

TRAFFIC IMPACT STUDY FOR

DRI 2659 1105 WEST PEACHTREE MIXED USE DEVELOPMENT

1105 West Peachtree St NW, Atlanta, Fulton County, GA

March 10, 2017

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Executive Summary

A new mixed-use development is planned for the Midtown Improvement District Atlanta city block bounded by West Peachtree Street, 12th Street, Peachtree Walk, and 13th Street. The 156,837 square foot (sf) site will be occupied by a new building containing 946,759 sf of office, hotel, residential and retail use space with 1,550 parking spaces, to open in 2019. The building will contain approximately 686,230 sf of offices, 156 hotel rooms, 65 apartments, and 16,688 sf of retail space. The parking areas will be accessed on 12th and 13th Streets NW by full-movement intersections mid-block and on West Peachtree Street NW by a right in/out intersection mid-block. These vehicular access points will provide access to all parking spaces within the building. Truck docks on 13th Street and a curb cut on Peachtree Walk will provide access for trash removal. Pedestrians will access the building on all sides of the block. The site is currently zoned SPI-16 Sub-Area 1 (Midtown Commercial)

A Special Administrative Permit (SAP) is being requested from the City of Atlanta and because this development exceeds the building size threshold, is subject to DRI review.

The only programmed improvements are expected to be completed by 2019 of converting one of the five West Peachtree Street northbound lanes to a bike lane was included in the traffic impact analyses.

The purpose of this report is to identify the expected traffic impacts expected to be generated by the new vehicular trips generated by the 1105 West Peachtree development when completed as a single phase. The traffic study includes background traffic growth, trip generation, directional distribution, and traffic impacts at intersections within the area. There were no improvements identified in the analyses with the reduction of a northbound through lane on West Peachtree Street to allow for construction of a bike lane as indicated by changes in the Levels of Service (LOS) expected for vehicular traffic volumes including new project trips from in the year 2019.

However, when the predominately residential use buildings on the north side of 13th Street are completed and occupied, installation of a traffic control signal at the intersection of 13th Street and West Peachtree Street primarily to provide safer pedestrian access should be considered. A traffic signal at this intersection would also allow safer vehicular movements across West Peachtree Street (assuming 13th Street is reconfigured as two-way. Collection of pedestrian, bike, and vehicle counts when the three buildings are completed and substantially occupied would be needed for a signal warrant analysis. Realignment of 12th Street westbound at West Peachtree Street to allow westbound crossing vehicles should also be considered to provide better access. Neither improvement were identified as required.

Approximately 5,974 new vehicular trips (entering and exiting) are expected to be generated when the development is complete in 2019. On typical weekdays during the morning and evening peak volume traffic hours, approximately 655 morning entering and 157 exiting vehicles with 178 evening entering and 590 exiting vehicles are expected. Of these, approximately 6 vehicles already passing by the site during the evening peak hour are expected to enter and exit the site. Approximately 126 morning peak hour and 32 evening peak hour trips are expected to originate and terminate within the site as internal captured trips and are not included in the new external vehicular trips totals above. Approximately 25% of new vehicular trips that would be normally be expected to be generated by the project land uses on a site without pedestrian, bicycle, bus and transit availability were removed from the totals above, since the location of this project provides for other modes of transportation. Assignment of the new trips was based on the existing directional traffic patterns in the area.

The expected additional background trip volumes were calculate using a one percent (1%) annual growth rate applied for three (3) years to the existing intersection peak hour turning movement counts..

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1. Introduction

A new mixed-use development (1105 West Peachtree) is planned for the Midtown Improvement District Atlanta city block bounded by West Peachtree Street, 12th Street, Peachtree Walk, and 13th Street. The 156,837 square foot (sf) site will be occupied by a new building containing 946,759 sf of office, hotel, residential and retail use space with 1,550 parking spaces, to open in 2019. The building will contain approximately 686,230 sf of offices, 156 hotel rooms, 65 apartments, and 16,688 sf of retail space.

The parking areas will be accessed on 12th and 13th Streets NW by full-movement intersections mid-block and on West Peachtree Street NW by a right in/out intersection mid-block. These vehicular access points will provide access to all parking spaces within the building. Truck docks on 13th Street and a curb cut on Peachtree Walk will provide access for trash removal. Pedestrians will access the building on all sides of the block.

The development is expected to be completed in 2019.

The purpose of this report is to identify the expected traffic impacts expected to be generated by new vehicular trips generated by 1105 West Peachtree when completed as a single phase. The traffic study includes background traffic growth, trip generation, directional distribution, and traffic impacts at site access points and study intersections within the area.

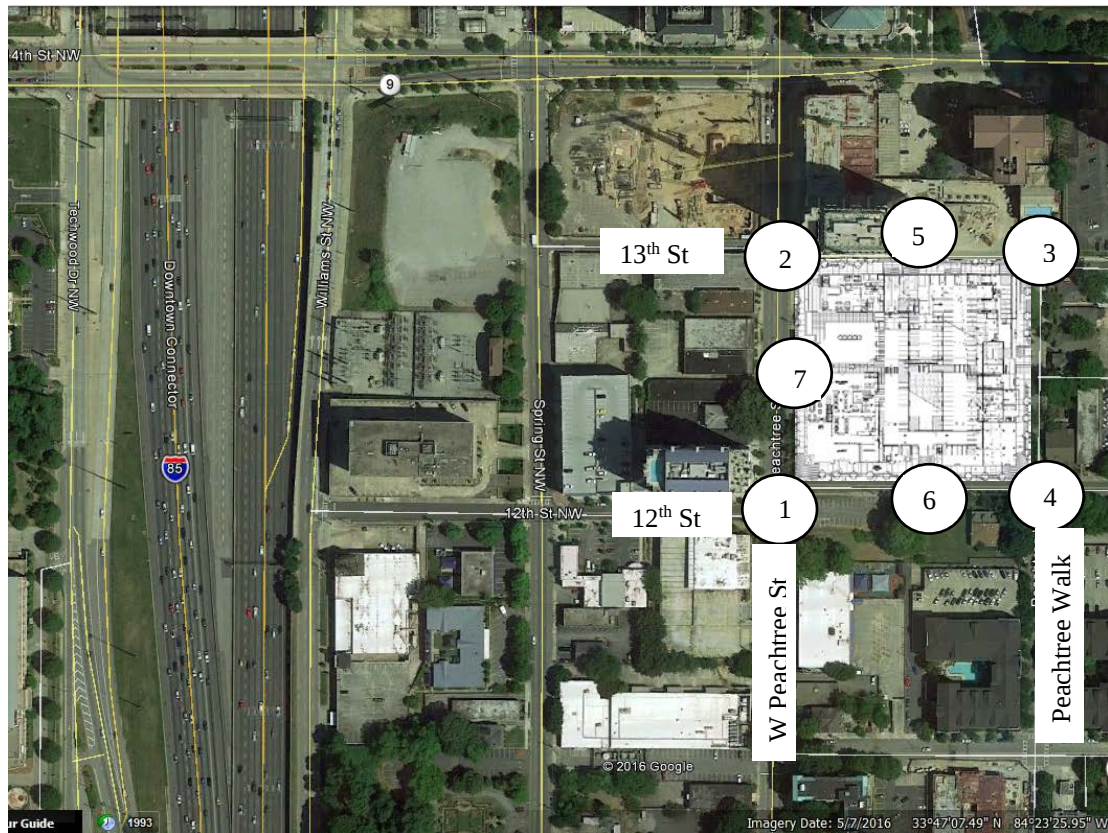
The study area was defined as the site vehicular access points and the existing intersections on West Peachtree Street and Peachtree Walk at 12th & 13th Streets on either side of each new site access point.

Figure 1 shows the site location and Figure 2 shows the study intersections. The site plan is included with this report.

Figure 1: Vicinity Map



Figure 2: Study Intersections



2. Proposed Development Description

The proposed new mixed-use development (1105 West Peachtree) is planned for the Midtown Improvement District Atlanta city block bounded by West Peachtree Street, 12th Street, Peachtree Walk, and 13th Street. The 156,837 square foot (sf) site will be occupied by a new building containing 946,759 sf of office, hotel, residential and retail use space with 1,550 parking spaces, to open in 2019. The building will contain approximately 686,230 sf of offices, 156 hotel rooms, 65 apartments, and 16,688 sf of retail space.

The parking areas will be accessed on 12th and 13th Streets NW by full-movement intersections mid-block and on West Peachtree Street NW by a right in/out intersection mid-block. These vehicular access points will provide access to all parking spaces within the building. Truck docks on 13th Street and a curb cut on Peachtree Walk will provide access for trash removal. Pedestrians will access the building on all sides of the block.

2.1. Phasing

This traffic study considers the full build-out and occupancy of the site in 2019 as a single phase.

2.2. Programmed Improvement Projects

There are no planned STIP, RTIP, or local planned roadway improvement projects within the proposed study area. Nearby projects are AT-270 Peachtree Corridor Complete Street Retrofit, AT-277 and 277A Cycle Atlanta Phase 1.0, and AT-278 Midtown Atlanta Regional Activity Center Pedestrian Mobility and Safety Improvements (completed). The existing intersection geometries and control will be used for the intersection capacity analyses for existing, background, and future with project volumes, with the exception of reducing the five-lane West Peachtree Street cross-section to four lanes to accommodate the installation of a curb bike lane.

3. Existing Conditions

3.1. Transportation Facilities

West Peachtree Street NW is a five-lane one way northbound Urban Arterial roadway with a 35 MPH posted speed limit providing access from downtown Atlanta to the south to I-85 northbound ramps to the north. The adjacent and land uses are residential, office, and retail, primarily in multi-story buildings, in the project study area.

12th Street is a two-lane east-west local street between Williams Street and Piedmont Ave with a 25 MPH speed limit. The adjacent and land uses are residential, office, and retail.

13th Street is a two-lane east-west local street between Spring Street and Crescent Ave with a 25 MPH speed limit. 13th Street is currently closed to through traffic between Spring Street and West Peachtree Street. When adjacent construction is completed, a single lane in each direction is expected. The adjacent and land uses are residential, office, and retail.

Peachtree Walk is a two-lane north-south local street between 11th Street and 13th Street with a presumed 25 MPH speed limit. The adjacent and land uses are residential, office, and retail.

14th Street is a four-lane east-west Urban Arterial roadway with a 35 MPH posted speed limit between Howell Mill Road, crossing I-75/85 with southbound entry and exit ramps at Techwood Drive, a northbound I-75/85 exit ramp and a northbound I-75 entry ramp at Williams Street, and terminating at Piedmont Ave to the east. The adjacent and land uses are residential, office, and retail, primarily in multi-story buildings.

Spring Street NW is a four-lane one way southbound Urban Arterial roadway with a 35 MPH posted speed limit from I-85 south to I-75/85. The adjacent and land uses are residential, office, and retail, primarily in multi-story buildings, in the project study area.

LOS E will be considered the minimum standard due to the close proximity to two MARTA stations (walking distance), unless existing conditions are lower.

The existing lane configurations and traffic controls are shown in Figure 3.

3.2. Traffic Volumes

New traffic counts were collected on Tuesday, January 31, 2017, from 7-9 AM and 4-6 PM while schools were in session at the following intersections:

1. 12th Street and West Peachtree Street
2. 13th Street and West Peachtree Street
3. 13th Street and Peachtree Walk
4. 12th Street and Peachtree Walk
5. 12th Street and Spring Street
6. 14th Street and Spring Street
7. 14th Street and West Peachtree Street

The existing morning and evening peak hour turning movement counts at the study intersections are shown in Figure 4. The count worksheets are included in the Appendix.

Figure 3: Existing and Planned Lane Configurations and Traffic Control

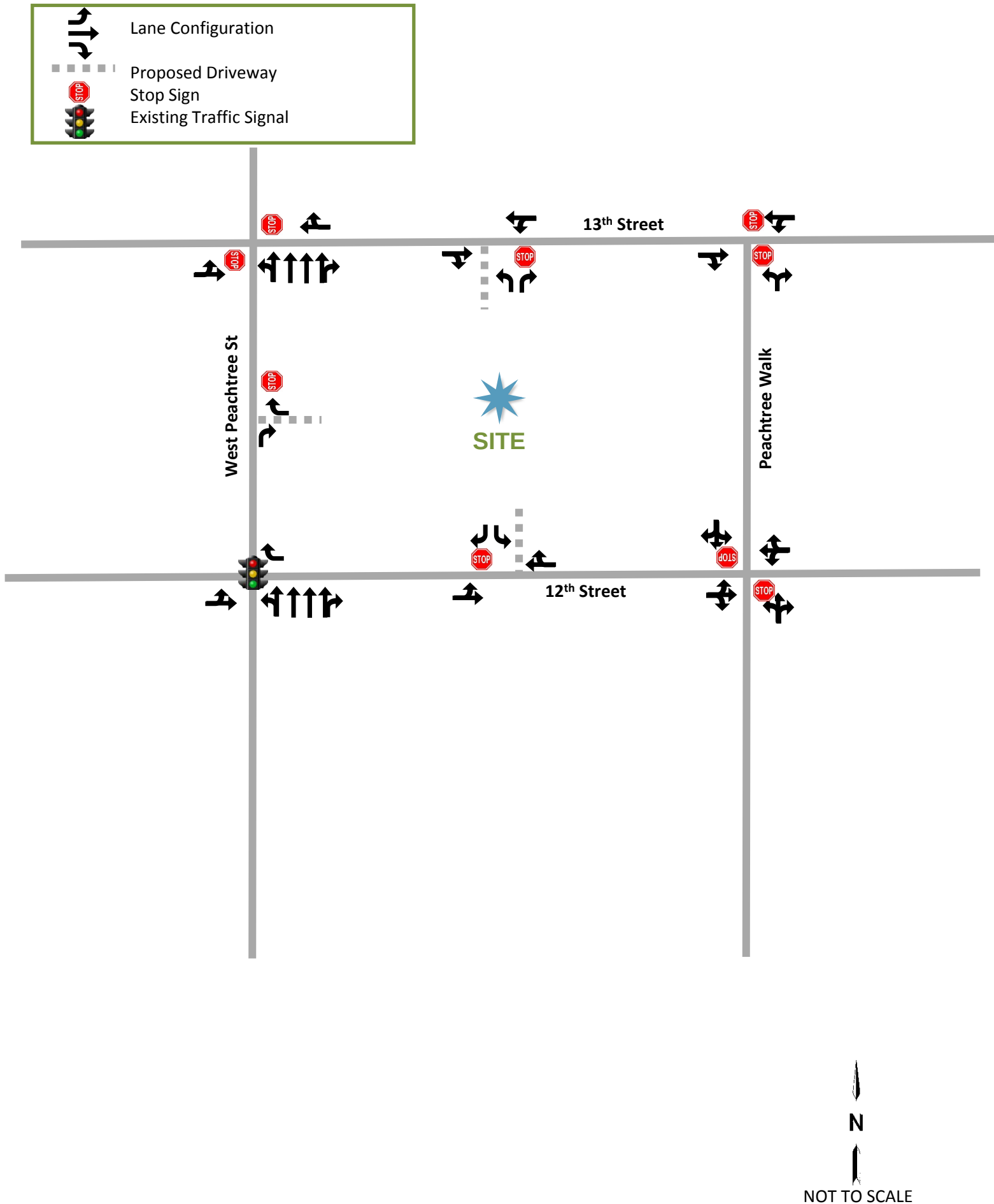
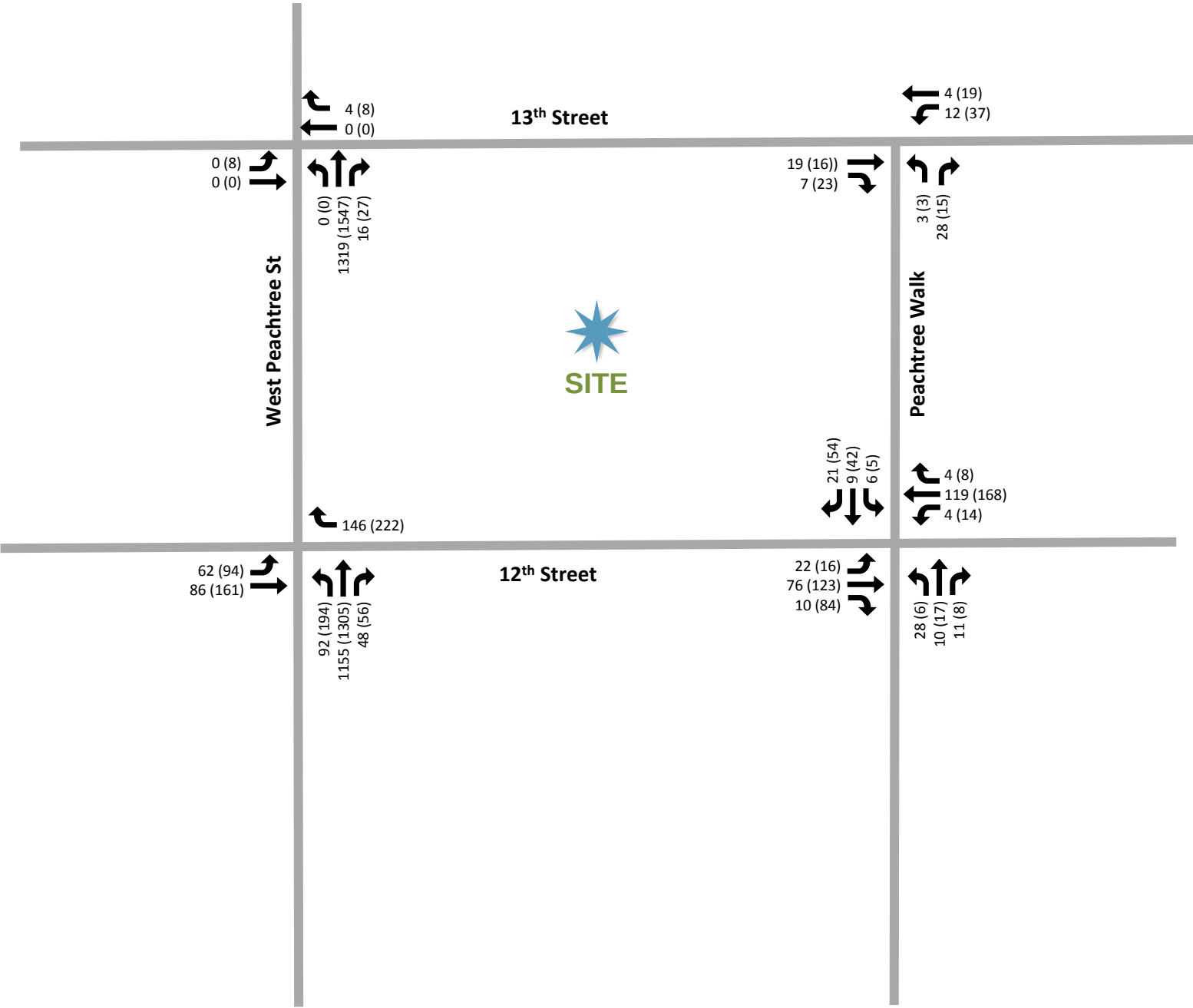


Figure 4: Existing Traffic Volumes

##(##) → AM(PM) Peak Hour Traffic Volume



3.3. Existing Capacity Analysis

The results of the intersection capacity analysis are shown in Table 1 for existing volumes. Average vehicular delays are calculated and reported as Levels of Service (LOS) as defined by the Highway Capacity Manual (HCM). Synchro output reports are included in Appendix C.

Table 1: Existing Intersection Capacity Analyses

Intersection	Control	Approach	Peak Hour LOS (sec delay)	
			AM	PM
West Peachtree St at 12 th Street	Signal	Overall	C	C
West Peachtree St at 13 th Street	Side St Stop Sign	NB	A	A
		EB*	A	A
		WB	A	A
Peachtree Walk at 13 th Street	Side St Stop Sign	NB	A	A
		EB*	A	A
		WB	A	A
Peachtree Walk at 12 th Street	Side Street Stop Sign	NB	B	B
		SB	B	B
		EB*	A	A
		WB	A	A

As can be seen in Table 1, the existing study intersections operate adequately overall during both morning and evening peak volume hours with the existing lane configurations and traffic controls.

Intersection capacity analyses worksheets are included in the Appendix.

4. Trip Generation

Table 2 summarizes the project trip generation calculated using the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*, 9th Edition, 2012 and *Trip Generation Handbook*, 3th Edition, 2014. The worksheets are included in the Appendix.

Table 2: Project Trip Generation

Project Land Use (LUC)	Project Density	Vehicular Project Trips		
		Total	Inbound	Outbound
Office (710)	686.23 ksf			
		Daily		
		AM Peak Hour		
		PM Peak Hour		
Hotel (310)	156 rooms			
		Daily		
		AM Peak Hour		
		PM Peak Hour		
Apartments (220)	65 dwellings			
		Daily		
		AM Peak Hour		
		PM Peak Hour		
Specialty Retail (826)	16.688 ksf			
		Daily		
		AM Peak Hour		
		PM Peak Hour		
Total New Trips				
		Daily		
		AM Peak Hour		
		PM Peak Hour		
Internal Capture Trips Reduction				
		AM Peak Hour		
		PM Peak Hour		
Modal Split Reduction 25 %				
		Daily		
		AM Peak Hour		
		PM Peak Hour		
Retail PM Pass-By Trips Reduction 34 %				
New Vehicular Trips at Access Pts				
		Daily		
		AM Peak Hour		
		PM Peak Hour		

*Does not include daily Internal Capture and Retail Pass-By Trips reductions (estimated 7%)

4.1. Trip Distribution and Assignment

The assignment and directional distribution of new project trips was based on the existing traffic patterns in the area. The directional distribution for new trips is as follows:

- 75% to the north from site on West Peachtree Street to 14th Street and from the north on Spring Street to 12th & 13th Streets (14th Street north west of the site provides access to/from I-75/85 northbound and southbound and to/from west of the site while West Peachtree Street and Spring Street provide access to/from the north)
- 15% to/from east of site on 12th and 13th Streets
- 10% from south of site via West Peachtree Street and to the south on Spring Street via 12th & 13th Streets

Figures 4 and 5 show the directional distribution and volumes of the new vehicular project trips.

Figure 5: Directional Trip Distribution

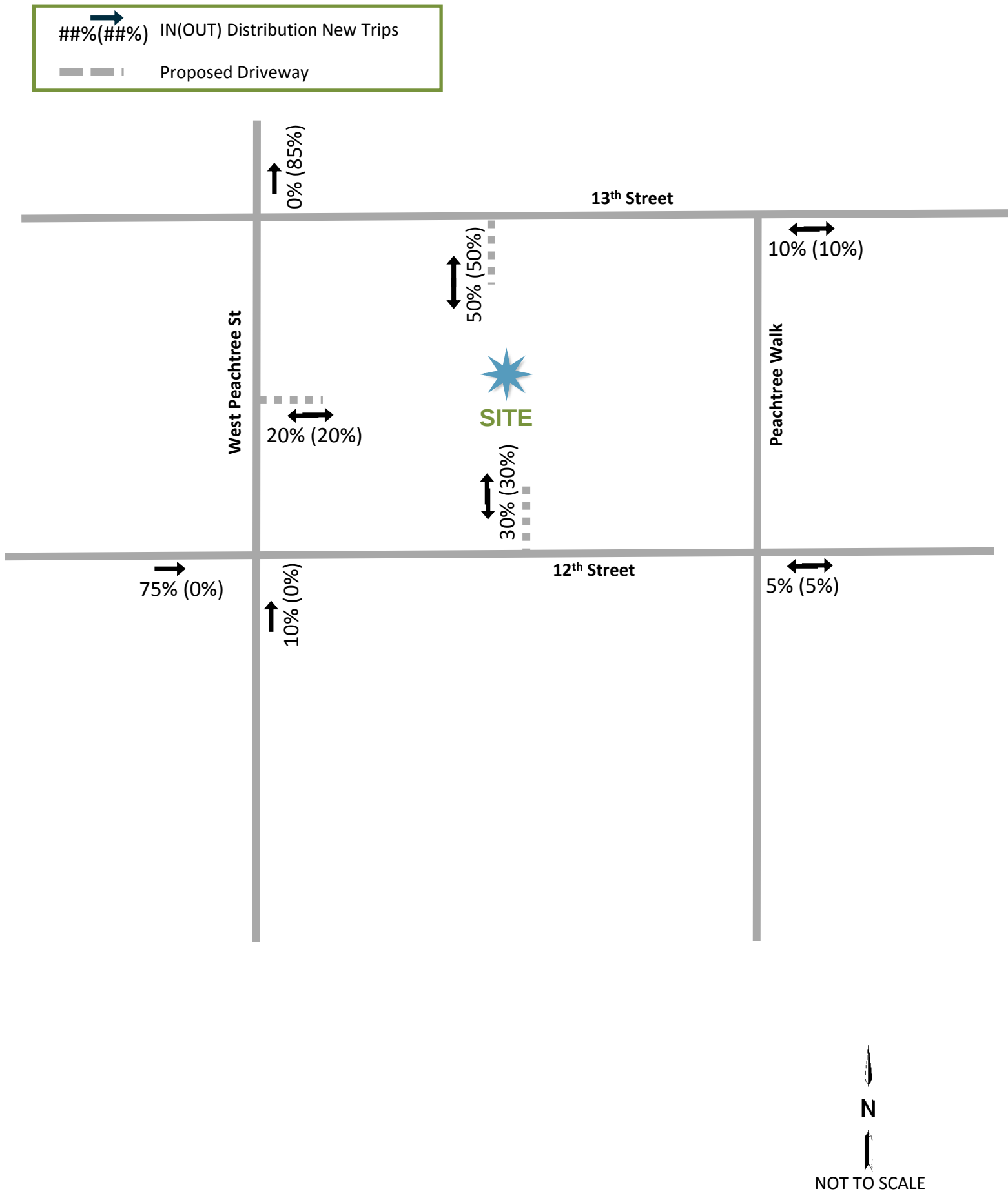


Figure 6: Project Traffic Volumes



5. Background Conditions Capacity Analysis

A 1% annual growth rate for three years was applied to the existing traffic volumes to calculate the future intersection turning movement volumes at the end of 2019 without new project trips. The background volumes are shown in Figure 7 and the expected Levels of Service (LOS) are shown in Table 3.

