

Transportation Analysis

**Dunwoody Crown Towers
244 Perimeter Center Parkway
DRI # 2567
City of Dunwoody, Georgia**

Prepared for:
Crown Holdings Group

Prepared by
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March 2016

Executive Summary

The proposed Dunwoody Crown Towers development is located in the northwest quadrant of the I-285/Ashford-Dunwoody Road Interchange at 244 Perimeter Center Parkway. This report presents the analysis of the traffic impacts of this proposed development. Once proposed in 1997 as an office tower development, it is now proposed as a mixed-use development. The west end of the property consist of two office towers with 24 stories (567,000 SF each), a restaurant and conference center of approximately 96,000 SF and a high-rise hotel (28 stories with up to 500 rooms or 356,200 SF). The east end is currently being rezoned to include 380 units of high-rise condominiums in mixed-use buildings, a retail center (3 stories with a total of 43,700 SF) and a small luxury hotel with approximately 150 rooms or 115,200 SF. The site will contain four (4) driveways along Gold Kist Drive. Gold Kist Drive public right-of-way currently ends at the property frontage but will be extended and dedicated as public right-of-way. The property is adjacent to the Metropolitan Atlanta Rapid Transit Authority (MARTA) rail line and via sidewalk will have direct access to the MARTA Dunwoody rail station. The site is also providing bike racks and sidewalks for a walkable campus-like community.

The project site is within the Livable Center Initiatives (LCI) study completed for the area. According to GRTA's *Procedures and Principles for GRTA Development of Regional Impact (DRI) Review*, the proposed DRI complies with the Expedited Review Criteria in Section 3-102, Part F – Livable Centers Initiative (LCI). Therefore, this study is being submitted under expedited review.

The proposed development project is expected to be completed by 2026. The traffic analysis will consider full build-out of the proposed site in 2026.

Capacity analyses were performed throughout the study network for the existing 2015 conditions, the projected 2026 No-Build conditions, and the projected 2026 Build conditions.

- Existing 2015 conditions represent traffic volumes based on peak hour turning movements that were obtained from VHB Engineers for both the morning peak period (7:00 – 9:00 a.m.) and the evening peak hour (4:00 – 6:00 p.m.) at five major signalized intersections along Perimeter Center Parkway and Hammond Drive. These counts were collected in 2014 and adjusted using 24-hour bi-directional traffic counts conducted on Perimeter Center Parkway, Hammond Drive and Ashford-Dunwoody Road in December 2015.

- Projected 2026 No-Build conditions represent the existing traffic volumes grown for eleven (11) years at a 1% per year background traffic growth rate* throughout the study network, and the addition of the following DRIs project trips:
 - DRI #1582 – 236 Perimeter Mixed Use (aka State Farm Phase I, under construction; approved in 2013)
 - DRI #2501 – Park Center (aka State Farm Phase II, under construction; approved in 2015)
 - Per the City of Dunwoody, Hines Ravinia IV and 1201 Hammond Drive
- *Glenridge, Palisades and High Street are accounted for in the background traffic growth rate.

The 2026 No-Build condition will also be evaluated with proposed intersection improvements that were recommended in the above DRIs.

- Projected 2026 Build condition represent the projected 2026 no-build conditions with above No-Build traffic plus the addition of the project trips that are anticipated to be generated by the Dunwoody Crown Towers development. The Build conditions will be evaluated under two scenarios: (1) without any improvements and (2) with proposed improvements recommended in the above DRIs and improvements recommended to facilitate the Dunwoody Crown Towers development.

Based on the **Existing 2015** traffic conditions, within the study network, one (1) of five (5) intersections (namely, Ashford-Dunwoody Road at Hammond Drive), currently operates at Level of Service (LOS) “E” during the existing PM peak hour (worse than the Level of Service standard LOS D), thus making the LOS standard for that intersection during the PM peak period as LOS E.

Based on the projected **2026 No-Build** traffic conditions (includes background traffic growth plus other approved development traffic), the following recommended improvements were identified in order to maintain an acceptable level of service (LOS D or LOS E as applicable) for the 2026 No-Build conditions.

Perimeter Center Parkway at Hammond Drive¹

Construct an additional left-turn lane on the westbound and northbound approaches of the intersection of Hammond Drive and Perimeter Center Parkway. Also, construct an exclusive right-turn lane on eastbound Hammond Drive at Perimeter Center Parkway.

¹ These improvements were recommended by the Park Center, DRI#2501 and are consistent with the 2008 Hammond Drive Corridor Study

Hammond Drive²

Widen Hammond Drive to six lanes divided, three (3) lanes eastbound and three (3) lanes westbound.

Hammond Drive at Ashford-Dunwoody Road³

Restripe and reconstruction the eastbound approach to provide one exclusive left-turn, on shared through/right-turn lane and two exclusive right-turn lanes. Remove the split phasing of the traffic signal operation and reprogram the traffic signal timing. Construct an additional northbound left-turn lane resulting in a northbound triple left-turn.⁴

Based on the projected **2026 Build** traffic conditions (includes background traffic growth, plus other approved development traffic and the Dunwoody Crown Towers development), the following recommendations are as follows:

Improvements previously recommended under the No-Build conditions.

Perimeter Center Parkway at Gold Kist Drive

Construct an additional left-turn lane on the southbound and westbound approaches of the intersection of Perimeter Center Parkway at Gold Kist Drive. Also, construct an additional lane on Gold Kist Drive from Perimeter Center Parkway to the first driveway of the Dunwoody Crown Towers development.

Gold Kist Drive

Extend Gold Kist Drive across the entire frontage of the Dunwoody Crown Towers development as a 30-foot wide two-lane roadway that ends in a cul-de-sac. Sidewalks would be provided on both sides of Gold Kist Drive. The width of the roadway would allow for bikes to share the road with vehicles.

These recommended localized road improvements are shown on aerial photography with the proposed site plan on the next page.

² These improvements were recommended by the Park Center, DRI#2501 and are consistent with the 2008 Hammond Drive Corridor Study and the preliminary findings of the 2016 Hammond Drive Corridor Study.

³ These improvements were recommended by the Park Center, DRI#2501.

⁴ Constructing an additional left-turn lane would be impractical because of right-of-way and it could potentially cause more frequent sideswipe and rear-end collisions due to the weaving of traffic from the I-285 Westbound Ramp to Hammond Drive. Therefore, the benefits of widening could be negated by traffic crashes.

Recommended Roadway Improvements with Proposed Site Plan

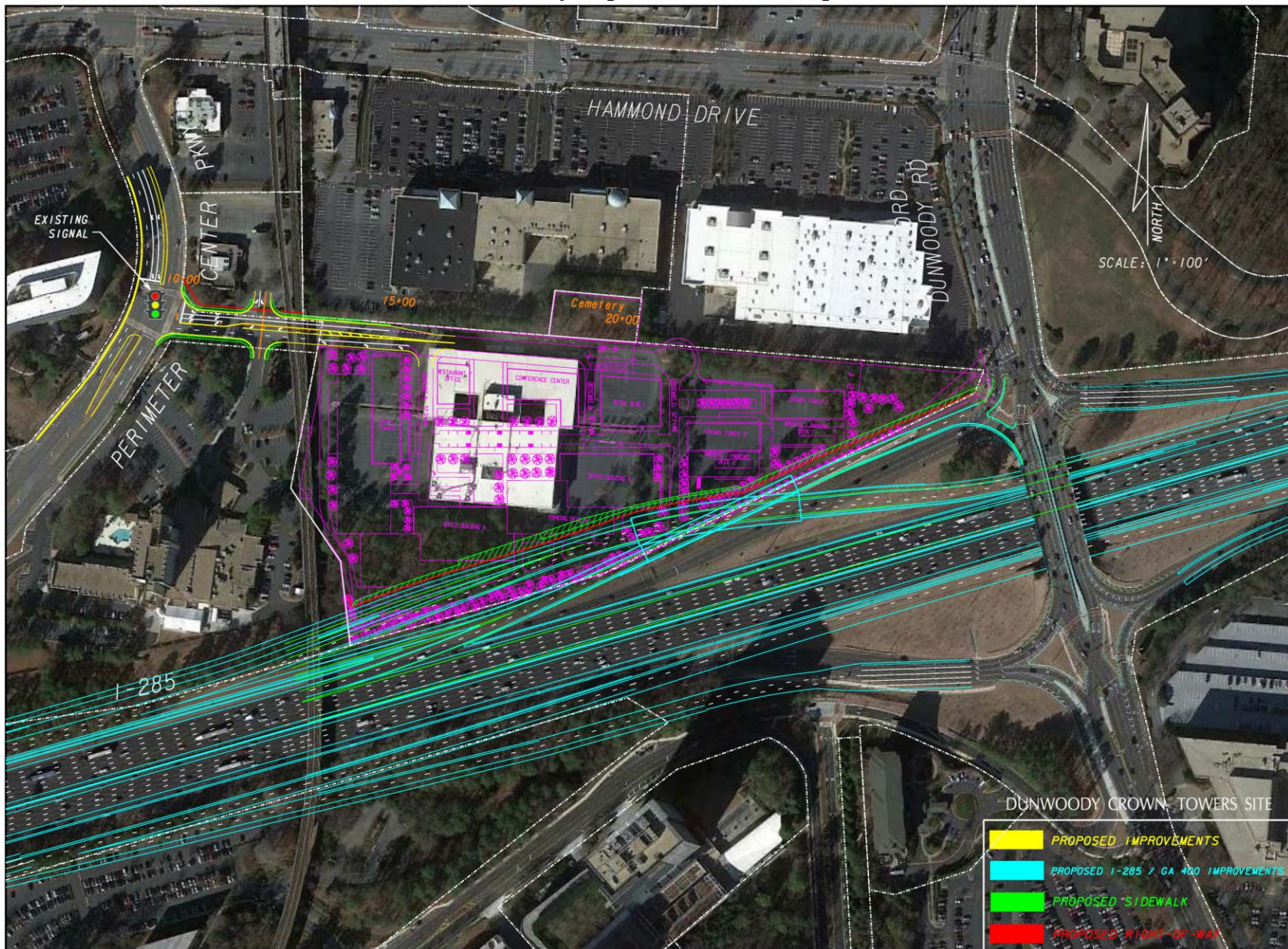


Table of Contents

INTRODUCTION.....	1
SITE PLAN REVIEW	3
STUDY AREA ROADWAY NETWORK	6
Perimeter Center Parkway.....	6
Hammond Drive.....	6
Ashford-Dunwoody Road	6
Gold Kist Drive	6
EXISTING CONDITIONS	7
ANALYSIS OF EXISTING TRAFFIC CONDCTIONS	7
Intersection Capacity Analysis.....	7
FUTURE TRAFFIC CONDITIONS	10
Project Trip Generation.....	12
Traffic Distribution and Assignment	12
ANALYSIS OF FUTURE TRAFFIC CONDITIONS.....	16
IDENTIFICATION OF PLANNED AND PROGRAMMED PROJECTS.....	21
INTERNAL CIRCULATION ANALYSIS	22
COMPLIANCE WITH COMPREHENSIVE PLAN ANALYSIS	22

List of Tables

Table 1: Level of Service Criteria For Signalized Intersections	9
Table 2: Summary of Intersection Capacity Analysis - Existing	9
Table 3: Development in the Area and Source of Information	10
Table 4: Trip Generation.....	12
Table 5: Summary of Intersection Capacity Analysis – No-Build.....	18
Table 6: Summary of Intersection Capacity Analysis - Build.....	20
Table 7: Planned and Programmed Improvement Projects.....	21

List of Figures

Figure 1: Project Location Map	2
Figure 2: Site Plan.....	4
Figure 3: Conceptual Building View of Site Plan.....	5
Figure 4: 2015 Existing Traffic Volumes	8
Figure 5: 2026 Traffic Volumes, No-Build Conditions	11
Figure 6: Trip Distribution of Office & Retail Trips	13
Figure 7: Trip Distribution of Residential & Hotel Trips	14
Figure 8: 2026 Build Traffic Volumes.....	15
Figure 9: Future Lane Configurations in 2026.....	17
Figure 10: Recommended Roadway Improvements with Proposed Dunwoody Crown Towers Site Plan	19

INTRODUCTION

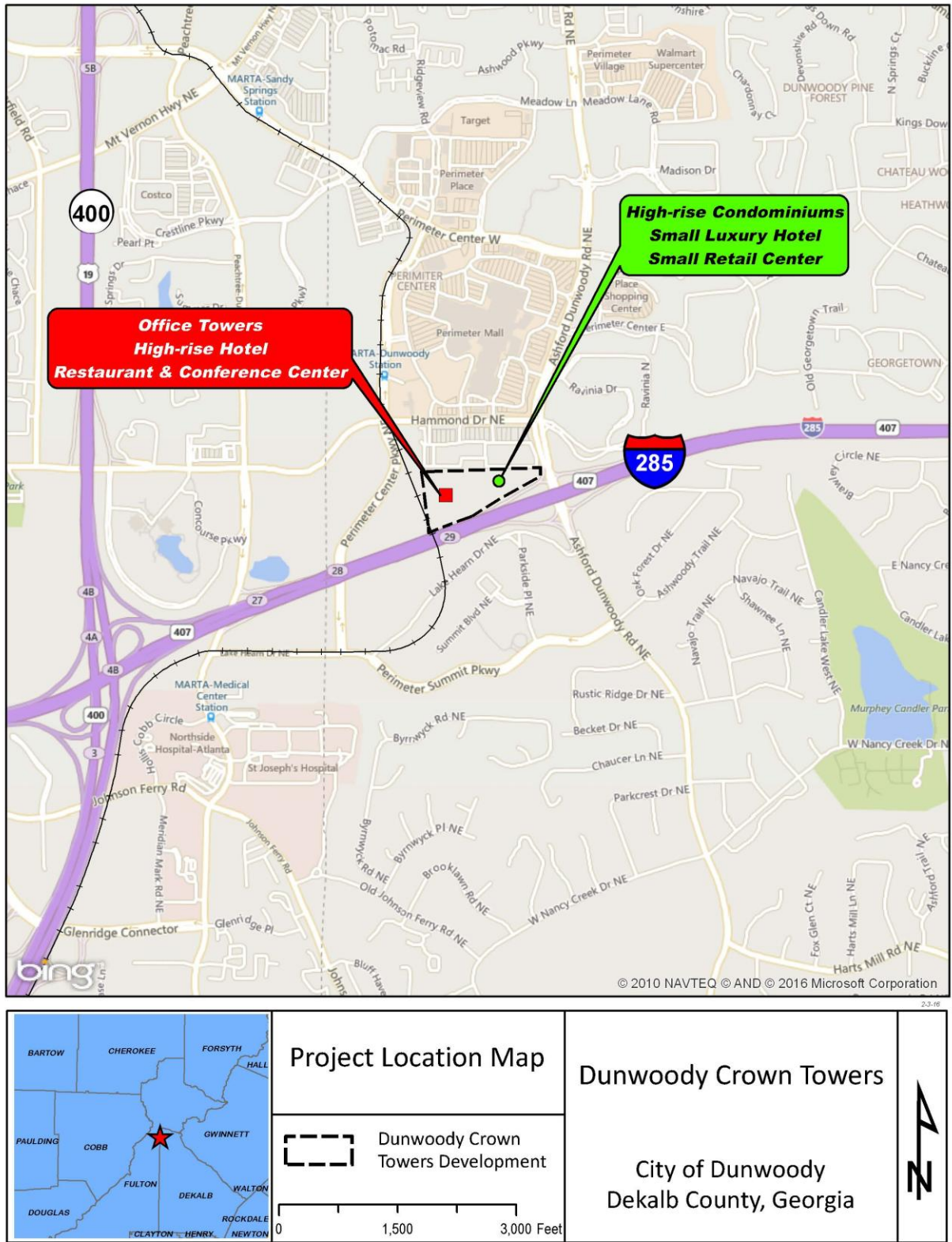
This report presents the analysis of the anticipated traffic impacts of the Dunwoody Crown Towers development, located in the northwest quadrant of the I-285/Ashford-Dunwoody Road Interchange at 244 Perimeter Center Parkway. In 1997, a Development of Regional Impact (DRI) study was conducted on the proposed 15-acre site as an office tower development with 2.4 million square feet of office space allowed. The Dunwoody Crown Towers Development is now proposed as a mixed-use development. The master site plan includes on the west side two office towers with 24 stories (567,000 SF each), a restaurant and conference center of approximately 96,000 SF and a high-rise hotel (28 stories with up to 500 rooms or 356,200 SF). The east end is currently being rezoned to include 380 units of high-rise condominiums in mixed-use buildings, a retail center (3 stories with a total of 43,700 SF) and a small luxury hotel with approximately 150 rooms or 115,200 SF.

Since the proposed development has changed and the 1997 DRI does not evaluate the current proposed development, this DRI was prepared and is subject to the Georgia Regional Transportation Authority (GRTA) and Atlanta Regional Commission (ARC) review.

The project site is within the Livable Center Initiatives (LCI) study completed for the area. According to GRTA's *Procedures and Principles for GRTA Development of Regional Impact (DRI) Review*, the proposed DRI complies with the Expedited Review Criteria in Section 3-102, Part F – Livable Centers Initiative (LCI). Therefore, this study is being submitted under expedited review.

The purpose of this study is to analyze future traffic conditions with and without the proposed development and to recommend improvements to maintain acceptable traffic operating conditions, if any, upon the completion of the development. The proposed Dunwoody Crown Towers development is expected to be completed in 2026. The project location map is shown in Figure 1.

Figure 1: Project Location Map



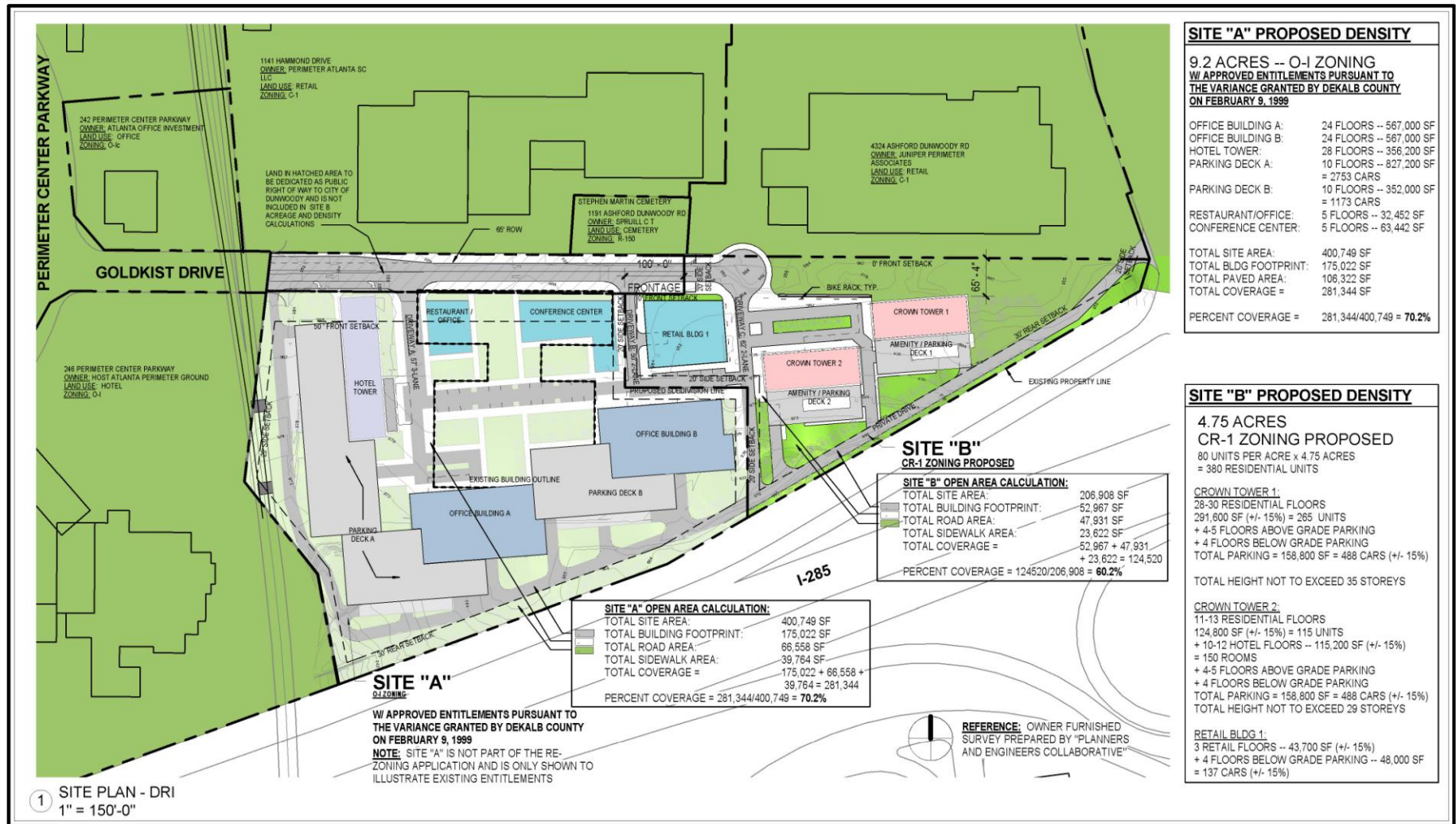
SITE PLAN REVIEW

The proposed Dunwoody Crown Towers development is located on approximately 14 acres. The proposed site will be a mixed-use development composed of Site A-- two office towers, hotel tower, restaurant and conference center and Site B—two residential towers (one containing a small luxury hotel), and a retail building. Parking decks will be next to the office, hotel and residential towers. There will be some additional parking on the internal street for the restaurant, conference center and retail building.

Sidewalks will be internal to the site to create a campus-like community. There will be bike racks available near the residential towers.

Figure 2 shows the site plan and Figure 3 shows a conceptual building view of the site. A full size to scale site plan consistent with GRTA's Site Plan Guidelines is included in the Appendix of this Review Package.

Figure 2: Site Plan

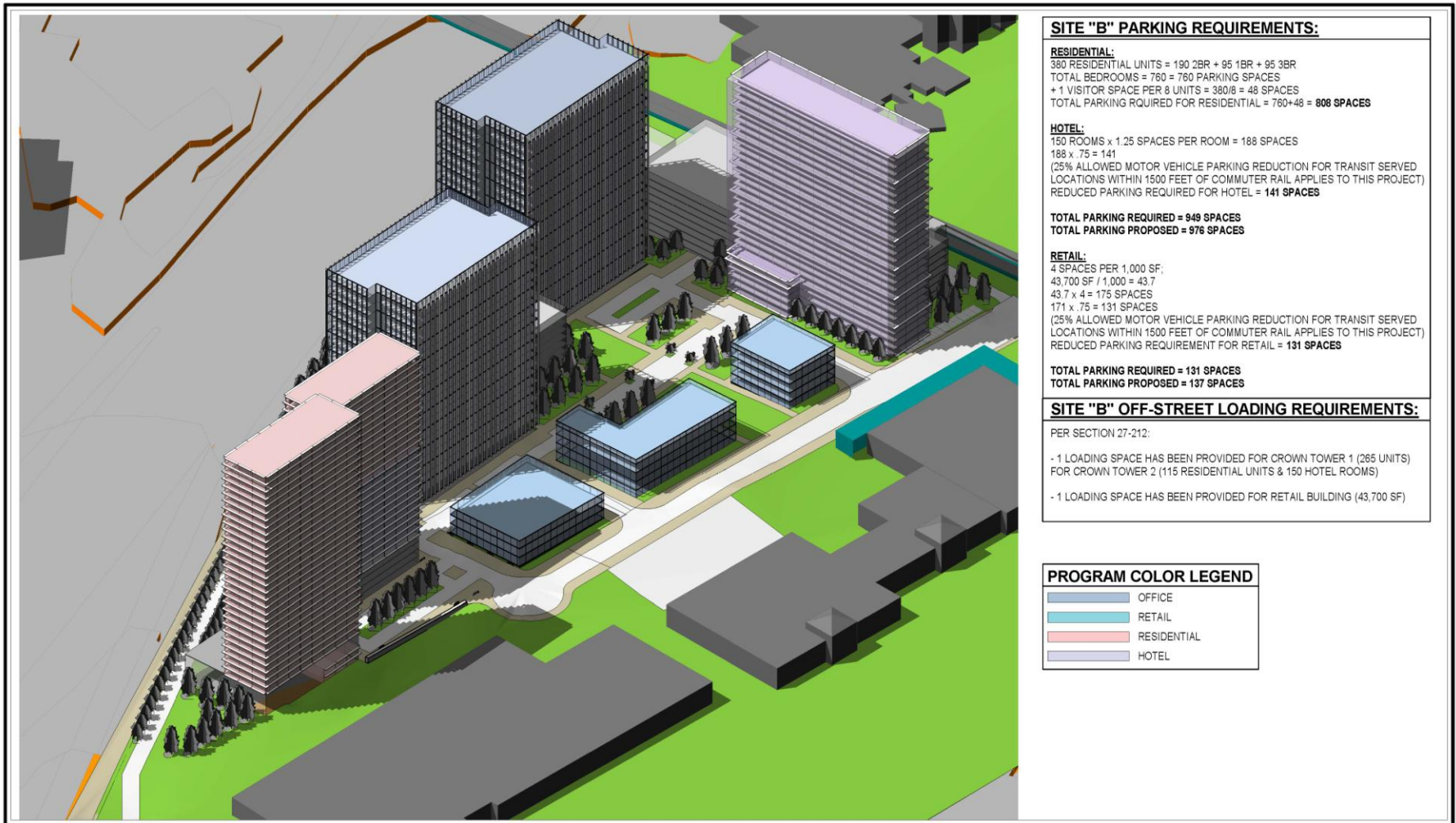


tvdsdesign THOMPSON, VENTULETT, STAINBACK & ASSOCIATES, INC. 1230 PEACHTREE STREET NE, SUITE 2100 ATLANTA, GEORGIA 30309 404.388.6900	CROWN HOLDINGS GROUP CROWN HOLDINGS GROUP 4828 ASHFORD DUNWOODY ROAD, ATLANTA GA 30338	SEAL	PROJECT: DUNWOODY CROWN TOWERS RE-ZONING APPLICATION FOR SITE "B"	244 PERIMETER CENTER PARKWAY, DUNWOODY GA	DWG NO. CP-001
		TITLE: SITE PLAN SCALE: As indicated DATE: 03/17/16 PROJECT NO: 04513.000			

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FOR RE-ZONING APPLICATION REVIEW ONLY

Figure 3: Conceptual Building View of Site Plan



tvsvdesign THOMPSON, VENTULETT, STAINBACK & ASSOCIATES, INC. 1230 PEACHTREE STREET NE, SUITE 2700 ATLANTA, GEORGIA 30309 404.388.5900	CROWN REAL ESTATE GROUP CROWN HOLDINGS GROUP 4828 ASHFORD DUNWOODY ROAD, ATLANTA GA 30338	SEAL	PROJECT DUNWOODY CROWN TOWERS RE-ZONING APPLICATION FOR SITE "B" TITLE CONCEPTUAL PLAN - MASSING SCALE 1/8" = 1'-0" DATE 02/02/2016 PROJECT NO. 04513.000	DWS NO. CP-002
		244 PERIMETER CENTER PARKWAY, DUNWOODY GA		

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STUDY AREA ROADWAY NETWORK

The study area roadway network is comprised of five key intersections that are expected to be impacted by the Project:

1. Perimeter Center Parkway at Hammond Drive
2. Perimeter Center Parkway at Gold Kist Drive
3. Perimeter Center Parkway at Lake Hearn Drive
4. Hammond Drive at Ashford-Dunwoody Road
5. Hammond Drive at Shopping Center Driveway

The following is a brief inventory of each major roadway within the study area.

Perimeter Center Parkway

Perimeter Center Parkway is a four-lane divided north-south oriented roadway that extends from Lake Hearn Drive to Perimeter Center West. Perimeter Center Parkway serves as a collector roadway for office and commercial developments and it parallels Perimeter-Dunwoody Road and Ashford-Dunwoody Road. The roadway has an approximate average daily traffic volume of 8,060 vehicles per day.

Hammond Drive

Hammond Drive is a four-lane divided east-west oriented roadway that connects from Mount Vernon Highway to Ashford-Dunwoody Road. The northwest quadrant of the intersection of Hammond Drive at Ashford-Dunwoody Road is the site of Perimeter Mall. Hammond Drive crosses over GA 400 freeway and has a north-facing half-diamond interchange with the GA 400 freeway. The roadway has an approximate average daily traffic volume of 22,720 vehicles per day.

Ashford-Dunwoody Road

Ashford-Dunwoody Road is a six-lane divided north-south oriented roadway. Ashford-Dunwoody Road has an interchange with I-285. The roadway has an approximate average daily traffic volume of 28,650 vehicles per day.

Gold Kist Drive

Gold Kist Drive is a two-lane local road that ends at the driveway to the Gold Kist Office building. There is currently two other office driveways on Gold Kist Drive.

EXISTING CONDITIONS

Existing 2015 conditions were based on peak hour turning movements that were obtained from VHB Engineers for both the morning peak period (7:00 – 9:00 a.m.) and the evening peak hour (4:00 – 6:00 p.m.) at five major signalized intersections along Perimeter Center Parkway and Hammond Drive. These counts were collected in 2014 and adjusted using 24-hour bi-directional traffic counts conducted on Perimeter Center Parkway, Hammond Drive and Ashford-Dunwoody Road in December 2015. All of the existing daily traffic volumes are contained within the Appendix.

ANALYSIS OF EXISTING TRAFFIC CONDITIONS

The existing traffic conditions were evaluated at five of the intersections in the study area to determine the operational performance of the area roadway network. Figure 4 shows the existing peak hour traffic volumes that were used in this analysis.

Intersection Capacity Analysis

The goal of this analysis is to investigate the existing traffic operational performance of the individual intersections of the study area. This analysis was conducted using the methodology outlined in the *2010 Highway Capacity Manual* (HCM). This methodology is the industry standard for the evaluation of intersection capacity and delay. In order to facilitate the analysis, a computerized procedure referred to as SYNCHRO was used. This software conforms to the methodology of the HCM. SYNCHRO determines operational characteristics of the intersection. Two of these characteristics that help define the conditions at an intersection are the Level of Service (LOS) and the vehicular delay.

The vehicular delay value that results from the SYNCHRO analysis is used to determine the level of service of an intersection. Level of service (LOS) is a letter designation used to describe traffic operating conditions, on a declining scale from A to F. LOS “A” represents free-flow traffic conditions and LOS “F” represents extreme delays with stopped traffic conditions. Table 1 below indicates the relationship between intersection delay and level of service for signalized intersections.

Figure 4: 2015 Existing Traffic Volumes

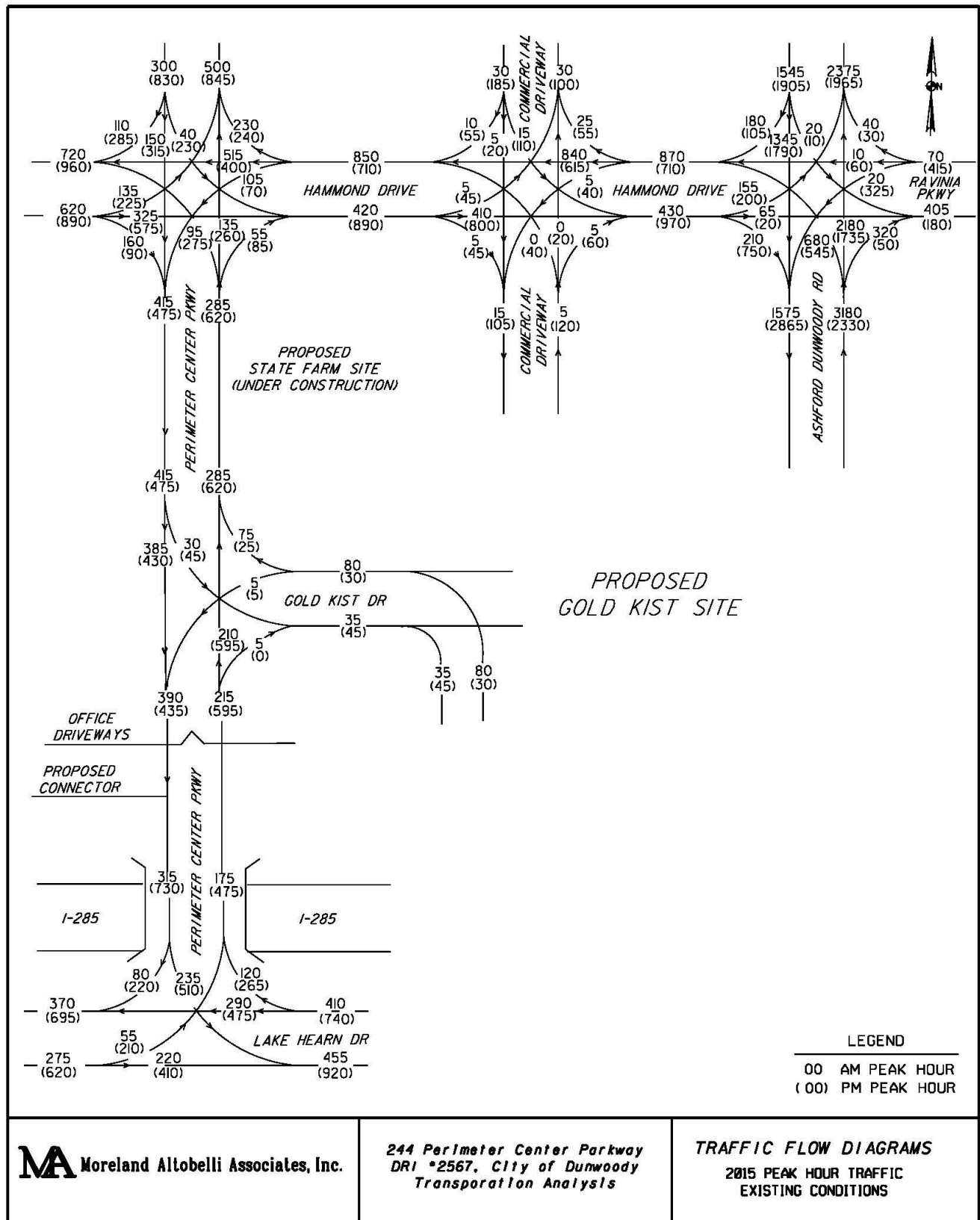


Table 1: Level of Service Criteria For Signalized Intersections

Level of Service	Control Delay (seconds/vehicle)
A	0-10
B	>10-20
C	>20-35
D	>35-55
E	>55-80
F	>80

The results of the existing traffic conditions capacity analysis are summarized in Table 2 below:

Table 2: Summary of Intersection Capacity Analysis
Existing Traffic Conditions

Name of Intersection	LOS STD	AM Peak Hour		PM Peak Hour	
		LOS	Delay	LOS	Delay
Perimeter Center Parkway at Hammond Drive	D	B	18.6	C	27.5
Perimeter Center Parkway at Gold Kist Drive	D	A	4.0	A	1.5
Perimeter Center Parkway at Lake Hearn Drive	D	N/A	N/A	N/A	N/A
Hammond Drive at Ashford-Dunwoody Road	D/E AM/PM	A	7.5	B	12.2
Hammond Drive at Shopping Center Driveway	D	C	28.0	E	75.6

Under existing conditions, all the intersections shown above are operating at acceptable levels of service (LOS D or better) during AM and PM peak hours with the exception of Ashford-Dunwoody Road at Hammond Drive that currently operates at LOS E during the PM peak hour. Because this intersection operates at LOS E during an existing peak period, the LOS standard for this intersection during the PM peak period becomes LOS E for future scenarios.

FUTURE TRAFFIC CONDITIONS

Future year 2026 traffic volumes without the Dunwoody Crown Towers development (2026 No-Build Conditions) were determined by growing the existing traffic volumes for eleven (11) years at a 1% per year background growth rate and then adding the project trips of planned development in the area.

Background traffic is defined as expected traffic on the roadway network in future years absent the construction and opening of the proposed project. The background growth rate was assumed to be 1% per year as documented in the Park Center DRI #2501. The growth rate as described in the DRI was estimated from GDOT historical traffic volumes, population growth rates of DeKalb County from the 2010 U.S. Census, and per GRTA and ARC via the Letter of Understanding (LOU).

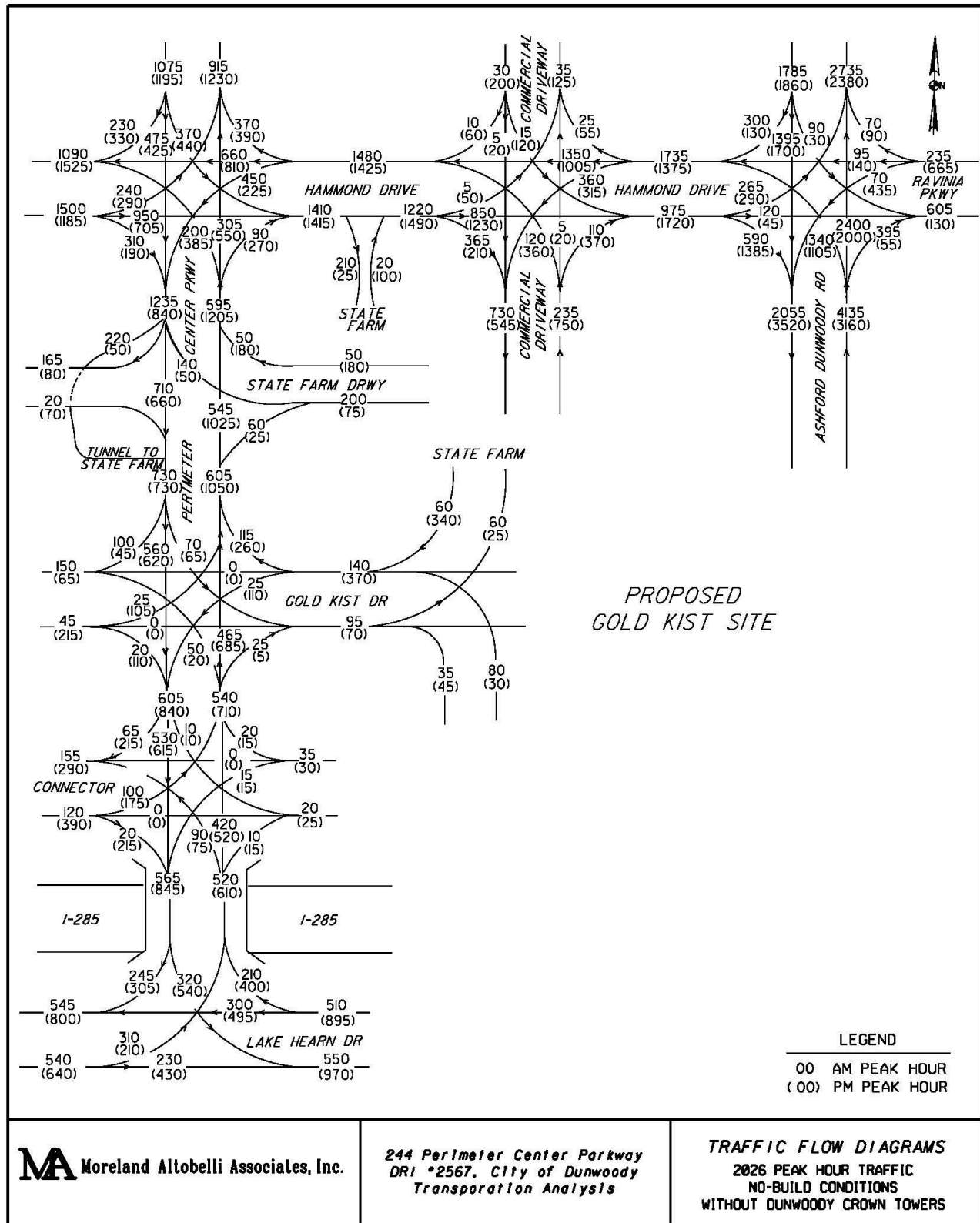
Table 3 is a list of planned development included in the 2026 No-Build Conditions and the source of information obtained for each development site. Many of the sources were from Developments of Regional Impact (DRI) reports.

Table 3: Development in the Area and Source of Information

Name of Development/Location	DRI #	Prepared By
236 Perimeter Mixed-Use (a.k.a State Farm, Phase I)	1582	Kimley-Horn and Associates, Inc.
Park Center (a.k.a. State Farm, Phase II), Included High Street (DRI#1432), State Farm, Phase I and Palisades Apartments (DRI#1152, updated in 2015)	2501	Kimley-Horn and Associates, Inc.
Hines Ravinia IV, Trip Generation		Square footage and land use provided by the City of Dunwoody
1201 Hammond Drive, Trip Generation		Square footage and land use provided by the City of Dunwoody.

The percent distribution of development traffic along the roadways of the study was obtained from the respective studies listed above. The trip generated traffic was manually distributed and assigned to the study area roadway network. The resulting future 2026 traffic volumes are shown in Figure 5.

**Figure 5: 2026 Traffic Volumes, No-Build Conditions
Without Dunwoody Crown Towers Development**



Project Trip Generation

Vehicle trip generation was estimated for the Dunwoody Crown Towers development using trip generation equations developed by the Institute of Transportation Engineers (ITE) and published in a report titled, *Trip Generation, 9th Edition*. Full build-out and occupancy of the development were assumed when applying the trip generation equations. The summary of the trips generated by Dunwoody Crown Towers development can be found in Table 4.

Table 4: Trip Generation
Dunwoody Crown Towers Development

Land Use Dunwoody Crown Towers Development	ITE Code	Weekday Daily Trips	AM Peak Hour		PM Peak Hour	
			Enter	Exit	Enter	Exit
1,134,000 SF, Office – Two Towers	710	8,312	1,175	160	230	1,120
500-room Hotel – Tower 356,200 SF	310	4,102	155	110	155	145
32,452 SF Restaurant	931	292	15	10	165	80
63,442 SF Conference Center	715	739	100	15	15	100
380 units High-Rise Condominium	232	1,656	25	115	90	55
150-room Luxury Hotel	310	969	45	35	45	45
43,700 SF Retail Center	826	1,936	60	35	55	70
Gross Trips	-	18,006	1,575	480	755	1,615
25% Reduction Transit*	-	-4,501	-394	-120	-189	-404
Mixed-Use Reduction**	-	-828	-0	-0	-35	-74
Trip Generation of Proposed Zoning	-	12,677	1,181	360	531	1,137
Rounded Values Used in Traffic Study	-	12,680	1,180	360	530	1,140

*Transit reduction based on the site's close proximity to the MARTA bus and rail systems and is consistent with Kimley-Horn transit reductions for the State Farm DRI (Park Center DRI #2501) .

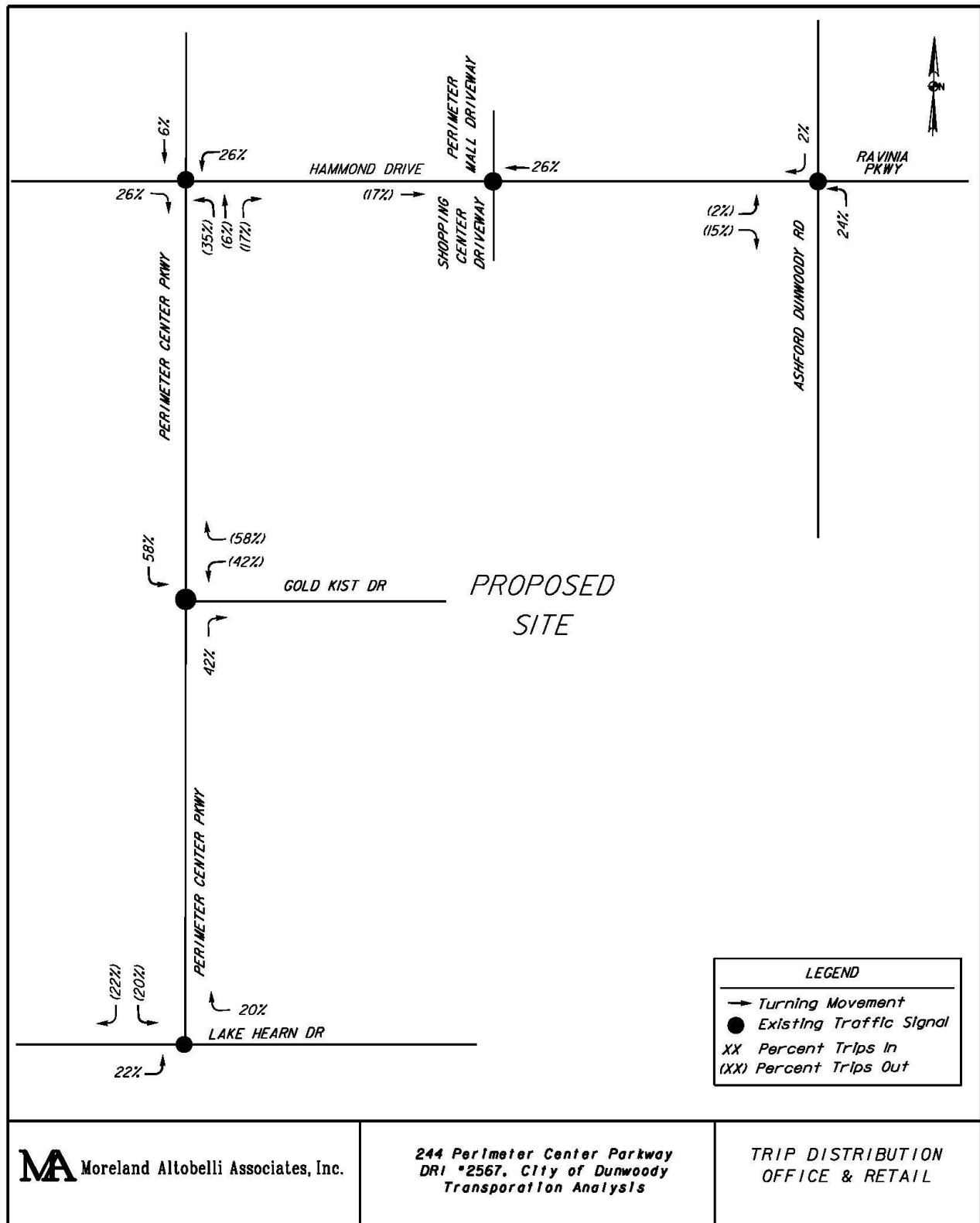
**Mixed-Use Reduction due to Internal Capture (Source: *Chapter 7, ITE Trip Generation Handbook, an ITE Proposed Recommended Practice, Third Edition, 2014*)

Traffic Distribution and Assignment

The estimated net new external trips were manually distributed and assigned to the study area road network. Figure 6 shows the percent distribution for office and retail space. Figure 7 shows the percent distribution for residential and hotel land uses. These distributions were obtained from VHB Engineers and from area DRIs conducted by Kimley-Horn Associates, Inc.

The resulting future year 2026 traffic volumes (2026 Future Build Conditions) are shown in Figure 8.

Figure 6: Trip Distribution of Office & Retail Trips

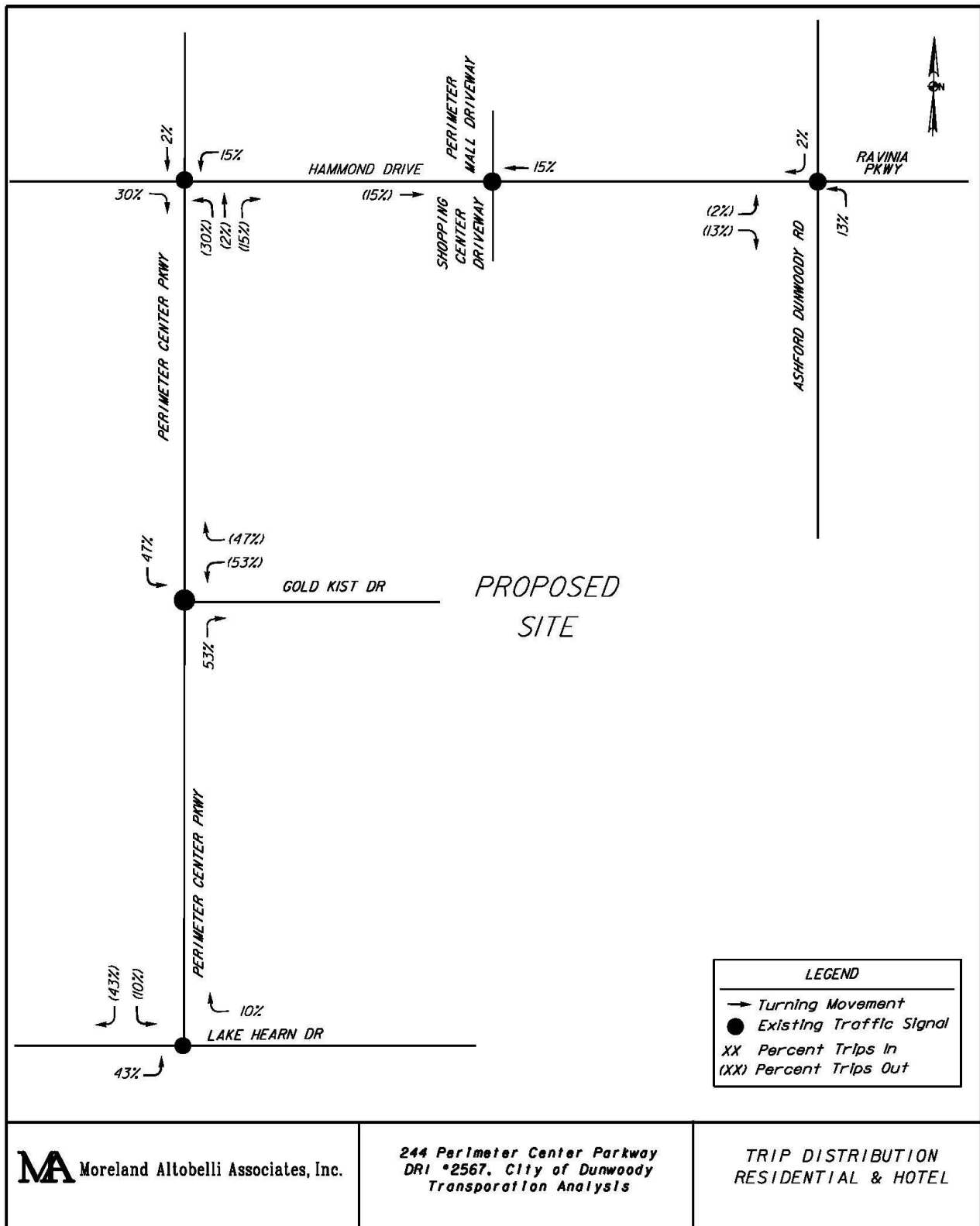


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244 Perimeter Center Parkway
DRI #2567, City of Dunwoody
Transportation Analysis

TRIP DISTRIBUTION
OFFICE & RETAIL

Figure 7: Trip Distribution of Residential & Hotel Trips

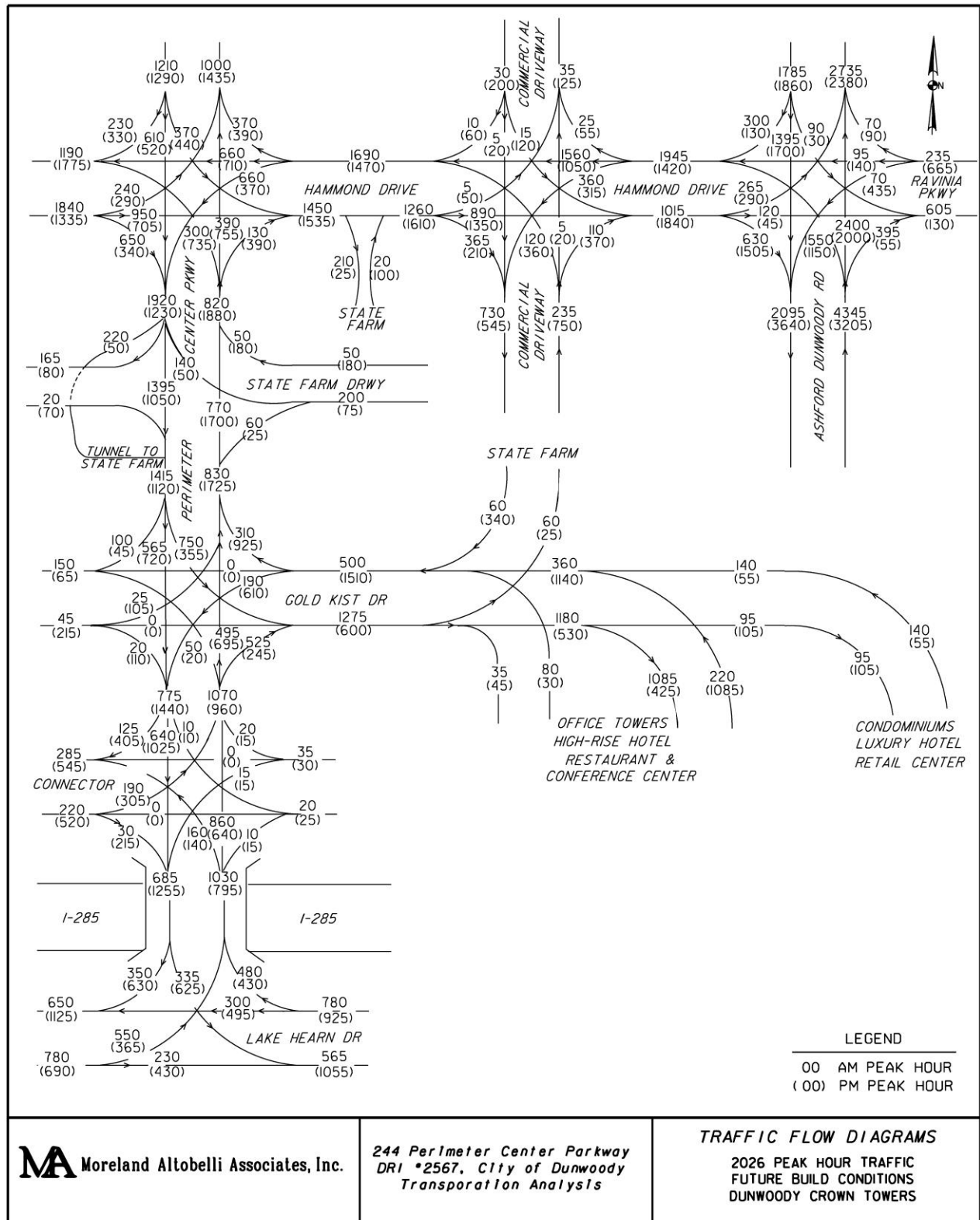


MA Moreland Altobelli Associates, Inc.

244 Perimeter Center Parkway
DR1 #2567, City of Dunwoody
Transportation Analysis

TRIP DISTRIBUTION
RESIDENTIAL & HOTEL

**Figure 8: 2026 Build Traffic Volumes
With Dunwoody Crown Towers Development's Proposed Zoning**



ANALYSIS OF FUTURE TRAFFIC CONDITIONS

The future 2026 No-Build (without Dunwoody Crown Towers development) and Build (with Dunwoody Crown Towers development) traffic conditions were evaluated without any roadway improvements and with recommended roadway improvements to obtain an acceptable LOS D or LOS E, if applicable.

SYNCHRO analysis was used to evaluate the major intersections of each scenario. Lane configuration and roadway assumptions were made with regard to future development. Figure 9 illustrates the following assumptions that are shown in orange:

- The State Farm Phase I development would construct a right-turn lane on Hammond Drive that would allow motorists to turn into the right-in and right-out site driveway of the development.
- The Park Center development would construct a right-in, right-out driveway on Perimeter Center Parkway across from the planned State Farm Phase I development driveway. The State Farm Phase I development driveway would allow southbound left-turns and northbound right-turns into the driveway and right-out turns out of the driveway. There is also a proposed southbound entrance only tunnel into the State Farm Phase I development.
- The Park Center development would construct a driveway across from Gold Kist Drive.
- A new connector road is planned to be constructed from Perimeter Center Parkway to Peachtree-Dunwoody Road. On the City of Dunwoody side, Park Center development would construct the connector roadway from Perimeter Center Parkway to the Sandy Springs City Limits. It will intersect at the current median opening on Perimeter Center Parkway south of Gold Kist Drive. This connector roadway would be constructed as a three-lane roadway. On the Sandy Springs side, the proposed Palisades apartment development will construct the Connector Road as a matching three-lane roadway from Peachtree-Dunwoody Road to the City of Dunwoody City limits.

Figure 9 shows recommended improvements from other DRIs in red

- Construct an additional left-turn lane on the westbound and northbound approaches of the intersection of Hammond Drive and Perimeter Center Parkway. Construct an exclusive right-turn lane on eastbound Hammond Drive at Perimeter Center Parkway.
- Widen Hammond Drive to six lanes divided, three (3) lanes eastbound and three (3) lanes westbound.
- Restripe and reconstruction the eastbound approach of the intersection Hammond Drive at Ashford-Dunwoody Road to provide one exclusive left-turn, on shared through/right-turn lane and two exclusive right-turn lanes. Remove the split phasing of the traffic signal operation and reprogram the traffic signal timing. Construct at this intersection an additional northbound left-turn lane resulting in a northbound triple left-turn (shown in blue on Figure 7 because it is impractical to construct).

