Speed (mph)		9	15		15	9
Number of Detectors	2		1	2	1	1
Detector Template	Thru		Left	Thru	Left	Right
Leading Detector (ft)	100		20	100	20	20
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	6		20	6	20	20
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	94			94		
Detector 2 Size(ft)	6			6		
Detector 2 Type	Cl+Ex			Cl+Ex		
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0		

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Turn Type	NA		pm+pt	NA	NA	Free
Protected Phases	6		5	2	8	
Permitted Phases			2			Free
Detector Phase	6		5	2	8	
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	20.0		10.0	20.0	20.0	
Total Split (s)	67.0		49.0	116.0	34.0	
Total Split (%)	44.7%		32.7%	77.3%	22.7%	
Maximum Green (s)	61.0		43.0	110.0	28.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	2.0		2.0	2.0	2.0	
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	
Total Lost Time (s)	6.0		6.0	6.0	6.0	
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	C-Max		None	C-Max	None	
Act Effct Green (s)	61.0		122.6	122.6	15.4	150.0
Actuated g/C Ratio	0.41		0.82	0.82	0.10	1.00
v/c Ratio	1.24		0.90	0.67	0.66	0.17
Control Delay	161.0		39.0	16.6	81.3	0.3
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	161.0		39.0	16.6	81.3	0.3
LOS	F		D	B	F	A
Approach Delay	161.0			25.4	27.4	
Approach LOS	F			C	C	

Intersection Summary	
Area Type:	Other
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 130 (87%), Referenced to phase 2:WBTL and 6:EBT, Start of Green	
Natural Cycle: 150	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.24	
Intersection Signal Delay: 65.7	Intersection LOS: E
Intersection Capacity Utilization 105.4%	ICU Level of Service G
Analysis Period (min) 15	

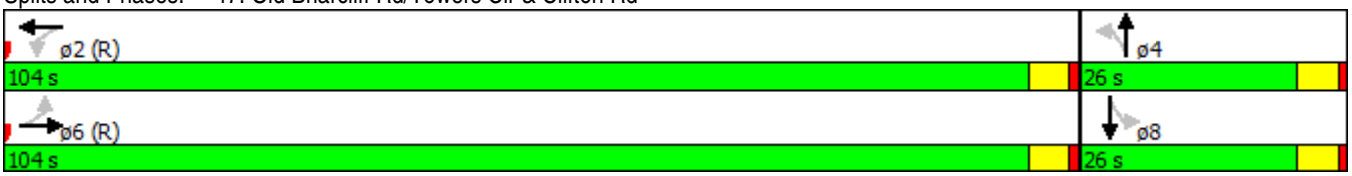
Splits and Phases: 42: Houston Mill Rd & Lavista Rd

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	79	1579	20	38	618	113	20	73	305	52	15	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	13	12
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			1.00			0.98			1.00	
Frt		0.998			0.978			0.896			0.963	
Flt Protected		0.998			0.998			0.998			0.973	
Satd. Flow (prot)	0	3525	0	0	3342	0	0	1655	0	0	1600	0
Flt Permitted		0.832			0.736			0.979			0.195	
Satd. Flow (perm)	0	2938	0	0	2465	0	0	1623	0	0	320	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			45			57			12	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		1189			1743			348			341	
Travel Time (s)		23.2			34.0			7.9			7.8	
Confl. Peds. (#/hr)	12					12			5	5		
Peak Hour Factor	0.94	0.94	0.94	0.93	0.93	0.93	0.79	0.79	0.79	0.68	0.68	0.68
Heavy Vehicles (%)	2%	2%	2%	5%	5%	5%	1%	1%	1%	15%	15%	15%
Adj. Flow (vph)	84	1680	21	41	665	122	25	92	386	76	22	37
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1785	0	0	828	0	0	503	0	0	135	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.96	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		6			2			4			8	
Permitted Phases	6			2			4			8		
Minimum Split (s)	22.0	22.0		22.0	22.0		20.0	20.0		20.0	20.0	
Total Split (s)	104.0	104.0		104.0	104.0		26.0	26.0		26.0	26.0	
Total Split (%)	80.0%	80.0%		80.0%	80.0%		20.0%	20.0%		20.0%	20.0%	
Maximum Green (s)	99.0	99.0		99.0	99.0		21.0	21.0		21.0	21.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		99.0			99.0			21.0			21.0	
Actuated g/C Ratio		0.76			0.76			0.16			0.16	
v/c Ratio		0.80			0.44			1.63			2.21	
Control Delay		12.9			4.1			327.9			619.0	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		12.9			4.1			327.9			619.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS		B			A			F			F	
Approach Delay		12.9			4.1			327.9			619.0	
Approach LOS		B			A			F			F	

Intersection Summary	
Area Type:	Other
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 37 (28%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green	
Natural Cycle: 80	
Control Type: Pretimed	
Maximum v/c Ratio: 2.21	
Intersection Signal Delay: 84.6	Intersection LOS: F
Intersection Capacity Utilization 107.9%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 47: Old Briarcliff Rd/Towers Cir & Clifton Rd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	23	0	0	0	0	0	16	52	7	362	23	493
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	8	12	10	12	12	12	12	16	12	12	12	11
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt								0.987				0.850
Flt Protected	0.950							0.989			0.955	
Satd. Flow (prot)	1564	0	1773	0	1900	0	0	1860	0	0	1814	1561
Flt Permitted	0.950							0.989			0.955	
Satd. Flow (perm)	1564	0	1773	0	1900	0	0	1860	0	0	1814	1561
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		289			318			193			351	
Travel Time (s)		6.6			7.2			4.4			8.0	
Peak Hour Factor	0.57	0.57	0.57	0.25	0.25	0.25	0.70	0.70	0.70	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	13%	13%	13%	0%	0%	0%
Adj. Flow (vph)	40	0	0	0	0	0	23	74	10	389	25	530
Shared Lane Traffic (%)												
Lane Group Flow (vph)	40	0	0	0	0	0	0	107	0	0	414	530
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		8			8			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.20	1.00	1.09	1.00	1.00	1.00	1.00	0.85	1.00	1.00	1.00	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 41.2%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Volume (vph)	27	1186	971	66	0	57
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Frt			0.990		0.865	
Flt Protected		0.999				
Satd. Flow (prot)	0	3501	3436	0	1393	0
Flt Permitted		0.901				
Satd. Flow (perm)	0	3158	3436	0	1393	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			15		195	
Link Speed (mph)		35	35		30	
Link Distance (ft)		147	531		214	
Travel Time (s)		2.9	10.3		4.9	
Peak Hour Factor	0.92	0.92	1.00	1.00	0.71	0.71
Heavy Vehicles (%)	3%	3%	4%	4%	18%	18%
Adj. Flow (vph)	29	1289	971	66	0	80
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1318	1037	0	80	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		10	10		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2		1	
Detector Template	Left	Thru	Thru		Left	
Leading Detector (ft)	20	100	100		20	
Trailing Detector (ft)	0	0	0		0	
Detector 1 Position(ft)	0	0	0		0	
Detector 1 Size(ft)	20	6	6		20	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	
Detector 2 Position(ft)		94	94			
Detector 2 Size(ft)		6	6			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type	Perm	NA	NA		NA	
Protected Phases		4	8		6	
Permitted Phases	4					
Detector Phase	4	4	8		6	
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0		4.0	

Lane Group	EBL	EBT	WBT	WBR	SWL	SWR
Minimum Split (s)	22.0	22.0	22.0		22.0	
Total Split (s)	102.0	102.0	102.0		28.0	
Total Split (%)	78.5%	78.5%	78.5%		21.5%	
Maximum Green (s)	96.0	96.0	96.0		22.0	
Yellow Time (s)	4.0	4.0	4.0		4.0	
All-Red Time (s)	2.0	2.0	2.0		2.0	
Lost Time Adjust (s)		0.0	0.0		0.0	
Total Lost Time (s)		6.0	6.0		6.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0		3.0	
Recall Mode	None	None	None		C-Max	
Walk Time (s)	5.0	5.0	5.0		5.0	
Flash Dont Walk (s)	11.0	11.0	11.0		11.0	
Pedestrian Calls (#/hr)	0	0	0		0	
Act Effct Green (s)		79.4	79.4		38.6	
Actuated g/C Ratio		0.61	0.61		0.30	
v/c Ratio		0.68	0.49		0.15	
Control Delay		12.9	14.3		0.6	
Queue Delay		0.1	0.3		0.0	
Total Delay		13.0	14.6		0.6	
LOS		B	B		A	
Approach Delay		13.0	14.6		0.6	
Approach LOS		B	B		A	

Intersection Summary	
Area Type: Other	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 0 (0%), Referenced to phase 2: and 6:SWL, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.68	
Intersection Signal Delay: 13.3	Intersection LOS: B
Intersection Capacity Utilization 65.6%	ICU Level of Service C
Analysis Period (min) 15	

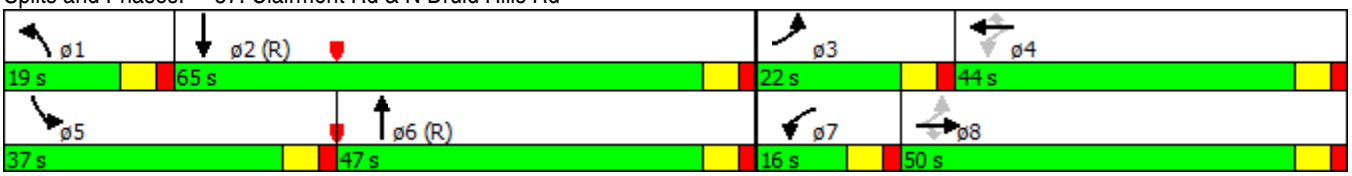
Splits and Phases: 52: Clifton Rd & Emory Inn

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	24	512	530	451	1841	483	481	921	82	162	1138	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		300	300		400	300		0	150		0
Storage Lanes	1		1	1		1	2		0	2		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.97	0.95	0.95	0.97	0.95	0.95
Frt			0.850			0.850		0.988			0.997	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	3505	1568	1770	3539	1583	3433	3497	0	3433	3529	0
Flt Permitted	0.091			0.358			0.950			0.950		
Satd. Flow (perm)	168	3505	1568	667	3539	1583	3433	3497	0	3433	3529	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			202			272		6			1	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		2209			1641			2226			2954	
Travel Time (s)		43.0			32.0			43.4			57.5	
Peak Hour Factor	0.95	0.95	0.95	0.97	0.97	0.97	0.92	0.92	0.92	0.96	0.96	0.96
Heavy Vehicles (%)	3%	3%	3%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	25	539	558	465	1898	498	523	1001	89	169	1185	23
Shared Lane Traffic (%)												
Lane Group Flow (vph)	25	539	558	465	1898	498	523	1090	0	169	1208	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	8		8	4		4						
Minimum Split (s)	10.0	20.0	20.0	10.0	20.0	20.0	10.0	20.0		10.0	20.0	
Total Split (s)	22.0	50.0	50.0	16.0	44.0	44.0	19.0	47.0		37.0	65.0	
Total Split (%)	14.7%	33.3%	33.3%	10.7%	29.3%	29.3%	12.7%	31.3%		24.7%	43.3%	
Maximum Green (s)	16.0	44.0	44.0	10.0	38.0	38.0	13.0	41.0		31.0	59.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Act Effct Green (s)	60.0	44.0	44.0	48.0	38.0	38.0	13.0	41.0		31.0	59.0	
Actuated g/C Ratio	0.40	0.29	0.29	0.32	0.25	0.25	0.09	0.27		0.21	0.39	
v/c Ratio	0.11	0.52	0.93	1.63	2.12	0.82	1.76	1.14		0.24	0.87	
Control Delay	27.9	32.5	32.8	326.9	534.4	35.9	392.7	108.0		29.4	36.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	27.9	32.5	32.8	326.9	534.4	35.9	392.7	108.0		29.4	36.1	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	C	C	F	F	D	F	F		C	D	
Approach Delay		32.6			413.9			200.3			35.3	
Approach LOS		C			F			F			D	

Intersection Summary	
Area Type: Other	
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 121 (81%), Referenced to phase 2:SBT and 6:NBT, Start of Green	
Natural Cycle: 150	
Control Type: Pretimed	
Maximum v/c Ratio: 2.12	
Intersection Signal Delay: 228.4	Intersection LOS: F
Intersection Capacity Utilization 120.1%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 57: Clairmont Rd & N Druid Hills Rd



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	99	103	194	1449	1994	384
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	200			0
Storage Lanes	1	0	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Frt	0.931				0.976	
Flt Protected	0.976		0.950			
Satd. Flow (prot)	1709	0	1770	3539	3488	0
Flt Permitted	0.976		0.048			
Satd. Flow (perm)	1709	0	89	3539	3488	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	33				22	
Link Speed (mph)	30			35	35	
Link Distance (ft)	2037			803	2226	
Travel Time (s)	46.3			15.6	43.4	
Peak Hour Factor	0.77	0.77	0.89	0.89	0.93	0.93
Heavy Vehicles (%)	1%	1%	2%	2%	1%	1%
Adj. Flow (vph)	129	134	218	1628	2144	413
Shared Lane Traffic (%)						
Lane Group Flow (vph)	263	0	218	1628	2557	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			24	24	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Turn Type	NA		pm+pt	NA	NA	
Protected Phases	4		5	2	6	
Permitted Phases			2			
Minimum Split (s)	20.0		9.0	20.0	20.0	
Total Split (s)	41.0		25.0	109.0	84.0	
Total Split (%)	27.3%		16.7%	72.7%	56.0%	
Maximum Green (s)	36.0		20.0	104.0	79.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	
Total Lost Time (s)	5.0		5.0	5.0	5.0	
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Act Effct Green (s)	36.0		104.0	104.0	79.0	
Actuated g/C Ratio	0.24		0.69	0.69	0.53	
v/c Ratio	0.60		0.76	0.66	1.38	
Control Delay	50.8		74.6	9.0	208.4	
Queue Delay	0.0		0.0	0.1	0.0	
Total Delay	50.8		74.6	9.1	208.4	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
LOS	D		E	A	F	
Approach Delay	50.8			16.8	208.4	
Approach LOS	D			B	F	

Intersection Summary	
Area Type: Other	
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 56 (37%), Referenced to phase 2:NBTL and 6:SBT, Start of Green	
Natural Cycle: 140	
Control Type: Pretimed	
Maximum v/c Ratio: 1.38	
Intersection Signal Delay: 123.7	Intersection LOS: F
Intersection Capacity Utilization 102.4%	ICU Level of Service G
Analysis Period (min) 15	

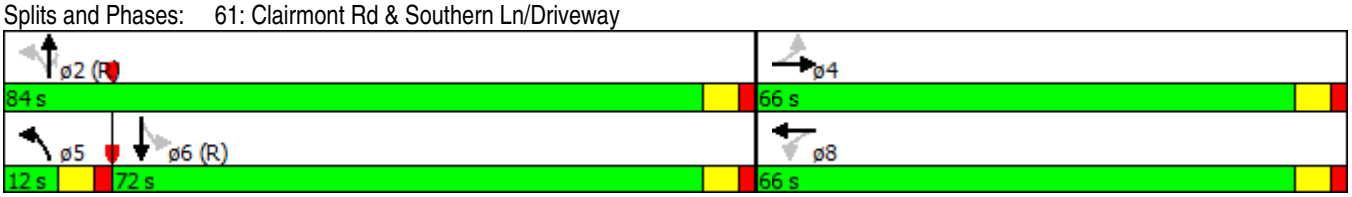
Splits and Phases: 60: Clairmont Rd & Mason Mill Rd

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	49	0	23	7	0	28	157	1193	0	0	1120	442
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	0		0	200		200	100		0
Storage Lanes	1		0	0		0	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt		0.850			0.892						0.958	
Flt Protected	0.950				0.990		0.950					
Satd. Flow (prot)	1787	1599	0	0	1678	0	1787	3574	1881	1881	3424	0
Flt Permitted	0.851				0.931		0.073					
Satd. Flow (perm)	1601	1599	0	0	1578	0	137	3574	1881	1881	3424	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		113			65						50	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		796			344			1229			803	
Travel Time (s)		18.1			7.8			23.9			15.6	
Peak Hour Factor	0.75	0.75	0.75	0.88	0.88	0.88	0.95	0.95	0.95	0.91	0.91	0.91
Heavy Vehicles (%)	1%	1%	1%	0%	0%	0%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	65	0	31	8	0	32	165	1256	0	0	1231	486
Shared Lane Traffic (%)												
Lane Group Flow (vph)	65	31	0	0	40	0	165	1256	0	0	1717	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA	Perm	Perm	NA	
Protected Phases		4			8		5	2			6	
Permitted Phases	4			8			2		2	6		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4		8	8		5	2	2	6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	22.0	22.0		22.0	22.0		10.0	22.0	22.0	22.0	22.0	
Total Split (s)	66.0	66.0		66.0	66.0		12.0	84.0	84.0	72.0	72.0	
Total Split (%)	44.0%	44.0%		44.0%	44.0%		8.0%	56.0%	56.0%	48.0%	48.0%	
Maximum Green (s)	60.0	60.0		60.0	60.0		6.0	78.0	78.0	66.0	66.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0			6.0		6.0	6.0	6.0	6.0	6.0	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?							Yes			Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max	C-Max	C-Max	C-Max	
Walk Time (s)	5.0	5.0		5.0	5.0			5.0	5.0	5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0			11.0	11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0			0	0	0	0	
Act Effct Green (s)	12.6	12.6			12.3		128.0	129.2			101.4	
Actuated g/C Ratio	0.08	0.08			0.08		0.85	0.86			0.68	
v/c Ratio	0.49	0.13			0.21		0.48	0.41			0.74	
Control Delay	76.6	1.1			6.9		38.8	0.9			2.3	
Queue Delay	0.0	0.0			0.0		0.0	0.0			1.3	
Total Delay	76.6	1.1			6.9		38.8	0.9			3.6	
LOS	E	A			A		D	A			A	
Approach Delay		52.2			6.9			5.3			3.6	
Approach LOS		D			A			A			A	

Intersection Summary	
Area Type: Other	
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 88 (59%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.74	
Intersection Signal Delay: 5.8	Intersection LOS: A
Intersection Capacity Utilization 78.2%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 61: Clairmont Rd & Southern Ln/Driveway

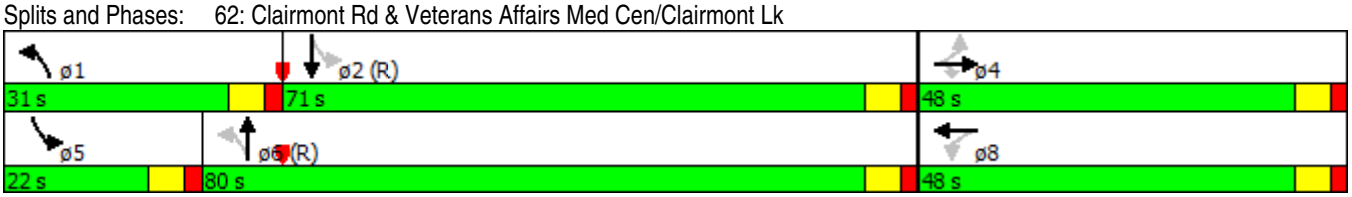


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	66	0	65	34	1	24	326	1272	12	15	968	171
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		150	100		0	250		0	250		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850		0.855			0.999			0.977	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1719	1810	1538	1719	1547	0	1787	3571	0	1770	3458	0
Flt Permitted	0.736			0.757			0.147			0.210		
Satd. Flow (perm)	1332	1810	1538	1370	1547	0	277	3571	0	391	3458	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			280		31			1			17	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		420			540			1958			1229	
Travel Time (s)		9.5			12.3			38.1			23.9	
Peak Hour Factor	0.80	0.80	0.80	0.78	0.78	0.78	0.98	0.98	0.98	0.93	0.93	0.93
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	1%	1%	1%	2%	2%	2%
Adj. Flow (vph)	82	0	81	44	1	31	333	1298	12	16	1041	184
Shared Lane Traffic (%)												
Lane Group Flow (vph)	82	0	81	44	32	0	333	1310	0	16	1225	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm		Perm	Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		1	6		5	2	
Permitted Phases	4		4	8			6			2		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4	4	8	8		1	6		5	2	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	22.0	22.0	22.0	22.0	22.0		10.0	22.0		10.0	22.0	
Total Split (s)	48.0	48.0	48.0	48.0	48.0		31.0	80.0		22.0	71.0	
Total Split (%)	32.0%	32.0%	32.0%	32.0%	32.0%		20.7%	53.3%		14.7%	47.3%	
Maximum Green (s)	42.0	42.0	42.0	42.0	42.0		25.0	74.0		16.0	65.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None		None	C-Max		None	C-Max	
Walk Time (s)	5.0	5.0	5.0	5.0	5.0			5.0			5.0	
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0			11.0			11.0	
Pedestrian Calls (#/hr)	0	0	0	0	0			0			0	
Act Effct Green (s)	14.6		14.6	14.6	14.6		123.4	118.6		94.6	88.9	
Actuated g/C Ratio	0.10		0.10	0.10	0.10		0.82	0.79		0.63	0.59	
v/c Ratio	0.64		0.20	0.33	0.18		0.65	0.46		0.05	0.60	
Control Delay	85.4		1.1	67.9	21.2		35.3	4.0		8.5	23.7	
Queue Delay	0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	85.4		1.1	67.9	21.2		35.3	4.0		8.5	23.7	
LOS	F		A	E	C		D	A		A	C	
Approach Delay					48.2			10.3			23.5	
Approach LOS					D			B			C	

Intersection Summary	
Area Type:	Other
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 1 (1%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.65	
Intersection Signal Delay: 18.2	Intersection LOS: B
Intersection Capacity Utilization 75.6%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 62: Clairmont Rd & Veterans Affairs Med Cen/Clairmont Lk



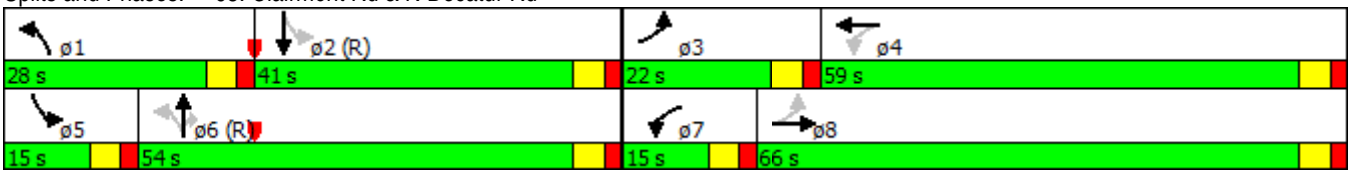
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	303	588	174	85	1177	121	314	1184	32	150	630	389
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	300		0	150		300	200		0
Storage Lanes	1		0	1		0	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	0.95
Frt		0.966			0.986				0.850		0.943	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3419	0	1770	3490	0	1703	3406	1524	1770	3337	0
Flt Permitted	0.068			0.244			0.098			0.113		
Satd. Flow (perm)	127	3419	0	455	3490	0	176	3406	1524	210	3337	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		31			8				138		83	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		2167			1750			913			526	
Travel Time (s)		42.2			34.1			17.8			10.2	
Peak Hour Factor	0.92	0.92	0.92	0.88	0.88	0.88	0.84	0.84	0.84	0.98	0.98	0.98
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	6%	6%	6%	2%	2%	2%
Adj. Flow (vph)	329	639	189	97	1338	138	374	1410	38	153	643	397
Shared Lane Traffic (%)												
Lane Group Flow (vph)	329	828	0	97	1476	0	374	1410	38	153	1040	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	8			4			6		6	2		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	3	8		7	4		1	6	6	5	2	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	9.5	20.0		9.5	20.0		9.5	20.0	20.0	9.5	20.0	
Total Split (s)	22.0	66.0		15.0	59.0		28.0	54.0	54.0	15.0	41.0	
Total Split (%)	14.7%	44.0%		10.0%	39.3%		18.7%	36.0%	36.0%	10.0%	27.3%	
Maximum Green (s)	16.5	60.5		9.5	53.5		22.5	48.5	48.5	9.5	35.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.5	5.5		5.5	5.5		5.5	5.5	5.5	5.5	5.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	
Act Effct Green (s)	75.5	61.2		62.3	53.5		63.5	48.5	48.5	45.0	35.5	
Actuated g/C Ratio	0.50	0.41		0.42	0.36		0.42	0.32	0.32	0.30	0.24	
v/c Ratio	1.35	0.59		0.36	1.18		1.23	1.28	0.06	0.95	1.22	
Control Delay	215.1	30.0		24.4	132.4		169.1	174.5	0.2	113.7	133.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	215.1	30.0		24.4	132.4		169.1	174.5	0.2	113.7	133.7	
LOS	F	C		C	F		F	F	A	F	F	
Approach Delay		82.7			125.7			169.8			131.1	
Approach LOS		F			F			F			F	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 90 (60%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 140
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.35
Intersection Signal Delay: 132.2 — Intersection LOS: F
Intersection Capacity Utilization 118.8% — ICU Level of Service H
Analysis Period (min) 15

Splits and Phases: 65: Clairmont Rd & N Decatur Rd



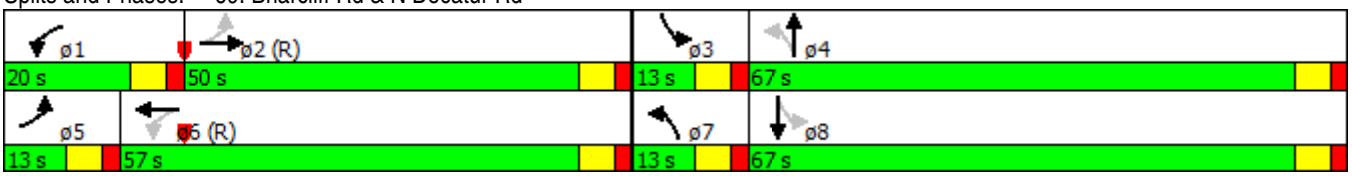
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	76	382	80	270	424	111	44	580	191	75	462	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	300		0	150		0	150		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.974			0.969			0.963			0.988	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1814	0	1752	1787	0	1703	1726	0	1787	1859	0
Flt Permitted	0.093			0.082			0.200			0.063		
Satd. Flow (perm)	173	1814	0	151	1787	0	358	1726	0	119	1859	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			10			13			4	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		963			3080			1244			2528	
Travel Time (s)		18.8			60.0			24.2			49.2	
Peak Hour Factor	0.83	0.83	0.83	0.92	0.92	0.92	0.90	0.90	0.90	0.86	0.86	0.86
Heavy Vehicles (%)	2%	2%	2%	3%	3%	3%	6%	6%	6%	1%	1%	1%
Adj. Flow (vph)	92	460	96	293	461	121	49	644	212	87	537	48
Shared Lane Traffic (%)												
Lane Group Flow (vph)	92	556	0	293	582	0	49	856	0	87	585	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases	2			6			4			8		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	2		1	6		7	4		3	8	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	20.0		10.0	20.0		10.0	20.0		10.0	20.0	
Total Split (s)	13.0	50.0		20.0	57.0		13.0	67.0		13.0	67.0	
Total Split (%)	8.7%	33.3%		13.3%	38.0%		8.7%	44.7%		8.7%	44.7%	
Maximum Green (s)	7.0	44.0		14.0	51.0		7.0	61.0		7.0	61.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Act Effct Green (s)	51.0	44.0		64.0	51.0		67.7	61.0		69.2	63.6	
Actuated g/C Ratio	0.34	0.29		0.43	0.34		0.45	0.41		0.46	0.42	
v/c Ratio	0.69	1.04		1.38	0.95		0.22	1.21		0.66	0.74	
Control Delay	54.8	98.5		228.6	72.8		22.5	144.5		75.2	26.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	54.8	98.5		228.6	72.8		22.5	144.5		75.2	26.8	
LOS	D	F		F	E		C	F		E	C	
Approach Delay		92.3			125.0			137.9			33.1	
Approach LOS		F			F			F			C	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 79 (53%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.38
Intersection Signal Delay: 102.0 Intersection LOS: F
Intersection Capacity Utilization 106.2% ICU Level of Service G
Analysis Period (min) 15

Splits and Phases: 69: Briarcliff Rd & N Decatur Rd



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	133	1442	105	292	911	92	345	745	358	135	448	121
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	200		0	200		100	300		400
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	1.00
Frt		0.990			0.986				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	3539	0	1787	3524	0	1770	3539	1583	1787	3574	1599
Flt Permitted	0.125			0.105			0.436			0.248		
Satd. Flow (perm)	235	3539	0	198	3524	0	812	3539	1583	467	3574	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			7				185			138
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		1479			2251			1523			397	
Travel Time (s)		28.8			43.9			29.7			7.7	
Peak Hour Factor	0.97	0.97	0.97	0.91	0.91	0.91	0.95	0.95	0.95	0.88	0.88	0.88
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	2%	2%	2%	1%	1%	1%
Adj. Flow (vph)	137	1487	108	321	1001	101	363	784	377	153	509	138
Shared Lane Traffic (%)												
Lane Group Flow (vph)	137	1595	0	321	1102	0	363	784	377	153	509	138
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases	4			8			6		6	2		2

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Detector Phase	7	4		3	8		1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	14.0	10.0		10.0	20.0		10.0	20.0	20.0	20.0	10.0	10.0
Total Split (s)	14.0	38.0		20.0	44.0		14.0	67.0	67.0	25.0	78.0	78.0
Total Split (%)	9.3%	25.3%		13.3%	29.3%		9.3%	44.7%	44.7%	16.7%	52.0%	52.0%
Maximum Green (s)	8.0	32.0		14.0	38.0		8.0	61.0	61.0	19.0	72.0	72.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	40.0	32.0		52.0	38.0		76.5	68.5	68.5	83.3	72.0	72.0
Actuated g/C Ratio	0.27	0.21		0.35	0.25		0.51	0.46	0.46	0.56	0.48	0.48
v/c Ratio	0.94	2.10		1.49	1.23		0.78	0.49	0.46	0.42	0.30	0.16
Control Delay	100.8	529.6		257.7	160.4		47.0	43.0	27.0	22.1	30.6	11.3
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	100.8	529.6		257.7	160.4		47.0	43.0	27.0	22.1	30.6	11.3
LOS	F	F		F	F		D	D	C	C	C	B
Approach Delay		495.7			182.4			40.0			25.6	
Approach LOS		F			F			D			C	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 60 (40%), Referenced to phase 2:SWTL and 6:NETL, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 2.10
Intersection Signal Delay: 218.9 Intersection LOS: F
Intersection Capacity Utilization 110.9% ICU Level of Service H
Analysis Period (min) 15

Splits and Phases: 2: Lavista Rd & N Druid Hills Rd

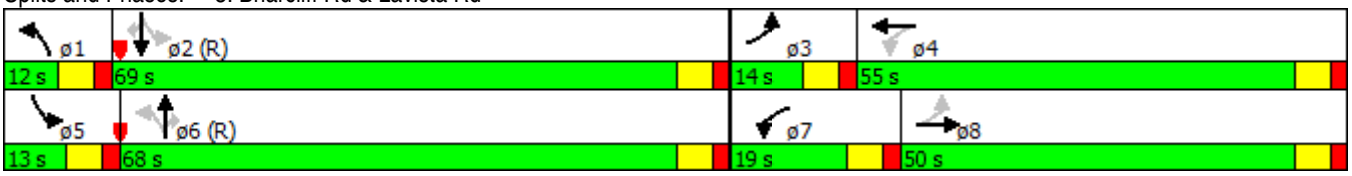
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	50	369	119	191	335	96	123	658	159	113	804	59
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	11	12	12	10	12	14	12	12	10	12	10
Storage Length (ft)	300		225	200		150	225		150	225		200
Storage Lanes	1		1	1		1	2		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	0.97	0.95	1.00	0.97	0.95	1.00
Frt		0.963			0.967				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1636	3263	0	1787	3226	0	3626	3505	1568	3236	3574	1492
Flt Permitted	0.363			0.222			0.237			0.269		
Satd. Flow (perm)	625	3263	0	418	3226	0	905	3505	1568	916	3574	1492
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		29			26				131			109
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		608			3518			1430			439	
Travel Time (s)		11.8			68.5			27.9			8.6	
Peak Hour Factor	0.97	0.97	0.97	0.87	0.87	0.87	0.81	0.81	0.81	0.91	0.91	0.91
Heavy Vehicles (%)	3%	3%	3%	1%	1%	1%	3%	3%	3%	1%	1%	1%
Adj. Flow (vph)	52	380	123	220	385	110	152	812	196	124	884	65
Shared Lane Traffic (%)												
Lane Group Flow (vph)	52	503	0	220	495	0	152	812	196	124	884	65
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			28			28	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.04	1.00	1.00	1.09	1.00	0.92	1.00	1.00	1.09	1.00	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	3	8		7	4		1	6		5	2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	8			4			6		6	2		2
Detector Phase	3	8		7	4		1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	10.0	20.0		10.0	20.0		10.0	20.0	20.0	10.0	20.0	20.0
Total Split (s)	14.0	50.0		19.0	55.0		12.0	68.0	68.0	13.0	69.0	69.0
Total Split (%)	9.3%	33.3%		12.7%	36.7%		8.0%	45.3%	45.3%	8.7%	46.0%	46.0%
Maximum Green (s)	8.0	44.0		13.0	49.0		6.0	62.0	62.0	7.0	63.0	63.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	3.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	9.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	35.3	24.8		46.1	35.7		85.5	77.3	77.3	84.9	77.1	77.1
Actuated g/C Ratio	0.24	0.17		0.31	0.24		0.57	0.52	0.52	0.57	0.51	0.51
v/c Ratio	0.26	0.89		0.89	0.63		0.23	0.45	0.23	0.19	0.48	0.08
Control Delay	38.8	76.3		83.4	60.0		16.4	30.3	13.4	13.7	25.6	0.7
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.8	76.3		83.4	60.0		16.4	30.3	13.4	13.7	25.6	0.7
LOS	D	E		F	E		B	C	B	B	C	A
Approach Delay		72.8			67.2			25.7			22.7	
Approach LOS		E			E			C			C	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 7 (5%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.89
Intersection Signal Delay: 40.7 Intersection LOS: D
Intersection Capacity Utilization 72.8% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 3: Briarcliff Rd & Lavista Rd



Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Volume (vph)	410	906	1124	31	21	333
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.996		0.873	
Flt Protected	0.950				0.997	
Satd. Flow (prot)	1770	1863	1874	0	1637	0
Flt Permitted	0.950				0.997	
Satd. Flow (perm)	1770	1863	1874	0	1637	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		312	634		666	
Travel Time (s)		6.1	12.4		15.1	
Peak Hour Factor	0.79	0.79	0.97	0.97	0.86	0.86
Heavy Vehicles (%)	2%	2%	1%	1%	1%	1%
Adj. Flow (vph)	519	1147	1159	32	24	387
Shared Lane Traffic (%)						
Lane Group Flow (vph)	519	1147	1191	0	411	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		26	26		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

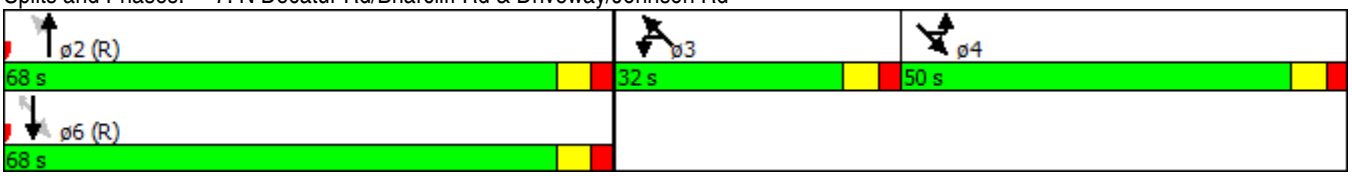
Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 115.5%	ICU Level of Service H
Analysis Period (min) 15	

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Volume (vph)	38	499	21	73	746	572	383	67	23	65	123	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		0	250		150	150		0	0		0
Storage Lanes	1		0	1		1	1		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00
Frt		0.994				0.850		0.986			0.977	
Flt Protected	0.950			0.950			0.950	0.970			0.986	
Satd. Flow (prot)	1770	3518	0	1787	3574	1599	1681	1692	0	0	1812	0
Flt Permitted	0.244			0.287			0.950	0.970			0.986	
Satd. Flow (perm)	455	3518	0	540	3574	1599	1681	1692	0	0	1812	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3				415		4			6	
Link Speed (mph)		35			35			35			30	
Link Distance (ft)		2785			821			1807			309	
Travel Time (s)		54.3			16.0			35.2			7.0	
Peak Hour Factor	0.75	0.75	0.75	0.96	0.96	0.96	0.87	0.87	0.87	0.71	0.71	0.71
Heavy Vehicles (%)	2%	2%	2%	1%	1%	1%	2%	2%	2%	1%	1%	1%
Adj. Flow (vph)	51	665	28	76	777	596	440	77	26	92	173	54
Shared Lane Traffic (%)							38%					
Lane Group Flow (vph)	51	693	0	76	777	596	273	270	0	0	319	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA	Perm	Split	NA		Split	NA	
Protected Phases		2			6		4	4		3	3	
Permitted Phases	2			6		6						
Minimum Split (s)	22.5	22.5		22.5	22.5	22.5	22.5	22.5		22.5	22.5	
Total Split (s)	68.0	68.0		68.0	68.0	68.0	50.0	50.0		32.0	32.0	
Total Split (%)	45.3%	45.3%		45.3%	45.3%	45.3%	33.3%	33.3%		21.3%	21.3%	
Maximum Green (s)	61.5	61.5		61.5	61.5	61.5	43.5	43.5		25.5	25.5	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.5	2.5		2.5	2.5	2.5	2.5	2.5		2.5	2.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0			0.0	
Total Lost Time (s)	6.5	6.5		6.5	6.5	6.5	6.5	6.5			6.5	
Lead/Lag							Lag	Lag		Lead	Lead	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Act Effct Green (s)	61.5	61.5		61.5	61.5	61.5	43.5	43.5			25.5	
Actuated g/C Ratio	0.41	0.41		0.41	0.41	0.41	0.29	0.29			0.17	
v/c Ratio	0.27	0.48		0.34	0.53	0.66	0.56	0.55			1.02	
Control Delay	30.5	28.3		42.8	43.8	21.9	50.4	49.2			114.7	
Queue Delay	0.0	0.0		0.0	0.0	0.1	0.0	0.0			0.0	
Total Delay	30.5	28.3		42.8	43.8	22.0	50.4	49.2			114.7	

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
LOS	C	C		D	D	C	D	D			F	
Approach Delay		28.4			34.8			49.8			114.7	
Approach LOS		C			C			D			F	

Intersection Summary	
Area Type:	Other
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 38 (25%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 70	
Control Type: Pretimed	
Maximum v/c Ratio: 1.02	
Intersection Signal Delay: 44.2	Intersection LOS: D
Intersection Capacity Utilization 71.1%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 7: N Decatur Rd/Briarcliff Rd & Driveway/Johnson Rd



Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Volume (vph)	0	677	328	536	974	0	0	4	0	459	0	702
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	14	11	10	12	12	12	12	12	12
Storage Length (ft)	316		0	150		0	0		0	0		0
Storage Lanes	1		1	1		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor											1.00	0.98
Frt			0.850									0.850
Flt Protected				0.950							0.950	
Satd. Flow (prot)	0	3421	1531	1906	3455	0	0	1900	0	0	1787	1599
Flt Permitted				0.129							0.755	
Satd. Flow (perm)	0	3421	1531	259	3455	0	0	1900	0	0	1416	1561
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			357									473
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		821			312			355			1189	
Travel Time (s)		16.0			6.1			6.9			23.2	
Confl. Peds. (#/hr)									3	3		13
Peak Hour Factor	0.79	0.79	0.79	0.96	0.96	0.96	0.92	0.92	0.92	0.89	0.89	0.89
Heavy Vehicles (%)	2%	2%	2%	1%	1%	1%	0%	0%	0%	1%	1%	1%
Parking (#/hr)									0			
Adj. Flow (vph)	0	857	415	558	1015	0	0	4	0	516	0	789
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	857	415	558	1015	0	0	4	0	0	516	789
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		14			14			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	0.92	1.04	1.09	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	Perm	pm+pt	NA		Perm	NA		Perm	NA	Perm
Protected Phases		6		5	2			4			8	
Permitted Phases	6	6	6	2	2		4			8		8
Detector Phase	6	6	6	5	2		4	4		8	8	8
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	4.0	10.0		7.0	7.0		7.0	7.0	7.0
Minimum Split (s)	23.0	23.0	23.0	10.0	23.0		22.3	22.3		22.3	22.3	22.3
Total Split (s)	55.0	55.0	55.0	40.0	95.0		55.0	55.0		55.0	55.0	55.0
Total Split (%)	36.7%	36.7%	36.7%	26.7%	63.3%		36.7%	36.7%		36.7%	36.7%	36.7%
Maximum Green (s)	48.0	48.0	48.0	34.5	88.0		48.7	48.7		48.7	48.7	48.7
Yellow Time (s)	4.5	4.5	4.5	3.0	4.5		3.8	3.8		3.8	3.8	3.8
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5		2.5	2.5		2.5	2.5	2.5
Lost Time Adjust (s)		0.0	0.0	0.0	0.0			0.0			0.0	0.0
Total Lost Time (s)		7.0	7.0	5.5	7.0			6.3			6.3	6.3
Lead/Lag	Lag	Lag	Lag	Lead								
Lead-Lag Optimize?	Yes	Yes	Yes	Yes								
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	C-Max	C-Max	C-Max	None	C-Max		None	None		None	None	None
Act Effct Green (s)		48.0	48.0	89.5	88.0			48.7			48.7	48.7
Actuated g/C Ratio		0.32	0.32	0.60	0.59			0.32			0.32	0.32
v/c Ratio		0.78	0.57	1.05	0.50			0.01			1.12	0.96
Control Delay		60.2	16.2	86.8	19.4			34.5			126.2	41.8
Queue Delay		0.0	0.0	0.0	0.0			0.0			0.0	0.0
Total Delay		60.2	16.2	86.8	19.4			34.5			126.2	41.8
LOS		E	B	F	B			C			F	D
Approach Delay		45.8			43.3			34.5			75.2	
Approach LOS		D			D			C			E	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 8 (5%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 120
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.12
Intersection Signal Delay: 54.1 Intersection LOS: D
Intersection Capacity Utilization 97.4% ICU Level of Service F
Analysis Period (min) 15

Splits and Phases: 8: Briarcliff Rd & Clifton Rd/Driveway

Lane Group	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations						
Volume (vph)	842	2	59	30	0	222
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Frt					0.865	
Flt Protected				0.968		
Satd. Flow (prot)	3574	0	0	3297	1644	0
Flt Permitted				0.968		
Satd. Flow (perm)	3574	0	0	3297	1644	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	351			484	251	
Travel Time (s)	8.0			11.0	5.7	
Peak Hour Factor	0.86	0.86	0.74	0.74	0.79	0.79
Heavy Vehicles (%)	1%	1%	6%	6%	0%	0%
Adj. Flow (vph)	979	2	80	41	0	281
Shared Lane Traffic (%)						
Lane Group Flow (vph)	981	0	0	121	281	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 50.4%		ICU Level of Service A	
Analysis Period (min) 15			

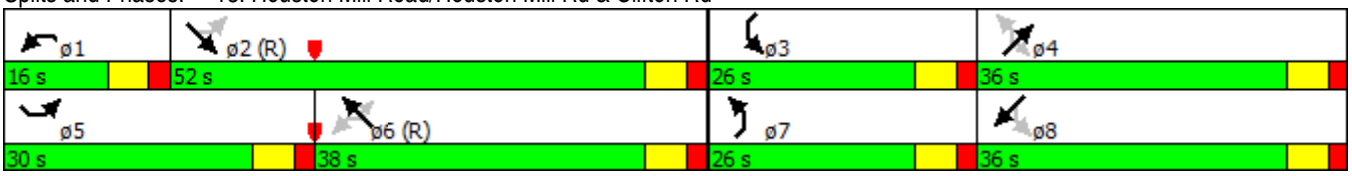
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	331	992	73	64	769	330	281	439	378	212	56	132
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	480		0	227		52	0		0	100		0
Storage Lanes	1		0	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99	1.00		1.00		0.94	1.00		0.96	0.99	0.99	
Frt		0.990				0.850			0.850		0.895	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	3531	0	1770	3539	1583	1787	1881	1599	1805	1679	0
Flt Permitted	0.104			0.123			0.457			0.127		
Satd. Flow (perm)	195	3531	0	228	3539	1482	857	1881	1539	240	1679	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6				176			220		84	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		625			693			484			1787	
Travel Time (s)		12.2			13.5			11.0			40.6	
Confl. Peds. (#/hr)	22		21	21		22	5		20	20		5
Peak Hour Factor	0.91	0.91	0.91	0.97	0.97	0.97	0.89	0.89	0.89	0.88	0.88	0.88
Heavy Vehicles (%)	1%	1%	1%	2%	2%	2%	1%	1%	1%	0%	0%	0%
Adj. Flow (vph)	364	1090	80	66	793	340	316	493	425	241	64	150
Shared Lane Traffic (%)												
Lane Group Flow (vph)	364	1170	0	66	793	340	316	493	425	241	214	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases	2			6		6	4		4	8		
Detector Phase	5	2		1	6	6	7	4	4	3	8	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	15.0	21.5		12.0	21.5	21.5	15.0	21.5	21.5	15.0	12.0	
Total Split (s)	30.0	52.0		16.0	38.0	38.0	26.0	36.0	36.0	26.0	36.0	
Total Split (%)	23.1%	40.0%		12.3%	29.2%	29.2%	20.0%	27.7%	27.7%	20.0%	27.7%	
Maximum Green (s)	24.0	46.0		10.0	32.0	32.0	20.0	30.0	30.0	20.0	30.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	C-Max		None	C-Max	C-Max	None	None	None	None	None	
Act Effct Green (s)	62.0	50.3		40.5	32.5	32.5	51.5	32.9	32.9	48.5	31.4	
Actuated g/C Ratio	0.48	0.39		0.31	0.25	0.25	0.40	0.25	0.25	0.37	0.24	
v/c Ratio	0.96	0.85		0.40	0.90	0.68	0.67	1.04	0.77	0.82	0.46	
Control Delay	73.7	44.5		37.7	78.4	48.7	34.0	98.1	32.1	54.4	29.0	
Queue Delay	0.0	1.5		0.0	0.0	0.0	0.0	0.0	0.7	60.7	0.0	
Total Delay	73.7	45.9		37.7	78.4	48.7	34.0	98.1	32.7	115.0	29.0	
LOS	E	D		D	E	D	C	F	C	F	C	
Approach Delay		52.5			67.7			59.2			74.6	
Approach LOS		D			E			E			E	

Intersection Summary

Area Type: Other
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 42 (32%), Referenced to phase 2:SETL and 6:NWTL, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.04
Intersection Signal Delay: 60.8 Intersection LOS: E
Intersection Capacity Utilization 94.4% ICU Level of Service F
Analysis Period (min) 15

Splits and Phases: 13: Houston Mill Road/Houston Mill Rd & Clifton Rd



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	1205	0	0	1115	0	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Frt					0.865	
Flt Protected						
Satd. Flow (prot)	3471	0	0	3471	1611	0
Flt Permitted						
Satd. Flow (perm)	3471	0	0	3471	1611	0
Link Speed (mph)	35			35	30	
Link Distance (ft)	618			147	312	
Travel Time (s)	12.0			2.9	7.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	4%	4%	4%	4%	2%	2%
Adj. Flow (vph)	1310	0	0	1212	0	32
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1310	0	0	1212	32	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

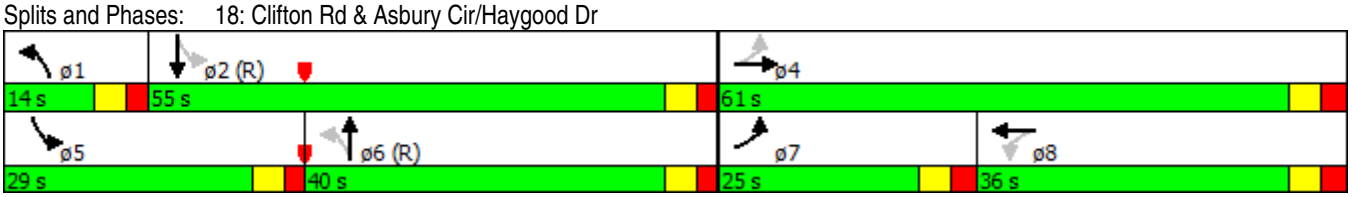
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 43.3%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	249	85	53	39	50	313	31	704	14	472	1181	253
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	12	10	10	12	9	9	10
Storage Length (ft)	100		0	280		0	135		0	110		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	1.00	0.98		0.93	0.99		1.00	1.00		0.99	0.99	
Frt		0.942			0.871			0.997			0.974	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1620	1572	0	1652	1495	0	1620	3226	0	1593	3062	0
Flt Permitted	0.142			0.660			0.115			0.110		
Satd. Flow (perm)	242	1572	0	1072	1495	0	195	3226	0	183	3062	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		30			224			1			23	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		671			1358			1232			781	
Travel Time (s)		15.3			30.9			24.0			15.2	
Confl. Peds. (#/hr)	2		63	63		2	43		24	24		43
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.93	0.93	0.93	0.95	0.95	0.95
Heavy Vehicles (%)	4%	4%	4%	2%	2%	2%	4%	4%	4%	2%	2%	2%
Adj. Flow (vph)	277	94	59	43	56	348	33	757	15	497	1243	266
Shared Lane Traffic (%)												
Lane Group Flow (vph)	277	153	0	43	404	0	33	772	0	497	1509	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.00	1.09	1.09	1.00	1.14	1.14	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4			8		1	6		5	2	
Permitted Phases	4			8			6			2		
Detector Phase	7	4		8	8		1	6		5	2	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	9.5	21.8		21.8	21.8		9.2	21.1		9.0	21.1	
Total Split (s)	25.0	61.0		36.0	36.0		14.0	40.0		29.0	55.0	
Total Split (%)	19.2%	46.9%		27.7%	27.7%		10.8%	30.8%		22.3%	42.3%	
Maximum Green (s)	19.5	55.2		30.2	30.2		8.8	34.9		24.0	49.9	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.1		3.0	3.1	
All-Red Time (s)	2.5	2.8		2.8	2.8		2.2	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.5	5.8		5.8	5.8		5.2	5.1		5.0	5.1	
Lead/Lag	Lead			Lag	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Act Effct Green (s)	48.0	47.7		22.7	22.7		41.6	34.9		71.5	63.8	
Actuated g/C Ratio	0.37	0.37		0.17	0.17		0.32	0.27		0.55	0.49	
v/c Ratio	0.94	0.26		0.23	0.91		0.24	0.89		1.12	1.00	
Control Delay	73.9	22.4		45.7	47.2		21.6	50.2		122.6	49.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	73.9	22.4		45.7	47.2		21.6	50.2		122.6	49.5	
LOS	E	C		D	D		C	D		F	D	
Approach Delay		55.6			47.1			49.0			67.6	
Approach LOS		E			D			D			E	

Intersection Summary	
Area Type: Other	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 72 (55%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green	
Natural Cycle: 110	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.12	
Intersection Signal Delay: 59.7	Intersection LOS: E
Intersection Capacity Utilization 99.9%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 18: Clifton Rd & Asbury Cir/Haygood Dr



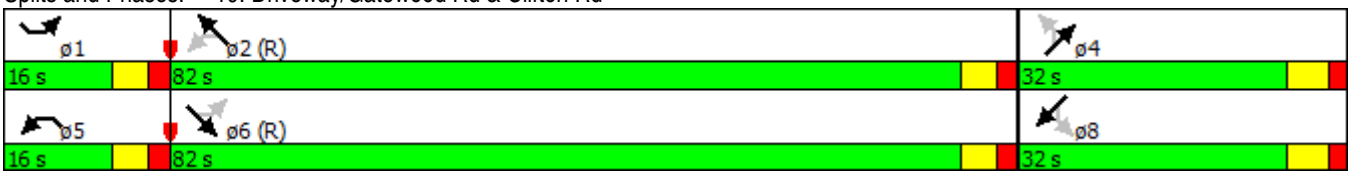
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	36	1549	19	20	1122	113	12	4	40	162	2	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	200		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor											0.99	
Frt		0.998			0.986			0.904			0.973	
Flt Protected	0.950			0.950				0.989			0.962	
Satd. Flow (prot)	1770	3532	0	1752	3456	0	0	1665	0	0	1734	0
Flt Permitted	0.136			0.079				0.925			0.740	
Satd. Flow (perm)	253	3532	0	146	3456	0	0	1558	0	0	1330	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			14			52			9	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		693			781			193			374	
Travel Time (s)		13.5			15.2			4.4			8.5	
Confl. Peds. (#/hr)										3		10
Peak Hour Factor	0.93	0.93	0.93	0.91	0.91	0.91	0.77	0.77	0.77	0.85	0.85	0.85
Heavy Vehicles (%)	2%	2%	2%	3%	3%	3%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	39	1666	20	22	1233	124	16	5	52	191	2	48
Shared Lane Traffic (%)												
Lane Group Flow (vph)	39	1686	0	22	1357	0	0	73	0	0	241	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2			4			8		
Detector Phase	1	6		5	2		4	4		8	8	
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.6	21.6		10.6	21.6		10.0	10.0		10.0	10.0	
Total Split (s)	16.0	82.0		16.0	82.0		32.0	32.0		32.0	32.0	
Total Split (%)	12.3%	63.1%		12.3%	63.1%		24.6%	24.6%		24.6%	24.6%	
Maximum Green (s)	10.4	76.4		10.4	76.4		26.0	26.0		26.0	26.0	
Yellow Time (s)	3.6	3.6		3.6	3.6		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	5.6	5.6		5.6	5.6			6.0			6.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Act Effct Green (s)	90.5	86.4		88.6	83.8			24.9			24.9	
Actuated g/C Ratio	0.70	0.66		0.68	0.64			0.19			0.19	
v/c Ratio	0.16	0.72		0.13	0.61			0.21			0.92	
Control Delay	3.4	16.7		5.7	9.1			18.6			88.1	
Queue Delay	0.0	2.7		0.0	0.3			0.0			0.0	
Total Delay	3.4	19.4		5.7	9.4			18.6			88.1	
LOS	A	B		A	A			B			F	
Approach Delay		19.0			9.3			18.6			88.1	
Approach LOS		B			A			B			F	

Intersection Summary

Area Type: Other
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 63 (48%), Referenced to phase 2:NWTL and 6:SETL, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.92
Intersection Signal Delay: 20.0 Intersection LOS: B
Intersection Capacity Utilization 71.5% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 19: Driveway/Gatewood Rd & Clifton Rd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	133	787	64	76	926	91	591	2	299	122	2	99
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	13	12	12	12	11	12	12	12	12	12
Storage Length (ft)	200		0	500		0	0		0	0		0
Storage Lanes	1		0	1		0	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	0.95	0.91	0.95	0.95	0.95	1.00
Ped Bike Factor	1.00	1.00					1.00	1.00			0.99	
Frt		0.989			0.987			0.985	0.850		0.868	
Flt Protected	0.950			0.950			0.950	0.957		0.950	0.995	
Satd. Flow (prot)	1752	3455	0	1787	3528	0	1641	1614	1519	1665	1495	0
Flt Permitted	0.163			0.187			0.646	0.631		0.318	0.939	
Satd. Flow (perm)	300	3455	0	352	3528	0	1115	1063	1519	557	1411	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			12			5	174		84	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		1743			618			453			209	
Travel Time (s)		34.0			12.0			10.3			4.8	
Confl. Peds. (#/hr)	20		20				2					2
Peak Hour Factor	0.94	0.94	0.94	0.89	0.89	0.89	0.82	0.82	0.82	0.81	0.81	0.81
Heavy Vehicles (%)	3%	3%	3%	1%	1%	1%	1%	1%	1%	3%	3%	3%
Adj. Flow (vph)	141	837	68	85	1040	102	721	2	365	151	2	122
Shared Lane Traffic (%)							47%		10%	10%		
Lane Group Flow (vph)	141	905	0	85	1142	0	382	378	328	136	139	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	0.96	1.00	1.00	1.00	1.04	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	D.Pm	NA		pm+pt	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		2		1	6			8			3	
Permitted Phases	6			6			8		8	3		
Detector Phase	6	2		1	6		8	8	8	3	3	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	21.5	21.5		10.0	21.5		18.0	18.0	18.0	18.0	18.0	
Total Split (s)	76.0	64.0		12.0	76.0		54.0	54.0	54.0	54.0	54.0	
Total Split (%)	58.5%	49.2%		9.2%	58.5%		41.5%	41.5%	41.5%	41.5%	41.5%	
Maximum Green (s)	70.0	58.0		6.0	70.0		48.0	48.0	48.0	48.0	48.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	
Lead/Lag		Lag		Lead								
Lead-Lag Optimize?		Yes		Yes								
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	C-Max	C-Max		None	C-Max		None	None	None	Max	Max	
Act Effct Green (s)	70.0	58.0		70.0	70.0		48.0	48.0	48.0	48.0	48.0	
Actuated g/C Ratio	0.54	0.45		0.54	0.54		0.37	0.37	0.37	0.37	0.37	
v/c Ratio	0.88	0.59		0.33	0.60		0.93	0.96	0.49	0.66	0.24	
Control Delay	75.6	34.2		11.6	15.6		69.9	75.8	16.8	52.2	13.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	75.6	34.2		11.6	15.6		69.9	75.8	16.8	52.2	13.1	
LOS	E	C		B	B		E	E	B	D	B	
Approach Delay		39.8			15.4			56.0			32.4	
Approach LOS		D			B			E			C	