Table 3: Background LOS

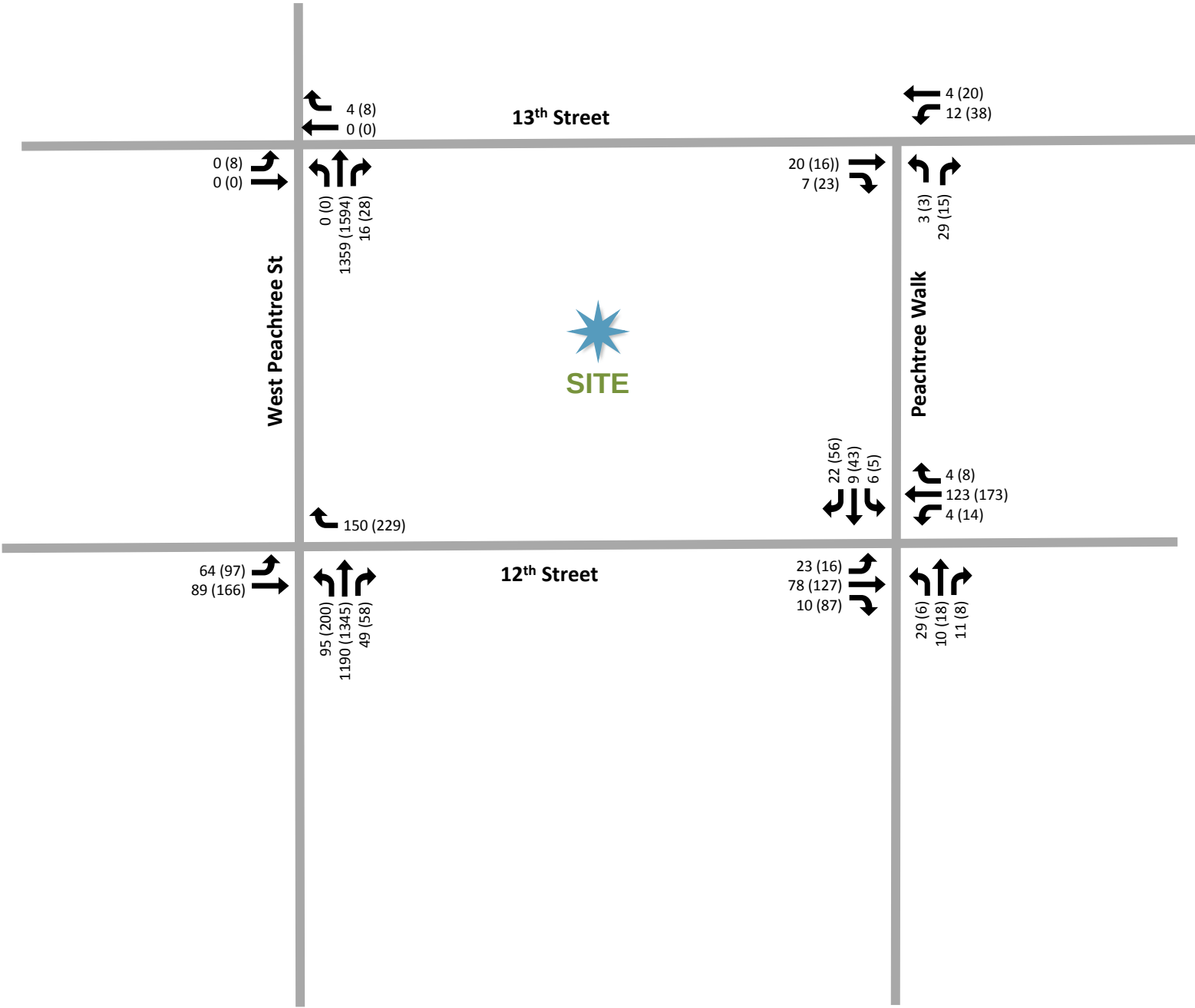
Intersection	Control	Approach	Peak Hour LOS (sec delay)	
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West Peachtree St at 12 th Street	Signal	Overall	C	C
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		EB*	A	A
		WB	A	A
Peachtree Walk at 12 th Street	Side Street Stop Sign	NB	B	B
		SB	B	B
		EB*	A	A
		WB	A	A

As can be seen in Table 3, the study intersections are expected to operate adequately overall in 2019 for expected background (no build) traffic volumes during both morning and evening peak volume hours with the new development's new traffic.

Capacity analyses worksheets showing the background 2019 traffic conditions for existing lane configurations and traffic control are included in the Appendix.

Figure 7: Background Traffic Volumes

##(##)➡ AM(PM) Peak Hour Traffic Volume



6. Future Conditions Capacity Analysis

The results of the intersection capacity analysis are shown in Table 4 for existing with project volumes.

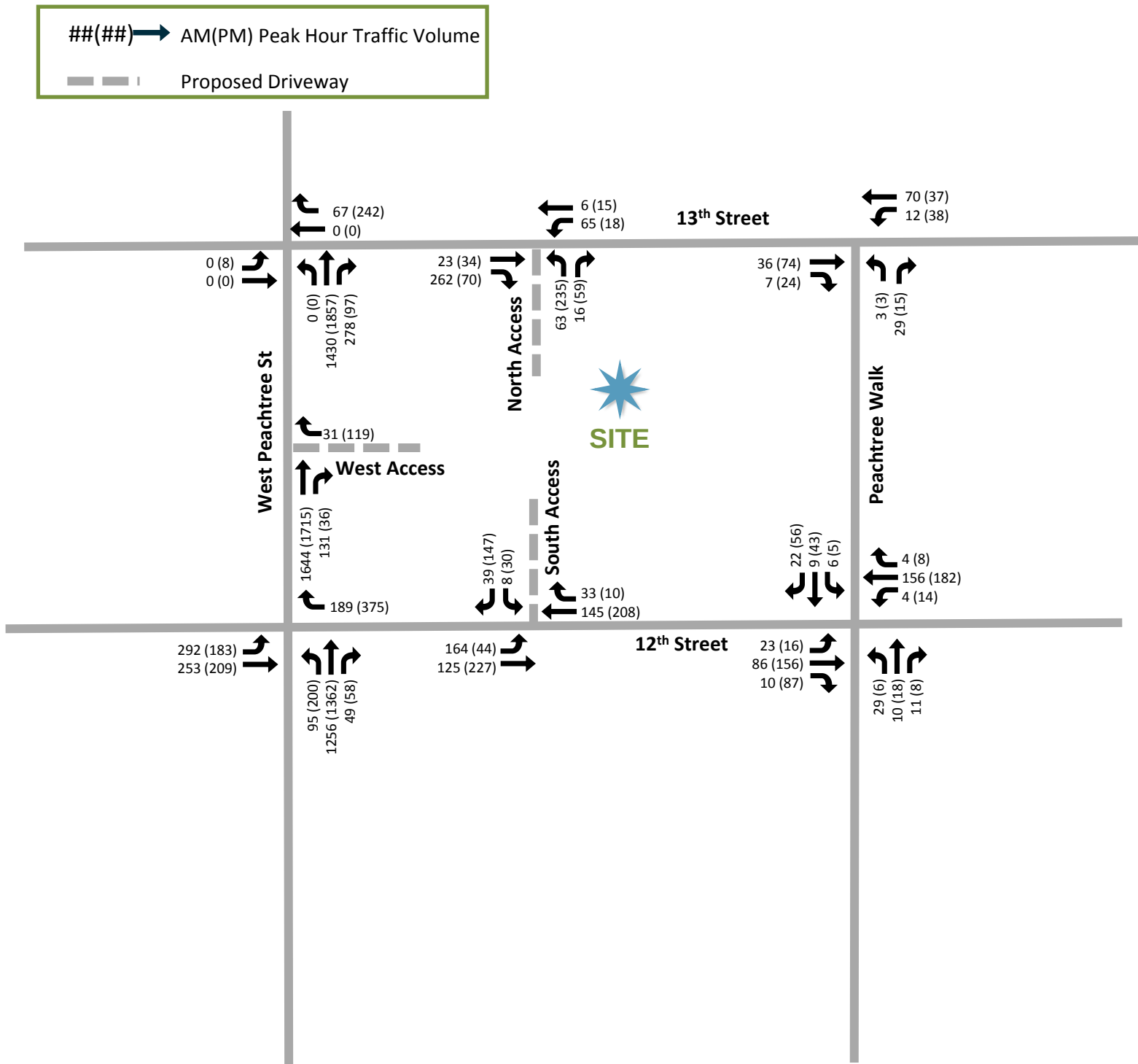
Table 4: Future with Project Trips LOS

Intersection	Control	Approach	Peak Hour LOS (sec delay)	
			AM	PM
West Peachtree St at 12 th Street	Signal	Overall	D	C
West Peachtree St at 13 th Street	Side St Stop Sign	NB	A	A
		EB*	A	B
		WB	A	A
Peachtree Walk at 13 th Street	Side St Stop Sign	NB	A	A
		EB*	A	A
		WB	B	B
Peachtree Walk at 12 th Street	Side Street Stop Sign	NB	B	B
		SB	B	B
		EB*	A	A
		WB	A	A
North Access at 13 th Street	Side Street Stop Sign	NB LT	B	B
		NB RT	A	A
		EB RT	A	A
		WB LT	A	A
South Access at 12 th Street	Side Street Stop Sign	SB LT	C	B
		SB RT	A	B
		EB LT	A	A
		WB RT	A	A
West Access at W Peachtree Street	Stop Sign	NB RT	A	A
		WB RT	A	A

As can be seen in Table 4, all existing study intersections are expected to operate adequately in the weekday peak hours with the project trips in 2019 with existing traffic control and lane configurations (northbound West Peachtree Street was analyzed with only four (4) lanes instead of the existing five (5) to allow for the planned installation of a bike lane.) The site access intersections are also expected to operate adequately with combined turning and through lanes on the adjacent streets and with separate right turn lanes exiting the site controlled by stop signs.

New vehicular, bicycle, and pedestrian counts should be collected and analyzed when the two predominately residential developments on the north side of 13th Street at West Peachtree Street are substantially occupied, as well as this development to determine if installation of a traffic control signal is warranted at this intersection. A substantial of new pedestrian trips crossing the streets of this intersection are expected, however hourly volumes to meet minimum warrant requirements cannot be estimated at this time. Bicycle trips counted may be included in the pedestrian hourly volumes.

Figure 8: Build Traffic Volumes



7. Conclusions and Recommendations

There were no improvements identified in the analyses with the reduction of a northbound through lane on West Peachtree Street to allow for construction of a bike lane as indicated by changes in the Levels of Service (LOS) expected for vehicular traffic volumes including new project trips from in the year 2019 for the new trips generated by the mixed-use development is planned for the city block bounded by West Peachtree Street, 12th Street, Peachtree Walk, and 13th Street.

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The traffic study includes background traffic growth, trip generation, directional distribution, and traffic impacts at intersections within the area. The expected additional background trip volumes were calculate using a one percent (1%) annual growth rate applied for three (3) years to the existing intersection peak hour turning movement counts.

Approximately 5,974 new vehicular trips (entering and exiting) are expected to be generated when the development is complete in 2019. On typical weekdays during the morning and evening peak volume traffic hours, approximately 655 morning entering and 157 exiting vehicles with 178 evening entering and 590 exiting vehicles are expected. Of these, approximately 6 vehicles already passing by the site during the evening peak hour are expected to enter and exit the site. Approximately 126 morning peak hour and 32 evening peak hour trips are expected to originate and terminate within the site as internal captured trips and are not included in the new external vehicular trips totals above. Approximately 25% of new vehicular trips that would be normally be expected to be generated by the project land uses on a site without pedestrian, bicycle, bus and transit availability were removed from the totals above, since the location of this project provides for other modes of transportation. Assignment of the new trips was based on the existing directional traffic patterns in the area.

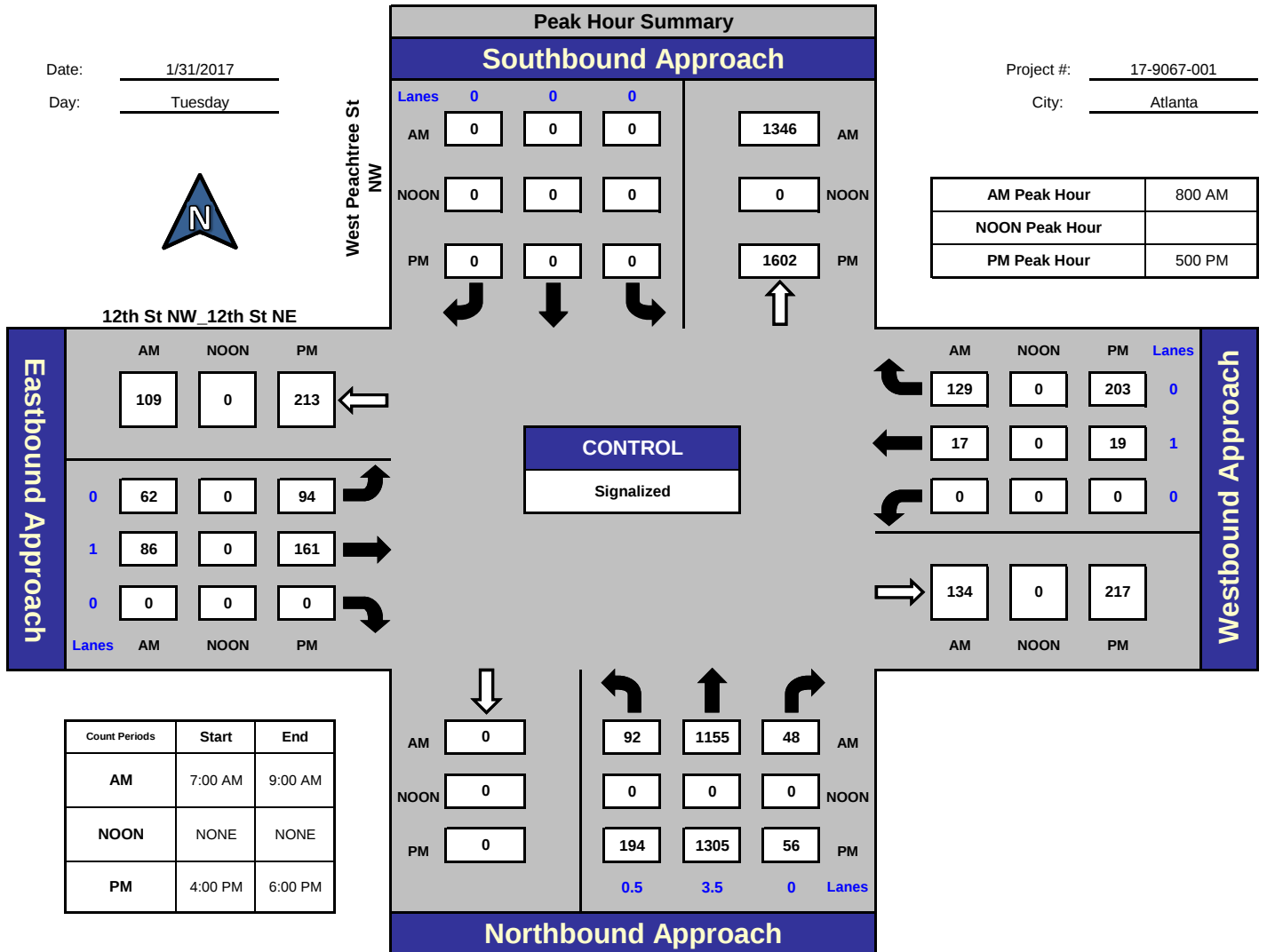
However, when the predominately residential use buildings on the north side of 13th Street are completed and occupied, installation of a traffic control signal at the intersection of 13th Street and West Peachtree Street primarily to provide safer pedestrian access should be considered. A traffic signal at this intersection would also allow safer vehicular movements across West Peachtree Street (assuming 13th Street is reconfigured as two-way. Collection of pedestrian, bike, and vehicle counts when the three buildings are completed and substantially occupied would be needed for a signal warrant analysis. Realignment of 12th Street westbound at West Peachtree Street to allow westbound crossing vehicles should also be considered to provide better access. Neither improvements were identified as required.

Appendix A: Counts

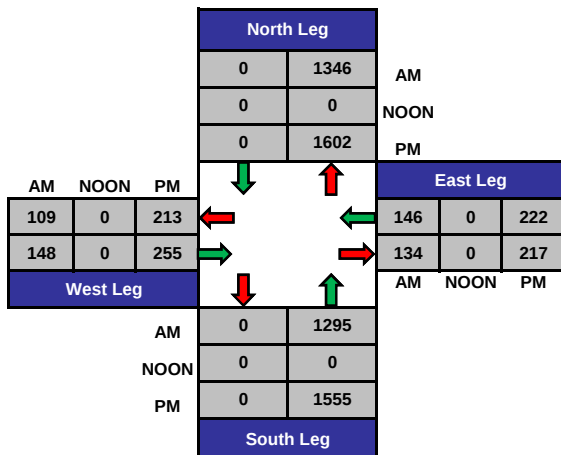
West Peachtree St NW and 12th St NW 12th St NE , Atlanta

Date: 1/31/2017
Day: Tuesday

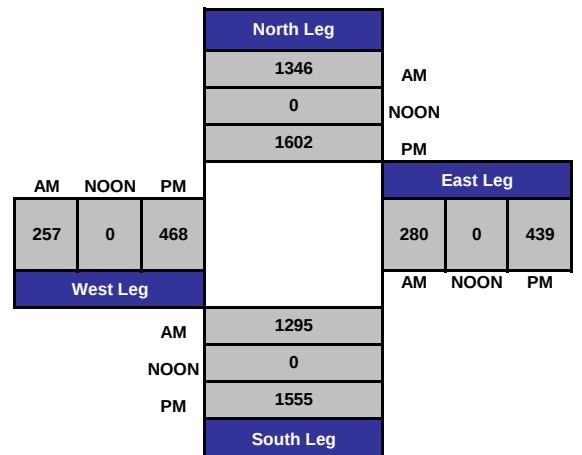
Project #: 17-9067-001
City: Atlanta



Total Ins & Outs



Total Volume Per Leg



Project ID: 17-9067-001

Location: West Peachtree St NW & 12th St NW_12th St NE

City: Atlanta

Day: Tuesday

Date: 1/31/2017

Groups Printed - Cars, PU, Vans - Heavy Trucks

	West Peachtree St NW Northbound					West Peachtree St NW Southbound					12th St NW_12th St NE Eastbound					12th St NW_12th St NE Westbound					Int. Total
Start Time	Left	Thru	Rgt	Peds	App. Total	Left	Thru	Rgt	Peds	App. Total	Left	Thru	Rgt	Peds	App. Total	Left	Thru	Rgt	Peds	App. Total	
7:00 AM	10	170	8	0	188	0	0	0	5	0	5	14	0	1	19	0	2	28	1	30	237
7:15 AM	13	221	6	1	240	0	0	0	2	0	7	9	0	1	16	0	3	26	2	29	285
7:30 AM	19	245	8	0	272	0	0	0	5	0	10	4	0	2	14	0	9	25	2	34	320
7:45 AM	26	279	5	1	310	0	0	0	4	0	7	14	0	5	21	0	7	41	5	48	379
Total	68	915	27	2	1010	0	0	0	16	0	29	41	0	9	70	0	21	120	10	141	1221
8:00 AM	16	264	6	3	286	0	0	0	10	0	10	15	0	2	25	0	3	33	10	36	347
8:15 AM	23	323	12	0	358	0	0	0	8	0	11	18	0	3	29	0	3	35	15	38	425
8:30 AM	20	278	14	2	312	0	0	0	9	0	17	26	0	3	43	0	8	38	10	46	401
8:45 AM	33	290	16	2	339	0	0	0	13	0	24	27	0	3	51	0	3	23	6	26	416
Total	92	1155	48	7	1295	0	0	0	40	0	62	86	0	11	148	0	17	129	41	146	1589

BREAK

4:00 PM	35	323	9	1	367	0	0	0	7	0	12	11	0	8	23	0	1	44	10	45	435
4:15 PM	29	332	7	1	368	0	0	0	6	0	15	13	0	6	28	0	5	27	8	32	428
4:30 PM	51	366	7	0	424	0	0	0	9	0	12	14	0	8	26	0	4	45	12	49	499
4:45 PM	54	297	5	1	356	0	0	0	9	0	16	32	0	8	48	0	7	36	12	43	447
Total	169	1318	28	3	1515	0	0	0	31	0	55	70	0	30	125	0	17	152	42	169	1809
5:00 PM	54	339	17	1	410	0	0	0	4	0	27	32	0	7	59	0	5	52	12	57	526
5:15 PM	36	347	11	0	394	0	0	0	13	0	23	41	0	3	64	0	7	52	18	59	517
5:30 PM	50	347	13	0	410	0	0	0	18	0	22	45	0	8	67	0	4	60	15	64	541
5:45 PM	54	272	15	1	341	0	0	0	14	0	22	43	0	2	65	0	3	39	11	42	448
Total	194	1305	56	2	1555	0	0	0	49	0	94	161	0	20	255	0	19	203	56	222	2032

Grand Total	523	4693	159	14	5375	0	0	0	136	0	240	358	0	70	598	0	74	604	149	678	6651
Apprch %	9.7	87.3	3.0	0.3		0.0	0.0	0.0	0.0		40.1	59.9	0.0	11.7		0.0	10.9	89.1	22.0		
Total %	7.9	70.6	2.4	0.2	80.8	0.0	0.0	0.0	2.0	0.0	3.6	5.4	0.0	1.1	9.0	0.0	1.1	9.1	2.2	10.2	
Cars, PU, Vans	520	4549	159	14	5228	0	0	0	136	0	236	358	0	70	594	0	73	603	149	676	6498
% Cars, PU, Vans	99.4	96.9	100.0	100.0	97.3	0.0	0.0	0.0	100.0	0.0	98.3	100.0	0.0	100.0	99.3	0.0	98.6	99.8	100.0	99.7	97.7
Heavy Trucks	3	144	0		147	0	0	0	0	0	4	0	0	0	4	0	1	1		2	153
%Heavy Trucks	0.6	3.1	0.0	0.0	2.7	0.0	0.0	0.0	0.0	0.0	1.7	0.0	0.0	0.0	0.7	0.0	1.4	0.2	0.0	0.3	2.3

