DRI #4330 AVON-HIGGINS MIXED-USE DEVELOPMENT

DATE: December 1, 2024

LOCATION: City of Atlanta, Fulton County, Georgia

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Executive Summary

A new mixed-use residential development is proposed for construction south of Avon Avenue, east of Higgins Street and west of Sylvan Road in Atlanta, Georgia. The proposed development will consist of 28 townhomes, 822 apartments, and 98,336 square feet of retail and is expected to be completed by 2028. The development aims to prioritize the preservation of land for a pedestrian and bicycle-friendly neighborhood and promote easy access to public transit and the BeltLine corridor. The proposed 8.44-acre development will also create a high-density, transit-oriented community with long-term affordable housing, affordable commercial spaces and amenities offering potential for job creation.

The site is currently zoned Light Industrial (I-1-C) and a rezoning application was filed with the City of Atlanta Zoning Review Board to rezone the site to Mixed Residential Commercial (MRC-3-C). As a result, the project is considered a Development of Regional Impact (DRI) and is subject to Georgia Regional Transportation Authority (GRTA) and Atlanta Regional Commission (ARC) review due to the project size exceeding 500,000 gross square feet. Based on discussions held during the Methodology Meeting on August 19, 2024, it was decided that the Alternative Study Option (ASO) would be the most appropriate analysis for this DRI.

To complete the ASO, a detailed analysis of pedestrian, bicycle, and transit transportation facilities was performed. This included a site visit to record the existing pedestrian and bicycle facilities, as well as transit stop locations. Additionally, data on pedestrian and cyclist volumes, along with non-vehicular crash statistics, were utilized to assess these facilities. The following recommendations are proposed to improve multimodal access to/from the Avon-Higgins development.

- Construct sidewalks on the site frontage of Avon Avenue and Higgins Street.
- Construct 5' furniture zone with trees on the site frontage of Avon Avenue and Higgins Street.
- Provide 70' BeltLine ROW along east side of site.
- Car/Vanpool and EV parking will be provided to meet or exceed City of Atlanta requirements.
- Provide 150 bicycle parking spaces, which is 100 more spaces than required.
- Install wayfinding signs at the entrances of the development to key destinations and transit stations via preferred pedestrian and bicycle routes.
- Install signage on Higgins Street indicating bicycle access and storage.
- Provide on-street loading and short-term parking to the site on Avon Avenue and Higgins Street.
- Design full access site driveways on Avon Avenue to maximize visibility by pedestrians and bicycles.
- Provide bicycle lanes on Avon Avenue and Higgins Street.
- Coordinate with MARTA to amenitize existing MARTA stops on the north and south sides of Avon Avenue to include a bench and transit shelter, if possible, within the right-of-way.

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A. Introduction

A new mixed-use residential development is proposed for construction south of Avon Avenue, east of Higgins Street, west of Sylvan Road, and north of Dill Avenue in Atlanta, Georgia. The site is comprised of three (3) parcels located at 934 Avon Avenue SW, 972 Avon Avenue SW and 1244 Avon Avenue SW and is currently zoned Light Industrial (I-1-C). A rezoning application has been filed with the City of Atlanta Zoning Review Board to rezone the site to Mixed Residential Commercial (MRC-3-C). **Figure 1** shows the site location.

The project is considered a Development of Regional Impact (DRI) and is subject to Georgia Regional Transportation Authority (GRTA) and Atlanta Regional Commission (ARC) review due to the project size exceeding 500,000 gross square feet. The DRI was formally triggered by the filing of the Rezoning from I-1 to MRC-3. This study includes the agreed upon methodology discussed in the August 19, 2024 Methodology Meeting and as outlined in the GRTA Letter of Understanding dated August 30, 2024, see **Appendix A**.

A.1. Proposed Development

The proposed development will consist of 28 townhomes, 822 apartments, and 98,336 square feet of retail (see **Table 1**) and is expected to be completed by 2028. A portion of the housing (~193 units) will be dedicated to affordable housing. The development will contain seven (7) total access points:

- Six (6) full-access points along Higgins Street (the development will reconstruct Higgins Street, essentially acting as one (1) driveway along Avon Avenue).
- One (1) full-access point along Avon Avenue.

The development aims to prioritize the preservation of land for a pedestrian and bicycle-friendly neighborhood and promote easy access to public transit and the BeltLine corridor. The proposed 8.44-acre development will also create a high-density, transit-oriented community with long-term affordable housing, affordable commercial spaces and amenities offering potential for job creation. The proposed site plan is provided in **Appendix B**.

Table 1: Proposed Avon Development Land Use

Land Use Type	Variable	Land Use Area (in square feet)*
Residential	850 Dwelling Units	883,600 SF
Retail	98,336 Square Feet	98,336 SF
TOTAL	981,936 SF	



Figure 1. Site Vicinity Map





A.2. Site Access

A.2.1. Vehicular Access

The proposed development will provide vehicular access via seven (7) outlets shown in **Figure 2** and mentioned below. On-site parking will be provided in two parking decks for Buildings A.1, A.2, and A.3. Townhomes will have their own parking on the south side of the site.

- i. Driveway A at Avon Avenue
- ii. Driveway B at Higgins Street
- iii. Driveway C at Higgins Street
- iv. Driveway D at Higgins Street
- v. Driveway E at Higgins Street
- vi. Driveway F at Higgins Street
- vii. Driveway G at Higgins Street

Driveways B-G will essentially act as one access point to the development since Higgins Street will be rebuilt as part of the construction for the proposed development. To simplify the site distribution, the intersection of Avon Avenue and Higgins Street will be treated as a new site access (comprising of Driveways B-G).

A.2.2. Multi-Modal Access

The proposed Avon-Higgins Mixed-Use Development will be served by a network of alternative modes of transportation. Currently, there are sidewalks along the roadways adjacent to the proposed development, though they are often incomplete or only along one side of the roadway. There are also dedicated bike lanes along Murphy Avenue, Sylvan Road, and Dill Avenue near the site.

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Figure 2. Site Location Map





B. Alternative Study Option Introduction

Based on discussions held during the Methodology Meeting on August 19, 2024, it was decided that the Alternative Study Option (ASO) would be the most appropriate analysis for this DRI. As a result, it was determined that a detailed analysis of pedestrian, bicycle, and transit modes of transportation would be conducted along the Alternative Study Option Network, up to $\frac{1}{2}$ mile from the site.

B.1. Study Area / Study Network

The following intersections and the connecting roadways/trails between them, up to $\frac{1}{2}$ mile from the site, were identified as the ASO study network, see **Figure 3**.

- 1. SR 154 & Campbellton Rd / Dill Ave
- 2. Dill Ave & Murphy Ave
- 3. Dill Ave & Sylvan Rd
- 4. Dill Ave & Allene Ave
- 5. Murphy Ave & Avon Ave
- 6. Sylvan Rd & Avon Ave
- 7. Sylvan Rd & Murphy Ave
- 8. SR 154 & Sylvan Rd
- 9. Avon Ave & Driveway A
- 10. Avon Ave & Higgins St (Driveways B-G)



Figure 3. Alternative Study Area Map





B.2. Study Approach

To complete the ASO, an evaluation of the current alternative transportation facilities was performed. This included a site visit to record the existing pedestrian and bicycle facilities, as well as transit stop locations. Additionally, data on pedestrian and cyclist volumes, along with non-vehicular crash statistics, were utilized to assess these facilities.

Programmed and planned improvements near the proposed development were identified to account for any improvements or modifications within the study network before or by the build-out year of the development.

B.3. Data Collection

On Thursday, September 19, 2024, a site visit was conducted to inventory the existing pedestrian, bicycle, and transit facilities within the study network. This included documenting sidewalk conditions, bicycle lanes or bike-friendly accommodations, and transit station locations. Additionally, obstacles to these multimodal facilities were recorded. Deficiencies observed during the site visit include cracked pavement, tripping hazards, facility obstructions, faded or missing striping, gaps in sidewalk connectivity, and other unsafe conditions.



C. Existing Conditions

C.1. Existing Pedestrian and Bicycle Infrastructure

The sidewalk network along the roadways adjacent to the proposed site are often incomplete or only along one side of the roadway. There are dedicated bike lanes along Murphy Avenue, Sylvan Road, and Dill Avenue near the site. **Figure 4** illustrates the existing pedestrian infrastructure. There is also the extension of the Atlanta Beltline that will be immediately adjacent to the site, providing easy long-range bike and pedestrian access.

C.2. Existing Pedestrian and Bicycle Activity

Existing pedestrian and bicycle destinations include Sylvan Middle School, Oakland City MARTA Station, Reverend James Orange Park, Perkerson Park, and the future location of the Murphy Crossing Development. In addition to the data collected during the site visit, Strava data on pedestrian and bicycle activity was used to evaluate activity in and around the study area. This information was used to establish existing conditions and to develop a needs assessment for future conditions. See **Figures 5 and 6** illustrate existing pedestrian and bicycle activity, respectively. As illustrated in these figures, the majority of existing pedestrian and bicycle activity occurs along Lee Street, Murphy Avenue, and Sylvan Road.









Figure 5. Existing Pedestrian Activity





Figure 6. Existing Bicycle Activity





C.3. Bicycle and Pedestrian Crash History

Crash data was analyzed in the study area to identify dangerous locations for pedestrians and bicyclists. Data was obtained from (GEARS / Numetric) for the five most recent years. **Table 2** below summarizes the frequency of crashes involving pedestrians and cyclists within the study area and **Figure 7** shows the locations of the collisions. Detailed crash data is provided in **Appendix C**.

Year	Bicycle	Pedestrian	Injuries	Fatalities	Total Crashes
2019	0	5	2	0	5
2020	0	1	0	0	1
2021	0	4	4	0	4
2022	2	1	3	0	3
2023	1	1	2	1	2
Total	3	12	11	1	15

Table 2: Bicycle and Pedestrian Crash Data Summary

According to the crash data, there were 15 total collisions in the study area over the past five (5) years. Of those crashes 80% involved pedestrians and 20% involved bicycles. In addition, one (1) fatality and eleven (11) injuries were reported. As illustrated in Figure 7, the intersection of Sylvan Road SW and Murphy Avenue SW experienced two (2) minor injury crashes.





Figure 7. Study Area Collisions Involving Bicycles & Pedestrians



C.4. Existing Transit Infrastructure

MARTA Route 79 (Sylvan Hills) operates along Avon Avenue with stops at the intersections of Avon Avenue with Murphy Avenue and with Sylvan Road. Specifically, the route runs between Oakland City Station and East Point Station with a 40-minute headway starting at 5:55 AM and running until 10:35 PM towards East Point Station and from 5:30 AM until 10:50 AM towards Oakland City Station on weekdays. The typical weekend schedule has longer headways of 1 hour and has slightly shorter operating times. The nearby bus stops do not have any amenities currently. The nearby Oakland City Station has parking available and connecting bus service to five different routes. The West End station has additional parking, along with Zipcar and bike repair stands.

The proposed site is located between two rail stations. The Oakland City Station is located about half a mile southwest of the proposed site and the West End Station is located just over a mile north of the site. The Murphy Crossing development is also expected to include a new MARTA rail station. **Figure 8** illustrates existing transit facilities in the study area.



Figure 8. Existing Transit Facilities





C.5. Existing Roadway Facilities

A description of the major roadways in the study network are as follows:

Avon Avenue is a two-lane undivided principal arterial that runs east-west in the study area. The road runs east from its intersection with Murphy Avenue and loops south until it intersects with Dill Avenue, changing to being called Allene Avenue when it changes to a north/south orientation. The roadway has a speed limit of 25 miles per hour (MPH) and land uses are primarily industrial along its length. A spur of the Atlanta Beltline is proposed along the north side of the roadway.

Murphy Avenue is a two-lane undivided major collector that runs north/south, parallel to Lee Street on the east side of the Norfolk Southern Railroad and the red/gold MARTA rail line. Murphy Avenue has markings for bikes to share the road and some sections have dedicated bike lanes. The speed limit along Murphy Avenue is 25 MPH and land uses are primarily industrial in the area around the proposed site.

Sylvan Road is a two-lane undivided minor arterial roadway with dedicated bike lanes. Sylvan Road runs south from its intersection with Lee Street towards the Hartsfield-Jackson International airport. Sylvan Hills Middle School is located half a mile south of its intersection with Avon Avenue and the speed limit on the roadway reduces from 35 MPH to 25 MPH withing the school zone. Land uses along Sylvan Road north of Dill Avenue are primarily industrial with residential south of Dill Avenue.

Dill Avenue is a two-lane undivided local roadway that runs east from its intersection with Lee Street towards US-41. The roadway has markings for bicyclists and sections of the roadway also have dedicated lanes for bikes. It has a posted speed limit of 25 MPH and land uses along Dill Avenue are primarily residential. The roadway shares an intersection with Lee Street opposite Campbellton Road.

Campbellton Road is a four-lane undivided local roadway that runs west from its intersection with Lee Street towards Interstate 285 and SR 154. Campbellton Road has a posted speed limit of 35 MPH near the project site and most of the land uses along Campbellton Road are residential. The Oakland City MARTA station is located on the southeast corner of the intersection of Campbellton Road and Lee Street.

Lee Street (US 29) is a five-lane undivided major collector that runs north from its intersection with Dill Avenue towards Atlanta, Georgia and south towards East Point. The roadway has a posted speed limit of 40 MPH and runs parallel to the red/gold MARTA rail line. Land uses along Lee Street are primarily commercial.



D. Programmed Future Improvements

D.1. Programmed and Planned Projects

Programmed and planned improvements near the proposed development were identified to account for any improvements or modifications within the study network before or by the build-out year of the development. As identified in **Table 3** below, the Programmed Projects include upgrades to pedestrian facilities to meet ADA standards, BRT service from the MARTA Oakland City station to the Greenbriar Mall area, signal enhancements, bridge enhancement, installation of pedestrian signals, pedestrian crossing improvements, and sidewalk replacement.

Table 4 shows the Planned Projects within the study network, which includes construction of Phase 1 of the Atlanta Streetcar Expansion Strategy, streetcar transit service, and high-capacity transit service to the Atlanta Metropolitan State College area. See **Appendix D** for Programmed and Planned Project descriptions.

#	Estimated Construction Date	Project ID	Project Description
1	2025	0013207	The project will upgrade equipment, accommodate pedestrians, and update pedestrian facilities to meet current ADA standards for the following intersections are in this project: 1.) SR 154 @ Lee St Connector 2.) SR 154 @ White St 3.) SR 154 @ Donnelly Ave 4.) SR 154 @ Sylvan Rd 5.) SR 154 @ White Oak Ave 6.) SR 154 @ Avon Ave 7.) SR 154 @ Van Buren St 8.) SR 154 @ Thorne Ave 9.) SR 154 @ Astor Ave/Deshler St 10.) SR 154/Cascade Palmetto Hwy @ South Fulton Pkwy
2	2030	AR-459	This project will provide bus rapid transit service on the Campbellton Road Corridor from the MARTA Oakland City heavy rail station to the Greenbriar Mall area.
3	TBD	AT-320	This project includes signal enhancements at intersections on Greenbriar Pkwy, Sylvan Rd, 10th St, State St, and North Ave. The signal enhancements include but not limited to signal equipment upgrades, detection upgrades, pavement marking improvements, ADA ramps, 4G or Fiber traffic communications installation and signal timing optimization to reduce overall corridor delay and improve progression.
4	TBD	AT-295	This project will upgrade the existing bridge along US 29/SR 14 (Lee Street) at the abandoned CSX Rail Line located between White Street and Donnelly Avenue.
5	2027	3026	This project will improve pedestrian accessibility by the installation of rectangular rapid flashing beacons (RRFBs), pedestrian hybrid beacons (PHB)/HAWK signals, signal upgrades, pedestrian refuge islands, and curb extensions, where appropriate across the City of Atlanta. Proposed project enhancements also include construction of spot upgrades, enhanced pedestrian connectivity to transit at approximately thirty-two (32) locations and ADA improvements at predetermined locations around the City of Atlanta.
6	2029	3010	Includes pedestrian crossing improvements and installation of a shared-use path along Lee St between the West End and Lakewood-Fort McPherson MARTA Stations. Where space permits, the trail will be raised and made of concrete, with a landscaped buffer protecting pedestrians, cyclists, and wheelchair users from vehicle lanes.
7	2027	4027	Replace Sidewalks along Erin Avenue and provide a Beltline connection.

Table 3: Programmed Projects



Table 4: Planned Projects

#	Estimated Construction Date	Project ID	Project Description
1	2050	AR-490D	Construction of Phase 1 of the Atlanta Streetcar Expansion Strategy has been broken down into 5 smaller sections. This section is 4.6 miles along the Beltline West Corridor
2	2050	AR-490G	This project will provide streetcar transit service along the southeastern quadrant of the Beltline corridor between Irwin Street and University Avenue.
3	2050	AR-491C	This project will provide high-capacity premium transit service along the Northside Drive corridor between I-75 north and the Atlanta Metropolitan State College area.

D.2. Standards and Ordinances

D.2.1. Sidewalk & Streetscape Ordinances

The proposed zoning for the Avon development is Mixed Residential Commercial (MRC-3). The City of Atlanta's Mixed Residential-Commercial (MRC) regulations are designed to ensure safe and accessible pedestrian pathways and to promote a pedestrian-friendly environment, while creating a balanced mix of uses and reducing vehicular trips. **Table 5** below identifies the key sidewalk and streetscape standards that will be implemented on the site. Standards were obtained from the City of Atlanta Code of Ordinances, Chapter 34.

Table 5: Sidewalk & Streetscape Standards

	Base forther
Standard	Description
Sidewalk Widths	Sidewalks must be wide enough to accommodate pedestrian traffic comfortably and should not be less than 15 feet in width.
Sidewalk Zones	Sidewalks shall consist of two zones: <u>Street Furniture and Tree Planting Zone</u> : Minimum width of five feet, located immediately adjacent to the curb. The zone shall meet the tree planning requirements and may also be used for the placement of street furniture. <u>Clear Zone</u> : Minimum ten feet, located immediately contiguous to the street furniture and tree planting zone. Shall be hardscape and be unobstructed for a minimum height of eight feet.
Pedestrian Access	Buildings are required to provide primary pedestrian access from adjacent sidewalks.
Visibility and Safety	Sidewalks should ensure clear visibility and safe access to buildings.
Street-Level Uses	Encouragement of pedestrian-oriented, street-level uses to enhance public safety and activity.

D.2.2. Vehicular & Bicycle Parking

The City of Atlanta's Mixed Residential-Commercial (MRC) regulations include specific guidelines for vehicular parking to ensure it complements the pedestrian-friendly environment. The total parking to be provided for the proposed Avon development is listed in **Table 6** below, along with applicable standards.

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Parking Requirements	Required Parking	Proposed Parking		
Residential	0 Spaces Required	0 Spaces Provided		
Non-Residential	1/600 sf = 164 Spaces Required	589 Spaces Provided		
Bicycle	50 Spaces Required	150 Spaces Provided		
Loading	Residential = 2 Spaces Required Non-Residential = 1 Space Required	3 Spaces Provided		
Standard	Descr	iption		
Off-Street Parking	Off-street surface parking shall not be lo without an intervening building.	ocated between a building and the street		
All automobile parking facilities shall include alternative fuel vehicle of Alternative Fuel vehicle Charging automobile parking spaces. No development shall be required to en maximum of five such spaces.				
Bicycle Parking	king Bicycle parking should be conveniently located and easily accessible to enu			
Pedestrian Amenities	Developments must maximize opportunities for pedestrian amenities, including parks, plazas, and greenways.			
Landscaping and Barriers	 Surface parking lots must include minimum landscaping and barrier requirement to enhance aesthetics and safety. 			
Curb Cuts	Restrictions on the number of curb cup athway.	its to maintain a continuous pedestrian		
	Developments in MRC districts must inc mobility devices such as e-scooters an accessible and located near building en	clude designated parking areas for micro- d bicycles. These areas should be easily trances.		
Micro-Mobility Parking	Integration with Public Transit: Micro-mobility parking facilities should be integrated with public transit stops to encourage multi-modal transportation.			
	Pedestrian-Friendly Design: The design of micro-mobility parking areas must ensure they do not obstruct pedestrian pathways and are integrated into the overall pedestrian-friendly environment of the MRC district.			

Table 6: Vehicular & Bicycle Parking Standards

D.2.3. MARTA Service Standards

MARTA's Service Standards identify the policies that guide delivery of transit service, see **Table 7**. The standards guide MARTA's process for evaluating transit service and implementing regular service changes. For the purpose of this study, MARTA Transit Amenities were evaluated. Per Section 3.7, Transit Amenities are "the features available to passengers on MARTA vehicles, and at the Authority's more than 9,000 Bus Stops, 12 Streetcar Stations, and 37 Heavy Rail Stations". The following amenity standards are described below by station type and vehicle mode.





Table 7: MARTA Service Design Guidelines

Amenity Type	Service Area Standard		
Due Sten Ameritian	At minimum, all MARTA bus stops are marked with a MARTA bus stop sign, as well as contact information for customer service and bus schedule information.		
Bus Stop Amenities	MARTA will review shelter placement requests to ensure equitable distribution throughout the service area and will consider the following factors: Ridership, Span of Service, Trip Frequency, Title VI Compliance, and Local Land Use.		
Streetcar Station Amenities	In addition to shelters and benches, all Streetcar stations include the following amenities: System Map and Passenger Information, Fare Vending Machine, Level Boarding Platform, and ADA Accessible Ramps and Waiting Area.		
Heavy Rail Station Amenities	In addition to Breeze Card vending machines, emergency phones, seating areas with benches and trash receptacles, all rail stations are equipped with the following amenities: Train Arrival Information, System Map and Passenger Information, Level Boarding Platforms, ADA Accessible Platforms, and Wayfinding.		

MARTA also strives to provide equitable transit access throughout the service area. **Table 8** illustrates what is considered an accessible distance. Per Section 3.8, transit access is the distance a person must travel to access MARTA's fixed-route service. This distance considers a customer's actual path of travel, considering the street network and the built environment.

Table 8: MARTA Service Area Standards

Service Type	Service Area Standard
Bus Service	Bus service is considered accessible within approximately a $1/4$ -mile pedestrian or wheelchair travel distance. Some geographical barriers may restrict access to MARTA service within a $1/4$ -mile.
Streetcar Service	Streetcar Service is considered accessible within a 1/2-mile pedestrian or wheelchair travel distance of any given Streetcar station during all hours of service.
Heavy Rail Service	Heavy Rail Service is considered accessible within a 1/2-mile pedestrian or wheelchair travel distance of any given Heavy Rail station during all hours of service.



E. Needs Assessments

E.1. Detailed Study Area Needs Assessment

Deficiencies observed during the site visit include cracked pavement, tripping hazards, faded or missing striping, gaps in sidewalk connectivity, and other unsafe conditions. **Table 9** below identifies the areas of concern which are also illustrated in **Figure 9** and **Appendix E**.

Item of Concern	Location	Description	Photo(s) #
	Avon Ave	North side of Avon Ave from Murphy Ave to Sylvan Rd	1-3
		South side of Avon Ave east of Sylvan Rd	4 - 5
	Dill Ave	South side of Dill Ave, starting approximately 800 feet west of Murphy Ave to east of Sylvan Rd	6 - 7
Cracked /		Northeast corner of Dill Ave and Lee St	8
Uneven Sidewalk	Orderen Del	Various areas on the west side of Sylvan Rd from the intersection of Arden Ave to Murphy Ave	9 - 17
	Sylvan Ku	Various areas on the east side of Sylvan Rd from south of Dill Ave to Murphy Ave	18 - 22
	Murphy Ave	Various areas on the east side of Murphy Ave north and south of Avon Ave	23 - 24
	Lee St	Various areas on west side of Lee St from Arlington Ave to Murphy Sylvan Rd	25 - 28
		No sidewalk on the north side of Avon Ave east of Sylvan Rd	29 - 30
	Avon Ave	No sidewalk on the south side of Avon Avenue from Murphy Ave to Sylvan Rd	31 - 35
Gaps in Sidewalk	Dill Avenue	Approximately 1,000 feet of significant gaps in sidewalk pavement on the north side of Dill Ave between Murphy Ave and Sylvan Rd	36 - 38
	Sylvan Rd	East side of Sylvan Rd from north of Cox Ave to Warner St	39 - 42
	Murphy Ave	West side of Murphy Ave from Dill Ave to Sylvan Rd	43 - 47
		East side of Murphy Ave from south of Avon Ave to Sylvan Rd	48 - 52
	Avon Ave	Westbound at Murphy Ave	54
	Murphy Ave	Northbound at Avon Ave	55
		Northbound at Dill Ave	56
	Campbellton Rd	Eastbound west of Oakland Dr	57
Stone Lacking		Northbound at Genessee Ave	58
Amenities		Southbound at Arden Ave	59
/		Northbound at Dill Ave	60
	Sylvan Rd	Northbound at Erin Ave	61
	- ,	Southbound at Cox Ave	62
		Northbound at Avon Ave	63
		Southbound at Avon Ave	64
	Avon Ave	Southeast corner of Avon Ave at Murphy Ave	65
Cracked /	Dill Ave	Southwest corner of Dill Ave and Murphy Ave	66
Uneven		Pedestrian island at Dill Avenue and Lee St	67
Pedestrian	Campbellton Rd	Northwest corner of Campbellton Rd and Oakland Dr	68
Ramps	Lee St	Northwest corner of Lee St and Lawton Ave	69

Table 9: Study Area Items of Concern



Missing Pedestrian Warning Strips at Ramps	Sylvan Rd	East ramps at Sylvan Rd and Warner St		
	Lee St	West ramps at Lee St and Oakland Lane		
	Murphy Ave	East ramps at Murphy Ave and Arden Ave		
	Oo waxa la a litta ya Dal	East and west ramps at Campbellton Rd and Dorsey St	76 - 77	
	Campbellion Ru	East and west ramps at Campbellton Rd and Brewster St	78 - 79	
Add / Restripe Pedestrian Crosswalk	Campbellton Rd	Restripe north pedestrian crosswalk at Campbellton Rd and Oakland Dr	80	
		Missing pedestrian crosswalk striping at Campbellton Rd and Dorsey St	81	
	Dill Ave	Restripe crosswalk at the intersection of Dill Ave and Sylvan Rd		
	Avon Ave	Missing pedestrian crosswalk striping at Avon Ave and Sylvan Rd	84	
		Missing pedestrian crosswalk striping at Avon Ave and Murphy Ave	85	
Additional Observations	Murphy Ave	Extent of sidewalk along the west side of Murphy Ave from Arden Ave to Sylvan Rd overgrown with vegetation	86 - 87	
	Lee St	Pedestrian crosswalk at White Oak Ave from west side of Lee St to east side of Lee St with no sidewalk access		
	Sylvan Rd	Missing curb/ramps at the northeast corner of Avon Ave and Sylvan Ave	89	
		Pedestrian crosswalk on Sylvan Ave, south of Warner St, at the BeltLine Spur	90	
		Pedestrian crosswalk on Sylvan Ave from Murphy Ave to railroad; however, there is no pedestrian railroad crossing.		
		Pedestrian crosswalk on Sylvan Ave from Lee St to railroad; however, there is no pedestrian railroad crossing.	92	
	Atlanta Beltline	A paved path connects Avon Avenue / Allene Avenue to the Southwest Trail	93	



Figure 9. Study Area Items of Concern Map





E.1.1. Pedestrian and Streetscape Needs Assessment

The condition of sidewalks in the study area were found to be largely incomplete or only along one side of the roadway. Within the frontage of the site no sidewalks are present on the south side of Avon Avenue. Furthermore, sidewalks along the northern portion of Avon Avenue are cracked and damaged. Higgins Street, which borders the site to the west, is currently non-existent.

Further west of the site, the intersection of Avon Avenue and Murphy Avenue does not have a crosswalk and the pedestrian ramp at the southeast corner of Avon Avenue and Murphy Avenue ends and does not provide connectivity to a sidewalk along Murphy Avenue. While sidewalk does exist on the west side of Muphy Avenue, directly across from Avon Avenue, it ends less than 50 feet from the Avon Avenue ramp. This lack of connectivity impedes pedestrian access to the Oakland City Transit Station, located less than a mile south of Avon Avenue. There are also large gaps in the sidewalk along Murphy Avenue to the north of Avon Avenue which will hinder pedestrian access to the future Murphy's Crossing Development. East of the site additional gaps in sidewalk connectivity were identified on Sylvan Road, both north and south of Avon Avenue. Lastly, substandard ramps and crosswalks were also observed at the intersection of Sylvan Road and Murphy Avenue at Lee Street, Dill Avenue at Murphy Avenue, and Campbellton Road Lee Street.

The development proposes to improve Higgins Street the length of the site. Sidewalks will also be constructed along the site frontage of Higgins Street and Avon Avenue with a five (5) foot street furniture and tree planting zone. A future street connection across the BeltLine from the site to Sylvan Road is also proposed.

E.1.2. Bicycle Needs Assessment

Bike lanes are currently located along Murphy Avenue, Sylvan Road, and Dill Avenue near the site. However, dedicated bike lanes do not exist on Avon Avenue which impedes connectivity to the surrounding community. This includes access to the paved Atlanta BeltLine path located less than half a mile east of the site at Avon Avenue / Allene Avenue. When complete the development will provide a total of 150 bicycle spaces, which is 100 more than what is required. The development will also provide car/vanpool parking and EV parking to meet or exceed City of Atlanta requirements.

E.1.3. Transit Needs Assessment

A transit stop evaluation was conducted to determine the location and accessibility of bus service and the corresponding features and facilities available to riders. The purpose of the evaluation is to identify opportunities to expand service and to enhance the overall user experience and improve service efficiency. The evaluation determined that there are fourteen (14) bus stops in the study area. Of those stops, two (2) are amenitized with a bench and shelter and twelve (12) have signs only. Per MARTA guidelines, shelter placement requests will be reviewed to ensure equitable distribution throughout the service area.

24



The development of a new MARTA rail station located at the Murphy Crossing development, just over 1,000 feet northeast of the Avon site, has been proposed. This station will also connect MARTA to the BeltLine for the first time. However, as previously mentioned, there are significant gaps in the sidewalk along Murphy Avenue that, if not improved, would hinder residents from safely reaching the Murphy Crossing station and Murphy Crossing development. Furthermore, bus service is not available north of Avon Avenue along Murphy Avenue or Sylvan Road, which would provide connectivity to Murphy Crossing.

E.2. High-Level Needs Assessment

E.2.1. Pedestrian and Bicycle High-Level Regional Connections

The design and structure of pathways and road networks that facilitate easy and direct travel for pedestrians and cyclists is crucial for creating walkable communities and promoting physical activity. As such, high-level pedestrian and bicycle connectivity was also investigated for this study. Sylvan Middle School, Oakland City MARTA Station, Reverend James Orange Park, Perkerson Park, and the future location of the Murphy Crossing Development were identified as areas of interest in the surrounding community. In addition, under construction/proposed developments, recently constructed developments and community assets in the Avon Avenue region were also identified, as illustrated in **Figure 10**. However, as previously noted, there are significant gaps in the pedestrian infrastructure around the site that impede regional connectivity. The following future programmed and planned projects, as illustrated in **Figure 11**, will work to improve pedestrian and bicycle connectivity to these areas of interest.

- Lee Street Trail (PN 3010) Includes pedestrian crossing improvements and installation of a shared-use path along Lee St between the West End and Lakewood-Fort McPherson MARTA Stations. Where space permits, the trail will be raised and made of concrete, with a landscaped buffer protecting pedestrians, cyclists, and wheelchair users from vehicle lanes.
- City of Atlanta ADA Accessibility Improvements (PN 3026) This project will improve pedestrian accessibility by the installation of rectangular rapid flashing beacons (RRFBs), pedestrian hybrid beacons (PHB)/HAWK signals, signal upgrades, pedestrian refuge islands, and curb extensions, where appropriate across the City of Atlanta.
- GDOT Bridge Upgrade (PN 0013810) This project will upgrade the existing bridge along US 29/SR 14 (Lee Street) at the abandoned CSX Rail Line located between White Street and Donnelly Avenue.
- Erin Avenue Sidwalk Replacement & BeltLine Connection (PN 4027) Replace Sidewalks along Erin Avenue and provide a Beltline connection.
- **BeltLine Spur**: When complete the development will provide direct access to 1,400 feet of BeltLine Spur Trail frontage along the east side of the development.

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Figure 10. Regional Developments











E.3. Transportation Demand Management Needs Assessment

Based on its location, the subject site is not included in one of the existing Transportation Management Associations (TMAs). However, the City of Atlanta's Transportation Management Plan Development Guide provides best practices for designing environments that support transportation alternatives to driving alone. This guide is part of the city's broader efforts to enhance mobility, reduce congestion, and promote sustainable transportation options and should serve as a reference for the proposed development. Specifically, the Transportation Demand Management (TDM) strategies within the guide aim to reduce single-occupancy vehicle trips and promote alternative modes of transportation like transit, carpooling, telecommuting, biking, and walking. Key goals of the TDM strategy include:

- Increasing the use of travel modes other than single-occupant vehicles (SOVs)
- Enhancing regional mobility and accessibility
- Supporting economic competitiveness
- Improving environmental outcomes and public health

In addition, the guide provides best practices for designing environments that support transportation alternatives to driving alone. Key elements of the guide include:

- Street Design: Standards for creating streets that accommodate all users, including pedestrians, cyclists, and transit riders.
- Intersection Design: Guidelines for designing intersections that improve safety and efficiency for all modes of transportation.
- Pedestrian and Bicycle Facilities: Recommendations for developing sidewalks, crosswalks, bike lanes, and other infrastructure to support walking and biking.
- Transit Accommodations: Strategies for integrating public transit into the urban environment.
- Traffic Calming: Measures to reduce vehicle speeds and improve safety in residential and commercial areas.
- Green Infrastructure: Incorporating sustainable practices into transportation projects to manage stormwater and reduce environmental impact.

Lastly, the Georgia Commute Options Program provides customized worksite assistance, ride matching services, and incentive programs to help commuters, employers and schools with solutions for a better commute. The program, which is managed by the Atlanta Regional Commission and funded by the Georgia Department of Transportation, aims to reduce traffic congestion and improve air quality by encouraging commuters to use alternative transportation methods. Key features of the program include:

- Clean Commute Modes: Promotes various commuting options such as carpooling, vanpooling, public transit, biking, walking, teleworking, and compressed work weeks.
- Incentive Programs: Offers cash rewards and other incentives for commuters who choose clean commuting options.
- Guaranteed Ride Home: Provides up to four free Uber rides home per year for registered commuters in case of emergencies.
- Employer Resources: Assists employers in implementing commuter programs at their worksites, offering customized services to make it easier.
- School Programs: Engages students with STEM-based classroom experiences and promotions to improve air quality and health at schools.



F. Future Conditions

F.1. Background Growth

The growth rate in the study area is based upon an analysis of historical traffic data taken from the Georgia Department of Transportation's (GDOT) Traffic Analysis and Data Application. The project is expected to be built-out in 2028. To account for ambient growth and other developments in the area, the existing traffic counts for this study were grown by a rate of 1.0% per year for four (4) years. The growth rate development worksheet is included in **Appendix F**.

F.2. Project Trip Generation

Table 10 summarizes the project trip generation calculated using the Institute of Transportation Engineers' (ITE) Trip Generation Manual, 11th Edition, 2021. The new development consists of 850 residential units and 98,336 square feet of commercial space, classified as land use codes (LUC) 215, 222, and 821 in the ITE manual, see table below.

Land Use	Variable	Daily	AM Peak		PM Peak	
(ITE Code)			IN	OUT	IN	OUT
215	28 Dwelling Units	162	3	6	7	6
222	822 Dwelling Units	3,904	143	113	102	136
821	98,336 Square Feet	6,640	105	65	250	260

Table 10: ITE Trip Generation Summaries – 934 Avon Avenue Mixed-use Development

F.2.1. Pass-By Trips

The trip generation also considers pass-by trips. Pass-by traffic accounts for existing trips along the roadway that utilize the development as they are "passing by" on the way to another destination. The pass-by rates are included in Trip Generation, 11th Ed. For this proposed site, pass-by traffic is expected to comprise 20% of the AM and PM peak hour trips.

F.2.2. Alternative Mode Reduction

There are sidewalks along the roadways adjacent to the proposed site, though they are often incomplete or only along one side of the roadway. There are dedicated bike lanes along Murphy Avenue, Sylvan Road, and Dill Avenue near the site. There is also the extension of the Atlanta Beltline that will be immediately adjacent to the site, providing easy long-range bike and pedestrian access. Several transit stops are nearby the proposed development, and the Oakland City Station is half a mile southeast of the proposed development.

Based on the American Community Survey Commute to Work Data (2022), an average of 34% of commuters in the vicinity of the proposed Avon Avenue site use alternative modes, with the preferred mode of alternate transportation being transit at an average of 29% of overall trips. **Figure 12** illustrates the alternative modes of transportation used in the study area.





Figure 12. Alternative Modes of Transportation Map



Due to the multimodal focus and mixed-use nature of the proposed development, a mode reduction of 34% was applied for trip generation calculations. A daily internal capture reduction of 12.5% and a pass-by trip reduction of 20% for retail only were also applied based on methodologies provided in the ITE Trip Generation Handbook. See **Table 11** below.

	Trips
Gross Trips	10,706
Alt. Mode	3,188
Mixed-use	1,172
Pass-by	1,328
Net Trips	5,525

Table 11: ITE Trip Generation Summaries – 934 Avon Avenue Mixed-use Development

Land Use	Variable	Daily	AM Peak		PM Peak	
(ITE Code)	variable		IN	OUT	IN	OUT
215	28 Dwelling Units	162	3	6	7	6
222	822 Dwelling Units	3,904	143	113	102	136
821	98,336 Square Feet	6,640	105	65	250	260
Gross New Trips		10,706	251	184	359	402
Internal Capture (Affects Retail Only)		-664	-11	-6	-25	-26
Pass-By (Affects Retail Only)		-1,328	-17	-17	-51	-51
Multi-Modal Reduction		3,188	-80	-56	-105	-119
Net New Trips		5,525	143	105	178	206
G. Vehicular Capacity Analysis

Per the agreed upon methodology discussed in the August 19, 2024, Methodology Meeting and as outlined in the GRTA Letter of Understanding dated August 30, 2024, the seven (7) site driveways were analyzed using traditional vehicular level-of-service and delay methodology as described below. In addition, as requested by the Georgia Department of Transportation (GDOT), the intersection of Murphy Avenue at Dill Avenue was also analyzed.

Average daily traffic (ADT) counts were collected on Avon Avenue, west of Sylvan Road, on Wednesday May 15, 2024. Weekday AM and PM peak period turning movement counts were also collected at the intersection of Metropolitan Parkway and Dill Avenue on Thursday October 17, 2024. Counts were collected while schools were in session and are included in **Appendix G**.