Intersection Summary	
Area Type: Other	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 45 (35%), Referenced to phase 2:EBT and 6:EBWB, Start of Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.96	
Intersection Signal Delay: 35.8	Intersection LOS: D
Intersection Capacity Utilization 77.0%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 21: CDC Entrance/Driveway & Clifton Rd

Lane Group	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Volume (vph)	111	1002	1132	153	260	202
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	11	10	8	10	10
Storage Length (ft)	132			110	0	0
Storage Lanes	1			1	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1652	3421	3336	1247	1685	1507
Flt Permitted	0.124				0.950	
Satd. Flow (perm)	216	3421	3336	1247	1685	1507
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				76		187
Link Speed (mph)		35	35		30	
Link Distance (ft)		531	625		322	
Travel Time (s)		10.3	12.2		7.3	
Peak Hour Factor	0.94	0.94	0.93	0.93	0.68	0.68
Heavy Vehicles (%)	2%	2%	1%	1%	0%	0%
Parking (#/hr)				0		
Adj. Flow (vph)	118	1066	1217	165	382	297
Shared Lane Traffic (%)						
Lane Group Flow (vph)	118	1066	1217	165	382	297
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		10	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.09	1.04	1.09	1.37	1.09	1.09
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2	1	1	1
Detector Template	Left	Thru	Thru	Right	Left	Right
Leading Detector (ft)	20	100	100	20	20	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	6	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94	94			
Detector 2 Size(ft)		6	6			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type	pm+pt	NA	NA	Perm	NA	Perm

Lane Group	SEL	SET	NWT	NWR	SWL	SWR
Protected Phases	1	6	2		8	
Permitted Phases	6			2		8
Detector Phase	1	6	2	2	8	8
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.5	21.5	21.5	21.5	21.5	21.5
Total Split (s)	15.0	75.0	60.0	60.0	45.0	45.0
Total Split (%)	12.5%	62.5%	50.0%	50.0%	37.5%	37.5%
Maximum Green (s)	9.5	69.5	54.5	54.5	39.5	39.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max	C-Max	C-Max	None	None
Act Effct Green (s)	76.8	76.8	62.8	62.8	32.2	32.2
Actuated g/C Ratio	0.64	0.64	0.52	0.52	0.27	0.27
v/c Ratio	0.49	0.49	0.70	0.24	0.85	0.55
Control Delay	16.8	13.1	25.6	10.7	58.6	16.6
Queue Delay	0.0	0.6	0.8	0.0	0.0	0.0
Total Delay	16.8	13.7	26.4	10.7	58.6	16.6
LOS	B	B	C	B	E	B
Approach Delay		14.0	24.5		40.2	
Approach LOS		B	C		D	

Intersection Summary	
Area Type: Other	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:NWT and 6:SETL, Start of Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.85	
Intersection Signal Delay: 24.0	Intersection LOS: C
Intersection Capacity Utilization 65.6%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 24: Clifton Rd & Emory Conf Cntr

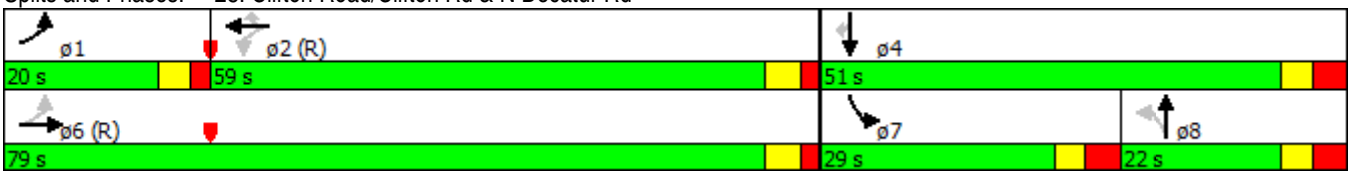
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	240	477	40	0	585	223	6	133	33	343	528	420
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	8	12	12	12	11	11	10	10	10	10
Storage Length (ft)	150		0	0		0	0		0	200		150
Storage Lanes	1		0	0		1	0		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	0.95	0.95	0.95	0.97	1.00	1.00
Frt		0.989				0.850		0.971				0.850
Flt Protected	0.950							0.998		0.950		
Satd. Flow (prot)	1770	3500	0	0	1845	1568	0	3315	0	3173	1722	1463
Flt Permitted	0.117							0.917		0.950		
Satd. Flow (perm)	218	3500	0	0	1845	1568	0	3046	0	3173	1722	1463
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11				198		18				235
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		1444			1181			1262			1113	
Travel Time (s)		28.1			23.0			24.6			21.7	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.83	0.83	0.83	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	2%	3%	3%	3%	2%	2%	2%	3%	3%	3%
Adj. Flow (vph)	267	530	44	0	650	248	7	160	40	369	568	452
Shared Lane Traffic (%)												
Lane Group Flow (vph)	267	574	0	0	650	248	0	207	0	369	568	452
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			20			20	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.20	1.00	1.00	1.00	1.04	1.04	1.09	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		Perm	NA	Perm	Perm	NA		Prot	NA	Perm
Protected Phases	1	6			2			8		7	4	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	6			2		2	8					4
Detector Phase	1	6		2	2	2	8	8		7	4	4
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	3.5	3.5		4.0	4.0	4.0
Minimum Split (s)	9.1	20.0		20.0	20.0	20.0	10.0	10.0		10.5	20.0	20.0
Total Split (s)	20.0	79.0		59.0	59.0	59.0	22.0	22.0		29.0	51.0	51.0
Total Split (%)	15.4%	60.8%		45.4%	45.4%	45.4%	16.9%	16.9%		22.3%	39.2%	39.2%
Maximum Green (s)	14.9	73.5		53.5	53.5	53.5	15.5	15.5		22.5	44.5	44.5
Yellow Time (s)	3.0	3.5		3.5	3.5	3.5	3.0	3.0		3.0	3.0	3.0
All-Red Time (s)	2.1	2.0		2.0	2.0	2.0	3.5	3.5		3.5	3.5	3.5
Lost Time Adjust (s)	0.0	0.0			0.0	0.0		0.0		0.0	0.0	0.0
Total Lost Time (s)	5.1	5.5			5.5	5.5		6.5		6.5	6.5	6.5
Lead/Lag	Lead			Lag	Lag	Lag	Lag	Lag		Lead		
Lead-Lag Optimize?	Yes			Yes	Yes	Yes	Yes	Yes		Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	C-Max		C-Max	C-Max	C-Max	None	None		None	None	None
Act Effct Green (s)	74.1	73.7			54.0	54.0		18.1		19.7	44.3	44.3
Actuated g/C Ratio	0.57	0.57			0.42	0.42		0.14		0.15	0.34	0.34
v/c Ratio	0.90	0.29			0.85	0.32		0.47		0.77	0.97	0.69
Control Delay	55.8	14.8			46.5	7.2		51.7		39.0	43.3	13.2
Queue Delay	0.0	0.0			0.0	0.0		0.0		0.0	0.0	0.0
Total Delay	55.8	14.8			46.5	7.2		51.7		39.0	43.3	13.2
LOS	E	B			D	A		D		D	D	B
Approach Delay		27.8			35.6			51.7			32.4	
Approach LOS		C			D			D			C	

Intersection Summary

Area Type: Other
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 62 (48%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.97
Intersection Signal Delay: 33.3 Intersection LOS: C
Intersection Capacity Utilization 97.9% ICU Level of Service F
Analysis Period (min) 15

Splits and Phases: 28: Clifton Road/Clifton Rd & N Decatur Rd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	56	0	43	12	0	10	5	916	22	11	866	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	175		0	150		150
Storage Lanes	0		1	0		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected		0.950			0.950		0.950			0.950		
Satd. Flow (prot)	0	1805	1615	0	1805	1615	1770	1863	1583	1770	1863	1583
Flt Permitted		0.749			0.641		0.247			0.241		
Satd. Flow (perm)	0	1423	1615	0	1218	1615	460	1863	1583	449	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			61			51			51			51
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		226			168			634			1325	
Travel Time (s)		5.1			3.8			12.4			25.8	
Peak Hour Factor	0.71	0.71	0.71	0.92	0.92	0.92	0.98	0.98	0.98	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	79	0	61	13	0	11	5	935	22	12	941	8
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	79	61	0	13	11	5	935	22	12	941	8
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8	2		2	6		6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Detector Phase	4	4	4	8	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	20.0	20.0	20.0	20.0	20.0	20.0	9.0	20.0	20.0	9.0	20.0	20.0
Total Split (s)	35.0	35.0	35.0	35.0	35.0	35.0	15.0	100.0	100.0	15.0	100.0	100.0
Total Split (%)	23.3%	23.3%	23.3%	23.3%	23.3%	23.3%	10.0%	66.7%	66.7%	10.0%	66.7%	66.7%
Maximum Green (s)	30.0	30.0	30.0	30.0	30.0	30.0	10.0	95.0	95.0	10.0	95.0	95.0
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)		13.7	13.7		13.7	13.7	124.2	122.0	122.0	125.4	124.2	124.2
Actuated g/C Ratio		0.09	0.09		0.09	0.09	0.83	0.81	0.81	0.84	0.83	0.83
v/c Ratio		0.61	0.30		0.12	0.06	0.01	0.62	0.02	0.03	0.61	0.01
Control Delay		84.4	17.2		62.3	0.6	2.2	9.6	0.0	5.1	17.1	0.4
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0
Total Delay		84.4	17.2		62.3	0.6	2.2	9.8	0.0	5.1	17.1	0.4
LOS		F	B		E	A	A	A	A	A	B	A
Approach Delay		55.1			34.0			9.6			16.9	
Approach LOS		E			C			A			B	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 124 (83%), Referenced to phase 2:NETL and 6:SWTL, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.62
Intersection Signal Delay: 16.3 — Intersection LOS: B
Intersection Capacity Utilization 67.4% — ICU Level of Service C
Analysis Period (min) 15

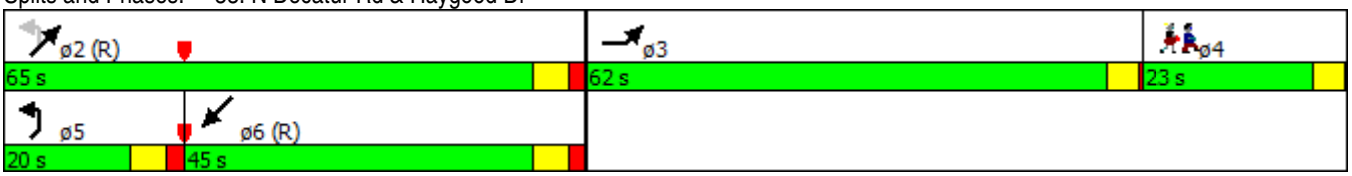
Splits and Phases: 29: Briarcliff Rd & Summit Pointe Way

Lane Group	EBL	EBR	NEL	NET	SWT	SWR	ø4
Lane Configurations							
Volume (vph)	753	38	22	793	675	320	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	10	10	11	11	11	10	
Storage Length (ft)	100	0	0			0	
Storage Lanes	1	0	0			0	
Taper Length (ft)	25		25				
Lane Util. Factor	0.97	0.95	0.95	0.95	0.95	0.95	
Ped Bike Factor	0.99			1.00	0.99		
Frt	0.993				0.952		
Flt Protected	0.955			0.999			
Satd. Flow (prot)	3230	0	0	3385	3230	0	
Flt Permitted	0.955			0.890			
Satd. Flow (perm)	3201	0	0	3015	3230	0	
Right Turn on Red		Yes				Yes	
Satd. Flow (RTOR)	4				51		
Link Speed (mph)	30			35	35		
Link Distance (ft)	1021			1039	599		
Travel Time (s)	23.2			20.2	11.7		
Confl. Peds. (#/hr)	2		3			3	
Peak Hour Factor	0.93	0.93	0.89	0.89	0.94	0.94	
Heavy Vehicles (%)	1%	1%	3%	3%	2%	2%	
Adj. Flow (vph)	810	41	25	891	718	340	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	851	0	0	916	1058	0	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Right	Left	Left	Left	Right	
Median Width(ft)	20			0	0		
Link Offset(ft)	0			0	0		
Crosswalk Width(ft)	16			16	16		
Two way Left Turn Lane							
Headway Factor	1.09	1.09	1.04	1.04	1.04	1.09	
Turning Speed (mph)	15	9	15			9	
Number of Detectors	1		1	2	2		
Detector Template	Left		Left	Thru	Thru		
Leading Detector (ft)	20		20	100	100		
Trailing Detector (ft)	0		0	0	0		
Detector 1 Position(ft)	0		0	0	0		
Detector 1 Size(ft)	20		20	6	6		
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		
Detector 1 Channel							
Detector 1 Extend (s)	0.0		0.0	0.0	0.0		
Detector 1 Queue (s)	0.0		0.0	0.0	0.0		
Detector 1 Delay (s)	0.0		0.0	0.0	0.0		
Detector 2 Position(ft)				94	94		
Detector 2 Size(ft)				6	6		
Detector 2 Type				Cl+Ex	Cl+Ex		
Detector 2 Channel							
Detector 2 Extend (s)				0.0	0.0		

Lane Group	EBL	EBR	NEL	NET	SWT	SWR	ø4
Turn Type	NA		pm+pt	NA	NA		
Protected Phases	3		5	2	6		4
Permitted Phases			2				
Detector Phase	3		5	2	6		
Switch Phase							
Minimum Initial (s)	4.0		4.0	4.0	4.0		4.0
Minimum Split (s)	20.0		10.0	21.5	21.5		20.0
Total Split (s)	62.0		20.0	65.0	45.0		23.0
Total Split (%)	41.3%		13.3%	43.3%	30.0%		15%
Maximum Green (s)	58.0		14.0	59.0	39.0		19.0
Yellow Time (s)	3.5		4.0	4.0	4.0		3.5
All-Red Time (s)	0.5		2.0	2.0	2.0		0.5
Lost Time Adjust (s)	0.0			0.0	0.0		
Total Lost Time (s)	4.0			6.0	6.0		
Lead/Lag	Lead		Lead		Lag		Lag
Lead-Lag Optimize?	Yes		Yes		Yes		Yes
Vehicle Extension (s)	3.0		3.0	3.0	3.0		3.0
Recall Mode	None		None	C-Max	C-Max		None
Walk Time (s)	5.0						5.0
Flash Dont Walk (s)	11.0						11.0
Pedestrian Calls (#/hr)	0						0
Act Effct Green (s)	46.2			93.8	93.8		
Actuated g/C Ratio	0.31			0.63	0.63		
v/c Ratio	0.85			0.49	0.52		
Control Delay	57.2			17.0	10.4		
Queue Delay	0.0			0.0	0.0		
Total Delay	57.2			17.0	10.4		
LOS	E			B	B		
Approach Delay	57.2			17.0	10.4		
Approach LOS	E			B	B		

Intersection Summary	
Area Type: Other	
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 55 (37%), Referenced to phase 2:NETL and 6:SWT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.85	
Intersection Signal Delay: 26.6	Intersection LOS: C
Intersection Capacity Utilization 68.8%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 33: N Decatur Rd & Haygood Dr

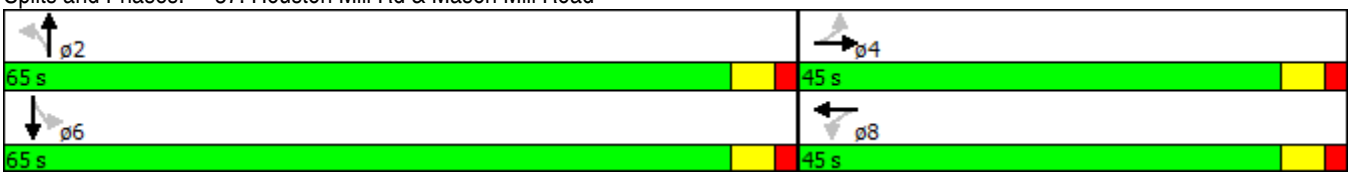


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	14	12	15	155	20	123	12	716	476	106	225	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	15	12	12	12	12	12	11	12	12	11	12
Storage Length (ft)	0		0	0		0	0		0	20		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.951			0.944			0.947			0.997	
Flt Protected		0.983			0.975			0.999			0.985	
Satd. Flow (prot)	0	1954	0	0	1731	0	0	1720	0	0	1804	0
Flt Permitted		0.865			0.811			0.995			0.410	
Satd. Flow (perm)	0	1719	0	0	1440	0	0	1713	0	0	751	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		18			36			47			2	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		487			1319			1719			1513	
Travel Time (s)		11.1			30.0			39.1			34.4	
Peak Hour Factor	0.82	0.82	0.82	0.92	0.92	0.92	0.82	0.82	0.82	0.86	0.86	0.86
Heavy Vehicles (%)	0%	0%	0%	1%	1%	1%	1%	1%	1%	0%	0%	0%
Adj. Flow (vph)	17	15	18	168	22	134	15	873	580	123	262	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	50	0	0	324	0	0	1468	0	0	394	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	0.88	1.00	1.00	1.00	1.00	1.00	1.04	1.00	1.00	1.04	1.00
Turning Speed (mph)	16		10	16		10	16		10	16		10
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	10.0		10.0	10.0		10.5	10.5		10.5	10.5	
Total Split (s)	45.0	45.0		45.0	45.0		65.0	65.0		65.0	65.0	
Total Split (%)	40.9%	40.9%		40.9%	40.9%		59.1%	59.1%		59.1%	59.1%	
Maximum Green (s)	39.5	39.5		39.5	39.5		59.5	59.5		59.5	59.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.5			5.5			5.5			5.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Act Effct Green (s)		24.5			24.5			59.9			59.9	
Actuated g/C Ratio		0.26			0.26			0.63			0.63	
v/c Ratio		0.11			0.82			1.34			0.84	
Control Delay		18.6			46.3			182.0			34.7	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		18.6			46.3			182.0			34.7	
LOS		B			D			F			C	
Approach Delay		18.6			46.3			182.0			34.7	
Approach LOS		B			D			F			C	

Intersection Summary	
Area Type:	Other
Cycle Length: 110	
Actuated Cycle Length: 95.4	
Natural Cycle: 140	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.34	
Intersection Signal Delay: 132.7	Intersection LOS: F
Intersection Capacity Utilization 121.8%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 37: Houston Mill Rd & Mason Mill Road



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	812	146	218	571	159	697
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	13	12	11	8
Storage Length (ft)		0	300		200	0
Storage Lanes		0	1		1	1
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00		1.00		1.00	0.99
Frt	0.982					0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	1823	0	1847	1881	1745	1400
Flt Permitted			0.045		0.950	
Satd. Flow (perm)	1823	0	87	1881	1742	1382
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	8					523
Link Speed (mph)	35			35	30	
Link Distance (ft)	1440			922	1382	
Travel Time (s)	28.1			18.0	31.4	
Confl. Peds. (#/hr)		4	4		1	1
Peak Hour Factor	0.88	1.00	0.87	0.87	0.89	0.89
Heavy Vehicles (%)	2%	2%	1%	1%	0%	0%
Adj. Flow (vph)	923	146	251	656	179	783
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1069	0	251	656	179	783
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	13			13	11	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.96	1.00	1.04	1.20
Turning Speed (mph)		9	15		15	9
Number of Detectors	2		1	2	1	1
Detector Template	Thru		Left	Thru	Left	Right
Leading Detector (ft)	100		20	100	20	20
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	6		20	6	20	20
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	94			94		
Detector 2 Size(ft)	6			6		
Detector 2 Type	Cl+Ex			Cl+Ex		
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0		

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Turn Type	NA		pm+pt	NA	NA	Free
Protected Phases	6		5	2	8	
Permitted Phases			2			Free
Detector Phase	6		5	2	8	
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	10.0		10.0	10.0	10.0	
Total Split (s)	81.0		19.0	100.0	50.0	
Total Split (%)	54.0%		12.7%	66.7%	33.3%	
Maximum Green (s)	75.0		13.0	94.0	44.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	2.0		2.0	2.0	2.0	
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	
Total Lost Time (s)	6.0		6.0	6.0	6.0	
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	C-Max		None	C-Max	None	
Act Effct Green (s)	82.5		117.2	117.2	20.8	150.0
Actuated g/C Ratio	0.55		0.78	0.78	0.14	1.00
v/c Ratio	1.06		0.62	0.45	0.74	0.57
Control Delay	86.2		46.1	7.9	79.5	1.7
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	86.2		46.1	7.9	79.5	1.7
LOS	F		D	A	E	A
Approach Delay	86.2			18.5	16.2	
Approach LOS	F			B	B	

Intersection Summary	
Area Type:	Other
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 85 (57%), Referenced to phase 2:WBTL and 6:EBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.06	
Intersection Signal Delay: 42.4	Intersection LOS: D
Intersection Capacity Utilization 87.6%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 42: Houston Mill Rd & Lavista Rd

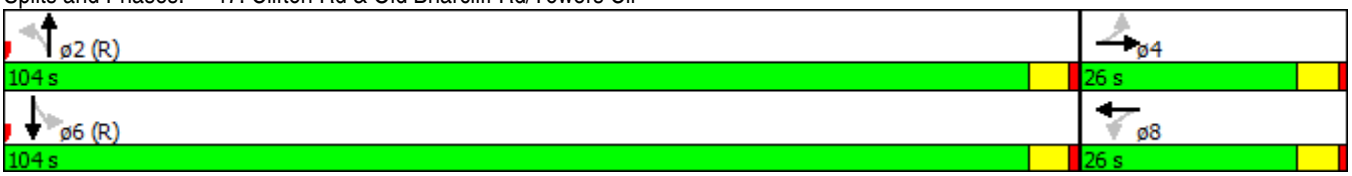
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	23	27	106	90	39	60	309	1144	117	20	720	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	13	12	12	12	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor		0.99			1.00			1.00			1.00	
Frt		0.908			0.957			0.989			0.997	
Flt Protected		0.993			0.977			0.990			0.999	
Satd. Flow (prot)	0	1655	0	0	1818	0	0	3425	0	0	3560	0
Flt Permitted		0.907			0.569			0.610			0.828	
Satd. Flow (perm)	0	1512	0	0	1056	0	0	2110	0	0	2951	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		70			15			19			5	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		348			341			1743			1189	
Travel Time (s)		7.9			7.8			34.0			23.2	
Confl. Peds. (#/hr)			5	5					12	12		
Peak Hour Factor	0.91	0.91	0.91	0.86	0.86	0.86	0.78	0.78	0.78	0.86	0.86	0.86
Heavy Vehicles (%)	2%	2%	2%	1%	1%	1%	3%	3%	3%	1%	1%	1%
Adj. Flow (vph)	25	30	116	105	45	70	396	1467	150	23	837	20
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	171	0	0	220	0	0	2013	0	0	880	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	0.96	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	20.0	20.0		20.0	20.0		21.5	21.5		21.5	21.5	
Total Split (s)	26.0	26.0		26.0	26.0		104.0	104.0		104.0	104.0	
Total Split (%)	20.0%	20.0%		20.0%	20.0%		80.0%	80.0%		80.0%	80.0%	
Maximum Green (s)	21.0	21.0		21.0	21.0		99.0	99.0		99.0	99.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Act Effct Green (s)		21.0			21.0			99.0			99.0	
Actuated g/C Ratio		0.16			0.16			0.76			0.76	
v/c Ratio		0.57			1.20			1.25			0.39	
Control Delay		37.3			174.4			136.3			5.8	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		37.3			174.4			136.3			5.8	
LOS		D			F			F			A	
Approach Delay		37.3			174.4			136.3			5.8	
Approach LOS		D			F			F			A	

Intersection Summary

Area Type: Other
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 80 (62%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 110
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.25
Intersection Signal Delay: 98.7 Intersection LOS: F
Intersection Capacity Utilization 102.4% ICU Level of Service G
Analysis Period (min) 15

Splits and Phases: 47: Clifton Rd & Old Briarcliff Rd/Towers Cir



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	465	0	39	0	0	56	0	275	0	25	13	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	8	12	10	12	12	12	12	16	12	12	12	11
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.865							0.850
Flt Protected	0.950										0.968	
Satd. Flow (prot)	1564	0	1507	0	1644	0	0	2153	0	0	1839	1561
Flt Permitted	0.950										0.968	
Satd. Flow (perm)	1564	0	1507	0	1644	0	0	2153	0	0	1839	1561
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		289			282			193			351	
Travel Time (s)		6.6			6.4			4.4			8.0	
Peak Hour Factor	0.83	0.83	0.83	0.59	0.59	0.59	0.84	0.84	0.84	0.88	0.88	0.88
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	560	0	47	0	0	95	0	327	0	28	15	10
Shared Lane Traffic (%)												
Lane Group Flow (vph)	560	0	47	0	95	0	0	327	0	0	43	10
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		8			8			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.20	1.00	1.09	1.00	1.00	1.00	1.00	0.85	1.00	1.00	1.00	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 60.2%	ICU Level of Service B
Analysis Period (min) 15	

Lane Group	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Volume (vph)	7	1217	1077	111	0	74
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Ped Bike Factor			0.99			
Frt			0.986		0.865	
Flt Protected						
Satd. Flow (prot)	0	3505	3466	0	1611	0
Flt Permitted		0.945				
Satd. Flow (perm)	0	3312	3466	0	1611	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			24		132	
Link Speed (mph)		35	35		30	
Link Distance (ft)		147	531		214	
Travel Time (s)		2.9	10.3		4.9	
Confl. Peds. (#/hr)				13		
Peak Hour Factor	0.93	0.93	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	3%	3%	2%	2%	2%	2%
Adj. Flow (vph)	8	1309	1171	121	0	80
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1317	1292	0	80	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		10	10		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2		1	
Detector Template	Left	Thru	Thru		Left	
Leading Detector (ft)	20	100	100		20	
Trailing Detector (ft)	0	0	0		0	
Detector 1 Position(ft)	0	0	0		0	
Detector 1 Size(ft)	20	6	6		20	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	
Detector 2 Position(ft)		94	94			
Detector 2 Size(ft)		6	6			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type	Perm	NA	NA		NA	
Protected Phases		6	2		8	
Permitted Phases	6					
Detector Phase	6	6	2		8	

Lane Group	EBL	EBT	WBT	WBR	SWL	SWR
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0		4.0	
Minimum Split (s)	22.0	22.0	22.0		22.0	
Total Split (s)	103.0	103.0	103.0		27.0	
Total Split (%)	79.2%	79.2%	79.2%		20.8%	
Maximum Green (s)	97.0	97.0	97.0		21.0	
Yellow Time (s)	4.0	4.0	4.0		4.0	
All-Red Time (s)	2.0	2.0	2.0		2.0	
Lost Time Adjust (s)		0.0	0.0		0.0	
Total Lost Time (s)		6.0	6.0		6.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0		3.0	
Recall Mode	Max	Max	C-Max		Max	
Walk Time (s)	5.0	5.0	5.0		5.0	
Flash Dont Walk (s)	11.0	11.0	11.0		11.0	
Pedestrian Calls (#/hr)	0	0	0		0	
Act Effct Green (s)		97.0	97.0		21.0	
Actuated g/C Ratio		0.75	0.75		0.16	
v/c Ratio		0.53	0.50		0.22	
Control Delay		5.2	7.3		2.3	
Queue Delay		0.0	1.0		0.0	
Total Delay		5.2	8.3		2.3	
LOS		A	A		A	
Approach Delay		5.2	8.3		2.3	
Approach LOS		A	A		A	

Intersection Summary	
Area Type: Other	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 0 (0%), Referenced to phase 2:WBT, Start of Green	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.53	
Intersection Signal Delay: 6.6	Intersection LOS: A
Intersection Capacity Utilization 53.1%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 52: Clifton Rd & Emory Inn

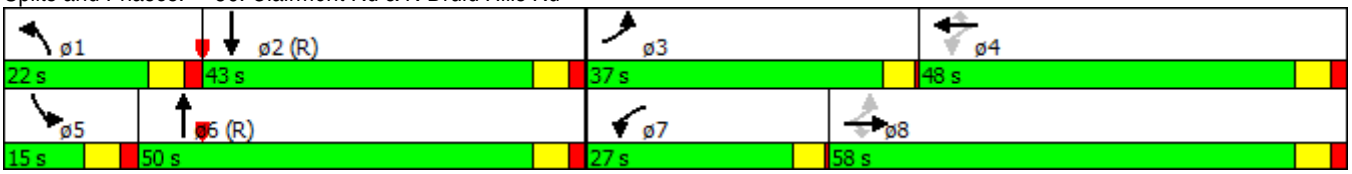
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	72	1273	472	106	690	199	667	1067	187	481	815	54
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		300	300		400	300		0	150		0
Storage Lanes	1		1	1		1	2		0	2		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.97	0.95	0.95	0.97	0.95	0.95
Frt			0.850			0.850		0.978			0.991	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	3574	1599	1770	3539	1583	3467	3496	0	3467	3542	0
Flt Permitted	0.293			0.060			0.950			0.950		
Satd. Flow (perm)	551	3574	1599	112	3539	1583	3467	3496	0	3467	3542	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			313			214		13			4	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		2251			1808			2219			2954	
Travel Time (s)		43.9			35.2			43.2			57.5	
Peak Hour Factor	0.98	0.98	0.98	0.93	0.93	0.93	0.91	0.91	0.91	0.93	0.93	0.93
Heavy Vehicles (%)	1%	1%	1%	2%	2%	2%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	73	1299	482	114	742	214	733	1173	205	517	876	58
Shared Lane Traffic (%)												
Lane Group Flow (vph)	73	1299	482	114	742	214	733	1378	0	517	934	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	8	8	8	4		4						

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	3	8	8	7	4	4	1	6		5	2	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	8.0	20.0	20.0	8.0	20.0	20.0	10.0	20.0		10.0	20.0	
Total Split (s)	37.0	58.0	58.0	27.0	48.0	48.0	22.0	50.0		15.0	43.0	
Total Split (%)	24.7%	38.7%	38.7%	18.0%	32.0%	32.0%	14.7%	33.3%		10.0%	28.7%	
Maximum Green (s)	33.0	52.0	52.0	23.0	42.0	42.0	16.0	44.0		9.0	37.0	
Yellow Time (s)	3.5	4.0	4.0	3.5	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	0.5	2.0	2.0	0.5	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	6.0	6.0	4.0	6.0	6.0	6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	
Act Effct Green (s)	72.9	62.5	62.5	80.6	66.6	66.6	16.0	44.0		9.0	37.0	
Actuated g/C Ratio	0.49	0.42	0.42	0.54	0.44	0.44	0.11	0.29		0.06	0.25	
v/c Ratio	0.22	0.87	0.57	0.58	0.47	0.26	1.99	1.33		2.49	1.07	
Control Delay	6.8	37.3	20.8	37.2	30.8	3.9	476.9	195.9		693.6	112.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	6.8	37.3	20.8	37.2	30.8	3.9	476.9	195.9		693.6	112.1	
LOS	A	D	C	D	C	A	F	F		F	F	
Approach Delay		31.8			26.1			293.5			319.3	
Approach LOS		C			C			F			F	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 13 (9%), Referenced to phase 2:SBT and 6:NBT, Start of Green
Natural Cycle: 140
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 2.49
Intersection Signal Delay: 180.3 Intersection LOS: F
Intersection Capacity Utilization 108.6% ICU Level of Service G
Analysis Period (min) 15

Splits and Phases: 56: Clairmont Rd & N Druid Hills Rd

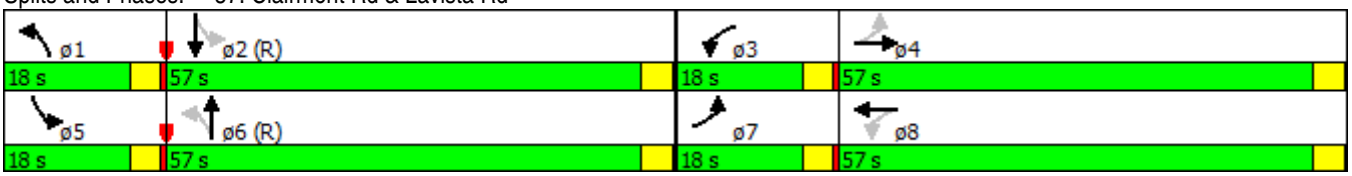


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	256	618	18	183	363	80	23	964	59	244	1292	231
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	200		0	150		0	150		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.996			0.973			0.991			0.977	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	1874	0	1787	1830	0	1787	3542	0	1787	3492	0
Flt Permitted	0.187			0.075			0.075			0.075		
Satd. Flow (perm)	352	1874	0	141	1830	0	141	3542	0	141	3492	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			8			5			15	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		2445			1250			2954			1012	
Travel Time (s)		47.6			24.4			57.5			19.7	
Peak Hour Factor	0.97	0.97	0.97	0.90	0.90	0.90	0.94	0.94	0.94	0.92	0.92	0.92
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	264	637	19	203	403	89	24	1026	63	265	1404	251
Shared Lane Traffic (%)												
Lane Group Flow (vph)	264	656	0	203	492	0	24	1089	0	265	1655	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases	4			8			6			2		
Minimum Split (s)	8.0	20.0		8.0	20.0		8.0	20.0		8.0	20.0	
Total Split (s)	18.0	57.0		18.0	57.0		18.0	57.0		18.0	57.0	
Total Split (%)	12.0%	38.0%		12.0%	38.0%		12.0%	38.0%		12.0%	38.0%	
Maximum Green (s)	14.0	53.0		14.0	53.0		14.0	53.0		14.0	53.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5		0.5	0.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Act Effct Green (s)	67.0	53.0		67.0	53.0		67.0	53.0		67.0	53.0	
Actuated g/C Ratio	0.45	0.35		0.45	0.35		0.45	0.35		0.45	0.35	
v/c Ratio	0.91	0.99		0.94	0.76		0.11	0.87		1.23	1.33	
Control Delay	83.1	71.2		87.0	50.8		44.0	81.0		172.5	193.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	83.1	71.2		87.0	50.8		44.0	81.0		172.5	193.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	F	E		F	D		D	F		F	F	
Approach Delay		74.6			61.4			80.2			190.2	
Approach LOS		E			E			F			F	

Intersection Summary	
Area Type:	Other
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 2 (1%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green	
Natural Cycle: 130	
Control Type: Pretimed	
Maximum v/c Ratio: 1.33	
Intersection Signal Delay: 121.7	Intersection LOS: F
Intersection Capacity Utilization 103.5%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 57: Clairmont Rd & Lavista Rd



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	373	211	194	1619	1294	125
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	200			0
Storage Lanes	1	0	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Frt	0.951				0.987	
Flt Protected	0.969		0.950			
Satd. Flow (prot)	1734	0	1787	3574	3528	0
Flt Permitted	0.969		0.056			
Satd. Flow (perm)	1734	0	105	3574	3528	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	21				8	
Link Speed (mph)	30			35	35	
Link Distance (ft)	2023			816	2219	
Travel Time (s)	46.0			15.9	43.2	
Peak Hour Factor	0.88	0.88	0.94	0.94	0.92	0.92
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	424	240	206	1722	1407	136
Shared Lane Traffic (%)						
Lane Group Flow (vph)	664	0	206	1722	1543	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			24	24	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2	2	
Detector Template	Left		Left	Thru	Thru	
Leading Detector (ft)	20		20	100	100	
Trailing Detector (ft)	0		0	0	0	
Detector 1 Position(ft)	0		0	0	0	
Detector 1 Size(ft)	20		20	6	6	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	NA		pm+pt	NA	NA	
Protected Phases	4		5	2	6	
Permitted Phases			2			

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Detector Phase	4		5	2	6	
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	20.0		9.0	20.0	20.0	
Total Split (s)	57.0		27.0	93.0	66.0	
Total Split (%)	38.0%		18.0%	62.0%	44.0%	
Maximum Green (s)	52.0		22.0	88.0	61.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	
Total Lost Time (s)	5.0		5.0	5.0	5.0	
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	None		None	C-Max	C-Max	
Act Effct Green (s)	52.0		88.0	88.0	66.0	
Actuated g/C Ratio	0.35		0.59	0.59	0.44	
v/c Ratio	1.08		0.82	0.82	0.99	
Control Delay	104.6		65.9	22.4	46.8	
Queue Delay	7.6		0.0	0.3	6.7	
Total Delay	112.2		65.9	22.6	53.5	
LOS	F		E	C	D	
Approach Delay	112.2			27.3	53.5	
Approach LOS	F			C	D	

Intersection Summary	
Area Type: Other	
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 57 (38%), Referenced to phase 2:NBTL and 6:SBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.08	
Intersection Signal Delay: 50.7	Intersection LOS: D
Intersection Capacity Utilization 96.6%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 61: Clairmont Rd & Mason Mill Rd

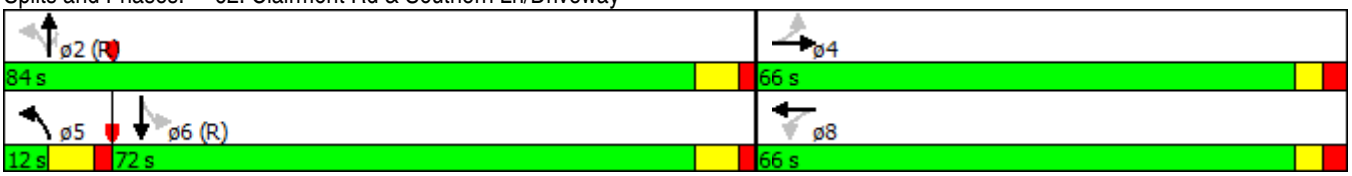
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	294	0	130	4	0	9	19	1117	3	8	1149	57
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	0		0	200		200	100		0
Storage Lanes	1		0	0		0	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt		0.850			0.905				0.850		0.993	
Flt Protected	0.950				0.985		0.950			0.950		
Satd. Flow (prot)	1805	1615	0	0	1694	0	1787	3574	1599	1787	3549	0
Flt Permitted	0.744				0.929		0.086			0.166		
Satd. Flow (perm)	1414	1615	0	0	1597	0	162	3574	1599	312	3549	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		96			80				22		4	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		776			344			1210			816	
Travel Time (s)		17.6			7.8			23.6			15.9	
Peak Hour Factor	0.70	0.70	0.70	0.65	0.65	0.65	0.89	0.89	0.89	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	420	0	186	6	0	14	21	1255	3	9	1277	63
Shared Lane Traffic (%)												
Lane Group Flow (vph)	420	186	0	0	20	0	21	1255	3	9	1340	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA	Perm	Perm	NA	
Protected Phases		4			8		5	2			6	
Permitted Phases	4			8			2		2	6		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4		8	8		5	2	2	6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	20.0	20.0		20.0	20.0		11.0	20.0	20.0	20.0	20.0	
Total Split (s)	66.0	66.0		66.0	66.0		12.0	84.0	84.0	72.0	72.0	
Total Split (%)	44.0%	44.0%		44.0%	44.0%		8.0%	56.0%	56.0%	48.0%	48.0%	
Maximum Green (s)	60.0	60.0		60.0	60.0		5.0	77.0	77.0	65.0	65.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		5.0	5.0	5.0	5.0	5.0	
All-Red Time (s)	3.0	3.0		3.0	3.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0			6.0		7.0	7.0	7.0	7.0	7.0	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?							Yes			Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max	C-Max	C-Max	C-Max	
Act Effct Green (s)	50.5	50.5			50.5		86.5	86.5	86.5	78.7	78.7	
Actuated g/C Ratio	0.34	0.34			0.34		0.58	0.58	0.58	0.52	0.52	
v/c Ratio	0.88	0.31			0.03		0.13	0.61	0.00	0.06	0.72	
Control Delay	67.0	17.0			0.1		21.7	32.9	3.3	9.4	15.3	
Queue Delay	0.2	0.0			0.0		0.0	0.0	0.0	0.0	0.7	
Total Delay	67.2	17.0			0.1		21.7	32.9	3.3	9.4	16.0	
LOS	E	B			A		C	C	A	A	B	
Approach Delay		51.8			0.1			32.6			16.0	
Approach LOS		D			A			C			B	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 89 (59%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.88
Intersection Signal Delay: 29.1 Intersection LOS: C
Intersection Capacity Utilization 67.4% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 62: Clairmont Rd & Southern Ln/Driveway

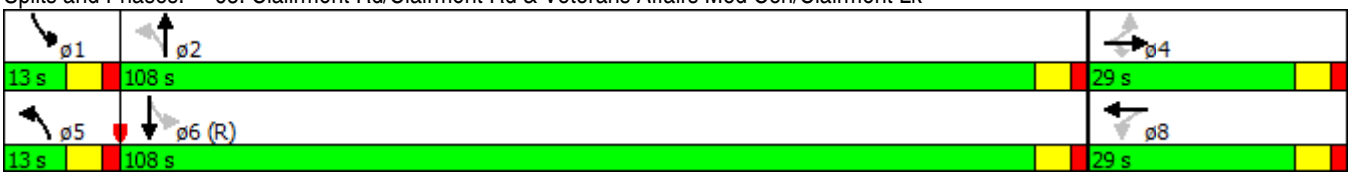


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	133	2	274	30	0	22	26	968	28	51	1221	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		150	100		0	250		0	250		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850		0.850			0.996			0.999	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	1770	1583	0	1787	3560	0	1787	3571	0
Flt Permitted	0.740			0.756			0.161			0.218		
Satd. Flow (perm)	1378	1863	1583	1408	1583	0	303	3560	0	410	3571	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			151		200			4			1	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		648			575			1977			1210	
Travel Time (s)		14.7			13.1			38.5			23.6	
Peak Hour Factor	0.59	0.59	0.59	0.81	0.81	0.81	0.91	0.91	0.91	0.94	0.94	0.94
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	225	3	464	37	0	27	29	1064	31	54	1299	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	225	3	464	37	27	0	29	1095	0	54	1310	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8			2			6		
Minimum Split (s)	19.0	19.0	19.0	19.0	19.0		10.0	20.0		10.0	20.0	
Total Split (s)	29.0	29.0	29.0	29.0	29.0		13.0	108.0		13.0	108.0	
Total Split (%)	19.3%	19.3%	19.3%	19.3%	19.3%		8.7%	72.0%		8.7%	72.0%	
Maximum Green (s)	23.0	23.0	23.0	23.0	23.0		7.0	102.0		7.0	102.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Act Effct Green (s)	23.0	23.0	23.0	23.0	23.0		109.0	102.0		109.0	102.0	
Actuated g/C Ratio	0.15	0.15	0.15	0.15	0.15		0.73	0.68		0.73	0.68	
v/c Ratio	1.07	0.01	1.25	0.17	0.07		0.10	0.45		0.15	0.54	
Control Delay	139.0	54.0	168.1	57.7	0.3		1.3	10.4		9.1	32.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	139.0	54.0	168.1	57.7	0.3		1.3	10.4		9.1	32.4	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	F	D	F	E	A		A	B		A	C	
Approach Delay		158.1			33.5			10.1			31.5	
Approach LOS		F			C			B			C	

Intersection Summary	
Area Type:	Other
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 5 (3%), Referenced to phase 6:SBTL, Start of Green	
Natural Cycle: 60	
Control Type: Pretimed	
Maximum v/c Ratio: 1.25	
Intersection Signal Delay: 51.1	Intersection LOS: D
Intersection Capacity Utilization 69.4%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 65: Claiirmont Rd/Clairmont Rd & Veterans Affairs Med Cen/Clairmont Lk

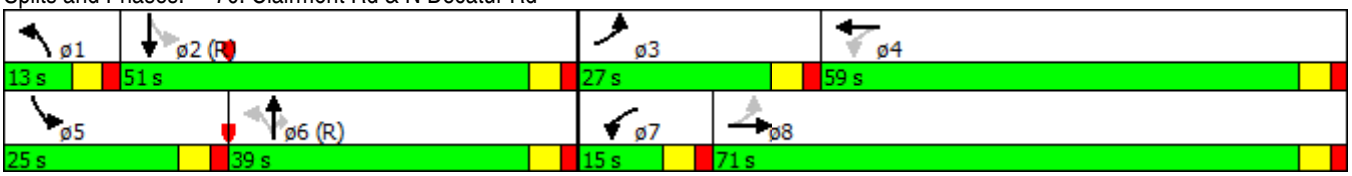


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	305	1048	302	185	642	81	167	704	70	190	871	205
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	300		0	150		300	200		0
Storage Lanes	1		0	1		0	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	0.95
Frt		0.966			0.983				0.850		0.971	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	3453	0	1787	3513	0	1770	3539	1583	1770	3437	0
Flt Permitted	0.193			0.075			0.119			0.103		
Satd. Flow (perm)	363	3453	0	141	3513	0	222	3539	1583	192	3437	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		31			10				178		20	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		2078			1739			966			539	
Travel Time (s)		40.5			33.9			18.8			10.5	
Peak Hour Factor	0.97	0.97	0.97	0.95	0.95	0.95	0.98	0.98	0.98	0.94	0.94	0.94
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	314	1080	311	195	676	85	170	718	71	202	927	218
Shared Lane Traffic (%)												
Lane Group Flow (vph)	314	1391	0	195	761	0	170	718	71	202	1145	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	8			4			6		6	2		
Minimum Split (s)	9.5	21.5		9.5	21.5		9.5	21.5	21.5	9.5	21.5	
Total Split (s)	27.0	71.0		15.0	59.0		13.0	39.0	39.0	25.0	51.0	
Total Split (%)	18.0%	47.3%		10.0%	39.3%		8.7%	26.0%	26.0%	16.7%	34.0%	
Maximum Green (s)	21.5	65.5		9.5	53.5		7.5	33.5	33.5	19.5	45.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.5	5.5		5.5	5.5		5.5	5.5	5.5	5.5	5.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Act Effct Green (s)	80.5	65.5		63.0	53.5		41.0	33.5	33.5	58.5	45.5	
Actuated g/C Ratio	0.54	0.44		0.42	0.36		0.27	0.22	0.22	0.39	0.30	
v/c Ratio	0.79	0.91		1.20	0.60		1.23	0.91	0.14	0.72	1.08	
Control Delay	47.6	52.9		167.9	41.5		184.4	73.0	0.6	57.7	108.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	47.6	52.9		167.9	41.5		184.4	73.0	0.6	57.7	108.4	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	D	D		F	D		F	E	A	E	F	
Approach Delay		52.0			67.3			87.4			100.8	
Approach LOS		D			E			F			F	

Intersection Summary	
Area Type:	Other
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 52 (35%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green	
Natural Cycle: 110	
Control Type: Pretimed	
Maximum v/c Ratio: 1.23	
Intersection Signal Delay: 75.0	Intersection LOS: E
Intersection Capacity Utilization 107.1%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 70: Clairmont Rd & N Decatur Rd

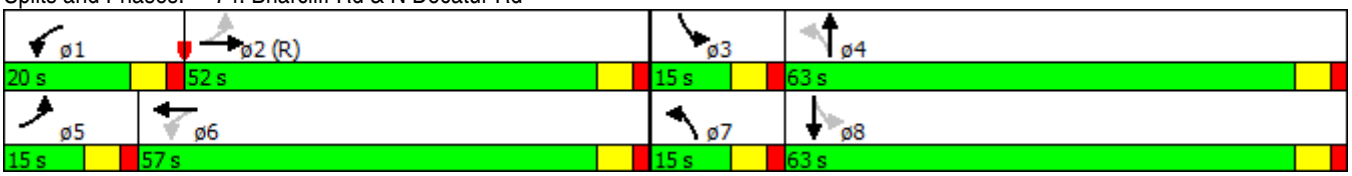


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	44	522	73	275	295	99	62	506	162	101	672	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	300		0	150		0	150		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.982			0.962			0.964			0.994	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	1847	0	1787	1810	0	1752	1778	0	1787	1870	0
Flt Permitted	0.285			0.078			0.070			0.070		
Satd. Flow (perm)	536	1847	0	147	1810	0	129	1778	0	132	1870	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			12			12			2	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		942			3025			1172			2474	
Travel Time (s)		18.4			58.9			22.8			48.2	
Peak Hour Factor	0.94	0.94	0.94	0.91	0.91	0.91	0.95	0.95	0.95	0.94	0.94	0.94
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	3%	3%	3%	1%	1%	1%
Adj. Flow (vph)	47	555	78	302	324	109	65	533	171	107	715	28
Shared Lane Traffic (%)												
Lane Group Flow (vph)	47	633	0	302	433	0	65	704	0	107	743	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases	2			6			4			8		
Minimum Split (s)	10.0	22.0		10.0	22.0		10.0	22.0		10.0	22.0	
Total Split (s)	15.0	52.0		20.0	57.0		15.0	63.0		15.0	63.0	
Total Split (%)	10.0%	34.7%		13.3%	38.0%		10.0%	42.0%		10.0%	42.0%	
Maximum Green (s)	9.0	46.0		14.0	51.0		9.0	57.0		9.0	57.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Act Effct Green (s)	55.0	46.0		65.0	51.0		66.0	57.0		66.0	57.0	
Actuated g/C Ratio	0.37	0.31		0.43	0.34		0.44	0.38		0.44	0.38	
v/c Ratio	0.17	1.11		1.40	0.70		0.42	1.03		0.68	1.05	
Control Delay	26.2	119.3		237.8	48.5		30.2	86.9		78.0	92.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	26.2	119.3		237.8	48.5		30.2	86.9		78.0	92.9	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	F		F	D		C	F		E	F	
Approach Delay		112.8			126.3			82.1			91.0	
Approach LOS		F			F			F			F	

Intersection Summary	
Area Type: Other	
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 40 (27%), Referenced to phase 2:EBTL, Start of Green	
Natural Cycle: 140	
Control Type: Pretimed	
Maximum v/c Ratio: 1.40	
Intersection Signal Delay: 102.2	Intersection LOS: F
Intersection Capacity Utilization 109.2%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 74: Briarcliff Rd & N Decatur Rd



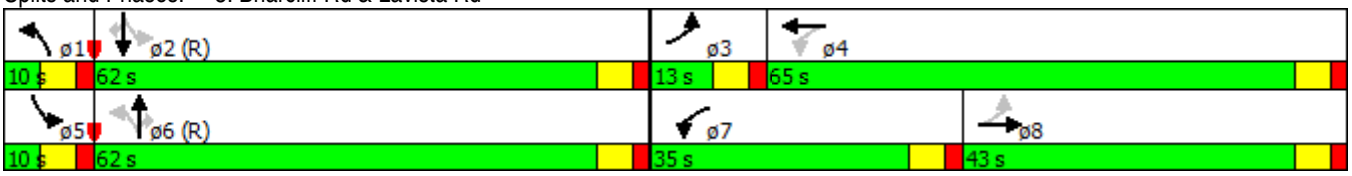
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	64	215	282	245	558	77	110	738	105	34	711	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	11	12	12	10	12	14	12	12	10	12	10
Storage Length (ft)	300		225	200		150	225		150	225		200
Storage Lanes	1		1	1		1	2		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	0.97	0.95	1.00	0.97	0.95	1.00
Frt		0.915			0.982				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1636	3100	0	1770	3244	0	3591	3471	1553	3113	3438	1436
Flt Permitted	0.322			0.138			0.266			0.259		
Satd. Flow (perm)	554	3100	0	257	3244	0	1006	3471	1553	849	3438	1436
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		173			12				153			153
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		608			3539			1422			808	
Travel Time (s)		11.8			68.9			27.7			15.7	
Peak Hour Factor	0.89	0.89	0.89	0.95	0.95	0.95	0.89	0.89	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	3%	3%	3%	2%	2%	2%	4%	4%	4%	5%	5%	5%
Adj. Flow (vph)	72	242	317	258	587	81	124	829	113	37	765	19
Shared Lane Traffic (%)												
Lane Group Flow (vph)	72	559	0	258	668	0	124	829	113	37	765	19
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			28			28	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.04	1.00	1.00	1.09	1.00	0.92	1.00	1.00	1.09	1.00	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	3	8		7	4		1	6		5	2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	8			4			6		6	2		2
Detector Phase	3	8		7	4		1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	10.0	20.0		10.0	20.0		10.0	20.0	20.0	10.0	20.0	20.0
Total Split (s)	13.0	43.0		35.0	65.0		10.0	62.0	62.0	10.0	62.0	62.0
Total Split (%)	8.7%	28.7%		23.3%	43.3%		6.7%	41.3%	41.3%	6.7%	41.3%	41.3%
Maximum Green (s)	7.0	37.0		29.0	59.0		4.0	56.0	56.0	4.0	56.0	56.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	3.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	9.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	32.7	22.7		54.3	41.3		79.9	73.7	73.7	76.6	70.3	70.3
Actuated g/C Ratio	0.22	0.15		0.36	0.28		0.53	0.49	0.49	0.51	0.47	0.47
v/c Ratio	0.42	0.91		0.81	0.74		0.19	0.49	0.13	0.07	0.47	0.03
Control Delay	39.2	62.0		46.9	41.4		15.8	30.7	4.5	18.6	30.3	0.1
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.2	62.0		46.9	41.4		15.8	30.7	4.5	18.6	30.3	0.1
LOS	D	E		D	D		B	C	A	B	C	A
Approach Delay		59.4			42.9			26.2			29.0	
Approach LOS		E			D			C			C	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 45 (30%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.91
Intersection Signal Delay: 37.5 Intersection LOS: D
Intersection Capacity Utilization 74.8% ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 3: Briarcliff Rd & Lavista Rd

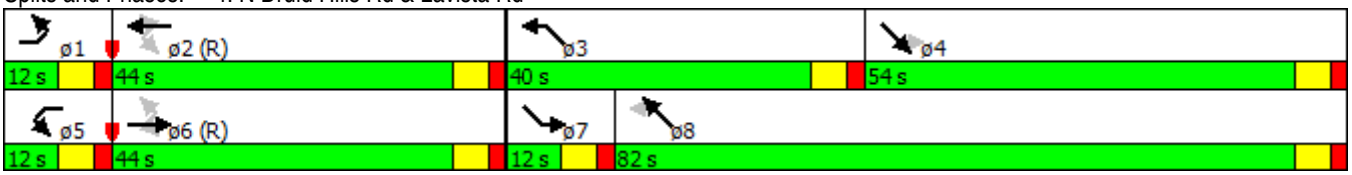


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Volume (vph)	146	283	260	97	833	114	100	895	253	549	1719	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		100	300		400	200		0	200		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850			0.850		0.967			0.998	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	3389	0	1787	3567	0
Flt Permitted	0.105			0.489			0.083			0.074		
Satd. Flow (perm)	196	3539	1583	911	3539	1583	155	3389	0	139	3567	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			281			153		25			1	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		1499			401			1532			2209	
Travel Time (s)		29.2			7.8			29.8			43.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.86	0.86	0.95	0.95	0.92
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	3%	3%	1%	1%	2%
Adj. Flow (vph)	159	308	283	105	905	124	109	1041	294	578	1809	26
Shared Lane Traffic (%)												
Lane Group Flow (vph)	159	308	283	105	905	124	109	1335	0	578	1835	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6		6	2		2	4			8		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Detector Phase	1	6	6	5	2	2	7	4		3	8	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	22.0	22.0	10.0	22.0	22.0	10.0	22.0		10.0	22.0	
Total Split (s)	12.0	44.0	44.0	12.0	44.0	44.0	12.0	54.0		40.0	82.0	
Total Split (%)	8.0%	29.3%	29.3%	8.0%	29.3%	29.3%	8.0%	36.0%		26.7%	54.7%	
Maximum Green (s)	6.0	38.0	38.0	6.0	38.0	38.0	6.0	48.0		34.0	76.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None		None	None	
Walk Time (s)		5.0	5.0		5.0	5.0		5.0			5.0	
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0			11.0	
Pedestrian Calls (#/hr)		0	0		0	0		0			0	
Act Effct Green (s)	44.0	38.0	38.0	44.0	38.0	38.0	54.0	48.0		88.0	76.0	
Actuated g/C Ratio	0.29	0.25	0.25	0.29	0.25	0.25	0.36	0.32		0.59	0.51	
v/c Ratio	1.32	0.34	0.46	0.35	1.01	0.24	0.91	1.21		1.27	1.02	
Control Delay	221.9	34.7	8.5	44.7	74.9	12.5	94.6	146.8		161.4	74.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	221.9	34.7	8.5	44.7	74.9	12.5	94.6	146.8		161.4	74.4	
LOS	F	C	A	D	E	B	F	F		F	E	
Approach Delay		64.5			65.3			142.8			95.2	
Approach LOS		E			E			F			F	