Project ID: 17-9067-001

Location: West Peachtree St NW & 12th St NW_12th St NE

City: Atlanta

Day: Tuesday

Date: 1/31/2017

PEAK HOURS

AM

	West Peachtree St NW Northbound				West Peachtree St NW Southbound				12th St NW_12th St NE Eastbound				12th St NW_12th St NE Westbound				
Start Time	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Int. Total
Peak Hour Analysis from 07:00 AM to 09:00 AM																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
8:00 AM	16	264	6	286	0	0	0	0	10	15	0	25	0	3	33	36	347
8:15 AM	23	323	12	358	0	0	0	0	11	18	0	29	0	3	35	38	425
8:30 AM	20	278	14	312	0	0	0	0	17	26	0	43	0	8	38	46	401
8:45 AM	33	290	16	339	0	0	0	0	24	27	0	51	0	3	23	26	416
Total Volume	92	1155	48	1295	0	0	0	0	62	86	0	148	0	17	129	146	1589
% App. Total	7.1	89.2	3.7	100	0.0	0.0	0.0	0	41.9	58.1	0.0	100	0.0	11.6	88.4	100	
PHF	0.904				0.000				0.725				0.793				
Cars, PU, Vans	90	1113	48	1251	0	0	0	0	60	86	0	146	0	17	129	146	1543
% Cars, PU, Vans	97.8	96.4	100.0	96.6	0.0	0.0	0.0	0.0	96.8	100.0	0.0	98.6	0.0	100.0	100.0	100.0	97.1
Heavy Trucks	2	42	0	44	0	0	0	0	2	0	0	2	0	0	0	0	46
%Heavy Trucks	2.2	3.6	0.0	3.4	0.0	0.0	0.0	0.0	3.2	0.0	0.0	1.4	0.0	0.0	0.0	0.0	2.9

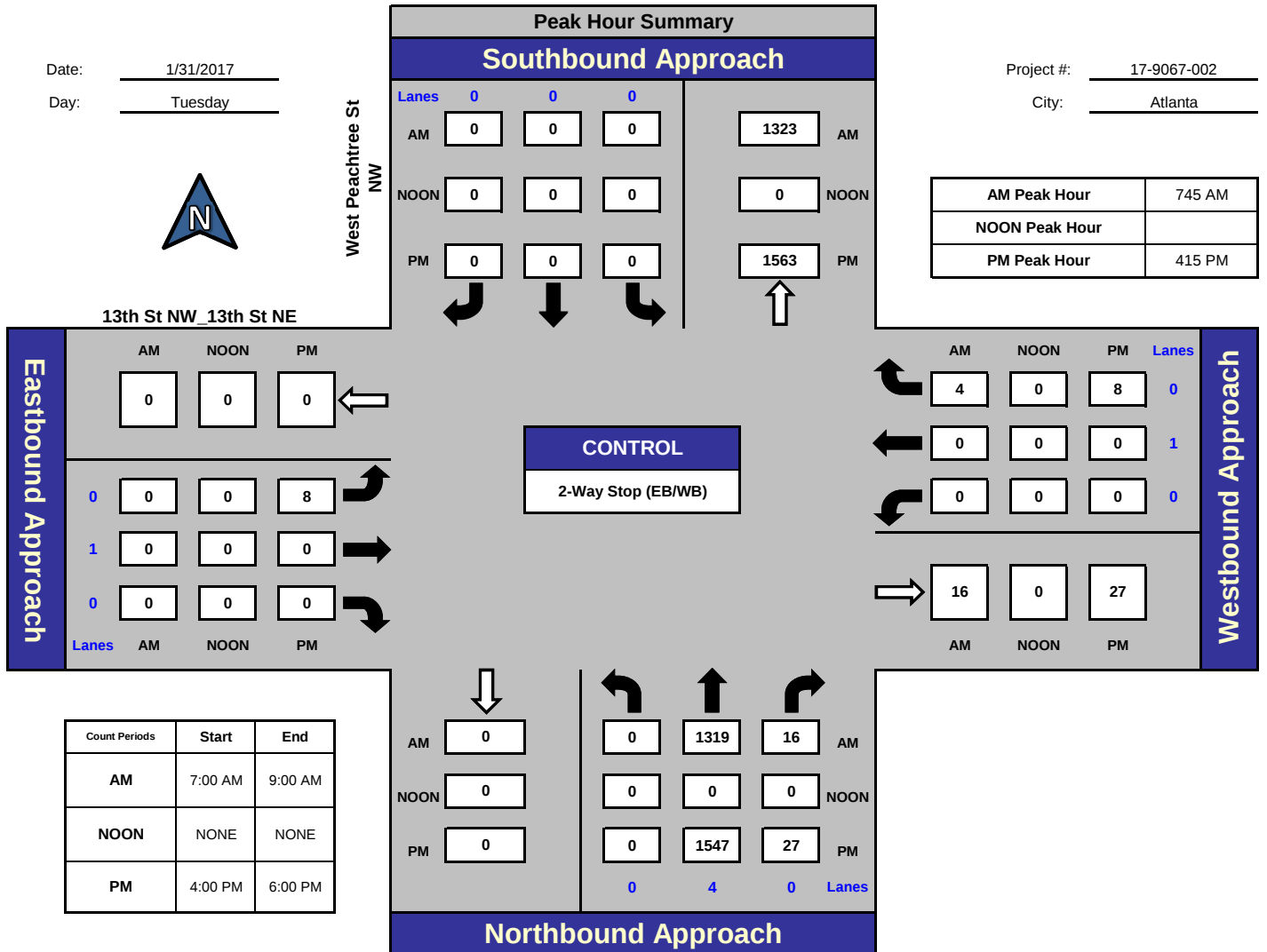
PM

	West Peachtree St NW Northbound				West Peachtree St NW Southbound				12th St NW_12th St NE Eastbound				12th St NW_12th St NE Westbound				
Start Time	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Int. Total
Peak Hour Analysis from 04:00 PM to 06:00 PM																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
5:00 PM	54	339	17	410	0	0	0	0	27	32	0	59	0	5	52	57	526
5:15 PM	36	347	11	394	0	0	0	0	23	41	0	64	0	7	52	59	517
5:30 PM	50	347	13	410	0	0	0	0	22	45	0	67	0	4	60	64	541
5:45 PM	54	272	15	341	0	0	0	0	22	43	0	65	0	3	39	42	448
Total Volume	194	1305	56	1555	0	0	0	0	94	161	0	255	0	19	203	222	2032
% App. Total	12.5	83.9	3.6	100	0.0	0.0	0.0	0	36.9	63.1	0.0	100	0.0	8.6	91.4	100	
PHF	0.948				0.000				0.951				0.867				

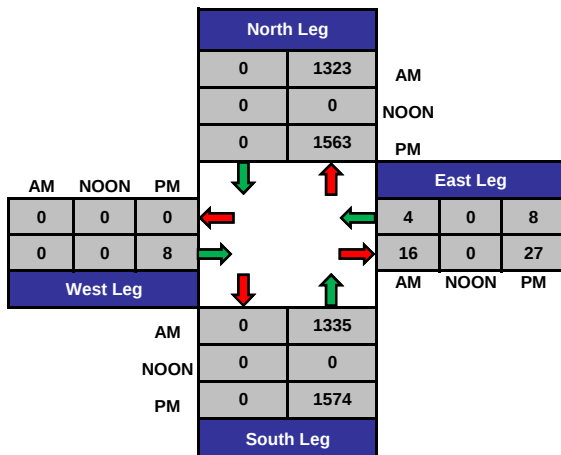
West Peachtree St NW and 13th St NW 13th St NE , Atlanta

Date: 1/31/2017
Day: Tuesday

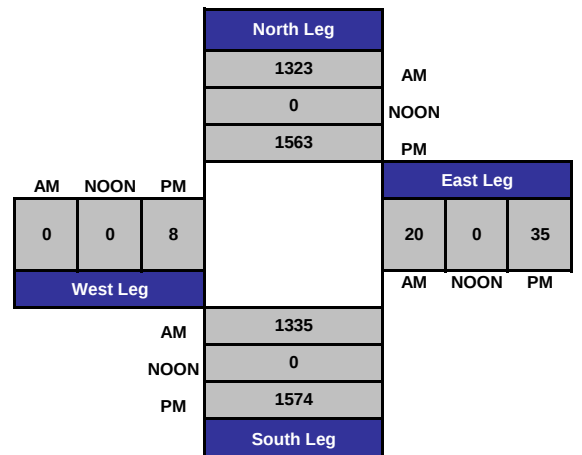
Project #: 17-9067-002
City: Atlanta



Total Ins & Outs



Total Volume Per Leg



Project ID: 17-9067-002

Location: West Peachtree St NW & 13th St NW_13th St NE

City: Atlanta

Day: Tuesday

Date: 1/31/2017

Groups Printed - Cars, PU, Vans - Heavy Trucks

Start Time	West Peachtree St NW Northbound					West Peachtree St NW Southbound					13th St NW_13th St NE Eastbound					13th St NW_13th St NE Westbound					Int. Total
	Left	Thru	Rgt	Peds	App. Total	Left	Thru	Rgt	Peds	App. Total	Left	Thru	Rgt	Peds	App. Total	Left	Thru	Rgt	Peds	App. Total	
7:00 AM	0	223	3	0	226	0	0	0	6	0	0	0	0	0	0	0	0	2	9	2	228
7:15 AM	0	241	5	0	246	0	0	0	1	0	0	0	0	1	0	0	0	3	9	3	249
7:30 AM	0	299	6	2	305	0	0	0	1	0	0	0	0	1	0	0	0	1	5	1	306
7:45 AM	0	314	5	1	319	0	0	0	0	0	0	0	0	0	0	0	0	1	11	1	320
Total	0	1077	19	3	1096	0	0	0	8	0	0	0	0	2	0	0	0	7	34	7	1103
8:00 AM	0	313	3	0	316	0	0	0	1	0	0	0	0	0	0	0	0	1	20	1	317
8:15 AM	0	357	2	1	359	0	0	0	2	0	0	0	0	2	0	0	0	1	19	1	360
8:30 AM	0	335	6	0	341	0	0	0	0	0	0	0	0	0	0	0	0	1	20	1	342
8:45 AM	0	304	11	0	315	0	0	0	1	0	1	0	0	2	1	0	0	2	15	2	318
Total	0	1309	22	1	1331	0	0	0	4	0	1	0	0	4	1	0	0	5	74	5	1337

BREAK

4:00 PM	0	374	3	0	377	0	0	0	0	0	0	0	0	0	0	0	0	2	7	2	379
4:15 PM	0	393	10	0	403	0	0	0	3	0	1	0	0	0	1	0	0	1	15	1	405
4:30 PM	0	403	8	2	411	0	0	0	13	0	3	0	0	0	3	0	0	0	12	0	414
4:45 PM	0	358	2	13	360	0	0	0	1	0	1	0	0	0	1	0	0	4	21	4	365
Total	0	1528	23	15	1551	0	0	0	17	0	5	0	0	0	5	0	0	7	55	7	1563
5:00 PM	0	393	7	3	400	0	0	0	1	0	3	0	0	0	3	0	0	3	16	3	406
5:15 PM	0	393	4	4	397	0	0	0	0	0	1	0	0	0	1	0	0	4	23	4	402
5:30 PM	0	406	3	0	409	0	0	0	3	0	3	0	0	0	3	0	0	2	25	2	414
5:45 PM	0	304	13	1	317	0	0	0	1	0	0	0	0	0	0	0	0	8	18	8	325
Total	0	1496	27	8	1523	0	0	0	5	0	7	0	0	0	7	0	0	17	82	17	1547

Grand Total	0	5410	91	27	5501	0	0	0	34	0	13	0	0	6	13	0	0	36	245	36	5550
Apprch %	0.0	98.3	1.7	0.5		0.0	0.0	0.0	0.0		100.0	0.0	0.0	46.2		0.0	0.0	100.0	680.6		
Total %	0.0	97.5	1.6	0.5	99.1	0.0	0.0	0.0	0.6	0.0	0.2	0.0	0.0	0.1	0.2	0.0	0.0	0.6	4.4	0.6	
Cars, PU, Vans	0	5261	90	27	5351	0	0	0	34	0	7	0	0	6	7	0	0	36	245	36	5394
% Cars, PU, Vans	0.0	97.2	98.9	100.0	97.3	0.0	0.0	0.0	100.0	0.0	53.8	0.0	0.0	100.0	53.8	0.0	0.0	100.0	100.0	100.0	97.2
Heavy Trucks	0	149	1		150	0	0	0		0	6	0	0		6	0	0	0		0	156
%Heavy Trucks	0.0	2.8	1.1	0.0	2.7	0.0	0.0	0.0	0.0	0.0	46.2	0.0	0.0	0.0	46.2	0.0	0.0	0.0	0.0	0.0	2.8

Project ID: 17-9067-002

Location: West Peachtree St NW & 13th

City: Atlanta

PEAK HOURS

Day: Tuesday

Date: 1/31/2017

AM

Start Time	West Peachtree St NW Northbound					West Peachtree St NW Southbound					13th St NW_13th St NE Eastbound					13th St NW_13th St NE Westbound					Int. Total
	Left	Thru	Rgt	Peds	App. Total	Left	Thru	Rgt	Peds	App. Total	Left	Thru	Rgt	Peds	App. Total	Left	Thru	Rgt	Peds	App. Total	
7:45 AM	0	314	5	319		0	0	0	0		0	0	0	0		0	0	1	1		320
8:00 AM	0	313	3	316		0	0	0	0		0	0	0	0		0	0	1	1		317
8:15 AM	0	357	2	359		0	0	0	0		0	0	0	0		0	0	1	1		360
8:30 AM	0	335	6	341		0	0	0	0		0	0	0	0		0	0	1	1		342
Total Volume	0	1319	16	1335		0	0	0	0		0	0	0	0		0	0	4	4		1339
% App. Total	0.0	98.8	1.2	100		0.0	0.0	0.0	0		0.0	0.0	0.0	0		0.0	0.0	100.0	100		
PHF				0.930					0.000					0.000					1.000		
Cars, PU, Vans	0	1276	16	1292		0	0	0	0		0	0	0	0		0	0	4	4		1296
% Cars, PU, Vans	0.0	96.7	100.0	96.8		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	100.0	100.0		96.8
Heavy Trucks	0	43	0	43		0	0	0	0		0	0	0	0		0	0	0	0		43
%Heavy Trucks	0.0	3.3	0.0	3.2		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		3.2

PM

Start Time	West Peachtree St NW Northbound					West Peachtree St NW Southbound					13th St NW_13th St NE Eastbound					13th St NW_13th St NE Westbound					Int. Total
	Left	Thru	Rgt	Peds	App. Total	Left	Thru	Rgt	Peds	App. Total	Left	Thru	Rgt	Peds	App. Total	Left	Thru	Rgt	Peds	App. Total	
4:15 PM	0	393	10	403		0	0	0	0		1	0	0	1		0	0	1	1		405
4:30 PM	0	403	8	411		0	0	0	0		3	0	0	3		0	0	0	0		414
4:45 PM	0	358	2	360		0	0	0	0		1	0	0	1		0	0	4	4		365
5:00 PM	0	393	7	400		0	0	0	0		3	0	0	3		0	0	3	3		406
Total Volume	0	1547	27	1574		0	0	0	0		8	0	0	8		0	0	8	8		1590
% App. Total	0.0	98.3	1.7	100		0.0	0.0	0.0	0		100.0	0.0	0.0	100		0.0	0.0	100.0	100		
PHF				0.957					0.000					0.667					0.500		

ITM Peak Hour Summary

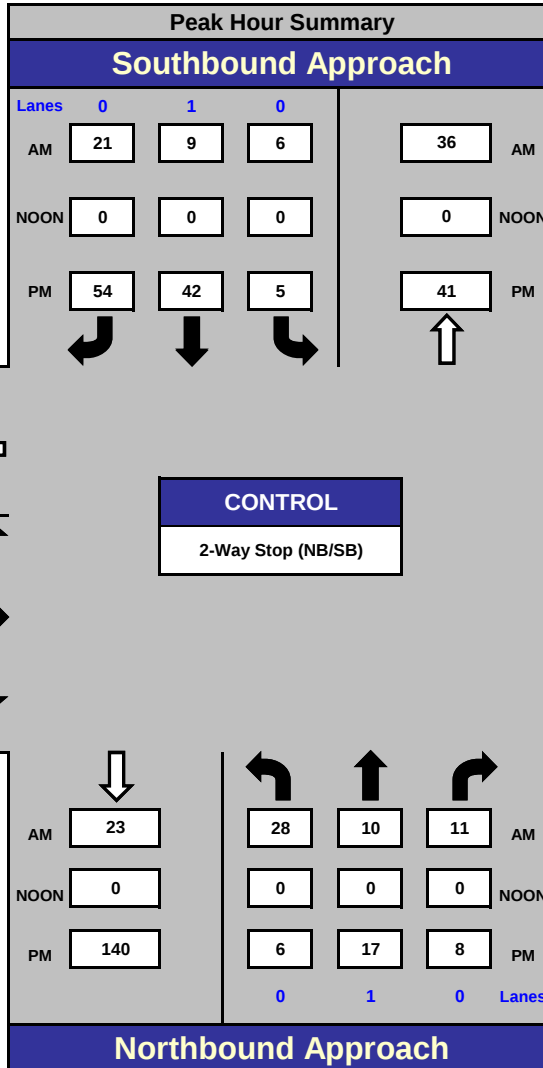
Prepared by:



Peachtree Walk NE and 12th St NE, Atlanta

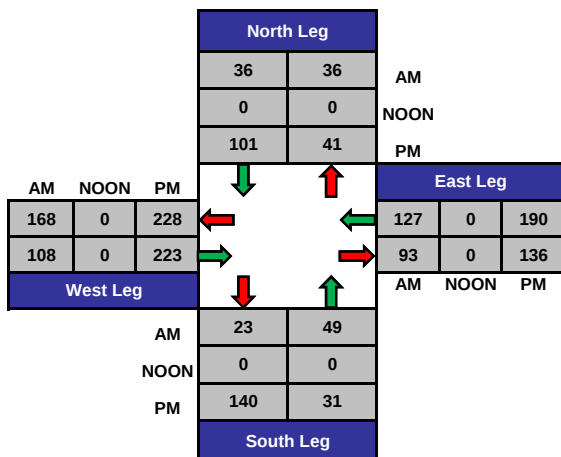
Date: 1/31/2017
Day: Tuesday

Project #: 17-9067-004
City: Atlanta

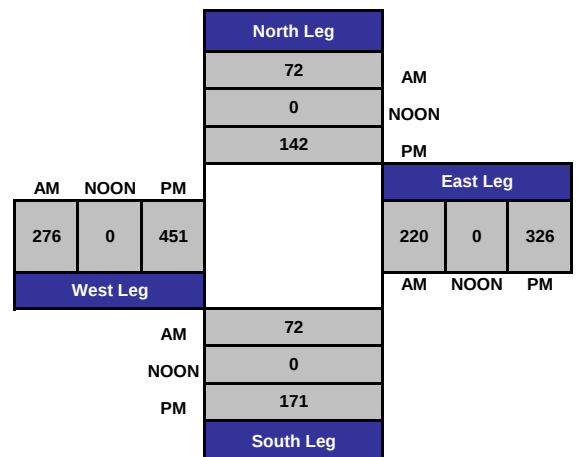


Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON	NONE	NONE
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

Project ID: 17-9067-004

Location: Peachtree Walk NE & 12th St NE
City: Atlanta

National Data & Surveying Services

Day: Tuesday
Date: 1/31/2017

Groups Printed - Cars, PU, Vans - Heavy Trucks

Start Time	Peachtree Walk NE Northbound					Peachtree Walk NE Southbound					12th St NE Eastbound					12th St NE Westbound					Int. Total
	Left	Thru	Rgt	Peds	App. Total	Left	Thru	Rgt	Peds	App. Total	Left	Thru	Rgt	Peds	App. Total	Left	Thru	Rgt	Peds	App. Total	
7:00 AM	3	8	5	1	16	0	2	4	2	6	6	12	3	22	21	1	20	4	9	25	68
7:15 AM	3	3	2	4	8	2	2	4	1	8	1	9	4	20	14	0	28	2	1	30	60
7:30 AM	7	1	2	1	10	1	1	5	0	7	2	9	1	7	12	0	23	1	0	24	53
7:45 AM	13	6	2	3	21	4	3	11	5	18	4	14	2	4	20	2	29	0	1	31	90
Total	26	18	11	9	55	7	8	24	8	39	13	44	10	53	67	3	100	7	11	110	271
8:00 AM	3	0	1	7	4	1	1	2	2	4	5	15	1	7	21	0	25	1	0	26	55
8:15 AM	8	4	2	5	14	1	2	6	3	9	5	19	4	11	28	0	29	1	1	30	81
8:30 AM	4	0	6	3	10	0	3	2	1	5	8	28	3	16	39	2	36	2	4	40	94
8:45 AM	4	5	1	7	10	0	1	5	5	6	6	30	8	9	44	0	23	5	1	28	88
Total	19	9	10	22	38	2	7	15	11	24	24	92	16	43	132	2	113	9	6	124	318

BREAK

4:00 PM	3	0	3	6	6	1	4	10	3	15	3	10	6	3	19	0	30	2	1	32	72
4:15 PM	0	1	0	11	1	2	6	7	3	15	3	14	4	8	21	3	25	1	1	29	66
4:30 PM	1	3	2	4	6	1	6	15	1	22	2	15	3	11	20	2	32	2	1	36	84
4:45 PM	2	3	3	5	8	1	9	9	3	19	2	22	15	7	39	3	28	0	5	31	97
Total	6	7	8	26	21	5	25	41	10	71	10	61	28	29	99	8	115	5	8	128	319
5:00 PM	1	6	2	6	9	1	8	16	5	25	5	24	17	3	46	3	42	3	4	48	128
5:15 PM	3	1	2	6	6	2	10	16	8	28	2	30	25	9	57	3	41	3	2	47	138
5:30 PM	2	7	2	8	11	1	12	10	4	23	5	29	19	23	53	5	47	2	9	54	141
5:45 PM	0	3	2	7	5	1	12	12	2	25	4	40	23	1	67	3	38	0	5	41	138
Total	6	17	8	27	31	5	42	54	19	101	16	123	84	36	223	14	168	8	20	190	545

Grand Total	57	51	37	84	145	19	82	134	48	235	63	320	138	161	521	27	496	29	45	552	1453
Apprch %	39.3	35.2	25.5	57.9		8.1	34.9	57.0	20.4		12.1	61.4	26.5	30.9		4.9	89.9	5.3	8.2		
Total %	3.9	3.5	2.5	5.8	10.0	1.3	5.6	9.2	3.3	16.2	4.3	22.0	9.5	11.1	35.9	1.9	34.1	2.0	3.1	38.0	
Cars, PU, Vans	56	50	36	84	142	19	80	134	48	233	63	320	138	161	521	27	495	29	45	551	1447
% Cars, PU, Vans	98.2	98.0	97.3	100.0	97.9	100.0	97.6	100.0	100.0	99.1	100.0	100.0	100.0	100.0	100.0	100.0	99.8	100.0	100.0	99.8	99.6
Heavy Trucks	1	1	1		3	0	2	0		2	0	0	0	0	0	0	1	0		1	6
%Heavy Trucks	1.8	2.0	2.7	0.0	2.1	0.0	2.4	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.2	0.4

Project ID: 17-9067-004

Location: Peachtree Walk NE & 12th St
City: Atlanta

PEAK HOURS

Day: Tuesday
Date: 1/31/2017

AM

	Peachtree Walk NE Northbound				Peachtree Walk NE Southbound				12th St NE Eastbound				12th St NE Westbound				
Start Time	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Int. Total
Peak Hour Analysis from 07:00 AM to 09:00 AM																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
7:45 AM	13	6	2	21	4	3	11	18	4	14	2	20	2	29	0	31	90
8:00 AM	3	0	1	4	1	1	2	4	5	15	1	21	0	25	1	26	55
8:15 AM	8	4	2	14	1	2	6	9	5	19	4	28	0	29	1	30	81
8:30 AM	4	0	6	10	0	3	2	5	8	28	3	39	2	36	2	40	94
Total Volume	28	10	11	49	6	9	21	36	22	76	10	108	4	119	4	127	320
% App. Total	57.1	20.4	22.4	100	16.7	25.0	58.3	100	20.4	70.4	9.3	100	3.1	93.7	3.1	100	
PHF	0.583				0.500				0.692				0.794				
Cars, PU, Vans	28	9	11	48	6	8	21	35	22	76	10	108	4	119	4	127	318
% Cars, PU, Vans	100.0	90.0	100.0	98.0	100.0	88.9	100.0	97.2	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	99.4
Heavy Trucks	0	1	0	1	0	1	0	1	0	0	0	0	0	0	0	0	2
%Heavy Trucks	0.0	10.0	0.0	2.0	0.0	11.1	0.0	2.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.6