G.1. Trip Distribution

The Trip Assignment Methodology is based on existing roadway capacities and/or truck restrictions identified on roadways within the study area boundary. Roadways surrounding the site as potential travel routes include Avon Avenue, Murphy Avenue, Sylvan Road, Dill Avenue, and Lee Street. The following patterns and distributions will occur around the study area:

- 45% of site trips will travel to/from Murphy Avenue
 - o 25% of these trips will travel to/from the south via Murphy Avenue
 - o 20% of these trips will travel to/from the north via Murphy Avenue
- 55% of site trips will travel to/from Sylvan Road
 - o 25% of these trips will travel to/from the south via Sylvan Road
 - o 25% of these trips will travel to/from the north via Sylvan Road
 - o 5% of these trips will travel to/from the east via Avon Avenue

The project trip distribution and project trips generation from the development are shown in **Figures 13 and 14.** The No-Build plus project trips (Build Volumes) are depicted in **Figure 15**.

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Figure 13. Vehicular Trip Distribution







Figure 14. New Project Development Trips



Figure 15. 2028 Build Traffic Volumes





G.2. Traffic Impact Analysis

The analysis in each of the scenarios for the study was performed using the traffic analysis software Synchro® 12. Average vehicular delays are calculated and reported as Levels of Service (LOS) as defined by the Highway Capacity Manual (HCM 7th Edition). HCM uses a grading system A through F, where A is the most favorable delay, and F is the least favorable delay. HCM Levels of Service (LOS) standards and Synchro® output reports are included in **Appendix H**. Signal timing data used in the analysis of the signalized intersections was taken from GDOT's Automated Traffic Signal Performance Measures (ATSPM) application.

G.3. 2028 Build Capacity Analysis

The results of the No-Build plus project volumes (2028 Build conditions) for the Site Driveways are shown in **Table 12** and the traffic volumes presented in **Figure 15**. Findings indicate that all site driveways and the intersection of Higgins Street with Avon Avenue are expected to operate acceptably during both peak periods with each roadway being a two-lane roadway with no turn lanes at any of the driveways. In addition, because 100% of the traffic along Higgins Street will be site traffic, the final driveway along Higgins Street (Driveway G) is not expected to see any conflicting traffic movements.

Interpection	Control	Movement	AM		P	M
Intersection	Control	wovement	LOS	Delay	LOS	Delay
Avon Ave &	Stop-	NB	А	9.7	В	10.9
Higgins St	Control	WBL	А	7.5	А	7.6
Avon Ave &	Stop-	NB	А	9.4	В	10.3
Driveway A	Control	WBL	А	7.5	А	7.6
Higgins St &	Stop-	WB	А	8.6	А	9.0
Driveway B	Control	SBL	А	7.4	А	7.5
Higgins St &	Stop- Control	WB	А	8.4	А	8.6
Driveway C		SBL	А	7.3	А	7.3
Higgins St &	Stop-	WB	А	8.3	А	8.3
Driveway D	Control	SBL	А	7.2	А	7.2
Higgins St &	Stop-	WB	А	8.3	А	8.3
Driveway E	Control	SBL	А	7.2	А	7.2
Higgins St &	Stop-	WB	А	8.3	А	8.3
Driveway F	Control	SBL	А	7.2	А	7.2
Higgins St &	Stop-	WB	A	0.0	А	0.0
Driveway G	Control	SBL	A	0.0	А	0.0

Table 12: Capacity Analysis Results – Site Driveways



At the request of GDOT, 2028 Build conditions were also analyzed at the intersection of Metropolitan Parkway and Dill Avenue / Manford Road. The intersection currently operates at acceptable conditions and is only expected to worsen slightly with the addition of background growth and site traffic. Most of the site traffic is expected to travel towards closer streets such as Lee Street, Murphy Avenue, Sylvan Avenue, and Campbellton Road. Only 10% of site traffic is expected to travel along Metropolitan Parkway. The results of the No-Build plus project volumes (2028 Build conditions) are shown in **Table 13** and the traffic volumes presented in **Figure 15**.

				AM				РМ						
Intersection	Control	Movement	Exi	sting	No-	Build	В	uild	Exi	sting	No-	Build	В	uild
			LOS	Delay										
Metropolitan Pkwy & Dill Ave / Manford Rd		Overall	В	11.1	В	11.4	В	12.0	В	14.9	В	15.5	В	16.6
		EB	D	41.3	D	41.6	D	41.5	D	49.4	D	49.8	D	49.4
	Signal	WB	С	31.3	С	31.0	С	30.3	С	34.6	С	34.1	С	32.7
		NB	А	7.1	А	7.5	А	8.0	А	9.8	В	10.7	В	12.2
		SB	А	4.9	А	5.1	А	5.4	А	8.2	A	8.8	А	9.7

Table 13: Capacity Analysis Results - Metropolitan Parkway & Dill Avenue / Manford Road

Alternative Study Option for

DRI #4330: Avon-Higgins Mixed-Use - Atlanta, Georgia

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H. Recommendations

Based on the findings in this study, the following recommendations are being made to improve the safety and accessibility of pedestrians and cyclists in the study area and are primarily focused on improving areas expected to be frequented by these users. The site frontage recommendations are directly related to the proposed Avon-Higgins development. The offsite recommendations are existing deficiencies and are not proposed to be completed as part of the Avon-Higgins project.

H.1. Site Frontage Recommendations

- Construct sidewalks on the site frontage of Avon Avenue and Higgins Street.
- Construct 5' furniture zone with trees on the site frontage of Avon Avenue and Higgins Street.
- Provide 70' BeltLine ROW along east side of site.
- Car/Vanpool and EV parking will be provided to meet or exceed City of Atlanta requirements.
- Provide 150 bicycle parking spaces, which is 100 more spaces than required.
- Install wayfinding signs at the entrances of the development to key destinations and transit stations via preferred pedestrian and bicycle routes.
- Install signage on Higgins Street indicating bicycle access and storage.
- Provide on-street loading and short-term parking to the site on Avon Avenue and Higgins Street.
- Design full access site driveways on Avon Avenue to maximize visibility by pedestrians and bicycles.
- Provide bicycle lanes on Avon Avenue and Higgins Street.
- Coordinate with MARTA to amenitize existing MARTA stops on the north and south sides of Avon Avenue to include a bench and transit shelter, if possible, within the right-of-way.

H.2. Offsite Recommendations

Offsite recommendations are existing deficiencies and are not proposed to be completed as part of the Avon-Higgins project. The following recommendations are also illustrated in Figure 9.

- Improve sidewalk conditions and gaps in connectivity along portions of Murphy Avenue, Sylvan Road, Lee Street, and Dill Avenue.
- Add and/or improve crosswalk striping at various intersections on Avon Avenue, Murphy Avenue, Sylvan Avenue, Lee Street, Dill Avenue and Campbellton Road.
- Improve pedestrian ramps on Avon Avenue, Sylvan Road, Lee Street, Dill Avenue and Campbellton Road.
- Add pedestrian warning strips at various intersections along Campbellton Road, Lee Street, Sylvan Road and Arden Avenue.
- Work with MARTA to amenitize bus stops on Campbellton Road, Murphy Avenue, Avon Avenue and Sylvan Road.

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APPENDIX A GRTA LETTER OF UNDERSTANDING (LOU)





August 30, 2024

Joel Dixon Urban Oasis Development 52 Helena Avenue Atlanta, GA 30314

RE: 934 Avon Avenue Mixed-Use Development (DRI#: TBD)

Dear Joel Dixon:

The purpose of this Letter of Understanding is to document the discussions during the Methodology Meeting held virtually on August 19th, 2024 regarding **934 Avon Avenue Mixed Use** Development of Regional Impact (DRI). The *GRTA DRI Review Procedures*, as well as the inputs and parameters documented in this Letter of Understanding and the revised Methodology Meeting Packet, shall be adhered to in preparing the GRTA required Transportation Study.

PROJECT OVERVIEW

- The proposed development is three parcels located south of Avon Avenue, east of Higgins Street, west of Sylvan Road, and north of Dill Avenue. The site is located at 934 Avon Avenue SW, 972 Avon Avenue SW, 1244 Higgins Street Street SW,
- The proposed development includes 28 townhomes, 822 apartments, and 98,336 square feet of retail. A portion of the housing will be dedicated affordable housing.
- The projected build-out is one phase to be completed by 2034.
- The proposed development includes 7 site accesses with 6 full-access points along Higgins Street (the development will reconstruct Higgins Street, essentially acting as one (1) driveway along Avon Avenue) and 1 full-access point along Avon Avenue.
- The DRI trigger for this development is a Rezoning.
- The vehicular trip generation is estimated to be 5,525 net daily trips based on the *ITE Trip Generation Manual 11th edition.*
- The applicant is applying for approval under GRTA's expedited Alternative Study Option review process.

PROPOSED STUDY ANALYSIS for Alternative Study Option

The Alternative Study Option (ASO) will include the following activities.

- 1. Pedestrian & Streetscape Needs Analysis
- 2. Bicycle Needs Analysis
- 3. Transit Stop Amenities Analysis
- 4. Transit Route Capacity & Performance Analysis
- 5. Transportation Demand Management Needs Analysis
- 6. A vehicle capacity analysis for site driveways and study intersections

STUDY COMPONENTS for Alternative Study Option

Study Analysis Summary

A detailed Pedestrian, Streetscape, Bicycle and Transit analysis along the Alternative Study Option Network will be conducted, up to ½ mile from the site, and will include of an inventory map of the network. The analysis will consist of the following Pedestrian, Streetscape, Bicycle and Transit tasks:

Pedestrian & Streetscape Needs Analysis

- A sidewalk, curb cut and street tree inventory and needs analysis for roadways and other pedestrian corridors accessing the proposed development will be conducted.
- The study will include an analysis of trip origins, preferred walking routes, sidewalk gaps, ADA compliance and pedestrian destinations with the ½ mile network.
- Consideration will be made for sidewalk gaps, curb cut replacements and new installation, ADA compliance, crosswalks, pedestrian crossing signals, lighting, street tree locations, and sidewalk repair. Recommendations will be made as deemed appropriate.
- The analysis will examine the impact that pedestrian and streetscape improvements could create for existing and/or planned transit service's ability to pick up curbside passengers, including ADA impacts.

Bicycle Needs Analysis

- A bicycle facility inventory and needs analysis extending 3 miles from the proposed project will be conducted.
- The analysis will include connections to regional trails as well as other trip attractors such as schools, parks, retail, transit, employment centers and daycares that bicyclist might be expected to access along a route.

Transit Stop Amenities Analysis

• An analysis of amenity considerations will be performed and will include items such as signage, transit shelters, bus stop landing pads, benches, trash receptacles, general transit operator information, real time arrival information and call boxes.

Transit Route Capacity & Performance Analysis

• An inventory of transit route ridership serving the proposed project will be provided for MARTA routes.

Transit Route Development Analysis

• New routes or modifications to existing routes will be considered to best serve the proposed project and will be provided for MARTA routes.

Transportation Demand Management Needs Analysis

- The analysis will document any existing TDM components required by local ordinances and existing programs in place through applicable Transportation Management Associations.
- Rideshare pick-up and drop-off locations will be considered to best serve the project site while not impacting vehicular travel along the public roads.

Detailed Pedestrian, Bicycle, and Transit Needs Analysis

This analysis should focus on the quality of existing pedestrian and bicycle networks as well as coordination of planned and programmed pedestrian and bicycle infrastructure projects with this development which includes timeline alignment, etc. as well as consistency with applicable bicycle, pedestrian, and transit plans. The detailed Pedestrian and Bicycle Needs Analysis should include each of the following activities within the bounds of the Alternative Study Network described in this section.

Pedestrian & Streetscape Needs Analysis

• A sidewalk, curb cut and street tree inventory and needs analysis for roadways and other pedestrian corridors accessing the Project. The analysis shall extend ½ a mile from the Project Site. The study shall also include an analysis on trip origins, preferred walking routes and

pedestrian destinations within the ½ mile network. Actual conditions may justify having the analysis extend shorter or longer distances, as agreed upon at the Methodology Meeting. Examples of study recommendations might include recommendations regarding sidewalk gaps, curb cut replacements and new installations, ADA compliance, crosswalks, pedestrian crossing signals, lighting, street tree locations, sidewalk repairs, etc. The analysis shall also examine the impact that pedestrian and streetscape improvements could create for existing or planned transit service's ability to pick up curbside passengers, including ADA impacts.

<u>Bicycle</u>

• A bicycle facility inventory (including map) and needs analysis for corridors accessing the Project. The analysis shall extend 3 miles from the Project. An analysis of 5 miles shall be used if the Project's size or location warrants a larger bicycle commute shed. Actual conditions may justify having the analysis extend shorter or longer distances, as agreed upon at the Methodology Meeting. The analysis shall include connections to regional trails as well as other trip attractors that bicyclists might be expected to access along a route. Such attractors might include, but are not limited to, schools, parks, retail, transit, employment centers and daycares. Examples of study recommendations might include recommendations regarding bicycle facilities, striping, bicycle rack locations, pothole repair, signage, bicycle repair stations, accommodations for detection and crossing at intersections, etc...

Recommendations

- A set of recommended improvements to the pedestrian and bicycle facilities and network within the ASO study network.
- Include recommendations regarding bicycle facilities, striping, bicycle rack locations, pothole repair, signage, bicycle repair stations, accommodations for detection and crossing at intersections.

High-Level Pedestrian and Bicycle Needs Analysis

The high-level analysis for pedestrian facilities and needs should extend one-half mile radius and the analysis of bicycle facilities and needs should extend in a 3-mile radius capturing key destinations and districts. This analysis should focus on the coordination of planned and programmed pedestrian and bicycle projects with this development which includes timeline alignment, etc. as well as consistency with applicable bicycle, pedestrian, and transit plans.

Transit Stop Amenities Analysis

An inventory of existing transit service, existing and projected (Project) ridership by station and transit stop, and the identification of needed transit stop amenities at the transit stop level. Ridership shall be compared against transit operator(s) transit amenity standards when determining recommended improvements. The analysis would include a level of detail and amenity considerations beyond the analysis in the TIS. Examples of transit stop amenities may include but are not limited to: signage, transit shelters, bus stop landing pads, benches, trash receptacles, general transit operator information, real time arrival information, call boxes, etc.

Transit Route Capacity & Performance Analysis

Provide an inventory of transit route ridership serving the Project, each route's performance against operator(s) performance standards and each route's ability to accommodate Project transit trips.

Transit Route Development Analysis

Develop a transit service plan for the Project Site if there is an existing transit operator and the Project Site is either currently not served by transit or if the existing transit serving the Project Site is at capacity or does not sufficiently serve potential ridership markets. The analysis shall include proposed routing, service type, transit stop locations, transit stop amenity locations, pedestrian infrastructure, headways, service span, ADA implications for paratransit service, capital and operating costs and potential funding sources. The routing shall be based off demographic data, employment data, congestion data, existing transit ridership data (when applicable) and include input from the transit operator.

Transportation Demand Management Needs Analysis

Develop a Transportation Demand Management plan for the Project. Identify the Project's market demand and develop recommendations for TDM programs and Project Site features. The TDM plan is envisioned to be a supplement to another Alternative Transportation Study Option focus area. Examples of recommendations might include recommendations regarding shared parking, vanpool, carshare, bicycle / pedestrian / transit infrastructure, commuter programs, teleworking, fleet vehicles, on site showers and changing facilities, etc. The analysis shall also document any existing TDM components required by local ordinances and document existing programs in place through applicable Transportation Management Associations. If the TMA has a TDM plan, the analysis shall describe how the proposed Project's TDM recommendations align with the TDM plan.

Vehicle Capacity Analysis

The ASO will include a vehicular trip distribution percentage map using the trip distribution table provided in the MMP. It will include the following intersections and the roadways connecting them in its capacity analysis for vehicular modes in determining access needs to the site.

- 1. Driveway A at Avon Avenue
- 2. Driveway B at Higgins Street
- 3. Driveway C at Higgins Street
- 4. Driveway D at Higgins Street
- 5. Driveway E at Higgins Street
- 6. Driveway F at Higgins Street
- 7. Driveway G at Higgins Street
- 8. Metropolitan Parkway at Dill Avenue
 - a. ASO should discuss the off-site improvements being made by Prologis (developer of 1400 Murphy Avenue) at this intersection to include the approved plans.

Estimated Project Trips & Mode Share Split:

Proposed Alternative Mode Reduction

• 34%

The mode split for the project is proposed to be identified following the analysis of traffic counts and site observations during the Phase II DRI Traffic Study.

Breakdown of Alternative Trips:

- Transit 29%
- Bike 1%
- Walk 2%
- Carpool 3%
- Work from Home 17%
- Other 3%

Study Area / Study Network

Alternative Study Area Map

As described in the MMP, the detailed Alternative Study Option Needs Analysis will be provided for the area identified in the map on the following page, including the intersections and the connecting roadways/trails between them:

- 1. SR 154 & Campbellton Road / Dill Ave
- 2. Dill Ave & Murphy Ave

- 3. Dill Ave & Sylvan Rd
- 4. Dill Ave & Aliene Ave
- 5. Murphy Ave & Avon Ave
- 6. Sylvan Rd & Avon Ave
- 7. Sylvan Rd & Murphy Ave
- 8. SR 154 & Sylvan Rd
- 9. Avon Ave & Driveway A
- 10. Avon Ave & Higgins St (Driveways B-G)



The proposed analysis area is identified in the figure above.

Data Plan:

For the Alternative Study Option, the following sources will be utilized to obtain data:

- Pedestrian and Bike counts
- MARTA ridership data and bus route information
- Site observations of multimodal activity and mode splits
- Site observations/field audit of Alternative Study Option Network
- Supplemental Google Earth Imagery

Report Structure

In addition to the standard DRI Traffic Impact Study report structure, the following Alternative Study Option sections will be included:

- Alternative Study Option Introduction
- Study Approach
- Existing Conditions
 - o Pedestrian Infrastructure
 - Bicycle Infrastructure
 - o Transit Infrastructure
- Programmed Future Improvements

- Needs Assessments
 - Detailed Needs Assessments
 - Pedestrian and Streetscape Needs Assessment
 - Bicycle Needs Assessment
 - o High-Level Needs Assessment
 - Pedestrian High-Level Regional Connections
 - Bicycle High-Level Regional Connections
 - o Transit Stop Amenity Analysis
 - o Transit Route Capacity and Performance Analysis
 - o Transit Route Development Analysis
 - o Transportation Demand Management Needs Analysis
- Recommendations

METHODOLOGY MEETING PACKET INPUTS & PARAMETERS

- The Site Plan shall meet all the applicable requirements in Section 7.1 of the GRTA DRI Review Procedures.
- This DRI shall be reviewed in <u>one phase</u> to be completed by <u>2034.</u>
- LOS E is proposed for the LOS standard in the study network due to its location in the Region Core per the Unified Growth Policy Map.
- The trip generation calculations in the revised Methodology Meeting Packet shall be used in the Transportation Study. Mixed-use, alternate mode, and pass-by reductions <u>are</u> allowed for this site.
- A 1.5% annual traffic Background Growth Rate shall be used for all roadways.
- The applicant shall research TIP, STIP, RTP and GDOT's construction work program, as well as any local
 government, transit operator, and economic development plans (SPLOST, CIP, etc.), including those from
 Central Atlanta Progress and Georgia Institute of Technology, to determine the open date, sponsor, costs, and
 funding source(s) for future roadway, active transportation, and transit infrastructure projects in the project
 vicinity.

ADDITIONAL REQUIREMENTS

All applicable requirements of the *GRTA DRI Review Procedures* must be met for the Alternative Study Option to be considered complete. The *GRTA DRI Review Procedures* are located on GRTA's DRI website: https://www.srta.ga.gov/programs-projects/dev-of-regional-impact/ Contact GRTA staff if you have any questions on these requirements.

DRI REVIEW PACKAGE SUBMITTAL

GRTA will begin reviewing the DRI once the DRI Review Package is submitted and deemed complete. The DRI Review Package includes: the permitting Local Government inputting both Department of Community Affairs (DCA) forms into the DCA DRI website; and the Traffic Engineer submittal of the GRTA Transportation Study (including LOS appendices, traffic count data and any other required attachments) and Site Plan to GRTA staff and <u>ALL</u> stakeholders included in the CC list of this Letter of Understanding.

All DRI Review Packages shall be submitted electronically via email to all stakeholders in the CC list of the Letter of Understanding. If the DRI Review Package total file size is greater than 10 MB, the DRI Review Package shall be submitted via email with a FTP link provided for downloading the files.

Please contact me if you have any questions about the Letter of Understanding or the GRTA DRI Review Procedures.

Sincerely,

Brittany Williams Program Manager

Cc:

Zane Donald	Grennell, Shockey,	DCA ARC	Erika Becker, NV5 Joel Dixon, Urban Oasis Development, Applicant
Brittany	Williams,	GRTA/SRTA	Julia Billings, Modern Mobility Partners
Derrick	Peevy,	GRTA/SRTA	Eberly & Associates
Landon Perry	, GDOT		
Megan Wilsor	n, GDOT		
Davina Williar	ns, GDOT		
Liston Mehser	rle, MARTA		
Steven Aceto	, City of Atlanta		
Nursef Kedir,	City of Atlanta		
Betty Smooth	-Madison, City of At	lanta	
Chris McIntos	h, City of Atlanta		
Francis Rozie	r, City of Atlanta		
Mark Tai, City	[,] of Atlanta		
Tatum Jordan	-Madden, City of At	lanta	
Emma Polher	nus, MARTA		

APPENDIX B SITE PLAN











APPENDIX C CRASH DATA



CRASH SUMMARY REPORT

Avon Area Crashes

Created on November 4, 2024 Created by Aaron Karnowski Data extents: December 31, 2013 to December 31, 2023



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Applied Filters



● K ● A ● B ● C ● O

Total Crashes689Fatal Crashes4GDOT SummaryCollisions DatasetIntersection Related61689.40%Distracted Driver (Suspected)20429.61%Single Motor Vehicle Involved314.50%

Large Truck Related	28	4.06%
Motorcycle Related	12	1.74%
Pedestrian Related	12	1.74%
Distracted Driver (Confirmed)	11	1.60%
Impaired Driving (Confirmed)	8	1.16%
+ 2 more	3	0.44%

KABCO Severity Collisio		sions Dataset
(O) No Injury	380	55.15%
(C) Possible Injury / Complaint	188	27.29%
(B) Suspected Minor/Visible Injury	60	8.71%
Unknown	39	5.66%
(A) Suspected Serious Injury	18	2.61%
(K) Fatal Injury	4	0.58%

Date and Time (Year)	and Time (Year) Collisions I	
2023	126	18.29%
2022	131	19.01%
2021	167	24.24%
2020	114	16.55%
2019	151	21.92%
+ 6 more	0	0%

Date and Time (Hour of Day)		ons Dataset
12 am - 2 am	22	3.19%
2 am - 4 am	12	1.74%
4 am - 6 am	9	1.31%
6 am - 8 am	23	3.34%
8 am - 10 am	52	7.55%
10 am - 12 pm	53	7.69%
12 pm - 2 pm	76	11.03%
2 pm - 4 pm	98	14.22%
+ 4 more	344	49.92%

Manner of Collision (Crash Level)		Collisions Dataset	
Angle Crash	265	38.46%	
Rear End	203	29.46%	
Sideswipe-Same Direction	111	16.11%	
Not a Collision with Motor Vehicle	40	5.81%	

Head On	31	4.50%
Sideswipe-Opposite Direction	25	3.63%
Right Turn Angle Crash	11	1.60%
(None)	3	0.44%

Location at Impact (Crash Level)	Collisions Dataset	
On Roadway - Roadway Intersection	346	50.22%
On Roadway - Non-Intersection	284	41.22%
On Roadway - Driveway Intersection	23	3.34%
Off Roadway	14	2.03%
Off Roadway - Sidewalk	6	0.87%
On Roadway - Managed Lane (HOV, HOT, Reversible)	4	0.58%
On Roadway - Railroad Crossing	4	0.58%
Median	2	0.29%
+ 9 more	6	0.88%

Most Harmful Event (Unit Vehicle)	Collis	Collisions Dataset	
Motor Vehicle in Motion	537	77.94%	
Parked Motor Vehicle	37	5.37%	
Pedestrian	7	1.02%	
Utility Pole	6	0.87%	
Tree	3	0.44%	
Fire/Explosion	2	0.29%	
Other - Fixed Object	2	0.29%	
Over Turn	2	0.29%	
+ 30 more	8	1.19%	

Operator/Pedestrian Contributing Factors (Unit Order)	Collisions Dataset	
Following Too Close	14	2.03%
Other	14	2.03%
Changed Lanes Improperly	12	1.74%
Failure to Yield	11	1.60%
Disregard Stop Sign/Signal	9	1.31%
Driver Lost Control	9	1.31%
Reckless Driving	6	0.87%
Driver Condition	5	0.73%
+ 34 more	41	6.01%

Fulton	688	99.85%
+ 158 more	0	0%
Area: GDOT District (Crash Level)	Collisions Dataset	
D7	688	99.85%
+ 6 more	0	0%

SHSP Emphasis Area	Collisions Dataset	
Intersection Related	616	89.40%
Distracted Driver (Suspected)	204	29.61%
Hit & Run	202	29.32%
Older Driver Related (55-64)	155	22.50%
Young Adult Driver (Age 20-24)	122	17.71%
Older Driver Related (65+)	106	15.38%
Aggressive/Speed Related	60	8.71%
Improper Occupant Protection	50	7.26%
+ 10 more	138	20.03%

First Harmful Event	Collisions Dataset	
Motor Vehicle in Motion	665	96.52%
Parked Motor Vehicle	42	6.10%
Other Non-Collision	11	1.60%
Pedestrian	10	1.45%
Other - Fixed Object	5	0.73%
Utility Pole	4	0.58%
Impact Attenuate	3	0.44%
Median Barrier	2	0.29%
+ 32 more	12	1.76%

Vehicle Type (Crash Level)	Collisions Dataset	
Passenger Car	607	88.10%
Sports Utility Vehicle (SUV)	122	17.71%
Pickup Truck	73	10.60%
Van	31	4.50%
Other	14	2.03%
Bus	12	1.74%
Tractor/Trailer	11	1.60%
Motorcycle	8	1.16%
+ 16 more	34	4.95%

Roadway Contributing Factors	Collisions Dataset	
No Contributing Factors	676	98.11%
Road Surface Condition (wet, icy, snow, slush, etc.)	9	1.31%
Other	7	1.02%
Incident Response Scene	5	0.73%
Traffic Congestion	5	0.73%
Obstruction in Roadway	4	0.58%
Visual Obstruction(s) - Vegetation Along Roadway	3	0.44%
Ruts, Holes, Bumps	2	0.29%
+ 6 more	2	0.30%

Vehicle Contributing Factor (Crash Level)	Collisions Dataset	
No Known Defects	638	92.60%
Other	60	8.71%
Tire Failure	9	1.31%
Brake Failure	6	0.87%
Steering Failure	6	0.87%
Improper Lights	3	0.44%
Mirrors	3	0.44%
Suspension	1	0.15%
+ 5 more	0	0%

Countermeasures All	Collisions Dataset	
Countermeasure: Intersection Crashes (vehicle)	161	23.37%
Countermeasure: Road Diet	26	3.77%
Countermeasure: Lighting Improvements (Intersection)	23	3.34%
Countermeasure: Roadway and Lane Departure Crashes	17	2.47%
Countermeasure: Clear Roadside	8	1.16%
Countermeasure: Centerline Crash Related (Vehicle)	7	1.02%
Countermeasure: Lighting Improvements (Non-Intersection)	4	0.58%
Countermeasure: Pedestrian Control (Intersection)	3	0.44%
+ 3 more	2	0.30%

CRASH SUMMARY REPORT

Avon Area Crashes (Bicycle)

Created on November 4, 2024 Created by Aaron Karnowski Data extents: December 31, 2013 to December 31, 2023



Applied Filters



● K ● A ● B ● C ● O

© Mapbox © OpenStreetMap 3 **Total Crashes Fatal Crashes** 0 **GDOT Summary Collisions Dataset Bicycle Related** 3 100.00% Intersection Related 3 100.00% Single Motor Vehicle Involved 3 100.00%

Distracted Driver (Suspected)	1	33.33%
+ 6 more	0	0%
KABCO Severity	Collisions Dataset	
(B) Suspected Minor/Visible Injury	1	33.33%
(C) Possible Injury / Complaint	1	33.33%
(O) No Injury	1	33.33%
+ 3 more	0	0%
Date and Time (Year)	Collisi	ons Dataset
2023	1	33.33%
2022	2	66.67%
+ 9 more	0	0%
Date and Time (Hour of Day)	Collisi	ons Dataset
12 am - 2 am	1	33.33%
6 pm - 8 pm	1	33.33%
8 pm - 10 pm	1	33.33%
+ 9 more	0	0%
Mannar of Colligion (Crash Loval)	Collici	one Datasat
	3 100.0	
+ / 1101e	0	0%
Location at Impact (Crash Level)		
	Collisi	ons Dataset
On Roadway - Roadway Intersection	Collisi 2	ons Dataset 66.67%
On Roadway - Roadway Intersection On Roadway - Non-Intersection	Collisi 2 1	ons Dataset 66.67% 33.33%
On Roadway - Roadway Intersection On Roadway - Non-Intersection + 15 more	Collisi 2 1 0	ons Dataset 66.67% 33.33% 0%
On Roadway - Roadway Intersection On Roadway - Non-Intersection + 15 more	Collisi 2 1 0	ons Dataset 66.67% 33.33% 0%
On Roadway - Roadway Intersection On Roadway - Non-Intersection + 15 more Most Harmful Event (Unit Vehicle)	Collisi 2 1 0 Collisi	ons Dataset 66.67% 33.33% 0% ons Dataset
On Roadway - Roadway Intersection On Roadway - Non-Intersection + 15 more Most Harmful Event (Unit Vehicle) Pedal-Cycle	Collisi 2 1 0 Collisi 2	ons Dataset 66.67% 33.33% 0% ons Dataset 66.67%
On Roadway - Roadway Intersection On Roadway - Non-Intersection + 15 more Most Harmful Event (Unit Vehicle) Pedal-Cycle Motor Vehicle in Motion	Collisi 2 1 0 Collisi 2 1	ons Dataset 66.67% 33.33% 0% ons Dataset 66.67% 33.33%
On Roadway - Roadway Intersection On Roadway - Non-Intersection + 15 more Most Harmful Event (Unit Vehicle) Pedal-Cycle Motor Vehicle in Motion + 36 more	Collisi 2 1 0 Collisi 2 1 0	ons Dataset 66.67% 33.33% 0% ons Dataset 66.67% 33.33% 0%
On Roadway - Roadway Intersection On Roadway - Non-Intersection + 15 more Most Harmful Event (Unit Vehicle) Pedal-Cycle Motor Vehicle in Motion + 36 more	Collisi 2 1 0 Collisi 2 1 0	ons Dataset 66.67% 33.33% 0% ons Dataset 66.67% 33.33% 0%
On Roadway - Roadway Intersection On Roadway - Non-Intersection + 15 more Most Harmful Event (Unit Vehicle) Pedal-Cycle Motor Vehicle in Motion + 36 more	Collisi 2 1 0 Collisi 2 1 0 Collisi	ons Dataset 66.67% 33.33% 0% ons Dataset 66.67% 33.33% 0% ons Dataset
On Roadway - Roadway Intersection On Roadway - Non-Intersection + 15 more Most Harmful Event (Unit Vehicle) Pedal-Cycle Motor Vehicle in Motion + 36 more Operator/Pedestrian Contributing Factors (Unit Order) Not Visible (Object, Person, or Vehicle)	Collisi 2 1 0 Collisi 2 1 0 Collisi 1	ons Dataset 66.67% 33.33% 0% ons Dataset 66.67% 33.33% 0% ons Dataset 33.33%
On Roadway - Roadway Intersection On Roadway - Non-Intersection + 15 more Most Harmful Event (Unit Vehicle) Pedal-Cycle Motor Vehicle in Motion + 36 more Operator/Pedestrian Contributing Factors (Unit Order) Not Visible (Object, Person, or Vehicle) Wrong Side of Road	Collisi 2 1 0 Collisi 2 1 0 Collisi 1 1	ons Dataset 66.67% 33.33% 0% ons Dataset 66.67% 33.33% 0% ons Dataset 33.33% 33.33%

Area: County	Collisi	ions Dataset
Fulton	3	100.00%
+ 158 more	0	0%
Area: GDOT District (Crash Level)	Collisi	ions Dataset
D7	3	100.00%
+ 6 more	0	0%
SHSP Emphasis Area	Collisi	ions Dataset
Bicycle Related	3	100.00%
Intersection Related	3	100.00%
Hit & Run	2	66.67%
Older Driver Related (55-64)	2	66.67%
Aggressive/Speed Related	1	33.33%
Distracted Driver (Suspected)	1	33.33%
+ 12 more	0	0%
First Harmful Event	Collisi	ions Dataset
Motor Vehicle in Motion	2	66.67%
Pedal-Cycle	2	66.67%
+ 38 more	0	0%
Vehicle Type (Crash Level)	Collisi	ions Dataset
Pedalcycle, Bicycle	3	100.00%
Passenger Car	2	66.67%
+ 22 more	0	0%
Roadway Contributing Factors	Collisi	ions Dataset
No Contributing Factors	3	100.00%
+ 13 more	0	0%
Vehicle Contributing Factor (Crash Level)	Collisi	ions Dataset
No Known Defects	1	33.33%
Other	1	33,33%
+ 11 more	0	0%
Countermeasures All	Collisi	ons Dataset
Countermeasure: Lighting Improvements (Intersection)	2	66.67%
+ 10 more	0	0'

CRASH SUMMARY REPORT

Avon Area Crashes (Pedestrian)

Created on November 4, 2024 Created by Aaron Karnowski Data extents: December 31, 2013 to December 31, 2023



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Applied Filters



● K ● A ● B ● C ● O

Total Crashes	12	Fatal Crashes		1
GDOT Summary			Colli	sions Dataset
Pedestrian Related			12	100.00%
Intersection Related			10	83.33%
Distracted Driver (Suspected)			3	25.00%

0

KABCO Severity	Collisio	ns Dataset
(O) No Injury	4	33.33%
(B) Suspected Minor/Visible Injury	3	25.00%
(C) Possible Injury / Complaint	2	16.67%
Unknown	2	16.67%
(K) Fatal Injury	1	8.33%
(A) Suspected Serious Injury	0	0.00%

Date and Time (Year)	(Year) Collisions Dataset	
2023	1	8.33%
2022	1	8.33%
2021	4	33.33%
2020	1	8.33%
2019	5	41.67%
+ 6 more	0	0%

Date and Time (Hour of Day)	Collisio	ons Dataset
12 am - 2 am	2	16.67%
2 am - 4 am	2	16.67%
8 am - 10 am	1	8.33%
12 pm - 2 pm	1	8.33%
2 pm - 4 pm	1	8.33%
4 pm - 6 pm	1	8.33%
8 pm - 10 pm	2	16.67%
10 pm - 12 am	2	16.67%
+ 4 more	0	0%

Manner of Collision (Crash Level)		ions Dataset
Not a Collision with Motor Vehicle	10	83.33%
Angle Crash	1	8.33%
Rear End	1	8.33%
+ 5 more	0	0%

Location at Impact (Crash Level)		ions Dataset
On Roadway - Non-Intersection	5	41.67%
Off Roadway	3	25.00%
On Roadway - Roadway Intersection	3	25.00%

On Roadway - Driveway Intersection	1	8.33%
+ 13 more	0	0%
Most Harmful Event (Unit Vehicle)	Collis	sions Dataset
Pedestrian	6	50.00%
Motor Vehicle in Motion	3	25.00%
Parked Motor Vehicle	1	8.33%
+ 35 more	0	0%
Operator/Pedestrian Contributing Factors (Unit Order)	Collis	sions Dataset
Other	1	8.33%
+ 41 more	0	0%
Area: County	Collis	sions Dataset
Fulton	12	100.00%
+ 158 more	0	0%
Area: GDOT District (Crash Level)	Collis	sions Dataset
D7	12	100.00%
D7 + 6 more	12 0	100.00%
D7 + 6 more	12 0	100.00% 0%
D7 + 6 more SHSP Emphasis Area Pedestrian Related	12 0 Collis	100.00% 0% sions Dataset
D7 + 6 more SHSP Emphasis Area Pedestrian Related	12 0 Collis 12 10	100.00% 0% sions Dataset 100.00% 83.33%
D7 + 6 more SHSP Emphasis Area Pedestrian Related Intersection Related Hit & Run	12 0 Collis 12 10 7	100.00% 0% sions Dataset 100.00% 83.33% 58.33%
D7 + 6 more SHSP Emphasis Area Pedestrian Related Intersection Related Hit & Run	12 0 Collis 12 10 7	100.00% 0% sions Dataset 100.00% 83.33% 58.33%
D7 + 6 more SHSP Emphasis Area Pedestrian Related Intersection Related Hit & Run Aggressive/Speed Related	12 0 Collis 12 10 7 4	100.00% 0% sions Dataset 100.00% 83.33% 58.33% 33.33%
D7 + 6 more SHSP Emphasis Area Pedestrian Related Intersection Related Hit & Run Aggressive/Speed Related Improper Occupant Protection	12 0 Collis 12 10 7 4 4 4	100.00% 0% sions Dataset 100.00% 83.33% 58.33% 33.33% 33.33% 25.00%
D7 + 6 more SHSP Emphasis Area Pedestrian Related Intersection Related Hit & Run Aggressive/Speed Related Improper Occupant Protection Distracted Driver (Suspected) Roadway Departure	12 0 Collis 12 10 7 4 4 4 3 3	100.00% 0% sions Dataset 100.00% 83.33% 58.33% 33.33% 33.33% 25.00%
D7 + 6 more SHSP Emphasis Area Pedestrian Related Intersection Related Hit & Run Aggressive/Speed Related Improper Occupant Protection Distracted Driver (Suspected) Roadway Departure Older Driver Related (55-64)	12 0 Collis 12 10 7 4 4 4 3 3 3 2	100.00% 0% sions Dataset 100.00% 83.33% 58.33% 33.33% 33.33% 25.00% 25.00% 16.67%
D7 + 6 more SHSP Emphasis Area Pedestrian Related Intersection Related Hit & Run Aggressive/Speed Related Improper Occupant Protection Distracted Driver (Suspected) Roadway Departure Older Driver Related (55-64) + 10 more	12 0 Collis 12 10 7 4 4 4 3 3 3 2 0	100.00% 0% sions Dataset 100.00% 83.33% 58.33% 33.33% 33.33% 25.00% 25.00% 16.67%
D7 + 6 more SHSP Emphasis Area Pedestrian Related Intersection Related Hit & Run Aggressive/Speed Related Improper Occupant Protection Distracted Driver (Suspected) Roadway Departure Older Driver Related (55-64) + 10 more	12 0 Collis 12 10 7 4 4 4 3 3 3 2 0	100.00% 0% sions Dataset 100.00% 83.33% 58.33% 33.33% 25.00% 25.00% 16.67% 0%
D7 + 6 more SHSP Emphasis Area Pedestrian Related Intersection Related Hit & Run Aggressive/Speed Related Improper Occupant Protection Distracted Driver (Suspected) Roadway Departure Older Driver Related (55-64) + 10 more First Harmful Event	12 0 Collis 12 10 7 4 4 4 3 3 3 2 0 0 Collis	100.00% 0% sions Dataset 100.00% 83.33% 58.33% 33.33% 25.00% 25.00% 16.67% 0%
D7 + 6 more SHSP Emphasis Area Pedestrian Related Intersection Related Hit & Run Aggressive/Speed Related Improper Occupant Protection Distracted Driver (Suspected) Roadway Departure Older Driver Related (55-64) + 10 more First Harmful Event Motor Vehicle in Motion	12 0 Collis 12 10 7 4 4 4 3 3 3 2 0 0 Collis 10	100.00% 0% sions Dataset 100.00% 83.33% 58.33% 33.33% 25.00% 25.00% 25.00% 16.67% 0% sions Dataset 83.33%
D7 + 6 more SHSP Emphasis Area Pedestrian Related Intersection Related Hit & Run Aggressive/Speed Related Improper Occupant Protection Distracted Driver (Suspected) Roadway Departure Older Driver Related (55-64) + 10 more First Harmful Event Motor Vehicle in Motion Pedestrian	12 0 Collis 12 10 7 4 4 4 4 3 3 3 2 0 0 Collis 10 9	100.00% 0% sions Dataset 100.00% 83.33% 33.33% 33.33% 25.00% 25.00% 16.67% 0% sions Dataset 83.33% 75.00%
D7 + 6 more SHSP Emphasis Area Pedestrian Related Intersection Related Hit & Run Aggressive/Speed Related Improper Occupant Protection Distracted Driver (Suspected) Roadway Departure Older Driver Related (55-64) + 10 more First Harmful Event Motor Vehicle in Motion Pedestrian Impact Attenuate	12 0 Collis 12 10 7 4 4 4 3 3 3 2 0 0 Collis 10 9 2	100.00% 0% sions Dataset 100.00% 83.33% 33.33% 33.33% 25.00% 25.00% 16.67% 0% sions Dataset 83.33% 75.00% 16.67%
D7 + 6 more SHSP Emphasis Area Pedestrian Related Intersection Related Hit & Run Aggressive/Speed Related Improper Occupant Protection Distracted Driver (Suspected) Roadway Departure Older Driver Related (55-64) + 10 more First Harmful Event Motor Vehicle in Motion Pedestrian Impact Attenuate Parked Motor Vehicle	12 0 Collis 12 10 7 4 4 4 3 3 3 2 0 0 Collis 10 9 9 2 1	100.00% 0% sions Dataset 100.00% 83.33% 58.33% 33.33% 25.00% 25.00% 16.67% 83.33% 75.00% 16.67% 8.33%