Figure 9: Future Lane Configurations in 2026

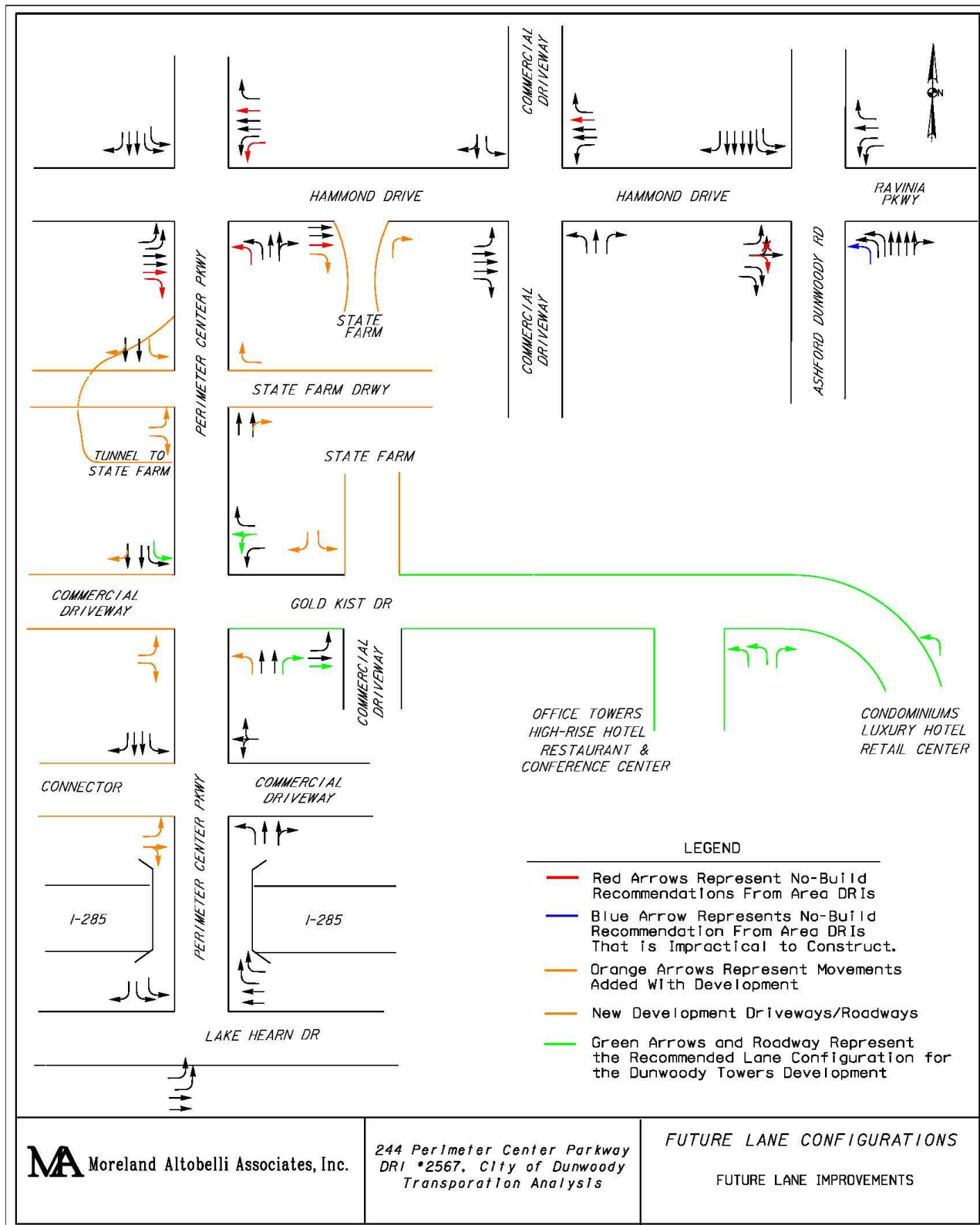


Figure 9 also shows in green the additional recommended improvements for the Dunwoody Crown Towers development.

- Construct an additional left-turn lane on the southbound and westbound approaches of the intersection of Perimeter Center Parkway at Gold Kist Drive. Also, construct an additional lane on Gold Kist Drive from Perimeter Center Parkway to the first driveway of the Dunwoody Crown Towers development.
- Extend Gold Kist Drive across the entire frontage of the Dunwoody Crown Towers development as a 30-foot wide two-lane roadway that ends in a cul-de-sac. Sidewalks would be provided on both sides of Gold Kist Drive. The width of the roadway would allow for bikes to share the road with vehicles.

These recommended localized road improvements are shown on aerial photography with the proposed site plan in Figure 10.

Table 5 summarizes the results of the intersection capacity analysis for the 2026 No-Build and No-Build with Recommended Improvements. The intersection capacity analysis worksheets are contained within the Appendix.

**Table 5: Summary of Intersection Capacity Analysis
Future 2026 No-Build and No-Build with Recommended Improvements**

Intersections	2026 No-Build Traffic Conditions With No Improvements				2026 No-Build Traffic Conditions with Recommended Improvements			
	AM		PM		AM		PM	
	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
Perimeter Center Parkway at Hammond Drive	E	75.7	D	50.1	D	38.0	D	44.9
Perimeter Center Parkway at Gold Kist Drive	A	5.7	B	13.8	A	5.1	B	15.8
Perimeter Center Parkway at East-West Connector	A	9.0	B	10.8	A	6.7	B	11.9
Perimeter Center Parkway at Lake Hearn Drive	B	12.3	B	14.8	B	18.4	B	14.8
Hammond Drive at Ashford-Dunwoody Road	E	68.4	F	153.0	E*	57.5	F*	100.2
Hammond Drive at Shopping Center Driveway	B	12.1	D	42.6	A	8.7	D	31.4

*The LOS does not include the triple left-turn. If constructed with a triple left-turn, the AM LOS would be LOS D (43.4 seconds of delay) and the PM LOS would be LOS E (73.7 seconds of delay).

Figure 10: Recommended Roadway Improvements with Proposed Dunwoody Crown Towers Site Plan

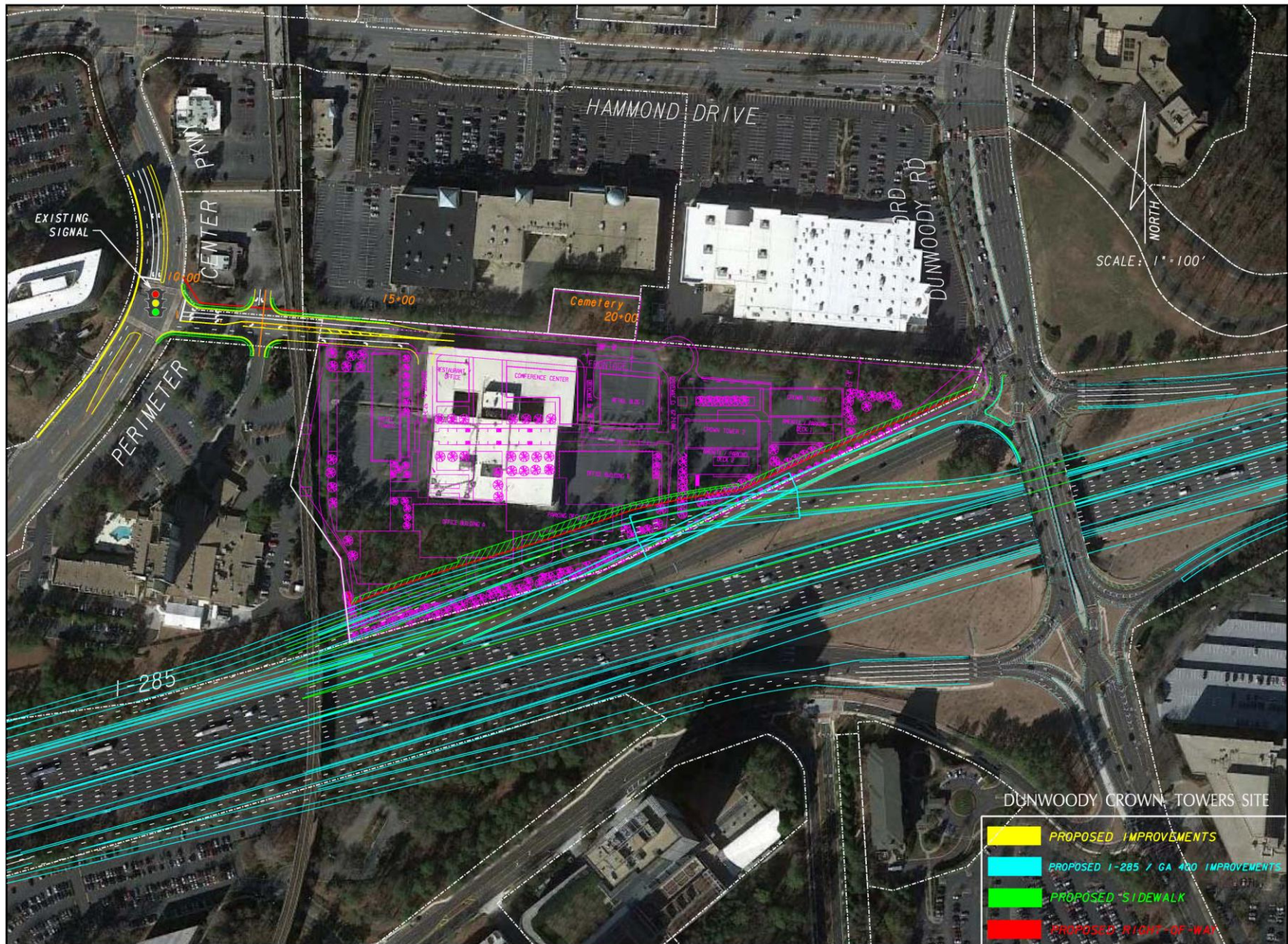


Table 6 summarizes the results of the intersection capacity analysis for the 2026 Build and Build with Recommended Improvements. The intersection capacity analysis worksheets are contained within the Appendix.

**Table 6: Summary of Intersection Capacity Analysis
Scenario 1 (2026 Build) and Scenario 2 (2026 Build with Recommended Improvements)**

Intersections	2026 Build With No Improvements				2026 Build With Recommended Improvements			
	AM		PM		AM		PM	
	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
Perimeter Center Parkway at Hammond Drive	F	152.4	F	116.2	D	52.3	D	53.1
Perimeter Center Parkway at Gold Kist Drive	D	55.0	F	84.1	C	28.5	D	44.0
Perimeter Center Parkway at East-West Connector	B	11.5	B	19.6	B	12.6	B	13.4
Perimeter Center Parkway at Lake Hearn Drive	B	17.0	C	20.4	B	15.6	C	21.6
Hammond Drive at Ashford-Dunwoody Road	F	85.6	F	165.0	E*	75.6	F*	102.7
Hammond Drive at Shopping Center Driveway	B	13.2	D	44.0	A	8.1	C	38.3

*The LOS does not include the triple left-turn. If constructed with a triple left-turn, the AM LOS would be LOS D (48.9 seconds of delay) and the PM LOS would be LOS E (75.5 seconds of delay).

The results of the intersection capacity studies indicate that all intersections will operate at acceptable levels of service in the future no-build and build conditions with the recommended improvements except for the intersection of Hammond Drive at Ashford-Dunwoody Road. There is an existing traffic problem that is being made worse with every new development in the Perimeter Center area. Traffic congestion at the intersection of Ashford-Dunwoody Road at Hammond Drive is the result of a traffic pattern caused by the poor interstate access to properties along Perimeter Center Parkway. Traffic from the I-285 westbound Ashford-Dunwoody Road ramp turns right onto Ashford-Dunwoody Road and then turns left onto Hammond Drive to reach destinations along Perimeter Center Parkway. This maneuver is a complex weave across three lanes and has the potential to have frequent crashes.

A project has been proposed and is under study to provide an access ramp from I-285 westbound that would underpass Ashford-Dunwoody Road and tie into Gold Kist Drive to be renamed the Westside Connector. This project would eliminate weaving traffic on Ashford-Dunwoody Road, reduce traffic congestion on Hammond Drive and Ashford-Dunwoody Road and provide improved access to Perimeter Center Parkway.

IDENTIFICATION OF PLANNED AND PROGRAMMED PROJECTS

The transportation projects that are located in the vicinity of the proposed development are listed in Table 7. These projects are those listed in the one of the regional or local transportation plans, namely, ARC's Transportation Improvement Plan (TIP), *Plan 2040* Regional Transportation Plan (RTP, the City of Dunwoody 2011 Comprehensive Transportation Plan, the Perimeter Community Improvement Districts (PCIDs) projects or the 2014 DeKalb County Transportation Plan.

Table 7: Planned and Programmed Improvement Projects

No.	Year	Project Number	Project Description
1	2013-2022	TIA-M-005 (TIA 2010)	MARTA Tunnel and Platform Lighting Upgrade includes upgrades and expansion of lighting in underground tunnels including fluorescent and LED fixtures and other energy efficient and environmentally friendly lighting. Upgrades to occur at various locations through the MARTA system, including between the Dunwoody MARTA station and the North Springs MARTA station.
2	2016-2020	FN-298 (PLAN 2040) PI # 0013141 (GDOT)	The Glenridge-Hammond-Peachtree Dunwoody ATMS project will add the system detection needed to expand an adaptive traffic signal control system to include an additional 30 intersections along 5 major corridors in the Perimeter Center region.
3	*	PCID – Peachtree Dunwoody Streetscapes	Peachtree Dunwoody North Streetscapes and Pedestrian Plazas project will improve pedestrian access and safety while upgrading streetscapes and intersections on Peachtree Dunwoody Road from I-285 to Mount Vernon Highway.
4	*	PCID – Perimeter Center Parkway Streetscapes	Perimeter Center Parkway Streetscapes and Intersections project will incorporate major infrastructure improvements to move traffic more efficiently and enhance pedestrian safety along Perimeter Center Parkway from Hammond Drive to Perimeter Center West.
5	2020-2024	Privately funded	Proposed East-West Connector – new road between Peachtree Dunwoody Road and Perimeter Center Parkway south of and parallel to Hammond Drive
6	2015-2016	City of Dunwoody Study	Proposed Hammond Drive Improvement from Ashford-Dunwoody Road into the City of Sandy Springs. The City of Dunwoody is conducting a Hammond Drive corridor study.
7	*	PI #0009981 (GDOT) ASP-FN-268 (PLAN 2040)	GDOT project along Hammond Drive from Mount Vernon Hwy in Sandy Springs to Sandy Springs city limits. PE completed in 2011. Sandy Springs is re-scoping the original concept. Hammond Drive Widening from SR 400 to Ashford-Dunwoody Road. Widen from existing 4-lane section to 6-lane section along approximately 2.53 miles of Hammond Drive
8	*	0492 (DeKalb 2014)	PATH Foundation Trail system expansion, including approximate alignment near Perimeter Center Parkway and Hammond Drive.
9	2015-2016	Privately funded	Proposed Interchange Modification Study of I-285/Ashford-Dunwoody Road with the Westside Connector; proposed underpass access from I-285 westbound to the Westside Connector (Gold Kist Drive) and ramp access to I-285 eastbound from Westside Connector.

*Completion date has yet to be determined.

INTERNAL CIRCULATION ANALYSIS

The four (4) general purpose site driveways along Gold Kist Drive along with internal roadways throughout the site provide vehicular access to all land uses and parking on the site. Additionally, sidewalks are located adjacent to Gold Kist Drive and to the internal roadway network to access the site. The pedestrian walkways will provide access to the Dunwoody MARTA station located a block from the development.

The mixed-use nature of the development allows vehicle reductions for site internal trips between the office, retail, hotel and restaurant land uses. These reductions were calculated according to the *Chapter 7, ITE Trip Generation Handbook, an ITE Proposed Recommended Practice, Third Edition, 2014*. Total internal capture and vehicle trip reduction between the land uses is expected to be 5.6% for weekday trips and 4.6% for PM peak hour as a result of the anticipated interaction between varying land uses within the proposed development.

The site's close proximity to the MARTA bus and rail systems contribute to the anticipated alternative transportation mode reduction of 25%, consistent with GRTA's Letter of Understanding and applied to all land uses for this study.

COMPLIANCE WITH COMPREHENSIVE PLAN ANALYSIS

The proposed Dunwoody Crown Towers development was once proposed in 1997 as an office tower development, it is now proposed as a mixed-use development. The west end of the property consist of two office towers with 24 stories (567,000 SF each), a restaurant and conference center of approximately 96,000 SF and a high-rise hotel (28 stories with up to 500 rooms or 356,200 SF). The east end is currently being rezoned to include 380 units of high-rise condominiums in mixed-use buildings, a retail center (3 stories with a total of 43,700 SF) and a small luxury hotel with approximately 150 rooms or 115,200 SF. This is consistent with the *Perimeter at The Center – Future Focus – 2011 LCI Update*, (March 2011), and is consistent with local zoning included in the DeKalb County Existing and Future land use and Zoning maps.

The proposed development is located entirely within the Perimeter Centers LCI boundary, which intends the Dunwoody MARTA station area to be a high-density area with roadway connectivity and pedestrian connection for a pedestrian friendly walkable environment. The site will contain four (4) driveways along Gold Kist Drive. Gold Kist Drive public right-of-way currently ends at the property frontage but will be extended and dedicated as public right-of-way. The property is adjacent to the Metropolitan Atlanta Rapid Transit Authority (MARTA) rail line and via sidewalk will have direct access to the MARTA Dunwoody rail station. The site is also providing bike racks and sidewalks for a walkable campus-like community.

In conclusion, the rezoning of the Dunwoody Crown Towers development converts the office only development into a mixed-use high-density development with pedestrian and transit-oriented developments that fulfills the goal of the LCI studies and is consistent with local planning efforts.

APPENDIX

Site Plan Traffic Data Traffic Analysis Results

Site Plan

Dunwoody Crown Towers Development

DUNWOODY CROWN TOWERS

RE-ZONING APPLICATION FOR SITE "B"

244 PERIMETER
CENTER PARKWAY,
DUNWOODY GA

DRI NUMBER: 2567

PROJECT TEAM

OWNER

CROWN HOLDINGS GROUP

4828 ASHFORD DUNWOODY RD, ATLANTA GA 30338

Contact: NAME
CHARLIE BROWN

ARCHITECT

THOMPSON, VENTULETT, STAINBACK &
ASSOCIATES, INC ARCHITECTS

1230 PEACHTREE ST NE, SUITE 2700 ATLANTA GA 30309

Contact: ROB SVEDBERG
404.840.4762

ATTORNEYS

PURSLEY FRIESE TORGRIMSON

PROMENADE SUITE 1200 1230 PEACHTREE ST NE ATLANTA GA 30309

Contact: G. DOUG DILLARD
404.665.1244

TRAFFIC CONSULTANT

MORELAND ALTOBELLI ASSOCIATES, INC.

2450 COMMERCE AVENUE, SUITE 100, DULUTH, GA 30096

Contact: KARLA POSHEDLY
770.263.5945

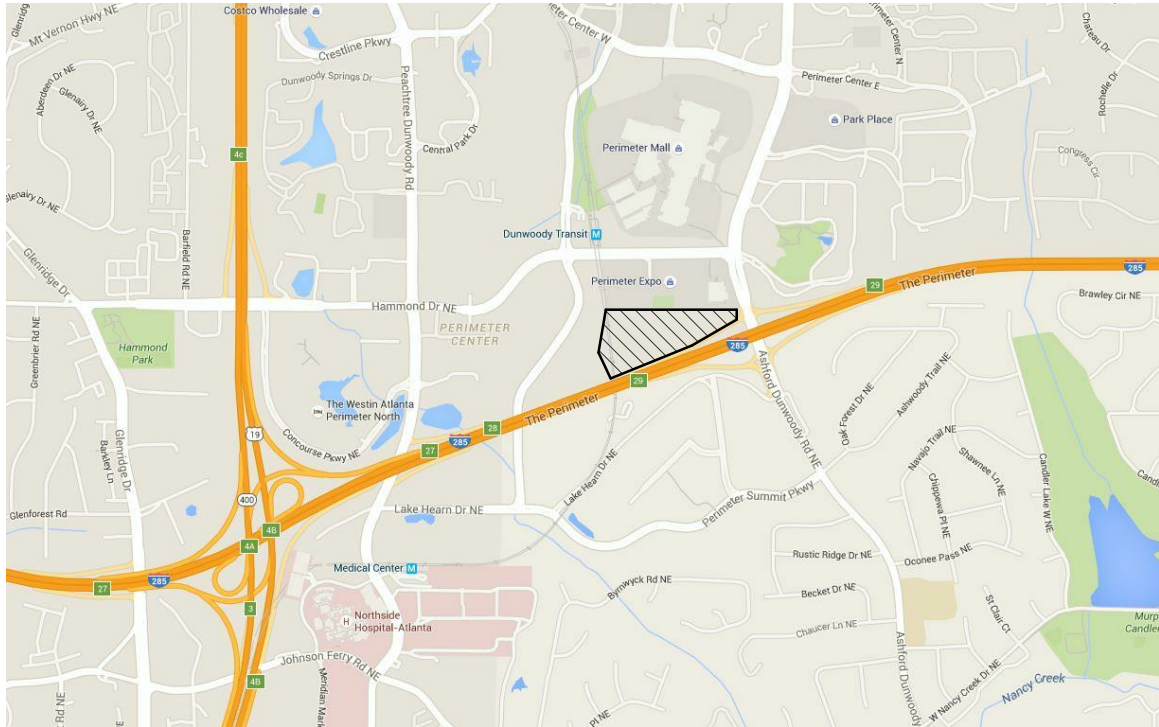
Sheet List DRI

Sheet Number	Sheet Name
CP-000	COVERSHEET
CP-001	SITE PLAN
CP-002	CONCEPTUAL PLAN - MASSING

NOTE: PARKING FOR SITE "B" IS ACCOMMODATED WITHIN PARKING DECKS; THEREFORE LANDSCAPING PLAN FOR PARKING AREAS IS NOT INCLUDED.

LOCATION MAP

1" = 20'-0"



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404-888-6600

CROWN
HOLDINGS GROUP

CROWN HOLDINGS GROUP
4828 ASHFORD DUNWOODY ROAD, ATLANTA GA 30338

SEAL

PROJECT DUNWOODY CROWN TOWERS
RE-ZONING APPLICATION FOR SITE "B"

244 PERIMETER CENTER
PARKWAY, DUNWOODY GA

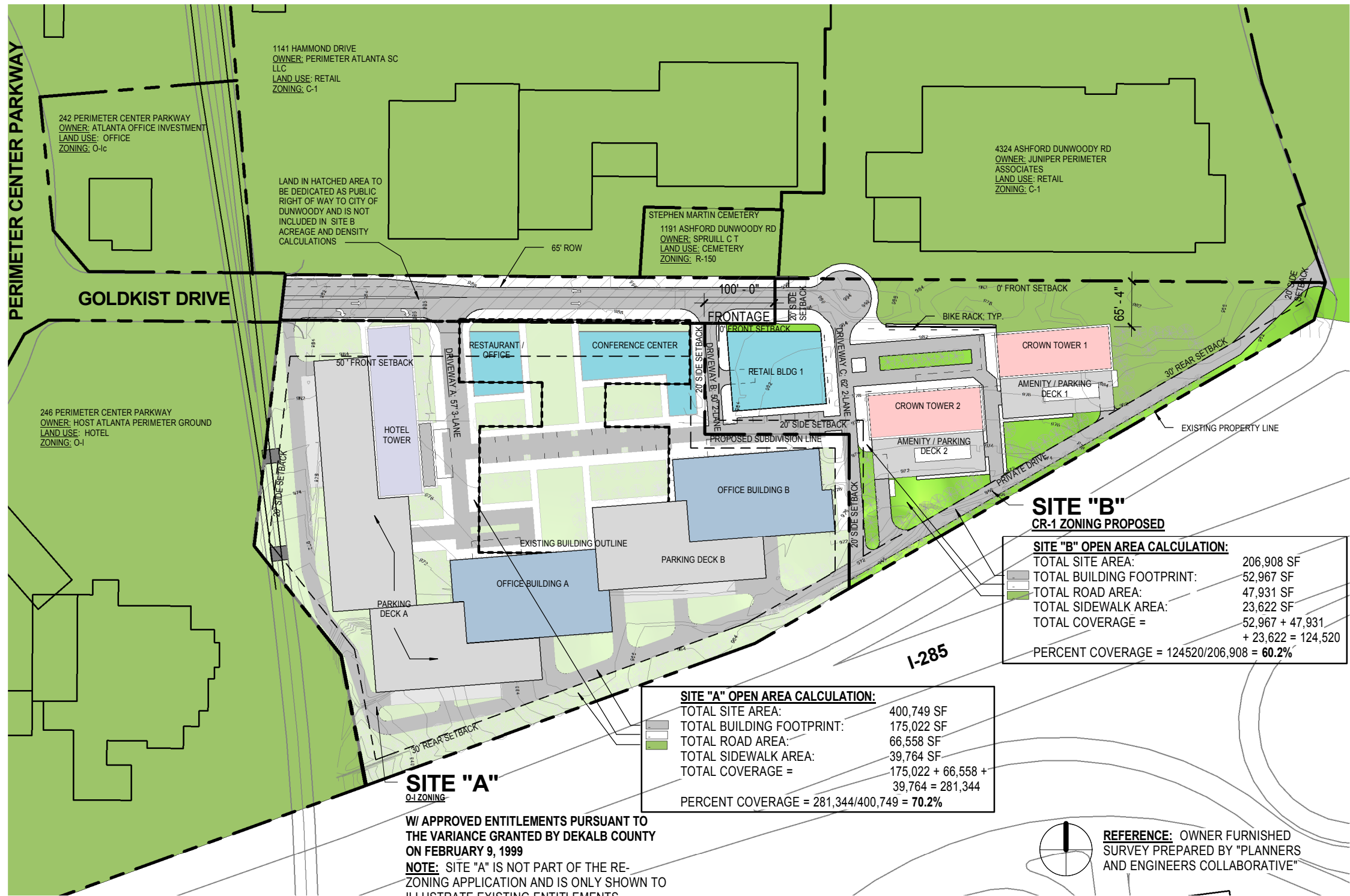
COVERSHEET

DATE
03/21/2016

PROJECT NO.
04513.000

DWG NO.

CP-000



SITE "A" PROPOSED DENSITY	
9.2 ACRES -- O-I ZONING W/ APPROVED ENTITLEMENTS PURSUANT TO THE VARIANCE GRANTED BY DEKALB COUNTY ON FEBRUARY 9, 1999	
OFFICE BUILDING A:	24 FLOORS -- 567,000 SF
OFFICE BUILDING B:	24 FLOORS -- 567,000 SF
HOTEL TOWER:	28 FLOORS -- 356,200 SF
PARKING DECK A:	10 FLOORS -- 827,200 SF = 2753 CARS
PARKING DECK B:	10 FLOORS -- 352,000 SF = 1173 CARS
RESTAURANT/OFFICE:	5 FLOORS -- 32,452 SF
CONFERENCE CENTER:	5 FLOORS -- 63,442 SF
TOTAL SITE AREA:	400,749 SF
TOTAL BLDG FOOTPRINT:	175,022 SF
TOTAL PAVED AREA:	106,322 SF
TOTAL COVERAGE =	281,344 SF
PERCENT COVERAGE =	281,344/400,749 = 70.2%

SITE "B" PROPOSED DENSITY	
4.75 ACRES CR-1 ZONING PROPOSED 80 UNITS PER ACRE x 4.75 ACRES = 380 RESIDENTIAL UNITS	
<u>CROWN TOWER 1:</u> 28-30 RESIDENTIAL FLOORS 291,600 SF (+/- 15%) = 265 UNITS + 4-5 FLOORS ABOVE GRADE PARKING + 4 FLOORS BELOW GRADE PARKING TOTAL PARKING = 158,800 SF = 488 CARS (+/- 15%) TOTAL HEIGHT NOT TO EXCEED 35 STOREYS	
<u>CROWN TOWER 2:</u> 11-13 RESIDENTIAL FLOORS 124,800 SF (+/- 15%) = 115 UNITS + 10-12 HOTEL FLOORS -- 115,200 SF (+/- 15%) = 150 ROOMS + 4-5 FLOORS ABOVE GRADE PARKING + 4 FLOORS BELOW GRADE PARKING TOTAL PARKING = 158,800 SF = 488 CARS (+/- 15%) TOTAL HEIGHT NOT TO EXCEED 29 STOREYS	
<u>RETAIL BLDG 1:</u> 3 RETAIL FLOORS -- 43,700 SF (+/- 15%) + 4 FLOORS BELOW GRADE PARKING -- 48,000 SF = 137 CARS (+/- 15%)	

SITE "B" OPEN AREA CALCULATION:	
TOTAL SITE AREA:	206,908 SF
TOTAL BUILDING FOOTPRINT:	52,967 SF
TOTAL ROAD AREA:	47,931 SF
TOTAL SIDEWALK AREA:	23,622 SF
TOTAL COVERAGE =	52,967 + 47,931 + 23,622 = 124,520
PERCENT COVERAGE =	124520/206,908 = 60.2%

SITE "A" OPEN AREA CALCULATION:	
TOTAL SITE AREA:	400,749 SF
TOTAL BUILDING FOOTPRINT:	175,022 SF
TOTAL ROAD AREA:	66,558 SF
TOTAL SIDEWALK AREA:	39,764 SF
TOTAL COVERAGE =	175,022 + 66,558 + 39,764 = 281,344
PERCENT COVERAGE =	281,344/400,749 = 70.2%

SITE "A"
O-I ZONING
W/ APPROVED ENTITLEMENTS PURSUANT TO
THE VARIANCE GRANTED BY DEKALB COUNTY
ON FEBRUARY 9, 1999
NOTE: SITE "A" IS NOT PART OF THE RE-
ZONING APPLICATION AND IS ONLY SHOWN TO
ILLUSTRATE EXISTING ENTITLEMENTS

REFERENCE: OWNER FURNISHED
SURVEY PREPARED BY "PLANNERS
AND ENGINEERS COLLABORATIVE"

1 SITE PLAN - DRI
1" = 150'-0"

tvdsdesign

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404-888-6600

CROWN HOLDINGS GROUP

CROWN HOLDINGS GROUP
4828 ASHFORD DUNWOODY ROAD, ATLANTA GA 30338

SEAL

PROJECT DUNWOODY CROWN TOWERS
RE-ZONING APPLICATION FOR SITE "B"

TITLE SITE PLAN

SCALE As indicated

DATE 03/17/16

PROJECT NO. 04513.000

244 PERIMETER CENTER PARKWAY, DUNWOODY GA

DWG NO. CP-001

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FOR RE-ZONING APPLICATION REVIEW ONLY



SITE "B" PARKING REQUIREMENTS:

RESIDENTIAL:
380 RESIDENTIAL UNITS = 190 2BR + 95 1BR + 95 3BR
TOTAL BEDROOMS = 760 = 760 PARKING SPACES
+ 1 VISITOR SPACE PER 8 UNITS = 380/8 = 48 SPACES
TOTAL PARKING REQUIRED FOR RESIDENTIAL = 760+48 = **808 SPACES**

HOTEL:
150 ROOMS x 1.25 SPACES PER ROOM = 188 SPACES
188 x .75 = 141
(25% ALLOWED MOTOR VEHICLE PARKING REDUCTION FOR TRANSIT SERVED LOCATIONS WITHIN 1500 FEET OF COMMUTER RAIL APPLIES TO THIS PROJECT)
REDUCED PARKING REQUIRED FOR HOTEL = **141 SPACES**

TOTAL PARKING REQUIRED = 949 SPACES
TOTAL PARKING PROPOSED = 976 SPACES

RETAIL:
4 SPACES PER 1,000 SF;
43,700 SF / 1,000 = 43.7
43.7 x 4 = 175 SPACES
171 x .75 = 131 SPACES
(25% ALLOWED MOTOR VEHICLE PARKING REDUCTION FOR TRANSIT SERVED LOCATIONS WITHIN 1500 FEET OF COMMUTER RAIL APPLIES TO THIS PROJECT)
REDUCED PARKING REQUIREMENT FOR RETAIL = **131 SPACES**

TOTAL PARKING REQUIRED = 131 SPACES
TOTAL PARKING PROPOSED = 137 SPACES

SITE "B" OFF-STREET LOADING REQUIREMENTS:

- PER SECTION 27-212:
- 1 LOADING SPACE HAS BEEN PROVIDED FOR CROWN TOWER 1 (265 UNITS)
FOR CROWN TOWER 2 (115 RESIDENTIAL UNITS & 150 HOTEL ROOMS)
 - 1 LOADING SPACE HAS BEEN PROVIDED FOR RETAIL BUILDING (43,700 SF)

PROGRAM COLOR LEGEND	
	OFFICE
	RETAIL
	RESIDENTIAL
	HOTEL

tvsvdesign

THOMPSON, VENTULETT, STAINBACK & ASSOCIATES, INC.
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404-888-6600

CROWN

HOLDINGS GROUP
CROWN HOLDINGS GROUP
4828 ASHFORD DUNWOODY ROAD, ATLANTA GA 30338

SEAL

PROJECT	DUNWOODY CROWN TOWERS RE-ZONING APPLICATION FOR SITE "B"	244 PERIMETER CENTER PARKWAY, DUNWOODY GA
TITLE	CONCEPTUAL PLAN - MASSING	
SCALE	DATE	PROJECT NO.
1/8" = 1'-0"	02/02/2016	04513.000

DWG NO.

CP-002

Traffic Data

2015 Daily Traffic Volumes

All Traffic Data Services, Inc

1336 Farmer Road
Conyers, GA 30012
alltrafficdata.net

Page 1

Site Code: 13

Station ID: 13

PERIMETER CENTER PKWY NORTH OF I-285

Latitude: 0' 0.0000 Undefined

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12/15/15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
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12:30	1	131	14	0	3	2	0	0	0	0	0	0	0	151
12:45	0	48	7	0	2	1	0	0	0	0	0	0	0	58
13:00	0	72	10	0	2	0	0	0	0	0	0	0	0	84
13:15	0	74	6	0	3	0	0	0	0	0	0	0	0	83
13:30	0	109	4	1	0	0	0	0	0	0	0	0	0	114
13:45	0	303	27	1	7	1	0	0	0	0	0	0	0	339
Total	4	990	115	6	14	12	0	2	0	0	0	0	0	1143
Percent	0.3%	86.6%	10.1%	0.5%	1.2%	1.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	

All Traffic Data Services, Inc

1336 Farmer Road
Conyers, GA 30012
alltrafficdata.net

Page 2

Site Code: 13

Station ID: 13

PERIMETER CENTER PKWY NORTH OF I-285

Latitude: 0' 0.0000 Undefined

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12 PM	0	101	12	0	0	0	0	0	0	0	0	0	0	113
12:15	0	72	10	0	0	0	0	0	0	0	0	0	0	82
12:30	0	67	8	0	1	1	0	0	0	0	0	0	0	77
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15:15	0	51	9	1	0	2	0	0	0	0	0	0	0	63
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16:00	0	52	11	1	0	2	0	0	0	0	0	0	0	66
16:15	0	55	19	4	0	0	0	2	0	0	0	0	0	80
16:30	0	68	16	0	2	0	0	0	0	0	0	0	0	86
16:45	0	218	54	6	3	2	0	2	0	0	0	0	0	285
17:00	0	108	25	1	1	0	0	0	0	0	0	0	0	135
17:15	0	110	15	1	2	0	0	1	0	0	0	0	0	129
17:30	1	125	20	0	6	0	0	0	0	0	0	0	0	152
17:45	0	127	10	0	0	0	0	1	0	1	0	0	0	139
18:00	1	470	70	2	9	0	0	2	0	1	0	0	0	555
18:15	1	135	11	0	4	0	0	0	0	0	0	0	0	151
18:30	6	80	10	1	8	0	0	1	0	0	0	0	0	106
18:45	4	65	8	1	1	0	0	0	0	0	0	0	0	79
19:00	1	76	12	1	13	1	0	0	0	0	0	0	0	104
19:15	12	356	41	3	26	1	0	1	0	0	0	0	0	440
19:30	2	100	12	1	14	0	0	0	0	0	0	0	0	129
19:45	0	87	6	1	6	1	0	0	0	0	0	0	0	101
20:00	0	95	9	0	3	0	0	0	0	0	0	0	0	107
20:15	0	61	6	0	1	0	0	0	0	0	0	0	0	68
20:30	2	343	33	2	24	1	0	0	0	0	0	0	0	405
20:45	0	57	4	0	2	0	0	0	0	0	0	0	0	63
21:00	0	57	2	0	2	0	0	0	0	0	0	0	0	61
21:15	0	39	3	0	1	0	0	0	0	0	0	0	0	43
21:30	0	25	1	0	0	0	0	0	0	0	0	0	0	26
21:45	0	178	10	0	5	0	0	0	0	0	0	0	0	193
22:00	0	23	0	0	1	0	0	0	0	0	0	0	0	24
22:15	0	18	1	0	1	0	0	0	0	0	0	0	0	20
22:30	0	8	0	0	3	0	0	0	0	0	0	0	0	11
22:45	0	7	0	0	1	0	0	0	0	0	0	0	0	8
23:00	0	56	1	0	6	0	0	0	0	0	0	0	0	63
23:15	0	10	1	0	0	0	0	0	0	0	0	0	0	11
23:30	0	8	2	0	0	0	0	0	0	0	0	0	0	10
23:45	0	6	0	0	0	0	0	0	0	0	0	0	0	6
24:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
24:15	0	28	3	0	0	0	0	0	0	0	0	0	0	31
24:30	0	4	0	0	0	0	0	0	0	0	0	0	0	4
24:45	0	7	2	0	0	0	0	0	0	0	0	0	0	9
25:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
25:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
25:30	0	16	2	0	0	0	0	0	0	0	0	0	0	18
25:45	0	6	0	0	0	0	0	0	0	0	0	0	0	6
26:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
26:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
26:30	0	1	0	0	1	0	0	0	0	0	0	0	0	2
26:45	0	11	0	0	1	0	0	0	0	0	0	0	0	12
Total	15	2330	322	21	82	11	0	5	0	1	0	0	0	2787
Percent	0.5%	83.6%	11.6%	0.8%	2.9%	0.4%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	
Grand Total	19	3320	437	27	96	23	0	7	0	1	0	0	0	3930
Percent	0.5%	84.5%	11.1%	0.7%	2.4%	0.6%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	

All Traffic Data Services, Inc

1336 Farmer Road
Conyers, GA 30012
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Page 1

Site Code: 13.5

Station ID: 13.5

PERIMETER SUMMIT PKWY NORTH OF I-285

Latitude: 0' 0.0000 Undefined

SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12/15/15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
04:45	0	2	0	0	0	1	0	0	0	0	0	0	0	3
05:00	0	4	0	0	0	1	0	0	0	0	0	0	0	5
05:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
05:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3
06:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6
06:15	0	12	0	0	0	0	0	0	0	0	0	0	0	12
06:30	0	10	2	0	0	0	0	0	0	0	0	0	0	12
06:45	0	9	0	0	1	0	0	0	0	0	0	0	0	10
07:00	0	20	1	0	0	0	0	0	0	0	0	0	0	21
07:15	0	28	2	0	1	0	0	1	0	0	0	0	0	32
07:30	0	67	5	0	2	0	0	1	0	0	0	0	0	75
07:45	0	36	1	0	2	0	0	0	0	0	0	0	0	39
08:00	1	43	0	0	0	0	0	0	0	0	0	0	0	44
08:15	0	51	3	0	1	0	0	0	0	0	0	0	0	55
08:30	0	85	1	0	1	0	0	0	0	0	0	0	0	87
08:45	1	215	5	0	4	0	0	0	0	0	0	0	0	225
09:00	0	53	1	0	1	0	0	1	0	0	0	0	0	56
09:15	0	54	1	0	0	0	0	0	0	0	0	0	0	55
09:30	0	63	3	0	1	0	0	0	0	0	0	0	0	67
09:45	0	49	0	0	0	0	0	0	0	0	0	0	0	49
10:00	0	219	5	0	2	0	0	1	0	0	0	0	0	227
10:15	1	69	2	0	1	0	0	0	0	0	0	0	0	73
10:30	0	54	1	0	1	0	0	1	0	0	0	0	0	57
10:45	0	44	2	0	0	0	0	0	0	0	0	0	0	46
11:00	0	46	3	0	0	0	0	0	0	0	0	0	0	49
11:15	1	213	8	0	2	0	0	1	0	0	0	0	0	225
11:30	0	31	3	0	0	0	0	0	0	0	0	0	0	34
11:45	0	21	0	1	1	0	0	0	0	0	0	0	0	23
12:00	0	24	0	0	0	0	0	0	0	0	0	0	0	24
12:15	0	34	2	0	2	0	0	0	0	0	0	0	0	38
12:30	0	110	5	1	3	0	0	0	0	0	0	0	0	119
12:45	0	30	4	0	1	0	0	0	0	0	0	0	0	35
13:00	0	41	0	0	0	0	0	0	0	0	0	0	0	41
13:15	0	33	2	0	0	0	0	0	0	0	0	0	0	35
13:30	0	42	0	0	1	0	0	0	0	0	0	0	0	43
13:45	0	146	6	0	2	0	0	0	0	0	0	0	0	154
Total	2	987	34	1	15	1	0	3	0	0	0	0	0	1043
Percent	0.2%	94.6%	3.3%	0.1%	1.4%	0.1%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	

All Traffic Data Services, Inc

1336 Farmer Road
Conyers, GA 30012
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Page 2

Site Code: 13.5

Station ID: 13.5

PERIMETER SUMMIT PKWY NORTH OF I-285

Latitude: 0' 0.0000 Undefined

SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12 PM	0	34	3	0	0	1	0	0	0	0	0	0	0	38
12:15	1	50	0	0	1	0	0	0	0	0	0	0	0	52
12:30	0	82	1	0	0	0	0	1	0	0	0	0	0	84
12:45	0	92	1	0	1	0	0	1	0	0	0	0	0	95
13:00	1	258	5	0	2	1	0	2	0	0	0	0	0	269
13:15	1	84	1	0	0	1	0	1	0	0	0	0	0	88
13:30	0	91	3	0	0	0	0	0	0	0	0	0	0	94
13:45	1	73	2	1	0	0	0	0	0	0	0	0	0	77
14:00	0	71	3	0	1	0	0	0	0	0	0	0	0	75
14:15	2	319	9	1	1	1	0	1	0	0	0	0	0	334
14:30	1	63	1	0	0	1	0	0	0	0	0	0	0	66
14:45	0	68	2	0	1	0	0	0	0	0	0	0	0	71
15:00	0	73	2	0	1	0	0	0	0	0	0	0	0	76
15:15	1	63	3	0	4	0	0	0	0	0	0	0	0	71
15:30	2	267	8	0	6	1	0	0	0	0	0	0	0	284
15:45	0	92	2	0	0	1	1	0	0	0	0	0	0	96
16:00	0	107	2	0	2	0	0	1	0	0	0	0	0	112
16:15	0	152	6	0	3	2	0	0	0	0	0	0	0	163
16:30	0	134	5	0	1	1	0	0	0	0	0	0	0	141
16:45	0	485	15	0	6	4	1	1	0	0	0	0	0	512
17:00	0	153	5	1	1	2	0	0	0	0	0	0	0	162
17:15	0	146	5	0	2	1	0	1	0	0	0	0	0	155
17:30	1	222	7	0	1	0	0	2	0	0	0	0	0	233
17:45	0	156	3	0	1	1	0	1	0	0	0	0	0	162
18:00	1	677	20	1	5	4	0	4	0	0	0	0	0	712
18:15	1	197	2	0	0	2	0	1	0	0	0	0	0	203
18:30	1	177	3	0	3	0	0	1	0	0	0	0	0	185
18:45	0	170	3	0	1	1	0	0	0	0	0	0	0	175
19:00	1	161	2	0	0	1	0	0	0	0	0	0	0	165
19:15	3	705	10	0	4	4	0	2	0	0	0	0	0	728
19:30	1	178	6	0	2	1	0	2	2	0	0	0	0	192
19:45	1	159	4	0	2	1	0	0	0	0	0	0	1	168
20:00	1	158	1	0	2	0	0	0	0	0	0	0	0	162
20:15	0	152	5	0	3	0	0	0	0	0	0	0	0	160
20:30	3	647	16	0	9	2	0	2	2	0	0	0	1	682
20:45	0	108	6	0	3	1	0	0	0	0	0	0	0	118
21:00	0	46	2	0	3	0	0	0	0	0	0	0	0	51
21:15	1	56	2	0	0	0	0	0	0	0	0	0	0	59
21:30	0	36	1	0	0	0	0	1	0	0	0	0	0	38
21:45	1	246	11	0	6	1	0	1	0	0	0	0	0	266
22:00	0	36	3	0	0	0	0	0	0	0	0	0	0	39
22:15	0	23	0	0	1	0	0	0	0	0	0	0	0	24
22:30	0	18	0	0	0	0	0	0	0	0	0	0	0	18
22:45	0	24	1	0	0	0	0	0	0	0	0	0	0	25
23:00	0	101	4	0	1	0	0	0	0	0	0	0	0	106
23:15	0	21	0	0	0	0	0	0	0	0	0	0	0	21
23:30	0	12	0	0	0	0	0	0	0	0	0	0	0	12
23:45	0	9	0	0	0	0	0	0	0	0	0	0	0	9
24:00	0	12	0	0	0	0	0	0	0	0	0	0	0	12
24:15	0	54	0	0	0	0	0	0	0	0	0	0	0	54
24:30	0	8	0	0	0	0	0	0	0	0	0	0	0	8
24:45	0	6	1	0	0	0	0	0	0	0	0	0	0	7
25:00	0	9	0	0	0	0	0	0	0	0	0	0	0	9
25:15	0	4	1	0	0	0	0	0	0	0	0	0	0	5
25:30	0	27	2	0	0	0	0	0	0	0	0	0	0	29
25:45	0	2	1	0	0	0	0	0	0	0	0	0	0	3
26:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
26:15	0	4	0	0	0	0	0	0	0	0	0	0	0	4
26:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
26:45	0	9	1	0	0	0	0	0	0	0	0	0	0	10
Total	13	3795	101	2	40	18	1	13	2	0	0	0	1	3986
Percent	0.3%	95.2%	2.5%	0.1%	1.0%	0.5%	0.0%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	
Grand Total	15	4782	135	3	55	19	1	16	2	0	0	0	1	5029
Percent	0.3%	95.1%	2.7%	0.1%	1.1%	0.4%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	

All Traffic Data Services, Inc

1336 Farmer Road
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Page 1

Site Code: 14
Station ID: 14
PERIMETER CENTER PKWY SOUTH OF
HAMMOND DRIVE
Latitude: 0' 0.0000 Undefined

Start Time	15-Dec-15 Tue	NB		Hour Totals		SB		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		2	133			2	66				
12:15		0	109			4	56				
12:30		4	76			4	59				
12:45		0	87	6	405	0	69	10	250	16	655
01:00		0	82			2	86				
01:15		1	56			1	89				
01:30		1	57			1	82				
01:45		1	70	3	265	0	78	4	335	7	600
02:00		0	44			0	80				
02:15		2	48			8	68				
02:30		0	63			0	78				
02:45		0	51	2	206	1	60	9	286	11	492
03:00		2	79			2	87				
03:15		0	69			0	74				
03:30		1	106			0	85				
03:45		1	76	4	330	2	80	4	326	8	656
04:00		0	121			3	97				
04:15		0	96			1	111				
04:30		0	121			2	105				
04:45		0	99	0	437	2	79	8	392	8	829
05:00		2	105			4	100				
05:15		5	109			6	104				
05:30		5	83			8	97				
05:45		6	55	18	352	14	72	32	373	50	725
06:00		8	68			10	53				
06:15		6	61			20	61				
06:30		19	42			16	47				
06:45		19	31	52	202	24	32	70	193	122	395
07:00		20	41			35	36				
07:15		22	26			45	42				
07:30		29	38			47	34				
07:45		39	19	110	124	64	46	191	158	301	282
08:00		24	18			37	40				
08:15		33	23			53	28				
08:30		40	19			38	38				
08:45		41	13	138	73	54	15	182	121	320	194
09:00		41	10			34	18				
09:15		38	6			53	12				
09:30		43	9			35	21				
09:45		31	6	153	31	50	20	172	71	325	102
10:00		45	2			36	11				
10:15		49	7			43	7				
10:30		54	6			33	7				
10:45		46	10	194	25	29	7	141	32	335	57
11:00		64	10			32	8				
11:15		87	19			39	3				
11:30		98	14			46	5				
11:45		117	8	366	51	55	0	172	16	538	67
Total		1046	2501			995	2553			2041	5054
Percent		29.5%	70.5%			28.0%	72.0%			28.8%	71.2%
Grand Total		1046	2501			995	2553			2041	5054
Percent		29.5%	70.5%			28.0%	72.0%			28.8%	71.2%

ADT ADT 7,095 AADT 7,095

All Traffic Data Services, Inc

1336 Farmer Road
Conyers, GA 30012
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Page 1

Site Code: 15
Station ID: 15
PERIMETER CENTER PKWY NORTH OF
HAMMOND DRIVE
Latitude: 0' 0.0000 Undefined

Start Time	15-Dec-15 Tue	NB		Hour Totals		SB		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		5	236			1	130				
12:15		0	167			1	152				
12:30		2	162			6	166				
12:45		1	172	8	737	4	196	12	644	20	1381
01:00		4	164			0	195				
01:15		1	156			0	190				
01:30		2	140			2	220				
01:45		2	134	9	594	3	186	5	791	14	1385
02:00		2	139			2	196				
02:15		1	136			0	164				
02:30		1	137			4	178				
02:45		0	132	4	544	0	180	6	718	10	1262
03:00		1	120			1	196				
03:15		0	116			2	192				
03:30		1	140			0	170				
03:45		1	146	3	522	0	170	3	728	6	1250
04:00		0	162			0	198				
04:15		2	182			0	191				
04:30		0	170			0	238				
04:45		6	218	8	732	4	226	4	853	12	1585
05:00		7	249			3	284				
05:15		6	184			6	190				
05:30		11	148			4	194				
05:45		18	161	42	742	12	224	25	892	67	1634
06:00		42	185			22	230				
06:15		49	219			21	216				
06:30		50	214			30	246				
06:45		72	190	213	808	44	242	117	934	330	1742
07:00		92	122			62	198				
07:15		74	107			68	178				
07:30		102	96			74	144				
07:45		119	86	387	411	95	148	299	668	686	1079
08:00		121	70			88	150				
08:15		146	59			98	110				
08:30		114	46			70	92				
08:45		136	38	517	213	67	72	323	424	840	637
09:00		120	27			74	74				
09:15		118	36			76	67				
09:30		114	22			68	69				
09:45		105	27	457	112	73	46	291	256	748	368
10:00		114	25			70	36				
10:15		92	17			68	26				
10:30		110	16			75	27				
10:45		117	14	433	72	122	25	335	114	768	186
11:00		144	12			110	18				
11:15		162	5			138	11				
11:30		160	6			114	10				
11:45		198	5	664	28	146	11	508	50	1172	78
Total		2745	5515			1928	7072			4673	12587
Percent		33.2%	66.8%			21.4%	78.6%			27.1%	72.9%
Grand Total		2745	5515			1928	7072			4673	12587
Percent		33.2%	66.8%			21.4%	78.6%			27.1%	72.9%

ADT ADT 17,260 AADT 17,260

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1336 Farmer Road
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Page 1

Site Code: 16

Station ID: 16

HAMMOND DRIVE WEST OF ASHFORD DUNWOODY

Latitude: 0' 0.0000 Undefined

Start Time	15-Dec-15 Tue	EB		Hour Totals		WB		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		18	202			8	261				
12:15		16	176			3	284				
12:30		8	198			10	264				
12:45		10	212	52	788	8	276	29	1085	81	1873
01:00		4	224			8	264				
01:15		4	216			4	239				
01:30		2	262			2	224				
01:45		3	242	13	944	7	194	21	921	34	1865
02:00		4	274			7	207				
02:15		5	252			3	206				
02:30		1	290			2	234				
02:45		1	252	11	1068	3	215	15	862	26	1930
03:00		0	187			3	176				
03:15		2	122			1	188				
03:30		1	170			1	186				
03:45		4	88	7	567	6	188	11	738	18	1305
04:00		4	124			5	193				
04:15		0	130			8	184				
04:30		4	119			10	181				
04:45		2	167	10	540	22	154	45	712	55	1252
05:00		10	128			26	190				
05:15		9	104			32	175				
05:30		10	84			38	168				
05:45		15	110	44	426	75	160	171	693	215	1119
06:00		16	147			96	148				
06:15		30	169			186	135				
06:30		39	216			186	178				
06:45		46	192	131	724	213	160	681	621	812	1345
07:00		63	211			185	153				
07:15		77	206			197	138				
07:30		88	210			218	136				
07:45		82	208	310	835	248	141	848	568	1158	1403
08:00		96	225			240	106				
08:15		108	180			245	101				
08:30		90	192			210	88				
08:45		80	146	374	743	209	88	904	383	1278	1126
09:00		108	175			232	72				
09:15		97	134			234	62				
09:30		92	147			214	61				
09:45		75	121	372	577	248	46	928	241	1300	818
10:00		104	110			207	54				
10:15		118	96			166	40				
10:30		112	93			227	27				
10:45		126	46	460	345	246	21	846	142	1306	487
11:00		165	77			272	39				
11:15		134	54			238	20				
11:30		136	32			237	21				
11:45		164	16	599	179	292	10	1039	90	1638	269
Total		2383	7736			5538	7056			7921	14792
Percent		23.5%	76.5%			44.0%	56.0%			34.9%	65.1%
Grand Total		2383	7736			5538	7056			7921	14792
Percent		23.5%	76.5%			44.0%	56.0%			34.9%	65.1%

ADT

ADT 22,713

AADT 22,713

All Traffic Data Services, Inc

1336 Farmer Road
Conyers, GA 30012
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Page 1

Site Code: 17

Station ID: 17

HAMMOND DRIVE EAST OF PERIMETER CENTER

Latitude: 0' 0.0000 Undefined

Start Time	15-Dec-15 Tue	EB		Hour Totals		WB		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		13	289			12	182				
12:15		14	274			3	242				
12:30		10	232			9	242				
12:45		10	254	47	1049	11	262	35	928	82	1977
01:00		6	212			8	258				
01:15		4	226			7	244				
01:30		4	212			2	232				
01:45		4	219	18	869	6	218	23	952	41	1821
02:00		5	240			2	203				
02:15		4	212			2	256				
02:30		1	216			2	248				
02:45		3	212	13	880	2	273	8	980	21	1860
03:00		0	229			1	212				
03:15		4	196			2	279				
03:30		0	174			1	286				
03:45		6	156	10	755	2	255	6	1032	16	1787
04:00		5	104			4	286				
04:15		2	115			4	228				
04:30		6	124			6	239				
04:45		7	160	20	503	10	234	24	987	44	1490
05:00		12	132			20	228				
05:15		13	94			20	150				
05:30		14	50			28	144				
05:45		21	69	60	345	47	184	115	706	175	1051
06:00		24	174			70	206				
06:15		34	194			124	208				
06:30		54	207			143	180				
06:45		64	252	176	827	172	216	509	810	685	1637
07:00		72	166			193	214				
07:15		102	202			208	170				
07:30		96	152			209	188				
07:45		117	138	387	658	236	161	846	733	1233	1391
08:00		110	154			257	134				
08:15		126	118			244	122				
08:30		114	102			200	105				
08:45		112	56	462	430	216	100	917	461	1379	891
09:00		126	73			215	83				
09:15		136	50			206	96				
09:30		120	56			154	82				
09:45		126	47	508	226	176	82	751	343	1259	569
10:00		142	44			152	80				
10:15		156	40			148	50				
10:30		138	39			158	40				
10:45		195	24	631	147	195	42	653	212	1284	359
11:00		174	31			166	38				
11:15		225	34			156	26				
11:30		220	26			188	20				
11:45		248	17	867	108	200	21	710	105	1577	213
Total		3199	6797			4597	8249			7796	15046
Percent		32.0%	68.0%			35.8%	64.2%			34.1%	65.9%
Grand Total		3199	6797			4597	8249			7796	15046
Percent		32.0%	68.0%			35.8%	64.2%			34.1%	65.9%
ADT	ADT 22,842			AADT 22,842							

All Traffic Data Services, Inc

1336 Farmer Road
Conyers, GA 30012
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Page 1

Site Code: 18
Station ID: 18
HAMMOND DRIVE EAST OF
PEACHTREE DUNWOODY ROAD
Latitude: 0' 0.0000 Undefined