PM

	Peachtree Walk NE Northbound				Peachtree Walk NE Southbound				12th St NE Eastbound				12th St NE Westbound				
Start Time	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Int. Total
Peak Hour Analysis from 04:00 PM to 06:00 PM																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
5:00 PM	1	6	2	9	1	8	16	25	5	24	17	46	3	42	3	48	128
5:15 PM	3	1	2	6	2	10	16	28	2	30	25	57	3	41	3	47	138
5:30 PM	2	7	2	11	1	12	10	23	5	29	19	53	5	47	2	54	141
5:45 PM	0	3	2	5	1	12	12	25	4	40	23	67	3	38	0	41	138
Total Volume	6	17	8	31	5	42	54	101	16	123	84	223	14	168	8	190	545
% App. Total	19.4	54.8	25.8	100	5.0	41.6	53.5	100	7.2	55.2	37.7	100	7.4	88.4	4.2	100	
PHF	0.705				0.902				0.832				0.880				

ITM Peak Hour Summary

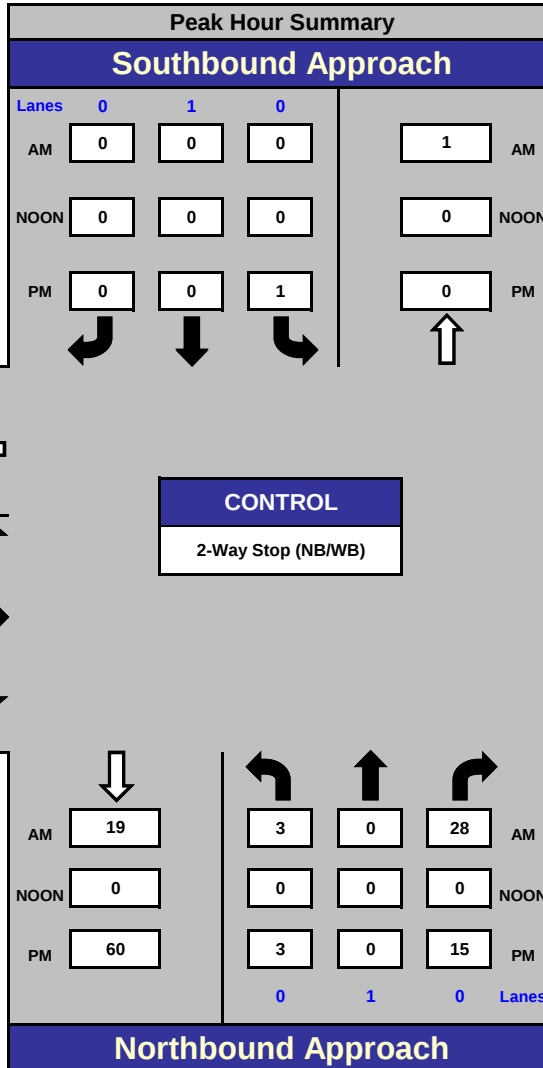
Prepared by:



Peachtree Walk NE and 13th St NE, Atlanta

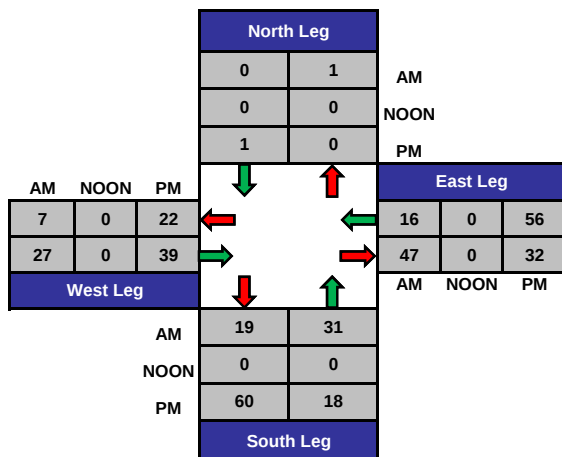
Date: 1/31/2017
Day: Tuesday

Project #: 17-9067-003
City: Atlanta

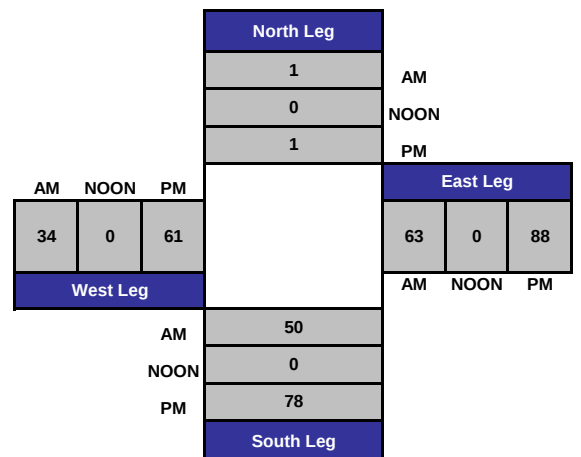


Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON	NONE	NONE
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

Project ID: 17-9067-003

Location: Peachtree Walk NE & 13th St NE
City: Atlanta

National Data & Surveying Services

Day: Tuesday
Date: 1/31/2017

Groups Printed - Cars, PU, Vans - Heavy Trucks

Start Time	Peachtree Walk NE Northbound					Peachtree Walk NE Southbound					13th St NE Eastbound					13th St NE Westbound					Int. Total
	Left	Thru	Rgt	Peds	App. Total	Left	Thru	Rgt	Peds	App. Total	Left	Thru	Rgt	Peds	App. Total	Left	Thru	Rgt	Peds	App. Total	
7:00 AM	1	1	5	2	7	0	1	1	1	2	0	1	1	0	2	2	3	1	1	6	17
7:15 AM	2	0	2	2	4	0	0	0	3	0	0	3	0	1	3	3	2	0	2	5	12
7:30 AM	0	0	5	0	5	0	1	0	7	1	0	5	2	0	7	3	0	0	2	3	16
7:45 AM	0	0	6	0	6	0	0	0	4	0	0	3	2	0	5	8	1	0	2	9	20
Total	3	1	18	4	22	0	2	1	15	3	0	12	5	1	17	16	6	1	7	23	65
8:00 AM	1	0	2	2	3	0	0	0	0	0	0	2	2	2	4	4	1	0	0	5	12
8:15 AM	0	0	8	4	8	0	0	0	3	0	0	4	1	0	5	4	1	0	0	5	18
8:30 AM	0	0	7	2	7	0	0	0	2	0	0	3	0	1	3	0	2	0	2	2	12
8:45 AM	2	0	11	0	13	0	0	0	2	0	1	10	4	1	15	4	0	0	1	4	32
Total	3	0	28	8	31	0	0	0	7	0	1	19	7	4	27	12	4	0	3	16	74
BREAK																					
4:00 PM	0	1	2	2	3	0	1	0	1	1	0	2	3	3	5	8	3	0	0	11	20
4:15 PM	0	0	3	0	3	0	0	0	9	0	0	4	9	0	13	3	2	0	0	5	21
4:30 PM	0	0	4	1	4	0	0	0	4	0	0	3	1	1	4	8	2	0	0	10	18
4:45 PM	0	0	2	7	2	0	0	0	6	0	0	1	7	1	8	7	7	0	1	14	24
Total	0	1	11	10	12	0	1	0	20	1	0	10	20	5	30	26	14	0	1	40	83
5:00 PM	0	0	4	1	4	1	0	0	8	1	0	7	5	1	12	11	2	0	0	13	30
5:15 PM	2	0	4	0	6	0	0	0	3	0	0	2	6	0	8	5	4	0	1	9	23
5:30 PM	0	0	3	1	3	0	0	0	9	0	0	1	6	1	7	9	2	0	0	11	21
5:45 PM	1	0	4	0	5	0	0	0	2	0	0	6	6	0	12	12	11	0	1	23	40
Total	3	0	15	2	18	1	0	0	22	1	0	16	23	2	39	37	19	0	2	56	114
Grand Total	9	2	72	24	83	1	3	1	64	5	1	57	55	12	113	91	43	1	13	135	336
Apprch %	10.8	2.4	86.7	28.9		20.0	60.0	20.0	1280.0		0.9	50.4	48.7	10.6		67.4	31.9	0.7	9.6		
Total %	2.7	0.6	21.4	7.1	24.7	0.3	0.9	0.3	19.0	1.5	0.3	17.0	16.4	3.6	33.6	27.1	12.8	0.3	3.9	40.2	
Cars, PU, Vans	9	2	72	24	83	1	3	1	64	5	1	57	54	12	112	91	43	1	13	135	335
% Cars, PU, Vans	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	98.2	100.0	99.1	100.0	100.0	100.0	100.0	100.0	99.7
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	1
%Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.8	0.0	0.9	0.0	0.0	0.0	0.0	0.0	0.3

Project ID: 17-9067-003

Location: Peachtree Walk NE & 13th St
City: Atlanta

PEAK HOURS

Day: Tuesday
Date: 1/31/2017

AM

	Peachtree Walk NE Northbound				Peachtree Walk NE Southbound				13th St NE Eastbound				13th St NE Westbound				
Start Time	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Int. Total
Peak Hour Analysis from 07:00 AM to 09:00 AM																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
8:00 AM	1	0	2	3	0	0	0	0	0	2	2	4	4	1	0	5	12
8:15 AM	0	0	8	8	0	0	0	0	0	4	1	5	4	1	0	5	18
8:30 AM	0	0	7	7	0	0	0	0	0	3	0	3	0	2	0	2	12
8:45 AM	2	0	11	13	0	0	0	0	1	10	4	15	4	0	0	4	32
Total Volume	3	0	28	31	0	0	0	0	1	19	7	27	12	4	0	16	74
% App. Total	9.7	0.0	90.3	100	0.0	0.0	0.0	0	3.7	70.4	25.9	100	75.0	25.0	0.0	100	
PHF	0.596				0.000				0.450				0.800				
Cars, PU, Vans	3	0	28	31	0	0	0	0	1	19	7	27	12	4	0	16	74
% Cars, PU, Vans	100.0	0.0	100.0	100.0	0.0	0.0	0.0	0.0	100.0	100.0	100.0	100.0	100.0	100.0	0.0	100.0	100.0
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
%Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

PM

	Peachtree Walk NE Northbound				Peachtree Walk NE Southbound				13th St NE Eastbound				13th St NE Westbound				
Start Time	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Int. Total
Peak Hour Analysis from 04:00 PM to 06:00 PM																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
5:00 PM	0	0	4	4	1	0	0	1	0	7	5	12	11	2	0	13	30
5:15 PM	2	0	4	6	0	0	0	0	0	2	6	8	5	4	0	9	23
5:30 PM	0	0	3	3	0	0	0	0	0	1	6	7	9	2	0	11	21
5:45 PM	1	0	4	5	0	0	0	0	0	6	6	12	12	11	0	23	40
Total Volume	3	0	15	18	1	0	0	1	0	16	23	39	37	19	0	56	114
% App. Total	16.7	0.0	83.3	100	100.0	0.0	0.0	100	0.0	41.0	59.0	100	66.1	33.9	0.0	100	
PHF	0.750				0.250				0.813				0.609				

ITM Peak Hour Summary

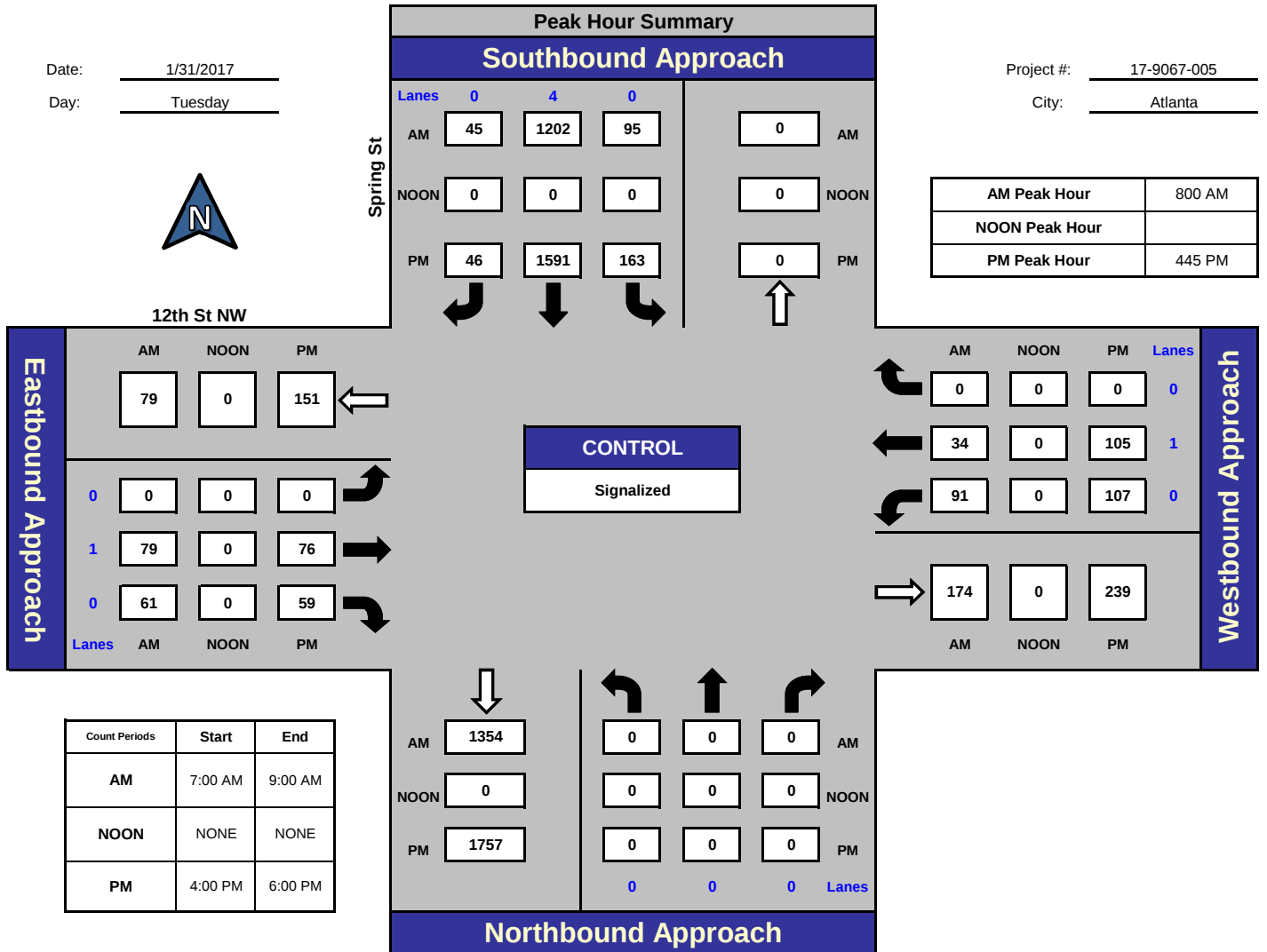
Prepared by:



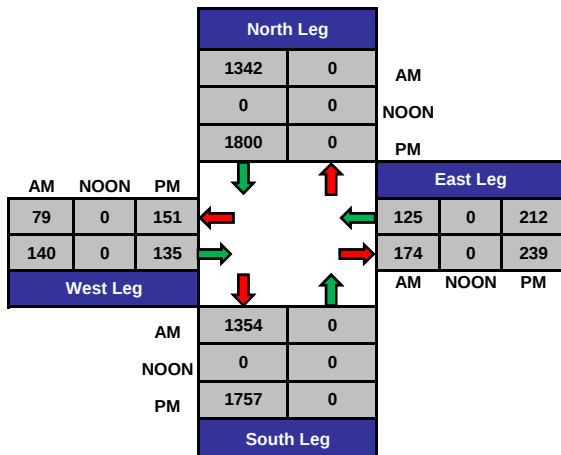
Spring St and 12th St NW, Atlanta

Date: 1/31/2017
Day: Tuesday

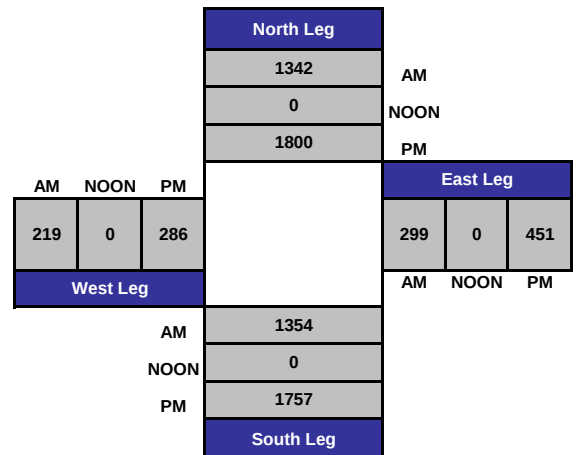
Project #: 17-9067-005
City: Atlanta



Total Ins & Outs



Total Volume Per Leg



Project ID: 17-9067-005

Location: Spring St & 12th St NW

City: Atlanta

Day: Tuesday

Date: 1/31/2017

Groups Printed - Cars, PU, Vans - Heavy Trucks

Start Time	Spring St Northbound					Spring St Southbound					12th St NW Eastbound					12th St NW Westbound					Int. Total
	Left	Thru	Rgt	Peds	App. Total	Left	Thru	Rgt	Peds	App. Total	Left	Thru	Rgt	Peds	App. Total	Left	Thru	Rgt	Peds	App. Total	
7:00 AM	0	0	0	0	0	14	175	8	0	197	0	5	3	3	8	13	4	0	2	17	222
7:15 AM	0	0	0	0	0	16	200	12	7	228	0	3	6	12	9	15	5	0	0	20	257
7:30 AM	0	0	0	0	0	10	245	15	0	270	0	7	8	14	15	19	7	0	1	26	311
7:45 AM	0	0	0	0	0	23	259	8	0	290	0	8	8	7	16	26	12	0	0	38	344
Total	0	0	0	0	0	63	879	43	7	985	0	23	25	36	48	73	28	0	3	101	1134
8:00 AM	0	0	0	0	0	13	276	12	2	301	0	11	8	2	19	21	5	0	1	26	346
8:15 AM	0	0	0	0	0	27	293	11	7	331	0	18	26	6	44	20	13	0	1	33	408
8:30 AM	0	0	0	2	0	21	296	11	6	328	0	22	14	6	36	22	12	0	1	34	398
8:45 AM	0	0	0	2	0	34	337	11	4	382	0	28	13	4	41	28	4	0	2	32	455
Total	0	0	0	4	0	95	1202	45	19	1342	0	79	61	18	140	91	34	0	5	125	1607

BREAK

4:00 PM	0	0	0	1	0	18	374	12	2	404	0	8	9	3	17	19	16	0	0	35	456
4:15 PM	0	0	0	0	0	23	379	11	2	413	0	7	8	5	15	21	21	0	0	42	470
4:30 PM	0	0	0	1	0	25	384	9	7	418	0	7	15	5	22	27	30	0	1	57	497
4:45 PM	0	0	0	0	0	49	403	9	5	461	0	8	14	9	22	35	30	0	2	65	548
Total	0	0	0	2	0	115	1540	41	16	1696	0	30	46	22	76	102	97	0	3	199	1971
5:00 PM	0	0	0	0	0	34	436	16	4	486	0	22	15	6	37	27	31	0	0	58	581
5:15 PM	0	0	0	2	0	37	338	10	4	385	0	26	10	17	36	23	15	0	2	38	459
5:30 PM	0	0	0	2	0	43	414	11	7	468	0	20	20	10	40	22	29	0	1	51	559
5:45 PM	0	0	0	0	0	49	371	9	6	429	0	25	20	6	45	31	39	0	0	70	544
Total	0	0	0	4	0	163	1559	46	21	1768	0	93	65	39	158	103	114	0	3	217	2143

Grand Total	0	0	0	10	0	436	5180	175	63	5791	0	225	197	115	422	369	273	0	14	642	6855
Apprch %	0.0	0.0	0.0	0.0	0.0	7.5	89.4	3.0	1.1		0.0	53.3	46.7	27.3		57.5	42.5	0.0	2.2		
Total %	0.0	0.0	0.0	0.1	0.0	6.4	75.6	2.6	0.9	84.5	0.0	3.3	2.9	1.7	6.2	5.4	4.0	0.0	0.2	9.4	
Cars, PU, Vans	0	0	0	10	0	431	5085	175	63	5691	0	225	197	115	422	364	273	0	14	637	6750
% Cars, PU, Vans	0.0	0.0	0.0	100.0	0.0	98.9	98.2	100.0	100.0	98.3	0.0	100.0	100.0	100.0	100.0	98.6	100.0	0.0	100.0	99.2	98.5
Heavy Trucks	0	0	0	0	0	5	95	0	0	100	0	0	0	0	0	5	0	0	0	5	105
%Heavy Trucks	0.0	0.0	0.0	0.0	0.0	1.1	1.8	0.0	0.0	1.7	0.0	0.0	0.0	0.0	0.0	1.4	0.0	0.0	0.0	0.8	1.5

Project ID: 17-9067-005

Location: Spring St & 12th St NW

City: Atlanta

PEAK HOURS

Day: Tuesday

Date: 1/31/2017

AM

	Spring St Northbound				Spring St Southbound				12th St NW Eastbound				12th St NW Westbound				
Start Time	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Int. Total
Peak Hour Analysis from 07:00 AM to 09:00 AM																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
8:00 AM	0	0	0	0	13	276	12	301	0	11	8	19	21	5	0	26	346
8:15 AM	0	0	0	0	27	293	11	331	0	18	26	44	20	13	0	33	408
8:30 AM	0	0	0	0	21	296	11	328	0	22	14	36	22	12	0	34	398
8:45 AM	0	0	0	0	34	337	11	382	0	28	13	41	28	4	0	32	455
Total Volume	0	0	0	0	95	1202	45	1342	0	79	61	140	91	34	0	125	1607
% App. Total	0.0	0.0	0.0	0	7.1	89.6	3.4	100	0.0	56.4	43.6	100	72.8	27.2	0.0	100	
PHF	0.000				0.878				0.795				0.919				
Cars, PU, Vans	0	0	0	0	92	1173	45	1310	0	79	61	140	89	34	0	123	1573
% Cars, PU, Vans	0.0	0.0	0.0	0.0	96.8	97.6	100.0	97.6	0.0	100.0	100.0	100.0	97.8	100.0	0.0	98.4	97.9
Heavy Trucks	0	0	0	0	3	29	0	32	0	0	0	0	2	0	0	2	34
%Heavy Trucks	0.0	0.0	0.0	0.0	3.2	2.4	0.0	2.4	0.0	0.0	0.0	0.0	2.2	0.0	0.0	1.6	2.1

PM

	Spring St Northbound				Spring St Southbound				12th St NW Eastbound				12th St NW Westbound				
Start Time	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Int. Total
Peak Hour Analysis from 04:00 PM to 06:00 PM																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
4:45 PM	0	0	0	0	49	403	9	461	0	8	14	22	35	30	0	65	548
5:00 PM	0	0	0	0	34	436	16	486	0	22	15	37	27	31	0	58	581
5:15 PM	0	0	0	0	37	338	10	385	0	26	10	36	23	15	0	38	459
5:30 PM	0	0	0	0	43	414	11	468	0	20	20	40	22	29	0	51	559
Total Volume	0	0	0	0	163	1591	46	1800	0	76	59	135	107	105	0	212	2147
% App. Total	0.0	0.0	0.0	0	9.1	88.4	2.6	100	0.0	56.3	43.7	100	50.5	49.5	0.0	100	
PHF	0.000				0.926				0.844				0.815				