Vehicle Type (Crash Level) Collisions		ons Dataset
Passenger Car	8	66.67%
	4	33.33%
Van	1	8.33%
+ 21 more	0	0%

Roadway Contributing Factors Collision		sions Dataset
No Contributing Factors	12	100.00%
Road Surface Condition (wet, icy, snow, slush, etc.)	1	8.33%
+ 12 more	0	0%

Vehicle Contributing Factor (Crash Level)	Collis	sions Dataset
No Known Defects	8	66.67%
Improper Lights	1	8.33%
Other	1	8.33%
+ 10 more	0	0%

Countermeasures All	Collisions Dataset	
Countermeasure: Pedestrian Control (Intersection)	3	25.00%
Countermeasure: Pedestrian Control (Non-Intersection)	1	8.33%
Countermeasure: Pedestrian Sidewalk Improvements	1	8.33%
+ 8 more	0	0%

APPENDIX D

PROGRAMMED & PLANNED IMPROVEMENTS



\R-459	2050 MTP PROJECT FACT SH	EET
Short Title	CAMPBELLTON ROAD BUS RAPID TRANSIT FROM MARTA OAKLAND CITY STATION TO GREENBRIAR MALL AREA	Patron durant and a set of the se
GDOT Project No.	N/A	Fort July McPherson Us
Federal ID No.	N/A	(407) 154 Langford 9 hay 186
Status	Programmed	Headland Dr
Service Type	Transit / BRT Capital	East Point Cleveland
Sponsor	MARTA	a a winning
Jurisdiction	City of Atlanta	0 1 2 Miles College Virginia Av. Hap
Analysis Level	In the Region's Air Quality Conformity Analysis	Fark
Existing Thru Lane	N/A LCI	Network Year 2030
Planned Thru Lane	N/A Flex	Corridor Length N/A miles
Detailed Description	and Justification	
This project will provide bu Greenbriar Mall area.	s rapid transit service on the Campbellton Road Corridor from	the MARTA Oakland City heavy rail station to the

Pha	se Status & Funding	Status	FISCAL	TOTAL PHASE	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
Info	rmation		YEAR	COST	FEDERAL	STATE	BONDS	LOCAL/PRIVATE
CST	FTA SMALL STARTS		2028	\$308,000,000	\$150,000,000	\$0,000	\$0,000	\$158,000,000
				\$308,000,000	\$150,000,000	\$0,000	\$0,000	\$158,000,000

 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
 ROW:
 Right-of-way Acquisition



R-490D	2050 MTP PROJECT FACT SH	EET
Short Title	ATLANTA STREETCAR - ATLANTA BELTLINE SOUTHWEST CORRIDOR FROM NEAR INTERSECTION OF WESTVIEW DRIVE AT LANGHORN STREET TO MARTA SOUTH RAIL LINE BETWEEN WEST END AND OAKLAND CITY RAIL STATIONS	Herese Park 275 Narrok, Here Blvd NW Brite St Company Ster King Jr Dr. NW Brite St Company Ster King Jr Dr. NW
GDOT Project No.	N/A	Atlanta
Federal ID No.	N/A	Dametery Lucie Ave SW
Status	Long Range	130 201
Service Type	Transit / Rail Capital	N Boecher StSW 2 State
Sponsor	City of Atlanta	A White 5* Park
Jurisdiction	City of Atlanta	05 0.25 0.5 Miles
Analysis Level	In the Region's Air Quality Conformity Analysis	
Existing Thru Lane	N/A LCI	Network Year 2050
Planned Thru Lane	N/A Flex	Corridor Length 4.6 miles
Detailed Description a	and Justification	
Construction of Phase 1 of t along the BeltLine West Cor	the Atlanta Streetcar Expansion Strategy has been broken do rridor.	own into 5 smaller sections. This section is the 4.6 miles

Phas	se Status & Funding	Status	FISCAL	TOTAL PHASE	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
Info	rmation		YEAR	COST	FEDERAL	STATE	BONDS	LOCAL/PRIVATE
ALL	New Starts		LR 2041- 2050	\$180,000,000	\$81,000,000	\$0,000	\$0,000	\$99,000,000
				\$180,000,000	\$81,000,000	\$0,000	\$0,000	\$99,000,000

 SCP:
 Scoping
 PE:
 Preliminary engineering / engineering / design / planning
 PE-OV:
 GDOT oversight services for engineering
 ROW:
 Right-of-way
 Acquistion

 UTL:
 Utility relocation
 CST:
 Construction / Implementation
 ALL:
 Total estimated cost, inclusive of all phases
 ROW:
 Right-of-way
 Acquistion



R-490G	2050 MTP PROJECT FACT SH	EET
Short Title	ATLANTA STREETCAR - SOUTHEAST BELTLINE CORRIDOR FROM IRWIN STREET TO UNIVERSITY AVENUE	278 3
GDOT Project No.	N/A	N BOL
Federal ID No.	N/A	
Status	Long Range	Martin Luther King Jr Dr NW
Service Type	Transit / Rail Capital	
Sponsor	MARTA	20 402 Westview Dr SW
Jurisdiction	Regional - Central	0 0.5 1 Miles
Analysis Level	In the Region's Air Quality Conformity Analysis	Contra AV- SHV
Existing Thru Lane	N/A LCI	Network Year 2050
Planned Thru Lane	N/A Flex	Corridor Length TBD miles
Detailed Description	and Justification	
This project will provide str Avenue.	eetcar transit service along the southeastern quadrant of the	Beltline corridor between Irwin Street and University

Phase Status & Funding		Status	FISCAL TOTAL PHAS	TOTAL PHASE	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
Information			YEAR	COST	FEDERAL	STATE	BONDS	LOCAL/PRIVATE
ALL	New Starts		LR 2041- 2050	\$282,540,000	\$127,143,000	\$0,000	\$0,000	\$155,397,000
				\$282,540,000	\$127,143,000	\$0,000	\$0,000	\$155,397,000

 SCP:
 Scoping
 PE:
 Preliminary engineering / engineering / design / planning
 PE-OV:
 GDOT oversight services for engineering
 ROW:
 Right-of-way
 Acquistion

 UTL:
 Utility relocation
 CST:
 Construction / Implementation
 ALL:
 Total estimated cost, inclusive of all phases
 ROW:
 Right-of-way
 Acquistion


R-491C	2050 MTP PROJECT FACT SH	EET
Short Title	NORTHSIDE DRIVE CORRIDOR BUS RAPID TRANSIT FROM ATLANTA METROPOLITAN STATE COLLEGE TO I- 75 NORTH	S-Inman ¹⁰ Parket B-D-Tube D-D-Tu
GDOT Project No.	N/A	Lincoln emetery Voseph E Boone Blvd NW
Federal ID No.	N/A	Atlanta
Status	Long Range	Westview Cemetery
Service Type	Transit / BRT Capital	states and
Sponsor	MARTA	Concession Ave SW support
Jurisdiction	City of Atlanta	
Analysis Level	In the Region's Air Quality Conformity Analysis	
Existing Thru Lane	N/A LCI	Network Year 2050
Planned Thru Lane	N/A Flex	Corridor Length TBD miles
Detailed Description	and Justification	
This project will provide hi State College area.	gh capacity premium transit service along the Northside Drive	e corridor between I-75 north and the Atlanta Metropolitan

Phase Status & Funding	Status FISCAL TO YEAR	TOTAL PHASE	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE				
Information		COST	FEDERAL	STATE	BONDS	LOCAL/PRIVATE	
ALL New Starts		LR 2041- 2050	\$167,000,000	\$75,150,000	\$0,000	\$0,000	\$91,850,000
			\$167,000,000	\$75,150,000	\$0,000	\$0,000	\$91,850,000

 SCP:
 Scoping
 PE:
 Preliminary engineering / engineering / design / planning
 PE-OV:
 GDOT oversight services for engineering
 ROW:
 Right-of-way
 Acquistion

 UTL:
 Utility relocation
 CST:
 Construction / Implementation
 ALL:
 Total estimated cost, inclusive of all phases
 ROW:
 Right-of-way
 Acquistion



T-295	2050 MTP PROJECT FACT SH	EET
Short Title	US 29/SR 14 (LEE STREET) BRIDGE UPGRADE AT ABANDONED CSX RAIL LINE BETWEEN WHITE STREET AND DONNELLY AVENUE	Donnelly Ave Store
GDOT Project No.	0013810	
Federal ID No.	N/A	
Status	Programmed	state sommore si a
Service Type	Roadway / Bridge Upgrade	and Stand Stand
Sponsor	GDOT	andon ave a star and a star
Jurisdiction	City of Atlanta	0 250 500 Feet
Analysis Level	Exempt from Air Quality Analysis (40 CFR 93)	
Existing Thru Lane	2 LCI	Network Year TBD
Planned Thru Lane	Flex	Corridor Length 0.4 miles
Detailed Description	and Justification	

This project will upgrade the existing bridge along US 29/SR 14 (Lee Street) at the abandoned CSX Rail Line located between White Street and Donnelly Avenue.

Phase Status & Funding Status			FISCAL	TOTAL PHASE	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE				
Information			YEAR	YEAR COST FEDERAL STATE BONDS L				LOCAL/PRIVATE	
PE	STP - Statewide Flexible (GDOT)	AUTH	2016	\$2,151,000	\$1,720,800	\$430,200	\$0,000	\$0,000	
ROW	Bridge Formula Program (Y113)	AUTH	2023	\$1,350,000	\$1,080,000	\$270,000	\$0,000	\$0,000	
UTL	Surface Transportation Block Grant Program (STBG) Flexible		2025	\$64,466	\$51,573	\$12,893	\$0,000	\$0,000	
CST	Surface Transportation Block Grant Program (STBG) Flexible		2025	\$6,867,053	\$5,493,641	\$1,373,412	\$0,000	\$0,000	
				\$10,432,519	\$8,346,014	\$2,086,505	\$0,000	\$0,000	

 SCP:
 Scoping
 PE:
 Preliminary engineering / engineering / design / planning
 PE-OV:
 GDOT oversight services for engineering
 ROW:
 Right-of-way Acquistion

 UTL:
 Utility relocation
 CST:
 Construction / Implementation
 ALL:
 Total estimated cost, inclusive of all phases
 ROW:
 Right-of-way Acquistion





AT-320	2050 MTP PROJECT FACT SHE	ET					
Short Title	ATLANTA TRAFFIC SIGNAL ENHANCEMENT PROGRAM - PHASE 1 AT VARIOUS INTERSECTIONS ON GREENBRIAR PARKWAY, SYLVAN ROAD, 10TH STREET, STATE STREET AND NORTH AVENUE	200 And					
GDOT Project No.	0017802	Winter Constant					
Federal ID No.	N/A						
Status	Programmed	Corcate RaSW					
Service Type	Roadway / Operations & Safety	To a superior to an a superior to a superior					
Sponsor	City of Atlanta	7 Tisa Canguda May 100					
Jurisdiction	City of Atlanta	0 1 2 Miles Creditand A - SW S					
Analysis Level	Exempt from Air Quality Analysis (40 CFR 93)						
Existing Thru Lane	N/A LCI	Network Year TBD					
Planned Thru Lane	N/A Flex	Corridor Length N/A miles					
Detailed Description and Justification							

This project includes signal enhancements at intersections on Greenbriar Pkwy, Sylvan Rd, 10th St, State St and North Ave. The signal enhancements include but not limited to signal equipment upgrades, detection upgrades, pavement marking improvements, ADA ramps, 4G or Fiber traffic communications installation and signal timing optimization to reduce over all corridor delay and improve progression.

Phase Status & Funding Status		Status FISCA		FISCAL TOTAL PHASE		BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE				
Information			YEAR COST		FEDERAL	STATE	BONDS	LOCAL/PRIVATE		
PE	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	AUTH	2021	\$400,000	\$320,000	\$0,000	\$0,000	\$80,000		
UTL	Congestion Mitigation & Air Quality Improvement (CMAQ)		2028	\$187,000	\$149,600	\$0,000	\$0,000	\$37,400		
CST	Congestion Mitigation & Air Quality Improvement (CMAQ)		2028	\$3,282,656	\$2,626,125	\$0,000	\$0,000	\$656,531		
				\$3,869,656	\$3,095,725	\$0,000	\$0,000	\$773,931		

 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
 ROW:
 Right-of-way Acquisition

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



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Home Projects Lee Street Trail

Lee Street Trail

3010	04,12
PROJECT NUMBER	COUNCIL DISTRICTS

Scope

Includes pedestrian crossing improvements and installation of a shared-use path along Lee St between the West End and Lakewood-Fort McPherson MARTA Stations. Where space permits, the trail will be raised and made of concrete, with a landscaped buffer protecting pedestrians, cyclists and wheelchair users from vehicle lanes.

PAID	\$0
PROJECT START	Jan 2020
DESIGN FINISH	Oct 2027
CONSTRUCTION START	May 2028
CONSTRUCTION FINISH	Oct 2029

Disclaimer: Project schedules and scopes are subject to change.



Procurement

Additional Project Information

ATLANTA DEPARTMENT OF TRANSPORTATION (ATLDOT)

Atlanta Department of Transportation (ATLD Atlante Cov Hall 55 Trinity Avenue SW, Suite 4400 Atlanta, GA 20303

By Appointment Only

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Home Projects Sidewalks City of Atlanta ADA Accessibility Improvements

City of Atlanta ADA Accessibility Improvements

COUNCIL DISTRICTS

ALL

About ~

TYPE PROJECT NUMBER
SIDEWALKS 3026

Scope

This project will improve pedestrian accessibility by the installation of rectangular rapid flashing beacons (RRFBs), pedestrian hybrid beacons (PHB)/HAWK signals, signal upgrades, pedestrian refuge islands, and curb extensions, where appropriate across the City of Atlanta. Proposed project enhancements also include construction of spot upgrades, enhanced pedestrian connectivity to transit at approximately thirty-two (32) locations and ADA improvements at predetermined locations around the City of Atlanta.

PAID	\$821,800
PROJECT START	Sep 2017
DESIGN FINISH	May 2026
CONSTRUCTION START	Oct 2026
CONSTRUCTION FINISH	Nov 2027





Disclaimer: Project schedules and scopes are subject to change.

Additional Project Information

ATLANTA DEPARTMENT OF TRANSPORTATION (ATLDOT)

Atlanta Denartment of Transportation (ATLDOT) Atlanta City Hall 55 Trinity Avenue SW, Suite 4400 Atlanta, GA 20303

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APPENDIX E STUDY NETWORK AREAS OF CONCERN



1. North side of Avon Ave east of Murphy Ave



2. North side of Avon Ave across from Higgins St



4. South side of Southeast corner of Avon Ave of Sylvan Rd







6. South side of Dill Ave between Murphy Ave and Sylvan Rd SW



7. South side of Dill Ave between Murphy Ave and Sylvan Rd SW



- 9. West side of Sylvan Rd north of Arden Ave
- 11. West side of Sylvan Rd south of Dill Ave



8. Northeast corner of Dill Ave and Lee St



10. West side of Sylvan Rd between Arden Ave and Dill Ave



12. West side of Sylvan Rd north of Dill Ave



13. West side of Sylvan Rd between Dill Ave and Cox Ave



15. West side of Sylvan Rd north of Avon Ave



Mar Aller Strange

14. West side of Sylvan Rd south of Avon Ave



16. West side of Sylvan Rd north of pedestrian crossing



17. West side of Sylvan Rd south of Murphy Ave intersection



18. East Side of Sylvan Rd south of Dill Ave



19. East Side of Sylvan Rd north of Dill Ave



20. East Side of Sylvan Rd south of Avon Ave



21. East side of Sylvan Rd north of Warner St



23. East side of Muphy Ave beginning 500 feet south of Avon Ave



22. East side of Sylvan Rd south of Murphy Ave



24. East side of Muphy Ave north of Avon Ave





27. West side of Lee St south of Lawton Ave



26. West side of Lee St south of White Oak Ave



28. West side of Lee St south of Sparks St



GAP IN SIDEWALK

29. North side of Avon Ave at Sylvan Rd



30.North side of Avon Ave at Hartford Ave east of Sylvan Rd



31. South side of Avon Ave at Murphy Ave



33. South side of Avon Ave at Sylvan Rd (wb)



35. South side of Avon Ave east of Hartford Ave



32. South side of Avon Ave at Higgins St



34. South side of Avon Ave at Hartford Ave



36. North side of Dill Ave east of Murphy Ave



37. North side of Dill Ave between Murphy Ave and Sylvan Rd



39. East Side of Sylvan Rd north of Cox Ave



41. East side of Sylvan Rd north of Avon Ave



38. North side of Dill Ave west of Sylvan Rd



40. East Side of Sylvan Rd south of Avon Ave



42. East side of Sylvan Rd between Avon Ave and Warner St



43. West side of Murphy Ave north of Dill Ave



45. West side of Murphy Ave north of Avon Ave



47. West side of Murphy Ave approx. 700' south of Avon Ave



44. West side of Murphy Ave at Avon Ave



46. West side of Murphy Ave north of Avon Ave



48. East side of Murphy Ave approx.. 800' south of Avon Ave



49. East side of Murphy Ave south of Avon Ave



51. East side of Murphy Ave approx. 600' south of Sylvan Rd



50. East side of Murphy Ave south of Avon Ave



52. East side of Murphy Ave at Sylvan Rd



MARTA STOPS LACKING AMENITIES

53. EXAMPLE Amenitized Stop, North side of Campbellton Road



54. Avon Ave WB at Murphy Ave



MARTA STOPS LACKING AMENITIES

55. Murphy Ave NB at Avon Ave



57. Campbellton Rd EB west of Oakland Dr





56. Murphy Ave NB at Dill Avenue



58. Sylvan Rd NB at Genessee Ave







MARTA STOPS LACKING AMENITIES

61. Sylvan Rd NB at Erin Ave



62. Sylvan Rd SB at Cox Ave



63. Sylvan Rd NB at Avon Ave



64. Sylvan Rd SB at Avon Ave



CRACKED / UNEVEN PEDESTRIAN RAMPS

65. Avon Ave at Murphy Ave



66. SW Corner of Dill Ave and Murphy Ave



CRAKED / UNEVEN PEDESTRIAN RAMPS



68. NW corner of Campbellton Rd and Oakland



69. NW corner of Lee St at Lawton Ave



MISSING PEDESTRIAN WARNING STRIPS AT RAMPS

70. NE corner of Sylvan Rd and Warner St



71. SE corner of Sylvan Rd and Warner St



MISSING PEDESTRIAN WARNING STRIPS AT RAMPS

72. NW corner of Lee St and Oakland Lane



74. NE corner of Murphy Ave and Arden Ave



76. NE corner of Dorsey St and Campbellton Rd



73. SW corner of Lee St and Oakland Lane



75. SE corner of Murphy Ave and Arden Ave



77. NW corner of Dorsey St and Campbellton Rd



MISSING PEDESTRIAN WARNING STRIPS AT RAMPS

- 78. NE corner of Brewster St and Campbellton
- 79. NW corner of Brewster and Campbellton



ADD / RESTRIPE PEDESTRIAN CROSSWALK

80. North pedestrian crosswalk at Campbellton Rd and Oakland Dr



82. Restripe crosswalk at Dill Ave and Sylvan St



81. Missing crosswalk at Dorsey St and Campbellton Rd



83. Restripe crosswalk at Dill Ave and Sylvan S



ADD / RETRIPE PEDESTRIAN CROSSWALK

84. No pedestrian crosswalk at Sylvan St and Avon Ave



85. No pedestrian crosswalk at Avon Ave and Murphy



ADDITIONAL OBSERVATIONS

86. Sidewalk on west side of Murphy Ave south of Dill Ave overgrown with vegetation



87. Sidewalk on west side of Murphy Ave north of Dill Ave overgrown with vegetation



88. E/W pedestrian crosswalk on Lee St at White Oak Ave



89. Missing Curbing/Ramps on the east side of Sylvan Rd at Avon Ave



ADDITIONAL OBSERVATIONS

90. Pedestrian crossing on Sylvan Rd south of Warner St at the BeltLine Spur



91. Pedestrian crosswalk on Murphy Ave from Sylvan Rd to RR





92. Pedestrian crosswalk on Lee St to RR



93. Avon Avenue / Allene Avenue BeltLine access



APPENDIX F

GDOT HISTORICAL TRAFFIC DATA & GROWTH RATE





0000121_5693 - 121-5693 - SR 001400 BEG AT County: Fulton Route number: 00235303 LRS section: 1213235303 Functional class: 4U - Minor Arterial (Urban) Coordinates: 33.71238009, -84.418153

Bush Mountain

-

netian Hills

Bollers' at Fort herson





321				
		Count Hist	ory	
r	Month	Count type	Duration	Count
2	October	Class	48 hours	7,270
)	October	Class	48 hours	5,898
3	March	Class	48 hours	5,880
6	March	Class	48 hours	5,835
2	February	Volume	48 hours	5,028

0

eGra	2012	February	Volume	48 hours	5,028	8
	Annual S	Statistics				

Data Item	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Statistics type	-	Estimated	Actual	Estimated	Actual	Estimated	Actual	Estimated	Actual	Estimate
AADT	4,720	5,080	5,250	5,560	5,320	5,350	5,360	5,790	6,490	6,560
K-Factor	-	-	0.100	-	0.107	0.107	0.103	0.103	0.109	0.109
D-Factor	-	-	0.700	-	0.770	0.770	0.560	0.560	0.630	0.630
Future AADT	-	-	5,630	7,010	6,700	6,750	6,750	8,200	9,830	10,400



Vehicle Class	sification 2022	
1. Motorcycles 2 axles, 2 or 3 wheels.	للم	0.41%
2. Passenger cars 2 axles. Can have 1- or 2-axle trailers.	900 - 500 9-509 - 500 500	82.05%
3. Pickups, panels, vans 2-axle, 4-tire single units. Can have 1- or 2-axle trailers.	an <mark>a</mark> n ta	13.12%
4. Buses 2- or 3-axle, full length.	ر میں ایسیا جھی (میں	0.76%
5. Single-unit trucks 2-axle, 6-tire, (dual rear tires), single-unit trucks.	alle alle alle	2.71%
6. Single-unit trucks 3-axle, single-unit trucks.	💭 💭 🔫	0.54%
7. Single-unit trucks 4 or more axle, single-unit trucks.	<mark></mark>	0.01%
8. Single-trailer trucks 3- or 4-axle, single-trailer trucks.		0.17%
9. Single-trailer trucks 5-axle, single-trailer trucks.	a a a	0.21%
10. Single-trailer trucks 6 or more axle, single-trailer trucks.		0.01%
11. Multi-trailer trucks 5 or less axle, multi-trailer trucks.		0%
12. Multi-trailer trucks 6-axle, multi-trailer trucks.		0%
13. Multi-trailer trucks 7 or more axle, multi-trailer trucks.		0%



Avon Avenue - Growth Rate Calculation Worksheet

		Pe	rcentag	e Grow	rth					
Roadway	County	Traffic Count Station	2019 Traffic Volumes	2020 Traffic Volumes	2021 Traffic Volumes	2022 Traffic Volumes	2023 Traffic Volumes	2024 Traffic Volumes by Linear Regress.	2028 Traffic Volumes by Linear Regress.	Annual Growth 2024 to 2028
Lee St	Fulton	121-5214	24,300	19,500	21,100	22,000	22,200	21,310	20,630	-0.8%
Sylvan Rd	Fulton	121-5709	5,350	5,360	5,790	6,490	6,560	6,975	8,395	5.1%
Dill Ave	Fulton	121-8395	5,290	4,920	5,450	5,580	5,730	5,856	6,472	2.6%
	Weigh	ted Average	34,940	29,780	32,340	34,070	34,490	34,141	35,497	1.0%

APPENDIX G TRAFFIC COUNT DATA



Bi-Directional Class Count || NB EB 15min



Atlanta, GA

Site 1	Date	Weather
Avon Ave SW,	Wednesday, May 15, 2024	Mostly Cloudy
west of Sylvan Rd SW		72°F
	Lat/Long	
	33.722226°, -84.420243°	Click here for Detailed Weather
	Click here for Map	

0000 - 2400 (Weekday 24h Session) (05-15-2024) NB EB 15min

		2			-	Eastbo	ound (Moveme	ent 1.1)		10		12	42	15min	60min
0000 - 0015	1	2	3	4	5	6	/	8	9	10	11	12	13	Total 1	Total
0015 - 0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0030 - 0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0045 - 0100	0	1	0	0	0	0	0	0	0	0	0	0	0	1	2
0100 - 0115	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0115 - 0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0130 - 0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0145 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0200 - 0213	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0230 - 0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0245 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300 - 0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0315 - 0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0330 - 0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0345 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400 - 0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0415 - 0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0430 - 0443	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
0500 - 0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0515 - 0530	0	0	0	1	0	0	0	0	0	0	0	0	0	1	
0530 - 0545	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0545 - 0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
0600 - 0615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0615 - 0630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0645 - 0700		U O	U			1			0		U	0		1	э
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
0715 - 0730	0	0	1	1	0	0	0	0	0	0	0	0	0	2	
0730 - 0745	1	0	0	0	0	0	0	0	0	0	0	0	0	1	
0745 - 0800	0	0	1	0	0	0	0	0	0	0	0	0	0	1	4
0800 - 0815	0	0	0	1	0	0	0	0	0	0	0	0	0	1	
0815 - 0830	0	8	3	0	0	0	0	0	0	0	0	0	0	11	
0830 - 0845	0	14	1	1	0	0	0	0	0	0	0	0	0	16	20
0845 - 0900	0	1	1	0	0	0	0	0	0	0	0	0	0	2	30
0915 - 0930	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0930 - 0945	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0945 - 1000	0	1	0	0	0	0	0	0	0	0	0	0	0	1	5
1000 - 1015	0	1	1	1	0	0	0	0	0	0	0	0	0	3	
1015 - 1030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1030 - 1045	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
1045 - 1100	0	4	1	0	0	0	0	0	0	0	0	0	0	5	9
1100 - 1115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1115 - 1130 1130 - 1145	0	0	0		0	0	0	0	0	0	0	0	0		
1145 - 1200	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2
1200 - 1215	0	0	0	1	0	0	0	0	0	0	0	0	0	1	_
1215 - 1230	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
1230 - 1245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1245 - 1300	0	1	1	1	0	0	0	0	0	0	0	0	0	3	5
1300 - 1315	0	2	0	0	1	0	0	0	0	0	0	0	0	3	
1315 - 1330	0	1	0			0	0	0	0	0	0	0	0	2	
1345 - 1400	0	0	1	1	0	0	0	0	0	0	0	0	0	2	10
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1415 - 1430	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
1430 - 1445	0	2	2	1	0	0	0	0	0	0	0	0	0	5	
1445 - 1500	0	4	1	0	0	0	0	0	0	0	0	0	0	5	11
1500 - 1515	0	1	1	0	1	0	0	0	0	0	0	0	0	3	
1515 - 1530	0	1	0			0	0		0	0	0	0	0	4	
1545 - 1600	0	2	1	0	0	0	0	0	0	0	0	0	0	3	11
1600 - 1615	0	1	0	1	0	0	0	0	0	0	0	0	0	2	
1615 - 1630	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
1630 - 1645	0	1	0	1	0	0	0	0	0	0	0	0	0	2	
1645 - 1700	0	2	0	0	0	0	0	0	0	0	0	0	0	2	7
1700 - 1715	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
1715 - 1730	0	1	0	1	0	0	0	0	0	0	0	0	0	2	
1745 - 1800	0	5	1	1	0	0	0	0	0	0	0	0	0	6	14
1800 - 1815	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
1815 - 1830	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
1830 - 1845	0	1	0	1	0	0	0	0	0	0	0	0	0	2	
1845 - 1900	0	2	0	0	0	0	0	0	0	0	0	0	0	2	6
1900 - 1915	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1915 - 1930	0	1	0	1	0	0	0	0	0	0	0	0	0	2	
1945 - 2000	0	0	1	0	0	1	0	0	0	0	0	0	0	2	4
2000 - 2015	0	0	0	1	0	0	0	0	0	0	0	0	0	1	-
2015 - 2030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2030 - 2045	0	1	0	1	0	0	0	0	0	0	0	0	0	2	
2045 - 2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
2100 - 2115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2115 - 2130	0	0	0	1	0	0	0	0	0	0	0	0	0	1	
2130 - 2145 2145 - 2200	0	1	0	1	0	0	0	0	0	0	0	0	0	2	Δ
2200 - 2215	0	1	0	0	0	0	0	0	0	0	0	0	0	1	-
2215 - 2230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2230 - 2245	0	0	0	1	0	0	0	0	0	0	0	0	0	1	
2245 - 2300	0	1	0	0	0	0	0	0	0	0	0	0	0	1	3
2300 - 2315	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
2315 - 2330	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
2330 - 2345	0	T	0	0	0	0	0	0	0	0	0	0	0	L	

2345-0000 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

Session Total	1	90	19	24	3	2	0	1	0	0	0	0	0	140
Session Average	0.01	0.94	0.20	0.25	0.03	0.02	0.00	0.01	0.00	0.00	0.00	0.00	0.00	1.46
Session Percentage	0.71	64.29	13.57	17.14	2.14	1.43	0.00	0.71	0.00	0.00	0.00	0.00	0.00	

AM Peak Hour	0645 - 0745	0815 - 0915	0745 - 0845	0630 - 0730	-	0600 - 0700	-	-	-	-	-	-	-	0815 - 0915
AM Peak Volume	1	25	5	2	0	1	0	0	0	0	0	0	0	31

Noon Peak Hour	-	1415 - 1515	1415 - 1515	1115 - 1215	1430 - 1530	-	-	1430 - 1530	-	-	-	-	-	1430 - 1530
Noon Peak Volume	0	8	4	2	2	0	0	1	0	0	0	0	0	17

PM Peak Hour	-	1700 - 1800	1500 - 1600	1515 - 1615	1500 - 1600	1900 - 2000	-	1500 - 1600	-	-	-	-	-	1700 - 1800
PM Peak Volume	0	10	2	2	2	1	0	1	0	0	0	0	0	14

Marr Traffic DATA COLLECTION

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Bi-Directional Class Count || SB WB 15min

Atlanta, GA

Sile 1	Date	Weather
Avon Ave SW,	Wednesday, May 15, 2024	Mostly Cloudy
west of Sylvan Rd SW		72°F
	Lat/Long	
	33.722226°, -84.420243°	Click here for Detailed Weather

0000 - 2400 (Weekday 24h Session) (05-15-2024) SB WB 15min

Time	1	2	2	4	F	Westb	ound (Movem	ent 1.2)	0	10	11	10	12	15min	60min
0000 - 0015	0	0	0	4	0	0	0	8	9	0	0	0	0		lotai
0015 - 0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0030 - 0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0045 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100 - 0115	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0115 - 0130	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0130 - 0145	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0145 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
0200 - 0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0215 - 0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0230 - 0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0245 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300 - 0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0310 - 0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0345 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	n
0400 - 0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0415 - 0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0430 - 0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0445 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500 - 0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0515 - 0530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0530 - 0545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0545 - 0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600 - 0615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0620 0645		U	0					0	1		U	0	0	1	
0050 - 0045 0645 - 0700	0	0	0	2	0	0	0	0		0	0	0	0	2	А
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0730 - 0745	0	0	2	1	0	0	0	0	0	0	0	0	0	3	
0745 - 0800	0	0	0	0	0	0	0	0	1	0	0	0	0	1	4
0800 - 0815	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0815 - 0830	0	0	0	1	0	0	0	0	0	0	0	0	0	1	
0830 - 0845	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0845 - 0900	0	1	0	0	0	0	0	0	0	0	0	0	0	1	5
0900 - 0915	0	2	0	1	0	1	0	0	0	0	0	0	0	4	
0915 - 0930	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
0930 - 0945	0	1	0		0	0	0	0	0	0	0	0	0	2	7
1000 - 1015	0	1	1	0	0	0	0	0	0	0	0	0	0	2	/
1015 - 1030	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
1030 - 1045	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
1045 - 1100	0	1	0	0	0	0	0	0	0	0	0	0	0	1	8
1100 - 1115	0	0	0	1	0	0	0	0	0	0	0	0	0	1	
1115 - 1130	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
1130 - 1145	0	1	0	1	0	0	0	0	0	0	0	0	0	2	
1145 - 1200	0	1	0	0	0	0	0	0	0	0	0	0	0	1	5
1200 - 1215	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
1215 - 1230	0	1	0	1	0	0	0	0	0	0	0	0	0	2	
1230 - 1245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1245 - 1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
1315 - 1330	0	0	0		0	0	0	0	0	0	0	0	0	0	
1330 - 1345	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
1345 - 1400	0	0	1	1	0	0	0	0	0	0	0	0	0	2	4
1400 - 1415	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
1415 - 1430	0	2	0	1	0	0	0	0	0	0	0	0	0	3	
1430 - 1445	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
1445 - 1500	0	1	0	1	0	0	0	0	0	0	0	0	0	2	9
1500 - 1515	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
1515 - 1530	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
1530 - 1545	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0
1600 - 1615	0	2	0	0	1	0	0	0	0	0	0	0	0	3	0
1615 - 1630	0	2	0	1	0	0	0	0	0	0	0	0	0	3	
1630 - 1645	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
1645 - 1700	0	1	0	1	0	0	0	0	0	0	0	0	0	2	10
1700 - 1715	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
1715 - 1730	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
1730 - 1745	0	4	0	1	0	0	0	0	0	0	0	0	0	5	
1/45 - 1800	0	2	0	0	0	0	0	0	0	0	0	0	0	2	13
1815 - 1815		5	0	1				0			0	0		1	
1830 - 1845	0	1	1		0	0	n	0	0	0	0	0	0	2	
1845 - 1900	0	2	0	0	1	0	0	0	0	0	0	0	o	3	11
1900 - 1915	0	2	0	1	0	0	0	0	0	0	0	0	0	3	
1915 - 1930	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1930 - 1945	0	2	0	1	0	0	0	0	0	0	0	0	0	3	
1945 - 2000	0	1	0	0	0	0	0	0	0	0	0	0	0	1	7
2000 - 2015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2015 - 2030	0	0	0	1	0	0	0	0	0	0	0	0	0	1	
2030 - 2045	0	0	2	0	0	0	0	0	0	0	0	0	0	2	
2045 - 2100	0	0	0	1	0	0	0	0	0	0	0	0	0	1	4
2100 - 2115	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
2130 - 2145	0	0	0	1	0	0	0	0	0	0	0	0	0	1	
2145 - 2200	0	1	0	0	0	0	0	0	0	0	0	0	0	1	6
2200 - 2215	0	2	0	0	0	0	0	0	0	0	0	0	0	2	•
2215 - 2230	0	0	0	1	0	0	0	0	0	0	0	0	0	1	
2230 - 2245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2245 - 2300	0	1	0	1	0	0	0	0	0	0	0	0	0	2	5
2300 - 2315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2315 - 2330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2330 - 2345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

|--|

Session Total	0	75	12	26	3	1	0	0	2	0	0	0	0	119
Session Average	0.00	0.78	0.13	0.27	0.03	0.01	0.00	0.00	0.02	0.00	0.00	0.00	0.00	1.24
Session Percentage	0.00	63.03	10.08	21.85	2.52	0.84	0.00	0.00	1.68	0.00	0.00	0.00	0.00	

AM Peak Hour	-	0815 - 0915	0645 - 0745	0600 - 0700	-	0815 - 0915	-	-	0545 - 0645	-	-	-	-	0815 - 0915
AM Peak Volume	0	5	2	3	0	1	0	0	1	0	0	0	0	8

Noon Peak Hour	-	1415 - 1515	1000 - 1100	1045 - 1145	-	-	-	-	-	-	-	-	-	1415 - 1515
Noon Peak Volume	0	8	2	2	0	0	0	0	0	0	0	0	0	10

PM Peak Hour	-	1715 - 1815	1945 - 2045	1530 - 1630	1515 - 1615	-	-	-	-	-	-	-	-	1715 - 1815
PM Peak Volume	0	13	2	2	2	0	0	0	0	0	0	0	0	15



Bi-Directional Class Count || Bi-Directional 15min

Atlanta, GA

Site 1	Date	Weather
Avon Ave SW,	Wednesday, May 15, 2024	Mostly Cloudy
west of Sylvan Rd SW		72°F
	Lat/Long	
	33.722226°, -84.420243°	Click here for Detailed Weather

0000 - 2400 (Weekday 24h Session) (05-15-2024)