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12/15/15	0	7	0	1	1	0	0	0	0	0	0	0	0	9
00:15	0	7	2	0	1	0	0	1	0	0	0	0	0	11
00:30	0	4	0	2	0	0	0	0	0	0	0	0	0	6
00:45	0	5	0	0	0	0	0	0	0	0	0	0	0	5
01:00	0	23	2	3	2	0	0	1	0	0	0	0	0	31
01:15	0	3	1	0	0	0	0	0	0	0	0	0	0	4
01:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3
01:45	0	5	1	0	0	0	0	0	0	0	0	0	0	6
02:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
02:15	0	14	3	0	0	0	0	0	0	0	0	0	0	17
02:30	0	1	2	0	1	0	0	0	0	0	0	0	0	4
02:45	0	5	0	0	0	0	0	0	0	0	0	0	0	5
03:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	6	3	0	1	0	0	0	0	0	0	0	0	10
03:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	1	1	0	1	0	0	0	0	0	0	0	0	3
04:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
04:30	0	4	0	0	0	1	0	0	0	0	0	0	0	5
04:45	0	8	1	0	1	1	0	0	0	0	0	0	0	11
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:30	0	6	0	0	0	0	0	0	0	0	0	0	0	6
05:45	0	12	1	0	0	0	0	0	0	0	0	0	0	13
06:00	0	18	2	0	0	0	0	0	0	0	0	0	0	20
06:15	0	8	3	0	1	0	0	0	0	0	0	0	0	12
06:30	0	8	5	0	0	0	0	0	0	0	0	0	0	13
06:45	1	11	1	2	0	0	0	0	0	0	0	0	0	15
07:00	0	16	8	1	3	0	0	0	0	0	0	0	0	28
07:15	1	43	17	3	4	0	0	0	0	0	0	0	0	68
07:30	0	22	2	0	8	0	0	0	0	0	0	0	0	32
07:45	1	37	3	2	2	0	0	0	0	0	0	0	0	45
08:00	0	46	14	1	4	0	0	1	0	0	0	0	0	66
08:15	0	82	14	1	4	0	0	1	0	1	0	0	1	104
08:30	1	187	33	4	18	0	0	2	0	1	0	0	1	247
08:45	0	79	19	1	4	1	0	2	0	0	0	1	0	107
09:00	0	106	19	1	8	0	0	0	0	0	0	0	0	134
09:15	2	83	20	1	7	0	1	3	0	0	0	0	0	117
09:30	1	148	18	1	4	1	0	1	0	0	0	0	0	174
09:45	3	416	76	4	23	2	1	6	0	0	0	1	0	532
10:00	0	117	22	3	4	1	0	4	0	0	0	0	0	151
10:15	0	112	26	2	9	0	0	2	0	0	0	0	0	151
10:30	0	122	17	1	5	0	0	3	0	0	0	0	0	148
10:45	0	127	22	4	5	0	0	3	0	0	0	0	0	161
11:00	0	478	87	10	23	1	0	12	0	0	0	0	0	611
11:15	0	141	23	0	6	2	0	0	0	0	0	0	0	172
11:30	2	137	29	1	5	0	0	3	0	0	0	0	0	177
11:45	1	119	22	1	1	1	0	0	1	0	0	0	0	146
12:00	1	117	16	3	2	1	0	1	0	0	0	0	0	141
12:15	4	514	90	5	14	4	0	4	1	0	0	0	0	636
12:30	2	135	25	1	7	2	0	1	2	0	0	0	0	175
12:45	0	142	26	0	7	0	0	3	0	0	0	0	0	178
13:00	1	100	17	1	1	0	0	0	1	1	0	0	0	122
13:15	0	177	23	1	4	1	0	5	0	1	0	0	0	212
13:30	3	554	91	3	19	3	0	9	3	2	0	0	0	687
13:45	1	167	30	0	6	0	0	0	0	0	0	0	0	204
14:00	0	157	29	1	4	0	0	6	0	2	0	0	1	200
14:15	2	190	23	1	1	0	0	3	0	0	0	0	1	221
14:30	2	193	30	0	6	1	0	8	0	3	0	0	1	244
14:45	5	707	112	2	17	1	0	17	0	5	0	0	3	869
Total	17	2968	517	34	122	12	1	51	4	8	0	1	4	3739
Percent	0.5%	79.4%	13.8%	0.9%	3.3%	0.3%	0.0%	1.4%	0.1%	0.2%	0.0%	0.0%	0.1%	

All Traffic Data Services, Inc

1336 Farmer Road
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Page 2

Site Code: 18
Station ID: 18
HAMMOND DRIVE EAST OF
PEACHTREE DUNWOODY ROAD
Latitude: 0' 0.0000 Undefined

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12 PM	1	221	29	2	3	1	0	5	0	0	0	0	0	262
12:15	0	221	35	0	3	0	0	3	0	0	0	0	0	262
12:30	0	201	26	1	4	1	0	2	0	0	0	0	0	235
12:45	3	215	25	1	4	2	0	1	0	1	0	0	0	252
13:00	4	858	115	4	14	4	0	11	0	1	0	0	0	1011
13:15	3	192	24	1	2	3	0	0	0	0	0	0	0	225
13:30	1	170	28	0	3	1	0	2	0	0	0	0	0	205
13:45	1	170	22	2	3	0	0	2	0	0	0	0	0	200
14:00	1	173	27	0	3	2	0	1	0	1	0	0	0	208
14:15	6	705	101	3	11	6	0	5	0	1	0	0	0	838
14:30	2	142	19	1	5	2	1	1	0	0	0	0	0	173
14:45	1	166	21	0	2	0	1	1	0	2	0	0	0	194
15:00	0	158	14	2	5	0	0	0	0	0	0	0	0	179
15:15	0	162	19	1	3	1	0	1	1	0	0	0	0	188
15:30	3	628	73	4	15	3	2	3	1	2	0	0	0	734
15:45	0	138	23	1	5	0	0	0	0	0	0	0	0	167
16:00	2	151	19	1	3	0	0	0	0	0	1	0	0	177
16:15	0	150	19	0	3	1	0	0	0	0	0	0	0	173
16:30	1	143	15	0	5	0	0	1	0	0	0	0	0	165
16:45	3	582	76	2	16	1	0	1	0	0	1	0	0	682
17:00	0	153	23	0	5	1	0	3	0	0	0	0	0	185
17:15	0	140	8	1	2	0	0	1	0	0	0	0	0	152
17:30	2	110	11	1	2	0	0	1	0	0	0	0	0	127
17:45	4	114	15	2	1	0	0	0	0	0	0	0	0	136
18:00	6	517	57	4	10	1	0	5	0	0	0	0	0	600
18:15	0	158	16	3	3	0	0	3	0	0	0	0	0	183
18:30	7	122	16	1	2	1	0	1	0	0	0	0	0	150
18:45	4	66	8	0	1	0	0	0	0	0	0	0	0	79
19:00	2	52	6	0	1	0	0	0	1	0	0	0	0	62
19:15	13	398	46	4	7	1	0	4	1	0	0	0	0	474
19:30	5	88	9	2	1	1	1	3	1	0	1	0	0	112
19:45	10	167	17	2	4	2	0	3	0	0	0	0	0	205
20:00	1	192	22	0	3	1	0	2	0	0	1	0	0	222
20:15	1	177	16	1	4	0	0	1	0	1	0	0	0	201
20:30	17	624	64	5	12	4	1	9	1	1	2	0	0	740
20:45	1	133	18	1	5	0	0	1	0	1	0	0	0	160
21:00	0	143	20	2	3	0	0	2	0	0	0	0	0	170
21:15	1	134	14	1	2	0	0	1	0	1	0	0	0	154
21:30	0	99	11	0	4	0	0	2	0	0	0	0	0	116
21:45	2	509	63	4	14	0	0	6	0	2	0	0	0	600
22:00	0	94	8	0	0	0	0	1	0	0	0	0	0	103
22:15	0	91	10	2	1	0	0	0	0	0	0	0	0	104
22:30	0	59	7	1	2	0	0	0	0	0	1	0	0	70
22:45	0	43	6	0	1	0	0	0	0	0	0	0	0	50
23:00	0	287	31	3	4	0	0	1	0	0	1	0	0	327
23:15	0	53	10	2	0	0	0	0	0	0	0	0	0	65
23:30	0	38	8	1	1	0	0	0	0	0	0	0	0	48
23:45	0	43	10	1	0	0	0	0	0	0	0	0	0	54
24:00	0	27	11	1	1	0	0	0	0	0	0	0	0	40
24:15	0	161	39	5	2	0	0	0	0	0	0	0	0	207
24:30	0	35	4	0	1	0	0	0	0	0	0	0	0	40
24:45	0	18	2	0	0	0	0	1	0	0	0	0	0	21
25:00	0	19	3	0	0	0	0	0	0	0	0	0	0	22
25:15	0	18	1	1	0	0	0	0	0	0	0	0	0	20
25:30	0	90	10	1	1	0	0	1	0	0	0	0	0	103
25:45	0	11	4	1	0	0	0	0	0	0	0	0	0	16
26:00	0	11	4	0	0	1	0	0	0	0	0	0	0	16
26:15	0	11	4	3	0	0	0	0	0	0	0	0	0	18
26:30	0	6	3	0	0	0	0	0	0	0	0	0	0	9
26:45	0	39	15	4	0	1	0	0	0	0	0	0	0	59
Total	54	5398	690	43	106	21	3	46	3	7	4	0	0	6375
Percent	0.8%	84.7%	10.8%	0.7%	1.7%	0.3%	0.0%	0.7%	0.0%	0.1%	0.1%	0.0%	0.0%	
Grand Total	71	8366	1207	77	228	33	4	97	7	15	4	1	4	10114
Percent	0.7%	82.7%	11.9%	0.8%	2.3%	0.3%	0.0%	1.0%	0.1%	0.1%	0.0%	0.0%	0.0%	

All Traffic Data Services, Inc

1336 Farmer Road
Conyers, GA 30012
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Page 1

Site Code: 18.5
Station ID: 18.5
HAMMOND DRIVE EAST OF
PEACHTREE DUNWOODY ROAD
Latitude: 0' 0.0000 Undefined

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12/15/15	0	4	1	1	0	0	0	0	0	0	0	0	0	6
00:15	0	3	0	1	0	0	0	0	0	0	0	0	0	4
00:30	0	5	0	1	2	0	0	0	0	0	0	0	0	8
00:45	0	8	0	0	0	0	0	0	0	0	0	0	0	8
01:00	0	20	1	3	2	0	0	0	0	0	0	0	0	26
01:15	0	6	0	0	0	0	0	0	0	0	0	0	0	6
01:30	0	5	0	0	0	0	0	0	0	0	0	0	0	5
01:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
02:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
02:15	0	19	1	0	0	0	0	0	0	0	0	0	0	20
02:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6
03:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
03:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3
03:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	6	0	0	0	0	0	0	0	0	0	0	0	6
04:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3
04:45	0	5	0	0	0	0	0	0	0	0	0	0	0	5
05:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
05:15	0	10	0	0	0	0	0	0	0	0	0	0	0	10
05:30	0	20	0	0	0	0	0	0	0	0	0	0	0	20
05:45	0	9	0	1	1	0	0	0	0	0	0	0	0	11
06:00	0	10	0	3	0	0	0	0	0	0	0	0	0	13
06:15	0	11	3	2	0	0	0	0	0	0	0	0	0	16
06:30	0	20	1	2	0	0	0	0	0	0	0	0	0	23
06:45	0	50	4	8	1	0	0	0	0	0	0	0	0	63
07:00	1	25	1	2	3	0	0	0	0	0	0	0	0	32
07:15	1	67	5	0	5	0	0	0	0	0	0	0	0	78
07:30	0	81	4	1	2	1	0	1	1	0	0	0	0	91
07:45	0	80	3	1	2	0	0	0	1	0	0	0	0	87
08:00	2	253	13	4	12	1	0	1	2	0	0	0	0	288
08:15	0	113	4	1	4	4	0	0	0	0	0	0	0	126
08:30	0	129	3	0	1	13	0	0	1	0	0	0	0	147
08:45	1	115	5	1	4	4	0	0	1	1	0	0	1	133
09:00	1	166	6	2	5	1	0	1	0	0	0	0	0	182
09:15	2	523	18	4	14	22	0	1	2	1	0	0	1	588
09:30	1	187	12	1	2	0	0	1	0	0	0	0	0	204
09:45	2	189	11	1	1	0	0	0	0	0	0	0	0	204
10:00	1	155	8	0	3	1	0	1	0	0	1	0	0	170
10:15	1	191	10	2	1	1	0	0	0	0	0	0	0	206
10:30	5	722	41	4	7	2	0	2	0	0	1	0	0	784
10:45	2	165	7	1	2	0	0	1	0	0	0	0	0	178
11:00	0	135	11	1	3	0	0	1	0	0	0	0	0	151
11:15	0	123	9	1	3	0	0	0	0	0	0	0	0	136
11:30	1	126	5	2	3	2	0	0	1	0	1	0	0	141
11:45	3	549	32	5	11	2	0	2	1	0	1	0	0	606
12:00	0	102	6	1	3	3	0	0	0	0	0	0	0	115
12:15	2	99	8	1	2	3	0	2	1	0	0	0	0	118
12:30	0	126	6	0	2	2	0	0	1	0	0	0	0	137
12:45	2	132	11	2	1	4	0	0	0	0	0	0	0	152
13:00	4	459	31	4	8	12	0	2	2	0	0	0	0	522
13:15	0	122	9	1	1	2	0	1	0	0	0	0	0	136
13:30	2	121	5	1	0	2	0	0	0	0	0	0	0	131
13:45	0	168	6	0	4	2	0	1	0	0	0	0	0	181
14:00	1	166	12	0	3	0	0	0	0	0	0	0	0	182
14:15	3	577	32	2	8	6	0	2	0	0	0	0	0	630
Total	19	3204	173	34	63	45	0	10	7	1	2	0	1	3559
Percent	0.5%	90.0%	4.9%	1.0%	1.8%	1.3%	0.0%	0.3%	0.2%	0.0%	0.1%	0.0%	0.0%	

All Traffic Data Services, Inc

1336 Farmer Road
Conyers, GA 30012
alltrafficdata.net

Page 2

Site Code: 18.5
Station ID: 18.5
HAMMOND DRIVE EAST OF
PEACHTREE DUNWOODY ROAD
Latitude: 0' 0.0000 Undefined

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12 PM	5	182	9	0	2	0	0	1	0	0	0	0	0	199
12:15	0	166	12	1	3	3	0	0	0	0	0	0	0	185
12:30	0	202	7	3	2	1	0	0	0	0	0	0	0	215
12:45	3	143	7	2	2	3	0	1	0	0	0	0	0	161
13:00	8	693	35	6	9	7	0	2	0	0	0	0	0	760
13:15	3	136	4	1	2	2	0	0	0	0	0	0	0	148
13:30	7	143	4	2	1	3	0	0	2	0	0	0	0	162
13:45	10	138	5	1	1	3	0	0	1	0	0	0	0	159
14:00	4	156	4	2	1	3	0	1	0	0	0	0	0	171
14:15	24	573	17	6	5	11	0	1	3	0	0	0	0	640
14:30	8	180	5	2	1	3	0	0	1	0	0	0	0	200
14:45	2	178	10	0	1	1	0	1	0	0	0	0	0	193
15:00	2	156	6	1	2	3	0	0	0	0	0	0	0	170
15:15	7	182	7	1	1	1	0	0	0	0	0	0	0	199
15:30	19	696	28	4	5	8	0	1	1	0	0	0	0	762
15:45	12	145	5	3	1	3	1	0	0	0	0	0	0	170
16:00	3	155	9	2	2	3	0	0	0	0	0	0	0	174
16:15	3	128	4	3	2	4	0	0	0	0	0	0	0	144
16:30	5	148	7	3	3	1	0	2	1	0	0	0	0	170
16:45	23	576	25	11	8	11	1	2	1	0	0	0	0	658
17:00	3	108	6	3	1	1	0	0	0	0	0	0	0	122
17:15	9	156	8	3	1	2	0	0	0	0	0	0	0	179
17:30	3	125	5	1	1	3	0	0	1	0	0	0	0	139
17:45	8	124	5	0	0	2	0	1	0	0	0	0	2	142
18:00	23	513	24	7	3	8	0	1	1	0	0	0	2	582
18:15	2	170	5	1	1	3	0	1	0	0	0	0	0	183
18:30	2	103	5	1	1	1	0	0	0	0	0	0	0	113
18:45	2	144	2	2	2	2	0	0	1	0	0	0	0	155
19:00	6	163	9	4	3	3	0	0	1	0	0	0	0	189
19:15	12	580	21	8	7	9	0	1	2	0	0	0	0	640
19:30	6	147	7	4	2	1	0	1	0	0	0	0	0	168
19:45	4	177	4	1	1	2	0	0	0	0	0	0	0	189
20:00	5	168	5	1	1	3	0	0	0	0	0	0	0	183
20:15	7	159	3	2	1	2	0	0	0	0	0	0	0	174
20:30	22	651	19	8	5	8	0	1	0	0	0	0	0	714
20:45	5	165	3	3	2	3	0	0	0	0	0	0	1	182
21:00	0	176	5	1	0	0	0	0	0	0	0	0	0	182
21:15	3	159	10	1	0	2	0	1	0	0	0	0	0	176
21:30	2	137	5	0	0	0	0	0	0	0	0	0	0	144
21:45	10	637	23	5	2	5	0	1	0	0	0	0	1	684
22:00	1	123	8	1	2	0	0	0	0	0	0	0	0	135
22:15	1	116	7	2	0	0	0	0	0	0	0	0	0	126
22:30	0	100	4	1	0	0	0	0	0	0	0	0	0	105
22:45	0	104	2	1	0	0	0	0	0	0	0	0	0	107
23:00	2	443	21	5	2	0	0	0	0	0	0	0	0	473
23:15	0	73	2	1	0	0	0	0	0	0	0	0	0	76
23:30	0	83	7	1	1	0	0	0	0	0	0	0	0	92
23:45	0	75	4	1	0	0	0	0	0	0	0	0	0	80
24:00	1	55	6	0	0	0	0	0	0	0	0	0	0	62
24:15	1	286	19	3	1	0	0	0	0	0	0	0	0	310
24:30	0	65	5	1	0	0	0	0	0	0	0	0	0	71
24:45	0	34	0	1	0	0	0	0	0	0	0	0	0	35
25:00	0	31	3	1	0	0	0	0	0	0	0	0	0	35
25:15	0	25	1	1	1	0	0	0	0	0	0	0	0	28
25:30	0	155	9	4	1	0	0	0	0	0	0	0	0	169
25:45	0	29	0	0	0	0	0	0	0	0	0	0	0	29
26:00	0	19	0	3	0	0	0	0	0	0	0	0	0	22
26:15	1	18	1	0	0	0	0	0	0	0	0	0	0	20
26:30	0	13	0	1	0	0	0	0	0	0	0	0	0	14
26:45	1	79	1	4	0	0	0	0	0	0	0	0	0	85
Total	145	5882	242	71	48	67	1	10	8	0	0	0	3	6477
Percent	2.2%	90.8%	3.7%	1.1%	0.7%	1.0%	0.0%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	
Grand Total	164	9086	415	105	111	112	1	20	15	1	2	0	4	10036
Percent	1.6%	90.5%	4.1%	1.0%	1.1%	1.1%	0.0%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	

Traffic Analysis Results

SYNCHRO Analysis – 2015 Existing

1: Perimeter Center Pkwy & Hammond Dr.

Existing 2015

AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	135	325	160	105	515	230	95	135	55	40	150	110
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	260		0	250		500	160		0	250		300
Storage Lanes	2		0	1		1	1		0	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.95	0.95	1.00	0.95	1.00	1.00	0.95	0.95	0.97	0.95	1.00
Frt		0.950				0.850		0.957				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	3362	0	1770	3539	1583	1770	3387	0	3433	3539	1583
Flt Permitted	0.950			0.443			0.464			0.950		
Satd. Flow (perm)	3433	3362	0	825	3539	1583	864	3387	0	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		93				250		60				136
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		2029			963			670			786	
Travel Time (s)		30.7			14.6			10.2			11.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	147	353	174	114	560	250	103	147	60	43	163	120
Shared Lane Traffic (%)												
Lane Group Flow (vph)	147	527	0	114	560	250	103	207	0	43	163	120
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)		24			24			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	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	Prot	NA		pm+pt	NA	Perm	pm+pt	NA		Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases				6		6	8					4
Detector Phase	5	2		1	6	6	3	8		7	4	4

1: Perimeter Center Pkwy & Hammond Dr.

Existing 2015

AM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
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)	9.5	31.5		9.5	31.5	31.5	8.5	37.5		8.5	30.5	30.5
Total Split (s)	15.0	40.0		13.0	38.0	38.0	11.0	38.0		9.0	36.0	36.0
Total Split (%)	15.0%	40.0%		13.0%	38.0%	38.0%	11.0%	38.0%		9.0%	36.0%	36.0%
Maximum Green (s)	9.5	34.5		7.5	32.5	32.5	6.5	33.5		4.5	31.5	31.5
Yellow Time (s)	4.5	4.5		4.5	4.5	4.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		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	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	4.5	4.5		4.5	4.5	4.5
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	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	C-Min		None	C-Min	C-Min	None	None		None	None	None
Walk Time (s)		7.0			7.0	7.0		7.0			7.0	7.0
Flash Dont Walk (s)		19.0			19.0	19.0		26.0			19.0	19.0
Pedestrian Calls (#/hr)		0			0	0		0			0	0
Act Effect Green (s)	9.6	54.3		60.6	52.6	52.6	21.9	15.1		6.7	10.0	10.0
Actuated g/C Ratio	0.10	0.54		0.61	0.53	0.53	0.22	0.15		0.07	0.10	0.10
v/c Ratio	0.45	0.28		0.20	0.30	0.26	0.37	0.37		0.19	0.46	0.43
Control Delay	46.6	12.1		6.6	12.4	2.2	33.2	28.2		45.5	46.4	10.5
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	46.6	12.1		6.6	12.4	2.2	33.2	28.2		45.5	46.4	10.5
LOS	D	B		A	B	A	C	C		D	D	B
Approach Delay		19.6			8.9			29.9			33.1	
Approach LOS		B			A			C			C	
90th %ile Green (s)	12.2	43.4		10.5	41.7	41.7	13.4	18.0		8.1	12.7	12.7
90th %ile Term Code	Gap	Coord		Gap	Coord	Coord	Gap	Hold		Gap	Gap	Gap
70th %ile Green (s)	10.7	48.7		8.8	46.8	46.8	11.4	15.2		7.3	11.1	11.1
70th %ile Term Code	Gap	Coord		Gap	Coord	Coord	Gap	Hold		Gap	Gap	Gap
50th %ile Green (s)	9.6	52.2		7.8	50.4	50.4	10.0	13.3		6.7	10.0	10.0
50th %ile Term Code	Gap	Coord		Gap	Coord	Coord	Gap	Hold		Gap	Gap	Gap
30th %ile Green (s)	8.5	55.5		7.0	54.0	54.0	8.6	22.0		0.0	8.9	8.9
30th %ile Term Code	Gap	Coord		Gap	Coord	Coord	Gap	Hold		Skip	Gap	Gap
10th %ile Green (s)	7.0	71.5		5.8	70.3	70.3	0.0	7.2		0.0	7.2	7.2
10th %ile Term Code	Gap	Coord		Gap	Coord	Coord	Skip	Hold		Skip	Gap	Gap
Queue Length 50th (ft)	46	76		24	106	0	53	45		13	52	0
Queue Length 95th (ft)	75	133		24	46	9	90	76		30	83	41
Internal Link Dist (ft)		1949			883			590			706	
Turn Bay Length (ft)	260			250		500	160			250		300
Base Capacity (vph)	353	1866		583	1862	951	280	1174		231	1114	591
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.42	0.28		0.20	0.30	0.26	0.37	0.18		0.19	0.15	0.20

Intersection Summary

Area Type: Other

Cycle Length: 100

1: Perimeter Center Pkwy & Hammond Dr.

Actuated Cycle Length: 100

Offset: 2 (2%), Referenced to phase 2:EBT and 6:WBTL, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.46

Intersection Signal Delay: 18.6

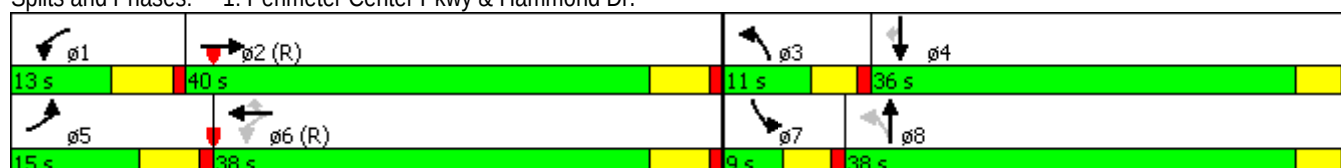
Intersection LOS: B

Intersection Capacity Utilization 46.0%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 1: Perimeter Center Pkwy & Hammond Dr.



2: Shopping Center & Hammond Dr.

Existing 2015

AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			 						 	
Volume (vph)	5	410	5	5	840	25	0	0	5	15	5	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		250	200		200	100		0	0		0
Storage Lanes	1		1	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850		0.897	
Flt Protected	0.950			0.950						0.950		
Satd. Flow (prot)	1770	5085	1583	1770	3539	1583	1863	1863	1583	1770	1671	0
Flt Permitted	0.297			0.485						0.714		
Satd. Flow (perm)	553	5085	1583	903	3539	1583	1863	1863	1583	1330	1671	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			125			125			386		11	
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		963			979			533			748	
Travel Time (s)		14.6			14.8			8.1			11.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	5	446	5	5	913	27	0	0	5	16	5	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	5	446	5	5	913	27	0	0	5	16	16	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	1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	
Trailing Detector (ft)	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	
Detector 1 Size(ft)	20	6	20	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	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	
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	
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	
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		Perm	pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6		6	8		8	4		
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	

3/21/2016

D. Fairlie - MAAI

Synchro 8 Report

Page 4

2: Shopping Center & Hammond Dr.

Existing 2015

AM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
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)	9.5	24.5	24.5	9.5	23.5	23.5	8.5	37.5	37.5	8.5	33.5	33.5
Total Split (s)	10.0	43.5	43.5	10.0	43.5	43.5	8.5	37.5	37.5	9.0	38.0	38.0
Total Split (%)	10.0%	43.5%	43.5%	10.0%	43.5%	43.5%	8.5%	37.5%	37.5%	9.0%	38.0%	38.0%
Maximum Green (s)	4.5	38.0	38.0	4.5	38.0	38.0	4.0	33.0	33.0	4.5	33.5	33.5
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	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	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	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	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	3.0	3.0
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0
Flash Dont Walk (s)		12.0	12.0		9.0	9.0		26.0	26.0		22.0	22.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effect Green (s)	86.6	88.7	88.7	86.6	88.7	88.7			5.5	8.5	8.3	8.3
Actuated g/C Ratio	0.87	0.89	0.89	0.87	0.89	0.89			0.06	0.08	0.08	0.08
v/c Ratio	0.01	0.10	0.00	0.01	0.29	0.02			0.01	0.11	0.11	0.11
Control Delay	2.4	2.2	0.0	2.8	3.5	0.0			0.0	41.0	25.1	25.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0			0.0	0.0	0.0	0.0
Total Delay	2.4	2.2	0.0	2.8	3.5	0.0			0.0	41.0	25.1	25.1
LOS	A	A	A	A	A	A			A	D	C	C
Approach Delay		2.2			3.4							33.1
Approach LOS		A			A							C
90th %ile Green (s)	5.8	60.7	60.7	5.8	60.7	60.7	0.0	5.5	5.5	8.0	18.0	18.0
90th %ile Term Code	Gap	Coord	Coord	Gap	Coord	Coord	Skip	Gap	Gap	Gap	Hold	Hold
70th %ile Green (s)	0.0	83.0	83.0	0.0	83.0	83.0	0.0	0.0	0.0	7.0	7.0	7.0
70th %ile Term Code	Skip	Coord	Coord	Skip	Coord	Coord	Skip	Skip	Skip	Gap	Hold	Hold
50th %ile Green (s)	0.0	94.5	94.5	0.0	94.5	94.5	0.0	0.0	0.0	0.0	0.0	0.0
50th %ile Term Code	Skip	Coord	Coord	Skip	Coord	Coord	Skip	Skip	Skip	Skip	Skip	Skip
30th %ile Green (s)	0.0	94.5	94.5	0.0	94.5	94.5	0.0	0.0	0.0	0.0	0.0	0.0
30th %ile Term Code	Skip	Coord	Coord	Skip	Coord	Coord	Skip	Skip	Skip	Skip	Skip	Skip
10th %ile Green (s)	0.0	94.5	94.5	0.0	94.5	94.5	0.0	0.0	0.0	0.0	0.0	0.0
10th %ile Term Code	Skip	Coord	Coord	Skip	Coord	Coord	Skip	Skip	Skip	Skip	Skip	Skip
Queue Length 50th (ft)	0	0	0	0	0	0			0	10	3	3
Queue Length 95th (ft)	m3	47	m0	4	192	0			0	27	21	21
Internal Link Dist (ft)		883			899			453			668	668
Turn Bay Length (ft)	250		250	200		200						
Base Capacity (vph)	546	4512	1419	830	3140	1419			781	141	567	567
Starvation Cap Reductn	0	0	0	0	0	0			0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0			0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0			0	0	0	0
Reduced v/c Ratio	0.01	0.10	0.00	0.01	0.29	0.02			0.01	0.11	0.03	0.03

Intersection Summary

Area Type: Other

Cycle Length: 100

2: Shopping Center & Hammond Dr.

Actuated Cycle Length: 100

Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.29

Intersection Signal Delay: 3.7

Intersection LOS: A

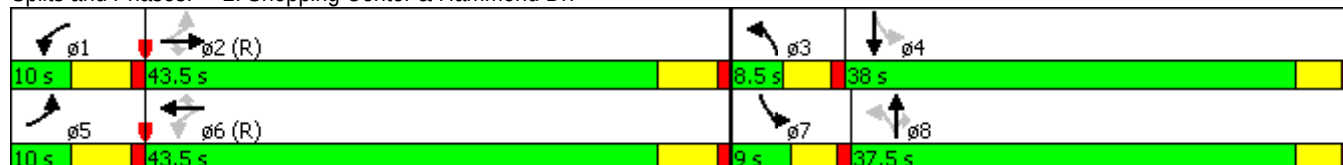
Intersection Capacity Utilization 34.9%

ICU Level of Service A

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Shopping Center & Hammond Dr.



3: Ashford-Dunwoody Rd. & Hammond Dr.

Existing 2015

AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	155	65	210	20	10	40	680	2180	320	20	1345	180
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	300		0	0		0
Storage Lanes	1		2	2		1	2		0	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.88	0.97	1.00	1.00	0.97	0.86	0.86	0.97	0.86	1.00
Frt			0.850			0.850		0.981				0.850
Flt Protected	0.950	0.980		0.950			0.950			0.950		
Satd. Flow (prot)	1681	1734	2787	3433	1863	1583	3433	6286	0	3433	6408	1583
Flt Permitted	0.950	0.980		0.950			0.950			0.950		
Satd. Flow (perm)	1681	1734	2787	3433	1863	1583	3433	6286	0	3433	6408	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			228			131		24				154
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		979			481			1611			970	
Travel Time (s)		14.8			7.3			24.4			14.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	168	71	228	22	11	43	739	2370	348	22	1462	196
Shared Lane Traffic (%)	30%											
Lane Group Flow (vph)	118	121	228	22	11	43	739	2718	0	22	1462	196
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)		24			24			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	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	20
Trailing Detector (ft)	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
Detector 1 Size(ft)	20	6	20	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	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
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
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
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	pt+ov	Split	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	4	4	4 5	8	8		5	2		1	6	
Permitted Phases						8						6
Detector Phase	4	4	4 5	8	8	8	5	2		1	6	6

3: Ashford-Dunwoody Rd. & Hammond Dr.

Existing 2015

AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
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)	45.5	45.5		48.5	48.5	48.5	9.0	31.5		9.0	34.5	34.5
Total Split (s)	45.5	45.5		48.5	48.5	48.5	19.0	47.0		9.0	37.0	37.0
Total Split (%)	30.3%	30.3%		32.3%	32.3%	32.3%	12.7%	31.3%		6.0%	24.7%	24.7%
Maximum Green (s)	40.0	40.0		43.0	43.0	43.0	14.0	41.5		4.0	31.5	31.5
Yellow Time (s)	4.5	4.5		4.5	4.5	4.5	4.0	4.5		4.0	4.5	4.5
All-Red Time (s)	1.0	1.0		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	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	5.0	5.5		5.0	5.5	5.5
Lead/Lag							Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?							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	C-Min		None	C-Min	C-Min
Walk Time (s)	7.0	7.0		7.0	7.0	7.0		7.0			7.0	7.0
Flash Dont Walk (s)	33.0	33.0		36.0	36.0	36.0		19.0			22.0	22.0
Pedestrian Calls (#/hr)	0	0		0	0	0		0			0	0
Act Effect Green (s)	16.3	16.3	73.9	6.6	6.6	6.6	57.0	105.7		6.5	50.9	50.9
Actuated g/C Ratio	0.11	0.11	0.49	0.04	0.04	0.04	0.38	0.70		0.04	0.34	0.34
v/c Ratio	0.65	0.64	0.15	0.15	0.14	0.22	0.57	0.61		0.15	0.67	0.31
Control Delay	79.7	79.0	2.2	70.8	72.1	2.6	42.0	14.3		71.0	43.8	9.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	79.7	79.0	2.2	70.8	72.1	2.6	42.0	14.3		71.0	43.8	9.5
LOS	E	E	A	E	E	A	D	B		E	D	A
Approach Delay		41.7			32.4			20.2			40.1	
Approach LOS		D			C			C			D	
90th %ile Green (s)	22.9	22.9		8.0	8.0	8.0	41.8	90.0		7.6	55.8	55.8
90th %ile Term Code	Gap	Gap		Gap	Gap	Gap	Gap	Coord		Gap	Coord	Coord
70th %ile Green (s)	19.3	19.3		7.0	7.0	7.0	44.8	95.3		6.9	57.4	57.4
70th %ile Term Code	Gap	Gap		Gap	Gap	Gap	Gap	Coord		Gap	Coord	Coord
50th %ile Green (s)	15.9	15.9		6.4	6.4	6.4	50.6	99.8		6.4	55.6	55.6
50th %ile Term Code	Gap	Gap		Gap	Gap	Gap	Gap	Coord		Gap	Coord	Coord
30th %ile Green (s)	13.4	13.4		5.9	5.9	5.9	64.8	114.2		0.0	44.4	44.4
30th %ile Term Code	Gap	Gap		Gap	Gap	Gap	Gap	Coord		Skip	Coord	Coord
10th %ile Green (s)	9.9	9.9		0.0	0.0	0.0	83.0	129.1		0.0	41.1	41.1
10th %ile Term Code	Gap	Gap		Skip	Skip	Skip	Gap	Coord		Skip	Coord	Coord
Queue Length 50th (ft)	118	122	0	10	11	0	314	423		10	338	27
Queue Length 95th (ft)	184	187	21	26	33	0	421	554		26	377	84
Internal Link Dist (ft)		899			401			1531			890	
Turn Bay Length (ft)							300					
Base Capacity (vph)	448	462	1725	984	534	547	1304	4435		147	2172	638
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.26	0.26	0.13	0.02	0.02	0.08	0.57	0.61		0.15	0.67	0.31

Intersection Summary

Area Type: Other

Cycle Length: 150

3: Ashford-Dunwoody Rd. & Hammond Dr.

Actuated Cycle Length: 150

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green, Master Intersection

Natural Cycle: 150

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.67

Intersection Signal Delay: 28.0

Intersection LOS: C

Intersection Capacity Utilization 66.3%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 3: Ashford-Dunwoody Rd. & Hammond Dr.

 ø1	 ø2 (R)	 ø4	 ø8
9 s	47 s	45.5 s	48.5 s
 ø5	 ø6 (R)		
19 s	37 s		

4: Perimeter Center Pkwy & Goldkist Dr.



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	5	75	210	5	30	385
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	200	
Storage Lanes	1	1		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Frt		0.850	0.997			
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1583	3529	0	1770	3539
Flt Permitted	0.950				0.607	
Satd. Flow (perm)	1770	1583	3529	0	1131	3539
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		82	4			
Link Speed (mph)	45		45			45
Link Distance (ft)	661		742			670
Travel Time (s)	10.0		11.2			10.2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	5	82	228	5	33	418
Shared Lane Traffic (%)						
Lane Group Flow (vph)	5	82	233	0	33	418
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
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)	15	9		9	15	
Number of Detectors	1	1	2		1	2
Detector Template	Left	Right	Thru		Left	Thru
Leading Detector (ft)	20	20	100		20	100
Trailing Detector (ft)	0	0	0		0	0
Detector 1 Position(ft)	0	0	0		0	0
Detector 1 Size(ft)	20	20	6		20	6
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
Turn Type	Prot	Prot	NA		Perm	NA
Protected Phases	8	8	2			6
Permitted Phases					6	
Detector Phase	8	8	2		6	6

4: Perimeter Center Pkwy & Goldkist Dr.



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0		4.0	4.0
Minimum Split (s)	27.5	27.5	24.5		20.0	20.0
Total Split (s)	31.0	31.0	29.0		29.0	29.0
Total Split (%)	51.7%	51.7%	48.3%		48.3%	48.3%
Maximum Green (s)	26.5	26.5	23.5		23.5	23.5
Yellow Time (s)	3.5	3.5	4.5		4.5	4.5
All-Red Time (s)	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)	4.5	4.5	5.5		5.5	5.5
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Recall Mode	None	None	Min		Min	Min
Walk Time (s)	7.0	7.0	7.0			
Flash Dont Walk (s)	16.0	16.0	12.0			
Pedestrian Calls (#/hr)	0	0	0			
Act Effect Green (s)	6.2	6.2	22.9		22.9	22.9
Actuated g/C Ratio	0.19	0.19	0.72		0.72	0.72
v/c Ratio	0.01	0.22	0.09		0.04	0.16
Control Delay	10.8	5.2	3.7		4.5	3.8
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	10.8	5.2	3.7		4.5	3.8
LOS	B	A	A		A	A
Approach Delay	5.5		3.7			3.9
Approach LOS	A		A			A
90th %ile Green (s)	7.4	7.4	14.3		14.3	14.3
90th %ile Term Code	Gap	Gap	Dwell		Dwell	Dwell
70th %ile Green (s)	6.3	6.3	19.4		19.4	19.4
70th %ile Term Code	Gap	Gap	Dwell		Dwell	Dwell
50th %ile Green (s)	5.6	5.6	22.9		22.9	22.9
50th %ile Term Code	Gap	Gap	Dwell		Dwell	Dwell
30th %ile Green (s)	0.0	0.0	21.4		21.4	21.4
30th %ile Term Code	Skip	Skip	Dwell		Dwell	Dwell
10th %ile Green (s)	0.0	0.0	21.0		21.0	21.0
10th %ile Term Code	Skip	Skip	Dwell		Dwell	Dwell
Queue Length 50th (ft)	1	0	8		2	16
Queue Length 95th (ft)	5	16	20		10	34
Internal Link Dist (ft)	581		662			590
Turn Bay Length (ft)					200	
Base Capacity (vph)	1505	1358	2662		852	2668
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.00	0.06	0.09		0.04	0.16
Intersection Summary						
Area Type:	Other					
Cycle Length: 60						

4: Perimeter Center Pkwy & Goldkist Dr.

Actuated Cycle Length: 31.9

Natural Cycle: 55

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.22

Intersection Signal Delay: 4.0

Intersection LOS: A

Intersection Capacity Utilization 25.5%

ICU Level of Service A

Analysis Period (min) 15

90th %ile Actuated Cycle: 31.7

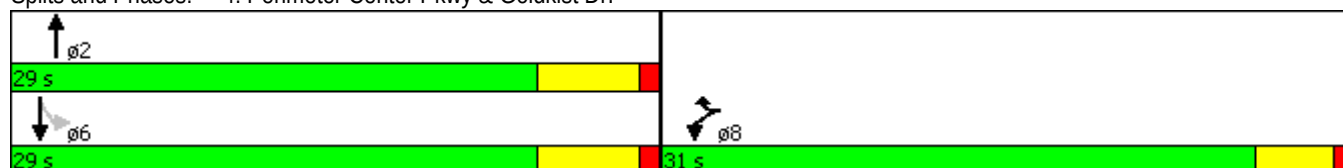
70th %ile Actuated Cycle: 35.7

50th %ile Actuated Cycle: 38.5

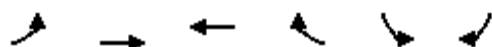
30th %ile Actuated Cycle: 26.9

10th %ile Actuated Cycle: 26.5

Splits and Phases: 4: Perimeter Center Pkwy & Goldkist Dr.



5: Lake Hearn Dr. & Perimeter Center Pkwy



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖↗	↖↗	↖↗	↖↗	↖↗	↖
Volume (vph)	55	210	290	120	235	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.97	0.95	0.95	0.88	0.97	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	3433	3539	3539	2787	3433	1583
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	3433	3539	3539	2787	3433	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				130		87
Link Speed (mph)		45	45		45	
Link Distance (ft)		806	1749		1830	
Travel Time (s)		12.2	26.5		27.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	60	228	315	130	255	87
Shared Lane Traffic (%)						
Lane Group Flow (vph)	60	228	315	130	255	87
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		24	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	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	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	5	2	6		4	
Permitted Phases				6		4
Detector Phase	5	2	6	6	4	4
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	8.0	20.0	27.0	27.0	37.0	37.0

5: Lake Hearn Dr. & Perimeter Center Pkwy



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Total Split (s)	8.0	38.0	30.0	30.0	37.0	37.0
Total Split (%)	10.7%	50.7%	40.0%	40.0%	49.3%	49.3%
Maximum Green (s)	4.0	34.0	26.0	26.0	33.0	33.0
Yellow Time (s)	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
Lost Time Adjust (s)	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
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	Min	Min	Min	None	None
Walk Time (s)			7.0	7.0	7.0	7.0
Flash Dont Walk (s)			16.0	16.0	26.0	26.0
Pedestrian Calls (#/hr)			0	0	0	0
Act Effect Green (s)	4.2	13.7	11.0	11.0	8.1	8.1
Actuated g/C Ratio	0.14	0.46	0.37	0.37	0.27	0.27
v/c Ratio	0.13	0.14	0.24	0.12	0.28	0.18
Control Delay	13.5	5.0	8.7	3.0	9.9	4.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	13.5	5.0	8.7	3.0	9.9	4.4
LOS	B	A	A	A	A	A
Approach Delay		6.8	7.0		8.5	
Approach LOS		A	A		A	
90th %ile Green (s)	4.0	19.0	11.0	11.0	9.8	9.8
90th %ile Term Code	Max	Hold	Gap	Gap	Gap	Gap
70th %ile Green (s)	4.0	16.9	8.9	8.9	8.5	8.5
70th %ile Term Code	Max	Hold	Gap	Gap	Gap	Gap
50th %ile Green (s)	0.0	8.1	8.1	8.1	7.8	7.8
50th %ile Term Code	Skip	Hold	Gap	Gap	Gap	Gap
30th %ile Green (s)	0.0	7.8	7.8	7.8	6.7	6.7
30th %ile Term Code	Skip	Dwell	Dwell	Dwell	Gap	Gap
10th %ile Green (s)	0.0	19.2	19.2	19.2	6.5	6.5
10th %ile Term Code	Skip	Dwell	Dwell	Dwell	Gap	Gap
Queue Length 50th (ft)	3	8	12	0	9	0
Queue Length 95th (ft)	16	20	45	11	39	20
Internal Link Dist (ft)		726	1669		1750	
Turn Bay Length (ft)						
Base Capacity (vph)	475	3485	3012	2392	3339	1542
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.13	0.07	0.10	0.05	0.08	0.06

Intersection Summary

Area Type: Other

Cycle Length: 75

Actuated Cycle Length: 30.1

Natural Cycle: 75

Control Type: Semi Act-Uncoord

5: Lake Hearn Dr. & Perimeter Center Pkwy

Maximum v/c Ratio: 0.28

Intersection Signal Delay: 7.5

Intersection LOS: A

Intersection Capacity Utilization 28.1%

ICU Level of Service A

Analysis Period (min) 15

90th %ile Actuated Cycle: 36.8

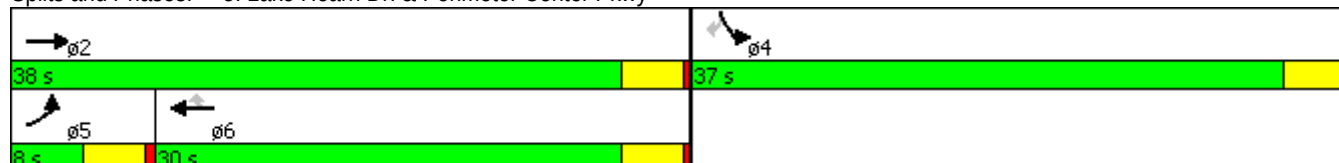
70th %ile Actuated Cycle: 33.4

50th %ile Actuated Cycle: 23.9

30th %ile Actuated Cycle: 22.5

10th %ile Actuated Cycle: 33.7

Splits and Phases: 5: Lake Hearn Dr. & Perimeter Center Pkwy



1: Perimeter Center Pkwy & Hammond Dr.

Existing 2015

PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	225	575	90	70	400	240	275	260	85	230	315	285
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	260		0	250		500	160		0	250		300
Storage Lanes	2		0	1		1	1		0	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.95	0.95	1.00	0.95	1.00	1.00	0.95	0.95	0.97	0.95	1.00
Frt		0.980				0.850		0.963				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	3468	0	1770	3539	1583	1770	3408	0	3433	3539	1583
Flt Permitted	0.950			0.329			0.298			0.950		
Satd. Flow (perm)	3433	3468	0	613	3539	1583	555	3408	0	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		18				261		47				294
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		2029			963			670			786	
Travel Time (s)		30.7			14.6			10.2			11.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	245	625	98	76	435	261	299	283	92	250	342	310
Shared Lane Traffic (%)												
Lane Group Flow (vph)	245	723	0	76	435	261	299	375	0	250	342	310
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)		24			24			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	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	Prot	NA		pm+pt	NA	Perm	pm+pt	NA		Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases				6		6	8					4
Detector Phase	5	2		1	6	6	3	8		7	4	4

1: Perimeter Center Pkwy & Hammond Dr.

Existing 2015

PM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
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)	9.5	31.5		9.5	31.5	31.5	8.5	37.5		8.5	30.5	30.5
Total Split (s)	15.3	35.6		11.9	32.2	32.2	20.0	37.5		15.0	32.5	32.5
Total Split (%)	15.3%	35.6%		11.9%	32.2%	32.2%	20.0%	37.5%		15.0%	32.5%	32.5%
Maximum Green (s)	9.8	30.1		6.4	26.7	26.7	15.5	33.0		10.5	28.0	28.0
Yellow Time (s)	4.5	4.5		4.5	4.5	4.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		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	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	4.5	4.5		4.5	4.5	4.5
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	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	C-Min		None	C-Min	C-Min	None	None		None	None	None
Walk Time (s)		7.0			7.0	7.0		7.0			7.0	7.0
Flash Dont Walk (s)		19.0			19.0	19.0		26.0			19.0	19.0
Pedestrian Calls (#/hr)		0			0	0		0			0	0
Act Effect Green (s)	12.5	42.1		42.8	35.1	35.1	36.7	20.9		11.5	16.0	16.0
Actuated g/C Ratio	0.12	0.42		0.43	0.35	0.35	0.37	0.21		0.12	0.16	0.16
v/c Ratio	0.57	0.49		0.22	0.35	0.36	0.74	0.50		0.63	0.60	0.62
Control Delay	46.3	24.2		11.1	17.2	2.0	35.6	32.1		50.0	43.1	11.1
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	46.3	24.2		11.1	17.2	2.0	35.6	32.1		50.0	43.1	11.1
LOS	D	C		B	B	A	D	C		D	D	B
Approach Delay		29.8			11.5			33.6			34.0	
Approach LOS		C			B			C			C	
90th %ile Green (s)	15.7	33.0		10.0	27.3	27.3	15.5	26.5		10.5	21.5	21.5
90th %ile Term Code	Gap	Coord		Gap	Coord	Coord	Max	Hold		Max	Gap	Gap
70th %ile Green (s)	13.9	33.8		8.7	28.6	28.6	19.1	23.4		14.1	18.4	18.4
70th %ile Term Code	Gap	Coord		Gap	Coord	Coord	Max	Hold		Max	Gap	Gap
50th %ile Green (s)	12.6	38.3		7.6	33.3	33.3	18.2	21.5		12.6	15.9	15.9
50th %ile Term Code	Gap	Coord		Gap	Coord	Coord	Gap	Hold		Gap	Gap	Gap
30th %ile Green (s)	11.2	43.8		6.7	39.3	39.3	16.2	18.3		11.2	13.3	13.3
30th %ile Term Code	Gap	Coord		Gap	Coord	Coord	Gap	Hold		Gap	Gap	Gap
10th %ile Green (s)	9.2	61.6		0.0	46.9	46.9	12.9	14.7		9.2	11.0	11.0
10th %ile Term Code	Gap	Coord		Skip	Coord	Coord	Gap	Hold		Gap	Gap	Gap
Queue Length 50th (ft)	76	181		15	48	0	138	96		78	107	9
Queue Length 95th (ft)	112	261		29	64	8	#206	133		#123	144	82
Internal Link Dist (ft)		1949			883			590			706	
Turn Bay Length (ft)	260			250		500	160			250		300
Base Capacity (vph)	433	1470		354	1241	724	410	1156		404	990	654
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.57	0.49		0.21	0.35	0.36	0.73	0.32		0.62	0.35	0.47

Intersection Summary

Area Type: Other

Cycle Length: 100

1: Perimeter Center Pkwy & Hammond Dr.

Actuated Cycle Length: 100

Offset: 91 (91%), Referenced to phase 2:EBT and 6:WBTL, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.74

Intersection Signal Delay: 27.5

Intersection LOS: C

Intersection Capacity Utilization 63.3%

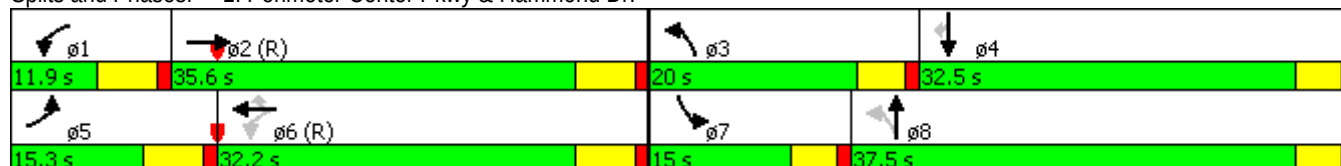
ICU Level of Service B

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 1: Perimeter Center Pkwy & Hammond Dr.



2: Shopping Center & Hammond Dr.

Existing 2015

PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			 						 	
Volume (vph)	45	800	45	40	615	55	40	20	60	110	20	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		250	200		200	100		0	0		0
Storage Lanes	1		1	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850		0.890	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5085	1583	1770	3539	1583	1770	1863	1583	1770	1658	0
Flt Permitted	0.354			0.301			0.704			0.442		
Satd. Flow (perm)	659	5085	1583	561	3539	1583	1311	1863	1583	823	1658	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			125			125			136		60	
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		963			979			533			748	
Travel Time (s)		14.6			14.8			8.1			11.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	49	870	49	43	668	60	43	22	65	120	22	60
Shared Lane Traffic (%)												
Lane Group Flow (vph)	49	870	49	43	668	60	43	22	65	120	82	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	1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	
Trailing Detector (ft)	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	
Detector 1 Size(ft)	20	6	20	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	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	
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	
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	
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	Perm	pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6		6	8		8	4		
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	

2: Shopping Center & Hammond Dr.

Existing 2015

PM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
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)	9.5	24.5	24.5	9.5	22.0	22.0	8.5	37.5	37.5	8.5	33.5	33.5
Total Split (s)	12.0	38.9	38.9	12.0	38.9	38.9	9.0	38.0	38.0	11.1	40.1	40.1
Total Split (%)	12.0%	38.9%	38.9%	12.0%	38.9%	38.9%	9.0%	38.0%	38.0%	11.1%	40.1%	40.1%
Maximum Green (s)	6.5	33.4	33.4	6.5	33.4	33.4	4.5	33.5	33.5	6.6	35.6	35.6
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	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	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	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	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	3.0	3.0
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0
Flash Dont Walk (s)		12.0	12.0		9.0	9.0		26.0	26.0		22.0	22.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effect Green (s)	66.1	61.9	61.9	64.8	59.5	59.5	13.0	6.8	6.8	20.6	13.0	13.0
Actuated g/C Ratio	0.66	0.62	0.62	0.65	0.60	0.60	0.13	0.07	0.07	0.21	0.13	0.13
v/c Ratio	0.10	0.28	0.05	0.10	0.32	0.06	0.21	0.18	0.28	0.43	0.31	0.31
Control Delay	7.0	10.2	1.1	7.2	12.7	0.1	31.8	46.6	3.0	36.5	18.8	18.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	7.0	10.2	1.1	7.2	12.7	0.1	31.8	46.6	3.0	36.5	18.8	18.8
LOS	A	B	A	A	B	A	C	D	A	D	B	B
Approach Delay		9.6			11.4			19.9			29.3	29.3
Approach LOS		A			B			B			C	C
90th %ile Green (s)	7.8	48.7	48.7	7.6	48.5	48.5	9.4	8.5	8.5	15.2	14.3	14.3
90th %ile Term Code	Gap	Coord	Coord	Gap	Coord	Coord	Gap	Gap	Gap	Gap	Hold	Hold
70th %ile Green (s)	6.9	52.8	52.8	6.8	52.7	52.7	8.2	7.4	7.4	13.0	12.2	12.2
70th %ile Term Code	Gap	Coord	Coord	Gap	Coord	Coord	Gap	Gap	Gap	Gap	Hold	Hold
50th %ile Green (s)	6.4	55.7	55.7	6.3	55.6	55.6	7.3	6.6	6.6	11.4	10.7	10.7
50th %ile Term Code	Gap	Coord	Coord	Gap	Coord	Coord	Gap	Gap	Gap	Gap	Hold	Hold
30th %ile Green (s)	5.9	69.5	69.5	0.0	58.1	58.1	0.0	5.8	5.8	10.2	20.5	20.5
30th %ile Term Code	Gap	Coord	Coord	Skip	Coord	Coord	Skip	Gap	Gap	Gap	Hold	Hold
10th %ile Green (s)	0.0	82.6	82.6	0.0	82.6	82.6	0.0	0.0	0.0	7.4	7.4	7.4
10th %ile Term Code	Skip	Coord	Coord	Skip	Coord	Coord	Skip	Skip	Skip	Gap	Hold	Hold
Queue Length 50th (ft)	11	87	0	8	115	0	22	14	0	64	13	13
Queue Length 95th (ft)	m23	109	m4	23	181	0	47	37	0	106	55	55
Internal Link Dist (ft)		883			899			453			668	668
Turn Bay Length (ft)	250		250	200		200	100					
Base Capacity (vph)	511	3145	1027	446	2105	992	204	624	620	278	628	628
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.10	0.28	0.05	0.10	0.32	0.06	0.21	0.04	0.10	0.43	0.13	0.13

Intersection Summary

Area Type: Other

Cycle Length: 100

2: Shopping Center & Hammond Dr.

Actuated Cycle Length: 100

Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.43

Intersection Signal Delay: 12.8

Intersection LOS: B

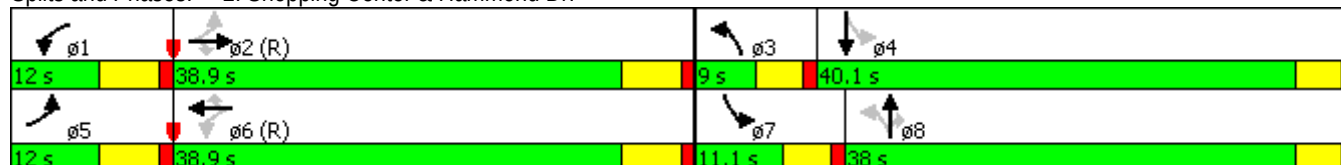
Intersection Capacity Utilization 46.0%

ICU Level of Service A

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Shopping Center & Hammond Dr.



3: Ashford-Dunwoody Rd. & Hammond Dr.

Existing 2015

PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	200	20	750	325	60	30	545	1735	50	10	1790	105
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	300		0	0		0
Storage Lanes	1		2	2		1	2		0	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.88	0.97	1.00	1.00	0.97	0.86	0.86	0.97	0.86	1.00
Frt			0.850			0.850		0.996				0.850
Flt Protected	0.950	0.961		0.950			0.950			0.950		
Satd. Flow (prot)	1681	1701	2787	3433	1863	1583	3433	6382	0	3433	6408	1583
Flt Permitted	0.950	0.961		0.950			0.950			0.950		
Satd. Flow (perm)	1681	1701	2787	3433	1863	1583	3433	6382	0	3433	6408	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			213			131		4				131
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		979			481			1611			970	
Travel Time (s)		14.8			7.3			24.4			14.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	217	22	815	353	65	33	592	1886	54	11	1946	114
Shared Lane Traffic (%)	45%											
Lane Group Flow (vph)	119	120	815	353	65	33	592	1940	0	11	1946	114
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)		24			24			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	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	20
Trailing Detector (ft)	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
Detector 1 Size(ft)	20	6	20	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	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
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
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
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	pt+ov	Split	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	4	4	4 5	8	8		5	2		1	6	
Permitted Phases						8						6
Detector Phase	4	4	4 5	8	8	8	5	2		1	6	6

3: Ashford-Dunwoody Rd. & Hammond Dr.