Intersection Summary	
Area Type: Other	
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 95 (63%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green	
Natural Cycle: 140	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.32	
Intersection Signal Delay: 97.3	Intersection LOS: F
Intersection Capacity Utilization 114.3%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 4: N Druid Hills Rd & Lavista Rd

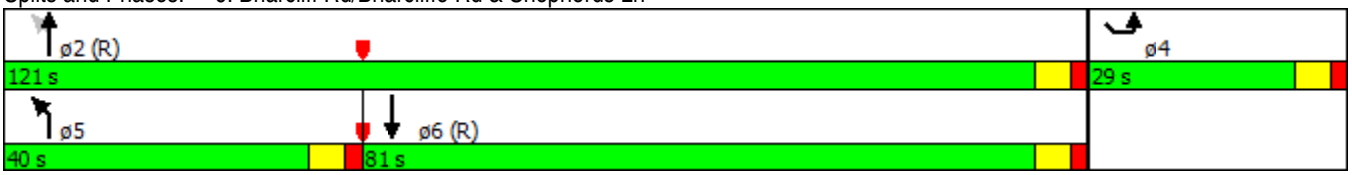


Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Volume (vph)	319	913	1394	10	17	234
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			150	0	0
Storage Lanes	1			1	1	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt			0.999		0.874	
Flt Protected	0.950				0.997	
Satd. Flow (prot)	1752	1845	3468	0	1639	0
Flt Permitted	0.114				0.997	
Satd. Flow (perm)	210	1845	3468	0	1639	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			1		289	
Link Speed (mph)		35	35		30	
Link Distance (ft)		360	596		474	
Travel Time (s)		7.0	11.6		10.8	
Peak Hour Factor	0.97	0.97	0.98	0.98	0.81	0.81
Heavy Vehicles (%)	3%	3%	4%	4%	1%	1%
Adj. Flow (vph)	329	941	1422	10	21	289
Shared Lane Traffic (%)						
Lane Group Flow (vph)	329	941	1432	0	310	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		40	40		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2		1	
Detector Template	Left	Thru	Thru		Left	
Leading Detector (ft)	20	100	100		20	
Trailing Detector (ft)	0	0	0		0	
Detector 1 Position(ft)	0	0	0		0	
Detector 1 Size(ft)	20	6	6		20	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	
Detector 2 Position(ft)		94	94			
Detector 2 Size(ft)		6	6			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type	pm+pt	NA	NA		NA	
Protected Phases	5	2	6		4	
Permitted Phases	2					

Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Detector Phase	5	2	6		4	
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0		4.0	
Minimum Split (s)	10.0	22.0	22.0		22.0	
Total Split (s)	40.0	121.0	81.0		29.0	
Total Split (%)	26.7%	80.7%	54.0%		19.3%	
Maximum Green (s)	34.0	115.0	75.0		23.0	
Yellow Time (s)	4.0	4.0	4.0		4.0	
All-Red Time (s)	2.0	2.0	2.0		2.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.0	6.0		6.0	
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	3.0	3.0	3.0		3.0	
Recall Mode	None	C-Max	C-Max		None	
Walk Time (s)		5.0	5.0		5.0	
Flash Dont Walk (s)		11.0	11.0		11.0	
Pedestrian Calls (#/hr)		0	0		0	
Act Effct Green (s)	127.7	127.7	95.4		10.3	
Actuated g/C Ratio	0.85	0.85	0.64		0.07	
v/c Ratio	0.73	0.60	0.65		0.81	
Control Delay	30.3	16.3	22.5		26.2	
Queue Delay	1.8	18.6	2.4		10.1	
Total Delay	32.1	34.9	24.9		36.3	
LOS	C	C	C		D	
Approach Delay		34.2	24.9		36.3	
Approach LOS		C	C		D	

Intersection Summary	
Area Type: Other	
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.81	
Intersection Signal Delay: 30.0	Intersection LOS: C
Intersection Capacity Utilization 86.9%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 6: Briarcliff Rd/Briarcliffe Rd & Shepherds Ln

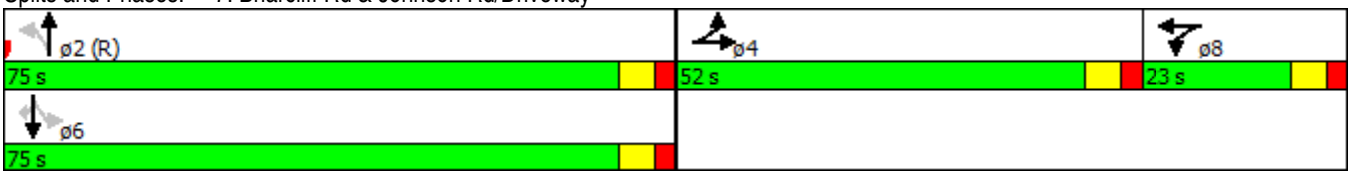


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	534	45	12	22	21	13	27	604	20	61	532	398
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	0		0	250		0	250		150
Storage Lanes	1		0	0		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt		0.994			0.969			0.995				0.850
Flt Protected	0.950	0.961			0.980		0.950			0.950		
Satd. Flow (prot)	1681	1690	0	0	1735	0	1752	3487	0	1752	3505	1568
Flt Permitted	0.950	0.961			0.980		0.389			0.349		
Satd. Flow (perm)	1681	1690	0	0	1735	0	718	3487	0	644	3505	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			8			3				439
Link Speed (mph)		35			30			35			35	
Link Distance (ft)		1757			282			2736			824	
Travel Time (s)		34.2			6.4			53.3			16.1	
Peak Hour Factor	0.96	0.96	0.96	0.80	0.80	0.80	0.91	0.91	0.91	0.88	0.88	0.88
Heavy Vehicles (%)	2%	2%	2%	4%	4%	4%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	556	47	12	28	26	16	30	664	22	69	605	452
Shared Lane Traffic (%)	45%											
Lane Group Flow (vph)	306	309	0	0	70	0	30	686	0	69	605	452
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100		20	100	20
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Split	NA		Split	NA		Perm	NA		Perm	NA	Perm
Protected Phases	4	4		8	8			2			6	
Permitted Phases							2			6		6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4		8	8		2	2		6	6	6
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	22.5
Total Split (s)	52.0	52.0		23.0	23.0		75.0	75.0		75.0	75.0	75.0
Total Split (%)	34.7%	34.7%		15.3%	15.3%		50.0%	50.0%		50.0%	50.0%	50.0%
Maximum Green (s)	45.5	45.5		16.5	16.5		68.5	68.5		68.5	68.5	68.5
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.5	2.5		2.5	2.5		2.5	2.5		2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5			6.5		6.5	6.5		6.5	6.5	6.5
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None		None	None		C-Max	C-Max		None	None	None
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	0
Act Effct Green (s)	33.7	33.7			10.7		88.6	88.6		88.6	88.6	88.6
Actuated g/C Ratio	0.22	0.22			0.07		0.59	0.59		0.59	0.59	0.59
v/c Ratio	0.81	0.81			0.53		0.07	0.33		0.18	0.29	0.41
Control Delay	71.4	71.2			73.3		21.7	20.6		17.1	14.4	3.1
Queue Delay	0.0	0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	71.4	71.2			73.3		21.7	20.6		17.1	14.4	3.1
LOS	E	E			E		C	C		B	B	A
Approach Delay		71.3			73.3			20.6			10.0	
Approach LOS		E			E			C			B	

Intersection Summary	
Area Type:	Other
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 130 (87%), Referenced to phase 2:NBTL, Start of Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.81	
Intersection Signal Delay: 29.7	Intersection LOS: C
Intersection Capacity Utilization 60.0%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 7: Briarcliff Rd & Johnson Rd/Driveway



Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Volume (vph)	0	708	494	1073	687	0	15	12	6	356	0	549
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	14	11	10	12	12	12	12	12	12
Storage Length (ft)	316		0	150		0	0		0	0		0
Storage Lanes	1		1	2		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	1.00	0.97	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor								1.00			1.00	0.98
Frt			0.850					0.974				0.850
Flt Protected				0.950				0.978			0.950	
Satd. Flow (prot)	0	3421	1531	3626	3388	0	0	1769	0	0	1736	1553
Flt Permitted				0.950				0.710			0.734	
Satd. Flow (perm)	0	3421	1531	3626	3388	0	0	1284	0	0	1337	1515
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			486					7				571
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		824			360			355			1189	
Travel Time (s)		16.1			7.0			6.9			23.2	
Confl. Peds. (#/hr)									3	3		13
Peak Hour Factor	0.97	0.97	0.97	0.94	0.94	0.94	0.92	0.92	0.92	0.90	0.90	0.90
Heavy Vehicles (%)	2%	2%	2%	3%	3%	3%	2%	2%	2%	4%	4%	4%
Parking (#/hr)									0			
Adj. Flow (vph)	0	730	509	1141	731	0	16	13	7	396	0	610
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	730	509	1141	731	0	0	36	0	0	396	610
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		28			28			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	0.92	1.04	1.09	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	Perm	Prot	NA		Perm	NA		Perm	NA	Perm
Protected Phases		6		5	2			4			8	
Permitted Phases	6	6	6		2		4			8		8
Detector Phase	6	6	6	5	2		4	4		8	8	8
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	4.0	10.0		7.0	7.0		7.0	7.0	7.0
Minimum Split (s)	23.0	23.0	23.0	10.0	23.0		22.3	22.3		22.3	22.3	22.3
Total Split (s)	49.0	49.0	49.0	49.0	98.0		52.0	52.0		52.0	52.0	52.0
Total Split (%)	32.7%	32.7%	32.7%	32.7%	65.3%		34.7%	34.7%		34.7%	34.7%	34.7%
Maximum Green (s)	42.0	42.0	42.0	43.5	91.0		45.7	45.7		45.7	45.7	45.7
Yellow Time (s)	4.5	4.5	4.5	3.0	4.5		3.8	3.8		3.8	3.8	3.8
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5		2.5	2.5		2.5	2.5	2.5
Lost Time Adjust (s)		0.0	0.0	0.0	0.0			0.0			0.0	0.0
Total Lost Time (s)		7.0	7.0	5.5	7.0			6.3			6.3	6.3
Lead/Lag	Lag	Lag	Lag	Lead								
Lead-Lag Optimize?	Yes	Yes	Yes	Yes								
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	C-Max	C-Max	C-Max	None	C-Max		None	None		None	None	None
Act Effct Green (s)		42.0	42.0	43.5	91.0			45.7			45.7	45.7
Actuated g/C Ratio		0.28	0.28	0.29	0.61			0.30			0.30	0.30
v/c Ratio		0.76	0.65	1.09	0.36			0.09			0.97	0.71
Control Delay		57.1	13.0	95.3	5.7			32.3			89.5	9.7
Queue Delay		0.7	0.0	6.8	0.5			0.1			0.0	2.6
Total Delay		57.8	13.0	102.1	6.2			32.5			89.5	12.4
LOS		E	B	F	A			C			F	B
Approach Delay		39.4			64.7			32.5			42.7	
Approach LOS		D			E			C			D	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 40 (27%), Referenced to phase 2:SBT and 6:NBTL, Start of Green
Natural Cycle: 110
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.09
Intersection Signal Delay: 51.5 Intersection LOS: D
Intersection Capacity Utilization 93.5% ICU Level of Service F
Analysis Period (min) 15

Splits and Phases: 8: Briarcliff Rd & Clifton Rd/Driveway

Lane Group	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations						
Volume (vph)	52	9	421	830	0	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Frt	0.978				0.865	
Flt Protected				0.983		
Satd. Flow (prot)	2870	0	0	3513	1644	0
Flt Permitted				0.983		
Satd. Flow (perm)	2870	0	0	3513	1644	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	351			484	251	
Travel Time (s)	8.0			11.0	5.7	
Peak Hour Factor	0.56	0.56	0.92	0.92	0.69	0.69
Heavy Vehicles (%)	23%	23%	1%	1%	0%	0%
Adj. Flow (vph)	93	16	458	902	0	19
Shared Lane Traffic (%)						
Lane Group Flow (vph)	109	0	0	1360	19	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

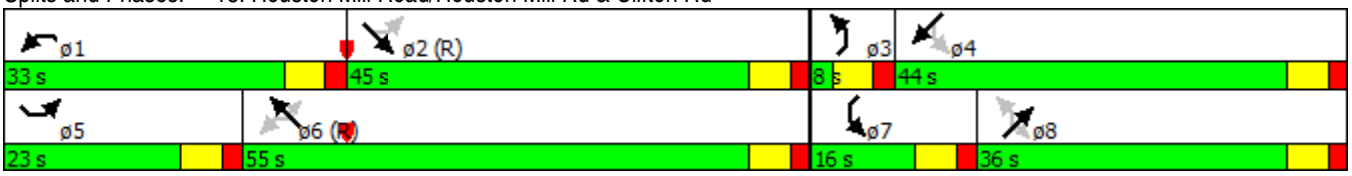
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 48.4%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	165	685	425	565	908	123	34	39	44	185	427	243
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	480		0	227		52	0		0	100		0
Storage Lanes	1		0	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99	0.99		1.00		0.95	1.00		0.96	0.99	0.99	
Frt		0.943				0.850			0.850		0.946	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1736	3232	0	1752	3505	1568	1570	1652	1404	1787	1769	0
Flt Permitted	0.217			0.091			0.167			0.582		
Satd. Flow (perm)	394	3232	0	168	3505	1492	276	1652	1352	1079	1769	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		106				176			227		22	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		625			693			484			1787	
Travel Time (s)		12.2			13.5			11.0			40.6	
Confl. Peds. (#/hr)	22		21	21		22	5		20	20		5
Peak Hour Factor	0.85	0.85	0.85	0.95	0.95	0.95	0.86	0.86	0.86	0.94	0.94	0.94
Heavy Vehicles (%)	4%	4%	4%	3%	3%	3%	15%	15%	15%	1%	1%	1%
Adj. Flow (vph)	194	806	500	595	956	129	40	45	51	197	454	259
Shared Lane Traffic (%)												
Lane Group Flow (vph)	194	1306	0	595	956	129	40	45	51	197	713	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6		6	8		8	4		
Detector Phase	5	2		1	6	6	3	8	8	7	4	
Switch Phase												
Minimum Initial (s)	2.0	4.0		2.0	4.0	4.0	2.0	4.0	4.0	2.0	4.0	
Minimum Split (s)	8.0	21.0		8.0	21.0	21.0	8.0	12.0	12.0	8.0	21.5	
Total Split (s)	23.0	45.0		33.0	55.0	55.0	8.0	36.0	36.0	16.0	44.0	
Total Split (%)	17.7%	34.6%		25.4%	42.3%	42.3%	6.2%	27.7%	27.7%	12.3%	33.8%	
Maximum Green (s)	17.0	39.0		27.0	49.0	49.0	2.0	30.0	30.0	10.0	38.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	C-Max		None	C-Max	C-Max	None	None	None	None	None	
Act Effct Green (s)	52.0	39.0		72.0	53.0	53.0	26.0	25.1	25.1	46.0	39.6	
Actuated g/C Ratio	0.40	0.30		0.55	0.41	0.41	0.20	0.19	0.19	0.35	0.30	
v/c Ratio	0.67	1.25		1.41	0.67	0.18	0.54	0.14	0.11	0.41	1.29	
Control Delay	38.6	141.1		222.7	22.1	3.2	60.3	41.0	0.5	33.9	179.3	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	38.6	141.1		222.7	22.1	3.2	60.3	41.0	0.5	33.9	179.3	
LOS	D	F		F	C	A	E	D	A	C	F	
Approach Delay		127.8			91.7			31.5			147.8	
Approach LOS		F			F			C			F	

Intersection Summary	
Area Type:	Other
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 97 (75%), Referenced to phase 2:SETL and 6:NWTL, Start of Green	
Natural Cycle: 150	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.41	
Intersection Signal Delay: 114.7	Intersection LOS: F
Intersection Capacity Utilization 117.1%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 13: Houston Mill Road/Houston Mill Rd & Clifton Rd



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	1198	0	0	1000	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	3471	0	0	3471	1863	0
Flt Permitted						
Satd. Flow (perm)	3471	0	0	3471	1863	0
Link Speed (mph)	35			35	30	
Link Distance (ft)	618			147	312	
Travel Time (s)	12.0			2.9	7.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	4%	4%	4%	4%	2%	2%
Adj. Flow (vph)	1302	0	0	1087	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1302	0	0	1087	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 36.4%		ICU Level of Service A	
Analysis Period (min) 15			

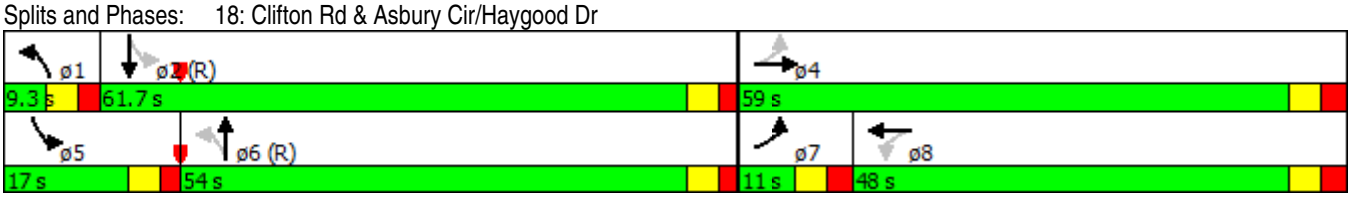
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	105	21	45	21	61	558	25	1171	24	221	628	156
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	12	10	10	12	9	9	10
Storage Length (ft)	100		0	280		0	135		0	110		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	1.00	0.96		0.95	0.99		0.99	1.00		1.00	0.99	
Frt		0.898			0.865			0.997			0.970	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1465	1331	0	1652	1485	0	1604	3197	0	1533	2933	0
Flt Permitted	0.084			0.708			0.277			0.074		
Satd. Flow (perm)	129	1331	0	1166	1485	0	461	3197	0	119	2933	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		51			138			2			30	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		671			1358			1232			781	
Travel Time (s)		15.3			30.9			24.0			15.2	
Confl. Peds. (#/hr)	2		63	63		2	43		24	24		43
Peak Hour Factor	0.88	0.88	0.88	0.84	0.84	0.84	0.86	0.86	0.86	0.94	0.94	0.94
Heavy Vehicles (%)	15%	15%	15%	2%	2%	2%	5%	5%	5%	6%	6%	6%
Adj. Flow (vph)	119	24	51	25	73	664	29	1362	28	235	668	166
Shared Lane Traffic (%)												
Lane Group Flow (vph)	119	75	0	25	737	0	29	1390	0	235	834	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.00	1.09	1.09	1.00	1.14	1.14	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4			8		1	6		5	2	
Permitted Phases	4			8			6			2		
Detector Phase	7	4		8	8		1	6		5	2	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	9.5	21.8		21.8	21.8		9.2	21.1		9.0	21.1	
Total Split (s)	11.0	59.0		48.0	48.0		9.3	54.0		17.0	61.7	
Total Split (%)	8.5%	45.4%		36.9%	36.9%		7.2%	41.5%		13.1%	47.5%	
Maximum Green (s)	5.5	53.2		42.2	42.2		4.1	48.9		12.0	56.6	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.1		3.0	3.1	
All-Red Time (s)	2.5	2.8		2.8	2.8		2.2	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.5	5.8		5.8	5.8		5.2	5.1		5.0	5.1	
Lead/Lag	Lead			Lag	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Act Effct Green (s)	53.5	53.2		42.2	42.2		52.9	48.9		66.0	60.3	
Actuated g/C Ratio	0.41	0.41		0.32	0.32		0.41	0.38		0.51	0.46	
v/c Ratio	1.09	0.13		0.07	1.28		0.13	1.16		1.24	0.61	
Control Delay	143.2	10.3		31.1	170.3		13.5	104.1		184.2	12.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.3		0.0	0.0	
Total Delay	143.2	10.3		31.1	170.3		13.5	104.4		184.2	12.6	
LOS	F	B		C	F		B	F		F	B	
Approach Delay		91.8			165.7			102.6			50.3	
Approach LOS		F			F			F			D	

Intersection Summary

Area Type: Other
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 31 (24%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.28
Intersection Signal Delay: 99.7 Intersection LOS: F
Intersection Capacity Utilization 106.9% ICU Level of Service G
Analysis Period (min) 15

Splits and Phases: 18: Clifton Rd & Asbury Cir/Haygood Dr



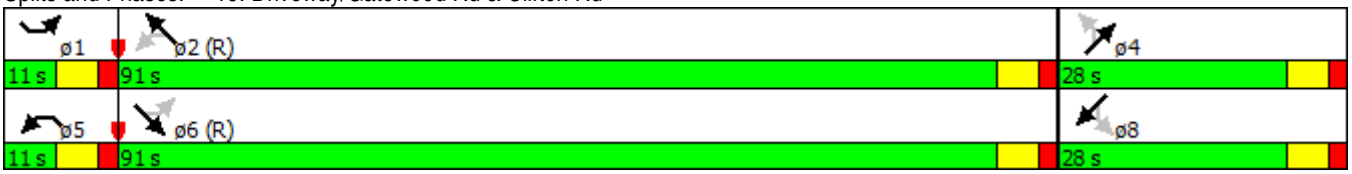
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	21	890	17	41	1529	176	4	21	25	65	3	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	200		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.997			0.985			0.932			0.970	
Flt Protected	0.950			0.950				0.996			0.964	
Satd. Flow (prot)	1703	3395	0	1752	3452	0	0	1680	0	0	1692	0
Flt Permitted	0.073			0.255				0.978			0.716	
Satd. Flow (perm)	131	3395	0	470	3452	0	0	1649	0	0	1257	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			19			34			10	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		693			781			193			374	
Travel Time (s)		13.5			15.2			4.4			8.5	
Peak Hour Factor	0.92	0.92	0.92	0.93	0.93	0.93	0.63	0.63	0.63	0.68	0.68	0.68
Heavy Vehicles (%)	6%	6%	6%	3%	3%	3%	5%	5%	5%	5%	5%	5%
Adj. Flow (vph)	23	967	18	44	1644	189	6	33	40	96	4	29
Shared Lane Traffic (%)												
Lane Group Flow (vph)	23	985	0	44	1833	0	0	79	0	0	129	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2			4			8		

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Detector Phase	1	6		5	2		4	4		8	8	
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	11.0	21.6		11.0	21.6		10.0	10.0		10.0	10.0	
Total Split (s)	11.0	91.0		11.0	91.0		28.0	28.0		28.0	28.0	
Total Split (%)	8.5%	70.0%		8.5%	70.0%		21.5%	21.5%		21.5%	21.5%	
Maximum Green (s)	5.0	85.0		5.0	85.0		22.0	22.0		22.0	22.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0			6.0			6.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Act Effct Green (s)	96.3	91.7		97.7	94.2			16.8			16.8	
Actuated g/C Ratio	0.74	0.71		0.75	0.72			0.13			0.13	
v/c Ratio	0.14	0.41		0.11	0.73			0.33			0.75	
Control Delay	10.5	22.9		3.6	8.8			33.2			76.0	
Queue Delay	0.0	0.0		0.0	3.0			0.0			0.0	
Total Delay	10.5	22.9		3.6	11.8			33.2			76.0	
LOS	B	C		A	B			C			E	
Approach Delay		22.7			11.6			33.2			76.0	
Approach LOS		C			B			C			E	

Intersection Summary

Area Type: Other
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 36 (28%), Referenced to phase 2:NWTL and 6:SETL, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.75
Intersection Signal Delay: 18.4 Intersection LOS: B
Intersection Capacity Utilization 69.5% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 19: Driveway/Gatewood Rd & Clifton Rd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	83	1071	669	332	625	44	96	0	45	108	0	79
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	13	12	12	12	11	12	12	12	12	12
Storage Length (ft)	200		0	500		0	0		0	0		0
Storage Lanes	1		0	1		0	2		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	0.97	1.00	1.00	0.95	0.95	1.00
Ped Bike Factor	0.99	0.99					1.00				0.99	
Frt		0.942			0.990			0.850			0.868	
Flt Protected	0.950			0.950			0.950			0.950	0.994	
Satd. Flow (prot)	1770	3285	0	1736	3436	0	3385	1615	0	1545	1384	0
Flt Permitted	0.378			0.053			0.508			0.724	0.962	
Satd. Flow (perm)	699	3285	0	97	3436	0	1803	1615	0	1177	1340	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		163			15			276			141	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		1743			618			453			209	
Travel Time (s)		34.0			12.0			10.3			4.8	
Confl. Peds. (#/hr)	20		20				2					2
Peak Hour Factor	0.92	0.92	0.92	0.93	0.93	0.93	0.90	0.90	0.90	0.56	0.56	0.56
Heavy Vehicles (%)	2%	2%	2%	4%	4%	4%	0%	0%	0%	11%	11%	11%
Adj. Flow (vph)	90	1164	727	357	672	47	107	0	50	193	0	141
Shared Lane Traffic (%)										10%		
Lane Group Flow (vph)	90	1891	0	357	719	0	107	50	0	174	160	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			22			22	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	0.96	1.00	1.00	1.00	1.04	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		2		1	6			8			3	
Permitted Phases	2			6			8			3		
Detector Phase	2	2		1	6		8	8		3	3	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	10.0		10.0	10.0		20.0	20.0		10.0	10.0	
Total Split (s)	76.0	76.0		25.0	101.0		29.0	29.0		29.0	29.0	
Total Split (%)	58.5%	58.5%		19.2%	77.7%		22.3%	22.3%		22.3%	22.3%	
Maximum Green (s)	70.0	70.0		19.0	95.0		23.0	23.0		23.0	23.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?	Yes	Yes		Yes								
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	C-Max	C-Max		None	C-Max		None	None		Max	Max	
Act Effct Green (s)	70.0	70.0		95.0	95.0		23.0	23.0		23.0	23.0	
Actuated g/C Ratio	0.54	0.54		0.73	0.73		0.18	0.18		0.18	0.18	
v/c Ratio	0.24	1.03		1.15	0.29		0.34	0.10		0.84	0.45	
Control Delay	20.6	43.0		142.0	5.9		50.3	0.4		83.5	14.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	20.6	43.0		142.0	5.9		50.3	0.4		83.5	14.6	
LOS	C	D		F	A		D	A		F	B	
Approach Delay		42.0			51.0			34.4			50.5	
Approach LOS		D			D			C			D	

Intersection Summary	
Area Type:	Other
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green	
Natural Cycle: 130	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.15	
Intersection Signal Delay: 45.2	Intersection LOS: D
Intersection Capacity Utilization 97.3%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 21: CDC Entrance/Driveway & Clifton Rd

Lane Group	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Volume (vph)	124	1089	993	196	131	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	11	10	8	10	10
Storage Length (ft)	132			110	0	0
Storage Lanes	1			1	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1636	3388	3271	1223	1574	1409
Flt Permitted	0.211				0.950	
Satd. Flow (perm)	363	3388	3271	1223	1574	1409
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				117		41
Link Speed (mph)		35	35		30	
Link Distance (ft)		531	625		322	
Travel Time (s)		10.3	12.2		7.3	
Peak Hour Factor	0.87	0.87	0.94	0.94	0.75	0.75
Heavy Vehicles (%)	3%	3%	3%	3%	7%	7%
Parking (#/hr)				0		
Adj. Flow (vph)	143	1252	1056	209	175	41
Shared Lane Traffic (%)						
Lane Group Flow (vph)	143	1252	1056	209	175	41
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		10	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.09	1.04	1.09	1.37	1.09	1.09
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2	1	1	1
Detector Template	Left	Thru	Thru	Right	Left	Right
Leading Detector (ft)	20	100	100	20	20	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	6	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94	94			
Detector 2 Size(ft)		6	6			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type	pm+pt	NA	NA	Perm	NA	Perm

Lane Group	SEL	SET	NWT	NWR	SWL	SWR
Protected Phases	1	6	2		8	
Permitted Phases	6			2		8
Detector Phase	1	6	2	2	8	8
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.5	21.5	21.5	21.5	12.0	12.0
Total Split (s)	22.0	95.0	73.0	73.0	35.0	35.0
Total Split (%)	16.9%	73.1%	56.2%	56.2%	26.9%	26.9%
Maximum Green (s)	16.5	89.5	67.5	67.5	29.5	29.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max	C-Max	C-Max	None	None
Act Effct Green (s)	99.3	99.3	85.2	85.2	19.7	19.7
Actuated g/C Ratio	0.76	0.76	0.66	0.66	0.15	0.15
v/c Ratio	0.40	0.48	0.49	0.25	0.74	0.17
Control Delay	4.1	1.8	7.0	2.1	70.1	14.1
Queue Delay	0.0	0.2	0.3	0.0	0.0	0.0
Total Delay	4.1	2.1	7.3	2.1	70.1	14.1
LOS	A	A	A	A	E	B
Approach Delay		2.3	6.5		59.4	
Approach LOS		A	A		E	

Intersection Summary	
Area Type: Other	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 100 (77%), Referenced to phase 2:NWT and 6:SETL, Start of Green	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.74	
Intersection Signal Delay: 8.4	Intersection LOS: A
Intersection Capacity Utilization 55.3%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 24: Clifton Rd & Emory Conf Cntr

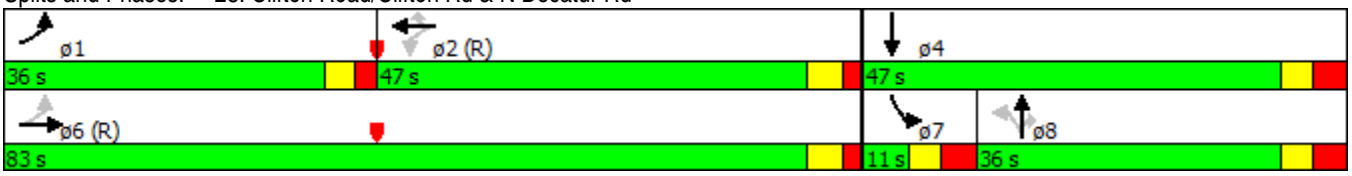
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	514	391	8	0	583	409	14	687	74	96	94	182
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	8	12	12	12	11	11	10	10	10	10
Storage Length (ft)	150		0	0		0	0		100	200		150
Storage Lanes	1		0	0		1	0		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	0.95	0.95	1.00	0.97	0.95	0.95
Frt		0.997				0.850			0.850		0.901	
Flt Protected	0.950							0.999		0.950		
Satd. Flow (prot)	1752	3494	0	0	1845	1568	0	3452	1492	2998	2785	0
Flt Permitted	0.086							0.941		0.950		
Satd. Flow (perm)	159	3494	0	0	1845	1568	0	3251	1492	2998	2785	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3				127			118		219	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		1446			1181			498			1113	
Travel Time (s)		28.2			23.0			9.7			21.7	
Peak Hour Factor	0.88	0.88	0.88	0.86	0.86	0.86	0.90	0.90	0.90	0.83	0.83	0.83
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	1%	1%	1%	9%	9%	9%
Adj. Flow (vph)	584	444	9	0	678	476	16	763	82	116	113	219
Shared Lane Traffic (%)												
Lane Group Flow (vph)	584	453	0	0	678	476	0	779	82	116	332	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			20			20	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.20	1.00	1.00	1.00	1.04	1.04	1.09	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		Perm	NA	Perm	Perm	NA	Perm	Prot	NA	
Protected Phases	1	6			2			8		7	4	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	6			2		2	8		8			
Detector Phase	1	6		2	2	2	8	8	8	7	4	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	2.5	4.0	
Minimum Split (s)	9.1	20.0		20.0	20.0	20.0	22.5	22.5	22.5	9.0	20.0	
Total Split (s)	36.0	83.0		47.0	47.0	47.0	36.0	36.0	36.0	11.0	47.0	
Total Split (%)	27.7%	63.8%		36.2%	36.2%	36.2%	27.7%	27.7%	27.7%	8.5%	36.2%	
Maximum Green (s)	30.9	77.5		41.5	41.5	41.5	29.5	29.5	29.5	4.5	40.5	
Yellow Time (s)	3.0	3.5		3.5	3.5	3.5	3.0	3.0	3.0	3.0	3.0	
All-Red Time (s)	2.1	2.0		2.0	2.0	2.0	3.5	3.5	3.5	3.5	3.5	
Lost Time Adjust (s)	0.0	0.0			0.0	0.0		0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.1	5.5			5.5	5.5		6.5	6.5	6.5	6.5	
Lead/Lag	Lead			Lag	Lag	Lag	Lag	Lag	Lag	Lead		
Lead-Lag Optimize?	Yes			Yes	Yes	Yes	Yes	Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	C-Max		C-Max	C-Max	C-Max	None	None	None	None	None	
Act Effct Green (s)	77.9	77.5			41.5	41.5		29.5	29.5	4.5	40.5	
Actuated g/C Ratio	0.60	0.60			0.32	0.32		0.23	0.23	0.03	0.31	
v/c Ratio	1.23	0.22			1.15	0.81		1.06	0.19	1.13	0.33	
Control Delay	157.2	12.4			127.2	41.6		97.2	3.4	178.4	3.8	
Queue Delay	0.0	0.0			0.0	0.0		0.0	0.0	0.0	0.0	
Total Delay	157.2	12.4			127.2	41.6		97.2	3.4	178.4	3.8	
LOS	F	B			F	D		F	A	F	A	
Approach Delay		94.0			91.9			88.2			49.0	
Approach LOS		F			F			F			D	

Intersection Summary

Area Type: Other
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 35 (27%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 130
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.23
Intersection Signal Delay: 86.1 Intersection LOS: F
Intersection Capacity Utilization 107.0% ICU Level of Service G
Analysis Period (min) 15

Splits and Phases: 28: Clifton Road/Clifton Rd & N Decatur Rd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	3	0	4	28	3	7	38	712	6	6	1057	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	175		175	150		150
Storage Lanes	0		1	0		1	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected		0.950			0.957		0.950			0.950		
Satd. Flow (prot)	0	1583	1417	0	1818	1615	1752	1845	1568	1770	1863	1583
Flt Permitted		0.725			0.744		0.136			0.328		
Satd. Flow (perm)	0	1208	1417	0	1414	1615	251	1845	1568	611	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			51			51			51			51
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		170			140			596			1342	
Travel Time (s)		3.9			3.2			11.6			26.1	
Peak Hour Factor	0.58	0.58	0.58	0.63	0.63	0.63	0.89	0.89	0.89	0.88	0.88	0.88
Heavy Vehicles (%)	14%	14%	14%	0%	0%	0%	3%	3%	3%	2%	2%	2%
Adj. Flow (vph)	5	0	7	44	5	11	43	800	7	7	1201	33
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	5	7	0	49	11	43	800	7	7	1201	33
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8	2		2	6		6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4	4	8	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	21.0	21.0	21.0	21.0	21.0	21.0	9.0	21.0	21.0	9.0	21.0	21.0
Total Split (s)	21.0	21.0	21.0	21.0	21.0	21.0	9.0	120.0	120.0	9.0	120.0	120.0
Total Split (%)	14.0%	14.0%	14.0%	14.0%	14.0%	14.0%	6.0%	80.0%	80.0%	6.0%	80.0%	80.0%
Maximum Green (s)	16.0	16.0	16.0	16.0	16.0	16.0	4.0	115.0	115.0	4.0	115.0	115.0
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0		0	0		0	0
Act Effct Green (s)		10.5	10.5		10.6	10.6	130.6	130.7	130.7	127.4	124.1	124.1
Actuated g/C Ratio		0.07	0.07		0.07	0.07	0.87	0.87	0.87	0.85	0.83	0.83
v/c Ratio		0.06	0.05		0.49	0.07	0.16	0.50	0.01	0.01	0.78	0.03
Control Delay		64.0	0.5		82.8	0.9	2.2	4.7	0.0	2.3	16.7	0.9
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.1	0.0	0.0	2.6	0.0
Total Delay		64.0	0.5		82.8	0.9	2.2	4.8	0.0	2.3	19.3	0.9
LOS		E	A		F	A	A	A	A	A	B	A
Approach Delay		27.0			67.8			4.6			18.8	
Approach LOS		C			E			A			B	

Intersection Summary	
Area Type:	Other
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 80 (53%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.78	
Intersection Signal Delay: 14.6	Intersection LOS: B
Intersection Capacity Utilization 74.8%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 29: Briarcliffe Rd & Summit Pointe Way

Lane Group	EBL	EBT	WBT	WBR	SEL	SER	ø4
Lane Configurations							
Volume (vph)	19	478	1200	846	198	23	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	11	11	11	10	10	10	
Lane Util. Factor	0.95	0.95	0.95	0.95	0.97	0.95	
Ped Bike Factor		1.00	0.99		0.99		
Frt			0.938		0.984		
Flt Protected		0.998			0.957		
Satd. Flow (prot)	0	3286	3149	0	3176	0	
Flt Permitted		0.782			0.957		
Satd. Flow (perm)	0	2574	3149	0	3146	0	
Right Turn on Red				Yes		Yes	
Satd. Flow (RTOR)			220		7		
Link Speed (mph)		35	35		30		
Link Distance (ft)		1040	506		1014		
Travel Time (s)		20.3	9.9		23.0		
Confl. Peds. (#/hr)	3			3	2		
Peak Hour Factor	0.95	0.95	0.92	0.92	0.92	0.92	
Heavy Vehicles (%)	6%	6%	3%	3%	2%	2%	
Adj. Flow (vph)	20	503	1304	920	215	25	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	523	2224	0	240	0	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Left	Left	Right	Left	Right	
Median Width(ft)		0	0		20		
Link Offset(ft)		0	0		0		
Crosswalk Width(ft)		16	16		16		
Two way Left Turn Lane							
Headway Factor	1.04	1.04	1.04	1.09	1.09	1.09	
Turning Speed (mph)	15			9	15	9	
Number of Detectors	1	2	2		1		
Detector Template	Left	Thru	Thru		Left		
Leading Detector (ft)	20	100	100		20		
Trailing Detector (ft)	0	0	0		0		
Detector 1 Position(ft)	0	0	0		0		
Detector 1 Size(ft)	20	6	6		20		
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		
Detector 1 Channel							
Detector 1 Extend (s)	0.0	0.0	0.0		0.0		
Detector 1 Queue (s)	0.0	0.0	0.0		0.0		
Detector 1 Delay (s)	0.0	0.0	0.0		0.0		
Detector 2 Position(ft)		94	94				
Detector 2 Size(ft)		6	6				
Detector 2 Type		Cl+Ex	Cl+Ex				
Detector 2 Channel							
Detector 2 Extend (s)		0.0	0.0				
Turn Type	pm+pt	NA	NA		NA		
Protected Phases	5	2	6		3		4
Permitted Phases	2						

Lane Group	EBL	EBT	WBT	WBR	SEL	SER	ø4
Detector Phase	5	2	6		3		
Switch Phase							
Minimum Initial (s)	4.0	4.0	4.0		4.0		4.0
Minimum Split (s)	10.0	20.0	20.0		20.0		22.0
Total Split (s)	10.0	108.0	98.0		20.0		22.0
Total Split (%)	6.7%	72.0%	65.3%		13.3%		15%
Maximum Green (s)	4.0	102.0	92.0		14.0		16.0
Yellow Time (s)	4.0	4.0	4.0		4.0		4.0
All-Red Time (s)	2.0	2.0	2.0		2.0		2.0
Lost Time Adjust (s)		0.0	0.0		0.0		
Total Lost Time (s)		6.0	6.0		6.0		
Lead/Lag	Lead		Lag		Lead		Lag
Lead-Lag Optimize?	Yes		Yes		Yes		Yes
Vehicle Extension (s)	3.0	3.0	3.0		3.0		3.0
Recall Mode	None	C-Max	C-Max		Max		None
Walk Time (s)							5.0
Flash Dont Walk (s)							11.0
Pedestrian Calls (#/hr)							0
Act Effct Green (s)		124.0	124.0		14.0		
Actuated g/C Ratio		0.83	0.83		0.09		
v/c Ratio		0.25	0.84		0.79		
Control Delay		3.1	20.3		83.7		
Queue Delay		0.0	0.0		0.0		
Total Delay		3.1	20.3		83.7		
LOS		A	C		F		
Approach Delay		3.1	20.3		83.7		
Approach LOS		A	C		F		

Intersection Summary	
Area Type:	Other
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 6 (4%), Referenced to phase 2:EBTL and 6:WBT, Start of Green	
Natural Cycle: 150	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.84	
Intersection Signal Delay: 22.4	Intersection LOS: C
Intersection Capacity Utilization 76.8%	ICU Level of Service D
Analysis Period (min) 15	

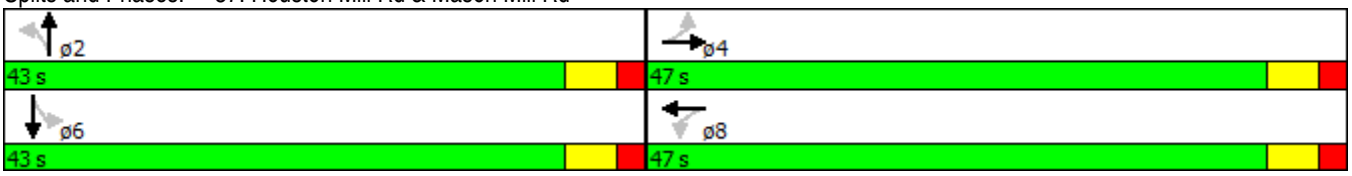
Splits and Phases: 33: N Decatur Rd & Haygood Dr

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	24	18	18	403	7	78	1	188	99	26	536	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	15	12	12	12	12	12	11	12	12	11	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			1.00							
Frt		0.959			0.978			0.953				
Flt Protected		0.981			0.960						0.998	
Satd. Flow (prot)	0	1966	0	0	1757	0	0	1733	0	0	1833	0
Flt Permitted		0.774			0.714			0.999			0.972	
Satd. Flow (perm)	0	1549	0	0	1307	0	0	1731	0	0	1785	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		22			14			36				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		487			1317			1728			1541	
Travel Time (s)		11.1			29.9			39.3			35.0	
Confl. Peds. (#/hr)	4					4	1					1
Peak Hour Factor	0.82	0.82	0.82	0.92	0.92	0.92	0.82	0.82	0.82	0.86	0.86	0.86
Heavy Vehicles (%)	0%	0%	0%	1%	1%	1%	1%	1%	1%	0%	0%	0%
Adj. Flow (vph)	29	22	22	438	8	85	1	229	121	30	623	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	73	0	0	531	0	0	351	0	0	653	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	0.88	1.00	1.00	1.00	1.00	1.00	1.04	1.00	1.00	1.04	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	21.5	21.5		21.5	21.5		21.5	21.5		21.5	21.5	
Total Split (s)	47.0	47.0		47.0	47.0		43.0	43.0		43.0	43.0	
Total Split (%)	52.2%	52.2%		52.2%	52.2%		47.8%	47.8%		47.8%	47.8%	
Maximum Green (s)	41.5	41.5		41.5	41.5		37.5	37.5		37.5	37.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.5			5.5			5.5			5.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		37.0			37.0			37.7			37.7	
Actuated g/C Ratio		0.43			0.43			0.44			0.44	
v/c Ratio		0.11			0.93			0.45			0.83	
Control Delay		10.8			47.4			18.3			33.9	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		10.8			47.4			18.3			33.9	
LOS		B			D			B			C	
Approach Delay		10.8			47.4			18.3			33.9	
Approach LOS		B			D			B			C	

Intersection Summary	
Area Type: Other	
Cycle Length: 90	
Actuated Cycle Length: 85.7	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.93	
Intersection Signal Delay: 33.9	Intersection LOS: C
Intersection Capacity Utilization 90.8%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 37: Houston Mill Rd & Mason Mill Rd



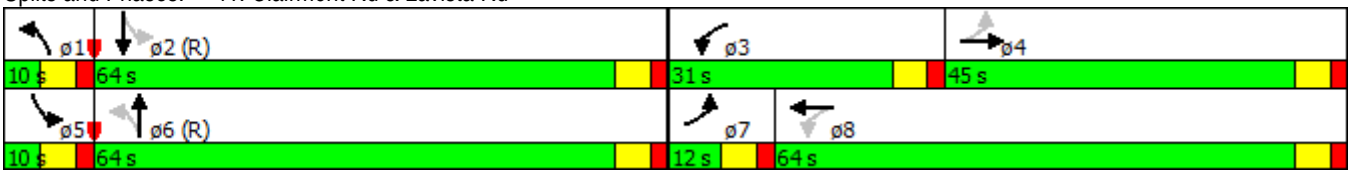
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	140	214	17	296	685	89	52	1363	17	111	1002	329
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	200		0	150		0	150		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.989			0.982			0.998			0.962	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1842	0	1770	1829	0	1770	3567	0	1770	3405	0
Flt Permitted	0.096			0.381			0.069			0.068		
Satd. Flow (perm)	179	1842	0	710	1829	0	129	3567	0	127	3405	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			5			1			36	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		2430			1191			2954			960	
Travel Time (s)		47.3			23.2			57.5			18.7	
Peak Hour Factor	0.92	0.92	0.92	0.88	0.92	0.88	0.92	0.91	0.91	0.94	0.94	0.92
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	1%	1%	2%	2%	2%
Adj. Flow (vph)	152	233	18	336	745	101	57	1498	19	118	1066	358
Shared Lane Traffic (%)												
Lane Group Flow (vph)	152	251	0	336	846	0	57	1517	0	118	1424	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases	4			8			6			2		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4		3	8		1	6		5	2	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	20.0		10.0	20.0		10.0	20.0		10.0	20.0	
Total Split (s)	12.0	45.0		31.0	64.0		10.0	64.0		10.0	64.0	
Total Split (%)	8.0%	30.0%		20.7%	42.7%		6.7%	42.7%		6.7%	42.7%	
Maximum Green (s)	6.0	39.0		25.0	58.0		4.0	58.0		4.0	58.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Act Effct Green (s)	47.6	41.6		70.0	58.0		62.0	58.0		63.2	60.0	
Actuated g/C Ratio	0.32	0.28		0.47	0.39		0.41	0.39		0.42	0.40	
v/c Ratio	1.27	0.49		0.69	1.19		0.59	1.10		1.22	1.03	
Control Delay	216.5	90.3		34.4	140.0		40.9	78.1		190.1	74.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	216.5	90.3		34.4	140.0		40.9	78.1		190.1	74.8	
LOS	F	F		C	F		D	E		F	E	
Approach Delay		137.9			110.0			76.7			83.7	
Approach LOS		F			F			E			F	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 14 (9%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.27
Intersection Signal Delay: 92.6 Intersection LOS: F
Intersection Capacity Utilization 113.6% ICU Level of Service H
Analysis Period (min) 15

Splits and Phases: 41: Clairmont Rd & Lavista Rd

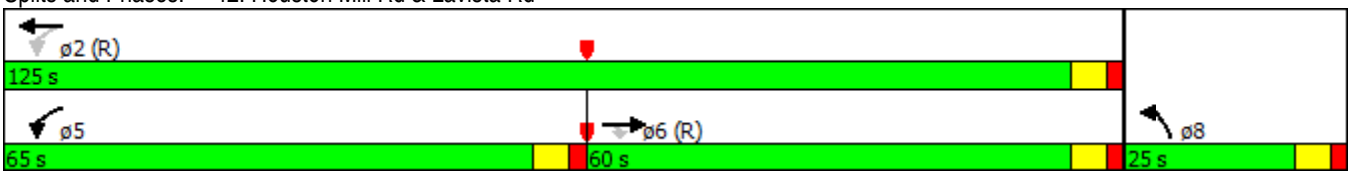


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	405	406	644	992	102	202
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	13	12	11	8
Storage Length (ft)		200	300		200	0
Storage Lanes		1	1		1	1
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.85	1.00		1.00	0.99
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	1881	1599	1847	1881	1728	1386
Flt Permitted			0.395		0.950	
Satd. Flow (perm)	1881	1367	767	1881	1721	1369
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		338				230
Link Speed (mph)	35			35	30	
Link Distance (ft)	1434			966	1349	
Travel Time (s)	27.9			18.8	30.7	
Confl. Peds. (#/hr)		92	4		1	1
Peak Hour Factor	0.95	0.95	0.97	0.97	0.88	0.88
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	426	427	664	1023	116	230
Shared Lane Traffic (%)						
Lane Group Flow (vph)	426	427	664	1023	116	230
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	13			13	11	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.96	1.00	1.04	1.20
Turning Speed (mph)		9	15		15	9
Number of Detectors	2	1	1	2	1	1
Detector Template	Thru	Right	Left	Thru	Left	Right
Leading Detector (ft)	100	20	20	100	20	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	6	20	20	6	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	94			94		
Detector 2 Size(ft)	6			6		
Detector 2 Type	Cl+Ex			Cl+Ex		
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0		

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Turn Type	NA	Perm	pm+pt	NA	NA	Free
Protected Phases	6		5	2	8	
Permitted Phases		6	2			Free
Detector Phase	6	6	5	2	8	
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	20.0	20.0	10.0	20.0	20.0	
Total Split (s)	60.0	60.0	65.0	125.0	25.0	
Total Split (%)	40.0%	40.0%	43.3%	83.3%	16.7%	
Maximum Green (s)	54.0	54.0	59.0	119.0	19.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Recall Mode	C-Max	C-Max	None	C-Max	None	
Act Effct Green (s)	83.4	83.4	123.1	123.1	14.9	150.0
Actuated g/C Ratio	0.56	0.56	0.82	0.82	0.10	1.00
v/c Ratio	0.41	0.47	0.76	0.66	0.68	0.17
Control Delay	32.8	15.7	11.9	4.2	84.2	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	32.8	15.7	11.9	4.2	84.2	0.3
LOS	C	B	B	A	F	A
Approach Delay	24.3			7.2	28.4	
Approach LOS	C			A	C	

Intersection Summary	
Area Type:	Other
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 35 (23%), Referenced to phase 2:WBTL and 6:EBT, Start of Green	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.76	
Intersection Signal Delay: 14.8	Intersection LOS: B
Intersection Capacity Utilization 77.6%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 42: Houston Mill Rd & Lavista Rd

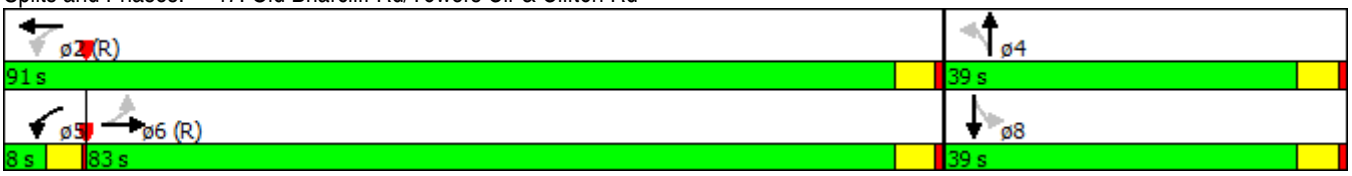


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	79	1579	20	38	618	113	20	73	305	52	15	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	13	12
Storage Length (ft)	0		0	200		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			1.00			0.99			1.00	
Frt		0.998			0.977			0.896			0.963	
Flt Protected		0.998		0.950				0.998			0.973	
Satd. Flow (prot)	0	3525	0	1719	3344	0	0	1659	0	0	1600	0
Flt Permitted		0.837		0.049				0.980			0.287	
Satd. Flow (perm)	0	2956	0	89	3344	0	0	1629	0	0	471	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			34			76			14	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		1189			1743			348			341	
Travel Time (s)		23.2			34.0			7.9			7.8	
Confl. Peds. (#/hr)	12					12			5	5		
Peak Hour Factor	0.94	0.94	0.94	0.93	0.93	0.93	0.79	0.79	0.79	0.68	0.68	0.68
Heavy Vehicles (%)	2%	2%	2%	5%	5%	5%	1%	1%	1%	15%	15%	15%
Adj. Flow (vph)	84	1680	21	41	665	122	25	92	386	76	22	37
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1785	0	41	787	0	0	503	0	0	135	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.96	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		6		5	2			4			8	
Permitted Phases	6			2			4			8		
Minimum Split (s)	22.0	22.0		8.0	22.0		20.0	20.0		20.0	20.0	
Total Split (s)	83.0	83.0		8.0	91.0		39.0	39.0		39.0	39.0	
Total Split (%)	63.8%	63.8%		6.2%	70.0%		30.0%	30.0%		30.0%	30.0%	
Maximum Green (s)	78.0	78.0		4.0	86.0		34.0	34.0		34.0	34.0	
Yellow Time (s)	4.0	4.0		3.5	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		0.5	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)		5.0		4.0	5.0			5.0			5.0	
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?	Yes	Yes		Yes								
Act Effct Green (s)		78.0		87.0	86.0			34.0			34.0	
Actuated g/C Ratio		0.60		0.67	0.66			0.26			0.26	
v/c Ratio		1.01		0.38	0.35			1.04			1.02	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay		49.1		20.8	3.2			92.4			125.4	
Queue Delay		0.0		0.0	0.0			0.0			0.0	
Total Delay		49.1		20.8	3.2			92.4			125.4	
LOS		D		C	A			F			F	
Approach Delay		49.1			4.1			92.4			125.4	
Approach LOS		D			A			F			F	

Intersection Summary	
Area Type:	Other
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green	
Natural Cycle: 130	
Control Type: Pretimed	
Maximum v/c Ratio: 1.04	
Intersection Signal Delay: 47.5	Intersection LOS: D
Intersection Capacity Utilization 106.8%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 47: Old Briarcliff Rd/Towers Cir & Clifton Rd

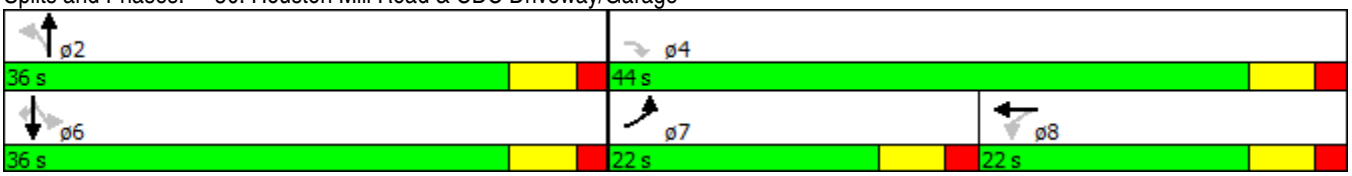


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	23	0	0	0	0	0	16	52	7	362	23	493
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	8	12	10	12	12	12	12	16	12	12	12	11
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt								0.987				0.850
Flt Protected	0.950							0.989			0.955	
Satd. Flow (prot)	1564	0	1773	0	1900	0	0	1860	0	0	1814	1561
Flt Permitted	0.950							0.902			0.663	
Satd. Flow (perm)	1564	0	1773	0	1900	0	0	1697	0	0	1260	1561
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)								7				530
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		289			318			193			351	
Travel Time (s)		6.6			7.2			4.4			8.0	
Peak Hour Factor	0.57	0.57	0.57	0.25	0.25	0.25	0.70	0.70	0.70	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	13%	13%	13%	0%	0%	0%
Adj. Flow (vph)	40	0	0	0	0	0	23	74	10	389	25	530
Shared Lane Traffic (%)												
Lane Group Flow (vph)	40	0	0	0	0	0	0	107	0	0	414	530
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		8			8			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.20	1.00	1.09	1.00	1.00	1.00	1.00	0.85	1.00	1.00	1.00	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1		1	1	2		1	2		1	2	1
Detector Template	Left		Right	Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20		20	20	100		20	100		20	100	20
Trailing Detector (ft)	0		0	0	0		0	0		0	0	0
Detector 1 Position(ft)	0		0	0	0		0	0		0	0	0
Detector 1 Size(ft)	20		20	20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)					94			94			94	
Detector 2 Size(ft)					6			6			6	
Detector 2 Type					Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0			0.0	
Turn Type	Prot		custom	Perm			Perm	NA		Perm	NA	Perm
Protected Phases	7				8			2			6	
Permitted Phases			4	8			2			6		6
Detector Phase	7		4	8	8		2	2		6	6	6
Switch Phase												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	4.0		4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	22.0		22.0	22.0	22.0		22.0	22.0		22.0	22.0	22.0
Total Split (s)	22.0		44.0	22.0	22.0		36.0	36.0		36.0	36.0	36.0
Total Split (%)	27.5%		55.0%	27.5%	27.5%		45.0%	45.0%		45.0%	45.0%	45.0%
Maximum Green (s)	16.0		38.0	16.0	16.0		30.0	30.0		30.0	30.0	30.0
Yellow Time (s)	4.0		4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0		2.0	2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0		0.0			0.0			0.0	0.0
Total Lost Time (s)	6.0		6.0		6.0			6.0			6.0	6.0
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?	Yes			Yes	Yes							
Vehicle Extension (s)	3.0		3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None		None	None	None		Min	Min		Min	Min	Min
Walk Time (s)	5.0		5.0	5.0	5.0		5.0	5.0		5.0	5.0	5.0
Flash Dont Walk (s)	11.0		11.0	11.0	11.0		11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0		0	0	0		0	0		0	0	0
Act Effct Green (s)	7.3							42.8			42.8	42.8
Actuated g/C Ratio	0.15							0.87			0.87	0.87
v/c Ratio	0.17							0.07			0.38	0.37
Control Delay	25.2							2.5			4.3	1.2
Queue Delay	0.0							0.0			0.0	0.0
Total Delay	25.2							2.5			4.3	1.2
LOS	C							A			A	A
Approach Delay								2.5			2.6	
Approach LOS								A			A	