Bi-Directional 15min

 :						Bi-l	Directional 15	min		10		10	42	15min	60min
Time 0000_0015	1	2	3	4	5	6	7	8	9	10	11	12	13	Total 1	Total
0015 - 0013	0		0	0	0	0	0	0	0	0	0	0	0	0	
0010 - 0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0045 - 0100	0	1	0	0	0	0	0	0	0	0	0	0	0	1	2
0100 - 0115	0	2	0	0	0	0	0	0	0	0	0	0	0	2	_
0115 - 0130	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0130 - 0145	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0145 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
0200 - 0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0215 - 0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0230 - 0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	_
0245 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300 - 0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0330 - 0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0345 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400 - 0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0415 - 0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0430 - 0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0445 - 0500	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
0500 - 0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0515 - 0530	0	0	0	1	0	0	0	0	0	0	0	0	0	1	
0530 - 0545	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0545 - 0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
0615 - 0620				1		0	0	0	0	0	0	0	0	1	
0630 - 0645	n 0	n	n 0	1	0	0	n	n	1	0	0	0	n	2	
0645 - 0700	0	0	0	2	0	1	0	0	0	0	0	0	0	3	6
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0715 - 0730	0	0	1	1	0	0	0	0	0	0	0	0	0	2	
0730 - 0745	1	0	2	1	0	0	0	0	0	0	0	0	0	4	
0745 - 0800	0	0	1	0	0	0	0	0	1	0	0	0	0	2	8
0800 - 0815	0	1	0	1	0	0	0	0	0	0	0	0	0	2	
0815 - 0830	0	8	3	1	0	0	0	0	0	0	0	0	0	12	
0830 - 0845	0	16			0	0	0	0	0	0	0	0	0	18	25
0800 0015	0	2	1	0	0	1	0	0	0	0	0	0	0	3	35
0900 - 0915	0	4	1		0	0	0	0	0	0	0	0	0	0	
0930 - 0945	0	3	0	1	0	0	0	0	0	0	0	0	0	4	
0945 - 1000	0	1	0	0	0	0	0	0	0	0	0	0	0	1	12
1000 - 1015	0	2	2	1	0	0	0	0	0	0	0	0	0	5	
1015 - 1030	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
1030 - 1045	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
1045 - 1100	0	5	1	0	0	0	0	0	0	0	0	0	0	6	17
1100 - 1115	0	0	0	1	0	0	0	0	0	0	0	0	0	1	
1115 - 1130	0	0	1	1	0	0	0	0	0	0	0	0	0	2	
1130 - 1145	0		0	1	0	0	0	0	0	0	0	0	0	2	-
1145 - 1200	0	2	0	0	0	0	0	0	0	0	0	0	0	2	/
1200 - 1213	0	2	0	1	0	0	0	0	0	0	0	0	0	3	
1230 - 1245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1245 - 1300	0	1	1	1	0	0	0	0	0	0	0	0	0	3	9
1300 - 1315	0	2	0	1	1	0	0	0	0	0	0	0	0	4	
1315 - 1330	0	1	0	1	0	0	0	0	0	0	0	0	0	2	
1330 - 1345	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
1345 - 1400	0	0	2	2	0	0	0	0	0	0	0	0	0	4	14
1400 - 1415	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
1415 - 1430	0	3	0	1	0	0	0	0	0	0	0	0	0	4	
1430 - 1445	0	4 5	2	1	0	0	0	0	0	0	0	0	0	7	20
1500 - 1515	0	4	1	0	1	0	0	0	0	0	0	0	0	6	20
1515 - 1530	0	3	0	1	1	0	0	1	0	0	0	0	0	6	
1530 - 1545	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
1545 - 1600	0	3	1	1	1	0	0	0	0	0	0	0	0	6	19
1600 - 1615	0	3	0	1	1	0	0	0	0	0	0	0	0	5	
1615 - 1630	0	3	0	1	0	0	0	0	0	0	0	0	0	4	
1630 - 1645		3	0	1	0	0	0	0	0		0	0	0	4	47
1700 - 1715	0	5	0		0	0	0	0	0	0	0	0	0	4	1/
1715 - 1730	0	3	1	1	0	0	0	0	0	0	0	0	0	5	
1730 - 1745	0	7	1	1	0	0	0	0	0	0	0	0	0	9	
1745 - 1800	0	6	1	1	0	0	0	0	0	0	0	0	0	8	27
1800 - 1815	0	6	0	0	0	0	0	0	0	0	0	0	0	6	
1815 - 1830	0	1	0	1	0	0	0	0	0	0	0	0	0	2	
1830 - 1845	0	2	1	1	0	0	0	0	0	0	0	0	0	4	
1845 - 1900	0	4	0	0	1	0	0	0	0	0	0	0	0	5	17
1900 - 1915	0	2	0	1	0	0	0	0	0	0	0	0	0	3	
1910 - 1930	0	2	0	1	0	0	0	0	0	0	0	0	0	2	
1945 - 2000	0	1	1	0	0	1	0	0	0	0	0	0	0	3	11
2000 - 2015	0	0	0	1	0	0	0	0	0	0	0	0	0	1	
2015 - 2030	0	0	0	1	0	0	0	0	0	0	0	0	0	1	
2030 - 2045	0	1	2	1	0	0	0	0	0	0	0	0	0	4	
2045 - 2100	0	0	0	1	0	0	0	0	0	0	0	0	0	1	7
2100 - 2115	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
2115 - 2130	0	1	0	1	0	0	0	0	0	0	0	0	0	2	
2130 - 2145	0	1	0	1	0	0	0	0	0	0	0	0	0	2	10
2145 - 2200	0	2	0		0	0	0	0	0	0	0	0	0	3	10
2200 - 2215 2215 - 2220			0 0	1	0	0	n n	0 0	0 0	0	0	0	0 0	5 1	
2230 - 2230	0	0	0	1	0	0	0	0	0	0	0	0	0	1	
2245 - 2300	0	2	0	1	0	0	0	0	0	0	0	0	0	3	8
2300 - 2315	0	2	0	0	0	0	0	0	0	0	0	0	0	2	-
2315 - 2330	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
2330 - 2345	0	1	0	0	0	0	0	0	0	0	0	0	0	1	

|--|

Session Total	1	165	31	50	6	3	0	1	2	0	0	0	0	259
Session Average	0.01	1.72	0.32	0.52	0.06	0.03	0.00	0.01	0.02	0.00	0.00	0.00	0.00	2.70
Session Percentage	0.39	63.71	11.97	19.31	2.32	1.16	0.00	0.39	0.77	0.00	0.00	0.00	0.00	

AM Peak Hour	0645 - 0745	0815 - 0915	0730 - 0830	0600 - 0700	-	0600 - 0700	-	-	0545 - 0645	-	-	-	-	0815 - 0915
AM Peak Volume	1	30	6	4	0	1	0	0	1	0	0	0	0	39

Noon Peak Hour	-	1415 - 1515	1345 - 1445	1300 - 1400	1430 - 1530	-	-	1430 - 1530	-	-	-	-	-	1430 - 1530
Noon Peak Volume	0	16	5	4	2	0	0	1	0	0	0	0	0	26

PM Peak Hour	-	1715 - 1815	1700 - 1800	1545 - 1645	1500 - 1600	1900 - 2000	-	1500 - 1600	-	-	-	-	-	1715 - 1815
PM Peak Volume	0	22	3	4	3	1	0	1	0	0	0	0	0	28

Bi-Directional Class Count || Volume Summary 15min

Atlanta, GA

Site 1

Avon Ave SW, west of Sylvan Rd SW Date

Wednesday, May 15, 2024



Weather

Mostly Cloudy 72°F

Lat/Long

33.722226°, -84.420243°

2100 - 2115

Click here for Detailed Weather

0000 - 2400 (Weekday 24h Session) (05-15-2024)

Volume Summary 15min

	Volume Sum	nmary 15min	15min	60min
TIME	EB	WB	Total	Total
0000 - 0015	1	0	1	
0015 - 0030	0	0	0	
0030 - 0045	0	0	0	
0045 - 0100	1	0	1	2
0100 - 0115	1	1	2	
0115 - 0130	0	2	2	
0130 - 0145	0	1	1	
0145 - 0200	0	0	0	5
0200 - 0215	0	0	0	
0215 - 0230	0	0	0	
0230 - 0245	0	0	0	
0245 - 0300	0	0	0	0
0300 - 0315	0	0	0	
0315 - 0330	0	0	0	
0330 - 0345	0	0	0	
0345 - 0400	0	0	0	0
0400 - 0415	0	0	0	
0415 - 0430	0	0	0	
0430 - 0445	0	0	0	
0445 - 0500	1	0	1	1
0500 - 0515	0	0	0	
0515 - 0530	1	0	1	
0530 - 0545	1	0	1	
0545 - 0600	0	0	0	2
0600 - 0615	0	0	0	_
0615 - 0630	0	1	1	
0630 - 0645	1	-	2	
0645 - 0700	1	2	-	6
0700 - 0715	0	0	0	
0715 - 0730	2	0	2	
0730 - 0745	1	3	4	
0745 - 0800	1	1	2	8
0800 - 0815	1	1	2	U
0815 - 0830	11	1	12	
0830 - 0845	16	2	18	
0845 - 0900	2	1	3	35
0900 - 0915	2	4	6	
0915 - 0930	0	1	1	
0930 - 0945	2	2	4	
0945 - 1000	1	0	1	12
1000 - 1015	3	2	5	16
1015 - 1020	0	2	2	
1030 - 1045	1	2	2	
1045 - 1100	5	- 1	6	17
1100 - 1115	0	1	1	1/
1115 - 1120	1	1	2	
1130 - 11/5	0	2	2	
1145 - 1200	1	1	2	7
TT-J - TZOO	1	1	2	

	Volume Sum	nmary 15min	15min	60min
Time	EB	WB	Total	Total
1200 - 1215	1	2	3	
1215 - 1230	1	2	3	
1230 - 1245	0	0	0	
1245 - 1300	3	0	3	9
1300 - 1315	3	1	4	
1315 - 1330	2	0	2	
1330 - 1345	3	1	4	
1345 - 1400	2	2	4	14
1400 - 1415	0	2	2	
1415 - 1430	1	3	4	
1430 - 1445	5	2	7	
1445 - 1500	5	2	7	20
1500 - 1515	3	3	6	
1515 - 1530	4	2	6	
1530 - 1545	1	0	1	
1545 - 1600	3	3	6	19
1600 - 1615	2	3	5	
1615 - 1630	1	3	4	
1630 - 1645	2	2	4	
1645 - 1700	2	2	4	17
1700 - 1715	2	3	5	
1715 - 1730	2	3	5	
1730 - 1745	4	5	9	
1745 - 1800	6	2	8	27
1800 - 1815	1	5	6	
1815 - 1830	1	1	2	
1830 - 1845	2	2	4	
1845 - 1900	2	3	5	1/
1900 - 1915	0	3	3	
1915 - 1930	2	0	2	
1930 - 1945	0	3	3	4.4
1945 - 2000	2		3	11
2000 - 2015		1	1	
2012 - 2020			L A	
2030 - 2045		2	4	7
2045 - 2100			L	/

	•	•	•	
2115 - 2130	1	1	2	
2130 - 2145	1	1	2	
2145 - 2200	2	1	3	10
2200 - 2215	1	2	3	
2215 - 2230	0	1	1	
2230 - 2245	1	0	1	
2245 - 2300	1	2	3	8
2300 - 2315	2	0	2	
2315 - 2330	1	0	1	
2330 - 2345	1	0	1	
2345 - 0000	0	1	1	5

3

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0

Session Total	140	119	259
Session Average	1.46	1.24	2.70
Session Percentage	54.05	45.95	

Bi-Directional Class Count || NB EB 60min

Atlanta, GA

Site 1

Avon Ave SW, west of Sylvan Rd SW

Date Wednesday, May 15, 2024

33.722226°, -84.420243°

Lat/Long

Weather

Mostly Cloudy 72°F

Click here for Detailed Weather

0000 - 2400 (Weekday 24h Session) (05-15-2024)

NB EB 60min

						Eastbo	und (Movem	ent 1.1)						
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	Total
0000 - 0100	0	2	0	0	0	0	0	0	0	0	0	0	0	2
0100 - 0200	0	1	0	0	0	0	0	0	0	0	0	0	0	1
0200 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400 - 0500	0	1	0	0	0	0	0	0	0	0	0	0	0	1
0500 - 0600	0	1	0	1	0	0	0	0	0	0	0	0	0	2
0600 - 0700	0	0	0	1	0	1	0	0	0	0	0	0	0	2
0700 - 0800	1	0	2	1	0	0	0	0	0	0	0	0	0	4
0800 - 0900	0	23	5	2	0	0	0	0	0	0	0	0	0	30
0900 - 1000	0	5	0	0	0	0	0	0	0	0	0	0	0	5
1000 - 1100	0	6	2	1	0	0	0	0	0	0	0	0	0	9
1100 - 1200	0	1	0	1	0	0	0	0	0	0	0	0	0	2
1200 - 1300	0	2	1	2	0	0	0	0	0	0	0	0	0	5
1300 - 1400	0	6	1	2	1	0	0	0	0	0	0	0	0	10
1400 - 1500	0	7	3	1	0	0	0	0	0	0	0	0	0	11
1500 - 1600	0	5	2	1	2	0	0	1	0	0	0	0	0	11
1600 - 1700	0	5	0	2	0	0	0	0	0	0	0	0	0	7
1700 - 1800	0	10	2	2	0	0	0	0	0	0	0	0	0	14
1800 - 1900	0	5	0	1	0	0	0	0	0	0	0	0	0	6
1900 - 2000	0	1	1	1	0	1	0	0	0	0	0	0	0	4
2000 - 2100	0	1	0	2	0	0	0	0	0	0	0	0	0	3
2100 - 2200	0	2	0	2	0	0	0	0	0	0	0	0	0	4
2200 - 2300	0	2	0	1	0	0	0	0	0	0	0	0	0	3
2300 - 2400	0	4	0	0	0	0	0	0	0	0	0	0	0	4
	1													
Session Total	1	90	19	24	3	2	0	1	0	0	0	0	0	140
Session Average	0.04	3.75	0.79	1.00	0.13	0.08	0.00	0.04	0.00	0.00	0.00	0.00	0.00	5.83
Session Percentage	0.71	64.29	13.57	17.14	2.14	1.43	0.00	0.71	0.00	0.00	0.00	0.00	0.00	
	0700 0000	0000 0000		0000 0000	-	0000 0700						1		
	0700 - 0800	0800 - 0900	0800 - 0900	0800 - 0900	-	1	-	-	-	-	-	-	-	0800-0900
AIVI PEAK VOIUITIE	L.	23	5	Z	U	T	U	U	0	0	0	0	0	30
Noon Peak Hour	_	1400 - 1500	1400 - 1500	1200 - 1300	1300 - 1400	_	-	-		_	_	_	_	1400 - 1500
Noon Peak Volume	0	7	3	2	1	0	0	0	0	0	0	0	0	11
		, ,		2	±									
PM Peak Hour	-	1700 - 1800	1500 - 1600	1600 - 1700	1500 - 1600	1900 - 2000	-	1500 - 1600	-	-	-	-	-	1700 - 1800
PM Peak Volume	0	10	2	2	2	1	0	1	0	0	0	0	0	14
										-	-	-		-



Bi-Directional Class Count || SB WB 60min

Atlanta, GA

Site 1

Avon Ave SW, west of Sylvan Rd SW

Date Wednesday, May 15, 2024 Weather

Mostly Cloudy 72°F

Click here for Detailed Weather

0000 - 2400 (Weekday 24h Session) (05-15-2024)

						Westbo	ound (Movem	ent 1.2)						
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	Total
0000 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100 - 0200	0	4	0	0	0	0	0	0	0	0	0	0	0	4
0200 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500 - 0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600 - 0700	0	0	0	3	0	0	0	0	1	0	0	0	0	4
0700 - 0800	0	0	2	1	0	0	0	0	1	0	0	0	0	4
0800 - 0900	0	4	0	1	0	0	0	0	0	0	0	0	0	5
0900 - 1000	0	3	1	2	0	1	0	0	0	0	0	0	0	7
1000 - 1100	0	6	2	0	0	0	0	0	0	0	0	0	0	8
1100 - 1200	0	2	1	2	0	0	0	0	0	0	0	0	0	5
1200 - 1300	0	3	0	1	0	0	0	0	0	0	0	0	0	4
1300 - 1400	0	1	1	2	0	0	0	0	0	0	0	0	0	4
1400 - 1500	0	6	1	2	0	0	0	0	0	0	0	0	0	9
1500 - 1600	0	6	0	1	1	0	0	0	0	0	0	0	0	8
1600 - 1700	0	7	0	2	1	0	0	0	0	0	0	0	0	10
1700 - 1800	0	11	1	1	0	0	0	0	0	0	0	0	0	13
1800 - 1900	0	8	1	1	1	0	0	0	0	0	0	0	0	11
1900 - 2000	0	5	0	2	0	0	0	0	0	0	0	0	0	7
2000 - 2100	0	0	2	2	0	0	0	0	0	0	0	0	0	4
2100 - 2200	0	5	0	1	0	0	0	0	0	0	0	0	0	6
2200 - 2300	0	3	0	2	0	0	0	0	0	0	0	0	0	5
2300 - 2400	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	_				-			_	-		-	-	-	
Session Total	0	75	12	26	3	1	0	0	2	0	0	0	0	119
Session Average	0.00	3.13	0.50	1.08	0.13	0.04	0.00	0.00	0.08	0.00	0.00	0.00	0.00	4.96
Session Percentage	0.00	63.03	10.08	21.85	2.52	0.84	0.00	0.00	1.68	0.00	0.00	0.00	0.00	
		0800 0000	0700 0800	0000 0700		0000 1000			0,000,0700		1	1	1	0000 1000
AIVI Peak Hour	-	0800 - 0900	0700 - 0800	0600 - 0700	-	0900 - 1000	-	-	1	-	-	-	-	0900 - 1000
AIVI PEAK VOIUITIE	0	4	۷.	5	0	T	0	0	L	0	0	0	0	/
Noon Peak Hour	_	1000 - 1100	1000 - 1100	1100 - 1200	_	_		_		_	_		_	1400 - 1500
Noon Peak Volume	-	1000 - 1100	2000 - 1100	1100 - 1200	-	-	-	-	-	-	-	-	-	1400 - 1500
NOOT FEAK VOIUITE	0	0	Ĺ	Z	0	0	0	0	0	0	0	0	0	9
PM Peak Hour	_	1700 - 1800	1700 - 1800	1600 - 1700	1500 - 1600	_		_			_	-	_	1700 - 1800
PM Peak Volume	0	11	1	2000-1700	1	0	<u> </u>	_	0	0	0	0	0	12
FIVE FEAK VOIUITIE	0		T	2	L L	0	0	0	0	0	0	0	0	13



Lat/Long 33.722226°, -84.420243°

SB WB 60min

Bi-Directional Class Count || Bi-Directional 60min

Atlanta, GA

Site 1

Avon Ave SW, west of Sylvan Rd SW Date Wednesday, May 15, 2024

33.722226°, -84.420243°

Weather

Mostly Cloudy 72°F

Click here for Detailed Weather

Lat/Long

0000 - 2400 (Weekday 24h Session) (05-15-2024)

Bi-Directional 60min

						Bi-I	Directional 60	min						
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	Total
0000 - 0100	0	2	0	0	0	0	0	0	0	0	0	0	0	2
0100 - 0200	0	5	0	0	0	0	0	0	0	0	0	0	0	5
0200 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400 - 0500	0	1	0	0	0	0	0	0	0	0	0	0	0	1
0500 - 0600	0	1	0	1	0	0	0	0	0	0	0	0	0	2
0600 - 0700	0	0	0	4	0	1	0	0	1	0	0	0	0	6
0700 - 0800	1	0	4	2	0	0	0	0	1	0	0	0	0	8
0800 - 0900	0	27	5	3	0	0	0	0	0	0	0	0	0	35
0900 - 1000	0	8	1	2	0	1	0	0	0	0	0	0	0	12
1000 - 1100	0	12	4	1	0	0	0	0	0	0	0	0	0	17
1100 - 1200	0	3	1	3	0	0	0	0	0	0	0	0	0	7
1200 - 1300	0	5	1	3	0	0	0	0	0	0	0	0	0	9
1300 - 1400	0	7	2	4	1	0	0	0	0	0	0	0	0	14
1400 - 1500	0	13	4	3	0	0	0	0	0	0	0	0	0	20
1500 - 1600	0	11	2	2	3	0	0	1	0	0	0	0	0	19
1600 - 1700	0	12	0	4	1	0	0	0	0	0	0	0	0	17
1700 - 1800	0	21	3	3	0	0	0	0	0	0	0	0	0	27
1800 - 1900	0	13	1	2	1	0	0	0	0	0	0	0	0	17
1900 - 2000	0	6	1	3	0	1	0	0	0	0	0	0	0	11
2000 - 2100	0	1	2	4	0	0	0	0	0	0	0	0	0	7
2100 - 2200	0	7	0	3	0	0	0	0	0	0	0	0	0	10
2200 - 2300	0	5	0	3	0	0	0	0	0	0	0	0	0	8
2300 - 2400	0	5	0	0	0	0	0	0	0	0	0	0	0	5
Session Total	1	165	31	50	6	3	0	1	2	0	0	0	0	259
Session Average	0.04	6.88	1.29	2.08	0.25	0.13	0.00	0.04	0.08	0.00	0.00	0.00	0.00	10.79
Session Percentage	0.39	63.71	11.97	19.31	2.32	1.16	0.00	0.39	0.77	0.00	0.00	0.00	0.00	
AM Peak Hour	0700 - 0800	0800 - 0900	0800 - 0900	0600 - 0700	-	0600 - 0700	-	-	0600 - 0700	-	-	-	-	0800 - 0900
AM Peak Volume	1	27	5	4	0	1	0	0	1	0	0	0	0	35
	1	1	-			-		1			1		•	T
Noon Peak Hour	-	1400 - 1500	1000 - 1100	1300 - 1400	1300 - 1400	-	-	-	-	-	-	-	-	1400 - 1500
Noon Peak Volume	0	13	4	4	1	0	0	0	0	0	0	0	0	20
									1					
PM Peak Hour	-	1700 - 1800	1700 - 1800	1600 - 1700	1500 - 1600	1900 - 2000	-	1500 - 1600	-	-	-	-	-	1700 - 1800
PM Peak Volume	0	21	3	4	3	1	0	1	0	0	0	0	0	27



Bi-Directional Class Count || Volume Summary 60min

Atlanta, GA

Site 1

Avon Ave SW, west of Sylvan Rd SW Date

Wednesday, May 15, 2024



Weather

Click here for Detailed Weather

Mostly Cloudy 72°F

Lat/Long

33.722226°, -84.420243°

0000 - 2400 (Weekday 24h Session) (05-15-2024)

Volume Summary 60min

	Volume Sum		
TIME	EB	WB	Total
0000 - 0100	2	0	2
0100 - 0200	1	4	5
0200 - 0300	0	0	0
0300 - 0400	0	0	0
0400 - 0500	1	0	1
0500 - 0600	2	0	2
0600 - 0700	2	4	6
0700 - 0800	4	4	8
0800 - 0900	30	5	35
0900 - 1000	5	7	12
1000 - 1100	9	8	17
1100 - 1200	2	5	7

Session Total	140	119	259
Session Average	5.83	4.96	10.79
Session Percentage	54.05	45.95	

	Volume Sum		
Time	EB	WB	Total
1200 - 1300	5	4	9
1300 - 1400	10	4	14
1400 - 1500	11	9	20
1500 - 1600	11	8	19
1600 - 1700	7	10	17
1700 - 1800	14	13	27
1800 - 1900	6	11	17
1900 - 2000	4	7	11
2000 - 2100	3	4	7
2100 - 2200	4	6	10
2200 - 2300	3	5	8
2300 - 2400	4	1	5
Bi-Directional Class Count || Graphical Analysis NB EB

Atlanta, GA

Site 1 Avon Ave SW, west of Sylvan Rd SW

> Lat/Long 33.722226°, -84.420243°

0000 - 2400 (Weekday 24h Session)

Graphical Analysis NB EB





Time	Wed 05/15			
0000 - 0100	2			
0100 - 0200	1			
0200 - 0300	0			
0300 - 0400	0			
0400 - 0500	1			
0500 - 0600	2			
0600 - 0700	2			
0700 - 0800	4			
0800 - 0900	30			
0900 - 1000	5			
1000 - 1100	9			
1100 - 1200	2			
1200 - 1300	5			
1300 - 1400	10			
1400 - 1500	11			
1500 - 1600	11			
1600 - 1700	7			
1700 - 1800	14			
1800 - 1900	6			
1900 - 2000	4			
2000 - 2100	3			
2100 - 2200	4			
2200 - 2300	3	 	 	
2300 - 2400	4			

Daily Total	140			

Bi-Directional Class Count || Graphical Analysis SB WB

Atlanta, GA

Site 1 Avon Ave SW, west of Sylvan Rd SW

Lat/Long 33.722226°, -84.420243°

0000 - 2400 (Weekday 24h Session)

Graphical Analysis SB WB





Time	Wed 05/15			
0000 - 0100	0			
0100 - 0200	4			
0200 - 0300	0			
0300 - 0400	0			
0400 - 0500	0			
0500 - 0600	0			
0600 - 0700	4			
0700 - 0800	4			
0800 - 0900	5			
0900 - 1000	7			
1000 - 1100	8			
1100 - 1200	5			
1200 - 1300	4			
1300 - 1400	4			
1400 - 1500	9			
1500 - 1600	8			
1600 - 1700	10			
1700 - 1800	13			
1800 - 1900	11			
1900 - 2000	7			
2000 - 2100	4			
2100 - 2200	6			
2200 - 2300	5			
2300 - 2400	1			

Daily Total 119			
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Bi-Directional Class Count || Graphical Analysis BiDir

Atlanta, GA

Site 1 Avon Ave SW, west of Sylvan Rd SW

Lat/Long 33.722226°, -84.420243°

0000 - 2400 (Weekday 24h Session)

Graphical Analysis BiDir





Time	Wed 05/15			
0000 - 0100	2			
0100 - 0200	5			
0200 - 0300	0			
0300 - 0400	0			
0400 - 0500	1			
0500 - 0600	2			
0600 - 0700	6			
0700 - 0800	8			
0800 - 0900	35			
0900 - 1000	12			
1000 - 1100	17			
1100 - 1200	7			
1200 - 1300	9			
1300 - 1400	14			
1400 - 1500	20			
1500 - 1600	19			
1600 - 1700	17			
1700 - 1800	27			
1800 - 1900	17			
1900 - 2000	11			
2000 - 2100	7			
2100 - 2200	10			
2200 - 2300	8			
2300 - 2400	5			

Daily Total 259					
	Daily Total	259			

File Name: Start Date: 5/15/2024 Start Time: 0 Site Code: 1 Station ID: 1 Location 1: Avon Ave SW, west of Sylvan Rd SW Location 2:

Date	Time	1	2	3	4	5	6	7	8	9	10	11	12	13
5/15/2024	12:00 AM	0	1	0	0	0	0		0	0 0) 0	C) 0	0
5/15/2024	12:15 AM	0	0	0	0	0	0		0) 0	C	0	0
5/15/2024	12:30 AM	0	0	0	0	0	0		0					0
5/15/2024	12:45 AIVI	0	1	0	0	0	0		0					0
5/15/2024	1.00 AM	0	0	0	0	0	0		0		, 0) 0	0) 0	0
5/15/2024	1:30 AM	0	0	0	0	0	0		0	0 0) 0	C) 0	0
5/15/2024	1:45 AM	0	0	0	0	0	0)	0	0 0) 0	C) 0	0
5/15/2024	2:00 AM	0	0	0	0	0	0)	0	0 0) 0	C	0	0
5/15/2024	2:15 AM	0	0	0	0	0	0		0	0 0) 0	C	0	0
5/15/2024	2:30 AM	0	0	0	0	0	0		0) 0	C	0	0
5/15/2024	2:45 AM	0	0	0	0	0	0		0					0
5/15/2024	3.00 AM	0	0	0	0	0	0		0) 0) 0	0
5/15/2024	3:30 AM	0	0	0	0 0	0	0		0	0 0) 0	C	0	0 0
5/15/2024	3:45 AM	0	0	0	0	0	0		0	0 0) 0	C) 0	0
5/15/2024	4:00 AM	0	0	0	0	0	0		0	0 0) 0	C	0	0
5/15/2024	4:15 AM	0	0	0	0	0	0		0	0 0) 0	C	0	0
5/15/2024	4:30 AM	0	0	0	0	0	0		0					0
5/15/2024	4.45 AM	0	0	0	0	0	0		0) 0) 0	0
5/15/2024	5:15 AM	0	0	0	1	0	0		0	0 0) 0	C) 0	0
5/15/2024	5:30 AM	0	1	0	0	0	0	1	0	0 0) 0	C) 0	0
5/15/2024	5:45 AM	0	0	0	0	0	0		0	0 0) 0	C	0	0
5/15/2024	6:00 AM	0	0	0	0	0	0		0	0 0) 0	C	0	0
5/15/2024	6:15 AM	0	0	0	0	0	0		0					0
5/15/2024	6:45 AM	0	0	0	0	0	1		0				, U	0
5/15/2024	7:00 AM	0	0	0	0	0	0		0	0 0) 0	C) 0	0
5/15/2024	7:15 AM	0	0	1	1	0	0)	0	0 0) 0	C) 0	0
5/15/2024	7:30 AM	1	0	0	0	0	0		0	0 0) 0	C	0	0
5/15/2024	7:45 AM	0	0	1	0	0	0		0	0 0) 0	C	0	0
5/15/2024	8:00 AM	0	0	0	1	0	0		0) 0	C) O	0
5/15/2024	0.10 AN	0	0 1 <i>4</i>	3 1	0	0	0		0				, U	0
5/15/2024	8:45 AM	0	1	1	0	0	0		0) 0	0) 0	0
5/15/2024	9:00 AM	0	2	0	0	0	0		0	0 0) 0	C) 0	0
5/15/2024	9:15 AM	0	0	0	0	0	0		0	0 0) 0	C) 0	0
5/15/2024	9:30 AM	0	2	0	0	0	0		0	0 0	0 0	C	0	0
5/15/2024	9:45 AM	0	1	0	0	0	0		0	0 0) 0	C	0	0
5/15/2024	10:00 AM	0	1	1	1	0	0		0					0
5/15/2024	10:30 AM	0	1	0	0	0	0		0) 0	C C) 0	0
5/15/2024	10:45 AM	0	4	1	0	0	0		0	0 0) 0	C) 0	0
5/15/2024	11:00 AM	0	0	0	0	0	0		0	0 0) 0	C) 0	0
5/15/2024	11:15 AM	0	0	0	1	0	0		0	0 0) 0	C	0	0
5/15/2024	11:30 AM	0	0	0	0	0	0		0	0 0) 0	C	0	0
5/15/2024	11:45 AM	0	1	0	0	0	0		0					0
5/15/2024	12:00 PM	0	1	0	0	0	0		0) 0) 0	0
5/15/2024	12:30 PM	0	0	0	0	0	0		0	0 0) 0	C	0	0
5/15/2024	12:45 PM	0	1	1	1	0	0)	0	0 0) 0	C) 0	0
5/15/2024	1:00 PM	0	2	0	0	1	0		0	0 0) 0	C	0	0
5/15/2024	1:15 PM	0	1	0	1	0	0		0	0 0) 0	C	0	0
5/15/2024	1:30 PM	0	3	0	0	0	0		0					0
5/15/2024	2:00 PM	0	0	0	0	0	0		0) 0	C C) 0	0
5/15/2024	2:15 PM	0	1	0	0 0	0	0		0	0 0) 0	C	0	0
5/15/2024	2:30 PM	0	2	2	1	0	0)	0	0 0) 0	C) 0	0
5/15/2024	2:45 PM	0	4	1	0	0	0		0	0 0) 0	C	0	0
5/15/2024	3:00 PM	0	1	1	0	1	0		0	0 0) 0	C	0	0
5/15/2024	3:15 PM	0	1	0	1	1	0		0					0
5/15/2024	3:45 PM	0	2	1	0	0	0		0) 0	C C) 0	0
5/15/2024	4:00 PM	0	1	0	1	0	0		0	0 0) 0	C) 0	0
5/15/2024	4:15 PM	0	1	0	0	0	0		0	0 C) 0	C) 0	0
5/15/2024	4:30 PM	0	1	0	1	0	0		0	0 0	0 0	C	0	0
5/15/2024	4:45 PM	0	2	0	0	0	0		0) 0	C) O	0
5/15/2024	5:00 PIVI 5:15 PM	0	2	0	0	0	0		0					0
5/15/2024	5:30 PM	0	3	1	0	0	0		0	0 0) 0	C	0	0
5/15/2024	5:45 PM	0	4	1	1	0	0)	0	0 0) 0	C) 0	0
5/15/2024	6:00 PM	0	1	0	0	0	0		0	0 0) 0	C	0	0
5/15/2024	6:15 PM	0	1	0	0	0	0		0	0 0) 0	C	0	0
5/15/2024	6:30 PM	0	1	0	1	0	0		0			0		0
5/15/2024	0.43 PM	0	2	0	0	0	0		0) 0		, U	0
5/15/2024	7:15 PM	0	1	0	1	0	0		0	0 0) 0	C	0	0
5/15/2024	7:30 PM	0	0	0	0	0	0		0	0 0) 0	C) 0	0
5/15/2024	7:45 PM	0	0	1	0	0	1		0	0 0	0 0	C) 0	0
5/15/2024	8:00 PM	0	0	0	1	0	0		0	0 0) 0	C	0	0
5/15/2024	8:15 PM	0	0	0	0	0	0		0		0	C	0	0
5/15/2024 5/15/2024	0:30 PM 8:45 DM	0	1	0	1 0	0	0		0		, U) 0	0
5/15/2024	9:00 PM	0	0	0	0	0	0		0		, U) N	C C) ()	0
5/15/2024	9:15 PM	0	0	0	1	0	0		0	0 0) 0	C) 0	0 0
5/15/2024	9:30 PM	0	1	0	0	0	0)	0	D 0) 0	C	0	0
5/15/2024	9:45 PM	0	1	0	1	0	0)	0	0 0) 0	C	0	0
5/15/2024	10:00 PM	0	1	0	0	0	0		U (0	C	0	0
5/15/2024	10:15 PM	0	0	0	U 1	0	0				, U			0
5/15/2024	10:45 PM	0	1	0	0	0	0		0) (, 0) 0	C C) ()	0
5/15/2024	11:00 PM	0	2	0	0	0	0)	0	D C) 0	C) 0	0
5/15/2024	11:15 PM	0	1	0	0	0	0)	0	D C) 0	C	0	0
5/15/2024	11:30 PM	0	1	0	0	0	0		0	0 0) 0	C	0	0
5/15/2024	11:45 PM	0	0	0	0	0	0		U	U 0	v 0	C	<i>i</i> 0	0

EB

File Name: Start Date: 5/15/2024 Start Time: 0 Site Code: 1 Station ID: 1 Location 1: Avon Ave SW, west of Sylvan Rd SW Location 2:

Date	Time	1	2	3	4	5	6	7	8	9	10	11	12	13
5/15/2024	12:00 AM	C) () () 0	C) (0 0	0 () () C) () 0	0
5/15/2024	12:15 AM	C) () () 0	C) (D (0 () () C) () 0	0
5/15/2024	12:30 AM	C) () () 0	C) (0 0	0 () () () () 0	0
5/15/2024	12.45 AM	0) () 0	C) (- 	0 () () () () 0	0
5/15/2024	1.00 AM	0	,) 1) 0	0								0
5/15/2024	1:15 AM													0
5/15/2024	1.15 AN													0
5/15/2024	1:30 AM	U) 0	C							0	0
5/15/2024	1:45 AM	C) () () 0	C) (0 (0 () () () () ()	0
5/15/2024	2:00 AM	C) () () 0	C) (0 0	0 () () C) () 0	0
5/15/2024	2:15 AM	C) () () 0	C) (D (0 0) () C) () 0	0
5/15/2024	2:30 AM	C) () () 0	C) (D (0 0) () () () 0	0
5/15/2024	2·45 AM	0) () () 0	C) (0 0	0 () () () () 0	0
5/15/2024	3.00 AM	0) (0	0) () (0	0
5/15/2024	2:15 AM													0
5/15/2024	3.15 AW				0									0
5/15/2024	3:30 AM	U			0	C.							0	0
5/15/2024	3:45 AM	C) () () 0	C) () (0 () () () () 0	0
5/15/2024	4:00 AM	C) () () 0	C) (0 0	0 () () C) () 0	0
5/15/2024	4:15 AM	C) () () 0	C) (D (0 () () () (0 0	0
5/15/2024	4:30 AM	C) () () 0	C) (D (0 0) () () () 0	0
5/15/2024	4:45 AM	C) () () 0	C) (0 0	0 () () () () 0	0
5/15/2024	5.00 AM	0) () () 0	C) (0 (0 () () () () 0	0
5/15/2024	5:15 AM	0) 0	0) O	0
5/15/2024	5.10 AM													0
5/15/2024	5.30 AIVI	U O			0	C C							0	0
5/15/2024	5:45 AM	C) (0	C) () (0 () () (0	0
5/15/2024	6:00 AM	C) () () 0	C) (0 (0 () () () () 0	0
5/15/2024	6:15 AM	C) () () 1	C) (0 0	0 () () C) () 0	0
5/15/2024	6:30 AM	C) () () 0	C) (D (0 () 1	l C) (0 0	0
5/15/2024	6:45 AM	C) () () 2	C) (0	0 () () () (0 0	0
5/15/2024	7:00 AM	0) () () (0) (0) () () () ()	0
5/15/2024	7:15 AM	n n) () () ^	r r) ()) () () () () ^	0
5/15/2024	7·30 AM) () () 1	с с) (-)	- C) () () () ^	n N
5/15/2024	7.46 11			- <u> </u>	- 1									0
5/15/2024	0.00 AM	0		ט ר י ר	, U							, (, <i>·</i>	, U	0
5/15/2024	8:00 AM	U			0	C) (0	0
5/15/2024	8:15 AM	C) () (v 1	C) (U (U () () C) (v 0	0
5/15/2024	8:30 AM	C) 2	2 () 0	C) (0 (0 () () C) () 0	0
5/15/2024	8:45 AM	C) 1	1 0) 0	C) (0 0	0 () () () () 0	0
5/15/2024	9:00 AM	C) 2	2 () 1	C) ^	1 (0 0) () () () 0	0
5/15/2024	9:15 AM	C) () 1	0	C) (0 0	0 () () () () 0	0
5/15/2024	9:30 AM	0) 1	1 () 1	C) (0 (0 () () () () 0	0
5/15/2024	9:45 AM	0)))	0) O	0
5/15/2024	10:00 AM				, 0 , 0									0
5/15/2024	10.00 AN													0
5/15/2024	10:15 AM	U		2 1	0	C							0	0
5/15/2024	10:30 AM	C) 2	2 () 0	C) (0 (0 () () () () 0	0
5/15/2024	10:45 AM	C) 1	1 C) 0	C) (0 0	0 () () C) () 0	0
5/15/2024	11:00 AM	C) () () 1	C) (D (0 () () () (0 0	0
5/15/2024	11:15 AM	C) () 1	0	C) (D (0 0) () () () 0	0
5/15/2024	11:30 AM	C) 1	1 0) 1	C) (0 0	0 () () () () 0	0
5/15/2024	11·45 AM	0) 1	1 () 0	0) () (0	0
5/15/2024	12:00 DM													0
5/15/2024	12.00 PIVI													0
5/15/2024	12:15 PM	C)	1 C) 1	C) () (0 () () () (0	0
5/15/2024	12:30 PM	C) () () 0	C) (0 (0 () () () () 0	0
5/15/2024	12:45 PM	C) () () 0	C) (D (0 0) () () () 0	0
5/15/2024	1:00 PM	C) () () 1	C) (D (0 () () () () 0	0
5/15/2024	1:15 PM	C) () () 0	C) (0 0	0 () () () () 0	0
5/15/2024	1:30 PM	C) 1	1 () 0	C) (0 0	0 () () () () 0	0
5/15/2024	1.45 PM	0) (י ר 1	1	0) () () () () 0	0
5/15/2024	2:00 DM			1 1										0
5/15/2024	2.00 FIVI													0
5/15/2024	2.15 PM	U				C C							0	0
5/15/2024	2:30 PM	0) 2	2 () ()	C) () (0 () () () () ()	0
5/15/2024	2:45 PM	C) 1	1 C) 1	C) (0 (0 () () () () 0	0
5/15/2024	3:00 PM	C) 3	3 () 0	C) (0 0	0 () () C) () 0	0
5/15/2024	3:15 PM	C) 2	2 () 0	C) (0 0	0 () () () () 0	0
5/15/2024	3:30 PM	C) () () 0	C) (D (0 0) () () () 0	0
5/15/2024	3:45 PM	C) 1	1 0) 1	1	(0 0	0 () () () () 0	0
5/15/2024	4.00 PM	0		2 () 0	1		- 	0 () () () () 0	0
5/15/2024	4.15 PM	0) 2) 1	י ר) (-)) () () () ∩	ñ
5/15/2024	1:10 PM)))	0								0
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5/15/2024	5.00 DNA			, (2, ^			, () '						, U	0
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5/15/2024	5:15 PM	U	2	2 1	0	C) (0	0
5/15/2024	5:30 PM	C) 2	+ (y 1	C) (J (U () (y C) (у О	0
5/15/2024	5:45 PM	C) 2	2 () 0	C) (0	U () () C) () 0	0
5/15/2024	6:00 PM	C) 5	5 0) 0	C) (0 0	0 () () () () 0	0
5/15/2024	6:15 PM	C) () () 1	C) (0 0	0 () () () () 0	0
5/15/2024	6:30 PM	C) 1	1 1	0	C) (0 0	0 () () () () 0	0
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5/15/2024	7:00 PM) 1									0
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5/15/2024	7.15 PM	0		, (, U	0) ()			, (, (0
5/15/2024	7:30 PM	C	2	∠ (y 1	C) (U (U () (, C) (0	0
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5/15/2024	8:00 PM	C) () () 0	C) (0	0 () () C) (0	0
5/15/2024	8:15 PM	C) () () 1	C) (0 0	0 () () C) () 0	0
5/15/2024	8:30 PM	C) () 2	2 0	C) (0	0 () () () () 0	0
5/15/2024	8:45 PM	0) () () 1	0) (0) () () () () ()	0
5/15/2024) ?	ς τ) ^) (- 1) () () () ^	n N
5/15/2024					, U						, () ^		, U	0
0/10/2024	9.15 PM	0	, 1 	ı (, U	C	, (,			, (, (, (0
5/15/2024	9:30 PM	C	, () (, 1	C	, (,	J (u (, (, C	, (, U	0
5/15/2024	9:45 PM	C	1	ı (л О	C) (U (U () (, C) (v 0	0
5/15/2024	10:00 PM	C) 2	2 () 0	C) (U (U () () C) () 0	0
5/15/2024	10:15 PM	C) () () 1	C) (0 0	0 () () () (0	0
5/15/2024	10:30 PM	C) () () 0	C) (0 0	0 () () () () 0	0
5/15/2024	10:45 PM	C) 1	1 () 1	C) (0 0	0 () () () () 0	0
5/15/2024	11:00 PM	0) () () (0) (0) () () () () 0	0
5/15/2024	11.15 PM) () () ^	с с) (-)	- C) () () () ^	n N
5/15/2024	11·20 DM				, U		, () '							0
5/15/2024					, U		, () '							0
J/ IJ/2U24		U	,	. (, 0	L L	, (, (, L	, L	, U	0

WB

File Name: Start Date: 5/15/2024 Start Time: 0 Site Code: 1 Station ID: 1 Location 1: Avon Ave SW, west of Sylvan Rd SW Location 2:

Date	Time	1	2	3	4	5	6	7	8	9	10	11	12	13
5/15/2024	12:00 AM	0	2	0	0	0	0) ()) 0	0	0	0) 0	0
5/15/2024	12:15 AM	0	2	0	0	0	0) ()) 0	0	0	() 0	0
5/15/2024	12:30 AM	0	2	0	0	0	0) ()) 0	0	0	() 0	0
5/15/2024	12:45 AM	0	2	0	0	0	0) 0	0	0	(0	0
5/15/2024	1:00 AM	0	1	0	0	0	0		0 0	0	0		0	0
5/15/2024	1:15 AM	0	0	0	0	0	0			0	0			0
5/15/2024	1.30 AIVI	0	0	0	0	0	0			0	0			0
5/15/2024	1.40 AIVI	0	0	0	0	0				0	0			0
5/15/2024	2.00 AIVI	0	0	0	0	0				0	0			0
5/15/2024	2.15 AN	0	0	0	0	0	0		, 0) 0	0				0
5/15/2024	2:30 AM	0	0	0	0	0	0		, 0) 0	0			, O	0
5/15/2024	2:40 AM	0	0	0	0	0	0		, 0) 0	0		() 0	0
5/15/2024	3.15 AM	0	0	0	0	0	0) ()) 0	0	0	() 0	0
5/15/2024	3:30 AM	0	0	0	0	0	0) 0	0	0	0	(0	0
5/15/2024	3:45 AM	0	0	0	0	0	0) 0) 0	0	0	() 0	0
5/15/2024	4:00 AM	0	1	0	0	0	0) 0) 0	0	0	C) 0	0
5/15/2024	4:15 AM	0	1	0	0	0	0) 0	0 0	0	0	0	0 0	0
5/15/2024	4:30 AM	0	1	0	1	0	0) () 0	0	0	C) 0	0
5/15/2024	4:45 AM	0	2	0	1	0	0) () 0	0	0	() 0	0
5/15/2024	5:00 AM	0	1	0	1	0	0) 0	0 0	0	0	C	0	0
5/15/2024	5:15 AM	0	1	0	1	0	0) 0	0 0	0	0	C	0	0
5/15/2024	5:30 AM	0	1	0	0	0	0) 0) 0	0	0	() 0	0
5/15/2024	5:45 AM	0	0	0	1	0	0) 0) 0	0	0	C) 0	0
5/15/2024	6:00 AM	0	0	0	1	0	1	0	0 0	0	0	0) 0	0
5/15/2024	6:15 AM	0	0	0	1	0	1	0	0 0	0	0	() 0	0
5/15/2024	6:30 AM	0	0	1	2	0	1	0) 0	0	0	() 0	0
5/15/2024	6:45 AM	1	0	1	1	0	1) 0	0	0	() 0	0
5/15/2024	7:00 AM	1	0	2	1	0	0		0 0	0	0		0	0
5/15/2024	7:15 AIVI	1	0	2	2	0	0			0	0			0
5/15/2024	7.30 AIVI	1	0	4	1	0				0	0			0
5/15/2024	1.40 AIVI	0	22	5	2	0			, U	0			, 0	0
5/15/2024	8.00 AM	0	25	5	2	0	0		, 0) 0	0				0
5/15/2024	8.30 AM	0	17	2	1	0	0		, 0) 0	0	0	() 0	0
5/15/2024	8:45 AM	0	5	1	0	0	0) ()	, 0) 0	0	0	() 0	0
5/15/2024	9:00 AM	0	5	0	0	0	0) ()) 0	0	0	() 0	0
5/15/2024	9:15 AM	0	4	1	1	0	0) (0	0	0	(0	0
5/15/2024	9:30 AM	0	4	1	1	0	0) 0) 0	0	0	() 0	0
5/15/2024	9:45 AM	0	3	1	1	0	C) 0) 0	0	0	C) 0	0
5/15/2024	10:00 AM	0	6	2	1	0	0) 0) 0	0	0	C) 0	0
5/15/2024	10:15 AM	0	5	1	0	0	0) 0	0 0	0	0	(0 0	0
5/15/2024	10:30 AM	0	5	1	1	0	0) 0	0 0	0	0	0	0 0	0
5/15/2024	10:45 AM	0	4	1	1	0	0) 0) 0	0	0	C	0 0	0
5/15/2024	11:00 AM	0	1	0	1	0	0) () 0	0	0	C) 0	0
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5/15/2024	11:30 AM	0	2	0	1	0	0) 0	0 0	0	0	C	0	0
5/15/2024	11:45 AM	0	2	0	1	0	0) 0	0 0	0	0	C	0	0
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5/15/2024	2.10 PIVI 2.20 DM	0	0	4	1	ו 2			/ U	0				0
5/15/2024	2:30 FIVI 2:45 PM	0	7	4	2	2	0		/ I	0				0
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5/15/2024	11:45 PM	0	0	0	0	0	0) ()) 0	0	0	0) 0	0

EB

WB File Name: Start Date: 5/15/2024 Start Time: 0 Site Code: 1 Station ID: 1 Location 1: Avon Ave SW, west of Sylvan Rd SW Location 2:

Date	Time	1	2	3	4	5	6	7	8	9	10	11	12	13
5/15/2024	12:00 AM	0	0	0 0	0	0	() () () () 0	C) 0	0
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5/15/2024	1:45 PIVI	0	5	· 2	· 2	0								0
5/15/2024	2.00 PIVI 2:15 DM	0	0		2	0								0
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WB

Pea	ak Hour Turning	Movement (Count		- 0			Fatti
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							www.m	lan tranic.c
	GA-3 Metropolitan	Pkwy SW (North)						
	Southbo	ound	024 (4.2)	Ø	Session D			
	3 228 11 0	292	931 (1-3) 26 (4-7)	w w	(Drop Do)			
	0 1 0 0	10	5 (8-13)		Peak	Hour		
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ude Bikes 55	5 243 11 0	309	962 Total		Vol	ıme		
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122 →					9 (0 0	9	
3	Classes (1-3) (4-7	7) (8-13)	Total	6	9 () 0	9	West
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Total 27	75 895 0	31 852	12					
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(8-13) 1	1 5 0	0 5	0					
(4-7) 17	7 32 0	8 23	1					
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		ounu .						

All vehicles	Northbound					Southbound				Easthound						18/ostinourd									
			North	bound					South	bound					Eastb	ound					West	bound			
	G	iA-3 Me	tropolita	n Pkwy S	W (Sout	ר)	0	GA-3 Met	ropolitar	n Pkwy S	SW (Nort	h)			Dill Av	ve SW					Manfor	d Rd SW			
	Left	Thru	Right		U-Turn	Арр	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	Арр	Left	Thru	Right		U-Turn	App	Int
Time	1.1	1.2	1.3		1.4	Total	1.5	1.6	1.7		1.8	Total	1.9	1.10	1.11		1.12	Total	1.13	1.14	1.15		1.16	Total	Total
0730 - 0745	8	216	2	-	0	226	1	63	7	-	0	71	17	3	3	-	0	23	2	2	3	-	0	7	327
0745 - 0800	7	248	1	-	0	256	1	62	11	-	0	74	22	3	5	-	0	30	4	1	10	-	0	15	375
0800 - 0815	6	220	6	-	0	232	3	50	17	-	0	70	18	1	8	-	0	27	3	3	3	_	0	9	3/17
081E 0830	10	100	2		0	101	6	55	20		0	75	24	1	7	_	0	42	0	5	2		0	7	215
0813-0830	10	100	3	-	U	101	0	29	20	-	U	60	54	1	/	-	U	42	U	4	3	-	U	/	212
Total	31	852	12	0	0	895	11	243	55	0	0	309	91	8	23	0	0	122	9	10	19	0	0	38	1364
Approach %	3.46	95.20	1.34	0.00	0.00	-	3.56	78.64	17.80	0.00	0.00	-	74.59	6.56	18.85	0.00	0.00	-	23.68	26.32	50.00	0.00	0.00	-	
PHF	0.78	0.86	0.50	0.00	0.00	0.87	0.46	0.96	0.69	0.00	0.00	0.91	0.67	0.67	0.72	0.00	0.00	0.73	0.56	0.63	0.48	0.00	0.00	0.63	0.91
Passanger Vehicles (1.2)																									
Passenger Venicles (1-5)			North	bound					South	hound					Eacth	ound					Wort	hound			
			NUTLI	Dunu		-)			30000	Dunu		-)			Editu	ounu					west	d Dal City			
		A-3 NIE	tropolita	n PKWY S	w (Sout	ו)		A-3 Met	ropolital	n PKWY :	SW (NOFT	n)		-	DIII A	ve sw					iviantor	a ka Sw			
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	1.1	1.2	1.3		1.4	Total	1.5	1.6	1.7		1.8	Total	1.9	1.10	1.11		1.12	Total	1.13	1.14	1.15		1.16	Total	Total
0730 - 0745	8	208	2	-	0	218	1	62	7	-	0	70	17	3	3	-	0	23	2	2	3	-	0	7	318
0745 - 0800	5	242	1	-	0	248	1	53	11	-	0	65	22	3	4	-	0	29	4	1	10	-	0	15	357
0800 - 0815	3	212	5	-	0	220	3	56	15	-	0	74	18	1	8	-	0	27	3	3	3	-	0	9	330
0815 - 0830	7	162	3	-	0	172	6	57	20	-	0	83	31	1	5	-	0	37	0	3	3	_	0	6	208
0013 0050		102	5		U	1/2	0	57	20		Ū	05	51	· ·	5		U	57		5	5		U	0	250
Tetal	22	024		^	^	050	14	220	53	^	^	202		^	20	<u> </u>	<u> </u>	140	_	6	10	<u>^</u>	<u> </u>	27	1202
Iotal	23	824	11	0	0	858	11	228	53	0	0	292	88	8	20	0	0	116	9	9	19	0	0	37	1303
Approach %	2.68	96.04	1.28	0.00	0.00	-	3.77	78.08	18.15	0.00	0.00	-	75.86	6.90	17.24	0.00	0.00	-	24.32	24.32	51.35	0.00	0.00	-	
PHF	0.72	0.85	0.55	0.00	0.00	0.86	0.46	0.92	0.66	0.00	0.00	0.88	0.71	0.67	0.63	0.00	0.00	0.78	0.56	0.75	0.48	0.00	0.00	0.62	0.91
Single Unit Trucks (4-7)																									
Single Onit Trucks (4-7)			North	bound					South	hound					Eacth	ound					Wort	hound			
			NUTLI	bound		,			3000	Douna		,			Eastu	ounu					west	Jouna			
		A-3 Me	tropolita	n Pkwy S	W (Sout	n)	(A-3 Met	ropolitai	n Pkwy S	W (Nort	n)			Dill A	ve SW					Manfor	d Rd SW			
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	1.1	1.2	1.3		1.4	Total	1.5	1.6	1.7		1.8	Total	1.9	1.10	1.11		1.12	Total	1.13	1.14	1.15		1.16	Total	Total
0730 - 0745	0	6	0	-	0	6	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	7
0745 - 0800	2	6	0	-	0	8	0	8	0	-	0	8	0	0	1	-	0	1	0	0	0	-	0	0	17
0800 - 0815	3	7	1	-	0	11	0	3	2	-	0	5	0	0	0	-	0	0	0	0	0	_	0	0	16
0815 - 0830	2	,	-		0	7	0	2	2		0	2	2	0	2	_	0	5	0	0	0		0	0	14
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Iotal	8	23	1	0	0	32	0	14	2	0	0	16	3	0	3	0	0	6	0	0	0	0	0	0	54
Approach %	25.00	71.88	3.13	0.00	0.00	-	0.00	87.50	12.50	0.00	0.00	-	50.00	0.00	50.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.67	0.82	0.25	0.00	0.00	0.73	0.00	0.44	0.25	0.00	0.00	0.50	0.25	0.00	0.38	0.00	0.00	0.30	0.00	0.00	0.00	0.00	0.00	0.00	0.79
Combination Trucks (8 12)																									
combination macks (0-15)			North	hound					South	hound					Eacth	ound					Wort	hound			
			North	Dlana	M/ (C)	-)			Journ	Dlana	14/ (NI	- 1			DULA	ound m Chu			_		west.	d D d CM			
		IA-5 IVIE	поронта	TPKWy 3	w (South	1)		JA-5 WIEL	ropolital	TPKWY :		i)			DIII A	ve svv					Wallor	u ku Sw			
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	Арр	Left	Thru	Right		U-Turn	Арр	Left	Thru	Right		U-Turn	App	Int
Time	1.1	1.2	1.3		1.4	Total	1.5	1.6	1.7		1.8	Total	1.9	1.10	1.11		1.12	Total	1.13	1.14	1.15		1.16	Total	Total
0730 - 0745	0	2	0	-	0	2	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	2
0745 - 0800	0	0	0	-	0	0	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	1
0800 - 0815	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	1
0815 - 0830	0	2	0	-	0	2	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	2
	Ť	-	Ŭ		, v	~	Ŭ	v	Ň			Ŭ	Ť	, v	, v		v	Ū	- ×	v	, ř		Ÿ	v	~
Total	0		0	<u>^</u>	•	5	_		0	-	0	4	<u>^</u>	0	0	0	•	0	<u> </u>	0	0	•	0	0	C
Total	0	5	0	0	0	5	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	6
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.63	0.00	0.00	0.00	0.63	0.00	0.25	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.75
Bikes																									
			North	bound					South	bound					Eastb	ound					West	bound			
	6	A-3 Me	ropolita	D Pkuny S	W (Sout)	2)	(SA-3 Met	ropolita	D Pkww	W (Nort	h)			Dill Av	IN/S SW			_		Manfor	d Rd SW			
			D'ala			.,	1.6	There	Dicht			A	1.44	Therese	Dicht		11 T	A	1.0	These	Diche		11 T	A.c	let.
	1.0	These			U-Turn	Арр	Left	inru	Right		U-Turn	Арр	Left	inru	Right		U-Iurn	Арр	Left	Inru	Right		U-Turn	Арр	int
	Left	Thru	Right										-					_							
Time	Left 1.1	Thru 1.2	1.3		1.4	Total	1.5	1.6	1.7		1.8	Total	1.9	1.10	1.11		1.12	Total	1.13	1.14	1.15		1.16	Total	Total
Time 0730 - 0745	Left 1.1 0	Thru 1.2 0	1.3 0	-	1.4 0	Total 0	1.5 0	1.6 0	1.7 0	-	1.8 0	Total 0	1.9 0	1.10 0	1.11 0	-	1.12 0	Total 0	1.13 0	1.14 0	1.15 0	-	1.16 0	Total 0	Total 0
Time 0730 - 0745 0745 - 0800	Left 1.1 0	Thru 1.2 0	1.3 0 0	-	1.4 0 0	Total 0 0	1.5 0	1.6 0 0	1.7 0	-	1.8 0 0	Total 0 0	1.9 0 0	1.10 0 0	1.11 0 0	-	1.12 0 0	Total 0 0	1.13 0 0	1.14 0 0	1.15 0	-	1.16 0 0	Total 0 0	Total 0 0
Time 0730 - 0745 0745 - 0800 0800 - 0815	Left 1.1 0 0	Thru 1.2 0 0	0 0 0	-	1.4 0 0	Total 0 0	1.5 0 0	1.6 0 0	1.7 0 0	-	1.8 0 0	Total 0 0	1.9 0 0	1.10 0 0	1.11 0 0	-	1.12 0 0 0	Total 0 0	1.13 0 0	1.14 0 0	1.15 0 0	-	1.16 0 0	Total 0 0	Total 0 0
Time 0730 - 0745 0745 - 0800 0800 - 0815 0815 - 0830	Left 1.1 0 0 0	Thru 1.2 0 0 0	Right 1.3 0 0 0	-	1.4 0 0 0	Total 0 0 0	1.5 0 0 0	1.6 0 0 0	1.7 0 0 0	-	1.8 0 0 0	Total 0 0 0	1.9 0 0 0	1.10 0 0 0	1.11 0 0 0	-	1.12 0 0 0	Total 0 0 0	1.13 0 0 0	1.14 0 0 0	1.15 0 0 0	-	1.16 0 0 0	Total 0 0 1	Total 0 0 1
Time 0730 - 0745 0745 - 0800 0800 - 0815 0815 - 0830	Left 1.1 0 0 0	Thru 1.2 0 0 0	Right 1.3 0 0 0 0	-	1.4 0 0 0 0	Total 0 0 0 0 0	1.5 0 0 0	1.6 0 0 0	1.7 0 0 0	-	1.8 0 0 0	Total 0 0 0 0 0 0	1.9 0 0 0	1.10 0 0 0	1.11 0 0 0	-	1.12 0 0 0 0	Total 0 0 0	1.13 0 0 0	1.14 0 0 1	1.15 0 0 0 0	-	1.16 0 0 0 0	Total 0 0 1	Total 0 0 0 1
Time 0730 - 0745 0745 - 0800 0800 - 0815 0815 - 0830 Total	Left 1.1 0 0 0	Thru 1.2 0 0 0 0	Right 1.3 0 0 0 0 0 0	-	1.4 0 0 0	Total 0 0 0	1.5 0 0 0 0	1.6 0 0 0	1.7 0 0 0	-	1.8 0 0 0 0	Total 0 0 0 0 0 0	1.9 0 0 0	1.10 0 0 0	1.11 0 0 0 0	-	1.12 0 0 0 0	Total 0 0 0	1.13 0 0 0 0	1.14 0 0 1	1.15 0 0 0 0	-	1.16 0 0 0	Total 0 0 1	Total 0 0 1
Time 0730-0745 0745-0800 0800-0815 0815-0830 Total	Left 1.1 0 0 0 0	Thru 1.2 0 0 0 0	Right 1.3 0 0 0 0 0 0 0 0 0 0	- - - 0	1.4 0 0 0 0	Total 0 0 0 0	1.5 0 0 0 0	1.6 0 0 0 0	1.7 0 0 0 0		1.8 0 0 0 0	Total 0 0 0 0 0 0 0 0 0	1.9 0 0 0 0	1.10 0 0 0 0	1.11 0 0 0 0		1.12 0 0 0 0	Total 0 0 0 0	1.13 0 0 0 0	1.14 0 0 1	1.15 0 0 0 0	- - - -	1.16 0 0 0 0	Total 0 0 1 1	Total 0 0 1
Time 0730 - 0745 0745 - 0800 0800 - 0815 0815 - 0830 Total Approach %	Left 1.1 0 0 0 0 0 0	Thru 1.2 0 0 0 0 0 0 0 0.00	Right 1.3 0 0 0 0 0 0 0 0 0 0	- - - 0 0.00	1.4 0 0 0 0 0	Total 0 0 0 0 0	1.5 0 0 0 0 0 0 0.00	1.6 0 0 0 0 0	1.7 0 0 0 0 0	- - - 0 0.00	1.8 0 0 0 0 0	Total 0 0 0 0 0	1.9 0 0 0 0 0 0 0.00	1.10 0 0 0 0 0	1.11 0 0 0 0 0 0 0.00	- - - 0 0.00	1.12 0 0 0 0 0 0 0 0.00	Total 0 0 0 0 0 -	1.13 0 0 0 0 0 0 0.00	1.14 0 0 1 1 100.00	1.15 0 0 0 0 0 0	- - - 0 0.00	1.16 0 0 0 0 0 0 0.00	Total 0 0 1 1	Total 0 0 1 1

										Peak	Hour	Turn	ing M	lovem	ent C	ount							CM) M	arr	Tra	ffic
9	Click	here fo	r Map									At	lanta, (GA									U	UA	TALU	LLEL	TION
																									www.	.marrtra	ffic.com
											GA-3 N	/letropo	litan Pk	wy SW (North)												
												So	outhbou	nd													
		т	hursday	, Octobe	er 17, 2024					135	611	42	0		788	907	(1-3)			$\langle \rangle$	S	Sessior	ו Parar	neters	i		
	Pe	riod		1	600 - 1800					1	15	2	0		18	18	(4-7)			-		(Drop	Down N	lenu)			
	Peak	Hour		1	700 - 1800					0	5	0	0		5	2	(8-13)					P	eak Hou	r			
r																				r						1	
	*	the Peak	Hour Di	agram do	es not include l	Bikes				136	631	44	0		811	927	Total						Volume				
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		(1-3)	(4-7)	(8-13)	Total	-	Ŕ		\otimes									Ŕ		t							
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			-	Ū	220	-		2		Clas	ses	(1-3)	(4-7)	(8-13)		Total			4	ſ	39		0	1	38		Z
Ave SW	ponoq	0	0	0	0	د		1		Volu	ime	1943	42	7		1992				۔ ح	0		0	0	0	Westbo	anford
Dill	East	122	2	0	124	ر	2			PH	IF					0.934		5								ound	Rd SW
		26	0	0	26	-		Ļ												-	105		0	1	104		
		74	2	0	76	ר															89		0	2	87		
							х											х			Total		(8-13)	(4-7)	(1-3)		
									*			3				4	L.										
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										Ŧ	1		า	٦	1												
									Total	746	850		0	53	778	19											
									(8-13)	10	2		0	0	2	0											
									(4-7)	723	829		0	50	760	19											
									(1 3)	, 20	020	N	orthbou	nd	,	10											
											GA-3 <u>N</u>	/letropo	litan Pk	wy SW (South)	_											