Existing 2015

PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
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)	45.5	45.5		48.5	48.5	48.5	9.0	31.5		9.0	34.5	34.5
Total Split (s)	45.5	45.5		48.5	48.5	48.5	16.0	47.0		9.0	40.0	40.0
Total Split (%)	30.3%	30.3%		32.3%	32.3%	32.3%	10.7%	31.3%		6.0%	26.7%	26.7%
Maximum Green (s)	40.0	40.0		43.0	43.0	43.0	11.0	41.5		4.0	34.5	34.5
Yellow Time (s)	4.5	4.5		4.5	4.5	4.5	4.0	4.5		4.0	4.5	4.5
All-Red Time (s)	1.0	1.0		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	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	5.0	5.5		5.0	5.5	5.5
Lead/Lag							Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?							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	C-Min		None	C-Min	C-Min
Walk Time (s)	7.0	7.0		7.0	7.0	7.0		7.0			7.0	7.0
Flash Dont Walk (s)	33.0	33.0		36.0	36.0	36.0		19.0			22.0	22.0
Pedestrian Calls (#/hr)	0	0		0	0	0		0			0	0
Act Effect Green (s)	23.0	23.0	71.1	21.0	21.0	21.0	48.6	84.9		6.0	35.9	35.9
Actuated g/C Ratio	0.15	0.15	0.47	0.14	0.14	0.14	0.32	0.57		0.04	0.24	0.24
v/c Ratio	0.46	0.46	0.57	0.73	0.25	0.10	0.53	0.54		0.08	1.27	0.24
Control Delay	62.6	62.5	12.5	70.9	58.5	0.6	45.5	23.2		70.3	171.9	6.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	62.6	62.5	12.5	70.9	58.5	0.6	45.5	23.2		70.3	171.9	6.0
LOS	E	E	B	E	E	A	D	C		E	F	A
Approach Delay		23.8			63.9			28.4			162.2	
Approach LOS		C			E			C			F	
90th %ile Green (s)	31.3	31.3		26.9	26.9	26.9	35.8	63.5		6.8	34.5	34.5
90th %ile Term Code	Gap	Gap		Gap	Gap	Gap	Max	Coord		Gap	Coord	Coord
70th %ile Green (s)	25.6	25.6		23.0	23.0	23.0	42.9	73.6		6.3	37.0	37.0
70th %ile Term Code	Gap	Gap		Gap	Gap	Gap	Gap	Coord		Gap	Coord	Coord
50th %ile Green (s)	22.3	22.3		20.9	20.9	20.9	46.3	90.3		0.0	39.0	39.0
50th %ile Term Code	Gap	Gap		Gap	Gap	Gap	Gap	Coord		Skip	Coord	Coord
30th %ile Green (s)	20.2	20.2		18.7	18.7	18.7	55.1	94.6		0.0	34.5	34.5
30th %ile Term Code	Gap	Gap		Gap	Gap	Gap	Max	Coord		Skip	Coord	Coord
10th %ile Green (s)	15.4	15.4		15.7	15.7	15.7	62.9	102.4		0.0	34.5	34.5
10th %ile Term Code	Gap	Gap		Gap	Gap	Gap	Max	Coord		Skip	Coord	Coord
Queue Length 50th (ft)	113	114	140	173	58	0	250	301		5	~656	0
Queue Length 95th (ft)	172	172	164	219	102	0	346	495		17	#787	38
Internal Link Dist (ft)		899			401			1531			890	
Turn Bay Length (ft)							300					
Base Capacity (vph)	448	453	1724	984	534	547	1112	3613		137	1533	478
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.27	0.26	0.47	0.36	0.12	0.06	0.53	0.54		0.08	1.27	0.24
Intersection Summary												
Area Type:	Other											
Cycle Length: 150												

3: Ashford-Dunwoody Rd. & Hammond Dr.

Actuated Cycle Length: 150

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green, Master Intersection

Natural Cycle: 150

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.27

Intersection Signal Delay: 75.6

Intersection LOS: E

Intersection Capacity Utilization 75.2%

ICU Level of Service D

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 3: Ashford-Dunwoody Rd. & Hammond Dr.

 ø1	 ø2 (R)	 ø4	 ø8
9 s	47 s	45.5 s	48.5 s
 ø5	 ø6 (R)		
16 s	40 s		

4: Perimeter Center Pkwy & Goldkist Dr.



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	5	25	595	0	45	430
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	200	
Storage Lanes	1	1		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Frt		0.850				
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1583	3539	0	1770	3539
Flt Permitted	0.950				0.406	
Satd. Flow (perm)	1770	1583	3539	0	756	3539
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		27				
Link Speed (mph)	45		45			45
Link Distance (ft)	661		742			670
Travel Time (s)	10.0		11.2			10.2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	5	27	647	0	49	467
Shared Lane Traffic (%)						
Lane Group Flow (vph)	5	27	647	0	49	467
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
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)	15	9		9	15	
Number of Detectors	1	1	2		1	2
Detector Template	Left	Right	Thru		Left	Thru
Leading Detector (ft)	20	20	100		20	100
Trailing Detector (ft)	0	0	0		0	0
Detector 1 Position(ft)	0	0	0		0	0
Detector 1 Size(ft)	20	20	6		20	6
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
Turn Type	Prot	Prot	NA		Perm	NA
Protected Phases	8	8	2			6
Permitted Phases					6	
Detector Phase	8	8	2		6	6

4: Perimeter Center Pkwy & Goldkist Dr.



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0		4.0	4.0
Minimum Split (s)	27.0	27.0	23.0		20.0	20.0
Total Split (s)	27.0	27.0	23.0		23.0	23.0
Total Split (%)	54.0%	54.0%	46.0%		46.0%	46.0%
Maximum Green (s)	23.0	23.0	19.0		19.0	19.0
Yellow Time (s)	3.5	3.5	3.5		3.5	3.5
All-Red Time (s)	0.5	0.5	0.5		0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0		4.0	4.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Recall Mode	None	None	Min		Min	Min
Walk Time (s)	7.0	7.0	7.0			
Flash Dont Walk (s)	16.0	16.0	12.0			
Pedestrian Calls (#/hr)	0	0	0			
Act Effect Green (s)	6.0	6.0	27.9		27.9	27.9
Actuated g/C Ratio	0.20	0.20	0.93		0.93	0.93
v/c Ratio	0.01	0.08	0.20		0.07	0.14
Control Delay	12.8	7.5	1.2		1.7	1.1
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	12.8	7.5	1.2		1.7	1.1
LOS	B	A	A		A	A
Approach Delay	8.3		1.2			1.2
Approach LOS	A		A			A
90th %ile Green (s)	7.1	7.1	28.1		28.1	28.1
90th %ile Term Code	Gap	Gap	Dwell		Dwell	Dwell
70th %ile Green (s)	0.0	0.0	24.5		24.5	24.5
70th %ile Term Code	Skip	Skip	Dwell		Dwell	Dwell
50th %ile Green (s)	0.0	0.0	23.1		23.1	23.1
50th %ile Term Code	Skip	Skip	Dwell		Dwell	Dwell
30th %ile Green (s)	0.0	0.0	21.8		21.8	21.8
30th %ile Term Code	Skip	Skip	Dwell		Dwell	Dwell
10th %ile Green (s)	0.0	0.0	21.3		21.3	21.3
10th %ile Term Code	Skip	Skip	Dwell		Dwell	Dwell
Queue Length 50th (ft)	1	0	0		0	0
Queue Length 95th (ft)	7	15	41		11	30
Internal Link Dist (ft)	581		662			590
Turn Bay Length (ft)					200	
Base Capacity (vph)	1412	1268	3291		703	3291
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.00	0.02	0.20		0.07	0.14
Intersection Summary						
Area Type:	Other					
Cycle Length: 50						

4: Perimeter Center Pkwy & Goldkist Dr.

Actuated Cycle Length: 30

Natural Cycle: 50

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.20

Intersection Signal Delay: 1.4

Intersection LOS: A

Intersection Capacity Utilization 33.1%

ICU Level of Service A

Analysis Period (min) 15

90th %ile Actuated Cycle: 43.2

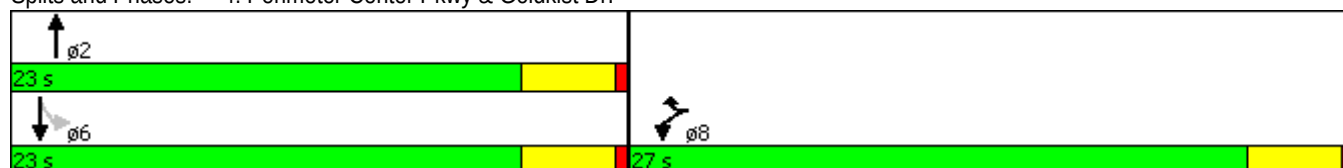
70th %ile Actuated Cycle: 28.5

50th %ile Actuated Cycle: 27.1

30th %ile Actuated Cycle: 25.8

10th %ile Actuated Cycle: 25.3

Splits and Phases: 4: Perimeter Center Pkwy & Goldkist Dr.



5: Lake Hearn Dr. & Perimeter Center Pkwy

Existing 2015
PM Peak Hour

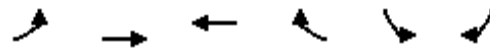


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↔↔	↑↑	↑↑	↔↔	↔↔	↔
Volume (vph)	210	410	475	265	510	220
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.97	0.95	0.95	0.88	0.97	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	3433	3539	3539	2787	3433	1583
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	3433	3539	3539	2787	3433	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				288		239
Link Speed (mph)		45	45		45	
Link Distance (ft)		806	1749		1830	
Travel Time (s)		12.2	26.5		27.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	228	446	516	288	554	239
Shared Lane Traffic (%)						
Lane Group Flow (vph)	228	446	516	288	554	239
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		24	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	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	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	5	2	6		4	
Permitted Phases				6		4
Detector Phase	5	2	6	6	4	4
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	8.0	20.0	27.0	27.0	37.0	37.0

5: Lake Hearn Dr. & Perimeter Center Pkwy

Existing 2015

PM Peak Hour



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Total Split (s)	11.0	38.0	27.0	27.0	37.0	37.0
Total Split (%)	14.7%	50.7%	36.0%	36.0%	49.3%	49.3%
Maximum Green (s)	7.0	34.0	23.0	23.0	33.0	33.0
Yellow Time (s)	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
Lost Time Adjust (s)	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
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	Min	Min	Min	None	None
Walk Time (s)			7.0	7.0	7.0	7.0
Flash Dont Walk (s)			16.0	16.0	26.0	26.0
Pedestrian Calls (#/hr)			0	0	0	0
Act Effect Green (s)	7.1	24.9	13.7	13.7	13.8	13.8
Actuated g/C Ratio	0.15	0.53	0.29	0.29	0.29	0.29
v/c Ratio	0.44	0.24	0.50	0.28	0.55	0.38
Control Delay	23.5	6.7	15.9	3.0	16.6	4.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	23.5	6.7	15.9	3.0	16.6	4.4
LOS	C	A	B	A	B	A
Approach Delay		12.4	11.3		12.9	
Approach LOS		B	B		B	
90th %ile Green (s)	7.0	31.1	20.1	20.1	20.2	20.2
90th %ile Term Code	Max	Hold	Gap	Gap	Gap	Gap
70th %ile Green (s)	7.0	27.2	16.2	16.2	15.9	15.9
70th %ile Term Code	Max	Hold	Gap	Gap	Gap	Gap
50th %ile Green (s)	7.0	24.7	13.7	13.7	13.8	13.8
50th %ile Term Code	Max	Hold	Gap	Gap	Gap	Gap
30th %ile Green (s)	7.0	22.2	11.2	11.2	11.1	11.1
30th %ile Term Code	Max	Hold	Gap	Gap	Gap	Gap
10th %ile Green (s)	6.7	19.3	8.6	8.6	9.1	9.1
10th %ile Term Code	Gap	Hold	Gap	Gap	Gap	Gap
Queue Length 50th (ft)	29	29	58	0	63	0
Queue Length 95th (ft)	71	64	111	23	118	39
Internal Link Dist (ft)		726	1669		1750	
Turn Bay Length (ft)						
Base Capacity (vph)	526	2638	1784	1548	2484	1211
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.43	0.17	0.29	0.19	0.22	0.20

Intersection Summary

Area Type: Other

Cycle Length: 75

Actuated Cycle Length: 46.9

Natural Cycle: 75

Control Type: Semi Act-Uncoord

5: Lake Hearn Dr. & Perimeter Center Pkwy

Maximum v/c Ratio: 0.55

Intersection Signal Delay: 12.2

Intersection LOS: B

Intersection Capacity Utilization 43.7%

ICU Level of Service A

Analysis Period (min) 15

90th %ile Actuated Cycle: 59.3

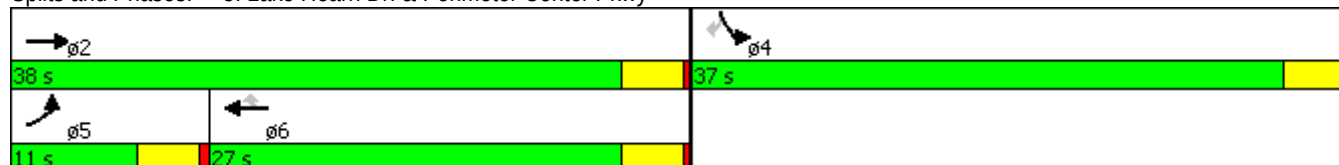
70th %ile Actuated Cycle: 51.1

50th %ile Actuated Cycle: 46.5

30th %ile Actuated Cycle: 41.3

10th %ile Actuated Cycle: 36.4

Splits and Phases: 5: Lake Hearn Dr. & Perimeter Center Pkwy



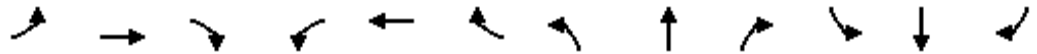
Traffic Analysis Results

SYNCHRO Analysis – 2026 No-Build

1: Perimeter Center Pkwy & Hammond Dr.

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	240	950	310	450	660	370	200	305	90	370	475	230
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	260		0	250		500	80		0	250		300
Storage Lanes	2		0	1		1	1		0	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.95	0.95	1.00	0.95	1.00	1.00	0.95	0.95	0.97	0.95	1.00
Frt		0.963				0.850		0.966				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	3408	0	1770	3539	1583	1770	3419	0	3433	3539	1583
Flt Permitted	0.950			0.068			0.160			0.950		
Satd. Flow (perm)	3433	3408	0	127	3539	1583	298	3419	0	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		33				118		24				124
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		2029			963			330			786	
Travel Time (s)		30.7			14.6			5.0			11.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	261	1033	337	489	717	402	217	332	98	402	516	250
Shared Lane Traffic (%)												
Lane Group Flow (vph)	261	1370	0	489	717	402	217	430	0	402	516	250
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)		24			24			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	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	Prot	NA		pm+pt	NA	pm+ov	pm+pt	NA		Prot	NA	pm+ov
Protected Phases	5	2		1	6	7	3	8		7	4	5
Permitted Phases				6		6	8					4
Detector Phase	5	2		1	6	7	3	8		7	4	5

1: Perimeter Center Pkwy & Hammond Dr.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
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)	9.5	31.5		9.5	31.5	8.5	8.5	37.5		8.5	30.5	9.5
Total Split (s)	23.6	58.5		35.0	69.9	19.0	19.9	37.5		19.0	36.6	23.6
Total Split (%)	15.7%	39.0%		23.3%	46.6%	12.7%	13.3%	25.0%		12.7%	24.4%	15.7%
Maximum Green (s)	18.1	53.0		29.5	64.4	14.5	15.4	33.0		14.5	32.1	18.1
Yellow Time (s)	4.5	4.5		4.5	4.5	3.5	3.5	3.5		3.5	3.5	4.5
All-Red Time (s)	1.0	1.0		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	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5		5.5	5.5	4.5	4.5	4.5		4.5	4.5	5.5
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lead	Lag		Lead	Lag	Lead
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-Min		None	C-Min	None	None	None		None	None	None
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		19.0			19.0			26.0			19.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effect Green (s)	16.0	53.0		93.2	71.7	91.7	43.1	27.8		14.5	27.0	47.6
Actuated g/C Ratio	0.11	0.35		0.62	0.48	0.61	0.29	0.19		0.10	0.18	0.32
v/c Ratio	0.71	1.12		1.07	0.42	0.40	0.92	0.66		1.21	0.81	0.43
Control Delay	75.7	107.9		114.2	11.3	3.2	78.6	49.0		175.4	69.4	20.9
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	75.7	107.9		114.2	11.3	3.2	78.6	49.0		175.4	69.4	20.9
LOS	E	F		F	B	A	E	D		F	E	C
Approach Delay		102.8			40.5			58.9			95.5	
Approach LOS		F			D			E			F	
90th %ile Green (s)	18.1	53.0		29.5	64.4	14.5	15.4	33.0		14.5	32.1	18.1
90th %ile Term Code	Max	Coord		Max	Coord	Max	Max	Hold		Max	Max	Max
70th %ile Green (s)	18.4	53.0		31.4	66.0	14.5	15.4	31.1		14.5	30.2	18.4
70th %ile Term Code	Gap	Coord		Max	Coord	Max	Max	Hold		Max	Gap	Gap
50th %ile Green (s)	16.6	53.0		34.6	71.0	14.5	15.4	27.9		14.5	27.0	16.6
50th %ile Term Code	Gap	Coord		Max	Coord	Max	Max	Hold		Max	Gap	Gap
30th %ile Green (s)	14.8	53.0		36.9	75.1	14.5	15.4	25.6		14.5	24.7	14.8
30th %ile Term Code	Gap	Coord		Max	Coord	Max	Max	Hold		Max	Gap	Gap
10th %ile Green (s)	12.3	53.0		41.1	81.8	14.5	14.8	21.4		14.5	21.1	12.3
10th %ile Term Code	Gap	Coord		Max	Coord	Max	Gap	Hold		Max	Gap	Gap
Queue Length 50th (ft)	128	~798		~464	81	18	158	202		~246	258	94
Queue Length 95th (ft)	176	#940		#782	133	23	#273	215		#357	312	163
Internal Link Dist (ft)		1949			883			250			706	
Turn Bay Length (ft)	260			250		500	80			250		300
Base Capacity (vph)	415	1225		458	1690	1013	237	770		331	757	607
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.63	1.12		1.07	0.42	0.40	0.92	0.56		1.21	0.68	0.41

Intersection Summary

Area Type: Other

Cycle Length: 150

1: Perimeter Center Pkwy & Hammond Dr.

Actuated Cycle Length: 150

Offset: 133 (89%), Referenced to phase 2:EBT and 6:WBTL, Start of Green

Natural Cycle: 150

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.21

Intersection Signal Delay: 75.7

Intersection LOS: E

Intersection Capacity Utilization 102.0%

ICU Level of Service G

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

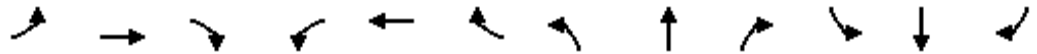
Splits and Phases: 1: Perimeter Center Pkwy & Hammond Dr.

 ø1 35 s		 ø2 (R) 58.5 s		 ø3 19.9 s		 ø4 36.6 s	
 ø5 23.6 s		 ø6 (R) 69.9 s		 ø7 19 s		 ø8 37.5 s	

2: Shopping Center & Hammond Dr.

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	5	850	365	360	1350	25	120	5	110	15	5	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		250	200		200	100		0	0		0
Storage Lanes	1		1	1		1	1		1	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	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850		0.897	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	1863	1583	1770	1671	0
Flt Permitted	0.179			0.222			0.533					
Satd. Flow (perm)	333	3539	1583	414	3539	1583	993	1863	1583	1863	1671	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			331			116			131		11	
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		963			979			533			748	
Travel Time (s)		14.6			14.8			8.1			11.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	5	924	397	391	1467	27	130	5	120	16	5	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	5	924	397	391	1467	27	130	5	120	16	16	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	1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	
Trailing Detector (ft)	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	
Detector 1 Size(ft)	20	6	20	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	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	
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	
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	
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	Perm	pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6		6	8		8	4		
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	

2: Shopping Center & Hammond Dr.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
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)	9.5	24.5	24.5	9.5	22.0	22.0	8.5	37.5	37.5	8.5	33.5	33.5
Total Split (s)	9.6	57.7	57.7	45.2	93.3	93.3	13.6	38.5	38.5	8.6	33.5	33.5
Total Split (%)	6.4%	38.5%	38.5%	30.1%	62.2%	62.2%	9.1%	25.7%	25.7%	5.7%	22.3%	22.3%
Maximum Green (s)	4.1	52.2	52.2	39.7	87.8	87.8	9.1	34.0	34.0	4.1	29.0	29.0
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	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	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	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	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	3.0	3.0
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0
Flash Dont Walk (s)		12.0	12.0		9.0	9.0		26.0	26.0		22.0	22.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effect Green (s)	91.3	85.7	85.7	122.2	120.0	120.0	17.8	13.4	13.4	9.2	6.4	6.4
Actuated g/C Ratio	0.61	0.57	0.57	0.81	0.80	0.80	0.12	0.09	0.09	0.06	0.04	0.04
v/c Ratio	0.02	0.46	0.38	0.63	0.52	0.02	0.70	0.03	0.46	0.15	0.20	0.20
Control Delay	3.8	14.5	3.7	18.8	3.5	0.0	82.0	62.0	13.8	60.2	44.0	44.0
Queue Delay	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	3.8	14.5	3.7	18.8	3.9	0.0	82.0	62.0	13.8	60.2	44.0	44.0
LOS	A	B	A	B	A	A	F	E	B	E	D	D
Approach Delay		11.2			6.9			49.5			52.1	52.1
Approach LOS		B			A			D			D	D
90th %ile Green (s)	5.8	72.9	72.9	38.6	105.7	105.7	10.4	13.1	13.1	5.4	8.1	8.1
90th %ile Term Code	Gap	Coord	Coord	Gap	Coord	Coord	Max	Hold	Hold	Max	Gap	Gap
70th %ile Green (s)	0.0	71.9	71.9	34.3	111.7	111.7	17.0	16.5	16.5	7.3	6.8	6.8
70th %ile Term Code	Skip	Coord	Coord	Gap	Coord	Coord	Gap	Hold	Hold	Gap	Gap	Gap
50th %ile Green (s)	0.0	87.9	87.9	31.6	125.0	125.0	15.0	15.0	15.0	0.0	0.0	0.0
50th %ile Term Code	Skip	Coord	Coord	Gap	Coord	Coord	Gap	Hold	Hold	Skip	Skip	Skip
30th %ile Green (s)	0.0	93.6	93.6	28.0	127.1	127.1	12.9	12.9	12.9	0.0	0.0	0.0
30th %ile Term Code	Skip	Coord	Coord	Gap	Coord	Coord	Gap	Hold	Hold	Skip	Skip	Skip
10th %ile Green (s)	0.0	102.3	102.3	22.5	130.3	130.3	9.7	9.7	9.7	0.0	0.0	0.0
10th %ile Term Code	Skip	Coord	Coord	Gap	Coord	Coord	Gap	Hold	Hold	Skip	Skip	Skip
Queue Length 50th (ft)	1	168	76	159	14	0	126	5	0	15	5	5
Queue Length 95th (ft)	m0	m32	m0	m84	m673	m0	189	19	53	37	31	31
Internal Link Dist (ft)		883			899			453			668	668
Turn Bay Length (ft)	250		250	200		200	100					
Base Capacity (vph)	256	2022	1046	696	2830	1289	185	422	460	109	331	331
Starvation Cap Reductn	0	0	0	0	750	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.02	0.46	0.38	0.56	0.71	0.02	0.70	0.01	0.26	0.15	0.05	0.05

Intersection Summary

Area Type: Other

Cycle Length: 150

2: Shopping Center & Hammond Dr.

Actuated Cycle Length: 150

Offset: 20 (13%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 100

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.70

Intersection Signal Delay: 12.1

Intersection LOS: B

Intersection Capacity Utilization 69.7%

ICU Level of Service C

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Shopping Center & Hammond Dr.



3: Ashford-Dunwoody Rd. & Hammond Dr.

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	265	120	590	70	95	70	1340	2400	395	90	1395	300
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	300		0	0		0
Storage Lanes	1		2	2		1	2		0	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.88	0.97	1.00	1.00	0.97	0.86	0.86	0.97	0.86	1.00
Frt			0.850			0.850		0.979				0.850
Flt Protected	0.950	0.981		0.950			0.950			0.950		
Satd. Flow (prot)	1681	1736	2787	3433	1863	1583	3433	6273	0	3433	6408	1583
Flt Permitted	0.950	0.981		0.950			0.950			0.950		
Satd. Flow (perm)	1681	1736	2787	3433	1863	1583	3433	6273	0	3433	6408	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			641			131		27				245
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		979			481			1611			970	
Travel Time (s)		14.8			7.3			24.4			14.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	288	130	641	76	103	76	1457	2609	429	98	1516	326
Shared Lane Traffic (%)	29%											
Lane Group Flow (vph)	204	214	641	76	103	76	1457	3038	0	98	1516	326
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)		24			24			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	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	20
Trailing Detector (ft)	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
Detector 1 Size(ft)	20	6	20	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	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
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
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
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	pt+ov	Split	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	4	4	4 5	8	8		5	2		1	6	
Permitted Phases						8						6
Detector Phase	4	4	4 5	8	8	8	5	2		1	6	6

3: Ashford-Dunwoody Rd. & Hammond Dr.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
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)	45.5	45.5		48.5	48.5	48.5	9.0	31.5		9.0	34.5	34.5
Total Split (s)	45.5	45.5		48.5	48.5	48.5	20.0	47.0		9.0	36.0	36.0
Total Split (%)	30.3%	30.3%		32.3%	32.3%	32.3%	13.3%	31.3%		6.0%	24.0%	24.0%
Maximum Green (s)	40.0	40.0		43.0	43.0	43.0	15.0	41.5		4.0	30.5	30.5
Yellow Time (s)	4.5	4.5		4.5	4.5	4.5	4.0	4.5		4.0	4.5	4.5
All-Red Time (s)	1.0	1.0		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	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	5.0	5.5		5.0	5.5	5.5
Lead/Lag							Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?							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	C-Min		None	C-Min	C-Min
Walk Time (s)	7.0	7.0		7.0	7.0	7.0		7.0			7.0	7.0
Flash Dont Walk (s)	33.0	33.0		36.0	36.0	36.0		19.0			22.0	22.0
Pedestrian Calls (#/hr)	0	0		0	0	0		0			0	0
Act Effect Green (s)	26.9	26.9	83.8	13.7	13.7	13.7	57.4	76.6		11.3	30.5	30.5
Actuated g/C Ratio	0.18	0.18	0.56	0.09	0.09	0.09	0.38	0.51		0.08	0.20	0.20
v/c Ratio	0.68	0.69	0.35	0.24	0.61	0.29	1.11	0.94		0.38	1.16	0.63
Control Delay	48.0	48.2	5.4	63.9	79.8	2.8	102.4	42.1		70.3	134.0	20.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	48.0	48.2	5.4	63.9	79.8	2.8	102.4	42.1		70.3	134.0	20.0
LOS	D	D	A	E	E	A	F	D		E	F	C
Approach Delay		22.3			52.1			61.6			111.6	
Approach LOS		C			D			E			F	
90th %ile Green (s)	37.3	37.3		18.9	18.9	18.9	41.8	60.0		12.3	30.5	30.5
90th %ile Term Code	Gap	Gap		Gap	Gap	Gap	Max	Coord		Gap	Coord	Coord
70th %ile Green (s)	31.3	31.3		15.8	15.8	15.8	50.9	69.9		11.5	30.5	30.5
70th %ile Term Code	Gap	Gap		Gap	Gap	Gap	Max	Coord		Gap	Coord	Coord
50th %ile Green (s)	26.5	26.5		13.7	13.7	13.7	57.8	77.2		11.1	30.5	30.5
50th %ile Term Code	Gap	Gap		Gap	Gap	Gap	Max	Coord		Gap	Coord	Coord
30th %ile Green (s)	22.4	22.4		11.6	11.6	11.6	64.0	83.6		10.9	30.5	30.5
30th %ile Term Code	Gap	Gap		Gap	Gap	Gap	Max	Coord		Gap	Coord	Coord
10th %ile Green (s)	16.8	16.8		8.5	8.5	8.5	72.7	92.3		10.9	30.5	30.5
10th %ile Term Code	Gap	Gap		Gap	Gap	Gap	Max	Coord		Gap	Coord	Coord
Queue Length 50th (ft)	176	185	40	36	99	0	~831	787		47	~509	68
Queue Length 95th (ft)	245	258	113	60	159	0	#1161	#1103		79	#586	180
Internal Link Dist (ft)		899			401			1531			890	
Turn Bay Length (ft)							300					
Base Capacity (vph)	448	462	2017	984	534	547	1314	3216		259	1302	517
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.46	0.46	0.32	0.08	0.19	0.14	1.11	0.94		0.38	1.16	0.63

Intersection Summary

Area Type: Other

Cycle Length: 150

3: Ashford-Dunwoody Rd. & Hammond Dr.

Actuated Cycle Length: 150

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green, Master Intersection

Natural Cycle: 150

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.16

Intersection Signal Delay: 68.4

Intersection LOS: E

Intersection Capacity Utilization 88.9%

ICU Level of Service E

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 3: Ashford-Dunwoody Rd. & Hammond Dr.

 ø1	 ø2 (R)	 ø4	 ø8
9 s	47 s	45.5 s	48.5 s
 ø5	 ø6 (R)		
20 s	36 s		

4: Perimeter Center Pkwy & State Farm Driveway

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	20	0	0	50	0	545	60	140	710	220
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	80		0
Storage Lanes	1		1	0		1	0		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			0.865		0.985			0.965	
Flt Protected										0.950		
Satd. Flow (prot)	1863	0	1583	0	0	1611	0	3486	0	1770	3415	0
Flt Permitted										0.950		
Satd. Flow (perm)	1863	0	1583	0	0	1611	0	3486	0	1770	3415	0
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		391			524			338			330	
Travel Time (s)		5.9			7.9			5.1			5.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	22	0	0	54	0	592	65	152	772	239
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	22	0	0	54	0	657	0	152	1011	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
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	36.7%											
Analysis Period (min)	15											
	ICU Level of Service A											

5: Perimeter Center Pkwy & Goldkist Dr.

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	25	0	20	25	0	115	50	465	25	70	560	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	200		0	200		200
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		0.850			0.850			0.992			0.977	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1583	0	1770	1583	0	1770	3511	0	1770	3458	0
Flt Permitted	0.702			0.743			0.369			0.442		
Satd. Flow (perm)	1308	1583	0	1384	1583	0	687	3511	0	823	3458	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		454			459			5			18	
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		402			1304			742			338	
Travel Time (s)		6.1			19.8			11.2			5.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	27	0	22	27	0	125	54	505	27	76	609	109
Shared Lane Traffic (%)												
Lane Group Flow (vph)	27	22	0	27	125	0	54	532	0	76	718	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	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		5	2		1	6	

5: Perimeter Center Pkwy & Goldkist Dr.

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	8.5	27.5		22.0	27.5		9.0	24.0		9.0	23.0	
Total Split (s)	15.0	30.0		26.0	41.0		19.0	74.0		20.0	75.0	
Total Split (%)	10.0%	20.0%		17.3%	27.3%		12.7%	49.3%		13.3%	50.0%	
Maximum Green (s)	10.5	25.5		21.5	36.5		14.0	69.0		15.0	70.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		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		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		5.0	5.0		5.0	5.0	
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-Min		None	C-Min	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		16.0			16.0			12.0			9.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effect Green (s)	11.1	5.7		10.7	5.5		121.7	115.4		123.5	117.9	
Actuated g/C Ratio	0.07	0.04		0.07	0.04		0.81	0.77		0.82	0.79	
v/c Ratio	0.22	0.04		0.23	0.25		0.09	0.20		0.11	0.26	
Control Delay	64.2	0.2		64.4	1.2		2.4	4.3		2.1	3.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	64.2	0.2		64.4	1.2		2.4	4.3		2.1	3.8	
LOS	E	A		E	A		A	A		A	A	
Approach Delay		35.4			12.4			4.2			3.6	
Approach LOS		D			B			A			A	
90th %ile Green (s)	10.0	5.9		9.6	5.5		7.2	107.4		8.1	108.3	
90th %ile Term Code	Gap	Hold		Gap	Gap		Gap	Coord		Gap	Coord	
70th %ile Green (s)	8.5	5.8		8.2	5.5		6.7	109.9		7.1	110.3	
70th %ile Term Code	Gap	Hold		Gap	Gap		Gap	Coord		Gap	Coord	
50th %ile Green (s)	7.5	5.7		7.3	5.5		6.3	111.3		6.7	111.7	
50th %ile Term Code	Gap	Hold		Gap	Gap		Gap	Coord		Gap	Coord	
30th %ile Green (s)	0.0	5.5		0.0	5.5		5.8	124.1		5.9	124.2	
30th %ile Term Code	Skip	Hold		Skip	Gap		Gap	Coord		Gap	Coord	
10th %ile Green (s)	0.0	5.5		0.0	5.5		0.0	124.4		5.6	135.0	
10th %ile Term Code	Skip	Hold		Skip	Gap		Skip	Coord		Gap	Coord	
Queue Length 50th (ft)	24	0		24	0		6	51		9	75	
Queue Length 95th (ft)	55	0		55	0		14	88		m12	m91	
Internal Link Dist (ft)		322			1224			662			258	
Turn Bay Length (ft)							200			200		
Base Capacity (vph)	154	645		253	732		683	2702		792	2721	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.18	0.03		0.11	0.17		0.08	0.20		0.10	0.26	
Intersection Summary												
Area Type:	Other											
Cycle Length: 150												

5: Perimeter Center Pkwy & Goldkist Dr.

Actuated Cycle Length: 150

Offset: 126 (84%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 85

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.26

Intersection Signal Delay: 5.7

Intersection LOS: A

Intersection Capacity Utilization 42.1%

ICU Level of Service A

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 5: Perimeter Center Pkwy & Goldkist Dr.



6: Perimeter Center Pkwy & East-West Connector

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	100	0	20	15	0	20	90	420	10	10	530	65
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300		0	0		0	300		0	300		300
Storage Lanes	1		0	0		0	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	0.95	0.95	1.00	0.95	1.00
Frt		0.850			0.922			0.996				0.850
Flt Protected	0.950				0.979		0.950			0.950		
Satd. Flow (prot)	1770	1583	0	0	1681	0	1770	3525	0	1770	3539	1583
Flt Permitted	0.773				0.891		0.434			0.483		
Satd. Flow (perm)	1440	1583	0	0	1530	0	808	3525	0	900	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		296			22			3				71
Link Speed (mph)		45			45			45				45
Link Distance (ft)		654			1393			1830				742
Travel Time (s)		9.9			21.1			27.7				11.2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	109	0	22	16	0	22	98	457	11	11	576	71
Shared Lane Traffic (%)												
Lane Group Flow (vph)	109	22	0	0	38	0	98	468	0	11	576	71
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	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		6
Detector Phase	4	4		8	8		2	2		6	6	6

6: Perimeter Center Pkwy & East-West Connector

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
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)	27.5	27.5		30.5	30.5		22.0	22.0		22.0	22.0	22.0
Total Split (s)	59.0	59.0		59.0	59.0		91.0	91.0		91.0	91.0	91.0
Total Split (%)	39.3%	39.3%		39.3%	39.3%		60.7%	60.7%		60.7%	60.7%	60.7%
Maximum Green (s)	54.5	54.5		54.5	54.5		86.0	86.0		86.0	86.0	86.0
Yellow Time (s)	3.5	3.5		3.5	3.5		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	1.0
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5			4.5		5.0	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	3.0
Recall Mode	None	None		None	None		C-Min	C-Min		C-Min	C-Min	C-Min
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	7.0
Flash Dont Walk (s)	16.0	16.0		19.0	19.0		9.0	9.0		9.0	9.0	9.0
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	0
Act Effect Green (s)	17.5	17.5			17.5		123.0	123.0		123.0	123.0	123.0
Actuated g/C Ratio	0.12	0.12			0.12		0.82	0.82		0.82	0.82	0.82
v/c Ratio	0.65	0.05			0.19		0.15	0.16		0.01	0.20	0.05
Control Delay	80.0	0.2			32.2		3.9	3.3		0.4	1.2	0.2
Queue Delay	0.0	0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	80.0	0.2			32.2		3.9	3.3		0.4	1.2	0.2
LOS	F	A			C		A	A		A	A	A
Approach Delay		66.6			32.2			3.4			1.1	
Approach LOS		E			C			A			A	
90th %ile Green (s)	25.0	25.0		25.0	25.0		115.5	115.5		115.5	115.5	115.5
90th %ile Term Code	Gap	Gap		Hold	Hold		Coord	Coord		Coord	Coord	Coord
70th %ile Green (s)	20.5	20.5		20.5	20.5		120.0	120.0		120.0	120.0	120.0
70th %ile Term Code	Gap	Gap		Hold	Hold		Coord	Coord		Coord	Coord	Coord
50th %ile Green (s)	17.5	17.5		17.5	17.5		123.0	123.0		123.0	123.0	123.0
50th %ile Term Code	Gap	Gap		Hold	Hold		Coord	Coord		Coord	Coord	Coord
30th %ile Green (s)	14.5	14.5		14.5	14.5		126.0	126.0		126.0	126.0	126.0
30th %ile Term Code	Gap	Gap		Hold	Hold		Coord	Coord		Coord	Coord	Coord
10th %ile Green (s)	10.1	10.1		10.1	10.1		130.4	130.4		130.4	130.4	130.4
10th %ile Term Code	Gap	Gap		Hold	Hold		Coord	Coord		Coord	Coord	Coord
Queue Length 50th (ft)	104	0			14		16	41		0	3	0
Queue Length 95th (ft)	164	0			49		40	71		1	5	0
Internal Link Dist (ft)		574			1313			1750			662	
Turn Bay Length (ft)	300						300			300		300
Base Capacity (vph)	523	763			569		662	2890		738	2901	1310
Starvation Cap Reductn	0	0			0		0	0		0	0	0
Spillback Cap Reductn	0	0			0		0	0		0	0	0
Storage Cap Reductn	0	0			0		0	0		0	0	0
Reduced v/c Ratio	0.21	0.03			0.07		0.15	0.16		0.01	0.20	0.05
Intersection Summary												
Area Type:	Other											
Cycle Length: 150												

6: Perimeter Center Pkwy & East-West Connector

Actuated Cycle Length: 150

Offset: 2 (1%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 55

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.65

Intersection Signal Delay: 9.0

Intersection LOS: A

Intersection Capacity Utilization 42.9%

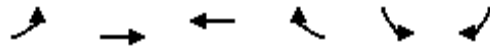
ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 6: Perimeter Center Pkwy & East-West Connector

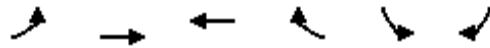


7: Lake Hearn Dr. & Perimeter Center Pkwy



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↔↔	↑↑	↑↑	↔↔	↔↔	↔
Volume (vph)	310	230	300	210	320	245
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			0	300	0
Storage Lanes	2			2	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	0.97	0.95	0.95	0.88	0.97	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	3433	3539	3539	2787	3433	1583
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	3433	3539	3539	2787	3433	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				228		266
Link Speed (mph)		45	45		45	
Link Distance (ft)		806	1941		1830	
Travel Time (s)		12.2	29.4		27.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	337	250	326	228	348	266
Shared Lane Traffic (%)						
Lane Group Flow (vph)	337	250	326	228	348	266
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		24	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	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	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	5	2	6		4	
Permitted Phases				6		4
Detector Phase	5	2	6	6	4	4

7: Lake Hearn Dr. & Perimeter Center Pkwy



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.0	22.0	28.0	28.0	38.0	38.0
Total Split (s)	14.0	42.0	28.0	28.0	38.0	38.0
Total Split (%)	17.5%	52.5%	35.0%	35.0%	47.5%	47.5%
Maximum Green (s)	9.0	37.0	23.0	23.0	33.0	33.0
Yellow Time (s)	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
Lost Time Adjust (s)	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
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	Min	Min	Min	None	None
Walk Time (s)			7.0	7.0	7.0	7.0
Flash Dont Walk (s)			16.0	16.0	26.0	26.0
Pedestrian Calls (#/hr)			0	0	0	0
Act Effect Green (s)	9.0	24.1	10.1	10.1	10.1	10.1
Actuated g/C Ratio	0.20	0.54	0.23	0.23	0.23	0.23
v/c Ratio	0.49	0.13	0.40	0.28	0.45	0.47
Control Delay	19.6	5.5	16.5	3.9	17.0	5.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	19.6	5.5	16.5	3.9	17.0	5.8
LOS	B	A	B	A	B	A
Approach Delay	13.6		11.3		12.1	
Approach LOS	B		B		B	
90th %ile Green (s)	9.0	28.0	14.0	14.0	14.0	14.0
90th %ile Term Code	Max	Hold	Gap	Gap	Gap	Gap
70th %ile Green (s)	9.0	25.2	11.2	11.2	11.0	11.0
70th %ile Term Code	Max	Hold	Gap	Gap	Gap	Gap
50th %ile Green (s)	9.0	24.3	10.3	10.3	9.8	9.8
50th %ile Term Code	Max	Hold	Gap	Gap	Gap	Gap
30th %ile Green (s)	9.0	22.4	8.4	8.4	8.7	8.7
30th %ile Term Code	Max	Hold	Gap	Gap	Gap	Gap
10th %ile Green (s)	8.4	20.6	7.2	7.2	7.5	7.5
10th %ile Term Code	Gap	Hold	Gap	Gap	Gap	Gap
Queue Length 50th (ft)	39	13	36	0	39	0
Queue Length 95th (ft)	82	31	70	22	74	43
Internal Link Dist (ft)	726		1861		1750	
Turn Bay Length (ft)					300	
Base Capacity (vph)	705	2988	1857	1571	2585	1257
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.48	0.08	0.18	0.15	0.13	0.21

Intersection Summary

Area Type: Other

Cycle Length: 80

7: Lake Hearn Dr. & Perimeter Center Pkwy

Actuated Cycle Length: 44.3

Natural Cycle: 75

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.49

Intersection Signal Delay: 12.3

Intersection LOS: B

Intersection Capacity Utilization 38.8%

ICU Level of Service A

Analysis Period (min) 15

90th %ile Actuated Cycle: 52

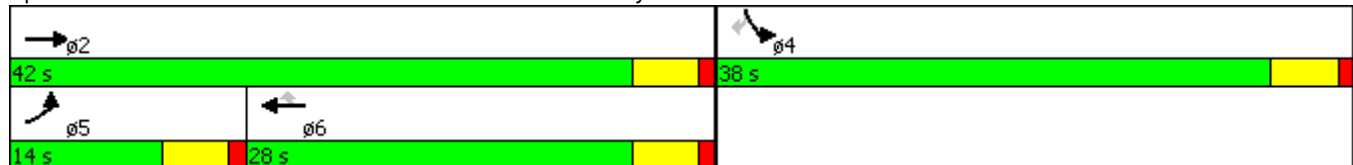
70th %ile Actuated Cycle: 46.2

50th %ile Actuated Cycle: 44.1

30th %ile Actuated Cycle: 41.1

10th %ile Actuated Cycle: 38.1

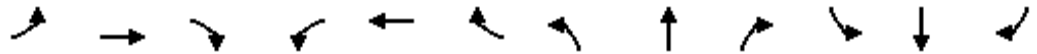
Splits and Phases: 7: Lake Hearn Dr. & Perimeter Center Pkwy



1: Perimeter Center Pkwy & Hammond Dr.

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	290	705	190	225	810	390	385	550	270	440	425	330
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	260		0	250		500	80		0	250		300
Storage Lanes	2		0	1		1	1		0	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.95	0.95	1.00	0.95	1.00	1.00	0.95	0.95	0.97	0.95	1.00
Frt		0.968				0.850		0.951				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	3426	0	1770	3539	1583	1770	3366	0	3433	3539	1583
Flt Permitted	0.950			0.109			0.286			0.950		
Satd. Flow (perm)	3433	3426	0	203	3539	1583	533	3366	0	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		29				64		69				64
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		2029			963			330			786	
Travel Time (s)		30.7			14.6			5.0			11.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	315	766	207	245	880	424	418	598	293	478	462	359
Shared Lane Traffic (%)												
Lane Group Flow (vph)	315	973	0	245	880	424	418	891	0	478	462	359
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)		24			24			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	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	Prot	NA		pm+pt	NA	pm+ov	pm+pt	NA		Prot	NA	pm+ov
Protected Phases	5	2		1	6	7	3	8		7	4	5
Permitted Phases				6		6	8					4
Detector Phase	5	2		1	6	7	3	8		7	4	5

1: Perimeter Center Pkwy & Hammond Dr.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
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)	9.5	31.5		9.5	31.5	8.5	8.5	37.5		8.5	30.5	9.5
Total Split (s)	18.6	40.9		19.4	41.7	22.2	26.2	37.5		22.2	33.5	18.6
Total Split (%)	15.5%	34.1%		16.2%	34.8%	18.5%	21.8%	31.3%		18.5%	27.9%	15.5%
Maximum Green (s)	13.1	35.4		13.9	36.2	17.7	21.7	33.0		17.7	29.0	13.1
Yellow Time (s)	4.5	4.5		4.5	4.5	3.5	3.5	3.5		3.5	3.5	4.5
All-Red Time (s)	1.0	1.0		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	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5		5.5	5.5	4.5	4.5	4.5		4.5	4.5	5.5
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lead	Lag		Lead	Lag	Lead
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-Min		None	C-Min	None	None	None		None	None	None
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		19.0			19.0			26.0			19.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effect Green (s)	13.0	35.8		50.7	36.7	60.2	53.8	32.3		17.9	28.8	46.3
Actuated g/C Ratio	0.11	0.30		0.42	0.31	0.50	0.45	0.27		0.15	0.24	0.39
v/c Ratio	0.85	0.93		0.92	0.81	0.51	0.91	0.93		0.93	0.54	0.55
Control Delay	73.6	55.9		66.8	44.6	15.3	53.4	49.6		77.0	42.6	27.0
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	73.6	55.9		66.8	44.6	15.3	53.4	49.6		77.0	42.6	27.0
LOS	E	E		E	D	B	D	D		E	D	C
Approach Delay		60.3			40.1			50.8			51.0	
Approach LOS		E			D			D			D	
90th %ile Green (s)	13.1	35.4		13.9	36.2	17.7	21.7	33.0		17.7	29.0	13.1
90th %ile Term Code	Max	Coord		Max	Coord	Max	Max	Max		Max	Hold	Max
70th %ile Green (s)	13.1	35.4		13.9	36.2	17.7	21.7	33.0		17.7	29.0	13.1
70th %ile Term Code	Max	Coord		Max	Coord	Max	Max	Max		Max	Hold	Max
50th %ile Green (s)	13.1	35.4		13.9	36.2	17.7	21.7	33.0		17.7	29.0	13.1
50th %ile Term Code	Max	Coord		Max	Coord	Max	Max	Max		Max	Hold	Max
30th %ile Green (s)	13.1	35.4		13.9	36.2	17.7	21.7	33.0		17.7	29.0	13.1
30th %ile Term Code	Max	Coord		Max	Coord	Max	Max	Max		Max	Hold	Max
10th %ile Green (s)	12.6	37.5		14.0	38.9	18.8	20.6	29.7		18.8	27.9	12.6
10th %ile Term Code	Gap	Coord		Gap	Coord	Gap	Gap	Gap		Gap	Hold	Gap
Queue Length 50th (ft)	125	377		158	243	130	150	340		191	165	175
Queue Length 95th (ft)	#200	#512		m#232	m376	m191	#387	#431		#294	220	273
Internal Link Dist (ft)		1949			883			250			706	
Turn Bay Length (ft)	260			250		500	80			250		300
Base Capacity (vph)	374	1043		267	1083	825	463	975		512	855	650
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.84	0.93		0.92	0.81	0.51	0.90	0.91		0.93	0.54	0.55

Intersection Summary

Area Type: Other

Cycle Length: 120

1: Perimeter Center Pkwy & Hammond Dr.

Actuated Cycle Length: 120

Offset: 93 (78%), Referenced to phase 2:EBT and 6:WBTL, Start of Green

Natural Cycle: 110

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.93

Intersection Signal Delay: 50.1

Intersection LOS: D

Intersection Capacity Utilization 91.1%

ICU Level of Service F

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

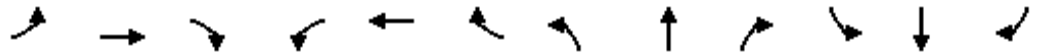
Splits and Phases: 1: Perimeter Center Pkwy & Hammond Dr.

 ø1	 ø2 (R)	 ø3	 ø4
19.4 s	40.9 s	26.2 s	33.5 s
 ø5	 ø6 (R)	 ø7	 ø8
18.6 s	41.7 s	22.2 s	37.5 s

2: Shopping Center & Hammond Dr.

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	50	1230	210	315	1005	55	360	20	370	120	20	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		250	200		200	100		0	0		0
Storage Lanes	1		1	1		1	1		1	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	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850		0.888	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	1863	1583	1770	1654	0
Flt Permitted	0.261			0.073			0.509			0.743		
Satd. Flow (perm)	486	3539	1583	136	3539	1583	948	1863	1583	1384	1654	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			195			145			251		65	
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		963			979			533			748	
Travel Time (s)		14.6			14.8			8.1			11.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	54	1337	228	342	1092	60	391	22	402	130	22	65
Shared Lane Traffic (%)												
Lane Group Flow (vph)	54	1337	228	342	1092	60	391	22	402	130	87	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	1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	
Trailing Detector (ft)	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	
Detector 1 Size(ft)	20	6	20	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	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	
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	
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	
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	Perm	pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6		6	8		8	4		
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	

2: Shopping Center & Hammond Dr.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
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)	9.5	24.5	24.5	9.5	23.5	23.5	8.5	37.5	37.5	8.5	33.5	33.5
Total Split (s)	11.2	50.3	50.3	22.6	61.7	61.7	13.6	38.3	38.3	8.8	33.5	33.5
Total Split (%)	9.3%	41.9%	41.9%	18.8%	51.4%	51.4%	11.3%	31.9%	31.9%	7.3%	27.9%	27.9%
Maximum Green (s)	5.7	44.8	44.8	17.1	56.2	56.2	9.1	33.8	33.8	4.3	29.0	29.0
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	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	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	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	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	3.0	3.0
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0
Flash Dont Walk (s)		12.0	12.0		9.0	9.0		26.0	26.0		22.0	22.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effect Green (s)	55.8	49.2	49.2	81.4	71.4	71.4	28.6	19.8	19.8	19.3	15.0	15.0
Actuated g/C Ratio	0.46	0.41	0.41	0.68	0.60	0.60	0.24	0.16	0.16	0.16	0.12	0.12
v/c Ratio	0.18	0.92	0.30	0.75	0.52	0.06	1.36	0.07	0.85	0.55	0.33	0.33
Control Delay	7.2	26.3	1.2	42.2	17.5	0.1	216.4	38.2	34.5	48.4	18.2	18.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	7.2	26.3	1.2	42.2	17.5	0.1	216.4	38.2	34.5	48.4	18.2	18.2
LOS	A	C	A	D	B	A	F	D	C	D	B	B
Approach Delay		22.1			22.5			121.9				36.3
Approach LOS		C			C			F				D
90th %ile Green (s)	7.5	44.8	44.8	18.9	56.2	56.2	9.1	32.0	32.0	4.3	27.2	27.2
90th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Max	Gap	Gap	Max	Hold	Hold
70th %ile Green (s)	7.4	44.8	44.8	26.7	64.1	64.1	9.1	24.2	24.2	4.3	19.4	19.4
70th %ile Term Code	Gap	Coord	Coord	Max	Coord	Coord	Max	Gap	Gap	Max	Hold	Hold
50th %ile Green (s)	6.6	48.3	48.3	28.4	70.1	70.1	9.1	19.0	19.0	4.3	14.2	14.2
50th %ile Term Code	Gap	Coord	Coord	Gap	Coord	Coord	Max	Gap	Gap	Max	Hold	Hold
30th %ile Green (s)	6.1	53.6	53.6	28.4	75.9	75.9	9.1	13.7	13.7	4.3	8.9	8.9
30th %ile Term Code	Gap	Coord	Coord	Gap	Coord	Coord	Max	Gap	Gap	Max	Hold	Hold
10th %ile Green (s)	0.0	54.5	54.5	30.9	90.9	90.9	9.1	10.3	10.3	4.3	5.5	5.5
10th %ile Term Code	Skip	Coord	Coord	Gap	Coord	Coord	Max	Hold	Hold	Max	Gap	Gap
Queue Length 50th (ft)	8	406	5	189	253	0	~403	15	120	84	15	15
Queue Length 95th (ft)	m11	m#643	m11	#424	408	0	#515	34	218	121	57	57
Internal Link Dist (ft)		883			899			453				668
Turn Bay Length (ft)	250		250	200		200	100					
Base Capacity (vph)	297	1451	764	454	2106	1001	288	524	626	237	449	449
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.18	0.92	0.30	0.75	0.52	0.06	1.36	0.04	0.64	0.55	0.19	0.19

Intersection Summary

Area Type: Other

Cycle Length: 120

2: Shopping Center & Hammond Dr.

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 140

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.36

Intersection Signal Delay: 42.6

Intersection LOS: D

Intersection Capacity Utilization 91.0%

ICU Level of Service E

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

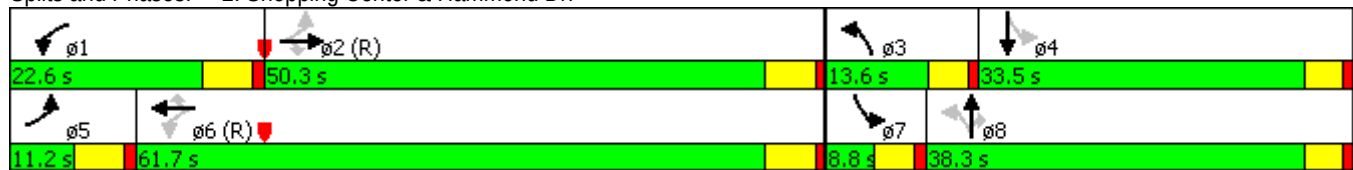
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Shopping Center & Hammond Dr.



3: Ashford-Dunwoody Rd. & Hammond Dr.

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	290	45	1385	435	140	90	1105	2000	55	30	1700	130
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	300		0	0		0
Storage Lanes	1		2	2		1	2		0	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.88	0.97	1.00	1.00	0.97	0.86	0.86	0.97	0.86	1.00
Frt			0.850			0.850		0.996				0.850
Flt Protected	0.950	0.965		0.950			0.950			0.950		
Satd. Flow (prot)	1681	1708	2787	3433	1863	1583	3433	6382	0	3433	6408	1583
Flt Permitted	0.950	0.965		0.950			0.950			0.950		
Satd. Flow (perm)	1681	1708	2787	3433	1863	1583	3433	6382	0	3433	6408	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			125			131		3				131
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		979			481			1611			970	
Travel Time (s)		14.8			7.3			24.4			14.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	315	49	1505	473	152	98	1201	2174	60	33	1848	141
Shared Lane Traffic (%)	43%											
Lane Group Flow (vph)	180	184	1505	473	152	98	1201	2234	0	33	1848	141
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)		24			24			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	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	20
Trailing Detector (ft)	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
Detector 1 Size(ft)	20	6	20	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	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
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
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
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	pt+ov	Split	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	4	4	4 5	8	8		5	2		1	6	
Permitted Phases						8						6
Detector Phase	4	4	4 5	8	8	8	5	2		1	6	6

3: Ashford-Dunwoody Rd. & Hammond Dr.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
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)	45.5	45.5		48.5	48.5	48.5	9.0	31.5		9.0	34.5	34.5
Total Split (s)	47.0	47.0		48.5	48.5	48.5	17.0	45.5		9.0	37.5	37.5
Total Split (%)	31.3%	31.3%		32.3%	32.3%	32.3%	11.3%	30.3%		6.0%	25.0%	25.0%
Maximum Green (s)	41.5	41.5		43.0	43.0	43.0	12.0	40.0		4.0	32.0	32.0
Yellow Time (s)	4.5	4.5		4.5	4.5	4.5	4.0	4.5		4.0	4.5	4.5
All-Red Time (s)	1.0	1.0		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	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	5.0	5.5		5.0	5.5	5.5
Lead/Lag							Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?							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	C-Min		None	C-Min	C-Min
Walk Time (s)	7.0	7.0		7.0	7.0	7.0		7.0			7.0	7.0
Flash Dont Walk (s)	33.0	33.0		36.0	36.0	36.0		19.0			22.0	22.0
Pedestrian Calls (#/hr)	0	0		0	0	0		0			0	0
Act Effect Green (s)	41.5	41.5	68.7	27.3	27.3	27.3	27.7	54.9		6.9	32.0	32.0
Actuated g/C Ratio	0.28	0.28	0.46	0.18	0.18	0.18	0.18	0.37		0.05	0.21	0.21
v/c Ratio	0.39	0.39	1.12	0.76	0.45	0.25	1.89	0.96		0.21	1.35	0.32
Control Delay	47.0	47.0	87.9	66.1	58.0	4.2	439.7	56.8		71.6	207.1	11.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	47.0	47.0	87.9	66.1	58.0	4.2	439.7	56.8		71.6	207.1	11.3
LOS	D	D	F	E	E	A	F	E		E	F	B
Approach Delay		79.9			56.0			190.7			191.2	
Approach LOS		E			E			F			F	
90th %ile Green (s)	41.5	41.5		34.5	34.5	34.5	20.5	44.1		8.4	32.0	32.0
90th %ile Term Code	Max	Max		Gap	Gap	Gap	Max	Coord		Gap	Coord	Coord
70th %ile Green (s)	41.5	41.5		30.2	30.2	30.2	24.8	49.3		7.5	32.0	32.0
70th %ile Term Code	Max	Max		Gap	Gap	Gap	Max	Coord		Gap	Coord	Coord
50th %ile Green (s)	41.5	41.5		27.0	27.0	27.0	28.0	53.1		6.9	32.0	32.0
50th %ile Term Code	Max	Max		Gap	Gap	Gap	Max	Coord		Gap	Coord	Coord
30th %ile Green (s)	41.5	41.5		24.5	24.5	24.5	30.5	56.3		6.2	32.0	32.0
30th %ile Term Code	Max	Max		Gap	Gap	Gap	Max	Coord		Gap	Coord	Coord
10th %ile Green (s)	41.5	41.5		20.1	20.1	20.1	34.9	71.9		0.0	32.0	32.0
10th %ile Term Code	Max	Max		Gap	Gap	Gap	Max	Coord		Skip	Coord	Coord
Queue Length 50th (ft)	151	154	~617	229	135	0	~920	630		16	~686	8
Queue Length 95th (ft)	229	233	#1168	275	196	22	#1147	#837		35	#761	67
Internal Link Dist (ft)		899			401			1531			890	
Turn Bay Length (ft)							300					
Base Capacity (vph)	465	472	1344	984	534	547	634	2339		157	1367	440
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.39	0.39	1.12	0.48	0.28	0.18	1.89	0.96		0.21	1.35	0.32

Intersection Summary

Area Type: Other

Cycle Length: 150

3: Ashford-Dunwoody Rd. & Hammond Dr.