ITM Peak Hour Summary

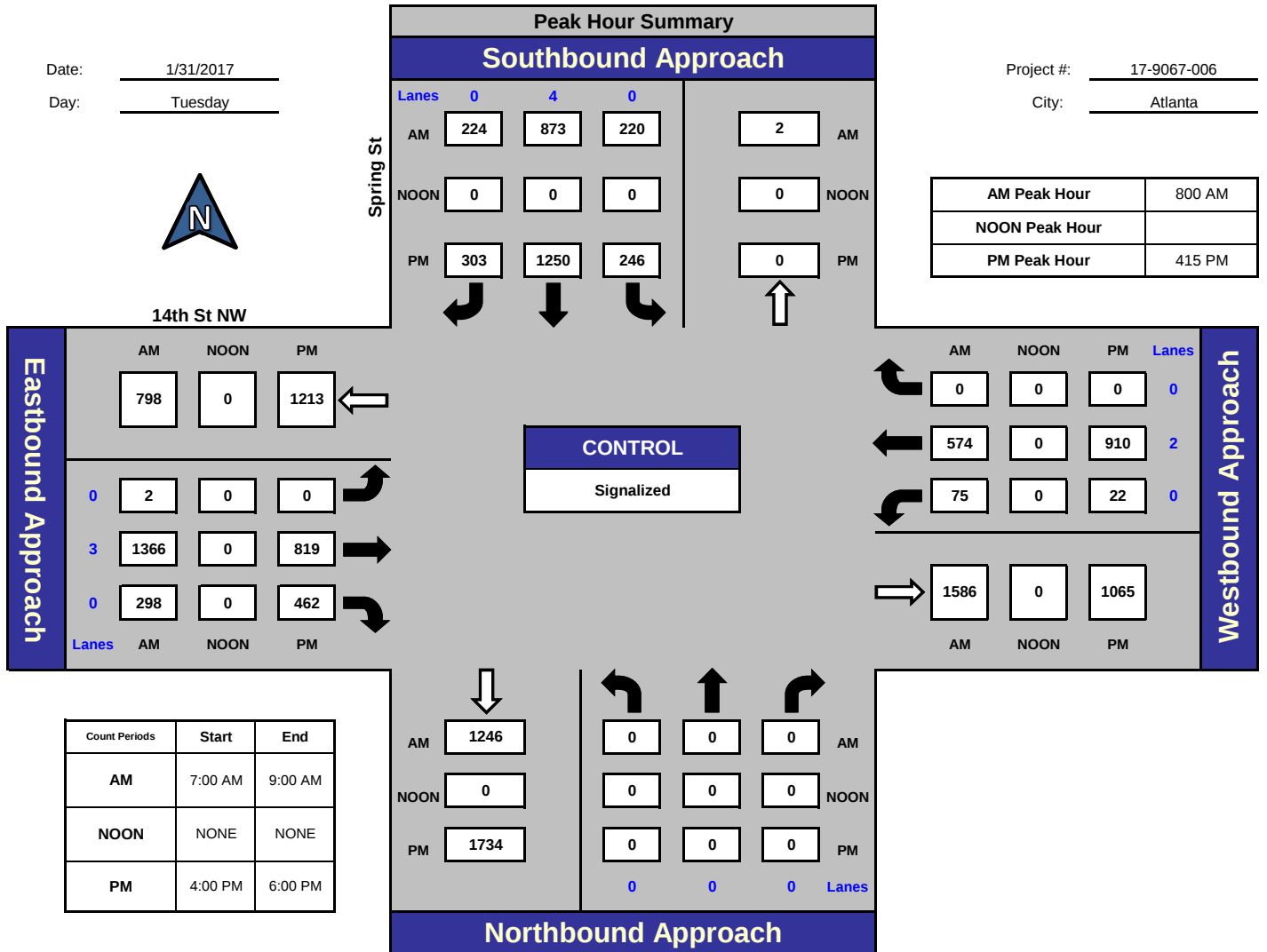
Prepared by:



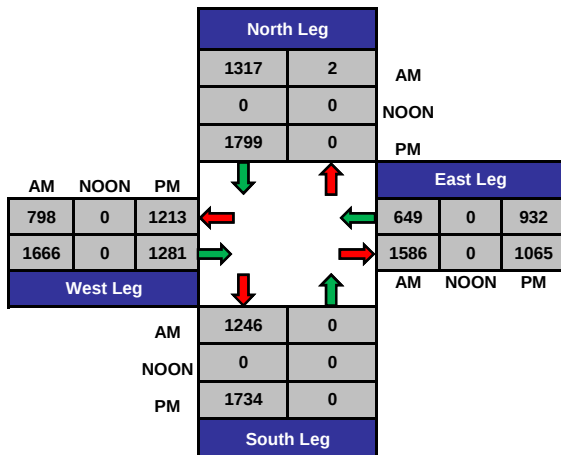
Spring St and 14th St NW, Atlanta

Date: 1/31/2017
Day: Tuesday

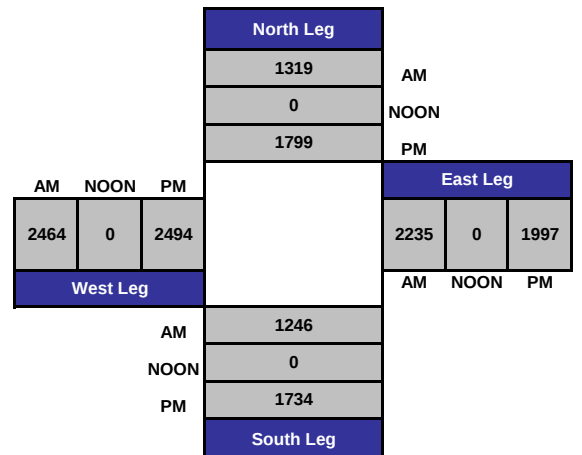
Project #: 17-9067-006
City: Atlanta



Total Ins & Outs



Total Volume Per Leg



Project ID: 17-9067-006
Location: Spring St & 14th St NW
City: Atlanta

Day: Tuesday
Date: 1/31/2017

Groups Printed - Cars, PU, Vans - Heavy Trucks

Start Time	Spring St Northbound					Spring St Southbound					14th St NW Eastbound					14th St NW Westbound					Int. Total
	Left	Thru	Rgt	Peds	App. Total	Left	Thru	Rgt	Peds	App. Total	Left	Thru	Rgt	Peds	App. Total	Left	Thru	Rgt	Peds	App. Total	
7:00 AM	0	0	0	2	0	42	150	47	4	239	0	246	59	4	305	9	97	0	0	106	650
7:15 AM	0	0	0	4	0	57	166	56	3	279	0	315	60	6	375	13	118	0	2	131	785
7:30 AM	0	0	0	4	0	50	213	50	4	313	0	312	54	5	366	16	153	0	3	169	848
7:45 AM	0	0	0	3	0	57	206	48	8	311	0	353	82	1	435	11	150	0	3	161	907
Total	0	0	0	13	0	206	735	201	19	1142	0	1226	255	16	1481	49	518	0	8	567	3190
8:00 AM	0	0	0	6	0	35	180	52	8	267	0	331	63	6	394	12	141	0	4	153	814
8:15 AM	0	0	0	4	0	58	253	75	13	386	0	365	90	9	455	18	163	0	7	181	1022
8:30 AM	0	0	0	6	0	61	209	57	12	327	0	324	80	0	404	20	129	0	3	149	880
8:45 AM	0	0	0	4	0	66	231	40	10	337	2	346	65	1	413	25	141	0	5	166	916
Total	0	0	0	20	0	220	873	224	43	1317	2	1366	298	16	1666	75	574	0	19	649	3632

BREAK

4:00 PM	0	0	0	4	0	52	315	68	11	435	0	195	82	2	277	3	249	0	2	252	964
4:15 PM	0	0	0	3	0	68	345	85	6	498	0	193	92	6	285	5	215	0	1	220	1003
4:30 PM	0	0	0	4	0	47	254	61	18	362	0	219	117	9	336	10	252	0	5	262	960
4:45 PM	0	0	0	5	0	62	356	71	6	489	0	209	132	6	341	3	211	0	2	214	1044
Total	0	0	0	16	0	229	1270	285	41	1784	0	816	423	23	1239	21	927	0	10	948	3971
5:00 PM	0	0	0	10	0	69	295	86	15	450	0	198	121	5	319	4	232	0	2	236	1005
5:15 PM	0	0	0	12	0	56	333	77	7	466	0	189	126	7	315	2	199	0	8	201	982
5:30 PM	0	0	0	4	0	58	259	80	17	397	0	191	141	3	332	1	246	0	3	247	976
5:45 PM	0	0	0	5	0	46	325	92	8	463	0	192	151	7	343	0	232	0	1	232	1038
Total	0	0	0	31	0	229	1212	335	47	1776	0	770	539	22	1309	7	909	0	14	916	4001

Grand Total	0	0	0	80	0	884	4090	1045	150	6019	2	4178	1515	77	5695	152	2928	0	51	3080	14794
Apprch %	0.0	0.0	0.0	0.0		14.7	68.0	17.4	2.5		0.0	73.4	26.6	1.4		4.9	95.1	0.0	1.7		
Total %	0.0	0.0	0.0	0.5	0.0	6.0	27.6	7.1	1.0	40.7	0.0	28.2	10.2	0.5	38.5	1.0	19.8	0.0	0.3	20.8	
Cars, PU, Vans	0	0	0	80	0	870	4003	1033	150	5906	2	4152	1505	77	5659	147	2917	0	51	3064	14629
% Cars, PU, Vans	0.0	0.0	0.0	100.0	0.0	98.4	97.9	98.9	100.0	98.1	100.0	99.4	99.3	100.0	99.4	96.7	99.6	0.0	100.0	99.5	98.9
Heavy Trucks	0	0	0	0	0	14	87	12	113		0	26	10		36	5	11	0		16	165
%Heavy Trucks	0.0	0.0	0.0	0.0	0.0	1.6	2.1	1.1	0.0	1.9	0.0	0.6	0.7	0.0	0.6	3.3	0.4	0.0	0.0	0.5	1.1

Project ID: 17-9067-006
Location: Spring St & 14th St NW
City: Atlanta

PEAK HOURS

Day: Tuesday
Date: 1/31/2017

AM

	Spring St Northbound				Spring St Southbound				14th St NW Eastbound				14th St NW Westbound				
Start Time	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Int. Total
Peak Hour Analysis from 07:00 AM to 09:00 AM																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
8:00 AM	0	0	0	0	35	180	52	267	0	331	63	394	12	141	0	153	814
8:15 AM	0	0	0	0	58	253	75	386	0	365	90	455	18	163	0	181	1022
8:30 AM	0	0	0	0	61	209	57	327	0	324	80	404	20	129	0	149	880
8:45 AM	0	0	0	0	66	231	40	337	2	346	65	413	25	141	0	166	916
Total Volume	0	0	0	0	220	873	224	1317	2	1366	298	1666	75	574	0	649	3632
% App. Total	0.0	0.0	0.0	0	16.7	66.3	17.0	100	0.1	82.0	17.9	100	11.6	88.4	0.0	100	
PHF	0.000				0.853				0.915				0.896				
Cars, PU, Vans	0	0	0	0	212	851	221	1284	2	1360	293	1655	74	567	0	641	3580
% Cars, PU, Vans	0.0	0.0	0.0	0.0	96.4	97.5	98.7	97.5	100.0	99.6	98.3	99.3	98.7	98.8	0.0	98.8	98.6
Heavy Trucks	0	0	0	0	8	22	3	33	0	6	5	11	1	7	0	8	52
%Heavy Trucks	0.0	0.0	0.0	0.0	3.6	2.5	1.3	2.5	0.0	0.4	1.7	0.7	1.3	1.2	0.0	1.2	1.4

PM

	Spring St Northbound				Spring St Southbound				14th St NW Eastbound				14th St NW Westbound				
Start Time	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Int. Total
Peak Hour Analysis from 04:00 PM to 06:00 PM																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
4:15 PM	0	0	0	0	68	345	85	498	0	193	92	285	5	215	0	220	1003
4:30 PM	0	0	0	0	47	254	61	362	0	219	117	336	10	252	0	262	960
4:45 PM	0	0	0	0	62	356	71	489	0	209	132	341	3	211	0	214	1044
5:00 PM	0	0	0	0	69	295	86	450	0	198	121	319	4	232	0	236	1005
Total Volume	0	0	0	0	246	1250	303	1799	0	819	462	1281	22	910	0	932	4012
% App. Total	0.0	0.0	0.0	0	13.7	69.5	16.8	100	0.0	63.9	36.1	100	2.4	97.6	0.0	100	
PHF	0.000				0.903				0.939				0.889				

ITM Peak Hour Summary

Prepared by:



West Peachtree St NW and 14th St NW, Atlanta

Date: 1/31/2017

Day: Tuesday

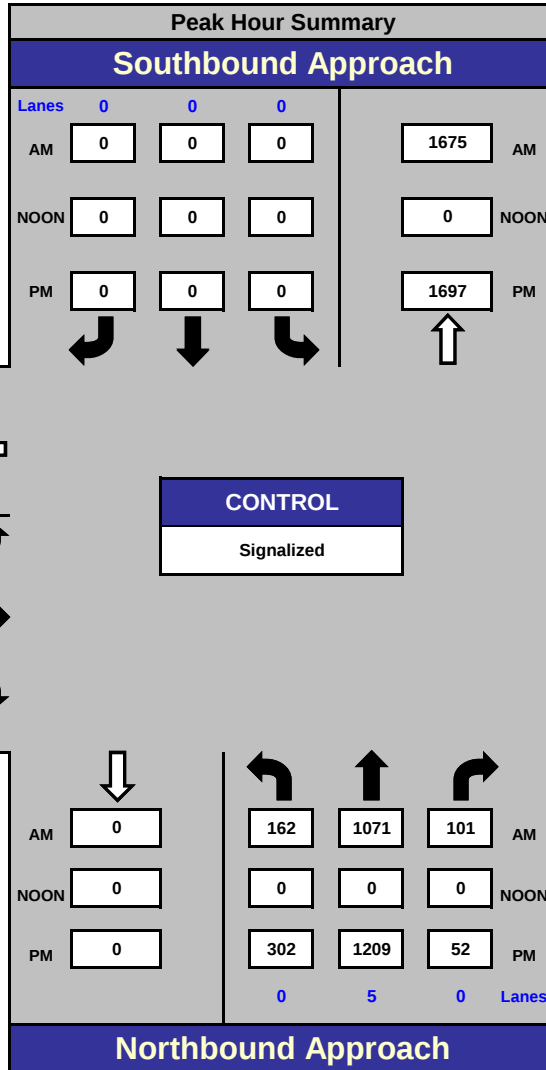
Project #: 17-9067-007

City: Atlanta

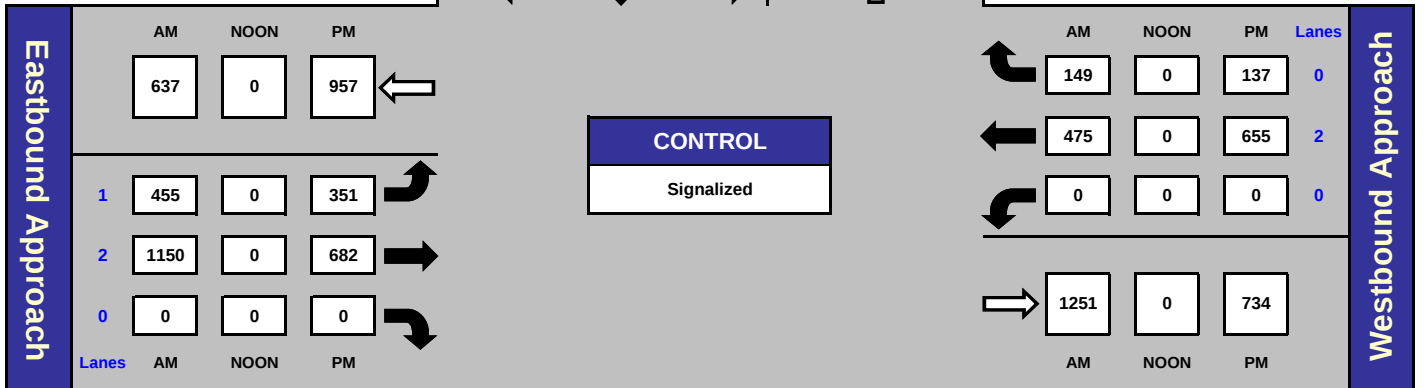


West Peachtree St NW

14th St NW

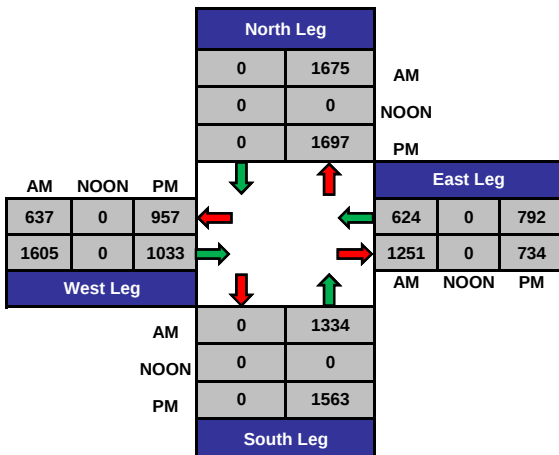


AM Peak Hour	745 AM
NOON Peak Hour	
PM Peak Hour	400 PM

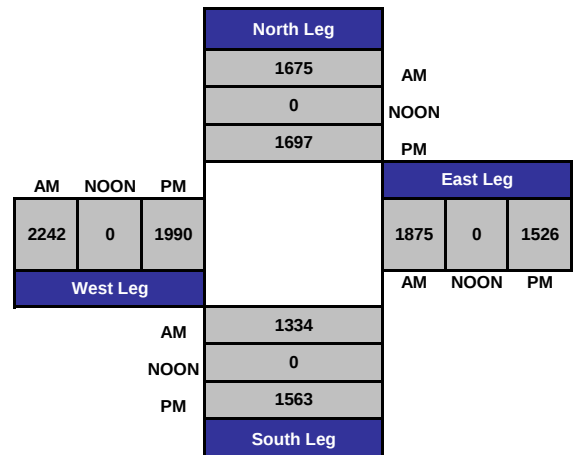


Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON	NONE	NONE
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

Project ID: 17-9067-007

Location: West Peachtree St NW & 14th St NW
City: Atlanta

National Data & Surveying Services

Day: Tuesday
Date: 1/31/2017

Peak Start Times	
AM	7:00 AM
MD	12:00 AM
PM	4:00 PM

Groups Printed - Cars, PU, Vans - Heavy Trucks

Start Time	West Peachtree St NW Northbound					West Peachtree St NW Southbound					14th St NW Eastbound					14th St NW Westbound					Int. Total
	Left	Thru	Rgt	Peds	App. Total	Left	Thru	Rgt	Peds	App. Total	Left	Thru	Rgt	Peds	App. Total	Left	Thru	Rgt	Peds	App. Total	
7:00 AM	31	180	17	0	228	0	0	0	7	0	86	218	0	3	304	0	87	25	1	112	644
7:15 AM	33	214	17	0	264	0	0	0	12	0	88	248	0	2	336	0	94	30	5	124	724
7:30 AM	44	202	25	0	271	0	0	0	10	0	102	280	0	1	382	0	138	23	8	161	814
7:45 AM	39	270	22	0	331	0	0	0	14	0	104	287	0	5	391	0	110	35	5	145	867
Total	147	866	81	0	1094	0	0	0	43	0	380	1033	0	11	1413	0	429	113	19	542	3049
8:00 AM	36	237	25	2	298	0	0	0	12	0	114	277	0	2	391	0	132	37	21	169	858
8:15 AM	43	306	32	0	381	0	0	0	8	0	118	272	0	1	390	0	105	36	22	141	912
8:30 AM	44	258	22	4	324	0	0	0	20	0	119	314	0	4	433	0	128	41	21	169	926
8:45 AM	33	256	27	9	316	0	0	0	16	0	115	285	0	2	400	0	103	34	29	137	853
Total	156	1057	106	15	1319	0	0	0	56	0	466	1148	0	9	1614	0	468	148	93	616	3549

BREAK

4:00 PM	63	310	17	0	390	0	0	0	22	0	81	156	0	1	237	0	178	35	6	213	840
4:15 PM	67	303	13	0	383	0	0	0	21	0	89	175	0	1	264	0	166	38	3	204	851
4:30 PM	94	318	7	0	419	0	0	0	13	0	97	163	0	0	260	0	151	42	0	193	872
4:45 PM	78	278	15	0	371	0	0	0	29	0	84	188	0	2	272	0	160	22	3	182	825
Total	302	1209	52	0	1563	0	0	0	85	0	351	682	0	4	1033	0	655	137	12	792	3388
5:00 PM	81	298	21	1	400	0	0	0	20	0	100	156	0	5	256	0	120	26	10	146	802
5:15 PM	79	296	28	1	403	0	0	0	21	0	87	169	0	2	256	0	148	34	10	182	841
5:30 PM	84	294	16	1	394	0	0	0	19	0	97	144	0	1	241	0	139	22	15	161	796
5:45 PM	75	228	15	0	318	0	0	0	19	0	91	149	0	1	240	0	152	40	7	192	750
Total	319	1116	80	3	1515	0	0	0	79	0	375	618	0	9	993	0	559	122	42	681	3189
Grand Total	924	4248	319	18	5491	0	0	0	263	0	1572	3481	0	33	5053	0	2111	520	166	2631	13175
Apprch %	16.8	77.4	5.8	0.3		0.0	0.0	0.0	0.0		31.1	68.9	0.0	0.7		0.0	80.2	19.8	6.3		
Total %	7.0	32.2	2.4	0.1	41.7	0.0	0.0	0.0	2.0	0.0	11.9	26.4	0.0	0.3	38.4	0.0	16.0	3.9	1.3	20.0	
Cars, PU, Vans	918	4111	309	18	5338	0	0	0	263	0	1553	3469	0	33	5022	0	2105	517	166	2622	12982
% Cars, PU, Vans	99.4	96.8	96.9	100.0	97.2	0.0	0.0	0.0	100.0	0.0	98.8	99.7	0.0	100.0	99.4	0.0	99.7	99.4	100.0	99.7	98.5
Heavy Trucks	6	137	10	0	153	0	0	0	0	0	19	12	0	0	31	0	6	3	0	9	193
%Heavy Trucks	0.6	3.2	3.1	0.0	2.8	0.0	0.0	0.0	0.0	0.0	1.2	0.3	0.0	0.0	0.6	0.0	0.3	0.6	0.0	0.3	1.5

Project ID: 17-9067-007

Location: West Peachtree St NW & 14th St NW
City: Atlanta

PEAK HOURS

Day: Tuesday
Date: 1/31/2017

AM																			
	West Peachtree St NW Northbound				West Peachtree St NW Southbound				14th St NW Eastbound				14th St NW Westbound						
Start Time	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Int. Total		
Peak Hour Analysis from 07:00 AM to 09:00 AM																			
Peak Hour for Entire Intersection Begins at 07:45 AM																			
7:45 AM	39	270	22	331	0	0	0	0	104	287	0	391	0	110	35	145	867		
8:00 AM	36	237	25	298	0	0	0	0	114	277	0	391	0	132	37	169	858		
8:15 AM	43	306	32	381	0	0	0	0	118	272	0	390	0	105	36	141	912		
8:30 AM	44	258	22	324	0	0	0	0	119	314	0	433	0	128	41	169	926		
Total Volume	162	1071	101	1334	0	0	0	0	455	1150	0	1605	0	475	149	624	3563		
% App. Total	12.1	80.3	7.6	100	0.0	0.0	0.0	0	28.3	71.7	0.0	100	0.0	76.1	23.9	100			
PHF	0.875				0.000				0.927				0.923						
Cars, PU, Vans	159	1034	97	1290	0	0	0	0	450	1142	0	1592	0	473	146	619	3501		
% Cars, PU, Vans	98.1	96.5	96.0	96.7	0.0	0.0	0.0	0.0	98.9	99.3	0.0	99.2	0.0	99.6	98.0	99.2	98.3		
Heavy Trucks	3	37	4	44	0	0	0	0	5	8	0	13	0	2	3	5	62		
%Heavy Trucks	1.9	3.5	4.0	3.3	0.0	0.0	0.0	0.0	1.1	0.7	0.0	0.8	0.0	0.4	2.0	0.8	1.7		