		Nor	thbound					South	bound					Eastb	ound					West	bound			i i
	GA-	3 Metropoli	tan Pkwy	SW (South	h)	0	GA-3 Met	ropolita	n Pkwy S	SW (North	1)			Dill Av	ve SW					Manfor	d Rd SW			
	Left	'hru Righ	it	U-Turn	App	Left	Thru	Right		U-Turn	Арр	Left	Thru	Right		U-Turn	Арр	Left	Thru	Right		U-Turn	App	Int
Time	1.1	1.2 1.3		1.4	Total	1.5	1.6	1.7		1.8	Total	1.9	1.10	1.11		1.12	Total	1.13	1.14	1.15		1.16	Total	Total
1700 - 1715	13	240 6	-	0	259	15	157	30	-	0	202	29	3	24	-	0	56	4	7	6	-	0	17	534
1715 - 1730	6	204 3	-	0	213	15	170	32	-	0	217	34	10	17	-	0	61	13	16	5	-	0	34	525
1730 - 1745	21	156 6		0	183	8	161	36	-	0	205	28	6	20	-	0	54	11	9	8	-	0	28	470
1745 1900	12	170 4	+	-	105	6	142	20	_	0	107	20	10	10	_	0	54	11	0	6		0	20	470
1743 - 1800	15	4		U	192	0	145	50	-	U	10/	22	10	15	-	U	20	11	9	0	-	U	20	400
Total	53	/78 19	0	0	850	44	631	136	0	0	811	124	29	76	0	0	229	39	41	25	0	0	105	1995
Approach %	6.24 9	1.53 2.24	4 0.00	0.00	-	5.43	77.81	16.77	0.00	0.00	-	54.15	12.66	33.19	0.00	0.00	-	37.14	39.05	23.81	0.00	0.00	-	
PHF	0.63	.81 0.79	0.00	0.00	0.82	0.73	0.93	0.89	0.00	0.00	0.93	0.91	0.73	0.79	0.00	0.00	0.94	0.75	0.64	0.78	0.00	0.00	0.77	0.93
		-	-																					
																								1
Passanger Vehicles (1-3)																								
Passenger Venicles (1-5)		Not	thhound	_				South	bound					Eacth	ound					Wort	bound			1
	64	NUI	tibouitu	CHI IC and				30000	Dunu	14/ (11				Editu	ounu					west	d Del Citt			
	GA-	s ivietropoli	tan Pkwy :	SW (South	n)		A-3 Met	ropolita	1 PKWY S	w (North	1)			DIII A	ve sw					iviantor	a ka Sw			<u> </u>
	Left 1	hru Righ	it	U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	1.1	1.2 1.3		1.4	Total	1.5	1.6	1.7		1.8	Total	1.9	1.10	1.11		1.12	Total	1.13	1.14	1.15		1.16	Total	Total
1700 - 1715	12	236 6	-	0	254	14	154	29	-	0	197	28	3	24	-	0	55	3	7	6	-	0	16	522
1715 - 1730	6	199 3	-	0	208	15	163	32	-	0	210	34	10	16	-	0	60	13	16	5	-	0	34	512
1730 - 1745	20	153 6		0	179	8	158	36	-	0	202	27	5	20	-	0	52	11	9	8	-	0	28	461
1745 - 1800	12	172 4		0	188	5	136	38	-	0	170	33	8	1/	-	0	55	11	9	6	-	0	26	118
1745 1000	12	4			100	,	150	50		v	1/5	55	0	14		U	55	11	5	0		0	20	440
Tetal	50	760 42			020	12	644	125	<u>^</u>		700	122	20	74	<u> </u>		222	20	41	25	^		104	1042
Iotal	50	/60 19	0	0	829	42	611	135	0	0	/88	122	26	/4	0	0	222	38	41	25	0	0	104	1943
Approach %	6.03 9	1.68 2.29	0.00	0.00	-	5.33	77.54	17.13	0.00	0.00	-	54.95	11.71	33.33	0.00	0.00	-	36.54	39.42	24.04	0.00	0.00	-	
PHF	0.63 0	.81 0.79	0.00	0.00	0.82	0.70	0.94	0.89	0.00	0.00	0.94	0.90	0.65	0.77	0.00	0.00	0.93	0.73	0.64	0.78	0.00	0.00	0.76	0.93
																								1
Single Unit Trucks (4-7)																								
Single Onit Trucks (4-7)		Not	thhound	_				South	bound					Eacth	ound					Wort	bound			1
		NOI	libounu	0.11.10				30000	bound					Eastu	ounu					west	Journa			
	GA-	3 Metropoli	tan Pkwy	SW (South	n)	(A-3 Met	ropolita	n Pkwy S	W (North	1)			Dill A	ve SW					Manfor	d Rd SW			<u> </u>
	Left 1	hru Righ	it	U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	1.1	1.2 1.3		1.4	Total	1.5	1.6	1.7		1.8	Total	1.9	1.10	1.11		1.12	Total	1.13	1.14	1.15		1.16	Total	Total
1700 - 1715	1	4 0	-	0	5	1	3	1	-	0	5	1	0	0	-	0	1	1	0	0	-	0	1	12
1715 - 1730	0	4 0		0	4	0	5	0	-	0	5	0	0	1	-	0	1	0	0	0	-	0	0	10
1730 - 1745	1	2 0		0	3	0	2	0	-	0	2	1	0	0	-	0	1	0	0	0	-	0	0	6
1745 - 1800	1	6 0	+	-	7	1		0	_	0	6	-	0	1	_	0	1	0	0	0		0	0	14
1745 1000	1	0 0		0	/	1	5	0	-	0	0	0	0	1	-	0	1	0	0	0	-	0	0	14
Tatal						-							-											
Iotal	3	16 0	0	0	19	2	15	1	0	0	18	2	0	2	0	0	4	1	0	0	0	0	1	42
Approach %	15.79 8	4.21 0.00	0.00	0.00	-	11.11	83.33	5.56	0.00	0.00	-	50.00	0.00	50.00	0.00	0.00	-	100.00	0.00	0.00	0.00	0.00	-	
PHF						0.50			0.00		0.75	0.50	0.00	0.50	0.00	0.00	1.00	0.25	0.00	0.00	0.00	0.00	0.25	0.75
	0.75	0.67 0.00	0.00	0.00	0.68	0.50	0.75	0.25	0.00	0.00	0.75								0.00	0.00				
	0.75	0.67 0.00	0.00	0.00	0.68	0.50	0.75	0.25	0.00	0.00	0.75								0.00	0.00				1
	0.75	0.67 0.00	0.00	0.00	0.68	0.50	0.75	0.25	0.00	0.00	0.75								0.00	0.00				
Combination Trucks (8-13)	0.75 (0.67 0.01	0.00	0.00	0.68	0.50	0.75	0.25	0.00	0.00	0.75								0.00	0.00				
Combination Trucks (8-13)	0.75 (0.67 0.01	thbound	0.00	0.68	0.50	0.75	0.25	0.00	0.00	0.75			Fasth	ound				0.00	West	bound			1
Combination Trucks (8-13)	0.75	0.67 0.0	thbound	0.00	0.68	0.50	0.75	0.25 South	bound	0.00	0.73			Eastb	ound				0.00	West	bound			1
Combination Trucks (8-13)	0.75 (GA-	0.67 0.0 Nor Metropoli	thbound	SW (South	0.68	0.50	0.75 6A-3 Met	0.25 South	bound	0.00	0.73			Eastb Dill Av	ound ve SW				0.00	West	bound d Rd SW			
Combination Trucks (8-13)	0.75 0 GA- Left 1	0.67 0.0 Nor Metropoli hru Righ	thbound tan Pkwy S	SW (South	0.68 h) App	Left	0.75 GA-3 Met Thru	0.25 South ropolita Right	bound h Pkwy S	0.00 SW (North U-Turn	0.75 1) App	Left	Thru	Eastb Dill Av Right	ound ve SW	U-Turn	Арр	Left	Thru	West Manfor Right	bound d Rd SW	U-Turn	Арр	Int
Combination Trucks (8-13) Time	0.75 (GA- Left 1 1.1	0.67 0.0 Nor 3 Metropoli hru Righ 1.2 1.3	thbound tan Pkwy :	0.00 SW (South U-Turn 1.4	h) App Total	Left 1.5	0.75 5A-3 Met Thru 1.6	0.25 South ropolitar Right 1.7	bound	0.00 GW (North U-Turn 1.8) App Total	Left 1.9	Thru 1.10	Eastb Dill Av Right 1.11	ound ve SW	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Westl Manfor Right 1.15	bound d Rd SW	U-Turn 1.16	App Total	Int Total
Combination Trucks (8-13) Time 1700 - 1715	0.75 (GA- Left 1.1 0	0.67 0.01 3 Metropoli hru Righ 1.2 1.3 0 0	thbound tan Pkwy ! .t	0.00 SW (South U-Turn 1.4 0	h) App Total 0	0.50 Left 1.5 0	0.75 6A-3 Met Thru 1.6 0	0.25 South cropolitar Right 1.7 0	bound n Pkwy S	0.00 5W (North U-Turn 1.8 0	n) App Total 0	Left 1.9 0	Thru 1.10 0	Eastb Dill Av Right 1.11 0	ound ve SW	U-Turn 1.12 0	App Total 0	Left 1.13 0	Thru 1.14 0	Westi Manfor Right 1.15 0	bound d Rd SW	U-Turn 1.16 0	App Total 0	Int Total 0
Combination Trucks (8-13) Time 1700 - 1715 1715 - 1730	0.75 GA- Left 1.1 0 0	0.67 0.0 3 Metropoli hru Righ 1.2 1.3 0 0 1 0	thbound tan Pkwy ! .t	0.00 SW (South U-Turn 1.4 0 0	0.68 h) Total 0 1	0.50 Left 1.5 0	0.75 6A-3 Met Thru 1.6 0 2	0.25 South cropolitar Right 1.7 0 0	bound n Pkwy S	0.00 W (North U-Turn 1.8 0 0	a) App Total 0 2	Left 1.9 0	Thru 1.10 0	Eastb Dill Av Right 1.11 0 0	ound ve SW - -	U-Turn 1.12 0	App Total 0	Left 1.13 0	Thru 1.14 0	Westl Manfor Right 1.15 0	bound d Rd SW	U-Turn 1.16 0	App Total 0	Int Total 0 3
Time 1700 - 1715 1715 - 1730 1730 - 1745	0.75 (GA- Left 1.1 0 0 0 0	0.67 0.01	thbound tan Pkwy . it -	0.00 SW (South U-Turn 1.4 0 0	0.68 h) App Total 0 1 1	0.50 Left 1.5 0 0	0.75 6A-3 Met Thru 1.6 0 2 1	0.25 South ropolita Right 1.7 0 0	bound n Pkwy S	0.00 W (North U-Turn 1.8 0 0	0.73 App Total 0 2 1	Left 1.9 0 0	Thru 1.10 0 0	Eastb Dill Av Right 1.11 0 0	ound ve SW - -	U-Turn 1.12 0 0	App Total 0 0	Left 1.13 0 0	Thru 1.14 0 0	Westl Manfor Right 1.15 0 0	bound d Rd SW	U-Turn 1.16 0 0	App Total 0 0	Int Total 0 3 2
Time 1700 - 1715 1715 - 1730 1730 - 1745 1745 - 1800	0.75 0 GA- Left 1.1 0 0 0	Nor 3 Metropoli hru Righ 1.2 1.3 0 0 1 0 0 0 1 0 0 0	thbound tan Pkwy it - -	0.00 SW (South U-Turn 1.4 0 0 0	h) App Total 0 1 1	Left 1.5 0 0 0	0.75 6A-3 Met Thru 1.6 0 2 1 2	0.25 South ropolita Right 1.7 0 0 0	bound n Pkwy S - - -	0.00 W (North U-Turn 1.8 0 0 0	0.73 App Total 0 2 1 2	Left 1.9 0 0 0	Thru 1.10 0 0 0	Eastb Dill Av Right 1.11 0 0 0	ound ve SW - - -	U-Turn 1.12 0 0 0	App Total 0 0 0	Left 1.13 0 0 0	Thru 1.14 0 0 0	Westl Manfor Right 1.15 0 0 0	bound d Rd SW - - - -	U-Turn 1.16 0 0 0	App Total 0 0 0	Int Total 0 3 2 2
Time 1700 - 1715 1715 - 1730 1730 - 1745 1745 - 1800	0.75 (GA- Left 1.1 0 0 0 0 0 0	Nor 3 Metropoli hru Righ 1.2 1.3 0 0 1 0 0 0 0 0	thbound tan Pkwy t - - -	0.00 SW (South U-Turn 1.4 0 0 0 0	 App Total 1 0 	0.50 Left 1.5 0 0 0	0.75 GA-3 Met Thru 1.6 0 2 1 2	0.25 South ropolita Right 1.7 0 0 0 0	0.00 bound n Pkwy S - - - -	0.00 W (North U-Turn 1.8 0 0 0 0 0	0.73 App Total 0 2 1 2	Left 1.9 0 0 0	Thru 1.10 0 0 0 0	Eastb Dill Av Right 1.11 0 0 0 0	ound ve SW - - - -	U-Turn 1.12 0 0 0 0	App Total 0 0 0 0	Left 1.13 0 0 0 0	Thru 1.14 0 0 0	Westl Manford Right 1.15 0 0 0 0	bound d Rd SW - - - -	U-Turn 1.16 0 0 0	App Total 0 0 0 0	Int Total 0 3 2 2 2
Time 1700 - 1715 1715 - 1730 1735 - 1745 1745 - 1800	0.75 GA- Left 1.1 0 0 0 0 0 0	Nor 3 Metropoli hru Right 1.2 1.3 0 0 1 0 1 0 0 0	thbound tan Pkwy. tt - - -	0.00 SW (Souti U-Turn 1.4 0 0 0 0	 0.68 App Total 0 1 0 	0.50 Left 1.5 0 0 0	0.75 GA-3 Met Thru 1.6 0 2 1 2	0.25 South ropolitar Right 1.7 0 0 0 0 0	bound n Pkwy S	0.00 W (North U-Turn 1.8 0 0 0 0	0.73 App Total 0 2 1 2	Left 1.9 0 0 0	Thru 1.10 0 0 0	Eastb Dill Av Right 1.11 0 0 0 0	ound ve SW - - - -	U-Turn 1.12 0 0 0 0	App Total 0 0 0	Left 1.13 0 0 0	Thru 1.14 0 0 0	Westl Manford Right 1.15 0 0 0	bound d Rd SW - - - -	U-Turn 1.16 0 0 0	App Total 0 0 0 0	Int Total 0 3 2 2 2
Time 1700 - 1715 1730 - 1745 1730 - 1745 1745 - 1800	0.75 (GA- Left 7 1.1 0 0 0 0 0 0	Nor 3 Metropoli hru Rigr 1.2 1.3 0 0 1 0 1 0 2 0 2 0	thbound tan Pkwy: t - - - -	0.00 SW (Souti U-Turn 1.4 0 0 0 0	 0.68 h) App Total 0 1 1 0 2 	0.50 Left 1.5 0 0 0 0	0.75 6A-3 Met Thru 1.6 0 2 1 2 5	0.25 South ropolitar Right 1.7 0 0 0 0 0	0.00 bound n Pkwy S - - - - - - 0	0.00 W (North U-Turn 1.8 0 0 0 0 0	a) App Total 0 2 1 2 5	Left 1.9 0 0 0 0	Thru 1.10 0 0 0 0	Eastb Dill Ar Right 1.11 0 0 0 0	ound ve SW - - - - 0	U-Turn 1.12 0 0 0 0	App Total 0 0 0 0	Left 1.13 0 0 0 0 0	Thru 1.14 0 0 0 0	Westl Manfor Right 1.15 0 0 0 0	bound d Rd SW - - - - - 0	U-Turn 1.16 0 0 0 0	App Total 0 0 0 0	Int Total 0 3 2 2 2 7
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Time 1700 - 1715 1715 - 1730 1730 - 1745 1745 - 1800 Total Approach % PHF Bikes	0.75 (GA- Left 1.1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	.67 0.0 3 Metropoli hru Righ 1 0 0 1 0 0 2 0 0 0.00 0.00 0 2 0 0 0.00 0.00 0.00 1.50 0.00 0.00 1.60 0.00 0.00 1.70 0 0.00	thbound tan Pkwy tt 	0.00 SW (Souti U-Turn 1.4 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	 0.68 App Total 0 1 1 0 2 - 0.50 	0.00 0 0 0 0 0 0 0 0 0 0 0 0	0.75 GA-3 Met Thru 1.6 0 2 1 100.00 0.63 GA-3 Met Thru 1.6	0.25 South ropolita Right 1.7 0 0 0 0 0 0 0 0 0 0 0 0 0	0.00 bound Pkwy S - - - 0 0.00 0.00 0.00 bound Pkwy S	0.00 W (North U-Turn 1.8 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.73 App Total 0 2 1 2 2 5 - 0.63	Left 1.9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Thru 1.10 0 0 0 0.00 0.00 Thru 1.10	Eastb Dill Av Right 1.11 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	ound ve SW - - - - - - - - 0 0.00 0.00 0.00 0.00	U-Turn 1.12 0 0 0 0 0.00 0.00 0.00 0.00	App Total 0 0 0 0 0 0 0 0 0 0 0 0	Left 1.13 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Thru 1.14 0 0 0 0 0.00 0.00 0.00 0.00	Westl Manfor- Right 1.15 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	bound d Rd SW 	U-Turn 1.16 0 0 0 0 0.00 0.00 0.00 0.00	App Total 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Int Total 0 3 2 2 7 0.58
Time 1700 - 1715 1715 - 1730 1735 - 1745 1745 - 1800 Total Approach % PHF Bikes 1700 - 1715	GA- Left 7 1.1 0 0 0 0 0 0 11 0.00 10	Nor 3 Metropoli hru Rigt 1.2 1.3 0 0 1 0 2 0 0.00 0.000 1.50 0.000 1.50 0.000 1.50 0.000 1.50 0.000 1.12 1.3 0 0 0 0	thbound tan Pkwy it 	SW (Sout) U-Turn 1.4 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	 h) App Total 0 1 1 0 2 - 0.50 	0.50 Left 1.5 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	6A-3 Met Thru 1.6 0 2 1 2 100.00 0.63 6A-3 Met Thru 1.6 0 0 0 0 0 0 0 0 0 0 0 0 0	0.25 South ropolital Right 1.7 0 0 0 0 0 0 0 0 0 0 0 0 0	bound n Pkwy 5 	0.00 W (North U-Turn 1.8 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1) App Total 0 2 1 2 3 5 - 0.63	Left 1.9 0 0 0 0.00 0.00 0.00 Left 1.9 0	Thru 1.10 0 0 0.00 0.00 1.10 0	Eastb Dill Av Right 1.11 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	ound ve SW - - - - 0 0.00 0.	U-Turn 1.12 0 0 0 0 0 0 0 0 0 0 0 0 0	App Total 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Left 1.13 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Thru 1.14 0 0 0 0 0 0 0 0 0 0 0 0 0	Westl Manfor Right 1.15 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	bound d Rd SW - - - - - - - - - - - - - - - - - - -	U-Turn 1.16 0 0 0 0 0 0 0 0 0 0 0 0 0	App Total 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Int Total 0 3 2 2 7 7 0.58
Time 1700 - 1715 1715 - 1730 1730 - 1745 1745 - 1800 Total Approach % PHF Bikes 1700 - 1715 1700 - 1715 1700 - 1715 1700 - 1715 1715 - 1730	GA- Left 1.1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Nor 3 Metropoli hru Rigt 1.2 1.3 0 0 1 0 0 0 2 0 0.000 0.000 1.50 0.000 1.50 0.000 1.50 0.000 1.12 1.3 0 0 0 0	thbound tan Pkwy it - - - - - - - - - - - - - - - - - -	SW (Souti U-Turn 1.4 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	h App Total 0 1 1 0 2 - 0.50 - h) App Total 0 0	0.00 Left 1.5 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.75 GA-3 Met Thru 1.6 0 2 1 2 100.00 0.63 5 5 A-3 Met Thru 1.6 0 0	0.25 South ropolitat Right 1.7 0 0 0 0 0 0 0 0 0 0 0 0 0	bound - Pkwy S 0 0.00 0.00 bound bound -	0.00 W (North U-Turn 1.8 0 0 0 0 0 0 0 0 0 0 0 0 0)) App Total 0 2 1 2 1 2 5 5 5 6 6 3 0 6 3 0 0 0 0 0	Left 1.9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Thru 1.10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Eastb Dill Av Right 1.11 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	ound ve SW - - - - - - - - - - - - - - - - - - -	U-Turn 1.12 0 0 0 0 0 0 0 0 0 0 0 0 0	App Total 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Left 1.13 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Thru 1.14 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Westl Manfor Right 1.15 0	bound d Rd SW - - - - - - - - - - - - - - - - - - -	U-Turn 1.16 0 0 0 0.00 0.00 0.00 U-Turn 1.16 0 0 0	App Total 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Int Total 0 3 2 2 2 7 7 0.58
Combination Trucks (8-13) Time 1700 - 1715 1715 - 1730 1730 - 1745 1745 - 1800 Total Approach % PHF Bikes Time 1700 - 1715 1715 - 1730 1730 - 1745	GA- Left 1.1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Nor 3 Metropoli 'hru Right 1.2 1.3 0 0 1 0 0.00 0.000 1.2 0.0 1 0 0.000 0.000 1.50 0.000 1.2 1.3 0 0 0 0	thbound tan Pkwy tt 	SW (Sout) U-Turn 1.4 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.68 App Total 0 1 1 0 2 - 0.50	0.00 Left 1.5 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.75 6A-3 Met Thru 1.6 0 2 1 100.00 0.63 6A-3 Met Thru 1.6 0 0 0 0 0 0 0 0 0 0 0 0 0	0.25 South ropolita Right 1.7 0 0 0 0 0 0 0 0 0 0 0 0 0	bound 	0.00 W (North U-Turn 1.8 0 0 0 0 0 0 0 0 0 0 0 0 0	1) App Total 0 2 1 2 2 1 2 0.63	Left 1.9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Thru 1.10 0 0 0 0 0 0 0 0 0 0 0 0 0	Eastb Dill A Right 1.11 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	ound re SW - - - - 0 0.00 0.00 0.00 0.00 0.00 0.00 - - - - - - - - - - - - -	U-Turn 1.12 0 0 0 0 0 0 0 0 0 0 0 0 0	App Total 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 1	Left 1.13 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Thru 1.14 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	West Manfor Right 1.15 0	bound d Rd SW - - - - - - - - - - - - - - - - - - -	U-Turn 1.16 0 0 0 0 0 0 0 0 0 0 0 0 0	App Total 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Int Total 0 3 2 2 7 7 7 0.58
Combination Trucks (8-13) Time 1700 - 1715 1715 - 1730 1730 - 1745 1745 - 1800 Total Approach % PHF Bikes Time 1700 - 1715 1715 - 1730 1730 - 1745 1745 - 1800	GA- Left 1 1.1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Nor 3 Metropoli "hru Rigt 1.2 1.3 0 0 1 0 0 0 2 0 00.000 0.000 1.50 0.000 1.50 0.000 1.50 0.000 0 0 0 0 0 0 0 0 0 0 0 0 0 0	thbound tan Pkwy tt 	SW (Souti U-Turn 1.4 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	 h) App Total 1 1 1 0 2 - 0.50 	C.50 Left 1.5 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.75 5A-3 Mett Thru 1.6 0 2 1 1 2 5 100.00 0.63 5 5 6A-3 Mett Thru 1.6 0 0 0 0 0 0 0 0 0 0 0 0 0	0.25 South ropolital Right 1.7 0 0 0 0 0 0 0 0 0 0 0 0 0	bound - - - - - - - - - - - - -	0.00 W (North 1.8 0 0 0 0 0 0 0 0 0 0 0 0 0	a) App Total 0 2 1 2 2 5 - 0.63 - 0.63 - 0 - 0 - 0 - 0 0 0 0 0 0 0 0 0 0	Left 1.9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Thru 1.10 0 0 0 0.00 0.00 0.00 Thru 1.10 0 0 1 2	Eastb Dill A Right 1.11 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	ound ve SW - - - - - - - 0.00 0.00 0.00 0.00 0.00	U-Turn 1.12 0 0 0 0 0 0 0 0 0 0 0 0 0	App Total 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Left 1.13 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Thru 1.14 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	West Manfor Right 1.15 0	bound d Rd SW - - - - 0.00 0.00 0.00 bound d Rd SW - - - - -	U-Turn 1.16 0 0 0 0 0 0 0 0 0 0 0 0 0	App Total 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Int Total 0 3 2 2 7 0.58 0.58
Time 1700 - 1715 1715 - 1730 1735 - 1745 1745 - 1800 Total Approach % PHF Bikes 1700 - 1715 1715 - 1730 1715 - 1730 1730 - 1745 1730 - 1745 1730 - 1745	0.75 0 Left 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Not 3 Metropoli 1.2 1.3 0 0 1 0 0 0 1 0 0 0 1.2 1.3 0.000 0.000 1.50 0.000 1.2 1.3 0 0 0 0 0 0	thbound tan Pkwy it 	SW (Sout) U-Turn 1.4 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	App Total 0 1 1 0 2 - 0.50	C.50 Left 1.5 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.75 GA-3 Met Thru 1.6 0 2 1 1 2 2 1 100.00 0.63 GA-3 Met Thru 1.6 0 0 0 0 0 0 0 0 0 0 0 0 0	0.25 Southh ropolitat Right 1.7 0 0 0 0 0 0 0 0 0 0 0 0 0	0.00 bound Pkwy S - - - - - - - - - - - - -	0.00 W (North 1.8 0 0 0 0 0 0 0 0 0 0 0 0 0	 a) App Total 0 2 1 2 5 - 0.63 - <l< td=""><td>Left 1.9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0</td><td>Thru 1.10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0</td><td>Eastb Dill A Right 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0</td><td>ound re SW - - - - - - - - - - - - -</td><td>U-Turn 1.12 0 0 0 0 0 0 0 0 0 0 0 0 0</td><td>App Total 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 1 1 2</td><td>Left 1.13 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0</td><td>Thru 1.14 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0</td><td>West Manforr Right 1.15 0 0 0.000</td><td>bound d Rd SW - - - - - - - - - - - - - - - - -</td><td>U-Turn 1.16 0 0 0 0 0 0 0 0 0 0 0 0 0</td><td>App Total 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0</td><td>Int Total 0 3 2 2 7 7 0.58</td></l<>	Left 1.9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Thru 1.10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Eastb Dill A Right 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	ound re SW - - - - - - - - - - - - -	U-Turn 1.12 0 0 0 0 0 0 0 0 0 0 0 0 0	App Total 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 1 1 2	Left 1.13 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Thru 1.14 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	West Manforr Right 1.15 0 0 0.000	bound d Rd SW - - - - - - - - - - - - - - - - -	U-Turn 1.16 0 0 0 0 0 0 0 0 0 0 0 0 0	App Total 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Int Total 0 3 2 2 7 7 0.58
Combination Trucks (8-13) Time 1700 - 1715 1715 - 1730 1730 - 1745 1745 - 1800 Total Approach % PHF Bikes Time 1700 - 1715 1715 - 1730 1730 - 1745 1745 - 1800 Total	0.75 0 Left 7 1.1 0 0 0 0 0 0 0 0 0 0 0 0 0	Not 3 Metropoli 3 Metropoli 1.2 1.3 0 0 1 0 0 0 1 0 0.00 0.00 1.50 0.00 3 Metropoli 1.00 1 0 0 0 0.00 0.00 1.50 0.00 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	thbound tan Pkwy it 	SW (Sout) U-Turn 1.4 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	 h) App Total 1 1 0 2 - 0.50 	0.00 Left 1.5 0 0 0 0 0 0 0 0 0 0 0 0 0	0.75 6A-3 Met Thru 1.6 0 2 1 1 2 5 100.00 0.63 5 6A-3 Met Thru 1.6 0 0 0 0 0 0 0 0 0 0 0 0 0	0.25 South ropolital Right 1.7 0 0 0 0 0 0 0 0 0 South ropolital Right 1.7 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	bound - - - - - - - - - - - - -	0.00 W (North 1.8 0 0 0 0 0 0 0 0 0 0 0 0 0	() App Total 0 2 1 2 0.63 () App Total 0 0 0 0 0 0 0 0 0 0 0 0 0	Left 1.9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Thru 1.10 0 0 0 0 0 0 0 0 0 0 0 0 0	Eastb Dill A. Right 1.11 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	ound ve SW - - - - - - - - - - - - -	U-Turn 1.12 0 0 0 0 0 0 0 0 0 0 0 0 0	App Total 0 0 0 0 0 - - 0 0 0 - - - 0 0 1 2 2	Left 1.13 0 0 0 0 0 0 0 0 0 0 0 0 0	Thru 1.14 0 0 0 0 0.00 0.00 0.00 0 0.00 0 0 0 0	West Manfor Right 1.15 0	bound d Rd SW - - - - - - - - - - - - - - - - -	U-Turn 1.16 0 0 0 0 0 0 0 0 0 0 0 0 0	App Total 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Int Total 0 3 2 2 7 0.58 0.58
Time 1700 - 1715 1715 - 1730 1730 - 1745 1745 - 1800 Total Approach % PHF Bikes 1700 - 1715 - 1730 1715 - 1730 1700 - 1715 - 1730 1715 - 1730 1730 - 1745 1745 - 1800 Total	0.75 (GA- Left 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Not 3 Metropoli hru Right 1.2 1.3 0 0 1 0 0 0 2 0 0.000 0.00 1.50 0.000 0.000 0.00 1.2 1.3 0 0 0.000 0.00 1.2 1.3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	thbound tan Pkwy tt 	SW (South 	0.68 App Total 0 1 1 2 - 0.50 App Total 0 0 0 0 0 0 0 0 0 0	C C C C C C C C C C C C C C C C C C C	0.75 6A-3 Mett Thru 1.6 0 2 100.00 0.63 5 5 5 5 4 3 Mett 1.6 0 0 0.63 5 5 5 5 100.00 0 0 0 0 0 0 0 0 0 0 0 0	0.25 Southh ropolital Right 1.7 0 0 0 0 0 0 0 0 0 0 0 0 0	bound P Rwy S - - - - 0 0.00 0.00 bound h Pkwy S - - - - - - - - - - - - -	0.00 W (North 1.8 0 0 0 0 0 0 0 0 0 0 0 0 0	0.73 App Total 0 2 1 2 0.63 App Total 0 0 0 0 0 0 0 0 0 0 0 0 0	Left 1.9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Thru 1.10 0 0 0 0 0 0 0 0 0 0 0 0 0	Eastb Dill Ar Right 1.11 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	ound // 2 SW 	U-Turn 1.12 0 0 0 0 0 0 0 0 0 0 0 0 0	App Total 0 0 0 0 0 0 0 0 0 0 0 0 1 1 2 3 3	Left 1.13 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Thru 1.14 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	West Manforr Right 1.15 0	bound d Rd SW - - - - - - - - - - - - -	U-Turn 1.16 0 0 0 0 0 0 0 0 0 0 0 0 0	App Total 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Int Total 0 3 2 2 7 7 0.58 0 0.58
Combination Trucks (8-13)	0.75 0 Left 7 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Nod 3 Metropoli 3 metropoli 1.2 1.3 0 0 1 0 1 0 0 0 0.00 0.00 2 0 0.000 0.00 50 0.00 1.2 1.3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	thbound tan Pkwy t t t t t t t t t t t t t t t t t t t	SW (South U-Turn 1.4 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	 0.68 App Total 0 1 1 0 2 - 0.50 0.50	0.00 Left 1.5 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.75 6A-3 Mett Thru 1.6 0 2 1 1 2 5 100.00 0.63 6A-3 Mett Thru Thru 0 0 0 0 0 0 0 0 0 0 0 0 0	0.25 Southh ropolitation 0 0 0 0 0 0 0 0 0 0 0 0 0	0.00 bound - - - - - - - - - - - - -	0.00 W (North 1.8 0 0 0 0 0 0 0 0 0 0 0 0 0	0.73 App Total 0 2 1 2 0.63 0 0 0 0 0 0 0 0 0 0 0 0 0	Left 1.9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Thru 1.10 0 0 0 0 0 0 0 0 0 0 0 0 0	Ecstb Dill A-N Right 1.11 0 0 0 0 0 0 0 0 0 0 0 0 0	ound re SW - - - - - - - - - - - - - - - - - - -	U-Turn 1.12 0 0 0 0 0 0 0 0 0 0 0 0 0	App Total 0 0 0 0 0 0 0 0 0 0 0 0 0 0 1 1 2 2 3 3	Left 1.13 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Thru 1.14 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Westl Manform Right 1.15 0	bound d Rd SW - - - - - - - - - - - - -	U-Turn 1.16 0 0 0 0 0 0 0 0 0 0 0 0 0	App Total 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Int Total 0 3 2 2 7 7 0.58

Classified Turn Movement Count || All vehicles

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Atlanta, GA

Site 1 GA-3 Metropolitan Pkwy SW (South) GA-3 Metropolitan Pkwy SW (North) Dill Ave SW Manford Rd SW

Date Thursday, October 17, 2024

Weather Fair 54°F

Lat/Long 33.718266°, -84.407849° Click here for Map

Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (10-17-2024) All vehicles

			North	bound					South	bound					Eastb	ound					West	oound			l
	G	iA-3 Met	ropolitar	n Pkwy S	W (Soutl	า)	G	iA-3 Met	ropolitar	n Pkwy S	W (North	ו)			Dill Av	/e SW					Manfor	d Rd SW			
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
TIME	1.1	1.2	1.3		1.4	Total	1.5	1.6	1.7		1.8	Total	1.9	1.10	1.11		1.12	Total	1.13	1.14	1.15		1.16	Total	Total
0700 - 0715	8	102	3		0	113	1	43	12		0	56	20	1	4		0	25	0	0	7		0	7	201
0715 - 0730	5	150	3		0	158	2	65	11		0	78	19	1	5		0	25	1	6	6		0	13	274
0730 - 0745	8	216	2		0	226	1	63	7		0	71	17	3	3		0	23	2	2	3		0	7	327
0745 - 0800	7	248	1		0	256	1	62	11		0	74	22	3	5		0	30	4	1	10		0	15	375
Hourly Total	28	716	9		0	753	5	233	41		0	279	78	8	17		0	103	7	9	26		0	42	1177
0800 - 0815	6	220	6		0	232	3	59	17		0	79	18	1	8		0	27	3	3	3		0	9	347
0815 - 0830	10	168	3		0	181	6	59	20		0	85	34	1	7		0	42	0	4	3		0	7	315
0830 - 0845	13	161	3		0	177	6	65	9		0	80	32	4	11		0	47	2	4	13		0	19	323
0845 - 0900	10	152	5		0	167	9	64	20		0	93	23	5	9		0	37	3	З	5		0	11	308
Hourly Total	39	701	17		0	757	24	247	66		0	337	107	11	35		0	153	8	14	24		0	46	1293
Grand Total	67	1417	26		0	1510	29	480	107		0	616	185	19	52		0	256	15	23	50		0	88	2470
Approach %	4.44	93.84	1.72		0.00	-	4.71	77.92	17.37		0.00		72.27	7.42	20.31		0.00		17.05	26.14	56.82		0.00	-	
Intersection %	2.71	57.37	1.05		0.00	61.13	1.17	19.43	4.33		0.00	24.94	7.49	0.77	2.11		0.00	10.36	0.61	0.93	2.02		0.00	3.56	1
Heavy Vehicle %	25	3	4		-	4	7	5	3		-	5	3	0	8		-	4	0	0	2		-	1	4
																									1
PHF	0.78	0.86	0.50		0.00	0.87	0.46	0.96	0.69		0.00	0.91	0.67	0.67	0.72		0.00	0.73	0.56	0.63	0.48		0.00	0.63	0.91

1600 - 1800 (Weekday 2h Session) (10-17-2024) All vehicles

			North	bound					South	bound					Eastb	ound					West	bound			1
	G	6A-3 Met	ropolitar	n Pkwy S	W (South	n)	Ģ	GA-3 Met	ropolita	n Pkwy S	SW (Nortl	ר)			Dill Av	ve SW					Manfor	d Rd SW			
	Left	Thru	Right		U-Turn	Арр	Left	Thru	Right		U-Turn	Арр	Left	Thru	Right		U-Turn	Арр	Left	Thru	Right		U-Turn	Арр	Int
TIME	1.1	1.2	1.3		1.4	Total	1.5	1.6	1.7		1.8	Total	1.9	1.10	1.11		1.12	Total	1.13	1.14	1.15		1.16	Total	Total
1600 - 1615	13	243	6		0	262	13	122	27		0	162	24	3	17		0	44	7	9	10		0	26	494
1615 - 1630	10	216	7		0	233	8	139	18		0	165	26	12	19		0	57	8	7	5		0	20	475
1630 - 1645	18	149	6		0	173	9	135	33		0	177	25	8	10		0	43	6	5	9		0	20	413
1645 - 1700	12	169	9		0	190	11	142	42		0	195	27	8	19		0	54	8	8	10		0	26	465
Hourly Total	53	777	28		0	858	41	538	120		0	699	102	31	65		0	198	29	29	34		0	92	1847
1700 - 1715	13	240	6		0	259	15	157	30		0	202	29	3	24		0	56	4	7	6		0	17	534
1715 - 1730	6	204	3		0	213	15	170	32		0	217	34	10	17		0	61	13	16	5		0	34	525
1730 - 1745	21	156	6		0	183	8	161	36		0	205	28	6	20		0	54	11	9	8		0	28	470
1745 - 1800	13	178	4		0	195	6	143	38		0	187	33	10	15		0	58	11	9	6		0	26	466
Hourly Total	53	778	19		0	850	44	631	136		0	811	124	29	76		0	229	39	41	25		0	105	1995
										_															
Grand Total	106	1555	47		0	1708	85	1169	256		0	1510	226	60	141		0	427	68	70	59		0	197	3842
Approach %	6.21	91.04	2.75		0.00	-	5.63	77.42	16.95		0.00	-	52.93	14.05	33.02		0.00	-	34.52	35.53	29.95		0.00	-	
Intersection %	2.76	40.47	1.22		0.00	44.46	2.21	30.43	6.66		0.00	39.30	5.88	1.56	3.67		0.00	11.11	1.77	1.82	1.54		0.00	5.13	
Heavy Vehicle %	7	2	0		-	3	2	3	1		-	3	1	2	3		-	2	1	0	5		-	2	2
PHF	0.63	0.81	0.79		0.00	0.82	0.73	0.93	0.89		0.00	0.93	0.91	0.73	0.79		0.00	0.94	0.75	0.64	0.78		0.00	0.77	0.93
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Classified Turn Movement Count || Passenger Vehicles (1-3)

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Atlanta, GA

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Site 1 GA-3 Metropolitan Pkwy SW (South) GA-3 Metropolitan Pkwy SW (North) Dill Ave SW Manford Rd SW

Date Thursday, October 17, 2024

Weather Fair 54°F

Click here for Detailed Weather

Lat/Long 33.718266°, -84.407849° Click here for Map

0700 - 0900 (Weekday 2h Session) (10-17-2024) Passenger Vehicles (1-3)

									A 11																1
			North	bound					South	bound		,			Easte	ouna					west	Jound			
		A-3 Met	ropolitai	n Pkwy s	w (South	n)		A-3 Met	ropolita	n Pkwy S	W (Norti	1)		_1	Dill A	ve SW					Manfor	a ka Sw			- · ·
	Left	Thru	Right		U-Turn	Арр	Left	Thru	Right		U-Turn	Арр	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	Арр	Int
TIME	1.1	1.2	1.3		1.4	Total	1.5	1.6	1.7		1.8	Total	1.9	1.10	1.11		1.12	Total	1.13	1.14	1.15		1.16	Total	Tota
0700 - 0715	4	97	3		0	104	1	41	11		0	53	19	1	4		0	24	0	0	7		0	7	188
0715 - 0730	1	148	3		0	152	2	63	11		0	76	19	1	5		0	25	1	6	6		0	13	266
0730 - 0745	8	208	2		0	218	1	62	7		0	70	17	3	3		0	23	2	2	3		0	7	318
0745 - 0800	5	242	1		0	248	1	53	11		0	65	22	3	4		0	29	4	1	10		0	15	357
Hourly Total	18	695	9		0	722	5	219	40		0	264	77	8	16		0	101	7	9	26		0	42	1129
0800 - 0815	3	212	5		0	220	3	56	15		0	74	18	1	8		0	27	3	3	3		0	9	330
0815 - 0830	7	162	3		0	172	6	57	20		0	83	31	1	5		0	37	0	3	3		0	6	298
0830 - 0845	13	158	3		0	174	5	63	9		0	77	31	4	11		0	46	2	3	12		0	17	314
0845 - 0900	9	145	5		0	159	8	61	20		0	89	22	5	8		0	35	3	3	5		0	11	294
Hourly Total	32	677	16		0	725	22	237	64		0	323	102	11	32		0	145	8	12	23		0	43	1236
					·					-						•									
Grand Total	50	1372	25		0	1447	27	456	104	1	0	587	179	19	48	1	0	246	15	21	49		0	85	2365
Approach %	3.46	94.82	1.73		0.00	-	4.60	77.68	17.72	1	0.00	-	72.76	7.72	19.51		0.00	-	17.65	24.71	57.65		0.00	-	
Intersection %	2.11	58.01	1.06		0.00	61.18	1.14	19.28	4.40		0.00	24.82	7.57	0.80	2.03		0.00	10.40	0.63	0.89	2.07		0.00	3.59	

1600 - 1800 (Weekday 2h Session) (10-17-2024) Passenger Vehicles (1-3)

			North	bound					South	bound					Eastb	ound					West	oound			
	Ģ	GA-3 Met	ropolitar	n Pkwy S	W (South	ר)	G	iA-3 Met	ropolitar	n Pkwy S	W (North	ו)			Dill A	/e SW					Manfor	d Rd SW			
	Left	Thru	Right		U-Turn	Арр	Left	Thru	Right		U-Turn	Арр	Left	Thru	Right		U-Turn	Арр	Left	Thru	Right		U-Turn	Арр	Int
TIME	1.1	1.2	1.3		1.4	Total	1.5	1.6	1.7		1.8	Total	1.9	1.10	1.11		1.12	Total	1.13	1.14	1.15		1.16	Total	Total
1600 - 1615	12	239	6		0	257	13	116	26		0	155	23	2	17		0	42	7	8	9		0	24	478
1615 - 1630	10	210	7		0	227	8	136	18		0	162	26	12	18		0	56	8	7	5		0	20	465
1630 - 1645	16	143	6		0	165	9	130	33		0	172	25	8	10		0	43	6	5	7		0	18	398
1645 - 1700	11	166	9		0	186	11	141	41		0	193	27	8	18		0	53	8	8	10		0	26	458
Hourly Total	49	758	28		0	835	41	523	118		0	682	101	30	63		0	194	29	28	31		0	88	1799
1700 - 1715	12	236	6		0	254	14	154	29		0	197	28	3	24		0	55	3	7	6		0	16	522
1715 - 1730	6	199	3		0	208	15	163	32		0	210	34	10	16		0	60	13	16	5		0	34	512
1730 - 1745	20	153	6		0	179	8	158	36		0	202	27	5	20		0	52	11	9	8		0	28	461
1745 - 1800	12	172	4		0	188	5	136	38		0	179	33	8	14		0	55	11	9	6		0	26	448
Hourly Total	50	760	19		0	829	42	611	135		0	788	122	26	74		0	222	38	41	25		0	104	1943
										-															
Grand Total	99	1518	47		0	1664	83	1134	253		0	1470	223	56	137		0	416	67	69	56		0	192	3742
Approach %	5.95	91.23	2.82		0.00	-	5.65	77.14	17.21		0.00	-	53.61	13.46	32.93		0.00	-	34.90	35.94	29.17		0.00	-	
Intersection %	2.65	40.57	1.26		0.00	44.47	2.22	30.30	6.76		0.00	39.28	5.96	1.50	3.66		0.00	11.12	1.79	1.84	1.50		0.00	5.13	

Classified Turn Movement Count || Single Unit Trucks (4-7)

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Atlanta, GA

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Site 1 GA-3 Metropolitan Pkwy SW (South) GA-3 Metropolitan Pkwy SW (North) Dill Ave SW Manford Rd SW

Date Thursday, October 17, 2024

Weather	
Fair	
54°F	

Lat/Long 33.718266°, -84.407849° Click here for Map

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0700 - 0900 (Weekday 2h Session) (10-17-2024) Single Unit Trucks (4-7)

			North	bound					South	bound					Eastb	ound					West	oound			
	G	iA-3 Met	ropolitar	n Pkwy S	W (Soutl	h)	Ģ	6A-3 Met	ropolita	n Pkwy S	W (Nortl	n)			Dill Av	ve SW					Manfor	d Rd SW			
	Left	Thru	Right		U-Turn	Арр	Left	Thru	Right		U-Turn	Арр	Left	Thru	Right		U-Turn	Арр	Left	Thru	Right		U-Turn	App	Int
TIME	1.1	1.2	1.3		1.4	Total	1.5	1.6	1.7		1.8	Total	1.9	1.10	1.11		1.12	Total	1.13	1.14	1.15		1.16	Total	Total
0700 - 0715	4	5	0		0	9	0	2	1		0	3	1	0	0		0	1	0	0	0		0	0	13
0715 - 0730	4	2	0		0	6	0	2	0		0	2	0	0	0		0	0	0	0	0		0	0	8
0730 - 0745	0	6	0		0	6	0	1	0		0	1	0	0	0		0	0	0	0	0		0	0	7
0745 - 0800	2	6	0		0	8	0	8	0		0	8	0	0	1		0	1	0	0	0		0	0	17
Hourly Total	10	19	0		0	29	0	13	1		0	14	1	0	1		0	2	0	0	0		0	0	45
0800 - 0815	3	7	1		0	11	0	3	2		0	5	0	0	0		0	0	0	0	0		0	0	16
0815 - 0830	3	4	0		0	7	0	2	0		0	2	3	0	2		0	5	0	0	0		0	0	14
0830 - 0845	0	3	0		0	3	0	2	0		0	2	1	0	0		0	1	0	0	1		0	1	7
0845 - 0900	1	6	0		0	7	1	3	0		0	4	1	0	1		0	2	0	0	0		0	0	13
Hourly Total	7	20	1		0	28	1	10	2		0	13	5	0	3		0	8	0	0	1		0	1	50
					-																				
Grand Total	17	39	1		0	57	1	23	3		0	27	6	0	4		0	10	0	0	1		0	1	95
Approach %	29.82	68.42	1.75		0.00	-	3.70	85.19	11.11		0.00	-	60.00	0.00	40.00		0.00	-	0.00	0.00	100.00		0.00		
Intersection %	17.89	41.05	1.05		0.00	60.00	1.05	24.21	3.16		0.00	28.42	6.32	0.00	4.21		0.00	10.53	0.00	0.00	1.05		0.00	1.05	

1600 - 1800 (Weekday 2h Session) (10-17-2024) Single Unit Trucks (4-7)

			North	bound					South	bound					Eastk	ound					West	ound			I
	G	iA-3 Met	tropolita	n Pkwy S	SW (South	า)	Ċ	GA-3 Met	ropolita	n Pkwy S	W (Nort	h)			Dill A	ve SW					Manfor	d Rd SW			
	Left	Thru	Right		U-Turn	Арр	Left	Thru	Right		U-Turn	Арр	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	Арр	Int
TIME	1.1	1.2	1.3		1.4	Total	1.5	1.6	1.7		1.8	Total	1.9	1.10	1.11		1.12	Total	1.13	1.14	1.15		1.16	Total	Total
1600 - 1615	1	3	0		0	4	0	5	1		0	6	1	0	0		0	1	0	0	1		0	1	12
1615 - 1630	0	6	0		0	6	0	2	0		0	2	0	0	1		0	1	0	0	0		0	0	9
1630 - 1645	2	4	0		0	6	0	5	0		0	5	0	0	0		0	0	0	0	2		0	2	13
1645 - 1700	1	3	0		0	4	0	1	1		0	2	0	0	1		0	1	0	0	0		0	0	7
Hourly Total	4	16	0		0	20	0	13	2		0	15	1	0	2		0	3	0	0	3		0	3	41
1700 - 1715	1	4	0		0	5	1	3	1		0	5	1	0	0		0	1	1	0	0		0	1	12
1715 - 1730	0	4	0		0	4	0	5	0		0	5	0	0	1		0	1	0	0	0		0	0	10
1730 - 1745	1	2	0		0	3	0	2	0		0	2	1	0	0		0	1	0	0	0		0	0	6
1745 - 1800	1	6	0		0	7	1	5	0		0	6	0	0	1		0	1	0	0	0		0	0	14
Hourly Total	3	16	0		0	19	2	15	1		0	18	2	0	2		0	4	1	0	0		0	1	42
										-						_									
Grand Total	7	32	0		0	39	2	28	3		0	33	3	0	4	1	0	7	1	0	3		0	4	83
Approach %	17.95	82.05	0.00		0.00	-	6.06	84.85	9.09		0.00	-	42.86	0.00	57.14		0.00	-	25.00	0.00	75.00		0.00	-	
Intersection %	8.43	38.55	0.00		0.00	46.99	2.41	33.73	3.61		0.00	39.76	3.61	0.00	4.82		0.00	8.43	1.20	0.00	3.61		0.00	4.82	
																-									
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Classified Turn Movement Count || Combination Trucks (8-13)

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Atlanta, GA

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Site 1 GA-3 Metropolitan Pkwy SW (South) GA-3 Metropolitan Pkwy SW (North) Dill Ave SW Manford Rd SW

Date Thursday, October 17, 2024

Weather Fair 54°F

Click here for Detailed Weather

Lat/Long 33.718266°, -84.407849° Click here for Map

0700 - 0900 (Weekday 2h Session) (10-17-2024) Combination Trucks (8-13)

			North	bound					South	bound					Eastb	ound					Westk	oound			1
	Ģ	6A-3 Met	ropolitar	n Pkwy S	W (South	า)	G	GA-3 Met	ropolita	n Pkwy S	W (North	ו)			Dill A	ve SW					Manford	d Rd SW			
	Left	Thru	Right		U-Turn	Арр	Left	Thru	Right		U-Turn	Арр	Left	Thru	Right		U-Turn	Арр	Left	Thru	Right		U-Turn	App	Int
TIME	1.1	1.2	1.3		1.4	Total	1.5	1.6	1.7		1.8	Total	1.9	1.10	1.11		1.12	Total	1.13	1.14	1.15		1.16	Total	Tota
0700 - 0715	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
0715 - 0730	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
0730 - 0745	0	2	0		0	2	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	2
0745 - 0800	0	0	0		0	0	0	1	0		0	1	0	0	0		0	0	0	0	0		0	0	1
Hourly Total	0	2	0		0	2	0	1	0		0	1	0	0	0		0	0	0	0	0		0	0	3
0800 - 0815	0	1	0		0	1	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	1
0815 - 0830	0	2	0		0	2	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	2
0830 - 0845	0	0	0		0	0	1	0	0		0	1	0	0	0		0	0	0	0	0		0	0	1
0845 - 0900	0	1	0		0	1	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	1
Hourly Total	0	4	0		0	4	1	0	0		0	1	0	0	0		0	0	0	0	0		0	0	5
Grand Total	0	6	0		0	6	1	1	0		0	2	0	0	0		0	0	0	0	0		0	0	8
Approach %	0.00	100.00	0.00		0.00	-	50.00	50.00	0.00		0.00	-	0.00	0.00	0.00		0.00	-	0.00	0.00	0.00		0.00		
Intersection %	0.00	75.00	0.00		0.00	75.00	12.50	12.50	0.00		0.00	25.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00		0.00	0.00	

1600 - 1800 (Weekday 2h Session) (10-17-2024) Combination Trucks (8-13)