Actuated Cycle Length: 150

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green, Master Intersection

Natural Cycle: 150

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.89

Intersection Signal Delay: 153.0

Intersection LOS: F

Intersection Capacity Utilization 99.2%

ICU Level of Service F

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 3: Ashford-Dunwoody Rd. & Hammond Dr.

 ø1	 ø2 (R)	 ø4	 ø8
9 s	45.5 s	47 s	48.5 s
 ø5	 ø6 (R)		
17 s	37.5 s		

4: Perimeter Center Pkwy & State Farm Driveway

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	70	0	0	180	0	1025	25	50	660	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	80		0
Storage Lanes	1		1	0		1	0		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			0.865		0.996			0.984	
Flt Protected										0.950		
Satd. Flow (prot)	1863	0	1583	0	0	1611	0	3525	0	1770	3483	0
Flt Permitted										0.950		
Satd. Flow (perm)	1863	0	1583	0	0	1611	0	3525	0	1770	3483	0
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		391			524			338			330	
Travel Time (s)		5.9			7.9			5.1			5.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	76	0	0	196	0	1114	27	54	717	87
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	76	0	0	196	0	1141	0	54	804	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
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	46.9%											
Analysis Period (min)	15											
	ICU Level of Service A											

5: Perimeter Center Pkwy & Goldkist Dr.

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	105	0	110	110	0	260	20	685	5	65	620	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	200		0	200		200
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		0.850			0.850			0.999			0.990	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1583	0	1770	1583	0	1770	3536	0	1770	3504	0
Flt Permitted	0.455			0.471			0.354			0.319		
Satd. Flow (perm)	848	1583	0	877	1583	0	659	3536	0	594	3504	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		337			285			1			7	
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		402			1304			742			338	
Travel Time (s)		6.1			19.8			11.2			5.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	114	0	120	120	0	283	22	745	5	71	674	49
Shared Lane Traffic (%)												
Lane Group Flow (vph)	114	120	0	120	283	0	22	750	0	71	723	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	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		5	2		1	6	

5: Perimeter Center Pkwy & Goldkist Dr.

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	8.5	27.5		20.0	22.5		9.0	24.0		9.0	22.0	
Total Split (s)	18.0	31.0		24.0	37.0		12.0	50.0		15.0	53.0	
Total Split (%)	15.0%	25.8%		20.0%	30.8%		10.0%	41.7%		12.5%	44.2%	
Maximum Green (s)	13.5	26.5		19.5	32.5		7.0	45.0		10.0	48.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		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		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		5.0	5.0		5.0	5.0	
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-Min		None	C-Min	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		16.0			11.0			12.0			9.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effect Green (s)	21.0	8.8		20.3	8.4		80.3	75.3		83.2	78.5	
Actuated g/C Ratio	0.18	0.07		0.17	0.07		0.67	0.63		0.69	0.65	
v/c Ratio	0.47	0.28		0.51	0.75		0.04	0.34		0.15	0.32	
Control Delay	44.7	1.6		46.1	18.8		5.6	9.5		6.7	9.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	44.7	1.6		46.1	18.8		5.6	9.5		6.7	9.0	
LOS	D	A		D	B		A	A		A	A	
Approach Delay		22.6			26.9			9.4			8.8	
Approach LOS		C			C			A			A	
90th %ile Green (s)	16.7	17.2		15.6	16.1		7.0	59.0		9.2	61.2	
90th %ile Term Code	Gap	Hold		Gap	Gap		Gap	Coord		Gap	Coord	
70th %ile Green (s)	14.1	10.1		13.6	9.6		6.2	69.7		7.6	71.1	
70th %ile Term Code	Gap	Hold		Gap	Gap		Gap	Coord		Gap	Coord	
50th %ile Green (s)	12.2	5.6		12.1	5.5		5.8	76.5		6.8	77.5	
50th %ile Term Code	Gap	Hold		Gap	Gap		Gap	Coord		Gap	Coord	
30th %ile Green (s)	10.4	5.5		10.4	5.5		0.0	78.8		6.3	90.1	
30th %ile Term Code	Gap	Gap		Gap	Gap		Skip	Coord		Gap	Coord	
10th %ile Green (s)	7.8	5.5		7.8	5.5		0.0	92.7		0.0	92.7	
10th %ile Term Code	Gap	Gap		Gap	Gap		Skip	Coord		Skip	Coord	
Queue Length 50th (ft)	78	0		82	0		3	88		13	120	
Queue Length 95th (ft)	113	0		118	81		12	186		m26	m110	
Internal Link Dist (ft)		322			1224			662			258	
Turn Bay Length (ft)							200			200		
Base Capacity (vph)	270	612		329	636		509	2220		516	2295	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.42	0.20		0.36	0.44		0.04	0.34		0.14	0.32	
Intersection Summary												
Area Type:	Other											
Cycle Length: 120												

5: Perimeter Center Pkwy & Goldkist Dr.

Actuated Cycle Length: 120

Offset: 72 (60%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 85

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.75

Intersection Signal Delay: 13.8

Intersection LOS: B

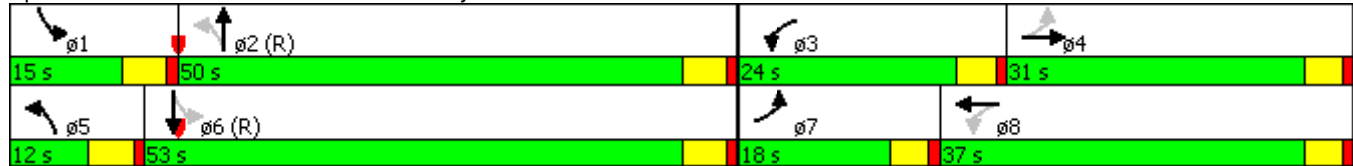
Intersection Capacity Utilization 60.4%

ICU Level of Service B

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 5: Perimeter Center Pkwy & Goldkist Dr.



6: Perimeter Center Pkwy & East-West Connector

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	175	0	215	15	0	15	75	520	15	10	615	215
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300		0	0		0	300		0	300		300
Storage Lanes	1		0	0		0	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	0.95	0.95	1.00	0.95	1.00
Frt		0.850			0.932			0.996				0.850
Flt Protected	0.950				0.976		0.950			0.950		
Satd. Flow (prot)	1770	1583	0	0	1694	0	1770	3525	0	1770	3539	1583
Flt Permitted	0.736				0.764		0.385			0.425		
Satd. Flow (perm)	1371	1583	0	0	1326	0	717	3525	0	792	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		190			18			3				234
Link Speed (mph)		45			45			45				45
Link Distance (ft)		654			1393			1830				742
Travel Time (s)		9.9			21.1			27.7				11.2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	190	0	234	16	0	16	82	565	16	11	668	234
Shared Lane Traffic (%)												
Lane Group Flow (vph)	190	234	0	0	32	0	82	581	0	11	668	234
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	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		6
Detector Phase	4	4		8	8		2	2		6	6	6

6: Perimeter Center Pkwy & East-West Connector

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
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)	27.5	27.5		27.5	27.5		22.0	22.0		22.0	22.0	22.0
Total Split (s)	55.0	55.0		55.0	55.0		65.0	65.0		65.0	65.0	65.0
Total Split (%)	45.8%	45.8%		45.8%	45.8%		54.2%	54.2%		54.2%	54.2%	54.2%
Maximum Green (s)	50.5	50.5		50.5	50.5		60.0	60.0		60.0	60.0	60.0
Yellow Time (s)	3.5	3.5		3.5	3.5		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	1.0
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5			4.5		5.0	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	3.0
Recall Mode	None	None		None	None		C-Min	C-Min		C-Min	C-Min	C-Min
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	7.0
Flash Dont Walk (s)	16.0	16.0		16.0	16.0		9.0	9.0		9.0	9.0	9.0
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	0
Act Effect Green (s)	22.6	22.6			22.6		87.9	87.9		87.9	87.9	87.9
Actuated g/C Ratio	0.19	0.19			0.19		0.73	0.73		0.73	0.73	0.73
v/c Ratio	0.74	0.52			0.12		0.16	0.22		0.02	0.26	0.19
Control Delay	61.9	13.3			21.8		7.0	6.0		2.2	3.1	0.9
Queue Delay	0.0	0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	61.9	13.3			21.8		7.0	6.0		2.2	3.1	0.9
LOS	E	B			C		A	A		A	A	A
Approach Delay		35.1			21.8			6.2			2.5	
Approach LOS		D			C			A			A	
90th %ile Green (s)	32.1	32.1		32.1	32.1		78.4	78.4		78.4	78.4	78.4
90th %ile Term Code	Gap	Gap		Hold	Hold		Coord	Coord		Coord	Coord	Coord
70th %ile Green (s)	26.1	26.1		26.1	26.1		84.4	84.4		84.4	84.4	84.4
70th %ile Term Code	Gap	Gap		Hold	Hold		Coord	Coord		Coord	Coord	Coord
50th %ile Green (s)	22.4	22.4		22.4	22.4		88.1	88.1		88.1	88.1	88.1
50th %ile Term Code	Gap	Gap		Hold	Hold		Coord	Coord		Coord	Coord	Coord
30th %ile Green (s)	18.7	18.7		18.7	18.7		91.8	91.8		91.8	91.8	91.8
30th %ile Term Code	Gap	Gap		Hold	Hold		Coord	Coord		Coord	Coord	Coord
10th %ile Green (s)	13.6	13.6		13.6	13.6		96.9	96.9		96.9	96.9	96.9
10th %ile Term Code	Gap	Gap		Hold	Hold		Coord	Coord		Coord	Coord	Coord
Queue Length 50th (ft)	140	29			9		17	65		0	13	0
Queue Length 95th (ft)	203	95			34		46	116		m3	37	0
Internal Link Dist (ft)		574			1313			1750			662	
Turn Bay Length (ft)	300						300			300		300
Base Capacity (vph)	576	776			568		525	2583		580	2593	1222
Starvation Cap Reductn	0	0			0		0	0		0	0	0
Spillback Cap Reductn	0	0			0		0	0		0	0	0
Storage Cap Reductn	0	0			0		0	0		0	0	0
Reduced v/c Ratio	0.33	0.30			0.06		0.16	0.22		0.02	0.26	0.19
Intersection Summary												
Area Type:	Other											
Cycle Length: 120												

6: Perimeter Center Pkwy & East-West Connector

Actuated Cycle Length: 120

Offset: 102 (85%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 50

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.74

Intersection Signal Delay: 10.8

Intersection LOS: B

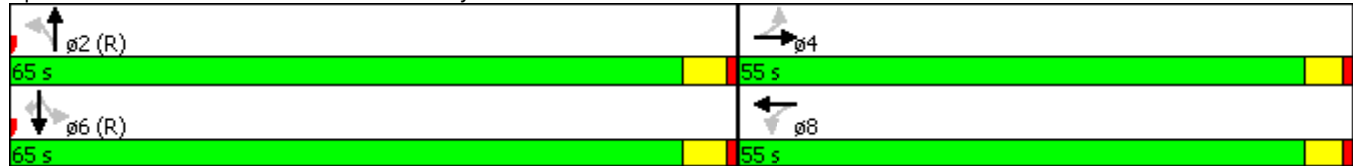
Intersection Capacity Utilization 49.6%

ICU Level of Service A

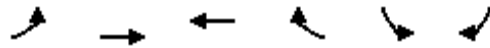
Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: Perimeter Center Pkwy & East-West Connector

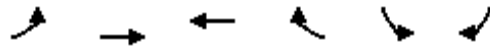


7: Lake Hearn Dr. & Perimeter Center Pkwy



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↗↗	↑↑	↑↑	↘↘	↗↗	↘
Volume (vph)	210	430	495	400	540	305
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			0	300	0
Storage Lanes	2			2	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	0.97	0.95	0.95	0.88	0.97	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	3433	3539	3539	2787	3433	1583
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	3433	3539	3539	2787	3433	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				435		253
Link Speed (mph)		45	45		45	
Link Distance (ft)		806	1941		1830	
Travel Time (s)		12.2	29.4		27.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	228	467	538	435	587	332
Shared Lane Traffic (%)						
Lane Group Flow (vph)	228	467	538	435	587	332
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		24	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	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	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	5	2	6		4	
Permitted Phases				6		4
Detector Phase	5	2	6	6	4	4

7: Lake Hearn Dr. & Perimeter Center Pkwy



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.0	20.0	28.0	28.0	38.0	38.0
Total Split (s)	9.0	37.0	28.0	28.0	38.0	38.0
Total Split (%)	12.0%	49.3%	37.3%	37.3%	50.7%	50.7%
Maximum Green (s)	4.0	32.0	23.0	23.0	33.0	33.0
Yellow Time (s)	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
Lost Time Adjust (s)	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
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	Min	Min	Min	None	None
Walk Time (s)			7.0	7.0	7.0	7.0
Flash Dont Walk (s)			16.0	16.0	26.0	26.0
Pedestrian Calls (#/hr)			0	0	0	0
Act Effct Green (s)	4.1	24.6	15.4	15.4	14.9	14.9
Actuated g/C Ratio	0.08	0.49	0.31	0.31	0.30	0.30
v/c Ratio	0.81	0.27	0.49	0.38	0.57	0.51
Control Delay	51.6	8.2	16.0	2.8	17.6	7.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.6	8.2	16.0	2.8	17.6	7.6
LOS	D	A	B	A	B	A
Approach Delay		22.5	10.1		14.0	
Approach LOS		C	B		B	
90th %ile Green (s)	4.0	31.8	22.8	22.8	21.0	21.0
90th %ile Term Code	Max	Hold	Gap	Gap	Gap	Gap
70th %ile Green (s)	4.0	26.9	17.9	17.9	17.9	17.9
70th %ile Term Code	Max	Hold	Gap	Gap	Gap	Gap
50th %ile Green (s)	4.0	24.1	15.1	15.1	14.6	14.6
50th %ile Term Code	Max	Hold	Gap	Gap	Gap	Gap
30th %ile Green (s)	4.0	21.7	12.7	12.7	12.7	12.7
30th %ile Term Code	Max	Hold	Gap	Gap	Gap	Gap
10th %ile Green (s)	4.0	18.8	9.8	9.8	9.5	9.5
10th %ile Term Code	Max	Hold	Gap	Gap	Gap	Gap
Queue Length 50th (ft)	34	36	64	0	71	16
Queue Length 95th (ft)	#111	74	116	27	134	76
Internal Link Dist (ft)		726	1861		1750	
Turn Bay Length (ft)					300	
Base Capacity (vph)	283	2340	1682	1553	2341	1159
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.81	0.20	0.32	0.28	0.25	0.29

Intersection Summary

Area Type: Other

Cycle Length: 75

7: Lake Hearn Dr. & Perimeter Center Pkwy

Actuated Cycle Length: 49.8

Natural Cycle: 75

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.81

Intersection Signal Delay: 14.8

Intersection LOS: B

Intersection Capacity Utilization 47.6%

ICU Level of Service A

Analysis Period (min) 15

90th %ile Actuated Cycle: 62.8

70th %ile Actuated Cycle: 54.8

50th %ile Actuated Cycle: 48.7

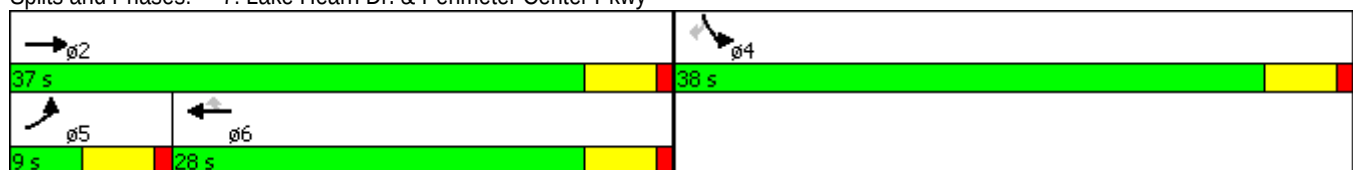
30th %ile Actuated Cycle: 44.4

10th %ile Actuated Cycle: 38.3

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 7: Lake Hearn Dr. & Perimeter Center Pkwy



Traffic Analysis Results

SYNCHRO Analysis – 2026 No-Build with Improvements

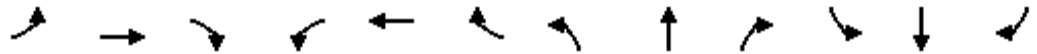
1: Perimeter Center Pkwy & Hammond Dr.

AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	240	950	310	450	660	370	200	305	90	370	475	230
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	260		0	250		500	80		0	250		300
Storage Lanes	2		1	2		1	2		0	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.95	0.95	0.97	0.95	1.00
Frt			0.850			0.850		0.966				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583	3433	3419	0	3433	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	5085	1583	3433	5085	1583	3433	3419	0	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			111			230			37			69
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		2029			963			330			786	
Travel Time (s)		30.7			14.6			5.0			11.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	261	1033	337	489	717	402	217	332	98	402	516	250
Shared Lane Traffic (%)												
Lane Group Flow (vph)	261	1033	337	489	717	402	217	430	0	402	516	250
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)		24			24			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	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	20
Trailing Detector (ft)	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
Detector 1 Size(ft)	20	6	20	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	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
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
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
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	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA		Prot	NA	pm+ov
Protected Phases	5	2	3	1	6	7	3	8		7	4	5
Permitted Phases			2			6						4
Detector Phase	5	2	3	1	6	7	3	8		7	4	5

1: Perimeter Center Pkwy & Hammond Dr.

AM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
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
Minimum Split (s)	9.5	31.5	8.5	9.5	31.5	8.5	8.5	40.5		8.5	40.5	9.5
Total Split (s)	19.5	31.9	15.2	20.6	33.0	17.0	15.2	40.5		17.0	42.3	19.5
Total Split (%)	17.7%	29.0%	13.8%	18.7%	30.0%	15.5%	13.8%	36.8%		15.5%	38.5%	17.7%
Maximum Green (s)	14.0	26.4	10.7	15.1	27.5	12.5	10.7	36.0		12.5	37.8	14.0
Yellow Time (s)	4.5	4.5	3.5	4.5	4.5	3.5	3.5	3.5		3.5	3.5	4.5
All-Red Time (s)	1.0	1.0	1.0	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	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	4.5	5.5	5.5	4.5	4.5	4.5		4.5	4.5	5.5
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag		Lead	Lag	Lead
Lead-Lag Optimize?	Yes	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	3.0
Recall Mode	None	C-Min	None	None	C-Min	None	None	None		None	None	None
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		19.0			19.0			29.0			29.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effect Green (s)	13.6	33.0	48.8	23.7	43.1	62.3	10.4	19.6		13.7	23.0	41.0
Actuated g/C Ratio	0.12	0.30	0.44	0.22	0.39	0.57	0.09	0.18		0.12	0.21	0.37
v/c Ratio	0.62	0.68	0.44	0.66	0.36	0.40	0.67	0.67		0.94	0.70	0.39
Control Delay	51.9	37.3	16.5	51.1	21.3	4.9	66.6	40.6		79.6	45.6	19.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	51.9	37.3	16.5	51.1	21.3	4.9	66.6	40.6		79.6	45.6	19.0
LOS	D	D	B	D	C	A	E	D		E	D	B
Approach Delay		35.3			26.2			49.3			51.6	
Approach LOS		D			C			D			D	
90th %ile Green (s)	17.2	26.6	10.7	25.2	34.6	12.5	10.7	25.7		12.5	27.5	17.2
90th %ile Term Code	Gap	Coord	Max	Gap	Coord	Max	Max	Hold		Max	Gap	Gap
70th %ile Green (s)	15.1	30.9	10.7	23.9	39.7	12.5	10.7	22.7		12.5	24.5	15.1
70th %ile Term Code	Gap	Coord	Max	Gap	Coord	Max	Max	Hold		Max	Gap	Gap
50th %ile Green (s)	13.6	34.5	10.7	23.3	44.2	12.5	10.7	19.7		12.5	21.5	13.6
50th %ile Term Code	Gap	Coord	Max	Gap	Coord	Max	Max	Hold		Max	Gap	Gap
30th %ile Green (s)	12.1	36.7	10.9	23.0	47.6	13.5	10.9	16.8		13.5	19.4	12.1
30th %ile Term Code	Gap	Coord	Gap	Gap	Coord	Max	Gap	Hold		Max	Gap	Gap
10th %ile Green (s)	9.9	36.1	8.9	23.1	49.3	17.6	8.9	13.2		17.6	21.9	9.9
10th %ile Term Code	Gap	Coord	Gap	Gap	Coord	Max	Gap	Gap		Max	Hold	Gap
Queue Length 50th (ft)	91	229	100	143	128	25	83	98		~157	182	93
Queue Length 95th (ft)	129	310	202	m235	m120	m53	124	143		#255	225	139
Internal Link Dist (ft)		1949			883			250			706	
Turn Bay Length (ft)	260			250		500	80			250		300
Base Capacity (vph)	463	1523	769	739	1991	996	334	1143		428	1216	651
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.56	0.68	0.44	0.66	0.36	0.40	0.65	0.38		0.94	0.42	0.38

Intersection Summary

Area Type: Other

Cycle Length: 110

1: Perimeter Center Pkwy & Hammond Dr.

Actuated Cycle Length: 110

Offset: 73 (66%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 110

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.94

Intersection Signal Delay: 38.0

Intersection LOS: D

Intersection Capacity Utilization 69.7%

ICU Level of Service C

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: Perimeter Center Pkwy & Hammond Dr.

 ø1	 ø2 (R)	 ø3	 ø4
20.6 s	31.9 s	15.2 s	42.3 s
 ø5	 ø6 (R)	 ø7	 ø8
19.5 s	33 s	17 s	40.5 s

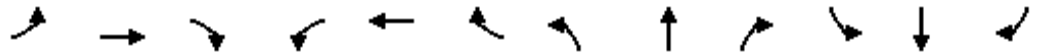
2: Shopping Center & Hammond Dr.

AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  						 	
Volume (vph)	5	850	365	360	1350	25	120	5	110	15	5	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		250	200		200	100		0	0		0
Storage Lanes	1		1	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850		0.897	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5085	1583	1770	5085	1583	1770	1863	1583	1770	1671	0
Flt Permitted	0.168			0.237			0.541					
Satd. Flow (perm)	313	5085	1583	441	5085	1583	1008	1863	1583	1863	1671	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			397			114			179		11	
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		963			979			533			748	
Travel Time (s)		14.6			14.8			8.1			11.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	5	924	397	391	1467	27	130	5	120	16	5	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	5	924	397	391	1467	27	130	5	120	16	16	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)		24			24			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	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	
Trailing Detector (ft)	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	
Detector 1 Size(ft)	20	6	20	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	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	
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	
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	
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	Perm	pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6		6	8		8	4		
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	

2: Shopping Center & Hammond Dr.

AM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
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)	9.5	24.5	24.5	9.5	23.5	23.5	8.5	40.5	40.5	8.5	40.5	40.5
Total Split (s)	9.5	30.1	30.1	30.6	51.2	51.2	8.8	40.8	40.8	8.5	40.5	40.5
Total Split (%)	8.6%	27.4%	27.4%	27.8%	46.5%	46.5%	8.0%	37.1%	37.1%	7.7%	36.8%	36.8%
Maximum Green (s)	4.0	24.6	24.6	25.1	45.7	45.7	4.3	36.3	36.3	4.0	36.0	36.0
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	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	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	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	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	3.0	3.0
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0
Flash Dont Walk (s)		12.0	12.0		9.0	9.0		29.0	29.0		29.0	29.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effect Green (s)	64.5	58.9	58.9	88.4	86.2	86.2	9.9	8.2	8.2	8.0	6.2	6.2
Actuated g/C Ratio	0.59	0.54	0.54	0.80	0.78	0.78	0.09	0.07	0.07	0.07	0.06	0.06
v/c Ratio	0.02	0.34	0.38	0.61	0.37	0.02	0.94	0.04	0.42	0.12	0.15	0.15
Control Delay	1.0	3.1	0.7	9.1	4.7	0.0	112.5	48.6	6.3	44.8	32.5	32.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	1.0	3.1	0.7	9.1	4.7	0.0	112.5	48.6	6.3	44.8	32.5	32.5
LOS	A	A	A	A	A	A	F	D	A	D	C	C
Approach Delay		2.4			5.5			61.2			38.6	
Approach LOS		A			A			E			D	
90th %ile Green (s)	5.8	47.7	47.7	30.3	72.2	72.2	4.3	8.0	8.0	4.0	7.7	7.7
90th %ile Term Code	Gap	Coord	Coord	Gap	Coord	Coord	Max	Hold	Hold	Max	Gap	Gap
70th %ile Green (s)	0.0	52.2	52.2	27.0	84.7	84.7	4.3	6.8	6.8	4.0	6.5	6.5
70th %ile Term Code	Skip	Coord	Coord	Gap	Coord	Coord	Max	Hold	Hold	Max	Gap	Gap
50th %ile Green (s)	0.0	63.3	63.3	24.3	93.1	93.1	6.9	6.9	6.9	0.0	0.0	0.0
50th %ile Term Code	Skip	Coord	Coord	Gap	Coord	Coord	Max	Hold	Hold	Skip	Skip	Skip
30th %ile Green (s)	0.0	61.8	61.8	21.6	88.9	88.9	11.1	11.1	11.1	0.0	0.0	0.0
30th %ile Term Code	Skip	Coord	Coord	Gap	Coord	Coord	Max	Hold	Hold	Skip	Skip	Skip
10th %ile Green (s)	0.0	69.7	69.7	16.8	92.0	92.0	8.0	8.0	8.0	0.0	0.0	0.0
10th %ile Term Code	Skip	Coord	Coord	Gap	Coord	Coord	Gap	Hold	Hold	Skip	Skip	Skip
Queue Length 50th (ft)	0	15	0	38	57	0	~110	3	0	11	3	3
Queue Length 95th (ft)	m0	m18	m0	145	196	0	#209	16	15	31	26	26
Internal Link Dist (ft)		883			899			453			668	
Turn Bay Length (ft)	250		250	200		200	100					
Base Capacity (vph)	257	2724	1032	674	3983	1265	138	614	642	130	554	554
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.02	0.34	0.38	0.58	0.37	0.02	0.94	0.01	0.19	0.12	0.03	0.03

Intersection Summary

Area Type: Other

Cycle Length: 110

2: Shopping Center & Hammond Dr.

Actuated Cycle Length: 110

Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 95

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.94

Intersection Signal Delay: 8.7

Intersection LOS: A

Intersection Capacity Utilization 62.6%

ICU Level of Service B

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

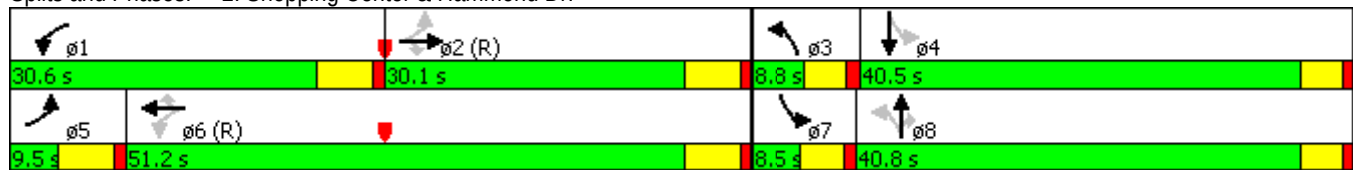
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Shopping Center & Hammond Dr.



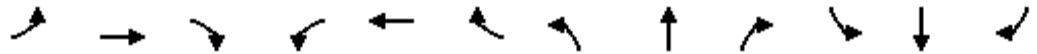
3: Ashford-Dunwoody Rd. & Hammond Dr.

AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	265	120	590	70	95	70	1340	2400	395	90	1395	300
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	400		0	0		0	300		0	0		0
Storage Lanes	1		2	2		1	2		0	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	0.97	1.00	1.00	0.97	0.86	0.86	0.97	0.86	1.00
Frt		0.922	0.850			0.850		0.979				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1563	2882	3433	1863	1583	3433	6273	0	3433	6408	1583
Flt Permitted	0.690			0.950			0.950			0.950		
Satd. Flow (perm)	1285	1563	2882	3433	1863	1583	3433	6273	0	3433	6408	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		38	60			135		41				261
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		979			481			1611			970	
Travel Time (s)		14.8			7.3			24.4			14.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	288	130	641	76	103	76	1457	2609	429	98	1516	326
Shared Lane Traffic (%)			22%									
Lane Group Flow (vph)	288	271	500	76	103	76	1457	3038	0	98	1516	326
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)		24			24			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	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	20
Trailing Detector (ft)	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
Detector 1 Size(ft)	20	6	20	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	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
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
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
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	pt+ov	Prot	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	7	4	4 5	3	8		5	2		1	6	
Permitted Phases	4					8						6
Detector Phase	7	4	4 5	3	8	8	5	2		1	6	6

3: Ashford-Dunwoody Rd. & Hammond Dr.

AM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	3.5	4.0		3.5	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	9.0	45.5		9.0	48.5	48.5	9.0	31.5		9.0	34.5	34.5
Total Split (s)	9.0	46.5		11.0	48.5	48.5	49.0	77.5		10.0	38.5	38.5
Total Split (%)	6.2%	32.1%		7.6%	33.4%	33.4%	33.8%	53.4%		6.9%	26.6%	26.6%
Maximum Green (s)	3.5	41.0		5.5	43.0	43.0	44.0	72.0		5.0	33.0	33.0
Yellow Time (s)	4.5	4.5		4.5	4.5	4.5	4.0	4.5		4.0	4.5	4.5
All-Red Time (s)	1.0	1.0		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	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	5.0	5.5		5.0	5.5	5.5
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	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	None	C-Min		None	C-Min	C-Min
Walk Time (s)		7.0			7.0	7.0		7.0			7.0	7.0
Flash Dont Walk (s)		33.0			36.0	36.0		19.0			22.0	22.0
Pedestrian Calls (#/hr)		0			0	0		0			0	0
Act Effect Green (s)	32.3	28.8	90.0	5.5	30.8	30.8	56.2	80.3		8.9	33.0	33.0
Actuated g/C Ratio	0.22	0.20	0.62	0.04	0.21	0.21	0.39	0.55		0.06	0.23	0.23
v/c Ratio	0.97	0.80	0.28	0.58	0.26	0.17	1.09	0.87		0.47	1.04	0.58
Control Delay	98.5	63.6	11.4	86.7	47.1	0.8	96.0	32.0		73.3	88.3	15.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	98.5	63.6	11.4	86.7	47.1	0.8	96.0	32.0		73.3	88.3	15.4
LOS	F	E	B	F	D	A	F	C		E	F	B
Approach Delay		48.4			45.1			52.7			75.3	
Approach LOS		D			D			D			E	
90th %ile Green (s)	3.5	39.4		5.5	41.4	41.4	45.6	72.0		6.6	33.0	33.0
90th %ile Term Code	Max	Gap		Max	Hold	Hold	Max	Coord		Max	Coord	Coord
70th %ile Green (s)	3.5	33.2		5.5	35.2	35.2	51.8	73.8		11.0	33.0	33.0
70th %ile Term Code	Max	Gap		Max	Hold	Hold	Max	Coord		Gap	Coord	Coord
50th %ile Green (s)	3.5	29.2		5.5	31.2	31.2	55.8	78.6		10.2	33.0	33.0
50th %ile Term Code	Max	Gap		Max	Hold	Hold	Max	Coord		Gap	Coord	Coord
30th %ile Green (s)	3.5	24.4		5.5	26.4	26.4	60.6	84.5		9.1	33.0	33.0
30th %ile Term Code	Max	Gap		Max	Hold	Hold	Max	Coord		Gap	Coord	Coord
10th %ile Green (s)	3.5	17.6		5.5	19.6	19.6	67.4	92.8		7.6	33.0	33.0
10th %ile Term Code	Max	Gap		Max	Hold	Hold	Max	Coord		Gap	Coord	Coord
Queue Length 50th (ft)	236	234	97	37	82	0	~804	708		46	~447	50
Queue Length 95th (ft)	302	321	130	#66	124	0	#1063	#842		#83	#525	152
Internal Link Dist (ft)		899			401			1531			890	
Turn Bay Length (ft)	400						300					
Base Capacity (vph)	297	469	1796	130	552	564	1331	3493		210	1458	561
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.97	0.58	0.28	0.58	0.19	0.13	1.09	0.87		0.47	1.04	0.58

Intersection Summary

Area Type: Other

Cycle Length: 145

3: Ashford-Dunwoody Rd. & Hammond Dr.

Actuated Cycle Length: 145

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green, Master Intersection

Natural Cycle: 145

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.09

Intersection Signal Delay: 57.5

Intersection LOS: E

Intersection Capacity Utilization 96.0%

ICU Level of Service F

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 3: Ashford-Dunwoody Rd. & Hammond Dr.

 ø1	 ø2 (R)		 ø3	 ø4
10 s	77.5 s		11 s	46.5 s
 ø5	 ø6 (R)		 ø7	 ø8
49 s	38.5 s		9 s	48.5 s

3: Ashford-Dunwoody Rd. & Hammond Dr.

AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	265	120	590	70	95	70	1340	2400	395	90	1395	300
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	400		0	0		0	300		0	0		0
Storage Lanes	1		2	2		1	3		0	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	0.97	1.00	1.00	0.94	0.86	0.86	0.97	0.86	1.00
Frt		0.922	0.850			0.850		0.979				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1563	2882	3433	1863	1583	4990	6273	0	3433	6408	1583
Flt Permitted	0.690			0.950			0.950			0.950		
Satd. Flow (perm)	1285	1563	2882	3433	1863	1583	4990	6273	0	3433	6408	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		38	60			135		40				269
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		979			481			1611			970	
Travel Time (s)		14.8			7.3			24.4			14.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	288	130	641	76	103	76	1457	2609	429	98	1516	326
Shared Lane Traffic (%)			22%									
Lane Group Flow (vph)	288	271	500	76	103	76	1457	3038	0	98	1516	326
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)		24			24			36			36	
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	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	20
Trailing Detector (ft)	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
Detector 1 Size(ft)	20	6	20	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	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
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
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
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	pt+ov	Prot	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	7	4	4 5	3	8		5	2		1	6	
Permitted Phases	4					8						6
Detector Phase	7	4	4 5	3	8	8	5	2		1	6	6

3: Ashford-Dunwoody Rd. & Hammond Dr.

AM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	3.5	4.0		3.5	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	9.0	45.5		9.0	48.5	48.5	9.0	31.5		9.0	34.5	34.5
Total Split (s)	10.0	46.5		12.0	48.5	48.5	45.0	76.5		10.0	41.5	41.5
Total Split (%)	6.9%	32.1%		8.3%	33.4%	33.4%	31.0%	52.8%		6.9%	28.6%	28.6%
Maximum Green (s)	4.5	41.0		6.5	43.0	43.0	40.0	71.0		5.0	36.0	36.0
Yellow Time (s)	4.5	4.5		4.5	4.5	4.5	4.0	4.5		4.0	4.5	4.5
All-Red Time (s)	1.0	1.0		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	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	5.0	5.5		5.0	5.5	5.5
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	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	None	C-Min		None	C-Min	C-Min
Walk Time (s)		7.0			7.0	7.0		7.0			7.0	7.0
Flash Dont Walk (s)		33.0			36.0	36.0		19.0			22.0	22.0
Pedestrian Calls (#/hr)		0			0	0		0			0	0
Act Effect Green (s)	33.3	28.8	84.5	6.5	30.7	30.7	50.8	79.4		8.9	37.5	37.5
Actuated g/C Ratio	0.23	0.20	0.58	0.04	0.21	0.21	0.35	0.55		0.06	0.26	0.26
v/c Ratio	0.93	0.80	0.29	0.50	0.26	0.17	0.83	0.88		0.47	0.91	0.54
Control Delay	87.9	63.6	13.5	79.3	47.2	0.8	48.8	33.1		73.3	61.7	12.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	87.9	63.6	13.5	79.3	47.2	0.8	48.8	33.1		73.3	61.7	12.9
LOS	F	E	B	E	D	A	D	C		E	E	B
Approach Delay		46.6			42.9			38.2			54.1	
Approach LOS		D			D			D			D	
90th %ile Green (s)	4.5	39.4		6.5	41.4	41.4	41.6	71.0		6.6	36.0	36.0
90th %ile Term Code	Max	Gap		Max	Hold	Hold	Max	Coord		Max	Coord	Coord
70th %ile Green (s)	4.5	33.2		6.5	35.2	35.2	47.8	72.8		11.0	36.0	36.0
70th %ile Term Code	Max	Gap		Max	Hold	Hold	Max	Coord		Gap	Coord	Coord
50th %ile Green (s)	4.5	29.2		6.5	31.2	31.2	51.8	77.6		10.2	36.0	36.0
50th %ile Term Code	Max	Gap		Max	Hold	Hold	Max	Coord		Gap	Coord	Coord
30th %ile Green (s)	4.5	24.4		6.5	26.4	26.4	55.1	83.5		9.1	37.5	37.5
30th %ile Term Code	Max	Gap		Max	Hold	Hold	Gap	Coord		Gap	Coord	Coord
10th %ile Green (s)	4.5	17.6		6.3	19.4	19.4	57.5	92.0		7.6	42.1	42.1
10th %ile Term Code	Max	Gap		Gap	Hold	Hold	Gap	Coord		Gap	Coord	Coord
Queue Length 50th (ft)	234	234	106	37	82	0	442	720		46	413	42
Queue Length 95th (ft)	299	321	141	64	124	0	#609	#902		#83	#487	139
Internal Link Dist (ft)		899			401			1531			890	
Turn Bay Length (ft)	400						300					
Base Capacity (vph)	309	469	1689	153	552	564	1746	3452		210	1657	609
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.93	0.58	0.30	0.50	0.19	0.13	0.83	0.88		0.47	0.91	0.54

Intersection Summary

Area Type: Other

Cycle Length: 145

3: Ashford-Dunwoody Rd. & Hammond Dr.

AM Peak Hour

Actuated Cycle Length: 145

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green, Master Intersection

Natural Cycle: 145

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.93

Intersection Signal Delay: 43.4

Intersection LOS: D

Intersection Capacity Utilization 83.3%

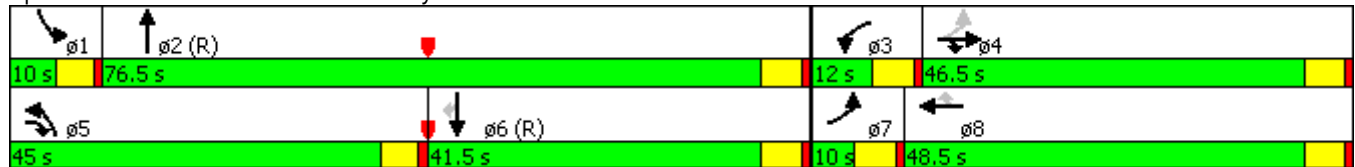
ICU Level of Service E

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 3: Ashford-Dunwoody Rd. & Hammond Dr.



4: Perimeter Center Pkwy & State Farm Driveway

AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	20	0	0	50	0	545	60	140	710	220
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	80		0
Storage Lanes	1		1	0		1	0		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			0.865		0.985			0.965	
Flt Protected										0.950		
Satd. Flow (prot)	1863	0	1583	0	0	1611	0	3486	0	1770	3415	0
Flt Permitted										0.950		
Satd. Flow (perm)	1863	0	1583	0	0	1611	0	3486	0	1770	3415	0
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		391			524			338			330	
Travel Time (s)		5.9			7.9			5.1			5.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	22	0	0	54	0	592	65	152	772	239
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	22	0	0	54	0	657	0	152	1011	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
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	36.7%						ICU Level of Service A					
Analysis Period (min)	15											

5: Perimeter Center Pkwy & Goldkist Dr.

AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	25	0	20	25	0	115	50	465	25	70	560	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	200		0	200		200
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		0.850			0.850			0.992			0.977	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1583	0	1770	1583	0	1770	3511	0	1770	3458	0
Flt Permitted	0.889			0.625			0.358			0.443		
Satd. Flow (perm)	1656	1583	0	1164	1583	0	667	3511	0	825	3458	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		410			391			6			22	
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		402			1304			742			338	
Travel Time (s)		6.1			19.8			11.2			5.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	27	0	22	27	0	125	54	505	27	76	609	109
Shared Lane Traffic (%)												
Lane Group Flow (vph)	27	22	0	27	125	0	54	532	0	76	718	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	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		5	2		1	6	

5: Perimeter Center Pkwy & Goldkist Dr.

AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	8.5	27.5		20.5	27.5		9.0	24.0		9.0	23.0	
Total Split (s)	10.0	28.0		21.0	39.0		12.0	49.0		12.0	49.0	
Total Split (%)	9.1%	25.5%		19.1%	35.5%		10.9%	44.5%		10.9%	44.5%	
Maximum Green (s)	5.5	23.5		16.5	34.5		7.0	44.0		7.0	44.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		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		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		5.0	5.0		5.0	5.0	
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-Min		None	C-Min	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		16.0			16.0			12.0			9.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effect Green (s)	9.4	5.6		11.2	5.5		83.2	78.0		83.8	78.3	
Actuated g/C Ratio	0.09	0.05		0.10	0.05		0.76	0.71		0.76	0.71	
v/c Ratio	0.18	0.05		0.16	0.28		0.10	0.21		0.11	0.29	
Control Delay	44.6	0.2		42.3	1.5		3.0	5.3		2.4	3.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	44.6	0.2		42.3	1.5		3.0	5.3		2.4	3.3	
LOS	D	A		D	A		A	A		A	A	
Approach Delay		24.6			8.8			5.1			3.2	
Approach LOS		C			A			A			A	
90th %ile Green (s)	8.9	5.8		8.6	5.5		7.3	68.7		7.9	69.3	
90th %ile Term Code	Gap	Hold		Gap	Gap		Gap	Coord		Gap	Coord	
70th %ile Green (s)	7.8	5.7		7.6	5.5		6.7	70.6		7.1	71.0	
70th %ile Term Code	Gap	Hold		Gap	Gap		Gap	Coord		Gap	Coord	
50th %ile Green (s)	7.1	0.0		17.1	5.5		6.3	71.8		6.6	72.1	
50th %ile Term Code	Gap	Skip		Hold	Gap		Gap	Coord		Gap	Coord	
30th %ile Green (s)	0.0	5.5		0.0	5.5		5.7	84.1		5.9	84.3	
30th %ile Term Code	Skip	Hold		Skip	Gap		Gap	Coord		Gap	Coord	
10th %ile Green (s)	0.0	5.5		0.0	5.5		0.0	95.0		0.0	95.0	
10th %ile Term Code	Skip	Hold		Skip	Gap		Skip	Coord		Skip	Coord	
Queue Length 50th (ft)	18	0		17	0		6	56		5	30	
Queue Length 95th (ft)	42	0		42	0		14	70		m15	61	
Internal Link Dist (ft)		322			1224			662			258	
Turn Bay Length (ft)							200			200		
Base Capacity (vph)	148	660		275	764		578	2492		692	2469	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.18	0.03		0.10	0.16		0.09	0.21		0.11	0.29	
Intersection Summary												
Area Type:	Other											
Cycle Length: 110												

5: Perimeter Center Pkwy & Goldkist Dr.

Actuated Cycle Length: 110

Offset: 66 (60%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 85

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.29

Intersection Signal Delay: 5.1

Intersection LOS: A

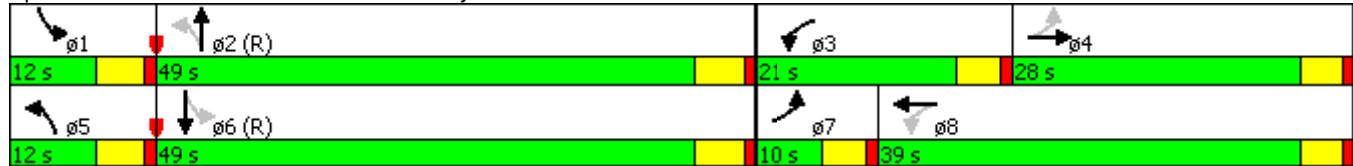
Intersection Capacity Utilization 42.1%

ICU Level of Service A

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 5: Perimeter Center Pkwy & Goldkist Dr.



6: Perimeter Center Pkwy & East-West Connector

AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	100	0	20	15	0	20	90	420	10	10	530	65
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300		0	0		0	300		0	300		300
Storage Lanes	1		0	0		0	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	0.95	0.95	1.00	0.95	1.00
Frt		0.850			0.922			0.996				0.850
Flt Protected	0.950				0.979		0.950			0.950		
Satd. Flow (prot)	1770	1583	0	0	1681	0	1770	3525	0	1770	3539	1583
Flt Permitted	0.830				0.892		0.435			0.483		
Satd. Flow (perm)	1546	1583	0	0	1532	0	810	3525	0	900	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		283			22			3				71
Link Speed (mph)		45			45			45				45
Link Distance (ft)		654			1393			1830				742
Travel Time (s)		9.9			21.1			27.7				11.2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	109	0	22	16	0	22	98	457	11	11	576	71
Shared Lane Traffic (%)												
Lane Group Flow (vph)	109	22	0	0	38	0	98	468	0	11	576	71
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	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		6
Detector Phase	4	4		8	8		2	2		6	6	6

6: Perimeter Center Pkwy & East-West Connector

AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
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)	27.5	27.5		27.5	27.5		23.0	23.0		23.0	23.0	23.0
Total Split (s)	44.0	44.0		44.0	44.0		66.0	66.0		66.0	66.0	66.0
Total Split (%)	40.0%	40.0%		40.0%	40.0%		60.0%	60.0%		60.0%	60.0%	60.0%
Maximum Green (s)	39.5	39.5		39.5	39.5		61.0	61.0		61.0	61.0	61.0
Yellow Time (s)	3.5	3.5		3.5	3.5		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	1.0
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5			4.5		5.0	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	3.0
Recall Mode	None	None		None	None		C-Min	C-Min		C-Min	C-Min	C-Min
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	7.0
Flash Dont Walk (s)	16.0	16.0		16.0	16.0		9.0	9.0		9.0	9.0	9.0
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	0
Act Effect Green (s)	14.2	14.2			14.2		86.3	86.3		86.3	86.3	86.3
Actuated g/C Ratio	0.13	0.13			0.13		0.78	0.78		0.78	0.78	0.78
v/c Ratio	0.55	0.05			0.18		0.15	0.17		0.02	0.21	0.06
Control Delay	54.1	0.2			24.1		4.3	3.5		0.5	0.8	0.2
Queue Delay	0.0	0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	54.1	0.2			24.1		4.3	3.5		0.5	0.8	0.2
LOS	D	A			C		A	A		A	A	A
Approach Delay		45.0			24.1			3.6			0.8	
Approach LOS		D			C			A			A	
90th %ile Green (s)	20.5	20.5		20.5	20.5		80.0	80.0		80.0	80.0	80.0
90th %ile Term Code	Gap	Gap		Hold	Hold		Coord	Coord		Coord	Coord	Coord
70th %ile Green (s)	16.7	16.7		16.7	16.7		83.8	83.8		83.8	83.8	83.8
70th %ile Term Code	Gap	Gap		Hold	Hold		Coord	Coord		Coord	Coord	Coord
50th %ile Green (s)	14.2	14.2		14.2	14.2		86.3	86.3		86.3	86.3	86.3
50th %ile Term Code	Gap	Gap		Hold	Hold		Coord	Coord		Coord	Coord	Coord
30th %ile Green (s)	11.7	11.7		11.7	11.7		88.8	88.8		88.8	88.8	88.8
30th %ile Term Code	Gap	Gap		Hold	Hold		Coord	Coord		Coord	Coord	Coord
10th %ile Green (s)	8.0	8.0		8.0	8.0		92.5	92.5		92.5	92.5	92.5
10th %ile Term Code	Gap	Gap		Hold	Hold		Coord	Coord		Coord	Coord	Coord
Queue Length 50th (ft)	73	0			10		14	34		0	3	1
Queue Length 95th (ft)	123	0			39		36	63		m1	4	0
Internal Link Dist (ft)		574			1313			1750			662	
Turn Bay Length (ft)	300						300			300		300
Base Capacity (vph)	555	749			564		635	2765		705	2775	1256
Starvation Cap Reductn	0	0			0		0	0		0	0	0
Spillback Cap Reductn	0	0			0		0	0		0	0	0
Storage Cap Reductn	0	0			0		0	0		0	0	0
Reduced v/c Ratio	0.20	0.03			0.07		0.15	0.17		0.02	0.21	0.06
Intersection Summary												
Area Type:	Other											
Cycle Length: 110												

6: Perimeter Center Pkwy & East-West Connector

Actuated Cycle Length: 110

Offset: 97 (88%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 55

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.55

Intersection Signal Delay: 6.7

Intersection LOS: A

Intersection Capacity Utilization 42.9%

ICU Level of Service A

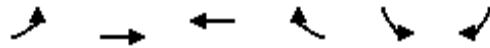
Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: Perimeter Center Pkwy & East-West Connector

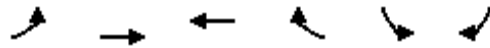
 ø2 (R)	 ø4
66 s	44 s
 ø6 (R)	 ø8
66 s	44 s

7: Lake Hearn Dr. & Perimeter Center Pkwy



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↰↰	↱↱	↰↰	↰↰	↰↰	↰
Volume (vph)	310	230	300	210	320	245
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			0	300	0
Storage Lanes	2			2	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	0.97	0.95	0.95	0.88	0.97	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	3433	3539	3539	2787	3433	1583
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	3433	3539	3539	2787	3433	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				228		266
Link Speed (mph)		45	45		45	
Link Distance (ft)		806	1941		1830	
Travel Time (s)		12.2	29.4		27.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	337	250	326	228	348	266
Shared Lane Traffic (%)						
Lane Group Flow (vph)	337	250	326	228	348	266
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		24	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	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	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	5	2	6		4	
Permitted Phases				6		4
Detector Phase	5	2	6	6	4	4

7: Lake Hearn Dr. & Perimeter Center Pkwy



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.0	20.0	28.0	28.0	38.0	38.0
Total Split (s)	9.0	37.0	28.0	28.0	38.0	38.0
Total Split (%)	12.0%	49.3%	37.3%	37.3%	50.7%	50.7%
Maximum Green (s)	4.0	32.0	23.0	23.0	33.0	33.0
Yellow Time (s)	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
Lost Time Adjust (s)	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
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	Min	Min	Min	None	None
Walk Time (s)			7.0	7.0	7.0	7.0
Flash Dont Walk (s)			16.0	16.0	26.0	26.0
Pedestrian Calls (#/hr)			0	0	0	0
Act Effct Green (s)	4.0	18.6	9.5	9.5	9.5	9.5
Actuated g/C Ratio	0.10	0.49	0.25	0.25	0.25	0.25
v/c Ratio	0.93	0.14	0.37	0.26	0.41	0.45
Control Delay	57.6	6.0	13.4	3.3	13.9	5.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	57.6	6.0	13.4	3.3	13.9	5.1
LOS	E	A	B	A	B	A
Approach Delay		35.6	9.3		10.1	
Approach LOS		D	A		B	
90th %ile Green (s)	4.0	22.1	13.1	13.1	13.1	13.1
90th %ile Term Code	Max	Hold	Gap	Gap	Gap	Gap
70th %ile Green (s)	4.0	19.6	10.6	10.6	10.2	10.2
70th %ile Term Code	Max	Hold	Gap	Gap	Gap	Gap
50th %ile Green (s)	4.0	18.7	9.7	9.7	9.2	9.2
50th %ile Term Code	Max	Hold	Gap	Gap	Gap	Gap
30th %ile Green (s)	4.0	16.9	7.9	7.9	8.2	8.2
30th %ile Term Code	Max	Hold	Gap	Gap	Gap	Gap
10th %ile Green (s)	4.0	15.9	6.9	6.9	7.1	7.1
10th %ile Term Code	Max	Hold	Gap	Gap	Gap	Gap
Queue Length 50th (ft)	37	13	28	0	31	0
Queue Length 95th (ft)	#116	31	60	19	62	39
Internal Link Dist (ft)		726	1861		1750	
Turn Bay Length (ft)					300	
Base Capacity (vph)	363	2999	2155	1786	3000	1417
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.93	0.08	0.15	0.13	0.12	0.19

Intersection Summary

Area Type: Other

Cycle Length: 75

7: Lake Hearn Dr. & Perimeter Center Pkwy

Actuated Cycle Length: 38.2

Natural Cycle: 75

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.93

Intersection Signal Delay: 18.4

Intersection LOS: B

Intersection Capacity Utilization 38.8%

ICU Level of Service A

Analysis Period (min) 15

90th %ile Actuated Cycle: 45.2

70th %ile Actuated Cycle: 39.8

50th %ile Actuated Cycle: 37.9

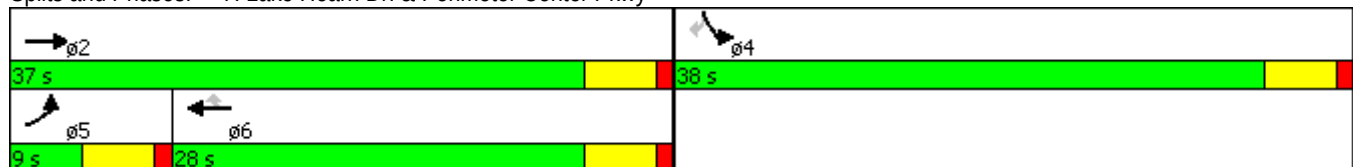
30th %ile Actuated Cycle: 35.1

10th %ile Actuated Cycle: 33

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 7: Lake Hearn Dr. & Perimeter Center Pkwy



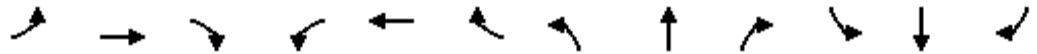
1: Perimeter Center Pkwy & Hammond Dr.

PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	290	705	190	225	810	390	385	550	270	440	425	330
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	260		0	250		500	80		0	250		300
Storage Lanes	2		1	2		1	2		0	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.95	0.95	0.97	0.95	1.00
Frt			0.850			0.850		0.951				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583	3433	3366	0	3433	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	5085	1583	3433	5085	1583	3433	3366	0	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			136			72			58			51
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		2029			963			330			786	
Travel Time (s)		30.7			14.6			5.0			11.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	315	766	207	245	880	424	418	598	293	478	462	359
Shared Lane Traffic (%)												
Lane Group Flow (vph)	315	766	207	245	880	424	418	891	0	478	462	359
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)		24			24			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	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	20
Trailing Detector (ft)	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
Detector 1 Size(ft)	20	6	20	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	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
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
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
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	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA		Prot	NA	pm+ov
Protected Phases	5	2	3	1	6	7	3	8		7	4	5
Permitted Phases			2			6						4
Detector Phase	5	2	3	1	6	7	3	8		7	4	5

1: Perimeter Center Pkwy & Hammond Dr.