PM																		
	West Peachtree St NW Northbound				West Peachtree St NW Southbound				14th St NW Eastbound				14th St NW Westbound					
Start Time	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Int. Total	
Peak Hour Analysis from 04:00 PM to 06:00 PM																		
Peak Hour for Entire Intersection Begins at 04:00 PM																		
4:00 PM	63	310	17	390	0	0	0	0	81	156	0	237	0	178	35	213	840	
4:15 PM	67	303	13	383	0	0	0	0	89	175	0	264	0	166	38	204	851	
4:30 PM	94	318	7	419	0	0	0	0	97	163	0	260	0	151	42	193	872	
4:45 PM	78	278	15	371	0	0	0	0	84	188	0	272	0	160	22	182	825	
Total Volume	302	1209	52	1563	0	0	0	0	351	682	0	1033	0	655	137	792	3388	
% App. Total	19.3	77.4	3.3	100	0.0	0.0	0.0	0	34.0	66.0	0.0	100	0.0	82.7	17.3	100		
PHF	0.933				0.000				0.949				0.930					
Cars, PU, Vans	302	1170	50	1522	0	0	0	0	344	679	0	1023	0	655	137	792	3337	
% Cars, PU, Vans	100.0	96.8	96.2	97.4	0.0	0.0	0.0	0.0	98.0	99.6	0.0	99.0	0.0	100.0	100.0	100.0	98.5	
Heavy Trucks	0	39	2	41	0	0	0	0	7	3	0	10	0	0	0	0	51	
%Heavy Trucks	0.0	3.2	3.8	2.6	0.0	0.0	0.0	0.0	2.0	0.4	0.0	1.0	0.0	0.0	0.0	0.0	1.5	

Appendix B: Trip Generation Worksheets

Trip Generation

ITE Trip Generation, 9th Edition (2012)

Project 1105 West Peachtree **Project Number** DRI 2659
Client Selig Enterprizes
Site W Peachtree St between 12th & 13th, Atlanta, GA **Number of Units*** 65
Land Use Apartments **ITE Code** 220

Weekdays

$$\text{Trips} = 6.06(\# \text{ units}) + 123.56$$

Trips				
Total Number	Percent		Number	
	In	Out	In	Out
517	50%	50%	259	258

AM Peak Hour: Weekdays (peak hour of adjacent street)

$$\text{Trips} = 0.49(\# \text{ units}) + 3.73$$

Trips				
Total Number	Percent		Number	
	In	Out	In	Out
36	20%	80%	7	29

PM Peak Hour: Weekdays (peak hour of adjacent street)

$$\text{Trips} = 0.55(\# \text{ units}) + 17.65$$

Trips				
Total Number	Percent		Number	
	In	Out	In	Out
53	65%	35%	34	19

Peak Hour: Saturday (peak hour of generator)

$$\text{Trips} = 0.41(\# \text{ units}) + 19.23$$

Trips				
Total Number	Percent		Number	
	In	Out	In	Out
46	50%	50%	23	23

*units are dwelling units

**split based on Saturday peak hour persons data

Trip Generation

ITE Trip Generation, 9th Edition (2012)

Project 1105 West Peachtree **Project Number** DRI 2659
Client Selig Enterprizes
Site W Peachtree St between 12th & 13th, Atlanta, GA **Number of Units*** 156
Land Use Hotel **ITE Code** 310

Weekdays

Trips = 8.95(# units) - 373.16

Trips				
Total Number	Percent		Number	
	In	Out	In	Out
1023	50%	50%	512	512

AM Peak Hour: Weekdays (peak hour of adjacent street)

Trips = 0.53(# units)

Trips				
Total Number	Percent		Number	
	In	Out	In	Out
83	59%	41%	49	34

PM Peak Hour: Weekdays (peak hour of adjacent street)

Trips = 0.60(# units)

(Average Rate)

Trips				
Total Number	Percent		Number	
	In	Out	In	Out
94	51%	49%	48	46

Peak Hour: Saturday (peak hour of generator)

Trips = 0.69(# units) + 4.32

Trips				
Total Number	Percent		Number	
	In	Out	In	Out
112	56%	44%	63	49

*units are rooms

Trip Generation

ITE Trip Generation, 9th Edition (2012)

Project 1105 West Peachtree **Project Number** DRI 2659
Client Selig Enterprizes
Site W Peachtree St between 12th & 13th, Atlanta, GA **Number of Units*** 686.23
Land Use General Office Building **ITE Code** 710

Weekdays

$$\text{Ln}(\text{Trips}) = 0.76\text{Ln}(\# \text{ units}) + 3.68$$

Trips				
Total Number	Percent		Number	
	In	Out	In	Out
5674	50%	50%	2837	2837

AM Peak Hour: Weekday (peak hour of generator)

$$\text{Ln}(\text{Trips}) = 0.80\text{Ln}(\# \text{ units}) + 1.57$$

Trips				
Total Number	Percent		Number	
	In	Out	In	Out
893	88%	12%	786	107

PM Peak Hour: Weekday (peak hour of generator)

$$\text{Trips} = 1.12(\# \text{ units}) + 78.45$$

Trips				
Total Number	Percent		Number	
	In	Out	In	Out
847	17%	83%	144	703

Peak Hour: Saturday (peak hour of generator)

$$\text{Trips} = 0.43(\# \text{ units})$$

Trips				
Total Number	Percent		Number	
	In	Out	In	Out
295	54%	46%	159	136

*units are 1000 Sq. Feet Gross Floor Area

Trip Generation

ITE Trip Generation, 9th Edition (2012)

Project 1105 West Peachtree **Project Number** DRI 2659
Client Selig Enterprizes
Site W Peachtree St between 12th & 13th, Atlanta, GA **Number of Units*** **16.688**
Land Use Specialty Retail Center **ITE Code** 826

Weekdays

$$T = 42.78(\# \text{ units}) + 37.66$$

Trips				
Total Number	Percent		Number	
	In	Out	In	Out
752	50%	50%	376	376

AM Peak Hour: Weekdays (peak hour of generator)

$$T = 4.91(\# \text{ units}) + 115.59$$

Trips				
Total Number	Percent		Number	
	In	Out	In	Out
198	48%	52%	95	103

PM Peak Hour: Weekdays (peak hour of adjacent street)

$$T = 2.40(\# \text{ units}) + 21.48$$

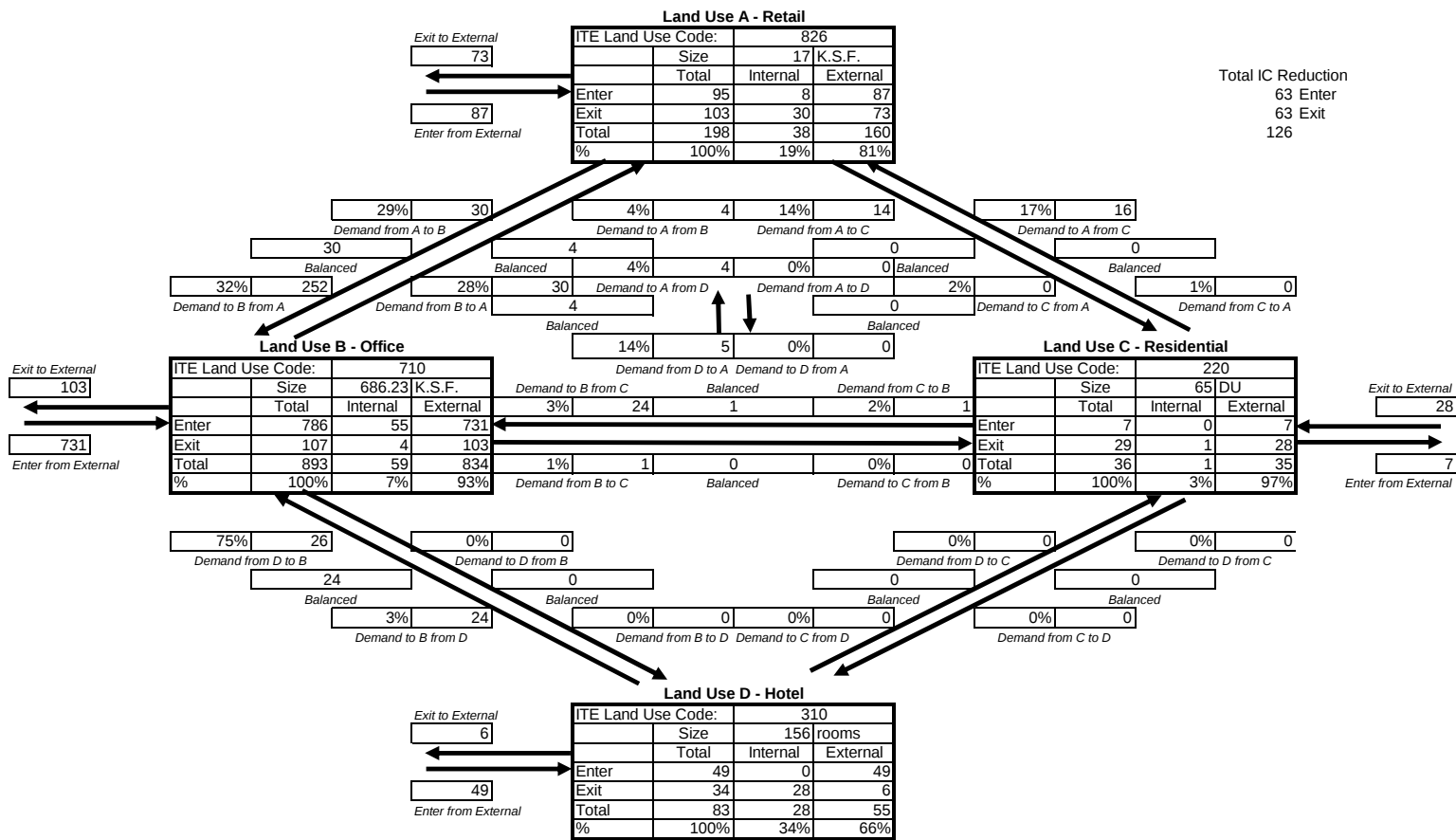
Trips				
Total Number	Percent		Number	
	In	Out	In	Out
62	44%	56%	27	35

Saturday

$$T = 42.04(\# \text{ units})$$

Trips				
Total Number	Percent		Number	
	In	Out	In	Out
702	50%	50%	351	351

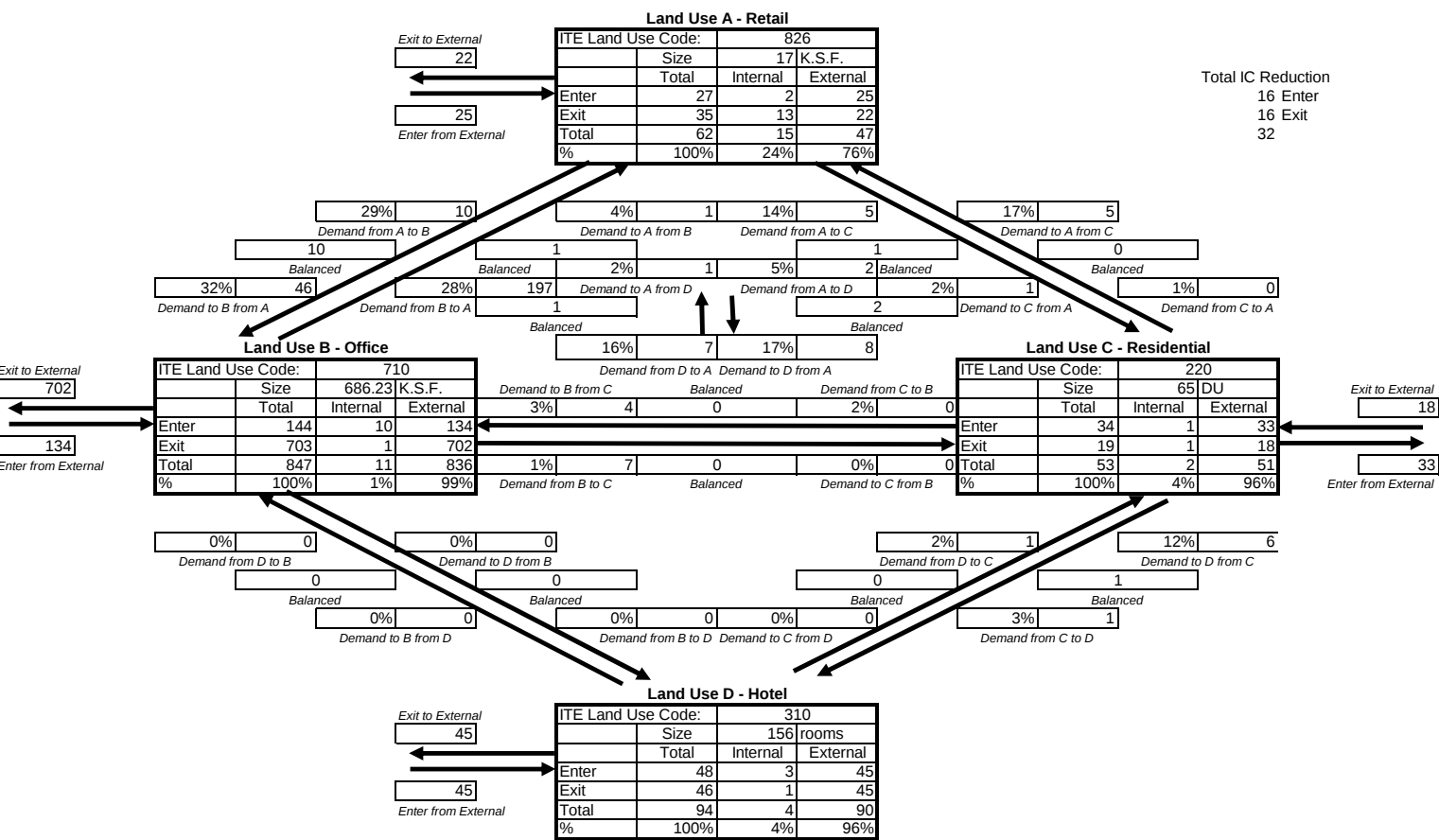
**Trips are per thousand square feet gross leasable area*



Analyst: _____
Date: _____

Multi-Use Development
Trip Generation
ITE Trip Gen Handbook 3rd Ed Rates

Name of Development: _____
Time Period: PM Peak Hour
of Adj Street Traffic



Appendix C: Capacity Analysis Worksheets

HCM Signalized Intersection Capacity Analysis

1: W Peachtree St & 12th St

DRI 2659 1105 W Peachtree

Synchro 9 Report

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	62	86	0	0	0	146	92	1155	48	0	0	0
Future Volume (vph)	62	86	0	0	0	146	92	1155	48	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5				4.5		6.1				
Lane Util. Factor		1.00				1.00		0.86				
Frpb, ped/bikes		1.00				0.93		0.99				
Flpb, ped/bikes		1.00				1.00		1.00				
Frt		1.00				0.86		0.99				
Flt Protected		0.95				1.00		1.00				
Satd. Flow (prot)		1770				1494		6310				
Flt Permitted		0.95				1.00		1.00				
Satd. Flow (perm)		1770				1494		6310				
Peak-hour factor, PHF	0.93	0.93	1.00	1.00	0.93	0.93	0.93	0.93	0.93	1.00	1.00	1.00
Adj. Flow (vph)	67	92	0	0	0	157	99	1242	52	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	4	0	0	0	0
Lane Group Flow (vph)	0	159	0	0	0	157	0	1389	0	0	0	0
Confl. Peds. (#/hr)	40		7	7		40	11		41	41		11
Turn Type	Split	NA				custom	Perm	NA				
Protected Phases	8	8				4		2				
Permitted Phases						2 8	2					
Actuated Green, G (s)		30.5				109.4		52.9				
Effective Green, g (s)		30.5				109.4		52.9				
Actuated g/C Ratio		0.25				0.91		0.44				
Clearance Time (s)		4.5				4.5		6.1				
Lane Grp Cap (vph)		449				1418		2781				
v/s Ratio Prot		c0.09				c0.02						
v/s Ratio Perm						0.09		0.22				
v/c Ratio		0.35				0.11		0.50				
Uniform Delay, d1		36.7				0.5		24.1				
Progression Factor		1.00				1.00		1.00				
Incremental Delay, d2		2.2				0.2		0.6				
Delay (s)		38.9				0.7		24.7				
Level of Service		D				A		C				
Approach Delay (s)		38.9			0.7			24.7			0.0	
Approach LOS		D			A			C			A	
Intersection Summary												
HCM 2000 Control Delay			23.8				HCM 2000 Level of Service			C		
HCM 2000 Volume to Capacity ratio			0.38									
Actuated Cycle Length (s)			120.0				Sum of lost time (s)			15.1		
Intersection Capacity Utilization			53.9%				ICU Level of Service			A		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

1: W Peachtree St & 12th St

DRI 2659 1105 W Peachtree

Synchro 9 Report

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	94	161	0	0	0	222	194	1305	56	0	0	0
Future Volume (vph)	94	161	0	0	0	222	194	1305	56	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5				4.5		6.1				
Lane Util. Factor		1.00				1.00		0.86				
Frpb, ped/bikes		1.00				0.91		0.99				
Flpb, ped/bikes		1.00				1.00		1.00				
Frt		1.00				0.86		0.99				
Flt Protected		0.95				1.00		1.00				
Satd. Flow (prot)		1805				1499		6416				
Flt Permitted		0.95				1.00		1.00				
Satd. Flow (perm)		1805				1499		6416				
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	1.00	1.00	1.00
Adj. Flow (vph)	100	171	0	0	0	236	206	1388	60	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	4	0	0	0	0
Lane Group Flow (vph)	0	271	0	0	0	236	0	1650	0	0	0	0
Confl. Peds. (#/hr)	49		2	2		49	11		51			
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Split	NA				custom	Perm	NA				
Protected Phases	8	8				4		2				
Permitted Phases						2 8	2					
Actuated Green, G (s)		35.5				109.4		48.9				
Effective Green, g (s)		35.5				109.4		48.9				
Actuated g/C Ratio		0.30				0.91		0.41				
Clearance Time (s)		4.5				4.5		6.1				
Lane Grp Cap (vph)		533				1422		2614				
v/s Ratio Prot		c0.15				c0.03						
v/s Ratio Perm						0.13		0.26				
v/c Ratio		0.51				0.17		0.63				
Uniform Delay, d1		35.0				0.6		28.4				
Progression Factor		1.00				1.00		1.00				
Incremental Delay, d2		3.4				0.3		1.2				
Delay (s)		38.5				0.8		29.5				
Level of Service		D				A		C				
Approach Delay (s)		38.5			0.8			29.5			0.0	
Approach LOS		D			A			C			A	
Intersection Summary												
HCM 2000 Control Delay			27.5				HCM 2000 Level of Service			C		
HCM 2000 Volume to Capacity ratio			0.50									
Actuated Cycle Length (s)			120.0				Sum of lost time (s)			15.1		
Intersection Capacity Utilization			66.9%				ICU Level of Service			C		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis 2: W Peachtree St & 13th St

DRI 2659 1105 W Peachtree
Synchro 9 Report

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	0	4	0	1319	16	0	0	0
Future Volume (Veh/h)	0	0	0	0	0	4	0	1319	16	0	0	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	1.00	1.00	1.00
Hourly flow rate (vph)	0	0	0	0	0	4	0	1418	17	0	0	0
Pedestrians		2			66			2			3	
Lane Width (ft)		12.0			12.0			12.0			0.0	
Walking Speed (ft/s)		3.5			3.5			3.5			3.5	
Percent Blockage		0			6			0			0	
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)								451				
pX, platoon unblocked	0.87	0.87		0.87	0.87	0.87				0.87		
vC, conflicting volume	364	1503	4	1494	1494	432	2			1501		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	0	821	4	812	812	0	2			819		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	100	100	100	100			100		
cM capacity (veh/h)	839	250	1074	209	253	882	1616			655		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	NB 4						
Volume Total	0	4	236	473	473	253						
Volume Left	0	0	0	0	0	0						
Volume Right	0	4	0	0	0	17						
cSH	1700	882	1616	1700	1700	1700						
Volume to Capacity	0.00	0.00	0.00	0.28	0.28	0.15						
Queue Length 95th (ft)	0	0	0	0	0	0						
Control Delay (s)	0.0	9.1	0.0	0.0	0.0	0.0						
Lane LOS	A	A										
Approach Delay (s)	0.0	9.1	0.0									
Approach LOS	A	A										
Intersection Summary												
Average Delay			0.0									
Intersection Capacity Utilization			30.4%		ICU Level of Service					A		
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis 2: W Peachtree St & 13th St

DRI 2659 1105 W Peachtree
Synchro 9 Report

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	0	0	0	0	8	0	1547	27	0	0	0
Future Volume (Veh/h)	8	0	0	0	0	8	0	1547	27	0	0	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	1.00	1.00	1.00
Hourly flow rate (vph)	8	0	0	0	0	8	0	1611	28	0	0	0
Pedestrians					82			8			5	
Lane Width (ft)					12.0			12.0			0.0	
Walking Speed (ft/s)					3.5			3.5			3.5	
Percent Blockage					8			1			0	
Right turn flare (veh)												
Median type								None			None	
Median storage veh												
Upstream signal (ft)								451				
pX, platoon unblocked	0.83	0.83		0.83	0.83	0.83				0.83		
vC, conflicting volume	416	1721	8	1715	1707	504	0			1721		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	0	849	8	842	832	0	0			849		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	99	100	100	100	100	99	100			100		
cM capacity (veh/h)	796	230	1070	186	235	835	1636			611		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	NB 4						
Volume Total	8	8	268	537	537	296						
Volume Left	8	0	0	0	0	0						
Volume Right	0	8	0	0	0	28						
cSH	796	835	1636	1700	1700	1700						
Volume to Capacity	0.01	0.01	0.00	0.32	0.32	0.17						
Queue Length 95th (ft)	1	1	0	0	0	0						
Control Delay (s)	9.6	9.4	0.0	0.0	0.0	0.0						
Lane LOS	A	A										
Approach Delay (s)	9.6	9.4	0.0									
Approach LOS	A	A										
Intersection Summary												
Average Delay			0.1									
Intersection Capacity Utilization			37.8%		ICU Level of Service					A		
Analysis Period (min)			15									

HCM 2010 TWSC
3: Peachtree Walk & 13th St

DRI 2659 1105 W Peachtree
Synchro 9 Report

Intersection

Int Delay, s/veh 5.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	19	7	12	4	3	28
Future Vol, veh/h	19	7	12	4	3	28
Conflicting Peds, #/hr	0	8	8	0	3	4
Sign Control	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	25	9	16	5	4	37

Major/Minor	Major1		Minor2		Minor1	
Conflicting Flow All	0	0	57	43	44	46
Stage 1	-	-	0	0	38	-
Stage 2	-	-	57	43	6	-
Critical Hdwy	-	-	7.1	6.5	7.1	6.2
Critical Hdwy Stg 1	-	-	-	-	6.1	-
Critical Hdwy Stg 2	-	-	6.1	5.5	-	-
Follow-up Hdwy	-	-	3.5	4	3.5	3.3
Pot Cap-1 Maneuver	-	-	945	853	963	1029
Stage 1	-	-	-	-	982	-
Stage 2	-	-	960	863	-	-
Platoon blocked, %	-	-				
Mov Cap-1 Maneuver	-	-	910	847	948	1021
Mov Cap-2 Maneuver	-	-	910	847	948	-
Stage 1	-	-	-	-	982	-
Stage 2	-	-	925	856	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	9.1	8.7
HCM LOS		A	A

Minor Lane/Major Mvmt	NBLn1	EBT	EBRWBLn1
Capacity (veh/h)	1013	-	893
HCM Lane V/C Ratio	0.041	-	0.024
HCM Control Delay (s)	8.7	-	9.1
HCM Lane LOS	A	-	A
HCM 95th %tile Q(veh)	0.1	-	0.1

HCM 2010 TWSC
3: Peachtree Walk & 13th St

DRI 2659 1105 W Peachtree
Synchro 9 Report

Intersection

Int Delay, s/veh 6.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	16	23	37	19	3	15
Future Vol, veh/h	16	23	37	19	3	15
Conflicting Peds, #/hr	0	22	22	0	2	2
Sign Control	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	21	31	49	25	4	20

Major/Minor	Major1		Minor2		Minor1	
Conflicting Flow All	0	0	69	74	74	81
Stage 1	-	-	0	0	59	-
Stage 2	-	-	69	74	15	-
Critical Hdwy	-	-	7.1	6.5	7.1	6.2
Critical Hdwy Stg 1	-	-	-	-	6.1	-
Critical Hdwy Stg 2	-	-	6.1	5.5	-	-
Follow-up Hdwy	-	-	3.5	4	3.5	3.3
Pot Cap-1 Maneuver	-	-	928	820	921	985
Stage 1	-	-	-	-	958	-
Stage 2	-	-	946	837	-	-
Platoon blocked, %	-	-				
Mov Cap-1 Maneuver	-	-	909	803	878	964
Mov Cap-2 Maneuver	-	-	909	803	878	-
Stage 1	-	-	-	-	958	-
Stage 2	-	-	926	819	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	9.5	8.9
HCM LOS		A	A