Intersection Summary	
Area Type: Other	
Cycle Length: 80	
Actuated Cycle Length: 49	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.38	
Intersection Signal Delay: 3.4	Intersection LOS: A
Intersection Capacity Utilization 44.6%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 50: Houston Mill Road & CDC Driveway/Garage



Lane Group	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Volume (vph)	27	1186	971	66	0	57
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Frt			0.990		0.865	
Flt Protected		0.999				
Satd. Flow (prot)	0	3501	3436	0	1393	0
Flt Permitted		0.901				
Satd. Flow (perm)	0	3158	3436	0	1393	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			15		195	
Link Speed (mph)		35	35		30	
Link Distance (ft)		147	531		214	
Travel Time (s)		2.9	10.3		4.9	
Peak Hour Factor	0.92	0.92	1.00	1.00	0.71	0.71
Heavy Vehicles (%)	3%	3%	4%	4%	18%	18%
Adj. Flow (vph)	29	1289	971	66	0	80
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1318	1037	0	80	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		10	10		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2		1	
Detector Template	Left	Thru	Thru		Left	
Leading Detector (ft)	20	100	100		20	
Trailing Detector (ft)	0	0	0		0	
Detector 1 Position(ft)	0	0	0		0	
Detector 1 Size(ft)	20	6	6		20	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	
Detector 2 Position(ft)		94	94			
Detector 2 Size(ft)		6	6			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type	Perm	NA	NA		NA	
Protected Phases		4	8		6	
Permitted Phases	4					
Detector Phase	4	4	8		6	
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0		4.0	

Lane Group	EBL	EBT	WBT	WBR	SWL	SWR
Minimum Split (s)	22.0	22.0	22.0		22.0	
Total Split (s)	102.0	102.0	102.0		28.0	
Total Split (%)	78.5%	78.5%	78.5%		21.5%	
Maximum Green (s)	96.0	96.0	96.0		22.0	
Yellow Time (s)	4.0	4.0	4.0		4.0	
All-Red Time (s)	2.0	2.0	2.0		2.0	
Lost Time Adjust (s)		0.0	0.0		0.0	
Total Lost Time (s)		6.0	6.0		6.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0		3.0	
Recall Mode	None	None	None		C-Max	
Walk Time (s)	5.0	5.0	5.0		5.0	
Flash Dont Walk (s)	11.0	11.0	11.0		11.0	
Pedestrian Calls (#/hr)	0	0	0		0	
Act Effct Green (s)		79.4	79.4		38.6	
Actuated g/C Ratio		0.61	0.61		0.30	
v/c Ratio		0.68	0.49		0.15	
Control Delay		25.8	6.3		0.6	
Queue Delay		0.4	0.0		0.0	
Total Delay		26.2	6.4		0.6	
LOS		C	A		A	
Approach Delay		26.2	6.4		0.6	
Approach LOS		C	A		A	

Intersection Summary	
Area Type: Other	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 30 (23%), Referenced to phase 2: and 6:SWL, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.68	
Intersection Signal Delay: 16.9	Intersection LOS: B
Intersection Capacity Utilization 65.6%	ICU Level of Service C
Analysis Period (min) 15	

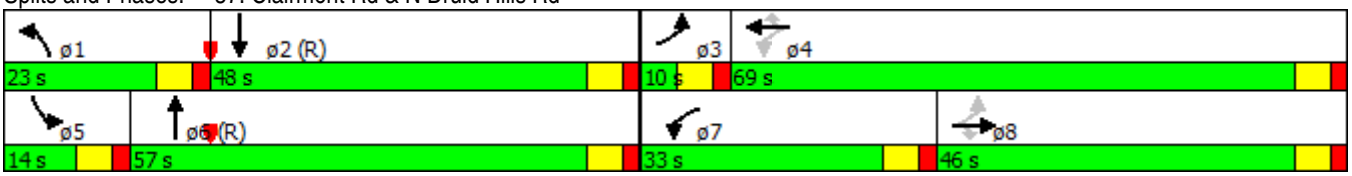
Splits and Phases: 52: Clifton Rd & Emory Inn

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	24	512	530	451	1841	483	481	921	82	162	1138	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		300	300		400	300		0	150		0
Storage Lanes	1		1	1		1	2		0	2		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.97	0.95	0.95	0.97	0.95	0.95
Frt			0.850			0.850		0.988			0.997	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	3505	1568	1770	3539	1583	3433	3497	0	3433	3529	0
Flt Permitted	0.100			0.249			0.950			0.950		
Satd. Flow (perm)	184	3505	1568	464	3539	1583	3433	3497	0	3433	3529	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			196			211		7			1	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		2209			1641			2226			2954	
Travel Time (s)		43.0			32.0			43.4			57.5	
Peak Hour Factor	0.95	0.95	0.95	0.97	0.97	0.97	0.92	0.92	0.92	0.96	0.96	0.96
Heavy Vehicles (%)	3%	3%	3%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	25	539	558	465	1898	498	523	1001	89	169	1185	23
Shared Lane Traffic (%)												
Lane Group Flow (vph)	25	539	558	465	1898	498	523	1090	0	169	1208	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	8		8	4		4						
Minimum Split (s)	10.0	20.0	20.0	10.0	20.0	20.0	10.0	20.0		10.0	20.0	
Total Split (s)	10.0	46.0	46.0	33.0	69.0	69.0	23.0	57.0		14.0	48.0	
Total Split (%)	6.7%	30.7%	30.7%	22.0%	46.0%	46.0%	15.3%	38.0%		9.3%	32.0%	
Maximum Green (s)	4.0	40.0	40.0	27.0	63.0	63.0	17.0	51.0		8.0	42.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Act Effct Green (s)	44.0	40.0	40.0	73.0	63.0	63.0	17.0	51.0		8.0	42.0	
Actuated g/C Ratio	0.29	0.27	0.27	0.49	0.42	0.42	0.11	0.34		0.05	0.28	
v/c Ratio	0.26	0.58	0.99	1.01	1.28	0.63	1.34	0.91		0.92	1.22	
Control Delay	35.8	60.8	55.7	73.5	167.0	22.9	217.1	47.0		91.4	140.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	35.8	60.8	55.7	73.5	167.0	22.9	217.1	47.0		91.4	140.1	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	D	E	E	E	F	C	F	D		F	F	
Approach Delay		57.7			126.7			102.1			134.2	
Approach LOS		E			F			F			F	

Intersection Summary	
Area Type:	Other
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 121 (81%), Referenced to phase 2:SBT and 6:NBT, Start of Green	
Natural Cycle: 150	
Control Type: Pretimed	
Maximum v/c Ratio: 1.34	
Intersection Signal Delay: 111.4	Intersection LOS: F
Intersection Capacity Utilization 120.1%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 57: Clairmont Rd & N Druid Hills Rd



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	99	103	194	1449	1994	384
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	200			0
Storage Lanes	1	0	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Frt	0.931				0.976	
Flt Protected	0.976		0.950			
Satd. Flow (prot)	1709	0	1770	3539	3488	0
Flt Permitted	0.976		0.037			
Satd. Flow (perm)	1709	0	69	3539	3488	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	29				33	
Link Speed (mph)	30			35	35	
Link Distance (ft)	2037			803	2226	
Travel Time (s)	46.3			15.6	43.4	
Peak Hour Factor	0.77	0.77	0.89	0.89	0.93	0.93
Heavy Vehicles (%)	1%	1%	2%	2%	1%	1%
Adj. Flow (vph)	129	134	218	1628	2144	413
Shared Lane Traffic (%)						
Lane Group Flow (vph)	263	0	218	1628	2557	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			24	24	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Turn Type	NA		pm+pt	NA	NA	
Protected Phases	4		5	2	6	
Permitted Phases			2			
Minimum Split (s)	20.0		9.0	20.0	20.0	
Total Split (s)	24.0		19.0	126.0	107.0	
Total Split (%)	16.0%		12.7%	84.0%	71.3%	
Maximum Green (s)	19.0		14.0	121.0	102.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	
Total Lost Time (s)	5.0		5.0	5.0	5.0	
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Act Effct Green (s)	19.0		121.0	121.0	102.0	
Actuated g/C Ratio	0.13		0.81	0.81	0.68	
v/c Ratio	1.09		1.02	0.57	1.07	
Control Delay	136.6		124.9	3.5	75.0	
Queue Delay	0.0		0.0	0.1	0.0	
Total Delay	136.6		124.9	3.5	75.0	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
LOS	F		F	A	E	
Approach Delay	136.6			17.9	75.0	
Approach LOS	F			B	E	

Intersection Summary	
Area Type:	Other
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 56 (37%), Referenced to phase 2:NBTL and 6:SBT, Start of Green	
Natural Cycle: 140	
Control Type: Pretimed	
Maximum v/c Ratio: 1.09	
Intersection Signal Delay: 55.9	Intersection LOS: E
Intersection Capacity Utilization 102.4%	ICU Level of Service G
Analysis Period (min) 15	

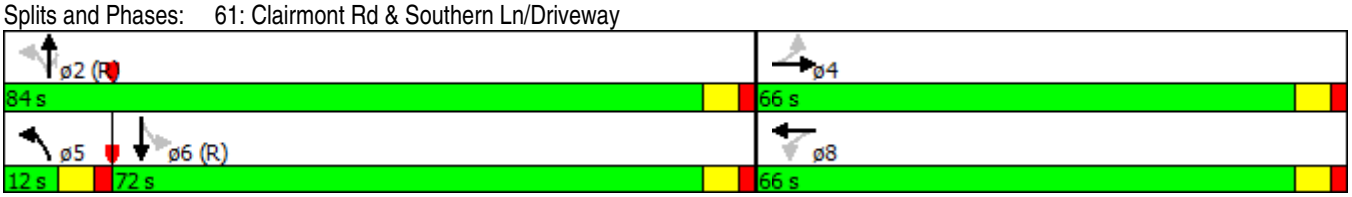
Splits and Phases: 60: Clairmont Rd & Mason Mill Rd

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	49	0	23	7	0	28	157	1193	0	0	1120	442
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	0		0	200		200	100		0
Storage Lanes	1		0	0		0	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt		0.850			0.892						0.958	
Flt Protected	0.950				0.990		0.950					
Satd. Flow (prot)	1787	1599	0	0	1678	0	1787	3574	1881	1881	3424	0
Flt Permitted	0.851				0.931		0.073					
Satd. Flow (perm)	1601	1599	0	0	1578	0	137	3574	1881	1881	3424	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		113			65						50	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		796			344			1229			803	
Travel Time (s)		18.1			7.8			23.9			15.6	
Peak Hour Factor	0.75	0.75	0.75	0.88	0.88	0.88	0.95	0.95	0.95	0.91	0.91	0.91
Heavy Vehicles (%)	1%	1%	1%	0%	0%	0%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	65	0	31	8	0	32	165	1256	0	0	1231	486
Shared Lane Traffic (%)												
Lane Group Flow (vph)	65	31	0	0	40	0	165	1256	0	0	1717	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA	Perm	Perm	NA	
Protected Phases		4			8		5	2			6	
Permitted Phases	4			8			2		2	6		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4		8	8		5	2	2	6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	22.0	22.0		22.0	22.0		10.0	22.0	22.0	22.0	22.0	
Total Split (s)	66.0	66.0		66.0	66.0		12.0	84.0	84.0	72.0	72.0	
Total Split (%)	44.0%	44.0%		44.0%	44.0%		8.0%	56.0%	56.0%	48.0%	48.0%	
Maximum Green (s)	60.0	60.0		60.0	60.0		6.0	78.0	78.0	66.0	66.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0			6.0		6.0	6.0	6.0	6.0	6.0	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?							Yes			Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max	C-Max	C-Max	C-Max	
Walk Time (s)	5.0	5.0		5.0	5.0			5.0	5.0	5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0			11.0	11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0			0	0	0	0	
Act Effct Green (s)	12.6	12.6			12.3		128.0	129.2			101.4	
Actuated g/C Ratio	0.08	0.08			0.08		0.85	0.86			0.68	
v/c Ratio	0.49	0.13			0.21		0.48	0.41			0.74	
Control Delay	76.6	1.1			6.9		36.1	0.9			10.0	
Queue Delay	0.0	0.0			0.0		0.0	0.0			0.9	
Total Delay	76.6	1.1			6.9		36.1	0.9			10.9	
LOS	E	A			A		D	A			B	
Approach Delay		52.2			6.9			5.0			10.9	
Approach LOS		D			A			A			B	

Intersection Summary	
Area Type:	Other
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 88 (59%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.74	
Intersection Signal Delay: 9.5	Intersection LOS: A
Intersection Capacity Utilization 78.2%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 61: Clairmont Rd & Southern Ln/Driveway

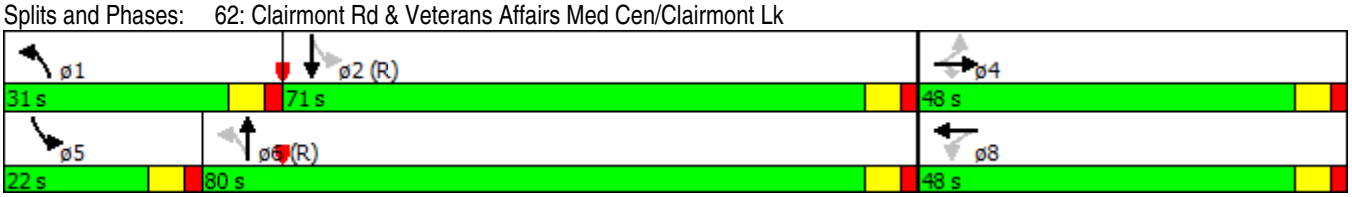


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	66	0	65	34	1	24	326	1272	12	15	968	171
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		150	100		0	250		0	250		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850		0.855			0.999			0.977	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1719	1810	1538	1719	1547	0	1787	3571	0	1770	3458	0
Flt Permitted	0.736			0.757			0.147			0.210		
Satd. Flow (perm)	1332	1810	1538	1370	1547	0	277	3571	0	391	3458	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			280		31			1			17	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		420			540			1958			1229	
Travel Time (s)		9.5			12.3			38.1			23.9	
Peak Hour Factor	0.80	0.80	0.80	0.78	0.78	0.78	0.98	0.98	0.98	0.93	0.93	0.93
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	1%	1%	1%	2%	2%	2%
Adj. Flow (vph)	82	0	81	44	1	31	333	1298	12	16	1041	184
Shared Lane Traffic (%)												
Lane Group Flow (vph)	82	0	81	44	32	0	333	1310	0	16	1225	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm		Perm	Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		1	6		5	2	
Permitted Phases	4		4	8			6			2		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4	4	8	8		1	6		5	2	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	22.0	22.0	22.0	22.0	22.0		10.0	22.0		10.0	22.0	
Total Split (s)	48.0	48.0	48.0	48.0	48.0		31.0	80.0		22.0	71.0	
Total Split (%)	32.0%	32.0%	32.0%	32.0%	32.0%		20.7%	53.3%		14.7%	47.3%	
Maximum Green (s)	42.0	42.0	42.0	42.0	42.0		25.0	74.0		16.0	65.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None		None	C-Max		None	C-Max	
Walk Time (s)	5.0	5.0	5.0	5.0	5.0			5.0			5.0	
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0			11.0			11.0	
Pedestrian Calls (#/hr)	0	0	0	0	0			0			0	
Act Effct Green (s)	14.6		14.6	14.6	14.6		123.4	118.6		94.6	88.9	
Actuated g/C Ratio	0.10		0.10	0.10	0.10		0.82	0.79		0.63	0.59	
v/c Ratio	0.64		0.20	0.33	0.18		0.65	0.46		0.05	0.60	
Control Delay	85.4		1.1	67.9	21.2		33.4	4.0		8.5	30.2	
Queue Delay	0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	85.4		1.1	67.9	21.2		33.4	4.0		8.5	30.2	
LOS	F		A	E	C		C	A		A	C	
Approach Delay					48.2			9.9			29.9	
Approach LOS					D			A			C	

Intersection Summary	
Area Type:	Other
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 1 (1%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.65	
Intersection Signal Delay: 20.5	Intersection LOS: C
Intersection Capacity Utilization 75.6%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 62: Clairmont Rd & Veterans Affairs Med Cen/Clairmont Lk



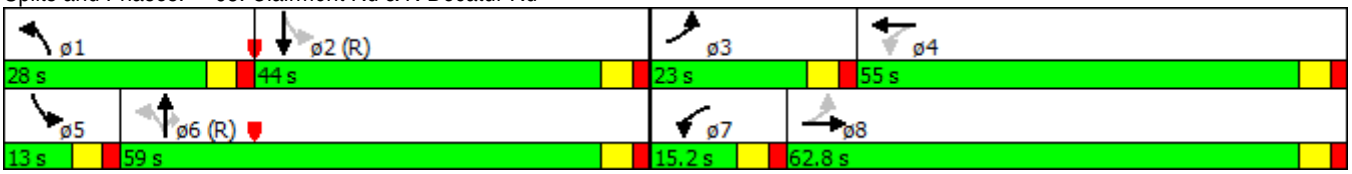
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	303	588	174	85	1177	121	314	1184	32	150	630	389
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	300		0	150		300	200		0
Storage Lanes	1		0	1		0	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	0.95
Frt		0.966			0.986				0.850		0.943	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3419	0	1770	3490	0	1703	3406	1524	1770	3337	0
Flt Permitted	0.073			0.234			0.091			0.104		
Satd. Flow (perm)	136	3419	0	436	3490	0	163	3406	1524	194	3337	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		30			8				138		85	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		2167			1750			913			526	
Travel Time (s)		42.2			34.1			17.8			10.2	
Peak Hour Factor	0.92	0.92	0.92	0.88	0.88	0.88	0.84	0.84	0.84	0.98	0.98	0.98
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	6%	6%	6%	2%	2%	2%
Adj. Flow (vph)	329	639	189	97	1338	138	374	1410	38	153	643	397
Shared Lane Traffic (%)												
Lane Group Flow (vph)	329	828	0	97	1476	0	374	1410	38	153	1040	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	8			4			6		6	2		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	3	8		7	4		1	6	6	5	2	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	9.5	20.0		9.5	20.0		9.5	20.0	20.0	9.5	20.0	
Total Split (s)	23.0	62.8		15.2	55.0		28.0	59.0	59.0	13.0	44.0	
Total Split (%)	15.3%	41.9%		10.1%	36.7%		18.7%	39.3%	39.3%	8.7%	29.3%	
Maximum Green (s)	17.5	57.3		9.7	49.5		22.5	53.5	53.5	7.5	38.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.5	5.5		5.5	5.5		5.5	5.5	5.5	5.5	5.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	
Act Effct Green (s)	72.5	58.0		58.5	49.5		66.5	53.5	53.5	46.0	38.5	
Actuated g/C Ratio	0.48	0.39		0.39	0.33		0.44	0.36	0.36	0.31	0.26	
v/c Ratio	1.29	0.62		0.39	1.28		1.23	1.16	0.06	1.11	1.13	
Control Delay	198.0	31.2		26.8	171.7		169.4	125.0	0.2	155.7	96.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	198.0	31.2		26.8	171.7		169.4	125.0	0.2	155.7	96.6	
LOS	F	C		C	F		F	F	A	F	F	
Approach Delay		78.6			162.8			131.5			104.2	
Approach LOS		E			F			F			F	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 90 (60%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 140
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.29
Intersection Signal Delay: 123.7 — Intersection LOS: F
Intersection Capacity Utilization 118.8% — ICU Level of Service H
Analysis Period (min) 15

Splits and Phases: 65: Clairmont Rd & N Decatur Rd



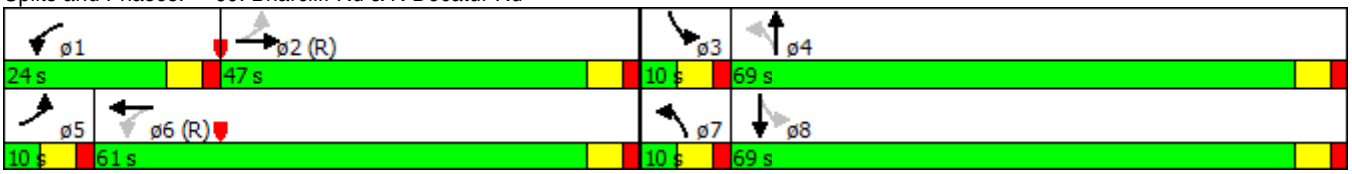
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	76	382	80	270	424	111	44	580	191	75	462	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	300		0	150		0	150		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.974			0.969			0.963			0.988	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1814	0	1752	1787	0	1703	1726	0	1787	1859	0
Flt Permitted	0.155			0.087			0.208			0.062		
Satd. Flow (perm)	289	1814	0	160	1787	0	373	1726	0	117	1859	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			10			14			4	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		963			3080			1244			2528	
Travel Time (s)		18.8			60.0			24.2			49.2	
Peak Hour Factor	0.83	0.83	0.83	0.92	0.92	0.92	0.90	0.90	0.90	0.86	0.86	0.86
Heavy Vehicles (%)	2%	2%	2%	3%	3%	3%	6%	6%	6%	1%	1%	1%
Adj. Flow (vph)	92	460	96	293	461	121	49	644	212	87	537	48
Shared Lane Traffic (%)												
Lane Group Flow (vph)	92	556	0	293	582	0	49	856	0	87	585	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases	2			6			4			8		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	2		1	6		7	4		3	8	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	20.0		10.0	20.0		10.0	20.0		10.0	20.0	
Total Split (s)	10.0	47.0		24.0	61.0		10.0	69.0		10.0	69.0	
Total Split (%)	6.7%	31.3%		16.0%	40.7%		6.7%	46.0%		6.7%	46.0%	
Maximum Green (s)	4.0	41.0		18.0	55.0		4.0	63.0		4.0	63.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Act Effct Green (s)	45.0	41.0		65.0	55.0		67.0	63.0		68.2	65.0	
Actuated g/C Ratio	0.30	0.27		0.43	0.37		0.45	0.42		0.45	0.43	
v/c Ratio	0.73	1.11		1.13	0.88		0.24	1.17		0.90	0.72	
Control Delay	65.6	123.1		133.8	59.7		23.7	128.4		111.7	29.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	65.6	123.1		133.8	59.7		23.7	128.4		111.7	29.1	
LOS	E	F		F	E		C	F		F	C	
Approach Delay		114.9			84.5			122.7			39.8	
Approach LOS		F			F			F			D	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.17
Intersection Signal Delay: 92.3 Intersection LOS: F
Intersection Capacity Utilization 106.2% ICU Level of Service G
Analysis Period (min) 15

Splits and Phases: 69: Briarcliff Rd & N Decatur Rd



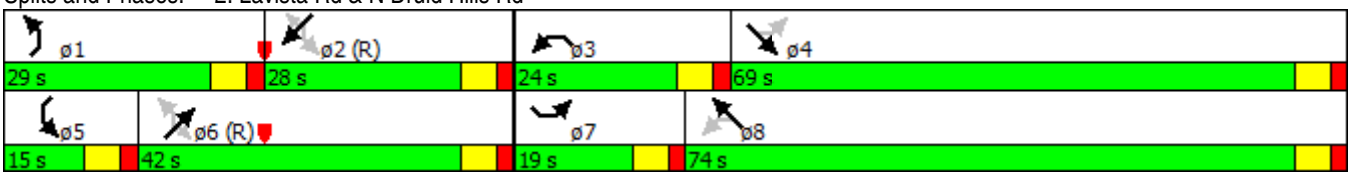
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	133	1442	105	292	911	92	345	745	358	135	448	121
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	200		0	200		100	300		400
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	1.00
Frt		0.990			0.986				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	3539	0	1787	3524	0	1770	3539	1583	1787	3574	1599
Flt Permitted	0.158			0.058			0.143			0.182		
Satd. Flow (perm)	297	3539	0	109	3524	0	266	3539	1583	342	3574	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			9				144			153
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		1479			2251			1523			397	
Travel Time (s)		28.8			43.9			29.7			7.7	
Peak Hour Factor	0.97	0.97	0.97	0.91	0.91	0.91	0.95	0.95	0.95	0.88	0.88	0.88
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	2%	2%	2%	1%	1%	1%
Adj. Flow (vph)	137	1487	108	321	1001	101	363	784	377	153	509	138
Shared Lane Traffic (%)												
Lane Group Flow (vph)	137	1595	0	321	1102	0	363	784	377	153	509	138
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases	4			8			6		6	2		2

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Detector Phase	7	4		3	8		1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	10.0	10.0		10.0	10.0		10.0	10.0	10.0	10.0	10.0	10.0
Total Split (s)	19.0	69.0		24.0	74.0		29.0	42.0	42.0	15.0	28.0	28.0
Total Split (%)	12.7%	46.0%		16.0%	49.3%		19.3%	28.0%	28.0%	10.0%	18.7%	18.7%
Maximum Green (s)	13.0	63.0		18.0	68.0		23.0	36.0	36.0	9.0	22.0	22.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	73.6	63.0		86.8	70.4		51.0	36.0	36.0	31.0	22.0	22.0
Actuated g/C Ratio	0.49	0.42		0.58	0.47		0.34	0.24	0.24	0.21	0.15	0.15
v/c Ratio	0.55	1.07		1.22	0.66		1.13	0.92	0.77	0.97	0.97	0.38
Control Delay	24.1	86.3		170.5	35.3		119.2	64.5	36.1	87.0	84.2	15.0
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	24.1	86.3		170.5	35.3		119.2	64.5	36.1	87.0	84.2	15.0
LOS	C	F		F	D		F	E	D	F	F	B
Approach Delay		81.4			65.8			70.5			72.8	
Approach LOS		F			E			E			E	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 60 (40%), Referenced to phase 2:SWTL and 6:NETL, Start of Green
Natural Cycle: 120
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.22
Intersection Signal Delay: 73.0 Intersection LOS: E
Intersection Capacity Utilization 110.9% ICU Level of Service H
Analysis Period (min) 15

Splits and Phases: 2: Lavista Rd & N Druid Hills Rd

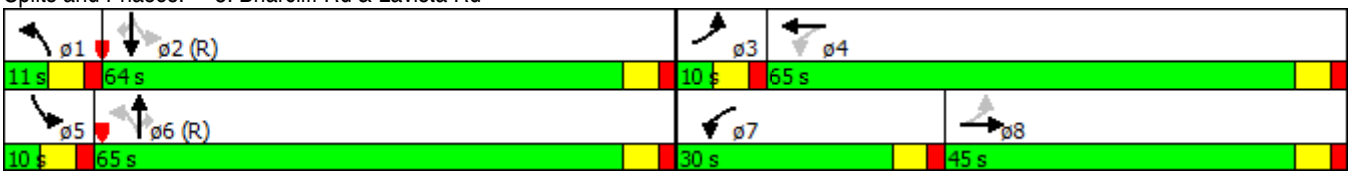


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	50	369	119	191	335	96	123	658	159	113	804	59
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	11	12	12	10	12	14	12	12	10	12	10
Storage Length (ft)	300		225	200		150	225		150	225		200
Storage Lanes	1		1	1		1	2		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	0.97	0.95	1.00	0.97	0.95	1.00
Frt		0.963			0.967				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1636	3263	0	1787	3226	0	3626	3505	1568	3236	3574	1492
Flt Permitted	0.471			0.221			0.214			0.249		
Satd. Flow (perm)	811	3263	0	416	3226	0	817	3505	1568	848	3574	1492
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		27			29				153			153
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		608			3518			1430			439	
Travel Time (s)		11.8			68.5			27.9			8.6	
Peak Hour Factor	0.97	0.97	0.97	0.87	0.87	0.87	0.81	0.81	0.81	0.91	0.91	0.91
Heavy Vehicles (%)	3%	3%	3%	1%	1%	1%	3%	3%	3%	1%	1%	1%
Adj. Flow (vph)	52	380	123	220	385	110	152	812	196	124	884	65
Shared Lane Traffic (%)												
Lane Group Flow (vph)	52	503	0	220	495	0	152	812	196	124	884	65
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			28			28	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.04	1.00	1.00	1.09	1.00	0.92	1.00	1.00	1.09	1.00	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	3	8		7	4		1	6		5	2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	8			4			6		6	2		2
Detector Phase	3	8		7	4		1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	10.0	20.0		10.0	20.0		10.0	20.0	20.0	10.0	20.0	20.0
Total Split (s)	10.0	45.0		30.0	65.0		11.0	65.0	65.0	10.0	64.0	64.0
Total Split (%)	6.7%	30.0%		20.0%	43.3%		7.3%	43.3%	43.3%	6.7%	42.7%	42.7%
Maximum Green (s)	4.0	39.0		24.0	59.0		5.0	59.0	59.0	4.0	58.0	58.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	3.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	9.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	31.7	24.7		54.5	46.5		77.9	69.7	69.7	77.1	69.3	69.3
Actuated g/C Ratio	0.21	0.16		0.36	0.31		0.52	0.46	0.46	0.51	0.46	0.46
v/c Ratio	0.27	0.90		0.65	0.49		0.26	0.50	0.24	0.22	0.54	0.08
Control Delay	36.2	77.4		36.8	36.1		20.7	31.4	11.2	18.1	31.9	0.2
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.2	77.4		36.8	36.1		20.7	31.4	11.2	18.1	31.9	0.2
LOS	D	E		D	D		C	C	B	B	C	A
Approach Delay		73.5			36.3			26.6			28.4	
Approach LOS		E			D			C			C	

Intersection Summary	
Area Type: Other	
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 7 (5%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.90	
Intersection Signal Delay: 36.6	Intersection LOS: D
Intersection Capacity Utilization 72.8%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 3: Briarcliff Rd & Lavista Rd



Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Volume (vph)	410	906	1124	31	21	333
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			150	0	0
Storage Lanes	1			1	1	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt			0.996		0.873	
Flt Protected	0.950				0.997	
Satd. Flow (prot)	1770	1863	3560	0	1637	0
Flt Permitted	0.136				0.997	
Satd. Flow (perm)	253	1863	3560	0	1637	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			2		387	
Link Speed (mph)		35	35		30	
Link Distance (ft)		312	634		666	
Travel Time (s)		6.1	12.4		15.1	
Peak Hour Factor	0.79	0.79	0.97	0.97	0.86	0.86
Heavy Vehicles (%)	2%	2%	1%	1%	1%	1%
Adj. Flow (vph)	519	1147	1159	32	24	387
Shared Lane Traffic (%)						
Lane Group Flow (vph)	519	1147	1191	0	411	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		40	40		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2		1	
Detector Template	Left	Thru	Thru		Left	
Leading Detector (ft)	20	100	100		20	
Trailing Detector (ft)	0	0	0		0	
Detector 1 Position(ft)	0	0	0		0	
Detector 1 Size(ft)	20	6	6		20	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	
Detector 2 Position(ft)		94	94			
Detector 2 Size(ft)		6	6			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type	pm+pt	NA	NA		NA	
Protected Phases	5	2	6		4	
Permitted Phases	2					

Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Detector Phase	5	2	6		4	
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0		4.0	
Minimum Split (s)	10.0	22.0	22.0		22.0	
Total Split (s)	47.0	120.0	73.0		30.0	
Total Split (%)	31.3%	80.0%	48.7%		20.0%	
Maximum Green (s)	41.0	114.0	67.0		24.0	
Yellow Time (s)	4.0	4.0	4.0		4.0	
All-Red Time (s)	2.0	2.0	2.0		2.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.0	6.0		6.0	
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	3.0	3.0	3.0		3.0	
Recall Mode	None	C-Max	C-Max		None	
Walk Time (s)		5.0	5.0		5.0	
Flash Dont Walk (s)		11.0	11.0		11.0	
Pedestrian Calls (#/hr)		0	0		0	
Act Effct Green (s)	126.6	126.6	80.9		11.4	
Actuated g/C Ratio	0.84	0.84	0.54		0.08	
v/c Ratio	0.85	0.73	0.62		0.85	
Control Delay	33.1	24.8	36.8		25.0	
Queue Delay	52.7	49.7	1.5		0.5	
Total Delay	85.8	74.5	38.3		25.5	
LOS	F	E	D		C	
Approach Delay		78.0	38.3		25.5	
Approach LOS		E	D		C	

Intersection Summary	
Area Type: Other	
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 40 (27%), Referenced to phase 2:NBTL and 6:SBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.85	
Intersection Signal Delay: 56.9	Intersection LOS: E
Intersection Capacity Utilization 91.5%	ICU Level of Service F
Analysis Period (min) 15	

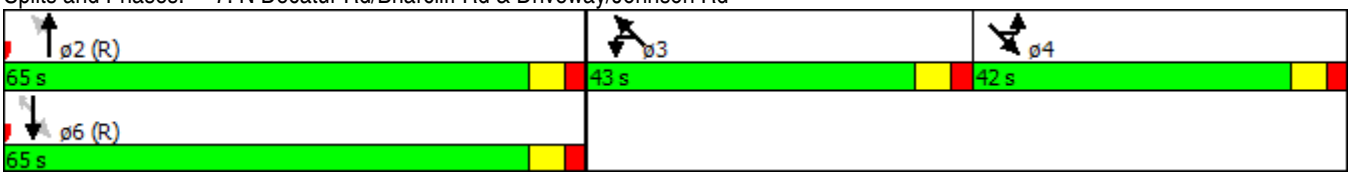
Splits and Phases: 6: Briarcliff Rd & Shepherds Ln

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Volume (vph)	38	499	21	73	746	572	383	67	23	65	123	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		0	250		150	150		0	0		0
Storage Lanes	1		0	1		1	1		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00
Frt		0.994				0.850		0.986			0.977	
Flt Protected	0.950			0.950			0.950	0.970			0.986	
Satd. Flow (prot)	1770	3518	0	1787	3574	1599	1681	1692	0	0	1812	0
Flt Permitted	0.233			0.277			0.950	0.970			0.986	
Satd. Flow (perm)	434	3518	0	521	3574	1599	1681	1692	0	0	1812	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3				401		3			6	
Link Speed (mph)		35			35			35			30	
Link Distance (ft)		2785			821			1807			309	
Travel Time (s)		54.3			16.0			35.2			7.0	
Peak Hour Factor	0.75	0.75	0.75	0.96	0.96	0.96	0.87	0.87	0.87	0.71	0.71	0.71
Heavy Vehicles (%)	2%	2%	2%	1%	1%	1%	2%	2%	2%	1%	1%	1%
Adj. Flow (vph)	51	665	28	76	777	596	440	77	26	92	173	54
Shared Lane Traffic (%)							38%					
Lane Group Flow (vph)	51	693	0	76	777	596	273	270	0	0	319	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA	Perm	Split	NA		Split	NA	
Protected Phases		2			6		4	4		3	3	
Permitted Phases	2			6		6						
Minimum Split (s)	22.5	22.5		22.5	22.5	22.5	22.5	22.5		22.5	22.5	
Total Split (s)	65.0	65.0		65.0	65.0	65.0	42.0	42.0		43.0	43.0	
Total Split (%)	43.3%	43.3%		43.3%	43.3%	43.3%	28.0%	28.0%		28.7%	28.7%	
Maximum Green (s)	58.5	58.5		58.5	58.5	58.5	35.5	35.5		36.5	36.5	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.5	2.5		2.5	2.5	2.5	2.5	2.5		2.5	2.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0			0.0	
Total Lost Time (s)	6.5	6.5		6.5	6.5	6.5	6.5	6.5			6.5	
Lead/Lag							Lag	Lag		Lead	Lead	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Act Effct Green (s)	58.5	58.5		58.5	58.5	58.5	35.5	35.5			36.5	
Actuated g/C Ratio	0.39	0.39		0.39	0.39	0.39	0.24	0.24			0.24	
v/c Ratio	0.30	0.50		0.37	0.56	0.69	0.69	0.67			0.72	
Control Delay	40.2	38.4		38.8	39.9	17.3	62.3	60.8			61.2	
Queue Delay	0.0	0.0		0.0	0.0	0.1	0.0	0.0			0.0	
Total Delay	40.2	38.4		38.8	39.9	17.4	62.3	60.8			61.2	

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
LOS	D	D		D	D	B	E	E			E	
Approach Delay		38.5			30.6			61.6			61.2	
Approach LOS		D			C			E			E	

Intersection Summary	
Area Type:	Other
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 90 (60%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 70	
Control Type: Pretimed	
Maximum v/c Ratio: 0.72	
Intersection Signal Delay: 41.2	Intersection LOS: D
Intersection Capacity Utilization 71.1%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 7: N Decatur Rd/Briarcliff Rd & Driveway/Johnson Rd



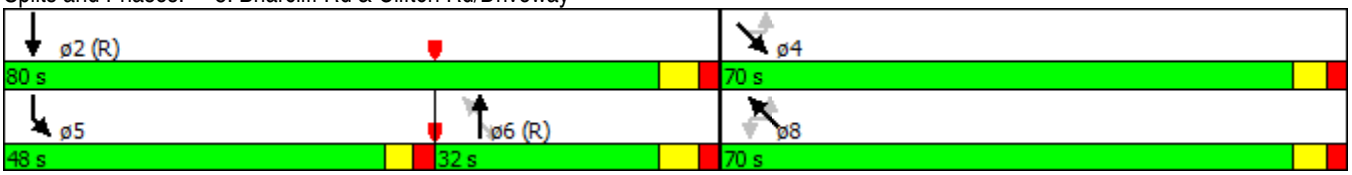
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Volume (vph)	0	677	328	536	974	0	0	4	0	459	0	702
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	14	11	10	12	12	12	12	12	12
Storage Length (ft)	316		0	150		0	0		0	0		0
Storage Lanes	1		1	2		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	1.00	0.97	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor											1.00	0.98
Frt			0.850									0.850
Flt Protected				0.950							0.950	
Satd. Flow (prot)	0	3421	1531	3698	3455	0	0	1900	0	0	1787	1599
Flt Permitted				0.950							0.755	
Satd. Flow (perm)	0	3421	1531	3698	3455	0	0	1900	0	0	1417	1565
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			292									687
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		821			312			355			1189	
Travel Time (s)		16.0			6.1			6.9			23.2	
Confl. Peds. (#/hr)									3	3		13
Peak Hour Factor	0.79	0.79	0.79	0.96	0.96	0.96	0.92	0.92	0.92	0.89	0.89	0.89
Heavy Vehicles (%)	2%	2%	2%	1%	1%	1%	0%	0%	0%	1%	1%	1%
Parking (#/hr)									0			
Adj. Flow (vph)	0	857	415	558	1015	0	0	4	0	516	0	789
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	857	415	558	1015	0	0	4	0	0	516	789
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		28			28			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	0.92	1.04	1.09	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	Perm	Prot	NA		Perm	NA		Perm	NA	Perm
Protected Phases		6		5	2			4			8	
Permitted Phases	6	6	6		2		4			8		8
Detector Phase	6	6	6	5	2		4	4		8	8	8
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	4.0	10.0		7.0	7.0		7.0	7.0	7.0
Minimum Split (s)	23.0	23.0	23.0	10.0	23.0		22.3	22.3		22.3	22.3	22.3
Total Split (s)	32.0	32.0	32.0	48.0	80.0		70.0	70.0		70.0	70.0	70.0
Total Split (%)	21.3%	21.3%	21.3%	32.0%	53.3%		46.7%	46.7%		46.7%	46.7%	46.7%
Maximum Green (s)	25.0	25.0	25.0	42.5	73.0		63.7	63.7		63.7	63.7	63.7
Yellow Time (s)	4.5	4.5	4.5	3.0	4.5		3.8	3.8		3.8	3.8	3.8
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5		2.5	2.5		2.5	2.5	2.5
Lost Time Adjust (s)		0.0	0.0	0.0	0.0			0.0			0.0	0.0
Total Lost Time (s)		7.0	7.0	5.5	7.0			6.3			6.3	6.3
Lead/Lag	Lag	Lag	Lag	Lead								
Lead-Lag Optimize?	Yes	Yes	Yes	Yes								
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	C-Max	C-Max	C-Max	None	C-Max		None	None		None	None	None
Act Effct Green (s)		43.0	43.0	28.1	76.5			60.2			60.2	60.2
Actuated g/C Ratio		0.29	0.29	0.19	0.51			0.40			0.40	0.40
v/c Ratio		0.88	0.64	0.81	0.58			0.01			0.91	0.76
Control Delay		50.3	13.0	57.9	13.3			25.0			63.1	10.1
Queue Delay		35.0	0.0	0.6	1.0			0.0			0.0	1.8
Total Delay		85.3	13.0	58.5	14.2			25.0			63.1	11.9
LOS		F	B	E	B			C			E	B
Approach Delay		61.7			29.9			25.0			32.2	
Approach LOS		E			C			C			C	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 95 (63%), Referenced to phase 2:SBT and 6:NBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.91
Intersection Signal Delay: 40.4 Intersection LOS: D
Intersection Capacity Utilization 94.7% ICU Level of Service F
Analysis Period (min) 15

Splits and Phases: 8: Briarcliff Rd & Clifton Rd/Driveway



Lane Group	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations						
Volume (vph)	842	2	59	30	0	222
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Frt					0.865	
Flt Protected				0.968		
Satd. Flow (prot)	3574	0	0	3297	1644	0
Flt Permitted				0.968		
Satd. Flow (perm)	3574	0	0	3297	1644	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	351			484	251	
Travel Time (s)	8.0			11.0	5.7	
Peak Hour Factor	0.86	0.86	0.74	0.74	0.79	0.79
Heavy Vehicles (%)	1%	1%	6%	6%	0%	0%
Adj. Flow (vph)	979	2	80	41	0	281
Shared Lane Traffic (%)						
Lane Group Flow (vph)	981	0	0	121	281	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 50.4%		ICU Level of Service A	
Analysis Period (min) 15			

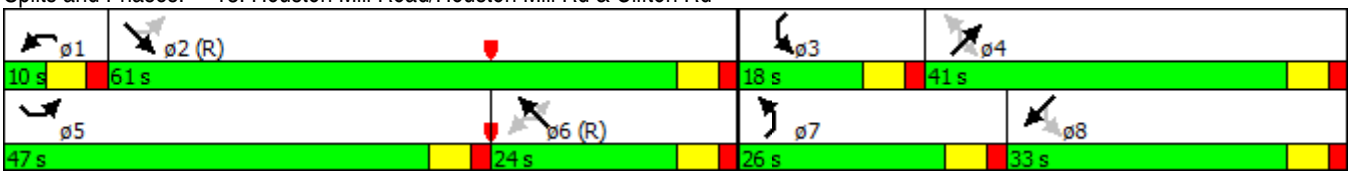
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	331	992	73	64	769	330	281	439	378	212	56	132
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	480		0	227		52	0		0	100		0
Storage Lanes	1		0	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99	1.00		0.99		0.90	1.00		0.97	0.99	0.99	
Frt		0.990				0.850			0.850		0.895	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	3532	0	1770	3539	1583	1787	1881	1599	1805	1678	0
Flt Permitted	0.103			0.162			0.373			0.142		
Satd. Flow (perm)	193	3532	0	300	3539	1428	700	1881	1545	268	1678	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7				227			176		82	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		625			693			484			1787	
Travel Time (s)		12.2			13.5			11.0			40.6	
Confl. Peds. (#/hr)	22		21	21		22	5		20	20		5
Peak Hour Factor	0.91	0.91	0.91	0.97	0.97	0.97	0.89	0.89	0.89	0.88	0.88	0.88
Heavy Vehicles (%)	1%	1%	1%	2%	2%	2%	1%	1%	1%	0%	0%	0%
Adj. Flow (vph)	364	1090	80	66	793	340	316	493	425	241	64	150
Shared Lane Traffic (%)												
Lane Group Flow (vph)	364	1170	0	66	793	340	316	493	425	241	214	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases	2			6		6	4		4	8		
Detector Phase	5	2		1	6	6	7	4	4	3	8	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	10.0	10.0		10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	
Total Split (s)	47.0	61.0		10.0	24.0	24.0	26.0	41.0	41.0	18.0	33.0	
Total Split (%)	36.2%	46.9%		7.7%	18.5%	18.5%	20.0%	31.5%	31.5%	13.8%	25.4%	
Maximum Green (s)	41.0	55.0		4.0	18.0	18.0	20.0	35.0	35.0	12.0	27.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	C-Max		None	C-Max	C-Max	None	None	None	None	None	
Act Effct Green (s)	65.0	57.0		38.7	34.7	34.7	52.4	35.0	35.0	40.2	28.2	
Actuated g/C Ratio	0.50	0.44		0.30	0.27	0.27	0.40	0.27	0.27	0.31	0.22	
v/c Ratio	0.92	0.75		0.49	0.84	0.62	0.72	0.97	0.78	1.08	0.50	
Control Delay	70.4	26.9		31.6	48.2	20.4	38.3	81.3	36.4	115.7	32.1	
Queue Delay	0.0	0.4		0.0	0.1	0.0	1.5	0.0	0.0	0.0	0.0	
Total Delay	70.4	27.2		31.6	48.3	20.4	39.8	81.3	36.4	115.7	32.1	
LOS	E	C		C	D	C	D	F	D	F	C	
Approach Delay		37.5			39.5			55.2			76.4	
Approach LOS		D			D			E			E	

Intersection Summary

Area Type: Other
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 25 (19%), Referenced to phase 2:SETL and 6:NWTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.08
Intersection Signal Delay: 47.0 Intersection LOS: D
Intersection Capacity Utilization 94.4% ICU Level of Service F
Analysis Period (min) 15

Splits and Phases: 13: Houston Mill Road/Houston Mill Rd & Clifton Rd



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	1205	0	0	1115	0	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Frt					0.865	
Flt Protected						
Satd. Flow (prot)	3471	0	0	3471	1611	0
Flt Permitted						
Satd. Flow (perm)	3471	0	0	3471	1611	0
Link Speed (mph)	35			35	30	
Link Distance (ft)	618			147	312	
Travel Time (s)	12.0			2.9	7.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	4%	4%	4%	4%	2%	2%
Adj. Flow (vph)	1310	0	0	1212	0	32
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1310	0	0	1212	32	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 43.3%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	249	85	53	39	50	313	31	704	14	472	1181	253
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	12	10	10	12	9	9	10
Storage Length (ft)	100		0	280		0	135		0	110		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	1.00	0.98		0.92	0.99		0.99	1.00		0.99	0.99	
Frt		0.942			0.871			0.997			0.974	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1620	1567	0	1652	1495	0	1620	3226	0	1593	3068	0
Flt Permitted	0.145			0.660			0.109			0.143		
Satd. Flow (perm)	247	1567	0	1057	1495	0	185	3226	0	238	3068	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		27			213			2			27	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		671			1358			1232			781	
Travel Time (s)		15.3			30.9			24.0			15.2	
Confl. Peds. (#/hr)	2		63	63		2	43		24	24		43
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.93	0.93	0.93	0.95	0.95	0.95
Heavy Vehicles (%)	4%	4%	4%	2%	2%	2%	4%	4%	4%	2%	2%	2%
Adj. Flow (vph)	277	94	59	43	56	348	33	757	15	497	1243	266
Shared Lane Traffic (%)												
Lane Group Flow (vph)	277	153	0	43	404	0	33	772	0	497	1509	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.00	1.09	1.09	1.00	1.14	1.14	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4			8		1	6		5	2	
Permitted Phases	4			8			6			2		
Detector Phase	7	4		8	8		1	6		5	2	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	9.5	21.8		21.8	21.8		9.2	21.1		9.0	21.1	
Total Split (s)	21.0	52.0		31.0	31.0		9.3	44.0		34.0	68.7	
Total Split (%)	16.2%	40.0%		23.8%	23.8%		7.2%	33.8%		26.2%	52.8%	
Maximum Green (s)	15.5	46.2		25.2	25.2		4.1	38.9		29.0	63.6	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.1		3.0	3.1	
All-Red Time (s)	2.5	2.8		2.8	2.8		2.2	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.5	5.8		5.8	5.8		5.2	5.1		5.0	5.1	
Lead/Lag	Lead			Lag	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Act Effct Green (s)	43.4	43.1		22.1	22.1		43.6	38.9		76.1	70.4	
Actuated g/C Ratio	0.33	0.33		0.17	0.17		0.34	0.30		0.59	0.54	
v/c Ratio	1.13	0.28		0.24	0.94		0.29	0.80		1.05	0.90	
Control Delay	129.0	26.8		48.5	54.9		25.4	42.4		83.5	25.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	129.0	26.8		48.5	54.9		25.4	42.4		83.5	25.6	
LOS	F	C		D	D		C	D		F	C	
Approach Delay		92.6			54.3			41.7			39.9	
Approach LOS		F			D			D			D	

Intersection Summary

Area Type: Other
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 35 (27%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 110
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.13
Intersection Signal Delay: 48.2 Intersection LOS: D
Intersection Capacity Utilization 99.9% ICU Level of Service F
Analysis Period (min) 15

Splits and Phases: 18: Clifton Rd & Asbury Cir/Haygood Dr

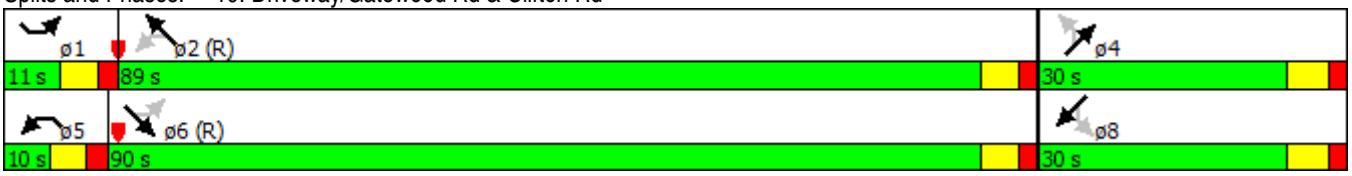
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	36	1549	19	20	1122	113	12	4	40	162	2	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	200		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor											0.99	
Frt		0.998			0.986			0.904			0.973	
Flt Protected	0.950			0.950				0.989			0.962	
Satd. Flow (prot)	1770	3532	0	1752	3456	0	0	1665	0	0	1734	0
Flt Permitted	0.140			0.084				0.927			0.739	
Satd. Flow (perm)	261	3532	0	155	3456	0	0	1561	0	0	1328	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			16			52			8	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		693			781			193			374	
Travel Time (s)		13.5			15.2			4.4			8.5	
Confl. Peds. (#/hr)										3		10
Peak Hour Factor	0.93	0.93	0.93	0.91	0.91	0.91	0.77	0.77	0.77	0.85	0.85	0.85
Heavy Vehicles (%)	2%	2%	2%	3%	3%	3%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	39	1666	20	22	1233	124	16	5	52	191	2	48
Shared Lane Traffic (%)												
Lane Group Flow (vph)	39	1686	0	22	1357	0	0	73	0	0	241	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2			4			8		
Detector Phase	1	6		5	2		4	4		8	8	
Switch Phase												
Minimum Initial (s)	4.4	4.4		4.4	4.4		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Total Split (s)	11.0	90.0		10.0	89.0		30.0	30.0		30.0	30.0	
Total Split (%)	8.5%	69.2%		7.7%	68.5%		23.1%	23.1%		23.1%	23.1%	
Maximum Green (s)	5.4	84.4		4.4	83.4		24.0	24.0		24.0	24.0	
Yellow Time (s)	3.6	3.6		3.6	3.6		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	5.6	5.6		5.6	5.6			6.0			6.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Act Effct Green (s)	91.6	88.4		89.1	85.6			24.0			24.0	
Actuated g/C Ratio	0.70	0.68		0.69	0.66			0.18			0.18	
v/c Ratio	0.16	0.70		0.14	0.60			0.22			0.96	
Control Delay	4.0	7.8		8.3	16.1			19.4			98.3	
Queue Delay	0.0	0.6		0.0	0.1			0.0			0.0	
Total Delay	4.0	8.4		8.3	16.2			19.4			98.3	
LOS	A	A		A	B			B			F	
Approach Delay		8.3			16.0			19.4			98.3	
Approach LOS		A			B			B			F	

Intersection Summary

Area Type: Other
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 120 (92%), Referenced to phase 2:NWTL and 6:SETL, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.96
Intersection Signal Delay: 18.0 Intersection LOS: B
Intersection Capacity Utilization 71.5% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 19: Driveway/Gatewood Rd & Clifton Rd

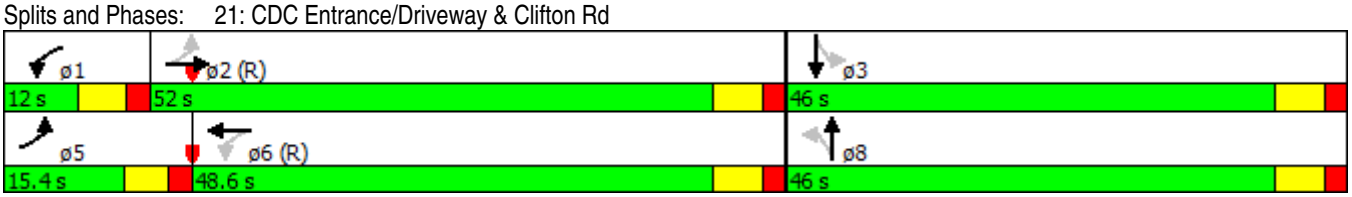


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	133	787	64	76	926	91	591	2	299	122	2	99
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	13	12	12	12	11	12	12	12	12	12
Storage Length (ft)	200		0	500		0	0		0	0		0
Storage Lanes	1		0	1		0	2		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	0.97	1.00	1.00	0.95	0.95	1.00
Ped Bike Factor	1.00	1.00					1.00				0.99	
Frt		0.989			0.987			0.851			0.868	
Flt Protected	0.950			0.950			0.950			0.950	0.995	
Satd. Flow (prot)	1752	3455	0	1787	3528	0	3351	1601	0	1665	1495	0
Flt Permitted	0.085			0.222			0.661			0.381	0.945	
Satd. Flow (perm)	156	3455	0	418	3528	0	2327	1601	0	668	1420	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9			11			193			122	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		1743			618			453			209	
Travel Time (s)		34.0			12.0			10.3			4.8	
Confl. Peds. (#/hr)	20		20				2					2
Peak Hour Factor	0.94	0.94	0.94	0.89	0.89	0.89	0.82	0.82	0.82	0.81	0.81	0.81
Heavy Vehicles (%)	3%	3%	3%	1%	1%	1%	1%	1%	1%	3%	3%	3%
Adj. Flow (vph)	141	837	68	85	1040	102	721	2	365	151	2	122
Shared Lane Traffic (%)										10%		
Lane Group Flow (vph)	141	905	0	85	1142	0	721	367	0	136	139	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			22			22	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	0.96	1.00	1.00	1.00	1.04	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			3	
Permitted Phases	2			6			8			3		
Detector Phase	5	2		1	6		8	8		3	3	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	9.5	21.5		10.0	21.5		18.0	18.0		18.0	18.0	
Total Split (s)	15.4	52.0		12.0	48.6		46.0	46.0		46.0	46.0	
Total Split (%)	14.0%	47.3%		10.9%	44.2%		41.8%	41.8%		41.8%	41.8%	
Maximum Green (s)	9.9	46.0		6.0	42.6		40.0	40.0		40.0	40.0	
Yellow Time (s)	3.5	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.5	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		None	C-Max		None	None		Max	Max	
Act Effct Green (s)	56.6	48.4		49.4	43.4		40.0	40.0		40.0	40.0	
Actuated g/C Ratio	0.51	0.44		0.45	0.39		0.36	0.36		0.36	0.36	
v/c Ratio	0.67	0.59		0.32	0.82		0.85	0.52		0.56	0.23	
Control Delay	34.5	25.8		16.9	35.5		43.6	15.4		38.8	6.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	34.5	25.8		16.9	35.5		43.6	15.4		38.8	6.8	
LOS	C	C		B	D		D	B		D	A	
Approach Delay		26.9			34.2			34.1			22.6	
Approach LOS		C			C			C			C	

Intersection Summary	
Area Type:	Other
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 40 (36%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.85	
Intersection Signal Delay: 31.2	Intersection LOS: C
Intersection Capacity Utilization 80.6%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 21: CDC Entrance/Driveway & Clifton Rd