PM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
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
Minimum Split (s)	9.5	31.5	9.5	9.5	31.5	8.5	9.5	40.5		8.5	40.5	9.5
Total Split (s)	25.0	44.4	30.6	22.6	42.0	32.0	30.6	51.0		32.0	52.4	25.0
Total Split (%)	16.7%	29.6%	20.4%	15.1%	28.0%	21.3%	20.4%	34.0%		21.3%	34.9%	16.7%
Maximum Green (s)	19.5	38.9	26.1	17.1	36.5	27.5	26.1	46.5		27.5	47.9	19.5
Yellow Time (s)	4.5	4.5	3.5	4.5	4.5	3.5	3.5	3.5		3.5	3.5	4.5
All-Red Time (s)	1.0	1.0	1.0	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	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	4.5	5.5	5.5	4.5	4.5	4.5		4.5	4.5	5.5
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag		Lead	Lag	Lead
Lead-Lag Optimize?	Yes	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	3.0
Recall Mode	None	C-Min	None	None	C-Min	None	None	None		None	None	None
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		19.0			19.0			29.0			29.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effect Green (s)	17.8	46.5	74.8	15.2	43.9	74.9	22.8	42.8		25.5	45.4	67.8
Actuated g/C Ratio	0.12	0.31	0.50	0.10	0.29	0.50	0.15	0.29		0.17	0.30	0.45
v/c Ratio	0.77	0.49	0.24	0.70	0.59	0.51	0.80	0.89		0.82	0.43	0.48
Control Delay	77.4	44.8	8.9	80.4	37.9	19.9	78.7	50.1		72.2	42.9	26.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	77.4	44.8	8.9	80.4	37.9	19.9	78.7	50.1		72.2	42.9	26.1
LOS	E	D	A	F	D	B	E	D		E	D	C
Approach Delay		47.0			39.7			59.2			49.0	
Approach LOS		D			D			E			D	
90th %ile Green (s)	19.5	38.9	26.1	17.1	36.5	27.5	26.1	46.5		27.5	47.9	19.5
90th %ile Term Code	Max	Coord	Max	Max	Coord	Max	Max	Max		Max	Hold	Max
70th %ile Green (s)	19.5	38.0	25.6	17.1	35.6	28.4	25.6	46.5		28.4	49.3	19.5
70th %ile Term Code	Max	Coord	Gap	Max	Coord	Max	Gap	Max		Max	Hold	Max
50th %ile Green (s)	18.9	43.0	23.4	15.9	40.0	26.8	23.4	44.3		26.8	47.7	18.9
50th %ile Term Code	Gap	Coord	Gap	Gap	Coord	Gap	Gap	Gap		Gap	Hold	Gap
30th %ile Green (s)	17.0	50.2	21.2	14.2	47.4	24.5	21.2	41.1		24.5	44.4	17.0
30th %ile Term Code	Gap	Coord	Gap	Gap	Coord	Gap	Gap	Gap		Gap	Hold	Gap
10th %ile Green (s)	14.2	62.4	17.9	11.8	60.0	20.2	17.9	35.6		20.2	37.9	14.2
10th %ile Term Code	Gap	Coord	Gap	Gap	Coord	Gap	Gap	Gap		Gap	Hold	Gap
Queue Length 50th (ft)	155	231	37	125	210	152	171	428		232	186	199
Queue Length 95th (ft)	208	288	90	m157	m251	m171	277	482		296	239	287
Internal Link Dist (ft)		1949			883			250			706	
Turn Bay Length (ft)	260			250		500	80			250		300
Base Capacity (vph)	446	1582	889	391	1494	848	597	1083		633	1137	760
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.71	0.48	0.23	0.63	0.59	0.50	0.70	0.82		0.76	0.41	0.47

Intersection Summary

Area Type: Other

Cycle Length: 150

1: Perimeter Center Pkwy & Hammond Dr.

Actuated Cycle Length: 150

Offset: 1 (1%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 105

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.89

Intersection Signal Delay: 48.4

Intersection LOS: D

Intersection Capacity Utilization 77.0%

ICU Level of Service D

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: Perimeter Center Pkwy & Hammond Dr.

 ø1	 ø2 (R)	 ø3	 ø4
22.6 s	44.4 s	30.6 s	52.4 s
 ø5	 ø6 (R)	 ø7	 ø8
25 s	42 s	32 s	51 s

2: Shopping Center & Hammond Dr.

PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  						 	
Volume (vph)	50	1230	210	315	1005	55	360	20	370	120	20	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		250	200		200	100		0	0		0
Storage Lanes	1		1	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850		0.888	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5085	1583	1770	5085	1583	1770	1863	1583	1770	1654	0
Flt Permitted	0.249			0.116			0.315			0.743		
Satd. Flow (perm)	464	5085	1583	216	5085	1583	587	1863	1583	1384	1654	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			175			116			400		65	
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		963			979			533			748	
Travel Time (s)		14.6			14.8			8.1			11.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	54	1337	228	342	1092	60	391	22	402	130	22	65
Shared Lane Traffic (%)												
Lane Group Flow (vph)	54	1337	228	342	1092	60	391	22	402	130	87	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)		24			24			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	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	
Trailing Detector (ft)	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	
Detector 1 Size(ft)	20	6	20	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	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	
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	
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	
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	Perm	pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6		6	8		8	4		
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	

2: Shopping Center & Hammond Dr.

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
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)	9.5	24.5	24.5	9.5	23.5	23.5	8.5	40.5	40.5	8.5	40.5	40.5
Total Split (s)	11.2	50.2	50.2	35.3	74.3	74.3	24.0	52.8	52.8	11.7	40.5	40.5
Total Split (%)	7.5%	33.5%	33.5%	23.5%	49.5%	49.5%	16.0%	35.2%	35.2%	7.8%	27.0%	27.0%
Maximum Green (s)	5.7	44.7	44.7	29.8	68.8	68.8	19.5	48.3	48.3	7.2	36.0	36.0
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	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	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	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	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	3.0	3.0
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0
Flash Dont Walk (s)		12.0	12.0		9.0	9.0		29.0	29.0		29.0	29.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effect Green (s)	76.6	69.7	69.7	104.7	94.5	94.5	35.3	21.8	21.8	17.2	8.2	8.2
Actuated g/C Ratio	0.51	0.46	0.46	0.70	0.63	0.63	0.24	0.15	0.15	0.11	0.05	0.05
v/c Ratio	0.18	0.57	0.28	0.75	0.34	0.06	1.24	0.08	0.70	0.71	0.57	0.57
Control Delay	6.7	19.3	1.8	36.8	13.9	0.1	175.8	55.4	12.4	74.3	37.7	37.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	6.7	19.3	1.8	36.8	13.9	0.1	175.8	55.4	12.4	74.3	37.7	37.7
LOS	A	B	A	D	B	A	F	E	B	E	D	D
Approach Delay		16.5			18.6			91.9			59.6	
Approach LOS		B			B			F			E	
90th %ile Green (s)	8.3	60.3	60.3	37.2	89.2	89.2	19.5	25.3	25.3	7.2	13.0	13.0
90th %ile Term Code	Gap	Coord	Coord	Gap	Coord	Coord	Max	Hold	Hold	Max	Gap	Gap
70th %ile Green (s)	7.3	67.8	67.8	33.0	93.5	93.5	19.5	22.0	22.0	7.2	9.7	9.7
70th %ile Term Code	Gap	Coord	Coord	Gap	Coord	Coord	Max	Hold	Hold	Max	Gap	Gap
50th %ile Green (s)	6.8	71.6	71.6	29.6	94.4	94.4	21.3	19.8	19.8	9.0	7.5	7.5
50th %ile Term Code	Gap	Coord	Coord	Gap	Coord	Coord	Max	Hold	Hold	Max	Gap	Gap
30th %ile Green (s)	6.4	70.2	70.2	26.4	90.2	90.2	27.9	21.2	21.2	12.2	5.5	5.5
30th %ile Term Code	Gap	Coord	Coord	Gap	Coord	Coord	Max	Hold	Hold	Gap	Gap	Gap
10th %ile Green (s)	0.0	78.5	78.5	21.4	105.4	105.4	24.6	20.7	20.7	9.4	5.5	5.5
10th %ile Term Code	Skip	Coord	Coord	Gap	Coord	Coord	Gap	Hold	Hold	Gap	Gap	Gap
Queue Length 50th (ft)	10	317	0	193	175	0	~442	19	2	108	21	21
Queue Length 95th (ft)	m16	392	m16	305	224	0	#630	46	107	167	78	78
Internal Link Dist (ft)		883			899			453			668	
Turn Bay Length (ft)	250		250	200		200	100					
Base Capacity (vph)	296	2362	829	481	3204	1040	316	599	780	182	446	446
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.18	0.57	0.28	0.71	0.34	0.06	1.24	0.04	0.52	0.71	0.20	0.20
Intersection Summary												
Area Type:	Other											
Cycle Length: 150												

2: Shopping Center & Hammond Dr.

Actuated Cycle Length: 150

Offset: 37 (25%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 105

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.24

Intersection Signal Delay: 34.3

Intersection LOS: C

Intersection Capacity Utilization 80.7%

ICU Level of Service D

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Shopping Center & Hammond Dr.

 ø1	 ø2 (R)	 ø3	 ø4
35.3 s	50.2 s	24 s	40.5 s
 ø5	 ø6 (R)	 ø7	 ø8
11.2 s	74.3 s	11.7 s	52.8 s

3: Ashford-Dunwoody Rd. & Hammond Dr.

PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	290	45	1385	435	140	90	1105	2000	55	30	1700	130
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300		0	0		0	300		0	0		0
Storage Lanes	1		2	2		1	2		0	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	0.97	1.00	1.00	0.97	0.86	0.86	0.97	0.86	1.00
Frt		0.864	0.850			0.850		0.996				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1465	2882	3433	1863	1583	3433	6382	0	3433	6408	1583
Flt Permitted	0.660			0.950			0.950			0.950		
Satd. Flow (perm)	1229	1465	2882	3433	1863	1583	3433	6382	0	3433	6408	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		327	60			135		5				135
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		979			481			1611			970	
Travel Time (s)		14.8			7.3			24.4			14.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	315	49	1505	473	152	98	1201	2174	60	33	1848	141
Shared Lane Traffic (%)			31%									
Lane Group Flow (vph)	315	516	1038	473	152	98	1201	2234	0	33	1848	141
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)		24			24			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	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	20
Trailing Detector (ft)	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
Detector 1 Size(ft)	20	6	20	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	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
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
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
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	pt+ov	Prot	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	7	4	4 5	3	8		5	2		1	6	
Permitted Phases	4					8						6
Detector Phase	7	4	4 5	3	8	8	5	2		1	6	6

3: Ashford-Dunwoody Rd. & Hammond Dr.

PM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	3.5	4.0		3.5	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	9.0	45.5		9.0	48.5	48.5	9.0	31.5		9.0	34.5	34.5
Total Split (s)	15.0	45.5		19.0	49.5	49.5	38.0	71.5		9.0	42.5	42.5
Total Split (%)	10.3%	31.4%		13.1%	34.1%	34.1%	26.2%	49.3%		6.2%	29.3%	29.3%
Maximum Green (s)	9.5	40.0		13.5	44.0	44.0	33.0	66.0		4.0	37.0	37.0
Yellow Time (s)	4.5	4.5		4.5	4.5	4.5	4.0	4.5		4.0	4.5	4.5
All-Red Time (s)	1.0	1.0		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	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	5.0	5.5		5.0	5.5	5.5
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	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	None	C-Min		None	C-Min	C-Min
Walk Time (s)		7.0			7.0	7.0		7.0			7.0	7.0
Flash Dont Walk (s)		33.0			36.0	36.0		19.0			22.0	22.0
Pedestrian Calls (#/hr)		0			0	0		0			0	0
Act Effect Green (s)	48.6	39.1	78.0	13.5	43.1	43.1	33.9	68.7		4.3	37.0	37.0
Actuated g/C Ratio	0.34	0.27	0.54	0.09	0.30	0.30	0.23	0.47		0.03	0.26	0.26
v/c Ratio	0.70	0.82	0.66	1.48	0.27	0.17	1.50	0.74		0.33	1.13	0.28
Control Delay	46.4	28.8	24.9	276.4	40.3	2.6	269.0	33.2		77.9	115.3	8.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	46.4	28.8	24.9	276.4	40.3	2.6	269.0	33.2		77.9	115.3	8.8
LOS	D	C	C	F	D	A	F	C		E	F	A
Approach Delay		29.6			189.7			115.7			107.2	
Approach LOS		C			F			F			F	
90th %ile Green (s)	9.5	40.0		13.5	44.0	44.0	33.0	66.0		4.0	37.0	37.0
90th %ile Term Code	Max	Max		Max	Hold	Hold	Max	Coord		Max	Coord	Coord
70th %ile Green (s)	9.5	40.0		13.5	44.0	44.0	33.0	66.0		4.0	37.0	37.0
70th %ile Term Code	Max	Max		Max	Hold	Hold	Max	Coord		Max	Coord	Coord
50th %ile Green (s)	9.5	40.0		13.5	44.0	44.0	33.0	66.0		4.0	37.0	37.0
50th %ile Term Code	Max	Max		Max	Hold	Hold	Max	Coord		Max	Coord	Coord
30th %ile Green (s)	9.5	40.0		13.5	44.0	44.0	33.0	66.0		4.0	37.0	37.0
30th %ile Term Code	Max	Max		Max	Hold	Hold	Max	Coord		Max	Coord	Coord
10th %ile Green (s)	9.5	35.7		13.5	39.7	39.7	37.3	79.3		0.0	37.0	37.0
10th %ile Term Code	Max	Gap		Max	Hold	Hold	Max	Coord		Skip	Coord	Coord
Queue Length 50th (ft)	213	197	353	~316	109	0	~818	505		15	~586	4
Queue Length 95th (ft)	300	379	434	#430	171	17	#955	550		35	#661	59
Internal Link Dist (ft)		899			401			1531			890	
Turn Bay Length (ft)	300						300					
Base Capacity (vph)	448	640	1573	319	565	574	801	3024		101	1635	504
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.70	0.81	0.66	1.48	0.27	0.17	1.50	0.74		0.33	1.13	0.28

Intersection Summary

Area Type: Other

Cycle Length: 145

3: Ashford-Dunwoody Rd. & Hammond Dr.

Actuated Cycle Length: 145

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green, Master Intersection

Natural Cycle: 145

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.50

Intersection Signal Delay: 100.2

Intersection LOS: F

Intersection Capacity Utilization 105.9%

ICU Level of Service G

Analysis Period (min) 15

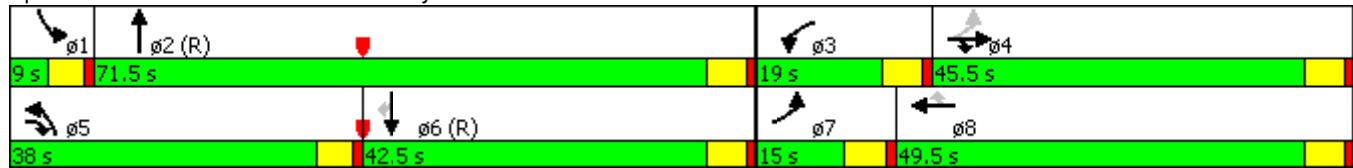
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 3: Ashford-Dunwoody Rd. & Hammond Dr.



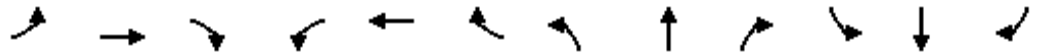
3: Ashford-Dunwoody Rd. & Hammond Dr.

PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	290	45	1385	435	140	90	1105	2000	55	30	1700	130
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300		0	0		0	300		0	0		0
Storage Lanes	1		2	2		1	3		0	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	0.97	1.00	1.00	0.94	0.86	0.86	0.97	0.86	1.00
Frt		0.864	0.850			0.850		0.996				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1465	2882	3433	1863	1583	4990	6382	0	3433	6408	1583
Flt Permitted	0.660			0.950			0.950			0.950		
Satd. Flow (perm)	1229	1465	2882	3433	1863	1583	4990	6382	0	3433	6408	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		327	60			135		4				135
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		979			481			1611			970	
Travel Time (s)		14.8			7.3			24.4			14.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	315	49	1505	473	152	98	1201	2174	60	33	1848	141
Shared Lane Traffic (%)			31%									
Lane Group Flow (vph)	315	516	1038	473	152	98	1201	2234	0	33	1848	141
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)		24			24			36			36	
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	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	20
Trailing Detector (ft)	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
Detector 1 Size(ft)	20	6	20	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	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
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
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
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	pt+ov	Prot	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	7	4	4 5	3	8		5	2		1	6	
Permitted Phases	4					8						6
Detector Phase	7	4	4 5	3	8	8	5	2		1	6	6

3: Ashford-Dunwoody Rd. & Hammond Dr.

PM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	3.5	4.0		3.5	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	9.0	45.5		9.0	48.5	48.5	9.0	31.5		9.0	34.5	34.5
Total Split (s)	17.0	45.5		22.0	50.5	50.5	33.0	68.5		9.0	44.5	44.5
Total Split (%)	11.7%	31.4%		15.2%	34.8%	34.8%	22.8%	47.2%		6.2%	30.7%	30.7%
Maximum Green (s)	11.5	40.0		16.5	45.0	45.0	28.0	63.0		4.0	39.0	39.0
Yellow Time (s)	4.5	4.5		4.5	4.5	4.5	4.0	4.5		4.0	4.5	4.5
All-Red Time (s)	1.0	1.0		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	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	5.0	5.5		5.0	5.5	5.5
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	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	None	C-Min		None	C-Min	C-Min
Walk Time (s)		7.0			7.0	7.0		7.0			7.0	7.0
Flash Dont Walk (s)		33.0			36.0	36.0		19.0			22.0	22.0
Pedestrian Calls (#/hr)		0			0	0		0			0	0
Act Effect Green (s)	51.0	39.5	73.0	16.5	44.5	44.5	28.5	65.3		4.3	39.0	39.0
Actuated g/C Ratio	0.35	0.27	0.50	0.11	0.31	0.31	0.20	0.45		0.03	0.27	0.27
v/c Ratio	0.66	0.81	0.70	1.21	0.27	0.17	1.23	0.78		0.33	1.07	0.27
Control Delay	41.1	28.5	29.0	169.4	39.3	2.5	158.5	36.5		77.9	93.8	8.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	41.1	28.5	29.0	169.4	39.3	2.5	158.5	36.5		77.9	93.8	8.4
LOS	D	C	C	F	D	A	F	D		E	F	A
Approach Delay		30.9			119.4			79.1			87.5	
Approach LOS		C			F			E			F	
90th %ile Green (s)	11.5	40.0		16.5	45.0	45.0	28.0	63.0		4.0	39.0	39.0
90th %ile Term Code	Max	Max		Max	Hold	Hold	Max	Coord		Max	Coord	Coord
70th %ile Green (s)	11.5	40.0		16.5	45.0	45.0	28.0	63.0		4.0	39.0	39.0
70th %ile Term Code	Max	Max		Max	Hold	Hold	Max	Coord		Max	Coord	Coord
50th %ile Green (s)	11.5	40.0		16.5	45.0	45.0	28.0	63.0		4.0	39.0	39.0
50th %ile Term Code	Max	Max		Max	Hold	Hold	Max	Coord		Max	Coord	Coord
30th %ile Green (s)	11.5	40.0		16.5	45.0	45.0	28.0	63.0		4.0	39.0	39.0
30th %ile Term Code	Max	Max		Max	Hold	Hold	Max	Coord		Max	Coord	Coord
10th %ile Green (s)	11.5	37.6		16.5	42.6	42.6	30.4	74.4		0.0	39.0	39.0
10th %ile Term Code	Max	Gap		Max	Hold	Hold	Max	Coord		Skip	Coord	Coord
Queue Length 50th (ft)	205	197	382	~280	108	0	~499	526		15	~561	4
Queue Length 95th (ft)	289	379	469	#394	170	17	#593	573		35	#636	58
Internal Link Dist (ft)		899			401			1531			890	
Turn Bay Length (ft)	300						300					
Base Capacity (vph)	475	640	1468	390	578	584	980	2875		101	1723	524
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.66	0.81	0.71	1.21	0.26	0.17	1.23	0.78		0.33	1.07	0.27

Intersection Summary

Area Type: Other

Cycle Length: 145

3: Ashford-Dunwoody Rd. & Hammond Dr.

Actuated Cycle Length: 145

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green, Master Intersection

Natural Cycle: 145

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.23

Intersection Signal Delay: 73.7

Intersection LOS: E

Intersection Capacity Utilization 95.4%

ICU Level of Service F

Analysis Period (min) 15

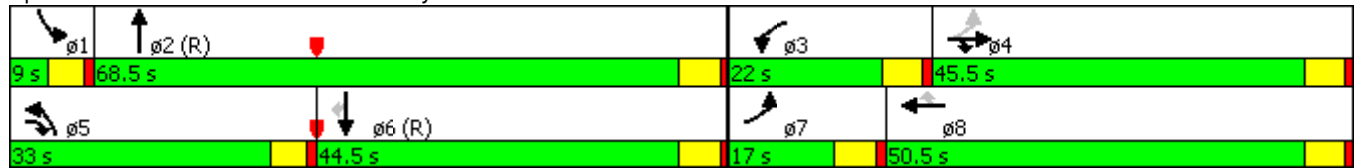
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 3: Ashford-Dunwoody Rd. & Hammond Dr.



4: Perimeter Center Pkwy & State Farm Driveway

PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	70	0	0	180	0	1025	25	50	660	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	80		0
Storage Lanes	1		1	0		1	0		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			0.865		0.996			0.984	
Flt Protected										0.950		
Satd. Flow (prot)	1863	0	1583	0	0	1611	0	3525	0	1770	3483	0
Flt Permitted										0.950		
Satd. Flow (perm)	1863	0	1583	0	0	1611	0	3525	0	1770	3483	0
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		391			524			338			330	
Travel Time (s)		5.9			7.9			5.1			5.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	76	0	0	196	0	1114	27	54	717	87
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	76	0	0	196	0	1141	0	54	804	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
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	46.9%											
Analysis Period (min)	15											
	ICU Level of Service A											

5: Perimeter Center Pkwy & Goldkist Dr.

PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	105	0	110	110	0	260	20	685	5	65	620	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	200		0	200		200
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		0.850			0.850			0.999			0.990	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1583	0	1770	1583	0	1770	3536	0	1770	3504	0
Flt Permitted	0.345			0.381			0.360			0.321		
Satd. Flow (perm)	643	1583	0	710	1583	0	671	3536	0	598	3504	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		275			249			1			6	
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		402			1304			742			338	
Travel Time (s)		6.1			19.8			11.2			5.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	114	0	120	120	0	283	22	745	5	71	674	49
Shared Lane Traffic (%)												
Lane Group Flow (vph)	114	120	0	120	283	0	22	750	0	71	723	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	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		5	2		1	6	

5: Perimeter Center Pkwy & Goldkist Dr.

PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	8.5	27.5		8.5	27.5		9.0	24.0		9.0	23.0	
Total Split (s)	21.0	50.0		18.0	47.0		11.0	67.0		15.0	71.0	
Total Split (%)	14.0%	33.3%		12.0%	31.3%		7.3%	44.7%		10.0%	47.3%	
Maximum Green (s)	16.5	45.5		13.5	42.5		6.0	62.0		10.0	66.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		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		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		5.0	5.0		5.0	5.0	
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-Min		None	C-Min	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		16.0			16.0			12.0			9.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effect Green (s)	25.8	11.6		24.8	11.1		104.5	98.4		108.8	103.9	
Actuated g/C Ratio	0.17	0.08		0.17	0.07		0.70	0.66		0.73	0.69	
v/c Ratio	0.53	0.32		0.56	0.82		0.04	0.32		0.14	0.30	
Control Delay	58.1	2.2		59.8	30.0		6.0	9.9		5.2	5.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	58.1	2.2		59.8	30.0		6.0	9.9		5.2	5.9	
LOS	E	A		E	C		A	A		A	A	
Approach Delay		29.4			38.9			9.8			5.8	
Approach LOS		C			D			A			A	
90th %ile Green (s)	19.4	22.8		17.8	21.2		7.1	80.8		9.6	83.3	
90th %ile Term Code	Gap	Hold		Gap	Gap		Gap	Coord		Gap	Coord	
70th %ile Green (s)	16.2	14.7		15.5	14.0		6.3	92.9		7.9	94.5	
70th %ile Term Code	Gap	Hold		Gap	Gap		Gap	Coord		Gap	Coord	
50th %ile Green (s)	14.1	9.4		13.9	9.2		5.9	100.7		7.0	101.8	
50th %ile Term Code	Gap	Hold		Gap	Gap		Gap	Coord		Gap	Coord	
30th %ile Green (s)	12.1	5.6		12.0	5.5		0.0	107.1		6.3	118.4	
30th %ile Term Code	Gap	Hold		Gap	Gap		Skip	Coord		Gap	Coord	
10th %ile Green (s)	9.0	5.5		9.1	5.6		0.0	110.7		5.7	121.4	
10th %ile Term Code	Gap	Gap		Gap	Hold		Skip	Coord		Gap	Coord	
Queue Length 50th (ft)	98	0		104	33		4	103		7	50	
Queue Length 95th (ft)	138	0		144	130		13	221		m21	90	
Internal Link Dist (ft)		322			1224			662			258	
Turn Bay Length (ft)							200			200		
Base Capacity (vph)	248	671		227	626		514	2320		516	2428	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.46	0.18		0.53	0.45		0.04	0.32		0.14	0.30	
Intersection Summary												
Area Type:	Other											
Cycle Length: 150												

5: Perimeter Center Pkwy & Goldkist Dr.

Actuated Cycle Length: 150

Offset: 121 (81%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 70

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.82

Intersection Signal Delay: 15.8

Intersection LOS: B

Intersection Capacity Utilization 60.4%

ICU Level of Service B

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 5: Perimeter Center Pkwy & Goldkist Dr.

 ø1	 ø2 (R)	 ø3	 ø4
15 s	67 s	18 s	50 s
 ø5	 ø6 (R)	 ø7	 ø8
11 s	71 s	21 s	47 s

6: Perimeter Center Pkwy & East-West Connector

PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	175	0	215	15	0	15	75	520	15	10	615	215
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300		0	0		0	300		0	300		300
Storage Lanes	1		0	0		0	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	0.95	0.95	1.00	0.95	1.00
Frt		0.850			0.932			0.996				0.850
Flt Protected	0.950				0.976		0.950			0.950		
Satd. Flow (prot)	1770	1583	0	0	1694	0	1770	3525	0	1770	3539	1583
Flt Permitted	0.781				0.699		0.384			0.424		
Satd. Flow (perm)	1455	1583	0	0	1214	0	715	3525	0	790	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		194			16			3				234
Link Speed (mph)		45			45			45				45
Link Distance (ft)		654			1393			1830				742
Travel Time (s)		9.9			21.1			27.7				11.2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	190	0	234	16	0	16	82	565	16	11	668	234
Shared Lane Traffic (%)												
Lane Group Flow (vph)	190	234	0	0	32	0	82	581	0	11	668	234
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	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		6
Detector Phase	4	4		8	8		2	2		6	6	6

6: Perimeter Center Pkwy & East-West Connector

PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
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)	27.5	27.5		27.5	27.5		22.5	22.5		22.5	22.5	22.5
Total Split (s)	69.0	69.0		69.0	69.0		81.0	81.0		81.0	81.0	81.0
Total Split (%)	46.0%	46.0%		46.0%	46.0%		54.0%	54.0%		54.0%	54.0%	54.0%
Maximum Green (s)	64.5	64.5		64.5	64.5		76.0	76.0		76.0	76.0	76.0
Yellow Time (s)	3.5	3.5		3.5	3.5		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	1.0
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5			4.5		5.0	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	3.0
Recall Mode	None	None		None	None		C-Min	C-Min		C-Min	C-Min	C-Min
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	7.0
Flash Dont Walk (s)	16.0	16.0		16.0	16.0		9.0	9.0		9.0	9.0	9.0
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	0
Act Effect Green (s)	27.0	27.0			27.0		113.5	113.5		113.5	113.5	113.5
Actuated g/C Ratio	0.18	0.18			0.18		0.76	0.76		0.76	0.76	0.76
v/c Ratio	0.73	0.53			0.14		0.15	0.22		0.02	0.25	0.19
Control Delay	72.9	15.0			29.7		7.1	6.2		1.8	2.4	0.6
Queue Delay	0.0	0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	72.9	15.0			29.7		7.1	6.2		1.8	2.4	0.6
LOS	E	B			C		A	A		A	A	A
Approach Delay		41.0			29.7			6.3			1.9	
Approach LOS		D			C			A			A	
90th %ile Green (s)	37.8	37.8		37.8	37.8		102.7	102.7		102.7	102.7	102.7
90th %ile Term Code	Gap	Gap		Hold	Hold		Coord	Coord		Coord	Coord	Coord
70th %ile Green (s)	30.9	30.9		30.9	30.9		109.6	109.6		109.6	109.6	109.6
70th %ile Term Code	Gap	Gap		Hold	Hold		Coord	Coord		Coord	Coord	Coord
50th %ile Green (s)	26.8	26.8		26.8	26.8		113.7	113.7		113.7	113.7	113.7
50th %ile Term Code	Gap	Gap		Hold	Hold		Coord	Coord		Coord	Coord	Coord
30th %ile Green (s)	22.8	22.8		22.8	22.8		117.7	117.7		117.7	117.7	117.7
30th %ile Term Code	Gap	Gap		Hold	Hold		Coord	Coord		Coord	Coord	Coord
10th %ile Green (s)	16.8	16.8		16.8	16.8		123.7	123.7		123.7	123.7	123.7
10th %ile Term Code	Gap	Gap		Hold	Hold		Coord	Coord		Coord	Coord	Coord
Queue Length 50th (ft)	178	33			13		20	76		2	55	0
Queue Length 95th (ft)	246	107			42		50	130		m2	28	0
Internal Link Dist (ft)		574			1313			1750			662	
Turn Bay Length (ft)	300						300			300		300
Base Capacity (vph)	625	791			531		540	2667		597	2677	1254
Starvation Cap Reductn	0	0			0		0	0		0	0	0
Spillback Cap Reductn	0	0			0		0	0		0	0	0
Storage Cap Reductn	0	0			0		0	0		0	0	0
Reduced v/c Ratio	0.30	0.30			0.06		0.15	0.22		0.02	0.25	0.19
Intersection Summary												
Area Type:	Other											
Cycle Length: 150												

6: Perimeter Center Pkwy & East-West Connector

Actuated Cycle Length: 150

Offset: 8 (5%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 50

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.73

Intersection Signal Delay: 11.9

Intersection LOS: B

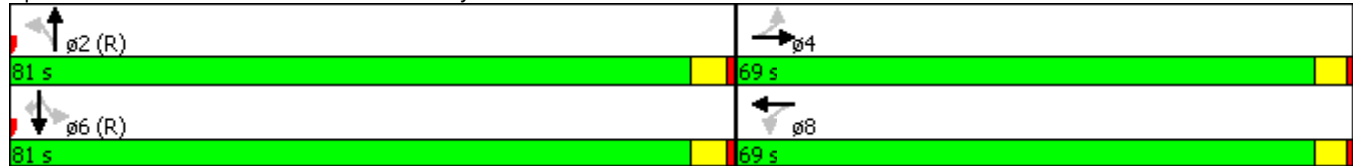
Intersection Capacity Utilization 49.6%

ICU Level of Service A

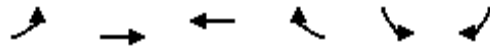
Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: Perimeter Center Pkwy & East-West Connector

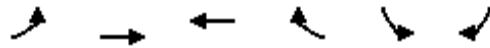


7: Lake Hearn Dr. & Perimeter Center Pkwy



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↔↔	↑↑	↑↑	↔↔	↔↔	↔
Volume (vph)	210	430	495	400	540	305
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			0	300	0
Storage Lanes	2			2	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	0.97	0.95	0.95	0.88	0.97	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	3433	3539	3539	2787	3433	1583
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	3433	3539	3539	2787	3433	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				435		253
Link Speed (mph)		45	45		45	
Link Distance (ft)		806	1941		1830	
Travel Time (s)		12.2	29.4		27.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	228	467	538	435	587	332
Shared Lane Traffic (%)						
Lane Group Flow (vph)	228	467	538	435	587	332
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		24	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	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	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	5	2	6		4	
Permitted Phases				6		4
Detector Phase	5	2	6	6	4	4

7: Lake Hearn Dr. & Perimeter Center Pkwy



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.0	9.0	28.0	28.0	38.0	38.0
Total Split (s)	9.0	37.0	28.0	28.0	38.0	38.0
Total Split (%)	12.0%	49.3%	37.3%	37.3%	50.7%	50.7%
Maximum Green (s)	4.0	32.0	23.0	23.0	33.0	33.0
Yellow Time (s)	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
Lost Time Adjust (s)	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
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	Min	Min	Min	None	None
Walk Time (s)			7.0	7.0	7.0	7.0
Flash Dont Walk (s)			16.0	16.0	26.0	26.0
Pedestrian Calls (#/hr)			0	0	0	0
Act Effct Green (s)	4.1	24.6	15.4	15.4	14.9	14.9
Actuated g/C Ratio	0.08	0.49	0.31	0.31	0.30	0.30
v/c Ratio	0.81	0.27	0.49	0.38	0.57	0.51
Control Delay	51.6	8.2	16.0	2.8	17.6	7.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.6	8.2	16.0	2.8	17.6	7.6
LOS	D	A	B	A	B	A
Approach Delay		22.5	10.1		14.0	
Approach LOS		C	B		B	
90th %ile Green (s)	4.0	31.8	22.8	22.8	21.0	21.0
90th %ile Term Code	Max	Hold	Gap	Gap	Gap	Gap
70th %ile Green (s)	4.0	26.9	17.9	17.9	17.9	17.9
70th %ile Term Code	Max	Hold	Gap	Gap	Gap	Gap
50th %ile Green (s)	4.0	24.1	15.1	15.1	14.6	14.6
50th %ile Term Code	Max	Hold	Gap	Gap	Gap	Gap
30th %ile Green (s)	4.0	21.7	12.7	12.7	12.7	12.7
30th %ile Term Code	Max	Hold	Gap	Gap	Gap	Gap
10th %ile Green (s)	4.0	18.8	9.8	9.8	9.5	9.5
10th %ile Term Code	Max	Hold	Gap	Gap	Gap	Gap
Queue Length 50th (ft)	34	36	64	0	71	16
Queue Length 95th (ft)	#111	74	116	27	134	76
Internal Link Dist (ft)		726	1861		1750	
Turn Bay Length (ft)					300	
Base Capacity (vph)	283	2340	1682	1553	2341	1159
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.81	0.20	0.32	0.28	0.25	0.29

Intersection Summary

Area Type: Other

Cycle Length: 75

7: Lake Hearn Dr. & Perimeter Center Pkwy

Actuated Cycle Length: 49.8

Natural Cycle: 75

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.81

Intersection Signal Delay: 14.8

Intersection LOS: B

Intersection Capacity Utilization 47.6%

ICU Level of Service A

Analysis Period (min) 15

90th %ile Actuated Cycle: 62.8

70th %ile Actuated Cycle: 54.8

50th %ile Actuated Cycle: 48.7

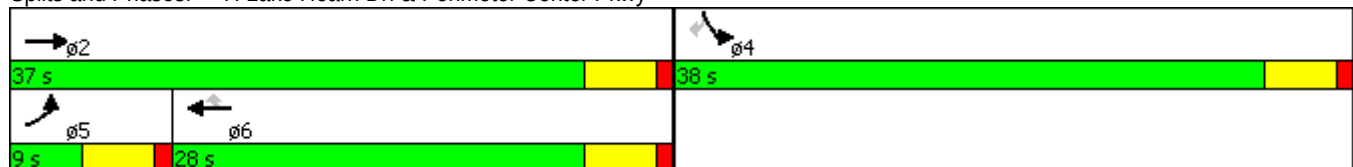
30th %ile Actuated Cycle: 44.4

10th %ile Actuated Cycle: 38.3

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 7: Lake Hearn Dr. & Perimeter Center Pkwy



Traffic Analysis Results

SYNCHRO Analysis – 2026 Build

1: Perimeter Center Pkwy & Hammond Dr.

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	240	950	650	660	660	370	300	390	130	370	610	230
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	260		0	250		500	80		0	250		300
Storage Lanes	2		0	1		1	1		0	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.95	0.95	1.00	0.95	1.00	1.00	0.95	0.95	0.97	0.95	1.00
Frt		0.939				0.850		0.963				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	3323	0	1770	3539	1583	1770	3408	0	3433	3539	1583
Flt Permitted	0.950			0.054			0.119			0.950		
Satd. Flow (perm)	3433	3323	0	101	3539	1583	222	3408	0	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		109				52		22				150
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		2029			963			330			786	
Travel Time (s)		30.7			14.6			5.0			11.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	261	1033	707	717	717	402	326	424	141	402	663	250
Shared Lane Traffic (%)												
Lane Group Flow (vph)	261	1740	0	717	717	402	326	565	0	402	663	250
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)		24			24			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	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	Prot	NA		pm+pt	NA	pm+ov	pm+pt	NA		Prot	NA	pm+ov
Protected Phases	5	2		1	6	7	3	8		7	4	5
Permitted Phases				6		6	8					4
Detector Phase	5	2		1	6	7	3	8		7	4	5

1: Perimeter Center Pkwy & Hammond Dr.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
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)	9.5	31.5		9.5	31.5	8.5	8.5	37.5		8.5	30.5	9.5
Total Split (s)	26.4	74.0		49.0	96.6	19.0	23.0	38.0		19.0	34.0	26.4
Total Split (%)	14.7%	41.1%		27.2%	53.7%	10.6%	12.8%	21.1%		10.6%	18.9%	14.7%
Maximum Green (s)	20.9	68.5		43.5	91.1	14.5	18.5	33.5		14.5	29.5	20.9
Yellow Time (s)	4.5	4.5		4.5	4.5	3.5	3.5	3.5		3.5	3.5	4.5
All-Red Time (s)	1.0	1.0		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	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5		5.5	5.5	4.5	4.5	4.5		4.5	4.5	5.5
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lead	Lag		Lead	Lag	Lead
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-Min		None	C-Min	None	None	None		None	None	None
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		19.0			19.0			26.0			19.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effect Green (s)	18.4	68.5		117.5	93.6	113.6	52.0	33.5		14.5	29.5	52.4
Actuated g/C Ratio	0.10	0.38		0.65	0.52	0.63	0.29	0.19		0.08	0.16	0.29
v/c Ratio	0.75	1.31		1.53	0.39	0.39	1.46	0.87		1.46	1.14	0.44
Control Delay	91.9	184.1		287.3	24.7	12.2	268.3	82.6		276.4	147.2	22.1
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	91.9	184.1		287.3	24.7	12.2	268.3	82.6		276.4	147.2	22.1
LOS	F	F		F	C	B	F	F		F	F	C
Approach Delay		172.1			124.5			150.5			162.9	
Approach LOS		F			F			F			F	
90th %ile Green (s)	20.9	68.5		43.5	91.1	14.5	18.5	33.5		14.5	29.5	20.9
90th %ile Term Code	Max	Coord		Max	Coord	Max	Max	Max		Max	Max	Max
70th %ile Green (s)	20.9	68.5		43.5	91.1	14.5	18.5	33.5		14.5	29.5	20.9
70th %ile Term Code	Max	Coord		Max	Coord	Max	Max	Max		Max	Max	Max
50th %ile Green (s)	18.9	68.5		43.5	93.1	14.5	18.5	33.5		14.5	29.5	18.9
50th %ile Term Code	Gap	Coord		Max	Coord	Max	Max	Max		Max	Max	Gap
30th %ile Green (s)	17.0	68.5		43.5	95.0	14.5	18.5	33.5		14.5	29.5	17.0
30th %ile Term Code	Gap	Coord		Max	Coord	Max	Max	Hold		Max	Max	Gap
10th %ile Green (s)	14.1	68.5		43.5	97.9	14.5	18.5	33.5		14.5	29.5	14.1
10th %ile Term Code	Gap	Coord		Max	Coord	Max	Max	Hold		Max	Max	Gap
Queue Length 50th (ft)	156	~1343		~1116	207	114	~475	333		~332	~480	93
Queue Length 95th (ft)	208	#1476		#1418	267	176	#690	#425		#449	#613	179
Internal Link Dist (ft)		1949			883			250			706	
Turn Bay Length (ft)	260			250		500	80			250		300
Base Capacity (vph)	398	1332		469	1841	1018	223	652		276	580	587
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.66	1.31		1.53	0.39	0.39	1.46	0.87		1.46	1.14	0.43

Intersection Summary

Area Type: Other

Cycle Length: 180

1: Perimeter Center Pkwy & Hammond Dr.

Actuated Cycle Length: 180

Offset: 110 (61%), Referenced to phase 2:EBT and 6:WBTL, Start of Green

Natural Cycle: 150

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.53

Intersection Signal Delay: 152.4

Intersection LOS: F

Intersection Capacity Utilization 133.8%

ICU Level of Service H

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

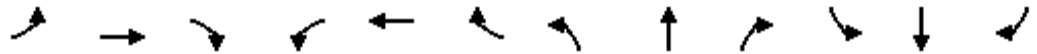
Splits and Phases: 1: Perimeter Center Pkwy & Hammond Dr.

 ø1 49 s		 ø2 (R) 74 s		 ø3 23 s		 ø4 34 s	
 ø5 26.4 s		 ø6 (R) 96.6 s		 ø7 19 s		 ø8 38 s	

2: Shopping Center & Hammond Dr.

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	5	890	365	360	1560	25	120	5	110	15	5	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		250	200		200	100		0	0		0
Storage Lanes	1		1	1		1	1		1	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	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850		0.897	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	1863	1583	1770	1671	0
Flt Permitted	0.140			0.214			0.455			0.930		
Satd. Flow (perm)	261	3539	1583	399	3539	1583	848	1863	1583	1732	1671	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			288			97			120		11	
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		963			979			533			748	
Travel Time (s)		14.6			14.8			8.1			11.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	5	967	397	391	1696	27	130	5	120	16	5	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	5	967	397	391	1696	27	130	5	120	16	16	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	1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	
Trailing Detector (ft)	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	
Detector 1 Size(ft)	20	6	20	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	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	
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	
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	
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	Perm	pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6		6	8		8	4		
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	

2: Shopping Center & Hammond Dr.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
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)	9.5	24.5	24.5	9.5	23.5	23.5	8.5	37.5	37.5	8.5	33.5	33.5
Total Split (s)	10.0	78.3	78.3	53.0	121.3	121.3	15.2	39.7	39.7	9.0	33.5	33.5
Total Split (%)	5.6%	43.5%	43.5%	29.4%	67.4%	67.4%	8.4%	22.1%	22.1%	5.0%	18.6%	18.6%
Maximum Green (s)	4.5	72.8	72.8	47.5	115.8	115.8	10.7	35.2	35.2	4.5	29.0	29.0
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	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	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	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	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	3.0	3.0
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0
Flash Dont Walk (s)		12.0	12.0		9.0	9.0		26.0	26.0		22.0	22.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effect Green (s)	110.7	105.1	105.1	146.3	144.0	144.0	23.7	16.4	16.4	11.2	6.5	6.5
Actuated g/C Ratio	0.62	0.58	0.58	0.81	0.80	0.80	0.13	0.09	0.09	0.06	0.04	0.04
v/c Ratio	0.02	0.47	0.38	0.66	0.60	0.02	0.66	0.03	0.47	0.15	0.23	0.23
Control Delay	4.0	10.4	1.9	14.8	9.8	0.0	87.1	72.0	17.1	67.1	52.6	52.6
Queue Delay	0.0	0.0	0.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	4.0	10.4	1.9	14.8	10.3	0.0	87.1	72.0	17.1	67.1	52.6	52.6
LOS	A	B	A	B	B	A	F	E	B	E	D	D
Approach Delay		7.9			11.0			53.8			59.9	59.9
Approach LOS		A			B			D			E	E
90th %ile Green (s)	5.9	85.8	85.8	43.3	123.2	123.2	22.5	22.2	22.2	8.7	8.4	8.4
90th %ile Term Code	Gap	Coord	Coord	Gap	Coord	Coord	Gap	Hold	Hold	Gap	Gap	Gap
70th %ile Green (s)	0.0	95.1	95.1	39.2	139.8	139.8	18.8	18.1	18.1	7.6	6.9	6.9
70th %ile Term Code	Skip	Coord	Coord	Gap	Coord	Coord	Gap	Hold	Hold	Gap	Gap	Gap
50th %ile Green (s)	0.0	100.3	100.3	36.9	142.7	142.7	16.8	16.0	16.0	6.8	6.0	6.0
50th %ile Term Code	Skip	Coord	Coord	Gap	Coord	Coord	Gap	Hold	Hold	Gap	Gap	Gap
30th %ile Green (s)	0.0	117.1	117.1	32.9	155.5	155.5	14.5	14.5	14.5	0.0	0.0	0.0
30th %ile Term Code	Skip	Coord	Coord	Gap	Coord	Coord	Gap	Hold	Hold	Skip	Skip	Skip
10th %ile Green (s)	0.0	127.2	127.2	26.1	158.8	158.8	11.2	11.2	11.2	0.0	0.0	0.0
10th %ile Term Code	Skip	Coord	Coord	Gap	Coord	Coord	Gap	Hold	Hold	Skip	Skip	Skip
Queue Length 50th (ft)	1	72	1	109	372	0	143	6	0	16	6	6
Queue Length 95th (ft)	m1	m170	m31	254	679	0	208	20	67	40	35	35
Internal Link Dist (ft)		883			899			453			668	668
Turn Bay Length (ft)	250		250	200		200	100					
Base Capacity (vph)	207	2066	1044	686	2831	1285	197	364	406	109	278	278
Starvation Cap Reductn	0	0	0	0	642	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.02	0.47	0.38	0.57	0.77	0.02	0.66	0.01	0.30	0.15	0.06	0.06

Intersection Summary

Area Type: Other

Cycle Length: 180

2: Shopping Center & Hammond Dr.

Actuated Cycle Length: 180

Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 110

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.66

Intersection Signal Delay: 13.2

Intersection LOS: B

Intersection Capacity Utilization 72.7%

ICU Level of Service C

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

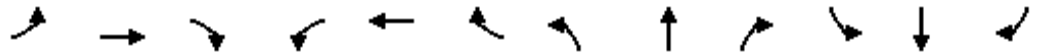
Splits and Phases: 2: Shopping Center & Hammond Dr.



3: Ashford-Dunwoody Rd. & Hammond Dr.

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	265	120	630	70	95	70	1550	2400	395	90	1395	300
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	300		0	0		0
Storage Lanes	1		2	2		1	2		0	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.88	0.97	1.00	1.00	0.97	0.86	0.86	0.97	0.86	1.00
Frt			0.850			0.850		0.979				0.850
Flt Protected	0.950	0.981		0.950			0.950			0.950		
Satd. Flow (prot)	1681	1736	2787	3433	1863	1583	3433	6273	0	3433	6408	1583
Flt Permitted	0.950	0.981		0.950			0.950			0.950		
Satd. Flow (perm)	1681	1736	2787	3433	1863	1583	3433	6273	0	3433	6408	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			685			131		27				245
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		979			481			1611			970	
Travel Time (s)		14.8			7.3			24.4			14.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	288	130	685	76	103	76	1685	2609	429	98	1516	326
Shared Lane Traffic (%)	29%											
Lane Group Flow (vph)	204	214	685	76	103	76	1685	3038	0	98	1516	326
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)		24			24			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	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	20
Trailing Detector (ft)	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
Detector 1 Size(ft)	20	6	20	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	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
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
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
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	pt+ov	Split	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	4	4	4 5	8	8		5	2		1	6	
Permitted Phases						8						6
Detector Phase	4	4	4 5	8	8	8	5	2		1	6	6

3: Ashford-Dunwoody Rd. & Hammond Dr.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
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)	45.5	45.5		48.5	48.5	48.5	9.0	31.5		9.0	34.5	34.5
Total Split (s)	45.5	45.5		48.5	48.5	48.5	20.0	47.0		9.0	36.0	36.0
Total Split (%)	30.3%	30.3%		32.3%	32.3%	32.3%	13.3%	31.3%		6.0%	24.0%	24.0%
Maximum Green (s)	40.0	40.0		43.0	43.0	43.0	15.0	41.5		4.0	30.5	30.5
Yellow Time (s)	4.5	4.5		4.5	4.5	4.5	4.0	4.5		4.0	4.5	4.5
All-Red Time (s)	1.0	1.0		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	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	5.0	5.5		5.0	5.5	5.5
Lead/Lag							Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?							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	C-Min		None	C-Min	C-Min
Walk Time (s)	7.0	7.0		7.0	7.0	7.0		7.0			7.0	7.0
Flash Dont Walk (s)	33.0	33.0		36.0	36.0	36.0		19.0			22.0	22.0
Pedestrian Calls (#/hr)	0	0		0	0	0		0			0	0
Act Effect Green (s)	27.4	27.4	83.8	13.7	13.7	13.7	56.9	76.1		11.3	30.5	30.5
Actuated g/C Ratio	0.18	0.18	0.56	0.09	0.09	0.09	0.38	0.51		0.08	0.20	0.20
v/c Ratio	0.66	0.68	0.37	0.24	0.61	0.29	1.29	0.95		0.38	1.16	0.63
Control Delay	66.7	67.0	1.2	63.9	79.8	2.8	176.0	43.2		70.3	134.0	20.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	66.7	67.0	1.2	63.9	79.8	2.8	176.0	43.2		70.3	134.0	20.0
LOS	E	E	A	E	E	A	F	D		E	F	C
Approach Delay		26.1			52.1			90.5			111.6	
Approach LOS		C			D			F			F	
90th %ile Green (s)	37.3	37.3		18.9	18.9	18.9	41.8	60.0		12.3	30.5	30.5
90th %ile Term Code	Gap	Gap		Gap	Gap	Gap	Max	Coord		Gap	Coord	Coord
70th %ile Green (s)	31.3	31.3		15.8	15.8	15.8	50.9	69.9		11.5	30.5	30.5
70th %ile Term Code	Gap	Gap		Gap	Gap	Gap	Max	Coord		Gap	Coord	Coord
50th %ile Green (s)	27.3	27.3		13.7	13.7	13.7	57.0	76.4		11.1	30.5	30.5
50th %ile Term Code	Gap	Gap		Gap	Gap	Gap	Max	Coord		Gap	Coord	Coord
30th %ile Green (s)	23.3	23.3		11.6	11.6	11.6	63.1	82.7		10.9	30.5	30.5
30th %ile Term Code	Gap	Gap		Gap	Gap	Gap	Max	Coord		Gap	Coord	Coord
10th %ile Green (s)	17.8	17.8		8.5	8.5	8.5	71.7	91.3		10.9	30.5	30.5
10th %ile Term Code	Gap	Gap		Gap	Gap	Gap	Max	Coord		Gap	Coord	Coord
Queue Length 50th (ft)	197	208	0	36	99	0	~1079	797		47	~509	68
Queue Length 95th (ft)	270	282	17	60	159	0	#1396	#1103		79	#586	180
Internal Link Dist (ft)		899			401			1531			890	
Turn Bay Length (ft)							300					
Base Capacity (vph)	448	462	2028	984	534	547	1302	3194		259	1302	517
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.46	0.46	0.34	0.08	0.19	0.14	1.29	0.95		0.38	1.16	0.63

Intersection Summary

Area Type: Other

Cycle Length: 150

3: Ashford-Dunwoody Rd. & Hammond Dr.

Actuated Cycle Length: 150

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green, Master Intersection

Natural Cycle: 150

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.29

Intersection Signal Delay: 85.6

Intersection LOS: F

Intersection Capacity Utilization 94.9%

ICU Level of Service F

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 3: Ashford-Dunwoody Rd. & Hammond Dr.

 ø1	 ø2 (R)	 ø4	 ø8
9 s	47 s	45.5 s	48.5 s
 ø5	 ø6 (R)		
20 s	36 s		

4: Perimeter Center Pkwy & State Farm Driveway

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	20	0	0	50	0	770	60	140	1395	165
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	80		0
Storage Lanes	1		1	0		1	0		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			0.865		0.989			0.984	
Flt Protected										0.950		
Satd. Flow (prot)	1863	0	1583	0	0	1611	0	3500	0	1770	3483	0
Flt Permitted										0.950		
Satd. Flow (perm)	1863	0	1583	0	0	1611	0	3500	0	1770	3483	0
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		391			524			338			330	
Travel Time (s)		5.9			7.9			5.1			5.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	22	0	0	54	0	837	65	152	1516	179
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	22	0	0	54	0	902	0	152	1695	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
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	53.8%						ICU Level of Service A					
Analysis Period (min)	15											

5: Perimeter Center Pkwy & Goldkist Dr.

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	25	0	20	190	0	310	50	495	525	750	565	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	200		200	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		0.850			0.850			0.923			0.977	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1583	0	1770	1583	0	1770	3267	0	1770	3458	0
Flt Permitted				0.625			0.377			0.147		
Satd. Flow (perm)	1863	1583	0	1164	1583	0	702	3267	0	274	3458	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		299			596			256			28	
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		402			1304			742			338	
Travel Time (s)		6.1			19.8			11.2			5.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	27	0	22	207	0	337	54	538	571	815	614	109
Shared Lane Traffic (%)												
Lane Group Flow (vph)	27	22	0	207	337	0	54	1109	0	815	723	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	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		5	2		1	6	

5: Perimeter Center Pkwy & Goldkist Dr.

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	8.5	27.5		8.5	27.5		9.0	24.0		9.0	23.0	
Total Split (s)	8.5	27.5		8.5	27.5		10.0	30.0		34.0	54.0	
Total Split (%)	8.5%	27.5%		8.5%	27.5%		10.0%	30.0%		34.0%	54.0%	
Maximum Green (s)	4.0	23.0		4.0	23.0		5.0	25.0		29.0	49.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		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		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		5.0	5.0		5.0	5.0	
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-Min		None	C-Min	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		16.0			16.0			12.0			9.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effect Green (s)	6.2	5.5		8.8	5.5		31.2	25.0		79.9	70.8	
Actuated g/C Ratio	0.06	0.06		0.09	0.06		0.31	0.25		0.80	0.71	
v/c Ratio	0.24	0.06		1.46	0.52		0.19	1.10		0.84	0.29	
Control Delay	45.6	0.3		275.3	2.9		14.5	85.0		27.1	6.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	45.6	0.3		275.3	2.9		14.5	85.0		27.1	6.4	
LOS	D	A		F	A		B	F		C	A	
Approach Delay		25.2			106.6			81.8			17.4	
Approach LOS		C			F			F			B	
90th %ile Green (s)	4.0	5.5		4.0	5.5		7.0	25.0		46.5	64.5	
90th %ile Term Code	Max	Gap		Max	Gap		Gap	Coord		Max	Coord	
70th %ile Green (s)	4.0	5.5		4.0	5.5		6.5	25.0		46.5	65.0	
70th %ile Term Code	Max	Gap		Max	Gap		Gap	Coord		Max	Coord	
50th %ile Green (s)	4.0	0.0		14.0	5.5		6.2	25.0		46.5	65.3	
50th %ile Term Code	Max	Skip		Hold	Gap		Gap	Coord		Max	Coord	
30th %ile Green (s)	0.0	0.0		5.5	5.5		5.7	25.0		55.0	74.3	
30th %ile Term Code	Skip	Skip		Hold	Gap		Gap	Coord		Max	Coord	
10th %ile Green (s)	0.0	0.0		5.5	5.5		0.0	25.0		55.0	85.0	
10th %ile Term Code	Skip	Skip		Hold	Gap		Skip	Coord		Max	Coord	
Queue Length 50th (ft)	17	0		130	0		20	~360		393	91	
Queue Length 95th (ft)	40	0		#285	0		m22	#470		#658	124	
Internal Link Dist (ft)		322			1224			662			258	
Turn Bay Length (ft)							200			150		
Base Capacity (vph)	111	594		142	823		284	1008		965	2457	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.24	0.04		1.46	0.41		0.19	1.10		0.84	0.29	
Intersection Summary												
Area Type:	Other											
Cycle Length: 100												

5: Perimeter Center Pkwy & Goldkist Dr.

Actuated Cycle Length: 100

Offset: 85 (85%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 150

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.46

Intersection Signal Delay: 55.0

Intersection LOS: D

Intersection Capacity Utilization 105.0%

ICU Level of Service G

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 5: Perimeter Center Pkwy & Goldkist Dr.