Minor Lane/Major Mvmt	NBLn1	EBT	EBRWBLn1
Capacity (veh/h)	949	-	- 870
HCM Lane V/C Ratio	0.025	-	- 0.086
HCM Control Delay (s)	8.9	-	- 9.5
HCM Lane LOS	A	-	- A
HCM 95th %tile Q(veh)	0.1	-	- 0.3

HCM 2010 TWSC
4: Peachtree Walk & 12th St

DRI 2659 1105 W Peachtree
Synchro 9 Report

Intersection

Int Delay, s/veh 3.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	22	76	10	4	119	4	28	10	11	6	9	21
Future Vol, veh/h	22	76	10	4	119	4	28	10	11	6	9	21
Conflicting Peds, #/hr	31	0	6	6	0	31	13	0	40	40	0	13
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	1	0
Mvmt Flow	26	89	12	5	140	5	33	12	13	7	11	25

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	176	0	0	107	0	0	335	338	141	382	342	186
Stage 1	-	-	-	-	-	-	153	153	-	183	183	-
Stage 2	-	-	-	-	-	-	182	185	-	199	159	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.51	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.51	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.51	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4.009	3.3
Pot Cap-1 Maneuver	1412	-	-	1497	-	-	622	586	912	580	582	861
Stage 1	-	-	-	-	-	-	854	775	-	823	750	-
Stage 2	-	-	-	-	-	-	824	751	-	807	768	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1395	-	-	1440	-	-	573	552	872	515	548	825
Mov Cap-2 Maneuver	-	-	-	-	-	-	573	552	-	515	548	-
Stage 1	-	-	-	-	-	-	832	755	-	783	725	-
Stage 2	-	-	-	-	-	-	775	726	-	738	748	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.6	0.2	11.4	10.7
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	616	1395	-	-	1440	-	-	673
HCM Lane V/C Ratio	0.094	0.019	-	-	0.003	-	-	0.063
HCM Control Delay (s)	11.4	7.6	0	-	7.5	0	-	10.7
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.3	0.1	-	-	0	-	-	0.2

HCM 2010 TWSC
4: Peachtree Walk & 12th St

DRI 2659 1105 W Peachtree
Synchro 9 Report

Intersection

Int Delay, s/veh 3.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	16	123	84	14	168	8	6	17	8	5	42	54
Future Vol, veh/h	16	123	84	14	168	8	6	17	8	5	42	54
Conflicting Peds, #/hr	18	0	25	25	0	18	36	0	20	20	0	36
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	2	0
Mvmt Flow	16	127	87	14	173	8	6	18	8	5	43	56

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	199	0	0	238	0	0	520	456	215	460	495	231
Stage 1	-	-	-	-	-	-	228	228	-	224	224	-
Stage 2	-	-	-	-	-	-	292	228	-	236	271	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.52	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.52	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4.018	3.3
Pot Cap-1 Maneuver	1385	-	-	1341	-	-	470	504	830	515	476	813
Stage 1	-	-	-	-	-	-	779	719	-	783	718	-
Stage 2	-	-	-	-	-	-	720	719	-	772	685	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1338	-	-	1315	-	-	373	471	795	468	445	772
Mov Cap-2 Maneuver	-	-	-	-	-	-	373	471	-	468	445	-
Stage 1	-	-	-	-	-	-	750	692	-	759	697	-
Stage 2	-	-	-	-	-	-	598	698	-	720	659	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	0.6	12.7	12.6
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	498	1338	-	-	1315	-	-	577
HCM Lane V/C Ratio	0.064	0.012	-	-	0.011	-	-	0.18
HCM Control Delay (s)	12.7	7.7	0	-	7.8	0	-	12.6
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.7

HCM Signalized Intersection Capacity Analysis

1: W Peachtree St & 12th St

DRI 2659 1105 W Peachtree

Synchro 9 Report

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	64	89	0	0	0	150	95	1190	49	0	0	0
Future Volume (vph)	64	89	0	0	0	150	95	1190	49	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5				4.5		6.1				
Lane Util. Factor		1.00				1.00		0.86				
Frpb, ped/bikes		1.00				0.93		0.99				
Flpb, ped/bikes		1.00				1.00		1.00				
Frt		1.00				0.86		0.99				
Flt Protected		0.95				1.00		1.00				
Satd. Flow (prot)		1770				1494		6310				
Flt Permitted		0.95				1.00		1.00				
Satd. Flow (perm)		1770				1494		6310				
Peak-hour factor, PHF	0.93	0.93	1.00	1.00	0.93	0.93	0.93	0.93	0.93	1.00	1.00	1.00
Adj. Flow (vph)	69	96	0	0	0	161	102	1280	53	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	4	0	0	0	0
Lane Group Flow (vph)	0	165	0	0	0	161	0	1431	0	0	0	0
Confl. Peds. (#/hr)	40		7	7		40	11		41	41		11
Turn Type	Split	NA				custom	Perm	NA				
Protected Phases	8	8				4		2				
Permitted Phases						2 8	2					
Actuated Green, G (s)		30.5				109.4		52.9				
Effective Green, g (s)		30.5				109.4		52.9				
Actuated g/C Ratio		0.25				0.91		0.44				
Clearance Time (s)		4.5				4.5		6.1				
Lane Grp Cap (vph)		449				1418		2781				
v/s Ratio Prot		c0.09				c0.02						
v/s Ratio Perm						0.09		0.23				
v/c Ratio		0.37				0.11		0.51				
Uniform Delay, d1		36.8				0.5		24.3				
Progression Factor		1.00				1.00		1.00				
Incremental Delay, d2		2.3				0.2		0.7				
Delay (s)		39.1				0.7		24.9				
Level of Service		D				A		C				
Approach Delay (s)		39.1			0.7			24.9			0.0	
Approach LOS		D			A			C			A	
Intersection Summary												
HCM 2000 Control Delay			24.1				HCM 2000 Level of Service			C		
HCM 2000 Volume to Capacity ratio			0.39									
Actuated Cycle Length (s)			120.0				Sum of lost time (s)			15.1		
Intersection Capacity Utilization			54.8%				ICU Level of Service			A		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

1: W Peachtree St & 12th St

DRI 2659 1105 W Peachtree

Synchro 9 Report

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	97	166	0	0	0	229	200	1345	58	0	0	0
Future Volume (vph)	97	166	0	0	0	229	200	1345	58	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5				4.5		6.1				
Lane Util. Factor		1.00				1.00		0.86				
Frpb, ped/bikes		1.00				0.91		0.99				
Flpb, ped/bikes		1.00				1.00		1.00				
Frt		1.00				0.86		0.99				
Flt Protected		0.95				1.00		1.00				
Satd. Flow (prot)		1805				1499		6416				
Flt Permitted		0.95				1.00		1.00				
Satd. Flow (perm)		1805				1499		6416				
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	1.00	1.00	1.00
Adj. Flow (vph)	103	177	0	0	0	244	213	1431	62	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	4	0	0	0	0
Lane Group Flow (vph)	0	280	0	0	0	244	0	1702	0	0	0	0
Confl. Peds. (#/hr)	49		2	2		49	11		51			
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Split	NA				custom	Perm	NA				
Protected Phases	8	8				4		2				
Permitted Phases						2 8	2					
Actuated Green, G (s)		36.5				109.4		47.9				
Effective Green, g (s)		36.5				109.4		47.9				
Actuated g/C Ratio		0.30				0.91		0.40				
Clearance Time (s)		4.5				4.5		6.1				
Lane Grp Cap (vph)		549				1422		2561				
v/s Ratio Prot		c0.16				c0.03						
v/s Ratio Perm						0.13		0.27				
v/c Ratio		0.51				0.17		0.66				
Uniform Delay, d1		34.4				0.6		29.5				
Progression Factor		1.00				1.00		1.00				
Incremental Delay, d2		3.4				0.3		1.4				
Delay (s)		37.7				0.8		30.9				
Level of Service		D				A		C				
Approach Delay (s)		37.7			0.8			30.9			0.0	
Approach LOS		D			A			C			A	
Intersection Summary												
HCM 2000 Control Delay			28.4				HCM 2000 Level of Service				C	
HCM 2000 Volume to Capacity ratio			0.52									
Actuated Cycle Length (s)			120.0				Sum of lost time (s)			15.1		
Intersection Capacity Utilization			68.4%				ICU Level of Service			C		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis2: W Peachtree St & 13th St

DRI 2659 1105 W Peachtree
Synchro 9 Report

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	0	4	0	1359	16	0	0	0
Future Volume (Veh/h)	0	0	0	0	0	4	0	1359	16	0	0	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	1.00	1.00	1.00
Hourly flow rate (vph)	0	0	0	0	0	4	0	1461	17	0	0	0
Pedestrians		2			66			2			3	
Lane Width (ft)		12.0			12.0			12.0			0.0	
Walking Speed (ft/s)		3.5			3.5			3.5			3.5	
Percent Blockage		0			6			0			0	
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)								451				
pX, platoon unblocked	0.86	0.86		0.86	0.86	0.86				0.86		
vC, conflicting volume	374	1546	4	1538	1538	443	2			1544		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	0	833	4	823	823	0	2			831		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	100	100	100	100			100		
cM capacity (veh/h)	833	244	1074	204	248	876	1616			644		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	NB 4						
Volume Total	0	4	244	487	487	260						
Volume Left	0	0	0	0	0	0						
Volume Right	0	4	0	0	0	17						
cSH	1700	876	1616	1700	1700	1700						
Volume to Capacity	0.00	0.00	0.00	0.29	0.29	0.15						
Queue Length 95th (ft)	0	0	0	0	0	0						
Control Delay (s)	0.0	9.1	0.0	0.0	0.0	0.0						
Lane LOS	A	A										
Approach Delay (s)	0.0	9.1	0.0									
Approach LOS	A	A										
Intersection Summary												
Average Delay			0.0									
Intersection Capacity Utilization			31.0%		ICU Level of Service					A		
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis 2: W Peachtree St & 13th St

DRI 2659 1105 W Peachtree
Synchro 9 Report

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	0	0	0	0	8	0	1594	28	0	0	0
Future Volume (Veh/h)	8	0	0	0	0	8	0	1594	28	0	0	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	1.00	1.00	1.00
Hourly flow rate (vph)	8	0	0	0	0	8	0	1660	29	0	0	0
Pedestrians					82			8			5	
Lane Width (ft)					12.0			12.0			0.0	
Walking Speed (ft/s)					3.5			3.5			3.5	
Percent Blockage					8			1			0	
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)								451				
pX, platoon unblocked	0.82	0.82		0.82	0.82	0.82				0.82		
vC, conflicting volume	428	1771	8	1764	1756	516	0			1771		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	0	837	8	829	819	0	0			837		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	99	100	100	100	100	99	100			100		
cM capacity (veh/h)	784	230	1070	188	236	824	1636			609		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	NB 4						
Volume Total	8	8	277	553	553	306						
Volume Left	8	0	0	0	0	0						
Volume Right	0	8	0	0	0	29						
cSH	784	824	1636	1700	1700	1700						
Volume to Capacity	0.01	0.01	0.00	0.33	0.33	0.18						
Queue Length 95th (ft)	1	1	0	0	0	0						
Control Delay (s)	9.6	9.4	0.0	0.0	0.0	0.0						
Lane LOS	A	A										
Approach Delay (s)	9.6	9.4	0.0									
Approach LOS	A	A										
Intersection Summary												
Average Delay			0.1									
Intersection Capacity Utilization			38.5%		ICU Level of Service					A		
Analysis Period (min)			15									

HCM 2010 TWSC
3: Peachtree Walk & 13th St

DRI 2659 1105 W Peachtree
Synchro 9 Report

Intersection

Int Delay, s/veh 5.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	20	7	12	4	3	29
Future Vol, veh/h	20	7	12	4	3	29
Conflicting Peds, #/hr	0	8	8	0	3	4
Sign Control	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	27	9	16	5	4	39

Major/Minor	Major1		Minor2		Minor1	
Conflicting Flow All	0	0	59	44	45	47
Stage 1	-	-	0	0	39	-
Stage 2	-	-	59	44	6	-
Critical Hdwy	-	-	7.1	6.5	7.1	6.2
Critical Hdwy Stg 1	-	-	-	-	6.1	-
Critical Hdwy Stg 2	-	-	6.1	5.5	-	-
Follow-up Hdwy	-	-	3.5	4	3.5	3.3
Pot Cap-1 Maneuver	-	-	942	852	962	1028
Stage 1	-	-	-	-	981	-
Stage 2	-	-	958	862	-	-
Platoon blocked, %	-	-				
Mov Cap-1 Maneuver	-	-	906	846	947	1020
Mov Cap-2 Maneuver	-	-	906	846	947	-
Stage 1	-	-	-	-	981	-
Stage 2	-	-	922	855	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	9.1	8.7
HCM LOS		A	A

Minor Lane/Major Mvmt	NBLn1	EBT	EBRWBLn1
Capacity (veh/h)	1013	-	890
HCM Lane V/C Ratio	0.042	-	0.024
HCM Control Delay (s)	8.7	-	9.1
HCM Lane LOS	A	-	A
HCM 95th %tile Q(veh)	0.1	-	0.1

HCM 2010 TWSC
3: Peachtree Walk & 13th St

DRI 2659 1105 W Peachtree
Synchro 9 Report

Intersection

Int Delay, s/veh 6.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	16	24	38	20	3	15
Future Vol, veh/h	16	24	38	20	3	15
Conflicting Peds, #/hr	0	22	22	0	2	2
Sign Control	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	21	32	51	27	4	20

Major/Minor	Major1		Minor2		Minor1	
Conflicting Flow All	0	0	69	75	74	81
Stage 1	-	-	0	0	59	-
Stage 2	-	-	69	75	15	-
Critical Hdwy	-	-	7.1	6.5	7.1	6.2
Critical Hdwy Stg 1	-	-	-	-	6.1	-
Critical Hdwy Stg 2	-	-	6.1	5.5	-	-
Follow-up Hdwy	-	-	3.5	4	3.5	3.3
Pot Cap-1 Maneuver	-	-	928	819	921	985
Stage 1	-	-	-	-	958	-
Stage 2	-	-	946	836	-	-
Platoon blocked, %	-	-				
Mov Cap-1 Maneuver	-	-	909	802	877	964
Mov Cap-2 Maneuver	-	-	909	802	877	-
Stage 1	-	-	-	-	958	-
Stage 2	-	-	926	818	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	9.5	8.9
HCM LOS		A	A

Minor Lane/Major Mvmt	NBLn1	EBT	EBRWBLn1
Capacity (veh/h)	948	-	- 869
HCM Lane V/C Ratio	0.025	-	- 0.089
HCM Control Delay (s)	8.9	-	- 9.5
HCM Lane LOS	A	-	- A
HCM 95th %tile Q(veh)	0.1	-	- 0.3

HCM 2010 TWSC
4: Peachtree Walk & 12th St

DRI 2659 1105 W Peachtree
Synchro 9 Report

Intersection

Int Delay, s/veh 3.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	23	78	10	4	123	4	29	10	11	6	9	22
Future Vol, veh/h	23	78	10	4	123	4	29	10	11	6	9	22
Conflicting Peds, #/hr	31	0	6	6	0	31	13	0	40	40	0	13
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	1	0
Mvmt Flow	27	92	12	5	145	5	34	12	13	7	11	26

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	180	0	0	110	0	0	346	348	144	391	351	191
Stage 1	-	-	-	-	-	-	158	158	-	187	187	-
Stage 2	-	-	-	-	-	-	188	190	-	204	164	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.51	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.51	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.51	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4.009	3.3
Pot Cap-1 Maneuver	1408	-	-	1493	-	-	612	579	909	572	575	856
Stage 1	-	-	-	-	-	-	849	771	-	819	747	-
Stage 2	-	-	-	-	-	-	818	747	-	803	764	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1391	-	-	1436	-	-	562	545	869	508	541	820
Mov Cap-2 Maneuver	-	-	-	-	-	-	562	545	-	508	541	-
Stage 1	-	-	-	-	-	-	826	750	-	778	722	-
Stage 2	-	-	-	-	-	-	768	722	-	733	744	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.6	0.2	11.6	10.8
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	605	1391	-	-	1436	-	-	669
HCM Lane V/C Ratio	0.097	0.019	-	-	0.003	-	-	0.065
HCM Control Delay (s)	11.6	7.6	0	-	7.5	0	-	10.8
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.3	0.1	-	-	0	-	-	0.2

HCM 2010 TWSC
4: Peachtree Walk & 12th St

DRI 2659 1105 W Peachtree
Synchro 9 Report

Intersection

Int Delay, s/veh 3.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	16	127	87	14	173	8	6	18	8	5	43	56
Future Vol, veh/h	16	127	87	14	173	8	6	18	8	5	43	56
Conflicting Peds, #/hr	18	0	25	25	0	18	36	0	20	20	0	36
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	2	0
Mvmt Flow	16	131	90	14	178	8	6	19	8	5	44	58

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	205	0	0	246	0	0	532	467	221	471	508	236
Stage 1	-	-	-	-	-	-	234	234	-	229	229	-
Stage 2	-	-	-	-	-	-	298	233	-	242	279	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.52	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.52	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4.018	3.3
Pot Cap-1 Maneuver	1378	-	-	1332	-	-	461	496	824	506	468	808
Stage 1	-	-	-	-	-	-	774	715	-	778	715	-
Stage 2	-	-	-	-	-	-	715	716	-	766	680	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1331	-	-	1307	-	-	363	464	789	459	437	767
Mov Cap-2 Maneuver	-	-	-	-	-	-	363	464	-	459	437	-
Stage 1	-	-	-	-	-	-	745	688	-	754	694	-
Stage 2	-	-	-	-	-	-	591	695	-	713	655	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.5	0.6	12.9	12.8
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	489	1331	-	-	1307	-	-	570
HCM Lane V/C Ratio	0.067	0.012	-	-	0.011	-	-	0.188
HCM Control Delay (s)	12.9	7.7	0	-	7.8	0	-	12.8
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.7

HCM Signalized Intersection Capacity Analysis

1: W Peachtree St & 12th St

DRI 2659 1105 W Peachtree

Synchro 9 Report

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								  				
Traffic Volume (vph)	392	253	0	0	0	189	95	1256	49	0	0	0
Future Volume (vph)	392	253	0	0	0	189	95	1256	49	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5				4.5		6.1				
Lane Util. Factor		1.00				1.00		0.86				
Frpb, ped/bikes		1.00				0.92		0.99				
Flpb, ped/bikes		1.00				1.00		1.00				
Frt		1.00				0.86		0.99				
Flt Protected		0.95				1.00		1.00				
Satd. Flow (prot)		1770				1490		6315				
Flt Permitted		0.95				1.00		1.00				
Satd. Flow (perm)		1770				1490		6315				
Peak-hour factor, PHF	0.93	0.93	1.00	1.00	0.93	0.93	0.93	0.93	0.93	1.00	1.00	1.00
Adj. Flow (vph)	422	272	0	0	0	203	102	1351	53	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	4	0	0	0	0
Lane Group Flow (vph)	0	694	0	0	0	203	0	1502	0	0	0	0
Confl. Peds. (#/hr)	40		7	7		40	11		41	41		11
Turn Type	Split	NA				custom	Perm	NA				
Protected Phases	8	8				4		2				
Permitted Phases						2 8	2					
Actuated Green, G (s)		55.5				109.4		31.3				
Effective Green, g (s)		55.5				109.4		31.3				
Actuated g/C Ratio		0.46				0.91		0.26				
Clearance Time (s)		4.5				4.5		6.1				
Lane Grp Cap (vph)		818				1414		1647				
v/s Ratio Prot		c0.39				c0.02						
v/s Ratio Perm						0.11		0.24				
v/c Ratio		0.85				0.14		0.91				
Uniform Delay, d1		28.5				0.5		43.0				
Progression Factor		1.00				1.00		1.00				
Incremental Delay, d2		10.7				0.2		9.2				
Delay (s)		39.2				0.8		52.2				
Level of Service		D				A		D				
Approach Delay (s)		39.2			0.8			52.2			0.0	
Approach LOS		D			A			D			A	
Intersection Summary												
HCM 2000 Control Delay			44.1				HCM 2000 Level of Service				D	
HCM 2000 Volume to Capacity ratio			0.75									
Actuated Cycle Length (s)			120.0				Sum of lost time (s)			15.1		
Intersection Capacity Utilization			83.3%				ICU Level of Service			E		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

1: W Peachtree St & 12th St

DRI 2659 1105 W Peachtree

Synchro 9 Report

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	183	209	0	0	0	375	200	1362	58	0	0	0
Future Volume (vph)	183	209	0	0	0	375	200	1362	58	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5				4.5		6.1				
Lane Util. Factor		1.00				1.00		0.86				
Frpb, ped/bikes		1.00				0.91		0.99				
Flpb, ped/bikes		1.00				1.00		1.00				
Frt		1.00				0.86		0.99				
Flt Protected		0.95				1.00		1.00				
Satd. Flow (prot)		1805				1496		6417				
Flt Permitted		0.95				1.00		1.00				
Satd. Flow (perm)		1805				1496		6417				
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	1.00	1.00	1.00
Adj. Flow (vph)	195	222	0	0	0	399	213	1449	62	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	4	0	0	0	0
Lane Group Flow (vph)	0	417	0	0	0	399	0	1720	0	0	0	0
Confl. Peds. (#/hr)	49		2	2		49	11		51			
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Split	NA				custom	Perm	NA				
Protected Phases	8	8				4		2				
Permitted Phases						2 8	2					
Actuated Green, G (s)		42.5				109.4		43.7				
Effective Green, g (s)		42.5				109.4		43.7				
Actuated g/C Ratio		0.35				0.91		0.36				
Clearance Time (s)		4.5				4.5		6.1				
Lane Grp Cap (vph)		639				1419		2336				
v/s Ratio Prot		c0.23				c0.04						
v/s Ratio Perm						0.22		0.27				
v/c Ratio		0.65				0.28		0.74				
Uniform Delay, d1		32.5				0.6		33.1				
Progression Factor		1.00				1.00		1.00				
Incremental Delay, d2		5.1				0.5		2.1				
Delay (s)		37.7				1.1		35.3				
Level of Service		D				A		D				
Approach Delay (s)		37.7			1.1			35.3			0.0	
Approach LOS		D			A			D			A	
Intersection Summary												
HCM 2000 Control Delay			30.3				HCM 2000 Level of Service			C		
HCM 2000 Volume to Capacity ratio			0.63									
Actuated Cycle Length (s)			120.0				Sum of lost time (s)			15.1		
Intersection Capacity Utilization			84.7%				ICU Level of Service			E		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis 2: W Peachtree St & 13th St

DRI 2659 1105 W Peachtree
Synchro 9 Report

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	0	67	0	1430	278	0	0	0
Future Volume (Veh/h)	0	0	0	0	0	67	0	1430	278	0	0	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	1.00	1.00	1.00
Hourly flow rate (vph)	0	0	0	0	0	72	0	1538	299	0	0	0
Pedestrians		2			66			2			3	
Lane Width (ft)		12.0			12.0			12.0			0.0	
Walking Speed (ft/s)		3.5			3.5			3.5			3.5	
Percent Blockage		0			6			0			0	
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)								451				
pX, platoon unblocked	0.80	0.80		0.80	0.80	0.80				0.80		
vC, conflicting volume	462	1905	4	1756	1756	603	2			1903		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	0	913	4	727	727	0	2			910		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	100	100	91	100			100		
cM capacity (veh/h)	712	205	1074	223	263	818	1616			561		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	NB 4						
Volume Total	0	72	256	513	513	555						
Volume Left	0	0	0	0	0	0						
Volume Right	0	72	0	0	0	299						
cSH	1700	818	1616	1700	1700	1700						
Volume to Capacity	0.00	0.09	0.00	0.30	0.30	0.33						
Queue Length 95th (ft)	0	7	0	0	0	0						
Control Delay (s)	0.0	9.8	0.0	0.0	0.0	0.0						
Lane LOS	A	A										
Approach Delay (s)	0.0	9.8	0.0									
Approach LOS	A	A										
Intersection Summary												
Average Delay			0.4									
Intersection Capacity Utilization			38.1%		ICU Level of Service					A		
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis 2: W Peachtree St & 13th St