Lane Group	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Volume (vph)	111	1002	1132	153	260	202
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	11	10	8	10	10
Storage Length (ft)	132			110	0	0
Storage Lanes	1			1	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1652	3421	3336	1247	1685	1507
Flt Permitted	0.131				0.950	
Satd. Flow (perm)	228	3421	3336	1247	1685	1507
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				73		188
Link Speed (mph)		35	35		30	
Link Distance (ft)		531	625		322	
Travel Time (s)		10.3	12.2		7.3	
Peak Hour Factor	0.94	0.94	0.93	0.93	0.68	0.68
Heavy Vehicles (%)	2%	2%	1%	1%	0%	0%
Parking (#/hr)				0		
Adj. Flow (vph)	118	1066	1217	165	382	297
Shared Lane Traffic (%)						
Lane Group Flow (vph)	118	1066	1217	165	382	297
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		10	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.09	1.04	1.09	1.37	1.09	1.09
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2	1	1	1
Detector Template	Left	Thru	Thru	Right	Left	Right
Leading Detector (ft)	20	100	100	20	20	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	6	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94	94			
Detector 2 Size(ft)		6	6			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type	pm+pt	NA	NA	Perm	NA	Perm

Lane Group	SEL	SET	NWT	NWR	SWL	SWR
Protected Phases	1	6	2		8	
Permitted Phases	6			2		8
Detector Phase	1	6	2	2	8	8
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.5	21.5	21.5	21.5	21.5	21.5
Total Split (s)	16.0	83.0	67.0	67.0	47.0	47.0
Total Split (%)	12.3%	63.8%	51.5%	51.5%	36.2%	36.2%
Maximum Green (s)	10.5	77.5	61.5	61.5	41.5	41.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max	C-Max	C-Max	None	None
Act Effct Green (s)	84.7	84.7	70.4	70.4	34.3	34.3
Actuated g/C Ratio	0.65	0.65	0.54	0.54	0.26	0.26
v/c Ratio	0.48	0.48	0.67	0.23	0.86	0.55
Control Delay	8.5	6.0	13.9	3.3	64.1	17.8
Queue Delay	0.0	0.1	0.9	0.0	0.0	0.0
Total Delay	8.5	6.1	14.8	3.3	64.1	17.8
LOS	A	A	B	A	E	B
Approach Delay		6.3	13.5		43.9	
Approach LOS		A	B		D	

Intersection Summary	
Area Type: Other	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 25 (19%), Referenced to phase 2:NWT and 6:SETL, Start of Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.86	
Intersection Signal Delay: 17.2	Intersection LOS: B
Intersection Capacity Utilization 65.6%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 24: Clifton Rd & Emory Conf Cntr

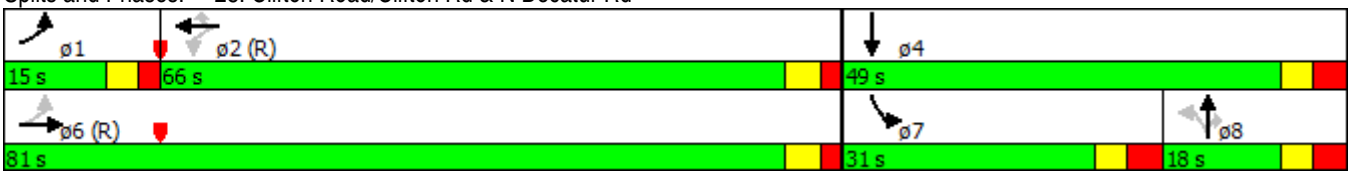
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	240	477	40	0	585	223	6	139	33	343	528	420
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	8	12	12	12	11	11	10	10	10	10
Storage Length (ft)	150		0	0		0	0		100	200		150
Storage Lanes	1		0	0		1	0		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	0.95	0.95	1.00	0.97	0.95	0.95
Frt		0.989				0.850			0.850		0.934	
Flt Protected	0.950							0.998		0.950		
Satd. Flow (prot)	1770	3500	0	0	1845	1568	0	3414	1478	3173	3055	0
Flt Permitted	0.173							0.868		0.950		
Satd. Flow (perm)	322	3500	0	0	1845	1568	0	2970	1478	3173	3055	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11				217			118		165	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		1444			1181			1262			1113	
Travel Time (s)		28.1			23.0			24.6			21.7	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.83	0.83	0.83	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	2%	3%	3%	3%	2%	2%	2%	3%	3%	3%
Adj. Flow (vph)	267	530	44	0	650	248	7	167	40	369	568	452
Shared Lane Traffic (%)												
Lane Group Flow (vph)	267	574	0	0	650	248	0	174	40	369	1020	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			20			20	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.20	1.00	1.00	1.00	1.04	1.04	1.09	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		Perm	NA	Perm	Perm	NA	Perm	Prot	NA	
Protected Phases	1	6			2			8		7	4	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	6			2		2	8		8			
Detector Phase	1	6		2	2	2	8	8	8	7	4	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	3.5	3.5	3.5	4.0	4.0	
Minimum Split (s)	9.1	20.0		20.0	20.0	20.0	10.0	10.0	10.0	10.5	20.0	
Total Split (s)	15.0	81.0		66.0	66.0	66.0	18.0	18.0	18.0	31.0	49.0	
Total Split (%)	11.5%	62.3%		50.8%	50.8%	50.8%	13.8%	13.8%	13.8%	23.8%	37.7%	
Maximum Green (s)	9.9	75.5		60.5	60.5	60.5	11.5	11.5	11.5	24.5	42.5	
Yellow Time (s)	3.0	3.5		3.5	3.5	3.5	3.0	3.0	3.0	3.0	3.0	
All-Red Time (s)	2.1	2.0		2.0	2.0	2.0	3.5	3.5	3.5	3.5	3.5	
Lost Time Adjust (s)	0.0	0.0			0.0	0.0		0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.1	5.5			5.5	5.5		6.5	6.5	6.5	6.5	
Lead/Lag	Lead			Lag	Lag	Lag	Lag	Lag	Lag	Lead		
Lead-Lag Optimize?	Yes			Yes	Yes	Yes	Yes	Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	C-Max		C-Max	C-Max	C-Max	None	None	None	None	None	
Act Effct Green (s)	76.9	76.5			60.9	60.9		14.9	14.9	20.1	41.5	
Actuated g/C Ratio	0.59	0.59			0.47	0.47		0.11	0.11	0.15	0.32	
v/c Ratio	0.87	0.28			0.75	0.29		0.51	0.15	0.75	0.94	
Control Delay	43.4	13.5			35.3	4.8		60.6	1.1	54.0	29.4	
Queue Delay	0.0	0.0			0.0	0.0		0.0	0.0	0.0	0.0	
Total Delay	43.4	13.5			35.3	4.8		60.6	1.1	54.0	29.4	
LOS	D	B			D	A		E	A	D	C	
Approach Delay		23.0			26.9			49.5			35.9	
Approach LOS		C			C			D			D	

Intersection Summary

Area Type: Other
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.94
Intersection Signal Delay: 31.1 Intersection LOS: C
Intersection Capacity Utilization 97.3% ICU Level of Service F
Analysis Period (min) 15

Splits and Phases: 28: Clifton Road/Clifton Rd & N Decatur Rd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	56	0	43	12	0	10	5	916	22	11	866	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	175		0	150		150
Storage Lanes	0		1	0		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected		0.950			0.950		0.950			0.950		
Satd. Flow (prot)	0	1805	1615	0	1805	1615	1770	1863	1583	1770	1863	1583
Flt Permitted		0.749			0.641		0.247			0.241		
Satd. Flow (perm)	0	1423	1615	0	1218	1615	460	1863	1583	449	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			61			51			51			51
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		226			168			634			1325	
Travel Time (s)		5.1			3.8			12.4			25.8	
Peak Hour Factor	0.71	0.71	0.71	0.92	0.92	0.92	0.98	0.98	0.98	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	79	0	61	13	0	11	5	935	22	12	941	8
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	79	61	0	13	11	5	935	22	12	941	8
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8	2		2	6		6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Detector Phase	4	4	4	8	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	20.0	20.0	20.0	20.0	20.0	20.0	9.0	20.0	20.0	9.0	20.0	20.0
Total Split (s)	35.0	35.0	35.0	35.0	35.0	35.0	15.0	100.0	100.0	15.0	100.0	100.0
Total Split (%)	23.3%	23.3%	23.3%	23.3%	23.3%	23.3%	10.0%	66.7%	66.7%	10.0%	66.7%	66.7%
Maximum Green (s)	30.0	30.0	30.0	30.0	30.0	30.0	10.0	95.0	95.0	10.0	95.0	95.0
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)		13.7	13.7		13.7	13.7	124.2	122.0	122.0	125.4	124.2	124.2
Actuated g/C Ratio		0.09	0.09		0.09	0.09	0.83	0.81	0.81	0.84	0.83	0.83
v/c Ratio		0.61	0.30		0.12	0.06	0.01	0.62	0.02	0.03	0.61	0.01
Control Delay		84.4	17.2		62.3	0.6	2.8	6.5	0.7	6.5	21.1	1.0
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.5	0.0	0.0	0.2	0.0
Total Delay		84.4	17.2		62.3	0.6	2.8	7.0	0.7	6.5	21.3	1.0
LOS		F	B		E	A	A	A	A	A	C	A
Approach Delay		55.1			34.0			6.8			21.0	
Approach LOS		E			C			A			C	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 124 (83%), Referenced to phase 2:NETL and 6:SWTL, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.62
Intersection Signal Delay: 16.9 — Intersection LOS: B
Intersection Capacity Utilization 67.4% — ICU Level of Service C
Analysis Period (min) 15

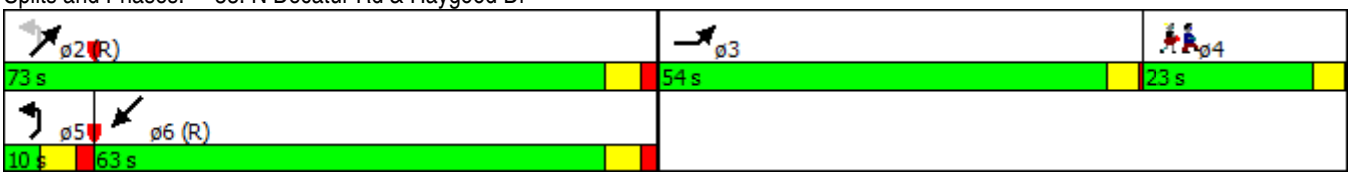
Splits and Phases: 29: Briarcliff Rd & Summit Pointe Way

Lane Group	EBL	EBR	NEL	NET	SWT	SWR	ø4
Lane Configurations							
Volume (vph)	753	38	22	793	675	320	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	10	10	11	11	11	10	
Storage Length (ft)	100	0	0			0	
Storage Lanes	1	0	0			0	
Taper Length (ft)	25		25				
Lane Util. Factor	0.97	0.95	0.95	0.95	0.95	0.95	
Ped Bike Factor	0.99			1.00	0.99		
Frt	0.993				0.952		
Flt Protected	0.955			0.999			
Satd. Flow (prot)	3230	0	0	3385	3232	0	
Flt Permitted	0.955			0.890			
Satd. Flow (perm)	3201	0	0	3015	3232	0	
Right Turn on Red		Yes				Yes	
Satd. Flow (RTOR)	4				61		
Link Speed (mph)	30			35	35		
Link Distance (ft)	1021			1039	599		
Travel Time (s)	23.2			20.2	11.7		
Confl. Peds. (#/hr)	2		3			3	
Peak Hour Factor	0.93	0.93	0.89	0.89	0.94	0.94	
Heavy Vehicles (%)	1%	1%	3%	3%	2%	2%	
Adj. Flow (vph)	810	41	25	891	718	340	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	851	0	0	916	1058	0	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Right	Left	Left	Left	Right	
Median Width(ft)	20			0	0		
Link Offset(ft)	0			0	0		
Crosswalk Width(ft)	16			16	16		
Two way Left Turn Lane							
Headway Factor	1.09	1.09	1.04	1.04	1.04	1.09	
Turning Speed (mph)	15	9	15			9	
Number of Detectors	1		1	2	2		
Detector Template	Left		Left	Thru	Thru		
Leading Detector (ft)	20		20	100	100		
Trailing Detector (ft)	0		0	0	0		
Detector 1 Position(ft)	0		0	0	0		
Detector 1 Size(ft)	20		20	6	6		
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		
Detector 1 Channel							
Detector 1 Extend (s)	0.0		0.0	0.0	0.0		
Detector 1 Queue (s)	0.0		0.0	0.0	0.0		
Detector 1 Delay (s)	0.0		0.0	0.0	0.0		
Detector 2 Position(ft)				94	94		
Detector 2 Size(ft)				6	6		
Detector 2 Type				Cl+Ex	Cl+Ex		
Detector 2 Channel							
Detector 2 Extend (s)				0.0	0.0		

Lane Group	EBL	EBR	NEL	NET	SWT	SWR	ø4
Turn Type	NA		pm+pt	NA	NA		
Protected Phases	3		5	2	6		4
Permitted Phases			2				
Detector Phase	3		5	2	6		
Switch Phase							
Minimum Initial (s)	4.0		4.0	4.0	4.0		4.0
Minimum Split (s)	20.0		10.0	21.5	21.5		20.0
Total Split (s)	54.0		10.0	73.0	63.0		23.0
Total Split (%)	36.0%		6.7%	48.7%	42.0%		15%
Maximum Green (s)	50.0		4.0	67.0	57.0		19.0
Yellow Time (s)	3.5		4.0	4.0	4.0		3.5
All-Red Time (s)	0.5		2.0	2.0	2.0		0.5
Lost Time Adjust (s)	0.0			0.0	0.0		
Total Lost Time (s)	4.0			6.0	6.0		
Lead/Lag	Lead		Lead		Lag		Lag
Lead-Lag Optimize?	Yes		Yes		Yes		Yes
Vehicle Extension (s)	3.0		3.0	3.0	3.0		3.0
Recall Mode	None		None	C-Max	C-Max		None
Walk Time (s)	5.0						5.0
Flash Dont Walk (s)	11.0						11.0
Pedestrian Calls (#/hr)	0						0
Act Effct Green (s)	44.6			95.4	95.4		
Actuated g/C Ratio	0.30			0.64	0.64		
v/c Ratio	0.88			0.48	0.51		
Control Delay	61.4			15.9	6.4		
Queue Delay	0.0			0.0	0.0		
Total Delay	61.4			15.9	6.4		
LOS	E			B	A		
Approach Delay	61.4			15.9	6.4		
Approach LOS	E			B	A		

Intersection Summary	
Area Type:	Other
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 130 (87%), Referenced to phase 2:NETL and 6:SWT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.88	
Intersection Signal Delay: 26.0	Intersection LOS: C
Intersection Capacity Utilization 68.8%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 33: N Decatur Rd & Haygood Dr

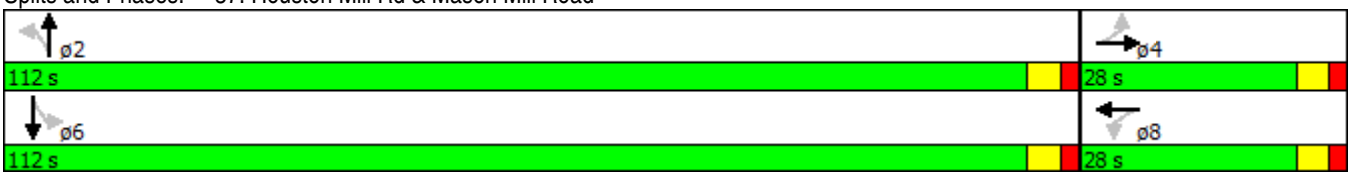


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	14	12	15	155	20	123	12	716	476	106	225	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	15	12	12	12	12	12	11	12	12	11	12
Storage Length (ft)	0		0	0		0	0		0	20		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.951			0.944			0.947			0.997	
Flt Protected		0.983			0.975			0.999			0.985	
Satd. Flow (prot)	0	1954	0	0	1731	0	0	1720	0	0	1804	0
Flt Permitted		0.826			0.832			0.994			0.426	
Satd. Flow (perm)	0	1642	0	0	1478	0	0	1712	0	0	780	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		17			22			70			3	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		487			1319			1719			1513	
Travel Time (s)		11.1			30.0			39.1			34.4	
Peak Hour Factor	0.82	0.82	0.82	0.92	0.92	0.92	0.82	0.82	0.82	0.86	0.86	0.86
Heavy Vehicles (%)	0%	0%	0%	1%	1%	1%	1%	1%	1%	0%	0%	0%
Adj. Flow (vph)	17	15	18	168	22	134	15	873	580	123	262	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	50	0	0	324	0	0	1468	0	0	394	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	0.88	1.00	1.00	1.00	1.00	1.00	1.04	1.00	1.00	1.04	1.00
Turning Speed (mph)	16		10	16		10	16		10	16		10
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	10.0		10.0	10.0		10.5	10.5		10.5	10.5	
Total Split (s)	28.0	28.0		28.0	28.0		112.0	112.0		112.0	112.0	
Total Split (%)	20.0%	20.0%		20.0%	20.0%		80.0%	80.0%		80.0%	80.0%	
Maximum Green (s)	22.5	22.5		22.5	22.5		106.5	106.5		106.5	106.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.5			5.5			5.5			5.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Act Effct Green (s)		22.5			22.5			106.5			106.5	
Actuated g/C Ratio		0.16			0.16			0.76			0.76	
v/c Ratio		0.18			1.27			1.11			0.66	
Control Delay		37.8			190.1			80.2			14.7	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		37.8			190.1			80.2			14.7	
LOS		D			F			F			B	
Approach Delay		37.8			190.1			80.2			14.7	
Approach LOS		D			F			F			B	

Intersection Summary	
Area Type:	Other
Cycle Length: 140	
Actuated Cycle Length: 140	
Natural Cycle: 140	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.27	
Intersection Signal Delay: 83.6	Intersection LOS: F
Intersection Capacity Utilization 121.8%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 37: Houston Mill Rd & Mason Mill Road



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	812	146	218	571	159	697
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	13	12	11	8
Storage Length (ft)		0	300		200	0
Storage Lanes		1	1		1	1
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.98	1.00		1.00	0.99
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	1863	1583	1847	1881	1745	1400
Flt Permitted			0.166		0.950	
Satd. Flow (perm)	1863	1547	323	1881	1739	1382
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		110				429
Link Speed (mph)	35			35	30	
Link Distance (ft)	1440			922	1382	
Travel Time (s)	28.1			18.0	31.4	
Confl. Peds. (#/hr)		4	4		1	1
Peak Hour Factor	0.88	1.00	0.87	0.87	0.89	0.89
Heavy Vehicles (%)	2%	2%	1%	1%	0%	0%
Adj. Flow (vph)	923	146	251	656	179	783
Shared Lane Traffic (%)						
Lane Group Flow (vph)	923	146	251	656	179	783
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	13			13	11	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.96	1.00	1.04	1.20
Turning Speed (mph)		9	15		15	9
Number of Detectors	2	1	1	2	1	1
Detector Template	Thru	Right	Left	Thru	Left	Right
Leading Detector (ft)	100	20	20	100	20	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	6	20	20	6	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	94			94		
Detector 2 Size(ft)	6			6		
Detector 2 Type	Cl+Ex			Cl+Ex		
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0		

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Turn Type	NA	Perm	pm+pt	NA	NA	Free
Protected Phases	6		5	2	8	
Permitted Phases		6	2			Free
Detector Phase	6	6	5	2	8	
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	10.0	10.0	10.0	10.0	10.0	
Total Split (s)	99.0	99.0	22.0	121.0	29.0	
Total Split (%)	66.0%	66.0%	14.7%	80.7%	19.3%	
Maximum Green (s)	93.0	93.0	16.0	115.0	23.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Recall Mode	C-Max	C-Max	None	C-Max	None	
Act Effct Green (s)	100.7	100.7	118.4	118.4	19.6	150.0
Actuated g/C Ratio	0.67	0.67	0.79	0.79	0.13	1.00
v/c Ratio	0.74	0.14	0.67	0.44	0.79	0.57
Control Delay	34.2	7.8	35.8	4.9	86.5	1.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.2	7.8	35.8	4.9	86.5	1.7
LOS	C	A	D	A	F	A
Approach Delay	30.6			13.4	17.5	
Approach LOS	C			B	B	

Intersection Summary	
Area Type:	Other
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 85 (57%), Referenced to phase 2:WBTL and 6:EBT, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.79	
Intersection Signal Delay: 21.0	Intersection LOS: C
Intersection Capacity Utilization 78.6%	ICU Level of Service D
Analysis Period (min) 15	

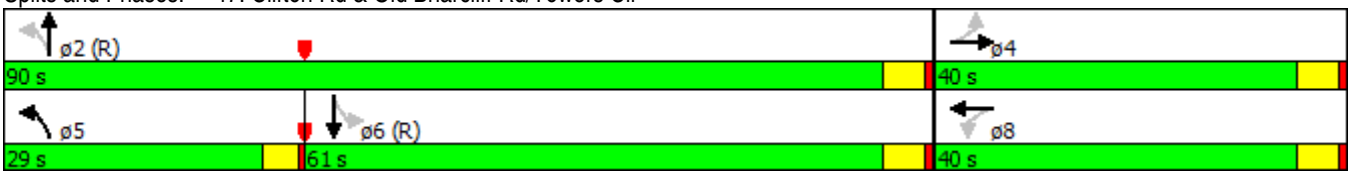
Splits and Phases: 42: Houston Mill Rd & Lavista Rd

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	23	27	106	90	39	60	309	1144	117	20	720	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	13	12	12	12	12	12	12	12
Storage Length (ft)	0		0	0		0	200		0	0		0
Storage Lanes	0		0	0		0	1		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor		0.99			1.00			1.00			1.00	
Frt		0.908			0.957			0.986			0.997	
Flt Protected		0.993			0.977		0.950				0.999	
Satd. Flow (prot)	0	1660	0	0	1818	0	1752	3446	0	0	3560	0
Flt Permitted		0.922			0.624		0.240				0.858	
Satd. Flow (perm)	0	1541	0	0	1159	0	443	3446	0	0	3057	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		80			18			17			2	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		348			341			1743			1189	
Travel Time (s)		7.9			7.8			34.0			23.2	
Confl. Peds. (#/hr)			5	5					12	12		
Peak Hour Factor	0.91	0.91	0.91	0.86	0.86	0.86	0.78	0.78	0.78	0.86	0.86	0.86
Heavy Vehicles (%)	2%	2%	2%	1%	1%	1%	3%	3%	3%	1%	1%	1%
Adj. Flow (vph)	25	30	116	105	45	70	396	1467	150	23	837	20
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	171	0	0	220	0	396	1617	0	0	880	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	0.96	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases		4			8		5	2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	20.0	20.0		20.0	20.0		8.0	21.5		21.5	21.5	
Total Split (s)	40.0	40.0		40.0	40.0		29.0	90.0		61.0	61.0	
Total Split (%)	30.8%	30.8%		30.8%	30.8%		22.3%	69.2%		46.9%	46.9%	
Maximum Green (s)	35.0	35.0		35.0	35.0		25.0	85.0		56.0	56.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		3.5	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		0.5	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0			0.0	
Total Lost Time (s)		5.0			5.0		4.0	5.0			5.0	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?							Yes			Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max		C-Max	C-Max	
Act Effct Green (s)		26.0			26.0		95.0	94.0			71.3	
Actuated g/C Ratio		0.20			0.20		0.73	0.72			0.55	
v/c Ratio		0.46			0.90		0.77	0.65			0.52	
Control Delay		26.4			81.5		20.2	11.8			22.5	
Queue Delay		0.0			0.0		0.0	0.0			0.0	
Total Delay		26.4			81.5		20.2	11.8			22.5	
LOS		C			F		C	B			C	
Approach Delay		26.4			81.5			13.5			22.5	
Approach LOS		C			F			B			C	

Intersection Summary	
Area Type:	Other
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.90	
Intersection Signal Delay: 21.1	Intersection LOS: C
Intersection Capacity Utilization 93.4%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 47: Clifton Rd & Old Briarcliff Rd/Towers Cir

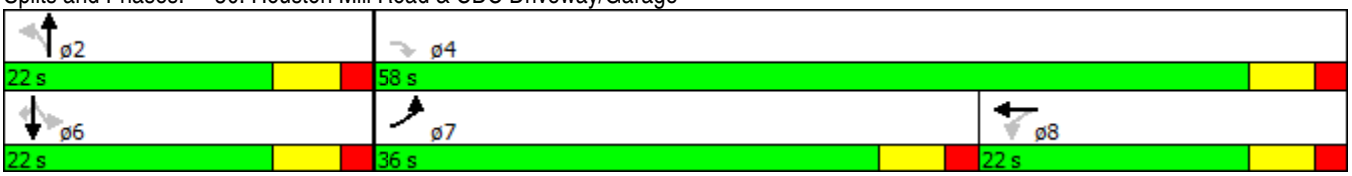


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	465	0	39	0	0	56	0	275	0	25	13	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	8	12	10	12	12	12	12	16	12	12	12	11
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.865							0.850
Flt Protected	0.950										0.968	
Satd. Flow (prot)	1564	0	1507	0	1644	0	0	2153	0	0	1839	1561
Flt Permitted	0.950										0.548	
Satd. Flow (perm)	1564	0	1507	0	1644	0	0	2153	0	0	1041	1561
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			47		143							123
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		289			282			193			351	
Travel Time (s)		6.6			6.4			4.4			8.0	
Peak Hour Factor	0.83	0.83	0.83	0.59	0.59	0.59	0.84	0.84	0.84	0.88	0.88	0.88
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	560	0	47	0	0	95	0	327	0	28	15	10
Shared Lane Traffic (%)												
Lane Group Flow (vph)	560	0	47	0	95	0	0	327	0	0	43	10
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		8			8			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.20	1.00	1.09	1.00	1.00	1.00	1.00	0.85	1.00	1.00	1.00	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1		1	1	2		1	2		1	2	1
Detector Template	Left		Right	Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20		20	20	100		20	100		20	100	20
Trailing Detector (ft)	0		0	0	0		0	0		0	0	0
Detector 1 Position(ft)	0		0	0	0		0	0		0	0	0
Detector 1 Size(ft)	20		20	20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)					94			94			94	
Detector 2 Size(ft)					6			6			6	
Detector 2 Type					Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0			0.0	
Turn Type	Prot		custom	Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases	7				8			2			6	
Permitted Phases			4	8			2			6		6
Detector Phase	7		4	8	8		2	2		6	6	6
Switch Phase												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	4.0		4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	22.0		22.0	22.0	22.0		22.0	22.0		22.0	22.0	22.0
Total Split (s)	36.0		58.0	22.0	22.0		22.0	22.0		22.0	22.0	22.0
Total Split (%)	45.0%		72.5%	27.5%	27.5%		27.5%	27.5%		27.5%	27.5%	27.5%
Maximum Green (s)	30.0		52.0	16.0	16.0		16.0	16.0		16.0	16.0	16.0
Yellow Time (s)	4.0		4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0		2.0	2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0		0.0			0.0			0.0	0.0
Total Lost Time (s)	6.0		6.0		6.0			6.0			6.0	6.0
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?	Yes			Yes	Yes							
Vehicle Extension (s)	3.0		3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None		None	None	None		Min	Min		Min	Min	Min
Walk Time (s)	5.0		5.0	5.0	5.0		5.0	5.0		5.0	5.0	5.0
Flash Dont Walk (s)	11.0		11.0	11.0	11.0		11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0		0	0	0		0	0		0	0	0
Act Effct Green (s)	28.2		37.0		6.0			14.3			14.3	14.3
Actuated g/C Ratio	0.44		0.58		0.09			0.22			0.22	0.22
v/c Ratio	0.81		0.05		0.33			0.68			0.18	0.02
Control Delay	28.8		2.2		5.8			32.3			24.4	0.1
Queue Delay	0.0		0.0		0.0			0.0			0.0	0.0
Total Delay	28.8		2.2		5.8			32.3			24.4	0.1
LOS	C		A		A			C			C	A
Approach Delay					5.8			32.3			19.8	
Approach LOS					A			C			B	

Intersection Summary	
Area Type: Other	
Cycle Length: 80	
Actuated Cycle Length: 63.8	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.81	
Intersection Signal Delay: 26.2	Intersection LOS: C
Intersection Capacity Utilization 63.5%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 50: Houston Mill Road & CDC Driveway/Garage



Lane Group	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Volume (vph)	7	1217	1077	111	0	74
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Ped Bike Factor			0.99			
Frt			0.986		0.865	
Flt Protected						
Satd. Flow (prot)	0	3505	3466	0	1611	0
Flt Permitted		0.945				
Satd. Flow (perm)	0	3312	3466	0	1611	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			24		132	
Link Speed (mph)		35	35		30	
Link Distance (ft)		147	531		214	
Travel Time (s)		2.9	10.3		4.9	
Confl. Peds. (#/hr)				13		
Peak Hour Factor	0.93	0.93	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	3%	3%	2%	2%	2%	2%
Adj. Flow (vph)	8	1309	1171	121	0	80
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1317	1292	0	80	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		10	10		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2		1	
Detector Template	Left	Thru	Thru		Left	
Leading Detector (ft)	20	100	100		20	
Trailing Detector (ft)	0	0	0		0	
Detector 1 Position(ft)	0	0	0		0	
Detector 1 Size(ft)	20	6	6		20	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	
Detector 2 Position(ft)		94	94			
Detector 2 Size(ft)		6	6			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type	Perm	NA	NA		NA	
Protected Phases		6	2		8	
Permitted Phases	6					
Detector Phase	6	6	2		8	

Lane Group	EBL	EBT	WBT	WBR	SWL	SWR
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0		4.0	
Minimum Split (s)	22.0	22.0	22.0		22.0	
Total Split (s)	103.0	103.0	103.0		27.0	
Total Split (%)	79.2%	79.2%	79.2%		20.8%	
Maximum Green (s)	97.0	97.0	97.0		21.0	
Yellow Time (s)	4.0	4.0	4.0		4.0	
All-Red Time (s)	2.0	2.0	2.0		2.0	
Lost Time Adjust (s)		0.0	0.0		0.0	
Total Lost Time (s)		6.0	6.0		6.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0		3.0	
Recall Mode	Max	Max	C-Max		Max	
Walk Time (s)	5.0	5.0	5.0		5.0	
Flash Dont Walk (s)	11.0	11.0	11.0		11.0	
Pedestrian Calls (#/hr)	0	0	0		0	
Act Effct Green (s)		97.0	97.0		21.0	
Actuated g/C Ratio		0.75	0.75		0.16	
v/c Ratio		0.53	0.50		0.22	
Control Delay		7.9	6.0		2.3	
Queue Delay		0.4	0.2		0.0	
Total Delay		8.3	6.2		2.3	
LOS		A	A		A	
Approach Delay		8.3	6.2		2.3	
Approach LOS		A	A		A	

Intersection Summary	
Area Type: Other	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 110 (85%), Referenced to phase 2:WBT, Start of Green	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.53	
Intersection Signal Delay: 7.1	Intersection LOS: A
Intersection Capacity Utilization 53.1%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 52: Clifton Rd & Emory Inn

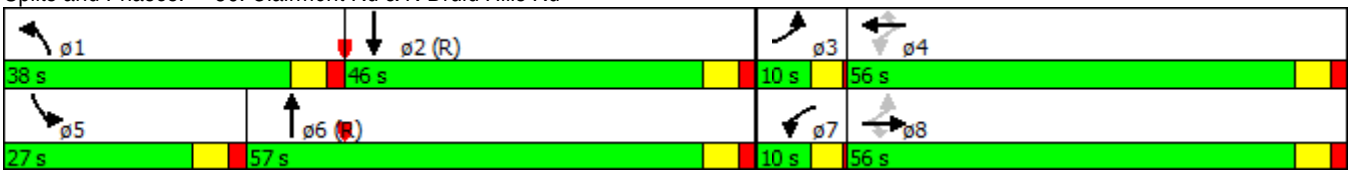
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	72	1273	472	106	690	199	667	1067	187	481	815	54
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		300	300		400	300		0	150		0
Storage Lanes	1		1	1		1	2		0	2		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.97	0.95	0.95	0.97	0.95	0.95
Frt			0.850			0.850		0.978			0.991	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	3574	1599	1770	3539	1583	3467	3496	0	3467	3542	0
Flt Permitted	0.209			0.080			0.950			0.950		
Satd. Flow (perm)	393	3574	1599	149	3539	1583	3467	3496	0	3467	3542	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			330			214		14			4	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		2251			1808			2219			2954	
Travel Time (s)		43.9			35.2			43.2			57.5	
Peak Hour Factor	0.98	0.98	0.98	0.93	0.93	0.93	0.91	0.91	0.91	0.93	0.93	0.93
Heavy Vehicles (%)	1%	1%	1%	2%	2%	2%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	73	1299	482	114	742	214	733	1173	205	517	876	58
Shared Lane Traffic (%)												
Lane Group Flow (vph)	73	1299	482	114	742	214	733	1378	0	517	934	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	8	8	8	4		4						

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	3	8	8	7	4	4	1	6		5	2	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0		10.0	10.0	
Total Split (s)	10.0	56.0	56.0	10.0	56.0	56.0	38.0	57.0		27.0	46.0	
Total Split (%)	6.7%	37.3%	37.3%	6.7%	37.3%	37.3%	25.3%	38.0%		18.0%	30.7%	
Maximum Green (s)	6.0	50.0	50.0	6.0	50.0	50.0	32.0	51.0		21.0	40.0	
Yellow Time (s)	3.5	4.0	4.0	3.5	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	0.5	2.0	2.0	0.5	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	6.0	6.0	4.0	6.0	6.0	6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	
Act Effct Green (s)	58.0	50.0	50.0	58.0	50.0	50.0	32.0	51.0		21.0	40.0	
Actuated g/C Ratio	0.39	0.33	0.33	0.39	0.33	0.33	0.21	0.34		0.14	0.27	
v/c Ratio	0.35	1.09	0.64	0.93	0.63	0.32	0.99	1.15		1.07	0.99	
Control Delay	22.5	86.2	22.5	98.3	45.1	5.5	71.9	118.1		88.7	81.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	22.5	86.2	22.5	98.3	45.1	5.5	71.9	118.1		88.7	81.9	
LOS	C	F	C	F	D	A	E	F		F	F	
Approach Delay		67.1			42.8			102.1			84.3	
Approach LOS		E			D			F			F	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 13 (9%), Referenced to phase 2:SBT and 6:NBT, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.15
Intersection Signal Delay: 78.3 Intersection LOS: E
Intersection Capacity Utilization 108.6% ICU Level of Service G
Analysis Period (min) 15

Splits and Phases: 56: Clairmont Rd & N Druid Hills Rd

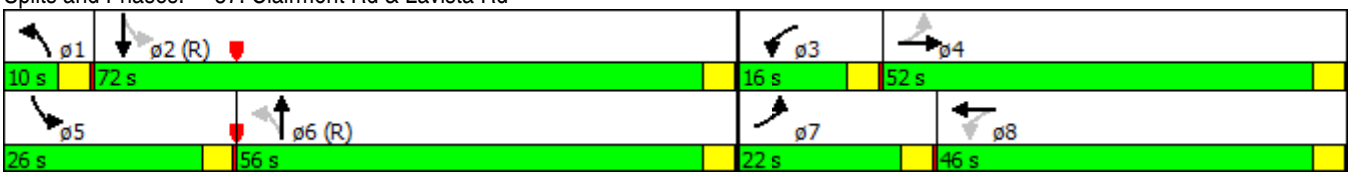


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	256	618	18	183	363	80	23	964	59	244	1292	231
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	200		0	150		0	150		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.996			0.973			0.991			0.977	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	1874	0	1787	1830	0	1787	3542	0	1787	3492	0
Flt Permitted	0.087			0.095			0.077			0.071		
Satd. Flow (perm)	164	1874	0	179	1830	0	145	3542	0	134	3492	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			7			5			18	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		2445			1250			2954			1012	
Travel Time (s)		47.6			24.4			57.5			19.7	
Peak Hour Factor	0.97	0.97	0.97	0.90	0.90	0.90	0.94	0.94	0.94	0.92	0.92	0.92
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	264	637	19	203	403	89	24	1026	63	265	1404	251
Shared Lane Traffic (%)												
Lane Group Flow (vph)	264	656	0	203	492	0	24	1089	0	265	1655	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases	4			8			6			2		
Minimum Split (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Total Split (s)	22.0	52.0		16.0	46.0		10.0	56.0		26.0	72.0	
Total Split (%)	14.7%	34.7%		10.7%	30.7%		6.7%	37.3%		17.3%	48.0%	
Maximum Green (s)	18.0	48.0		12.0	42.0		6.0	52.0		22.0	68.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5		0.5	0.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Act Effct Green (s)	64.0	48.0		54.0	42.0		58.0	52.0		78.0	68.0	
Actuated g/C Ratio	0.43	0.32		0.36	0.28		0.39	0.35		0.52	0.45	
v/c Ratio	1.00	1.09		1.05	0.95		0.20	0.88		0.85	1.04	
Control Delay	113.6	105.4		117.6	81.2		36.6	81.6		65.6	73.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	113.6	105.4		117.6	81.2		36.6	81.6		65.6	73.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	F	F		F	F		D	F		E	E	
Approach Delay		107.8			91.8			80.6			72.0	
Approach LOS		F			F			F			E	

Intersection Summary	
Area Type:	Other
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green	
Natural Cycle: 140	
Control Type: Pretimed	
Maximum v/c Ratio: 1.09	
Intersection Signal Delay: 84.1	Intersection LOS: F
Intersection Capacity Utilization 103.5%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 57: Clairmont Rd & Lavista Rd



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	373	211	194	1619	1294	125
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	200			0
Storage Lanes	1	0	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Frt	0.951				0.987	
Flt Protected	0.969		0.950			
Satd. Flow (prot)	1734	0	1787	3574	3528	0
Flt Permitted	0.969		0.052			
Satd. Flow (perm)	1734	0	98	3574	3528	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	20				9	
Link Speed (mph)	30			35	35	
Link Distance (ft)	2023			816	2219	
Travel Time (s)	46.0			15.9	43.2	
Peak Hour Factor	0.88	0.88	0.94	0.94	0.92	0.92
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	424	240	206	1722	1407	136
Shared Lane Traffic (%)						
Lane Group Flow (vph)	664	0	206	1722	1543	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			24	24	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2	2	
Detector Template	Left		Left	Thru	Thru	
Leading Detector (ft)	20		20	100	100	
Trailing Detector (ft)	0		0	0	0	
Detector 1 Position(ft)	0		0	0	0	
Detector 1 Size(ft)	20		20	6	6	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	NA		pm+pt	NA	NA	
Protected Phases	4		5	2	6	
Permitted Phases			2			

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Detector Phase	4		5	2	6	
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	10.0		10.0	10.0	10.0	
Total Split (s)	55.0		18.0	95.0	77.0	
Total Split (%)	36.7%		12.0%	63.3%	51.3%	
Maximum Green (s)	50.0		13.0	90.0	72.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	
Total Lost Time (s)	5.0		5.0	5.0	5.0	
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	None		None	C-Max	C-Max	
Act Effct Green (s)	50.0		90.0	90.0	72.0	
Actuated g/C Ratio	0.33		0.60	0.60	0.48	
v/c Ratio	1.12		1.00	0.80	0.91	
Control Delay	119.8		104.6	17.1	24.0	
Queue Delay	0.0		0.0	0.1	0.6	
Total Delay	119.8		104.6	17.2	24.6	
LOS	F		F	B	C	
Approach Delay	119.8			26.5	24.6	
Approach LOS	F			C	C	

Intersection Summary	
Area Type: Other	
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 57 (38%), Referenced to phase 2:NBTL and 6:SBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.12	
Intersection Signal Delay: 40.8	Intersection LOS: D
Intersection Capacity Utilization 96.6%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 61: Clairmont Rd & Mason Mill Rd

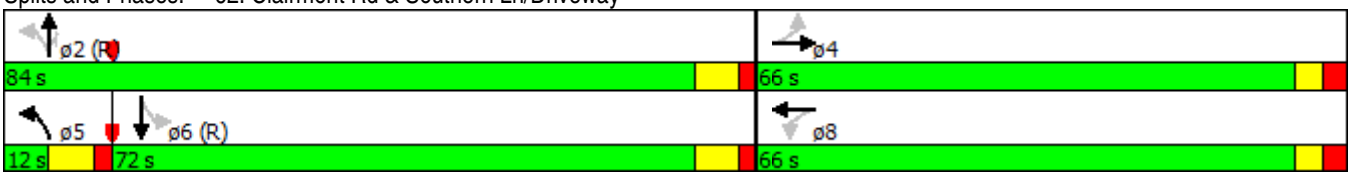
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	294	0	130	4	0	9	19	1117	3	8	1149	57
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	0		0	200		200	100		0
Storage Lanes	1		0	0		0	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt		0.850			0.905				0.850		0.993	
Flt Protected	0.950				0.985		0.950			0.950		
Satd. Flow (prot)	1805	1615	0	0	1694	0	1787	3574	1599	1787	3549	0
Flt Permitted	0.744				0.929		0.086			0.166		
Satd. Flow (perm)	1414	1615	0	0	1597	0	162	3574	1599	312	3549	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		96			80				22		4	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		776			344			1210			816	
Travel Time (s)		17.6			7.8			23.6			15.9	
Peak Hour Factor	0.70	0.70	0.70	0.65	0.65	0.65	0.89	0.89	0.89	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	420	0	186	6	0	14	21	1255	3	9	1277	63
Shared Lane Traffic (%)												
Lane Group Flow (vph)	420	186	0	0	20	0	21	1255	3	9	1340	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA	Perm	Perm	NA	
Protected Phases		4			8		5	2			6	
Permitted Phases	4			8			2		2	6		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4		8	8		5	2	2	6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	20.0	20.0		20.0	20.0		11.0	20.0	20.0	20.0	20.0	
Total Split (s)	66.0	66.0		66.0	66.0		12.0	84.0	84.0	72.0	72.0	
Total Split (%)	44.0%	44.0%		44.0%	44.0%		8.0%	56.0%	56.0%	48.0%	48.0%	
Maximum Green (s)	60.0	60.0		60.0	60.0		5.0	77.0	77.0	65.0	65.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		5.0	5.0	5.0	5.0	5.0	
All-Red Time (s)	3.0	3.0		3.0	3.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0			6.0		7.0	7.0	7.0	7.0	7.0	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?							Yes			Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max	C-Max	C-Max	C-Max	
Act Effct Green (s)	50.5	50.5			50.5		86.5	86.5	86.5	78.7	78.7	
Actuated g/C Ratio	0.34	0.34			0.34		0.58	0.58	0.58	0.52	0.52	
v/c Ratio	0.88	0.31			0.03		0.13	0.61	0.00	0.06	0.72	
Control Delay	67.0	17.0			0.1		10.5	10.4	0.0	8.6	11.0	
Queue Delay	0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.1	
Total Delay	67.0	17.0			0.1		10.5	10.4	0.0	8.6	11.1	
LOS	E	B			A		B	B	A	A	B	
Approach Delay		51.6			0.1			10.3			11.1	
Approach LOS		D			A			B			B	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 80 (53%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.88
Intersection Signal Delay: 18.3 Intersection LOS: B
Intersection Capacity Utilization 67.4% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 62: Clairmont Rd & Southern Ln/Driveway

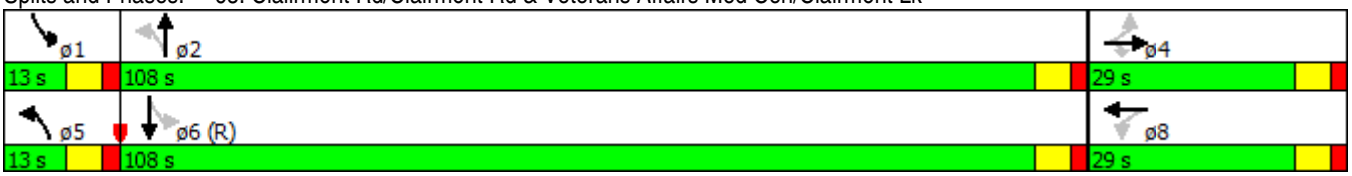


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	133	2	274	30	0	22	26	968	28	51	1221	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		150	100		0	250		0	250		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850		0.850			0.996			0.999	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	1770	1583	0	1787	3560	0	1787	3571	0
Flt Permitted	0.740			0.756			0.161			0.218		
Satd. Flow (perm)	1378	1863	1583	1408	1583	0	303	3560	0	410	3571	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			151		200			4			1	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		648			575			1977			1210	
Travel Time (s)		14.7			13.1			38.5			23.6	
Peak Hour Factor	0.59	0.59	0.59	0.81	0.81	0.81	0.91	0.91	0.91	0.94	0.94	0.94
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	225	3	464	37	0	27	29	1064	31	54	1299	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	225	3	464	37	27	0	29	1095	0	54	1310	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8			2			6		
Minimum Split (s)	19.0	19.0	19.0	19.0	19.0		10.0	20.0		10.0	20.0	
Total Split (s)	29.0	29.0	29.0	29.0	29.0		13.0	108.0		13.0	108.0	
Total Split (%)	19.3%	19.3%	19.3%	19.3%	19.3%		8.7%	72.0%		8.7%	72.0%	
Maximum Green (s)	23.0	23.0	23.0	23.0	23.0		7.0	102.0		7.0	102.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Act Effct Green (s)	23.0	23.0	23.0	23.0	23.0		109.0	102.0		109.0	102.0	
Actuated g/C Ratio	0.15	0.15	0.15	0.15	0.15		0.73	0.68		0.73	0.68	
v/c Ratio	1.07	0.01	1.25	0.17	0.07		0.10	0.45		0.15	0.54	
Control Delay	139.0	54.0	168.1	57.7	0.3		2.1	5.9		3.7	5.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	139.0	54.0	168.1	57.7	0.3		2.1	5.9		3.7	5.3	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	F	D	F	E	A		A	A		A	A	
Approach Delay		158.1			33.5			5.8			5.3	
Approach LOS		F			C			A			A	

Intersection Summary	
Area Type:	Other
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 60 (40%), Referenced to phase 6:SBTL, Start of Green	
Natural Cycle: 60	
Control Type: Pretimed	
Maximum v/c Ratio: 1.25	
Intersection Signal Delay: 38.6	Intersection LOS: D
Intersection Capacity Utilization 69.4%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 65: Claiirmont Rd/Clairmont Rd & Veterans Affairs Med Cen/Clairmont Lk

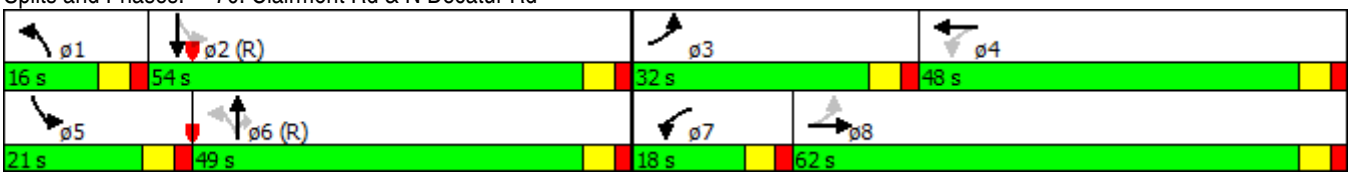


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	305	1048	302	185	642	81	167	704	70	190	871	205
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	300		0	150		300	200		0
Storage Lanes	1		0	1		0	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	0.95
Frt		0.966			0.983				0.850		0.971	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	3453	0	1787	3513	0	1770	3539	1583	1770	3437	0
Flt Permitted	0.130			0.094			0.092			0.162		
Satd. Flow (perm)	245	3453	0	177	3513	0	171	3539	1583	302	3437	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		28			9				138		20	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		2078			1739			966			539	
Travel Time (s)		40.5			33.9			18.8			10.5	
Peak Hour Factor	0.97	0.97	0.97	0.95	0.95	0.95	0.98	0.98	0.98	0.94	0.94	0.94
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	314	1080	311	195	676	85	170	718	71	202	927	218
Shared Lane Traffic (%)												
Lane Group Flow (vph)	314	1391	0	195	761	0	170	718	71	202	1145	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	8			4			6		6	2		
Minimum Split (s)	10.0	10.0		10.0	10.0		10.0	10.0	10.0	10.0	10.0	
Total Split (s)	32.0	62.0		18.0	48.0		16.0	49.0	49.0	21.0	54.0	
Total Split (%)	21.3%	41.3%		12.0%	32.0%		10.7%	32.7%	32.7%	14.0%	36.0%	
Maximum Green (s)	26.5	56.5		12.5	42.5		10.5	43.5	43.5	15.5	48.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.5	5.5		5.5	5.5		5.5	5.5	5.5	5.5	5.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Act Effct Green (s)	74.5	56.5		55.0	42.5		54.0	43.5	43.5	64.0	48.5	
Actuated g/C Ratio	0.50	0.38		0.37	0.28		0.36	0.29	0.29	0.43	0.32	
v/c Ratio	0.80	1.06		0.98	0.76		0.98	0.70	0.13	0.72	1.02	
Control Delay	46.2	95.2		100.1	54.3		101.7	51.8	0.5	39.7	77.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	46.2	95.2		100.1	54.3		101.7	51.8	0.5	39.7	77.1	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	D	F		F	D		F	D	A	D	E	
Approach Delay		86.2			63.6			56.8			71.5	
Approach LOS		F			E			E			E	

Intersection Summary	
Area Type:	Other
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 115 (77%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green	
Natural Cycle: 120	
Control Type: Pretimed	
Maximum v/c Ratio: 1.06	
Intersection Signal Delay: 72.2	Intersection LOS: E
Intersection Capacity Utilization 107.1%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 70: Clairmont Rd & N Decatur Rd

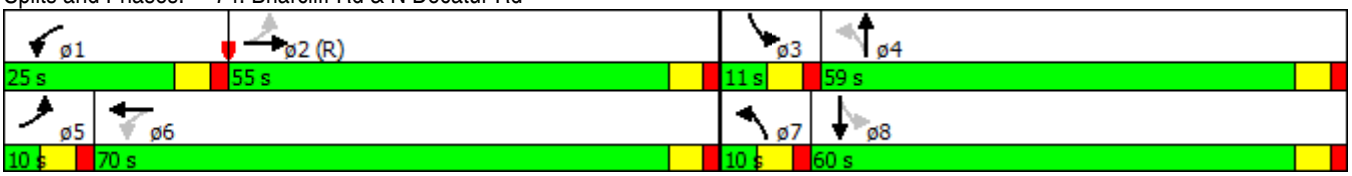


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	44	522	73	275	295	99	62	506	162	101	672	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	300		0	150		0	150		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.982			0.962			0.964			0.994	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	1847	0	1787	1810	0	1752	1778	0	1787	1870	0
Flt Permitted	0.446			0.073			0.075			0.074		
Satd. Flow (perm)	839	1847	0	137	1810	0	138	1778	0	139	1870	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			14			12			1	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		942			3025			1172			2474	
Travel Time (s)		18.4			58.9			22.8			48.2	
Peak Hour Factor	0.94	0.94	0.94	0.91	0.91	0.91	0.95	0.95	0.95	0.94	0.94	0.94
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	3%	3%	3%	1%	1%	1%
Adj. Flow (vph)	47	555	78	302	324	109	65	533	171	107	715	28
Shared Lane Traffic (%)												
Lane Group Flow (vph)	47	633	0	302	433	0	65	704	0	107	743	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases	2			6			4			8		
Minimum Split (s)	10.0	22.0		10.0	22.0		10.0	22.0		10.0	22.0	
Total Split (s)	10.0	55.0		25.0	70.0		10.0	59.0		11.0	60.0	
Total Split (%)	6.7%	36.7%		16.7%	46.7%		6.7%	39.3%		7.3%	40.0%	
Maximum Green (s)	4.0	49.0		19.0	64.0		4.0	53.0		5.0	54.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Act Effct Green (s)	53.0	49.0		74.0	64.0		57.0	53.0		59.0	54.0	
Actuated g/C Ratio	0.35	0.33		0.49	0.43		0.38	0.35		0.39	0.36	
v/c Ratio	0.15	1.04		1.09	0.56		0.68	1.11		0.98	1.10	
Control Delay	22.6	96.6		123.2	34.5		63.2	113.0		136.6	107.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	22.6	96.6		123.2	34.5		63.2	113.0		136.6	107.8	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	F		F	C		E	F		F	F	
Approach Delay		91.5			71.0			108.8			111.4	
Approach LOS		F			E			F			F	

Intersection Summary	
Area Type:	Other
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 100 (67%), Referenced to phase 2:EBTL, Start of Green	
Natural Cycle: 140	
Control Type: Pretimed	
Maximum v/c Ratio: 1.11	
Intersection Signal Delay: 96.5	Intersection LOS: F
Intersection Capacity Utilization 109.2%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 74: Briarcliff Rd & N Decatur Rd



PROJECT: CDC Roybal Campus EIS
LOCATION: Briarcliff Road @ N Decatur Road
TIME PERIOD: AM
WEATHER/PAVEMENT: Clear/Dry

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	INPUT "1" AT START OF PEAK HOUR	*Briarcliff Road* (NB)			*Briarcliff Road* (SB)			*Decatur Road* (EB)			*Decatur Road* (WB)			15-MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
			L	T	R	L	T	R	L	T	R	L	T	R			
7:15 AM	Auto		12	142	55	8	62	8	3	61	11	45	66	15	501		
to	Truck		0	4	1	1	4	0	0	0	0	3	0	0			
7:30 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
7:30 AM	Auto		0	115	42	21	71	7	22	75	9	34	76	21	509		
to	Truck		0	6	2	0	1	0	0	1	0	3	3	0			
7:45 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
7:45 AM	Auto	1	5	133	39	13	84	6	8	74	16	51	63	25	530		
to	Truck		0	3	3	0	0	0	0	2	0	5	0	0			
8:00 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
8:00 AM	Auto		6	104	30	20	98	7	21	89	18	57	82	15	565		
to	Truck		1	4	6	0	3	0	0	2	0	1	1	0			
8:15 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		2,105	
8:15 AM	Auto		15	102	34	24	108	10	18	79	20	48	79	31	587		
to	Truck		1	5	3	1	1	0	0	0	0	5	3	0			
8:30 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		2,191	
8:30 AM	Auto		11	102	42	7	101	12	13	56	11	42	114	17	547		
to	Truck		0	8	4	0	2	0	0	3	0	2	0	0			
8:45 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		2,229	
8:45 AM	Auto		8	100	40	17	112	4	16	76	11	39	102	23	561		
to	Truck		0	5	3	0	1	0	0	0	0	4	0	0			
9:00 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		2,260	
9:00 AM	Auto		5	119	60	17	99	11	6	54	4	46	76	29	538		
to	Truck		0	3	0	0	2	0	0	2	1	3	1	0			
9:15 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		2,233	
Peak Hour Volume (PHV)			39	461	161	65	397	35	60	305	65	211	342	88	2,229		
PHV (by approach)			661			497			430			641					
Peak Hour Factor (PHF)			0.90			0.86			0.83			0.92					
Total Autos			623			490			423			624					
Total Trucks			38			7			7			17					
Total Buses			0			0			0			0					
% Auto			94.3%			98.6%			98.4%			97.3%					
% Heavy Vehicles (Trucks & Buses)			5.7%			1.4%			1.6%			2.7%					

PROJECT: CDC Roybal Campus EIS
LOCATION: Briarcliff Road @ Clifton Road
TIME PERIOD: AM
WEATHER/PAVEMENT: Clear/Dry

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	INPUT "1" AT START OF PEAK HOUR	*Briarcliff Road* (NB)			*Briarcliff Road* (SB)			*Clifton Road* (EB)			*Clifton Road* (WB)			15-MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
			L	T	R	L	T	R	L	T	R	L	T	R			
7:15 AM	Auto		0	124	56	220	109	0	0	0	0	35	0	76	637		
to	Truck		0	4	3	4	3	0	0	0	0	0	0	3			
7:30 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
7:30 AM	Auto		0	147	82	224	114	0	0	0	0	42	0	98	731		
to	Truck		0	6	7	6	1	0	0	0	0	0	0	4			
7:45 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
7:45 AM	Auto	1	0	164	85	216	123	0	0	0	0	70	0	99	776		
to	Truck		0	3	1	5	4	0	0	0	0	0	0	6			
8:00 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
8:00 AM	Auto		0	141	91	210	158	0	0	0	0	69	0	106	801		
to	Truck		0	5	3	3	4	0	0	0	0	4	0	7			
8:15 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		2,945	
8:15 AM	Auto		0	167	78	205	137	0	0	0	0	60	0	87	755		
to	Truck		0	3	3	5	5	0	0	0	0	2	0	3			
8:30 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		3,063	
8:30 AM	Auto		0	151	80	199	179	0	0	0	0	66	0	82	782		
to	Truck		0	3	3	5	8	0	0	0	0	2	0	4			
8:45 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		3,114	
8:45 AM	Auto		0	143	80	176	198	0	0	0	0	68	0	54	744		
to	Truck		0	3	3	7	6	0	0	0	0	1	0	5			
9:00 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		3,082	
9:00 AM	Auto		0	140	67	164	179	0	0	0	0	53	0	83	707		
to	Truck		0	2	2	2	5	0	0	0	0	2	0	8			
9:15 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		2,988	
Peak Hour Volume (PHV)			0	637	344	848	618	0	0	0	0	273	0	394	3,114		
PHV (by approach)			981			1,466			0			667					
Peak Hour Factor (PHF)			0.97			0.94			#DIV/0!			0.90					
Total Autos			957			1,427			0			639					
Total Trucks			24			39			0			28					
Total Buses			0			0			0			0					
% Auto			97.6%			97.3%			#DIV/0!			95.8%					
% Heavy Vehicles (Trucks & Buses)			2.4%			2.7%			#DIV/0!			4.2%					