 ø1		 ø2 (R)		 ø3		 ø4	
34 s		30 s		8.5 s		27.5 s	
 ø5		 ø6 (R)		 ø7		 ø8	
10 s		54 s		8.5 s		27.5 s	

6: Perimeter Center Pkwy & East-West Connector

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	190	0	30	15	0	20	160	860	10	10	640	125
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300		0	0		0	300		0	300		300
Storage Lanes	1		0	0		0	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	0.95	0.95	1.00	0.95	1.00
Frt		0.850			0.922			0.998				0.850
Flt Protected	0.950				0.979		0.950			0.950		
Satd. Flow (prot)	1770	1583	0	0	1681	0	1770	3532	0	1770	3539	1583
Flt Permitted	0.732				0.906		0.372			0.274		
Satd. Flow (perm)	1364	1583	0	0	1556	0	693	3532	0	510	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		234			22			2				136
Link Speed (mph)		45			45			45				45
Link Distance (ft)		654			1393			1830				742
Travel Time (s)		9.9			21.1			27.7				11.2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	207	0	33	16	0	22	174	935	11	11	696	136
Shared Lane Traffic (%)												
Lane Group Flow (vph)	207	33	0	0	38	0	174	946	0	11	696	136
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	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		6
Detector Phase	4	4		8	8		2	2		6	6	6

6: Perimeter Center Pkwy & East-West Connector

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
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)	27.5	27.5		27.5	27.5		21.0	21.0		21.0	21.0	21.0
Total Split (s)	36.0	36.0		36.0	36.0		64.0	64.0		64.0	64.0	64.0
Total Split (%)	36.0%	36.0%		36.0%	36.0%		64.0%	64.0%		64.0%	64.0%	64.0%
Maximum Green (s)	31.5	31.5		31.5	31.5		59.0	59.0		59.0	59.0	59.0
Yellow Time (s)	3.5	3.5		3.5	3.5		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	1.0
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5			4.5		5.0	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	3.0
Recall Mode	None	None		None	None		C-Min	C-Min		C-Min	C-Min	C-Min
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	7.0
Flash Dont Walk (s)	16.0	16.0		16.0	16.0		9.0	9.0		9.0	9.0	9.0
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	0
Act Effect Green (s)	20.5	20.5			20.5		70.0	70.0		70.0	70.0	70.0
Actuated g/C Ratio	0.20	0.20			0.20		0.70	0.70		0.70	0.70	0.70
v/c Ratio	0.74	0.06			0.11		0.36	0.38		0.03	0.28	0.12
Control Delay	52.7	0.2			16.9		9.9	7.4		6.7	7.3	3.0
Queue Delay	0.0	0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	52.7	0.2			16.9		9.9	7.4		6.7	7.3	3.0
LOS	D	A			B		A	A		A	A	A
Approach Delay		45.4			16.9			7.8			6.6	
Approach LOS		D			B			A			A	
90th %ile Green (s)	28.4	28.4		28.4	28.4		62.1	62.1		62.1	62.1	62.1
90th %ile Term Code	Gap	Gap		Hold	Hold		Coord	Coord		Coord	Coord	Coord
70th %ile Green (s)	23.8	23.8		23.8	23.8		66.7	66.7		66.7	66.7	66.7
70th %ile Term Code	Gap	Gap		Hold	Hold		Coord	Coord		Coord	Coord	Coord
50th %ile Green (s)	20.5	20.5		20.5	20.5		70.0	70.0		70.0	70.0	70.0
50th %ile Term Code	Gap	Gap		Hold	Hold		Coord	Coord		Coord	Coord	Coord
30th %ile Green (s)	17.2	17.2		17.2	17.2		73.3	73.3		73.3	73.3	73.3
30th %ile Term Code	Gap	Gap		Hold	Hold		Coord	Coord		Coord	Coord	Coord
10th %ile Green (s)	12.4	12.4		12.4	12.4		78.1	78.1		78.1	78.1	78.1
10th %ile Term Code	Gap	Gap		Hold	Hold		Coord	Coord		Coord	Coord	Coord
Queue Length 50th (ft)	125	0			8		39	113		2	67	7
Queue Length 95th (ft)	186	0			32		100	192		m8	m126	m35
Internal Link Dist (ft)		574			1313			1750			662	
Turn Bay Length (ft)	300						300			300		300
Base Capacity (vph)	429	658			505		485	2474		357	2478	1149
Starvation Cap Reductn	0	0			0		0	0		0	0	0
Spillback Cap Reductn	0	0			0		0	0		0	0	0
Storage Cap Reductn	0	0			0		0	0		0	0	0
Reduced v/c Ratio	0.48	0.05			0.08		0.36	0.38		0.03	0.28	0.12
Intersection Summary												
Area Type:	Other											
Cycle Length: 100												

6: Perimeter Center Pkwy & East-West Connector

Actuated Cycle Length: 100

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: 0.74

Intersection Signal Delay: 11.5

Intersection LOS: B

Intersection Capacity Utilization 56.7%

ICU Level of Service B

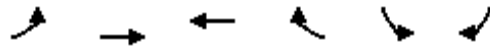
Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: Perimeter Center Pkwy & East-West Connector

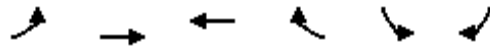


7: Lake Hearn Dr. & Perimeter Center Pkwy



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↔↔	↑↑	↑↑	↔↔	↔↔	↔
Volume (vph)	550	230	300	480	335	350
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			0	300	0
Storage Lanes	2			2	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	0.97	0.95	0.95	0.88	0.97	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	3433	3539	3539	2787	3433	1583
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	3433	3539	3539	2787	3433	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				522		380
Link Speed (mph)		45	45		45	
Link Distance (ft)		806	1941		1830	
Travel Time (s)		12.2	29.4		27.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	598	250	326	522	364	380
Shared Lane Traffic (%)						
Lane Group Flow (vph)	598	250	326	522	364	380
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		24	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	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	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	5	2	6		4	
Permitted Phases				6		4
Detector Phase	5	2	6	6	4	4

7: Lake Hearn Dr. & Perimeter Center Pkwy



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.0	9.0	28.0	28.0	38.0	38.0
Total Split (s)	14.0	42.0	28.0	28.0	38.0	38.0
Total Split (%)	17.5%	52.5%	35.0%	35.0%	47.5%	47.5%
Maximum Green (s)	9.0	37.0	23.0	23.0	33.0	33.0
Yellow Time (s)	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
Lost Time Adjust (s)	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
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	Min	Min	Min	None	None
Walk Time (s)			7.0	7.0	7.0	7.0
Flash Dont Walk (s)			16.0	16.0	26.0	26.0
Pedestrian Calls (#/hr)			0	0	0	0
Act Effct Green (s)	9.2	25.7	11.4	11.4	10.8	10.8
Actuated g/C Ratio	0.20	0.55	0.24	0.24	0.23	0.23
v/c Ratio	0.89	0.13	0.38	0.48	0.46	0.58
Control Delay	40.4	5.7	16.2	3.5	17.8	6.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.4	5.7	16.2	3.5	17.8	6.3
LOS	D	A	B	A	B	A
Approach Delay	30.2		8.4	11.9		
Approach LOS	C		A	B		
90th %ile Green (s)	9.0	31.2	17.2	17.2	15.9	15.9
90th %ile Term Code	Max	Hold	Gap	Gap	Gap	Gap
70th %ile Green (s)	9.0	27.4	13.4	13.4	12.5	12.5
70th %ile Term Code	Max	Hold	Gap	Gap	Gap	Gap
50th %ile Green (s)	9.0	25.3	11.3	11.3	10.2	10.2
50th %ile Term Code	Max	Hold	Gap	Gap	Gap	Gap
30th %ile Green (s)	9.0	23.4	9.4	9.4	9.0	9.0
30th %ile Term Code	Max	Hold	Gap	Gap	Gap	Gap
10th %ile Green (s)	9.0	21.2	7.2	7.2	7.6	7.6
10th %ile Term Code	Max	Hold	Gap	Gap	Gap	Gap
Queue Length 50th (ft)	78	14	36	0	42	0
Queue Length 95th (ft)	#210	33	73	31	82	54
Internal Link Dist (ft)	726		1861	1750		
Turn Bay Length (ft)			300			
Base Capacity (vph)	673	2851	1772	1656	2467	1244
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.89	0.09	0.18	0.32	0.15	0.31

Intersection Summary

Area Type: Other

Cycle Length: 80

7: Lake Hearn Dr. & Perimeter Center Pkwy

Actuated Cycle Length: 46.7

Natural Cycle: 80

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.89

Intersection Signal Delay: 17.0

Intersection LOS: B

Intersection Capacity Utilization 46.0%

ICU Level of Service A

Analysis Period (min) 15

90th %ile Actuated Cycle: 57.1

70th %ile Actuated Cycle: 49.9

50th %ile Actuated Cycle: 45.5

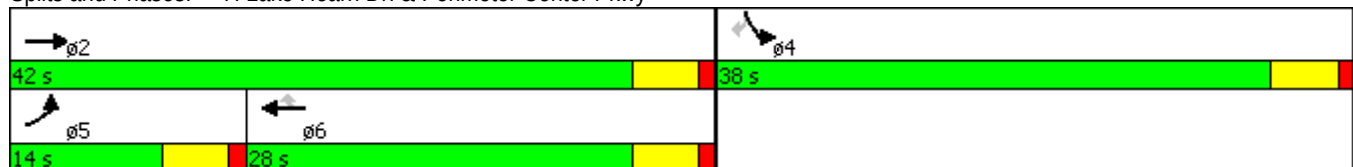
30th %ile Actuated Cycle: 42.4

10th %ile Actuated Cycle: 38.8

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 7: Lake Hearn Dr. & Perimeter Center Pkwy



1: Perimeter Center Pkwy & Hammond Dr.

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	290	705	340	370	710	350	735	755	390	440	520	330
Lane Util. Factor	0.97	0.95	0.95	1.00	0.95	1.00	1.00	0.95	0.95	0.97	0.95	1.00
Frt		0.951				0.850		0.949				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	3366	0	1770	3539	1583	1770	3359	0	3433	3539	1583
Flt Permitted	0.950			0.085			0.131			0.950		
Satd. Flow (perm)	3433	3366	0	158	3539	1583	244	3359	0	3433	3539	1583
Satd. Flow (RTOR)		55				84		67				84
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	315	766	370	402	772	380	799	821	424	478	565	359
Shared Lane Traffic (%)												
Lane Group Flow (vph)	315	1136	0	402	772	380	799	1245	0	478	565	359
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)		24			24			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	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	Prot	NA		pm+pt	NA	pm+ov	pm+pt	NA		Prot	NA	pm+ov
Protected Phases	5	2		1	6	7	3	8		7	4	5
Permitted Phases				6		6	8					4
Detector Phase	5	2		1	6	7	3	8		7	4	5
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)	9.5	31.5		9.5	31.5	8.5	8.5	37.5		8.5	30.5	9.5
Total Split (s)	22.8	49.5		25.0	51.7	20.0	45.0	55.5		20.0	30.5	22.8
Total Split (%)	15.2%	33.0%		16.7%	34.5%	13.3%	30.0%	37.0%		13.3%	20.3%	15.2%
Maximum Green (s)	17.3	44.0		19.5	46.2	15.5	40.5	51.0		15.5	26.0	17.3
Yellow Time (s)	4.5	4.5		4.5	4.5	3.5	3.5	3.5		3.5	3.5	4.5
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0

1: Perimeter Center Pkwy & Hammond Dr.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
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)	5.5	5.5		5.5	5.5	4.5	4.5	4.5		4.5	4.5	5.5
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lead	Lag		Lead	Lag	Lead
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-Min		None	C-Min	None	None	None		None	None	None
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		19.0			19.0			26.0			19.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effect Green (s)	16.7	44.0		66.3	46.8	67.8	71.0	51.0		15.5	26.0	47.2
Actuated g/C Ratio	0.11	0.29		0.44	0.31	0.45	0.47	0.34		0.10	0.17	0.31
v/c Ratio	0.82	1.11		1.44	0.70	0.50	1.52	1.05		1.35	0.92	0.65
Control Delay	83.0	108.2		256.2	29.9	11.2	264.4	65.1		223.6	82.2	39.3
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	8.4		0.0	0.0	0.0
Total Delay	83.0	108.2		256.2	29.9	11.2	264.4	73.4		223.6	82.2	39.3
LOS	F	F		F	C	B	F	E		F	F	D
Approach Delay		102.8			83.9			148.1			119.4	
Approach LOS		F			F			F			F	
90th %ile Green (s)	17.3	44.0		19.5	46.2	15.5	40.5	51.0		15.5	26.0	17.3
90th %ile Term Code	Max	Coord		Max	Coord	Max	Max	Max		Max	Max	Max
70th %ile Green (s)	17.3	44.0		19.5	46.2	15.5	40.5	51.0		15.5	26.0	17.3
70th %ile Term Code	Max	Coord		Max	Coord	Max	Max	Max		Max	Max	Max
50th %ile Green (s)	17.3	44.0		19.5	46.2	15.5	40.5	51.0		15.5	26.0	17.3
50th %ile Term Code	Max	Coord		Max	Coord	Max	Max	Max		Max	Max	Max
30th %ile Green (s)	17.3	44.0		19.5	46.2	15.5	40.5	51.0		15.5	26.0	17.3
30th %ile Term Code	Max	Coord		Max	Coord	Max	Max	Max		Max	Max	Max
10th %ile Green (s)	14.5	44.0		19.5	49.0	15.5	40.5	51.0		15.5	26.0	14.5
10th %ile Term Code	Gap	Coord		Max	Coord	Max	Max	Max		Max	Hold	Gap
Queue Length 50th (ft)	157	~645		~498	168	89	~1045	~671		~314	290	233
Queue Length 95th (ft)	#223	#786		m#588	m286	m119	m#892	m526		#430	#399	351
Internal Link Dist (ft)		1949			883			250			706	
Turn Bay Length (ft)	260			250		500	80			250		300
Base Capacity (vph)	395	1026		279	1103	761	527	1186		354	613	561
Starvation Cap Reductn	0	0		0	0	0	0	24		0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.80	1.11		1.44	0.70	0.50	1.52	1.07		1.35	0.92	0.64

Intersection Summary

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 143 (95%), Referenced to phase 2:EBT and 6:WBTL, Start of Green

Natural Cycle: 150

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.52

Intersection Signal Delay: 116.2

Intersection LOS: F

Intersection Capacity Utilization 122.6%

ICU Level of Service H

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

1: Perimeter Center Pkwy & Hammond Dr.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: Perimeter Center Pkwy & Hammond Dr.

 ø1	 ø2 (R)	 ø3	 ø4
25 s	49.5 s	45 s	30.5 s
 ø5	 ø6 (R)	 ø7	 ø8
22.8 s	51.7 s	20 s	55.5 s

2: Shopping Center & Hammond Dr.

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	50	1350	210	315	1010	55	360	20	370	120	20	60
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frts			0.850			0.850			0.850		0.888	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	1863	1583	1770	1654	0
Flt Permitted	0.260			0.054			0.424			0.743		
Satd. Flow (perm)	484	3539	1583	101	3539	1583	790	1863	1583	1384	1654	0
Satd. Flow (RTOR)			156			116			263		65	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	54	1467	228	342	1098	60	391	22	402	130	22	65
Shared Lane Traffic (%)												
Lane Group Flow (vph)	54	1467	228	342	1098	60	391	22	402	130	87	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	1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	
Trailing Detector (ft)	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	
Detector 1 Size(ft)	20	6	20	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	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	
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	
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	
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	Perm	pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6		6	8		8	4		
Detector Phase	5	2	2	1	6	6	3	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	4.0	4.0	4.0	
Minimum Split (s)	9.5	24.5	24.5	9.5	21.5	21.5	8.5	37.5	37.5	8.5	33.5	
Total Split (s)	11.1	67.8	67.8	29.0	85.7	85.7	19.7	43.4	43.4	9.8	33.5	
Total Split (%)	7.4%	45.2%	45.2%	19.3%	57.1%	57.1%	13.1%	28.9%	28.9%	6.5%	22.3%	
Maximum Green (s)	5.6	62.3	62.3	23.5	80.2	80.2	15.2	38.9	38.9	5.3	29.0	
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	

2: Shopping Center & Hammond Dr.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lost Time Adjust (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
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	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	3.0	3.0
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0		7.0	
Flash Dont Walk (s)		12.0	12.0		9.0	9.0		26.0	26.0		22.0	
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	
Act Effect Green (s)	76.0	69.1	69.1	107.2	97.0	97.0	32.8	23.0	23.0	18.4	13.1	
Actuated g/C Ratio	0.51	0.46	0.46	0.71	0.65	0.65	0.22	0.15	0.15	0.12	0.09	
v/c Ratio	0.18	0.90	0.28	0.79	0.48	0.06	1.44	0.08	0.86	0.71	0.43	
Control Delay	6.5	23.1	1.9	31.1	12.9	0.3	256.3	50.6	39.1	75.0	26.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	6.5	23.1	1.9	31.1	12.9	0.3	256.3	50.6	39.1	75.0	26.2	
LOS	A	C	A	C	B	A	F	D	D	E	C	
Approach Delay		19.8			16.5			143.6			55.4	
Approach LOS		B			B			F			E	
90th %ile Green (s)	8.5	62.3	62.3	26.4	80.2	80.2	15.2	36.0	36.0	5.3	26.1	
90th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Max	Gap	Gap	Max	Hold	
70th %ile Green (s)	7.5	62.3	62.3	35.3	90.1	90.1	15.2	27.1	27.1	5.3	17.2	
70th %ile Term Code	Gap	Coord	Coord	Max	Coord	Coord	Max	Gap	Gap	Max	Hold	
50th %ile Green (s)	6.7	69.3	69.3	34.2	96.8	96.8	15.2	21.2	21.2	5.3	11.3	
50th %ile Term Code	Gap	Coord	Coord	Gap	Coord	Coord	Max	Gap	Gap	Max	Hold	
30th %ile Green (s)	6.2	76.0	76.0	33.3	103.1	103.1	15.2	15.4	15.4	5.3	5.5	
30th %ile Term Code	Gap	Coord	Coord	Gap	Coord	Coord	Max	Hold	Hold	Max	Gap	
10th %ile Green (s)	0.0	75.4	75.4	33.9	114.8	114.8	15.2	15.4	15.4	5.3	5.5	
10th %ile Term Code	Skip	Coord	Coord	Gap	Coord	Coord	Max	Hold	Hold	Max	Gap	
Queue Length 50th (ft)	10	423	5	108	582	0	~441	19	144	110	21	
Queue Length 95th (ft)	m13	m421	m0	m28	m358	m0	#659	42	254	154	70	
Internal Link Dist (ft)		883			899			453			668	
Turn Bay Length (ft)	250		250	200		200	100					
Base Capacity (vph)	304	1629	813	435	2288	1064	272	483	605	183	372	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.18	0.90	0.28	0.79	0.48	0.06	1.44	0.05	0.66	0.71	0.23	

Intersection Summary

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 13 (9%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 140

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.44

Intersection Signal Delay: 44.0

Intersection LOS: D

Intersection Capacity Utilization 94.3%

ICU Level of Service F

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

2: Shopping Center & Hammond Dr.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Shopping Center & Hammond Dr.



3: Ashford-Dunwoody Rd. & Hammond Dr.

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	290	45	1505	435	140	90	1110	2000	55	30	1700	130
Lane Util. Factor	0.95	0.95	0.88	0.97	1.00	1.00	0.97	0.86	0.86	0.97	0.86	1.00
Frts			0.850			0.850		0.996				0.850
Flt Protected	0.950	0.965		0.950			0.950			0.950		
Satd. Flow (prot)	1681	1708	2787	3433	1863	1583	3433	6382	0	3433	6408	1583
Flt Permitted	0.950	0.965		0.950			0.950			0.950		
Satd. Flow (perm)	1681	1708	2787	3433	1863	1583	3433	6382	0	3433	6408	1583
Satd. Flow (RTOR)			125			131		3				131
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	315	49	1636	473	152	98	1207	2174	60	33	1848	141
Shared Lane Traffic (%)	43%											
Lane Group Flow (vph)	180	184	1636	473	152	98	1207	2234	0	33	1848	141
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)		24			24			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	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	20
Trailing Detector (ft)	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
Detector 1 Size(ft)	20	6	20	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	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
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
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
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	pt+ov	Split	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	4	4	4 5	8	8		5	2		1	6	
Permitted Phases						8						6
Detector Phase	4	4	4 5	8	8	8	5	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
Minimum Split (s)	45.5	45.5		48.5	48.5	48.5	9.0	31.5		9.0	34.5	34.5
Total Split (s)	48.0	48.0		48.5	48.5	48.5	16.0	44.5		9.0	37.5	37.5
Total Split (%)	32.0%	32.0%		32.3%	32.3%	32.3%	10.7%	29.7%		6.0%	25.0%	25.0%
Maximum Green (s)	42.5	42.5		43.0	43.0	43.0	11.0	39.0		4.0	32.0	32.0
Yellow Time (s)	4.5	4.5		4.5	4.5	4.5	4.0	4.5		4.0	4.5	4.5
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0

3: Ashford-Dunwoody Rd. & Hammond Dr.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
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)	5.5	5.5		5.5	5.5	5.5	5.0	5.5		5.0	5.5	5.5
Lead/Lag							Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?							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	C-Min		None	C-Min	C-Min
Walk Time (s)	7.0	7.0		7.0	7.0	7.0		7.0			7.0	7.0
Flash Dont Walk (s)	33.0	33.0		36.0	36.0	36.0		19.0			22.0	22.0
Pedestrian Calls (#/hr)	0	0		0	0	0		0			0	0
Act Effect Green (s)	42.5	42.5	68.7	27.3	27.3	27.3	26.7	53.9		6.9	32.0	32.0
Actuated g/C Ratio	0.28	0.28	0.46	0.18	0.18	0.18	0.18	0.36		0.05	0.21	0.21
v/c Ratio	0.38	0.38	1.22	0.76	0.45	0.25	1.98	0.97		0.21	1.35	0.32
Control Delay	32.6	32.6	124.7	66.1	58.0	4.2	474.9	60.2		71.6	207.1	11.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	32.6	32.6	124.7	66.1	58.0	4.2	474.9	60.2		71.6	207.1	11.3
LOS	C	C	F	E	E	A	F	E		E	F	B
Approach Delay		108.0			56.0			205.7			191.2	
Approach LOS		F			E			F			F	
90th %ile Green (s)	42.5	42.5		34.5	34.5	34.5	19.5	43.1		8.4	32.0	32.0
90th %ile Term Code	Max	Max		Gap	Gap	Gap	Max	Coord		Gap	Coord	Coord
70th %ile Green (s)	42.5	42.5		30.2	30.2	30.2	23.8	48.3		7.5	32.0	32.0
70th %ile Term Code	Max	Max		Gap	Gap	Gap	Max	Coord		Gap	Coord	Coord
50th %ile Green (s)	42.5	42.5		27.0	27.0	27.0	27.0	52.1		6.9	32.0	32.0
50th %ile Term Code	Max	Max		Gap	Gap	Gap	Max	Coord		Gap	Coord	Coord
30th %ile Green (s)	42.5	42.5		24.5	24.5	24.5	29.5	55.3		6.2	32.0	32.0
30th %ile Term Code	Max	Max		Gap	Gap	Gap	Max	Coord		Gap	Coord	Coord
10th %ile Green (s)	42.5	42.5		20.1	20.1	20.1	33.9	70.9		0.0	32.0	32.0
10th %ile Term Code	Max	Max		Gap	Gap	Gap	Max	Coord		Skip	Coord	Coord
Queue Length 50th (ft)	114	116	~759	229	135	0	~939	~644		16	~686	8
Queue Length 95th (ft)	m124	m126	#1298	275	196	22	#1165	#850		35	#761	67
Internal Link Dist (ft)		899			401			1531			890	
Turn Bay Length (ft)							300					
Base Capacity (vph)	476	483	1344	984	534	547	611	2296		157	1367	440
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.38	0.38	1.22	0.48	0.28	0.18	1.98	0.97		0.21	1.35	0.32

Intersection Summary

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green, Master Intersection

Natural Cycle: 150

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.98

Intersection Signal Delay: 165.0

Intersection LOS: F

Intersection Capacity Utilization 103.4%

ICU Level of Service G

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

3: Ashford-Dunwoody Rd. & Hammond Dr.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Ashford-Dunwoody Rd. & Hammond Dr.

 ø1	 ø2 (R)	 ø4	 ø8
9 s	44.5 s	48 s	48.5 s
 ø5	 ø6 (R)		
16 s	37.5 s		

4: Perimeter Center Pkwy & State Farm Driveway

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	70	0	0	180	0	1700	25	50	1050	80
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			0.865		0.998			0.989	
Flt Protected										0.950		
Satd. Flow (prot)	1863	0	1583	0	0	1611	0	3532	0	1770	3500	0
Flt Permitted										0.950		
Satd. Flow (perm)	1863	0	1583	0	0	1611	0	3532	0	1770	3500	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	76	0	0	196	0	1848	27	54	1141	87
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	76	0	0	196	0	1875	0	54	1228	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
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Control Type: Unsignalized

Intersection Capacity Utilization 65.6%

ICU Level of Service C

Analysis Period (min) 15

5: Perimeter Center Pkwy & Goldkist Dr.

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	105	0	110	610	0	925	20	695	245	355	720	45
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			0.961			0.991	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1583	0	1770	1583	0	1770	3401	0	1770	3507	0
Flt Permitted	0.151			0.486			0.323			0.089		
Satd. Flow (perm)	281	1583	0	905	1583	0	602	3401	0	166	3507	0
Satd. Flow (RTOR)		153			350			32			5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	114	0	120	663	0	1005	22	755	266	386	783	49
Shared Lane Traffic (%)												
Lane Group Flow (vph)	114	120	0	663	1005	0	22	1021	0	386	832	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	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	3.5	4.0		3.5	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	8.0	27.5		8.0	27.5		9.0	24.0		9.0	21.0	
Total Split (s)	8.0	31.0		45.0	68.0		9.0	45.0		29.0	65.0	
Total Split (%)	5.3%	20.7%		30.0%	45.3%		6.0%	30.0%		19.3%	43.3%	
Maximum Green (s)	3.5	26.5		40.5	63.5		4.0	40.0		24.0	60.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		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	

5: Perimeter Center Pkwy & Goldkist Dr.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		5.0	5.0		5.0	5.0	
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-Min		None	C-Min	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		16.0			16.0			12.0			9.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effect Green (s)	30.0	26.5		71.5	63.5		44.0	40.0		69.0	63.6	
Actuated g/C Ratio	0.20	0.18		0.48	0.42		0.29	0.27		0.46	0.42	
v/c Ratio	1.27	0.30		1.00	1.15		0.11	1.10		1.16	0.56	
Control Delay	215.6	5.0		68.8	108.5		20.6	107.7		105.8	19.6	
Queue Delay	5.2	0.0		0.0	1.2		0.0	0.9		0.0	0.0	
Total Delay	220.8	5.0		68.8	109.7		20.6	108.6		105.8	19.6	
LOS	F	A		E	F		C	F		F	B	
Approach Delay		110.1			93.5			106.8			46.9	
Approach LOS		F			F			F			D	
90th %ile Green (s)	3.5	26.5		40.5	63.5		4.0	40.0		24.0	60.0	
90th %ile Term Code	Max	Hold		Max	Max		Max	Coord		Max	Coord	
70th %ile Green (s)	3.5	26.5		40.5	63.5		4.0	40.0		24.0	60.0	
70th %ile Term Code	Max	Hold		Max	Max		Max	Coord		Max	Coord	
50th %ile Green (s)	3.5	26.5		40.5	63.5		4.0	40.0		24.0	60.0	
50th %ile Term Code	Max	Hold		Max	Max		Max	Coord		Max	Coord	
30th %ile Green (s)	3.5	26.5		40.5	63.5		0.0	40.0		24.0	69.0	
30th %ile Term Code	Max	Hold		Max	Max		Skip	Coord		Max	Coord	
10th %ile Green (s)	3.5	26.5		40.5	63.5		0.0	40.0		24.0	69.0	
10th %ile Term Code	Max	Hold		Max	Max		Skip	Coord		Max	Coord	
Queue Length 50th (ft)	~85	0		534	~948		11	~587		~386	330	
Queue Length 95th (ft)	#196	28		#721	#1213		m16	#729		m#339	m306	
Internal Link Dist (ft)		322			1224			662			255	
Turn Bay Length (ft)							200			150		
Base Capacity (vph)	90	405		664	871		207	930		333	1489	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	16	0		0	162		0	2		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	1.54	0.30		1.00	1.42		0.11	1.10		1.16	0.56	

Intersection Summary

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 1 (1%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 150

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.27

Intersection Signal Delay: 84.1

Intersection LOS: F

Intersection Capacity Utilization 125.6%

ICU Level of Service H

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

5: Perimeter Center Pkwy & Goldkist Dr.

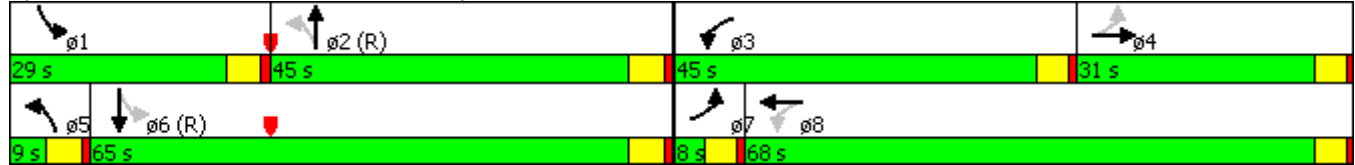
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 5: Perimeter Center Pkwy & Goldkist Dr.



6: Perimeter Center Pkwy & East-West Connector

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	305	0	215	15	0	15	140	640	15	10	1025	405
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	1.00
Frt		0.850			0.932			0.997				0.850
Flt Protected	0.950				0.976		0.950			0.950		
Satd. Flow (prot)	1770	1583	0	0	1694	0	1770	3529	0	1770	3539	1583
Flt Permitted	0.736				0.836		0.206			0.349		
Satd. Flow (perm)	1371	1583	0	0	1451	0	384	3529	0	650	3539	1583
Satd. Flow (RTOR)		101			16			3				440
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	332	0	234	16	0	16	152	696	16	11	1114	440
Shared Lane Traffic (%)												
Lane Group Flow (vph)	332	234	0	0	32	0	152	712	0	11	1114	440
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	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		6
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)	27.5	27.5		27.5	27.5		21.0	21.0		21.0	21.0	21.0
Total Split (s)	52.0	52.0		52.0	52.0		98.0	98.0		98.0	98.0	98.0
Total Split (%)	34.7%	34.7%		34.7%	34.7%		65.3%	65.3%		65.3%	65.3%	65.3%
Maximum Green (s)	47.5	47.5		47.5	47.5		93.0	93.0		93.0	93.0	93.0
Yellow Time (s)	3.5	3.5		3.5	3.5		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	1.0

6: Perimeter Center Pkwy & East-West Connector



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5			4.5		5.0	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	3.0
Recall Mode	None	None		None	None		C-Min	C-Min		C-Min	C-Min	C-Min
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	7.0
Flash Dont Walk (s)	16.0	16.0		16.0	16.0		9.0	9.0		9.0	9.0	9.0
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	0
Act Effect Green (s)	40.9	40.9		40.9	40.9		99.6	99.6		99.6	99.6	99.6
Actuated g/C Ratio	0.27	0.27		0.27	0.27		0.66	0.66		0.66	0.66	0.66
v/c Ratio	0.89	0.46		0.08	0.08		0.60	0.30		0.03	0.47	0.37
Control Delay	77.4	27.0		22.7	22.7		28.3	11.7		9.2	11.7	1.6
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.2	0.0
Total Delay	77.4	27.0		22.7	22.7		28.3	11.7		9.2	11.9	1.6
LOS	E	C		C	C		C	B		A	B	A
Approach Delay		56.6		22.7	22.7		14.6	14.6		9.0	9.0	9.0
Approach LOS		E		C	C		B	B		A	A	A
90th %ile Green (s)	47.5	47.5		47.5	47.5		93.0	93.0		93.0	93.0	93.0
90th %ile Term Code	Max	Max		Hold	Hold		Coord	Coord		Coord	Coord	Coord
70th %ile Green (s)	47.2	47.2		47.2	47.2		93.3	93.3		93.3	93.3	93.3
70th %ile Term Code	Gap	Gap		Hold	Hold		Coord	Coord		Coord	Coord	Coord
50th %ile Green (s)	42.7	42.7		42.7	42.7		97.8	97.8		97.8	97.8	97.8
50th %ile Term Code	Gap	Gap		Hold	Hold		Coord	Coord		Coord	Coord	Coord
30th %ile Green (s)	37.1	37.1		37.1	37.1		103.4	103.4		103.4	103.4	103.4
30th %ile Term Code	Gap	Gap		Hold	Hold		Coord	Coord		Coord	Coord	Coord
10th %ile Green (s)	29.8	29.8		29.8	29.8		110.7	110.7		110.7	110.7	110.7
10th %ile Term Code	Gap	Gap		Hold	Hold		Coord	Coord		Coord	Coord	Coord
Queue Length 50th (ft)	308	105		11	11		81	150		4	255	24
Queue Length 95th (ft)	421	180		38	38		195	202		m4	m378	m31
Internal Link Dist (ft)		574		1313	1313		1750	1750		662	662	662
Turn Bay Length (ft)	300						300			300		300
Base Capacity (vph)	434	570		470	470		255	2345		431	2350	1199
Starvation Cap Reductn	0	0		0	0		0	0		0	428	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.76	0.41		0.07	0.07		0.60	0.30		0.03	0.58	0.37

Intersection Summary

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 5 (3%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 70

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.89

Intersection Signal Delay: 19.6

Intersection LOS: B

Intersection Capacity Utilization 71.7%

ICU Level of Service C

Analysis Period (min) 15

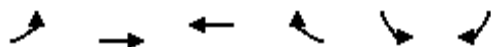
m Volume for 95th percentile queue is metered by upstream signal.

6: Perimeter Center Pkwy & East-West Connector

Splits and Phases: 6: Perimeter Center Pkwy & East-West Connector

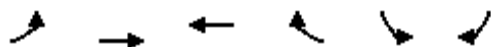


7: Lake Hearn Dr. & Perimeter Center Pkwy



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	←←	→→	←←	→→	←←	→
Volume (vph)	365	430	495	430	625	630
Lane Util. Factor	0.97	0.95	0.95	0.88	0.97	1.00
Frts				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	3433	3539	3539	2787	3433	1583
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	3433	3539	3539	2787	3433	1583
Satd. Flow (RTOR)				467		372
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	397	467	538	467	679	685
Shared Lane Traffic (%)						
Lane Group Flow (vph)	397	467	538	467	679	685
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		24	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	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	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	5	2	6		4	
Permitted Phases				6		4
Detector Phase	5	2	6	6	4	4
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.0	9.0	28.0	28.0	38.0	38.0
Total Split (s)	14.0	42.0	28.0	28.0	38.0	38.0
Total Split (%)	17.5%	52.5%	35.0%	35.0%	47.5%	47.5%
Maximum Green (s)	9.0	37.0	23.0	23.0	33.0	33.0
Yellow Time (s)	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

7: Lake Hearn Dr. & Perimeter Center Pkwy



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lost Time Adjust (s)	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
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	Min	Min	Min	None	None
Walk Time (s)			7.0	7.0	7.0	7.0
Flash Dont Walk (s)			16.0	16.0	26.0	26.0
Pedestrian Calls (#/hr)			0	0	0	0
Act Effect Green (s)	9.4	31.9	17.3	17.3	23.6	23.6
Actuated g/C Ratio	0.14	0.48	0.26	0.26	0.36	0.36
v/c Ratio	0.81	0.27	0.58	0.43	0.55	0.85
Control Delay	47.1	11.8	24.7	3.8	18.7	20.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.1	11.8	24.7	3.8	18.7	20.4
LOS	D	B	C	A	B	C
Approach Delay		28.0	15.0		19.5	
Approach LOS		C	B		B	
90th %ile Green (s)	9.0	37.0	23.0	23.0	33.0	33.0
90th %ile Term Code	Max	Hold	Max	Max	Max	Max
70th %ile Green (s)	9.0	36.1	22.1	22.1	33.0	33.0
70th %ile Term Code	Max	Hold	Gap	Gap	Max	Max
50th %ile Green (s)	9.0	32.0	18.0	18.0	25.2	25.2
50th %ile Term Code	Max	Hold	Gap	Gap	Gap	Gap
30th %ile Green (s)	9.0	28.2	14.2	14.2	17.8	17.8
30th %ile Term Code	Max	Hold	Gap	Gap	Gap	Gap
10th %ile Green (s)	9.0	24.7	10.7	10.7	12.5	12.5
10th %ile Term Code	Max	Hold	Gap	Gap	Gap	Gap
Queue Length 50th (ft)	84	57	100	0	109	111
Queue Length 95th (ft)	#196	104	167	35	171	#296
Internal Link Dist (ft)		726	1861		1750	
Turn Bay Length (ft)					300	
Base Capacity (vph)	488	2070	1287	1310	1791	1003
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.81	0.23	0.42	0.36	0.38	0.68

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 65.9
Natural Cycle: 80
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.85
Intersection Signal Delay: 20.4
Intersection Capacity Utilization 61.0%
Analysis Period (min) 15
90th %ile Actuated Cycle: 80
70th %ile Actuated Cycle: 79.1

7: Lake Hearn Dr. & Perimeter Center Pkwy

50th %ile Actuated Cycle: 67.2

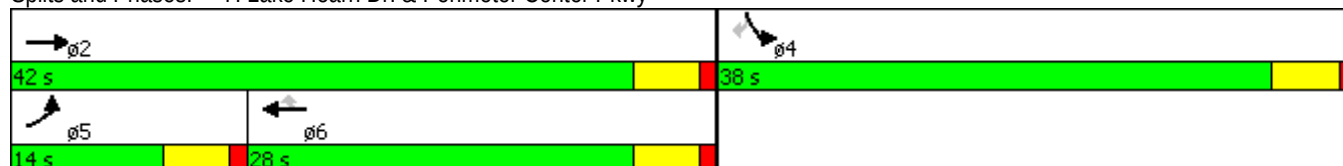
30th %ile Actuated Cycle: 56

10th %ile Actuated Cycle: 47.2

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 7: Lake Hearn Dr. & Perimeter Center Pkwy



Traffic Analysis Results

SYNCHRO Analysis – 2026 Build with Improvements

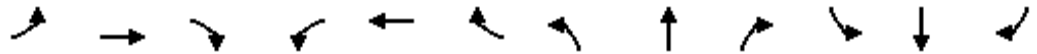
1: Perimeter Center Pkwy & Hammond Dr.

AM

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	240	950	650	660	660	370	300	390	130	370	610	230
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	260		0	250		500	80		0	250		300
Storage Lanes	2		1	2		1	2		0	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.95	0.95	0.97	0.95	1.00
Frt			0.850			0.850		0.963				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583	3433	3408	0	3433	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	5085	1583	3433	5085	1583	3433	3408	0	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			105			144		36				143
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		2029			963			330			786	
Travel Time (s)		30.7			14.6			5.0			11.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	261	1033	707	717	717	402	326	424	141	402	663	250
Shared Lane Traffic (%)												
Lane Group Flow (vph)	261	1033	707	717	717	402	326	565	0	402	663	250
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)		24			24			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	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	20
Trailing Detector (ft)	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
Detector 1 Size(ft)	20	6	20	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	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
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
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
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	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA		Prot	NA	pm+ov
Protected Phases	5	2	3	1	6	7	3	8		7	4	5
Permitted Phases			2			6						4
Detector Phase	5	2	3	1	6	7	3	8		7	4	5

1: Perimeter Center Pkwy & Hammond Dr.

AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
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
Minimum Split (s)	9.5	31.5	8.5	9.5	31.5	8.5	8.5	44.5		8.5	37.5	9.5
Total Split (s)	21.6	33.0	27.0	32.2	43.6	20.2	27.0	44.6		20.2	37.8	21.6
Total Split (%)	16.6%	25.4%	20.8%	24.8%	33.5%	15.5%	20.8%	34.3%		15.5%	29.1%	16.6%
Maximum Green (s)	16.1	27.5	22.5	26.7	38.1	15.7	22.5	40.1		15.7	33.3	16.1
Yellow Time (s)	4.5	4.5	3.5	4.5	4.5	3.5	3.5	3.5		3.5	3.5	4.5
All-Red Time (s)	1.0	1.0	1.0	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	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	4.5	5.5	5.5	4.5	4.5	4.5		4.5	4.5	5.5
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag		Lead	Lag	Lead
Lead-Lag Optimize?	Yes	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	3.0
Recall Mode	None	C-Min	None	None	C-Min	None	None	None		None	None	None
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		19.0			19.0			33.0			26.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effect Green (s)	14.5	28.4	56.1	30.0	43.8	65.0	22.2	35.9		15.7	29.4	48.5
Actuated g/C Ratio	0.11	0.22	0.43	0.23	0.34	0.50	0.17	0.28		0.12	0.23	0.37
v/c Ratio	0.68	0.93	0.95	0.91	0.42	0.47	0.56	0.58		0.97	0.83	0.37
Control Delay	64.8	64.8	54.3	67.2	30.7	12.1	53.4	40.0		94.3	57.2	12.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	64.8	64.8	54.3	67.2	30.7	12.1	53.4	40.0		94.3	57.2	12.7
LOS	E	E	D	E	C	B	D	D		F	E	B
Approach Delay		61.1			40.9			44.9			60.1	
Approach LOS		E			D			D			E	
90th %ile Green (s)	16.1	27.5	22.5	26.7	38.1	15.7	22.5	40.1		15.7	33.3	16.1
90th %ile Term Code	Max	Coord	Max	Max	Coord	Max	Max	Hold		Max	Max	Max
70th %ile Green (s)	16.8	27.5	22.5	27.4	38.1	15.7	22.5	39.4		15.7	32.6	16.8
70th %ile Term Code	Max	Coord	Max	Max	Coord	Max	Max	Hold		Max	Gap	Max
50th %ile Green (s)	15.1	27.5	22.5	29.8	42.2	15.7	22.5	37.0		15.7	30.2	15.1
50th %ile Term Code	Gap	Coord	Max	Max	Coord	Max	Max	Hold		Max	Gap	Gap
30th %ile Green (s)	13.5	27.5	22.5	32.2	46.2	15.7	22.5	34.6		15.7	27.8	13.5
30th %ile Term Code	Gap	Coord	Max	Max	Coord	Max	Max	Hold		Max	Gap	Gap
10th %ile Green (s)	11.1	32.0	21.0	33.7	54.6	15.7	21.0	28.6		15.7	23.3	11.1
10th %ile Term Code	Gap	Coord	Gap	Gap	Coord	Max	Gap	Hold		Max	Gap	Gap
Queue Length 50th (ft)	110	318	510	244	178	152	130	201		176	280	59
Queue Length 95th (ft)	155	#411	#780	#465	150	111	180	252		#280	341	120
Internal Link Dist (ft)		1949			883			250			706	
Turn Bay Length (ft)	260			250		500	80			250		300
Base Capacity (vph)	429	1110	745	791	1714	864	594	1076		414	906	699
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.61	0.93	0.95	0.91	0.42	0.47	0.55	0.53		0.97	0.73	0.36

Intersection Summary

Area Type: Other

Cycle Length: 130

1: Perimeter Center Pkwy & Hammond Dr.

Actuated Cycle Length: 130

Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green, Master Intersection

Natural Cycle: 125

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.97

Intersection Signal Delay: 52.3

Intersection LOS: D

Intersection Capacity Utilization 88.0%

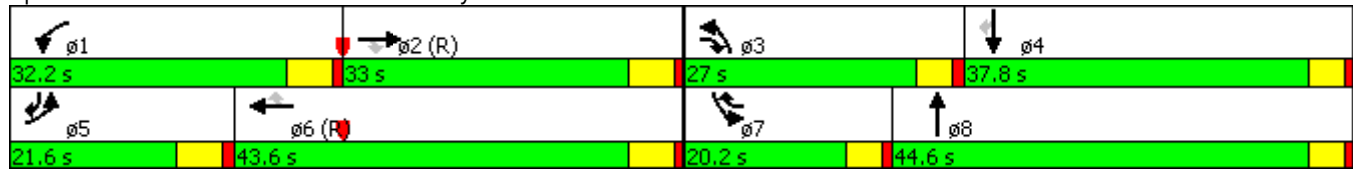
ICU Level of Service E

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 1: Perimeter Center Pkwy & Hammond Dr.



2: Shopping Center & Hammond Dr.

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  						 	
Volume (vph)	5	890	365	360	1560	25	120	5	110	15	5	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		250	200		200	100		0	0		0
Storage Lanes	1		1	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850		0.897	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5085	1583	1770	5085	1583	1770	1863	1583	1770	1671	0
Flt Permitted	0.132			0.227			0.541					
Satd. Flow (perm)	246	5085	1583	423	5085	1583	1008	1863	1583	1863	1671	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			397			97			151		11	
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		963			979			533			748	
Travel Time (s)		14.6			14.8			8.1			11.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	5	967	397	391	1696	27	130	5	120	16	5	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	5	967	397	391	1696	27	130	5	120	16	16	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)		24			24			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	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	
Trailing Detector (ft)	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	
Detector 1 Size(ft)	20	6	20	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	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	
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	
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	
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	Perm	pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6		6	8		8	4		
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	

2: Shopping Center & Hammond Dr.

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
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)	9.5	24.5	24.5	9.5	21.5	21.5	8.5	44.5	44.5	8.5	39.5	
Total Split (s)	9.6	37.8	37.8	39.0	67.2	67.2	11.1	44.6	44.6	8.6	42.1	
Total Split (%)	7.4%	29.1%	29.1%	30.0%	51.7%	51.7%	8.5%	34.3%	34.3%	6.6%	32.4%	
Maximum Green (s)	4.1	32.3	32.3	33.5	61.7	61.7	6.6	40.1	40.1	4.1	37.6	
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	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	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	4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	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	3.0	
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None	
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0		7.0	
Flash Dont Walk (s)		12.0	12.0		9.0	9.0		33.0	33.0		28.0	
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	
Act Effect Green (s)	77.1	71.5	71.5	105.2	102.9	102.9	14.0	11.0	11.0	8.5	6.3	
Actuated g/C Ratio	0.59	0.55	0.55	0.81	0.79	0.79	0.11	0.08	0.08	0.07	0.05	
v/c Ratio	0.02	0.35	0.38	0.62	0.42	0.02	0.78	0.03	0.44	0.14	0.18	
Control Delay	1.4	3.8	0.9	10.4	5.3	0.0	84.1	55.6	9.2	53.3	38.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	1.4	3.8	0.9	10.4	5.3	0.0	84.1	55.6	9.2	53.3	38.4	
LOS	A	A	A	B	A	A	F	E	A	D	D	
Approach Delay		2.9			6.2			48.3			45.8	
Approach LOS		A			A			D			D	
90th %ile Green (s)	5.8	59.8	59.8	35.7	89.7	89.7	6.6	10.4	10.4	4.1	7.9	
90th %ile Term Code	Gap	Coord	Coord	Gap	Coord	Coord	Max	Hold	Hold	Max	Gap	
70th %ile Green (s)	0.0	63.5	63.5	31.4	100.4	100.4	8.4	9.2	9.2	5.9	6.7	
70th %ile Term Code	Skip	Coord	Coord	Gap	Coord	Coord	Max	Hold	Hold	Max	Gap	
50th %ile Green (s)	0.0	71.3	71.3	28.7	105.5	105.5	14.5	14.5	14.5	0.0	0.0	
50th %ile Term Code	Skip	Coord	Coord	Gap	Coord	Coord	Gap	Hold	Hold	Skip	Skip	
30th %ile Green (s)	0.0	77.3	77.3	25.2	108.0	108.0	12.0	12.0	12.0	0.0	0.0	
30th %ile Term Code	Skip	Coord	Coord	Gap	Coord	Coord	Gap	Hold	Hold	Skip	Skip	
10th %ile Green (s)	0.0	85.6	85.6	20.0	111.1	111.1	8.9	8.9	8.9	0.0	0.0	
10th %ile Term Code	Skip	Coord	Coord	Gap	Coord	Coord	Gap	Hold	Hold	Skip	Skip	
Queue Length 50th (ft)	0	27	0	64	120	0	107	4	0	13	4	
Queue Length 95th (ft)	m0	m19	m0	166	253	0	#204	18	35	34	29	
Internal Link Dist (ft)		883			899			453			668	
Turn Bay Length (ft)	250		250	200		200	100					
Base Capacity (vph)	211	2796	1049	693	4026	1273	167	574	592	117	491	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.02	0.35	0.38	0.56	0.42	0.02	0.78	0.01	0.20	0.14	0.03	
Intersection Summary												
Area Type:	Other											
Cycle Length: 130												

2: Shopping Center & Hammond Dr.

Actuated Cycle Length: 130

Offset: 45 (35%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 100

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.78

Intersection Signal Delay: 8.2

Intersection LOS: A

Intersection Capacity Utilization 63.4%

ICU Level of Service B

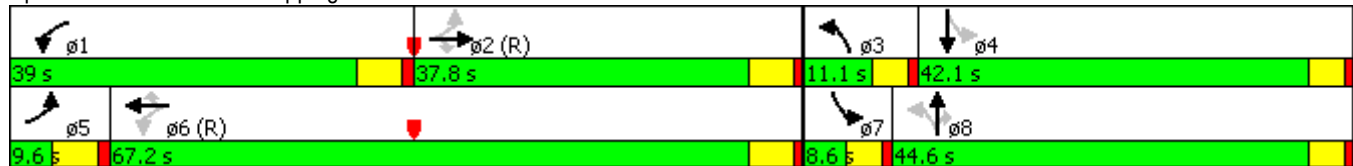
Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Shopping Center & Hammond Dr.



3: Ashford-Dunwoody Rd. & Hammond Dr.

AM

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	265	120	630	70	95	70	1550	2400	395	90	1395	300
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	300		0	0		0
Storage Lanes	1		2	2		1	2		0	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	0.97	1.00	1.00	0.97	0.86	0.86	0.97	0.86	1.00
Frt		0.918	0.850			0.850		0.979				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1556	2882	3433	1863	1583	3433	6273	0	3433	6408	1583
Flt Permitted	0.690			0.950			0.950			0.950		
Satd. Flow (perm)	1285	1556	2882	3433	1863	1583	3433	6273	0	3433	6408	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		42	60			135		41				259
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		979			481			1611			970	
Travel Time (s)		14.8			7.3			24.4			14.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	288	130	685	76	103	76	1685	2609	429	98	1516	326
Shared Lane Traffic (%)			23%									
Lane Group Flow (vph)	288	288	527	76	103	76	1685	3038	0	98	1516	326
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)		24			24			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	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	20
Trailing Detector (ft)	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
Detector 1 Size(ft)	20	6	20	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	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
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
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
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	pt+ov	Prot	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	7	4	4 5	3	8		5	2		1	6	
Permitted Phases	4					8						6
Detector Phase	7	4	4 5	3	8	8	5	2		1	6	6

3: Ashford-Dunwoody Rd. & Hammond Dr.

AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	3.5	4.0		3.5	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	9.0	45.5		9.0	48.5	48.5	9.0	31.5		9.0	34.5	34.5
Total Split (s)	9.0	46.5		11.0	48.5	48.5	50.0	77.5		10.0	37.5	37.5
Total Split (%)	6.2%	32.1%		7.6%	33.4%	33.4%	34.5%	53.4%		6.9%	25.9%	25.9%
Maximum Green (s)	3.5	41.0		5.5	43.0	43.0	45.0	72.0		5.0	32.0	32.0
Yellow Time (s)	4.5	4.5		4.5	4.5	4.5	4.0	4.5		4.0	4.5	4.5
All-Red Time (s)	1.0	1.0		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	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	5.0	5.5		5.0	5.5	5.5
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	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	None	C-Min		None	C-Min	C-Min
Walk Time (s)		7.0			7.0	7.0		7.0			7.0	7.0
Flash Dont Walk (s)		33.0			36.0	36.0		19.0			22.0	22.0
Pedestrian Calls (#/hr)		0			0	0		0			0	0
Act Effect Green (s)	33.8	30.3	91.0	5.5	32.3	32.3	55.7	79.2		8.6	32.0	32.0
Actuated g/C Ratio	0.23	0.21	0.63	0.04	0.22	0.22	0.38	0.55		0.06	0.22	0.22
v/c Ratio	0.93	0.80	0.29	0.58	0.25	0.17	1.28	0.88		0.48	1.07	0.59
Control Delay	87.4	62.7	11.2	86.7	45.8	0.8	167.9	33.3		73.6	98.6	16.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	87.4	62.7	11.2	86.7	45.8	0.8	167.9	33.3		73.6	98.6	16.1
LOS	F	E	B	F	D	A	F	C		E	F	B
Approach Delay		44.5			44.6			81.3			83.4	
Approach LOS		D			D			F			F	
90th %ile Green (s)	3.5	41.0		5.5	43.0	43.0	45.0	72.0		5.0	32.0	32.0
90th %ile Term Code	Max	Max		Max	Hold	Hold	Max	Coord		Max	Coord	Coord
70th %ile Green (s)	3.5	34.6		5.5	36.6	36.6	51.4	72.4		11.0	32.0	32.0
70th %ile Term Code	Max	Gap		Max	Hold	Hold	Max	Coord		Gap	Coord	Coord
50th %ile Green (s)	3.5	30.6		5.5	32.6	32.6	55.4	77.2		10.2	32.0	32.0
50th %ile Term Code	Max	Gap		Max	Hold	Hold	Max	Coord		Gap	Coord	Coord
30th %ile Green (s)	3.5	25.6		5.5	27.6	27.6	60.4	83.3		9.1	32.0	32.0
30th %ile Term Code	Max	Gap		Max	Hold	Hold	Max	Coord		Gap	Coord	Coord
10th %ile Green (s)	3.5	19.5		5.5	21.5	21.5	66.5	90.9		7.6	32.0	32.0
10th %ile Term Code	Max	Gap		Max	Hold	Hold	Max	Coord		Gap	Coord	Coord
Queue Length 50th (ft)	233	247	103	37	81	0	~1039	725		46	~460	52
Queue Length 95th (ft)	296	337	135	#66	122	0	#1298	#842		#102	#538	156
Internal Link Dist (ft)		899			401			1531			890	
Turn Bay Length (ft)							300					
Base Capacity (vph)	310	470	1831	130	552	564	1319	3443		203	1414	551
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.93	0.61	0.29	0.58	0.19	0.13	1.28	0.88		0.48	1.07	0.59

Intersection Summary

Area Type: Other

Cycle Length: 145

3: Ashford-Dunwoody Rd. & Hammond Dr.

Actuated Cycle Length: 145

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green, Master Intersection

Natural Cycle: 145

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.28

Intersection Signal Delay: 75.6

Intersection LOS: E

Intersection Capacity Utilization 102.0%

ICU Level of Service G

Analysis Period (min) 15

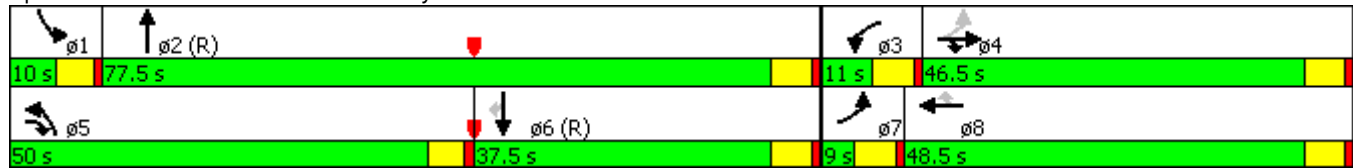
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 3: Ashford-Dunwoody Rd. & Hammond Dr.



3: Ashford-Dunwoody Rd. & Hammond Dr.

AM

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	265	120	630	70	95	70	1550	2400	395	90	1395	300
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	300		0	0		0
Storage Lanes	1		2	2		1	3		0	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	0.97	1.00	1.00	0.94	0.86	0.86	0.97	0.86	1.00
Frt		0.918	0.850			0.850		0.979				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1556	2882	3433	1863	1583	4990	6273	0	3433	6408	1583
Flt Permitted	0.690			0.950			0.950			0.950		
Satd. Flow (perm)	1285	1556	2882	3433	1863	1583	4990	6273	0	3433	6408	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		42	60			135		41				261
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		979			481			1611			970	
Travel Time (s)		14.8			7.3			24.4			14.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	288	130	685	76	103	76	1685	2609	429	98	1516	326
Shared Lane Traffic (%)			23%									
Lane Group Flow (vph)	288	288	527	76	103	76	1685	3038	0	98	1516	326
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)		24			24			36			36	
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	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	20
Trailing Detector (ft)	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
Detector 1 Size(ft)	20	6	20	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	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
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
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
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	pt+ov	Prot	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	7	4	4 5	3	8		5	2		1	6	
Permitted Phases	4					8						6
Detector Phase	7	4	4 5	3	8	8	5	2		1	6	6

3: Ashford-Dunwoody Rd. & Hammond Dr.