			North	bound					South	bound					Eastb	oound					West	bound			1
	Ģ	6A-3 Met	ropolitar	n Pkwy S	SW (South	ר)	Ģ	GA-3 Met	ropolita	n Pkwy S	W (Nortl	n)			Dill A	ve SW					Manfor	d Rd SW			
	Left	Thru	Right		U-Turn	Арр	Left	Thru	Right		U-Turn	Арр	Left	Thru	Right		U-Turn	Арр	Left	Thru	Right		U-Turn	Арр	Int
TIME	1.1	1.2	1.3		1.4	Total	1.5	1.6	1.7		1.8	Total	1.9	1.10	1.11		1.12	Total	1.13	1.14	1.15		1.16	Total	Tota
1600 - 1615	0	1	0		0	1	0	1	0		0	1	0	1	0		0	1	0	0	0		0	0	3
1615 - 1630	0	0	0		0	0	0	1	0		0	1	0	0	0		0	0	0	0	0		0	0	1
1630 - 1645	0	2	0		0	2	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	2
1645 - 1700	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
Hourly Total	0	3	0		0	3	0	2	0		0	2	0	1	0		0	1	0	0	0		0	0	6
1700 - 1715	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
1715 - 1730	0	1	0		0	1	0	2	0		0	2	0	0	0		0	0	0	0	0		0	0	3
1730 - 1745	0	1	0		0	1	0	1	0		0	1	0	0	0		0	0	0	0	0		0	0	2
1745 - 1800	0	0	0		0	0	0	2	0		0	2	0	0	0		0	0	0	0	0		0	0	2
Hourly Total	0	2	0		0	2	0	5	0		0	5	0	0	0		0	0	0	0	0		0	0	7
																-						-			
Grand Total	0	5	0		0	5	0	7	0		0	7	0	1	0	1	0	1	0	0	0		0	0	13
Approach %	0.00	100.00	0.00		0.00	-	0.00	100.00	0.00		0.00	-	0.00	100.00	0.00		0.00	-	0.00	0.00	0.00		0.00	-	
Intersection %	0.00	38.46	0.00		0.00	38.46	0.00	53.85	0.00		0.00	53.85	0.00	7.69	0.00		0.00	7.69	0.00	0.00	0.00		0.00	0.00	
																-						-			
																									1

Classified Turn Movement Count || Bikes

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Atlanta, GA



Weather Fair 54°F

Click here for Detailed Weather

Site 1 GA-3 Metropolitan Pkwy SW (South) GA-3 Metropolitan Pkwy SW (North) Dill Ave SW Manford Rd SW

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			North	bound					South	bound					Eastb	ound					West	bound			
	Ģ	A-3 Me	tropolita	n Pkwy S	W (Sout	h)	(GA-3 Met	ropolita	n Pkwy S	W (Nort	h)			Dill A	ve SW					Manfor	d Rd SW	/		
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	Арр	Int
TIME	1.1 1.2 1.3 1.4 Total							1.6	1.7		1.8	Total	1.9	1.10	1.11		1.12	Total	1.13	1.14	1.15		1.16	Total	Total
0700 - 0715	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
0715 - 0730	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
0730 - 0745	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
0745 - 0800	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
Hourly Total	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
0800 - 0815	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
0815 - 0830	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	1	0		0	1	1
0830 - 0845	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	1	0		0	1	1
0845 - 0900	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
Hourly Total	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	2	0		0	2	2
										-													-		
Grand Total	0	0	0		0	0	0	0	0		0	0	0	0	0]	0	0	0	2	0		0	2	2
Approach %	0.00	0.00	0.00		0.00	-	0.00	0.00	0.00		0.00	-	0.00	0.00	0.00		0.00		0.00	100.00	0.00		0.00	-	
Intersection %	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00	100.00	0.00		0.00	100.00	
										-						-									

Date Thursday, October 17, 2024

Lat/Long 33.718266°, -84.407849° Click here for Map

1600 - 1800 (Weekday 2h Session) (10-17-2024) Bikes

			North	bound					South	bound					Eastb	ound					West	oound			
	G	iA-3 Met	ropolitar	n Pkwy S	W (South	ר)	G	A-3 Met	ropolita	n Pkwy S	SW (North	ר)			Dill Av	/e SW					Manfor	d Rd SW			
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	Арр	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	Арр	Int
TIME	1.1	1.2	1.3		1.4	Total	1.5	1.6	1.7		1.8	Total	1.9	1.10	1.11		1.12	Total	1.13	1.14	1.15		1.16	Total	Total
1600 - 1615	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	1	0		0	1	1
1615 - 1630	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
1630 - 1645	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
1645 - 1700	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
Hourly Total	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	1	0		0	1	1
1700 - 1715	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
1715 - 1730	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
1730 - 1745	0	0	0		0	0	0	0	0		0	0	0	1	0		0	1	0	0	0		0	0	1
1745 - 1800	0	0	0		0	0	0	0	0		0	0	0	2	0		0	2	0	0	0		0	0	2
Hourly Total	0	0	0		0	0	0	0	0		0	0	0	3	0		0	3	0	0	0		0	0	3
Grand Total	0	0	0		0	0	0	0	0		0	0	0	3	0		0	3	0	1	0		0	1	4
Approach %	0.00	0.00	0.00		0.00	-	0.00	0.00	0.00		0.00	-	0.00	100.00	0.00		0.00	-	0.00	100.00	0.00		0.00	-	
Intersection %	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00	75.00	0.00		0.00	75.00	0.00	25.00	0.00		0.00	25.00	

Classified Turn Movement Count || All Trucks (4-13)

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Atlanta, GA

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Site 1 GA-3 Metropolitan Pkwy SW (South) GA-3 Metropolitan Pkwy SW (North) Dill Ave SW Manford Rd SW

0700 - 0900 (Weekday 2h Session) (10-17-2024) All Trucks (4-13) Date Thursday, October 17, 2024

Weather Fair 54°F

Lat/Long 33.718266°, -84.407849° Click here for Map

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			North	bound					South	bound					Eastb	ound					Westb	oound			1
	Ģ	GA-3 Met	ropolitar	n Pkwy S	W (Soutl	า)	Ģ	GA-3 Met	ropolitar	n Pkwy S	SW (Nort	n)			Dill Av	ve SW					Manford	d Rd SW	/		
	Left	Thru	Right		U-Turn	Арр	Left	Thru	Right		U-Turn	Арр	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
TIME	1.1	1.2	1.3		1.4	Total	1.5	1.6	1.7		1.8	Total	1.9	1.10	1.11		1.12	Total	1.13	1.14	1.15		1.16	Total	Tota
0700 - 0715	4	5	0		0	9	0	2	1		0	3	1	0	0		0	1	0	0	0		0	0	13
0715 - 0730	4	2	0		0	6	0	2	0		0	2	0	0	0		0	0	0	0	0		0	0	8
0730 - 0745	0	8	0		0	8	0	1	0		0	1	0	0	0		0	0	0	0	0		0	0	9
0745 - 0800	2	6	0		0	8	0	9	0		0	9	0	0	1		0	1	0	0	0		0	0	18
Hourly Total	10	21	0		0	31	0	14	1		0	15	1	0	1		0	2	0	0	0		0	0	48
0800 - 0815	3	8	1		0	12	0	3	2		0	5	0	0	0		0	0	0	0	0		0	0	17
0815 - 0830	3	6	0		0	9	0	2	0		0	2	3	0	2		0	5	0	0	0		0	0	16
0830 - 0845	0	3	0		0	3	1	2	0		0	3	1	0	0		0	1	0	0	1		0	1	8
0845 - 0900	1	7	0		0	8	1	3	0		0	4	1	0	1		0	2	0	0	0		0	0	14
Hourly Total	7	24	1		0	32	2	10	2		0	14	5	0	3		0	8	0	0	1		0	1	55
Grand Total	17	45	1		0	63	2	24	3		0	29	6	0	4		0	10	0	0	1		0	1	103
Approach %	26.98	71.43	1.59		0.00	-	6.90	82.76	10.34		0.00	-	60.00	0.00	40.00		0.00		0.00	0.00	100.00		0.00	-	
Intersection %	16.50	43.69	0.97		0.00	61.17	1.94	23.30	2.91		0.00	28.16	5.83	0.00	3.88		0.00	9.71	0.00	0.00	0.97		0.00	0.97	
																									1

1600 - 1800 (Weekday 2h Session) (10-17-2024) All Trucks (4-13)

			North	bound					South	bound					Eastb	ound					Westb	ound			1
	Ģ	6A-3 Met	ropolitar	n Pkwy S	SW (Soutl	h)	Ċ	GA-3 Met	ropolita	n Pkwy S	W (North	ר)			Dill Av	ve SW					Manford	l Rd SW			
	Left	Thru	Right		U-Turn	Арр	Left	Thru	Right		U-Turn	Арр	Left	Thru	Right		U-Turn	Арр	Left	Thru	Right		U-Turn	App	Int
TIME	1.1	1.2	1.3		1.4	Total	1.5	1.6	1.7		1.8	Total	1.9	1.10	1.11		1.12	Total	1.13	1.14	1.15		1.16	Total	Total
1600 - 1615	1	4	0		0	5	0	6	1		0	7	1	1	0		0	2	0	0	1		0	1	15
1615 - 1630	0	6	0		0	6	0	3	0		0	3	0	0	1		0	1	0	0	0		0	0	10
1630 - 1645	2	6	0		0	8	0	5	0		0	5	0	0	0		0	0	0	0	2		0	2	15
1645 - 1700	1	3	0		0	4	0	1	1		0	2	0	0	1		0	1	0	0	0		0	0	7
Hourly Total	4	19	0		0	23	0	15	2		0	17	1	1	2		0	4	0	0	3		0	3	47
1700 - 1715	1	4	0		0	5	1	3	1		0	5	1	0	0		0	1	1	0	0		0	1	12
1715 - 1730	0	5	0		0	5	0	7	0		0	7	0	0	1		0	1	0	0	0		0	0	13
1730 - 1745	1	3	0		0	4	0	3	0		0	3	1	0	0		0	1	0	0	0		0	0	8
1745 - 1800	1	6	0		0	7	1	7	0		0	8	0	0	1		0	1	0	0	0		0	0	16
Hourly Total	3	18	0		0	21	2	20	1		0	23	2	0	2		0	4	1	0	0		0	1	49
										-															
Grand Total	7	37	0		0	44	2	35	3		0	40	3	1	4		0	8	1	0	3		0	4	96
Approach %	15.91	84.09	0.00		0.00	-	5.00	87.50	7.50		0.00	-	37.50	12.50	50.00		0.00	-	25.00	0.00	75.00		0.00	-	
Intersection %	7.29	38.54	0.00		0.00	45.83	2.08	36.46	3.13		0.00	41.67	3.13	1.04	4.17		0.00	8.33	1.04	0.00	3.13		0.00	4.17	1
										-															1
																									1
																									1
																									1

Crosswalk Counts || Pedestrians

Atlanta, GA

Site 1

GA-3 Metropolitan Pkwy SW (South) GA-3 Metropolitan Pkwy SW (North) Dill Ave SW Manford Rd SW

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0700 - 0900 (Weekday 2h Session) (10-17-2024) Pedestrians

Northbound Southbound Eastbound Westbound GA-3 Metropolitan Pkwy SW (South) GA-3 Metropolitan Pkwy SW (North Dill Ave SW Manford Rd SW EB WB App EB WB Арр NB SB Арр NB SB Арр Int TIME 1a 1b Total 1d Total 1f Total 1h Total Total 1c 1e 1g 0700 - 0715 0715 - 0730 0730 - 0745 0745 - 0800 Hourly Total 0800 - 0815 0815 - 0830 0830 - 0845 13 0845 - 0900 Hourly Total Grand Total 66.67 33.33 100.00 0.00 40.00 60.00 50.00 50.00 Approach % 13.33 6.67 Intersection % 20.00 6.67 0.00 6.67 13.33 20.00 33.33 20.00 20.00 40.00

1600 - 1800 (Weekday 2h Session) (10-17-2024)

Pedestrians







Date Thursday, October 17, 2024

Lat/Long 33.718266°, -84.407849°

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Weather Fair 54°F

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Crosswalk Counts || Bikes

Atlanta, GA

Site 1

GA-3 Metropolitan Pkwy SW (South) GA-3 Metropolitan Pkwy SW (North) Dill Ave SW Manford Rd SW

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0700 - 0900 (Weekday 2h Session) (10-17-2024) Bikes



Lat/Long 33.718266°, -84.407849°

Date

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54°F

Eastbound Southbound Northbound Westbound GA-3 Metropolitan Pkwy SW (South) GA-3 Metropolitan Pkwy SW (North) Dill Ave SW Manford Rd SW EB WB Арр EB WB App NB SB App NB SB Арр Int TIME 1a 1b Total 1c 1d Total 1e 1f Total 1h Total Total 1g 0700 - 0715 0 0715 - 0730 0730 - 0745 0745 - 0800 Hourly Total 0800 - 0815 0815 - 0830 0830 - 0845 0 0 0845 - 0900 Hourly Total Grand Total 50.00 50.00 25.00 25.00 50.00 50.00 25.00 25.00 Approach % 0.00 0.00 0.00 0.00 0.00 0.00 50.00 50.00 Intersection % 0.00 0.00 0.00 0.00

			Northbound	,			Southbound				Eastbound				Westbound	
	(A-3 Met	ropolitan Pkwy SW (South	n)		A-3 Met	ropolitan Pkwy SW (Nort	n)	ND	6.0	Dill Ave SW	A	ND	6.0	Manford Rd SW	0.000
TIME	ЕD 1а	1h		Total	1c	1d		Total	10 10	3D 1f		Total	1σ	3D 1h		Total
1600 - 1615	0	0		0	0	0		0	0	0		0	0	0		0
1615 - 1630	0	0		0	0	0		0	0	0		0	0	0		0
1630 - 1645	0	0		0	0	0		0	0	0		0	0	0		0
1645 - 1700	0	0		0	0	0		0	0	0		0	0	0		0
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0
1700 - 1715	0	0		0	0	0		0	0	0		0	0	0		0
1715 - 1730	0	0		0	0	0		0	0	0		0	0	0		0
1730 - 1745	0	0		0	0	0		0	0	0		0	0	0		0
1745 - 1800	0	0		0	0	0		0	0	0		0	0	0		0
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0
							1				· · ·					
Grand Total	0	0		0	0	0		0	0	0		0	0	0		0
Approach %	0.00	0.00		-	0.00	0.00		-	0.00	0.00		-	0.00	0.00		-
Intersection %	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00	l l	0.00	0.00	0.00		0.00



Crosswalk Counts || Motorized Vehicles

Atlanta, GA

Marr Traffic DATA COLLECTION www.marrtraffic.com



Site 1 GA-3 Metropolitan Pkwy SW (South) GA-3 Metropolitan Pkwy SW (North) Dill Ave SW Manford Rd SW

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0700 - 0900 (Weekday 2h Session) (10-17-2024) Motorized Vehicles

																	-
			Northbound				Southbound				Eastbound				Westbound		
	G	6A-3 Met	ropolitan Pkwy SW (South	1)	Ċ	GA-3 Met	ropolitan Pkwy SW (North	ı)			Dill Ave SW				Manford Rd SW		
	EB	WB		App	EB	WB		App	NB	SB		App	NB	SB		App	Int
TIME	1a	1b		Total	1c	1d		Total	1e	1f		Total	1g	1h		Total	Total
0700 - 0715	0	0		0	0	0		0	0	0		0	0	0		0	0
0715 - 0730	0	0		0	0	0		0	0	0		0	0	0		0	0
0730 - 0745	0	0		0	0	0		0	0	0		0	0	0		0	0
0745 - 0800	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	0
0800 - 0815	0	0		0	0	0		0	0	0		0	0	0		0	0
0815 - 0830	0	0		0	0	0		0	0	0		0	0	0		0	0
0830 - 0845	0	0		0	0	0		0	0	0		0	0	0		0	0
0845 - 0900	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	0
											_						
Grand Total	0	0		0	0	0		0	0	0		0	0	0		0	0
Approach %	0.00	0.00			0.00	0.00		-	0.00	0.00		-	0.00	0.00		-	
Intersection %	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	
			-				-										

1600 - 1800 (Weekday 2h Session) (10-17-2024)

Motorized Vehicles



Date Thursday, October 17, 2024

Lat/Long 33.718266°, -84.407849°

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Weather Fair 54°F

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Start Date: 10/17/2024	š	Dill Ave SW		M	anford Rd S	N	GA-3 Metrop	olitan Pkwy	SW (South	GA-3 Metro	politan Pkwy	SW (North	
Time	EBL	Eastbound EBT	EBR	WBL	Westbound WBT	WBR	NBL	Northbound NBT	NBR	SBL	Southbound SBT	SBR	Total
										021	02.	02.1	. ota
15 Minute Totals		n 0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM - 12:30 AM		0 0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM - 12:45 AM	(0 0	0	0	Ō	0	0	Ō	0	Ō	0	0	0
12:45 AM - 01:00 AM	(0 0	0	0	0	0	0	0	0	0	0	0	0
01:00 AM - 01:15 AM	(0 0	0	0	0	0	0	0	0	0	0	0	0
01:30 AM - 01:45 AM		5 0 D 0	0	0	0	0	0	0	0	0	0	0	0
01:45 AM - 02:00 AM	(0 0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM - 02:15 AM	(0 0	0	0	0	0	0	0	0	0	0	0	0
02:15 AM - 02:30 AM 02:30 AM - 02:45 AM		0 0	0	0	0	0	0	0	0	0	0	0	0
02:45 AM - 03:00 AM		0 0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM - 03:15 AM	(0 0	0	0	0	0	0	0	0	0	0	0	0
03:15 AM - 03:30 AM	0	0 0	0	0	0	0	0	0	0	0	0	0	0
03:45 AM - 04:00 AM) ()) ()	0	0	0	0	0	0	0	0	0	0	0
04:00 AM - 04:15 AM		0 0	0	0	0	0	0	0	0	0	0	0	0
04:15 AM - 04:30 AM	(0 0	0	0	0	0	0	0	0	0	0	0	0
04:30 AM - 04:45 AM	0	0 0	0	0	0	0	0	0	0	0	0	0	0
05:00 AM - 05:15 AM		5 0 5 0	0	0	0	0	0	0	0	0	0	0	0
05:15 AM - 05:30 AM		0 0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM - 05:45 AM	0	0 0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM - 06:00 AM) ()) ()	0	0	0	0	0	0	0	0	0	0	0
06:15 AM - 06:30 AM		D 0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM - 06:45 AM	(D 0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM - 07:00 AM	(0 0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM - 07:30 AM	20	5 1 9 1	4	1	0	6	5	102	3	1	43 65	12	201
07:30 AM - 07:45 AM	1	7 3	3	2	2	3	8	216	2	1	63	7	327
07:45 AM - 08:00 AM	22	2 3	5	4	1	10	7	248	1	1	62	11	375
U8:00 AM - 08:15 AM 08:15 AM - 08:30 AM	18	5 1 4 1	8 7	3	3	3	6 10	220 168	6	3	59 50	17 20	347
08:30 AM - 08:45 AM	32	2 4	11	2	4	13	13	161	3	6	65	20	323
08:45 AM - 09:00 AM	23	3 5	9	3	3	5	10	152	5	9	64	20	308
09:00 AM - 09:15 AM	(0 0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM - 09:30 AM 09:30 AM - 09:45 AM		0 0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM - 10:00 AM		0 0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM - 10:15 AM	0	0 0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM - 10:30 AM	0	0 0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM - 10:45 AM		0 0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM - 11:15 AM	(0 0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 11:30 AM	(0 0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM 11:45 AM - 12:00 PM) U	0	0	0	0	0	0	0	0	0	0	0
12:00 PM - 12:15 PM		0 0	0	0	0	ő	0	0	0	0	Ő	0	Ő
12:15 PM - 12:30 PM	(0 0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM - 12:45 PM	0	0 0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM - 01:15 PM		5 0 0 0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM - 01:30 PM	(0 0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM - 01:45 PM	(0 0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM - 02:15 PM		5 0 0 0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM - 02:30 PM		0 0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM - 02:45 PM	(0 0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM - 03:00 PM 03:00 PM - 03:15 PM		0 0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM - 03:30 PM		0 0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM - 03:45 PM	(0 0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM - 04:00 PM	(0 0	0	0	0	0	0	242	0	12	122	0	0
04:15 PM - 04:30 PM	26	5 12	19	8	7	5	10	245	7	8	139	18	475
04:30 PM - 04:45 PM	25	58	10	6	5	9	18	149	6	9	135	33	413
04:45 PM - 05:00 PM	27	7 8	19	8	8	10	12	169	9	11	142	42	465
05:15 PM - 05:30 PM	23	9 3 4 10	24	13	16	5	6	240	3	15	170	30	525
05:30 PM - 05:45 PM	28	в 6	20	11	9	8	21	156	6	8	161	36	470
05:45 PM - 06:00 PM	33	3 10	15	11	9	6	13	178	4	6	143	38	466
06:00 PM - 06:15 PM 06:15 PM - 06:30 PM	0	0 0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM - 06:45 PM		0 0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM - 07:00 PM	(0 0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM - 07:15 PM	0	0 0	0	0	0	0	0	0	0	0	0	0	0
07:15 PM - 07:30 PM 07:30 PM - 07:45 PM) ()) ()	0	0	0	0	0	0	0	0	0	0	0
07:45 PM - 08:00 PM		D O	0	0	0	Ő	0	Ő	0	0	Ő	0	Ő
08:00 PM - 08:15 PM	(0 0	0	0	0	0	0	0	0	0	0	0	0
08:15 PM - 08:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 PM - 09:00 PM		5 0 5 0	0	0	0	0	0	0	0	0	0	0	0
09:00 PM - 09:15 PM	, i	D Ö	0	0	0	0	0	0	0	0	Ő	0	Ő
09:15 PM - 09:30 PM	(0 0	0	0	0	0	0	0	0	0	0	0	0
09:30 PM - 09:45 PM	(U 0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM - 10:15 PM		0 0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM - 10:30 PM	(0 0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM - 10:45 PM	(0 0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM - 11:00 PM 11:00 PM - 11:15 PM		u 0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM - 11:30 PM		D 0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM - 11:45 PM	(0 0	0	0	0	0	0	0	0	0	0	Ó	0
11:45 PM - 12:00 AM		0 U	0	0	0	0	0	0	0	0	0	0	0

APPENDIX H

EXISTING, NO-BUILD, & BUILD SYNCHRO REPORTS



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Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	
Lane Configurations		4		4		4 P		4 P	
Traffic Volume (vph)	91	8	9	10	31	852	11	243	
Future Volume (vph)	91	8	9	10	31	852	11	243	
Turn Type	Perm	NA	Perm	NA	Perm	NA	pm+pt	NA	
Protected Phases		4		8		2	1	6	
Permitted Phases	4		8		2		6		
Detector Phase	4	4	8	8	2	2	1	6	
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	
Total Split (s)	40.0	40.0	40.0	40.0	35.0	35.0	15.0	50.0	
Total Split (%)	44.4%	44.4%	44.4%	44.4%	38.9%	38.9%	16.7%	55.6%	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)		0.0		0.0		0.0		0.0	
Total Lost Time (s)		6.0		6.0		6.0		6.0	
Lead/Lag					Lag	Lag	Lead		
Lead-Lag Optimize?					Yes	Yes	Yes		
Recall Mode	None	None	None	None	C-Max	C-Max	None	C-Max	
Act Effct Green (s)		16.0		16.0		62.0		62.0	
Actuated g/C Ratio		0.18		0.18		0.69		0.69	
v/c Ratio		0.68		0.19		0.46		0.16	
Control Delay (s/veh)		44.4		18.3		8.0		5.2	
Queue Delay		0.0		0.0		0.0		0.0	
Total Delay (s/veh)		44.4		18.3		8.0		5.2	
LOS		D		В		A		A	
Approach Delay (s/veh)		44.4		18.3		8.0		5.2	
Approach LOS		D		В		A		A	
Intersection Summary									
Cycle Length: 90									
Actuated Cycle Length: 90									
Offset: 0 (0%), Referenced to	phase 2	NBTL an	d 6:SBTL	, Start of	Green				
Natural Cycle: 55									
Control Type: Actuated-Coord	dinated								
Maximum v/c Ratio: 0.68									
Intersection Signal Delay (s/v	eh): 11.6			Ir	ntersectio	n LOS: B			
Intersection Capacity Utilization	on 62.2%			10	CU Level	of Service	θB		
Analysis Period (min) 15									

Splits and Phases: 17: Metropolitan Pkwy & Dill Ave/Manford Rd

₩ _{Ø1}	Ø2 (R)	Ø4	
15 s	35 s	40 s	
▶ Ø6 (R)		₩ ø8	
50 s		40 s	

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		41.			đ,			16			16	
Traffic Volume (vph)	91	8	23	9	10	19	31	852	12	11	243	55
Future Volume (vph)	91	8	23	9	10	19	31	852	12	11	243	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0			6.0			6.0	
Lane Util. Factor		1.00			1.00			0.95			0.95	
Frt		0.97			0.93			1.00			0.97	
Flt Protected		0.96			0.99			1.00			1.00	
Satd. Flow (prot)		1720			1734			3465			3350	
Flt Permitted		0.74			0.92			0.93			0.91	
Satd. Flow (perm)		1325			1614			3229			3069	
Peak-hour factor, PHF	0.73	0.73	0.73	0.63	0.63	0.63	0.87	0.87	0.87	0.91	0.91	0.91
Adj. Flow (vph)	125	11	32	14	16	30	36	979	14	12	267	60
RTOR Reduction (vph)	0	12	0	0	25	0	0	1	0	0	12	0
Lane Group Flow (vph)	0	156	0	0	35	0	0	1028	0	0	327	0
Heavy Vehicles (%)	3%	0%	8%	0%	0%	2%	25%	3%	4%	7%	5%	3%
Turn Type	Perm	NA		Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases		4			8			2		1	6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		16.0			16.0			62.0			62.0	
Effective Green, g (s)		16.0			16.0			62.0			62.0	
Actuated g/C Ratio		0.18			0.18			0.69			0.69	
Clearance Time (s)		6.0			6.0			6.0			6.0	
Vehicle Extension (s)		3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)		235			286			2224			2114	
v/s Ratio Prot												
v/s Ratio Perm		c0.12			0.02			c0.32			0.11	
v/c Ratio		0.66			0.12			0.46			0.15	
Uniform Delay, d1		34.5			31.1			6.4			4.9	
Progression Factor		1.00			1.00			1.00			1.00	
Incremental Delay, d2		6.8			0.2			0.7			0.0	
Delay (s)		41.3			31.3			7.1			4.9	
Level of Service		D			С			А			А	
Approach Delay (s/veh)		41.3			31.3			7.1			4.9	
Approach LOS		D			С			А			А	
Intersection Summary												
HCM 2000 Control Delay (s/ve	eh)		11.1	H	CM 2000	Level of	Service		В			
HCM 2000 Volume to Capacity	y ratio		0.54									
Actuated Cycle Length (s)			90.0	S	um of lost	time (s)			18.0			
Intersection Capacity Utilizatio	n		62.2%	IC	CU Level o	of Service			В			
Analysis Period (min)			15									
c Critical Lane Group												

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Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	
Lane Configurations		4		\$		4 P		4 P	
Traffic Volume (vph)	124	29	39	41	53	778	44	631	
Future Volume (vph)	124	29	39	41	53	778	44	631	
Turn Type	Perm	NA	Perm	NA	Perm	NA	pm+pt	NA	
Protected Phases		4		8		2	1	6	
Permitted Phases	4		8		2		6		
Detector Phase	4	4	8	8	2	2	1	6	
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	
Total Split (s)	40.0	40.0	40.0	40.0	45.0	45.0	15.0	60.0	
Total Split (%)	40.0%	40.0%	40.0%	40.0%	45.0%	45.0%	15.0%	60.0%	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)		0.0		0.0		0.0		0.0	
Total Lost Time (s)		6.0		6.0		6.0		6.0	
Lead/Lag					Lag	Lag	Lead		
Lead-Lag Optimize?					Yes	Yes	Yes		
Recall Mode	None	None	None	None	C-Max	C-Max	None	C-Max	
Act Effct Green (s)		21.5		21.5		66.5		66.5	
Actuated g/C Ratio		0.22		0.22		0.67		0.67	
v/c Ratio		0.79		0.43		0.54		0.46	
Control Delay (s/veh)		50.3		31.9		11.1		9.6	
Queue Delay		0.0		0.0		0.0		0.0	
Total Delay (s/veh)		50.3		31.9		11.1		9.6	
LOS		D		С		В		A	
Approach Delay (s/veh)		50.3		31.9		11.1		9.6	
Approach LOS		D		С		В		A	
Intersection Summary									
Cycle Length: 100									
Actuated Cycle Length: 100									
Offset: 0 (0%), Referenced to	o phase 2	NBTL an	d 6:SBTL	, Start of	Green				
Natural Cycle: 60									
Control Type: Actuated-Coor	rdinated								
Maximum v/c Ratio: 0.79									
Intersection Signal Delay (s/	veh): 16.0			I	ntersectio	n LOS: B			
Intersection Capacity Utilizat	ion 81.4%	1		10	CU Level	of Service	e D		
Analysis Period (min) 15									

Splits and Phases: 17: Metropolitan Pkwy & Dill Ave/Manford Rd

↓ _{Ø1}	Ø2 (R)	1 , ∅4	
15 s	45 s	40 s	
▶ Ø6 (R)		∽ ø8	
60 s		40 s	

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		41.			đ,			16			16	
Traffic Volume (vph)	124	29	76	39	41	25	53	778	19	44	631	136
Future Volume (vph)	124	29	76	39	41	25	53	778	19	44	631	136
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0			6.0			6.0	
Lane Util. Factor		1.00			1.00			0.95			0.95	
Frt		0.96			0.97			1.00			0.97	
Flt Protected		0.97			0.98			1.00			1.00	
Satd. Flow (prot)		1736			1778			3507			3420	
Flt Permitted		0.75			0.79			0.82			0.83	
Satd. Flow (perm)		1335			1426			2888			2850	
Peak-hour factor, PHF	0.94	0.94	0.94	0.77	0.77	0.77	0.82	0.82	0.82	0.93	0.93	0.93
Adj. Flow (vph)	132	31	81	51	53	32	65	949	23	47	678	146
RTOR Reduction (vph)	0	21	0	0	13	0	0	1	0	0	12	0
Lane Group Flow (vph)	0	223	0	0	123	0	0	1036	0	0	859	0
Heavy Vehicles (%)	1%	2%	3%	1%	0%	5%	7%	2%	0%	2%	3%	1%
Turn Type	Perm	NA		Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases		4			8			2		1	6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		21.5			21.5			66.5			66.5	
Effective Green, g (s)		21.5			21.5			66.5			66.5	
Actuated g/C Ratio		0.22			0.22			0.67			0.67	
Clearance Time (s)		6.0			6.0			6.0			6.0	
Vehicle Extension (s)		3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)		287			306			1920			1895	
v/s Ratio Prot												
v/s Ratio Perm		c0.17			0.09			c0.36			0.30	
v/c Ratio		0.78			0.40			0.54			0.45	
Uniform Delay, d1		37.0			33.7			8.8			8.0	
Progression Factor		1.00			1.00			1.00			1.00	
Incremental Delay, d2		12.4			0.9			1.1			0.2	
Delay (s)		49.4			34.6			9.8			8.2	
Level of Service		D			С			А			А	
Approach Delay (s/veh)		49.4			34.6			9.8			8.2	
Approach LOS		D			С			А			А	
Intersection Summary												
HCM 2000 Control Delay (s/v	reh)		14.9	Н	CM 2000	Level of	Service		В			
HCM 2000 Volume to Capaci	ty ratio		0.64									
Actuated Cycle Length (s)			100.0	S	um of losi	t time (s)			18.0			
Intersection Capacity Utilization	on		81.4%	IC	U Level o	of Service	•		D			
Analysis Period (min)			15									
c Critical Lane Group												

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Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	
Lane Configurations		4.		\$		4 P		4 P	
Traffic Volume (vph)	95	8	9	10	32	887	11	253	
Future Volume (vph)	95	8	9	10	32	887	11	253	
Turn Type	Perm	NA	Perm	NA	Perm	NA	pm+pt	NA	
Protected Phases		4		8		2	1	6	
Permitted Phases	4		8		2		6		
Detector Phase	4	4	8	8	2	2	1	6	
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	
Total Split (s)	40.0	40.0	40.0	40.0	35.0	35.0	15.0	50.0	
Total Split (%)	44.4%	44.4%	44.4%	44.4%	38.9%	38.9%	16.7%	55.6%	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)		0.0		0.0		0.0		0.0	
Total Lost Time (s)		6.0		6.0		6.0		6.0	
Lead/Lag					Lag	Lag	Lead		
Lead-Lag Optimize?					Yes	Yes	Yes		
Recall Mode	None	None	None	None	C-Max	C-Max	None	C-Max	
Act Effct Green (s)		16.4		16.4		61.6		61.6	
Actuated g/C Ratio		0.18		0.18		0.68		0.68	
v/c Ratio		0.69		0.19		0.49		0.17	
Control Delay (s/veh)		44.6		17.6		8.4		5.4	
Queue Delay		0.0		0.0		0.0		0.0	
Total Delay (s/veh)		44.6		17.6		8.4		5.4	
LOS		D		В		A		A	
Approach Delay (s/veh)		44.6		17.6		8.4		5.4	
Approach LOS		D		В		A		A	
Intersection Summary									
Cycle Length: 90									
Actuated Cycle Length: 90									
Offset: 0 (0%), Referenced to	phase 2	NBTL an	d 6:SBTL	., Start of	Green				
Natural Cycle: 60									
Control Type: Actuated-Coor	dinated								
Maximum v/c Ratio: 0.69									
Intersection Signal Delay (s/v	veh): 11.9			lı	ntersectio	n LOS: B			
Intersection Capacity Utilizati	ion 63.8%			10	CU Level	of Service	e B		
Analysis Period (min) 15									

Splits and Phases: 17: Metropolitan Pkwy & Dill Ave/Manford Rd

۲. _{Ø1}	Ø2 (R)	→ _{Ø4}	
15 s	35 s	40 s	
▶ Ø6 (R)		5 Ø8	
50 s		40.5	

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		đ,			đ,			414			12	
Traffic Volume (vph)	95	8	24	9	10	20	32	887	12	11	253	57
Future Volume (vph)	95	8	24	9	10	20	32	887	12	11	253	57
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0			6.0			6.0	
Lane Util. Factor		1.00			1.00			0.95			0.95	
Frt		0.97			0.93			1.00			0.97	
Flt Protected		0.96			0.99			1.00			1.00	
Satd. Flow (prot)		1720			1730			3466			3350	
Flt Permitted		0.74			0.92			0.93			0.91	
Satd. Flow (perm)		1321			1613			3227			3066	
Peak-hour factor, PHF	0.73	0.73	0.73	0.63	0.63	0.63	0.87	0.87	0.87	0.91	0.91	0.91
Adj. Flow (vph)	130	11	33	14	16	32	37	1020	14	12	278	63
RTOR Reduction (vph)	0	12	0	0	26	0	0	1	0	0	13	0
Lane Group Flow (vph)	0	162	0	0	36	0	0	1070	0	0	340	0
Heavy Vehicles (%)	3%	0%	8%	0%	0%	2%	25%	3%	4%	7%	5%	3%
Turn Type	Perm	NA		Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases		4			8			2		1	6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		16.4			16.4			61.6			61.6	
Effective Green, g (s)		16.4			16.4			61.6			61.6	
Actuated g/C Ratio		0.18			0.18			0.68			0.68	
Clearance Time (s)		6.0			6.0			6.0			6.0	
Vehicle Extension (s)		3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)		240			293			2208			2098	
v/s Ratio Prot												
v/s Ratio Perm		c0.12			0.02			c0.33			0.11	
v/c Ratio		0.67			0.12			0.48			0.16	
Uniform Delay, d1		34.3			30.8			6.7			5.0	
Progression Factor		1.00			1.00			1.00			1.00	
Incremental Delay, d2		7.3			0.2			0.8			0.0	
Delay (s)		41.6			31.0			7.5			5.1	
Level of Service		D			С			А			А	
Approach Delay (s/veh)		41.6			31.0			7.5			5.1	
Approach LOS		D			С			Α			Α	
Intersection Summary												
HCM 2000 Control Delay (s/ve	eh)		11.4	Н	CM 2000	Level of S	Service		В			
HCM 2000 Volume to Capacity	y ratio		0.57									
Actuated Cycle Length (s)			90.0	S	um of lost	time (s)			18.0			
Intersection Capacity Utilizatio	n		63.8%	IC	U Level o	of Service			В			
Analysis Period (min)			15									
c Critical Lane Group												

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Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	
Lane Configurations		4		4		412		đ þ	
Traffic Volume (vph)	129	30	41	43	55	810	46	657	
Future Volume (vph)	129	30	41	43	55	810	46	657	
Turn Type	Perm	NA	Perm	NA	Perm	NA	pm+pt	NA	
Protected Phases		4		8		2	1	6	
Permitted Phases	4		8		2		6		
Detector Phase	4	4	8	8	2	2	1	6	
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	
Total Split (s)	40.0	40.0	40.0	40.0	45.0	45.0	15.0	60.0	
Total Split (%)	40.0%	40.0%	40.0%	40.0%	45.0%	45.0%	15.0%	60.0%	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)		0.0		0.0		0.0		0.0	
Total Lost Time (s)		6.0		6.0		6.0		6.0	
Lead/Lag					Lag	Lag	Lead		
Lead-Lag Optimize?					Yes	Yes	Yes		
Recall Mode	None	None	None	None	C-Max	C-Max	None	C-Max	
Act Effct Green (s)		22.3		22.3		65.7		65.7	
Actuated g/C Ratio		0.22		0.22		0.66		0.66	
v/c Ratio		0.80		0.43		0.57		0.49	
Control Delay (s/veh)		50.5		31.7		12.1		10.4	
Queue Delay		0.0		0.0		0.0		0.0	
Total Delay (s/veh)		50.5		31.7		12.1		10.4	
LOS		D		С		В		В	
Approach Delay (s/veh)		50.5		31.7		12.1		10.4	
Approach LOS		D		С		В		В	
Intersection Summary									
Cycle Length: 100									
Actuated Cycle Length: 100)								
Offset: 0 (0%), Referenced	to phase 2:	NBTL an	d 6:SBTL	. Start of	Green				
Natural Cycle: 60	1. p 000 Z.			,	2.2211				
Control Type: Actuated-Cor	ordinated								
Maximum v/c Ratio: 0.80									
Intersection Signal Delay (s	(veh): 16 7			I	ntersectio	n LOS: B			
Intersection Capacity Utiliza	ation 83.9%			10	CU Level	of Service	θE		
Analysis Period (min) 15						0.001110			