PROJECT: CDC Roybal Campus EIS
LOCATION: Briarcliff Road @ LaVista Road
TIME PERIOD: AM
WEATHER/PAVEMENT: Clear/Dry

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	INPUT "1" AT START OF PEAK HOUR	*Briarcliff Road* (NB)			*Briarcliff Road* (SB)			*LaVista Road* (EB)			*LaVista Road* (WB)			15-MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
			L	T	R	L	T	R	L	T	R	L	T	R			
7:15 AM	Auto		22	115	17	5	185	10	7	30	40	42	84	7	585		
to	Truck		2	5	1	1	5	0	0	3	2	0	0	2			
7:30 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
7:30 AM	Auto		19	151	26	1	120	3	15	45	73	57	114	13	655		
to	Truck		2	4	2	1	5	0	0	1	1	1	1	0			
7:45 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
7:45 AM	Auto	1	22	172	28	3	146	9	12	33	54	48	111	13	668		
to	Truck		1	6	2	0	4	1	0	1	1	0	1	0			
8:00 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
8:00 AM	Auto		19	141	17	5	148	7	13	46	44	44	127	21	651		
to	Truck		2	7	0	0	7	0	0	0	0	1	2	0			
8:15 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		2,559	
8:15 AM	Auto		22	165	22	3	128	5	10	44	60	45	122	15	672		
to	Truck		2	6	1	1	8	1	0	2	4	1	5	0			
8:30 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		2,646	
8:30 AM	Auto		22	142	18	3	133	2	19	56	45	54	113	15	646		
to	Truck		1	2	2	0	9	1	1	0	5	0	2	1			
8:45 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		2,637	
8:45 AM	Auto		16	131	21	5	183	9	23	55	32	60	106	12	674		
to	Truck		1	4	4	0	4	0	0	1	1	1	5	0			
9:00 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		2,643	
9:00 AM	Auto		16	133	25	7	164	5	13	38	47	50	129	11	662		
to	Truck		1	8	1	2	6	0	0	2	1	1	1	1			
9:15 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		2,654	
Peak Hour Volume (PHV)			91	641	90	15	583	26	55	182	213	193	483	65	2,637		
PHV (by approach)			822			624			450			741					
Peak Hour Factor (PHF)			0.89			0.93			0.89			0.95					
Total Autos			790			592			436			728					
Total Trucks			32			32			14			13					
Total Buses			0			0			0			0					
% Auto			96.1%			94.9%			96.9%			98.2%					
% Heavy Vehicles (Trucks & Buses)			3.9%			5.1%			3.1%			1.8%					

PROJECT: CDC Roybal Campus EIS
LOCATION: North Druid Hills Road @ LaVista Road
TIME PERIOD: AM
WEATHER/PAVEMENT: Clear/Dry

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	INPUT "1" AT START OF PEAK HOUR	*N Druid Hill Road* (NB)			*N Druid Hill Road* (SB)			*LaVista Road* (EB)			*LaVista Road* (WB)			15-MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
			L	T	R	L	T	R	L	T	R	L	T	R			
7:15 AM	Auto		75	310	3	14	176	28	23	35	19	9	138	18	865		
to	Truck		1	5	0	1	2	2	0	1	1	0	3	1			
7:30 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
7:30 AM	Auto		124	360	4	15	176	54	26	35	51	14	150	29	1,067		
to	Truck		0	12	0	0	9	0	2	1	0	1	4	0			
7:45 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
7:45 AM	Auto	1	110	385	5	21	195	68	25	56	52	12	174	25	1,148		
to	Truck		1	4	1	1	8	0	0	1	2	0	1	1			
8:00 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
8:00 AM	Auto		107	351	4	15	183	48	33	53	54	28	166	20	1,082		
to	Truck		4	4	0	0	5	0	0	0	1	0	3	3			
8:15 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		4,162	
8:15 AM	Auto		116	336	2	18	177	32	30	72	54	20	168	28	1,070		
to	Truck		2	5	0	1	2	2	0	0	1	1	2	1			
8:30 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		4,367	
8:30 AM	Auto		117	356	7	25	158	44	28	50	59	21	185	21	1,095		
to	Truck		0	6	0	1	8	1	3	1	1	0	3	0			
8:45 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		4,395	
8:45 AM	Auto		122	325	7	17	137	44	26	50	57	24	117	26	973		
to	Truck		4	11	0	0	1	0	0	1	1	0	3	0			
9:00 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		4,220	
9:00 AM	Auto		94	231	9	18	144	28	32	54	44	20	133	27	867		
to	Truck		1	14	1	1	5	0	1	3	5	0	1	1			
9:15 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		4,005	
Peak Hour Volume (PHV)			457	1,447	19	82	736	195	119	233	224	82	702	99	4,395		
PHV (by approach)			1,923			1,013			576			883					
Peak Hour Factor (PHF)			0.95			0.86			0.92			0.96					
Total Autos			1,896			984			566			868					
Total Trucks			27			29			10			15					
Total Buses			0			0			0			0					
% Auto			98.6%			97.1%			98.3%			98.3%					
% Heavy Vehicles (Trucks & Buses)			1.4%			2.9%			1.7%			1.7%					

PROJECT: CDC Roybal Campus EIS
LOCATION: Clairmont Road @ Mason Mill Road
TIME PERIOD: AM
WEATHER/PAVEMENT: Clear/Dry

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	INPUT "1" AT START OF PEAK HOUR	*Clairmont Road* (NB)			*Clairmont Road* (SB)			*Mason Mill Road* (EB)			*Mason Mill Road* (WB)			15-MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
			L	T	R	L	T	R	L	T	R	L	T	R			
7:15 AM	Auto		11	226	0	0	359	59	10	0	23	0	0	0	694		
to	Truck		0	3	0	0	3	0	0	0	0	0	0	0			
7:30 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
7:30 AM	Auto		17	236	0	0	407	65	14	0	19	0	0	0	770		
to	Truck		0	4	0	0	5	2	0	0	1	0	0	0			
7:45 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
7:45 AM	Auto	1	46	253	0	0	430	61	18	0	19	0	0	0	841		
to	Truck		0	5	0	0	7	1	1	0	0	0	0	0			
8:00 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
8:00 AM	Auto		36	296	0	0	414	85	16	0	17	0	0	0	874		
to	Truck		0	3	0	0	6	1	0	0	0	0	0	0			
8:15 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		3,179	
8:15 AM	Auto		41	332	0	0	386	81	21	0	21	0	0	0	894		
to	Truck		0	7	0	0	5	0	0	0	0	0	0	0			
8:30 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		3,379	
8:30 AM	Auto		36	283	0	0	336	61	25	0	28	0	0	0	785		
to	Truck		0	10	0	0	4	1	1	0	0	0	0	0			
8:45 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		3,394	
8:45 AM	Auto		28	273	0	0	362	87	12	0	23	0	0	0	796		
to	Truck		0	4	0	0	3	2	0	0	2	0	0	0			
9:00 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		3,349	
9:00 AM	Auto		30	233	0	0	293	58	22	0	18	0	0	0	665		
to	Truck		0	5	0	0	6	0	0	0	0	0	0	0			
9:15 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		3,140	
Peak Hour Volume (PHV)			159	1,189	0	0	1,588	291	82	0	85	0	0	0	3,394		
PHV (by approach)			1,348			1,879			167			0					
Peak Hour Factor (PHF)			0.89			0.93			0.77			#DIV/0!					
Total Autos			1,323			1,854			165			0					
Total Trucks			25			25			2			0					
Total Buses			0			0			0			0					
% Auto			98.1%			98.7%			98.8%			#DIV/0!					
% Heavy Vehicles (Trucks & Buses)			1.9%			1.3%			1.2%			#DIV/0!					

PROJECT: CDC Roybal Campus EIS
LOCATION: Houston Mill Road @ Mason Mill Road
TIME PERIOD: AM
WEATHER/PAVEMENT: Clear/Dry

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	INPUT "1" AT START OF PEAK HOUR	*Houston Mill Road* (NB)			*Houston Mill Road* (SB)			*Mason Mill Road* (EB)			*Mason Mill Road* (WB)			15-MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
			L	T	R	L	T	R	L	T	R	L	T	R			
7:15 AM	Auto		0	24	15	6	149	1	2	4	2	73	0	14	295		
to	Truck		0	0	1	1	2	0	0	0	0	1	0	0			
7:30 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
7:30 AM	Auto		0	28	15	12	114	1	4	4	4	71	0	25	282		
to	Truck		0	1	0	0	1	0	0	0	0	2	0	0			
7:45 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
7:45 AM	Auto	1	1	34	27	6	120	0	9	3	3	77	0	22	305		
to	Truck		0	1	1	0	0	0	0	0	0	0	1	0			
8:00 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
8:00 AM	Auto		0	45	21	5	98	0	4	2	4	75	1	14	269		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0			
8:15 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		1,151	
8:15 AM	Auto		0	35	17	3	100	0	5	2	4	80	2	18	267		
to	Truck		0	1	0	0	0	0	0	0	0	0	0	0			
8:30 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		1,123	
8:30 AM	Auto		1	23	10	7	95	0	3	8	2	92	1	15	257		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0			
8:45 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		1,098	
8:45 AM	Auto		0	28	20	5	111	0	3	4	7	75	0	18	274		
to	Truck		0	0	1	0	1	0	1	0	0	0	0	0			
9:00 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		1,067	
9:00 AM	Auto		2	29	15	4	97	0	2	2	1	92	4	9	257		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0			
9:15 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		1,055	
Peak Hour Volume (PHV)			2	139	76	21	413	0	21	15	13	324	5	69	1,098		
PHV (by approach)			217			434			49			398					
Peak Hour Factor (PHF)			0.82			0.86			0.82			0.92					
Total Autos			214			434			49			397					
Total Trucks			3			0			0			1					
Total Buses			0			0			0			0					
% Auto			98.6%			100.0%			100.0%			99.7%					
% Heavy Vehicles (Trucks & Buses)			1.4%			0.0%			0.0%			0.3%					

PROJECT: CDC Roybal Campus EIS
LOCATION: Clairmont Road @ N Decatur Road
TIME PERIOD: AM
WEATHER/PAVEMENT: Clear/Dry

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	INPUT "1" AT START OF PEAK HOUR	*Clairmont Road* (NB)			*Clairmont Road* (SB)			*North Decatur Road* (EB)			*North Decatur Road* (WB)			15-MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
			L	T	R	L	T	R	L	T	R	L	T	R			
7:15 AM	Auto		73	197	5	21	62	43	45	54	19	24	219	10	791		
to	Truck		2	2	0	1	1	1	0	5	1	0	6	0			
7:30 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
7:30 AM	Auto		69	229	1	15	132	57	52	104	37	22	246	3	987		
to	Truck		4	1	0	0	1	1	0	6	2	0	5	0			
7:45 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
7:45 AM	Auto	1	70	231	7	18	143	61	56	122	39	17	236	2	1,029		
to	Truck		4	1	0	0	2	5	0	10	4	1	0	0			
8:00 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
8:00 AM	Auto		44	213	5	22	124	53	51	134	27	18	231	3	956		
to	Truck		2	2	0	2	1	2	0	11	4	0	6	1			
8:15 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		3,763	
8:15 AM	Auto		69	260	6	26	116	102	52	97	26	19	216	4	1,016		
to	Truck		1	3	0	2	0	3	1	6	3	1	3	0			
8:30 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		3,988	
8:30 AM	Auto		65	201	8	28	124	84	39	60	28	13	233	5	907		
to	Truck		3	4	0	0	2	1	0	5	1	0	3	0			
8:45 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		3,908	
8:45 AM	Auto		59	176	5	41	124	108	35	57	28	11	213	6	889		
to	Truck		2	4	0	1	0	2	1	2	6	0	8	0			
9:00 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		3,768	
9:00 AM	Auto		56	133	3	34	100	85	22	52	22	16	246	6	795		
to	Truck		1	5	0	2	2	1	0	4	0	0	5	0			
9:15 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		3,607	
Peak Hour Volume (PHV)			258	915	26	98	512	311	199	445	132	69	928	15	3,908		
PHV (by approach)			1,199			921			776			1,012					
Peak Hour Factor (PHF)			0.88			0.92			0.84			0.98					
Total Autos			1,179			901			731			997					
Total Trucks			20			20			45			15					
Total Buses			0			0			0			0					
% Auto			98.3%			97.8%			94.2%			98.5%					
% Heavy Vehicles (Trucks & Buses)			1.7%			2.2%			5.8%			1.5%					

PROJECT: CDC Roybal Campus EIS
LOCATION: Haygood Drive @ N Decatur Road
TIME PERIOD: AM
WEATHER/PAVEMENT: Clear/Dry

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	INPUT "1" AT START OF PEAK HOUR	*Haygood Drive* (NB)			*Haygood Drive* (SB)			*N Decatur Road* (EB)			*N Decatur Road* (WB)			15-MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
			L	T	R	L	T	R	L	T	R	L	T	R			
7:15 AM	Auto		0	0	0	96	0	13	23	130	0	0	213	138	639		
to	Truck		0	0	0	7	0	1	1	7	0	0	4	6			
7:30 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
7:30 AM	Auto		0	0	0	42	0	4	9	70	0	0	251	155	548		
to	Truck		0	0	0	0	0	0	0	7	0	0	8	2			
7:45 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
7:45 AM	Auto	1	0	0	0	39	0	2	3	84	0	0	263	175	578		
to	Truck		0	0	0	0	0	0	0	6	0	0	6	0			
8:00 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
8:00 AM	Auto		0	0	0	29	0	5	4	77	0	0	238	159	530		
to	Truck		0	0	0	0	0	0	0	8	0	0	8	2			
8:15 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		2,295	
8:15 AM	Auto		0	0	0	34	0	8	4	78	0	0	251	155	543		
to	Truck		0	0	0	1	0	0	0	2	0	0	5	5			
8:30 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		2,199	
8:30 AM	Auto		0	0	0	35	0	4	3	78	0	0	223	135	503		
to	Truck		0	0	0	2	0	0	1	5	0	0	12	5			
8:45 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		2,154	
8:45 AM	Auto		0	0	0	32	0	3	4	86	0	0	211	90	443		
to	Truck		0	0	0	2	0	0	0	3	0	0	11	1			
9:00 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		2,019	
9:00 AM	Auto		0	0	0	37	0	5	6	77	0	0	168	68	376		
to	Truck		0	0	0	2	0	0	1	4	0	0	5	3			
9:15 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		1,865	
Peak Hour Volume (PHV)			0	0	0	140	0	19	15	338	0	0	1,006	636	2,154		
PHV (by approach)			0			159			353			1,642					
Peak Hour Factor (PHF)			#DIV/0!			0.92			0.95			0.92					
Total Autos			0			156			331			1,599					
Total Trucks			0			3			22			43					
Total Buses			0			0			0			0					
% Auto			#DIV/0!			98.1%			93.8%			97.4%					
% Heavy Vehicles (Trucks & Buses)			#DIV/0!			1.9%			6.2%			2.6%					

PROJECT: CDC Roybal Campus EIS
LOCATION: Clifton Road @ N Decatur Road
TIME PERIOD: AM
WEATHER/PAVEMENT: Clear/Dry

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	INPUT "1" AT START OF PEAK HOUR	*Clifton Road* (NB)			*Clifton Road* (SB)			*N Decatur Road* (EB)			*N Decatur Road* (WB)			15-MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
			L	T	R	L	T	R	L	T	R	L	T	R			
7:15 AM	Auto		0	93	6	10	11	37	86	60	0	0	72	51	441		
to	Truck		0	0	0	4	1	4	1	0	0	0	1	4			
7:30 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
7:30 AM	Auto		1	93	11	34	24	33	91	80	0	0	92	63	545		
to	Truck		0	0	0	3	0	8	3	1	0	0	2	6			
7:45 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
7:45 AM	Auto	1	0	136	16	31	19	43	99	90	0	0	70	68	589		
to	Truck		0	1	0	3	2	3	3	2	0	0	2	1			
8:00 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
8:00 AM	Auto		3	157	14	30	15	34	83	67	1	0	114	89	621		
to	Truck		0	0	0	4	0	2	2	4	0	0	0	2			
8:15 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		2,196	
8:15 AM	Auto		5	148	9	16	20	30	99	67	1	0	112	86	619		
to	Truck		0	2	0	3	0	4	4	3	0	0	4	6			
8:30 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		2,374	
8:30 AM	Auto		3	127	8	25	17	26	82	66	3	0	142	79	597		
to	Truck		0	0	0	3	0	5	3	2	0	0	1	5			
8:45 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		2,426	
8:45 AM	Auto		6	118	6	13	13	27	103	58	2	0	133	86	586		
to	Truck		0	2	0	6	0	2	2	2	0	0	4	3			
9:00 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		2,423	
9:00 AM	Auto		4	73	5	28	11	26	91	62	3	0	122	84	524		
to	Truck		0	5	1	2	0	3	2	0	0	0	1	1			
9:15 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		2,326	
Peak Hour Volume (PHV)			11	571	47	115	73	147	375	301	5	0	445	336	2,426		
PHV (by approach)			629			335			681			781					
Peak Hour Factor (PHF)			0.90			0.83			0.88			0.86					
Total Autos			626			306			658			760					
Total Trucks			3			29			23			21					
Total Buses			0			0			0			0					
% Auto			99.5%			91.3%			96.6%			97.3%					
% Heavy Vehicles (Trucks & Buses)			0.5%			8.7%			3.4%			2.7%					

PROJECT: CDC Roybal Campus EIS
LOCATION: Clifton Road @ Haygood Drive
TIME PERIOD: AM
WEATHER/PAVEMENT: Clear/Dry

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	INPUT "1" AT START OF PEAK HOUR	*Clifton Road* (NB)			*Clifton Road* (SB)			*Asbury Circle* (EB)			*Haygood Drive* (WB)			15-MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
			L	T	R	L	T	R	L	T	R	L	T	R			
7:15 AM	Auto		3	149	4	22	88	25	14	3	2	3	9	111	455		
to	Truck		0	4	1	0	10	0	2	1	3	1	0	0			
7:30 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
7:30 AM	Auto		8	187	2	32	137	18	15	2	6	8	6	100	552		
to	Truck		0	6	1	4	13	1	1	0	2	2	0	1			
7:45 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
7:45 AM	Auto	1	6	195	3	31	110	27	13	4	4	3	10	94	536		
to	Truck		0	9	3	5	11	1	0	0	4	1	0	2			
8:00 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
8:00 AM	Auto		6	252	5	27	105	24	20	4	5	5	7	80	568		
to	Truck		0	10	2	0	7	0	1	0	3	1	0	4			
8:15 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		2,111	
8:15 AM	Auto		4	225	1	23	117	26	25	3	5	3	16	112	586		
to	Truck		0	8	3	1	6	2	0	0	4	0	0	2			
8:30 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		2,242	
8:30 AM	Auto		5	201	1	20	116	26	12	6	9	5	19	119	566		
to	Truck		0	7	2	0	9	1	3	1	4	0	0	0			
8:45 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		2,256	
8:45 AM	Auto		4	209	4	15	93	22	31	6	4	1	17	127	556		
to	Truck		0	10	1	0	8	0	1	0	3	0	0	0			
9:00 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		2,276	
9:00 AM	Auto		8	179	4	14	110	24	16	2	3	6	17	99	515		
to	Truck		1	11	2	1	9	1	2	1	1	0	0	4			
9:15 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		2,223	
Peak Hour Volume (PHV)			21	907	20	107	481	107	74	18	38	18	52	413	2,256		
PHV (by approach)			948			695			130			483					
Peak Hour Factor (PHF)			0.86			0.94			0.88			0.84					
Total Autos			904			652			110			473					
Total Trucks			44			43			20			10					
Total Buses			0			0			0			0					
% Auto			95.4%			93.8%			84.6%			97.9%					
% Heavy Vehicles (Trucks & Buses)			4.6%			6.2%			15.4%			2.1%					

PROJECT: CDC Roybal Campus EIS
LOCATION: Clairmont Road @ N Druid Hills Road
TIME PERIOD: AM
WEATHER/PAVEMENT: Clear/Dry

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	INPUT "1" AT START OF PEAK HOUR	*Clairmont Road* (NB)			*Clairmont Road* (SB)			*N Druid Hill Road* (EB)			*N Druid Hill Road* (WB)			15-MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
			L	T	R	L	T	R	L	T	R	L	T	R			
7:15 AM	Auto		90	142	11	23	223	4	3	86	101	65	306	106	1,178		
to	Truck		2	3	0	2	2	0	1	3	0	3	2	0			
7:30 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
7:30 AM	Auto		101	149	11	28	216	1	3	93	102	85	406	92	1,315		
to	Truck		1	3	0	1	4	0	0	5	0	1	11	2			
7:45 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
7:45 AM	Auto	1	104	167	16	25	218	4	2	98	108	100	411	124	1,404		
to	Truck		0	3	1	1	2	0	0	8	0	4	7	1			
8:00 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
8:00 AM	Auto		101	189	22	38	221	1	5	116	103	103	364	97	1,381		
to	Truck		1	1	1	1	2	0	1	4	0	2	7	1			
8:15 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		5,278	
8:15 AM	Auto		98	203	13	44	223	3	7	89	107	91	359	97	1,353		
to	Truck		2	3	2	0	2	0	0	3	0	0	6	1			
8:30 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		5,453	
8:30 AM	Auto		88	179	12	26	199	10	5	109	112	65	395	84	1,309		
to	Truck		3	5	0	1	4	0	0	4	0	1	5	2			
8:45 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		5,447	
8:45 AM	Auto		108	198	20	34	198	7	5	92	105	93	362	104	1,351		
to	Truck		2	5	0	0	2	0	0	6	0	0	9	1			
9:00 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		5,394	
9:00 AM	Auto		96	150	25	39	179	11	6	93	1	59	257	76	1,023		
to	Truck		4	2	1	2	2	0	0	5	0	1	13	1			
9:15 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		5,036	
Peak Hour Volume (PHV)			397	750	67	136	871	18	20	431	430	366	1,554	407	5,447		
PHV (by approach)			1,214			1,025			881			2,327					
Peak Hour Factor (PHF)			0.95			0.94			0.96			0.90					
Total Autos			1,192			1,012			861			2,290					
Total Trucks			22			13			20			37					
Total Buses			0			0			0			0					
% Auto			98.2%			98.7%			97.7%			98.4%					
% Heavy Vehicles (Trucks & Buses)			1.8%			1.3%			2.3%			1.6%					

PROJECT: CDC Roybal Campus EIS
LOCATION: Clairmont Road @ LaVista Road
TIME PERIOD: AM
WEATHER/PAVEMENT: Clear/Dry

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	INPUT "1" AT START OF PEAK HOUR	*Clairmont Road* (NB)			*Clairmont Road* (SB)			*LaVista Road* (EB)			*LaVista Road* (WB)			15-MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
			L	T	R	L	T	R	L	T	R	L	T	R			
7:15 AM	Auto		6	262	1	9	202	68	24	29	0	52	109	33	807		
to	Truck		0	2	0	0	3	1	1	1	0	3	0	1			
7:30 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
7:30 AM	Auto		10	254	0	23	219	68	31	30	3	56	106	27	846		
to	Truck		0	5	0	1	5	0	1	1	0	2	4	0			
7:45 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
7:45 AM	Auto	1	9	242	2	28	194	65	32	42	0	74	158	16	876		
to	Truck		0	5	0	2	1	1	0	2	0	1	2	0			
8:00 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
8:00 AM	Auto		10	279	0	18	208	63	24	42	3	41	148	17	872		
to	Truck		0	3	0	0	4	2	0	1	0	1	7	1			
8:15 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		3,401	
8:15 AM	Auto		13	313	0	24	188	90	25	53	3	54	133	18	920		
to	Truck		0	0	1	1	2	1	0	0	0	0	1	0			
8:30 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		3,514	
8:30 AM	Auto		10	292	2	20	181	55	35	37	5	62	119	24	854		
to	Truck		0	3	0	0	5	1	0	0	0	0	3	0			
8:45 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		3,522	
8:45 AM	Auto		12	272	3	12	158	55	39	49	3	50	100	22	785		
to	Truck		0	4	0	0	2	1	0	2	0	0	1	0			
9:00 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		3,431	
9:00 AM	Auto		9	210	5	27	187	57	27	42	4	46	99	30	757		
to	Truck		0	0	0	1	4	0	2	3	1	0	3	0			
9:15 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		3,316	
Peak Hour Volume (PHV)			42	1,137	5	93	783	278	116	177	11	233	571	76	3,522		
PHV (by approach)			1,184			1,154			304			880					
Peak Hour Factor (PHF)			0.91			0.94			0.94			0.88					
Total Autos			1,172			1,134			301			864					
Total Trucks			12			20			3			16					
Total Buses			0			0			0			0					
% Auto			99.0%			98.3%			99.0%			98.2%					
% Heavy Vehicles (Trucks & Buses)			1.0%			1.7%			1.0%			1.8%					

PROJECT: CDC Roybal Campus EIS
LOCATION: Houston Mill Road @ Clifton Road
TIME PERIOD: AM
WEATHER/PAVEMENT: Clear/Dry

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	INPUT "1" AT START OF PEAK HOUR	*Houston Mill Road* (NB)			*Houston Mill Road* (SB)			*Clifton Road* (EB)			*Clifton Road* (WB)			15-MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
			L	T	R	L	T	R	L	T	R	L	T	R			
7:15 AM	Auto		3	1	1	41	81	25	23	79	44	59	127	14	517		
to	Truck		0	0	2	0	0	1	0	9	1	3	3	0			
7:30 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
7:30 AM	Auto		1	2	5	53	84	29	14	120	76	89	139	20	660		
to	Truck		1	0	3	3	1	0	1	10	0	3	5	1			
7:45 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
7:45 AM	Auto	1	5	3	3	48	85	42	32	108	110	87	150	36	735		
to	Truck		0	0	3	0	0	0	0	15	0	2	5	1			
8:00 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
8:00 AM	Auto		6	9	5	39	84	39	28	97	85	111	148	36	710		
to	Truck		0	0	2	0	0	1	0	7	0	2	11	0			
8:15 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		2,622	
8:15 AM	Auto		6	4	6	43	74	40	29	120	60	125	165	18	707		
to	Truck		0	0	3	0	0	0	0	5	1	2	6	0			
8:30 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		2,812	
8:30 AM	Auto		5	4	9	36	91	35	24	88	80	118	165	15	685		
to	Truck		0	0	3	0	0	0	0	8	0	2	2	0			
8:45 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		2,837	
8:45 AM	Auto		3	8	5	28	110	24	18	92	87	121	133	28	678		
to	Truck		0	0	2	0	0	1	0	5	0	2	11	0			
9:00 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		2,780	
9:00 AM	Auto		2	6	4	31	100	35	27	116	63	116	140	22	690		
to	Truck		0	0	2	0	1	1	0	9	2	2	10	1			
9:15 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		2,760	
Peak Hour Volume (PHV)			22	20	34	166	334	157	113	448	336	449	652	106	2,837		
PHV (by approach)			76			657			897			1,207					
Peak Hour Factor (PHF)			0.86			0.94			0.85			0.95					
Total Autos			65			656			861			1,174					
Total Trucks			11			1			36			33					
Total Buses			0			0			0			0					
% Auto			85.5%			99.8%			96.0%			97.3%					
% Heavy Vehicles (Trucks & Buses)			14.5%			0.2%			4.0%			2.7%					

PROJECT: CDC Roybal Campus EIS
LOCATION: Houston Mill Road @ LaVista Road
TIME PERIOD: AM
WEATHER/PAVEMENT: Clear/Dry

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	INPUT "1" AT START OF PEAK HOUR	*Houston Mill Road* (NB)			*Houston Mill Road* (SB)			*LaVista Road* (EB)			*LaVista Road* (WB)			15-MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
			L	T	R	L	T	R	L	T	R	L	T	R			
7:15 AM	Auto		15	0	24	0	0	0	0	52	26	130	146	0	401		
to	Truck		0	0	0	0	0	0	0	2	1	2	3	0			
7:30 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
7:30 AM	Auto		16	0	30	0	0	0	0	82	30	122	217	0	507		
to	Truck		1	0	0	0	0	0	0	3	0	2	4	0			
7:45 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
7:45 AM	Auto	1	22	0	43	0	0	0	0	86	16	137	198	0	507		
to	Truck		1	0	0	0	0	0	0	2	0	0	2	0			
8:00 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
8:00 AM	Auto		26	0	41	0	0	0	0	75	19	144	208	0	518		
to	Truck		0	0	1	0	0	0	0	0	0	1	3	0			
8:15 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		1,933	
8:15 AM	Auto		17	0	44	0	0	0	0	87	12	119	215	0	502		
to	Truck		1	0	0	0	0	0	0	1	0	1	5	0			
8:30 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		2,034	
8:30 AM	Auto		13	0	31	0	0	0	0	90	15	112	228	0	494		
to	Truck		0	0	0	0	0	0	0	2	0	0	3	0			
8:45 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		2,021	
8:45 AM	Auto		21	0	32	0	0	0	0	88	16	100	190	0	456		
to	Truck		0	0	0	0	0	0	0	3	0	1	5	0			
9:00 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		1,970	
9:00 AM	Auto		12	0	32	0	0	0	0	98	17	102	178	0	452		
to	Truck		0	0	2	0	0	0	0	8	0	0	3	0			
9:15 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		1,904	
Peak Hour Volume (PHV)			80	0	160	0	0	0	0	343	62	514	862	0	2,021		
PHV (by approach)			240			0			405			1,376					
Peak Hour Factor (PHF)			0.88			#DIV/0!			0.95			0.97					
Total Autos			237			0			400			1,361					
Total Trucks			3			0			5			15					
Total Buses			0			0			0			0					
% Auto			98.8%			#DIV/0!			98.8%			98.9%					
% Heavy Vehicles (Trucks & Buses)			1.3%			#DIV/0!			1.2%			1.1%					

PROJECT: CDC Roybal Campus EIS
LOCATION: Briarcliff Road @ Shephards Lane
TIME PERIOD: AM
WEATHER/PAVEMENT: Clear/Dry

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	INPUT "1" AT START OF PEAK HOUR	*Briarcliff Road* (NB)			*Briarcliff Road* (SB)			*Shepards Lane* (EB)			*Shepards Lane* (WB)			15-MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
			L	T	R	L	T	R	L	T	R	L	T	R			
7:15 AM	Auto		53	137	0	0	258	4	2	0	65	0	0	0	530		
to	Truck		0	4	0	0	6	0	0	0	1	0	0	0			
7:30 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
7:30 AM	Auto		81	161	0	0	252	6	0	0	49	0	0	0	565		
to	Truck		1	10	0	0	5	0	0	0	0	0	0	0			
7:45 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
7:45 AM	Auto	1	71	183	0	0	282	2	1	0	34	0	0	0	591		
to	Truck		0	9	0	0	9	0	0	0	0	0	0	0			
8:00 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
8:00 AM	Auto		69	169	0	0	278	3	7	0	56	0	0	0	601		
to	Truck		3	10	0	0	6	0	0	0	0	0	0	0			
8:15 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		2,287	
8:15 AM	Auto		62	194	0	0	268	1	1	0	50	0	0	0	592		
to	Truck		0	6	0	0	10	0	0	0	0	0	0	0			
8:30 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		2,349	
8:30 AM	Auto		54	184	0	0	280	1	5	0	61	0	0	0	607		
to	Truck		0	6	0	0	14	1	0	0	1	0	0	0			
8:45 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		2,391	
8:45 AM	Auto		35	165	0	0	289	4	1	0	62	0	0	0	575		
to	Truck		0	9	0	0	10	0	0	0	0	0	0	0			
9:00 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		2,375	
9:00 AM	Auto		50	177	0	0	278	5	5	0	53	0	0	0	588		
to	Truck		3	9	0	0	6	0	0	0	2	0	0	0			
9:15 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		2,362	
Peak Hour Volume (PHV)			259	761	0	0	1,147	8	14	0	202	0	0	0	2,391		
PHV (by approach)			1,020			1,155			216			0					
Peak Hour Factor (PHF)			0.97			0.98			0.81			#DIV/0!					
Total Autos			986			1,115			215			0					
Total Trucks			34			40			1			0					
Total Buses			0			0			0			0					
% Auto			96.7%			96.5%			99.5%			#DIV/0!					
% Heavy Vehicles (Trucks & Buses)			3.3%			3.5%			0.5%			#DIV/0!					

PROJECT: CDC Roybal Campus EIS
LOCATION: Briarcliff Road @ Johnson-Zonolite Road
TIME PERIOD: AM
WEATHER/PAVEMENT: Clear/Dry

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	INPUT "1" AT START OF PEAK HOUR	*Briarcliff Road* (NB)			*Briarcliff Road* (SB)			*Johnson-Zonolite Rd* (EB)			*Johnson-Zonolite Rd* (WB)			15-MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
			L	T	R	L	T	R	L	T	R	L	T	R			
7:15 AM	Auto		7	100	2	4	73	44	69	4	4	1	3	3	328		
to	Truck		1	3	0	1	1	1	3	0	4	0	0	0			
7:30 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
7:30 AM	Auto		7	122	3	5	72	58	95	9	2	5	6	4	401		
to	Truck		0	6	0	0	0	2	3	0	2	0	0	0			
7:45 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
7:45 AM	Auto	1	5	131	4	12	96	76	109	11	3	2	4	3	468		
to	Truck		2	1	0	1	1	2	3	0	2	0	0	0			
8:00 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
8:00 AM	Auto		5	115	6	11	122	80	110	9	3	7	5	0	488		
to	Truck		0	5	0	1	3	3	2	0	0	1	0	0			
8:15 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		1,685	
8:15 AM	Auto		4	123	1	11	108	77	104	11	0	6	4	4	466		
to	Truck		0	3	0	1	3	2	3	0	0	1	0	0			
8:30 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		1,823	
8:30 AM	Auto		8	98	6	15	119	99	110	9	2	2	5	4	491		
to	Truck		0	4	0	0	5	3	2	0	0	0	0	0			
8:45 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		1,913	
8:45 AM	Auto		12	107	2	13	126	120	115	11	0	0	4	4	529		
to	Truck		0	3	0	1	3	3	2	0	2	0	1	0			
9:00 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		1,974	
9:00 AM	Auto		19	108	6	9	112	102	79	8	6	5	6	5	476		
to	Truck		0	2	0	0	4	2	3	0	0	0	0	0			
9:15 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		1,962	
Peak Hour Volume (PHV)			24	480	17	52	457	342	443	40	10	19	18	11	1,913		
PHV (by approach)			521			851			493			48					
Peak Hour Factor (PHF)			0.91			0.88			0.96			0.80					
Total Autos			506			826			481			46					
Total Trucks			15			25			12			2					
Total Buses			0			0			0			0					
% Auto			97.1%			97.1%			97.6%			95.8%					
% Heavy Vehicles (Trucks & Buses)			2.9%			2.9%			2.4%			4.2%					

PROJECT: CDC Roybal Campus EIS
LOCATION: Houston Mill Road @ CDC Entrance
TIME PERIOD: AM
WEATHER/PAVEMENT: Clear/Dry

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	INPUT "1" AT START OF PEAK HOUR	*Houston Mill Road* (NB)			*Houston Mill Road* (SB)			*CDC Entrance* (EB)			*0* (WB)			15-MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
			L	T	R	L	T	R	L	T	R	L	T	R			
7:15 AM	Auto		4	1	4	64	0	69	0	0	1	0	0	0	147		
to	Truck		0	2	0	0	2	0	0	0	0	0	0	0			
7:30 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
7:30 AM	Auto		4	2	1	84	0	72	5	0	2	0	0	0	174		
to	Truck		0	3	0	0	1	0	0	0	0	0	0	0			
7:45 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
7:45 AM	Auto	1	2	4	1	108	2	74	2	0	2	0	0	0	199		
to	Truck		0	4	0	0	0	0	0	0	0	0	0	0			
8:00 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
8:00 AM	Auto		5	13	0	80	4	95	1	0	0	0	0	0	200		
to	Truck		0	2	0	0	0	0	0	0	0	0	0	0			
8:15 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		720	
8:15 AM	Auto		1	6	1	62	6	80	4	0	0	0	0	0	162		
to	Truck		0	1	0	0	1	0	0	0	0	0	0	0			
8:30 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		735	
8:30 AM	Auto		7	11	3	72	4	96	6	0	1	0	0	0	201		
to	Truck		0	1	0	0	0	0	0	0	0	0	0	0			
8:45 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		762	
8:45 AM	Auto		12	16	12	70	7	88	2	0	1	0	0	0	211		
to	Truck		0	2	0	0	1	0	0	0	0	0	0	0			
9:00 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		774	
9:00 AM	Auto		8	6	3	65	4	94	3	0	0	0	0	0	186		
to	Truck		0	2	0	0	1	0	0	0	0	0	0	0			
9:15 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		760	
Peak Hour Volume (PHV)			15	42	5	322	17	345	13	0	3	0	0	0	762		
PHV (by approach)			62			684			16			0					
Peak Hour Factor (PHF)			0.70			0.93			0.57			#DIV/0!					
Total Autos			54			683			16			0					
Total Trucks			8			1			0			0					
Total Buses			0			0			0			0					
% Auto			87.1%			99.9%			100.0%			#DIV/0!					
% Heavy Vehicles (Trucks & Buses)			12.9%			0.1%			0.0%			#DIV/0!					

PROJECT: CDC Roybal Campus EIS
LOCATION: CDC Entrance @ Clifton Road
TIME PERIOD: AM
WEATHER/PAVEMENT: Clear/Dry

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	INPUT "1" AT START OF PEAK HOUR	*CDC Entrance* (NB)			*CDC Entrance* (SB)			*Clifton Road* (EB)			*Clifton Road* (WB)			15-MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
			L	T	R	L	T	R	L	T	R	L	T	R			
7:15 AM	Auto		12	0	5	0	0	0	4	191	133	42	88	1	484		
to	Truck		0	0	0	0	0	0	0	6	0	0	2	0			
7:30 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
7:30 AM	Auto		9	0	15	0	0	1	2	244	108	38	122	1	553		
to	Truck		0	0	0	0	0	0	0	10	0	0	3	0			
7:45 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
7:45 AM	Auto	1	16	0	5	0	0	1	7	242	93	47	128	1	561		
to	Truck		0	0	0	1	0	0	0	13	0	0	7	0			
8:00 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
8:00 AM	Auto		15	0	10	2	0	2	7	220	139	50	107	0	569		
to	Truck		0	0	0	0	0	0	1	3	1	0	12	0			
8:15 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		2,167	
8:15 AM	Auto		15	0	8	0	0	3	5	228	141	67	118	0	600		
to	Truck		0	0	0	0	0	0	1	8	0	0	5	1			
8:30 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		2,283	
8:30 AM	Auto		21	0	0	0	0	0	0	185	107	60	108	1	492		
to	Truck		0	0	0	0	0	0	2	5	1	0	2	0			
8:45 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		2,222	
8:45 AM	Auto		12	0	9	0	0	4	4	211	134	43	98	0	535		
to	Truck		2	0	0	0	0	1	0	9	0	1	7	0			
9:00 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		2,196	
9:00 AM	Auto		16	0	13	0	0	2	8	230	124	42	112	2	575		
to	Truck		1	0	0	0	0	1	1	11	0	0	12	0			
9:15 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		2,202	
Peak Hour Volume (PHV)			67	0	23	3	0	6	23	904	482	224	487	3	2,222		
PHV (by approach)			90			9			1,409			714					
Peak Hour Factor (PHF)			0.90			0.56			0.92			0.93					
Total Autos			90			8			1,374			687					
Total Trucks			0			1			35			27					
Total Buses			0			0			0			0					
% Auto			100.0%			88.9%			97.5%			96.2%					
% Heavy Vehicles (Trucks & Buses)			0.0%			11.1%			2.5%			3.8%					

PROJECT: CDC Roybal Campus EIS
LOCATION: Emory Conference Center @ Clifton Road
TIME PERIOD: AM
WEATHER/PAVEMENT: Clear/Dry

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	INPUT "1" AT START OF PEAK HOUR	*Emory Conf Ctr* (NB)			*Emory Conf Ctr* (SB)			*Clifton Road* (EB)			*Clifton Road* (WB)			15-MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
			L	T	R	L	T	R	L	T	R	L	T	R			
7:15 AM	Auto		0	0	0	4	0	5	22	178	0	0	161	23	406		
to	Truck		0	0	0	0	0	0	0	8	0	0	3	2			
7:30 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
7:30 AM	Auto		0	0	0	10	0	5	30	187	0	0	133	23	407		
to	Truck		0	0	0	1	0	1	1	11	0	0	3	2			
7:45 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
7:45 AM	Auto	1	0	0	0	4	0	2	17	225	0	0	173	26	463		
to	Truck		0	0	0	0	0	0	0	8	0	0	6	2			
8:00 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
8:00 AM	Auto		0	0	0	4	0	2	18	216	0	0	170	29	456		
to	Truck		0	0	0	3	0	0	0	5	0	0	8	1			
8:15 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		1,732	
8:15 AM	Auto		0	0	0	8	0	2	23	203	0	0	170	30	450		
to	Truck		0	0	0	1	0	0	1	5	0	0	5	2			
8:30 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		1,776	
8:30 AM	Auto		0	0	0	7	0	4	22	172	0	0	166	34	420		
to	Truck		0	0	0	3	0	0	0	5	0	0	5	2			
8:45 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		1,789	
8:45 AM	Auto		0	0	0	7	0	4	17	169	0	0	153	29	399		
to	Truck		0	0	0	1	0	0	0	10	0	0	8	1			
9:00 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		1,725	
9:00 AM	Auto		0	0	0	9	0	6	20	197	0	0	140	31	424		
to	Truck		0	0	0	2	0	0	1	8	0	0	9	1			
9:15 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		1,693	
Peak Hour Volume (PHV)			0	0	0	30	0	10	81	839	0	0	703	126	1,789		
PHV (by approach)			0			40			920			829					
Peak Hour Factor (PHF)			#DIV/0!			0.71			0.92			1.00					
Total Autos			0			33			896			798					
Total Trucks			0			7			24			31					
Total Buses			0			0			0			0					
% Auto			#DIV/0!			82.5%			97.4%			96.3%					
% Heavy Vehicles (Trucks & Buses)			#DIV/0!			17.5%			2.6%			3.7%					

PROJECT: CDC Roybal Campus EIS
LOCATION: Emory Conference Center (Hotel) @ Clifton Road
TIME PERIOD: AM
WEATHER/PAVEMENT: Clear/Dry

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	INPUT "1" AT START OF PEAK HOUR	*Emory Conf Ctr (Hotel)* (NB)			*Emory Conf Ctr (Hotel)* (SB)			*Clifton Road* (EB)			*Clifton Road* (WB)			15-MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
			L	T	R	L	T	R	L	T	R	L	T	R			
7:15 AM	Auto		0	0	0	1	0	1	11	189	0	0	144	5	363		
to	Truck		0	0	0	0	0	0	0	8	0	0	4	0			
7:30 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
7:30 AM	Auto		0	0	0	0	0	2	11	231	0	0	137	1	398		
to	Truck		0	0	0	1	0	0	0	12	0	0	3	0			
7:45 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
7:45 AM	Auto	1	0	0	0	1	0	2	11	225	0	0	163	3	417		
to	Truck		0	0	0	0	0	0	0	7	0	0	5	0			
8:00 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
8:00 AM	Auto		0	0	0	2	0	1	6	255	0	0	175	4	458		
to	Truck		0	0	0	0	0	0	0	4	0	0	11	0			
8:15 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		1,636	
8:15 AM	Auto		0	0	0	1	0	3	5	202	0	0	161	6	389		
to	Truck		0	0	0	0	0	1	0	6	0	0	4	0			
8:30 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		1,662	
8:30 AM	Auto		0	0	0	2	0	2	2	192	0	0	184	5	398		
to	Truck		0	0	0	0	0	0	0	7	0	0	4	0			
8:45 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		1,662	
8:45 AM	Auto		0	0	0	1	0	5	8	189	0	0	160	2	386		
to	Truck		0	0	0	0	0	0	0	12	0	0	9	0			
9:00 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		1,631	
9:00 AM	Auto		0	0	0	4	0	2	8	221	0	0	128	0	380		
to	Truck		0	0	0	0	0	1	1	9	0	0	5	1			
9:15 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		1,553	
Peak Hour Volume (PHV)			0	0	0	6	0	9	24	898	0	0	707	18	1,662		
PHV (by approach)			0			15			922			725					
Peak Hour Factor (PHF)			#DIV/0!			0.75			0.87			0.94					
Total Autos			0			14			898			701					
Total Trucks			0			1			24			24					
Total Buses			0			0			0			0					
% Auto			#DIV/0!			93.3%			97.4%			96.7%					
% Heavy Vehicles (Trucks & Buses)			#DIV/0!			6.7%			2.6%			3.3%					

PROJECT: CDC Roybal Campus EIS
LOCATION: Clifton Road @ Briarcliff Way
TIME PERIOD: AM
WEATHER/PAVEMENT: Clear/Dry

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	INPUT "1" AT START OF PEAK HOUR	*Clifton Road* (NB)			*Clifton Road* (SB)			*Old Briarcliff Way* (EB)			*Old Briarcliff Way* (WB)			15-MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
			L	T	R	L	T	R	L	T	R	L	T	R			
7:15 AM	Auto		2	82	12	13	250	1	1	20	58	4	4	1	462		
to	Truck		0	1	1	0	11	0	0	0	1	0	0	0			
7:30 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
7:30 AM	Auto		1	96	11	16	304	0	0	12	63	11	3	4	537		
to	Truck		0	2	2	1	7	0	0	0	1	2	0	1			
7:45 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
7:45 AM	Auto	1	6	114	16	9	290	4	2	12	64	13	3	3	552		
to	Truck		0	5	2	0	6	0	0	0	0	3	0	0			
8:00 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
8:00 AM	Auto		7	106	11	21	298	4	4	21	77	6	2	5	577		
to	Truck		0	5	2	1	5	0	0	1	0	1	0	0			
8:15 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		2,128	
8:15 AM	Auto		3	102	18	17	300	4	5	10	56	2	2	3	537		
to	Truck		1	3	1	0	6	0	0	0	0	1	0	3			
8:30 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		2,203	
8:30 AM	Auto		8	88	29	18	242	2	0	19	56	5	5	2	485		
to	Truck		1	4	0	0	5	0	0	0	0	1	0	0			
8:45 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		2,151	
8:45 AM	Auto		2	98	14	12	269	3	1	12	66	2	0	3	500		
to	Truck		1	7	1	0	5	0	0	0	2	1	0	1			
9:00 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		2,099	
9:00 AM	Auto		9	94	19	15	264	1	3	11	41	1	3	4	484		
to	Truck		1	4	2	1	7	0	0	0	1	3	0	0			
9:15 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		2,006	
Peak Hour Volume (PHV)			26	427	79	66	1,152	14	11	63	253	32	12	16	2,151		
PHV (by approach)			532			1,232			327			60					
Peak Hour Factor (PHF)			0.93			0.94			0.79			0.68					
Total Autos			508			1,209			326			51					
Total Trucks			24			23			1			9					
Total Buses			0			0			0			0					
% Auto			95.5%			98.1%			99.7%			85.0%					
% Heavy Vehicles (Trucks & Buses)			4.5%			1.9%			0.3%			15.0%					

PROJECT: CDC Roybal Campus EIS
LOCATION: Clifton Road @ Gatewood Road
TIME PERIOD: AM
WEATHER/PAVEMENT: Clear/Dry

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	INPUT "1" AT START OF PEAK HOUR	*Clifton Road* (NB)			*Clifton Road* (SB)			*Gatewood Road* (EB)			*Gatewood Road* (WB)			15-MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
			L	T	R	L	T	R	L	T	R	L	T	R			
7:15 AM	Auto		2	220	28	2	151	3	3	1	2	11	0	2	444		
to	Truck		0	8	2	0	8	0	0	0	0	0	0	1			
7:30 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
7:30 AM	Auto		5	223	34	4	165	0	1	0	2	9	0	2	470		
to	Truck		1	5	1	0	17	0	0	0	0	0	0	1			
7:45 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
7:45 AM	Auto	1	3	280	29	6	146	2	1	0	0	9	0	5	504		
to	Truck		0	11	0	0	11	0	0	0	0	0	0	1			
8:00 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
8:00 AM	Auto		6	298	40	3	161	3	1	0	2	8	0	1	545		
to	Truck		0	11	3	0	7	0	0	0	0	0	0	1			
8:15 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		1,963	
8:15 AM	Auto		9	269	32	1	165	2	0	0	7	11	0	2	518		
to	Truck		0	9	2	0	8	0	0	0	1	0	0	0			
8:30 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		2,037	
8:30 AM	Auto		14	313	37	3	116	4	0	0	8	14	1	6	535		
to	Truck		0	6	1	1	10	0	0	0	0	0	0	1			
8:45 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		2,102	
8:45 AM	Auto		13	269	34	4	115	4	0	1	9	9	0	5	493		
to	Truck		0	10	3	0	12	0	0	0	0	1	0	4			
9:00 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		2,091	
9:00 AM	Auto		13	224	33	3	141	6	0	1	9	18	0	7	480		
to	Truck		0	10	2	2	7	0	0	0	0	2	0	2			
9:15 AM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		2,026	
Peak Hour Volume (PHV)			32	1,197	144	14	624	11	2	0	18	42	1	17	2,102		
PHV (by approach)			1,373			649			20			60					
Peak Hour Factor (PHF)			0.93			0.92			0.63			0.68					
Total Autos			1,330			612			19			57					
Total Trucks			43			37			1			3					
Total Buses			0			0			0			0					
% Auto			96.9%			94.3%			95.0%			95.0%					
% Heavy Vehicles (Trucks & Buses)			3.1%			5.7%			5.0%			5.0%					

PROJECT: CDC Roybal Campus EIS
LOCATION: Briarcliff Road @ N Decatur Road
TIME PERIOD: PM

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	INPUT "1" AT START OF PEAK HOUR	*Briarcliff Road* (NB)			*Briarcliff Road* (SB)			*Decatur Road* (EB)			*Decatur Road* (WB)			15-MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
			L	T	R	L	T	R	L	T	R	L	T	R			
4:00 PM	Auto		9	121	33	17	142	11	9	50	11	73	67	20	580		
to	Truck		0	5	1	0	2	0	0	1	0	7	1	0			
4:15 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
4:15 PM	Auto		14	85	33	14	147	7	7	77	10	57	48	18	535		
to	Truck		0	3	1	1	6	0	0	0	1	3	2	1			
4:30 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
4:30 PM	Auto		10	87	40	16	157	5	12	68	8	63	53	24	555		
to	Truck		0	4	1	0	1	1	1	1	1	1	1	0			
4:45 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
4:45 PM	Auto		24	99	39	18	132	8	8	89	9	60	76	17	589		
to	Truck		0	3	2	0	3	0	0	1	0	1	0	0			
5:00 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		2,259	
5:00 PM	Auto	1	14	84	39	22	143	5	5	98	14	60	52	20	569		
to	Truck		0	5	3	0	1	0	0	2	0	1	1	0			
5:15 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		2,248	
5:15 PM	Auto		19	112	36	21	132	7	6	114	13	46	73	18	603		
to	Truck		0	1	2	0	2	0	0	1	0	0	0	0			
5:30 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		2,316	
5:30 PM	Auto		16	118	31	20	135	7	12	116	14	60	49	18	605		
to	Truck		0	3	0	0	1	0	0	0	1	4	0	0			
5:45 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		2,366	
5:45 PM	Auto		9	123	27	29	147	4	13	108	20	54	72	25	641		
to	Truck		0	4	1	0	1	0	0	2	0	1	1	0			
6:00 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		2,418	
6:00 PM	Auto		13	117	34	24	147	5	4	106	14	46	85	16	615		
to	to		0	0	0	0	2	0	0	0	0	2	0	0			
6:15 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		2,464	
6:15 PM	Auto		10	130	31	24	139	15	11	87	15	53	80	23	623		
to	to		0	1	1	0	0	1	0	0	0	1	1	0			
6:30 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		2,484	
Peak Hour Volume (PHV)			58	450	139	92	562	23	36	441	62	226	248	81	2,418		
PHV (by approach)			647			677			539			555					
Peak Hour Factor (PHF)			0.95			0.94			0.94			0.91					
Total Autos			628			672			533			547					
Total Trucks			19			5			6			8					
Total Buses			0			0			0			0					
% Auto			97.1%			99.3%			98.9%			98.6%					
% Heavy Vehicles (Trucks & Buses)			2.9%			0.7%			1.1%			1.4%					

PROJECT: CDC Roybal Campus EIS
LOCATION: Briarcliff Road @ Clifton Road
TIME PERIOD: PM

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	INPUT "1" AT START OF PEAK HOUR	*Briarcliff Road* (NB)			*Briarcliff Road* (SB)			*Clifton Road* (EB)			*Clifton Road* (WB)			15-MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
			L	T	R	L	T	R	L	T	R	L	T	R			
4:00 PM	Auto		0	163	36	72	165	0	0	0	0	76	0	195	725		
to	Truck		0	4	2	3	1	0	0	0	0	3	0	5			
4:15 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
4:15 PM	Auto		0	148	36	79	167	0	0	0	0	65	0	190	702		
to	Truck		0	4	0	1	7	0	0	0	0	3	0	2			
4:30 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
4:30 PM	Auto		0	166	58	109	216	0	0	0	0	86	0	179	827		
to	Truck		0	2	3	3	3	0	0	0	0	0	0	2			
4:45 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
4:45 PM	Auto		0	125	54	100	214	0	0	0	0	75	0	189	771		
to	Truck		0	5	1	1	2	0	0	0	0	2	0	3			
5:00 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		3,025	
5:00 PM	Auto	1	0	170	64	105	235	0	0	0	0	79	0	147	811		
to	Truck		0	2	3	2	2	0	0	0	0	1	0	1			
5:15 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		3,111	
5:15 PM	Auto		0	131	52	97	216	0	0	0	0	89	0	134	729		
to	Truck		0	3	1	3	3	0	0	0	0	0	0	0			
5:30 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		3,138	
5:30 PM	Auto		0	121	60	94	230	0	0	0	0	68	0	77	656		
to	Truck		0	2	0	1	2	0	0	0	0	0	0	1			
5:45 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		2,967	
5:45 PM	Auto		0	202	76	101	222	0	0	0	0	67	0	142	821		
to	Truck		0	3	1	1	2	0	0	0	0	1	0	3			
6:00 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		3,017	
Peak Hour Volume (PHV)			0	634	257	404	912	0	0	0	0	305	0	505	3,017		
PHV (by approach)			891			1,316			0			810					
Peak Hour Factor (PHF)			0.79			0.96			#DIV/0!			0.89					
Total Autos			876			1,300			0			803					
Total Trucks			15			16			0			7					
Total Buses			0			0			0			0					
% Auto			98.3%			98.8%			#DIV/0!			99.1%					
% Heavy Vehicles (Trucks & Buses)			1.7%			1.2%			#DIV/0!			0.9%					

PROJECT: CDC Roybal Campus EIS
LOCATION: Briarcliff Road @ LaVista Road
TIME PERIOD: PM

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	INPUT "1" AT START OF PEAK HOUR	*Briarcliff Road* (NB)			*Briarcliff Road* (SB)			*LaVista Road* (EB)			*LaVista Road* (WB)			15-MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
			L	T	R	L	T	R	L	T	R	L	T	R			
4:00 PM	Auto		30	167	37	19	135	15	13	79	19	36	70	15	654		
to	Truck		1	7	1	0	3	0	0	1	3	0	3	0			
4:15 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
4:15 PM	Auto		30	166	21	17	152	13	13	81	19	30	71	18	651		
to	Truck		3	2	1	0	3	0	0	3	3	1	3	1			
4:30 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
4:30 PM	Auto		32	162	36	20	165	10	9	85	14	48	70	18	685		
to	Truck		2	4	1	0	4	0	1	0	2	1	0	1			
4:45 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
4:45 PM	Auto		25	166	35	28	161	11	14	91	22	49	54	24	697		
to	Truck		0	3	2	0	4	0	1	2	0	1	3	1			
5:00 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		2,687	
5:00 PM	Auto	1	22	162	41	27	165	9	12	79	22	48	89	21	717		
to	Truck		3	5	1	1	2	0	0	5	1	0	0	2			
5:15 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		2,750	
5:15 PM	Auto		20	136	29	29	189	12	10	75	20	34	63	24	652		
to	Truck		0	0	2	0	4	0	0	3	1	0	1	0			
5:30 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		2,751	
5:30 PM	Auto		9	83	23	16	174	20	11	85	21	41	77	19	584		
to	Truck		0	1	0	0	2	0	0	1	0	0	1	0			
5:45 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		2,650	
5:45 PM	Auto		27	160	31	31	156	14	12	83	24	45	68	19	684		
to	Truck		1	5	1	0	3	0	0	0	1	1	2	0			
6:00 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		2,637	
Peak Hour Volume (PHV)			82	552	128	104	695	55	45	331	90	169	301	85	2,637		
PHV (by approach)			762			854			466			555					
Peak Hour Factor (PHF)			0.81			0.91			0.97			0.87					
Total Autos			743			842			454			548					
Total Trucks			19			12			12			7					
Total Buses			0			0			0			0					
% Auto			97.5%			98.6%			97.4%			98.7%					
% Heavy Vehicles (Trucks & Buses)			2.5%			1.4%			2.6%			1.3%					

PROJECT: CDC Roybal Campus EIS
LOCATION: North Druid Hills Road @ LaVista Road
TIME PERIOD: PM

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	INPUT "1" AT START OF PEAK HOUR	*N Druid Hill Road* (NB)			*N Druid Hill Road* (SB)			*LaVista Road* (EB)			*LaVista Road* (WB)			15-MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
			L	T	R	L	T	R	L	T	R	L	T	R			
4:00 PM	Auto		47	183	16	29	287	34	56	153	99	28	53	16	1,012		
to	Truck		2	3	1	0	0	0	0	2	1	0	1	1			
4:15 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
4:15 PM	Auto		68	206	21	23	276	18	57	146	68	21	83	18	1,018		
to	Truck		0	1	0	0	4	1	0	4	2	0	1	0			
4:30 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
4:30 PM	Auto		62	204	28	29	274	22	61	162	93	25	67	18	1,059		
to	Truck		1	2	0	0	4	0	1	2	1	0	2	1			
4:45 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
4:45 PM	Auto		60	182	11	31	259	20	61	176	73	23	85	20	1,015		
to	Truck		1	2	0	0	6	0	0	2	1	0	2	0			
5:00 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		4,104	
5:00 PM	Auto	1	60	178	24	35	291	14	73	167	80	24	73	23	1,056		
to	Truck		0	0	0	0	6	0	2	2	3	0	1	0			
5:15 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		4,148	
5:15 PM	Auto		65	196	21	33	313	23	64	158	77	39	112	24	1,136		
to	Truck		0	1	0	0	1	0	1	3	4	0	1	0			
5:30 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		4,266	
5:30 PM	Auto		59	197	19	22	335	20	76	156	86	29	105	30	1,139		
to	Truck		1	1	0	0	0	0	0	1	2	0	0	0			
5:45 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		4,346	
5:45 PM	Auto		67	223	15	25	311	27	71	150	69	28	98	31	1,133		
to	Truck		4	1	1	1	6	1	0	1	0	0	2	1			
6:00 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		4,464	
Peak Hour Volume (PHV)			256	797	80	116	1,263	85	287	638	321	120	392	109	4,464		
PHV (by approach)			1,133			1,464			1,246			621					
Peak Hour Factor (PHF)			0.91			0.97			0.95			0.88					
Total Autos			1,124			1,449			1,227			616					
Total Trucks			9			15			19			5					
Total Buses			0			0			0			0					
% Auto			99.2%			99.0%			98.5%			99.2%					
% Heavy Vehicles (Trucks & Buses)			0.8%			1.0%			1.5%			0.8%					

PROJECT: CDC Roybal Campus EIS
LOCATION: Clairmont Road @ Mason Mill Road
TIME PERIOD: PM

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	INPUT "1" AT START OF PEAK HOUR	*Clairmont Road* (NB)			*Clairmont Road* (SB)			*Mason Mill Road* (EB)			*Mason Mill Road* (WB)			15-MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
			L	T	R	L	T	R	L	T	R	L	T	R			
4:00 PM	Auto		26	327	0	0	231	20	83	0	31	0	0	0	722		
to	Truck		0	2	0	0	1	0	1	0	0	0	0	0			
4:15 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
4:15 PM	Auto		30	373	0	0	259	27	95	0	34	0	0	0	822		
to	Truck		0	1	0	0	2	1	0	0	0	0	0	0			
4:30 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
4:30 PM	Auto		36	338	0	0	225	24	82	0	42	0	0	0	756		
to	Truck		0	3	0	0	3	0	2	0	1	0	0	0			
4:45 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
4:45 PM	Auto		52	375	0	0	255	28	69	0	33	0	0	0	822		
to	Truck		0	5	0	0	4	0	1	0	0	0	0	0			
5:00 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		3,122	
5:00 PM	Auto	1	40	347	0	0	279	25	67	0	44	0	0	0	807		
to	Truck		0	2	0	0	2	0	1	0	0	0	0	0			
5:15 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		3,207	
5:15 PM	Auto		57	340	0	0	257	26	90	0	51	0	0	0	825		
to	Truck		0	1	0	0	2	1	0	0	0	0	0	0			
5:30 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		3,210	
5:30 PM	Auto		31	376	0	0	298	27	76	0	40	0	0	0	857		
to	Truck		1	4	0	0	3	1	0	0	0	0	0	0			
5:45 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		3,311	
5:45 PM	Auto		34	321	0	0	266	19	72	0	54	0	0	0	771		
to	Truck		0	2	0	0	2	1	0	0	0	0	0	0			
6:00 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		3,260	
Peak Hour Volume (PHV)			163	1,393	0	0	1,109	100	306	0	189	0	0	0	3,260		
PHV (by approach)			1,556			1,209			495			0					
Peak Hour Factor (PHF)			0.94			0.92			0.88			#DIV/0!					
Total Autos			1,546			1,197			494			0					
Total Trucks			10			12			1			0					
Total Buses			0			0			0			0					
% Auto			99.4%			99.0%			99.8%			#DIV/0!					
% Heavy Vehicles (Trucks & Buses)			0.6%			1.0%			0.2%			#DIV/0!					