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	3.5	4.0		3.5	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	9.0	45.5		9.0	48.5	48.5	9.0	31.5		9.0	34.5	34.5
Total Split (s)	9.0	46.5		11.0	48.5	48.5	49.0	77.5		10.0	38.5	38.5
Total Split (%)	6.2%	32.1%		7.6%	33.4%	33.4%	33.8%	53.4%		6.9%	26.6%	26.6%
Maximum Green (s)	3.5	41.0		5.5	43.0	43.0	44.0	72.0		5.0	33.0	33.0
Yellow Time (s)	4.5	4.5		4.5	4.5	4.5	4.0	4.5		4.0	4.5	4.5
All-Red Time (s)	1.0	1.0		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	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	5.0	5.5		5.0	5.5	5.5
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	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	None	C-Min		None	C-Min	C-Min
Walk Time (s)		7.0			7.0	7.0		7.0			7.0	7.0
Flash Dont Walk (s)		33.0			36.0	36.0		19.0			22.0	22.0
Pedestrian Calls (#/hr)		0			0	0		0			0	0
Act Effect Green (s)	33.8	30.3	90.0	5.5	32.3	32.3	54.7	79.2		8.6	33.0	33.0
Actuated g/C Ratio	0.23	0.21	0.62	0.04	0.22	0.22	0.38	0.55		0.06	0.23	0.23
v/c Ratio	0.93	0.80	0.29	0.58	0.25	0.17	0.89	0.88		0.48	1.04	0.58
Control Delay	87.4	62.7	11.6	86.7	45.8	0.8	50.0	33.3		73.6	88.3	15.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	87.4	62.7	11.6	86.7	45.8	0.8	50.0	33.3		73.6	88.3	15.4
LOS	F	E	B	F	D	A	D	C		E	F	B
Approach Delay		44.7			44.6			39.2			75.3	
Approach LOS		D			D			D			E	
90th %ile Green (s)	3.5	41.0		5.5	43.0	43.0	44.0	72.0		5.0	33.0	33.0
90th %ile Term Code	Max	Max		Max	Hold	Hold	Max	Coord		Max	Coord	Coord
70th %ile Green (s)	3.5	34.6		5.5	36.6	36.6	50.4	72.4		11.0	33.0	33.0
70th %ile Term Code	Max	Gap		Max	Hold	Hold	Max	Coord		Gap	Coord	Coord
50th %ile Green (s)	3.5	30.6		5.5	32.6	32.6	54.4	77.2		10.2	33.0	33.0
50th %ile Term Code	Max	Gap		Max	Hold	Hold	Max	Coord		Gap	Coord	Coord
30th %ile Green (s)	3.5	25.6		5.5	27.6	27.6	59.4	83.3		9.1	33.0	33.0
30th %ile Term Code	Max	Gap		Max	Hold	Hold	Max	Coord		Gap	Coord	Coord
10th %ile Green (s)	3.5	19.5		5.5	21.5	21.5	65.5	90.9		7.6	33.0	33.0
10th %ile Term Code	Max	Gap		Max	Hold	Hold	Max	Coord		Gap	Coord	Coord
Queue Length 50th (ft)	233	247	105	37	81	0	530	725		46	~447	50
Queue Length 95th (ft)	296	337	139	#66	122	0	#737	#842		#102	#525	152
Internal Link Dist (ft)		899			401			1531			890	
Turn Bay Length (ft)							300					
Base Capacity (vph)	310	470	1811	130	552	564	1884	3443		203	1458	561
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.93	0.61	0.29	0.58	0.19	0.13	0.89	0.88		0.48	1.04	0.58
Intersection Summary												
Area Type:	Other											
Cycle Length: 145												

3: Ashford-Dunwoody Rd. & Hammond Dr.

Actuated Cycle Length: 145

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green, Master Intersection

Natural Cycle: 145

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.04

Intersection Signal Delay: 48.9

Intersection LOS: D

Intersection Capacity Utilization 87.3%

ICU Level of Service E

Analysis Period (min) 15

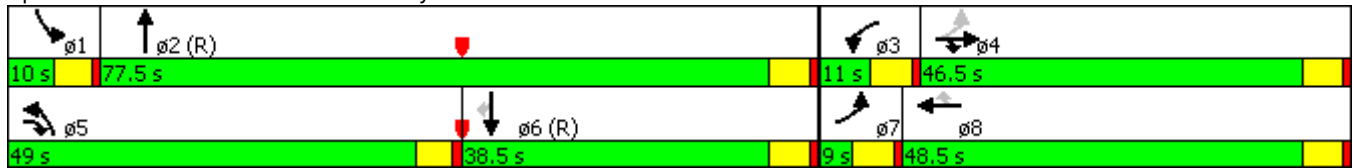
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 3: Ashford-Dunwoody Rd. & Hammond Dr.



4: Perimeter Center Pkwy & State Farm Driveway

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	20	0	0	50	0	770	60	140	1395	165
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	80		0
Storage Lanes	1		1	0		1	0		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			0.865		0.989			0.984	
Flt Protected										0.950		
Satd. Flow (prot)	1863	0	1583	0	0	1611	0	3500	0	1770	3483	0
Flt Permitted										0.950		
Satd. Flow (perm)	1863	0	1583	0	0	1611	0	3500	0	1770	3483	0
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		391			524			338			330	
Travel Time (s)		5.9			7.9			5.1			5.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	22	0	0	54	0	837	65	152	1516	179
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	22	0	0	54	0	902	0	152	1695	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
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	53.8%						ICU Level of Service A					
Analysis Period (min)	15											

5: Perimeter Center Pkwy & Goldkist Dr.

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	25	0	20	190	0	310	50	495	525	750	565	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	200		200	150		0
Storage Lanes	1		0	1		1	1		0	2		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95	0.95	0.97	0.95	0.95
Frt		0.850				0.850		0.923			0.977	
Flt Protected	0.950			0.950	0.950		0.950			0.950		
Satd. Flow (prot)	1770	1583	0	1681	1681	1583	1770	3267	0	3433	3458	0
Flt Permitted	0.950			0.950	0.950		0.377			0.950		
Satd. Flow (perm)	1770	1583	0	1681	1681	1583	702	3267	0	3433	3458	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		256				337		213			21	
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		402			1304			742			338	
Travel Time (s)		6.1			19.8			11.2			5.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	27	0	22	207	0	337	54	538	571	815	614	109
Shared Lane Traffic (%)				50%								
Lane Group Flow (vph)	27	22	0	103	104	337	54	1109	0	815	723	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	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	Split	NA		Split	NA	Perm	pm+pt	NA		Prot	NA	
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases						8	2					
Detector Phase	4	4		8	8	8	5	2		1	6	

5: Perimeter Center Pkwy & Goldkist Dr.

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
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)	27.5	27.5		27.5	27.5	27.5	9.0	24.0		9.0	21.0	
Total Split (s)	27.5	27.5		27.5	27.5	27.5	10.0	35.0		30.0	55.0	
Total Split (%)	22.9%	22.9%		22.9%	22.9%	22.9%	8.3%	29.2%		25.0%	45.8%	
Maximum Green (s)	23.0	23.0		23.0	23.0	23.0	5.0	30.0		25.0	50.0	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	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	1.0	
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)	4.5	4.5		4.5	4.5	4.5	5.0	5.0		5.0	5.0	
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-Min		None	C-Min	
Walk Time (s)	7.0	7.0		7.0	7.0	7.0		7.0			7.0	
Flash Dont Walk (s)	16.0	16.0		16.0	16.0	16.0		12.0			9.0	
Pedestrian Calls (#/hr)	0	0		0	0	0		0			0	
Act Effect Green (s)	7.3	7.3		13.3	13.3	13.3	50.9	44.2		40.3	80.0	
Actuated g/C Ratio	0.06	0.06		0.11	0.11	0.11	0.42	0.37		0.34	0.67	
v/c Ratio	0.25	0.07		0.56	0.56	0.71	0.15	0.83		0.71	0.31	
Control Delay	58.7	0.4		61.0	61.3	13.8	11.3	31.2		39.2	10.8	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	58.7	0.4		61.0	61.3	13.8	11.3	31.2		39.2	10.8	
LOS	E	A		E	E	B	B	C		D	B	
Approach Delay		32.5			31.8			30.3			25.8	
Approach LOS		C			C			C			C	
90th %ile Green (s)	9.6	9.6		19.5	19.5	19.5	8.2	32.0		39.9	63.7	
90th %ile Term Code	Gap	Gap		Gap	Gap	Gap	Gap	Coord		Gap	Coord	
70th %ile Green (s)	8.2	8.2		15.7	15.7	15.7	7.1	39.5		37.6	70.0	
70th %ile Term Code	Gap	Gap		Gap	Gap	Gap	Gap	Coord		Gap	Coord	
50th %ile Green (s)	7.2	7.2		12.7	12.7	12.7	6.5	42.9		38.2	74.6	
50th %ile Term Code	Gap	Gap		Gap	Gap	Gap	Gap	Coord		Gap	Coord	
30th %ile Green (s)	0.0	0.0		10.7	10.7	10.7	5.8	55.3		39.5	89.0	
30th %ile Term Code	Skip	Skip		Gap	Gap	Gap	Gap	Coord		Gap	Coord	
10th %ile Green (s)	0.0	0.0		7.7	7.7	7.7	0.0	51.5		46.3	102.8	
10th %ile Term Code	Skip	Skip		Gap	Gap	Gap	Skip	Coord		Gap	Coord	
Queue Length 50th (ft)	20	0		81	82	0	14	312		290	127	
Queue Length 95th (ft)	51	0		134	135	86	24	#579		356	207	
Internal Link Dist (ft)		322			1224			662			258	
Turn Bay Length (ft)							200			150		
Base Capacity (vph)	339	510		322	322	575	356	1338		1152	2312	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.08	0.04		0.32	0.32	0.59	0.15	0.83		0.71	0.31	
Intersection Summary												
Area Type:	Other											
Cycle Length: 120												

5: Perimeter Center Pkwy & Goldkist Dr.

Actuated Cycle Length: 120

Offset: 12 (10%), Referenced to phase 2:NBTL and 6:SBT, Start of Green

Natural Cycle: 140

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.83

Intersection Signal Delay: 28.5

Intersection LOS: C

Intersection Capacity Utilization 76.0%

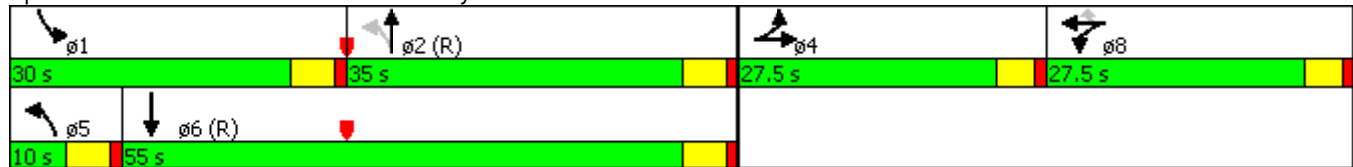
ICU Level of Service D

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 5: Perimeter Center Pkwy & Goldkist Dr.



6: Perimeter Center Pkwy & East-West Connector

AM

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	190	0	30	15	0	20	160	860	10	10	640	125
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300		0	0		0	300		0	300		300
Storage Lanes	1		0	0		0	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	0.95	0.95	1.00	0.95	1.00
Frt		0.850			0.922			0.998				0.850
Flt Protected	0.950				0.979		0.950			0.950		
Satd. Flow (prot)	1770	1583	0	0	1681	0	1770	3532	0	1770	3539	1583
Flt Permitted	0.793				0.904		0.372			0.276		
Satd. Flow (perm)	1477	1583	0	0	1553	0	693	3532	0	514	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		240			22			2				136
Link Speed (mph)		45			45			45				45
Link Distance (ft)		654			1393			1830				742
Travel Time (s)		9.9			21.1			27.7				11.2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	207	0	33	16	0	22	174	935	11	11	696	136
Shared Lane Traffic (%)												
Lane Group Flow (vph)	207	33	0	0	38	0	174	946	0	11	696	136
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	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		6
Detector Phase	4	4		8	8		2	2		6	6	6

6: Perimeter Center Pkwy & East-West Connector

AM

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
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)	27.5	27.5		27.5	27.5		21.0	21.0		21.0	21.0	21.0
Total Split (s)	43.0	43.0		43.0	43.0		77.0	77.0		77.0	77.0	77.0
Total Split (%)	35.8%	35.8%		35.8%	35.8%		64.2%	64.2%		64.2%	64.2%	64.2%
Maximum Green (s)	38.5	38.5		38.5	38.5		72.0	72.0		72.0	72.0	72.0
Yellow Time (s)	3.5	3.5		3.5	3.5		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	1.0
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5			4.5		5.0	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	3.0
Recall Mode	None	None		None	None		C-Min	C-Min		C-Min	C-Min	C-Min
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	7.0
Flash Dont Walk (s)	16.0	16.0		16.0	16.0		9.0	9.0		9.0	9.0	9.0
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	0
Act Effect Green (s)	23.6	23.6			23.6		86.9	86.9		86.9	86.9	86.9
Actuated g/C Ratio	0.20	0.20			0.20		0.72	0.72		0.72	0.72	0.72
v/c Ratio	0.71	0.07			0.12		0.35	0.37		0.03	0.27	0.11
Control Delay	57.8	0.3			20.4		9.7	7.4		6.4	8.9	3.2
Queue Delay	0.0	0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	57.8	0.3			20.4		9.7	7.4		6.4	8.9	3.2
LOS	E	A			C		A	A		A	A	A
Approach Delay		49.9			20.4			7.8			7.9	
Approach LOS		D			C			A			A	
90th %ile Green (s)	32.4	32.4		32.4	32.4		78.1	78.1		78.1	78.1	78.1
90th %ile Term Code	Gap	Gap		Hold	Hold		Coord	Coord		Coord	Coord	Coord
70th %ile Green (s)	27.3	27.3		27.3	27.3		83.2	83.2		83.2	83.2	83.2
70th %ile Term Code	Gap	Gap		Hold	Hold		Coord	Coord		Coord	Coord	Coord
50th %ile Green (s)	23.7	23.7		23.7	23.7		86.8	86.8		86.8	86.8	86.8
50th %ile Term Code	Gap	Gap		Hold	Hold		Coord	Coord		Coord	Coord	Coord
30th %ile Green (s)	20.1	20.1		20.1	20.1		90.4	90.4		90.4	90.4	90.4
30th %ile Term Code	Gap	Gap		Hold	Hold		Coord	Coord		Coord	Coord	Coord
10th %ile Green (s)	14.7	14.7		14.7	14.7		95.8	95.8		95.8	95.8	95.8
10th %ile Term Code	Gap	Gap		Hold	Hold		Coord	Coord		Coord	Coord	Coord
Queue Length 50th (ft)	151	0			10		44	128		2	80	4
Queue Length 95th (ft)	216	0			37		106	209		m10	191	48
Internal Link Dist (ft)		574			1313			1750			662	
Turn Bay Length (ft)	300						300			300		300
Base Capacity (vph)	473	670			513		501	2557		372	2561	1183
Starvation Cap Reductn	0	0			0		0	0		0	0	0
Spillback Cap Reductn	0	0			0		0	0		0	0	0
Storage Cap Reductn	0	0			0		0	0		0	0	0
Reduced v/c Ratio	0.44	0.05			0.07		0.35	0.37		0.03	0.27	0.11
Intersection Summary												
Area Type:	Other											
Cycle Length: 120												

6: Perimeter Center Pkwy & East-West Connector

Actuated Cycle Length: 120

Offset: 42 (35%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.71

Intersection Signal Delay: 12.6

Intersection LOS: B

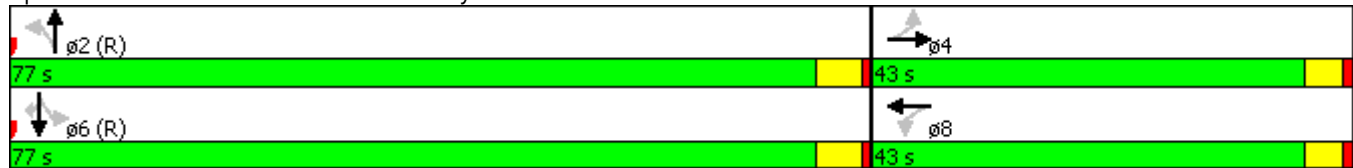
Intersection Capacity Utilization 56.7%

ICU Level of Service B

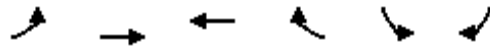
Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: Perimeter Center Pkwy & East-West Connector

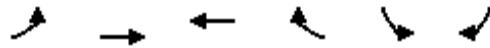


7: Lake Hearn Dr. & Perimeter Center Pkwy



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↔↔	↑↑	↑↑	↔↔	↔↔	↔
Volume (vph)	550	230	300	480	335	350
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			0	300	0
Storage Lanes	2			2	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	0.97	0.95	0.95	0.88	0.97	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	3433	3539	3539	2787	3433	1583
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	3433	3539	3539	2787	3433	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				522		380
Link Speed (mph)		45	45		45	
Link Distance (ft)		806	1941		1830	
Travel Time (s)		12.2	29.4		27.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	598	250	326	522	364	380
Shared Lane Traffic (%)						
Lane Group Flow (vph)	598	250	326	522	364	380
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		24	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	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	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	5	2	6		4	
Permitted Phases				6		4
Detector Phase	5	2	6	6	4	4

7: Lake Hearn Dr. & Perimeter Center Pkwy



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.0	20.5	28.0	28.0	38.0	38.0
Total Split (s)	14.0	42.0	28.0	28.0	38.0	38.0
Total Split (%)	17.5%	52.5%	35.0%	35.0%	47.5%	47.5%
Maximum Green (s)	9.0	37.0	23.0	23.0	33.0	33.0
Yellow Time (s)	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
Lost Time Adjust (s)	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
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-Min	C-Min	C-Min	None	None
Walk Time (s)			7.0	7.0	7.0	7.0
Flash Dont Walk (s)			16.0	16.0	26.0	26.0
Pedestrian Calls (#/hr)			0	0	0	0
Act Effect Green (s)	26.9	55.6	23.7	23.7	14.4	14.4
Actuated g/C Ratio	0.34	0.70	0.30	0.30	0.18	0.18
v/c Ratio	0.52	0.10	0.31	0.44	0.59	0.64
Control Delay	24.6	4.6	22.5	3.4	33.6	8.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	24.6	4.6	22.5	3.4	33.6	8.5
LOS	C	A	C	A	C	A
Approach Delay		18.7	10.8		20.8	
Approach LOS		B	B		C	
90th %ile Green (s)	23.0	50.5	22.5	22.5	19.5	19.5
90th %ile Term Code	Gap	Coord	Coord	Coord	Gap	Gap
70th %ile Green (s)	22.4	53.7	26.3	26.3	16.3	16.3
70th %ile Term Code	Gap	Coord	Coord	Coord	Gap	Gap
50th %ile Green (s)	23.8	56.1	27.3	27.3	13.9	13.9
50th %ile Term Code	Gap	Coord	Coord	Coord	Gap	Gap
30th %ile Green (s)	27.2	57.7	25.5	25.5	12.3	12.3
30th %ile Term Code	Gap	Coord	Coord	Coord	Gap	Gap
10th %ile Green (s)	38.3	60.0	16.7	16.7	10.0	10.0
10th %ile Term Code	Gap	Coord	Coord	Coord	Gap	Gap
Queue Length 50th (ft)	130	17	61	0	87	0
Queue Length 95th (ft)	184	36	102	38	119	66
Internal Link Dist (ft)		726	1861		1750	
Turn Bay Length (ft)					300	
Base Capacity (vph)	1156	2459	1106	1230	1416	876
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.52	0.10	0.29	0.42	0.26	0.43

Intersection Summary

Area Type: Other

Cycle Length: 80

7: Lake Hearn Dr. & Perimeter Center Pkwy

Actuated Cycle Length: 80

Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.64

Intersection Signal Delay: 16.6

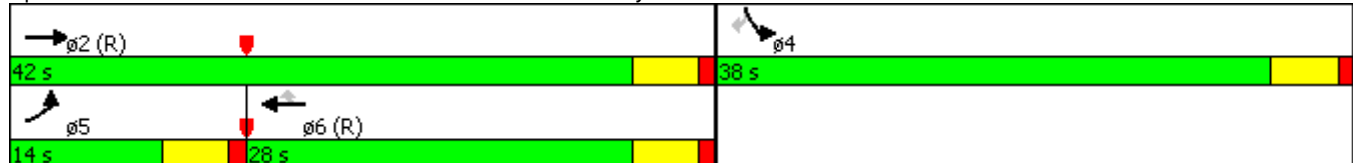
Intersection LOS: B

Intersection Capacity Utilization 46.0%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 7: Lake Hearn Dr. & Perimeter Center Pkwy



Lanes, Volumes, Timings
1: Perimeter Center Pkwy & Hammond Dr.

2026 Build with improvements
PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	290	705	340	370	710	350	735	755	390	440	520	330
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.95	0.95	0.97	0.95	1.00
Frts			0.850			0.850		0.949				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583	3433	3359	0	3433	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	5085	1583	3433	5085	1583	3433	3359	0	3433	3539	1583
Satd. Flow (RTOR)			59			97		81				97
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	315	766	370	402	772	380	799	821	424	478	565	359
Shared Lane Traffic (%)												
Lane Group Flow (vph)	315	766	370	402	772	380	799	1245	0	478	565	359
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)		24			24			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	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	20
Trailing Detector (ft)	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
Detector 1 Size(ft)	20	6	20	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	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
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
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
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	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA		Prot	NA	pm+ov
Protected Phases	5	2	3	1	6	7	3	8		7	4	5
Permitted Phases			2			6						4
Detector Phase	5	2	3	1	6	7	3	8		7	4	5
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
Minimum Split (s)	9.5	31.5	8.5	9.5	31.5	8.5	8.5	40.5		8.5	40.5	9.5
Total Split (s)	20.6	31.8	36.0	21.7	32.9	24.0	36.0	52.5		24.0	40.5	20.6
Total Split (%)	15.8%	24.5%	27.7%	16.7%	25.3%	18.5%	27.7%	40.4%		18.5%	31.2%	15.8%
Maximum Green (s)	15.1	26.3	31.5	16.2	27.4	19.5	31.5	48.0		19.5	36.0	15.1
Yellow Time (s)	4.5	4.5	3.5	4.5	4.5	3.5	3.5	3.5		3.5	3.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0

Lanes, Volumes, Timings
1: Perimeter Center Pkwy & Hammond Dr.

2026 Build with improvements
PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	4.5	5.5	5.5	4.5	4.5	4.5		4.5	4.5	5.5
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag		Lead	Lag	Lead
Lead-Lag Optimize?	Yes	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	3.0
Recall Mode	None	C-Min	None	None	C-Min	None	None	None		None	None	None
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		19.0			19.0			29.0			29.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effect Green (s)	14.7	25.6	63.2	16.5	27.4	52.9	32.1	47.9		20.1	35.8	55.0
Actuated g/C Ratio	0.11	0.20	0.49	0.13	0.21	0.41	0.25	0.37		0.15	0.28	0.42
v/c Ratio	0.81	0.77	0.46	0.93	0.72	0.54	0.94	0.97		0.90	0.58	0.50
Control Delay	73.3	55.1	20.5	88.1	45.0	19.1	67.8	56.0		75.5	43.4	22.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	73.3	55.1	20.5	88.1	45.0	19.1	67.8	56.0		75.5	43.4	22.0
LOS	E	E	C	F	D	B	E	E		E	D	C
Approach Delay		50.3			49.8			60.6			48.8	
Approach LOS		D			D			E			D	
90th %ile Green (s)	15.1	26.3	31.5	16.2	27.4	19.5	31.5	48.0		19.5	36.0	15.1
90th %ile Term Code	Max	Coord	Max	Max	Coord	Max	Max	Max		Max	Hold	Max
70th %ile Green (s)	15.1	26.3	31.5	16.2	27.4	19.5	31.5	48.0		19.5	36.0	15.1
70th %ile Term Code	Max	Coord	Max	Max	Coord	Max	Max	Max		Max	Hold	Max
50th %ile Green (s)	15.1	26.3	31.5	16.2	27.4	19.5	31.5	48.0		19.5	36.0	15.1
50th %ile Term Code	Max	Coord	Max	Max	Coord	Max	Max	Max		Max	Hold	Max
30th %ile Green (s)	15.1	23.6	34.2	16.2	24.7	22.2	34.2	48.0		22.2	36.0	15.1
30th %ile Term Code	Max	Coord	Max	Max	Coord	Max	Max	Max		Max	Hold	Max
10th %ile Green (s)	13.0	25.4	32.0	17.5	29.9	19.6	32.0	47.5		19.6	35.1	13.0
10th %ile Term Code	Gap	Coord	Gap	Gap	Coord	Gap	Gap	Gap		Gap	Hold	Gap
Queue Length 50th (ft)	135	223	168	187	233	216	344	511		207	216	156
Queue Length 95th (ft)	#201	273	254	m#225	m195	m128	#473	#667		#309	277	247
Internal Link Dist (ft)		1949			883			250			706	
Turn Bay Length (ft)	260			250		500	80			250		300
Base Capacity (vph)	398	1028	800	434	1091	701	848	1291		529	980	730
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.79	0.75	0.46	0.93	0.71	0.54	0.94	0.96		0.90	0.58	0.49

Intersection Summary

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 105 (81%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 120

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.97

Intersection Signal Delay: 53.1

Intersection LOS: D

Intersection Capacity Utilization 86.8%

ICU Level of Service E

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: Perimeter Center Pkwy & Hammond Dr.

 ø1	 ø2 (R)	 ø3	 ø4
21.7 s	31.8 s	36 s	40.5 s
 ø5	 ø6 (R)	 ø7	 ø8
20.6 s	32.9 s	24 s	52.5 s

Lanes, Volumes, Timings
2: Shopping Center & Hammond Dr.

2026 Build with improvements
PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	50	1350	210	315	1010	55	360	20	370	120	20	60
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frts			0.850			0.850			0.850		0.888	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5085	1583	1770	5085	1583	1770	1863	1583	1770	1654	0
Flt Permitted	0.248			0.084			0.421			0.743		
Satd. Flow (perm)	462	5085	1583	156	5085	1583	784	1863	1583	1384	1654	0
Satd. Flow (RTOR)			189			134			336		65	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	54	1467	228	342	1098	60	391	22	402	130	22	65
Shared Lane Traffic (%)												
Lane Group Flow (vph)	54	1467	228	342	1098	60	391	22	402	130	87	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)		24			24			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	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	
Trailing Detector (ft)	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	
Detector 1 Size(ft)	20	6	20	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	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	
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	
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	
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	Perm	pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6		6	8		8	4		
Detector Phase	5	2	2	1	6	6	3	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	4.0	4.0	4.0	
Minimum Split (s)	9.5	24.5	24.5	9.5	21.5	21.5	8.5	40.5	40.5	8.5	40.5	
Total Split (s)	11.2	46.5	46.5	27.0	62.3	62.3	16.0	45.5	45.5	11.0	40.5	
Total Split (%)	8.6%	35.8%	35.8%	20.8%	47.9%	47.9%	12.3%	35.0%	35.0%	8.5%	31.2%	
Maximum Green (s)	5.7	41.0	41.0	21.5	56.8	56.8	11.5	41.0	41.0	6.5	36.0	
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	

Lanes, Volumes, Timings
2: Shopping Center & Hammond Dr.

2026 Build with improvements

PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lost Time Adjust (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
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	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	3.0	3.0
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0
Flash Dont Walk (s)		12.0	12.0		9.0	9.0		29.0	29.0		29.0	29.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effect Green (s)	63.5	56.8	56.8	90.8	80.8	80.8	29.2	17.4	17.4	18.0	10.7	10.7
Actuated g/C Ratio	0.49	0.44	0.44	0.70	0.62	0.62	0.22	0.13	0.13	0.14	0.08	0.08
v/c Ratio	0.18	0.66	0.29	0.74	0.35	0.06	1.39	0.09	0.80	0.61	0.45	0.45
Control Delay	6.0	16.9	1.1	39.3	13.1	0.1	232.5	47.8	22.8	57.4	25.4	25.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	6.0	16.9	1.1	39.3	13.1	0.1	232.5	47.8	22.8	57.4	25.4	25.4
LOS	A	B	A	D	B	A	F	D	C	E	C	C
Approach Delay		14.5			18.6			124.1				44.6
Approach LOS		B			B			F				D
90th %ile Green (s)	8.5	42.6	42.6	33.6	67.7	67.7	11.5	27.3	27.3	6.5	22.3	22.3
90th %ile Term Code	Gap	Coord	Coord	Gap	Coord	Coord	Max	Gap	Gap	Max	Hold	Hold
70th %ile Green (s)	7.2	55.6	55.6	29.9	78.3	78.3	11.5	18.0	18.0	6.5	13.0	13.0
70th %ile Term Code	Gap	Coord	Coord	Gap	Coord	Coord	Max	Gap	Gap	Max	Hold	Hold
50th %ile Green (s)	6.5	62.9	62.9	28.4	84.8	84.8	11.5	12.2	12.2	6.5	7.2	7.2
50th %ile Term Code	Gap	Coord	Coord	Gap	Coord	Coord	Max	Gap	Gap	Max	Gap	Gap
30th %ile Green (s)	6.1	64.3	64.3	26.9	85.1	85.1	13.3	10.5	10.5	8.3	5.5	5.5
30th %ile Term Code	Gap	Coord	Coord	Gap	Coord	Coord	Max	Hold	Hold	Max	Gap	Gap
10th %ile Green (s)	0.0	58.4	58.4	24.1	88.0	88.0	22.0	19.0	19.0	8.5	5.5	5.5
10th %ile Term Code	Skip	Coord	Coord	Gap	Coord	Coord	Max	Hold	Hold	Gap	Gap	Gap
Queue Length 50th (ft)	6	126	0	190	139	0	~423	17	54	98	18	18
Queue Length 95th (ft)	m12	m384	m13	311	236	0	#607	39	161	139	64	64
Internal Link Dist (ft)		883			899			453				668
Turn Bay Length (ft)	250		250	200		200	100					
Base Capacity (vph)	294	2220	797	463	3159	1034	281	587	729	212	505	505
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.18	0.66	0.29	0.74	0.35	0.06	1.39	0.04	0.55	0.61	0.17	0.17

Intersection Summary

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 115

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.39

Intersection Signal Delay: 38.3

Intersection LOS: D

Intersection Capacity Utilization 83.1%

ICU Level of Service E

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

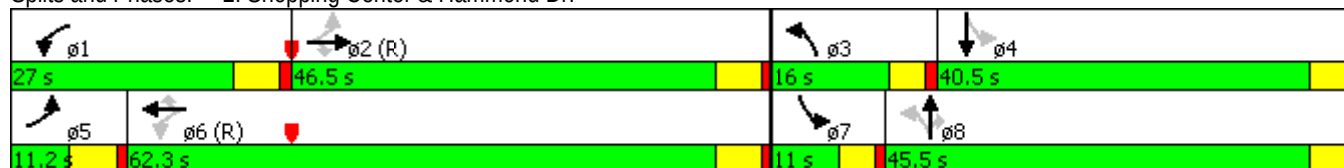
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Shopping Center & Hammond Dr.



Lanes, Volumes, Timings
3: Ashford-Dunwoody Rd. & Hammond Dr.

2026 Build with improvements

PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	290	45	1505	435	140	90	1110	2000	55	30	1700	130
Lane Util. Factor	1.00	0.91	0.91	0.97	1.00	1.00	0.97	0.86	0.86	0.97	0.86	1.00
Fr't		0.863	0.850			0.850		0.996				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1463	2882	3433	1863	1583	3433	6382	0	3433	6408	1583
Flt Permitted	0.660			0.950			0.950			0.950		
Satd. Flow (perm)	1229	1463	2882	3433	1863	1583	3433	6382	0	3433	6408	1583
Satd. Flow (RTOR)		367	60			135		5				135
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	315	49	1636	473	152	98	1207	2174	60	33	1848	141
Shared Lane Traffic (%)			32%									
Lane Group Flow (vph)	315	573	1112	473	152	98	1207	2234	0	33	1848	141
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)		24			24			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	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	20
Trailing Detector (ft)	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
Detector 1 Size(ft)	20	6	20	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	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
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
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
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	pt+ov	Prot	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	7	4	4 5	3	8		5	2		1	6	
Permitted Phases	4					8						6
Detector Phase	7	4	4 5	3	8	8	5	2		1	6	6
Switch Phase												
Minimum Initial (s)	3.5	4.0		3.5	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	9.0	45.5		9.0	48.5	48.5	9.0	31.5		9.0	34.5	34.5
Total Split (s)	14.0	45.5		18.0	49.5	49.5	38.0	72.5		9.0	43.5	43.5
Total Split (%)	9.7%	31.4%		12.4%	34.1%	34.1%	26.2%	50.0%		6.2%	30.0%	30.0%
Maximum Green (s)	8.5	40.0		12.5	44.0	44.0	33.0	67.0		4.0	38.0	38.0
Yellow Time (s)	4.5	4.5		4.5	4.5	4.5	4.0	4.5		4.0	4.5	4.5
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0

Lanes, Volumes, Timings
3: Ashford-Dunwoody Rd. & Hammond Dr.

2026 Build with improvements

PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
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)	5.5	5.5		5.5	5.5	5.5	5.0	5.5		5.0	5.5	5.5
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	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	None	C-Min		None	C-Min	C-Min
Walk Time (s)		7.0			7.0	7.0		7.0			7.0	7.0
Flash Dont Walk (s)		33.0			36.0	36.0		19.0			22.0	22.0
Pedestrian Calls (#/hr)		0			0	0		0			0	0
Act Effect Green (s)	48.5	40.0	78.0	12.5	44.0	44.0	33.0	68.8		4.0	38.0	38.0
Actuated g/C Ratio	0.33	0.28	0.54	0.09	0.30	0.30	0.23	0.47		0.03	0.26	0.26
v/c Ratio	0.71	0.86	0.70	1.60	0.27	0.17	1.54	0.74		0.35	1.10	0.27
Control Delay	48.0	31.1	26.4	326.7	39.9	2.5	288.1	32.9		79.3	104.0	8.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	48.0	31.1	26.4	326.7	39.9	2.5	288.1	32.9		79.3	104.0	8.6
LOS	D	C	C	F	D	A	F	C		E	F	A
Approach Delay		31.2			222.5			122.4			96.9	
Approach LOS		C			F			F			F	
90th %ile Green (s)	8.5	40.0		12.5	44.0	44.0	33.0	67.0		4.0	38.0	38.0
90th %ile Term Code	Max	Max		Max	Hold	Hold	Max	Coord		Max	Coord	Coord
70th %ile Green (s)	8.5	40.0		12.5	44.0	44.0	33.0	67.0		4.0	38.0	38.0
70th %ile Term Code	Max	Max		Max	Hold	Hold	Max	Coord		Max	Coord	Coord
50th %ile Green (s)	8.5	40.0		12.5	44.0	44.0	33.0	67.0		4.0	38.0	38.0
50th %ile Term Code	Max	Max		Max	Hold	Hold	Max	Coord		Max	Coord	Coord
30th %ile Green (s)	8.5	40.0		12.5	44.0	44.0	33.0	67.0		4.0	38.0	38.0
30th %ile Term Code	Max	Max		Max	Hold	Hold	Max	Coord		Max	Coord	Coord
10th %ile Green (s)	8.5	39.8		12.5	43.8	43.8	33.2	76.2		0.0	38.0	38.0
10th %ile Term Code	Max	Gap		Max	Hold	Hold	Max	Coord		Skip	Coord	Coord
Queue Length 50th (ft)	216	228	396	~328	109	0	~824	498		15	~574	4
Queue Length 95th (ft)	304	#475	485	#442	171	17	#961	542		35	#649	58
Internal Link Dist (ft)		899			401			1531			890	
Turn Bay Length (ft)	300						300					
Base Capacity (vph)	442	669	1557	295	565	574	782	3032		95	1679	514
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.71	0.86	0.71	1.60	0.27	0.17	1.54	0.74		0.35	1.10	0.27

Intersection Summary

Cycle Length: 145

Actuated Cycle Length: 145

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green, Master Intersection

Natural Cycle: 145

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.60

Intersection Signal Delay: 102.7

Intersection LOS: F

Intersection Capacity Utilization 107.6%

ICU Level of Service G

Analysis Period (min) 15

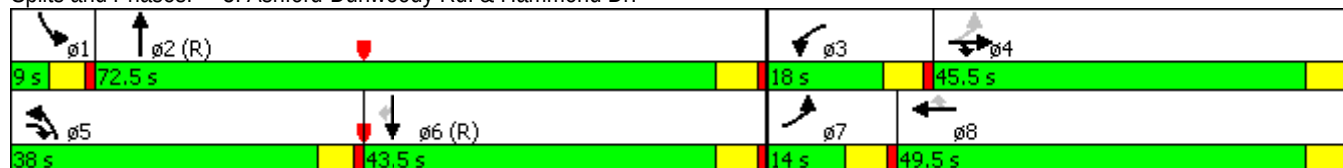
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 3: Ashford-Dunwoody Rd. & Hammond Dr.



Lanes, Volumes, Timings

3: Ashford-Dunwoody Rd. & Hammond Dr.

2026 Build with improvements + Triple Left

PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	290	45	1505	435	140	90	1110	2000	55	30	1700	130
Lane Util. Factor	1.00	0.91	0.91	0.97	1.00	1.00	0.94	0.86	0.86	0.97	0.86	1.00
Fr't		0.863	0.850			0.850		0.996				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1463	2882	3433	1863	1583	4990	6382	0	3433	6408	1583
Flt Permitted	0.660			0.950			0.950			0.950		
Satd. Flow (perm)	1229	1463	2882	3433	1863	1583	4990	6382	0	3433	6408	1583
Satd. Flow (RTOR)		342	60			135		4				135
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	315	49	1636	473	152	98	1207	2174	60	33	1848	141
Shared Lane Traffic (%)			32%									
Lane Group Flow (vph)	315	573	1112	473	152	98	1207	2234	0	33	1848	141
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)		24			24			36			36	
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	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	20
Trailing Detector (ft)	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
Detector 1 Size(ft)	20	6	20	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	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
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
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
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	pt+ov	Prot	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	7	4	4 5	3	8		5	2		1	6	
Permitted Phases	4					8						6
Detector Phase	7	4	4 5	3	8	8	5	2		1	6	6
Switch Phase												
Minimum Initial (s)	3.5	4.0		3.5	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	9.0	45.5		9.0	48.5	48.5	9.0	31.5		9.0	34.5	34.5
Total Split (s)	17.0	45.5		22.0	50.5	50.5	33.0	68.5		9.0	44.5	44.5
Total Split (%)	11.7%	31.4%		15.2%	34.8%	34.8%	22.8%	47.2%		6.2%	30.7%	30.7%
Maximum Green (s)	11.5	40.0		16.5	45.0	45.0	28.0	63.0		4.0	39.0	39.0
Yellow Time (s)	4.5	4.5		4.5	4.5	4.5	4.0	4.5		4.0	4.5	4.5
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0

Lanes, Volumes, Timings
3: Ashford-Dunwoody Rd. & Hammond Dr.

2026 Build with improvements + Triple Left

PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
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)	5.5	5.5		5.5	5.5	5.5	5.0	5.5		5.0	5.5	5.5
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	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	None	C-Min		None	C-Min	C-Min
Walk Time (s)		7.0			7.0	7.0		7.0			7.0	7.0
Flash Dont Walk (s)		33.0			36.0	36.0		19.0			22.0	22.0
Pedestrian Calls (#/hr)		0			0	0		0			0	0
Act Effect Green (s)	51.5	40.0	73.0	16.5	45.0	45.0	28.0	64.8		4.0	39.0	39.0
Actuated g/C Ratio	0.36	0.28	0.50	0.11	0.31	0.31	0.19	0.45		0.03	0.27	0.27
v/c Ratio	0.66	0.88	0.75	1.21	0.26	0.17	1.25	0.78		0.35	1.07	0.27
Control Delay	40.7	35.8	31.0	169.4	39.1	2.5	169.5	36.9		79.6	93.8	8.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	40.7	35.8	31.0	169.4	39.1	2.5	169.5	36.9		79.6	93.8	8.4
LOS	D	D	C	F	D	A	F	D		E	F	A
Approach Delay		33.9			119.4			83.4			87.6	
Approach LOS		C			F			F			F	
90th %ile Green (s)	11.5	40.0		16.5	45.0	45.0	28.0	63.0		4.0	39.0	39.0
90th %ile Term Code	Max	Max		Max	Hold	Hold	Max	Coord		Max	Coord	Coord
70th %ile Green (s)	11.5	40.0		16.5	45.0	45.0	28.0	63.0		4.0	39.0	39.0
70th %ile Term Code	Max	Max		Max	Hold	Hold	Max	Coord		Max	Coord	Coord
50th %ile Green (s)	11.5	40.0		16.5	45.0	45.0	28.0	63.0		4.0	39.0	39.0
50th %ile Term Code	Max	Max		Max	Hold	Hold	Max	Coord		Max	Coord	Coord
30th %ile Green (s)	11.5	40.0		16.5	45.0	45.0	28.0	63.0		4.0	39.0	39.0
30th %ile Term Code	Max	Max		Max	Hold	Hold	Max	Coord		Max	Coord	Coord
10th %ile Green (s)	11.5	40.0		16.5	45.0	45.0	28.0	72.0		0.0	39.0	39.0
10th %ile Term Code	Max	Max		Max	Hold	Hold	Max	Coord		Skip	Coord	Coord
Queue Length 50th (ft)	205	261	429	~280	108	0	~503	526		15	~561	4
Queue Length 95th (ft)	289	#516	524	#394	170	17	#598	573		35	#636	58
Internal Link Dist (ft)		899			401			1531			890	
Turn Bay Length (ft)	300						300					
Base Capacity (vph)	479	651	1480	390	578	584	963	2854		94	1723	524
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.66	0.88	0.75	1.21	0.26	0.17	1.25	0.78		0.35	1.07	0.27

Intersection Summary

Cycle Length: 145

Actuated Cycle Length: 145

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green, Master Intersection

Natural Cycle: 145

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.25

Intersection Signal Delay: 75.5

Intersection LOS: E

Intersection Capacity Utilization 97.0%

ICU Level of Service F

Analysis Period (min) 15

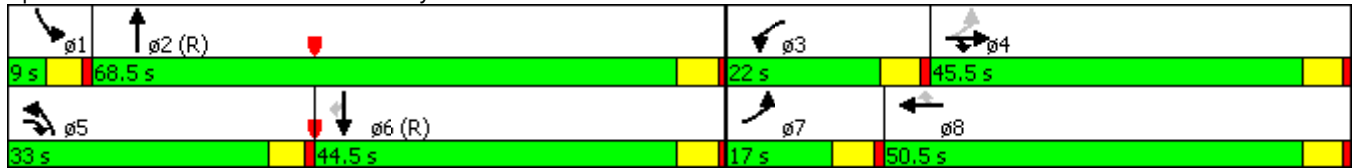
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 3: Ashford-Dunwoody Rd. & Hammond Dr.



Lanes, Volumes, Timings
4: Perimeter Center Pkwy & State Farm Driveway

2026 Build with improvements

PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	70	0	0	180	0	1700	25	50	1050	80
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			0.865		0.998			0.989	
Flt Protected										0.950		
Satd. Flow (prot)	1863	0	1583	0	0	1611	0	3532	0	1770	3500	0
Flt Permitted										0.950		
Satd. Flow (perm)	1863	0	1583	0	0	1611	0	3532	0	1770	3500	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	76	0	0	196	0	1848	27	54	1141	87
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	76	0	0	196	0	1875	0	54	1228	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
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Control Type: Unsignalized

Intersection Capacity Utilization 65.6% ICU Level of Service C

Analysis Period (min) 15

Lanes, Volumes, Timings
5: Perimeter Center Pkwy & Goldkist Dr.

2026 Build with improvements

PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	105	0	110	610	0	925	20	695	245	355	720	45
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95	1.00	0.97	0.95	0.95
Frt		0.850				0.850			0.850		0.991	
Flt Protected	0.950			0.950	0.950		0.950			0.950		
Satd. Flow (prot)	1770	1583	0	1681	1681	1583	1770	3539	1583	3433	3507	0
Flt Permitted	0.950			0.950	0.950		0.339			0.950		
Satd. Flow (perm)	1770	1583	0	1681	1681	1583	631	3539	1583	3433	3507	0
Satd. Flow (RTOR)		139				341			266		7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	114	0	120	663	0	1005	22	755	266	386	783	49
Shared Lane Traffic (%)				50%								
Lane Group Flow (vph)	114	120	0	331	332	1005	22	755	266	386	832	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	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	Split	NA		Split	NA	pm+ov	pm+pt	NA	pm+ov	Prot	NA	
Protected Phases	4	4		8	8	1	5	2	8	1	6	
Permitted Phases						8	2		2			
Detector Phase	4	4		8	8	1	5	2	8	1	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	
Minimum Split (s)	27.5	27.5		27.5	27.5	9.0	9.0	24.0	27.5	9.0	21.0	
Total Split (s)	27.5	27.5		27.5	27.5	11.0	9.0	24.0	27.5	11.0	26.0	
Total Split (%)	30.6%	30.6%		30.6%	30.6%	12.2%	10.0%	26.7%	30.6%	12.2%	28.9%	
Maximum Green (s)	23.0	23.0		23.0	23.0	6.0	4.0	19.0	23.0	6.0	21.0	
Yellow Time (s)	3.5	3.5		3.5	3.5	4.0	4.0	4.0	3.5	4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	

Lanes, Volumes, Timings
5: Perimeter Center Pkwy & Goldkist Dr.

2026 Build with improvements

PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
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)	4.5	4.5		4.5	4.5	5.0	5.0	5.0	4.5	5.0	5.0	
Lead/Lag						Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?						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	C-Min	None	None	C-Min	
Walk Time (s)	7.0	7.0		7.0	7.0			7.0	7.0		7.0	
Flash Dont Walk (s)	16.0	16.0		16.0	16.0			12.0	16.0		9.0	
Pedestrian Calls (#/hr)	0	0		0	0			0	0		0	
Act Effct Green (s)	11.1	11.1		24.6	24.6	45.4	24.6	19.0	44.1	16.3	36.2	
Actuated g/C Ratio	0.12	0.12		0.27	0.27	0.50	0.27	0.21	0.49	0.18	0.40	
v/c Ratio	0.52	0.38		0.72	0.72	1.04	0.09	1.01	0.29	0.62	0.59	
Control Delay	44.8	8.1		38.3	38.5	57.4	16.0	70.4	2.9	43.9	27.4	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	44.8	8.1		38.3	38.5	57.4	16.0	70.4	2.9	43.9	27.4	
LOS	D	A		D	D	E	B	E	A	D	C	
Approach Delay		26.0			49.8			52.0			32.6	
Approach LOS		C			D			D			C	
90th %ile Green (s)	15.5	15.5		30.5	30.5	6.0	4.0	19.0	30.5	6.0	21.0	
90th %ile Term Code	Gap	Gap		Max	Max	Max	Max	Coord	Max	Max	Coord	
70th %ile Green (s)	12.9	12.9		29.0	29.0	10.1	6.7	19.0	29.0	10.1	22.4	
70th %ile Term Code	Gap	Gap		Gap	Gap	Max	Gap	Coord	Gap	Max	Coord	
50th %ile Green (s)	11.1	11.1		25.6	25.6	15.3	0.0	19.0	25.6	15.3	39.3	
50th %ile Term Code	Gap	Gap		Gap	Gap	Max	Skip	Coord	Gap	Max	Coord	
30th %ile Green (s)	9.4	9.4		21.9	21.9	20.7	0.0	19.0	21.9	20.7	44.7	
30th %ile Term Code	Gap	Gap		Gap	Gap	Max	Skip	Coord	Gap	Max	Coord	
10th %ile Green (s)	6.8	6.8		15.8	15.8	29.4	0.0	19.0	15.8	29.4	53.4	
10th %ile Term Code	Gap	Gap		Gap	Gap	Max	Skip	Coord	Gap	Max	Coord	
Queue Length 50th (ft)	62	0		175	176	~518	6	~239	24	106	176	
Queue Length 95th (ft)	109	36		253	254	#787	m16	#362	m41	#256	#383	
Internal Link Dist (ft)		322			1224			662			255	
Turn Bay Length (ft)							200		200	150		
Base Capacity (vph)	452	508		489	489	966	242	747	934	621	1413	
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.25	0.24		0.68	0.68	1.04	0.09	1.01	0.28	0.62	0.59	
Intersection Summary												
Cycle Length: 90												
Actuated Cycle Length: 90												
Offset: 22 (24%), Referenced to phase 2:NBTL and 6:SBT, Start of Green												
Natural Cycle: 150												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 1.04												
Intersection Signal Delay: 44.0						Intersection LOS: D						
Intersection Capacity Utilization 95.4%						ICU Level of Service F						
Analysis Period (min) 15												
~ Volume exceeds capacity, queue is theoretically infinite.												

Lanes, Volumes, Timings 5: Perimeter Center Pkwy & Goldkist Dr.

2026 Build with improvements
PM Peak Hour

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 5: Perimeter Center Pkwy & Goldkist Dr.

 ø1	 ø2 (R)	 ø4	 ø8
11 s	24 s	27.5 s	27.5 s
 ø5	 ø6 (R)		
9 s	26 s		

Lanes, Volumes, Timings
6: Perimeter Center Pkwy & East-West Connector

2026 Build with improvements

PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	305	0	210	15	0	15	140	640	15	10	1025	405
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	1.00
Frt		0.850			0.932			0.997				0.850
Flt Protected	0.950				0.976		0.950			0.950		
Satd. Flow (prot)	1770	1583	0	0	1694	0	1770	3529	0	1770	3539	1583
Flt Permitted	0.736				0.847		0.202			0.353		
Satd. Flow (perm)	1371	1583	0	0	1470	0	376	3529	0	658	3539	1583
Satd. Flow (RTOR)		88			24			4				440
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	332	0	228	16	0	16	152	696	16	11	1114	440
Shared Lane Traffic (%)												
Lane Group Flow (vph)	332	228	0	0	32	0	152	712	0	11	1114	440
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	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		6
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)	27.5	27.5		27.5	27.5		21.0	21.0		21.0	21.0	21.0
Total Split (s)	32.0	32.0		32.0	32.0		58.0	58.0		58.0	58.0	58.0
Total Split (%)	35.6%	35.6%		35.6%	35.6%		64.4%	64.4%		64.4%	64.4%	64.4%
Maximum Green (s)	27.5	27.5		27.5	27.5		53.0	53.0		53.0	53.0	53.0
Yellow Time (s)	3.5	3.5		3.5	3.5		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	1.0

Lanes, Volumes, Timings
6: Perimeter Center Pkwy & East-West Connector

2026 Build with improvements

PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5			4.5		5.0	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	3.0
Recall Mode	None	None		None	None		C-Min	C-Min		C-Min	C-Min	C-Min
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	7.0
Flash Dont Walk (s)	16.0	16.0		16.0	16.0		9.0	9.0		9.0	9.0	9.0
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	0
Act Effect Green (s)	25.1	25.1			25.1		55.4	55.4		55.4	55.4	55.4
Actuated g/C Ratio	0.28	0.28			0.28		0.62	0.62		0.62	0.62	0.62
v/c Ratio	0.87	0.45			0.07		0.66	0.33		0.03	0.51	0.38
Control Delay	54.1	18.5			11.8		29.8	9.2		3.2	5.5	1.8
Queue Delay	0.0	0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	54.1	18.5			11.8		29.8	9.2		3.2	5.5	1.8
LOS	D	B			B		C	A		A	A	A
Approach Delay		39.6			11.8			12.9			4.4	
Approach LOS		D			B			B			A	
90th %ile Green (s)	27.5	27.5		27.5	27.5		53.0	53.0		53.0	53.0	53.0
90th %ile Term Code	Max	Max		Hold	Hold		Coord	Coord		Coord	Coord	Coord
70th %ile Green (s)	27.5	27.5		27.5	27.5		53.0	53.0		53.0	53.0	53.0
70th %ile Term Code	Max	Max		Hold	Hold		Coord	Coord		Coord	Coord	Coord
50th %ile Green (s)	28.2	28.2		28.2	28.2		52.3	52.3		52.3	52.3	52.3
50th %ile Term Code	Gap	Gap		Hold	Hold		Coord	Coord		Coord	Coord	Coord
30th %ile Green (s)	23.9	23.9		23.9	23.9		56.6	56.6		56.6	56.6	56.6
30th %ile Term Code	Gap	Gap		Hold	Hold		Coord	Coord		Coord	Coord	Coord
10th %ile Green (s)	18.4	18.4		18.4	18.4		62.1	62.1		62.1	62.1	62.1
10th %ile Term Code	Gap	Gap		Hold	Hold		Coord	Coord		Coord	Coord	Coord
Queue Length 50th (ft)	170	60			3		56	102		1	116	2
Queue Length 95th (ft)	#311	125			24		#169	134		m2	160	32
Internal Link Dist (ft)		574			1313			1750			662	
Turn Bay Length (ft)	300						300			300		300
Base Capacity (vph)	420	546			467		232	2179		406	2184	1145
Starvation Cap Reductn	0	0			0		0	0		0	0	0
Spillback Cap Reductn	0	0			0		0	0		0	0	0
Storage Cap Reductn	0	0			0		0	0		0	0	0
Reduced v/c Ratio	0.79	0.42			0.07		0.66	0.33		0.03	0.51	0.38

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 70

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.87

Intersection Signal Delay: 13.4

Intersection LOS: B

Intersection Capacity Utilization 71.7%

ICU Level of Service C

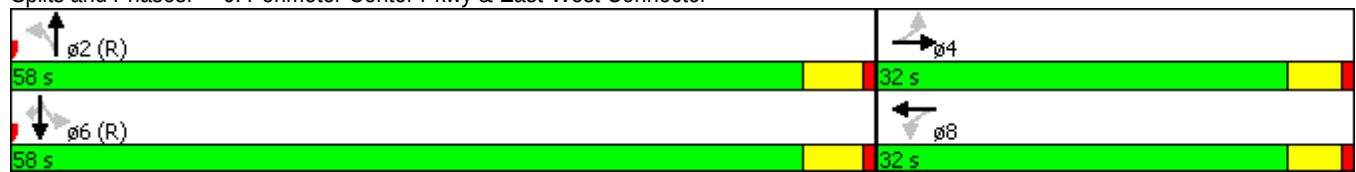
Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

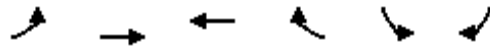
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: Perimeter Center Pkwy & East-West Connector



Lanes, Volumes, Timings
7: Lake Hearn Dr. & Perimeter Center Pkwy

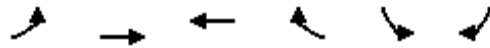
2026 Build with improvements
PM Peak Hour



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	365	430	495	430	620	630
Lane Util. Factor	0.97	0.95	0.95	0.88	0.97	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	3433	3539	3539	2787	3433	1583
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	3433	3539	3539	2787	3433	1583
Satd. Flow (RTOR)				467		372
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	397	467	538	467	674	685
Shared Lane Traffic (%)						
Lane Group Flow (vph)	397	467	538	467	674	685
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		24	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	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	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	5	2	6		4	
Permitted Phases				6		4
Detector Phase	5	2	6	6	4	4
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.0	9.0	28.0	28.0	38.0	38.0
Total Split (s)	14.0	42.0	28.0	28.0	38.0	38.0
Total Split (%)	17.5%	52.5%	35.0%	35.0%	47.5%	47.5%
Maximum Green (s)	9.0	37.0	23.0	23.0	33.0	33.0
Yellow Time (s)	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

Lanes, Volumes, Timings
7: Lake Hearn Dr. & Perimeter Center Pkwy

2026 Build with improvements
PM Peak Hour



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lost Time Adjust (s)	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
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-Min	C-Min	C-Min	None	None
Walk Time (s)			7.0	7.0	7.0	7.0
Flash Dont Walk (s)			16.0	16.0	26.0	26.0
Pedestrian Calls (#/hr)			0	0	0	0
Act Effect Green (s)	13.1	43.1	24.9	24.9	26.9	26.9
Actuated g/C Ratio	0.16	0.54	0.31	0.31	0.34	0.34
v/c Ratio	0.70	0.25	0.49	0.39	0.58	0.88
Control Delay	42.5	11.5	25.1	3.4	23.3	24.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.5	11.5	25.1	3.4	23.3	24.3
LOS	D	B	C	A	C	C
Approach Delay	25.8		15.0		23.8	
Approach LOS	C		B		C	
90th %ile Green (s)	9.0	37.0	23.0	23.0	33.0	33.0
90th %ile Term Code	Max	Coord	Coord	Coord	Max	Max
70th %ile Green (s)	9.0	36.3	22.3	22.3	33.7	33.7
70th %ile Term Code	Max	Coord	Coord	Coord	Max	Max
50th %ile Green (s)	16.3	41.2	19.9	19.9	28.8	28.8
50th %ile Term Code	Gap	Coord	Coord	Coord	Gap	Gap
30th %ile Green (s)	15.9	47.7	26.8	26.8	22.3	22.3
30th %ile Term Code	Gap	Coord	Coord	Coord	Gap	Gap
10th %ile Green (s)	15.5	53.2	32.7	32.7	16.8	16.8
10th %ile Term Code	Gap	Coord	Coord	Coord	Gap	Gap
Queue Length 50th (ft)	92	64	125	0	135	146
Queue Length 95th (ft)	#196	104	167	35	169	#296
Internal Link Dist (ft)	726		1861		1750	
Turn Bay Length (ft)					300	
Base Capacity (vph)	564	1911	1136	1212	1422	873
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.70	0.24	0.47	0.39	0.47	0.78

Intersection Summary

Cycle Length: 80

Actuated Cycle Length: 80

Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.88

Intersection Signal Delay: 21.6

Intersection LOS: C

Intersection Capacity Utilization 61.0%

ICU Level of Service B

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 7: Lake Hearn Dr. & Perimeter Center Pkwy