Splits and Phases: 17: Metropolitan Pkwy & Dill Ave/Manford Rd

↓ ø1	Ø2 (R)	<i>⊥ ∅</i> 4	
15 5	45 s	40 s	
▶ ø6 (R)		₩ Ø8	
60 s		40 s	

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		đ,			41.			16			12	
Traffic Volume (vph)	129	30	79	41	43	26	55	810	20	46	657	142
Future Volume (vph)	129	30	79	41	43	26	55	810	20	46	657	142
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0			6.0			6.0	
Lane Util. Factor		1.00			1.00			0.95			0.95	
Frt		0.96			0.97			1.00			0.97	
Flt Protected		0.97			0.98			1.00			1.00	
Satd. Flow (prot)		1736			1778			3507			3420	
Flt Permitted		0.74			0.79			0.81			0.82	
Satd. Flow (perm)		1322			1425			2863			2821	
Peak-hour factor, PHF	0.94	0.94	0.94	0.77	0.77	0.77	0.82	0.82	0.82	0.93	0.93	0.93
Adj. Flow (vph)	137	32	84	53	56	34	67	988	24	49	706	153
RTOR Reduction (vph)	0	21	0	0	13	0	0	1	0	0	13	0
Lane Group Flow (vph)	0	232	0	0	130	0	0	1078	0	0	895	0
Heavy Vehicles (%)	1%	2%	3%	1%	0%	5%	7%	2%	0%	2%	3%	1%
Turn Type	Perm	NA		Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases		4			8			2		1	6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		22.3			22.3			65.7			65.7	
Effective Green, g (s)		22.3			22.3			65.7			65.7	
Actuated g/C Ratio		0.22			0.22			0.66			0.66	
Clearance Time (s)		6.0			6.0			6.0			6.0	
Vehicle Extension (s)		3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)		294			317			1880			1853	
v/s Ratio Prot												
v/s Ratio Perm		c0.18			0.09			c0.38			0.32	
v/c Ratio		0.79			0.41			0.57			0.48	
Uniform Delay, d1		36.6			33.2			9.4			8.6	
Progression Factor		1.00			1.00			1.00			1.00	
Incremental Delay, d2		13.1			0.9			1.3			0.2	
Delay (s)		49.8			34.1			10.7			8.8	
Level of Service		D			С			В			А	
Approach Delay (s/veh)		49.8			34.1			10.7			8.8	
Approach LOS		D			С			В			Α	
Intersection Summary												
HCM 2000 Control Delay (s/ve	eh)		15.5	Н	CM 2000	Level of	Service		В			
HCM 2000 Volume to Capacit	y ratio		0.67									
Actuated Cycle Length (s)			100.0	S	um of lost	t time (s)			18.0			
Intersection Capacity Utilization	n		83.9%	IC	U Level o	of Service	;		E			
Analysis Period (min)			15									
c Critical Lane Group												

Int Delay s/yeh

Int Delay, s/veh	4.4								
Movement	EBT	EBR	WBL	WBT	NBL	NBR			
Lane Configurations	1×			4	Y				
Traffic Vol, veh/h	55	49	53	24	37	39			
Future Vol, veh/h	55	49	53	24	37	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	-			
Veh in Median Storage	e, # 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	60	53	58	26	40	42			

Major/Minor	Major1	1	Major2	1	Minor1	
Conflicting Flow All	0	0	113	0	228	86
Stage 1	-	-	-	-	86	-
Stage 2	-	-	-	-	141	-
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	-	-	1489	-	765	978
Stage 1	-	-	-	-	942	-
Stage 2	-	-	-	-	891	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1489	-	735	978
Mov Cap-2 Maneuver	-	-	-	-	735	-
Stage 1	-	-	-	-	942	-
Stage 2	-	-	-	-	856	-
Approach	EB		\//R		NR	
Approach			5 17		0.74	
HCM LOS	V U		J.17		9.74	
					A	
Minor Lane/Major Mvn	nt l	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)		842	-	-	1239	-
HCM Lane V/C Ratio		0.098	_	_	0.039	_

HCM Lane V/C Ratio	0.098	-	- (0.039	-	
HCM Control Delay (s/veh)	9.7	-	-	7.5	0	
HCM Lane LOS	А	-	-	А	А	
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-	

Int Delay, s/veh	3						
Movement	EBT	EBR	WBL	WBT	NBL	NBR	
Lane Configurations	T.			4	Y		
Traffic Vol, veh/h	70	24	35	58	19	27	
Future Vol, veh/h	70	24	35	58	19	27	
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	-	
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	76	26	38	63	21	29	

Major/Minor N	Major1	Ν	/lajor2	I	Minor1	
Conflicting Flow All	0	0	102	0	228	89
Stage 1	-	-	-	-	89	-
Stage 2	-	-	-	-	139	-
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	-	-	1503	-	764	974
Stage 1	-	-	-	-	939	-
Stage 2	-	-	-	-	893	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1503	-	744	974
Mov Cap-2 Maneuver	-	-	-	-	744	-
Stage 1	-	-	-	-	939	-
Stage 2	-	-	-	-	869	-
Approach	FB		WB		NB	
HCM Control Delay s/v	/ 0		2.81		9.42	
HCM LOS	, 0		2.01		Δ	
					~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	
Minor Lane/Major Mvm	t	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)		864	-	-	677	-
HCM Lane V/C Ratio		0.058	-	-	0.025	-
HCM Control Delay (s/v	veh)	9.4	-	-	7.5	0

А

0.1

-

-

А

-

А

0.2

-

-

HCM Lane LOS

HCM 95th %tile Q(veh)

Int Delay, s/veh	4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		4			ŧ
Traffic Vol, veh/h	0	39	37	0	52	50
Future Vol, veh/h	0	39	37	0	52	50
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage	,# 0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	42	40	0	57	54

Major/Minor	Minor1	Ν	lajor1	Ν	/lajor2	
Conflicting Flow All	208	40	0	0	40	0
Stage 1	40	-	-	-	-	-
Stage 2	167	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	785	1037	-	-	1582	-
Stage 1	987	-	-	-	-	-
Stage 2	867	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuve	r 756	1037	-	-	1582	-
Mov Cap-2 Maneuve	r 756	-	-	-	-	-
Stage 1	987	-	-	-	-	-
Stage 2	835	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay,	s/v 8.62	0	3.75
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWB	BLn1	SBL	SBT
Capacity (veh/h)	-	- 1	037	918	-
HCM Lane V/C Ratio	-	- 0.	.041	0.036	-
HCM Control Delay (s/veh)	-	-	8.6	7.4	0
HCM Lane LOS	-	-	А	А	Α
HCM 95th %tile Q(veh)	-	-	0.1	0.1	-

MovementWBLWBRNBTNBRSBLSBTLane ConfigurationsYIIITraffic Vol, veh/h03340464Future Vol, veh/h03340464Conflicting Peds, #/hr000000Sign ControlStopStopFreeFreeFreeRT Channelized-None-None-Storage Length0
Lane ConfigurationsYImage: Configuration in the image: Configuration in the imag
Traffic Vol, veh/h         0         33         4         0         46         4           Future Vol, veh/h         0         33         4         0         46         4           Conflicting Peds, #/hr         0         0         0         0         0         0           Sign Control         Stop         Stop         Free         Free         Free         Free           RT Channelized         -         None         -         None         -         None           Storage Length         0         -         -         -         -         -
Future Vol, veh/h         0         33         4         0         46         4           Conflicting Peds, #/hr         0         0         0         0         0         0           Sign Control         Stop         Stop         Free         Free         Free         Free           RT Channelized         -         None         -         None         -         None           Storage Length         0         -         -         -         -         -
Conflicting Peds, #/hr       0       0       0       0       0         Sign Control       Stop       Stop       Free       Free       Free         RT Channelized       -       None       -       None       -       None         Storage Length       0       -       -       -       -       -
Sign Control     Stop     Stop     Free     Free     Free       RT Channelized     -     None     -     None       Storage Length     0     -     -     -
RT Channelized-None-NoneStorage Length0
Storage Length 0
Veh in Median Storage, # 0 - 0 0
Grade, % 0 - 0 0
Peak Hour Factor 92 92 92 92 92 92
Heavy Vehicles, % 0 0 0 0 0 0 0
Mvmt Flow 0 36 4 0 50 4

Major/Minor	Minor1	Ν	1ajor1	Ν	1ajor2		
Conflicting Flow All	109	4	0	0	4	0	
Stage 1	4	-	-	-	-	-	
Stage 2	104	-	-	-	-	-	
Critical Hdwy	6.4	6.2	-	-	4.1	-	
Critical Hdwy Stg 1	5.4	-	-	-	-	-	
Critical Hdwy Stg 2	5.4	-	-	-	-	-	
Follow-up Hdwy	3.5	3.3	-	-	2.2	-	
Pot Cap-1 Maneuver	893	1085	-	-	1630	-	
Stage 1	1024	-	-	-	-	-	
Stage 2	925	-	-	-	-	-	
Platoon blocked, %			-	-		-	
Mov Cap-1 Maneuver	866	1085	-	-	1630	-	
Mov Cap-2 Maneuver	866	-	-	-	-	-	
Stage 1	1024	-	-	-	-	-	
Stage 2	896	-	-	-	-	-	

Approach	WB	NB	SB	
HCM Control Delay,	s/v 8.43	0	6.7	
HCM LOS	А			

Minor Lane/Major Mvmt	NBT	NBRWE	3Ln1	SBL	SBT
Capacity (veh/h)	-	- ′	1085	1627	-
HCM Lane V/C Ratio	-	- 0	.033	0.031	-
HCM Control Delay (s/veh)	-	-	8.4	7.3	0
HCM Lane LOS	-	-	А	А	Α
HCM 95th %tile Q(veh)	-	-	0.1	0.1	-

Int Delay, s/veh	1.9						
Movement	WBL	WBR	NBT	NBR	SBL	SBT	
Lane Configurations	Y		4			4	
Traffic Vol, veh/h	0	1	3	0	1	3	
Future Vol, veh/h	0	1	3	0	1	3	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Stop	Stop	Free	Free	Free	Free	
RT Channelized	-	None	-	None	-	None	
Storage Length	0	-	-	-	-	-	
Veh in Median Storage	e, # 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	0	1	3	0	1	3	

Major/Minor	Minor1	Ν	lajor1	Ν	/lajor2	
Conflicting Flow All	9	3	0	0	3	0
Stage 1	3	-	-	-	-	-
Stage 2	5	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	1017	1086	-	-	1632	-
Stage 1	1025	-	-	-	-	-
Stage 2	1023	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	1016	1086	-	-	1632	-
Mov Cap-2 Maneuver	1016	-	-	-	-	-
Stage 1	1025	-	-	-	-	-
Stage 2	1022	-	-	-	-	-

Approach	WB	NB	SB	
HCM Control Delay, s/v 8	8.32	0	1.8	
HCM LOS	Α			

Minor Lane/Major Mvmt	NBT	NBRW	/BLn1	SBL	SBT	
Capacity (veh/h)	-	-	1086	450	-	
HCM Lane V/C Ratio	-	-	0.001	0.001	-	
HCM Control Delay (s/veh)	-	-	8.3	7.2	0	
HCM Lane LOS	-	-	А	А	А	
HCM 95th %tile Q(veh)	-	-	0	0	-	

Int Delay, s/veh	2.6						
Movement	WBL	WBR	NBT	NBR	SBL	SBT	
Lane Configurations	Y		t,			4	
Traffic Vol, veh/h	0	1	2	0	1	2	
Future Vol, veh/h	0	1	2	0	1	2	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Stop	Stop	Free	Free	Free	Free	
RT Channelized	-	None	-	None	-	None	
Storage Length	0	-	-	-	-	-	
Veh in Median Storage	e,#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	0	1	2	0	1	2	

Major/Minor	Minor1	Ν	/lajor1	N	1ajor2		
Conflicting Flow All	7	2	0	0	2	0	
Stage 1	2	-	-	-	-	-	
Stage 2	4	-	-	-	-	-	
Critical Hdwy	6.4	6.2	-	-	4.1	-	
Critical Hdwy Stg 1	5.4	-	-	-	-	-	
Critical Hdwy Stg 2	5.4	-	-	-	-	-	
Follow-up Hdwy	3.5	3.3	-	-	2.2	-	
Pot Cap-1 Maneuver	1020	1088	-	-	1633	-	
Stage 1	1026	-	-	-	-	-	
Stage 2	1024	-	-	-	-	-	
Platoon blocked, %			-	-		-	
Mov Cap-1 Maneuver	1019	1088	-	-	1633	-	
Mov Cap-2 Maneuver	1019	-	-	-	-	-	
Stage 1	1026	-	-	-	-	-	
Stage 2	1023	-	-	-	-	-	

Approach	WB	NB	SB	
HCM Control Delay, s/v	8.31	0	2.4	
HCM LOS	Α			

Minor Lane/Major Mvmt	NBT	NBRW	/BLn1	SBL	SBT
Capacity (veh/h)	-	-	1088	600	-
HCM Lane V/C Ratio	-	-	0.001	0.001	-
HCM Control Delay (s/veh)	-	-	8.3	7.2	0
HCM Lane LOS	-	-	А	А	Α
HCM 95th %tile Q(veh)	-	-	0	0	-
Intersection					
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Int Delay, s/veh	3.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		4			4
Traffic Vol, veh/h	0	1	1	0	1	1
Future Vol, veh/h	0	1	1	0	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage	,# 0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	1	1	0	1	1

Major/Minor	Minor1	Ν	1ajor1	Ν	/lajor2				
Conflicting Flow All	4	1	0	0	1	0			
Stage 1	1	-	-	-	-	-			
Stage 2	3	-	-	-	-	-			
Critical Hdwy	6.4	6.2	-	-	4.1	-			
Critical Hdwy Stg 1	5.4	-	-	-	-	-			
Critical Hdwy Stg 2	5.4	-	-	-	-	-			
Follow-up Hdwy	3.5	3.3	-	-	2.2	-			
Pot Cap-1 Maneuver	1023	1089	-	-	1635	-			
Stage 1	1027	-	-	-	-	-			
Stage 2	1025	-	-	-	-	-			
Platoon blocked, %			-	-		-			
Mov Cap-1 Maneuver	1022	1089	-	-	1635	-			
Mov Cap-2 Maneuver	1022	-	-	-	-	-			
Stage 1	1027	-	-	-	-	-			
Stage 2	1024	-	-	-	-	-			

Approach	WB	NB	SB	
HCM Control Delay, s/v	8.31	0	3.6	
HCM LOS	А			

Minor Lane/Major Mvmt	NBT	NBRW	/BLn1	SBL	SBT
Capacity (veh/h)	-	-	1089	900	-
HCM Lane V/C Ratio	-	-	0.001	0.001	-
HCM Control Delay (s/veh)	-	-	8.3	7.2	0
HCM Lane LOS	-	-	А	Α	А
HCM 95th %tile Q(veh)	-	-	0	0	-

Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		4			÷
Traffic Vol, veh/h	0	1	0	0	1	0
Future Vol, veh/h	0	1	0	0	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage	,# 0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	1	0	0	1	0

Major/Minor	Minor1	Ma	ajor1	М	ajor2		
Conflicting Flow All	2	0	0	0	0	0	
Stage 1	0	-	-	-	-	-	
Stage 2	2	-	-	-	-	-	
Critical Hdwy	6.4	6.2	-	-	4.1	-	
Critical Hdwy Stg 1	5.4	-	-	-	-	-	
Critical Hdwy Stg 2	5.4	-	-	-	-	-	
Follow-up Hdwy	3.5	3.3	-	-	2.2	-	
Pot Cap-1 Maneuver	1026	-	-	-	-	-	
Stage 1	-	-	-	-	-	-	
Stage 2	1026	-	-	-	-	-	
Platoon blocked, %			-	-		-	
Mov Cap-1 Maneuver	1026	-	-	-	-	-	
Mov Cap-2 Maneuver	1026	-	-	-	-	-	
Stage 1	-	-	-	-	-	-	
Stage 2	1026	-	-	-	-	-	

Approach	WB	NB	SB	
HCM Control Delay, s/v		0		
HCM LOS	-			

Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	-	-	-	-	
HCM Lane V/C Ratio	-	-	-	-	-	
HCM Control Delay (s/veh)	-	-	-	-	-	
HCM Lane LOS	-	-	-	-	-	
HCM 95th %tile Q(veh)	-	-	-	-	-	

# Timings 17: Metropolitan Pkwy & Dill Ave/Manford Rd

	٨	-+	1	+	1	Ť	1	ŧ	
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	
Lane Configurations		4		4		412		412	
Traffic Volume (vph)	100	8	9	10	39	887	11	253	
Future Volume (vph)	100	8	9	10	39	887	11	253	
Turn Type	Perm	NA	Perm	NA	Perm	NA	pm+pt	NA	
Protected Phases		4		8		2	1	6	
Permitted Phases	4		8		2		6		
Detector Phase	4	4	8	8	2	2	1	6	
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	
Total Split (s)	40.0	40.0	40.0	40.0	35.0	35.0	15.0	50.0	
Total Split (%)	44.4%	44.4%	44.4%	44.4%	38.9%	38.9%	16.7%	55.6%	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)		0.0		0.0		0.0		0.0	
Total Lost Time (s)		6.0		6.0		6.0		6.0	
Lead/Lag					Lag	Lag	Lead		
Lead-Lag Optimize?					Yes	Yes	Yes		
Recall Mode	None	None	None	None	C-Max	C-Max	None	C-Max	
Act Effct Green (s)		17.2		17.2		60.8		60.8	
Actuated g/C Ratio		0.19		0.19		0.68		0.68	
v/c Ratio		0.70		0.19		0.50		0.17	
Control Delay (s/veh)		44.2		17.0		9.1		5.6	
Queue Delay		0.0		0.0		0.0		0.0	
Total Delay (s/veh)		44.2		17.0		9.1		5.6	
LOS		D		В		A		A	
Approach Delay (s/veh)		44.2		17.0		9.1		5.6	
Approach LOS		D		В		A		A	
Intersection Summary									
Cycle Length: 90									
Actuated Cycle Length: 90									
Offset: 0 (0%), Referenced to	phase 2	NBTL an	d 6:SBTL	, Start of	Green				
Natural Cycle: 60									
Control Type: Actuated-Coor	dinated								
Maximum v/c Ratio: 0.70									
Intersection Signal Delay (s/	/eh): 12.5			l	ntersectio	n LOS: B			
Intersection Capacity Utilizati	ion 64.8%			10	CU Level	of Service	эC		
Analysis Period (min) 15									

Splits and Phases: 17: Metropolitan Pkwy & Dill Ave/Manford Rd

₩ _{Ø1}	Ø2 (R)	ø₄	
15 s	35 s	40 s	
▶ Ø6 (R)		₩ ø8	
50 s		40 s	

934 Avon Avenue Mixed-Use Development NV5

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			412			412	
Traffic Volume (vph)	100	8	29	9	10	20	39	887	12	11	253	64
Future Volume (vph)	100	8	29	9	10	20	39	887	12	11	253	64
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0			6.0			6.0	
Lane Util. Factor		1.00			1.00			0.95			0.95	
Frt		0.97			0.93			1.00			0.97	
Flt Protected		0.96			0.99			1.00			1.00	
Satd. Flow (prot)		1714			1730			3460			3343	
Flt Permitted		0.75			0.92			0.92			0.91	
Satd. Flow (perm)		1324			1612			3193			3060	
Peak-hour factor, PHF	0.73	0.73	0.73	0.63	0.63	0.63	0.87	0.87	0.87	0.91	0.91	0.91
Adj. Flow (vph)	137	11	40	14	16	32	45	1020	14	12	278	70
RTOR Reduction (vph)	0	14	0	0	26	0	0	0	0	0	15	0
Lane Group Flow (vph)	0	174	0	0	36	0	0	1079	0	0	345	0
Heavy Vehicles (%)	3%	0%	8%	0%	0%	2%	25%	3%	4%	7%	5%	3%
Turn Type	Perm	NA		Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases		4			8			2		1	6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		17.2			17.2			60.8			60.8	
Effective Green, g (s)		17.2			17.2			60.8			60.8	
Actuated g/C Ratio		0.19			0.19			0.68			0.68	
Clearance Time (s)		6.0			6.0			6.0			6.0	
Vehicle Extension (s)		3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)		253			308			2157			2067	
v/s Ratio Prot												
v/s Ratio Perm		c0.13			0.02			c0.34			0.11	
v/c Ratio		0.69			0.12			0.50			0.17	
Uniform Delay, d1		33.9			30.1			7.2			5.3	
Progression Factor		1.00			1.00			1.00			1.00	
Incremental Delay, d2		7.6			0.2			0.8			0.0	
Delay (s)		41.5			30.3			8.0			5.4	
Level of Service		D			С			А			Α	
Approach Delay (s/veh)		41.5			30.3			8.0			5.4	
Approach LOS		D			С			А			А	
Intersection Summary												
HCM 2000 Control Delay (s/ve	h)		12.0	H	CM 2000	Level of	Service		В			
HCM 2000 Volume to Capacity	ratio		0.59									
Actuated Cycle Length (s)			90.0	S	um of losi	t time (s)			18.0			
Intersection Capacity Utilization	n		64.8%	IC	CU Level of	of Service	•		С			
Analysis Period (min)			15									
c Critical Lane Group												

Intersection						
Int Delay, s/veh	5.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	T.			4	Y	
Traffic Vol, veh/h	50	71	70	53	80	80
Future Vol, veh/h	50	71	70	53	80	80
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	-
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	54	77	76	58	87	87

Major/Minor M	lajor1	Ν	/lajor2	ľ	Minor1	
Conflicting Flow All	0	0	132	0	303	93
Stage 1	-	-	-	-	93	-
Stage 2	-	-	-	-	210	-
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	-	-	1466	-	693	970
Stage 1	-	-	-	-	936	-
Stage 2	-	-	-	-	830	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1466	-	656	970
Mov Cap-2 Maneuver	-	-	-	-	656	-
Stage 1	-	-	-	-	936	-
Stage 2	-	-	-	-	786	-
Approach	EB		WB		NB	
HCM Control Delay s/v	0		4.32		10.91	
HCM LOS	0		1.02		R	
					5	
Minor Lane/Major Mvmt	NE	3Ln1	EBT	EBR	WBL	WBT
Capacity (veh/h)		783	-	-	1024	-

	105	-	- 1024	-			
HCM Lane V/C Ratio	0.222	-	- 0.052	-			
HCM Control Delay (s/veh)	10.9	-	- 7.6	0			
HCM Lane LOS	В	-	- A	А			
HCM 95th %tile Q(veh)	0.8	-	- 0.2	-			

Int Delay, s/veh	3.9						
Movement	EBT	EBR	WBL	WBT	NBL	NBR	
Lane Configurations	Þ			4	Y		
Traffic Vol, veh/h	95	35	54	84	39	59	
Future Vol, veh/h	95	35	54	84	39	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	-	
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	103	38	59	91	42	64	

Major/Minor	Major1	Ν	Major2	I	Minor1	
Conflicting Flow All	0	0	141	0	331	122
Stage 1	-	-	-	-	122	-
Stage 2	-	-	-	-	209	-
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	-	-	1454	-	668	934
Stage 1	-	-	-	-	908	-
Stage 2	-	-	-	-	831	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1454	-	639	934
Mov Cap-2 Maneuver	-	-	-	-	639	-
Stage 1	-	-	-	-	908	-
Stage 2	-	-	-	-	796	-
Arene e e b						
	EB		VVB	_		_
HCM Control Delay, s/	/v 0		2.97		10.27	
HCM LOS					В	
Minor Lane/Major Mvm	nt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)		789	_	_	704	_
HCM Lane V/C Ratio		0.135	-	-	0.04	-
HCM Control Delay (s/	/veh)	10.3	-	-	7.6	0
HCM Lane LOS	,	В	-	-	A	A

0.5

-

0.1

_

-

HCM 95th %tile Q(veh)

Int Delay, s/veh	4.4						
Movement	WBL	WBR	NBT	NBR	SBL	SBT	•
Lane Configurations	Y		et .			4	
Traffic Vol, veh/h	0	84	76	0	74	67	,
Future Vol, veh/h	0	84	76	0	74	67	,
Conflicting Peds, #/hr	0	0	0	0	0	0	)
Sign Control	Stop	Stop	Free	Free	Free	Free	;
RT Channelized	-	None	-	None	-	None	;
Storage Length	0	-	-	-	-	-	-
Veh in Median Storage	e, # 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	0	91	83	0	80	73	5

Major/Minor	Minor1	Μ	ajor1	Ν	1ajor2		
Conflicting Flow All	316	83	0	0	83	0	
Stage 1	83	-	-	-	-	-	
Stage 2	234	-	-	-	-	-	
Critical Hdwy	6.4	6.2	-	-	4.1	-	
Critical Hdwy Stg 1	5.4	-	-	-	-	-	
Critical Hdwy Stg 2	5.4	-	-	-	-	-	
Follow-up Hdwy	3.5	3.3	-	-	2.2	-	
Pot Cap-1 Maneuver	681	983	-	-	1527	-	
Stage 1	946	-	-	-	-	-	
Stage 2	810	-	-	-	-	-	
Platoon blocked, %			-	-		-	
Mov Cap-1 Maneuver	r 644	983	-	-	1527	-	
Mov Cap-2 Maneuver	644	-	-	-	-	-	
Stage 1	946	-	-	-	-	-	
Stage 2	765	-	-	-	-	-	

Approach	WB	NB	SB
HCM Control Delay,	s/v 9.04	0	3.93
HCM LOS	А		

Minor Lane/Major Mvmt	NBT	NBRV	VBLn1	SBL	SBT
Capacity (veh/h)	-	-	983	945	-
HCM Lane V/C Ratio	-	-	0.093	0.053	-
HCM Control Delay (s/veh)	-	-	9	7.5	0
HCM Lane LOS	-	-	А	А	Α
HCM 95th %tile Q(veh)	-	-	0.3	0.2	-

Int Delay, s/veh	7.1							
Movement	WBL	WBR	NBT	NBR	SBL	SBT		
Lane Configurations	Y		t,			4		
Traffic Vol, veh/h	0	68	8	0	59	8		
Future Vol, veh/h	0	68	8	0	59	8		
Conflicting Peds, #/hr	0	0	0	0	0	0		
Sign Control	Stop	Stop	Free	Free	Free	Free		
RT Channelized	-	None	-	None	-	None		
Storage Length	0	-	-	-	-	-		
Veh in Median Storage	,# 0	-	0	-	-	0		
Grade, %	0	-	0	-	-	0		
Peak Hour Factor	92	92	92	92	92	92		
Heavy Vehicles, %	0	0	0	0	0	0		
Mvmt Flow	0	74	9	0	64	9		

Major/Minor	Minor1	Ν	lajor1	Ν	/lajor2		
Conflicting Flow All	146	9	0	0	9	0	
Stage 1	9	-	-	-	-	-	
Stage 2	137	-	-	-	-	-	
Critical Hdwy	6.4	6.2	-	-	4.1	-	
Critical Hdwy Stg 1	5.4	-	-	-	-	-	
Critical Hdwy Stg 2	5.4	-	-	-	-	-	
Follow-up Hdwy	3.5	3.3	-	-	2.2	-	
Pot Cap-1 Maneuver	851	1079	-	-	1625	-	
Stage 1	1020	-	-	-	-	-	
Stage 2	895	-	-	-	-	-	
Platoon blocked, %			-	-		-	
Mov Cap-1 Maneuver	818	1079	-	-	1625	-	
Mov Cap-2 Maneuver	818	-	-	-	-	-	
Stage 1	1020	-	-	-	-	-	
Stage 2	859	-	-	-	-	-	

Approach	WB	NB	SB
HCM Control Delay, s/	/v 8.58	0	6.43
HCMLOS	Α		

Minor Lane/Major Mvmt	NBT	NBRW	VBLn1	SBL	SBT	
Capacity (veh/h)	-	-	1079	1585	-	
HCM Lane V/C Ratio	-	-	0.069	0.039	-	
HCM Control Delay (s/veh)	-	-	8.6	7.3	0	
HCM Lane LOS	-	-	А	А	А	
HCM 95th %tile Q(veh)	-	-	0.2	0.1	-	

Int Delay, s/veh	1.9									
Movement	WBL	WBR	NBT	NBR	SBL	SBT	•			
Lane Configurations	Y		4			4				
Traffic Vol, veh/h	0	2	6	0	2	6	i			
Future Vol, veh/h	0	2	6	0	2	6	i			
Conflicting Peds, #/hr	0	0	0	0	0	0				
Sign Control	Stop	Stop	Free	Free	Free	Free	)			
RT Channelized	-	None	-	None	-	None	•			
Storage Length	0	-	-	-	-	-	•			
Veh in Median Storage	e, # 0	-	0	-	-	0	)			
Grade, %	0	-	0	-	-	0	)			
Peak Hour Factor	92	92	92	92	92	92	2			
Heavy Vehicles, %	0	0	0	0	0	0	)			
Mvmt Flow	0	2	7	0	2	7	,			

Major/Minor	Minor1	Ν	lajor1	Ν	/lajor2		
Conflicting Flow All	17	7	0	0	7	0	
Stage 1	7	-	-	-	-	-	
Stage 2	11	-	-	-	-	-	
Critical Hdwy	6.4	6.2	-	-	4.1	-	
Critical Hdwy Stg 1	5.4	-	-	-	-	-	
Critical Hdwy Stg 2	5.4	-	-	-	-	-	
Follow-up Hdwy	3.5	3.3	-	-	2.2	-	
Pot Cap-1 Maneuver	1006	1082	-	-	1627	-	
Stage 1	1022	-	-	-	-	-	
Stage 2	1017	-	-	-	-	-	
Platoon blocked, %			-	-		-	
Mov Cap-1 Maneuver	1004	1082	-	-	1627	-	
Mov Cap-2 Maneuver	1004	-	-	-	-	-	
Stage 1	1022	-	-	-	-	-	
Stage 2	1016	-	-	-	-	-	

Approach	WB	NB	SB	
HCM Control Delay, s/v	/ 8.33	0	1.8	
HCM LOS	A			

Minor Lane/Major Mvmt	NBT	NBRV	VBLn1	SBL	SBT	
Capacity (veh/h)	-	-	1082	450	-	
HCM Lane V/C Ratio	-	-	0.002	0.001	-	
HCM Control Delay (s/veh)	-	-	8.3	7.2	0	
HCM Lane LOS	-	-	А	А	А	
HCM 95th %tile Q(veh)	-	-	0	0	-	

Int Delay, s/veh	2.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		t,			4
Traffic Vol, veh/h	0	2	4	0	2	4
Future Vol, veh/h	0	2	4	0	2	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage	e, # 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	0	2	4	0	2	4

Major/Minor	Minor1	Ν	lajor1	Ν	/lajor2	
Conflicting Flow All	13	4	0	0	4	0
Stage 1	4	-	-	-	-	-
Stage 2	9	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	1011	1085	-	-	1630	-
Stage 1	1024	-	-	-	-	-
Stage 2	1020	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	1010	1085	-	-	1630	-
Mov Cap-2 Maneuver	1010	-	-	-	-	-
Stage 1	1024	-	-	-	-	-
Stage 2	1018	-	-	-	-	-
A I					0.0	

Approach	WB	NB	SB	
HCM Control Delay, s/v	8.32	0	2.4	
HCM LOS	Α			

Minor Lane/Major Mvmt	NBT	NBRV	VBLn1	SBL	SBT	
Capacity (veh/h)	-	-	1085	600	-	
HCM Lane V/C Ratio	-	-	0.002	0.001	-	
HCM Control Delay (s/veh)	-	-	8.3	7.2	0	
HCM Lane LOS	-	-	А	А	Α	
HCM 95th %tile Q(veh)	-	-	0	0	-	

Int Delay, s/veh	3.9						
Movement	WBL	WBR	NBT	NBR	SBL	SBT	
Lane Configurations	Y		T.			4	
Traffic Vol, veh/h	0	2	2	0	2	2	
Future Vol, veh/h	0	2	2	0	2	2	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Stop	Stop	Free	Free	Free	Free	
RT Channelized	-	None	-	None	-	None	
Storage Length	0	-	-	-	-	-	
Veh in Median Storage	,# 0	-	0	-	-	0	
Grade, %	0	-	0	-	-	0	
Peak Hour Factor	92	92	92	92	92	92	
Heavy Vehicles, %	0	0	0	0	0	0	
Mvmt Flow	0	2	2	0	2	2	

Major/Minor	Minor1	Ν	lajor1	Ν	/lajor2	
Conflicting Flow All	9	2	0	0	2	0
Stage 1	2	-	-	-	-	-
Stage 2	7	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	1017	1088	-	-	1633	-
Stage 1	1026	-	-	-	-	-
Stage 2	1022	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	1016	1088	-	-	1633	-
Mov Cap-2 Maneuver	1016	-	-	-	-	-
Stage 1	1026	-	-	-	-	-
Stage 2	1020	-	-	-	-	-

Approach	WB	NB	SB	
HCM Control Delay, s/v	8.32	0	3.6	
HCM LOS	Α			

Minor Lane/Major Mvmt	NBT	NBRV	VBLn1	SBL	SBT	
Capacity (veh/h)	-	-	1088	900	-	
HCM Lane V/C Ratio	-	-	0.002	0.001	-	
HCM Control Delay (s/veh)	-	-	8.3	7.2	0	
HCM Lane LOS	-	-	А	А	Α	
HCM 95th %tile Q(veh)	-	-	0	0	-	

Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		t,			4
Traffic Vol, veh/h	0	2	0	0	2	0
Future Vol, veh/h	0	2	0	0	2	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage	,# 0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	2	0	0	2	0

Major/Minor	Minor1	Ma	ajor1	Μ	ajor2				
Conflicting Flow All	4	0	0	0	0	0			
Stage 1	0	-	-	-	-	-			
Stage 2	4	-	-	-	-	-			
Critical Hdwy	6.4	6.2	-	-	4.1	-			
Critical Hdwy Stg 1	5.4	-	-	-	-	-			
Critical Hdwy Stg 2	5.4	-	-	-	-	-			
Follow-up Hdwy	3.5	3.3	-	-	2.2	-			
Pot Cap-1 Maneuver	1023	-	-	-	-	-			
Stage 1	-	-	-	-	-	-			
Stage 2	1024	-	-	-	-	-			
Platoon blocked, %			-	-		-			
Mov Cap-1 Maneuver	1023	-	-	-	-	-			
Mov Cap-2 Maneuver	1023	-	-	-	-	-			
Stage 1	-	-	-	-	-	-			
Stage 2	1024	-	-	-	-	-			

Approach	WB	NB	SB	
HCM Control Delay, s/v		0		
HCM LOS	-			

Minor Lane/Major Mvmt	NBT	NBRWB	Ln1	SBL	SBT
Capacity (veh/h)	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s/veh)	-	-	-	-	-
HCM Lane LOS	-	-	-	-	-
HCM 95th %tile Q(veh)	-	-	-	-	-

# Timings 17: Metropolitan Pkwy & Dill Ave/Manford Rd

	٨	-+	1	+	1	Ť	1	ŧ	
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	
Lane Configurations		4.		\$		đ b		412	
Traffic Volume (vph)	139	30	41	43	64	810	46	657	
Future Volume (vph)	139	30	41	43	64	810	46	657	
Turn Type	Perm	NA	Perm	NA	Perm	NA	pm+pt	NA	
Protected Phases		4		8		2	1	6	
Permitted Phases	4		8		2		6		
Detector Phase	4	4	8	8	2	2	1	6	
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	
Total Split (s)	40.0	40.0	40.0	40.0	45.0	45.0	15.0	60.0	
Total Split (%)	40.0%	40.0%	40.0%	40.0%	45.0%	45.0%	15.0%	60.0%	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)		0.0		0.0		0.0		0.0	
Total Lost Time (s)		6.0		6.0		6.0		6.0	
Lead/Lag					Lag	Lag	Lead		
Lead-Lag Optimize?					Yes	Yes	Yes		
Recall Mode	None	None	None	None	C-Max	C-Max	None	C-Max	
Act Effct Green (s)		23.8		23.8		64.2		64.2	
Actuated g/C Ratio		0.24		0.24		0.64		0.64	
v/c Ratio		0.81		0.41		0.61		0.50	
Control Delay (s/veh)		50.0		29.9		13.8		11.3	
Queue Delay		0.0		0.0		0.0		0.0	
Total Delay (s/veh)		50.0		29.9		13.8		11.3	
LOS		D		С		В		В	
Approach Delay (s/veh)		50.0		29.9		13.8		11.3	
Approach LOS		D		С		В		В	
Intersection Summary									
Cycle Length: 100									
Actuated Cycle Length: 100									
Offset: 0 (0%), Referenced to	o phase 2	NBTL an	d 6:SBTL	, Start of	Green				
Natural Cycle: 60									
Control Type: Actuated-Coor	rdinated								
Maximum v/c Ratio: 0.81									
Intersection Signal Delay (s/	veh): 17.9			I	ntersectio	n LOS: B			
Intersection Capacity Utilizat	ion 85.6%			10	CU Level	of Service	θE		
Analysis Period (min) 15									

Splits and Phases: 17: Metropolitan Pkwy & Dill Ave/Manford Rd

₩ _{Ø1}	Ø2 (R)	<b>1</b> , _{∅4}	
15 s	45 s	40 s	
₩ Ø6 (R)		₩ Ø8	

934 Avon Avenue Mixed-Use Development NV5

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		đ,			đ,			12			12	
Traffic Volume (vph)	139	30	89	41	43	26	64	810	20	46	657	151
Future Volume (vph)	139	30	89	41	43	26	64	810	20	46	657	151
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0			6.0			6.0	
Lane Util. Factor		1.00			1.00			0.95			0.95	
Frt		0.95			0.97			1.00			0.97	
Flt Protected		0.97			0.98			1.00			1.00	
Satd. Flow (prot)		1733			1778			3504			3416	
Flt Permitted		0.75			0.79			0.79			0.82	
Satd. Flow (perm)		1328			1422			2768			2814	
Peak-hour factor, PHF	0.94	0.94	0.94	0.77	0.77	0.77	0.82	0.82	0.82	0.93	0.93	0.93
Adj. Flow (vph)	148	32	95	53	56	34	78	988	24	49	706	162
RTOR Reduction (vph)	0	22	0	0	13	0	0	1	0	0	14	0
Lane Group Flow (vph)	0	253	0	0	130	0	0	1089	0	0	903	0
Heavy Vehicles (%)	1%	2%	3%	1%	0%	5%	7%	2%	0%	2%	3%	1%
Turn Type	Perm	NA		Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases		4			8			2		1	6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		23.8			23.8			64.2			64.2	
Effective Green, g (s)		23.8			23.8			64.2			64.2	
Actuated g/C Ratio		0.24			0.24			0.64			0.64	
Clearance Time (s)		6.0			6.0			6.0			6.0	
Vehicle Extension (s)		3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)		316			338			1777			1806	
v/s Ratio Prot												
v/s Ratio Perm		c0.19			0.09			c0.39			0.32	
v/c Ratio		0.80			0.38			0.61			0.50	
Uniform Delay, d1		35.9			32.0			10.6			9.4	
Progression Factor		1.00			1.00			1.00			1.00	
Incremental Delay, d2		13.5			0.7			1.6			0.2	
Delay (s)		49.4			32.7			12.2			9.7	
Level of Service		D			С			В			А	
Approach Delay (s/veh)		49.4			32.7			12.2			9.7	
Approach LOS		D			С			В			А	
Intersection Summary												
HCM 2000 Control Delay (s/v	eh)		16.6	Н	CM 2000	Level of	Service		В			
HCM 2000 Volume to Capacit	ty ratio		0.71									
Actuated Cycle Length (s)			100.0	S	um of losi	t time (s)			18.0			
Intersection Capacity Utilization	on		85.6%	IC	CU Level of	of Service	!		E			
Analysis Period (min)			15									
c Critical Lane Group												