PROJECT: CDC Roybal Campus EIS
LOCATION: Houston Mill Road @ Mason Mill Road
TIME PERIOD: PM

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	INPUT "1" AT START OF PEAK HOUR	*Houston Mill Road (NB)*			*Houston Mill Road (SB)*			*Mason Mill Road (EB)*			*Mason Mill Road (WB)*			15-MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
			L	T	R	L	T	R	L	T	R	L	T	R			
4:00 PM	Auto		1	127	110	10	28	0	1	0	3	21	3	25	330		
to	Truck		0	0	0	0	0	0	1	0	0	0	0	0			
4:15 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
4:15 PM	Auto		2	138	102	18	34	4	0	4	0	39	3	21	370		
to	Truck		0	2	1	0	1	0	1	0	0	0	0	0			
4:30 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
4:30 PM	Auto		3	146	84	15	38	2	1	2	1	28	2	19	344		
to	Truck		0	2	0	0	1	0	0	0	0	0	0	0			
4:45 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
4:45 PM	Auto		1	151	92	19	47	1	0	4	2	44	0	35	399		
to	Truck		0	0	1	1	0	0	0	0	0	0	0	1			
5:00 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		1,443	
5:00 PM	Auto	1	1	133	110	24	34	2	3	3	2	29	3	37	381		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0			
5:15 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		1,494	
5:15 PM	Auto		3	168	97	23	54	2	1	1	0	32	7	31	420		
to	Truck		0	0	0	0	0	0	0	0	0	0	1	0			
5:30 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		1,544	
5:30 PM	Auto		1	137	104	24	40	2	3	3	4	38	4	27	388		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	1			
5:45 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		1,588	
5:45 PM	Auto		4	156	84	27	56	1	6	4	3	29	3	18	391		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0			
6:00 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		1,580	
Peak Hour Volume (PHV)			9	594	395	98	184	7	13	11	9	128	18	114	1,580		
PHV (by approach)			998			289			33			260					
Peak Hour Factor (PHF)			0.93			0.86			0.63			0.92					
Total Autos			998			289			33			258					
Total Trucks			0			0			0			2					
Total Buses			0			0			0			0					
% Auto			100.0%			100.0%			100.0%			99.2%					
% Heavy Vehicles (Trucks & Buses)			0.0%			0.0%			0.0%			0.8%					

PROJECT: CDC Roybal Campus EIS
FILE NAME: TMC Summary.xls
LOCATION: Clairmont Road @ N Decatur Road

COUNT DATE : Enter Here
WEATHER/PAVEMENT: Clear/Dry

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	INPUT "1" AT START OF PEAK HOUR	*Clairmont Road* (NB)			*Clairmont Road* (SB)			*North Decatur Road* (EB)			*North Decatur Road* (WB)			15-MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
			L	T	R	L	T	R	L	T	R	L	T	R			
4:00 PM	Auto		33	111	21	34	190	31	56	207	57	41	109	13	920		
to	Truck		0	1	0	0	1	1	1	5	2	0	6	0			
4:15 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
4:15 PM	Auto		27	144	18	39	187	31	59	204	56	41	91	17	932		
to	Truck		2	1	0	0	1	0	0	4	2	0	6	2			
4:30 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
4:30 PM	Auto		33	121	17	39	182	39	61	198	67	32	112	17	934		
to	Truck		0	2	0	0	3	1	0	6	0	0	4	0			
4:45 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
4:45 PM	Auto		30	127	8	31	176	42	61	202	61	37	103	21	914		
to	Truck		1	0	0	0	4	0	0	3	3	0	4	0			
5:00 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		3,700	
5:00 PM	Auto	1	33	141	22	31	187	42	65	202	60	39	110	17	965		
to	Truck		3	1	0	0	5	0	1	3	1	0	2	0			
5:15 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		3,745	
5:15 PM	Auto		32	163	14	33	189	43	61	206	58	39	125	11	991		
to	Truck		1	2	0	0	1	1	1	5	1	0	3	2			
5:30 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		3,804	
5:30 PM	Auto		30	149	13	36	189	38	50	208	58	41	134	11	967		
to	Truck		1	1	0	0	0	0	1	4	1	0	1	1			
5:45 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		3,837	
5:45 PM	Auto		32	152	12	38	168	33	66	204	65	38	116	10	947		
to	Truck		2	0	0	1	1	1	0	3	1	0	4	0			
6:00 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		3,870	
Peak Hour Volume (PHV)			134	609	61	139	740	158	245	835	245	157	495	52	3,870		
PHV (by approach)			804			1,037			1,325			704					
Peak Hour Factor (PHF)			0.95			0.97			0.98			0.94					
Total Autos			793			1,027			1,303			691					
Total Trucks			11			10			22			13					
Total Buses			0			0			0			0					
% Auto			98.6%			99.0%			98.3%			98.2%					
% Heavy Vehicles (Trucks & Buses)			1.4%			1.0%			1.7%			1.8%					

PROJECT: CDC Roybal Campus EIS
LOCATION: Haygood Drive @ N Decatur Road
TIME PERIOD: PM

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	INPUT "1" AT START OF PEAK HOUR	*Haygood Drive* (NB)			*Haygood Drive* (SB)			*N Decatur Road* (EB)			*N Decatur Road* (WB)			15-MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
			L	T	R	L	T	R	L	T	R	L	T	R			
4:00 PM	Auto		0	0	0	167	0	7	5	157	0	0	113	60	525		
to	Truck		0	0	0	1	0	0	0	6	0	0	6	3			
4:15 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
4:15 PM	Auto		0	0	0	172	0	6	8	160	0	0	118	66	549		
to	Truck		0	0	0	4	0	3	0	4	0	0	7	1			
4:30 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
4:30 PM	Auto		0	0	0	174	0	6	2	130	0	0	97	54	479		
to	Truck		0	0	0	3	0	1	0	6	0	0	5	1			
4:45 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
4:45 PM	Auto		0	0	0	161	0	6	4	171	0	0	98	61	513		
to	Truck		0	0	0	1	0	0	0	5	0	0	5	1			
5:00 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		2,066	
5:00 PM	Auto	1	0	0	0	169	0	10	1	179	0	0	143	55	573		
to	Truck		0	0	0	2	0	0	0	9	0	0	5	0			
5:15 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		2,114	
5:15 PM	Auto		0	0	0	153	0	2	6	156	0	0	126	58	512		
to	Truck		0	0	0	2	0	0	0	3	0	0	4	2			
5:30 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		2,077	
5:30 PM	Auto		0	0	0	152	0	11	6	149	0	0	146	54	528		
to	Truck		0	0	0	0	0	0	0	5	0	0	5	0			
5:45 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		2,126	
5:45 PM	Auto		0	0	0	170	0	11	5	146	0	0	123	47	512		
to	Truck		0	0	0	4	0	0	0	5	0	0	1	0			
6:00 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		2,125	
Peak Hour Volume (PHV)			0	0	0	652	0	34	18	652	0	0	553	216	2,125		
PHV (by approach)			0			686			670			769					
Peak Hour Factor (PHF)			#DIV/0!			0.93			0.89			0.94					
Total Autos			0			678			648			752					
Total Trucks			0			8			22			17					
Total Buses			0			0			0			0					
% Auto			#DIV/0!			98.8%			96.7%			97.8%					
% Heavy Vehicles (Trucks & Buses)			#DIV/0!			1.2%			3.3%			2.2%					

PROJECT: CDC Roybal Campus EIS

LOCATION: Clifton Road @ N Decatur Road

WEATHER/PAVEMENT: Clear/Dry

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	INPUT "1" AT START OF PEAK HOUR	*Clifton Road* (NB)			*Clifton Road* (SB)			*N Decatur Road* (EB)			*N Decatur Road* (WB)			15-MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
			L	T	R	L	T	R	L	T	R	L	T	R			
4:00 PM	Auto		2	26	3	86	98	87	46	96	2	0	97	32	595		
to	Truck		0	2	0	6	2	2	2	1	0	0	1	4			
4:15 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
4:15 PM	Auto		2	19	5	104	87	78	41	88	1	1	87	23	551		
to	Truck		0	0	0	4	0	4	1	0	0	0	3	3			
4:30 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
4:30 PM	Auto		0	17	0	80	99	95	47	101	4	0	83	31	579		
to	Truck		0	0	0	3	0	3	4	5	0	0	2	5			
4:45 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
4:45 PM	Auto		1	17	8	80	110	91	39	111	13	0	66	27	579		
to	Truck		0	0	0	4	1	3	1	1	0	0	2	4			
5:00 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		2,304	
5:00 PM	Auto	1	2	21	6	98	103	95	36	95	6	1	79	39	597		
to	Truck		0	1	1	8	0	0	1	1	0	0	0	4			
5:15 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		2,306	
5:15 PM	Auto		0	24	8	108	105	82	36	102	6	1	113	34	631		
to	Truck		0	0	0	1	1	2	1	3	0	0	2	2			
5:30 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		2,386	
5:30 PM	Auto		2	19	5	104	121	83	43	92	6	3	91	32	623		
to	Truck		0	1	0	7	0	7	0	0	0	0	1	6			
5:45 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		2,430	
5:45 PM	Auto		1	34	4	82	111	80	44	101	16	0	101	40	624		
to	Truck		0	0	0	2	1	2	2	2	0	0	1	0			
6:00 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		2,475	
Peak Hour Volume (PHV)			5	100	24	410	442	351	163	396	34	5	388	157	2,475		
PHV (by approach)			129			1,203			593			550					
Peak Hour Factor (PHF)			0.83			0.93			0.90			0.90					
Total Autos			126			1,172			583			534					
Total Trucks			3			31			10			16					
Total Buses			0			0			0			0					
% Auto			97.7%			97.4%			98.3%			97.1%					
% Heavy Vehicles (Trucks & Buses)			2.3%			2.6%			1.7%			2.9%					

PROJECT: CDC Roybal Campus EIS
LOCATION: Clifton Road @ Haygood Drive
TIME PERIOD: PM

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	INPUT "1" AT START OF PEAK HOUR	*Clifton Road* (NB)			*Clifton Road* (SB)			*Asbury Circle* (EB)			*Haygood Drive* (WB)			15-MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
			L	T	R	L	T	R	L	T	R	L	T	R			
4:00 PM	Auto		8	125	6	87	190	26	43	13	12	12	6	41	589		
to	Truck		0	5	0	2	5	1	0	0	4	1	0	2			
4:15 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
4:15 PM	Auto		8	113	3	92	145	31	32	19	4	12	8	64	549		
to	Truck		0	7	1	0	5	0	0	0	4	0	0	1			
4:30 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
4:30 PM	Auto		3	103	3	82	189	34	34	15	5	9	16	46	559		
to	Truck		0	5	1	0	8	0	1	0	4	0	0	1			
4:45 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
4:45 PM	Auto		8	110	8	72	181	34	31	11	10	9	15	75	585		
to	Truck		0	9	1	0	7	1	0	0	3	0	0	0			
5:00 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		2,282	
5:00 PM	Auto	1	7	140	4	86	228	47	44	20	6	6	5	47	658		
to	Truck		0	3	1	1	8	0	0	0	3	2	0	0			
5:15 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		2,351	
5:15 PM	Auto		7	117	2	89	243	41	42	19	5	9	10	49	651		
to	Truck		0	6	1	1	5	0	2	0	2	1	0	0			
5:30 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		2,453	
5:30 PM	Auto		6	130	3	81	242	55	48	21	17	10	15	53	698		
to	Truck		0	6	0	1	6	0	0	0	3	0	0	1			
5:45 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		2,592	
5:45 PM	Auto		8	130	1	68	196	59	57	17	9	7	15	54	638		
to	Truck		0	5	0	0	7	0	1	0	3	0	0	1			
6:00 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		2,645	
Peak Hour Volume (PHV)			28	537	12	327	935	202	194	77	48	35	45	205	2,645		
PHV (by approach)			577			1,464			319			285					
Peak Hour Factor (PHF)			0.93			0.95			0.90			0.90					
Total Autos			555			1,435			305			280					
Total Trucks			22			29			14			5					
Total Buses			0			0			0			0					
% Auto			96.2%			98.0%			95.6%			98.2%					
% Heavy Vehicles (Trucks & Buses)			3.8%			2.0%			4.4%			1.8%					

PROJECT: CDC Roybal Campus EIS
LOCATION: Clairmont Road @ N Druid Hills Road
TIME PERIOD: PM

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	INPUT "1" AT START OF PEAK HOUR	*Clairmont Road* (NB)			*Clairmont Road* (SB)			*N Druid Hill Road* (EB)			*N Druid Hill Road* (WB)			15-MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
			L	T	R	L	T	R	L	T	R	L	T	R*			
4:00 PM	Auto		132	211	41	105	136	15	12	282	82	25	162	49	1,269		
to	Truck		0	2	0	1	1	0	1	3	0	2	7	0			
4:15 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
4:15 PM	Auto		137	219	44	90	167	17	18	265	97	20	153	40	1,283		
to	Truck		1	1	0	1	2	0	0	7	0	1	2	1			
4:30 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
4:30 PM	Auto		128	219	40	97	133	12	22	278	104	16	162	41	1,267		
to	Truck		1	2	0	1	3	0	0	5	0	0	3	0			
4:45 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
4:45 PM	Auto		139	212	50	102	153	13	18	278	122	15	137	47	1,304		
to	Truck		1	3	1	0	4	0	0	7	0	0	2	0			
5:00 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		5,123	
5:00 PM	Auto	1	146	213	34	105	137	11	12	274	98	24	125	45	1,233		
to	Truck		1	1	0	0	0	0	0	7	0	0	0	0			
5:15 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		5,087	
5:15 PM	Auto		143	236	45	100	182	12	18	273	110	18	162	46	1,358		
to	Truck		1	1	0	1	2	0	0	5	0	1	1	1			
5:30 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		5,162	
5:30 PM	Auto		135	208	38	111	173	13	15	268	100	25	164	34	1,291		
to	Truck		1	3	0	0	1	0	0	2	0	0	0	0			
5:45 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		5,186	
5:45 PM	Auto		151	217	43	104	193	11	18	287	111	22	153	47	1,365		
to	Truck		0	1	0	1	2	0	0	2	0	0	1	1			
6:00 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		5,247	
Peak Hour Volume (PHV)			578	880	160	422	690	47	63	1,118	419	90	606	174	5,247		
PHV (by approach)			1,618			1,159			1,600			870					
Peak Hour Factor (PHF)			0.95			0.93			0.96			0.95					
Total Autos			1,609			1,152			1,584			865					
Total Trucks			9			7			16			5					
Total Buses			0			0			0			0					
% Auto			99.4%			99.4%			99.0%			99.4%					
% Heavy Vehicles (Trucks & Buses)			0.6%			0.6%			1.0%			0.6%					

* Changed based on later count

PROJECT: CDC Roybal Campus EIS
LOCATION: Clairmont Road @ LaVista Road
TIME PERIOD: PM

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	INPUT "1" AT START OF PEAK HOUR	*Clairmont Road* (NB)			*Clairmont Road* (SB)			*LaVista Road* (EB)			*LaVista Road* (WB)			15-MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
			L	T	R	L	T	R	L	T	R	L	T	R			
4:00 PM	Auto		5	217	8	46	213	38	63	110	8	48	55	19	843		
to	Truck		0	3	0	1	2	0	0	4	1	0	2	0			
4:15 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
4:15 PM	Auto		2	218	9	44	236	36	55	122	8	35	73	28	874		
to	Truck		0	1	0	1	1	0	0	4	0	0	1	0			
4:30 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
4:30 PM	Auto		8	211	10	40	227	35	64	133	6	27	67	19	862		
to	Truck		0	2	1	0	3	1	0	3	0	1	3	1			
4:45 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
4:45 PM	Auto		2	199	6	53	266	65	53	122	6	29	71	22	908		
to	Truck		0	3	0	3	4	0	1	2	0	0	1	0			
5:00 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		3,487	
5:00 PM	Auto	1	5	198	11	62	244	47	54	131	5	29	68	16	877		
to	Truck		0	1	0	1	1	1	0	3	0	0	0	0			
5:15 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		3,521	
5:15 PM	Auto		8	209	10	52	249	52	48	133	3	38	93	17	919		
to	Truck		0	2	0	0	2	0	0	1	0	1	1	0			
5:30 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		3,566	
5:30 PM	Auto		4	176	11	55	304	43	64	127	3	41	73	18	927		
to	Truck		0	3	0	0	2	0	0	2	0	1	0	0			
5:45 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		3,631	
5:45 PM	Auto		2	207	12	44	313	54	62	130	4	47	81	20	985		
to	Truck		0	1	0	0	2	0	0	2	0	0	3	1			
6:00 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		3,708	
Peak Hour Volume (PHV)			19	797	44	214	1,117	197	228	529	15	157	319	72	3,708		
PHV (by approach)			860			1,528			772			548					
Peak Hour Factor (PHF)			0.94			0.92			0.97			0.90					
Total Autos			853			1,519			764			541					
Total Trucks			7			9			8			7					
Total Buses			0			0			0			0					
% Auto			99.2%			99.4%			99.0%			98.7%					
% Heavy Vehicles (Trucks & Buses)			0.8%			0.6%			1.0%			1.3%					

PROJECT: CDC Roybal Campus EIS
LOCATION: Houston Mill Road @ Clifton Road
TIME PERIOD: PM

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	INPUT "1" AT START OF PEAK HOUR	*Houston Mill Road* (NB)			*Houston Mill Road* (SB)			*Clifton Road* (EB)			*Clifton Road* (WB)			15-MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
			L	T	R	L	T	R	L	T	R	L	T	R			
4:00 PM	Auto		48	105	63	32	12	20	41	128	9	15	136	68	691		
to	Truck		0	0	2	0	0	0	0	5	0	2	5	0			
4:15 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
4:15 PM	Auto		56	117	74	35	8	23	45	118	6	7	122	71	698		
to	Truck		0	0	2	0	0	1	0	4	0	2	6	1			
4:30 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
4:30 PM	Auto		59	95	78	38	11	27	62	137	17	8	113	50	712		
to	Truck		1	0	2	0	0	0	1	6	0	2	3	2			
4:45 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
4:45 PM	Auto		86	105	93	33	9	29	55	129	16	17	116	71	781		
to	Truck		0	0	2	1	0	0	2	6	0	1	10	0			
5:00 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		2,882	
5:00 PM	Auto	1	56	100	86	51	9	24	59	178	13	11	123	76	792		
to	Truck		0	0	1	0	0	0	0	3	0	1	1	0			
5:15 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		2,983	
5:15 PM	Auto		44	85	76	57	2	33	45	159	13	8	127	83	741		
to	Truck		0	0	1	0	0	0	0	3	0	1	4	0			
5:30 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		3,026	
5:30 PM	Auto		72	95	77	42	14	16	67	185	19	19	124	65	807		
to	Truck		0	0	2	0	0	0	0	4	0	1	5	0			
5:45 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		3,121	
5:45 PM	Auto		55	72	54	48	10	19	61	177	14	8	126	74	729		
to	Truck		0	0	2	0	0	0	0	4	0	3	1	1			
6:00 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		3,069	
Peak Hour Volume (PHV)			227	352	299	198	35	92	232	713	59	52	511	299	3,069		
PHV (by approach)			878			325			1,004			862					
Peak Hour Factor (PHF)			0.89			0.88			0.91			0.97					
Total Autos			872			325			990			844					
Total Trucks			6			0			14			18					
Total Buses			0			0			0			0					
% Auto			99.3%			100.0%			98.6%			97.9%					
% Heavy Vehicles (Trucks & Buses)			0.7%			0.0%			1.4%			2.1%					

PROJECT: CDC Roybal Campus EIS
LOCATION: Houston Mill Road @ LaVista Road
TIME PERIOD: PM

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	INPUT "1" AT START OF PEAK HOUR	*Houston Mill Road* (NB)			*Houston Mill Road* (SB)			*LaVista Road* (EB)			*LaVista Road* (WB)			15-MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
			L	T	R	L	T	R	L	T	R	L	T	R			
4:00 PM	Auto		30	0	133	0	0	0	0	163	14	30	103	0	480		
to	Truck		0	0	1	0	0	0	0	2	0	1	3	0			
4:15 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
4:15 PM	Auto		31	0	128	0	0	0	0	133	23	31	132	0	493		
to	Truck		1	0	1	0	0	0	0	5	2	0	6	0			
4:30 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
4:30 PM	Auto		21	0	140	0	0	0	0	183	28	44	129	0	554		
to	Truck		1	0	3	0	0	0	0	2	0	1	2	0			
4:45 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
4:45 PM	Auto		37	0	131	0	0	0	0	175	31	39	128	0	549		
to	Truck		0	0	1	0	0	0	0	3	0	0	4	0			
5:00 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		2,076	
5:00 PM	Auto	1	37	0	138	0	0	0	0	205	35	38	110	0	568		
to	Truck		0	0	0	0	0	0	0	5	0	0	0	0			
5:15 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		2,164	
5:15 PM	Auto		33	0	170	0	0	0	0	188	21	51	119	0	587		
to	Truck		0	0	0	0	0	0	0	4	0	0	1	0			
5:30 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		2,258	
5:30 PM	Auto		31	0	155	0	0	0	0	165	33	45	129	0	561		
to	Truck		0	0	0	0	0	0	0	3	0	0	0	0			
5:45 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		2,265	
5:45 PM	Auto		29	0	130	0	0	0	0	164	37	43	152	0	561		
to	Truck		0	0	0	0	0	0	0	1	0	0	5	0			
6:00 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		2,277	
Peak Hour Volume (PHV)			130	0	593	0	0	0	0	735	126	177	516	0	2,277		
PHV (by approach)			723			0			861			693					
Peak Hour Factor (PHF)			0.89			#DIV/0!			0.88			0.87					
Total Autos			723			0			848			687					
Total Trucks			0			0			13			6					
Total Buses			0			0			0			0					
% Auto			100.0%			#DIV/0!			98.5%			99.1%					
% Heavy Vehicles (Trucks & Buses)			0.0%			#DIV/0!			1.5%			0.9%					

PROJECT: CDC Roybal Campus EIS
LOCATION: Briarcliff Road @ Shephards Lane
TIME PERIOD: PM

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	INPUT "1" AT START OF PEAK HOUR	*Briarcliff Road* (NB)			*Briarcliff Road* (SB)			*Shepards Lane* (EB)			*Shepards Lane* (WB)			15-MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
			L	T	R	L	T	R	L	T	R	L	T	R			
4:00 PM	Auto		129	224	0	0	184	5	2	0	47	0	0	0	606		
to	Truck		1	9	0	0	5	0	0	0	0	0	0	0			
4:15 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
4:15 PM	Auto		111	221	0	0	178	5	11	0	48	0	0	0	588		
to	Truck		1	4	0	0	7	0	0	0	2	0	0	0			
4:30 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
4:30 PM	Auto		115	223	0	0	234	5	4	0	70	0	0	0	663		
to	Truck		1	5	0	0	4	0	0	0	2	0	0	0			
4:45 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
4:45 PM	Auto		105	205	0	0	246	7	4	0	64	0	0	0	639		
to	Truck		0	5	0	0	3	0	0	0	0	0	0	0			
5:00 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		2,496	
5:00 PM	Auto	1	89	228	0	0	247	9	6	0	65	0	0	0	654		
to	Truck		0	5	0	0	3	0	0	0	2	0	0	0			
5:15 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		2,544	
5:15 PM	Auto		103	171	0	0	222	9	6	0	74	0	0	0	592		
to	Truck		0	2	0	0	5	0	0	0	0	0	0	0			
5:30 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		2,548	
5:30 PM	Auto		64	95	0	0	253	3	2	0	67	0	0	0	491		
to	Truck		2	3	0	0	2	0	0	0	0	0	0	0			
5:45 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		2,376	
5:45 PM	Auto		106	239	0	0	237	8	5	0	86	0	0	0	690		
to	Truck		0	6	0	0	3	0	0	0	0	0	0	0			
6:00 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		2,427	
Peak Hour Volume (PHV)			364	749	0	0	972	29	19	0	294	0	0	0	2,427		
PHV (by approach)			1,113			1,001			313			0					
Peak Hour Factor (PHF)			0.79			0.97			0.86			#DIV/0!					
Total Autos			1,095			988			311			0					
Total Trucks			18			13			2			0					
Total Buses			0			0			0			0					
% Auto			98.4%			98.7%			99.4%			#DIV/0!					
% Heavy Vehicles (Trucks & Buses)			1.6%			1.3%			0.6%			#DIV/0!					

PROJECT: CDC Roybal Campus EIS
LOCATION: Briarcliff Road @ Johnson-Zonolite Road
TIME PERIOD: PM

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	INPUT "1" AT START OF PEAK HOUR	*Briarcliff Road* (NB)			*Briarcliff Road* (SB)			*Johnson-Zonolite Rd* (EB)			*Johnson-Zonolite Rd* (WB)			15-MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
			L	T	R	L	T	R	L	T	R	L	T	R			
4:00 PM	Auto		9	111	8	14	116	93	60	12	12	17	15	12	491		
to	Truck		3	2	0	1	2	1	2	0	1	0	0	0			
4:15 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
4:15 PM	Auto		6	99	6	13	122	85	72	23	6	15	25	4	493		
to	Truck		1	2	1	0	5	4	2	0	2	0	0	0			
4:30 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
4:30 PM	Auto		9	111	3	14	154	115	81	13	11	18	17	2	559		
to	Truck		1	3	0	0	2	2	2	0	1	0	0	0			
4:45 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
4:45 PM	Auto		9	97	9	5	153	109	59	10	16	15	23	6	519		
to	Truck		0	2	0	0	2	2	2	0	0	0	0	0			
5:00 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		2,062	
5:00 PM	Auto	1	8	115	2	8	167	125	80	14	6	16	27	0	578		
to	Truck		0	2	1	0	1	2	3	0	1	0	0	0			
5:15 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		2,149	
5:15 PM	Auto		10	123	7	13	158	135	73	16	7	9	18	6	581		
to	Truck		0	1	0	0	2	1	2	0	0	0	0	0			
5:30 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		2,237	
5:30 PM	Auto		8	44	6	23	146	120	80	14	3	21	35	16	520		
to	Truck		1	0	0	0	1	0	1	0	0	0	1	0			
5:45 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		2,198	
5:45 PM	Auto		7	152	2	22	152	109	98	18	4	14	34	11	631		
to	Truck		1	2	1	0	1	2	1	0	0	0	0	0			
6:00 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		2,310	
Peak Hour Volume (PHV)			35	439	19	66	628	494	338	62	21	60	115	33	2,310		
PHV (by approach)			493			1,188			421			208					
Peak Hour Factor (PHF)			0.75			0.96			0.87			0.71					
Total Autos			484			1,178			413			207					
Total Trucks			9			10			8			1					
Total Buses			0			0			0			0					
% Auto			98.2%			99.2%			98.1%			99.5%					
% Heavy Vehicles (Trucks & Buses)			1.8%			0.8%			1.9%			0.5%					

PROJECT: CDC Roybal Campus EIS
FILE NAME: TMC Summary.xls
LOCATION: Houston Mill Road @ CDC Entrance

COUNT DATE : Enter Here
WEATHER/PAVEMENT: Clear/Dry
Recounted from original counts in 2012. Not new counts!

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	INPUT "1" AT START OF PEAK HOUR	*Briar Cliff Road* (NB)			*Briar Cliff Road* (SB)			*CDC Entrance* (EB)			*0* (WB)			15-MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
			L	T	R	L	T	R	L	T	R	L	T	R			
4:00 PM	Auto		0	62	5	9	2	4	106	0	15	0	0	15	220		
to	Truck		0	2	0	0	0	0	0	0	0	0	0	0			
4:15 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
4:15 PM	Auto		0	60	0	6	2	4	86	0	8	0	0	12	181		
to	Truck		0	2	0	0	1	0	0	0	0	0	0	0			
4:30 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
4:30 PM	Auto		0	90	0	10	5	2	93	0	11	0	0	20	234		
to	Truck		0	3	0	0	0	0	0	0	0	0	0	0			
4:45 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
4:45 PM	Auto		1	75	0	7	3	2	108	0	8	0	0	13	219		
to	Truck		0	2	0	0	0	0	0	0	0	0	0	0			
5:00 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		854	
5:00 PM	Auto	1	0	65	0	4	2	3	92	0	6	0	0	22	194		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0			
5:15 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		828	
5:15 PM	Auto		0	77	0	7	3	0	84	0	16	0	0	13	200		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0			
5:30 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		847	
5:30 PM	Auto		0	62	1	4	5	1	60	0	12	0	0	11	156		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0			
5:45 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		769	
5:45 PM	Auto		0	53	0	4	0	2	61	0	2	0	0	6	128		
to	Truck		0	0	0	0	0	0	0	0	0	0	0	0			
6:00 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		678	
Peak Hour Volume (PHV)			0	257	1	19	10	6	297	0	36	0	0	52	678		
PHV (by approach)			258			35			333			52					
Peak Hour Factor (PHF)			0.84			0.88			0.83			0.59					
Total Autos			258			35			333			52					
Total Trucks			0			0			0			0					
Total Buses			0			0			0			0					
% Auto			100.0%			100.0%			100.0%			100.0%					
% Heavy Vehicles (Trucks & Buses)			0.0%			0.0%			0.0%			0.0%					

Peds

PROJECT: CDC Roybal Campus EIS
LOCATION: CDC Entrance @ Clifton Road
TIME PERIOD: PM

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	INPUT "1" AT START OF PEAK HOUR	*CDC Entrance* (NB)			*CDC Entrance* (SB)			*Clifton Road* (EB)			*Clifton Road* (WB)			15-MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
			L	T	R	L	T	R	L	T	R	L	T	R			
4:00 PM	Auto		81	0	55	0	1	5	10	117	15	6	212	1	517		
to	Truck		0	0	1	0	0	1	0	5	0	0	7	0			
4:15 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
4:15 PM	Auto		105	0	49	2	0	2	4	104	9	13	157	4	456		
to	Truck		0	0	0	0	0	1	0	1	0	0	5	0			
4:30 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
4:30 PM	Auto		85	0	44	1	0	3	12	160	14	12	222	3	567		
to	Truck		0	0	0	0	0	0	1	6	1	0	3	0			
4:45 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
4:45 PM	Auto		98	0	53	0	0	6	11	134	12	14	211	2	553		
to	Truck		0	0	1	0	0	0	0	4	1	0	6	0			
5:00 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		2,093	
5:00 PM	Auto	1	94	1	56	3	1	7	4	156	15	15	196	1	557		
to	Truck		0	0	0	0	0	1	0	5	0	0	2	0			
5:15 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		2,133	
5:15 PM	Auto		121	0	57	3	0	1	4	180	5	10	216	1	604		
to	Truck		0	0	1	0	0	0	0	5	0	0	0	0			
5:30 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		2,281	
5:30 PM	Auto		98	0	47	4	0	8	3	152	9	12	180	2	526		
to	Truck		1	0	1	0	0	0	0	2	1	0	6	0			
5:45 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		2,240	
5:45 PM	Auto		73	0	39	5	0	6	2	173	9	12	150	5	480		
to	Truck		0	0	0	0	0	0	0	5	0	0	1	0			
6:00 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		2,167	
Peak Hour Volume (PHV)			387	1	201	15	1	23	13	678	39	49	751	9	2,167		
PHV (by approach)			589			39			730			809					
Peak Hour Factor (PHF)			0.82			0.81			0.94			0.89					
Total Autos			586			38			712			800					
Total Trucks			3			1			18			9					
Total Buses			0			0			0			0					
% Auto			99.5%			97.4%			97.5%			98.9%					
% Heavy Vehicles (Trucks & Buses)			0.5%			2.6%			2.5%			1.1%					

PROJECT: CDC Roybal Campus EIS
LOCATION: Emory Conference Center @ Clifton Road
TIME PERIOD: PM

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	INPUT "1" AT START OF PEAK HOUR	*Emory Conf Ctr* (NB)			*Emory Conf Ctr* (SB)			*Clifton Road* (EB)			*Clifton Road* (WB)			15-MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
			L	T	R	L	T	R	L	T	R	L	T	R			
4:00 PM	Auto		0	0	0	20	0	17	9	184	0	0	203	7	451		
to	Truck		0	0	0	0	0	0	0	4	0	0	6	1			
4:15 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
4:15 PM	Auto		0	0	0	22	0	17	4	162	0	0	193	8	420		
to	Truck		0	0	0	3	0	0	0	5	0	0	5	1			
4:30 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
4:30 PM	Auto		0	0	0	22	0	22	3	174	0	0	188	11	432		
to	Truck		0	0	0	2	0	0	0	6	0	0	2	2			
4:45 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
4:45 PM	Auto		0	0	0	33	0	21	6	189	0	0	207	10	478		
to	Truck		0	0	0	0	0	0	0	5	0	0	6	1			
5:00 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		1,781	
5:00 PM	Auto	1	0	0	0	35	0	21	4	205	0	0	188	11	477		
to	Truck		0	0	0	2	0	0	0	7	0	0	4	0			
5:15 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		1,807	
5:15 PM	Auto		0	0	0	40	0	27	4	176	0	0	212	8	476		
to	Truck		0	0	0	1	0	0	1	5	0	0	1	1			
5:30 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		1,863	
5:30 PM	Auto		0	0	0	32	0	33	9	202	0	0	227	10	524		
to	Truck		0	0	0	0	0	1	0	4	0	0	5	1			
5:45 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		1,955	
5:45 PM	Auto		0	0	0	30	0	27	11	173	0	0	208	13	468		
to	Truck		0	0	0	1	0	0	0	3	0	0	2	0			
6:00 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		1,945	
Peak Hour Volume (PHV)			0	0	0	141	0	109	29	775	0	0	847	44	1,945		
PHV (by approach)			0			250			804			891					
Peak Hour Factor (PHF)			#DIV/0!			0.92			0.93			0.92					
Total Autos			0			245			784			877					
Total Trucks			0			5			20			14					
Total Buses			0			0			0			0					
% Auto			#DIV/0!			98.0%			97.5%			98.4%					
% Heavy Vehicles (Trucks & Buses)			#DIV/0!			2.0%			2.5%			1.6%					

PROJECT: CDC Roybal Campus EIS
LOCATION: Emory Conference Center (Hotel) @ Clifton Road
TIME PERIOD: PM

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	INPUT "1" AT START OF PEAK HOUR	*Emory Conf Ctr (Hotel)* (NB)			*Emory Conf Ctr (Hotel)* (SB)			*Clifton Road* (EB)			*Clifton Road* (WB)			15-MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
			L	T	R	L	T	R	L	T	R	L	T	R			
4:00 PM	Auto		0	0	0	2	0	4	0	166	0	0	203	2	392		
to	Truck		0	0	0	0	0	2	0	9	0	0	4	0			
4:15 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
4:15 PM	Auto		0	0	0	1	0	6	1	167	0	0	199	2	383		
to	Truck		0	0	0	0	0	0	0	1	0	0	6	0			
4:30 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
4:30 PM	Auto		0	0	0	1	0	5	1	191	0	0	207	0	415		
to	Truck		0	0	0	0	0	0	0	7	0	0	3	0			
4:45 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
4:45 PM	Auto		0	0	0	1	0	1	2	198	0	0	247	5	466		
to	Truck		0	0	0	0	0	0	0	5	0	0	7	0			
5:00 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		1,656	
5:00 PM	Auto	1	0	0	0	1	0	1	1	233	0	0	202	4	449		
to	Truck		0	0	0	0	0	0	0	6	0	0	1	0			
5:15 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		1,713	
5:15 PM	Auto		0	0	0	0	0	7	1	216	0	0	226	1	456		
to	Truck		0	0	0	0	0	0	0	2	0	0	3	0			
5:30 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		1,786	
5:30 PM	Auto		0	0	0	3	0	3	2	208	0	0	213	2	437		
to	Truck		0	0	0	0	0	0	0	2	0	0	4	0			
5:45 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		1,808	
5:45 PM	Auto		0	0	0	0	0	4	1	228	0	0	193	6	437		
to	Truck		0	0	0	0	0	0	0	4	0	0	1	0			
6:00 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		1,779	
Peak Hour Volume (PHV)			0	0	0	4	0	15	5	899	0	0	843	13	1,779		
PHV (by approach)			0			19			904			856					
Peak Hour Factor (PHF)			#DIV/0!			0.68			0.94			0.93					
Total Autos			0			19			890			847					
Total Trucks			0			0			14			9					
Total Buses			0			0			0			0					
% Auto			#DIV/0!			100.0%			98.5%			98.9%					
% Heavy Vehicles (Trucks & Buses)			#DIV/0!			0.0%			1.5%			1.1%					

PROJECT: CDC Roybal Campus EIS
LOCATION: Clifton Road @ Briarcliff Way
TIME PERIOD: PM

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	INPUT "1" AT START OF PEAK HOUR	*Clifton Road* (NB)			*Clifton Road* (SB)			*Old Briarcliff Way* (EB)			*Old Briarcliff Way* (WB)			15-MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
			L	T	R	L	T	R	L	T	R	L	T	R			
4:00 PM	Auto		46	241	11	6	93	1	2	4	17	19	7	17	479		
to	Truck		0	7	1	0	5	0	0	1	0	1	0	0			
4:15 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
4:15 PM	Auto		34	244	12	3	101	2	0	3	11	19	10	15	460		
to	Truck		0	3	1	0	1	0	0	0	0	0	1	0			
4:30 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
4:30 PM	Auto		46	238	8	5	123	2	2	6	18	18	12	17	506		
to	Truck		0	4	0	0	6	0	0	0	0	1	0	0			
4:45 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
4:45 PM	Auto		40	257	12	5	135	0	3	6	23	10	10	16	529		
to	Truck		0	4	2	0	4	0	0	0	0	2	0	0			
5:00 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		1,974	
5:00 PM	Auto	1	44	253	23	4	138	2	3	5	14	18	9	14	539		
to	Truck		0	4	1	0	5	0	0	0	1	1	0	0			
5:15 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		2,034	
5:15 PM	Auto		62	225	17	2	123	1	4	4	19	15	9	18	502		
to	Truck		0	0	0	0	3	0	0	0	0	0	0	0			
5:30 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		2,076	
5:30 PM	Auto		60	148	12	5	116	2	4	12	14	12	9	11	411		
to	Truck		1	3	1	0	1	0	0	0	0	0	0	0			
5:45 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		1,981	
5:45 PM	Auto		70	167	24	2	134	3	5	3	28	12	8	7	471		
to	Truck		0	2	1	0	2	0	0	0	2	1	0	0			
6:00 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		1,923	
Peak Hour Volume (PHV)			237	802	79	13	522	8	16	24	78	59	35	50	1,923		
PHV (by approach)			1,118			543			118			144					
Peak Hour Factor (PHF)			0.86			0.91			0.78			0.86					
Total Autos			1,105			532			115			142					
Total Trucks			13			11			3			2					
Total Buses			0			0			0			0					
% Auto			98.8%			98.0%			97.5%			98.6%					
% Heavy Vehicles (Trucks & Buses)			1.2%			2.0%			2.5%			1.4%					

PROJECT: CDC Roybal Campus EIS
LOCATION: Clifton Road @ Gatewood Road
TIME PERIOD: PM

TURNING MOVEMENT COUNT SUMMARY

TIME PERIOD	VEHICLE CLASS.	INPUT "1" AT START OF PEAK HOUR	*Clifton Road* (NB)			*Clifton Road* (SB)			*Gatewood Road* (EB)			*Gatewood Road* (WB)			15-MIN. VOLUME	HOURLY VOLUME	HIGHEST HOURLY VOLUME
			L	T	R	L	T	R	L	T	R	L	T	R			
4:00 PM	Auto		2	198	15	3	224	1	2	1	1	46	0	11	521		
to	Truck		0	5	1	1	8	0	0	0	0	1	0	1			
4:15 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
4:15 PM	Auto		1	183	18	1	223	1	1	0	4	18	2	9	479		
to	Truck		0	7	3	0	6	0	0	0	0	0	0	2			
4:30 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
4:30 PM	Auto		5	158	17	4	249	5	2	3	5	27	0	18	509		
to	Truck		0	5	1	0	9	0	0	0	0	0	0	1			
4:45 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0			
4:45 PM	Auto		3	203	17	5	232	0	3	0	6	35	1	12	536		
to	Truck		0	8	0	0	9	0	0	0	0	0	0	2			
5:00 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		2,045	
5:00 PM	Auto	1	4	200	23	2	289	5	2	1	12	24	0	12	583		
to	Truck		0	2	0	0	6	0	0	0	0	1	0	0			
5:15 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		2,107	
5:15 PM	Auto		3	193	23	6	283	3	1	0	9	37	1	9	584		
to	Truck		1	8	1	0	5	0	0	0	1	0	0	0			
5:30 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		2,212	
5:30 PM	Auto		2	188	17	9	309	3	4	2	8	40	0	9	604		
to	Truck		0	6	0	0	6	0	0	0	0	1	0	0			
5:45 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		2,307	
5:45 PM	Auto		3	217	27	11	267	3	3	0	3	28	0	7	584		
to	Truck		0	7	0	0	7	0	0	0	0	1	0	0			
6:00 PM	Bus		0	0	0	0	0	0	0	0	0	0	0	0		2,355	
Peak Hour Volume (PHV)			13	821	91	28	1,172	14	10	3	33	132	1	37	2,355		
PHV (by approach)			925			1,214			46			170					
Peak Hour Factor (PHF)			0.91			0.93			0.77			0.85					
Total Autos			900			1,190			45			167					
Total Trucks			25			24			1			3					
Total Buses			0			0			0			0					
% Auto			97.3%			98.0%			97.8%			98.2%					
% Heavy Vehicles (Trucks & Buses)			2.7%			2.0%			2.2%			1.8%					

Appendix E
Air Quality

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Parking Deck, Running and Idling Emission Rates, CDC Employee Fleet

Pollutant	Temperature	Year	MPH	Fuel	Vehicle Type	Unit Emission Rate	Fleet Mix	Fleet Emission Rate	Bulk Emission Rate
Carbon Monoxide	Under 70	2025	15	Gasoline	Motorcycle	15.54	0.30%	0.0466	3.46 grams/mile
					Passenger Car	3.34	88.09%	2.9394	
					Passenger Truck	4.22	11.29%	0.4765	
			0	Gasoline	Motorcycle	112.01	0.30%	0.3360	5.85 grams/vehicle hour
					Passenger Car	4.13	88.09%	3.6374	
					Passenger Truck	16.53	11.29%	1.8665	

Parking Deck, Vehicle Start Emission Rates, CDC Employee Fleet

Pollutant	Temperature	Year	Fuel	Vehicle Type	Fleet Mix	Hourly Emission Rate	Bulk Emission Rate (tons/hour)
Carbon Monoxide	60	2025	Gasoline	Motorcycle	0.30%	69	0.0278
				Passenger Car	88.09%	23,023	
				Passenger Truck	11.29%	4,694	
Carbon Dioxide Equivalent	90			Motorcycle	0.30%	3,454	0.3852
				Passenger Car	88.09%	280,326	
				Passenger Truck	11.29%	101,385	
Oxides of Nitrogen	90			Motorcycle	0.30%	3	0.0007
				Passenger Car	88.09%	599	
				Passenger Truck	11.29%	119	
Volatile Organic Compounds	90			Motorcycle	0.30%	14	0.0013
				Passenger Car	88.09%	1,130	
				Passenger Truck	11.29%	135	

Regional Commutes, Running Emission Rates, CDC Employee Fleet

Pollutant	Temperature	Year	MPH	Fuel	Vehicle Type	Unit Emission Rate	Fleet Mix	Fleet Emission Rate	Bulk Emission Rate (grams/mile)	
Oxides of Nitrogen	90	2012	35	CNG	Transit Bus	4.00	2.16%	0.0863	0.63	0.62
				Diesel	Light Commercial Truck	3.31	4.32%	0.1430		
				Gasoline	Motorcycle	0.52	0.43%	0.0022		
					Passenger Car	0.38	83.52%	0.3139		
					Passenger Truck	0.92	9.57%	0.0879		
			55	CNG	Transit Bus	4.49	2.16%	0.0970	0.61	
				Diesel	Light Commercial Truck	2.55	4.32%	0.1103		
				Gasoline	Motorcycle	0.67	0.43%	0.0029		
					Passenger Car	0.37	83.52%	0.3130		
					Passenger Truck	0.96	9.57%	0.0915		
		2025	35	CNG	Transit Bus	3.39	2.16%	0.0731	0.25	0.25
				Diesel	Light Commercial Truck	1.09	4.32%	0.0469		
				Gasoline	Motorcycle	0.45	0.43%	0.0020		
					Passenger Car	0.12	83.52%	0.1027		
					Passenger Truck	0.25	9.57%	0.0239		
			55	CNG	Transit Bus	3.83	2.16%	0.0827	0.25	
				Diesel	Light Commercial Truck	0.81	4.32%	0.0352		
				Gasoline	Motorcycle	0.59	0.43%	0.0025		
					Passenger Car	0.13	83.52%	0.1068		
					Passenger Truck	0.27	9.57%	0.0258		
Oxides of Nitrogen	90	2025	35	Gasoline	Motorcycle	0.45	0.30%	0.0014	0.14	0.14
					Passenger Car	0.12	88.09%	0.1083		
					Passenger Truck	0.25	11.29%	0.0281		
			55		Motorcycle	0.59	0.30%	0.0018	0.14	
					Passenger Car	0.13	88.09%	0.1126		
					Passenger Truck	0.27	11.29%	0.0305		

Pollutant	Temperature	Year	MPH	Fuel	Vehicle Type	Unit Emission Rate	Fleet Mix	Fleet Emission Rate	Bulk Emission Rate (grams/mile)	
Volatile Organic Compounds		2012	35	Diesel	Light Commercial Truck	0.53	4.32%	0.0229	0.23	0.20
				Gasoline	Motorcycle	È [illegible]0.	0.43%	0.0066		
					Passenger Car	0.20	83.52%	0.1678		
					Passenger Truck	0.36	9.57%	0.0342		
			55	Diesel	Light Commercial Truck	0.41	4.32%	0.0176	0.18	
				Gasoline	Motorcycle	1.20	0.43%	0.0052		
					Passenger Car	0.15	83.52%	0.1292		
					Passenger Truck	0.27	9.57%	0.0260		
Volatile Organic Compounds	90	2025	35	Diesel	Light Commercial Truck	0.08	4.32%	0.0034	0.10	0.09 grams/mile
				Gasoline	Motorcycle	1.19	0.43%	0.0051		
					Passenger Car	0.09	83.52%	0.0792		
					Passenger Truck	0.12	9.57%	0.0111		
			55	Diesel	Light Commercial Truck	0.06	4.32%	0.0026	0.08	
				Gasoline	Motorcycle	0.90	0.43%	0.0039		
					Passenger Car	0.08	83.52%	0.0658		
					Passenger Truck	0.09	9.57%	0.0085		
			35	Gasoline	Motorcycle	1.19	0.30%	0.0036	0.10	0.09
					Passenger Car	0.09	88.09%	0.0835		
					Passenger Truck	0.12	11.29%	0.0131		
			55		Motorcycle	0.90	0.30%	0.0027	0.08	
					Passenger Car	0.08	88.09%	0.0694		
					Passenger Truck	0.09	11.29%	0.0100		

Local Intersections, Idle and Running Emission Rates, GAEPD Vehicle Fleet (used in regional conformity analysis)

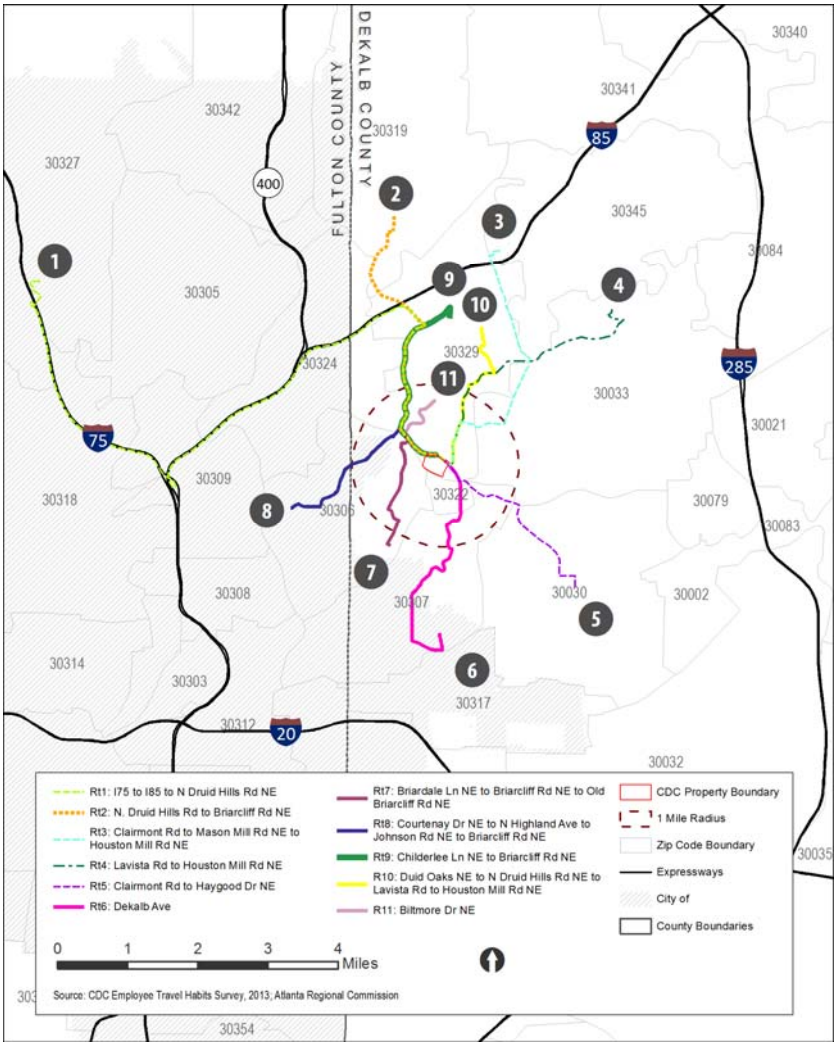
Pollutant	Temperature	Year	MPH	Fuel	Vehicle Type	Unit Emission Rate	Fleet Mix	Fleet Emission Rate	Bulk Emission Rate
Carbon Monoxide	Under 70	2025	35	Gasoline	Transit Bus	17.79	0.02%	0.0035	2.42 grams/mile
				Diesel	Combination Long-haul Truck	1.05	0.36%	0.0038	
					Combination Short-haul Truck	0.98	0.64%	0.0063	
					Intercity Bus	0.50	0.03%	0.0002	
					Light Commercial Truck	0.80	10.09%	0.0802	
					Motor Home	0.78	0.13%	0.0010	
					Refuse Truck	0.88	0.04%	0.0003	
					School Bus	0.41	0.33%	0.0014	
					Single Unit Long-haul Truck	0.70	0.09%	0.0006	
					Single Unit Short-haul Truck	0.78	1.27%	0.0099	
				Gasoline	Motorcycle	12.67	2.10%	0.2659	
					Passenger Car	2.10	54.01%	1.1328	
					Passenger Truck	2.95	30.88%	0.9117	
			0	Gasoline	Transit Bus	19.11	0.02%	0.0038	10.91 grams/vehicle hour
				Diesel	Combination Long-haul Truck	8.13	0.36%	0.0293	
					Combination Short-haul Truck	7.87	0.64%	0.0504	
					Intercity Bus	5.29	0.03%	0.0017	
					Light Commercial Truck	9.90	10.09%	0.9990	
					Motor Home	7.77	0.13%	0.0099	
					Refuse Truck	7.54	0.04%	0.0030	
					School Bus	6.14	0.33%	0.0206	
					Single Unit Long-haul Truck	7.29	0.09%	0.0065	
					Single Unit Short-haul Truck	7.80	1.27%	0.0991	
				Gasoline	Motorcycle	112.01	2.10%	2.3512	
					Passenger Car	4.13	54.01%	2.2304	
					Passenger Truck	16.53	30.88%	5.1054	

Facility Wide Emissions Summary

Group Description	Total Maximum Potential Emissions[8] (tpy)					
	NO_X	SO_2	CO	PM	VOC	HAP[9]
Boilers[1,2]	88.21	290.42	106.51	15.23	5.12	1.76
Generators[3,4,5,6]	49.68	8.01	18.32	1.81	2.21	0.10
Incinerators[7]	7.86	1.74	2.42	0.98	0.17	0.35
Total	**145.75**	**300.17**	**127.26**	**18.01**	**7.50**	**2.21**
Title V Major Source Threshold	25	100	100	100	25	25
Title V Major Source?	Yes	Yes	Yes	No	No	No

1. Includes BL02, BL03, BL04, BL07, BL08, BL09 and BL10.
2. Total NOx emissions from BL04, BL07, BL10 are limited to 16 tpy (10 tpy for Boilers 4, 7 combined and 6 tpy for Boiler 10 only).
3. Includes all generators from CG01 - CG17.
4. Total NOx emissions from CG03 - CG06 are limited to 15 tpy.
5. Total NOx emissions from CG10 - CG14 are limited to 9 tpy.
6. Total NOx emissions from CG15 - CG17 are limited to 6 tpy.
7. Includes INC1, INC2 and INC3.
8. The facility wide emissions do not include emissions from insignificant emission sources.
9. CDC is a minor source of HAP, since the total HAP (and the single HAP) is below the 25 tpy (and 10 tpy) threshold.