DRI 2659 1105 W Peachtree
Synchro 9 Report

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	0	0	0	0	242	0	1857	97	0	0	0
Future Volume (Veh/h)	8	0	0	0	0	242	0	1857	97	0	0	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	1.00	1.00	1.00
Hourly flow rate (vph)	8	0	0	0	0	252	0	1934	101	0	0	0
Pedestrians					82			8			5	
Lane Width (ft)					12.0			12.0			0.0	
Walking Speed (ft/s)					3.5			3.5			3.5	
Percent Blockage					8			1			0	
Right turn flare (veh)												
Median type								None			None	
Median storage veh												
Upstream signal (ft)								451				
pX, platoon unblocked	0.81	0.81		0.81	0.81	0.81				0.81		
vC, conflicting volume	740	2117	8	2074	2066	621	0			2117		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	0	1202	8	1150	1140	0	0			1202		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	99	100	100	100	100	69	100			100		
cM capacity (veh/h)	540	139	1070	108	151	814	1636			438		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	NB 4						
Volume Total	8	252	322	645	645	423						
Volume Left	8	0	0	0	0	0						
Volume Right	0	252	0	0	0	101						
cSH	540	814	1636	1700	1700	1700						
Volume to Capacity	0.01	0.31	0.00	0.38	0.38	0.25						
Queue Length 95th (ft)	1	33	0	0	0	0						
Control Delay (s)	11.8	11.4	0.0	0.0	0.0	0.0						
Lane LOS	B	B										
Approach Delay (s)	11.8	11.4	0.0									
Approach LOS	B	B										
Intersection Summary												
Average Delay			1.3									
Intersection Capacity Utilization			51.0%		ICU Level of Service					A		
Analysis Period (min)			15									

HCM 2010 TWSC
3: Peachtree Walk & 13th St

DRI 2659 1105 W Peachtree
Synchro 9 Report

Intersection

Int Delay, s/veh 7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	36	7	12	70	3	29
Future Vol, veh/h	36	7	12	70	3	29
Conflicting Peds, #/hr	0	8	8	0	3	4
Sign Control	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	48	9	16	93	4	39

Major/Minor	Major1		Minor2		Minor1	
Conflicting Flow All	0	0	80	65	111	69
Stage 1	-	-	0	0	61	-
Stage 2	-	-	80	65	50	-
Critical Hdwy	-	-	7.1	6.5	7.1	6.2
Critical Hdwy Stg 1	-	-	-	-	6.1	-
Critical Hdwy Stg 2	-	-	6.1	5.5	-	-
Follow-up Hdwy	-	-	3.5	4	3.5	3.3
Pot Cap-1 Maneuver	-	-	913	830	872	1000
Stage 1	-	-	-	-	955	-
Stage 2	-	-	934	845	-	-
Platoon blocked, %	-	-				
Mov Cap-1 Maneuver	-	-	877	824	788	992
Mov Cap-2 Maneuver	-	-	877	824	788	-
Stage 1	-	-	-	-	955	-
Stage 2	-	-	898	839	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	10	8.9
HCM LOS		B	A

Minor Lane/Major Mvmt	NBLn1	EBT	EBRWBLn1
Capacity (veh/h)	968	-	- 831
HCM Lane V/C Ratio	0.044	-	- 0.132
HCM Control Delay (s)	8.9	-	- 10
HCM Lane LOS	A	-	- B
HCM 95th %tile Q(veh)	0.1	-	- 0.5

HCM 2010 TWSC
3: Peachtree Walk & 13th St

DRI 2659 1105 W Peachtree
Synchro 9 Report

Intersection

Int Delay, s/veh 5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	74	24	38	37	3	15
Future Vol, veh/h	74	24	38	37	3	15
Conflicting Peds, #/hr	0	22	22	0	2	2
Sign Control	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	99	32	51	49	4	20

Major/Minor	Major1		Minor2		Minor1	
Conflicting Flow All	0	0	147	153	164	159
Stage 1	-	-	0	0	137	-
Stage 2	-	-	147	153	27	-
Critical Hdwy	-	-	7.1	6.5	7.1	6.2
Critical Hdwy Stg 1	-	-	-	-	6.1	-
Critical Hdwy Stg 2	-	-	6.1	5.5	-	-
Follow-up Hdwy	-	-	3.5	4	3.5	3.3
Pot Cap-1 Maneuver	-	-	826	742	805	892
Stage 1	-	-	-	-	871	-
Stage 2	-	-	860	775	-	-
Platoon blocked, %	-	-				
Mov Cap-1 Maneuver	-	-	807	726	746	873
Mov Cap-2 Maneuver	-	-	807	726	746	-
Stage 1	-	-	-	-	871	-
Stage 2	-	-	840	759	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	10.4	9.4
HCM LOS		B	A

Minor Lane/Major Mvmt	NBLn1	EBT	EBRWBLn1
Capacity (veh/h)	849	-	- 765
HCM Lane V/C Ratio	0.028	-	- 0.131
HCM Control Delay (s)	9.4	-	- 10.4
HCM Lane LOS	A	-	- B
HCM 95th %tile Q(veh)	0.1	-	- 0.4

HCM 2010 TWSC
4: Peachtree Walk & 12th St

DRI 2659 1105 W Peachtree
Synchro 9 Report

Intersection

Int Delay, s/veh 3.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	23	86	10	4	156	4	29	10	11	6	9	22
Future Vol, veh/h	23	86	10	4	156	4	29	10	11	6	9	22
Conflicting Peds, #/hr	31	0	6	6	0	31	13	0	40	40	0	13
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	1	0
Mvmt Flow	27	101	12	5	184	5	34	12	13	7	11	26

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	219	0	0	119	0	0	394	396	153	440	399	230
Stage 1	-	-	-	-	-	-	167	167	-	226	226	-
Stage 2	-	-	-	-	-	-	227	229	-	214	173	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.51	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.51	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.51	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4.009	3.3
Pot Cap-1 Maneuver	1362	-	-	1482	-	-	569	544	898	531	541	814
Stage 1	-	-	-	-	-	-	840	764	-	781	719	-
Stage 2	-	-	-	-	-	-	780	718	-	793	758	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1345	-	-	1426	-	-	522	512	859	471	509	780
Mov Cap-2 Maneuver	-	-	-	-	-	-	522	512	-	471	509	-
Stage 1	-	-	-	-	-	-	818	744	-	742	695	-
Stage 2	-	-	-	-	-	-	731	694	-	724	738	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.5	0.2	12.1	11.1
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	569	1345	-	-	1426	-	-	631
HCM Lane V/C Ratio	0.103	0.02	-	-	0.003	-	-	0.069
HCM Control Delay (s)	12.1	7.7	0	-	7.5	0	-	11.1
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.3	0.1	-	-	0	-	-	0.2

HCM 2010 TWSC
4: Peachtree Walk & 12th St

DRI 2659 1105 W Peachtree
Synchro 9 Report

Intersection

Int Delay, s/veh 3.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	16	156	87	14	182	8	6	18	8	5	43	56
Future Vol, veh/h	16	156	87	14	182	8	6	18	8	5	43	56
Conflicting Peds, #/hr	18	0	25	25	0	18	36	0	20	20	0	36
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	2	0
Mvmt Flow	16	161	90	14	188	8	6	19	8	5	44	58

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	214	0	0	276	0	0	572	507	251	511	548	246
Stage 1	-	-	-	-	-	-	264	264	-	239	239	-
Stage 2	-	-	-	-	-	-	308	243	-	272	309	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.52	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.52	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4.018	3.3
Pot Cap-1 Maneuver	1368	-	-	1299	-	-	434	471	793	476	444	798
Stage 1	-	-	-	-	-	-	746	694	-	769	708	-
Stage 2	-	-	-	-	-	-	706	708	-	738	660	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1321	-	-	1274	-	-	340	440	759	431	415	757
Mov Cap-2 Maneuver	-	-	-	-	-	-	340	440	-	431	415	-
Stage 1	-	-	-	-	-	-	718	668	-	745	688	-
Stage 2	-	-	-	-	-	-	582	688	-	686	635	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.5	0.5	13.4	13.1
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	463	1321	-	-	1274	-	-	550
HCM Lane V/C Ratio	0.071	0.012	-	-	0.011	-	-	0.195
HCM Control Delay (s)	13.4	7.8	0	-	7.9	0	-	13.1
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.7

HCM 2010 TWSC
5: North Access & 13th St

DRI 2659 1105 W Peachtree
Synchro 9 Report

Intersection

Int Delay, s/veh 3.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	23	262	65	6	63	16
Future Vol, veh/h	23	262	65	6	63	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	25	285	71	7	68	17

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	310	0	315	167
Stage 1	-	-	-	-	167	-
Stage 2	-	-	-	-	148	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1262	-	682	882
Stage 1	-	-	-	-	867	-
Stage 2	-	-	-	-	884	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1262	-	644	882
Mov Cap-2 Maneuver	-	-	-	-	644	-
Stage 1	-	-	-	-	867	-
Stage 2	-	-	-	-	834	-

Approach	EB	WB	NB
HCM Control Delay, s	0	7.3	10.9
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	644	882	-	-	1262	-
HCM Lane V/C Ratio	0.106	0.02	-	-	0.056	-
HCM Control Delay (s)	11.3	9.2	-	-	8	0
HCM Lane LOS	B	A	-	-	A	A
HCM 95th %tile Q(veh)	0.4	0.1	-	-	0.2	-

HCM 2010 TWSC
5: North Access & 13th St

DRI 2659 1105 W Peachtree
Synchro 9 Report

Intersection

Int Delay, s/veh 7.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	34	70	18	15	235	59
Future Vol, veh/h	34	70	18	15	235	59
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	37	76	20	16	255	64

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	113	0	130	75
Stage 1	-	-	-	-	75	-
Stage 2	-	-	-	-	55	-
Critical Hdwy	-	-	4.1	-	7.1	6.2
Critical Hdwy Stg 1	-	-	-	-	6.1	-
Critical Hdwy Stg 2	-	-	-	-	6.1	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1489	-	847	992
Stage 1	-	-	-	-	939	-
Stage 2	-	-	-	-	962	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1489	-	838	992
Mov Cap-2 Maneuver	-	-	-	-	838	-
Stage 1	-	-	-	-	939	-
Stage 2	-	-	-	-	949	-

Approach	EB	WB	NB
HCM Control Delay, s	0	4.1	10.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	838	992	-	-	1489	-
HCM Lane V/C Ratio	0.305	0.065	-	-	0.013	-
HCM Control Delay (s)	11.2	8.9	-	-	7.5	0
HCM Lane LOS	B	A	-	-	A	A
HCM 95th %tile Q(veh)	1.3	0.2	-	-	0	-

HCM 2010 TWSC
6: 12th St & South Access

DRI 2659 1105 W Peachtree
Synchro 9 Report

Intersection

Int Delay, s/veh 3.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	164	125	145	33	8	39
Future Vol, veh/h	164	125	145	33	8	39
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	178	136	158	36	9	42

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	193	0	-	0	668	176
Stage 1	-	-	-	-	176	-
Stage 2	-	-	-	-	492	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1392	-	-	-	426	872
Stage 1	-	-	-	-	859	-
Stage 2	-	-	-	-	619	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1392	-	-	-	367	872
Mov Cap-2 Maneuver	-	-	-	-	367	-
Stage 1	-	-	-	-	859	-
Stage 2	-	-	-	-	534	-

Approach	EB	WB	SB
HCM Control Delay, s	4.5	0	10.3
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1392	-	-	-	367	872
HCM Lane V/C Ratio	0.128	-	-	-	0.024	0.049
HCM Control Delay (s)	8	0	-	-	15	9.3
HCM Lane LOS	A	A	-	-	C	A
HCM 95th %tile Q(veh)	0.4	-	-	-	0.1	0.2

HCM 2010 TWSC
6: 12th St & South Access

DRI 2659 1105 W Peachtree
Synchro 9 Report

Intersection

Int Delay, s/veh 3.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	44	227	208	10	30	147
Future Vol, veh/h	44	227	208	10	30	147
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	48	247	226	11	33	160

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	237	0	-	0	574	232
Stage 1	-	-	-	-	232	-
Stage 2	-	-	-	-	342	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1342	-	-	-	484	812
Stage 1	-	-	-	-	811	-
Stage 2	-	-	-	-	724	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1342	-	-	-	464	812
Mov Cap-2 Maneuver	-	-	-	-	464	-
Stage 1	-	-	-	-	811	-
Stage 2	-	-	-	-	694	-

Approach	EB	WB	SB
HCM Control Delay, s	1.3	0	11
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1342	-	-	-	464	812
HCM Lane V/C Ratio	0.036	-	-	-	0.07	0.197
HCM Control Delay (s)	7.8	0	-	-	13.3	10.5
HCM Lane LOS	A	A	-	-	B	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2	0.7

HCM Unsignalized Intersection Capacity Analysis

7: W Peachtree St & West Access

DRI 2659 1105 W Peachtree
Synchro 9 Report

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	31	1644	131	0	0
Future Volume (Veh/h)	0	31	1644	131	0	0
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	34	1787	142	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh						
Upstream signal (ft)			212			
pX, platoon unblocked	0.78	0.78			0.78	
vC, conflicting volume	1858	518			1929	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	709	0			800	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	96			100	
cM capacity (veh/h)	292	854			651	
Direction, Lane #	WB 1	NB 1	NB 2	NB 3	NB 4	
Volume Total	34	511	511	511	397	
Volume Left	0	0	0	0	0	
Volume Right	34	0	0	0	142	
cSH	854	1700	1700	1700	1700	
Volume to Capacity	0.04	0.30	0.30	0.30	0.23	
Queue Length 95th (ft)	3	0	0	0	0	
Control Delay (s)	9.4	0.0	0.0	0.0	0.0	
Lane LOS	A					
Approach Delay (s)	9.4	0.0				
Approach LOS	A					
Intersection Summary						
Average Delay			0.2			
Intersection Capacity Utilization			36.0%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

7: W Peachtree St & West Access

DRI 2659 1105 W Peachtree
Synchro 9 Report

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	119	1715	36	0	0
Future Volume (Veh/h)	0	119	1715	36	0	0
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	129	1864	39	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)			212			
pX, platoon unblocked	0.79	0.79			0.79	
vC, conflicting volume	1884	486			1903	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	778	0			803	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	85			100	
cM capacity (veh/h)	266	860			654	
Direction, Lane #	WB 1	NB 1	NB 2	NB 3	NB 4	
Volume Total	129	533	533	533	305	
Volume Left	0	0	0	0	0	
Volume Right	129	0	0	0	39	
cSH	860	1700	1700	1700	1700	
Volume to Capacity	0.15	0.31	0.31	0.31	0.18	
Queue Length 95th (ft)	13	0	0	0	0	
Control Delay (s)	9.9	0.0	0.0	0.0	0.0	
Lane LOS	A					
Approach Delay (s)	9.9	0.0				
Approach LOS	A					
Intersection Summary						
Average Delay			0.6			
Intersection Capacity Utilization			39.5%	ICU Level of Service		A
Analysis Period (min)			15			

Appendix D: ARC RTP Project Sheets

Short Title

PEACHTREE CORRIDOR COMPLETE STREET RETROFIT -
PHASE 3 FROM SHADOWLAWN AVENUE TO MAPLE
DRIVE

GDOT Project No.

0006684

Federal ID No.

CSMSL-0006-00(684)

Status

Programmed

Service Type

Last Mile Connectivity / Complete Street Retrofit

Sponsor

Buckhead CID, City of Atlanta

Jurisdiction

City of Atlanta

Analysis Level

Exempt from Air Quality Analysis (40 CFR 93)

Existing Thru Lane

6

LCI

X

Planned Thru Lane

6

Flex

Network Year

TBD

Corridor Length

0.1 miles



Detailed Description and Justification

This is a last mile connectivity project to be implemented along Peachtree Rd from Shadowlawn Avenue to Maple Drive. The project will improve connectivity to existing bus stops and the Buckhead MARTA station. The project consists of a typical section with three lanes in each direction consisting of 10-ft inside and outside lanes and an 11-ft center lane divided by a 19-ft raised landscape median (including turn lanes), except between Stratford Road to Lenox Drive, which consists of three 11-ft lanes in each direction. The project also proposes 5-ft bike lanes, header curb and a 14 to 17-ft shoulder comprised of a 6-ft landscape strip and 8 to 11-ft wide sidewalks on both sides of the roadway.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	STP - Statewide Flexible (GDOT)	AUTH	2011	\$100,000	\$80,000	\$20,000	\$0,000	\$0,000
PE	Local Jurisdiction/Municipality Funds	AUTH	2014	\$200,000	\$0,000	\$0,000	\$0,000	\$200,000
ROW	STP - Urban (>200K) (ARC)	AUTH	2016	\$1,566,000	\$1,252,800	\$0,000	\$0,000	\$313,200
ROW	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)		2017	\$6,496,500	\$1,406,640	\$0,000	\$0,000	\$5,089,860
UTL	Local Jurisdiction/Municipality Funds		2018	\$673,780	\$0,000	\$0,000	\$0,000	\$673,780
CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)		2018	\$1,913,847	\$1,531,078	\$0,000	\$0,000	\$382,769
				\$10,950,127	\$4,270,518	\$20,000	\$0,000	\$6,659,609

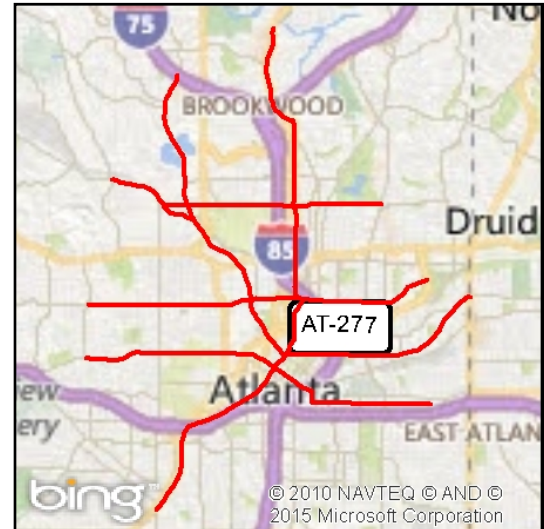
SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquisition
UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases



For additional information about this project, please call (404) 463-3100 or email transportation@atlantaregional.com.



Short Title	CYCLE ATLANTA: PHASE 1.0 - BICYCLE MOBILITY IMPROVEMENTS		
GDOT Project No.	0012593		
Federal ID No.	N/A		
Status	Programmed		
Service Type	Last Mile Connectivity / Bicycle Facility		
Sponsor	City of Atlanta		
Jurisdiction	City of Atlanta		
Analysis Level	Exempt from Air Quality Analysis (40 CFR 93)		
Existing Thru Lane	N/A	LCI	☐
Planned Thru Lane	N/A	Flex	☒



Network Year
Corridor Length miles

Detailed Description and Justification

This project involves installing the bicycle facilities identified by the ARC-funded Cycle Atlanta: Phase 1.0 study. These facilities will support the existing and planned compact development in the central core of the city, as well as within the Atlanta BeltLine Planning Area, by supporting cycling as a mode of transportation between varied land uses. The five Core Bicycle Connection corridors from the Connect Atlanta Plan that will be analyzed under Phase 1.0 connect directly to 13 of the 38 MARTA heavy rail stations, providing enhanced connections between housing, services, employment opportunities and transit stations. The results of the study will identify methods to retrofit existing urban roadways with bicycle facilities in a context sensitive manner that protects the character and integrity of existing neighborhoods while meeting the needs of the community. Many of these study corridors overlap the ARC Bicycle Study Network, including West Marietta Street, Howell Mill Road, Peachtree Street, Lee Street and Martin Luther King, Jr Drive. Examples of the types of projects to be implemented can be found in the NACTO Urban Bikeway Design Guide. The study will be completed and adopted by June 30, 2013. Project components are identified as Core Bicycle Connections and Secondary Bicycle Connections in the Connect Atlanta Plan. Portions of this project are located in defined Equitable Target Areas. The project is being funded under the Last Mile Connectivity Program, a regional program defined in PLAN 2040 to improve pedestrian and bicyclist mobility, accessibility and safety along transit corridors, within employment and commercial centers, and in the vicinity of other major origins and destinations such as schools.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	STP - Urban (>200K) (ARC)	AUTH	2014	\$450,000	\$360,000	\$0,000	\$0,000	\$90,000
ROW	STP - Urban (>200K) (ARC)	AUTH	2015	\$50,000	\$40,000	\$0,000	\$0,000	\$10,000
CST	STP - Urban (>200K) (ARC)	AUTH	2015	\$2,000,000	\$1,600,000	\$0,000	\$0,000	\$400,000
				\$2,500,000	\$2,000,000	\$0,000	\$0,000	\$500,000

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquisition
 UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases



For additional information about this project, please call (404) 463-3100 or email transportation@atlantaregional.com.



Short Title

CYCLE ATLANTA PHASE 1.0 - IMPLEMENTATION AT VARIOUS LOCATIONS

GDOT Project No.

0014993

Federal ID No.

N/A

Status

Programmed

Service Type

Last Mile Connectivity / Pedestrian Facility

Sponsor

City of Atlanta

Jurisdiction

City of Atlanta

Analysis Level

Exempt from Air Quality Analysis (40 CFR 93)

Existing Thru Lane

N/A

LCI

☐

Planned Thru Lane

N/A

Flex

☒

Network Year

TBD

Corridor Length

4.6 miles



Detailed Description and Justification

This project will install the bicycle facilities identified in the ARC funded Cycle Atlanta: Phase 1.0 study. These facilities will support the existing and planned compact development in the central core of the city, as well as within the Atlanta BeltLine Planning Area by supporting cycling as a mode of transportation between varied land uses. Projects include (1) protected bike lanes on Mangum/Walker/Peters/Lee - part of Corridor A, (2) bike lanes and buffered bike lanes on R. McGill Blvd - part of Corridor C, and (3) the Bicycle Boulevard/Neighborway along Woodward Avenue - part of Corridor D. The projects add 4.6 miles of high quality bicycle facilities to Atlanta's network and make key connections within the 31-mile Phase 1.0 network. Portions of this project are located in Equitable Target Areas.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	Transportation Alternatives (Section 133(h)) - Urban (>200K) (ARC)		2017	\$237,500	\$190,000	\$0,000	\$0,000	\$47,500
CST	Local Jurisdiction/Municipality Funds		2018	\$2,950,000	\$0,000	\$0,000	\$0,000	\$2,950,000
				\$3,187,500	\$190,000	\$0,000	\$0,000	\$2,997,500

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquisition
 UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases



For additional information about this project, please call (404) 463-3100 or email transportation@atlantaregional.com.



Short Title

MIDTOWN ATLANTA REGIONAL ACTIVITY CENTER -
PEDESTRIAN MOBILITY AND SAFETY IMPROVEMENTS

GDOT Project No.

0012594

Federal ID No.

N/A

Status

Programmed

Service Type

Last Mile Connectivity / Pedestrian Facility

Sponsor

City of Atlanta, Midtown Alliance

Jurisdiction

City of Atlanta

Analysis Level

Exempt from Air Quality Analysis (40 CFR 93)

Existing Thru Lane

N/A

LCI

☐

Planned Thru Lane

N/A

Flex

☒

Network Year

TBD

Corridor Length

N/A miles



Detailed Description and Justification

This project involves installing/constructing pedestrian safety improvements at several intersections adjacent to existing heavy rail stations and regional local and express bus stops. This project includes the addition of new traffic signals at seven intersections as well as rectangular rapid flash beacons (RRFBs) at five intersections. These signals are necessary to provide safe opportunities for pedestrian crossings of the Strategic Regional Throughfare Network and the Regional Strategic Transportation System corridors within Midtown. These locations were identified for improvements in the Blueprint Midtown plan. To increase the visibility of pedestrian crossings in Midtown, approximately 140 intersections will be restriped in the Midtown core. The existing striping is in poor condition and many intersections were never re-striped after resurfacing and construction projects. The project is being funded under the Last Mile Connectivity Program, a regional program defined in PLAN 2040 to improve pedestrian and bicyclist mobility, accessibility and safety along transit corridors, within employment and commercial centers, and in the vicinity of other major origins and destinations such as schools.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	Local Jurisdiction/Municipality Funds	AUTH	2015	\$27,000	\$0,000	\$0,000	\$0,000	\$27,000
CST	STP - Urban (>200K) (ARC)	AUTH	2015	\$1,750,000	\$1,421,600	\$0,000	\$0,000	\$328,400
				\$1,777,000	\$1,421,600	\$0,000	\$0,000	\$355,400

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquisition
 UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases



For additional information about this project, please call (404) 463-3100 or email transportation@atlantaregional.com.