Source: Title V Operating Permit Renewal Application, Trinity Consultants, 2008



Regional VMT, 2013 Commute Patterns

Commute	Distance (miles)	% on Route	# of Employees		
			Existing	No Build	Build
Route 1	11.6	14%	768	893	984
Route 2	4.5	6%	324	377	415
Route 3	4.4	11%	606	704	776
Route 4	4.4	8%	450	523	576
Route 5	3.2	19%	1026	1193	1315
Route 6	3.9	14%	732	851	938
Route 7	2.3	2%	108	126	139
Route 8	2.5	7%	378	439	484
Route 9	3.0	2%	132	153	169
Route 10	2.7	4%	222	258	284
Route 11	1.4	11%	564	656	723
		Total VMT	48,205	56,040	61,755

Appendix F
Noise

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Site Map

- bird tweets but traffic constantly louder
- Both EB/WB backed up to idle, monitor paused during these times
- Traffic on Biltmore was very slow and usually queued. Acceleration onto Clifton is not audible, therefore not counted
- site is next to resident's porch
- Site is higher in elevation to road, and separated by ditch

Location: Millridge Rd/Clifton
please note any line-of-sight obstructions

Vehicle Speed: varies

Surface Type:

Temperature: 55

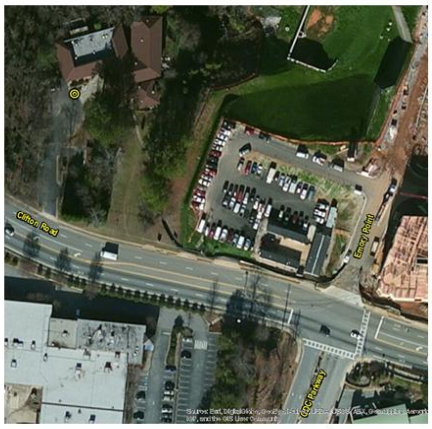
Wind: —

Date	Time Start	Duration	Leq	L10	L50	L90	Lmax	Record #	NB/SB EB/WB	cars	light trucks	heavy trucks	MPH
4/2	8:45AM	20m	60.6	63	60	54	69.8	2	EB	334	3	2	30-40
									WB	98	9	3	30-45
4/2	6:45PM	20m	59.2	62.5	57.5	48.5	70.1	5	EB	147	2	1	30-40
									WB	214	7	2	30-40

Directions: II/▶ (start/pause button), record for 20 minutes for mobile, (10 minutes for stationary); at 20 minute mark, hit pause II/▶, then scroll the parameters and write them down in the above chart; then hit data and scroll through parameter to store - OK - write down record # above; then reset ↺ ; and you're ready to start a new site.

Site Map

- consistent bird tweets, accounts for +3 dBA
- EB traffic slower than WB
  - EB stopped every few minutes. Monitor paused during these times.
  - WB consistent free flow
- HT are usually loud buses
- Monitor at lower elevation, 5-10 ft
- site has nearby balconies and table/chair



Location: Villa Intersections / please note any line-of-sight obstructions					Vehicle Speed: varies		Surface Type:		Temperature: ~~EB~~ 50		Wind:		
Date	Time Start	Duration	Leq	L10	L50	L90	Lmax	Record #	NB/SB EB/WB	cars	light trucks	heavy trucks	MPH
4/2	7:40AM	20m	56.8	59.5	55.5	51	69.7	1	EB	417	6	2	25-35
									WB	123	4	1	55-45
4/2	6PM	20m	55.5	58.5	54	47	71.6	4	EB	193	3	3	"
									WB	252	9	2	"

Directions: II/▶ (start/pause button), record for 20 minutes for mobile, (10 minutes for stationary); at 20 minute mark, hit pause II/▶, then scroll the parameters and write them down in the above chart; then hit data and scroll through parameter to store - OK - write down record # above; then reset ↺ ; and you're ready to start a new site.

Site Map

- 95% free flow, 5% not counted
- buses counted as HT
- site next to hotel pool, negligible bird noise
- planes overhead, paused monitor
- PM a tad closer to road, maybe 5-10ft

Location: Emory Inn, pool
please note any line-of-sight obstructions

Vehicle Speed:

Surface Type:

Temperature: 45

Wind: bursts

Date	Time Start	Duration	Leq	L10	L50	L90	Lmax	Record #	NB/SB EB/WB	cars	light trucks	heavy trucks	
4/3	9:20~~AM~~	22m	56.7	58.5	55	52	80.7	6	EB	263	9	1	25-35
									WB	157	12	2	30-40
4/3	5 ~~AM~~ PM	20m	57.4	59	56	52.5	73.6	9	EB	273	1	2	30-40
									WB	331	8	2	

Directions: II/▶ (start/pause button), record for 20 minutes for mobile, (10 minutes for stationary); at 20 minute mark, hit pause II/▶, then scroll the parameters and write them down in the above chart; then hit data and scroll through parameter to store - OK - write down record # above; then reset ↻ ; and you're ready to start a new site.

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Appendix G

Memorandum of Agreement

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MEMORANDUM OF AGREEMENT

BETWEEN THE CENTERS FOR DISEASE CONTROL AND PREVENTION

AND THE

GEORGIA STATE HISTORIC PRESERVATION OFFICER

REGARDING

HISTORIC DISTRICT, EDWARD G. ROYBAL CAMPUS, ATLANTA, GEORGIA

WHEREAS, THE CENTERS FOR DISEASE CONTROL AND PREVENTION (CDC) proposes an "Undertaking" to modernize and replace through new construction their office, laboratory, and research facilities at the Edward R. Roybal Campus, located at 1600 Clifton Road to meet the CDC's security and safety criteria developed after the Oklahoma City Bombing in 1995 and the terrorist attacks of September 11, 2001 as described in the Roybal Campus Master Plan;

WHEREAS, the CDC is a federal agency that follows the requirements set forth in the National Historic Preservation Act (NHPA); and

WHEREAS, the Undertaking will consist of the staged demolition of five historic properties (Buildings 1 Main, 1 East, 1 South, 3, 6) joined as one building and situated at 1600 Clifton Road; and

WHEREAS, the Undertaking's area of potential effect (APE) has been defined as the tract containing these buildings and their immediate surrounds (Attachment A) and their National Register qualifying characteristics; and

WHEREAS, the CDC has determined that the Undertaking will have an adverse effect on properties that were identified by a Cultural Resources Assessment conducted in 2008 that recommended them as eligible for listing in the National Register of Historic Places as a historic district (Buildings 1 Main, 1 East, 1 South, 3, 6, and 10); and

WHEREAS, the Georgia Historic Preservation Division (GA SHPO) has concurred with that eligibility recommendation; and

WHEREAS, the CDC has consulted with the GA SHPO pursuant to 36 C.F.R. part 800, of the regulations implementing Section 106 of the National Historic Preservation Act (16 U.S.C. § 470f) to resolve the adverse effects of the Undertaking on the historic properties; and

WHEREAS, in accordance with 36 C.F.R. § 800.6(a)(1), the CDC has notified the

Advisory Council on Historic Preservation (ACHP) of its adverse effect determination with specified documentation and the ACHP has chosen not to participate in the consultation pursuant to 36 CFR § 800.6(a)(1)(iii); and

NOW, THEREFORE, the CDC and the GA SHPO agree that the Undertaking shall be implemented in accordance with the following stipulations in order to take into account the effect of the Undertaking on historic properties.

STIPULATIONS

The CDC shall ensure that the following actions take place to mitigate adverse effects to the historic district through documentation and the development of two public outreach products.

I. DOCUMENTATION

Documentation Photography, as-built plans, and a historical narrative will be professionally prepared by a historian that meets the Secretary of Interior's professional standards (36 CFR Part 61) and compiled into a documentation portfolio.

a) A draft copy of the documentation shall be submitted to the SHPO for review and comment before the submission of the final documentation. Five copies will be prepared for distribution to the Georgia Historic Preservation Division, Georgia Archives and History, Atlanta History Center, the DeKalb Historical Society, the CDC Library respectively. Two copies will contain original images; one copy will be submitted to GA SHPO and one copy will be retained by the CDC.

b) Original as-built drawings for Buildings 1 Main, 1 East, 1 South, 3, 6, and 10 and historic maps showing the establishment of the campus will become part of the CDC's Library's permanent collection. In addition, as-built drawings for other buildings that were part of the original CDC campus but were demolished in the past will be retained in the archived collection.

c) Digital photographs will be printed to National Register of Historic Places standards and will be appropriately labeled for submission. A cd with the images will also be submitted.

d) Historical narrative will be fully referenced and will be printed on archival paper. A pdf document will also be submitted.

II. PUBLIC INTERPRETATION

a) Public interpretation through signage or historic markers will be integrated into the sidewalk and security/barrier wall on Clifton Road to highlight the history of the CDC and the significance of its early buildings. CDC will develop an interpretive plan and

consult with SHPO prior to implementation.

b) A webpage/site will be developed that highlights the history of the CDC. This public outreach vehicle will feature oral history, historic photography and a narrative about the CDC and its historical mission(s).

III. LATE DISCOVERY

As the project area was not surveyed, there is the potential for previously unknown cultural materials to be revealed by ground disturbance. In the event of such a discovery, construction in that area shall cease, the SHPO shall be notified, and an appropriate treatment of these materials shall be determined.

IV. DURATION

This MOA shall be null and void if its terms are not carried out within five (5) years from the date of its execution. Prior to such time, the CDC may consult with the other signatory to reconsider the terms of the MOA and amend it in accordance with Stipulation VII below.

V. MONITORING AND REPORTING

Six months following the execution of this MOA until it expires or is terminated, the CDC shall provide the GA SHPO a summary report detailing work undertaken pursuant to its terms. The report shall include any scheduling changes proposed, any problems encountered, and any disputes and objections received in the CDC's efforts to carry out the terms of this MOA.

VI. DISPUTE RESOLUTION

Should the GA SHPO object to the manner in which the terms of this MOA are implemented, the CDC shall consult with the GA SHPO to resolve the objection. If the CDC determines that such objection cannot be resolved, the CDC shall:

A. Forward all documentation relevant to the dispute, including the CDC's proposed resolution, to the ACHP. The ACHP shall provide the CDC with its written advice on the resolution of the objection within thirty (30) days of receiving adequate documentation. Prior to reaching a final decision on the dispute, the CDC shall prepare a written response that takes into account any timely advice or comments regarding the dispute from the ACHP, and the GA SHPO, and will provide each with a copy of this written response. The CDC shall then proceed according to its final decision.

B. If the ACHP does not provide its advice regarding the dispute within the thirty (30) day time period, the CDC may make a final decision on the dispute and proceed accordingly. Prior to reaching such a final decision, the CDC shall prepare a written response that takes into account any timely comments regarding the dispute from the GA

SHPO to the MOA, and provide them and the ACHP with a copy of such written response.

C. Carry out all other actions subject to the terms of this MOA that are not the subject of the dispute without change.

VII. AMENDMENTS

This MOA may be amended when such an amendment is agreed to in writing by all signatories. The amendment shall be effective on the date a copy, signed by all of the signatories, is filed with the ACHP.

VIII. GOVERNING LAW

This agreement shall be governed by applicable federal law.

IX. FUNDING

In general, each signatory to this MOA is expected to bear the costs of its participation in this Undertaking. Nothing in this MOA shall obligate the Department of Health and Human Services, CDC or GA SHPO to any current or future expenditure of resources in advance of the availability of appropriations from Congress or the Georgia state legislature.

X. LIABILITY

Each signatory to this MOA will be responsible for its own acts and the results thereof and shall not be responsible for the acts of the other party and the results thereof. Each signatory therefore agrees that it will assume all risk and liability to itself, its agents or employees, for any injury to persons or property resulting in any manner from the conduct of its own operations and the operations of its agents or employees under this MOA, and for any loss, cost, damage, or expense resulting at any time from any and all causes due to any act or acts, negligence, or the failure to exercise proper precautions, of or by itself or its agents or its own employees, while conducting activities under and pursuant to this agreement. CDC's liability shall be governed by the provisions of the Federal Tort Claims Act [28 U.S.C. 2671-80 (1976)].

XI. ENTIRETY

This MOA represents the entire agreement of the signatories with respect to the subject matter hereof, and supersedes all prior and/or contemporaneous agreements or understandings, written or oral, with respect to the subject matter of this MOU.

XII. TERMINATION

If any signatory to this MOA determines that its terms shall not or cannot be carried out, that

party shall immediately consult with the other parties to attempt to develop an amendment. above. If within thirty (30) days (or another time period agreed to by all signatories) an amendment cannot be reached, any signatory may terminate the MOA upon written notification to the other signatories.

Once the MOA is terminated, and prior to work continuing on the Undertaking, the CDC must either (a) execute an MOA pursuant to 36 CFR § 800.6 or (b) request, take into account, and respond to, comments of the ACHP under 36 CFR § 800.7. The CDC shall notify the signatories as to the course of action it will pursue.

Execution of this MOA by the CDC and the GA SHPO and implementation of its terms evidence that the CDC has taken into account the effects of this Undertaking on historic properties and afforded the ACHP an opportunity to comment.

This MOA is considered terminated upon the completion and acceptance of all terms and stipulations set forth herein.

SIGNATORIES:

Centers for Disease Control and Prevention

G. F. Chandler 26Sep08 Date

George F. Chandler, Director
Buildings and Facilities Office

Georgia State Historic Preservation Officer

W. Ray Luce 10/6/08 Date

Dr. Raymond Luce, State Historic Preservation Officer

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Appendix H
Agency Coordination Letters

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GEORGIA
DEPARTMENT OF NATURAL RESOURCES
WILDLIFE RESOURCES DIVISION

MARK WILLIAMS
COMMISSIONER

DAN FORSTER
DIRECTOR

April 10, 2013

Roger Bledsoe
Environmental Scientist
Jacobs Engineering Group, Inc.
6801 Governors Lake Parkway
Bldg. 200
Norcross, GA 30071

Subject: Known occurrences of natural communities, plants and animals of highest priority conservation status on or near HHS/CDC Edward R. Roybal Campus Master Plan EIS, DeKalb County, Georgia

Dear Mr. Bledsoe:

This is in response to your request of February 27, 2013. According to our records, within a three-mile radius of the project site, there are the following Natural Heritage Database occurrences:

GA *Cambarus howardi* (Chattahoochee Crayfish) [HISTORIC] on site in Peachtree Creek and Tributaries
***Panax quinquefolius* (American Ginseng) on site [-84.326415, 33.802253]**
Pd mesic broadleaf decid. forest (Piedmont Mesic Hardwood Forest) approx. 1.5 mi. S of site
GA *Schisandra glabra* (Bay Star-vine) on site [-84.326415, 33.802253]
GA *Schisandra glabra* (Bay Star-vine) on site [-84.324473, 33.795072]
GA *Schisandra glabra* (Bay Star-vine) approx. 1.5 mi. S of site
GA *Schisandra glabra* (Bay Star-vine) approx. 1.5 mi. W of site
GA *Schisandra glabra* (Bay Star-vine) approx. 2.5 mi. W of site
Greenspace [Fulton County] approx. 1.5 mi. W of site
Greenspace [DeKalb County] approx. 3.0 mi. SE of site
Johns Sanctuary [Atlanta Audubon Society] approx. 1.5 mi. N of site

* Entries above proceeded by "US" indicates species with federal status (Protected, Candidate or Partial Status). Species that are federally protected in Georgia are also state protected; "GA" indicates Georgia protected species.

NONGAME CONSERVATION SECTION
2065 U.S. HIGHWAY 278 S.E. | SOCIAL CIRCLE, GEORGIA 30025-4743
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Recommendations:

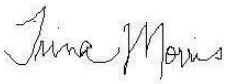
We have records of three high priority species within the potential project area. (see bold above). The Chattahoochee Crayfish record is historic and is not likely to be found on site. However, the records of Ginseng and Bay Star-vine are current and surveys should be completed to identify these and any other high priority species before planning is completed. In addition to these species, we are concerned about stream habitats that could be impacted by construction activities. In order to protect aquatic habitats and water quality, we recommend that all machinery be kept out of streams during construction. We urge you to use stringent erosion control practices during construction activities. Further, we strongly advocate leaving vegetation intact within 100 feet of streams wherever possible, which will reduce inputs of sediments, assist with maintaining riverbank integrity, and provide shade and habitat for aquatic species. We realize that some trees may have to be removed, but recommend that shrubs and ground vegetation be left in place.

Disclaimer:

Please keep in mind the limitations of our database. The data collected by the Nongame Conservation Section comes from a variety of sources, including museum and herbarium records, literature, and reports from individuals and organizations, as well as field surveys by our staff biologists. In most cases the information is not the result of a recent on-site survey by our staff. Many areas of Georgia have never been surveyed thoroughly. Therefore, the Nongame Conservation Section can only occasionally provide definitive information on the presence or absence of rare species on a given site. Our files are updated constantly as new information is received. **Thus, information provided by our program represents the existing data in our files at the time of the request and should not be considered a final statement on the species or area under consideration.**

If you know of populations of highest priority species that are not in our database, please fill out the appropriate data collection form and send it to our office. Forms can be obtained through our web site (http://www.georgiawildlife.com/node/1376) or by contacting our office. If I can be of further assistance, please let me know.

Sincerely,



Katrina Morris
Environmental Review Coordinator

Data Available on the Nongame Conservation Section Website

- Georgia protected plant and animal profiles are available on our website. These accounts cover basics like descriptions and life history, as well as threats, management recommendations and conservation status. Visit http://www.georgiawildlife.com/node/2721.

- Rare species and natural community information can be viewed by Quarter Quad, County and HUC8 Watershed. To access this information, please visit our GA Rare Species and Natural Community Information page at: http://www.georgiawildlife.com/conservation/species-of-concern?cat=conservation.

- Downloadable files of rare species and natural community data by quarter quad and county are also available. They can be downloaded from: http://www.georgiawildlife.com/node/1370.

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Appendix I

Procedures for Handling & Disposing of Infectious Wastes at the Roybal Campus

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Biological Waste Management and Public Safety

1. CDC Personnel and Public Safety

The CDC Roybal Campus includes laboratory research activities which involve working with infectious microorganisms and laboratory animals. Depending upon the activity and the type of infectious agent being studied, certain safety procedures, equipment, and facilities have been provided to ensure the safety of CDC personnel and the surrounding environment.

The following discussions describe the laboratories at the Roybal Campus and the level of precaution or safety used for each. In general, CDC's laboratory safety program is founded on:

- trained laboratory supervisors;
- adherence to strict laboratory protocols specified in both standardized and customized (lab-specific) programs and procedures manuals;
- complete employee training programs; and,
- strict limitations on individuals provided access to specific laboratories.

Basic biosafety principles, terminology, concepts, and a description of existing laboratory conditions are provided as a basis for evaluating potential impacts in Chapter 3.11. Because proper handling and disposal of infectious waste is a key factor for the ensuring safety of both CDC personnel and the general public, a description of procedures used for handling and disposing of infectious wastes at the CDC is also provided.

2. Biosafety Principles and Terminology

To ensure the safety of CDC personnel and the surrounding community, CDC conducts all laboratory research and related activities in strict accordance with biosafety guidelines for microbiological and biomedical laboratory operations, as provided in "Biosafety in Microbiological and Biomedical Laboratories 5th Edition" (HHS publication No. (CDC) 21-1112, December 2009). This "guidance" document was prepared by the Centers for Disease Control and Prevention and the National Institutes of Health. Key features of the standards are summarized below.

The primary principles of biosafety are containment and risk assessment:

> "The fundamentals of containment include the microbiological practices, safety equipment, and facility safeguards that protect laboratory workers, the environment, and the public from infectious microorganisms that are handled and stored in the laboratory. Risk assessment is the process that enables the appropriate selection of microbiological practices, safety equipment and facility safeguards that can prevent laboratory associated infections (LAI)."[1]

[1] HHS/CDC. *Biosafety in Microbiological and Biomedical Laboratories 5th Edition*. HHS publication No. (CDC) 21-1112, December 2009.

One fundamental objective of biosafety is containment both primary and secondary. As referred to in the guidelines, containment is used to describe safe methods for managing infectious agents in the laboratory environment where they are being handled or used. Primary containment relates to the protection of laboratory personnel from exposure to infectious agents, whereas secondary containment relates to the protection of the external environment (i.e., surrounding community, non-lab personnel, etc.). Primary containment is achieved through the use of standard microbiological practices and techniques, and the use of appropriate safety equipment (primary barriers). Secondary containment is achieved through a combination of facility design (secondary barriers) and operational practices.

Primary barriers are designed to protect laboratory personnel working with infectious agents, and therefore indirectly protect the surrounding environment. Primary barriers can include such items as Biosafety Cabinets (BSCs), personal protective equipment (gloves, goggles, respirators, face shields etc.), and other laboratory equipment such as safety centrifuge cups. Usually a combination of BSCs and personal protective gear is used to obtain a desired level of protection.

Secondary barriers are part of the facility design and are primarily intended to protect the surrounding environment. Secondary barriers may include controlled access and ventilation systems to ensure directional air flow (i.e. into the laboratory and not out), air treatment systems for exhaust air, and anterooms at the laboratory entrances.

Guidelines for activities involving infectious agents, and/or activities which experimentally or naturally infected vertebrate test animals are provided in the standards. These guidelines are based on four levels of containment referred to as Biosafety Levels (BSLs) for infectious agent activities, and Animal Biosafety Levels (ABSLs) for activities involving infected vertebrate animals. The four biosafety levels are characterized in Table 1 (this table also includes a definition of “infectious wastes”).

Required safety measures for each BSL and ABSL increase with each level, with level four being the highest. A summary of key requirements for both BSLs and ABSLs are provided in Tables 2 and 3, respectively.

Table 1. Key Term and Definitions	
Biosafety Level 1	Biosafety Level 1 practices, safety equipment, and facilities are appropriate for undergraduate and secondary education training and teaching laboratories, and for other facilities in which work is done with defined and characterized strains of viable microorganisms not known to cause disease in healthy adult humans. *Bacillus subtilis, Nigeria gruberi,* infectious canine hepatitis virus and exempt organisms under the NIH Guidelines are representative of those microorganisms meeting these criteria. Many agents not ordinarily associated with disease processes in humans are, however, opportunistic pathogens and may cause infections in young, aged, and immunodeficient or immunosuppressed individuals. Vaccine strains which have undergone multiple *in vivo* passages should not be considered avirulent simply because they are vaccine strains. Biosafety level 1 represents a basic level of containment that relies on standard microbiological practices with no special primary or secondary barriers recommended, other than a sink for hand washing.
Biosafety Level 2	Biosafety level 2 practices, equipment, and facility design and construction are applicable to clinical, diagnostic, teaching and other facilities in which work is done with the broad spectrum of indigenous moderate-risk agents present in the community and associated with human diseases of varying severity. With good microbiological techniques, these agents can be used safely in activities conducted on the open bench, provided the potential for producing splashes or aerosols is low. Hepatitis B virus, the Salmonellae, and *Toxoplasma* are representative of the microorganism assigned to this containment level. Biosafety level 2 is appropriate when work is done with any human-derived blood, body fluids, tissues, or primary human cell lines where the presence of an infectious agent may be unknown. (Laboratory personnel working with human-derived materials should refer to the OSHA *Bloodborne Pathogen Standard* for specific required precautions). Primary hazards to personnel working with these agents relate to accidental percutaneous or mucous membrane exposures, or ingestion of infectious materials. Extreme caution should be taken with contaminated needles or sharp instruments. Even though organisms routinely manipulated at BSL2 are not known to be transmissible by the aerosol route, procedures with aerosol or high splash potential that may increase the risk of such personnel exposure must be conducted in primary containment equipment, or devices such as BSC or safety centrifuge cups. Personal protective equipment should be used as appropriate, such as splash shields, face protection, gowns, and gloves. Secondary barriers such as hand washing and waste decontamination facilities must be available to reduce potential environmental contamination.

Table. 1 Key terms and definitions (continued)	
Biosafety Level 3	Biosafety Level 3 practices, safety equipment, and facility design and construction are applicable to clinical, diagnostic, teaching, research, or production facilities in which work is done with indigenous or exotic agents with a potential for respiratory transmission, and which may cause serious and potentially lethal infection. *Mycobacterium tuberculosis,* St. Louis encephalitis, and *Coxiella burnetii* are representative of microorganisms assigned to this level. Primary hazards to personnel working with these agents relate to autoinoculation, ingestion, and exposure to potentially infectious aerosols. At Biosafety Level 3, more emphasis is placed on primary and secondary barriers to protect personnel in contiguous areas, the community, and the environment from exposure to potentially infectious aerosols. For example, all laboratory manipulations should be performed in a BSC or other enclosed equipment, such as a gastight aerosol generation chamber. Secondary barriers for this level include controlled access to the laboratory and ventilation requirements that minimizes the release of infectious aerosols from the laboratory.
Biosafety Level 4	Biosafety Level 4 practices, safety equipment, and facility design and construction are applicable for work with dangerous and exotic agents which pose a high individual risk of life-threatening disease, which may be transmitted via the aerosol route, and for which there is no available vaccine or therapy. Agents with a close or identical antigenic relationship to Biosafety Level 4 agents should also be handled at this level. When sufficient data are obtained, work with these agents may continue at this level or at a lower level. Viruses such as Marburg or Congo-Crimean hemorrhagic fever are manipulated at Biosafety Level 4. The primary hazards to personnel working with Biosafety Level 4 agents are respiratory exposure to infectious aerosols, mucous membrane or broken skin exposure to infectious droplets, and auto-inoculation. All manipulations of potentially infectious diagnostic materials, isolates, and naturally or experimentally infected animals pose a high risk of exposure and infection to laboratory personnel, the community, and the environment. The laboratory worker's complete isolation against aerosolized infectious materials is accomplished primarily by working in a Class III BSC or a full-body, air-supplied positive-pressure personnel suit. The Biosafety Level 4 facility itself is generally a separate building or completely isolated zone with complex specialized ventilation and waste management systems to prevent the release of viable agents to the environment
Infectious Waste	Infectious wastes are those wastes containing, or potentially containing pathogens of sufficient virulence and quantity so that the exposure to the waste by a susceptible host could result in the development by that host of a communicable disease.

Source: HHS/CDC. *Biosafety in Microbiological and Biomedical Laboratories 5th Edition*.

Table 2. Summary of recommended biosafety levels for infectious agents (BSLs).				
Biosafety Level	**Agents**	**Practices**	**Safety Equipment (Primary Barriers)**	**Facilities (Secondary Barriers)**
BSL-1	Not known to consistently cause disease in healthy adults	Standard microbiological practices	• No primary barriers required • PPE: laboratory coats and gloves; eye; face protection as needed	Laboratory bench and sink required
BSL-2	Associated with human disease; Routes of transmission include percutaneous injury, ingestion, mucous membrane exposure	BSL-1 practices plus: • Limited access • Biohazard warning signs • "Sharps" precautions • Biosafety manual defining any needed waste decontamination or medical surveillance policies	BSCs or other physical containment devices used for all manipulations of agents that cause splashes or aerosols of infectious materials; PPEs; laboratory coats; gloves; face and eye protection as needed	BSL-1 plus: Autoclave available
BSL-3	Indigenous or exotic agents that may cause serious or potentially lethal disease through the inhalation route of exposure	BSL-2 practice plus: • Controlled access • Decontamination of all waste • Decontamination of lab clothing before laundering	BCSs or other physical containment devices used for all open manipulations of agents; PPEs: protective lab clothing; gloves; face, eye, and respiratory protection as needed	BSL-2 plus: • Physical separation from access corridors • Self-closing, double door access • Exhausted air not recirculated • Negative airflow into laboratory • Entry through airlock or anteroom • Hand washing sink near laboratory exit
BSL-4	Dangerous/exotic agents posing a high individual risk, aerosol-transmitted laboratory infections that are frequently fatal, for which there are no vaccines or	BSL-3 practices plus: • Clothing change before entering • Shower on exit • All material decontaminated on exit from facility	Primary barriers = All procedures conducted in Class III BSCs or Class I or Class II BSCs <u>in combination with</u> full-body, air supplied, positive pressure personnel suit	BSL-3 plus: • Separate building or isolated zone • Dedicated supply/exhaust vacuum, and decontamination systems • Other requirements outlined in text

	treatments; agents with close or identical antigenic relationship to an agent requiring ABSL4 until data are available to redesignate this level; or related agents with unknown risk transmission			

Source: HHS/CDC. *Biosafety in Microbiological and Biomedical Laboratories 5th Edition*.

Table 3. Summary of recommended biosafety levels for activities which infected vertebrate animals are used (ABSLs).

Biosafety Level	Agents	Practices	Safety Equipment (Primary Barriers)	Facilities (Secondary Barriers)
ABSL-1	Not known to consistently cause disease in healthy adults	Standard animal care and management practices, including appropriate medical surveillance programs	• As required for normal care of each species • PPEs: laboratory coats, gloves, face, and eye protection as needed	Standard animal facility • Non recirculation of exhaust air • Directional air flow recommended • Hand washing sink available
ABSL-2	Associated with human disease. Hazard: percutaneous exposure, ingestion, mucous membrane exposure	ABSL-1 practices plus: • Limited access • Biohazard warning signs • "Sharps" precautions • Biosafety manual • Decontamination of all infectious wastes and animal cages prior to washing	ABSL-1 equipment plus primary barriers: • Containment equipment appropriate for all animal species; • PPEs: laboratory coats, gloves, face and respiratory protection as needed	ABSL-1 plus: • Autoclave available • Hand washing sink available • Mechanical cage washer recommended • Negative airflow into animal and procedure rooms recommended
ABSL-3	Indigenous or exotic agents that may cause serious or potentially lethal disease through the inhalation route of exposure	ABSL-2 practice plus: • Controlled access • Decontamination of clothing before laundering • Cages decontaminated before bedding removed	ABSL-2, equipment plus: • Containment equipment for housing animals and cage dumping activities • Class I, II, or III	ABSL-2 facility plus: • Physical separation from access corridors • Self-closing, double door access • Sealed penetrations & windows • Autoclave available

Table 3. Summary of recommended biosafety levels for activities which infected vertebrate animals are used (ABSLs).				
Biosafety Level	**Agents**	**Practices**	**Safety Equipment (Primary Barriers)**	**Facilities (Secondary Barriers)**
		• Disinfectant foot bath as needed	BSCs available for manipulative procedures (inoculation necropsy) that may create infectious aerosols. • PPEs: appropriate respiratory protection	in facility • Entry through ante-room or airlock • Negative airflow into animal and procedure rooms • Hand washing sink near exit of animal or procedure room
ABSL-4	Dangerous/exotic agents which pose a high risk, aerosol-transmitted laboratory infections that are frequently fatal, for which there are no vaccines or treatments; agents with close or identical antigenic relationship to an agent requiring ABSL4 until data are available to redesignate this level ; or related agents with unknown risk transmission	ABSL-3 practices plus: • Entrance through change room where personal clothing is removed and laboratory clothing is put on: shower on exiting • Decontaminate all wastes before removal from facility	ABSL-3 equipment plus: • Maximum containment equipment (i.e., Class III BSC or partial containment equipment in combination with full body, air-supplied positive-pressure personnel suit) used for all procedures and activities	ABSL-3 plus: • Separate building/isolated zone • Dedicated supply exhaust vacuum, and decon systems • Other requirements outlined in text

The guidelines for determining the appropriate BSL for a given laboratory or operation are dependent upon several variables including the virulence, pathogenicity, biological stability, and communicability of the agent involved. The guidelines provide appropriate BSL/ABSL levels and laboratory precautions for specific microorganisms and for various types of agents (i.e. parasitic, fungal, bacterial, rickettsial, viral, or arboviral).

Each laboratory director is responsible for assigning the appropriate BSL and any additional safety precautions. If recommendations for a specific agent are not provided in the guidelines, the assigned BSL/ABSL level and precautions are based on risk assessment.

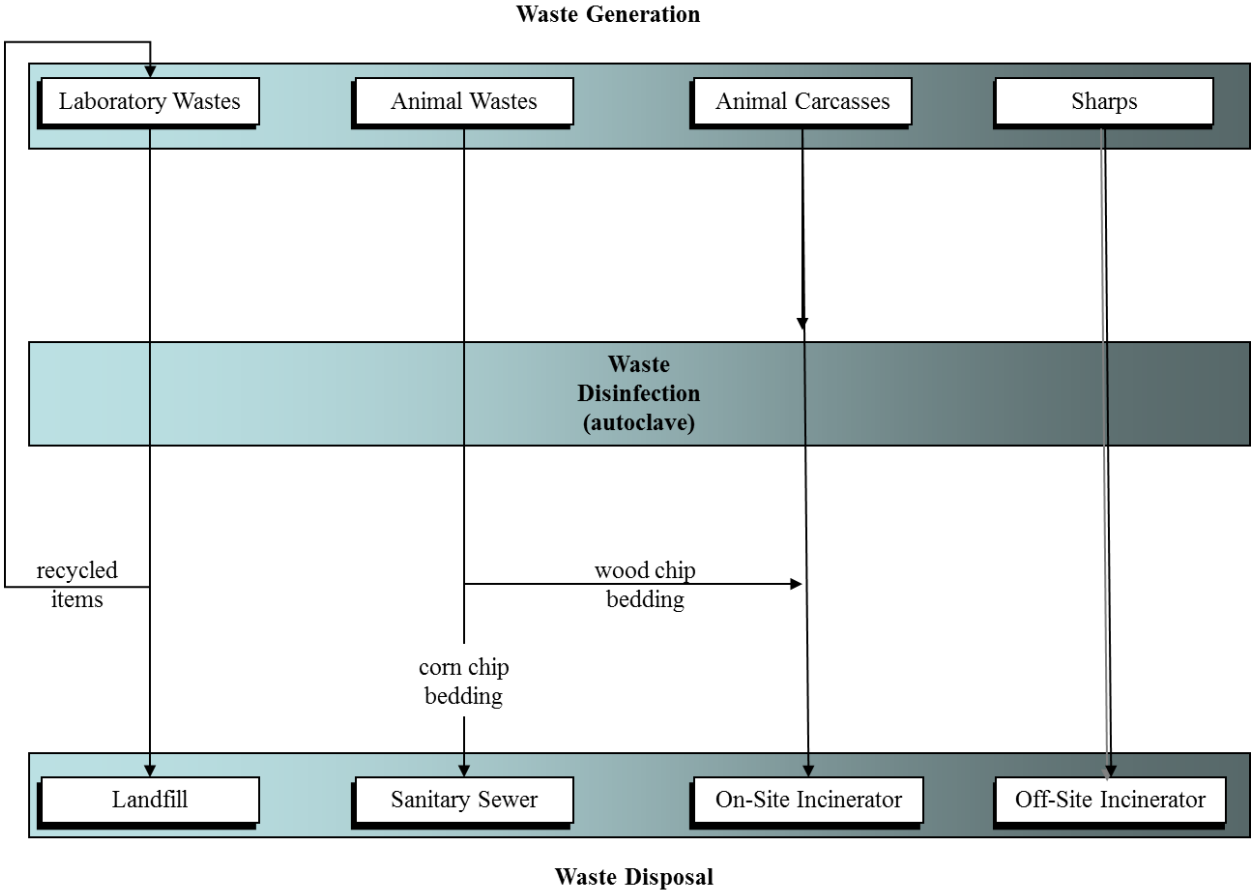
3. Decontamination and Disposal of Infectious Wastes

Proper handling and disposal of infectious wastes is an integral part of effective containment. Biomedical wastes (BMWs), which include potentially infectious waste, are regulated at the state level. Georgia requirements are listed under the Rules of Georgia Department of Natural Resources, Environmental Protection Division, Solid Waste Management (391-3-4), Biomedical Wastes (392-3-4-15). The CDC Roybal Campus is in full compliance with the 392-3-4-15 requirements.

Infectious wastes generated at CDC are decontaminated by autoclaving prior to disposal. Autoclaving is a process involving exposure to pressurized steam for a period of time in order to destroy microorganisms. Autoclaving is considered one of the most dependable methods for the destruction of all forms of microbial life and is included in the Georgia regulations as one of the acceptable methods for rendering biomedical wastes noninfectious.

The disposal method for decontaminated wastes is dependent upon the waste category and certain physical characteristics. A flow chart depicting the disposal of infectious wastes at CDC is provided in Figure 1: Flow Diagram for Infectious Waste.

Figure 1: Flow Diagram for Infectious Waste



Handling and disposal methods for infectious wastes generated at the Clifton Road Campus are determined by waste category. The four possible waste categories include:

- laboratory wastes (plastics, glass, liquids, paper, latex gloves, and metals);
- sharps (wastes which may inflict punctures or lacerations);
- animal wastes; and,
- animal carcasses.

Laboratory wastes are placed in discards pans that are located in each laboratory. The laboratory staff collects the pans and safely transports them to the autoclave collection rooms located on each floor. Each pan is disinfected in the autoclave and the wastes are subsequently segregated and either recycled or disposed of in a landfill. Wastes to be landfilled are retained in a large bin prior to shipment. Autoclaved pans are cleaned with a disinfectant and inspected prior to being returned to the laboratories.

Because sharps represents a danger to personnel handling the wastes, these wastes are required to be placed in a labeled, leak-resistant, puncture resistant container. Each laboratory station is provided with a sharps container. When the containers are filled they are collected and autoclaved. The sterilized wastes are then segregated and the sharps are picked up by a contractor and transported off-site for incineration. Sharps are not landfilled because they represent a greater risk then other BMWs.

Animal wastes, including bedding material, feces, urine, and food remaining in the animal cage (Davis, 1994), are taken to the autoclave room at the Clifton Road Campus where they are rendered non-infectious by autoclaving. The bedding material is then either incinerated or disposed of in the sanitary sewer. Bedding material that is soft (i.e., corn-cob) is ground up and discharged to the sanitary sewer, while material containing wood chips is incinerated in one of the campus incinerators. Cages that have been autoclaved are supplied with fresh bedding and returned to the laboratories via a "clean" elevator.

Animal carcasses are double-bagged in biowaste bags and autoclaved. After being autoclaved the carcasses are then incinerated.

4. Air Filters

As described above, ventilation systems which ensure directional air flow are used in higher risk labs as secondary barriers. Under normal working conditions, there is a minimal risk of airborne pathogens in laboratory space. However, as a precaution, the CDC uses high-efficiency particulate air (HEPA) filter systems in selected BSL 3 and all BSL4 labs. HEPA filters remove particles 0.3μ in size with 99.97% efficiency or higher. Particles larger or smaller than 0.3μm are filtered with greater efficiency.

The filters are replaced on regular service intervals. Before removal from the HEPA system, the filters are gassed in-place with vapor phase hydrogen peroxide, and then plastic bagged for transport to incineration or landfill. Periodically the HEPA filters are challenged with an aerosol on an annual basis to ensure that there are no leaks.

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Appendix J

Greenhouse Gases and Sustainability

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Existing Conditions, 2012, VMT Estimate by Vehicle Type

Process Type	Vehicle Type	Fuel Type	Commute Distance Traveled (Miles / Day)	Number of Commute Days per Year	Total Mileage by Vehicle Type	Unit of Measure
Commuter Travel - Personal Owned Vehicles	POV Passenger Car	Gasoline	78,272	230	18,002,494	Miles
	POV SUV or Truck	Gasoline	12,121	230	2,787,922	Miles
	POV SUV or Truck	Diesel	0	230	0	Miles
	Motorcycle	Gasoline	146	230	33,475	Miles
	Hybrid	Gasoline	2,259	230	519,590	Miles
Commuter Travel - Car / Van Pools	Car Pool	Gasoline	9,159	230	2,106,682	Miles
	Van Pool	Gasoline	10,675	230	2,455,353	Miles
Commuter Travel - Mass Transit	Bus	Diesel	1,185	230	272,491	Miles
	Metro / Transit Rail	Electric	0	230	0	Miles
	Commuter Rail	Diesel	0	230	0	Miles
	Intercity Rail	Diesel	0	230	0	Miles
	Ferry	Diesel	0	230	0	Miles
Commuter Travel - Human Powered	Walking and/or Bicycling		573	230	131,851	Miles

No Build, 2025, , VMT Estimate by Vehicle Type

Process Type	Vehicle Type	Fuel Type	Commute Distance Traveled (Miles / Day)	Number of Commute Days per Year	Total Mileage by Vehicle Type	Unit of Measure
Commuter Travel - Personal Owned Vehicles	POV Passenger Car	Gasoline	91,046	230	20,940,483	Miles
	POV SUV or Truck	Gasoline	14,097	230	3,242,247	Miles
	POV SUV or Truck	Diesel	0	230	0	Miles
	Motorcycle	Gasoline	169	230	38,931	Miles
	Hybrid	Gasoline	2,627	230	604,263	Miles
Commuter Travel - Car / Van Pools	Car Pool	Gasoline	10,652	230	2,449,990	Miles
	Van Pool	Gasoline	12,415	230	2,855,482	Miles
Commuter Travel - Mass Transit	Bus	Diesel	1,378	230	316,897	Miles
	Metro / Transit Rail	Electric	0	230	0	Miles
	Commuter Rail	Diesel	0	230	0	Miles
	Intercity Rail	Diesel	0	230	0	Miles
	Ferry	Diesel	0	230	0	Miles
Commuter Travel - Human Powered	Walking and/or Bicycling		667	230	153,337	Miles

Build, 2025, VMT Estimate by Vehicle Type

Process Type	Vehicle Type	Fuel Type	Commute Distance Traveled (Miles / Day)	Number of Commute Days per Year	Total Mileage by Vehicle Type	Unit of Measure
Commuter Travel - Personal Owned Vehicles	POV Passenger Car	Gasoline	109,724	230	25,236,462	Miles
	POV SUV or Truck	Gasoline	17,006	230	3,911,473	Miles
	POV SUV or Truck	Diesel	0	230	0	Miles
	Motorcycle	Gasoline	180	230	41,422	Miles
	Hybrid	Gasoline	3,169	230	728,941	Miles
Commuter Travel - Car / Van Pools	Car Pool	Gasoline	10,652	230	2,449,990	Miles
	Van Pool	Gasoline	12,415	230	2,855,482	Miles
Commuter Travel - Mass Transit	Bus	Diesel	1,378	230	316,897	Miles
	Metro / Transit Rail	Electric	0	230	0	Miles
	Commuter Rail	Diesel	0	230	0	Miles
	Intercity Rail	Diesel	0	230	0	Miles
	Ferry	Diesel	0	230	0	Miles
Commuter Travel - Human Powered	Walking and/or Bicycling		667	230	153,337	Miles

Existing Conditions, 2012, Emission Factor by Vehicle Type

Process Type	Vehicle Type	Emission Factor CO2	Unit of Measure	Emission Factor CH4	Unit of Measure	Emission Factor N2O	Unit of Measure
Commuter Travel - Personal Owned Vehicles	POV Passenger Car	0.364	kg CO2/Mile	0.000031	kg CH4/Mile	0.000032	kg N2O/Mile
	POV SUV or Truck	0.519	kg CO2/Mile	0.000036	kg CH4/Mile	0.000047	kg N2O/Mile
	POV SUV or Truck	0.561	kg CO2/Mile	0.000001	kg CH4/Mile	0.0000015	kg N2O/Mile
	Motorcycle	0.167	kg CO2/Mile	0.00007	kg CH4/Mile	0.000007	kg N2O/Mile
	Hybrid	**0.0**	kg CO2/Mile	**0.0**	kg CH4/Mile	**0.0**	kg N2O/Mile
Commuter Travel - Car / Van Pools	Car Pool	0.127	kg CO2/Mile	0.0000108	kg CH4/Mile	0.0000111	kg N2O/Mile
	Van Pool	0.058	kg CO2/Mile	0.000002	kg CH4/Mile	0.0000053	kg N2O/Mile
Commuter Travel - Mass Transit	Bus	0.745	kg CO2/Mile	0.0000006	kg CH4/Mile	0.0000005	kg N2O/Mile
	Metro / Transit Rail	0.163	kg CO2/Mile	0.000004	kg CH4/Mile	0.000002	kg N2O/Mile
	Commuter Rail	0.172	kg CO2/Mile	0.000002	kg CH4/Mile	0.000001	kg N2O/Mile
	Intercity Rail	0.185	kg CO2/Mile	0.000002	kg CH4/Mile	0.000001	kg N2O/Mile
	Ferry	**0.0**	kg CO2/Mile	**0.0**	kg CH4/Mile	**0.0**	kg N2O/Mile
Commuter Travel - Human Powered	Walking and/or Bicycling	0	kg CO2/Mile	0	kg CH4/Mile	0	kg N2O/Mile

No Build, 2025, Emission Factor by Vehicle Type

Process Type	Vehicle Type	Emission Factor CO2	Unit of Measure	Emission Factor CH4	Unit of Measure	Emission Factor N2O	Unit of Measure
Commuter Travel - Personal Owned Vehicles	POV Passenger Car	0.227	kg CO2/Mile	0.000031	kg CH4/Mile	0.000032	kg N2O/Mile
	POV SUV or Truck	0.323	kg CO2/Mile	0.000036	kg CH4/Mile	0.000047	kg N2O/Mile
	POV SUV or Truck	0.349	kg CO2/Mile	0.000001	kg CH4/Mile	0.0000015	kg N2O/Mile
	Motorcycle	0.167	kg CO2/Mile	0.00007	kg CH4/Mile	0.000007	kg N2O/Mile
	Hybrid	**0.0**	kg CO2/Mile	**0.0**	kg CH4/Mile	**0.0**	kg N2O/Mile
Commuter Travel - Car / Van Pools	Car Pool	0.079	kg CO2/Mile	0.0000108	kg CH4/Mile	0.0000111	kg N2O/Mile
	Van Pool	0.058	kg CO2/Mile	0.000002	kg CH4/Mile	0.0000053	kg N2O/Mile
Commuter Travel - Mass Transit	Bus	0.745	kg CO2/Mile	0.0000006	kg CH4/Mile	0.0000005	kg N2O/Mile
	Metro / Transit Rail	0.163	kg CO2/Mile	0.000004	kg CH4/Mile	0.000002	kg N2O/Mile
	Commuter Rail	0.172	kg CO2/Mile	0.000002	kg CH4/Mile	0.000001	kg N2O/Mile
	Intercity Rail	0.185	kg CO2/Mile	0.000002	kg CH4/Mile	0.000001	kg N2O/Mile
	Ferry	**0.0**	kg CO2/Mile	**0.0**	kg CH4/Mile	**0.0**	kg N2O/Mile
Commuter Travel - Human Powered	Walking and/or Bicycling	0	kg CO2/Mile	0	kg CH4/Mile	0	kg N2O/Mile

Build, 2025, Emission Factor by Vehicle Type

Process Type	Vehicle Type	Emission Factor CO2	Unit of Measure	Emission Factor CH4	Unit of Measure	Emission Factor N2O	Unit of Measure
Commuter Travel - Personal Owned Vehicles	POV Passenger Car	0.227	kg CO2/Mile	0.000031	kg CH4/Mile	0.000032	kg N2O/Mile
	POV SUV or Truck	0.323	kg CO2/Mile	0.000036	kg CH4/Mile	0.000047	kg N2O/Mile
	POV SUV or Truck	0.349	kg CO2/Mile	0.000001	kg CH4/Mile	0.0000015	kg N2O/Mile
	Motorcycle	0.167	kg CO2/Mile	0.00007	kg CH4/Mile	0.000007	kg N2O/Mile
	Hybrid	**0.0**	kg CO2/Mile	**0.0**	kg CH4/Mile	**0.0**	kg N2O/Mile
Commuter Travel - Car / Van Pools	Car Pool	0.079	kg CO2/Mile	0.0000108	kg CH4/Mile	0.0000111	kg N2O/Mile
	Van Pool	0.058	kg CO2/Mile	0.000002	kg CH4/Mile	0.0000053	kg N2O/Mile
Commuter Travel - Mass Transit	Bus	0.745	kg CO2/Mile	0.0000006	kg CH4/Mile	0.0000005	kg N2O/Mile
	Metro / Transit Rail	0.163	kg CO2/Mile	0.000004	kg CH4/Mile	0.000002	kg N2O/Mile
	Commuter Rail	0.172	kg CO2/Mile	0.000002	kg CH4/Mile	0.000001	kg N2O/Mile
	Intercity Rail	0.185	kg CO2/Mile	0.000002	kg CH4/Mile	0.000001	kg N2O/Mile
	Ferry	**0.0**	kg CO2/Mile	**0.0**	kg CH4/Mile	**0.0**	kg N2O/Mile
Commuter Travel - Human Powered	Walking and/or Bicycling	0	kg CO2/Mile	0	kg CH4/Mile	0	kg N2O/Mile

Existing Conditions, 2012, Total CO2e Emitted

Process Type	Vehicle Type	Global Warming Potential Factor for CO2	Global Warming Potential Factor for CH4	Global Warming Potential Factor for N2O	Unit of Measure	Total Quantity Emitted by Type	Unit of Measure	Total Quantity Emitted by Type	Unit of Measure
Commuter Travel - Personal Owned Vehicles	POV Passenger Car	1	21	310	CO2e	6,743,212	kg CO2e	6,743	MT CO2e
	POV SUV or Truck	1	21	310	CO2e	1,489,659	kg CO2e	1,490	MT CO2e
	POV SUV or Truck	1	21	310	CO2e	0	kg CO2e	0	MT CO2e
	Motorcycle	1	21	310	CO2e	5,712	kg CO2e	6	MT CO2e
	Hybrid	1	21	310	CO2e	0	kg CO2e	0	MT CO2e
Commuter Travel - Car / Van Pools	Car Pool	1	21	310	CO2e	275,275	kg CO2e	275	MT CO2e
	Van Pool	1	21	310	CO2e	146,548	kg CO2e	147	MT CO2e
Commuter Travel - Mass Transit	Bus	1	21	310	CO2e	203,052	kg CO2e	203	MT CO2e
	Metro / Transit Rail	1	21	310	CO2e	0	kg CO2e	0	MT CO2e
	Commuter Rail	1	21	310	CO2e	0	kg CO2e	0	MT CO2e
	Intercity Rail	1	21	310	CO2e	0	kg CO2e	0	MT CO2e
	Ferry	1	21	310	CO2e	0	kg CO2e	0	MT CO2e
Commuter Travel - Human Powered	Walking and/or Bicycling	1	21	310	CO2e	0	kg CO2e	0	MT CO2e
							Total Commuter Travel Emissions	8,863.5	MT CO2e

No Build, 2025, Total CO2e Emitted

Process Type	Vehicle Type	Global Warming Potential Factor for CO2	Global Warming Potential Factor for CH4	Global Warming Potential Factor for N2O	Unit of Measure	Total Quantity Emitted by Type	Unit of Measure	Total Quantity Emitted by Type	Unit of Measure
Commuter Travel - Personal Owned Vehicles	POV Passenger Car	1	21	310	CO2e	4,968,606	kg CO2e	4,969	MT CO2e
	POV SUV or Truck	1	21	310	CO2e	1,097,704	kg CO2e	1,098	MT CO2e
	POV SUV or Truck	1	21	310	CO2e	0	kg CO2e	0	MT CO2e
	Motorcycle	1	21	310	CO2e	6,643	kg CO2e	7	MT CO2e
	Hybrid	1	21	310	CO2e	0	kg CO2e	0	MT CO2e
Commuter Travel - Car / Van Pools	Car Pool	1	21	310	CO2e	202,772	kg CO2e	203	MT CO2e
	Van Pool	1	21	310	CO2e	170,429	kg CO2e	170	MT CO2e
Commuter Travel - Mass Transit	Bus	1	21	310	CO2e	236,141	kg CO2e	236	MT CO2e
	Metro / Transit Rail	1	21	310	CO2e	0	kg CO2e	0	MT CO2e
	Commuter Rail	1	21	310	CO2e	0	kg CO2e	0	MT CO2e
	Intercity Rail	1	21	310	CO2e	0	kg CO2e	0	MT CO2e
	Ferry	1	21	310	CO2e	0	kg CO2e	0	MT CO2e
Commuter Travel - Human Powered	Walking and/or Bicycling	1	21	310	CO2e	0	kg CO2e	0	MT CO2e
							Total Commuter Travel Emissions	6,682.3	MT CO2e

Build, 2025, Total CO2e Emitted

Process Type	Vehicle Type	Global Warming Potential Factor for CO2	Global Warming Potential Factor for CH4	Global Warming Potential Factor for N2O	Unit of Measure	Total Quantity Emitted by Type	Unit of Measure	Total Quantity Emitted by Type	Unit of Measure
Commuter Travel - Personal Owned Vehicles	POV Passenger Car	1	21	310	CO2e	5,987,925	kg CO2e	5,988	MT CO2e
	POV SUV or Truck	1	21	310	CO2e	1,324,279	kg CO2e	1,324	MT CO2e
	POV SUV or Truck	1	21	310	CO2e	0	kg CO2e	0	MT CO2e
	Motorcycle	1	21	310	CO2e	7,068	kg CO2e	7	MT CO2e
	Hybrid	1	21	310	CO2e	0	kg CO2e	0	MT CO2e
Commuter Travel - Car / Van Pools	Car Pool	1	21	310	CO2e	202,772	kg CO2e	203	MT CO2e
	Van Pool	1	21	310	CO2e	170,429	kg CO2e	170	MT CO2e
Commuter Travel - Mass Transit	Bus	1	21	310	CO2e	236,141	kg CO2e	236	MT CO2e
	Metro / Transit Rail	1	21	310	CO2e	0	kg CO2e	0	MT CO2e
	Commuter Rail	1	21	310	CO2e	0	kg CO2e	0	MT CO2e
	Intercity Rail	1	21	310	CO2e	0	kg CO2e	0	MT CO2e
	Ferry	1	21	310	CO2e	0	kg CO2e	0	MT CO2e
Commuter Travel - Human Powered	Walking and/or Bicycling	1	21	310	CO2e	0	kg CO2e	0	MT CO2e
							Total Commuter Travel Emissions	7,928.6	MT CO2e

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